



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA US 0030 00.00 PID 107458

Environmental Document Level: C1

Approved: 9/14/2020

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 June 6, 2018, and executed by FHWA and ODOT.

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C1

PID:	107458
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 and resurface 9.58 miles of U. S. Route (USR) 30 mainline and ramp pavement from the Wayne County/Stark County Line to the USR 30/State Route 627 (Richville Drive) Interchange in Tuscarawas and Perry Townships and the City of Massillon, Stark County. This project also proposes to perform full depth pavement repairs, where warranted, apply new center/edge/other pavement markings and install rumble strips. Mapping that depicts the project on United States Geological survey (USGS) 7.5-minute topographic quadrangle maps is included in the Project File/General/Project Information subsection as USGS Quadrangle Topographical Map.pdf.

The project will be constructed within the existing highway right-of-way.

During project construction, a minimum of one (1) eleven-foot lane of traffic shall be maintained in each direction on the existing/completed pavements. Ramp pavement maintenance and resurfacing operations will require exit/entrance ramp restrictions and/or closures. Ramp closures will be limited to non-peak hours during the night over durations ranging from 2 to 5 nights. Construction, lane/ramp restrictions, ramp closures and detour information will be posted within the project limits prior to the start of project construction. Substantial traffic disruptions are not expected to construct the project.

Existing utilities within the project study area 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.

A Cultural Resources Records Check was performed by district environmental staff using the SHPO GIS online database. No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within and/or immediately adjacent to the proposed project area. The undertaking is a type that has minimal potential to cause effects to historic properties. No further coordination is required in accordance with the Section 106 Programmatic Agreement. In accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT 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.

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

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

The project is located within a Special Flood Hazard Area (SFHA) Zone A of the Tuscarawas River. The project is considered maintenance that will not change the alignment, grade or hydraulic capacity of the existing highway, bridges and culverts. Therefore, the project is exempt from the normal permit process required for work encroaching on a SFHA. See the floodplain mapping and documentation for the project in the Project File/Permits/Floodplains subsection.

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

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 agrees with the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP).

STIP Reference #	107458: 21-24 STIP/SLI Group Project. Fiscal constraint is at SLI Group level.
Cultural Resources Coordination:	Minimal Potential to Cause Effect Appendix A
Cultural Resources Coordination Date:	08/28/2020
Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted.	
Supporting documentation has been uploaded to Project File:	Yes

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

(22) Projects, as defined in 23 U.S.C. 101 that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting



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structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way. ***Examples include: Tower lighting within the existing operational right-of-way; Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated; Improvements to existing ODOT/County maintenance facilities; Construction of new ODOT/County maintenance facilities within existing operational right-of-way; Environmental mitigation activities within existing operational right-of-way; Work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals within existing operational right-of-way; Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)***

Environmental Commitments:

No



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Preparers and Approvals

Form Preparer

District 4
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Supporting Form Preparer(s):

Brian Peck
Mark Andrasik

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	9/14/2020



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Appendix

Cultural Resources

Buckeye Assets Mapping.pdf

General

County Map.pdf

Ecological

Ecological Review Form - Ecologically Exempt Project.pdf

Cultural Resources

Records Check.pdf

General

USGS Quadrangle Topographical Map.pdf

Permits

District Determination - Exempt Project.pdf

FEMA FIRM.pdf