



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA US 30/SR 43 16.46/10.74 PID 110615

Environmental Document Level: C1

Approved: 4/15/2021

Prepared By: 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 December 14, 2020, and executed by FHWA and ODOT.

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C1

PID:	110615
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Federal
Private Funding:	No

Project Description:

The Ohio Department of Transportation (ODOT) proposes to mill/resurface approximately 2.7 miles of U. S. Route (USR) 30 from the Wheeling & Lake Erie Railroad to south of State Route (SR) 172, including the USR 30/SR 43 interchange ramps and the USR 30/Trump Avenue interchange ramps, and mill/resurface approximately 0.37 mile of SR 43 from northwest of Ed Stein Drive SE to the USR 30 westbound mainline lanes merge point in the city of Canton and Canton Township, Stark County. This project also proposes full depth pavement repairs, existing catch basin/manhole/valve box adjustments, linear grading, new curb ramps installations to comply with the Americans with Disabilities Act (ADA) standards, new traffic signal loop detector installations, new traffic sign installations, raised pavement marker replacement, barrier reflector replacement and new center line/edge line/lane line/channel line/transverse-diagonal lines/other pavement markings applications.

Moreover, the project will perform maintenance on the following eight (8) bridges:

- STA-30-1878/Structure File Number (SFN) 7601077/Trump Avenue over USR 30;
- STA-30-1636/SFN 7601018/USR 30 over Warner Ave;
- STA-30-1642/SFN 7601026/USR 30 over the Wheeling & Lake Erie Railroad track;
- STA-30-1648/SFN 7601042/USR 30 over the Wheeling & Lake Erie Railroad track;
- STA-30-1751 Left-Right/SFNs 7603746-7603738/USR 30 over Marietta Avenue; and
- STA-30-1792 Left-Right/SFNs 7603681-7603673/USR 30 over the Wheeling & Lake Erie Railroad track.

The project will perform structure maintenance activities, including concrete wearing surface repair/sealing, substructure repair/sealing, guardrail replacement, bearing device refurbishment, scupper cleanout, dumped rock fill placement and above ground vegetation removal within 15 feet of each structure.

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

A minimum of one lane of traffic in each direction shall be maintained on the existing pavement and completed pavement during project construction. Multiple short-duration evening, weekday or weekend closures will be required to mill/resurface the various interchange ramps. Construction, lane restriction and interchange ramp closure/detour information will be posted within the project construction limits prior to the start of project construction and updated/posted prior to each construction phase/travel pattern change throughout project construction. Access shall be maintained to all adjacent properties, businesses and intersecting side streets during project construction. Substantial traffic disruptions are not expected during project construction.



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The project will be constructed within the existing highway/roadway rights-of-way. Existing utilities within the project study areas will not be impacted/relocated to construct the project. Based on the project scope of work, its Path 1 Project Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

The proposed US 30 and SR 43 pavement and structure maintenance activities will focus on existing operational right-of-way. All work areas are considered to have been previously disturbed by the existing modern roadway facilities. A records check was conducted for the project area of potential effects (APE). The APE features the project footprint within the resurfacing limits and at bridge locations within existing highway rights-of-way. Review of the Ohio State Historic Preservation Office (SHPO) on-line mapping system and Buckeye Assets database system mapping did not identify properties and/or structures listed in or eligible for listing in the National Register of Historic Places (NRHP) in the project APE. The project will not remove or alter any buildings or features of the NRHP/NRHP- eligible properties. Moreover, the bridges with proposed maintenance activities are of a type and date of construction determined not eligible for inclusion on the NRHP pursuant to the 2009 Ohio DOT Historic Bridge Inventory (accepted April 28, 2010). In accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT has determined that the proposed project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

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

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecologically Exempt STA-30-43-16.46-10.74.pdf for the project in the Project File/Ecological/Reports subsection.

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

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

The environmental document and associated studies, as applicable, were approved using the Stage 3 Design plans for the project. A copy of the Stage 3 Design plans for the project is included in the Project File/General/Project Information subsection as Stage 3 Design.pdf.

The estimated total project cost specified in Ellis is 0.4% greater than the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP). However, fiscal constraint is at the Statewide Line Item (SLI) Group level. Therefore, an individual project utilizing a SLI does not require a STIP/TIP amendment.

STIP Reference #:

110615: 21-24 STIP/SLI Group Project. Fiscal constraint is at SLI Group level.

Cultural Resources Coordination:

Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date:

04/07/2021



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

Supporting documentation has been uploaded to Project File:

Yes

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

(3) Construction of bicycle and pedestrian lanes, paths, and facilities. *Examples include: Walkways, sidewalks, shared-use paths, and facilities, small passenger shelters, (i.e. construction of a bike path on an existing railroad bed, designations of certain highways as bike routes, painting of existing paved shoulders as bike lanes, ADA ramps, etc.) provided that no new disturbance will occur.*

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

(22) Projects, as defined in 23 U.S.C. 101 that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way. *Examples include: Tower lighting within the existing operational right-of-way; Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated; Improvements to existing ODOT/County maintenance facilities; Construction of new ODOT/County maintenance facilities within existing operational right-of-way; Environmental mitigation activities within existing operational right-of-way; Work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals within existing operational right-of-way; Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)*

Environmental Commitments:

No



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Preparers and Approvals

Form Preparer

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Supporting Form Preparer(s):

Brian Peck
Mark Andrasik

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	4/15/2021



Appendix

General

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Buckeye Assets Mapping.pdf

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Permits

FEMA FIRM.pdf