



U.S. Department
of Transportation
**Federal Highway
Administration**

Ohio Division Office
200 North High Street
Columbus, Ohio 43215

June 18, 2007

Director James Beasley, P.E., P.S.,
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43223

In Reply Refer To:
HEO-OH

Dear Director Beasley:

We have completed a review of the STA-US30-18.35, PID 20344, FEIS Reevaluation Document submitted May 23, 2007. The FEIS Reevaluation is approved as submitted. If there are any changes to the environmental commitments or the preferred alternative, please advise us so we can verify that the FEIS Reevaluation is still appropriate.

If you have any questions please contact Andy Blalock at 614-280-6823, or email at Andy.Blalock@fhwa.dot.gov.

Sincerely,

For: Dennis A. Decker
Division Administrator

MOVING THE
AMERICAN
ECONOMY





STA-30-18.35
FINAL ENVIRONMENTAL IMPACT
STATEMENT REEVALUATION
PID 20344

Prepared for:

THE OHIO DEPARTMENT OF TRANSPORTATION

Prepared by:

ms consultants, inc.
engineers, architects, planners
Canton, Ohio



MAY 2007

STA-30-18.35, PID 20344 FINAL ENVIRONMENTAL IMPACT STATEMENT REEVALUATION

This document is a Reevaluation of the Final Environmental Impact Statement (FEIS) for STA-30-12.47/14.12/15.05/15.68/17.21, accepted by the Federal Highway Administration on July 3, 1975.

**Prepared by:
ms consultants, inc.
engineers, planners and architects
4450 Belden Village St. NW
Canton, Ohio 44718
330-492-6350**

**Prepared for:
The Ohio Department of Transportation, District 4
Akron, Ohio**

May 2007

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STA-30-18.35, PID 20344 FINAL ENVIRONMENTAL IMPACT STATEMENT REEVALUATION

Purpose of the Environmental Reevaluation

This document is presented as a Reevaluation of the Final Environmental Impact Statement (FEIS) for STA-30-12.47/14.12/15.05/15.66/17.21, accepted by the Federal Highway Administration (FHWA) on July 3, 1975.

The project is located in Osnaburg Township and the Village of East Canton, Stark County, Ohio. The proposed project discussed in this document is the relocation of US 30 from the existing Trump Avenue interchange to a new State Route (SR) 44 interchange to be located east of the Village of East Canton (see Figure 1 in Appendix 1). The length of the project is approximately 3.0 miles. The new roadway will be constructed as a four-lane limited access divided highway with a sixty-foot wide grass median. Specific design issues for this project include:

- The existing Trump Avenue interchange, which was partially constructed when US 30 was extended to Trump Avenue, will be completed.
- Pekin Drive (TR 173) will be closed, with cul-de-sacs built on each side of relocated US 30.
- The existing private driveway to Stark Ceramics, Inc. (an extension of Church Street in East Canton) will be closed.
- Relocated US 30 will bridge over Berger Road (TR 169) and Wood Street (TR 151).
- As a result of the project, Osnaburg Road (TR 127A) will be eliminated, and a new cul-de-sac will be constructed from the east to provide property access.
- Relocated US 30 will bridge over existing US 30.
- At the point where existing SR 44 separates from existing US 30 and turns to the south, a connector road will be built that extends from the existing US 30/SR 44 intersection to the north. A new interchange will connect relocated US 30 to this connector road. The ramps on the west side of the interchange will be constructed to intersect with the extended connector road. A segment of SR 44 near the existing US 30 intersection will be relocated in order to provide an appropriate alignment to the new US 30 interchange.

Relocated US 30 will be designed as a "Rural Principal Arterial" with a Design Speed of 70 mph and a Legal Speed of 60 mph. Preliminary Stage 1 plans for the project are included as Appendix 2. The construction of this project will reroute traffic around the Village of East Canton, reducing traffic congestion within this community. Currently, US 30 west of SR 44 carries about 13,800 vehicles per day. The Design Year traffic for this same section, with the relocation of US 30, would be reduced to about 4,100 vehicles per day.

This project has been under consideration for many years. In 1956-1957, the Ohio Department of Highways, now the Ohio Department of Transportation (ODOT), commissioned a consultant to determine an alignment to relocate US 30 between Canton and East Liverpool. In November 1964, ODOT journalized a preferred alternative for the relocation of

US 30 from Whipple Avenue in Canton to SR 44 in East Canton. On July 3, 1975, a Final Environmental Impact Statement (FEIS) was approved for the relocation of US 30 from SR 297 (Whipple Avenue) in Canton to the SR 44 intersection in East Canton (STA-30-12.47/14.12/15.04/15.66/17.21). The alignment discussed in the 1975 FEIS included a segment that would be constructed through a developed area in the Village of East Canton (see Figure 2 in Appendix 1). This section would have been considered as a temporary alignment, until the eventual extension of the US 30 relocation beyond East Canton. However, there was substantial local opposition to the East Canton section of the alignment due to impacts on the Village.

During the period from 1975 to 1995, ODOT constructed segments 12.47, 14.12, 15.04, 15.66, and 17.21, ending at Belden Avenue in Canton. From 1995 to 2000, the Belden Avenue interchange was the eastern end of the four-lane section of US 30.

In 1990, ODOT prepared the *US 30 Implementation Study*. This document identified the tasks associated with the development process and estimated the cost for planning, design, and construction to improve US 30 across the State of Ohio. The primary objective for US 30 in Ohio was to improve it to a four-lane, divided, limited access facility to improve mobility throughout the corridor. To meet this objective, US 30 was divided into 14 segments across the state. Seven of these segments required extensive construction to become four-lane limited access highways. The subject project (Trump to SR 44) was identified as being part of Segment XIII (Trump Avenue to SR 11 east of Lisbon).

In December 1991, ODOT initiated a project (STA/COL-18.35/0.00) for the relocation of US 30 from Trump Avenue to SR 11 east of Lisbon. This new project “overlapped” the prior project from Trump Avenue to East Canton. For this project, it was determined that alternatives should be developed which would bypass East Canton to the south, thereby addressing the concerns raised by the community. Between 1993 and 2004, alternatives for the relocation of US 30 were evaluated, including alternatives affecting the East Canton area.

In 1995, a reevaluation of the 1975 EIS was prepared for the section of the project from SR 43 (Belden Avenue) in Canton to Trump Avenue. Additional supplemental documentation was prepared in 1998. This section was subsequently constructed between 1998 and 2000. However, the section from Trump eastward to East Canton was not included in this reevaluation and was not constructed, partially due to local opposition to the alignment that affected developed portions of the Village.

As described above, the section of US 30 between Trump Avenue and SR 44 was included in both the 1975 Environmental Impact Statement and in the relocation studies that occurred between 1991 and 2004 (STA/COL-30-18.35/0.00). Now, it has been determined that the relocation of US 30 around East Canton can be processed as a reevaluation of the 1975 EIS for the following reasons:

- This segment was previously addressed by the 1975 Environmental Impact Statement that was prepared for the section from Canton (Whipple Avenue) to SR 44.
- As a result of the extensive project development activities conducted by ODOT District 11 for the STA/COL-30-18.35/0.00 project, it was determined that there is only one feasible build alternative alignment in the East Canton section.

- The SR 44 interchange is a logical eastern project terminus for the relocation project, considering the reduction in 2010 and 2030 Design Year volumes that occurs at this location.

In 2004, the Ohio Department of Transportation prepared *Access Ohio 2004-2030*. *Access Ohio* identified a number of key “macro corridors” in the state, including “Corridor 12” (US 30/62/SR 14 – Mansfield to Pennsylvania.) Within Corridor 12, US 30 is considered as a cross-state route, while US 62/SR 14 primarily serves intra-regional travelers commuting within Stark, Columbiana and Mahoning Counties. The *Access Ohio* list of 2004 to 2030 Recommended Major Improvements (Corridor 12) included improving US 30 to be a four-lane limited access highway from Trump Avenue to SR 44.

On January 12, 2006, the Transportation Review Advisory Council (TRAC) recommended that the portion of the Stark/Columbiana US 30 project east of SR 44 should be removed from ODOT’s multiyear Major New Construction Program. The 30-mile segment from SR 44 to SR 11 was estimated to cost \$500 million. Based on TRAC funding projections, it was considered unlikely that the money would be available for construction within the next ten years. Additionally, low traffic volumes in this section prohibited favorable TRAC consideration when weighed against other projects across the state. Because of low traffic volumes and the high project cost, it was considered not prudent to continue with the preliminary engineering and environmental process. If traffic patterns cause a change in priorities, ODOT will reevaluate this decision.

This document is a reevaluation of the 1975 Final Environmental Impact Statement for the relocation of US 30 for the section from Trump Avenue to a new SR 44 interchange east of East Canton. Issues that will be discussed in this reevaluation will include:

- The eastern terminus of the project has been changed from SR 44 at Walnut Street in East Canton to a new SR 44 interchange east of East Canton (see Figure 2 in Appendix 1).
- The preferred alignment has been modified, eliminating the “temporary” alignment through East Canton. Instead of traversing through the developed portion of East Canton, the new alignment is south of East Canton, bypassing the Village (see Figure 2 in Appendix 1).
- Many new regulations and environmental guidelines have been established since the FEIS approval in 1975, including, in part, wetland regulations and environmental justice. The new environmental requirements will be addressed in this reevaluation.
- Some conditions, including local development patterns and business operations, have changed since 1975. Land use and other changes since 1975 will be addressed in this reevaluation.

Table 1 – History of US 30 Relocation Project

Date	Event
1952	Initiation of alternatives study for US 30 relocation.
1958	Two alternatives identified for US 30 relocation from Canton to East Canton (“Outer Alignment” and “Inner Alignment.”)
November 1964	Director of Highways “journalized” preferred alternative, known as “Inner B”.
April 1971	Stark County Areawide Comprehensive Transportation Plan adopted, including “Inner B” preferred alternative.

Table 1 – History of US 30 Relocation Project

Date	Event
July 3, 1975	Final EIS accepted for STA-30-12.47/14.12/15.04/15.66/17.21. Design plans were completed for all sections.
1975-1995	Construction of segments 12.47, 14.12, 15.04, and 15.66, ending at Belden Avenue in Canton.
1990	US 30 Implementation Study identified steps to upgrade US 30 across Ohio.
1991	Initiation of preliminary development for the relocation of US 30 from the Trump interchange to SR 11. This project was designated at STA/COL-30-18.35/0.00; PID 10748.
1993	The eastern segment from the Belden Avenue interchange to the Trump interchange was redesignated as STA-30-27.696; PID 8933.
1994	Alternative alignments developed for STA/COL-30-18.35/0.00, including two alternatives in East Canton area (Alternatives A and B).
February 1995	Feasible alignments for STA/COL-30-18.35/0.00 presented at Public Meeting.
August 29, 1995	Reevaluation of 1975 FEIS approved by FHWA for STA-30-27.696, covering US 30 from Belden Avenue to the Trump Avenue interchange.
1998	Supplemental Documentation to the 1995 FEIS Reevaluation for SR 43 (Belden Avenue) to the Trump Avenue interchange, due to identification of additional wetland areas within the project area. Approved by FHWA.
1998	Begin construction of STA 30-27.696 relocation project between SR 43 (Belden Avenue) to Trump Avenue.
2000	Completion of US 30 relocation between SR 43 (Belden Avenue) and Trump Avenue.
May 2000	ODOT eliminated the southern alignment in the East Canton area (Alternatives 5 and 10) due to impacts on industrial operation (Stark Ceramics and Koch-Glitsch LP/Koch Knight LLC) and hazardous waste issues.
2004	ODOT separated the section from Trump Avenue to a point east of East Canton as a separate independent project from the STA/COL-30-18.35/0.00; PID 10748. This project is identified as STA-30-18.35; PID 20344.
2004	Access Ohio identified current project as a Major Improvement for “Corridor 12.”
May 23, 2005	First Public Involvement Meeting for STA-30-18.35 project.
January 12, 2006	ODOT Transportation Review Advisory Council (TRAC) recommends that the portion of US 30 east of SR 44 should be removed from the multiyear Major New Construction Program.
May 4, 2006	Second Public Involvement Meeting for STA-30-18.35 project.

Purpose and Need for Action

1975 FEIS – The 1975 FEIS included the following need statement:

“Since the early 1950’s approximately twenty-three years ago, the need for the relocation of US 30 on new alignment has been studied and requested. Studies have been done by local, regional, and state-wide planning groups to select alignments that would best serve the needs for the movement of people and goods. Several origin and destination traffic studies were made that illustrated the need for better traffic facilities to serve east-west traffic in the greater Canton area.

Traffic projections for the estimated time of completion amount to 49,000 vehicles daily for the segment between Whipple Avenue S.W. and Harrison Avenue S.W. In 1995 the traffic volumes are estimated to total 75,000 vehicles per day in the same highway section. The traffic volumes forecasted for the new highway are too high for efficient and safe utilization of the existing circuitous and congested traffic network.

US 30 is designed to provide a major east-west traffic route for central Stark County that will serve the vehicular transportation needs of residential, industrial, and business in the greater Canton area. US 30 is also an essential part of an intermediate belt system which will allow motorists to utilize access in all directions to move in, around and through the greater Canton community.”

