



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA SR 93/236 11.71/0.00 PID 101417

Environmental Document Level: C2

Approved: 2/22/2021

Prepared By: District 4

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

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C2

PID:	101417
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Federal
Private Funding:	No

Project Description:

The Ohio Department of Transportation (ODOT) proposes to mill/resurface approximately 0.4 mile of State Route (SR) 236 from SR 21 to the city of Massillon north corporation limit and mill/resurface approximately 7.53 miles of SR 93 from SR 172 to approximately 0.16 mile north of Strausser Street NW in the cities of Massillon and Canal Fulton and Tuscarawas and Lawrence Townships, Stark County. This project also proposes full depth repairs, existing catch basins/manholes adjustments, new curb ramp installations in compliance with Americans with Disabilities Act (ADA) standards, new center/edge/stop/crosswalk/other pavement marking applications and new traffic sign installations.

Moreover, the project additionally proposes maintenance on a SR 241 bridge located near the Stark County/Wayne County Line in Sugar Creek Township, Stark County, and four (4) bridges located within the proposed SR 93 mill/resurfacing limits, as follows:

STA-241-0000/Structure File Number (SFN) 7606036: Seal existing wearing surface and approach slabs with a concrete sealing treatment and remove above ground vegetation within 15 feet of the structure, repair minor erosion around all wingwalls at the approach slabs and guardrails and remove woody debris accumulated against the bridge pier.

STA-93-1444/SFN 7605056, STA-93-1723/SFN 7605102 and STA-93-1816/SFN 7605145: Seal existing wearing surface and approach slabs with a concrete sealing treatment and remove above ground vegetation within 15 feet of the structure.

STA-93-1640/SFN 7605080: Seal existing wearing surface and approach slabs with a concrete sealing treatment, remove above ground vegetation within 15 feet of the structure and remove a grass bar at the structure outlet.

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

A minimum of one 10-foot lane of traffic in each direction will be maintained on SR 93, SR 236 and SR 241 during project construction. Construction and lane restriction information will be posted within the project limits prior to the start of project construction and updated/posted prior to each construction phase/travel pattern change during the project. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the project. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing roadway rights-of-way.

Existing utilities within the project study areas will not be impacted/relocated to construct the project.

Based on the project scope of work, its Path 1 Project Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.



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The literature search determined there are no known archaeological sites (OAI) in the immediate project area. Scattered inventoried buildings (OHI) are reported in the area surrounding Canal Fulton, Ohio, however, none will be involved in construction of this project. Involvement with historic properties is limited to the Canal Fulton Historic District (NR#82001488). The nomination identified scattered architectural resource in the community as contributing elements. Two bridges are also stated in the nomination including the stone arch Market Street bridge over the Tuscarawas River and a truss bridge on Cherry Street over the Tuscarawas River. The Market Street bridge will not be involved by the current project and the original Cherry Street bridge was replaced in 1998. No contributing element of the Canal Fulton Historic District will be involved or altered by construction of this project since the work is limited to resurfacing modern pavement and sealing the paved surface of the Cherry Street concrete box beam bridge. The involved bridges include: STA-93-14.44 (a Type 505N concrete box beam structure built in 1984), STA-93-16.39 (a Type 302N steel beam bridge built in 1993), STA-93-17.23 (a Type 402N continuous steel beam bridge built in 1961), STA-93-18.16 (a Type 605N continuous concrete box beam bridge built in 1998), and STA-241-0.00 (a Type 402N continuous steel beam bridge built in 1947). These relatively modern bridges are not considered eligible for the National Register based on the 2009 Ohio DOT Historic Bridge Inventory (accepted April 28, 2010).

Highway and bridge maintenance activities are exempt from further cultural resource consideration by the 11/8/2017 Cultural Resource PA (Agreement 19319). These exemptions are also valid with historic districts as long as no contributing element of the historic property will be removed or altered by construction. In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT Office of Environmental Services (OES) determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab. The project will not require land from within the historic boundary of a Section 4(f) cultural resource. No buildings will be involved in construction and no relocations will be required for the project. Involvement with historic properties is limited to the Canal Fulton Historic District (NR#82001488). ODOT OES determined the project has minimal potential to cause effects to historic properties pursuant to the Section 106 Programmatic Agreement (Agreement No. 19319) executed November 8, 2017 and amended July 11, 2019.

No new permanent right-of-way from historic properties will be acquired to construct the project and no contributing element of a historic property will be removed or altered by project construction. Therefore, in accordance with 23 CFR Part 774, the project will not result in the use of a Section 4(f) cultural resource. See the Cultural Resource Section 4(f) documentation for the project in the Project File/Section 4(f)/Coordination subsection.

