



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA CR 0044 4.08 (Paris Ave) PID 117725

Environmental Document Level: C2

Approved: 7/10/2023

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

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Project Information

PID:	117725
Project Sponsor:	STARK COUNTY ENGINEER
ODOT District:	4
Funding Source:	Federal
Project Description:	



Approved: 7/10/2023

The Stark County Engineer proposes to rehabilitate the existing 121-foot long, single span, filled concrete arch bridge structure (Bridge Number STA-C0044-408; SFN: 7630824) carrying Paris Avenue (County Road 44) over an abandoned railroad. The STA-C0044-408 bridge is located between Lisbon Street (State Route 172) and Stucky Street in Paris Township, Stark County. The project proposes to **remove and replace the existing asphalt deck overlay with a new asphalt overlay, with underlying waterproofing membrane, and perform structure maintenance operations including superstructure and substructure concrete repair/patching and sealing with an epoxy-urethane sealer, reconstruction of the top of the concrete spandrel walls, installation of an abutment underdrain system, and replacement of the bridge railings and approach guardrail.** Additional improvements proposed by this project include installation of new galvanized curb plate and stormwater catch basin/conduit drainage system, approach pavement repair/resurfacing and pavement restriping within the project construction limits.

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

A full roadway closure at the bridge will be necessary and is expected to last 4-5 months. Access shall be maintained to all properties within and adjacent to the project construction limits for the duration of project construction. Driveways near and within the construction area will be accessible and maintained throughout construction. It is expected that southbound through traffic will be rerouted via State Route 172, to Robertsville Avenue SE, to U.S. Route 30, to Baywood Street SE and reverse for northbound traffic. Substantial traffic disruptions are not expected during project construction.

The project will be constructed entirely within the existing County Road 44 roadway right-of-way. Temporary utility relocations may be necessary to construct the project. Stage 2 construction plan information was submitted to utility companies with above ground and/or subsurface utility lines in proximity to the project construction limits. Coordination with the utility companies will continue during the project detailed design phase. Utility coordination information is included in the Project File/General/Right-of-Way and Utility Involvement subsection as *Correspondence Related to Utility Coordination.pdf*.

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

A Level 1 Ecological Survey Report was completed by Lawhon ecological personnel for the project. The project will remove approximately 0.102-acre of suitable wooded habitat (SWH) for the federally listed Indiana bat and northern long-eared bat, and 0.102-acre of wooded habitat for the federally proposed for listing tricolored bat and state listed little brown bat species. Construction access for the proposed project may impact one wetland. The impacted wetland area exists entirely within the abandoned railway cut beneath the existing STA-C0044-408 bridge. No streams or other substantive ecological resources were identified in proximity of the project construction limits. See the ecological and threatened/endangered species documentation for the project in the Project File/Ecological/Project Information and Reports subsections and the Ecological tab.

The environmental document and associated studies, as applicable, were approved using the Stage 2 Design Plans. A copy of the Stage 2 Plans for the project is included in the Project File/General/Project Information subsection as *Stage 2 Design.pdf*.

The estimated total project cost specified in Ellis matches the total project cost specified in the ODOT State Fiscal Years 2023 - 2027 Statewide Transportation Improvement Program (STIP).

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

Yes

Ellis STIP Details



Phase	Current STIP Reference
ENV	On Previous STIP
CO	117725: 24-27 STIP
DD	On Previous STIP

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

Select the appropriate project type:

(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e). *Examples include: Railroad projects that close or relocate at-grade crossings*

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -

1. **a.** Acquisition of more than a minor amount of ROW (exceeds strip takes)
2. **b.** Residential or non-residential displacements
3. **c.** A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act
4. **d.** A Section 106 finding of *Adverse Effect*
5. **e.** Section 4(f) impacts greater than de minimis
6. **f.** A finding of *May Affect, Likely to Adversely Affect* to Threatened and Endangered Species
7. **g.** Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
8. **h.** Changes in access control
9. **i.** Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
10. **j.** Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
11. **k.** No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
12. **l.** A full Environmental Justice Analysis Report (EJAR) is required (the project must be processed as a D-level CE or higher-level document). If a memo-to-file/letter/IOC-format EJAR Short Report is determined to be the appropriate level of documentation, contact OES regarding NEPA document level.