Project History - The proposed project is the relocation of US 30 in Stark County from the existing Trump Avenue (CH 170) partial interchange to a new interchange to be built at SR 44 east of East Canton. The improvement of US 30 in this area has been under consideration for many years. Previous actions taken include:

- ◆ In 1956-57, the Ohio Department of Highways, now the Ohio Department of Transportation (ODOT), commissioned a consultant to determine an alignment to relocate US 30 between Canton and East Liverpool. ODOT later determined that the 1957 alignment was not feasible due to unacceptable ecological and cultural resource conflicts.
- ◆ In the early 1970’s, an effort was made to restudy the relocation corridor and develop a new alignment. However, financial constraints suspended the project before an alignment was selected.
- ◆ In 1990, ODOT prepared the *US 30 Implementation Study*. This document identified the tasks associated with the development process and estimated the cost for planning, design, and construction to improve US 30 across the State of Ohio. The primary objective for US 30 in Ohio was to improve it to a four-lane, divided, limited access facility to improve mobility throughout the corridor. To meet this objective, US 30 was divided into 14 segments across the state. Seven of these segments required extensive construction to become four-lane limited access highways. The subject project (Trump Avenue to SR 44) was identified as being part of Segment XIII (Trump Avenue to SR 11).
- ◆ ODOT initiated the study of Segment XIII in December 1991. The project study area was selected to enable the proposed facility to serve the communities currently served by existing US 30. The new limited access facility would avoid developed and environmentally sensitive areas to the maximum extent possible. The west project terminus was the US 30 interchange at Trump Avenue, which was to be constructed as part of the STA 30-29.696 relocation project. The east terminus was SR 11, a limited access 4-lane divided freeway that combines with US 30 to complete the highway route to

the eastern edge of the State of Ohio. Since both of these termini are four-lane, limited access transportation facilities, this segment was identified as a gap closure project to make all of the segments coincide as similar continuous facilities.

Studies continued on this section through 2004. In 2004, the Ohio Department of Transportation decided to undertake implementation of the first construction segment of Segment XIII (Trump Avenue to SR 44). This segment was originally included in the Final Environmental Impact Statement approved by FHWA in 1975 for US 30 from Canton to East Canton.

2006 Purpose and Need – The following Purpose and Need Statement has been developed for the STA-30-18.35 project (Trump Avenue to SR 44).

Existing Facility - US 30 extends 242 miles across Ohio from Indiana to West Virginia. After the anticipated 2007 completion of a major 26-mile long project in Hancock and Wyandot Counties, almost the entire length of US 30 from the Indiana line to the Trump Avenue interchange will be either four-lane divided highway or four-lane limited-access highway. US 30 from Trump Avenue to the SR 11 interchange east of Lisbon will be the only remaining segment that is primarily two-lane roadway.

The current project area includes the portion of US 30 that traverses through portions of Canton and Osnaburg Townships and the Village of East Canton in Stark County. The existing US 30 roadway between Trump Avenue and SR 44 varies from a five-lane to a two-lane roadway. Key problems that are present with the existing facility include:

- The existing alignment is typified by substandard vertical and horizontal geometry, with several vertical curve deficiencies within the study area. As a result, there are insufficient sight distances for frontage access points.
- The route through East Canton involves several traffic signals. Two turn movements are required in the Village of East Canton. Large trucks have difficulty negotiating these turns due to the horizontal and vertical curve deficiencies.

For the reasons noted above, the existing US 30 facility does not serve as an efficient means of transportation for through traffic and freight transport.

Access Ohio – In 2004, the Ohio Department of Transportation prepared *Access Ohio 2004-2030*. Access Ohio identified five key statewide transportation goals:

1. Transportation Safety – ODOT will continually reduce the number and severity of crashes.
2. Economic Development and the Quality of Life – ODOT will support transportation improvement projects which promote Ohio's economy, foster economic development, and enhance the quality of life.
3. Efficient, Reliable Transportation Flow – ODOT will reduce traffic congestion and improve travel reliability.
4. System Preservation – ODOT will plan and sustain a manageable and predictable schedule of existing transportation system maintenance within an \$825 million annual system preservation budget.

5. Resource Management – ODOT will efficiently manage resources to execute core business functions while maintaining the highest-possible levels of quality and productivity.

Access Ohio identified a number of key “macro corridors” in the state, including “Corridor 12” (US 30/62/SR 14–Mansfield to Pennsylvania). Within Corridor 12, US 30 is considered as a cross-state route, while US 62/SR 14 primarily serves intra-regional travelers commuting within Stark, Columbiana and Mahoning Counties.

Access Ohio identified the following objectives for Corridor 12:

1. *Provide improved intermodal connections to rural areas.*
2. *Continue converting US 30 from Mansfield to SR 9, east of Canton, and portions of US 62 to a four lane limited access facility.*
3. *Improve safety, congestion, and access management control along the corridor.*
4. *Support the preservation and enhancement initiatives along the Ohio and Erie corridor.*
5. *Protect the natural and built environment from impacts resulting from transportation facilities and services that enhance the livability and sustainability within the region.*

The Access Ohio list of 2004 to 2030 Recommended Major Improvements (Corridor 12) included improving US 30 to be a four-lane limited access highway from Trump Avenue to SR 44.

Regional System Linkage - US 30 serves as a major east/west connector between Ohio cities and villages, including Van Wert, Lima, Upper Sandusky, Bucyrus, Mansfield, Wooster, Massillon, Canton, Minerva, Lisbon and East Liverpool. US 30 also serves as an interstate connector, linking Ohio with Fort Wayne, Indiana, and Pittsburgh, Pennsylvania. With interchanges at I-75, I-71 and I-77 in Ohio, US 30 is a major link in the north-central Ohio highway network carrying volumes ranging from approximately 4,500 vehicles per day in Allen County to up to 40,000 vehicles per day near Canton. The nearest east/west limited access facilities beyond the project area are I-76 and I-80, 25 and 35 miles to the north respectively, and I-70, 45 miles to the south.

On the regional level, US 30 is important as a connector from I-77 to SR 11. SR 11 is a divided freeway that combines with US 30 to complete the highway route to the eastern edge of the State of Ohio. In Ohio, I-77 is a north-south highway connecting Cleveland and Marietta, passing through Akron, Canton, New Philadelphia, and Cambridge. Of particular importance to the project area is the connection to the City of Canton, the largest city with the highest traffic volume along US 30 through Ohio. The City of Canton serves the project area as an employment, shopping and service center.

Several groups of transportation users are projected to benefit from an improved US 30 facility in the project corridor. A few of the primary beneficiaries are:

- Commuters from the project area traveling to employment centers in Canton and other communities;
- Industrial and manufacturing businesses in the project vicinity;
- Residents of the Village of East Canton;
- Residents of rural areas in Stark County (Osnaburg Township);

- East/west travelers crossing Ohio between paralleling I-76 and I-80 to the north and I-70 to the south;
- Transporters of agricultural products from the region; and
- Through truck freight transporters between Canton, Pittsburgh, I-77, I-71, and SR 11.

Traffic Volume - The Ohio Department of Transportation Office of Technical Services and the Stark County Areawide Transportation Study (SCATS) provided existing (2005) and design year (2030) average daily traffic (ADT) volumes along existing US 30 in the project corridor (see Appendix 8). These future traffic volumes are based on the assumption that there would be no major improvements that would affect the traffic-carrying capacity of the highway.

The existing traffic along US 30 through East Canton is about 9,000 vehicles per day (2005), with about 7% truck traffic. If no major improvements are provided, traffic will increase to about 11,300 vehicles per day by the design year 2030. However, if US 30 is relocated around East Canton, traffic on the existing highway through East Canton will be 4,000-4,050 vehicles per day in 2030. If traffic is diverted to a new limited-access facility, traffic volumes on the existing US 30 facility will be substantially reduced, serving East Canton in a more efficient and safe manner.

Level of Service - Level of Service (LOS) is a qualitative measure of traffic operations and conditions taking into account (directly or indirectly) the effect of several factors, including speed (design and actual), travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience and operating costs. Level of Service is rated from A to F, with A being the highest level. For rural highways, level of service criteria are defined in terms of density of traffic, as follows:

- Level A represents complete free flow condition, where the operation of vehicles is unaffected by the presence of other vehicles and only constrained by geometric features of the facility and driver preferences.
- Level B is also indicative of free flow, although the presence of other vehicles begins to be noticeable.
- Level C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream and to select an operating speed is clearly affected by the presence of other vehicles. Average travel speeds are reduced to about 50 mph on 70-mph design sections and minor disruptions may be expected to cause serious local deterioration in service.
- Level D represents an unstable condition for traffic flow. Speeds and maneuverability are severely restricted.
- Level E represents operations at or near capacity and is quite unstable. Minor disruptions result in queues and lead to Level F, which is forced or breakdown flow, with complete traffic stoppages.

Level of Service in the project corridor by section was recorded in 2000. The LOS from Trump Avenue to SR 44 is currently at LOS C. If US 30 is not relocated, the LOS will deteriorate to D by the Design Year. If US 30 is relocated, the LOS on the existing roadway will improve to LOS B. The existing and projected traffic volumes vary through the project area, and such differences affect the LOS. Generally, the higher the traffic volume, the lower the LOS for an individual section along the two-lane highway.

The proposed project would provide through travelers and local travelers with a highway facility that would operate at a desirable level of service through the year 2030 and beyond. The level of service (LOS) of the new facility is anticipated to be C for the entire project area through the year 2030.

Safety - The Ohio Department of Public Safety (ODPS) Traffic Crash Records Section provided traffic accident data for crashes occurring on US 30 in the project study area. Crashes that occurred from January 1, 1996 to December 31, 1997 were tabulated with specific information regarding the location, type of crashes, types of vehicles, speeds, conditions, and various other factors. The 1996-1997 crash rate for US 30 in the study area was 3.58 crashes per million vehicle miles. For comparison purposes, the 2001-2003 statewide accident rate for two-lane rural highways was 1.64 accidents per million vehicle miles traveled. Clearly, the accident rate of the existing facility is above the statewide rate for similar highways. The statewide rate for four-lane, rural, divided highways (such as the proposed facility) is 1.12 accidents per million vehicle miles. It is anticipated that the proposed facility would have a considerably lower crash rate than the existing facility.

The signalized intersection of Trump Avenue at existing US 30 was identified as a "high crash" location in the *Accident Analysis, STA/COL-30-18.35/0.00* (ms consultants, 2001). In particular, a high rate of "angle-type" accidents was noted. Countermeasures were implemented in 2001 to correct possible deficiencies and improve intersection operation.

The separation of through traffic from local trips, including school busses, mail delivery and garbage trucks, will reduce the frequency of crashes along the existing US 30 facility. The reduction in the number of crashes will result in fewer fatalities and injuries and reduced property damage.

Efficiency and Travel Time - The existing conditions on US 30 do not allow a uniform flow of traffic, resulting in time delays and an increased consumption of fuel. Currently, travel from the Trump Avenue interchange to SR 44 south requires about 6.59 minutes, with about 56 seconds of stop time at the existing intersections. Relocating US 30 would reduce this travel time by about 3 minutes.

Police, fire, and emergency medical service response times would also be improved, as response times to emergency situations will be reduced. As there are no hospitals in the corridor area, improvements to response and travel times of local emergency services to transport people to hospitals in Canton would be a benefit to the service area of US 30.

Truck Traffic - Problems associated with truck traffic are among the most persistent complaints of those traveling or residing along US 30 in East Canton. The elimination of through truck traffic along existing US 30 would improve traffic flow and reduce traffic noise, leaving only local truck traffic. This would improve living conditions in residential neighborhoods. Also, through trucks traveling on the proposed facility would be able to transport goods through the project area in less time and at less cost.

Economic Development - *ACCESS OHIO*, the Ohio Department of Transportation's Long-Range Transportation Plan, conducted an in-depth study of the relationship between transportation system investments and economic development. Based on this analysis, the entire US 30 corridor in Ohio was identified as one of the most critical statewide corridors, and was programmed for major improvements. The economic development potential for an area is dependent on the accessibility to an efficient highway system for businesses

receiving supplies and shipping goods, for employees traveling to work centers, and for consumers traveling to shopping and service facilities.

Local officials generally have expressed the need for an improved highway facility to support and generate economic development within the project area. The current lack of a limited access facility hinders the expansion of existing companies within the area, and the selection of sites within the project area for new businesses.

Improved highway access would make eastern Stark County more attractive to businesses that require access to efficient transportation systems. The potential economic benefits of highway improvements would include increased opportunities for employment and an increased tax base to support public schools, safety services and infrastructure. Existing major employers in and near East Canton include Nexpak, DLH Industries, Koch-Glitsch LP/Koch Knight LLC, and Resco Industries.

Officials and local businesses in the project area are generally supportive of improved transportation facilities. Many local officials attribute the overall lack of recent economic development in part to the fact that the area is not served by a continuous four-lane divided highway.

Organizations and agencies that have expressed their full support for the upgrading and expansion of US 30 as a necessary element of future regional economic development include the US 30 Highway Committee, the Stark County Area Transportation Study (SCATS), and the Ohio Department of Development, District 11.

Summary - The following needs have been identified in the STA-30-18.35 project area:

- Provide an efficient east/west route to link the eastern portion of Stark County to the region;
- Improve the level of service for through and local traffic;
- Improve safety for through and local travelers on US 30, a facility which currently experiences crash rates considerably higher than statewide averages;
- Improve safety by removing through traffic and the majority of truck traffic from local streets in East Canton;
- Improve safety and efficiency by removing conflicts between vehicle types;
- Foster desired economic development within an area not currently served by an efficient east/west highway; and
- Support existing industry and future development through improved access to the region.

