



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA US 30/VAR 13.15/VAR PID 119106

Environmental Document Level: C1

Approved: 7/8/2025

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:	119106
Project Sponsor:	District 4-Planning
ODOT District:	4
Funding Source:	Federal

Project Description:

The Ohio Department of Transportation (ODOT) plans to improve roads, bridges, and traffic signal and signage at various locations in Stark County, Ohio. Work will take place on parts of Interstate Route 77, U.S. Routes 30 and 62, and State Routes 172 and 183. Key parts of the project include:

- Pavement resurfacing on various sections of U.S. Route 30 lanes and ramps in the City of Canton, Canton and Osnaburg Townships, and the Villages of East Canton and Minerva.
- Pavement resurfacing along State Route 172 from approximately State Route 44 to Browning Court in the Village of East Canton.
- Bridge maintenance at 21 bridges locations along Interstate Route 77 and U.S. Routes 30 and 62 in the City of Canton and Canton Township.
- New Traffic Signal installation at the U.S. 30 eastbound service road and State Route 297 (Raff Road).
- New overhead sign installation on the south leg of the U.S. Route 30/Trump Avenue intersection and pedestrian crosswalk installation on State Route 183 at the PCC Airfoils plant in the Village of Minerva.

Additional roadway maintenance improvements proposed within the project construction limits include partial/full depth pavement repairs, sidewalk and curb ramp reconstruction to meet Americans with Disabilities Act (ADA) standards for accessible design, curb and gutter replacement, pull box/valve box/manhole/monument/catch basin/conduit grade adjustments, pavement marker removal, barrier reflector replacement, traffic signal equipment modification/loop replacement, linear shoulder grading, new lane/edge/center/channelizing/stop/crosswalk lines/other pavement markings applications and traffic control signage replacement. Proposed pavement and bridge maintenance locations and operations are detailed in the Stage 3 design plan. 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*.

Traffic Control Sign and Signalization Improvements will be performed on U.S. Route 30 and include installation of a new overhead sign assembly on the south leg of the U.S. Route 30/Trump Avenue/State Route 172 intersection in Canton Township and installation a new traffic signal at the U.S. Route 30 eastbound exist/entrance service road intersection with State Route 297 (Raff Road) in Canton Township. The new traffic signal will be coordinated with the existing traffic signals to the north at the U.S. Route 30/Westbound exist and entrance service roads and the Raff Road/Southway Street intersection. Moreover, the project will install a pedestrian crossing crosswalk with flashing beacons, warning signs and new curb ramps to meet Americans with Disabilities Act (ADA) standards at the PCC Airfoils Plant on State Route 183 in the Village of Minerva.

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 minimum of one ten-foot lane will be maintained in each direction on all interstate, U.S. and state routes during pavement repair and resurfacing operations. During installation of overhead traffic control signage and traffic signal equipment, two-way traffic shall be maintained by use of existing pavement. If it is necessary to stop all traffic for overhead work, the stoppage shall be less than ten (10) minutes in anyone (1) thirty (30) minute period.

Bridge maintenance operations will result in interchange ramp and lane closures on Interstate Route 77, U.S. Route 30 and Harrison Avenue. Proposed closure durations range from single weekend closures to 14-day and 21-day closures on the southbound Interstate Route 77 ramp to westbound U.S. Route 30 and the westbound U.S. Route 30 ramp to southbound Interstate Route 77, respectively. Moreover, beam repair operations will result in the closure of Prairie College Street SW under Interstate Route 77 for approximately 21 consecutive days. Proposed ramp closures will be staggered to minimize disruption the traveling public and traffic will be detoured using nearby interchanges. When a ramp is closed for construction, drivers can use nearby interchanges as alternative routes allowing traffic to safely exit, travel along the local road network, and re-enter the highway beyond the closure point.



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Lane restrictions, detours and/or traffic stoppage information will be posted within the project construction limits prior to the implementation of any restriction or stoppage at the respective intersection or overhead sign locations. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the construction project. Substantial traffic disruptions are not expected during project construction.

The project will be constructed entirely within the existing interstate, U.S. and state route rights-of-way.

