



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Supplemental Re-Evaluation** for **SUM IR 0076 05.53 PID 96670** **Environmental Document Level: D3**

**Approved: 12/31/2019**

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ODOT DISTRICT 4

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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 June 6, 2018, and executed by FHWA and ODOT.*

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## Supplemental Re-evaluation Level D3

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### Re-evaluation Level

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

The environmental document (D3 CE) for this project, originally approved on May 18, 2016, warrants reevaluation based on a change order/contract modification that was added to the project during construction.

This change order/contract modification proposes street improvements beyond the project study area and the acquisition of additional permanent and temporary rights-of-way. Appropriate studies, coordination and public involvement activities were updated/completed to address these proposed street improvements.

The construction limits established for this project, in part, include the IR 76/State Street interchange. At the IR 76/State Street interchange, the project is constructing a left turn lane along State Street to accommodate the southbound-to-eastbound left turn movements to the proposed new eastbound IR 76 entrance ramp also being constructed as part of the project. In consideration of planned development presently under construction on State Street/Romig Road north of the IR 76/State Street interchange and future development within the State Street/Romig Road corridor that will ultimately generate extensive southbound-to-eastbound left turn movements at the IR 76/State Street interchange, the project currently proposes to widen State Street to accommodate future dual left turn lanes to the proposed new eastbound IR 76 entrance ramp at the IR 76/State Street interchange. Approximately 361 feet of State Street will be widened between Central Avenue and the northern limit of the State Street bridge over IR 76. Also at this location, an existing rock retaining wall along the western side of State Street will be removed and replaced further westward from the street as part of the newly proposed State Street widening. Moreover, the newly proposed State Street widening will resume at the southern limit of the State Street bridge over IR 76, continue for approximately 332 feet and terminate just south of Elmwood Street. An existing sidewalk along the western side of State Street will additionally be replaced to accommodate the newly proposed State Street widening.

The newly proposed State Street improvements will require the acquisition of minor amounts of permanent strip right-of-way for the additional pavement and temporary right-of-way for relocating the retaining wall and sidewalk and grading behind these items. The additional required strip right-of-way extended the construction limits beyond the previous study area, therefore, a reevaluation of the approved environmental document is necessary for the project.

Detailed design/right-of-way plans for the newly proposed State Street improvements are located in the Project File/General/Project Information subsection as State Street Widening Plans.pdf.

The newly proposed State Street improvements will not impact any environmentally sensitive resources within the expanded project study area.



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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



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### General Project Information

#### Project, Cost Schedule and Work Limits

Environmental Document Level:	D3
PID:	96670
Project Name:	SUM IR 0076 05.53
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	No
STIP Reference #:	2016AM03ID0090FDPE; 2016stipID0165FDRW and 2016stipID0165FDCO and is fiscally constrained.

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

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

Planning and Engineering: \$4,246,809.67

Right of Way: \$3,765,835.00

Construction: \$28,751,820.00

Other: \$27,368,885.00

An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed Yes

Date Completed: 12/18/2015

#### Project Description:

**\*No changes to original Project Description. See Re-evaluation Level tab and Project File for details on activities added to the project that are beyond the previous study area.\***

The Ohio Department of Transportation (ODOT) proposes to improve Interstate Route (IR) 76 and the existing interchanges with State Route (SR) 619 (Wooster Road/East Avenue) and State Street, in the Cities of Barberton and Akron, Summit County, Ohio. As part of the proposed project, 12-foot travel lanes will be added in each direction along IR 76 between the existing interchanges. In addition, the existing interstate bridges over Central Avenue will be removed and replaced with earthen embankment. Central Avenue will be



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permanently closed to through traffic. The proposed project will also remove the existing SR 619 interchange and construct a full diamond interchange at State Street to increase distance from the IR 277/Kenmore Leg interchange.

In order to provide access from SR 619 to State Street and IR 76 westbound, a westbound connector street approximately 1,190 feet long will converge with the proposed westbound IR 76 exit ramp to State Street. Additionally, an eastbound connector street approximately 1,210 feet long will diverge from the IR 76 eastbound entrance ramp to provide access to SR 619 from eastbound IR 76 and State Street. A new noise barrier will be constructed parallel to Elmwood Street along the southern side of the entrance ramp between State Street and SR 619. The noise barrier will be approximately 1,375 feet long and 17 feet high. Furthermore, the proposed project will improve storm drainage, traffic signalization, pedestrian facilities, highway/street illumination, traffic control signage/pavement markings, and new retaining walls.

The proposed project area is highly disturbed due to previous construction activities and development along IR 76, State Street, and SR 619. Land use within the proposed project area consists primarily of highly-developed residential and commercial areas and green space (mown right-of-way). Based on preliminary roadway plans, the proposed project will require temporary and permanent right-of-way to facilitate construction activities. It is anticipated that twenty-one (21) residential parcels and one (1) commercial property will be acquired and/or relocated.

Construction is scheduled to begin in 2019.

- Project location maps can be found in the Project File under General/Project Information/County Map.pdf and USGS Quadrangle Topographical Map.pdf
- The STIP listing can be found in the Project File under General/Project Information/STIP Listing.pdf
- Project plans can be found in the Project File under General/Project Information/Preliminary Roadway Plans.pdf

### Limits of Proposed Work:

Central Avenue to 27th Street, SUM  
SR 619 from 0.00 to 0.66 and 0.82 to  
1.79, SUM CR 667 from 0.60 to 0.77

**Start (SLM):** 5.53

**End (SLM):** 5.91

**Total Work Length (Miles):** 0.38

Roadway Character

### Roadway Character

**Route Number: CR00667**

**Functional Classification:** Collector (Urban)

**Current Average Daily Traffic:** 9960



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**Current Average Daily Traffic Year:** 2020  
**Design Year Average Daily Traffic:** 14750  
**Design Average Daily Traffic Year:** 2040  
**Daily Hourly Volume:** 1510  
**Truck %:** 6  
**Setting:** Urban  
**Topography:** Rolling

	<b>Existing:</b>	<b>Proposed:</b>
Design Speed (MPH):	40	40
Legal Speed (MPH):	35	35
Number of Lanes:	4	4
Type of Lanes:	through/turn	through/turn
Pavement Width (ft):	44	44
Shoulder Width (ft):	N/A	N/A
Median Width (ft):	N/A	N/A
Sidewalk Width (ft):	6	6

**Route Number: IR00076**

**Functional Classification:** Principal Arterial - Interstate (Urban)  
**Current Average Daily Traffic:** 68400  
**Current Average Daily Traffic Year:** 2020  
**Design Year Average Daily Traffic:** 87100  
**Design Average Daily Traffic Year:** 2040  
**Daily Hourly Volume:** 7600  
**Truck %:** 15  
**Setting:** Urban  
**Topography:** Level

	<b>Existing:</b>	<b>Proposed:</b>
Design Speed (MPH):	55	60
Legal Speed (MPH):	55	55
Number of Lanes:	4	6
Type of Lanes:	Through	Through
Pavement Width (ft):	48	72



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Shoulder Width (ft):	28	48
Median Width (ft):	40	27
Sidewalk Width (ft):	N/A	N/A

**Route Number: SR00619**

**Functional Classification:** Principal Arterial - Other (Urban)

**Current Average Daily Traffic:** 15310

**Current Average Daily Traffic Year:** 2020

**Design Year Average Daily Traffic:** 9840

**Design Average Daily Traffic Year:** 2040

**Daily Hourly Volume:** 1110

**Truck %:** 4

**Setting:** Urban

**Topography:** Rolling

	<b>Existing:</b>	<b>Proposed:</b>
Design Speed (MPH):	40	40
Legal Speed (MPH):	35	35
Number of Lanes:	4	4
Type of Lanes:	through/turn	through/turn
Pavement Width (ft):	48	48
Shoulder Width (ft):	N/A	N/A
Median Width (ft):	N/A	N/A
Sidewalk Width (ft):	6	6

**Sufficiency Rating:** 092.8

**General Rating:** 8

**Date Built:** 07/01/1962

**Bridge Location:** 0.18 MI W OF SR 619

**40. Bridge Type:** 322

**Sufficiency Rating:** 094.9

**General Rating:** 8

**Date Built:** 07/01/1962

**Bridge Location:** 0.18 MI W OF SR 619

**40. Bridge Type:** 322



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<b>Sufficiency Rating:</b>	084.8
<b>General Rating:</b>	5
<b>Date Built:</b>	07/01/1962
<b>Bridge Location:</b>	JCT SR 619 AND IR 76
<b>40. Bridge Type:</b>	195
<b>Sufficiency Rating:</b>	075.8
<b>General Rating:</b>	7
<b>Date Built:</b>	07/01/1962
<b>Bridge Location:</b>	JCT SR 619 AND IR 76
<b>40. Bridge Type:</b>	195
<b>Sufficiency Rating:</b>	074.1
<b>General Rating:</b>	7
<b>Date Built:</b>	07/01/1962
<b>Bridge Location:</b>	JCT SR 619 AND IR 76
<b>40. Bridge Type:</b>	322
<b>Sufficiency Rating:</b>	092.5
<b>General Rating:</b>	7
<b>Date Built:</b>	07/01/1962
<b>Bridge Location:</b>	JCT SR 619 AND IR 76
<b>40. Bridge Type:</b>	322
<b>Sufficiency Rating:</b>	066.7
<b>General Rating:</b>	5
<b>Date Built:</b>	07/01/1963
<b>Bridge Location:</b>	0.15 MI W OF IR 277
<b>40. Bridge Type:</b>	322
<b>Sufficiency Rating:</b>	095.6
<b>General Rating:</b>	6
<b>Date Built:</b>	07/01/1967
<b>Bridge Location:</b>	JCT OF IR 76 AND IR 277
<b>40. Bridge Type:</b>	322



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**Sufficiency Rating:** 085.0

**General Rating:** 6

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

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

**40. Bridge Type:** 322

**Sufficiency Rating:** 093.6

**General Rating:** 7

**Date Built:** 07/01/1968

**Bridge Location:** JCT OF IR 277 AND SR 93

**40. Bridge Type:** 322

**Sufficiency Rating:** 077.6

**General Rating:** 8

**Date Built:** 07/01/1999

**Bridge Location:** 0.10 MI S OF IR 76

**40. Bridge Type:** 111

**Sufficiency Rating:** 089.7

**General Rating:** 6

**Date Built:** 07/01/1978

**Bridge Location:** 0.77 MI S OF IR 76

**40. Bridge Type:** 322

Design Criteria For Bridges  
**Design Criteria for Bridges**

**SFN: 7705379**

**Sufficiency Rating:** 092.8

**General Rating:** 8

**Date Built:** 07/01/1962

**Bridge Location:** 0.18 MI W OF SR 619

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	322	N/A
Bridge Length (ft):	114	0
Number of Main Spans:	3	0
Max Span Length (ft):	42	0



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Load Restrictions (TON):	150	0
Curb to Curb Width (ft):	50	0
Shoulder Width(ft):	4	0
Under Clearance (ft):	15.7	0

**Bridge Type Description:**

Continuous Steel Beam with a reinforced concrete deck.

**Load Restrictions Description:**

The current load restrictions for this structure is 150 tons. Future load restrictions will not apply as this structure will be removed and replaced with earthen embankment.

**Will the structure be rehabilitated or replaced as part of the project?** Yes

**If this bridge is a historic bridge, what type is it?** N/A

**Remarks:**

Existing structure will be removed and replaced with earthen embankment (includes closure of Central Avenue under IR 76).

**\*No changes to any Bridges from original project. See Re-evaluation Level tab and Project File for details on activities added to the project that are beyond the previous study area.\***

**SFN: 7705409**

**Sufficiency Rating:** 094.9

**General Rating:** 8

**Date Built:** 07/01/1962

**Bridge Location:** 0.18 MI W OF SR 619

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	322	N/A
Bridge Length (ft):	114	0
Number of Main Spans:	3	0
Max Span Length (ft):	42	0
Load Restrictions (TON):	150	0
Curb to Curb Width (ft):	32	0
Shoulder Width(ft):	4	0
Under Clearance (ft):	15.7	0

**Bridge Type Description:**



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Continuous Steel Beam with a reinforced concrete deck.

**Load Restrictions Description:**

The current load restrictions for this structure is 150 tons. Future load restrictions will not apply as this structure will be removed and replaced with earthen embankment.

**Will the structure be rehabilitated or replaced as part of the project?** Yes

**If this bridge is a historic bridge, what type is it?** N/A

**Remarks:**

Existing structure will be removed and replaced with earthen embankment (includes closure of Central Avenue under IR 76).

**SFN: 7705433**

**Sufficiency Rating:** 084.8

**General Rating:** 5

**Date Built:** 07/01/1962

**Bridge Location:** JCT SR 619 AND IR 76

	Existing:	Proposed:
Bridge Type:	195	N/A
Bridge Length (ft):	26	0
Number of Main Spans:	1	0
Max Span Length (ft):	21	0
Load Restrictions (TON):	150	0
Curb to Curb Width (ft):	0	0
Shoulder Width(ft):	2	0
Under Clearance (ft):	0	0

**Bridge Type Description:** Concrete Filled Culvert

**Load Restrictions Description:**

The current load restrictions for this structure is 150 tons. Future load restrictions will not apply as this structure will be removed to accommodate reconfiguration of the existing interchange.

**Will the structure be rehabilitated or replaced as part of the project?** Yes

**If this bridge is a historic bridge, what type is it?** N/A

**Remarks:**



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This existing structure that carries Mud Run will be removed to accommodate reconfiguration of the existing interchange.