Changes to the Project

1975 Alignment - For the section under consideration in this reevaluation, the 1975 FEIS identified an alignment that continued eastward from the Trump Avenue interchange, then curved northward, meeting an existing street (Walnut Street) in the Village of East Canton. US 30 traffic would follow Walnut Street eastward to the Wood Avenue intersection (SR 44). Through East Canton, Walnut Street would have been upgraded to serve as a “temporary” connection until the eventual relocation of US 30 to the east (see Figure 2 in Appendix 1). The 1975 FEIS assumed that when US 30 is relocated to the east of East Canton, a new alignment running south of the Village would be developed. The 1975 EIS did not identify a specific alignment south of the Village.

There was considerable local opposition to the routing of traffic through East Canton. Under this option, US 30 traffic would be routed on Walnut Street, which is currently a relatively narrow residential roadway. Assuming that the portion of the project on Walnut Street would be a four-lane non-limited access roadway, it is estimated that this option would require removal of at least 4-5 houses. Traffic disruption and noise would substantially impact at least 15 to 20 additional homes. The character of the neighborhood would be substantially affected. This alternative would require three stream crossings and would have some level of wetland impacts. Partially as a result of the local opposition, the prior US 30 relocation project (constructed between 1998 and 2000) stopped at Trump Avenue.

In 1999, Stark County constructed a waste treatment plant within the 1975 alignment. Construction of the 1975 alignment would require relocation of this treatment plant.

STA/COL-30-18.35/0.00 - In 1993, ODOT initiated a project (STA/COL-30-18.35/0.00) for the relocation of US 30 from Trump Avenue to SR 11 east of Lisbon. This proposed project “overlapped” the 1975 FEIS project area from Trump Avenue to East Canton. For this project, it was determined that alternatives should be developed which would bypass East Canton to the south, thereby addressing the concerns raised by the community and eliminating the “temporary” route through the Village. Between 1993 and 2004, alternatives for the relocation of US 30 were evaluated, including alternatives affecting the East Canton area.

The analysis of alternatives for the overall STA/COL-30-18.35/0.00 project involved several steps and substantial public input. Three preliminary alternative corridors were originally developed, as shown in Figure 3 in Appendix 1. Corridor A was the northerly corridor. Corridor B also began at Trump Avenue, but turned quickly to the south just west of East Canton. Corridor C was a southerly corridor, and was identical to Corridor B in the Trump to SR 44 segment. Corridor A provided the shortest, most direct route between East Canton and SR 11, and was therefore the lowest cost alternative. Alternatives B and C provided improved highway access to areas to the south, including Carroll County.

These corridor alternatives were presented to the public at a Public Meeting at United High School on August 5, 1993. These corridors were also presented to the public at a Public Meeting held at Minerva High School on February 2, 1995. As a result of public opposition at the second meeting, Corridor C was eliminated from further consideration. One of the major reasons for the elimination of Corridor C was the potential for impacts on the Great Trail Girl Scout Camp, located south of Minerva.

Multiple alternative corridors were identified by combining aspects of Corridors A and B. Four “feasible alternative corridors” (1, 2, 5 and 10) were advanced to the next level of the alternative evaluation process (see Figure 3 in Appendix 1). These four alternatives involved combinations of the north and south corridors, with connectors. In the East Canton segment, feasible alternative corridors 1 and 5 included the northern corridor (Corridor A) and feasible alternatives 2 and 10 included the southern corridor (Corridor B). Figure 4 in Appendix 1 shows the northern and southern corridors in the East Canton area.

In May 2000, alternatives 2 and 10 were eliminated from further consideration due to impacts within the Trump to SR 44 section. Specifically, the following two factors were considered in eliminating the southern corridor in this section:

- Hazardous Waste Impacts – The Stark Ceramics plant is located in Osnaburg Township, south of East Canton. In March 2007, manufacturing operations at this plant were terminated. The plant was involved in clay processing and manufacturing since 1909 and was a major manufacturer of structural ceramic masonry used in the building industry. Preliminary environmental site assessment evaluations indicated that substantial site remediation would be required at the Stark Ceramics plant if the southern alignment was selected.
- Economic Impacts – Koch-Glitsch LP (also doing business as Koch Knight LLC), a major industrial corporation and part of the Koch Chemical Technology Group LLC, constructed a new \$4 million office building south of the Stark Ceramics facility. According to a letter from Koch-Glitsch dated January 18, 2000 (see Appendix 12), *“If implemented, the as announced Southern alignment would have a severe impact on Koch’s current business requiring relocation of the office building, restricted road and rail access to our manufacturing operations and ongoing disruption of warehousing activities. For the future, our ability to expand and utilize the south-southwest portions of our property would be restricted.”*

It was concluded that the combined environmental and economic issues were substantial enough to warrant the elimination of the western end of the southern corridor as a feasible alternative. As a result, it was determined that there is only one feasible build corridor (the north corridor) for the section of US 30 from Trump Avenue to SR 44.

Feasible alignments were developed for Alternatives 1 and 5 for the entire length of the STA/COL-30-18.35/0.00 project. Through 2005, ODOT continued to compare alternative alignments 1 (the northern alignment) and 5 (the southern alignment). A major consideration in this evaluation was that the northern alignment was shorter and had fewer geotechnical issues, resulting in lower total costs.

STA-30-18.35 - In 2005, ODOT determined that the relocation of US 30 around East Canton would be undertaken as part of the original STA-30-12.74/14.12/15/04/15.66/17.21 project. As previously discussed, the “temporary” alignment proposed in 1975 terminated at Wood Street (SR 44) in East Canton. ODOT determined that the current project would now terminate at a new partial interchange that will be constructed at SR 44 east of East Canton. Because SR 44 is a state route and because the traffic data indicates a drop in mainline traffic volumes at this interchange, it was determined to be the most logical location for the eastern project terminus.

Changes to Documentation Requirements

Since the approval of the FEIS in 1975, there have been many changes in environmental regulations. Some of the key changes include, but are not limited to:

- Ecological Resources – Since 1975, there have been many changes that affect the way that wetlands and streams are regulated under the Clean Water Act and other legislation. Section 404 of the Clean Water Act is jointly administered by the US Army Corps of Engineers (USACE) and the US Environmental Protection Agency (USEPA). In Ohio, Section 401 of the Clean Water Act is administered by the Ohio Environmental Protection Agency (OEPA).
- In 1987, the USACE published the Wetland Delineation Manual, establishing the rules and guidelines for delineating jurisdictional wetlands.
- As a means of evaluating the value of various wetlands, the OEPA has adopted the Ohio Rapid Assessment Methodology (ORAM v.5.0).
- In order to evaluate the value of streams, the OEPA has adopted the Qualitative Habitat Evaluation Index (QHEI) in 1999 and the Headwaters Habitat Evaluation Index (HHEI) in 2002.
- Isolated Wetlands – Since July 17, 2001, isolated wetlands (wetlands which are not subject to USACE jurisdiction) have been regulated by the OEPA isolated wetlands regulations. Under this regulation, the OEPA is responsible for approving permits for impacts to isolated wetlands.
- Drinking Water Resources – Since the 1975 EIS, the OEPA developed a new program to locate and protect drinking water resources. Drinking water resources addressed by this program include wellhead protection areas, community water supplies, non-community/transient water supplies, and non-community non-transient water supplies.
- Noise – In June 1995, the FHWA issued new guidance for noise analysis procedures. In July 1997, ODOT provided additional noise guidance in the document *ODOT Traffic Noise Policy*.
- Environmental Justice – Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, was approved on February 11, 1994. The purpose of Executive Order 12898 is to identify, address, and avoid disproportionately high and adverse human health or environmental effects upon minority and low-income populations.

This Environmental Impact Statement Reevaluation addresses the various issues associated with the changes in environmental regulations that have occurred since the original document was prepared.

Reevaluation

Ecological Resources

Streams, Rivers and Watercourses – Streams and wetlands in the project area are shown on Figure 5 in Appendix 1. The entire project area is within the Tuscarawas River basin (UWA 8-Digit Watershed #05040001). Streams near East Canton flow to Nimishillen Creek. The immediate area of the proposed SR 44 interchange is drained by Sandy Creek.

Within the project area, the preferred alternative will impact five jurisdictional streams. Three of the streams (A-0.0, A-1.9, and A-2.0) were investigated as part of the STA/COL-30-18.35/0.00 project. The results of the sampling efforts were reported in *the Ecological Survey Report – Relocation of Route 30* (September 1994). The streams were re-evaluated during the preparation of the *STA-30-18.35 Ecological Survey Report* (July 2005). Subsequently, it was determined that the expanded footprint of the project impacted two additional minor tributary streams, and these streams are discussed in this report (A-1.9A and A-2.0A).

Since the streams in the project area are generally oriented north/south, stream crossings are unavoidable. The impacted streams were inspected in the vicinity of the proposed crossing and were scored using the Headwaters Habitat Evaluation Index (HHEI). The HHEI is a field assessment tool used to evaluate “potential” aquatic life uses in headwater streams. The HHEI was utilized for stream assessment, since the drainage areas of the streams are less than one square mile in size. Physical measurements, including bankfull width, pool depth, and substrate type, are used to classify streams as Class I, II or III Primary Headwaters Streams.

A “Primary Headwaters Stream” is a surface water of the state having a defined bed and bank, with either continuous or periodical flowing water, with a watershed area less than or equal to one square mile, and maximum depth of water pools equal to or less than 40 centimeters. The scores from the HHEI are used to classify the headwaters streams into one of three categories:

- Class I PHWH Stream – Normally dry, with little or no aquatic life present. This type of headwater waterway is normally ephemeral, with water present for short periods of time due to infiltration from snow melt or rainwater runoff.
- Class II PHWH Stream – Generally have a moderately diverse community of warm-water adapted native fauna, either present seasonally or on an annual basis. The native fauna of these streams is characterized by species of vertebrates (fish or salamanders) that are pioneering and can adapt to changes in temperature.
- Class III PHWH Stream – Streams found to have native fauna adapted to cool-cold perennial flowing water characterized by a community of vertebrates (fish and salamanders) and/or a diverse community of benthic macroinvertebrates including cool water taxa.

Based on hydrologic information and the field review of each stream, a determination has been made whether the stream would be bridged or placed in a culvert. The streams crossed by the roadway will be encased in culverts. Culvert installation will affect aquatic resources in the channel segments by modifying the substrate and eliminating light. The

use of appropriate ODOT design specifications will maintain stream gradients and flow velocities. The proposed culverts will also incorporate culvert bank full design to establish natural material substrate and permit passage of aquatic life through the proposed culverts.

The streams that will be impacted by the preferred alignment are:

- **A-0.0, Unnamed Tributary to Sherrick Run** – Stream A-0.0 is located west of Pekin Drive. This stream is a small intermittent channel, with an average width of about one foot. The stream bottom is silt. The stream flows into a small pond just south of the proposed alignment. The HHEI score for this stream is 12 (Class I PHWH). About 290 feet of this stream is proposed to be impacted by the US 30 relocation project. The impacted area is the upstream end of the identifiable stream.
- **A-1.9, Unnamed Tributary to Sherrick Run** – Stream A-1.9 is located near the west corporate limits of the Village of East Canton. The average stream width is about three feet. The stream bottom is primarily gravel. The HHEI score for this stream is 59 (Class II PHWH). At the proposed US 30 crossing, the stream flows in a wooded valley. A portion of the stream runs parallel to US 30, and it will be necessary to relocate this segment as a result of embankment construction. In this section, the stream runs near wetland A-1.96. The stream then turns southeast and crosses the alignment corridor. This section of the stream will be piped. The total amount of proposed stream impact is about 1,210 feet. Visually, the stream shows obvious signs of acid mine drainage, including orange sediments.
- **A-1.9A, Unnamed Tributary to A-1.9** – Stream A-1.9 flows to stream A-1.9 from the north through wetland A-1.96. The average stream width of this channel is less than two feet. The stream bottom is primarily silt and woody debris. The HHEI score for this stream is 39 (Class II PHWH). It will be necessary to relocate the section of this stream near the confluence with Stream A-1.9 as a result of embankment construction. Through this section, the stream is likely to be relocated along with Stream A-1.9. Approximately 160 feet of this stream will be impacted.
- **A-2.0, Sherrick Run Headwaters** – Sherrick Run flows west from East Canton, entering Nimishillen Creek in the City of Canton. According to the Ohio Environmental Protection Agency *“Use Designations for Water Bodies in the Muskingum Basin,”* Sherrick Run is classified as “Limited Resource Waters” from the headwaters to Osnaburg Ditch. The area impacted by this project is within the headwaters portion of the stream. The roadway relocation crosses Sherrick Run at two locations, identified as the “upstream” and “downstream” crossings. Culvert pipes will be installed at both locations. About 660 feet of stream will be impacted at the upstream location, and about 470 feet of stream will be impacted at the downstream location. The average stream width is about 2.5 feet, with silt and gravel substrate. The stream is generally 3 to 5 inches deep, with occasional deeper pools. The drainage basin is about 0.8 square mile in size. The stream banks are natural, with some undercut banks. This stream is impacted by urban land uses and agriculture. Water quality sampling (1993 and 1994) showed high iron and sulfate levels. Benthic (bottom dwelling organisms) results were mixed. Only a few organisms were present, but these aquatic macroinvertebrates included pollution sensitive types. Only two fish species (creek chub and bluntnose minnow) were collected, both species that are pollution tolerant. The HHEI score for this stream was 62 (Class II PHWH). Visually, the stream shows obvious signs of acid mine drainage, including orange sediments.

- **A-2.0A, Unnamed Tributary to A-2.0** – Between Berger Street and Wood Street, there is a small ephemeral channel that flows to the south. This entire length of channel flows through the spoil of a former mining operation. This stream offers very little habitat for stream dwelling species. The HHEI score for this stream was 18 (Class I PHWH). About 630 feet of this channel will be impacted by work required to address potential acid mine drainage impacts of the proposed roadway project.

Table 2 – Stream Impacts							
Stream ID	Common Name	HHEI Score	Proposed Use Designation	Avg. Bankfull Width (ft)	Drain. Area (S.M.)	Proposed Treatment	Impact (LF)
A-0.0 Ephemeral	Unnamed tributary to Sherrick Run	12	Class I PHWH	3	Approx 0.1	Culvert	290
A-1.9 Perennial	Unnamed tributary to Sherrick Run	59	Class II PHWH	5	0.1	Stream relocation and culvert	1,210
A-1.9A Intermittent	Tributary to A-1.9	39	Class II PHWH	3	0.06	Relocation	160
A-2.0 downstream Perennial	Sherrick Run headwaters	62	Class II PHWH	6	0.8	Culvert	470
A-2.0 upstream Perennial	Sherrick Run headwaters	62	Class II PHWH	6	0.8	Culvert	660
A-2.0A Ephemeral	Tributary to A-2.0	18	Class I PHWH	3	0.01	Channel stabilized	630
				Total impact – Class I PHWH streams			920
				Total impact – Class II PHWH streams			2,500

For streams requiring culverts, in-stream work will be needed to align the streams with the culverts. This stream relocation may reduce the physical diversity of the natural stream channel and, for a short distance, may reduce species diversity.

Construction-related impacts to water quality are short term and primarily associated with erosion. Even with rigorous best management practices, increased turbidity and silt loading are unavoidable when construction is within and adjacent to roadways. Resuspension of organic materials within streambed sediments will increase biological oxygen demand (BOD) during construction. Any impacts to water quality will be temporary and will not permanently affect waterways.

Roadway operations will have a minor water quality impact due to pollutants within highway runoff. Pollutants may include heavy metals, trace organics, and petroleum hydrocarbons, generally at low concentrations. Impacts are primarily limited to the immediate vicinity of the roadway. The application of de-icing salt will add small quantities

of sodium and calcium into area waterways. Recent research by FHWA suggests that these types of impacts are generally minor in nature and extent.

Ongoing roadway maintenance activities may also affect water quality. Activities that could affect water quality include slope repair, cleaning and maintenance of ditches and drainage structures, bridge abutment repair, bridge painting, and herbicide application. Adherence to ODOT regulations and operating procedures will minimize the adverse effects of ongoing maintenance.

An Ecological Survey Report (ESR) for the current project was prepared and distributed to review agencies in August 2005. Agency responses are included in Appendix 13. Agency comments specifically concerning streams are as follows:

- **Ohio Environmental Protection Agency, 09/23/05** – The following comments concerned streams (responses in italics):
 - Impacts to Stream A-1.9 and Associated Wetlands – The project will have impacts on this stream and the nearby wetlands and wooded areas, potentially impacting water quality for Sherrick Run. How will the stream be relocated? Will natural channel design be used? *(The stream will be relocated in a channel that will run adjacent to the roadway embankment. Because of environmental constraints, it is anticipated that the relocation will not include natural channel design. Natural channel design techniques were investigated, and it was determined that these techniques would increase the total footprint of the project and increase impacts on the adjacent wetlands.)*
 - Water Quality of and Impacts to Stream A-2.0 and Associated Wetlands – OEPA interprets the macroinvertebrate data to be representative of moderate water quality, not significant pollution. Will the project adversely affect Stream A-2.0 and the associated wetlands? *(While the macroinvertebrate data may reflect moderate water quality, visual observations of the stream clearly reflect the substantial impacts of mine drainage. As noted in the document, the project will result in the installation of two long culverts in Stream A-2.0. It is felt that the impacts of the roadway project are minor in comparison to the prior impacts of mine drainage.)*
 - Mitigation opportunities - ODOT should identify mitigation opportunities within the Nimishillen Creek watershed. *(As part of the preparation of the Stream and Wetland Mitigation Opportunities Investigation, opportunities within the Nimishillen Creek watershed were evaluated. The final determination of mitigation strategies will be completed during the permit process.)*
- **U.S. Fish and Wildlife Service, 09/23/05** – The following USFWS comment concerned streams:
 - Streams and wetland avoidance - Streams and wetlands should be avoided, and practicable alternatives that avoid water resources should be considered. *(To the degree feasible, impacts on streams and wetlands have been minimized.)*
- **U.S. Army Corps of Engineers, 10/05/05** – The following USACE comments concerned streams and wetlands:
 - Jurisdictional determination – The USACE concurred with the jurisdictional determinations of streams and wetlands. *(The USACE jurisdictional concurrence will be used in the permit process.)*

- Impacts - Stream impact quantities were noted. *(Because of design refinements, the actual impact quantities are somewhat different that noted in the original ecological document.)*
- Impact minimization – Culvertization and channelization impacts should be minimized. *(USACE suggestions regarding culvertization were considered. An alternative was developed that would span one of the streams, but the costs were excessive.)*

Other Surface Waters – Two constructed ponds located west of East Canton are proposed filled as a result of project construction. The landowner has indicated that the ponds are used as water sources for livestock that are pastured in the adjacent field. Based on visual observation, these ponds provide habitat typical of farm ponds. There is no vegetated buffer area around the ponds. The larger pond is about 1.22 acres in size. The smaller pond is about 0.68 acre in size. It is anticipated that both ponds will be filled. The total acreage of ponds filled will be about 1.90 acres.

As a result of the agency coordination of the Ecological Survey Report, the following comment concerning other surface waters was provided:

- **Ohio Environmental Protection Agency, 09/23/05** – The following comment concerned ponds:
 - Ponds in the project area – Were biological surveys done for the two impacted ponds? Will there be compensation for these resources? *(No biological surveys were completed for the two ponds. The ponds appear to provide the typical habitats normally found in “farm ponds.” Because these ponds provide water for livestock, methods to replace the water source are being evaluated.)*

Wetlands – Wetlands within the limits or immediately adjacent to the 400 foot alignment corridor were field delineated using global positioning system (GPS) methods (see Figure 5 in Appendix 1). All delineated wetlands were categorized using ORAM Version 5.0. Using ORAM scores, wetlands were provisionally assigned to one of the following categories:

- **Category 1** – Category 1 wetlands support minimal wildlife habitat, are often hydrologically isolated, and have limited potential to achieve beneficial wetland functions.
- **Category 2** – Category 2 wetlands constitute the broad middle category of “good” quality wetlands. In comparison to OEPA’s stream designations, they are equivalent to “warmwater habitat” streams.
- **Category 3** – Category 3 wetlands are typified by high levels of diversity, a high proportion of native species, and high functional value. Category 3 wetlands include wetlands that provide habitat for rare or endangered species or may be high quality mature forested wetlands, vernal pools, bogs, or fens.

All of the wetlands identified in the project area were classified as “Palustrine Emergent” wetlands (PEM). Except as noted below, all wetlands were classed as non-isolated. Wetlands identified in the project area include:

- **A-1.69** (PEM, 1.46 acre, Category 2) – Substantial population of invasive *Phragmites*, also jewelweed and halberd leaf tearthumb. Soil saturated. Adjacent to Stream A-1.9.

- **A-1.80** (PEM, Category 2, isolated) – This wetland is outside of the construction limits.
- **A-1.96** (PEM, 1.10 acre, Category 2) – Dominated by wrinkled goldenrod and soft rush, soil saturated. Adjacent to Stream A-1.9.
- **A-1.99** (PEM, 0.004 acre, Category 2) – Small wetland pocket dominated by red maple in the tree layer and jewelweed in the herb layer. Soil surface saturated. Adjacent to Stream A-1.9.
- **A-2.00** (PEM, 0.02 acre, Category 2) – Small wetland pocket dominated by jewelweed, soil surface saturated. Adjacent to Stream A-1.9.
- **A-2.10** (PEM, 0.36 acre, Category 2) – Diverse vegetation including red osier dogwood and a variety of herb species including wrinkled goldenrod, soft rush, cattail, and jewelweed. Soil surface saturated. Adjacent to Stream A-1.9.
- **A-2.24** (PEM, 0.57 acre, Category 2) – Diverse vegetation including red maple and pin oak in the tree layer, and fox sedge, sensitive fern, and rice cutgrass in the herb layer. Soil surface saturated. Adjacent to Stream A-2.0 (Sherrick Run).
- **A-2.30** (PEM, 0.189 acre, Category 2) – Diverse vegetation, including pin oak and maple in the tree layer and red osier dogwood in the shrub layer. Soil surface saturated. Near Stream A-2.0.

The proposed alignment has been designed to minimize wetland impacts. However, there will still be encroachments on wetlands A-1.69, A-1.96, A-1.99, A-2.00, A-2.10, A-2.24, and A-2.30. Based on current design plans, the project will result in the filling of about 1.159 acre of emergent non-isolated Category 2 wetlands.

Table 3 – Wetland Impacts						
Wetland ID	Type	ORAM V.5.0 Score	Provisional Category	Total Area (acres)	Impacted Area (acres)	Remaining Area (acres)
A-1.69	PEM	32	2	1.460	0.009	1.451
A-1.96	PEM	44	2	1.140	0.621	0.519
A-1.99	PEM	44	2	0.004	0.004	0.000
A-2.00	PEM	48	2	0.022	0.022	0.000
A-2.10	PEM	38	2	0.364	0.258	0.106
A-2.24	PEM	38	2	0.560	0.160	0.400
A-2.30	PEM	38	2	0.189	0.085	0.104
			TOTAL	3.739	1.159	2.842

An Ecological Survey Report (ESR) for the current project was prepared and distributed to review agencies in August 2004. Agency responses are included in Appendix 13. Agency comments specifically concerning wetlands are as follows:

- **Ohio Environmental Protection Agency (09/23/05)** – The following OEPA comments specifically concerned wetlands:
 - Impacts to Stream A-1.9 and Associated Wetlands – The project will have impacts on this stream and the nearby wetlands and wooded areas, potentially impacting water quality for Sherrick Run. How will the stream be relocated? Will natural channel design be used? *(The stream will be relocated in a channel that will run adjacent to the roadway embankment. Because of environmental constraints, it is*

anticipated that the relocation will not include natural channel design. Natural channel design techniques were investigated, and it was determined that these techniques would increase the total footprint of the project and increase impacts on the adjacent wetlands.)

- Water Quality of and Impacts to Stream A-2.0 and Associated Wetlands – OEPA interprets the macroinvertebrate data to be representative of moderate water quality, not significant pollution. Will the project adversely affect Stream A-2.0 and the associated wetlands? *(While the macroinvertebrate data may reflect moderate water quality, visual observations of the stream clearly reflect the substantial impacts of mine drainage. As noted in the document, the project will result in the installation of two long culverts in Stream A-2.0. It is felt that the impacts of the roadway project are minor in comparison to the prior impacts of mine drainage.)*
- Mitigation opportunities - ODOT should identify mitigation opportunities within the Nimishillen Creek watershed. *(Mitigation opportunities within the Nimishillen Creek watershed will be evaluated. The final determination of mitigation strategies will be completed during the permit process.)*

- **U.S. Fish and Wildlife Service, 09/23/05** – The following USFWS comment concerned wetlands:
 - Streams and wetland avoidance - Streams and wetlands should be avoided, and practicable alternatives that avoid water resources should be considered. *(To the degree feasible, impacts on streams and wetlands have been minimized.)*

- **U.S. Army Corps of Engineers, 10/05/05** – The following USACE comments concerned streams and wetlands:
 - Jurisdictional determination – The USACE concurred with the jurisdictional determinations of streams and wetlands. *(The USACE jurisdictional concurrence will be used in the permit process.)*
 - Impacts - Wetland impact quantities were noted. *(Because of design refinements, the actual impact quantities are somewhat different that noted in the original ecological document.)*
 - Impact minimization – Culvertization and channelization impacts should be minimized. *(USACE suggestions regarding culvertization were considered. An alternative was developed that would span one of the streams, but the costs were excessive.)*

Wetland Finding – In compliance with the Programmatic Wetland Finding established in the current Programmatic Categorical Exclusion Agreement between ODOT and the Federal Highway Administration, impact minimization measures have been identified as environmental commitments.

The proposed action meets the requirement for a finding that there is no practicable alternative to construction in wetlands required in the Programmatic Categorical Exclusion Agreement of March 6, 2003. The finding applies for the following reasons:

- The do nothing alternative is not practicable because this alternative does not address the needs identified in the Purpose and Need Statement. Specifically, the do nothing alternative would not address the traffic volume and truck traffic problems that adversely affect the Village of East Canton. With the do nothing alternative, Level of

Service on this section of US 30 would continue to deteriorate. Therefore, the Do Nothing Alternative is not feasible and will not be developed further.

- Improvements that would totally avoid wetland impacts are not practicable because of substantial increased project costs and unique engineering problems in the project corridor. There are critical issues that limit the location of the alignment. The alignment must start at the existing Trump interchange, and must avoid the Stark Ceramics and Resco Brick properties because of the extreme right-of-way costs and hazardous waste issues associated with these properties. The alignment must stay south of the developed portion of the Village of East Canton to minimize impacts on the residences in this community. Altering the alignment would compound negative impacts to other features. The largest wetland impact is at Wetland A-1.96. If the alignment was moved to the south to avoid Wetland A-1.96 and the other features in this vicinity, a much deeper embankment cut would be required in the Pekin Hill area, a major electric tower would be moved, and a much longer structure would be required over the railroad. With all these factors, the corridor available for the alignment is relatively restricted, and the wetlands within this corridor cannot feasibly be avoided. Consideration was given to protecting Wetland A-1.96 with a retaining wall. This wall would be about 575 feet long with heights up to thirty feet. If an MSE wall type were used, the cost, including barrier and sleeper slab, would be approximately \$1,000,000. The construction of this wall would, in itself, substantially impact the adjacent wetland. A second option considered would be to construct a bridge to avoid impacts on Wetland A-1.96 and the adjacent stream channels. Twin bridges about 700 feet in length would be required, with total costs of about \$8,000,000.