Relocations of existing utilities may be necessary during installation of new traffic control sign and signalization improvements. Temporary relocations of existing utilities may be necessary during performance of bridge maintenance operations. All utility relocations will occur within the existing roadway rights-of-way. Utilities will not be permanently removed to construct the project. Coordination with the utility companies affected by the proposed construction activities was conducted for the project during its preliminary engineering phase and will continue during its detailed design and construction phases.

A Cultural Resources Records Check was performed using the Ohio State Historic Preservation Office (SHPO) GIS database. The project undertaking will be constructed within existing interstate, US and State Route operational rights-of-way, no buildings will be involved in construction and no relocations will be required to construct the project. Moreover, the undertaking is not located within a historic district. The project is not a part of a larger undertaking and is a project type that has minimal potential to cause effects to historic properties in accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), therefore, no further coordination is required for the project. See 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(VAR)-13.51(VAR).pdf* for the project in the Project File/Ecological/Reports subsection.

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

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study areas and determined the project encroaches onto designated Special Flood Hazard Area (SFHA). However, project work to be performed within SFHAs is considered maintenance that does not impact the alignment, grade, or hydraulic capacity of each stream, floodway, or structure.

This project is therefore exempt from floodplain coordination. Courtesy Letter of Notification of SFHA Exemption (ODOT LD-53 letters) will be sent to the appropriate local floodplain administrators. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

ODOT conducted various public involvement activities for the project including a press release and website posting and public officials and emergency/public service provider notifications. Public comments were requested with all public involvement activities performed for the project. No comments related to this public outreach were received for the project. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

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 8.8% higher than the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP). However, fiscal constraint is at the Statewide Line Item (SLI) Group level. An individual project utilizing a SLI does not require a STIP/TIP amendment.

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

Ellis STIP Details

Phase	Current STIP Reference
CO	119106: 2026-2029 STIP

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

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix A

Cultural Resources Coordination Date: 07/07/2025

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):

(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.**

(21) Release of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses. **Additional examples include: Replacement of existing or installation of new traffic signals, flashing beacons, railroad warning devices and the installation of ITS system components; Upgrade of existing tower lighting to new technologies that ensure a lesser impact than the current system; Implementation of other new safety or operations technologies (must be approved by OES).**

(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:

Yes



Environmental Commitments

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1) The project designer shall incorporate the following stream and wetlands impact avoidance note into the plans. STREAM/WETLANDS IMPACT AVOIDANCE - NO EXCAVATION, GRADING OR FILLING OPERATIONS SHALL BE PERFORMED BELOW THE ORDINARY HIGH WATER MARK (OHWM) OF ANY STREAM, RIVER AND/OR WITHIN ANY WETLANDS OR OTHER JURISDICTIONAL WATERS OF THE UNITED STATES. ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS SECTION 107.10 (PROTECTION AND RESTORATION OF PROPERTY) PROHIBIT THE CONTRACTOR FROM CREATING STAGING AREAS NEAR STREAMS, WETLANDS AND FEMA MAPPED 100 YEAR FLOODPLAINS. THE CONTRACTOR MUST NOTIFY THE PROJECT ENGINEER OF ANTICIPATED HAND WORK AND/OR USE OF BOATS, LADDERS AND/OR SCAFFOLDING BELOW OHWM OF ANY STREAM OR RIVER. INSTALLATION AND REMOVAL OF LADDERS AND SCAFFOLDING IS PROHIBITED DURING THE ODNR INSTREAM WORK RESTRICTION PERIOD OF APRIL 15 TO JUNE 30 IN ALL STREAMS AND RIVERS WITH A DRAINAGE AREA GREATER THAN OR EQUAL TO 20 SQUARE MILES.



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Preparers and Approvals

Form Preparer

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	7/8/2025



Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

Correspondence with Stakeholders - East Canton.pdf

Correspondence with Stakeholders - PCC Airfoils 11-15-2023.pdf

Correspondence with Stakeholders - PCC Airfoils 12-1-2023.pdf

Correspondence with Stakeholders - PCC Airfoils 7-24-2024.pdf

Correspondence with Stakeholders - Village of Minerva.pdf

Press Release.pdf

Project Website Screenshot.pdf

Public and Emergency Services Contact List.pdf

Public and Emergency Services Notification.pdf

Permits

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf