



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 04
2088 SOUTH ARLINGTON RD. • AKRON, OH 44306 • 614-995-7904

Environmental Document for **SUM SR 0241 04.10 PID 90415**

Environmental Document Level: D1

Approved: 3/21/2018

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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 11, 2015, and executed by FHWA and ODOT.

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Environmental Document Level: D1

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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



Environmental Document Level: D1

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General Project Information

Project, Cost Schedule and Work Limits

Environmental Document Level:	D1
PID:	90415
Project Name:	SUM SR 0241 04.10
Project Sponsor:	Green, City of
ODOT District:	4
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	Yes
STIP Reference #:	2018MODID0385FDPE, 2018MODID0386FDRW and 2018MODID0387FDCO 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: \$2,428,995.00

Right of Way: \$2,002,000.00

Construction: \$9,400,000.00

Other: \$0.00

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

Project Description:

The city of Green proposes to improve State Route (SR) 241/Massillon Road from south of Raber Road, immediately north of the northbound Interstate Route (IR) 77 ramps intersection with SR 241, to 600 feet north of SR 619/East Turkeyfoot Lake Road in the city of Green, Summit County. The project proposes to widen SR 241/Massillon Road from 2 lanes to 4 lanes with a center median the length of the project. A two-lane roundabout is proposed at the SR 241/Raber Road intersection, the SR 241/Stein Road intersection and the SR 241/SR 619 intersection. The center median will prevent left turns out of the driveways along SR 241.

The proposed roundabouts will be used for u-turn movements. Modifications to the Raber Road, Stein Road and SR 619 roadway approaches to SR 241 to slow approaching traffic at roundabouts is also proposed as part of the project. The SR 241 profile will be modified to reduce several vertical crest curves and improve site distance along the road. All existing driveways along SR 241 will be right-in/right-out between Raber



Road and SR 619. Moreover, pedestrian and bicycle facilities are proposed with the construction of a 10-foot wide shared use path on the west side of SR 241 and a 5-foot wide sidewalk on the east side of SR 241 within the project limits. The proposed shared use path will continue west of the proposed roundabout for approximately 300 feet along the south side of SR 619 to the Akron Children's Hospital - Green Pediatrics Center and also continue east of the proposed roundabout for approximately 940 feet along the south side of SR 619 to Sawgrass Drive. Other improvements to be constructed by the project include an upgraded storm sewer system with stormwater detention basins, driveway modifications, new lighting, new traffic signs and new pavement markings.

The project proposes to acquire approximately 9.3 acres of permanent right-of-way (ROW) from 26 parcels and 7.5 acres of temporary ROW from 30 parcels. This estimated ROW acquisition is based on the preliminary ROW information and includes anticipated ROW from 5 parcels totaling 0.3 acre required for sewer easements. Two of the easement properties only require the sewer easement while the other three also require permanent and temporary ROW.

One residential property will be acquired on the north side of Stein Road (1595 Stein Road) to construct a proposed stormwater detention basin as part of the project. All remaining property acquisitions will be strip takes along the existing roadway frontage. The strip take from the property in the northwest quadrant of the SR 241/SR 619 intersection will require the removal of a structure that is currently used as a business. A storage building located behind the business will remain. Majority of the SR 241 widening will be along the west side of the existing roadway alignment. The remaining affected properties within the project limits are industrial, commercial and vacant land.

Approximately 0.19 acre of wetlands (Wetland B) and a total of 110 feet of two streams will be impacted to construct the project. The wetlands impact is required to construct the proposed shared use path along the south side of SR 619. Along the northern project limits, a small stream currently located in a 12" culvert under SR 241 and the cabins at the G and L Motel will be rerouted along SR 241 and then east along the north property line of the motel. Stream 2, an unnamed tributary, will be impacted by the construction of the stormwater detention basin on the east side of SR 241 and north side of Stein Road.

One residential house just south of Stein Road on the east side of SR 241 is currently impacted by traffic noise. Once the proposed roundabout is constructed at the existing SR 241/Stein Road intersection, this property will no longer be impacted by traffic noise. No other noise sensitive receptors are currently impacted or will be impacted in the future by traffic noise.

Utility coordination has been ongoing throughout the project preliminary design phase and will continue during the final design and construction phases. Most utilities will require relocation due to the proposed road widening. Private utilities have easements in areas beyond the roadway ROW that will be acquired as part of the project. These private utilities include gasoline pipelines, telecommunication and electric companies. Public sewer and slope easements are also located within the project study area.

Project area maps, photographs, State Transportation Improvement Program (STIP) page, AMATS Transportation Improvement Plan (TIP) page and plan sheets are located in the Project File/General/Project Information subsection.

Limits of Proposed Work:	Raber Road to State Route 619
Start (SLM):	42.275
End (SLM):	42.905
Total Work Length (Miles):	0.63



Roadway Character

Roadway Character

Route Number: SR00241

Functional Classification: Principal Arterial - Other (Urban)

Current Average Daily Traffic: 32080

Current Average Daily Traffic Year: 2015

Design Year Average Daily Traffic: 41390

Design Average Daily Traffic Year: 2035

Daily Hourly Volume: 2890

Truck %: 7

Setting: Suburban

Topography: Rolling

	Existing:	Proposed:
Design Speed (MPH):	N/A	40
Legal Speed (MPH):	40	40
Number of Lanes:	2	4
Type of Lanes:	Through	Through
Pavement Width (ft):	24	44
Shoulder Width (ft):	3	2
Median Width (ft):	N/A	20
Sidewalk Width (ft):	N/A	5

No bridge data for PIDs associated with this CE Form

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 No

Provisions to accommodate any local special events or festivals will be incorporated into project design No

The proposed MOT substantially impacts sensitive environmental resources No



Substantial controversy is associated with the proposed MOT	No
Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc.	Yes

Remarks:

Traffic will be maintained on SR 241 throughout project construction using various construction phases. The proposed widening of SR 241 will occur on the west side of the existing roadway alignment. This proposed widening will allow construction of the two proposed southbound lanes and the western half of the proposed roundabouts while maintaining traffic on the existing roadway pavement. Upon construction of the proposed southbound lanes and the western half of the proposed roundabouts, traffic will shift to the newly constructed southbound lanes. A subsequent construction phase will then remove the existing roadway pavement and construct the two proposed northbound lanes and the eastern half of the proposed roundabouts. SR 619 and Raber Road approach roadways to SR 241 may require closure during roundabout construction. Temporary driveways may also be necessary to maintain access to all properties during construction.

The local emergency services, school district and community groups/businesses have been active stakeholders during the project development process and attended the public involvement meetings conducted for the project. These stakeholders were afforded opportunities to provide and, consequently, provided input to develop this project. They will also be directly notified of lane, road and driveway restrictions during project construction.

In accordance with the ODOT Traffic Engineering Manual, Section 642-8, Item 614, Maintaining Traffic (Notice of Closure Sign), the following will take place: Appropriate signage will be displayed at least 21 days prior to the closure of any lane or road. Road closure/detour signs will be installed and maintained throughout the duration of construction activities. All local schools and emergency services likely to travel through the project area will be notified by the city of Green of the upcoming construction activities not less than 21 days prior to the start of project construction.

Are there any Environmental Commitments?	Yes
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Right of Way and Utility Involvement

The project requires Permanent Right-of-Way	Yes
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The project requires Permanent Easement(s)	Yes
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The project requires Temporary Right-of-Way	Yes
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Number of parcels impacted by Permanent Right-of-Way:	26
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Right of Way and Utility Involvement

Number of parcels impacted by Temporary Right-of-Way:	30
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Approximate acreage of Permanent Right-of-Way needed:	9.3
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Approximate acreage of Temporary Right-of-Way needed:	7.5
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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	No
Private utility easements are located within the project area	Yes
The existing private utility easement will be impacted by the project	Yes
Coordination with identified utilities has been initiated and/or completed	Yes

Remarks:

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Utility coordination has been ongoing throughout the project preliminary design phase and will continue during the final design and construction phases. Most utilities will require relocation due to the proposed road widening. Private utilities have easements in areas beyond the roadway ROW that will be acquired as part of the project. These private utilities include gasoline pipelines, telecommunication and electric companies. Public sewer and slope easements are also located within the project study area.



Purpose & Need

Purpose & Need

Project History:

In 2008, with an update in 2010, a Safety Study was prepared for the SR 241 corridor. This study concluded substantive rear-end and angle crashes occur within the corridor that were determined to be the result of an overcapacity roadway and roadway design deficiencies along the SR 241 corridor.

The project is listed on the current State Transportation Improvement Plan (STIP) as STIP References 2016MODID0088FDPE and 2016stipID0147FDRW and also on the current Akron Metropolitan Area Transportation Study (AMATS) FY 2018-2021 Transportation Improvement Plan (TIP) in Table H-3 on page 14.

A copy of the Safety Study is located in the Project File/General/PDP subsection.

Purpose Statement:

The purpose of this project is to improve safety, eliminate road geometric deficiencies and accommodate adequate road/intersection capacity along SR 241 from south of Raber Road and north of the I-77/SR 241 interchange to north of SR 619/East Turkeyfoot Lake Road in the city of Green.