Terrestrial Habitat – Habitat types identified in the study area (see Figure 6 in Appendix 1) include:

- Developed – Developed areas include all areas that are essentially covered by buildings or dominated by human influences. Developed areas within the proposed work limits include residential and commercial areas southeast of East Canton, in addition to the existing Trump Avenue interchange at the western edge of the project.
- Mowed Grass – This includes extensive areas that are mowed grass but are not immediately adjacent to buildings. Two mowed grass areas fall within the work limits of this project. The first is located southwest of Hazelwood Road and serves as pasture. The second is located at the end of Church Road at the entrance to a large industrial site. These sites are dominated by many roadside species including chicory, English plantain, red clover, white clover and a variety of grass species.
- Barren – Barren ground includes areas previously affected by strip mines and related uses. This land use is highly susceptible to erosion due to runoff from heavy rains creating deep gullies and offers little habitat/species diversity. Six barren areas are scattered throughout the work limits of this project. Each of these barren areas has signs of erosion, though no major impacts are apparent in nearby streams.
- Oldfield – This habitat includes successional communities dominated by herbaceous vegetation, with generally less than 50% shrub/sapling cover. Four areas (46 acres) exist within the work limits, with many of them either bordering forest and/or scrub shrub habitats. The oldfield areas are well developed and display moderate levels of habitat/species diversity. Signs of impacts due to human use and invasive plants were noticeable but not severe.
- Scrub/Shrub – Scrub/shrub habitat includes successional communities with over 50% shrub/sapling cover, with few trees. Like the oldfield habitat, the six scrub/shrub areas (25

acres) present within the work limits showed moderate levels of habitat/species diversity and modest impacts from human activity and invasive species. Dominant species of these areas included young sassafras, tulip poplar, red maple, wild cherry, dogwood, multi-flora rose, blackberry and autumn olive.

- Forest – The woodlands within the project area are comprised of second-growth timber largely dominated by red maple, red oak, and wild cherry with some areas being dominated by pioneer species such as tulip poplar and sassafras. A majority of the forested sites are dominated by timber less than 10” dbh. Two of the forested areas are dominated by timber of 18” dbh, with scattered trees up to 36” dbh. Information regarding the specific woodlot areas is shown on Figure 6 in Appendix 1. These forests are part of larger forest complexes that extend well beyond the project area. This type of medium aged forest is common throughout Ohio and offers satisfactory habitat for forest dwelling species. Several invasive species were discovered during field investigation including reed canary grass, garlic mustard, dame’s rocket, grapevine, tree of heaven and autumn olive. While a few locations had heavy infestations, species diversity of the entire corridor showed little sign of impact due to these species.
- Wetlands – Eight wetlands were delineated within or adjacent to the project area. Five of these wetlands (A-1.69, A-1.80, A-1.96, A-2.10 and A-2.24) have herb layers that are dominated by either reed canary grass or common reed grass. While these wetlands support various wetland plants, without proper management their diversity and quality of will continue to decline as a result of the invasive plants. Two other wetlands (A-1.99 and A-2.00) are very small vernal pools with relatively low species diversity. Wetland A-2.30 scored 58 on the Ohio Rapid Assessment Method for wetlands, the highest of the eight wetlands delineated near the project area. Pin oak, red maple and black willow dominate the tree layer of this wetland, while the shrub layer is made up entirely of red osier dogwood. The herb layer contains a variety of native wetland plants with very little evidence of invasive wetland plants. The size and location of these wetlands were discussed in detail in a previous section.

During field investigations, no areas were identified that were of exceptional habitat quality or unusual diversity.

The total amount of area within the proposed construction limits is approximately 123 acres. The proposed project will convert the following acreage of terrestrial habitat, wetlands, and open water to pavement or roadway right-of-way:

Forest habitat	60 acres
Scrub/Shrub habitat	9 acres
Oldfield habitat	22 acres
Mowed grass	11 acres
Developed	7 acres
Barren lands	11 acres
Wetlands	<1 acres
Open water	2 acres

The impacted woodlands are second growth woods largely dominated by red maple, red oak, and wild cherry. The impacted woodlands are generally contiguous with larger forests that extend beyond the immediate project area. Trees of less than 18” dbh generally dominate the impacted woodlots. Because of the urbanized nature of the project area, the

project will not result in any substantial fragmentation of large forest tracts. The project will not result in the disruption of any major wildlife corridors.

Based on the prior ecological studies by ACRT, Davey and ms consultants, no high quality terrestrial habitat has been identified in the project study area. Increased traffic and speeds on the new roadway may result in an increase in highway road kill. While the project will result in some localized loss of wildlife habitat, the project will not impact wildlife species on a regional level.

An Ecological Survey Report (ESR) for the current project was prepared and distributed to review agencies in August 2004. Agency responses are included in Appendix 13. Agency comments specifically concerning terrestrial habitat are as follows:

- **Ohio Environmental Protection Agency (09/23/05)** – The following comment concerned terrestrial habitat:
 - Impacts to terrestrial habitat – The project will impact forested, terrestrial and upland communities. Will these impacts result in significant degradation of the environment? (*It is recognized that the project will impact terrestrial habitats. Because of the urbanized nature of the project area, the project will not result in any substantial fragmentation of large forest tracts or the disruption of major forest corridors.*)

Threatened or Endangered Species – A Natural Heritage database search was conducted on March 17, 2006 (see Appendix 4). There were no records of rare or endangered species within a one mile radius of the project area.

Federally endangered species with ranges extending into Stark County include:

- **Indiana bat** (*Myotis sodalis*, endangered) – While these bats may occupy a variety of woodland habitats, they are most frequently found along small or moderate-sized streams having complete canopies. They often hibernate in caves or mines. There are no known records of Indiana bats within the project study area.

The project will remove approximately 59 acres of wooded area. Based on field evaluations of the project area, some trees within the wooded areas are suitable Indiana bat habitat. Suitable roosting and brood-rearing habitat for the Indiana bat include living or standing dead trees or snags with exfoliating, peeling or loose bark, split trunks and/or branches, or cavities. The number of suitable Indiana bat trees has not been determined.

A five-mile wide corridor along US 30 was evaluated for the presence of woodlands. Within this corridor, there are approximately 3,600 acres of woodlands. By eliminating 59 wooded acres, the proposed project will eliminate about 1.6 percent of the wooded lands within the immediate project area.

- **Bald eagle** (*Haliaeetus leucocephalus*, threatened) – Bald eagles are normally found near large inland lakes, with nests in tall trees. According to Tom Henry of the Ohio Department of Natural Resources, there are no known records of bald eagles nesting within one mile of the project area. Additionally, there were no recorded nests in Stark

County in 2004. The nearest successful nest in 2004 was in northwest Tuscarawas County, over fifteen miles from the project site.

- **Eastern massasauga rattlesnake** (*Sistrurus catenatus*, candidate) – The eastern massasauga rattlesnake, a federal Candidate species, is associated with open, sunlit wetland habitats, including old agricultural fields and pastures, wet prairies, lowland forests, bogs and fens. Additional adjacent habitats may be utilized when the snakes disperse during the summer months. There are no known records for this species in the project area.

An Ecological Survey Report (ESR) for the current project was prepared and distributed to review agencies in August 2004. Agency responses are included in Appendix 13. Agency comments specifically concerning threatened or endangered species are as follows:

- **U.S. Fish and Wildlife Service (09/23/05)** – The USFWS provided the following comments regarding endangered species:
 - Indiana bat – The project is not likely to adversely affect the Indiana bat. Trees possessing suitable habitat should only be removed between September 15 and April 15. Also, revegetated areas should incorporate plantings of native trees that support bat habitat. *(Tree cutting will be limited to the September 15 to April 15 period. No specific decisions have been made concerning areas to be revegetated. Where areas are revegetated with tree species, ODOT will incorporate native tree species.)*
 - Eastern massasauga and bald eagle – The project is anticipated to have no effect on these species. *(No response required.)*
- **Ohio Department of Natural Resources - 09/27/05** – The ODNR provided the following comments regarding endangered species:
 - Endangered species – The ODNR Natural Heritage Database has no data for the project area. *(No response required.)*

Other Resources

Drinking Water Resources – A review of Ohio Environmental Protection Agency drinking water records was conducted. The proposed alignment will not affect municipal reservoirs, public drinking water supplies, or municipal wellhead protection zones. There are no sole source aquifers in Stark County. Water wells serving individual residences are located in the project area.

Within the project area, the Village of East Canton has a central water distribution system. The City of Canton provides East Canton's water, but Canton's wellfields are in the City of Canton and not near the project area.

Floodplains – The proposed alignment will impact a small area of 100-year floodplain within the Village of East Canton (see Figure 7 in Appendix 1). Since the project is within a 100-year floodplain, the project has been coordinated with the East Canton Floodplain Coordinator. On April 24, 2006, the Village of East Canton provided documentation that the project will not require a flood plain permit or a letter of understanding and no further flood plain coordination is required for this project (see Appendix 5).

Farmland – The project will require the acquisition of over 155 acres of permanent right-of-way. However, based on field observations, the proposed alignment will not affect identifiable farms. According to County records, there are no “Agricultural Districts” within the immediate project area. A Farmland Conversion Impact Rating for Corridor Type Projects (NRCS-CPA-106) was prepared and forwarded to the Natural Resource Conservation Service for coordination in 2005 (see Appendix 6). Since the corridor assessment point score was less than 60, no further coordination with NRCS was required.

While there are no true “farms” within the impacted area, it was determined that the landowner at the two impacted farm ponds pastures a small number of cattle on the land around the ponds. The ponds serve as a source of water for these cattle, and the elimination of these ponds will affect the ability of the landowner to pasture cattle on this property. In order to mitigate for the loss of these ponds, as part of the highway relocation project, necessary steps should be taken to assure continued availability of a water source on this property.

Cultural Resources

One site listed on the National Register of Historic Places is located within the STA-30-18.35 study area. This site, the Warren Inn, is located at the northwest corner of SR 44 and SR 172 in the Village of East Canton. The proposed alignment will not adversely impact this site. The project will reduce traffic and traffic noise from the vicinity of this structure.

A large number of cultural resources investigations were conducted as part of the STA/COL-30-18.35/0.00 project. Archaeological Services Consultants, Inc. (ASC) undertook investigations for the western half of the study area, which included the STA-30-18.35 project area. Extensive coordination was conducted with the State Historic Preservation Office (SHPO) to identify potential cultural resource impacts associated with the US 30 relocation project.

The coordination letters that are relevant to the STA-30-18.35 project area are included in Appendix 14. On November 1, 1996, the SHPO responded to the Literature Review and Reconnaissance Study. SHPO provided an extensive list of archaeological and architectural properties that were “potentially eligible” for inclusion in the National Register and a second list of properties “recommended for additional work.” These lists included archeological and architectural properties within the current study area.

On September 3, 1997, the SHPO provided an additional coordination letter commenting on additional information provided by ASC. This letter provided clarification on data requirements.

On March 17, 1998, the SHPO provided a letter that indicated that the build alternatives for the STA/COL-30-18.35/0.00 project would have no impact on “known significant 18th century archaeological properties (specifically, properties associated with the “Great Trail.”) The Great Trail is not within the study area for the STA-30-18.35 project.

On September 10, 1999, the SHPO concurred with the findings of a May 26, 1999 letter from the Ohio Department of Transportation, Office of Environmental Services (ODOT-OES). The Office of Environmental Services noted a number of properties that were determined eligible for the National Register. However, none of these properties are within the current STA-30-18.35 study area. The letter specifically discussed the Stark Ceramics facility (STA-2041 to

2048-19) and indicated that this facility is not eligible for the National Register of Historic Places.

On August 9, 2001, the SHPO concurred with the findings of a July 31, 2001 ODOT-OES letter concerning a document titled *Supplemental Cultural Resource Information STA/COL-30-18.35/0.00* (ms consultants). This report identified known archaeological and architectural resources that were in proximity to the two proposed alignments. In their letter, ODOT stated that a finding of "no historic properties affected" is appropriate for the STA/COL-30-18.35/0.00 project. Since the project area for STA/COL-18.35/0.00 encompasses the project area for STA-30-18.35, this finding is also appropriate for the STA-30-18.35 project. ODOT also indicated that further investigations in regards to prehistoric archaeology would be conducted when the feasible corridor is identified. However, none of the archeology sites of concern that were noted in the previous studies are within the STA-30-18.35 study area, so no further archaeological investigations are warranted for STA-30-18.35.

On January 17, 2007, the Ohio Department of Transportation provided a coordination letter to the Ohio Historic Preservation Office. In this coordination letter, ODOT summarized the prior studies that were conducted for the STA/COL-30-18.35/0.00 project. ODOT also provided documentation that the expanded project area along SR 44 would not include any cultural resource sites. ODOT also provided documentation that none of the "newly matured" structures in the project area (structures that had matured to 50 years of age since the mid-1990s) were eligible for inclusion on the National Register.