For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Ecological

Waterways:

Present; No Coast Guard, Individual 404, and/or Section 10 Permit required



Waterways Permit Type:	Permit Determination and/or Permit Application Approval Pending
Isolated Wetland Permit	No
Will any wetlands be impacted?	Yes
Endangered Species:	Present; No finding of May Affect, Likely to Adversely Affect
Endangered Species - Coordination	May Affect, Not Likely to Adversely Affect
Endangered Species - Coordination Date	06/23/2023
Endangered Species - Critical Habitat Present/Impacted	
Indiana bat	
Northern long-eared bat	
Endangered Species - Other Critical Habitat Present/Impacted:	No
Scenic Rivers	No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area

Scenic Rivers Remarks

There are no national or state-listed wild and scenic rivers within 1,000 feet of the project area. The project will not impact any scenic river.

Floodplains

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

Lawhon NEPA personnel reviewed the FEMA FIRM mapping for the project study areas and found the proposed construction activities are not located within a designated Special Flood Hazard Area (SFHA) flood plain. No flood plain coordination is required for the project undertaking. See the floodplain mapping for the project in the Project File/Permits/Floodplains subsection.

Section 4(f)

Section 4(f):	Not present
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Section 4(f) Remarks

A proposed/future off-road trail (Nickel Plate Trail) is identified on the Stark Parks Master Plan and is currently proposed under the Paris Avenue Bridge. The Nickel Plate Trail is not presently significant or formally designated for Section 4(f) purposes, therefore Section 4(f) does not apply. On March 22, 2023 ODOT-OES agreed with the No Section 4(f) Resources determination. A copy of the determination for the project is included in the Project File/Section 4(f)/Project Information subsection as *Project Related OES Decision - Section 4(f).pdf*.

Section 6(f)



Section 6(f): Not present

Cultural Resources

Cultural Resources: Present; No Finding of Adverse Effect

Cultural Resources Coordination: Minimum Potential to Cause Effect
Appendix B

**Cultural Resources Coordination - ODOT Approval/SHPO
Concurrence Date** 06/02/2023

Cultural Resources Remarks

A Cultural Resources Records Check was performed by Lawhon cultural staff using the SHPO GIS online database. No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within and/or immediately adjacent to the proposed project area or in the project area of potential effects (APE). The bridge (SFN 7630824) is a Type 111N Concrete Arch Deck structure built in 1926. This bridge is not considered eligible for the National Register based on the Ohio DOT Historic Bridge Inventory (accepted April 28, 2010).

In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. No further coordination is required in accordance with the Section 106 Programmatic Agreement. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

Environmental Resources Considered

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

Regulated Materials

Air Remarks

The project will not impact air quality. No air quality studies, or coordination are needed for this project.

Noise Remarks

The project does not qualify as a Type I project for noise (i.e., not adding capacity, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) and a noise analysis is not required for the project under 23 CFR 772.

The project involves ROW acquisition, Deep Excavation, or OEPA 513 Landfill Authorization: No

Hazardous Materials - OES Approval Date: 05/24/2023

Regulated Materials Review Remarks:

Based on the information in the Regulated Materials Review (RMR) Screening 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.



Environmental Justice

Projects that meet C2 criteria must be in accordance with ODOT's EJ Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

Environmental Justice Populations

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

Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
391517130001	1	40

Environmental Justice Remarks

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

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

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

Census mapping is saved in the Project File/Environmental Justice/Project Information subsection.