Need Element(s):

Crashes

The SR 241/Massillon Road corridor was identified by the Akron Metropolitan Area Transportation Study (AMATS) as follows:

- The SR 241/Massillon Road-SR 619/East Turkeyfoot Lake Road intersection is identified as the 102nd highest intersection crash location in the AMATS planning area;
- The intersection of Massillon Road/East Turkeyfoot Lake Road is the 4th highest high-crash intersection in Green;
- The intersection of SR 241/Massillon Road/Raber Road is not ranked as a high-crash intersection by AMATS or the city of Green.
- The section of Massillon Road between Boettler Road and E. Turkeyfoot Lake Road is ranked the 34th overall crash section and the 2nd highest section in Green based on the AMATS Crash Rating for 2013-2015.

The crash summary for 2011-2013 (data used for the safety analysis application) is summarized below:



	Massillon Road Section*	Massillon Road/Raber Road Intersection	Massillon Road/East Turkeyfoot Lake Road Intersection
Total Crashes	53	27	39
Rear-End	31	14	19
Angle	15	3	6
Left Turn	0	1	4
Sideswipe-Passing	4	6	4
Sideswipe-Meeting	0	0	3
Fixed Object	1	1	2
Head On	0	1	0
Animal	2	0	0
Backing	0	1	1

* The Boettler Road to E. Turkeyfoot Lake Road section is used by AMATS to analyze crashes on Massillon Road. Some of these crashes may have occurred beyond the project study area.

Based on the crash history, the rear-end crashes along SR 241 are related to general traffic congestion, as well as to vehicles stopping or slowing for midblock turns. With just one through lane in each direction and no turn lanes for the driveways, turning vehicles tend to block traffic while waiting for a gap. In addition, the roadway profile includes a crest vertical curve that does not meet requirements for a 40-mph design speed. The intersection sight distance for vehicles existing driveways is also inadequate.

At the SR 241/Raber Road intersection, the crashes are related to traffic congestion because the intersection operates at an unacceptable level of service at peak hours and traffic queues are observed in both directions along SR 241.

Similar conditions are present at the SR 241/SR 619 intersection where the rear end crashes are related to both traffic congestion and the hill south of the intersection. The grade along SR 241 south of the intersection is steeper than recommended grades and the vertical curve does not meet design requirements that results in inadequate intersection sight and stopping sight distances. The angle crashes are related to the existing intersection operating conditions. Because of the traffic congestion, some drivers attempt to turn during the permitted turn phases without adequate clearance to the opposing vehicle.

Based on the 2014-2016 crash data, 134 crashes occurred along the section of Massillon Road between Boettler Road and East Turkeyfoot Lake Road. This section is the roadway section used by AMATS to analyze crashes and includes a section of Massillon Road beyond the project study area. The section crashes only include those crashes that occurred along the roadway and, thereby, excludes intersection crashes. During the 2011-2013 time period, 53 crashes, as specified in the table above, occurred along the section of Massillon Road between Boettler Road and East Turkeyfoot Lake Road while a total of 119 crashes occurred along the section of Massillon Road between Boettler Road and East Turkeyfoot Lake Road and at the Massillon Road/Raber Road and Massillon Road/East Turkeyfoot Lake Road intersections.

Copies of the AMATS reports are located in the Project File/Purpose and Need/Existing and Future Conditions subsection.



Road Geometric Deficiencies

Within the Massillon Road corridor, the following road geometric elements have been identified as being deficient and relate to the crashes identified within the corridor:

- Distance between drives is less than the required stopping sight distance of 305 feet with most driveways serving commercial and light industrial facilities.
 - Inadequate stopping sight distances lead to an increased number of rear end collisions because drivers cannot see the slowing or stopped vehicle in front of them and, thereby, do not allow adequate braking distance.
- Lack of the required intersection sight distance (ISD) - Sight distance restrictions exist at 6 driveways within the two vertical curves based on a 40 mph posted speed limit.
 - Inadequate intersection sight distances lead to an increased number of angle collisions when drivers select insufficient gaps because their view of conflicting traffic is obstructed.
- Existing narrow shoulder width between 3 feet to 7 feet while the minimum is 8 feet.
 - Narrow shoulders lead to an increase in sideswipe collisions with disabled vehicles or vehicles stopped for emergency purposes.

Traffic Congestion

The V/C ratio is the number of vehicles traveling on a roadway or through an intersection divided by the amount of vehicles that could travel on the roadway or through the intersection. If the V/C ratio is less than 1.0, the traffic facility has additional capacity. If the V/C ratio is higher than 1.0, there is more demand to use the facility than can be accommodated by the traffic facility and indicates an unacceptable level of traffic congestion.

The Level of Service (LOS) for roadways is graded on a scale of A to F with A being the best flow of traffic and F being the worst due to traffic congestion.

- LOS A - Free flowing with large gaps between vehicles traveling at or above posted speed limit.
- LOS B - Reasonable free flowing with gaps between vehicles reduced, however, still moving at posted speed limit.
- LOS C - Stable flow with less gaps between vehicles, more driver awareness is needed to maneuver.
- LOS D - Approaching unstable flow with speeds at or below posted speed limit.
- LOS E - The roadway is operating at capacity and the flow of traffic is unstable. Very little room to maneuver and little gap between cars. Traffic flow is below posted speed limits. Most motorists deem this LOS to be unacceptable.



- LOS F - The roadway is operating over capacity resulting in stop-and-go traffic with no gap between vehicles. Travel speeds are well below posted speed limit and travel time is unpredictable. Most motorists deem this LOS to be unacceptable.

Based on the AMATS Existing Congestion Study 2015, this section of Massillon Road is rated with a volume-to-capacity (V/C) ratio of 1.07 and a Level of Service (LOS) "D." The V/C ratio and LOS for Massillon Road in Design Year 2035 is not available.

Intersection LOS is evaluated on the basis of control delay per vehicle. The different "grades" of service are defined as:

- LOS A - Most vehicles do not stop.
- LOS B - Good progression, more vehicles stop than at LOS A.
- LOS C - The number of vehicles stopping is substantive at this level, though many still pass through the intersection without stopping.
- LOS D - Many vehicles stop and the proportion of vehicles not stopping declines. Occasionally, all vehicles on an approach will not clear an intersection during the green phase. Considered the limit of acceptable delay.
- LOS E - Frequently all vehicles on an approach will not clear an intersection during the green phase. Considered unacceptable delay to most drivers.
- LOS F - Multiple green light phases are needed to clear an approach to the intersection. Considered unacceptable to most drivers.

A Level of Service E or F at signalized intersections is considered unacceptable for a principal arterial due to the length of delay to clear the intersection.

Based on the safety analysis application data, the Intersection Levels of Service with the existing roadway configuration are as follows:

- Year 2015 - 2 approaches are LOS E or F at Massillon Road/Raber Road intersection;
- Year 2015 - 0 approaches are LOS E or F at Massillon Road/E. Turkeyfoot Lake Road intersection;
- Year 2035 - 6 approaches are LOS E or F at Massillon Road/Raber Road intersection;
- Year 2035 - 4 approaches are LOS E or F at Massillon Road/E. Turkeyfoot Lake Road intersection.

The AMATS referenced reports (Intersection LOS, Roadway Section Crashes, and Congestion Study) are located in the Project File/Purpose and Need/Existing and Future Conditions subsection. The AMATS Safety Study is located in the Project File/General/PDP subsection.

Goals and Objectives:



Public meetings identified the lack of pedestrian and bicycle accommodations along SR 241/Massillon Road. The vehicle speeds, absence of sidewalks and narrow shoulders make it a difficult corridor for pedestrians and bicycle traffic.

Improving pedestrian and bicycle accommodations along the SR 241/Massillon Road corridor is one of the objectives of the city's Long Range Land Use Plan (2014 Update).

Summary Statement:

The purpose of this project is to improve safety, eliminate road geometric deficiencies and accommodate adequate road/intersection capacity along SR 241 from south of Raber Road and north of the I-77/SR 241 interchange to north of SR 619/East Turkeyfoot Lake Road in the city of Green based on the high number of crashes, existing road geometric deficiencies and existing/future unacceptable traffic congestion.

Logical Termini and Independent Utility:

The logical termini for the project are established on the basis of the high crash section/intersections, the existing road geometric deficiencies and the inadequate road/intersection capacity along SR 241, as presented in the Need Element(s) discussion. The proposed project does not depend on any other planned projects within the surrounding roadway network and is independent of any long range transportation development plans. Therefore, independent utility is established for this transportation improvement.



Alternatives

Alternatives

Discuss No Build Alternative:

The No Build alternative would maintain the existing two lane roadway on SR 241 with existing traffic signals at Raber Road and SR 619. Full access would be maintained to all driveways within the project corridor. Left turn lanes will only be available at the existing signalized intersections. Based on an increase in traffic volumes between 2015 and 2035, traffic congestion along the corridor will only further degrade. This traffic congestion degradation will result in a greater number of crashes. The roadway will continue to have deficient geometry resulting in inadequate sight distance at driveways and hills. With additional crashes, further traffic congestion and deficient roadway geometry, the No Build alternative does not satisfy the Purpose and Need of the project.

Was a Feasibility Study completed?