As a result of the scope of the project, the findings of recent and previous investigations, and previous coordination with the SHPO, and in accordance with 36 CFR Part 800.4(d)(1), ODOT found that:

- There are no archaeological sites in the Area of Potential Effect (APE) that are eligible for inclusion in the National Register of Historic Places (NRHP);
- There are no history/architecture properties listed in or eligible for listing in the NRHP on the west side of SR 44 between US 30 and the Wheeling and Lake Erie Railroad tracks;
- None of the three newly identified pre-1957 history/architecture properties in the APE is eligible for inclusion in the NRHP;
- The project as proposed will not use land from any known significant cultural resources; and
- "No historic properties affected" is appropriate for the project as proposed.

On February 15, 2007, the Ohio Historic Preservation Office concurred with ODOT's findings regarding the STA-30-18.35 project.

Section 4(f) and 6(f) Resources

According to review of mapping and field observations, no public parks or recreation areas protected by Section 4(f) or Section 6(f) will be impacted by the proposed alignment. According to the Stark County Greenway Plan, no existing or proposed trails will be affected by the proposed alignment. No public nature preserves, waterfowl refuges or wildlife areas will be affected by the proposed alignment. Therefore, no Section 4(f) evaluations will be required for recreational sites.

As discussed in the previous section, the State Historic Preservation Office has determined that there are no sites in the immediate project area that are considered on or eligible for the

National Register of Historic Places. Therefore, no Section 4(f) evaluations will be required for historic sites.

Air Quality and Noise

Air Quality – The proposed project is included in the most current air-quality conforming Transportation Improvement Plan (TIP) prepared by the Stark County Area Transportation Study (SCATS). The TIP identifies this project as being exempt from air quality requirements.

Noise – In 2006, a simplified traffic noise analysis was done for the project. The 2006 analysis included the revised alignment, new project-specific design year traffic forecasts, and updated received locations. The complete noise analysis report is included as Appendix 7.

In 1999, ODOT personnel measured ambient traffic noise at 11 sites near the STA-30-18.35 project area. One additional site was measured by ms consultants in 2006. Using the FHWA Traffic Noise Model (TNM) Look-up Tables computer program, design year traffic generated noise levels were generated for approximately 60 sites adjacent to the proposed project. The existing and future noise levels were compared. A site was considered to be impacted by noise if the predicted design year noise level approached or exceeded the FHWA Noise Abatement Criteria. Sites were also considered to be impacted if the design year noise level was “substantially increased” from the monitored ambient noise level. In Ohio, an increase of 10 decibels is generally assumed to be an “substantial increase.”

The look-up tables indicated that homes in the vicinity of the Berger Road crossing would be impacted by traffic noise. Because the simplified noise analysis identified impacts, this area was evaluated using the complete TNM Version 2.5 noise model. The detailed noise analysis indicated that there would be noise impacts at Sites 48, 49, 49a, 46b, and 61b (see Figure 8 in Appendix 1). These five sites were predicted to have design year noise levels that approach or exceed the FHWA Noise Abatement Criteria and that are substantially increased from the existing monitored ambient noise levels. Sites 49a and 46b represent possible future additional dwelling units in the area. Site 61b is the picnic pavilion at St. Paul’s Church.

According to 23 CFR 772 and ODOT Standard Procedures, when the predicted design year noise levels approach or exceed FHWA NAC or when the predicted design year noise levels substantially increase over the existing sound levels, noise mitigation must be considered. Traffic noise mitigation measures may include traffic management measures, horizontal and vertical alignment modifications, acquisition of right-of-way for buffer zones, insulation of public or nonprofit institutional structures, or construction of structural barriers (noise walls).

Traffic management measures which impose vehicle size or weight restrictions, lower speed limits, time-of-operation restrictions, or rerouting traffic were not considered appropriate as noise abatement measures on this project. Vehicle size or weight restrictions were not considered because it is impractical to prohibit heavy vehicles from using US 30. Lowering the posted speed was not considered effective because of the subsequent reduction in highway capacity and incentive to use the highway. Time-of-operation constraints were also not considered appropriate for this project because this

traffic management measure is normally used as an inner-city control measure. Also, rerouting of traffic is rarely employed because the removal of traffic from the primary route offsets the need for the proposed project.

Changes in the vertical alignment or shifting the horizontal alignment of the roadway were not considered appropriate as noise abatement measures on this project. Alignment modifications are constrained by the adjacent existing land uses and required grade separated crossings of existing local roads and railroad lines.

The development of buffer zones to provide noise mitigation was not considered appropriate as a noise abatement measure for this project. The amount of additional right-of-way required to create effective buffer zones would negatively impact existing residential areas and other adjacent developed land uses.

Under 23 CFR Part 772, structural noise insulation can only be considered for public or nonprofit institutional buildings. The project area does not contain any such structures warranting abatement.

In order to recommend a structural barrier (noise wall) for inclusion in a highway improvement project, 23 CFR 772 and ODOT Standard Procedures require the barrier to be warranted, feasible, and reasonable. A noise barrier is warranted when a noise impact is predicted and when other traffic noise mitigation measures are not appropriate for a project. If a noise barrier is warranted, its feasibility is investigated.

A noise barrier is considered feasible when it can provide a substantial reduction in traffic noise. Specifically, ODOT Standard Procedures suggest that a barrier should provide an average "insertion loss" of 8 dBA for the 1st row receptors. A noise barrier is also considered feasible if it is physically possible to construct and maintain, and if it does not create restrictions to drainage, utilities, vehicular or pedestrian traffic (including driveways) and if it does not create safety problems such as reduced sight distances and insufficient clear zones. Once a barrier location is determined to be feasible, its reasonableness is evaluated.

A noise barrier is generally considered reasonable if the cost per benefited dwelling unit is less than a specified cost per unit. Benefited dwelling units are those existing or planned residential units that are provided with a minimum insertion loss of 3 dBA. To determine barrier reasonability, the total cost of the barrier is determined by calculating the area of the wall in square feet (length multiplied by height) and multiplying this area by \$17.50 per square foot. This cost is then divided by the number of benefited dwelling units. ODOT Standard Procedures state that noise barriers exceeding \$25,000 per benefited dwelling unit are not considered reasonable.

Because noise impacts were identified in the Berger Road area and other traffic noise mitigation measures are not appropriate for this project, the use of structural barriers (noise walls) has been investigated. The results are summarized as follows:

- Noise abatement via structural barriers (noise walls) is feasible for the sites south of proposed US 30. However, the cost of such a barrier is over \$ 67,000 per dwelling unit and is not reasonable.

- Noise abatement via structural barriers (noise walls) is feasible for the sites north of proposed US 30. The cost of such a barrier is \$ 21,600 per dwelling unit and would be considered reasonable.
- It is recommended that the warranted, feasible, and reasonable structural barrier (noise wall) identified along the north side of proposed US 30 near Berger Road be included in final construction plans. However, the opinions of the property owners, residents and local officials should be considered prior to a final decision on inclusion of noise walls in final construction plans.

The recommended noise wall would be located along the shoulder of westbound US 30. It should start at Station 1233+00 and end at Station 1241+00. The total length of the wall would be about 800 feet, it would be 14 feet high, and it would cross the westbound bridge over Berger Road. The location of this noise barrier is shown on Figure 8 in Appendix 1. The total cost is estimated at \$194,305, or \$21,589 per dwelling unit.

Community Impacts

Regional, Community and Neighborhood Factors – Because of the relatively rural setting of the project, there are no established neighborhoods which will be divided by the proposed alignment. The project will not result in any substantial impacts to community cohesion, local tax base, or property values.

According to 2000 census data, 14% of the population is 65 years of age or older, compared to 15.1% of the County as a whole. According to the 2000 census, 13.7% of the population is on disability status, as compared to 16.9% of the County as a whole.

The St. Paul's United Church of Christ is located on Church Street, immediately north of the alignment (see Figure 9). No other religious institutions or schools are located immediately adjacent to the alignment.

By providing improved access, the proposed project could result in some additional land development in the East Canton area. Additional land development near East Canton is consistent with the SCRPC/SCATS Comprehensive/Transportation Plan developed in November 2005. The SCRPC/SCATS plan includes the extension of US 30 from Trump Avenue to SR 44 as a major highway project that is anticipated to occur during the 2011 to 2020 time period.

Public Facilities and Services - The proposed project is located totally within the Osnaburg Local School District. No school buildings are located within or near the preferred alignment corridor. The road closings associated with the project will require some rerouting of school busses, and in some cases the routes will be less direct than the current situation. Specifically, the closing of Pekin Drive will affect bus routes.

Fire service is provided by the Osnaburg Fire Department. The Osnaburg Township Fire Station is located in East Canton, adjacent to and north of the proposed highway alignment (see Figure 9). The East Canton Police Department provides police service within the Village, while Osnaburg Township is served by the Stark County Sheriff. The limited access highway and the associated road closing of Pekin Drive and the private Stark Ceramics drive will, in certain limited situations, require more circuitous routing for safety forces. However, for other areas, the response time from the County Sheriff post will be improved due to the availability of the limited access highway.

No hospitals are located within the project area. Aultman Hospital and Mercy Medical Center, both in Canton, are the primary hospitals serving the project area. The relocated limited access highway will, in most cases, reduce the travel time to the hospitals.

The Village of East Canton, Canton Township and Osnaburg Township are all zoned. Between the Trump interchange and Berger Street, the area north of the proposed alignment is zoned I-1 (Industrial) and B-3 (Community Business), while the area south of the alignment is zoned I-2 (Industrial). Between Berger and Wood, the area around the alignment is zoned Rural Residential. Between Wood and existing US 30, the area near the alignment is largely zoned I-2. The area of the proposed SR 44 interchange is zoned B-1 (single family low density residential).

In February 2007, the Stark County Commissioners voted to allow the City of Canton to annex 851.6 acres, stretching the eastern boundary of the City about 1.5 miles to the east (see Figure 9 in Appendix 1). The annexation includes property along US 30 and south of East Canton, including the Stark Ceramics property and the Quarry Golf Club and the associated condominium development site. The annexation agreement includes the approval of a Cooperative Economic Development Agreement (CEDA). Under the CEDA, the City would collect the 2 percent income tax generated by the annexed land, and the township would collect the property taxes. The agreement would also have other requirements concerning zoning, township road maintenance, and community services. The Village of East Canton has also expressed interest in annexing property to the south of the Village.

Environmental Justice – Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low Income Populations*, is intended to identify and address any disproportionately high and adverse human health or environmental effects on low income populations. For Environmental Justice purposes, “minority” is defined as being specifically limited to four specific groups, African Americans, Hispanic, Asian American, and Native American. “Low Income” is defined by the US Department of Health and Human Services Poverty Guidelines.

Initiatives to comply with the principles of environmental justice include the following steps:

- Identify any minority and low-income populations in the project area.
- Evaluate impacts to the overall community and to any minority an/or low-income populations.
- Involve the affected population groups in the decision-making process.
- Determine mitigation measures being considered to deal with disproportionate impacts.

The potential for environmental justice concerns was evaluated through census data analysis, discussions with Stark County planning staff, and site observations. Based on block-group level census data and on interviews with local planning officials, no identifiable concentrations of minority populations are located in the areas affected by the alignment. Based on census income data and site observations, no identifiable concentrations of low-income persons are located in the areas impacted by the alignment.

The project is located in census tract 7131. According to 2000 census data, 10.5% of all residents in this tract are below poverty level, compared to 9.2% for the County as a

whole. According to 2000 census data, 91.4% of the population of this tract is non-minority, compared to 90.3% of the County as a whole.

No protected social groups were identified during field surveys. There is no evidence that the residents of the households that would be displaced by this project are minority.

No environmental justice issues were raised during the ongoing public involvement activities conducted for this project, including the public comments on the project webpage and the comments received through the project's toll-free information line. No environmental justice issues raised during the public meetings held for the STA-30-18.35 project in 2005 and 2006.

Through the efforts of completing this reevaluation and the public involvement participation, it has been determined that the project will not have any disproportionately high and adverse human health or environmental effects on minority populations and low-income populations.

Displacement of People, Businesses and Farms - The project is proposed to require the removal of houses at the following addresses (see Figure 10 in Appendix 1):

- 1365 Pekin Drive (dwelling currently vacant)
- 449 Berger Road
- 465 Berger Road
- 462 Berger Road
- 7285 Cindell Street
- 7307 Cindell Street
- 7288 Lincoln Way

The Ohio Department of Transportation has established a Relocation Assistance Program (RAP) to provide advisory assistance and monetary benefits to those persons being displaced from the right-of-way needed for a highway project. It ensures the fair and equitable treatment of each individual, family, business, farm, and non-profit organization. The program is operated in accordance with Chapter 163 of the Ohio Revised Code and US Public Law 91-646, "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970," which was amended in 1987.

The project will not require the relocation of any businesses or farms.

Mine Land Impacts

For many years, the project study area was active with mining for both clay and coal. Both surface (strip) mines and underground mines are found in the study area. Known underground mines and surface mined areas are shown in Figure 11 in Appendix 1. Abandoned underground mine locations were obtained from the records of the Ohio Department of Natural Resources. Other undetected underground mines may exist that have never been recorded. A complete subsurface/geotech analysis for underground mines was conducted as part of the preliminary engineering effort for the project.