Public Involvement

Public Involvement:

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

Public Involvement Remarks

The Stark County Engineer conducted various public involvement activities soliciting for comments for the proposed project, including a website posting, a press release, and project notification letters dated June 1, 2023 to property owners, stakeholders and local emergency/public service providers. News-Talk 1480 WHBC printed a website news article soliciting comments as a result of the press release. Two comments were received because of the public involvement activities conducted for the project. One written comment was received regarding local access in proximity of the bridge during project construction and a second comment supporting the bridge rehabilitation was received by telephone. Access shall be maintained to all properties within and adjacent to the project construction limits for the duration of project construction. Driveways near and within the construction area will be accessible and maintained throughout construction. Both public comments were addressed on an individual basis, accordingly. See the public involvement documentation, including the received comments and responses to comments, for the project in the Project File/Public Involvement/Project Information subsection.

Environmental Commitments

Environmental Commitments

Yes



Ecological

Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
STA-44-4.08 (Paris Ave)	Wetland A	Adjacent	Category 1	0.762	0.080

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

Total impact to all wetlands (ac.): 0.080

Total acres of non-isolated wetlands impacted: 0.080

Total acres of isolated wetlands impacted: 0

In accordance with Executive Order 11990 - USDOT Order 5660.1A, this Wetland Finding has been prepared to document that wetlands have been avoided to the extent possible to minimize the long and short term adverse impacts associated with the destruction or modification of wetlands, and to document that there are no practicable alternatives to avoid construction in wetlands.

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

It Would Not Correct Existing Condition and Maintenance Problems.

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

They Will Substantially Increase Project Costs.

They Will Result in Unique Engineering, Traffic, Maintenance, or Safety Problems.

Include justification supporting the decisions noted above:

The No Build alternative does not meet the project's Purpose & Need to improve deteriorated and deficient structure conditions. The project footprint has been reduced to the maximum extent practicable. Complete avoidance of the wetland would require cost prohibitive engineering measures. Implementation of additional measures to further reduce the impact footprint is not feasible or warranted based on the purpose and need of the project, the location of the aquatic resource relative to the project location, and the overall minor impacts of the project as currently designed.

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



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project are documented in the environmental commitments for the project. Wetland mitigation for unavoidable impacts will be provided if required by the Clean Water Act or Ohio isolated wetland law, as regulated by the US Army Corps of Engineers and Ohio EPA regulations (33 CFR parts 325 and 332 and 40 CFR part 230, and OAC 3745-01-54), and (ORC 6111.027). No practicable alternatives exist for the proposed construction in wetlands, and the proposed action includes all practicable measures to minimize harm to the wetlands that may result from such use.

Remarks:

The project was designed to minimize impacts to wetlands, streams and other ecological resources to the greatest extent practicable. See wetlands and other ecological resource impact information in ecological reports and agency coordination provided in the project File/Ecological/Reports and Coordination subsections.



Environmental Commitments

C2

1) The project may result in removal of suitable wooded habitat for threatened and endangered bat species. The project designer shall incorporate the following note into the plans: ENDANGERED SPECIES HABITAT - INDIANA BAT/NORTHERN LONG-EARED BAT - THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

2) The Stark County Engineer will obtain all appropriate waterway permits prior to any construction work within the jurisdictional boundary of any waterway, including wetlands, and all applicable waterway permits to be included in the plans and adhered to during construction.



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Preparers and Approvals

Form Preparer: Cassandra Austin
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Supporting Form Preparer(s): Greg Bowman

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	7/10/2023



Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

ESA

ODOT Recommendations - RMR Screening.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Other Resources

Census Bureau Urbanized Area Map.pdf

Water Source Protection Area Map.pdf

Well Log Data.pdf

Section 4(f)

Project Related OES Decision - Section 4(f).pdf

Environmental Justice

Census Mapping.pdf

Public Involvement

County Website Posting - Press Release.pdf

News Article - 20230605 News-Talk WHBC .pdf

Press Release.pdf

Property Owner Notification Letter Exhibits and Comment Form.pdf

Property Owner Notification Letter.pdf

Public Comments Received.pdf

Public Notification Mailing List .pdf

Response to Public Comments.pdf



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SCEO Project Website Snapshot.pdf

Permits

FEMA FIRM.pdf