Yes

Date Feasibility Study was approved:

08/09/2017

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Alt. 1 - Widen-4 lane/three traffic signals/concrete median/access roads.	This alternative proposes to widen SR 241 to 4 lanes, replace/upgrade the existing traffic signals at the Raber Road and SR 619 intersections, install a new traffic signal at the Stein Road intersection, construct a raised concrete median to prohibit left turns to and from properties and construct access roads to permit left turns to and from properties.	Alternative 1 was dismissed because this alternative requires extensive ROW to construct the proposed access roads in front of or behind the existing businesses and properties adjacent to SR 241 within the project limits.	No



<p>Alt. 2 - Widen-4 lane/three 2-lane roundabouts/concrete median.</p>	<p>This alternative proposes to widen SR 241 to 4 lanes, construct a roundabout at the existing Raber Road, Stein Road and SR 619 intersections and construct a raised concrete median to prohibit left turns to and from properties. Left turn movements will be accommodated by using the roundabouts as u-turns.</p>	<p>Alternative 2 was not dismissed and was subsequently selected as the preferred alternative for the project after re-analysis of the number of lanes required through the proposed roundabouts at Raber Road and SR 619.</p>	<p>Yes</p>
<p>Alt. 3 - Widen-4 lane/3-lane roundabout@619/2-lane roundabout@Stein/traffic signal@Raber/access mgt.</p>	<p>As a hybrid of Alternatives 1 and 2, this alternative proposes to widen SR 241 to 4 lanes, construct a roundabout at the existing Stein Road and SR 619 intersections, replace/upgrade the existing traffic signal at Raber Road and incorporate access management measures.</p>	<p>Alternative 3 was initially selected as the preferred alternative based on results of the October 2015 Feasibility Study. However, in late 2015, FHWA commented on the proposed SR 619 roundabout diameter and recommended to reduce the number of lanes in it. Consequently, a 2-lane roundabout was analyzed at SR 619 using recently updated roundabout capacity models with its results conveyed to Green on January 13, 2016. A 2-lane roundabout at SR 619 was determined to be a reasonable design and was approved by Green. Based on the SR 619 roundabout re-analysis, a study to analyze the original Raber</p>	<p>No</p>



Alt. 3 - Widen-4 lane/3-lane roundabout@619/2-lane roundabout@Stein/traffic signal@Raber/access mgt.	As a hybrid of Alternatives 1 and 2, this alternative proposes to widen SR 241 to 4 lanes, construct a roundabout at the existing Stein Road and SR 619 intersections, replace/upgrade the existing traffic signal at Raber Road and incorporate access management measures.	Road 3-lane roundabout as a 2-lane roundabout was completed and submitted to Green on March 30, 2016. A 2-lane roundabout was determined to operate well at Raber Road. Upon review, Green/ODOT approved a 2-lane Raber Road roundabout. Alternative 3 was then dismissed on the basis of further roundabout design analyses.	No
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Discuss Reasons Alternative Identified as Preferred was selected:

Alternative 2 to widen SR 241 to 4 lanes with three 2-lane roundabouts and a concrete median was selected as the preferred alternative for the project because it facilitates continuous flow of traffic at roadway intersections, improves safety, reduces traffic congestion, eliminates the need for frontage roads to connect multiple driveways to a street, minimizes ROW acquisitions and relocations, permits right-in/right-out movements at all driveways within the project limits by way of u-turns at the proposed roundabouts and improves existing parking lot access.

The Feasibility Study is located in the Project file/Alternative/Reports subsection.



Air

Mobile Source Air Toxics (MSATs)

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

Remarks:

A Qualitative MSAT Analysis was prepared for the Build alternative in accordance with the FHWA Interim Guidance on Air Toxics Analysis in NEPA Documents (February 3, 2006), FHWA's September 30, 2009 MSAT Memorandum, FHWA's December 6, 2012 MSAT Interim Guidance Update and the Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents (October 18, 2016) and submitted to OES for review and coordination with Ohio EPA. The Build alternative will have the same vehicle miles traveled (VMT) compared to the No Build alternative. In accordance with the ODOT Technical Guidance for the Analysis of Mobile Source Air Toxics, the project falls under the category of projects having low potential MSAT effects that are not expected to be associated with meaningful differences in emissions for project alternatives. There is no foreseen change in fleet mix between the existing and design years. On May 23, 2017, the Ohio EPA stated the project qualifies as a project of "low potential for meaningful MSAT effects."

A copy of the Ohio EPA Inter-Office Communication is located in the Project File/Air/Coordination subsection.

This project has now been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project due to the selection of the Build Alternative over the No Build alternative.

Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline substantively over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVE2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2015 while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic



Analysis in NEPA Documents, Federal Highway Administration, October 18, 2016). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

The Qualitative MSAT Analysis Report is located in the Project File/Air/Reports subsection.

Particulate Matter 2.5 (PM2.5)

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

The proposed project falls under 40 CFR 93.126 No

Design Year ADT >125,000 and Design Year Diesel Truck Volume >10,000 No

Significant increase in diesel trucks between Design Year No Build and Design Year Build No

Remarks:

The Ohio EPA and the USEPA concurred that the project is not of air quality concern and no PM 2.5 hotspot analysis is required. US EPA and Ohio EPA concurred that no hot spot analysis was required on October 6, 2014, Copies of the coordination with Ohio EPA and USEPA are located in the Project File/Air/Coordination subsection.

Carbon (CO)

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

Ozone

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

The proposed project is listed on the TIP Yes

Remarks:

The project is listed on the AMATS TIP for FY 2016-2019. Therefore, ozone is addressed for the project. A copy of the TIP and STIP pages that contain the project listing are located in the Project File/General/Project Information subsection.

Environmental Commitments

Are there any environmental commitments? No



Noise

Noise

Noise Sensitive Areas located within approximately 500' of the proposed project area	Yes
Noise Analysis conducted	Yes
ODOT Approval Date	02/05/2015
The proposed project is a Type I project	Yes
The proposed project constructs a roadway on new location	No
The proposed project significantly changes the existing roadway's horizontal or vertical alignment	No
The proposed project adds capacity (thru travel lanes)	Yes
The proposed project adds an auxiliary lane(s)	No
The proposed project negatively affects shielding of an existing roadway	No
The proposed project restripes existing pavement for an added thru lane or auxiliary lane	No
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	No
All noise attenuation measures were considered and are consistent with existing policy	Yes
Noise barriers proposed	No
The proposed project impacts identified NSAs	No

Remarks:

A noise report was prepared by B&N and submitted to ODOT in January 2015. Five ambient noise readings were collected along the proposed project limits and were used to verify the Traffic Noise Model (TNM) v2.5.

A total of seven Noise Sensitive Areas (NSA) were identified within the project study area. Within the NSAs, 17 receptors and the 5 ambient noise reading locations were modeled for analysis. The 23 modeled receptors represent 36 equivalent residential dwellings, one hospital clinic and one daycare center. The results of the model run for the existing roadway traffic indicated one residential structure is impacted with the existing roadway traffic by exceeding the Noise Abatement Criteria (NAC) of 65.5 dBA while the model runs for the proposed project opening year traffic and proposed project design year traffic indicated no receptors impacted/exceeded the NAC of 65.5 dBA with construction of the project. Based on no receptors impacted/exceeding the NAC in the design year for the project, no noise barrier analysis is required to be conducted for the project. The project will not cause sensitive receptors within the corridor to exceed the NAC that would require the investigation and construction of noise reducing methods in the roadway



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improvement project. On February 5, 2015, OES concurred with the conclusion that no noise mitigation or further noise analysis is warranted for the project.

A copy of the Noise Analysis Report and the ODOT approval are located in the Project File/Noise section.

Environmental Commitments

Are there any environmental commitments?

No

**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: 06/11/2014

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?
Sheetz Gas Station	1651 East Turkeyfoot Lake Road	Yes	Yes	Yes
Speedway Gas Station	3535 Massillon Road	Yes	No	Yes
Century Link/Cell Tower	3255 Massillon Road	Yes	No	No
Best Mold Manufacturing	1546 Turkeyfoot Lake Road	Yes	No	No
USF Holland	3140 Massillon Road	Yes	No	No
Standard Jig Boring Services	3194 Massillon Road	Yes	No	No
Delco Corporation/Pioneer Plastics Corp	3300 Massillon Road	Yes	No	No
Templeton Septic Tank Pumping	3117 Massillon Road	Yes	No	No

Date of Phase 1 ESA IOC from OES: 01/06/2016

Date of Phase 2 ESA IOC from OES: 06/14/2017

Remarks:

An Environmental Site Assessment (ESA) Screening Report was completed for the project by Burgess & Niple (B&N) in May 2014. The findings of this document were generated using information obtained from background literature and a visual inspection of the project area conducted by B&N on April 18, 2014. Based on the findings of this document, four properties were identified as ones that utilize petroleum products. Of these properties, only one site was identified as having had any historical releases. This site is the Speedway gas station located at 3535 Massillon Road with releases classified as "inactive" and having No Further Action (NFA) status. Three other sites (3225 Massillon Road, 3140 Massillon Road and 1651 East Turkeyfoot Lake Road) were all identified as having underground storage tanks (USTs) with work proposed within their existing right-of-way (ROW). A general recommendation was made in the ESA Screening to utilize caution when excavating within this ROW area. Based on the overall findings of the ESA Screening Report prepared by B&N, no properties were recommended for further Phase I ESA investigation.