**SFN: 7705468**

**Sufficiency Rating:** 075.8

**General Rating:** 7

**Date Built:** 07/01/1962

**Bridge Location:** JCT SR 619 AND IR 76

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	195	195
Bridge Length (ft):	26	26
Number of Main Spans:	1	1
Max Span Length (ft):	21	21
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	0	0
Shoulder Width(ft):	4	4
Under Clearance (ft):	0	0

**Bridge Type Description:** Concrete Filled Culvert

**Load Restrictions Description:**

The current load restrictions for this structure is 150 tons and widening to accommodate proposed ramps/connector road will not result in changes to existing load restrictions.

**Will the structure be rehabilitated or replaced as part of the project?** No

**If this bridge is a historic bridge, what type is it?** N/A

**Remarks:**

The concrete culvert that carries Mud Run will be extended approximately 15 feet north and south of IR 76 to accommodate the proposed off/on ramps and connector roads.

**SFN: 7705492**

**Sufficiency Rating:** 074.1

**General Rating:** 7

**Date Built:** 07/01/1962

**Bridge Location:** JCT SR 619 AND IR 76



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	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	322	322
Bridge Length (ft):	211	211
Number of Main Spans:	3	3
Max Span Length (ft):	85	85
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	40	67.7
Shoulder Width(ft):	8	20
Under Clearance (ft):	17.1	17.1

**Bridge Type Description:**

This structure is a 3-span, continuous steel beam structure with a substructure consisting of pile supported stub abutments and cap and column piers on piles.

**Load Restrictions Description:**

The current load restrictions for this structure is 150 tons and no future load restrictions are anticipated.

**Will the structure be rehabilitated or replaced as part of the project?**

No

**If this bridge is a historic bridge, what type is it?**

N/A

**Remarks:**

This structure will be replaced to accommodate widening of IR 76 and the proposed State Street/IR 76 eastbound on-ramp.

**SFN: 7705522**

**Sufficiency Rating:**

092.5

**General Rating:**

7

**Date Built:**

07/01/1962

**Bridge Location:**

JCT SR 619 AND IR 76

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	322	322
Bridge Length (ft):	211	211
Number of Main Spans:	3	3
Max Span Length (ft):	85	85
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	40	71
Shoulder Width(ft):	8	20

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Under Clearance (ft):	17.1	17.1
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**Bridge Type Description:**

This structure is a 3-span, continuous steel beam structure with a substructure consisting of pile supported stub abutments and cap and column piers on piles.

**Load Restrictions Description:**

The current load restrictions for this structure is 150 tons and no future load restrictions are anticipated.

**Will the structure be rehabilitated or replaced as part of the project?**

No

**If this bridge is a historic bridge, what type is it?**

N/A

**Remarks:**

This structure will be replaced to accommodate widening of IR 76 and the proposed IR 76/State Street westbound off-ramp.

**SFN: 7705581****Sufficiency Rating:**

066.7

**General Rating:**

5

**Date Built:**

07/01/1963

**Bridge Location:**

0.15 MI W OF IR 277

	Existing:	Proposed:
Bridge Type:	322	322
Bridge Length (ft):	223	223
Number of Main Spans:	4	4
Max Span Length (ft):	64	64
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	30	30
Shoulder Width(ft):	4	4
Under Clearance (ft):	17.1	17.1

**Bridge Type Description:**

Continuous Steel Beam

**Load Restrictions Description:**

The current load restrictions for this structure is 150 tons and no future load restrictions are anticipated.

**Will the structure be rehabilitated or replaced as part of the project?**

No



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**If this bridge is a historic bridge, what type is it?**

N/A

**Remarks:**

No impacts to this structure are anticipated.

**SFN: 7705611**

**Sufficiency Rating:**

095.6

**General Rating:**

6

**Date Built:**

07/01/1967

**Bridge Location:**

JCT OF IR 76 AND IR 277

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	322	322
Bridge Length (ft):	202	202
Number of Main Spans:	4	4
Max Span Length (ft):	63	63
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	72	72
Shoulder Width(ft):	8	8
Under Clearance (ft):	16.4	16.4

**Bridge Type Description:**

Continuous Steel Beam

**Load Restrictions Description:**

n/a

**Will the structure be rehabilitated or replaced as part of the project?**

Yes

**If this bridge is a historic bridge, what type is it?**

n/a

**Remarks:**

Minor Rehabilitation - Approach slab replace/repair.

**SFN: 7705646**

**Sufficiency Rating:**

085.0

**General Rating:**

6

**Date Built:**

07/01/1967

**Bridge Location:**

0.16 MI N OF IR 277

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	322	322



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Bridge Length (ft):	221	221
Number of Main Spans:	2	2
Max Span Length (ft):	114	114
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	103.50	103.50
Shoulder Width(ft):	8	8
Under Clearance (ft):	23	23

**Bridge Type Description:**

Continuous Steel Beam

**Load Restrictions Description:**

n/a

**Will the structure be rehabilitated or replaced as part of the project?**

Yes

**If this bridge is a historic bridge, what type is it?**

n/a

**Remarks:**

Removal of existing expansion joint at both ends of structure. Convert to Semi-integral abutments with new full width approach slabs. Partial deck replacement will also be included.

**SFN: 7709633**

**Sufficiency Rating:**

093.6

**General Rating:**

7

**Date Built:**

07/01/1968

**Bridge Location:**

JCT OF IR 277 AND SR 93

	Existing:	Proposed:
Bridge Type:	322	322
Bridge Length (ft):	217	217
Number of Main Spans:	3	3
Max Span Length (ft):	91	91
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	104	104
Shoulder Width(ft):	8	8
Under Clearance (ft):	15	15

**Bridge Type Description:**

Continuous Steel Beam

**Load Restrictions Description:**

n/a

**Will the structure be rehabilitated or replaced as part of the project?**

Yes

**If this bridge is a historic bridge, what type is it?**

n/a



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**Remarks:**

Remove and replace existing asphalt overlay in westbound direction only. Replace Polymer Modified Asphalt Joint Systems in westbound direction.

**SFN: 7711026**

**Sufficiency Rating:** 077.6

**General Rating:** 8

**Date Built:** 07/01/1999

**Bridge Location:** 0.10 MI S OF IR 76

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	111	111
Bridge Length (ft):	43	43
Number of Main Spans:	1	1
Max Span Length (ft):	43	43
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	50	50
Shoulder Width(ft):	2	2
Under Clearance (ft):	0	0

**Bridge Type Description:**

Simple Concrete Slab

**Load Restrictions Description:**

n/a

**Will the structure be rehabilitated or replaced as part of the project?**

Yes

**If this bridge is a historic bridge, what type is it?**

n/a

**Remarks:**

Preventive Maintenance - Deck patching (concrete); Deck Sealing; Substructure Sealing

Reactive Maintenance - Concrete patch (non-deck)

Minor Rehabilitation - Substructure (other)

**SFN: 7711034**

**Sufficiency Rating:** 089.7

**General Rating:** 6



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**Date Built:**

07/01/1978

**Bridge Location:**

0.77 MI S OF IR 76

	<b>Existing:</b>	<b>Proposed:</b>
Bridge Type:	322	322
Bridge Length (ft):	866	866
Number of Main Spans:	11	11
Max Span Length (ft):	122	122
Load Restrictions (TON):	150	150
Curb to Curb Width (ft):	57	57
Shoulder Width(ft):	4	4
Under Clearance (ft):	16.3	16.3

**Bridge Type Description:**

Continuous Steel Beam

**Load Restrictions Description:**

n/a

**Will the structure be rehabilitated or replaced as part of the project?**

Yes

**If this bridge is a historic bridge, what type is it?**

n/a

**Remarks:**

Preventive Maintenance - Spot painting structural steel; Drainage system cleaned/repared; Deck patching (concrete); Slope repair & protection install; Pressure relief joint installation; Spall Removal

Reactive Maintenance - Concrete patch (non-deck); Bearing reset/replace; Deck overlay (asphalt with waterproof)

Minor Rehabilitation - Superstructure (other); Substructure (other)

<b>41. Bridge Length (ft):</b>	114
<b>41. Bridge Length (ft):</b>	114
<b>41. Bridge Length (ft):</b>	26
<b>41. Bridge Length (ft):</b>	26
<b>41. Bridge Length (ft):</b>	211
<b>41. Bridge Length (ft):</b>	211
<b>41. Bridge Length (ft):</b>	223
<b>41. Bridge Length (ft):</b>	202
<b>41. Bridge Length (ft):</b>	221



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<b>41. Bridge Length (ft):</b>	217
<b>41. Bridge Length (ft):</b>	43
<b>41. Bridge Length (ft):</b>	866
<b>42. Number of Main Spans:</b>	3
<b>42. Number of Main Spans:</b>	3
<b>42. Number of Main Spans:</b>	1
<b>42. Number of Main Spans:</b>	1
<b>42. Number of Main Spans:</b>	3
<b>42. Number of Main Spans:</b>	3
<b>42. Number of Main Spans:</b>	4
<b>42. Number of Main Spans:</b>	4
<b>42. Number of Main Spans:</b>	2
<b>42. Number of Main Spans:</b>	3
<b>42. Number of Main Spans:</b>	1
<b>42. Number of Main Spans:</b>	11
<b>43. Max Span Length (ft):</b>	42
<b>43. Max Span Length (ft):</b>	42
<b>43. Max Span Length (ft):</b>	21
<b>43. Max Span Length (ft):</b>	21
<b>43. Max Span Length (ft):</b>	85
<b>43. Max Span Length (ft):</b>	85
<b>43. Max Span Length (ft):</b>	64
<b>43. Max Span Length (ft):</b>	63
<b>43. Max Span Length (ft):</b>	114
<b>43. Max Span Length (ft):</b>	91
<b>43. Max Span Length (ft):</b>	43
<b>43. Max Span Length (ft):</b>	122
<b>44. Load Restrictions (TON):</b>	150
<b>44. Load Restrictions (TON):</b>	150
<b>44. Load Restrictions (TON):</b>	150
<b>44. Load Restrictions (TON):</b>	150



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44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	150
44. Load Restrictions (TON):	150
45. Curb to Curb Width (ft):	50
45. Curb to Curb Width (ft):	32
45. Curb to Curb Width (ft):	0
45. Curb to Curb Width (ft):	0
45. Curb to Curb Width (ft):	40
45. Curb to Curb Width (ft):	40
45. Curb to Curb Width (ft):	30
45. Curb to Curb Width (ft):	72
45. Curb to Curb Width (ft):	103.50
45. Curb to Curb Width (ft):	104
45. Curb to Curb Width (ft):	50
45. Curb to Curb Width (ft):	57

**Maintenance of Traffic During Construction**

A roadway, bridge or ramp closure is required	Yes
A temporary bridge or roadway is proposed	No
A detour is required for the proposed project	Yes
Access for local through traffic will be provided with appropriate signage	Yes
Provisions for through-traffic dependent businesses will be incorporated into project design	Yes
Provisions to accommodate any local special events or festivals will be incorporated into project design	Yes
The proposed MOT substantially impacts sensitive environmental resources	No
Substantial controversy is associated with the proposed MOT	No



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Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc.

No

### Remarks:

### Activities added to the project that are beyond the previous study area:

The contractor will need to close the curbside southbound lane along the project limits of State Street during construction. The other southbound lane on State Street will be maintained. The contractor will maintain access to the ramps to I-76 and Elmwood Street. Pedestrian access along State Street will also be maintained.

See maintenance of traffic plans in Project File > General > Project Information > State Street Widening Plans.pdf.

### Original:

In accordance with ODOT's Permitted Lane Closure Policy, two lanes of traffic in each direction along IR 76 will be maintained during construction activities, with the exception of short periods of time during non-peak hours (nighttime) when the interstate may be reduced to one lane in each direction to install bridge beams or conduct activities that would cause daytime restrictions. Existing ramps are to remain open to the maximum extent possible during construction activities, with the length and duration of the ramp closures and restrictions to be approved by the project engineer.

Minor, short-term, temporary impacts to police, fire, and emergency medical services may increase response times due to construction activities. In addition, temporary impacts to school bus service will occur during construction due to temporary detours or lane closures. The proposed project will not result in substantial impacts to health and educational facilities, public utilities, fire/police/emergency medical services, religious institutions, public transportation, pedestrian and/or bicycle facilities. The Metro Regional Transit Authority (RTA), police and fire departments from the City of Akron and the City of Barberton, as well as Akron and Barberton public schools systems were contacted as part of public involvement activities. Local emergency and transit services and schools will be notified by the ODOT District 4 Public Information Office a minimum of 14-days in advance of project construction. Included in this notification will be the dates/times of bridge and ramp closures and proposed detours.

Final Maintenance of Traffic (MOT) Plans will be developed during the final design phase. However, based on Preliminary MOT Plans, the following ramp detours and/or closures are anticipated during construction:

- Wooster Road to WB IR 76 (Existing Ramp C/Proposed Ramp B1) - Maximum 16 month closure; utilize the proposed detour route of Wooster Road to State Street
- WB IR 76 to Wooster Road (Existing Ramp D/Proposed Ramp B) - Maximum 7 month closure; utilize the proposed detour route of Barber Road Interchange to turnaround and travel back to State Street Exit
- EB IR 76 to Wooster Road (Existing Ramp E/Proposed Ramp C1) - Maximum 5 month closure; utilize the proposed detour route of Existing Ramp B and State Street
- Wooster Road to EB IR 76 (Existing Ramp F/Proposed Ramp C) - Maximum 1 month closure; utilize the proposed detour route of Wooster Road to Kenmore Boulevard
- EB IR 76 to State Street (Existing Ramp B/Proposed Ramp D) - No closure proposed; ramp to remain open and traffic to be maintained throughout construction
- State Street to WB IR 76 (Existing Ramp A) - No closure proposed; ramp to remain open and traffic to be maintained throughout construction



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- The Preliminary MOT plans can be found in the Project File under General/Maintenance of Traffic/Preliminary MOT Plans.pdf

**Are there any Environmental Commitments?** Yes

### Right of Way and Utility Involvement

**The project requires Permanent Right-of-Way** Yes

**The project requires Permanent Easement(s)** Yes

**The project requires Temporary Right-of-Way** Yes

**Number of parcels impacted by Permanent Right-of-Way:** 60

### Right of Way and Utility Involvement

**Number of parcels impacted by Temporary Right-of-Way:** 1

**Approximate acreage of Permanent Right-of-Way needed:** 5.45

**Approximate acreage of Temporary Right-of-Way needed:** 0.01

**Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area** Yes

**Large scale transmission facilities are located within the project area** Yes

**Private utility easements are located within the project area** No

**Coordination with identified utilities has been initiated and/or completed** Yes

### Remarks:

#### Activities added to the project that are beyond the previous study area:

Widening of State Street and pavement construction requires the acquisition of 0.0358 acre of permanent right-of-way from four property owners. Relocating a retaining wall and sidewalk and grading behind these items requires the acquisition of 0.1754 acre of temporary right-of-way from five property owners. The five property owners affected by permanent or temporary right-of-way acquisition were initially contacted with an Introduction Letter dated July 19, 2019, which explained that ODOT may need some of their property for the project. Various conversations and correspondence followed in the right-of-way acquisition process between property owners and ODOT-Real Estate personnel and representatives.

See Introduction Letters in Project File > General > Right-of-Way and Utility Involvement > Correspondence Related to Right-of-Way Coordination.pdf and right-of-way plans in Project File > General > Project Information > State Street Widening Plans.pdf.

### Original:



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Based on the Preliminary Roadway Plans, the proposed project will acquire a total of 5.45 acres of permanent right-of-way and 0.01 acre of temporary right-of-way to facilitate construction activities. Currently, the estimated permanent right-of-way impacts are anticipated to involve 60 individual parcels owned by 37 individual property owners. Additionally, temporary right-of-way is anticipated to involve one individual parcel and one property owner. As currently proposed, right-of-way involvement will result in the permanent acquisition and/or relocation of 21 residential properties and one commercial business. Both permanent and temporary right-of-way requirements will be refined throughout the final design phase of the proposed project.

Coordination with the Ohio Utilities Protection Service (OUPS) and the Ohio Oil & Gas Producers Underground Protection Service (OGPUPS) were conducted as required by Section 153.64 of the Ohio Revised Code (ORC).

Additionally, coordination with the City of Akron regarding information on an existing 36-inch sanitary sewer running along N. Wooster Road under I-76 was initiated. Utilities located within the proposed project area include:

- Telecommunications: AT&T Ohio, HLG Engineering, Verizon Business, Spring Communications
- Electric: Ohio Edison, Ohio Edison-Transmission; Gas: Dominion East Ohio
- Transmission Cable: Time Warner Cable
- Municipal: City of Barberton and City of Akron - Sewer Maintenance, City of Akron - Water Distribution
- State: ODOT District 4 - Traffic Department

Coordination with the abovementioned utilities will be ongoing throughout both the design and construction phases of the project.



## Purpose & Need

### Purpose & Need

#### Project History:

Interstate Route 76 is an east-west interstate serving a highly urbanized area of central and southern Summit County, Ohio. The IR 76/SR 619 interchange is at the confluence of IR 76, SR 619 (Wooster Road/East Avenue) and Kenmore Boulevard in the cities of Barberton and Akron. The respective interchanges are located approximately 0.3 mile apart.

Interstate Route 76 has an Average Daily Traffic (ADT) of approximately 77,200 vehicles per day in the project limits. State Street has an ADT of approximately 9,960 vehicles per day in the vicinity of I-76/ State Street interchange. State Route 619 has an ADT of approximately 15,310 vehicles per day in the vicinity of the IR 76/SR 619 interchange. The area is highly developed with surrounding land uses being a mix of residential and commercial uses.

The proposed project was identified with the 3rd lane justified from SR 21 to SR 619. The 3rd lane can be added in the section from SR 21 to State Street by widening to the median. East of State Street the widen median is reduced and divided by barrier wall, therefore the widening for the 3rd lane in this section must be to the outside. Widening to the outside impacts the ramps at Wooster Rd (SR 619).

Existing transportation problems and the need to address deficiencies along this portion of IR 76 were identified as indicated below:

1. As part of the 2010 Akron Metropolitan Area Transportation Study (AMATS) Existing Congestion Study, the section of IR 76 from Cleveland-Massillon Road to SR 619 contained high levels of congestion during the peak travel times associated with AM and PM commutes. This data was confirmed in the 2012 ODOT District 4 SUM-76-0.00 Mainline Highway Capacity Software (HCS) Analysis and 2015 certified traffic data from the ODOT Division of Statewide Planning & Research, Modeling & Forecasting Section.
2. Based on a March 2014 analysis of existing ramp conditions, the IR 76 entrance and exit ramps at State Street and SR 619 have substandard acceleration and deceleration lengths and the entrance and exit terminal geometry do not meet current design standards.
3. The spacing between the State Street, SR 619 and IR 277/Kenmore Leg interchanges on IR 76 do not adequately meet current interstate interchange spacing standards.

Transportation deficiencies along the project corridor were identified and analyzed by ODOT for multiple years. In 2002, a corridor study of the IR 76/ IR 80 corridor in Northeast Ohio, including the IR 76/State Street interchange, was conducted from IR 71 to the Ohio/Pennsylvania state line. Alternatives to improve the identified transportation deficiencies were generated during this planning effort, as described in the Alternatives Considered Table (see Alternatives). Most recently, ODOT commissioned Carpenter Marty



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Transportation to prepare a Feasibility Study for the IR 76/State Street/Wooster Road interchange. Based on the results of the Feasibility Study, two alternatives (Alternatives 9 and 10) were considered feasible.

Along IR 76 east of SR 619, the mainline is an existing three-lane section in each direction that meets existing and future capacity. Deficiencies east of SR 619 include the weave between the existing SR 619 interchange and IR 277/Kenmore Leg interchange. The spacing of the SR 619 interchange with IR 277/Kenmore leg contributes to the weave deficiency. The current ongoing Akron Beltway Study (PID 95831) includes this area and will address any deficiencies.

Based on the alternatives analysis, Alternative 9 was selected as the Preferred Alternative because it satisfies the Purpose & Need for the project better than Alternatives 10a and 10b. When compared to Alternative 10b, Alternative 9 provides a more direct access route between State Street and Wooster Road through the introduction of connector roads from both the eastbound and westbound exit ramps. Alternative 10b provides a two-way connector between State Street and Wooster Road on the north side of I-76 along a developed residential corridor. The location of Alternative 10b's connector road would have increased the likelihood of traffic using local streets to travel between State Street and Wooster Road on the south side of I-76. Finally, Alternative 9 was found to be the most economical of the feasible alternatives, having an estimated construction cost of approximately \$1.2M less than that of Alternative 10b. Copies of the Alternatives Comparison Matrices developed for the project are provided in Appendix F and Appendix G of the Feasibility Study.

- A copy of the Feasibility Study approved on April 26, 2016, is included in the Project File under Alternatives/Reports/Feasibility Study.pdf.
- A copy of the certified traffic is included in Appendix C of the Interchange Modification Study located in the Project File under General/PDP/Interchange Modification Study.pdf.

Given the known transportation facility deficiencies, the proposed project seeks to address capacity issues associated with the current configuration.

### **Purpose Statement:**

The purpose of the proposed project is to improve capacity deficiencies along IR 76 and roadway geometric and substandard configuration deficiencies of the IR 76/SR 619 and IR 76/State Street interchanges.

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

Due to the traffic congestion on I-76, additional capacity is needed on I-76 through the State Street and SR 619 interchanges which will necessitate the reconstruction of the interchanges.

Capacity Improvements - Level of Service (LOS) is the most common measure currently used to define traffic congestion. LOS ranges from LOS A to LOS F, which are described in Table 1.

Table 1: Level of Service Description	
A	Free Flow



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B	Reasonable Free Flow
C	Stable Flow
D	Approaching Unstable Flow
E	Unstable Flow
F	Forced or Breakdown Flow

Generally, a section of roadway with an LOS of D, E or F is considered congested. An acceptable LOS would be LOS A, B, or C.

The 2010 Akron Metropolitan Area Transportation Study (AMATS) Existing Congestion Study identified the section of I-76 from Cleveland-Massillon Road to Wooster Road as one of the freeway sections containing high levels of congestion during the peak travel times associated with AM and PM commutes. This data was also confirmed by the 2012 ODOT District 4 SUM-76-0.00 Mainline Highway Capacity Software (HCS) Analysis and by the 2015 certified traffic data from the ODOT Division of Statewide Planning & Research, Modeling & Forecasting Section. Table 2 shows the 2020 LOS analyses and 2040 LOS projections, for the eastbound and westbound directions of I-76 between State Street and SR 619 based on ODOT District 4 certified traffic data (ODOT, 2015).

Level of Service on I-76: State Street to SR 619	2020		2040	
	AM Peak	PM Peak	AM Peak	PM Peak
I-76 Eastbound	E	C	F	D
I-76 Westbound	C	F	D	F

Assuming a no-build scenario, the eastbound direction is projected to operate at an LOS F for Design Year 2040 during the AM Peak and an LOS D for the PM Peak. The westbound direction is projected to operate at an LOS D for Design Year 2040 for the AM Peak and an LOS F during the PM peak.

*Geometric Deficiencies* - Freeway ramps from local roads where the vehicle enters from a stopped condition should have a combination of radius, grade, super elevation and length allowing drivers to obtain freeway speeds by the time a merge is attempted. Exit ramps with a terminal at a stop controlled local street should be long enough, given expected traffic queues, and with adequate radii, grades and super elevation to allow drivers to accomplish virtually all their deceleration on the ramp. Based on a March 2014 analysis of existing ramp conditions, the I-76 eastbound and westbound ramp lane lengths at the State Street interchange do not meet current acceleration and deceleration standards and the entrance and exit ramp terminal geometry does not meet current design standards. At the SR 619 interchange, the westbound I-76 entrance ramp provides substandard acceleration lane length while the eastbound I-76 exit ramp provides substandard deceleration lane length; the entrance and exit ramp terminal geometry does not meet current design standards (McCormick Taylor, 2014).

The current American Association of State Highway and Transportation Officials (AASHTO)(2) design guidelines for new Interstates and other freeways states that interchanges should ideally be spaced at least one mile apart center to center. This provides long enough ramps for drivers to bring vehicles to mainline speeds in order to merge safely without causing delays or conversely, to exit the freeway and decelerate completely on the exit ramp. Also, turbulence caused by vehicles merging, diverging or weaving to be positioned for the next move may extend for up to 0.5 mile from the actual merge/diverge point. Greater spacing between interchanges allows turbulence to subside, increasing throughput (URS, 2004). Currently, there is a distance of 0.3 mile between the State Street and SR 619 interchanges, and a distance of 0.65 mile between the SR 619 and



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I-277/Kenmore leg interchanges. This spacing does not adequately meet current interstate interchange spacing standards.

### **Goals and Objectives:**

Not applicable.

### **Summary Statement:**

The purpose of the proposed project is to improve capacity deficiencies along IR 76 and roadway geometric and substandard configuration deficiencies of the IR 76/SR 619 and IR 76/State Street interchanges.

### **Logical Termini and Independent Utility:**

The terminus at the western end of the project area is the exit/entrance ramps from I-76 to State Street. The terminus at the eastern end of the project area is east of the 27<sup>th</sup> Street overpass. The terminus at the northern end of the project area extends from the intersection of Swinehart Avenue at East Avenue to the intersection of Grand Boulevard and Romig Road. The terminus at the southern end of the project area is between Elmwood Street and Norwood Street.

The proposed transportation improvement does not depend on any other project to meet the established purpose and need. Additionally, the proposed action is independent of any other transportation improvement in the area and does not require or otherwise force any other highway improvement projects. Therefore, independent utility is established for this transportation improvement.



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### Alternatives

#### Alternatives

##### Discuss No Build Alternative:

The No-Build Alternative does not address existing capacity and roadway geometric deficiencies associated along the section of IR 76 and associated interchanges that are located within the proposed project area. Furthermore, the No-Build Alternative does not satisfy the Purpose & Need for the proposed project to improve capacity along IR 76 and meet current design standards. Based on existing and future conditions, with no improvements being made, the No-Build Alternative was eliminated from further consideration.

Was a Feasibility Study completed?

Yes

Date Feasibility Study was approved:

04/26/2016

Was an Alternative Evaluation Report (AER) completed?