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

The project proposes to remove a grass sediment bar from the Fox Run channel at the STA-93-1640/SFN 7605080 structure outlet and remove woody debris accumulated against the STA-241-0000/SFN 7606036 bridge pier in Sugar Creek. These proposed maintenance activities will impact a total of approximately 60 linear feet of stream channel. Wetlands will not be impacted by the project. The project will have no effect on any state or federally listed threatened and endangered species. See the ecological/threatened-endangered species information for the project in the Project File/Ecological/Reports, Project Information and Coordination subsections.

Based on review of the FEMA FIRM maps for the project study areas by ODOT District 4 Environmental Section personnel, the project is located within various Special Flood Hazard Areas (SFHA). The proposed maintenance work does not change the alignment, grade, or hydraulic capacity of the existing structures.

Consequently, the project is exempt from the normal permit process required for work encroaching on a SFHA. See the FEMA FIRM mapping and floodplains documentation for the project in the Project



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File/Permits/Floodplains subsection.

The project will not impact any other environmentally sensitive resources within the project study areas. The environmental document and associated studies, as applicable, were approved using the preliminary scope of work for the project. When available, the project plans will be reviewed by ODOT District 4 Environmental Section personnel and uploaded to the Project File/General/Project Information subsection as Stage 3 Design.pdf.

The estimated total project cost specified in Ellis is 0.14% greater than the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP). However, fiscal constraint is at the Statewide Line Item (SLI) Group level. Therefore, an individual project utilizing a SLI does not require a STIP/TIP amendment.

STIP Reference #:

101417: 21-24 STIP/SLI Group
Project. Fiscal constraint is at SLI
Group level.

Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section. **Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)**

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

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -
a. Acquisition of more than a minor amount of right-of-way
b. Residential or non-residential displacements
c. A Coast Guard, Individual Section 404 and/or a Section 10 permit
d. A Section 106 finding of Adverse Effect
e. A Section 4(f) Programmatic or Individual Evaluation
f. A finding of May Affect, Likely to Adversely Affect to Threatened and Endangered Species
g. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
h. Changes in access control
i. Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
j. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
k. No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
l. If an EJ Analysis Report is required, the project must be processed as a D-level CE or higher level document For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Waterways:

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



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Waterways Permit Type:	Permit Determination and/or Permit Application Approval Pending
Isolated Wetland Permit	No
Will any wetlands be impacted?	No
Endangered Species:	No Impacts to Protected Species and Critical Habitat
100-Year Floodplain:	Encroachment Within the SFHA is a Functionally Dependent Use
EO 11988/NFIP Coordination and Documentation Completed:	Yes
NFIP Local Floodplain Coordinator Notification Date:	01/19/2021
Section 4(f):	Present; No Impacts and/or Access Restrictions
Section 6(f):	Not present
Cultural Resources:	Present; No Finding of Adverse Effect
Cultural Resources Coordination:	Minimum Potential to Cause Effect Appendix B
Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date	12/14/2020
Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted.	
Projects that meet C2 criteria are not anticipated to have impacts to the following environmental resources. If resources are present, documentation is only required if there is a potential for impacts.	
Air Quality:	Studies Not Required
Air Quality - Coordination with OES:	No
Noise:	Studies Not Required
Noise Coordination - OES Approval Date:	
Hazardous Materials - ESA Screening Conducted	Yes
Hazardous Materials - OES Approval Date:	12/10/2020
Phase I ESA Warranted Based on Coordination with OES:	No Further Studies Warranted
Farmland:	Non-Urbanized Area; No Impacts in Accordance With the Farmland MOU, 7 CFR 658, and ORC 929.05
Scenic Rivers	No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area

Projects that meet C2 criteria must be in accordance with ODOT's UP Guidance and activities conducted



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for Public Involvement are commensurate to the project's type and scope of work.

Underserved Populations

Does Not Exceed UP Guidance
Criteria; No UP Analysis Report
Required and No UP Issues Raised
During Public Involvement

Public Involvement:

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

Environmental Commitments

Yes



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Environmental Commitments

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1) The project designer shall incorporate plan notes into the plans restricting the Contractor from placing equipment and/or temporary or permanent fill below the ordinary high water mark of any streams and requiring all waste sediment and woody debris removed by the project to be disposed in accordance with Sections 105.16 and 105.17 of the CMS with approval of the Project Engineer.



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Preparers and Approvals

Form Preparer

District 4
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Supporting Form Preparer(s):

Brian Peck
Matthew Chaney

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	2/22/2021



Appendix

General

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Buckeye Assets Mapping.pdf

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

OES Approval - No ODNR and USFWS Notification.pdf

Underserved Populations

Census Mapping.pdf

Underserved Populations Documentation Form.pdf

Permits

Coordination with Local Floodplain Admin - Canal Fulton.pdf

Coordination with Local Floodplain Admin - Stark County.pdf

Correspondence with Local Floodplain Admin - Stark County.pdf

FEMA FIRM.pdf

Flood Plain Impact Public Explanation .pdf

Flood Plain Public Explanation Website Snap Shot.pdf