ODOT OES completed a review of the ESA Screening prepared by B&N and issued an IOC dated June 11, 2014, stating a Phase I ESA is warranted for the following eight properties: Site 1 (Speedway at 3535 Massillon Road), Site 25 (Sheetz Gasoline Station at 1651 E. Turkey Foot Lake Road), Site 16 (Century Link/Cell Tower at 3255 Massillon Road), Site 35 (Best Mold Manufacturing Inc. at 1546 Turkey Foot Lake Road), Site 29 (USF Holland at 3140 Massillon Road), Site 32 (Standard Jig Boring Services at 3194 Massillon Road), Site 41 (Delco Corporation/Pioneer Plastics Corp. at 3300 Massillon Road) and Site 28 (Templeton Septic Tank Pumping at 3117 Massillon Road).

Based on ODOT's recommendation, B&N conducted a Phase I ESA for seven of the eight recommended sites.

Site No. 16 (Century Link/Cell Tower) was eliminated from the required assessment due to the nature and location of this site. Visual inspections of the site retained for the Phase I ESA were conducted between August 6 and August 20, 2015. The final Phase I ESA report was submitted in November 2015. This report recommended that a Phase II ESA investigation be conducted and include Site 1 (Speedway at 3535 Massillon Road) and Site 25 (Sheetz at 1651 East Turkeyfoot Lake Road).

ODOT OES issued an IOC dated January 6, 2016, stating a PCS plan note is warranted for Site 1 (Speedway at Massillon Road) if deep excavation or ROW takes will occur. OES also indicated that a Phase II ESA is warranted for Site 25 (Sheetz at 1651 East Turkeyfoot Lake Road).

A Phase II ESA was conducted on the Sheetz property, adjacent to the Massillon Road/E. Turkeyfoot Lake Road intersection, by B&N. Two soil borings were advanced to a depth of 10 feet below ground surface and one soil sample from each boring was tested for BTEX/MTBE, PAHs and GRO/DRO/ORO. One of the soil samples had a detection limit slightly above the BUSTR Soil Re-use standard. The soil sample was below detection limits, however, B&N recommended excavated soil in the area of the boring should be handled as a petroleum contaminated soils. The Phase II ESA report, May 2017, was submitted to OES for review. On June 14, 2017, OES concurred with the consultant that a plan note for petroleum contaminated soils is warranted for Site 25, Sheetz at 1651 Turkeyfoot Lake Road.

After the ESA work was completed as described above, an additional property at 1595 Stein Road will be acquired for a stormwater retention basin. This property is a residential property that was not included in the original ESA Screening document. The ODOT Regulated Materials Review (RMR) form was completed for the residential property located at 1595 Stein Road. No concerns were identified based on a field visit on October 17, 2017 and background check using the ODOT RMR data base. ODOT issued an email on December 4, 2017 that no further environmental site assessment or special material management is warranted for the project.

Copies of the ESA Screening, Phase I and Phase II reports, and RMR Form are located in the Project File/ESA/Reports subsection and the ODOT recommendations are located in the Project File/ESA/Coordination subsection.

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

Yes



Cultural Resources

Cultural Properties Present

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

A Section 106 Request for Review (RFR) was completed by Hardlines Design Company and B&N in April 2014. This investigation identified the following resources within the area of potential effects (APE): three properties listed on the Ohio Historic Inventory (OHI) within the APE and an additional one adjacent to the APE. Based on a review of county auditor information, at least 14 properties greater than 50 years of age were identified within the APE.

ODOT OES staff completed a cultural resources literature review/records check before scoping the project location. The OHPO GIS identified no inventoried archaeological sites in the area immediately around the project. Review of historic atlases showed no prehistoric archaeological sites in the project vicinity. ODOT OES staff then scoped the project study area on May 8, 2014. The entire project area was visually inspected with most of it identified as disturbed from utility and roadway construction. OES staff conducted additional investigations on May 26, 2014 including soil cores and visual inspections encompassing all areas 50 feet from existing pavement. No archaeological materials were identified and it was determined that no further archaeological investigations were warranted.

ODOT OES conducted an electronic literature search on May 1, 2014, and identified four previously inventoried historic properties in the APE including three cabin court motels and a house. No cemeteries or historic bridges were identified in the APE. The previously inventoried historic properties were determined to have been demolished (Massillon Road Motel/SUM-3231-20 replaced by Sheetz gas station) or not eligible for listing in the National Register of Historic Places (NRHP). ODOT OES also compiled supplemental documentation dated June 10, 2014, related to selected history/architecture resources within the APE. This documentation is related to three buildings in the APE to determine their eligibility under any NRHP criteria. The properties assessed included 3375 Massillon Road (Vernacular frame cottage), 3220 Massillon Road (SUM-3194-20, Green Furniture Company/Vernacular frame 2-story gable front house) and 3330 Massillon Road (Pioneer Plastics/Brick and concrete block International Style commercial building). None of these buildings were determined to be eligible for the NRHP. It was determined that no further research related to historic properties is warranted for the project.

Due to project modifications that included areas beyond the original project study area, a re-evaluation of the Section 106 Scoping Request was conducted by B&N. The areas included in the modifications are the private property at 1595 Stein Road where a stormwater retention basin is proposed, the land between the north side of the G&L Motel and south property line at 3127 Massillon Road for a relocated stormwater pipe, the proposed conversion of the Raber Road/Massillon Road intersection from a traffic signal to a roundabout and a second proposed stormwater retention basin north of E. Turkeyfoot Lake Road and on the west side of Massillon Road. A limited archaeological investigation was performed by ODOT-OES at 1595 Stein Road and along the proposed relocated stormwater pipe. No historic properties were identified by this re-evaluation.



Based on the letter or IOC you received from OES, is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800?

No

OES/OSHPO Concurrence Date:

02/08/2018

Remarks:

On June 13, 2014, in accordance with Stipulation 4B of the Section 106 Programmatic Agreement approved on November 30, 2011 (Agreement No. 16734) and in compliance with 36 CFR 800.4(d)(1), ODOT OES determined that "No Historic Properties Affected" is the appropriate finding for the project based on the following:

- Soils were confirmed to be eroded and disturbed. No archaeological materials were identified. No further archaeological investigations are recommended for the project.
- No National Register eligible or listed properties will be affected by the project.
- No further cultural resources investigations are warranted for the project.

This completes the Section 106 review and no further cultural resource investigations are required pending completion of a 15-day review and comment period at the State Historic Preservation Office (SHPO). The SHPO did not comment or object to the ODOT OES Section 106 finding for the project within the 15-day review/comment period.

As a result of further project development, two stormwater retention basins, a relocated stormwater pipe and the conversion of the Raber Road/Massillon Road intersection from a traffic signal to a roundabout were designed and included in the project. These additionally proposed improvements were beyond the initial Area of Potential Effects (APE) previously investigated for the project in the 2014 Section 106 review. Consequently, ODOT- OES conducted a Section 106 re-evaluation of the expanded APE during January/February 2018. On January 10, 2018, in accordance with Stipulation V(B) of the Section 106 Programmatic Agreement (Agreement NO. 19319), executed November 8, 2017, and in compliance with 36 CFR Section 800.4(c), ODOT-OES determined, based on the current scope of the undertaking, no history/architecture properties in the APE for the project are eligible for inclusion, or have been listed, on the National Register of Historic Places and no further history/architecture investigations are warranted for the project. On February 8, 2018, in accordance with Stipulation V(C)(2) of the Section 106 Programmatic Agreement (Agreement No. 19319), executed November 8, 2017, and in compliance with 36 CFR Section 800.4(d)(1), ODOT-OES determined, based on the current scope of the undertaking, that "No Historic Properties Affected" is still the appropriate finding for the proposed undertaking.

Copies of the Section 106 Request for Reviews are located in the Project File/Cultural Resources/Reports subsection and the ODOT Cultural Resources coordination and re-evaluation correspondence are located in the Project File/Cultural Resources/Coordination subsection.

What is the Section 106 effect determination in the OES letter or IOC?

No Historic Properties Affected

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Environmental Commitments



Environmental Document Level: D1
PID 90415 SUM SR 0241 04.10
Approved: 3/21/2018

Are there any Environmental Commitments?

No



Ecological

ESR

Has an ESR been completed? Yes

Date ESR was completed: 01/08/2015

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	2	Non-Isolated	0.04	0
Wetland B	2	Non-Isolated	0.65	0.19

Est. Total Size (Acres) of for Project: 0.69

Est. Total Impacted (Acres) of for Project: 0.19

Total Acres of Non-Isolated Wetlands impacted: 0.19

Total Acres of Isolated Wetlands impacted: 0

Remarks:

A Level I ESR was completed by Burgess & Niple, Inc. (B&N) on December 5, 2014, and revised on January 8, 2015. Two wetlands, Wetland A and Wetland B, were identified in the project study area. The Level I ESR identifies Wetland A as adjacent to Stream 1 and Wetland B as isolated. Ohio Rapid Assessment Method (ORAM) scores identified in the ESR were reported as 39 for Wetland A (Modified Category 2) and 40 for Wetland B (Modified Category 2).

An additional site visit was conducted by B&N on September 17, 2015, to complete a formal delineation of both Wetlands A and B to define wetland boundaries in relation to proposed grading work near Wetland A and the construction of a bike path near Wetland B. As a result of the delineation, Wetland A is 0.04 acre and Wetland B is 0.65 acre. New ORAM scores were also calculated on September 17, 2015, for both wetlands. Based on the results of the formal wetland delineation, Wetland A is smaller in size than originally calculated (0.04 acre as opposed to the original estimation of 1.65 acres presented in the ESR). This affected the overall ORAM score reducing it to 37 that still results in an overall classification as a Modified Category 2 wetland.



Formal delineation of Wetland B revealed that this wetland is larger than originally calculated (0.65 acre as opposed to the original estimation of 0.38 acre presented in the ESR). The Revised ORAM score calculated for Wetland B was 54 (ORAM of 40 listed in ESR) classifying this wetland as a Category 2 (originally listed as Modified Category 2 in ESR). The revised ORAM forms are located in the Project File/Ecological/Project Documentation. As a result of the September 2015 site inspection, it was determined that Wetland B is not isolated as it has several surface water connections with drainage features in the area including a drainage ditch along the south side of SR 619 and a culvert under this same road that connects to surface drainage along the north side of the existing roadway. The construction of the proposed shared use path (SUP) east of Massillon Road along the south side of E. Turkeyfoot Lake Road will impact 0.19 acre of Wetland B. The impacts will be restricted to the north side of the wetlands. A Wetland Findings is located in the Project File/Ecological/Project Information subsection.

Due to project changes that occurred after the ESR was approved, a Level 1 ESR Re-Evaluation was completed by B&N on December 20, 2017, and submitted for agency coordination. This Re-Evaluation included the property at 1527 Stein Road where a stormwater Retention basin is to be constructed. The other changes to the project are located in areas included in the original ESR report. These project modifications include changing the Raber Road/Massillon Road intersection from a signal to a roundabout; installing a stormwater retention basin north of N. Turkeyfoot Lake Road and on the west side of Massillon Road with a discharge into Stream 1; and the rerouting of the stream 1 culvert around the G&L Motel with a tie into Stream 1. The Stein Road property was not included in the original ERS study area. Based on mapping and a field investigation, no wetlands were identified on the 1595 Stein Road property or within the areas where project design changes have been made..

Copy of the Level 1 ESR and Level 1 ESR Re-Evaluation are located in the Project file/Ecological/Reports subsection.

Streams & Rivers

	Present:	Impacted:
Streams and Rivers:	Yes	Yes
National Scenic River:	No	
State Scenic River:	No	
Sec 9:	No	
Sec 10:	No	

Impacted Streams and Rivers

Stream Name	Total Linear feet Impacted	QHEI	Aquatic Life Use Designation
Stream 1 (UT to Tuscarawas River)	50	21	Class I PHWH
Stream 2 (UT to Tuscarawas River)	60	61	Class II PHWH

Total Linear feet Impacted:

110

Remarks:

One unnamed tributary to the Tuscarawas River, identified as Stream 1 in the original Level I ESR (2014), is located within the project study area. This tributary is an ephemeral stream on the east side of SR 241 at the



north end of the project study area. It continues in a culvert under SR 241 and flows east in an open channel for approximately 50 linear feet (LF) before entering into another culvert that carries the channel under private property. As currently proposed, the project will tie into the existing roadway alignment prior to reaching the SR 241 culvert. However, the stormwater improvements associated with the project include relocation of the pipe currently on private property with installation of a new pipe along the eastern ROW of SR 241 in front of the motel and then east along the motel north property line to connect to the existing manhole. This proposed pipe relocation will impact the open stream channel by construction of a headwall for the re-routed pipe. The existing pipe will be plugged. The pipe from the stormwater retention basin on the west side of Massillon Road will require construction of a headwall on the same stream but on the west side of the culvert under SR 241. The total impact for the two new headwall structures will be 50 linear feet.

Stream 2, is an unnamed tributary to the Tuscarawas River that flows easterly across the north end of the property at 1595 Stein Road that was identified as part of the ESR Level 1 Re-Evaluation. The Re-Evaluation of the ESR was required due to project modifications that extended outside of the original ESR boundary. The Re-Evaluation included the property at 1595 Stein Road where a stormwater retention basin will be constructed. Other project modifications include changing the Raber Road/Massillon Road intersection from a signal to a roundabout; placement of the north retention basin north of N. Turkeyfoot Lake Road and west side of Massillon Road; and the re-routing of the stormwater pipe around the G&L Motel. These areas were all covered by the original ESR report. The headwall for the new stormwater pipe inlet and the discharge of the north retention basin will impact 50 LF of Stream 1 as proposed in the original ESR. The construction of the stormwater retention basin at 1595 Stein Road will require the relocation of 60 LF of Stream 2 around the north end of the basin. The proposed stormwater basin will discharge into Stream 2. The total stream impacts will be 110 LF.

Other Surface Waters

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

Remarks:

Field reviews of the project study area were conducted by B&N on October 28, 2013, April 18, 2014, November 17, 2014, and October 24, 2017 prior to preparation of the Level I ESR and the Level 1 ESR Addendum. No reservoirs, lakes, ponds, storm water management facilities or potentially jurisdictional roadside ditches were identified in the project study area during any of these field studies. The project will not impact any other surface waters.

Terrestrial Habitat

Present:

Impacted:



Terrestrial Habitat:	Yes	Yes
Unique or high Quality:	No	

Remarks:

Terrestrial habitat within the project study area was evaluated by B&N during preparation of the Level I ESR. The project study area is located in a highly developed area primarily dominated by maintenance mowed lawns and decorative landscaping. The following terrestrial communities were identified within the project study area: scrub/shrub, upland forest, marsh and developed, high intensity land uses. These vegetative communities will be impacted during project construction. However, none of the vegetative communities identified are unique, rare or high quality. The project will not impact any unique, rare or high quality terrestrial 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?	Yes	Yes
Within the known range of a State Species?	Yes	No
State Species/habitat found within the project area?	No	

Remarks:

The project study area is located within the range of the federally endangered Indiana bat and the federally threatened northern long-eared bat (*Myotis septentrionalis*) that was proposed for listing as of the date of the USFWS response. A site visit involving USFWS and ODOT-OES staff was conducted on November 17, 2014. A total of 18 potential roost trees were identified within the project study area. No potential maternity roost trees were identified within the project study area. Impacts to potential roost trees will be limited to only those trees necessary to complete the project in an effort to protect potential roost trees adjacent to the project limits. The project meets the criteria of the PC2-b category of impacts under the 2007 PC. Under this designation, all tree clearing for the project must be conducted between October 1 and March 31.

Moreover, the project study area is located within the range of the federally threatened northern monkshood (*Aconitum noveboracense*) and the bald eagle (*Haliaeetus leucocephalus*), a federal species of concern protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. ODOT has determined that the project will have no effect on either of these species and consultation under Section 7(a) (2) of the Endangered Species Act (ESA) is not required for the project.

The Ohio Department of Natural Resources (ODNR), Division of Wildlife (DOW) indicated that the project is within the range of the spotted turtle (*Clemmys guttata*), a state threatened species. Habitat preferences for this species are listed as fens, bogs, marshes, wet prairies, meadows, pond edges, wet woods and shallow sluggish waters of small streams and ditches. The agency recommended avoidance of wetlands identified within the project area and also recommended a habitat suitability survey in the event that wetlands can't be



avoided and a presence/absence survey if suitable habitats are identified within the project limits. Two small wetlands have been identified within the project limits. However, these wetlands are not permanently inundated features that would be considered spotted turtle habitat. As a result, impacts to the spotted turtle are not anticipated during project construction.

ODNR, DOW also indicated the project is within the range of the state/federally endangered Indiana bat (*Myotis sodalis*), the state endangered Iowa darter (*Etheostoma exile*), the state endangered western banded killifish (*Fundulus diaphanous menona*), the state endangered pugnose minnow (*Opsopoeodus emiliae*) and the state threatened lake chubsucker (*Erimyzon sucetta*). ODNR concluded the project is not likely to impact any of the above listed fish species because there is no in-water work proposed in a perennial stream.

ODNR, DOW additionally stated the project is within the range of the state endangered black bear (*Ursus americanus*) and the state endangered American bittern (*Botaurus lentiginosus*). The agency concluded that no impacts to the black bear are anticipated based on the mobility of this species. The American bittern prefers to inhabit large undisturbed wetlands with scattered small pools among dense vegetation. They sometimes occupy bogs, large wet meadows and dense shrubby swamps. These types of habitat are not located within the project study area. Consequently, impacts to this species are not anticipated during project construction.

Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	Yes	11/12/2014
United States Fish and Wildlife Service (USFWS):	Yes	01/19/2018
Ohio Environmental Protection Agency (OEPA):	No	
United States Army Corps of Engineers (USACE):	No	
ODNR State Scenic River:	No	
National Park Service (NPS) National Scenic River:	No	

Remarks:

On November 12, 2014, the Ohio Department of Natural Resources (ODNR), Division of Wildlife (DOW) provided comments on the project. According to their response, the project is within the range of the spotted turtle (*Clemmys guttata*), a state threatened species. Habitat preferences for this species are listed as fens, bogs, marshes, wet prairies, meadows, pond edges, wet woods and shallow sluggish waters of small streams and ditches. The agency recommended avoidance of wetlands identified within the project area and also recommended a habitat suitability survey in the event that wetlands can't be avoided and a presence/absence survey if suitable habitats are identified within the project limits. Two small wetlands were identified within the project study area. However, these wetlands are not permanently inundated features that would be considered spotted turtle habitat. Consequently, impacts to the spotted turtle are not anticipated during project construction.



ODNR, DOW also indicated the project is within the range of the state/federally endangered Indiana bat (*Myotis sodalis*) and recommended conservation of potential roost trees where possible and implementation of seasonal tree clearing restrictions if tree clearing is required (cutting between October 1 and March 31 only). A net survey was recommended if trees are to be cut during summer months. Seasonal tree clearing restrictions will be used to minimize the potential for impacts to this species. The agency also indicated the project is within the range of the state endangered Iowa darter (*Etheostoma exile*), the state endangered western banded killifish (*Fundulus diaphanous menona*), the state endangered pugnose minnow (*Opsopoeodus emiliae*) and the state threatened lake chubsucker (*Erimyzon sucetta*). ODNR concluded the project is not likely to impact any of the above listed fish species because there is no in-water work proposed in a perennial stream.

ODNR, DOW also stated the project is within the range of the state endangered black bear (*Ursus americanus*) and the state endangered American bittern (*Botaurus lentiginosus*). The agency concluded no impacts to the black bear due to mobility of this species and the American bittern due to lack of habitat. As a result, impacts to this species are not anticipated during project construction.

On January 23, 2015, the U.S. Fish and Wildlife Service (USFWS) provided comments on the project. Their office indicated the project lies within the range of the federally endangered Indiana bat and the federally threatened Northern long-eared bat (*Myotis septentrionalis*) that was proposed for listing as of the date of the USFWS response. The project falls under the 2007 Programmatic Consultation (PC) on the Indiana bat between the Federal Highway Administration (FHWA), ODOT and USFWS. A site visit involving USFWS and ODOT, OES staff was conducted on November 17, 2014. A total of 18 potential roost trees were identified within the project study area. No potential maternity roost trees were identified within the project study area. Impacts to new right-of-way (R/W) will be limited to what is necessary to complete the project to protect potential roost trees adjacent to the project study area. The project meets the criteria of the PC2-b category of impacts under the 2007 PC. Under this designation, all tree clearing for the project must be conducted between October 1 and March 31. The USFWS concurred with the determination that the project may affect, but is not likely to adversely affect the Indiana bat or northern long-eared bat. If the applicant plans to clear trees prior to issuance of a Section 404 and/or 401 permit (if required), Section 7 consultation with USFWS must be completed for the project. In addition, no tree clearing on any portion of the project shall occur until both the USACE and Ohio EPA anticipate the issuance of both a Section 404/NWP and a Section 401 permit authorizing the project as a whole is imminent.

USFWS also indicated the project is within the range of the federally threatened northern monkshood (*Aconitum noveboracense*) and the bald eagle (*Haliaeetus leucocephalus*), a federal species of concern protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. ODOT determined the project will have no effect on either of these species and, therefore, consultation under Section 7(a)(2) of the Endangered Species Act (ESA) is not required for the project.

Due to project modifications after the initial agency coordination was performed, a ESR Level 1 Addendum was prepared for an area not included in the original ESR study area. This document was coordinated with ODNR and USFWS in the December 2017 Ecological Coordination notification. ODNR did not respond to the additional coordination conducted for the project. USFWS concurred on January 19, 2018, and was unchanged from the previous determination. This coordination/response correspondence are located in the project file.



Environmental Document Level: D1
PID 90415 SUM SR 0241 04.10
Approved: 3/21/2018

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 the Urbanized Area Online Map (Census 2010), the city of Green is within an urbanized area. A copy of the US Census Urbanized Area Map is located in the Project File/Other Resources/Farmland subsection.

The project is not located within an agriculture district and will not result in impacts to farmland. Based on the scope of work and anticipated right-of-way impacts, the proposed project meets the conditions of the Memorandum of Understanding (MOU) between the Natural Resource Conservation Service (NRCS) and ODOT, executed on 3/15/2016. No further coordination is required for the project.

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	Yes	No

Specify Source Water Protection Area

Wellhead Protection Area: Yes

Emergency Management Zone: No

Bellevue Castalia Karst Plain: No

Lake Erie: No

Ohio River: No



Other:

No

Coordination with the Local Public Water Administrator is required

No

	Present:	Impacted:
Residential Wells are present	Yes	No

Remarks:

Based on mapping provided by Ohio EPA, the source water protection areas of two Non-Transient, Non-Community Water Systems and two Transient/Non-Community Water Systems are located in the project study area:

- USF Holland;
- G and L's Motel;
- Steve's Motel; and
- Pioneer Plastics Corporation.

A cautionary plan note will be utilized to minimize any potential impacts from construction activities. The existing and proposed drainage systems located near these protection area are primarily open systems utilizing traditional drainage ditches. Detention basins and Best Management Practices (BMPs) will be used during the project to reduce the potential for impacts to any of these areas.

Based on an ODOT District 4 e-mail correspondence, dated April 27, 2016, coordination with the local public water administrator is not required for the project. A copy of this ODOT District 4 e-mail correspondence is located in the Project File/Other Resources/Drinking Water subsection.

A search of ODNR well logs within the project study area was conducted on-line. Available well logs for the following streets located within the project area were reviewed: Raber Road, Route 241/Massillon Road, Stein Road and SR 619/Turkeyfoot Lake Road. One well for domestic use was identified at 3149 Massillon Road (Lois Six owner, private residence and cabins located on east side of SR 241 at north terminus of project). The project will not impact this well. Other well logs were identified throughout the project study area, however, they were identified as industrial or commercial.

The drinking water map of Non-Community water Systems is located in the Project File/Other Resources/Drinking Water subsection.

Are there any environmental commitments?

Yes



Section 4(f)

Section 4(f) Determination

Section 4(f) properties are within and/or adjacent to the proposed project area

No

Identified Section 4(f) Properties

Remarks:

Based on field review observations, literature reviews and the Section 106 determination for the project, public parks, recreation facilities, wildlife/waterfowl refuges or properties listed in or eligible for listing in the National Register of Historic Places (NRHP) are not located within the project study area. The project will not impact any Section 4(f) resources.

Are there any environmental commitments?

No



Section 6(f)

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

The Land & Water Conservation Fund (LWCF) webpage was reviewed for projects located within Summit County that have been funded using LWCF funds. No Section 6(f) properties were identified within the project study area. The project will not impact any Section 6(f) resources.

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 complies with local and regional development plans for the area. While most of the development along SR 241 in the city of Green is occurring south of the IR 77/SR 241 interchange, a new medical building was constructed at the SR 241/SR 619 intersection. Other areas along the project study area may be converted to other land uses as identified in the city of Green Comprehensive Plan, however, no proposed projects have been submitted for review.

Will the proposed action result in substantial negative impacts to community cohesion? No

Remarks:

The project will improve vehicular movement and improve safety within the project study area. The proposed sidewalk and shared use path along SR 241 will facilitate walking and biking.

The project will not result in negative impacts to community cohesion within the project study area.

Will the proposed action result in indirect or cumulative impacts? No

Remarks:

Plans do not currently exist for any new development within the project study area. The project will not have any indirect effects or cumulative impacts in the project study area.

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:

During project construction, temporary delays are expected to occur along SR 241 that could delay emergency services and public transit services within the project study area. However, upon project completion, shorter run times will occur for emergency services and public transit services. Moreover, the construction of the sidewalk and shared use path will improve non-motorized vehicle use along the project study area. Access to the Akron Children's Hospital Pediatrics - Green facility located in the southwest quadrant of the SR 241/SR 619 intersection shall be maintained at all times during project construction. Religious institutions do not exist within the project study area and, therefore, will not be impacted during project construction.

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

Number of Displacements



Residences:	1
Businesses:	1
Institutions:	0
Farms:	0
Remarks:	

One residential structure take and relocation is required to construct the project. The residential property will be acquired to construct a stormwater detention basin. Comparable housing is available in proximity to the project study area. One commercial structure take and relocation is anticipated at the northwest quadrant of the SR 241/SR 619 intersection. The adjacent storage structure will not be impacted by the project. Similar properties are available in the project study area to relocate the business.

The residential and commercial structure takes and relocations will be conducted in accordance with the Uniform Relocation Assistance and Acquisition Policies Act of 1970 and amendments of 1987, Chapter 163 of the Ohio Revised Code and Public Laws 91-646 and 100-17.

Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
391535314051	3.49	10.86
391535314052	7.70	10.86
391535329991	6.28	13.07
391535329992	16.24	13.07

- Are Underserved Populations located within and/or adjacent to the proposed project area? Yes
- Are there any relocations? Yes
- Are there residential relocation(s)? Yes
- Is Housing of Last Resort anticipated? No
- Are there business relocations? Yes
- Will any businesses primarily serving an Underserved Population be relocated as part of the proposed project? No
- Will there be any job loss for an Underserved Population as a result of the business relocation? No
- Will there be changes to access? Yes
- Will access to shopping, bus stops, schools, jobs, recreational resources, community centers, etc. be diminished or completely restricted on a permanent basis for an Underserved Population? No
- Will man-made dividers such as an overpass, bridge, 4-lane or greater roadway or railroad negatively impact the extent to which a community feels connected or cohesive for an Underserved Population? No
- Will access to or use of the transportation improvement be denied to any Underserved Populations (for reasons such as cost to use, ability to access, etc.)? No
- Will the proposed project result in unanticipated additional impacts to any Underserved Populations? No
- Were any concerns related to impacts on Environmental Justice Populations or any other unique factors that could result in a disproportionately high and adverse effect raised during public involvement? No
- Were any concerns related to impacts on Title VI Populations or any other unique factors that could result in a disparate impact raised during Public Involvement? No
- Were any concerns or any other unique factors that could result in an impact to any of the other Underserved Populations (Limited English Proficiency, Older Adults, or Individuals with Disabilities) raised during Public Involvement? No

Remarks:



Census information was collected from the ODOT GIS system using U. S. Census information. The Census Block Group information indicates minority population ranges from 3-16% and low income population ranges between 14-33% for the 4 block groups that encompass the project study area. The one residential property to be acquired by the project as a total take/relocation is a single family home located on Stein Road directly behind an existing bank building on SR 241. This residential property is located in a Block Group listed as 4% minority and 19% low income. The one business total take/relocation is in the northwest quadrant of the E. Turkeyfoot Lake Road/Massillon Road intersection. This business property is located in a Block Group listed as having 10% low income and 4% minority population.

The proposed project will have no disproportionately high and adverse effects to minority or low-income populations or disparate impacts to a Title VI population based on the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on Environmental Justice or Title VI 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, FHWA Order 6640.23A and Title VI of the Civil Rights Act of 1964, no further analysis is required for the project.

Moreover, census mapping for the four block groups for Underserved Populations that include Limited English Proficiency ranges from 0-1% and adults over 64 years of age ranged from 11-21%. Individuals with disabilities were not identified in the census information, however, population of individuals with disabilities were not identified by any stakeholders or the public during public involvement activities. The proposed project will have no substantial impacts to Limited English Proficiency, Older Adults and Individuals with Disabilities populations based on the ranges listed above and the attached mapping. No concerns related to impacts on these Underserved Populations were raised as a result of public involvement activities conducted for the project. Therefore, in accordance with the protections of the Age Rehabilitation Act of 1973, Discrimination Act of 1975, Americans with Disabilities Act of 1990, and Executive Order 13166, no further analysis is required for the project.

Construction of the proposed sidewalk and shared use path will improve walking and bicycling to reach shopping and employment opportunities throughout the project study area.

The U. S. Census maps for the project study area are located in the Project File/Environmental Justice/Project Information subsection.

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)

Three sets of public involvement meetings were conducted for the project. The format of each meeting set was the same with an evening meeting scheduled for the convenience of the general public and a morning meeting scheduled for the convenience of businesses in the project study area.

1. Public involvement Meeting #1 on August 14 (evening) and 15 (morning), 2013 - introduction to the project/22 attendees on the 14th and 16 attendees on the 15th.
2. Public involvement Meeting #2 on January 23 (evening) and 24 (morning), 2014 - Requested input on the three alternatives/13 attendees on the 23rd and 27 attendees on the 24th.
3. Public involvement Meeting #3 on November 3 (evening) and 4 (morning), 2016 - present the revised preferred alternative of three roundabouts/26 attendees on the 3rd and 19 attendees the 4th.

Each public involvement meeting was announced through press releases and direct notification mailings to adjacent property owners in the project study area and people who attended during previous public involvement meetings. All of these public involvement meetings were video recorded and the videos are uploaded to the city of Green web page. At each public involvement meeting, the public was invited to review the exhibits, speak with project representatives and provide written comments about the project within the 30-day comment period during and after the public involvement meetings. In addition, Green requested residents and businesses to complete an on-line survey to gather additional information on the problems and public views within the project study area after the first public involvement meeting. A total of 92 surveys were completed on-line for the project. The results of the survey are included in the Public Comment.

On April 17, 2017, the city of Green issued a press release that the city had modified the selected plan by changing the Raber Road/Massillon Road intersection from a signal to a roundabout. The information was also posted on the city's website. Based on the press release and the website posting, no comments were received by the city concerning this preferred alternative modification.

Copy of the public meeting notices, mailing lists, press releases, sign-in sheets, information handouts, presentation information, news releases/website postings, news articles and on-line survey results are located in the Project File/Public Involvement/Project Information subsection.

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.

The following is a summary of the written comments received from each of the 3 public involvement meetings sets that were conducted for the project.

Public Involvement Meeting Set #1 - one (1) comment:

1. Citizen - Supports roundabouts and bike path. No response.

Public Involvement Meeting Set #2 - seven (7) comments:

1. Citizen - Likes connector road between businesses and use of roundabouts. Difficulty exiting drive at business due to heavy traffic on Massillon Road. Response- All driveways will be right-in and right-out to eliminate left turns.
2. Citizen - Concerned with left turning vehicles, removal of the hills along Massillon Road, doesn't like the lack of left turns wants the TWLTL, supports bike accommodations. Doesn't support roundabouts. Response- All of the issues have been addressed by the design but roundabouts remain that eliminate the need for the TWLTL.
3. METRO Transit Authority supports roundabouts. Also requested hard pavement at bus stops between sidewalk and curb for riders to exit and enter buses. Response- The project will look into adding hard pavement between the road and the sidewalk/SUP at bus stops.
4. ODOT - Roundabout capacity and connecting business to cul-de-sac at Raber road and vehicle backup in cul-de-sac at Raber Road intersection. Response the capacity of the roundabouts is based on current design standards based on project traffic. The use of the roundabout at Raber Road/cul-de-sac should improve exiting the businesses.
5. Property Owner - Loss of parking spaces at the Servus Center at Raber Road. Requested an on-site meeting. Response- The city met with the property owner concerning parking spaces.
6. Citizen - Liked the roundabouts but most of the comments were directed toward the area of SR 241 south of I-77. No Response.
7. Citizen - Likes the roundabouts, concerned with the installation and long term cost of landscaping of the tree lawn and roundabouts. Would like to cost estimates. Response- the long term maintenance cost for the city owned landscaping has not been calculated at this time.

Public Involvement Meeting Set #3 - one (1) comment:

1. Citizen and Church Official - Hopes the preferred alternative will reduce the need for a police officer on Sundays to allow church traffic to enter Massillon Road. Response- The roundabouts should improve exiting the church because left turns will not be allowed onto Massillon Road.

At Public Involvement Meeting #1 and for 30 days after that meeting, the city of Green had an On-Line Survey for residents and businesses to respond to a series of questions concerning the SR 241 corridor



between Raber Road and SR 619. Ninety-two (92) surveys were completed during the survey period. A summary of the responses include the issue and the number of responses that identified the issue in their response. Because respondents mention several issues and desires, the number of responses do not total 92.

1. Problems in the SR 241 corridor:
2. Congestion - 51 responses
3. Lack of turning lanes - 33 responses
4. Site distance concerns along Massillon Road and turning out of driveways - 20 responses
5. Access into and out of businesses along Massillon Road (not at intersections) - 9 responses

Solutions:

1. Increase number of through and turn lanes along the corridor - 52 responses

Bike and Pedestrian Facilities:

1. Would use or promote adding walking and bicycle facilities - 42 responses

Based on the comments received from the meetings and the online survey, the preferred alternative addresses the majority of the concerns:

- 2 through lanes in each direction will increase capacity and improve traffic flow, thereby, reduce traffic congestion.
- The roundabouts with a center median will require all drives to be right-in and right-out and use of the roundabouts to make U-turns.
- The two hills will be lowered to increase site distance along SR 241.
- Sidewalk and a shared use path are proposed along SR 241 to improve pedestrian and bicycling opportunities within the project study area.

Copies of the public comments and the survey summary table are located in the Project File/Public Involvement/Project Information subsection.

Are there any Environmental Commitments?

No



Permits

Waterway Permits

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

Remarks:

Per ODOT guidance, a permit determination (PD) package will not be needed as this project is a local let project and the city of Green is responsible to obtain all waterway permits to construct the project. Based on the project impacts to one wetland (Wetland B) and two captured streams (Streams 1 and 2), the project will require submission of a U. S. Army Corps of Engineers (USACE) Pre-Construction Notification (PCN) with potential authorization under Nationwide Permit (NWP) No. 14. These waters shall not be impacted by the project until all appropriate waterway permits are obtained for the project.

Are there any environmental commitments?	Yes
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Storm Water Permits



NPDES Construction General Permit for Stormwater (NOI): Yes

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

Remarks:

The project proposes to disturb greater than one-acre of earthen area. Therefore, the project requires a National Pollutant Discharge Elimination System (NPDES) General Stormwater Permit prior to the start of construction activities.

Are there any environmental commitments? Yes

Floodplains

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

Remarks:

The north section of the project construction limits and extending southward to south of Stein Road is depicted on the revised FEMA FIRM map number 39153C0277F, dated April 19, 2016. Special flood hazards areas are not depicted on this panel that overlap with the project corridor. The remaining section of the project construction limits, beginning south of Stein Road and extending south to IR 77, is identified as being a non-printed flood map boundary.