No

#### Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Alternative 1	Alternative 1 was developed based on the IR 76/IR 80 Corridor Study previously completed by URS Corporation (now AECOM). This alternative includes an additional through lane in each direction and a collector-distributor (C/D) road from West State Street to the IR 76/Kenmore Boulevard Leg with a loop ramp at Wooster Road/East Avenue.	Alternative 1 ties into the existing IR 76/IR 277 interchange and does not meet the Purpose & Need of the proposed project independent of another transportation improvement project.	No



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Alternative 2	Alternative 2 was developed based on the IR 76/IR 80 Corridor Study previously completed by URS Corporation. This alternative consists of an additional through lane in each direction and a diamond interchange configuration at West State Street with eastbound and westbound connectors between West State Street and Kenmore Boulevard and a turnaround for westbound traffic to Wooster Road.	The configuration of the eastbound ramp (Ramp B1) to IR 76 is constrained by the location of the mainline bridge over the CSX railway. Additionally, the alignment for the eastbound connector (Ramp B) to Kenmore Boulevard is constrained by the need to provide an acceptable crossing skew for a mainline bridge over the ramp. As a result, neither Ramp B1 nor Ramp B can be constructed with an acceptable downgrade, and thus this Alternative will result in high construction costs due to the substantial bridge crossings that would be required. As such, Alternative 2 was removed from further consideration.	No
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Alternative 3	Alternative 3 consists of a through lane in each direction and a tight diamond/single signalized intersection (SPUI) concept. This alternative can be constructed independent of another transportation improvement project.	This Alternative uses non-standard left-hand entrances/exits that would likely result in a shorter eastbound weave when tying into existing IR 76 east of Wooster Road, which elevates safety concerns. Additionally, traffic volumes along Wooster Road is lower than what is typically used to justify the development of a single point urban interchange (SPUI). Therefore, Alternative 3 was not recommended for further investigation.	No
Alternative 4	Alternative 4 was developed by ODOT's Office of Roadway Engineering (ODOT-ORE). This Alternative consists of an additional through lane in each direction and a C/D road with loop from Wooster Road to the IR 76/Kenmore Boulevard Leg.	While providing slight increases to the LOS on IR 76, it cannot be constructed independent of a reconfigured IR 76/IR 277 interchange. Therefore, further investigation was not recommended.	No
Alternative 5	Alternative 5 consists of a through lane in each direction and a southwest quadrant weave concept developed by ODOT-ORE.	Alternative 5 cannot be constructed independent of a reconfigured IR 76/IR 277 interchange and does not eliminate the westbound weave from IR 76 to Wooster Road. As such, Alternative 5 was removed from further consideration.	No



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Alternative 6	Alternative 6 consists of a through lane in each direction, a southwest quadrant weave concept, and a C/D road.	Alternative 6 cannot be constructed independent of a reconfigured IR 76/IR 277 interchange and was not recommended for further consideration.	No
Alternative 7	Alternative 7 consists of an additional through lane in each direction and a full diamond interchange at State Street with a partial interchange at Wooster Road provided by braided eastbound exit and westbound entrance ramps at Wooster Road. This Alternative eliminates existing weaves for eastbound and westbound IR 76 traffic. This Alternative can be constructed independent of another transportation improvement project.	Westbound traffic along IR 76 would not have direct access to Wooster Road and would have to use West State Street to connect to Wooster Road. The configuration of the eastbound entrance ramp to IR 76 from West State Street is constrained by the location of the mainline bridge over the CSX railway since the intent is to avoid impacts to this bridge. Other disadvantages to this Alternative are that it provides a partial interchange at Wooster Road whereby only accommodating the least used movement at Wooster Road, a need to avoid an existing electric transmission line tower located between the proposed westbound exit ramp to West State Street and the proposed westbound entrance ramp to Wooster Road. As such, due to geometric issues,	No



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Alternative 7	Alternative 7 consists of an additional through lane in each direction and a full diamond interchange at State Street with a partial interchange at Wooster Road provided by braided eastbound exit and westbound entrance ramps at Wooster Road. This Alternative eliminates existing weaves for eastbound and westbound IR 76 traffic. This Alternative can be constructed independent of another transportation improvement project.	high construction costs, and possible impacts to the electric tower, this Alternative was not recommended for further consideration.	No
Alternative 8	Alternative 8 involves an additional through lane in each direction and development of a C/D roadway from Wooster Road to West State Street.	The eastbound weave component of Alternative 8 cannot be constructed independent of the IR 76/IR 277 interchange and therefore was not recommended for further consideration.	No
Alternative 9	Alternative 9 consists of an additional through lane in each direction and a full diamond interchange at West State Street with a connector to Wooster Road provided on the eastbound entrance ramp and a westbound connector from the Wooster Road/Kenmore Boulevard	N/A	Yes



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Alternative 9	intersection onto the westbound exit ramp. Alternative 9 includes a shift of the full interchange towards West State Street thus providing more interchange separation while eliminating the eastbound and westbound I-76 traffic weaves. It also provides direct access from Wooster Road to and from I-76 via the connectors to West State Street. This Alternative can be constructed independently of another transportation improvement project. As such, this Alternative was advanced for further consideration through preliminary engineering.	N/A	Yes
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Alternative 10a	<p>Alternative 10a consists of an additional through lane in each direction and a full diamond interchange at West State Street with a two-way connector from West State Street to the Wooster Road/Kenmore Boulevard intersection. Alternative 10a includes a shift of the full interchange towards West State Street thus providing more interchange separation while eliminating the eastbound and westbound I-76 traffic weaves. This Alternative can be constructed independently of another transportation improvement project.</p>	<p>Alternative 10a was removed from further consideration primarily due to the level of new right-of way impacts. As proposed, this Alternative would involve a total of forty-one (41) permanent property takes which includes residential properties, a business, and several remnant parcels remaining from the original I-76 construction. In an effort to minimize property takes, Alternative 10a was refined as described below under Alternative 10b.</p>	No
Alternative 10b	<p>Similar to Alternative 10a, Alternative 10b consists of an additional through lane in each direction and a full diamond interchange at West State Street with a two-way connector from West State Street to the Wooster Road/Kenmore Boulevard intersection. Alternative 10b includes a shift of the full interchange towards West State Street thus providing more interchange</p>	<p>Alternative 10b presents similar right-of-way takes as the Preferred Alternative (Alternative 9). However, with a cost estimated to be \$1.2M above that of Alternative 9, this alternative was removed from further consideration.</p>	No



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Alternative 10b	separation while eliminating the eastbound and westbound IR76 traffic weaves. When compared to Alternative 10a, this Alternative eliminates seventeen (17) permanent right-of-way takes by aligning the proposed two-way connector on the north side of the interchange between the State/East/Kenmore intersection at the east to the intersection of West State Street and Grand Boulevard to the west. This Alternative can be constructed independently of another transportation improvement project and thus was advanced for further consideration through preliminary engineering.	Alternative 10b presents similar right-of-way takes as the Preferred Alternative (Alternative 9). However, with a cost estimated to be \$1.2M above that of Alternative 9, this alternative was removed from further consideration.	No
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**Discuss Reasons Alternative Identified as Preferred was selected:**

The transportation deficiencies identified within the proposed project area have been studied and analyzed by ODOT over multiple years. In the project corridor for multiple years. In 2002, a comprehensive study of the IR 76/IR 80 corridor in Northeast Ohio, which included the IR 76/State Street interchange, was conducted from IR 71 to the Ohio/Pennsylvania state line. Alternatives to improve the identified transportation deficiencies were developed as part of this planning effort, as described in the Alternatives Considered Table. Most recently, ODOT commissioned Carpenter Marty Transportation to prepare a Feasibility Study for the IR 76/State Street/Wooster Road interchange. Based on the results of the Feasibility Study, two alternatives (Alternatives 9 and 10) were considered feasible. Alternative 10 was further refined to minimize right-of-way impacts and renamed named Alternative 10b. Original Alternative 10 was re-named Alternative 10a and was removed from further consideration primarily due to the level of new right-of way involvement.

Based on the alternatives analysis, Alternative 9 was selected as the Preferred Alternative as it best satisfies the Purpose & Need for the proposed project. Alternative 9 provides a more direct access between State Street and Wooster Road through the introduction of connector roads from both the eastbound and westbound exit ramps. Furthermore, Alternative 9 was found to be the most economical of the feasible alternatives, having an estimated construction cost of approximately \$1.2M less than that of Alternative 10b.



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On December 18, 2015, the Federal Highway Administration (FHWA) conditionally approved the Interchange Modification Study (IMS) with final approval pending completion of the NEPA process and approval of the environmental document. The Feasibility Study considered potential environmental impacts including public input from the second public involvement meeting. The Feasibility Study was finalized in April 2016.

- The Alternatives Matrix is provided in Appendix F and Appendix G of the Feasibility Study which can be found in the Project File under Alternatives/Reports/Feasibility Study.pdf



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### Air

#### Mobile Source Air Toxics (MSATs)

<b>Sensitive Areas are located within approximately 500' of the proposed project area</b>	Yes
<b>The proposed project is listed as a C1 in ODOT's CE Guidance and/or falls under 40 CFR 93.126</b>	No
<b>The proposed project involves adding capacity, a new interchange, relocating thru lanes significantly closer to sensitive areas, or expanding an intermodal center</b>	Yes
<b>Design Year ADT is &lt;140,000</b>	No
<b>Qualitative MSAT prepared</b>	Yes
<b>OES Concurrence Date</b>	12/03/2015
<b>OEPA Approval Date</b>	12/03/2015

#### Remarks:

In accordance with the *ODOT Technical Guidance for Analysis of Mobile Source Air Toxics (MSAT)*, the proposed project is a project of low potential MSAT effects that are not expected to be associated with meaningful differences in emissions for project alternatives. Because the proposed project involves adding capacity and moving travel lanes closer to sensitive areas and the design year Average Daily Traffic (ADT) volume is less than 140,000, the proposed project meets the criteria for "Low Potential MSAT Effects", in accordance with the Federal Highway Administration (FHWA) *Interim Guidance on Air Toxics Analysis in NEPA Documents* (December 6, 2012).

A Qualitative MSAT Analysis Report was prepared in October 2015 and was submitted to the Ohio Environmental Protection Agency (OEPA) on October 29, 2015. Upon review, Ohio EPA did not have additional comments and concurred that the proposed project qualifies as a project of "Low Potential for Meaningful MSAT Effects." Furthermore, in accordance with Council on Environmental Quality (CEQ) regulations at 40 CFR 1502.22(b) regarding unavailable or incomplete information for a Low MSAT effect project, OEPA determined the report identified the limitation in predicting project specific impacts through vehicle emissions and provides compliance information. The results of the Qualitative MSAT Analysis determined that no appreciable difference in overall MSAT emissions is anticipated as a result of the proposed project.

- The analysis can be found in the Project File under Air/Reports/Qualitative MSAT Analysis.pdf
- Correspondence from OEPA can be found in the Project File under Air/Coordination/OEPA Approval - Qualitative MSAT.pdf

#### Particulate Matter 2.5 (PM2.5)



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<b>The proposed project is in an air quality non-attainment or maintenance area</b>	Yes
<b>The proposed project falls under 40 CFR 93.126</b>	No
<b>Design Year ADT &gt;125,000 and Design Year Diesel Truck Volume &gt;10,000</b>	No
<b>Significant increase in diesel trucks between Design Year No Build and Design Year Build</b>	Yes
<b>Interagency consultation determined the proposed project is of air quality concern</b>	Yes
<b>PM2.5 Hotspot Analysis prepared</b>	No

#### Remarks:

On April 10, 2015, ODOT's Office of Environmental Services (ODOT-OES) Air Quality and Noise Coordinator submitted a *Particulate Matter (PM) 2.5 Project Level Conformity Determination Request for Nonexempt Projects* to the Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (USEPA) and OEPA for review. Based on their review, each agency determined the proposed project is not a project of air quality concern and no PM2.5 Hotspot Analysis is required. This determination was documented during a Project Level Air Quality Interagency Conference Call between ODOT-OES, ODOT District 4, FHWA, USEPA and OEPA on May 5, 2015. Furthermore, the determination was documented in email correspondence from ODOT-OES on May 5, 2015.

- ODOT-OES correspondence can be found in the Project File under Air/Coordination/Conformity Determination - No Hotspot.pdf

#### Carbon (CO)

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

#### Ozone

<b>The proposed project is in an Ozone non-attainment or maintenance area</b>	Yes
<b>The proposed project is listed on the TIP</b>	Yes

#### Remarks:

Summit County is not in an Ozone Maintenance Area. Furthermore, as the proposed project is listed on the Statewide Transportation Improvement Program (STIP), Ozone is addressed.

#### Environmental Commitments

<b>Are there any environmental commitments?</b>	No
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**Noise**

**Noise**

Noise Sensitive Areas located within approximately 500' of the proposed project area	Yes
Noise Analysis conducted	Yes
ODOT Approval Date	10/26/2015
The proposed project is a Type I project	Yes
The proposed project constructs a roadway on new location	Yes
The proposed project significantly changes the existing roadway's horizontal or vertical alignment	Yes
The proposed project adds capacity (thru travel lanes)	Yes
The proposed project adds an auxiliary lane(s)	No
The proposed project negatively affects shielding of an existing roadway	No
The proposed project restripes existing pavement for an added thru lane or auxiliary lane	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	Yes
The proposed project impacts identified NSAs	Yes

**Impacted Noise Sensitive Areas (NSAs)**

NSA ID	Name	Address or Location	Qualify for barriers
NSA 2	Barrier 1 (South)	Eastbound IR 76 between State Street and Wooster Road North/East Avenue	Yes
NSA 3	Barrier 2 (North)	Westbound IR 76 between State Street and Wooster Road North/East Avenue	No

**Remarks:**

The proposed project is a Type I and required a noise analysis due to Noise Sensitive Areas (NSAs) located within 500 feet of the proposed project area and the increased capacity associated with the proposed project. A Noise Analysis was conducted with a subsequent report prepared by Burton Planning Services, which was



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submitted to ODOT-OES in October 2015. Based on the proposed project limits, local topography, and local roadway network, the proposed project area was divided into two (2) NSAs.

An analysis of potential highway traffic noise impacts concluded noise abatement is warranted, feasible and reasonable along one (1) of the two (2) NSAs. A total of 1,375 linear feet and approximately 23,375 square feet of noise barrier was identified and determined to meet the ODOT noise abatement and cost reasonableness criteria for identifying noise abatement locations. Based on the Inter-Office Communication (IOC), dated October 26, 2015, ODOT-OES concurred that the recommended noise barrier was feasible and reasonable.

On October 27, 2015, a noise survey was mailed to the benefitted receptors within NSA 2 to determine if the recommended noise barrier should or should not be constructed as part of the project. This included seventeen (17) single-family residential properties; all except one are owner occupied. The survey solicited information on aesthetic preferences (i.e. color and texture) for the residential side of the proposed barrier. Survey recipients were asked to respond by November 20, 2015. Due to a lack of responses received, follow-up visits were conducted to eight (8) benefitted receptors on January 7, 2016. As a result of these coordination efforts, 59% of the benefitted property owners/occupants provided comments stating they are in favor of constructing the recommended noise barrier on the south side of the proposed eastbound connector street/I-76 entrance ramp between State Street and SR 619/Wooster Road. The results of the noise barrier survey indicated a preference for the Fieldstone texture with either a tan/taupe color. With this information, on February 26, 2016, ODOT-OES accepted the results of the noise survey and recommended the desired noise barrier move forward into the project design phase.

- The Noise Analysis Approval IOC is uploaded to the Project File under Air and Noise/Project Information/OES Noise Analysis Approval IOC.pdf.
- Copies of the Noise Survey and Mailing List are included in the Project File under Public Involvement/Project Information/2015 Noise Survey.pdf and Involvement/Project Information/2015 Noise Survey Mailing List.pdf.
- A copy of the Noise Public Involvement Summary is included in the Project File under Air and Noise/Reports/Noise Public Involvement Summary Report.pdf.
- A copy of the Noise Public Involvement Summary approval email correspondence from ODOT-OES, dated February 26, 2016, is uploaded to the Project File under Air and Noise/Coordination/OES Noise PI Summary Approval Email.pdf.

### Environmental Commitments

Are there any environmental commitments?

Yes



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**ESA**

**Does the project require any Permanent ROW or Easement?:** Yes

**ESA**

**ESA Screening Report was completed by District Staff** No

**Date of ESA Screening IOC from OES:** 08/19/2015

**Do any sites require a Phase 1 ESA, Phase 2 ESA, or plan note according to the IOC from OES?** Yes

**Sites that require Phase 1 ESA, Phase 2 ESA, or Plan Note**

Site Name	Address	Phase 1 Required?	Phase 2 Required?	Plan Note Required?
SS Tire Auto Service	1241 N. Wooster Road, Barberton, Ohio 44203	Yes	Yes	Yes
National Property Management	1198 Coventry Road, Barberton, Ohio 44203	Yes	No	No
Jes Tech	1554 Kenmore Avenue, Barberton, Ohio 44203	Yes	No	No
Walgreens	900 N. Wooster Road, Barberton, Ohio 44203	Yes	No	No
Lenny's Collision Center	901 N. Wooster Road, Barberton, Ohio 44203	Yes	No	No
Lube Stop	876 N. Wooster Road, Barberton, Ohio 44203	Yes	No	No
Former Barberton Fire Station	88 W. State Street, Barberton, Ohio 44203	Yes	No	No

**Date of Phase 1 ESA IOC from OES:** 11/03/2015

**Date of Phase 2 ESA IOC from OES:** 05/05/2016

**Remarks:**

**Activities added to the project that are beyond the previous project study area:**

ODOT District 4 Environmental personnel conducted a Regulated Materials Review (RMR) Screening for the project activities and associated right-of-way acquisition that are proposed beyond the previous project study area. Previous investigations did not indicate any areas of concern at this location, that consist of residential properties and existing right-of-way in a suburban setting. Deep excavation is not expected on these residential properties. The proposed widening of State Street and pavement construction requires the acquisition of 0.0358 acre of permanent right-of-way from four property owners. Relocating a retaining wall and sidewalk and grading behind these items requires the acquisition of 0.1754 acre of temporary right-of-way from five property owners. These properties were determined to be exempt from further evaluation based on the RMR Screening, property inventory for properties within or abutting the project and ORPS analysis map.



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See RMR Screening, property inventory for properties within or abutting the project and ORPS analysis map in the Project File/ESA/Reports subsection as RMR Screening.pdf.

### **Original:**

Based upon the information provided in the Environmental Site Assessment (ESA) Screening prepared by EMH&T in June 2015, correspondence from the ODOT-OES ESA Staff dated August 19, 2015, recommended a Phase I ESA be conducted on seven (7) sites.

Based upon the information provided in the Phase I ESA prepared by EMH&T in October 2015, correspondence from the ODOT-OES ESA Staff dated November 3, 2015, recommended a Phase II ESA be conducted on one (1) site (SS Tire Auto Service). On December 23, 2015, the ODOT-OES ESA Staff provided revised recommendations that stipulated three (3) soil borings at a depth of 20 feet be placed on the property and that each be converted into a monitoring well. Furthermore, it was stipulated that one soil sample from each boring and one water sample from each well be analyzed for Volatile Organic Compounds (VOCs)

Based upon the information obtained during the Phase II ESA Investigation, no further investigations at this site are warranted. No significant contamination was apparent with respect to chemicals of concern analyzed for this investigation. While the analytical results for B-2 (0-2 feet) showed concentrations of TPH-ORO above the BUSTR Re-Use Action levels, TPH by Method 8015B was intended to be used as a screening test rather than determine soil cleanup levels. The petroleum compounds of concern were not detected by Method 8260B for VOCs or Method 8270B for SVOCs.

In addition, it's unlikely the TPH result was from used oil since elevated metal levels would be present and test results for RCRA metals for the B-2 boring were within range for Ohio soils. The soil boring logs show asphalt present up to 1.5 feet in B-2 and the TPH result was in the ORO fraction and non-detect in the GRO and DRO fractions; therefore, it is likely attributable to the asphalt. TPH-ORO was reported out in the C<sub>20</sub> C<sub>34</sub> range and asphalt contains carbon numbers higher, but there are components that are as low as C<sub>20</sub>. Based upon the analytical results of the Phase II investigation, material management and plan notes prior to construction are not necessary at this site.

- A copy of the OES ESA Screening IOC is uploaded to the Project File under ESA/Coordination/OES Recommendations - Screening.pdf.
- A copy of the Phase I ESA OES IOC, dated November 3, 2015, has been uploaded to the Project File under ESA/Coordination/OES Recommendations - Phase I.pdf.
- A copy of OES' Phase II ESA recommendation, dated May 5, 2016, has been uploaded to the Project File under ESA/Coordination/OES Recommendations - Phase II\_final.pdf.



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

No



## Cultural Resources

### Cultural Properties Present

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

### Activities added to the project that are beyond the previous project study area:

ODOT District 4 Environmental personnel notified ODOT-OES Cultural Resources Staff on October 8, 2019, that additional right-of-way will be required beyond the original area of potential effects (APE) for the project. ODOT-OES conducted a Section 106 records check of the SHPO on-line mapping system to determine whether any properties listed on or determined eligible for listing on the National Register of Historic Places (NRHP) are located within the area of new right-of-way. No properties listed on or determined eligible for listing on the NRHP were identified within the area of new right-of-way. The area of new right-of-way features modern development and no further archaeological investigations are warranted for the project. One property in the new right-of-way, located at 356 West State Street, is greater than 50 years old with construction dating to 1950.

See documentation of efforts made to identify Historic Properties in the Project File/Cultural Resources/Coordination subsection as OES Section 106 Effect Determination - Re-Evaluation.pdf.

### Original:

A Section 106 Request for Review (RFR), dated June 18, 2015, was prepared and submitted to the ODOT-OES Cultural Resources Staff. The RFR included results of a literature search through the Ohio State Historic Preservation Office (SHPO) to determine the presence/absence of known cultural resources that may be within or in proximity to the proposed project area.

A Phase I History/Architecture Survey, dated September 2015, was submitted to ODOT-OES. Based on correspondence from the ODOT-OES Cultural Resources Staff dated September 28, 2015, no historic properties were identified within the Area of Potential Effects (APE). In addition, based on a joint field review conducted by ODOT-OES and the State Historic Preservation Office (SHPO) on July 7, 2015, no further archaeological investigations were warranted.

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

No

**OES Approval/OSHPO Concurrence Date:**

10/16/2019

**Remarks:**

**Activities added to the project that are beyond the previous project study area:**



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The property located at 356 West State Street was determined to be not eligible for inclusion on the NRHP due to lack of significance and diminished integrity. In accordance with 36 CFR Section 800.4(d)(1) and the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio's SHPO, and the ACHP executed November 8, 2017 and amended July 11, 2019 (*Agreement No. 19319*), ODOT-OES concluded a finding of "no historic properties affected" remains applicable to the subject undertaking and notified the Ohio State Historic Preservation Office (SHPO) on October 17, 2019 (re-evaluation IOC dated October 16, 2019). The SHPO provided no comments in their 15-day comment period. Therefore, no further action is required for Section 106 coordination for the project.

See documentation of efforts made to identify Historic Properties in the Project File/Cultural Resources/Coordination subsection as OES Section 106 Effect Determination - Re-Evaluation.pdf).

**Original:**

On September 28, 2015, in accordance with Stipulation 4A and Appendix B of the Section 106 Programmatic Agreement approved on November 30, 2011 (*Agreement No. 16734*), the ODOT-OES Cultural Resources Staff determined, that "no historic properties affected" is applicable to the proposed project based on the following:

- No cultural resources, listed on or determined eligible for listing on, the National Register of Historic Places (NRHP) will be affected by the undertaking.
- The section of interstate highway system (including ramps and bridges) within the APE is exempt from further consideration based on Federal Highway Administration's (FHWA) Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6007 re-authorization legislation of August 10, 2005.

Therefore, the Section 106 review is complete and no further cultural resource investigations are warranted for the project.

- Correspondence from ODOT-OES can be found in the Project File under Cultural Resources/Coordination/OES Approval - No Historic Properties Affected.pdf
- The email coordination with SHPO (dated July 21, 2015) is included in the Project File under Cultural Resources/Coordination/Archaeology Sign Off from SHPO via email.msg.

**What is the Section 106 effect determination in the OES Transmittal?**

No Historic Properties Affected

**Archaeological Resource Adverse Effect**

**History/Architecture Adverse Effect**

**Tribal Consultation**



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

**Environmental Commitments**

**Are there any Environmental Commitments?**

No



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### Ecological

#### ESR

Has an ESR been completed? Yes

Date ESR was completed: 06/26/2015

#### Wetlands

Are Wetlands Present? Yes

Are Any Wetlands impacted? Yes

Has a Wetland Delineation been made? Yes

Has the wetland Jurisdictional Determination been made? No

#### Identified Wetlands

Wetland ID	ORAM Category	Type	Est Total Size (Acres)	Est Impact (Acres)
Wetland A	1	Non-Isolated	0.07	0.07
Wetland B	1	Non-Isolated	0.57	0.57

Est. Total Size (Acres) of for Project: 0.64

Est. Total Impacted (Acres) of for Project: 0.64

Total Acres of Non-Isolated Wetlands impacted: 0.64

Total Acres of Isolated Wetlands impacted: 0

#### Remarks:

On June 23, 2015, field investigations associated with the Level 1 Ecological Survey Report (ESR) were performed for the proposed project. The investigation was designed to identify and delineate wetlands within and/or immediately adjacent to the proposed project area. As a result, two (2) emergent, Category 1 wetlands were identified and delineated (a map illustrating the wetlands can be found in the report).

The proposed project will impact approximately 0.64 acre of potential jurisdictional wetlands. All practical measures to avoid, minimize and mitigate impacts to the wetlands have been considered during project development. While the No-Build Alternative avoids impacts to wetlands, it is not practical from a feasible and prudent stand point as it does not meet identified project needs. Specifically, existing deficiencies will continue to increase congestion and facility deficiencies as traffic volumes continue to increase. Therefore, the No-Build Alternative was eliminated from consideration. Avoidance of all wetlands for the Preferred Alternative is not practicable because of



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the location of the wetlands within the existing IR 76/Wooster Road westbound off ramp interchange configuration and the proposed location of the new Kenmore Boulevard to State Street connector road. Avoiding identified wetlands would present unique engineering issues and substantially increase project costs.

- The Level 1 ESR can be found in the Project File under Ecological/Reports/Level 1 Ecological Survey.pdf.

**Streams & Rivers**

	<b>Present:</b>	<b>Impacted:</b>
Streams and Rivers:	Yes	Yes
National Scenic River:	No	
State Scenic River:	No	
Sec 9:	No	
Sec 10:	No	

**Impacted Streams and Rivers**

<b>Stream Name</b>	<b>Total Linear feet Impacted</b>	<b>QHEI</b>	<b>Aquatic Life Use Designation</b>
Mud Run	202	34	Modified Warm Water Habitat (MWH)

**Total Linear feet Impacted:**

202

**Remarks:**

The proposed project will impact approximately 202 linear feet of Mud Run. Based on preliminary design plans, impacts to Mud Run are anticipated to take place in four (4) separate locations:

- The first location involves removal of an existing culvert under the IR 76 Wooster Road interchange westbound on and off ramps
- The second location is associated with the proposed installation of the new Kenmore Boulevard to State Street connector road.
- The third and fourth impacts involves the extension of both ends of an existing culvert that carries IR 76 mainline to accommodate the proposed IR 76 westbound off ramp and the eastbound on ramp from State Street.

Mud Run is a perennial stream that flows north to south and enters the proposed project area through a culvert under the existing IR 76 westbound on and off ramps. The stream continues through a second culvert under IR 76 mainline and then under a bridge located at the intersection of Wooster Road and the IR 76 eastbound ramps. The length of Mud Run within the proposed project area is approximately 1,132 linear feet (LF), with



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approximately 410 LF flowing through culverts or under a bridge. Mud Run was channelized and redirected through the area when the original interchange was constructed.

Mud Run was evaluated using the OEPA Qualitative Habitat Evaluation Index (QHEI) and received a QHEI score of 34. This score indicates the stream segment is Modified Warm Water Habitat (MWH). A map illustrating the location of Mud Run is included in the Level 1 ESR.

Permanent impacts will occur due to the grading and filling associated with construction of the proposed connector road/ramp and multiple culvert extensions along Mud Run. All practical measures to avoid, minimize and mitigate impacts to Mud Run have been considered during project development. Avoidance of Mud Run is not practicable because of the location of the stream in relation to the proposed IR 76 off-ramp and new connector road. Although the No-Build Alternative would avoid impacts to Mud Run, it is not practical because it would not meet the identified transportation needs as listed in the proposed project's Purpose and Need.

### Other Surface Waters

	Present:	Impacted:
Reservoirs:	No	
Lakes:	No	
Ponds:	No	
Storm Water Management Facility:	No	
Jurisdictional Ditch:	Yes	Yes
Other (If selected please explain in remarks):	No	

### Remarks:

Based on a review of available mapping and field investigations associated with the Level 1 ESR, no reservoirs, lakes, retention basins, ponds or storm water management facilities are located within the proposed project area. Four (4) potentially jurisdictional ditches were identified, with a summary of impacts to each summarized below.

1. Ditch 1 is located entirely within existing IR 76 right-of-way and drains a section of the highway before its confluence with Mud Run. Ditch 1 is approximately 385 linear feet (LF) in length (0.009 acre) and features a defined bed and bank with noticeable Ordinary High Water Mark (OHWM). The ditch originates near the top of the IR 76 eastbound exit ramp and flows to a confluence with Mud Run. Based on preliminary design plans, no impacts to Ditch 1 are anticipated.
2. Ditch 2 begins entirely within the existing IR 76 right-of-way and receives hydrology primarily from storm water runoff, and is a potentially jurisdictional ditch with a defined bed and bank with an OHWM. Ditch 2 flows approximately 109 LF to a confluence with Mud Run. Based on preliminary design plans, approximately 109 LF (0.018 acre) of impacts to Ditch 2 are anticipated.
3. Ditch 3 begins entirely within the existing IR 76 right-of-way and receives hydrology from Wetland B, and is a potentially jurisdictional ditch with a defined bed and bank with an OHWM. Ditch 3 flows approximately 46 LF to a confluence with Mud Run. Based on preliminary design plans, approximately 46 LF (0.001 acre) of impacts to Ditch 3 are anticipated.



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4. Ditch 4 begins entirely within the existing IR 76 right-of-way and receives hydrology primarily from storm water runoff, and is a potentially jurisdictional ditch with a defined bed and bank with an OHWM. Ditch 4 flows approximately 356 LF to a confluence with Mud Run. Based on preliminary design plans, approximately 23 LF (<0.001 acre) of impacts to Ditch 4 are anticipated.

### Terrestrial Habitat

	Present:	Impacted:
Terrestrial Habitat:	Yes	Yes
Unique or high Quality:	No	

### Remarks:

Based on a review of mapping and field investigations associated with the Level 1 ESR, approximately 3.06 acres of Developed-High Intensity (DH), 6.68 acres of Developed Open Space (DS), 3.73 acres of Upland Forest (UF) and 0.64 acre of Marsh (MA) will be impacted. However, none of the vegetated communities are high quality, rare or unique habitats.

### Threatened or Endangered Species

	Present:	Impacted:
Within the known range of a Federal Species?	Yes	No
Federal Species/habitat found within the project area?	No	
Within the known range of a State Species?	No	
State Species/habitat found within the project area?	No	

### Remarks:

The proposed project is located within the known range of the following federally-listed threatened and endangered species:

- Indiana bat (*Myotis sodalis*)
- Northern long-eared bat (*Myotis septentrionalis*)
- Northern monkshood (*Aconitum noveboracense*)

Based on review of the Natural Heritage Database on October 16, 2014, no records of federally-listed rare or endangered species are known within a one-mile radius of the proposed project area. Additionally, the nearest bald eagle nest is located approximately 6.5 miles to the south of the proposed project area. The ODNR Division of Wildlife (DOW) is unaware of any additional unique ecological sites, geologic features, animal assemblages, scenic rivers, nature preserves, parks or forests, national wildlife refuges, parks or forests, or



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other protected natural areas within a one-mile radius of the proposed project area. No federally listed species were encountered during field investigations conducted June 23, 2015.

The proposed project is located within the Northeast Management Unit for the federally-listed Indiana bat. A survey completed for the project during the June 23, 2015, ecological field investigation identified eleven (11) potential isolated roost trees that may be impacted by construction activity.

#### Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	Yes	02/09/2016
United States Fish and Wildlife Service (USFWS):	Yes	01/12/2016
Ohio Environmental Protection Agency (OEPA):	Yes	02/11/2016
United States Army Corps of Engineers (USACE):	Yes	03/31/2016
ODNR State Scenic River:	No	
National Park Service (NPS) National Scenic River:	No	

#### Remarks:

On July 31, 2015, ODOT-OES submitted Level 1 MOA Coordination to the USFWS and ODNR Division of Wildlife (DOW).

Based on review of the Level 1 coordination, the USFWS provided the following determination/comments on August 26, 2015:

1. The proposed project *may affect, but is not likely to adversely affect* the Indiana bat and northern long-eared bat
2. Clearing of trees can only occur between October 1 and March 31
3. Unavoidable impacts to streams and wetlands should be mitigated and existing riparian habitat zones should be maintained to the maximum extent possible
4. Culverts should be placed to allow free movement of aquatic fauna
5. Native vegetation should be used to control erosion, or, at a minimum, used in combination with riprap or similar materials
6. Staging areas should be kept well away from aquatic features and all disturbed areas should be mulched and re-vegetated with native plant species
7. Mitigation activities that reduce the likelihood of invasive plant spread and encourages native plant colonization that will benefit native pollinators should be implemented
8. All disturbed areas should be seeded with an appropriate prairie or pollinator friendly seed mix to encourage establishment of beneficial vegetative cover and to decrease erosion



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Based on review of the Level 1 coordination, the ODNR-DOW provided the following comments on September 1, 2015:

1. Preserve suitable bat habitat, if present
2. If suitable habitat occurs within the proposed project area and trees must be cut, cutting shall only occur between October 1 and March 31
3. If suitable habitat trees must be cut during summer months, a net survey must be conducted between June 1 and August 15, prior to any cutting
4. If no tree removal is proposed, the project is not likely to impact bat species

Based on design changes that occurred after coordination with the USFWS and ODNR, the amount of impacts increased from 0.14 acre of two Category 1 wetlands to 0.64 acre and 311 linear feet of stream impacts to Mud Run. Due to the change in impacts, additional coordination with the USACE and OEPA was required based on the need to obtain an Individual 404/401 permit. Therefore, ODOT-OES initiated Level 2 Coordination with the USFWS, OEPA, ODNR, and the USACE on January 12, 2016.

Based on review of the Level 2 coordination, the ODNR-DOW reiterated the comments provided on September 1, 2015.

Based on review of the Level 2 coordination, the OEPA determined the proposed impacts to associated surface waters had the potential to trigger an Individual 401 and that OEPA staff would evaluate known resources and verify data during the Jurisdiction Determination site visit that was conducted on March 2, 2016.

Based on review of the Level 2 coordination, the USFWS offered the following comments:

1. Proposed impacts to the Indiana bat and northern long-eared bat have not changed
2. Seasonal tree clearing for this project will only occur between October 1 and March 31
3. Concurred the proposed project meets the original determination of *may affect, but is not likely to adversely affect* the Indiana bat and northern long-eared bat
4. Implementation tree cutting dates will avoid take Indiana and northern long-eared bats roosting or hibernating in the area
5. Avoid and minimize water quality impacts and impacts to high quality fish and wildlife habitat
6. All disturbed areas should be mulched and re-vegetated with native vegetation
7. All natural buffers around streams and wetlands should be preserved to enhance beneficial functions
8. No tree clearing on any portion of the project should occur until the USACE and OEPA anticipate that issuance of the 404/401 permit authorization is imminent. This will ensure that clearing will be limited to the footprint of whichever alternative is ultimately permitted, and that no unnecessary clearing will occur.

Based on review of the Level 2 coordination and a site visit conducted on March 2, 2016, the USACE issued a Preliminary Jurisdiction Determination (JD) on March 31, 2016.

- MOA coordination with the USFWS and ODNR can be found in the Project File under Ecological/Coordination/Level 1 MOA Coordination.pdf
- Agency comments on the MOA Coordination can be found in the Project File under Ecological/Coordination/ODNR Comments.pdf and USFWS Comments.pdf
- Level 2 Coordination with the USFWS, ODNR, OEPA, and USACE can be found in the Project File under Ecological/Coordination/Level 2 or 3 Coordination.pdf and Coordination with USACE.pdf



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- Agency comments on the Level 2 Coordination can be found in the Project File under Ecological/Coordination/USFWS Comments - Level 2; ODNR Comments - Level 2.pdf; OEPA Comments - Level 2.pdf; and USACE Comments - JD Field Review.pdf
- The Preliminary JD can be found in the Project File under Ecological/Coordination/USACE Preliminary Jurisdictional Determination.pdf

**Are there any environmental commitments?**

Yes



### Other Resources

#### Farmlands

#### 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.

#### Remarks:

Based on review of appropriate U.S. Geological Survey (USGS) Quadrangle Topographical mapping, the proposed project is located in an urbanized area. Furthermore, the proposed project is located in an area zoned for non-agricultural purposes and is not located in an agricultural district. Based on the scope and type of proposed project, along with the amount of right-of-way needed, the proposed project meets the criteria and conditions of the *Memorandum of Understanding between the Natural Resources Conservation Service and the Ohio Department of Transportation for Projects Involving Farmlands*, executed on March 15, 2016. No further coordination is required.

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	No	

#### Remarks:



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A request for information was submitted to the OEPA Division of Drinking and Ground Waters to determine if public water systems, Water Source Protection Areas or other drinking water resources were located within or adjacent to the proposed project area. Based on OEPA response, the City of Barberton's Drinking Water Source Protection (SWAP) area is located approximately 2,800 feet from the westernmost extent of the proposed project area. Furthermore, the proposed project area is not located over a Federally-designated Sole Source Aquifer. In addition, review of the Ohio Department of Natural Resources (ODNR) Division of Water Resources online records indicated no residential water wells were located within and/or adjacent to the proposed project area. Therefore, the proposed project will not impact known drinking water resources and no additional coordination is required.

- OEPA mapping can be found in the Project File under Other Resources/Drinking Water/Water Source Protection Area Map.pdf

**Are there any environmental commitments?**

No



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**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** Concurrence Not Needed

	Present:	Impacted:
Publicly owned Park(s):	Yes	No
Publicly owned recreation facility(ies) and/or area(s):	No	
Wildlife and Waterfowl refuge(s):	No	
Historic Site(s):	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
Carl J. Harter Park	Publicly owned Park	0	0	Present; Not Impacted	04/01/2016

**Remarks:**

Carl J. Harter Park, located adjacent to the proposed project area, is a recognized Section 4(f) property. However, based on the proposed scope of work, no permanent incorporation or temporary occupancy of land from the park will occur. No additional coordination is required in accordance with ODOT-OES Standard Operating Procedures and 23 CFR 774.

**Are there any environmental commitments?** Yes



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**Section 6(f)**

**Section 6(f) Determination**

	<b>Present:</b>	<b>Impacted:</b>
6(f) Properties:	No	

**Remarks:**

Based on a review of the National Park Service (NPS) State Listing of Land and Water Conservation Fund (LWCF) properties, no Section 6(f) properties were identified within and/or adjacent to the proposed project area. No additional coordination is required.

- The LWCF list can be found in the Project File under Section 6(f)/Project Information/LWCF Grant Listing.pdf

**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 is consistent with local development plans developed for the Cities of Barberton and Akron. In addition, the proposed project was identified in the 2010 Akron Metropolitan Area Transportation Study (AMATS) Existing Congestion Study. Traffic data within the aforementioned studies was confirmed by the 2012 ODOT District 4 SUM-76-0.00 Mainline Highway Capacity Software (HCS) Analysis and 2015 certified traffic data provided by ODOT's Division of Statewide Planning & Research, Modeling & Forecasting.

**Will the proposed action result in substantial negative impacts to community cohesion?**

No

**Remarks:**

The proposed project will not have substantial negative impacts on community cohesion. Due to the widening of IR 76, the existing interstate bridges over Central Avenue will be replaced with highway embankment. As such, Central Avenue will be permanently closed north and south of IR 76. The proposed project will include removal of the existing SR 619 interchange along IR 76, a full-diamond interchange is proposed at State Street as part of the undertaking. To provide access from SR 619 to State Street and IR 76 Westbound, a westbound connector street will be constructed and is proposed to converge with the proposed westbound IR 76 exit ramp to State Street. Additionally, an eastbound connector street is proposed to diverge from the IR 76 eastbound entrance ramp to provide access from eastbound IR 76 and State Street to SR 619 (Wooster Road). The addition of the proposed connector streets decreases negative impacts to community cohesion by providing improved connectivity throughout the project area.

**Will the proposed action result in indirect or cumulative impacts?**

No

**Remarks:**

The proposed project will not result in indirect or cumulative impacts to the local community, as the proposed project will improve IR 76, the IR 76/SR 619 (Wooster Road) interchange and the IR 76/State Street interchange with a full-diamond interchange proposed at State Street. To provide access to SR 619 (Wooster Road), a westbound connector street of approximately 1,190 feet will converge with proposed IR 76 exit ramp to State Street. Moreover, an eastbound connector street of approximately 1,210 feet in length will diverge from the IR 76 eastbound entrance ramp to provide access from eastbound IR 76 and State Street to SR 619 (Wooster Road). The proposed project will also improve storm drainage, traffic signalization, pedestrian facilities, highway/street illumination, traffic control signage/pavement markings and noise wall construction to minimize noise levels to adjacent residents.

**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:**



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The proposed project will not result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities. Minor, short-term, temporary impacts may occur to police, fire and emergency services with increased response times during construction activities. Temporary impacts to school bus service will occur as detours are implemented during construction. Local emergency services and communities will be notified by the ODOT District 4 Public Information Office (PIO) a minimum of fourteen (14) days prior to the start of construction activities. Included in the notification will be the dates/times associated with any planned roadway, ramp or bridge closures. As part of public involvement activities, concerns related to detours and roadway closures were raised by the Planning Director of the Metro Regional Transit Authority (RTA) regarding impacts to Metro Routes #8 and #14 that provide service within the proposed project area. ODOT District 4 has committed to provide continuous coordination with Metro RTA throughout plan development for lane closures and other MOT phasing for all local roads. A plan note will be added for coordination during construction with Metro RTA for local roads for the duration of the construction project.

- Preliminary MOT plans can be found in the Project File under the General/Maintenance of Traffic/Preliminary MOT Plans.pdf

<b>Will the proposed action displace residents, businesses, institutions or farms?</b>	<b>Yes</b>
Number of Displacements	
<b>Residences:</b>	21
<b>Businesses:</b>	1
<b>Institutions:</b>	0
<b>Farms:</b>	0
<b>Remarks:</b>	

The proposed project will require temporary and permanent right-of-way to facilitate construction activities. Based upon current design plans, twenty-one (21) residential parcels and one (1) commercial property will require acquisition and/or relocation. The right-of-way acquisition process is anticipated to begin in Summer 2016 and continue through 2018. The owners of displaced properties will receive an offer for the full fair market value for the property to be acquired while renters will receive relocation assistance/reimbursement in compliance with Federal and State laws. All acquisition and relocation will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

- Proposed displacements are identified in Preliminary Design Plans and can be found in the Project File under General/Project Information/Preliminary Roadway Plans.pdf

**Are there any Environmental Commitments?** **Yes**



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**Underserved Populations**

**Underserved Populations**

**Identified Underserved Populations**

<b>Census Block Group #</b>	<b>% Minority</b>	<b>% Low Income</b>
391535102003	8	17
391535083993	20	30
391535057004	13	38
391535058001	4	27
391535058005	13	27

**Are Underserved Populations located within and/or adjacent to the proposed project area?**

No

**Remarks:**

A review of the U.S. Environmental Protection Agency (USEPA) EJScreen website indicated minority and low-income populations within the proposed project area are below 40%. Based on ODOT-OES Environmental Justice (EJ) Guidance, the proposed project will have no disproportionately high or adverse impacts to minority or low-income populations based on review of USEPA EJScreen Mapping. No Environmental Justice issues 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 Environmental Justice analysis is required for the proposed project.

- Census mapping can be found in the Project File under Environmental Justice/Project Information/Census 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)**

#### **Activities added to the project that are beyond the previous project study area:**

The widening of State Street and associated improvements are within the previous project study area, except areas of minor strip right-of-way acquisition. Public involvement efforts focused on the five property owners affected by permanent or temporary right-of-way acquisition. The property owners were initially contacted with an Introduction Letter, dated July 19, 2019, that explained ODOT may need some of their property for the project. Various conversations and correspondence followed in the right-of-way acquisition process between property owners and ODOT-Real Estate personnel and representatives.

See Introduction Letters in the Project File/General/Right-of-Way and Utility Involvement subsection as Correspondence Related to Right-of-Way Coordination.pdf and right-of-way plans in the Project File/General/Project Information subsection as State Street Widening Plans.pdf.

#### **Original:**

Two public involvement meetings were conducted in an open house format with the second meeting including an open microphone session. A Response to Comments document was provided following each PI meeting and noise specific public involvement.

The first public meeting was held on Tuesday, November 18, 2014, from 5:00 to 7:00 p.m. at the Barberton Middle School Cafeteria (477 4th Street NW, in Barberton, Ohio).

- On November 3, 2014, ODOT District 4 mailed 441 public meeting notification letters to property owners/tenants, businesses and public officials
- A public meeting notification requesting public participation was posted on the ODOT District 4 website
- A press release was issued by the District 4 Public Information Office (PIO) on November 3, 2014, to local media outlets for public meeting notification purposes
- The Akron Beacon Journal posted an electronic (website) news article on November 16, 2014 (*ODOT plans to widen I-76, overhaul interchanges in Barberton*)

The purpose of the meeting was to present and discuss the feasible alternatives under consideration with the general public, residents, business/property owners and public officials, and to solicit public comments regarding the alternatives under consideration, and any potential social, economic, and/or environmental impacts associated with the proposed project. Informational materials distributed to attendees explained the



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purpose of the project and presented information on three feasible alternatives under consideration. Exhibits depicting each of the feasible alternatives were available for the public to view.

The second public meeting held on Wednesday, November 4, 2015, from 5:00 to 7:00 p.m. at the Barberton High School Media Center (555 Barber Road, Barberton, Ohio).

- On October 20, 2015, ODOT District 4 mailed 417 public meeting notifications to property owners/tenants, businesses and public officials
- An additional 29 public meeting notifications were distributed via email by ODOT District 4
- A public meeting notification requesting public participation was posted on the ODOT District 4 website
- A press release was issued by the District 4 PIO on October 20, 2015, to local media outlets for public meeting notification purposes
- The Akron Beacon Journal Online posted an electronic (website) news article on November 3, 2015 (*Interstate 76 widening, elimination of interchange in Barberton to be discussed Wednesday*)

The meeting's purpose was to present the recommended alternative and solicit additional public comments regarding its social, economic and environmental impacts. The public meeting included a brief overview presentation by ODOT's Project Manager, followed by an open microphone public comment period for attendees requesting to speak. Informational materials distributed to attendees included an overview of the project, a summary of the completed and ongoing environmental studies and information on the recommended alternative. Exhibits displaying the recommended alternative were located throughout the facility.

On October 27, 2015, Noise public involvement letters and noise wall surveys were distributed to benefitted property owners/occupants located along the southern side of IR 76 (Noise Sensitive Area #2). The PI noise mailing provided benefitted receptors with possible textures/materials and colors to select for the residential side of the recommended noise wall. Follow-up, door-to-door in person surveys were also conducted for a portion of the benefitted receivers on January 7, 2016.

- All relevant public involvement documentation can be found in the Project File under Public Involvement/Project Information

**Was Public Involvement conducted in compliance with Title VI requirements?**

Yes

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

No

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

**Activities added to the project that are beyond the previous project study area:**

No written responses were received from the Introduction Letter, dated July 19, 2019. Subsequent conversations and correspondence between property owners and ODOT-Real Estate personnel and representatives involved details of the right-of-way acquisition process that all but one property owner went through with the original project. One property owner stated concerns about the reuse of the existing sandstone rocks with the proposed retaining wall relocation further westward along State Street during construction. Therefore, the construction plan was modified to remove the existing sandstone rock retaining



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wall and replace it with a new modular block retaining wall. This modification satisfied the concerned property owner. No other comments and/or concerns were provided by the affected property owners.

### Original:

The first public meeting for the proposed project was held on November 18, 2014, with an attendance of 101 people, that included residents, business owners and local officials. Attendees were able to view exhibits associated with project alternatives and were encouraged and given the opportunity to submit written comments at the meeting, by mail or by email. Upon closure of the public comment period on December 5, 2014, a total of 23 comment forms, one email and one voice mail was received by ODOT District 4. Comments received and responses to comments are summarized in Tables 1 through 4 of the *Open House Public Involvement Meeting Summary and Responses to Comments* document (January 8, 2015). In general, written and oral comments indicated the following concerns:

- Increased traffic congestion along State Street
- Increased through traffic in residential areas
- Number of homes to be acquired
- Existing neighborhood blight along Central Avenue
- Traffic flow and the Wooster Road/State Street intersection
- Economic impacts

The *Open House Public Involvement Meeting Summary and Responses to Comments* document was mailed or emailed to all meeting participants and commenters, and was posted on the District 4 website.

A second public meeting was held on November 4, 2015, with an attendance of 104 people, that included residents, business owners, and local officials. Attendees were able to view exhibits associated with the recommended alternative and were encouraged and given the opportunity to submit comments at the meeting or by mail or email. In addition, five attendees registered to participate in the open microphone session during the meeting that was documented by a certified Court Reporter. Upon closure of the public comment period on November 20, 2015, a total of eight (8) comments were received by ODOT District 4. Response to comments, both written and verbal, are summarized in Table 1 of the *Open House Public Involvement Meeting Summary and Responses to Comments* document (February 19, 2016). In general, written and oral comments indicated the following concerns:

- Increased traffic along State Street
  - Traffic flow at the Wooster Road/State Street intersection
  - Traffic flow at the State Street/Hiram Street intersection
- Increased through traffic along Elmwood Avenue
- Impact to property values
- Impacts associated with construction (noise, property access)



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- Existing drainage problems will be exacerbated by construction

The *Open House Public Involvement Meeting Summary and Responses to Comments* document was mailed or emailed to all meeting participants and commenters, and was posted on the District 4 website.

In regards to noise public involvement and noise wall survey efforts, 59% of the benefitted property owners/occupants indicated they were in favor of the proposed noise barrier along the south side of the proposed eastbound connector street/IR 76 entrance ramp between State Street and SR 619/Wooster Road. The results of the noise survey indicated a preference for the Fieldstone texture and for either a tan or taupe color. Respondents were provided a summary of the noise wall survey results in a Project Status Update mailing distributed on March 22, 2016.

- News articles can be found in the Project File under Public Involvement/Project Information/2014 News Article 2.pdf
- The *Open House Public Involvement Meeting Summary and Responses to Comments* dated January 8, 2015, can be found in the Project File under Public Involvement/Project Information/Response to Public Comments.pdf
- The *Open House Public Involvement Meeting Summary and Responses to Comments* dated February 19, 2016, can be found in the Project File under Public Involvement/Project Information/Response to Public Comments - 2.pdf
- A copy of the March 22, 2016, Project Status Update mailing is included in the Project File under Public Involvement/Project Information/Project Status Update Mailing.pdf

**Are there any Environmental Commitments?**

Yes



## Permits

### Waterway Permits

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

### Remarks:

A Permit Determination Request (PDR) was submitted to the Waterways Permit Unit (WPU) of ODOT-OES on April 6, 2016. Based on anticipated impacts, the WPU determined on May 2, 2016, that an USACE Individual 404 Permit and an OEPA Individual 401 Water Quality Certification (WQC) is required. In accordance with the Waterway Permit Manual, ODOT District 4 will be responsible for completing the 404/401 application and submitting to the OES-WPU for review and final agency submittal and approval.

Construction activities will result in the following anticipated impacts to the following resources:

1. 202 linear feet (0.06 acre) of Mud Run
2. 0.64 acres of jurisdictional wetlands (0.07 acre of Wetland 1 and 0.57 acre of Wetland 2)



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3. 150 linear feet of temporary impacts (0.06 acre) of Mud Run

- The Permit Determination Request can be found in the Project File under Permits/Waterways /Permit Determination Request.pdf
- OES-WPU correspondence can be found in the Project File under Permits/Waterways/OES Permit Determination.pdf

**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

**Remarks:**

The proposed project will result in over one-acre of earth disturbing activities. Therefore, a National Pollutant Discharge Elimination System (NPDES) General Construction Stormwater Permit is required to be obtained from the OEPA prior to the start of construction activities. A Storm Water Pollution Prevention Plan (SWPPP) will be developed and implemented prior to the start of construction activities in accordance with ODOT Construction and Material Specifications.

**Are there any environmental commitments?**

Yes

**Floodplains**

**The proposed project involves encroachment within a Special Flood Hazard Area (SFHA)**

Yes

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

Yes

**NFIP Local Floodplain Coordinator Notification Date**

05/06/2016

**Remarks:**

Based on a review of the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM), for Summit County, Ohio, (Panel #39153C0187E), the proposed project is located within the 100-year floodplain.

Under Ohio Revised Code (ORC) 1521.13, state agencies are not required to obtain permits from counties/municipalities, but must demonstrate compliance with the National Flood Insurance Program (NFIP) regulations as well as any additional floodplain management standards. State agencies must coordinate with the local floodplain coordinator to determine the local standards, perform the analysis, review the analysis and document that the development was constructed in compliance with the applicable floodplain management regulations. Additionally, Executive Order (EO) 11988 requires agencies to avoid, to the extent possible, the long-term and short-term adverse impacts associated with occupancy and modification of floodplains and to avoid the direct or indirect support of floodplain development whenever there is a practicable alternative. Per Section 2 of the Order, ODOT is responsible for evaluating the potential effects of any actions it may take in a floodplain. As such, ODOT will ensure that all EO 11988 requirements are met by completing all eight (8)



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steps of the decision making process established to address floodplain impacts by federal agencies or their assigned designee.

The Summary of Floodplain Impacts and Public Explanation document was posted on the District 4 Public Information website on Monday, May 2, 2016. Regarding NFIP, a notification was sent to the District 4 Project Manager and Hydraulic Engineer on May 6, 2016 stating the project is located within Special Flood Hazard Area - Zone AE.

- A copy of the Floodplain Impacts Notification is included in the Project File under Permits/Floodplains/Floodplain Impacts.pdf
- A copy of the FEMA FIRM for the project is included in the Project File under Permits/Floodplains/FEMA FIRM.pdf.
- A copy of the NFIP notification is included in the Project File under Permits/Floodplains/NFIP email to PM and Hydraulic Eng.pdf.

**Are there any environmental commitments?**

No

**Landfills**

**Is a 2713 Permit required?**

No

**Remarks:**

Based on field investigations and results of the ESA Screening (June 2015), no landfills were identified within and/or adjacent to the proposed project area. Therefore, an OEPA 2713 Permit is not required.

**Are there any environmental commitments?**

No



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### Environmental Commitments

#### General Project Information

1) THE CONTRACTOR WILL ADVISE THE ODOT PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. THE CONTRACTOR MUST ALSO PROVIDE NOTIFICATION TO THE ODOT PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO ANY LANE RESTRICTIONS/CLOSURES AND BRIDGE/RAMP CLOSURES. THE ODOT PROJECT ENGINEER WILL FORWARD THE INFORMATION TO THE ODOT, DISTRICT 4 OFFICE OF PUBLIC INFORMATION FOR USE TO NOTIFY EMERGENCY SERVICES AND COMMUNITIES A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE START OF PROJECT CONSTRUCTION. INCLUDED IN THIS NOTIFICATION WILL BE THE PROJECTED DATES/TIMES OF THE LANE RESTRICTIONS/CLOSURES, BRIDGE/RAMP CLOSURES AND PROPOSED DETOURS.

2) Coordination with Metro RTA will be on-going to ensure no substantial disruptions to service occur during construction activities. The appropriate contact information for Metro RTA will be made available to the contractor in order to coordinate lane closures and maintenance of traffic activities.

#### Noise

1) Noise Wall construction plans will be reviewed and approved by ODOT District 4 and ODOT-OES

2) COORDINATION BETWEEN ODOT DISTRICT 4, ODOT-OES AND THE NOISE WALL DESIGNER WILL OCCUR PRIOR TO COMMENCEMENT OF PROJECT DESIGN.

#### Ecological

1) NEWLY PROPOSED CULVERTS SHALL BE PLACED TO ALLOW FREE MOVEMENT OF AQUATIC FAUNA.

2) NO TREES SHALL BE REMOVED WITHIN THE PROPOSED CONSTRUCTION FOOTPRINT 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 PROTECTED BAT SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

3) AN OIL SPILL KIT SHALL BE LOCATED WITHIN 150 FEET OF ANY EQUIPMENT WORKING IN A STREAM OR WETLANDS. THE OIL SPILL KIT SHALL BE MAINTAINED FOR THE LIFE OF THE CONSTRUCTION CONTRACT PER ODOT CONSTRUCTION AND MATERIALS SPECIFICATION 104.04.

4) ALL CONSULTATION UNDER SECTION 7(A) OF THE ENDANGERED SPECIES ACT WILL BE CONCLUDED AND WATERWAY PERMITS WILL BE SUBMITTED TO THE APPROPRIATE AGENCIES PRIOR TO ANY TREE-CLEARING FOR THE PROJECT.

5) ANY AREAS DISTURBED DURING CONSTRUCTION ACTIVITIES SHALL BE RE-SEEDING/RE-VEGETATED WITH NATIVE PLANT SPECIES, INCLUDING NATIVE RIPARIAN TREE SPECIES, AND MULCHED DURING CONSTRUCTION TO ENCOURAGE ESTABLISHMENT OF NATIVE VEGETATION COVER, DECREASE EROSION AND PREVENT EROSION OF SEDIMENTS INTO WATERS OF THE U.S.

6) CONSTRUCTION EQUIPMENT AND MATERIAL STAGING AREAS SHALL BE KEPT AWAY FROM STREAMS TO THE EXTENT PRACTICABLE. THE MECHANICAL EQUIPMENT USED TO EXECUTE THE WORK AUTHORIZED HEREIN SHALL BE OPERATED IN A MANNER TO MINIMIZE TURBIDITY THAT COULD DEGRADE WATER QUALITY AND ADVERSELY AFFECT AQUATIC PLANT AND ANIMAL LIFE.



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- 7) UNAVOIDABLE IMPACTS TO STREAMS AND WETLANDS SHALL BE MITIGATED AND EXISTING RIPARIAN HABITAT ZONES MAINTAINED TO THE MAXIMUM EXTENT POSSIBLE.
- 8) NO TREE CLEARING ON ANY PORTION OF THE PROJECT SHALL OCCUR UNTIL BOTH THE U.S. ARMY CORPS OF ENGINEERS AND OHIO EPA ANTICIPATE THAT ISSUANCE OF THE SECTION 404 PERMIT AND SECTION 401 WATER QUALITY CERTIFICATION AUTHORIZATION IS IMMINENT. THIS SHALL ENSURE THAT CLEARING WILL BE LIMITED TO THE FOOTPRINT OF WHICHEVER ALTERNATIVE IS ULTIMATELY PERMITTED AND NO UNNECESSARY CLEARING WILL OCCUR.
- 9) CONSTRUCTION AND DEMOLITION DEBRIS: THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID AND/OR LIMIT CONSTRUCTION AND DEMOLITION DEBRIS FROM ENTERING THE STREAM(S). ANY DEBRIS THAT DOES FALL INTO THE STREAM(S) SHALL BE REMOVED AS SOON AS POSSIBLE.
- 10) PRIOR TO BRIDGE OR CULVERT DEMOLITION ACTIVITIES, THE UNDERSIDE OF EXISTING BRIDGES OR CULVERTS SHALL BE CAREFULLY EXAMINED FOR THE PRESENCE OF BATS, ESPECIALLY FROM APRIL 1 TO SEPTEMBER 30. IF ANY BATS ARE FOUND ROOSTING ON THE UNDERSIDE OF THE BRIDGE OR CULVERT, THE ECOLOGICAL STAFF OF ODOT'S OFFICE OF ENVIRONMENTAL SERVICES AND ODOT DISTRICT 4 ENVIRONMENTAL STAFF SHALL BE CONTACTED UPON IDENTIFICATION.

### Section 4(f)

- 1) UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR IMPACT CARL J. HARTER PARK AND UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE OR STAGE CONSTRUCTION EQUIPMENT AND/OR MATERIALS WITHIN THE KNOWN BOUNDARIES OF CARL J. HARTER PARK.

### Community Impacts

- 1) ODOT DISTRICT 4 WILL BE RESPONSIBLE FOR COORDINATION WITH METRO RTA THROUGHOUT PLAN DEVELOPMENT AND PROJECT CONSTRUCTION.

### Public Involvement

- 1) During design and construction of the project, ODOT will keep the project area population informed as to project status, design changes, etc.

### Permits - Waterway Permits

- 1) THE CONTRACTOR SHALL NOT PERFORM ANY WORK IN AND/OR PLACE ANY FILL BELOW THE ORDINARY HIGH WATER MARK UNTIL THE APPROPRIATE WATERWAY PERMITS ARE AUTHORIZED BY THE U.S. ARMY CORPS OF ENGINEERS AND OHIO EPA. UPON WATERWAY PERMIT AUTHORIZATION, THE SPECIAL PROVISIONS ASSOCIATED WITH THE WATERWAY PERMITS SHALL BE INCORPORATED INTO THE PROJECT CONSTRUCTION PLANS AND THE CONTRACTOR SHALL ADHERE TO ALL WATERWAY PERMIT TERMS AND CONDITIONS THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITIES.
- 2) ODOT District 4 will be responsible for preparing and/or submitting the 404/401 Individual Application Permit to the OES-WPU Staff for review and final agency submittal and approval. No work in waters shall commence prior to obtaining 404/401 authorization and all special provisions will be implemented/adhered to.
- 3) ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES AS SPECIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE IN PLACE PRIOR TO ANY EXCAVATION, GRADING OR FILLING OPERATIONS AND INSTALLATION OF PROPOSED STRUCTURES OR UTILITIES. THEY SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE AND THE AREA IS STABILIZED AS ACCEPTED BY THE ENGINEER.
- 4) All stream and wetland impacts will be mitigated in accordance with 404/401 requirements.



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5) THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID AND/OR LIMIT CONSTRUCTION AND DEMOLITION DEBRIS FROM ENTERING THE STREAM(S). ANY DEBRIS THAT DOES FALL INTO THE STREAM(S) SHALL BE REMOVED AS SOON AS POSSIBLE.

**Permits - Storm Water Permits**

1) A CO-PERMITTEE NOTICE OF INTENT (NOI) WILL BE PREPARED AND PROVIDED TO THE CONTRACTOR BY ODOT PERSONNEL AT THE PRE-CONSTRUCTION MEETING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETING THE CO-PERMITTEE NOI FOR COVERAGE UNDER OHIO EPA STORMWATER CONSTRUCTION GENERAL PERMIT AND SUBMITTING TO OHIO EPA FOR APPROVAL, ALONG WITH THE DEVELOPMENT OF A STORM WATER POLLUTION PREVENTION PLAN (SWPPP), BEFORE CONSTRUCTION ACTIVITY CAN TAKE PLACE. SPECIFICATIONS SET FORTH IN THE MOST CURRENT VERSION OF ODOT'S "CONSTRUCTION AND MATERIAL SPECIFICATIONS, LOCATION AND DESIGN MANUAL AND STANDARD DRAWINGS" SHALL BE USED TO ENSURE ADEQUATE EROSION AND SEDIMENT CONTROL, ALONG WITH ADDITIONAL PROTECTIVE MEASURES TO AVOID IMPACTS TO ADJACENT PROPERTIES, STREAMS AND WETLANDS FROM CONSTRUCTION ACTIVITIES.



**Supplemental Re-evaluation Level D3**

PID 96670 SUM IR 0076 05.53

Approved: 12/31/2019

**Preparers and Approvals**

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**Approvals & Electronic Signatures**

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	12/31/2019



## Appendix

### **Cultural Resources**

Archaeology Sign Off from SHPO via email.msg

### **Air**

Conformity Determination - No Hotspot.pdf

### **Ecological**

Coordination with USACE.pdf

### **General**

Correspondence Related to Right-of-Way Coordination.pdf

County Map.pdf

### **Ecological**

Level 1 MOA Coordination.pdf

Level 2 or 3 Coordination.pdf

### **Noise**

Noise Survey Mailing List.pdf

Noise Survey.pdf

### **Ecological**

ODNR Comments - Level 2.pdf

ODNR Comments.pdf

### **Air**

OEPA Approval - Qualitative MSAT.pdf

### **Ecological**

OEPA Comments - Level 2.pdf

### **Cultural Resources**

OES Approval - No Historic Properties Affected.pdf

### **Noise**

OES Approval - Noise Analysis.pdf

OES Approval - PI Summary Report.pdf

### **ESA**

OES Recommendations - Phase I.pdf



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OES Recommendations - Phase II.pdf

OES Recommendations - Phase II\_final.pdf

OES Recommendations - Screening.pdf

**General**

Preliminary MOT Plans.pdf

**ESA**

Project Related Correspondence Containing an OES Decision.pdf

**General**

Proposed Ramp Closure Summary.pdf

**Ecological**

USACE Comments - JD Field Review.pdf

USACE Preliminary Jurisdictional Determination.pdf

USFWS Comments - Level 2.pdf

USFWS Comments.pdf

**General**

USGS Quadrangle Topographical Map.pdf

**Other Resources**

Water Source Protection Area Map.pdf

**Public Involvement**

Additional Public Involvement .docx

**Environmental Justice**

Census Mapping.pdf

**Permits**

FEMA FIRM.pdf

Floodplain Impacts.pdf

**Public Involvement**

News Article - Ohio.com.pdf

News Article 2 - Ohio.com.pdf

News Article 3 - Ohio.com.pdf

**Permits**

NFIP Notification .pdf

**Public Involvement**



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Notification Mailing List - 2.pdf

Notification Mailing List - Stakeholders.pdf

Notification Mailing List.pdf

Open Mic Registration and Guidelines.pdf

Press Release - 2.pdf

Press Release.pdf

Project Status Update Email+Attachments.pdf

Project Status Update Mailing.pdf

Public Comments Received - 2.pdf

Public Comments Received.pdf

Public Involvement Plan.pdf

Public Meeting Exhibits.pdf

Public Meeting Handouts - 2.pdf

Public Meeting Handouts.pdf

Public Meeting Notification - 2.pdf

Public Meeting Notification Email.pdf

Public Meeting Notification.pdf

Public Meeting Sign In Sheet - 2.pdf

Public Meeting Sign In Sheet.pdf

Response to Public Comments - 2.pdf

Response to Public Comments.pdf

Stakeholder Meeting Minutes or Notes.pdf