Are there any environmental commitments? No

Landfills

Is a 2713 Permit required? No

Remarks:

Based on the results of the ESA studies/investigations completed for the project, landfills are not located within or adjacent to the project study area. Therefore, the project does not require an Ohio EPA Rule 27-13 permit.

Are there any environmental commitments? No



Environmental Commitments

General Project Information

1) The city of Green will send letters and issue press releases to provide stakeholders (including local schools, emergency services and businesses) and the general public information about the schedule of construction, roadway closures, driveway closures and the use of detours during project construction.

ESA

- 1) The Project Designer shall incorporate a petroleum contaminated soils (PCS) plan note into the plans if deep excavation or right-of-way acquisition occur at Site 1, Speedway Gas Station, 3535 Massillon Road.
- 2) The Project Designer shall incorporate a petroleum contaminated soils (PCS) plan note into the plans if deep excavation or right-of-way acquisition occur at Site 25, Sheetz Gas Station, 1651 East Turkeyfoot Lake Road.

Ecological

- 1) The Project Designer shall incorporate the following plan note to the project plans: IF THE APPLICANT PLANS TO CLEAR TREES PRIOR TO ISSUANCE OF A SECTION 404 AND/OR 401 PERMIT (IF REQUIRED), SECTION 7 CONSULTATION WITH USFWS MUST BE COMPLETED FOR THE PROJECT. IN ADDITION, NO TREE CLEARING ON ANY PORTION OF THE PROJECT SHALL OCCUR UNTIL BOTH THE USACE AND OHIO EPA ANTICIPATE THE ISSUANCE OF BOTH A SECTION 404/NWP AND A SECTION 401 PERMIT AUTHORIZING THE PROJECT AS A WHOLE IS IMMINENT.
- 2) The Project Designer shall incorporate the following note into the plans: THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. THE CONTRACTOR SHALL NOT REMOVE TREES UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. 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.
- 3) The Project Designer shall incorporate the following note into the plans describing wetlands that will be permitted to be impacted and wetlands to be avoided during project construction: WETLAND IMPACTS/AVOIDANCE: THE PROJECT WILL IMPACT AN ESTIMATED 0.02 ACRE OF WETLANDS. THE FOLLOWING WETLANDS WILL BE IMPACTED: WETLAND B, 0.02 ACRE (STATION 702+00) UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR IMPACT THE REMAINING AREA OF WETLAND B DELINEATED BEYOND THE PROJECT CONSTRUCTION LIMITS AND WETLAND A (STATION 240+00) DEPICTED IN PLAN AND PROFILE/SITE PLAN SHEETS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE EQUIPMENT AND/OR MATERIALS WITHIN THESE RESOURCES. TO PROTECT AND DELINEATE THE BOUNDARY OF THE EXISTING REMAINING AREA OF WETLAND B, A FILTER FABRIC FENCE AND TEMPORARY CONSTRUCTION FENCE, PER SUPPLEMENTAL SPECIFICATION 832, SHALL BE INSTALLED AT THE PROPOSED CONSTRUCTION LIMITS BY THE CONTRACTOR, MAINTAINING A ONE-FOOT BUFFER BETWEEN THE FENCE AND THE WETLAND BOUNDARIES (WHEN PRACTICABLE), PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES, INCLUDING ANY NECESSARY CLEARING AND GRUBBING ACTIVITIES, AND MAINTAINED BY THE CONTRACTOR THROUGHOUT PROJECT CONSTRUCTION.

Other Resources - Drinking Water



1) The Project Designer shall incorporate the following plan note into the project plans: THIS PROJECT IS LOCATED IN OR NEAR THE SOURCES OF DRINKING WATER SUPPLIES. IN ORDER TO MINIMIZE THE POTENTIAL TO CONTAMINATE THIS WATER SUPPLY, PROJECT RELATED REFUELING AND MAINTENANCE ACTIVITIES SHALL NOT BE PERFORMED FROM STATIONING LISTED BELOW. THE CONTRACTOR SHALL IMMEDIATELY TAKE STEPS TO MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. ANY SUCH SPILL OR EVENT SHALL BE REPORTED IMMEDIATELY TO: 1) PROJECT ENGINEER; AND 2) OHIO EPA SPILL REPORTING - 24 HOUR EMERGENCY SERVICE. CALL: 1-800-282-9378 OR NEDO AT 330-963-1200; AND 3) THE AFFECTED DRINKING WATER SYSTEM(S) FOR: A. USF HOLLAND, STA 239+00 TO STA 242+80: EMERGENCY CONTACT PEOPLE: JOE GOODAL (330) 842-3404 OR RICHARD ZELOIC (330) 730-5659 B. G AND L'S MOTEL, STA 238+00 TO STA 242+00: EMERGENCY CONTACT PERSON: BOB YOUNG (330) 329-3885 C. STEVE'S MOTEL, STA 414+45 TO STA 415+75: EMERGENCY CONTACT PERSON: BOB BAKER (901) 351-9539 D. PIONEER PLASTICS CORPORATION, STA 219+00 TO STA 221+00 AND STEIN ROAD STA 520+50 TO STA 526+00: EMERGENCY CONTACT PEOPLE: RALPH (330) 807-2186; DAVE (330) 819-8562; DONNA (330) 475-6108

Permits - Waterway Permits

1) The project sponsor is responsible to obtain all necessary Clean Water Act Section 404/401 permits for temporary and/or permanent impacts to streams and wetlands delineated within the project study area. These waters shall not be impacted by the project until all appropriate waterway permits are obtained for the project.

Permits - Storm Water Permits

1) The Project Designer shall incorporate the following note into the plans: THE CITY OF GREEN SHALL BE RESPONSIBLE TO PREPARE THE NOTICE OF INTENT (NOI) FOR COVERAGE UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL STORMWATER PERMIT AND SUBMIT IT TO THE OHIO EPA PRIOR TO THE START OF CONSTRUCTION ACTIVITIES AND SHALL PROVIDE A COPY OF THE NOI TO THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING. THE CONTRACTOR SHALL BE RESPONSIBLE TO COMPLETE THE CO-PERMITTEE NOI FOR COVERAGE UNDER THE NPDES STORM WATER GENERAL PERMIT AND SUBMIT IT TO THE OHIO EPA FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL ADHERE TO ALL TERMS AND CONDITIONS OF THE PERMIT DURING PROJECT CONSTRUCTION.

2) The Project Designer shall incorporate the following note into the plans: THE CONTRACTOR SHALL BE RESPONSIBLE TO DEVELOP A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND RECEIVE THE CITY OF GREEN APPROVAL OF THE SWPPP PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.



Environmental Document Level: D1

PID 90415 SUM SR 0241 04.10

Approved: 3/21/2018

Preparers and Approvals

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	3/21/2018



Appendix

Air

Coordination with OEPA-USEPA-FHWA - PM 2.5.pdf

OEPA Approval - Qualitative MSAT.pdf

Conformity Determination Approval - PM 2.5.pdf

Noise

OES Approval.pdf

Air

Coordination with OEPA - Qualitative MSAT.pdf

General

TIP Listing.pdf

Right of Way Plan Sheets.pdf

USGS Quadrangle Topographical Map.pdf

County Map.pdf

Project Study Area Map.pdf

STIP Listing.pdf

Purpose and Need

District Acceptance - Purpose and Need.pdf

Alternatives

OES Acceptance - Feasibility Study.pdf

ESA

OES Recommendations - Phase II.pdf

District Review - Regulated Materials Review Form.pdf

OES Recommendations - Screening.pdf

OES Recommendations - Phase I.pdf

Cultural Resources

SHPO Coordination - Re-Evaluation history architecture only.pdf

OES Section 106 Effect Determination - Re-Evaluation.pdf

OES Approval - No Historic Properties Affected.pdf

Ecological



Coordination with ODNR and USFWS 2.pdf

USFWS Comments Consult Form SUM-241-4.10 90415 (Addendum).pdf

USFWS Comments.pdf

Coordination with ODNR and USFWS.pdf

ODNR Comments.pdf

Coordination with USFWS.pdf

ODOT Disposition of Agency Comments.pdf

Wetland Finding.pdf

ODOT Disposition of Agency Comments 3.pdf

ODOT Disposition of Agency Comments 2.pdf

Other Resources

Water Source Protection Area Map.pdf

Urbanized Area Map.pdf

Project Related OES Decision - Drinking Water.pdf

Underserved Populations

Census Mapping.pdf

Public Involvement

Public Meeting Sign In Sheet 2013.pdf

Stakeholder Contact List.pdf

Property Owner Notification Letter.pdf

Public Comments Received 3.pdf

Public Meeting Handouts - 2016.pdf

Public Meeting Handouts - 2014.pdf

Public Meeting Exhibits (Streetscapes) - 2014.pdf

Public Meeting Sign In Sheet - 2016.pdf

Public Notification Mailing List.pdf

Public Comments Received 2.pdf

Public Meeting Sign In Sheet - 2014.pdf

Public Meeting Exhibits.pdf

News Article.pdf

Public Meeting Comment Summary - 2013.pdf

Public Comments Received.pdf



Environmental Document Level: D1

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Public Meeting Exhibits - 2014.pdf

Public Meeting Handouts.pdf

Public Meeting Notification.pdf

Permits

FEMA FIRM.pdf