Critical problems associated with crossing underground mines include:

- Mine pools – Cuts made into flooded underground mines can have serious economic and environmental impacts.
- Underground mine fires – Excavations exposing underground mine fires or burning refuse piles can cause explosions, release of smoke and gas, and acid mine drainage. Extinguishing these fires can be difficult and expensive.
- Mine subsidence areas – Mine subsidence generally occurs in areas with less than 200 feet of overburden above the mine. Areas with less than 100 feet of overburden are considered especially critical. Subsidence can cause drops of several inches to several feet, depending upon factors such as depth to and height of the mine void, previous overburden collapse, amount of coal left in place, competency of overburden, mine flooding, and extend of gob backfill. Where the mine workings are close to the surface, mine stabilization, such as mine grouting, underpinning of roof rocks by grout columns, or undercutting to the bottom of the coal seam and backfilling, may be required.

Within the project area, known underground mines are present in the area north of the new SR 44 interchange, as shown on Figure 11 in Appendix 1. The Sk-189 mine is a clay mine that reportedly had the pillars removed. Subsidence features have been observed above this mine. The Sk-25 mine is a coal mine located above the Sk-189 mine. The Stark C&D Disposal Company, the landfill company that currently owns this property, exposed one of the entrances to the Sk-25 coal mine and began dewatering it in about 2001. The dewatering poses an increased collapse potential at this mine. The gob piles located on the north side of existing US 30 probably block entries into Sk-189. The small metal building located on the north side of US 30 near the gas well battery may have been a pumping house for this mine.

The ODNR Abandoned Mine mapping indicated that the known mines do not extend below the alignment for proposed US 30 (see Figure 11 in Appendix 1). However, borings that were taken during the *2005 Preliminary Mine Evaluation* encountered voids below the proposed alignment, suggesting that mines are present. It is not known if these mined areas may be unmapped portions of the known mines, or other mine workings excavated before or after the known mined areas. *The Preliminary Mine Evaluation* recommended that additional geotechnical studies should be undertaken in the areas where mine workings were confirmed and in areas where a high potential of unmapped mine workings exist.

Another feature associated with the past mining activities is a tunnel that passes under both existing US 30 and the proposed relocation alignment. This tunnel was once used to transport clay from the mines north of US 30 to the Crescent Brick (now RESCO) plant south of US 30. This tunnel was made of concrete, and was large enough for an electric train. Reportedly, the tunnel was blocked off many years ago and surface conditions suggest that it may be collapsing in some areas.

In addition, surface-mined areas are also present in the study area. The Geotechnical Red Flag Summary identified surface mines in the study area based on USGS mapping (see Figure 11 in Appendix 1). The proposed alignment will cross areas that have been affected by surface mining. Potential problems associated with surface mined lands include:

- Settlement problems – Roadways built over stripped areas can have potential settlement problems that require undercutting and backfilling or in-situ deep densification of subgrade.
- Corrosive conditions – These areas may also have potential for a corrosive environment requiring a clay cover.

- Surface erosion – Surface mined areas may be subject to extensive surface erosion.
- Spontaneous combustion – Spontaneous combustion of coal can occur when exposed to air.
- Slope stability – Mine areas can have potential slope stability problems that may require flatter slopes (less than 2:1).

Roadway and Traffic Impacts

The Ohio Department of Transportation Office of Technical Services and the Stark County Areawide Transportation Study (SCATS) provided existing (2005) and design year (2030) average daily traffic (ADT) volumes along existing US 30 in the project corridor (see Appendix 8). These future traffic volumes are based on the assumption that there would be no major improvements that would affect the traffic-carrying capacity of the highway.

The existing traffic along US 30 through East Canton is about 9000 vehicles per day (2005), with about 7% truck traffic. If no major improvements are provided, traffic will increase to about 11,300 vehicles per day by the design year 2030. However, if US 30 is relocated around East Canton, traffic on the existing highway through East Canton will be 4000-4050 vehicles per day in 2030. If traffic is diverted to a new limited-access facility, traffic volumes on the existing US 30 facility will be substantially reduced, serving East Canton in a more efficient and safe manner.

The design designation traffic volumes used for this project are as follows:

	Opening Year (2010)	Design Year (2030)
Relocated US 30	21,700	42,520
Trump Avenue	10,000	13,000
Pekin Drive	700	900
Berger Road	300	400
Wood Avenue	1,500	1,750
Existing US 30/SR 44	10,125	14,100

As a limited access facility, traffic access along the proposed alignments for the STA-30-18.35 project is at restricted interchanges only. Crossing roads may be maintained as either interchanges or grade separated crossings over or under the mainline facility, or terminated by means of cul-de-sacs or turnarounds. As a part of the analysis for selection of a Preferred Alignment, a crossroad justification analysis was performed to evaluate the impact of each alignment on roads crossing the proposed alignments (crossroads). Also determined was the recommended treatment that each crossroad was to receive (interchange, grade separation, or cul-de-sacs/turnaround). At Osnaburg Road, the current roadway alignment would be eliminated by the proposed alignment. At this location, the relocation of Osnaburg Road was considered as a potential treatment alternative.

A set of criteria were developed to determine which crossroads should be interchanged, bridged, cut-off or relocated. Every effort was made to minimize any apparent negative impact as a result of a crossing treatment. If a particular crossing was found to create negative impacts, adjacent crossings were considered as alternative routes. From this analysis a comprehensive list was developed of the roadways to be interchanged, bridged and closed for the project.

When analyzing the crossroads, a combination of both quantitative and qualitative data was used to determine whether the crossing roadway should be interchanged, bridged, or closed. Initially each crossroad was analyzed quantitatively by applying measurable criteria to each crossroad. The quantitative criteria included functional classification, Average Daily Traffic (ADT) volumes, length of detour, cost of detour versus cost of construction, cost of closure versus cost of relocation, and distance to nearest interchange. Following the initial quantitative analysis, other qualitative criteria were applied to further refine the recommendation of each crossroad treatment. These criteria included public comment, access to/by emergency services including fire and EMS, access to/by other essential services including mail delivery and school transportation, impacts to agriculture and industry by isolation or elimination of access, environmental impacts, maintenance of continuous access to local traffic, and roadway conditions.

The treatments proposed for each road crossed by the STA-30-18.35 alignment are as follows:

- Trump Avenue – Upgrade existing interchange.
- Pekin Drive (CR 170) – Closed with cul-de-sacs provided.
- Stark Ceramics private drive (extension of Church Street) – Drive closed. (Stark Ceramics closed plant in March 2007.)
- Berger Road (TR 169) – Relocated US 30 will bridge over Berger Road.
- Wood Avenue – Relocated US 30 will bridge over Wood Avenue.
- Osnaburg Street – Road eliminated, cul-de-sac at east end to provide property access.
- Existing US 30/SR 44 – Relocated US 30 will bridge over existing US 30/SR 44.
- SR 44 Extension – New interchange.

The proposed closing of Pekin Drive was coordinated with representatives of Osnaburg Township and the Osnaburg Township Fire Department. The closing of Pekin Drive will primarily affect the residents of the trailer park (45 to 50 trailers) located on Pekin about 0.3 miles south of the alignment (see Figure 9 in Appendix 1). However, the closing of Pekin should only provide minimal inconvenience to these residents. To reach East Canton, these residents will be able to go east on Orchard View Drive and north on Berger Road. To reach the US 30 interchange on Trump Avenue, residents will be able to go west on Orchard View and north on Trump. As a result of the May 2006 Public Information Meeting, the residents of the trailer park submitted a petition objecting to the closure of Pekin Drive.

The existing private drive to the north side of the Stark Ceramics property (an extension of Church Street in East Canton) will be closed. This north access driveway also provides access to the Koch Knight property south of Stark Ceramics through an access agreement between the two companies. The two companies also have access via driveways from Berger Street to the east and Orchardview Drive to the south. Further discussions regarding the loss of the access drive will be conducted through the right-of-way acquisition process. Compensable damages that may result from the elimination of the north access driveway, if any, will be determined by an approved real estate appraiser during the right-of-way acquisition process.

Because of the minimal usage, it is anticipated that the elimination of Osnaburg Street between Wood Street and US 30 will not create any substantial inconvenience to local residents. When this concept was displayed at the 2005 Public Involvement Meeting, there

were no negative comments. A cul-de-sac will be built at existing US 30 to provide property access.

The extension of US 30 to SR 44 will provide improved accessibility for most residents of East Canton and Canton and Osnaburg Townships. The proposed US 30 relocation is proposed to be a limited access facility. Limiting access to this new facility will improve safety and allow a higher level of service. Depending on their location, however, some local residents may have a circuitous route to enter the new highway. Since existing US 30 will remain in service as a public road, the regional access provided to residents will be at least as good as the existing condition.

The planned relocation of US 30 will be constructed while maintaining traffic on the existing alignment. It is anticipated that no detours will be required during construction of the improvements, although temporary daytime or nighttime closures may be required at roadway crossings, including the crossing over existing US 30. Most of the new alignment can be constructed without affecting existing roadways or driveway access.

Hazardous Materials and Regulated Substances

As a result of studies conducted as part of the STA/COL-30-18.35/0.00 project, five sites within the STA-30-18.35 project study area (see Figure 12 in Appendix 1) were selected for Phase I Environmental Site Assessment (ESA) updates in 2004 (see ODOT IOC dated August 31, 2004 in Appendix 15). The Phase I ESA is the second step in determining the presence of hazardous materials within a project area. The intent of this Phase I ESA update is to determine the potential of encountering hazardous materials from suspect parcels prior to land acquisition and/or construction activities. The Phase I ESA involves researching, reviewing and updating parcel specific information in order to determine a list of suspect parcels which require Phase II ESA investigations. This Phase I ESA was prepared in accordance with ODOT's *Environmental Site Assessment Guidelines*, dated September 1, 1999.

The five sites selected for additional Phase I ESA study were:

Ohio Power Company, Plum St. (1 parcel) - This site serves as an electrical substation for the Ohio Power Company. From the aerial review, electrical equipment has been onsite since 1947. No evidence of staining or leaking transformers was observed during the site walkover. This location is also not listed on any federal database. Since the proposed alignment is well south of the substation, it was determined that no Phase II ESA activities are required at this property.

Stark Ceramics, 600 W. Church (9 parcels) - Until it closed in March 2007, this facility manufactured structural ceramic masonry and was a major producer of structural glazed facing tile. The proposed alignment will only affect the northern portion of the property. This site was utilized as an industrial facility for approximately ninety-five years and is listed on federal hazardous materials management databases (FINDS, RCRIS, ERNS, and TRI). Also, surrounding properties have been strip mined and deep mined for clay. In addition, waste lagoons were once located onsite.

Through the BUSTR file review, it was determined that two underground storage tanks were removed in 1998 and an NFA letter was issued in 2000. One underground storage

tank was located immediately north of Church Street. In addition, a spill area northwest of the manufacturing buildings was observed during the site reconnaissance.

Because this site will be affected by the proposed alignment, additional Phase II ESA investigations were warranted for this site. Borings for the Phase II ESA investigations were done in January 2005. The terminal depth for the soil borings was ten feet below the ground surface. Based on the soil sampling results, the soils within the proposed alignment were determined to be non-regulated. Based on the test results, no further environmental site assessment or special material handling is required for this site.

Eslich Environmental, Lincoln St. (3 parcels) - Brine tanks and associated oil/gas wells are currently located onsite. Through the deed review, it was determined that Crescent Brick once owned this site. From the aerial photographs, four above ground tanks, possibly brine tanks, were located on the property as early as 1965. Also from the aerial review, this area was actively strip mined between the years 1947 and 1975. Additional Phase II ESA investigation would be warranted if the gas well or the spoil areas would be affected by the construction of the roadway. However, while the alignment affects the Eslich parcels, the alignment avoids the gas well batteries and the spoil area. Therefore, no Phase II ESA work or special materials management is warranted at this site.

Resco Products – Crescent Brick Co., 6878 Osnaburg St. (3 parcels) - This facility is a manufacturer of monolithic refractory brick and produces Farber-made brands and equipment. It appears that the proposed alignment will only affect the northern portion of the property. This site has been utilized as an industrial facility for over fifty years and is listed on the FINDS, CERCLIS, and TRI federal databases.

Based upon the Canton Air Pollution Control file review, this facility has or had four underground storage tanks (USTs, unknown if still in use). These tanks are not registered with BUSTR. In addition, from the aerial review, above ground storage tanks and storage areas were located along Osnaburg Road between 1947 and 1975. Former waste lagoons were located to the east of the manufacturing building. The proposed alignment will affect the northern portion of the property only, which is currently vacant. Also, surrounding properties have been strip mined and deep mined for clay.

If this site were impacted, Phase II ESA investigations would be warranted. However, since the proposed alignment only skirts the northern edge of the site, no Phase II ESA work or special materials management is necessary at this site.

As of July 2006, there is an ongoing Phase II remediation project being undertaken by RESCO to address the lagoon ponds. This remediation is being done in coordination with the Ohio Environmental Protection Agency.

Stark C&D Disposal (Eslich Landfill), 7280 Lisbon St. (1 parcel) - This licensed approved landfill was once a strip mine area and was deep mined for clay. From the aerial photograph, this site was mined as early as 1947 with the maximum activity noted between 1958 to 1975. The 1875 atlas also illustrated this site along with the surrounding area as mined lands. Additional information regarding the C&D Disposal Landfill was presented in the *2005 Landfill Hazard Evaluation* (BBC&M, 2005). Based on information from the Stark County Health Department, the License/Permit to Install (PTI) application for the current operation was completed in 1997, and the Stark C&D Disposal Landfill began operating in 1998. The site is comprised of a 174-acre tract that will have a final

waste footprint of 33 acres. Waste materials that are disposed at the facility are limited to construction and demolition debris, including brick, concrete, stone, glass, and related materials. The site does not accept industrial waste, solid waste, or hazardous waste. The site has had a number of violations, but the Health Department has indicated that these violations are generally “minor” in nature. On March 10, 2005, the ODOT Office of Environmental Services reviewed the “Landfill Hazard Evaluation” for this site. Since the area to be acquired is on the south side of the landfill and consists of the landfill entrance and undisturbed land, it does not present a concern for the project.” (see Appendix 15).

If impacted, additional Phase II investigations would be warranted for this site. However, since the alignment has been designed to avoid impacting this property, no Phase II ESA work or special materials management is necessary at this site for the project.

In April 2006, Eslich Environmental, the owner of the Stark C&D Landfill, submitted a permit application to the Stark County Health Department to expand the permitted disposal area by 97.4 acres. If this permit is granted, the permit disposal area will include a portion of the land that would be acquired for highway right-of-way. As of August 2006, this permit application is still under evaluation by the Stark County Health Department. On November 16, 2006, the Ohio Department of Transportation sent correspondence including detailed project information to both Stark C&D Disposal Inc. and to the Stark County Health Department (see Appendix 15). There were no responses to this correspondence.

Public Involvement

Public Participation

A variety of public involvement activities have been conducted for the STA/COL-30-18.35/0.00 project. All of these public input efforts included the study area for the STA-30-18.35 project. Additionally, public meetings have also been held specifically for the STA-30-18.35 project.

Public Meetings, STA/COL-30-18.35/0.00 - The following Public Meetings were held on the STA/COL-30-18.35/0.00 project:

- **Public Information Meeting, August 5, 1993 (STA/COL-30-18.35/0.00)** – An informational open house was held from 2:00 p.m. to 8:00 p.m. at the United High School near Hanoverton in Columbiana County. The meeting was publicized through legal notices and newspaper articles. The Preliminary Alternative Corridors were displayed, and several separate stations were set up to accommodate the persons attending. A total of 263 written comments were returned, with 83% of the respondents in favor of the project. Most respondents favored an alignment that was accessible, but did not impact their property.
- **Public Information Meeting, February 2, 1995 (STA/COL-30-18.35/0.00)**– An open-house meeting was held from 3:00 p.m. to 8:00 p.m. at Minerva High School. The Feasible Alternative Corridors were displayed, along with the results of the ecological, cultural, and hazardous waste studies. Along with legal notices and newspaper articles to advertise the meeting, individual notices were sent to over 2,000 names on the project mailing list, including residents of the STA-30-18.35 project area. Over 1700 persons attended the meeting. A total of 430 comment forms were returned. About 50% of the respondents favored the project. There was not a clear consensus regarding a preferred corridor. Many of the attendees were persons living within one of the feasible corridors, and were primarily concerned about being directly impacted by the project.

Public Officials Meeting, STA-30-18.35, March 4, 2005 – Officials from East Canton, Osnaburg Township, and Stark County were invited to a meeting held to discuss the preliminary roadway plan and profile for the current project (see Appendix 9). Representatives from ODOT and the consultant discussed the proposed alignment and the anticipated environmental impacts. East Canton representatives expressed concerns about the potential for increased flooding as a result of the new roadway. East Canton also noted their opposition to the then proposed closing of Berger Road, since new development south of the road will increase traffic demand. It was indicated that alternatives that keep Berger open would be considered. East Canton also expressed a desire to have a driveway connection from the Osnaburg Township Fire Station to the new roadway. A representative of the Stark County Sheriff's Office also supported keeping Berger open due to emergency response times. A representative of the proposed Quarry Golf Club golf course/condominium development south of Berger also expressed concern about closing this road. As a result of these concerns, it was determined that Berger Road should be kept open.

Public Involvement Meeting, STA-30-18.35, May 23, 2005 – A Public Involvement Meeting for the STA-30-18.35 project was held on May 23, 2005 at the Foltz Community Center in the Village of East Canton (see Appendix 10). The meeting was publicized

through individual mailings, posted notices, and newspaper articles. The meeting was held using a “workshop” format, with no formal presentations. Staff members from ODOT and the project consultants were available to explain the various project displays and answer questions.

The project attendance record is included in Appendix 10. Approximately 180 individuals, largely local residents, attended the meeting. In general, most residents were primarily interested in how the project specifically affected their individual property.

Comment sheets were made available for written comments. A total of 17 comment sheets were returned. Of these, 12 comments supported the project, four opposed the project, and one expressed no specific opinion. Two letters were also received as a result of the meeting, and these letters are included in Appendix 10.

Public Involvement Meeting, STA-30-18.35, May 4 2006 - A second Public Information Meeting for the STA-30-18.35 project was held on May 4, 2006 at the Foltz Community Center in the Village of East Canton (see Appendix 11). The meeting was publicized through individual mailings, posted notices, and newspaper articles. The meeting was held using a “workshop” format, with no formal presentations. Staff members from ODOT and the project consultants were available to explain the various project displays and answer questions.

The project attendance record is included in Appendix 11. Approximately 115 persons, including local residents and agency representatives, attended the meeting.

Comment sheets were made available for written comments. A total of 20 comment sheets were returned. Of these, 12 comments favored the project (some with concerns), 6 comments opposed the project, and 2 comments were unsure. One letter was received, and this letter supported the project. Additionally, a petition was submitted by residents of Pekin Drive opposing the closing of this road. The petition was signed by 51 persons.

Newsletters – As part of the STA/COL-30-18.35/0.00 project, a mailing list was developed that included the STA-30-18.35 study area residents and other persons interested in the project. Newsletters were sent out at the following times:

- **January 1994** – Provided general information on feasible alternative corridors, and discussed written comments from the August 1993 Public Meeting.
- **July 1994** – Notified property owners regarding ongoing ecological, cultural and hazardous waste field studies.
- **July 1995** – Provided general information on Corridors A, B and C.
- **May 1996** – Discussed modifications to corridors to avoid impacts; discussed the ten feasible alternatives and presented a matrix of anticipated impacts.
- **July 1997** – Indicated that Alternatives 1, 2, 5 and 10 remained under consideration and identified Alternative 1 as ODOT’s preferred alternative.
- **January 2001** – Indicated that upgrade alternative would be studied; indicated that only Alternatives 1 and 5 remained under consideration; described adjustments to Alternatives 1 and 5.
- **March 2006** – Notified residents that the portion of the US 30 relocation project east of the SR 44 interchange had been dropped from ODOT’s Major New Construction Program.

Web Page – As part of the STA/COL-30-18.35/0.00 project, a project webpage (www.us30info.org) was developed to provide information and answer specific project questions. The site was activated in May 2000, and was maintained through 2004. Contacts from residents of the STA-30-18.35 study area have primarily been associated with concerns about specific properties.

In 2005, ODOT District 4 developed a new webpage specifically for the STA-30-18.35 project, and this site has been continuously available to provide project information (www.dot.state.oh.US/US30/D4/Intro.htm).

Hotline – As part of the STA/COL-30-18.35/0.00 project, a toll free information line (1-800-539-2119) was developed to provide information and answer specific project questions. Most hotline callers from the STA-30-18.35 project area made inquiries regarding specific sections of the alignment or specific properties.

Information Kiosks – For the STA-COL-30-18.35/0.00 project, information kiosks were developed to provide information on project objectives, project status, scheduling, and alternative routes. These kiosks were periodically updated as the project proceeded. In Stark County, kiosks were located at the Stark County Auditors Office and at the East Canton Library. The kiosks were removed in 2005.

Agency Coordination

Local Agency Coordination – Copies of coordination letters received from local agencies are included in Appendix 12. These letters, and responses where appropriate, are shown on the following table:

Table 4 – Local Agency Coordination (Appendix 12)		
Date	Agency	Description (response)
Local Agency Coordination Concerning STA/COL-30-18.35/0.00 (Trump to SR 11 section)		
05/24/1993	Stark County Commissioners	Supports relocation alignment running north of Minerva. <i>(Taken under consideration.)</i>
11/18/1993	Stark County Area Transportation Study	Supported extension to Trump, supported northern corridor for relocation project. <i>(The extension to Trump was completed. The corridor recommendation was taken under consideration.)</i>
12/20/1993	Canton Regional Chamber of Commerce	Supported northern alignment. <i>(Taken under consideration.)</i>
10/06/1999	Stark County Engineer	Recommended that section from Trump to SR 44 should be implemented as soon as possible. <i>(Taken under consideration. Addressing the Trump to SR 44 section initially is being done to accomplish this.)</i>
10/07/1999	City of Canton	Supported implementation of Trump to SR 11 relocation project. <i>(Taken under consideration.)</i>
10/11/1999	Stark Development	Supported implementation of Trump to SR 11 relocation project due to economic development

Table 4 – Local Agency Coordination (Appendix 12)		
Date	Agency	Description (response)
	Board	considerations. <i>(Taken under consideration.)</i>
10/15/1999	Village of East Canton	Supported implementation of Trump to SR 11 relocation project; suggested consideration of an interchange on Wood Street south of East Canton to facilitate fire vehicle access. <i>(Because of the proximity of the interchange at SR 44, it is not possible to provide an interchange at Wood Street).</i>
01/18/2000	Koch-Glitsch, Inc.	Voiced opposition to southern alignment near East Canton. <i>(After consideration of the impacts associated with the southern alignment near East Canton, this alternative was eliminated from further consideration.)</i>
Local Agency Coordination Concerning STA-30-18.35 (Trump to SR 44 section)		
02/28/2006	ODOT District 4	Requested information from Canton Township regarding fire/EMS response times.
03/28/06	Canton Township Fire Department	Provided information on fire response times, indicated that turning south from Trump interchange provides best and safest access to trailer park on Pekin Drive. <i>(Since the south route is already the preferred means of access to the trailer park, the closing of Pekin Drive at relocated U.S. 30 will not worsen emergency access to the trailer park.)</i>
03/29/2006	Canton Township Fire Department	The closing of Pekin would not have a “drastic impact” on the quality of service to the Pekin Drive area. <i>(Taken into consideration regarding the closing of Pekin Drive.)</i>

State and Federal Agency Coordination – Copies of coordination letters received from state and federal agencies are included in Appendices 13, 14 and 15. Many of these letters were provided as part of the STA/COL-30-18.35/0.00 project. These letters, and responses where appropriate, are shown on the following table:

Table 5 – State and Federal Agency Coordination		
Date	Agency	Description (response)
Natural Resource Agency Coordination (Appendix 13)		
Natural Resource Agency Coordination Concerning STA/COL-30-18.35/0.00 (Trump to SR 11 section)		
07/29/1996	Huntington District, US Army Corps of Engineers	Indicated that Huntington District will be responsible for coordinating STA/COL-30-18.35/0.00 project. <i>(ACOE coordination has been conducted with the Huntington District.)</i>
08/23/1996	Ohio Department of Natural Resources	Identified known listed species for STA/COL-30-18.35/0.00 project (none in East Canton segment). <i>(No response required.)</i>
02/11/1997	Huntington	Provided review of ecological study for STA/COL-

Table 5 – State and Federal Agency Coordination		
Date	Agency	Description (response)
	District, US Army Corps of Engineers	30-18.35/0.00. Accepted Purpose and Need. <i>(No response necessary.)</i>
02/28/1997	US Fish and Wildlife Service	Provided review of ecological study for STA/COL-30-18.35/0.00. Due to Indiana bat considerations, trees with exfoliating bark should not be cut between May 1 and August 31. <i>(Dates and restrictions associated with the Indiana bat were later modified to April 15 to September 15).</i>
03/11/1999	Ohio Environmental Protection Agency	Provided review of ecological study for STA/COL-30-18.35/0.00. ORAM and QHEI evaluations are needed. <i>(The ORAM and QHEI evaluations were completed and provided to OEPA.)</i>
09/15/1999	Ohio Environmental Protection Agency	Comments on draft Environmental Assessment for STA/COL-30-18.35/0.00. Requested field verification of ORAM evaluations and additional information on stream crossings. <i>(The requested ORAM and stream crossing information was provided to OEPA.)</i>
01/22/2002	Ohio Department of Natural Resources	Following the interagency field review of 12/5/01 for the entire STA/COL-30-18.35/0.00 project, ODNR has no comments at this time; impacts of the various alignments appear relatively equal. <i>(No response required.)</i>
01/28/2002	Huntington District, US Army Corps of Engineers	Following the interagency field review of 12/5/01, ACOE feels that “while both alignments would result in adverse impacts to aquatic resources, these impacts do not appear to be significant and could be mitigated.” <i>(No response required.)</i>
Natural Resource Agency Coordination Concerning STA-30-18.35 (Trump to SR 44 section)		
09/23/05	Ohio Environmental Protection Agency	Review of Ecological Survey Report. Proposal is generally “acceptable,” but the agency would like further refinements to lower impacts and secondary disturbances. Specific comments included: <ul style="list-style-type: none"> ◆ Impacts to Stream A-1.9 and Associated Wetlands – The project will have impacts on this stream and the nearby wetlands and wooded areas, potentially impacting water quality for Sherrick Run. How will the stream be relocated? Will natural channel design be used? <i>(The stream will be relocated in a channel that will run adjacent to the roadway embankment. Because of environmental constraints, it is anticipated that the relocation will not include natural channel design. Natural channel design</i>

Table 5 – State and Federal Agency Coordination		
Date	Agency	Description (response)
		<p><i>techniques were investigated, and it was determined that these techniques would increase the total footprint of the project and increase impacts on the adjacent wetlands.)</i></p> <ul style="list-style-type: none"> ◆ Water Quality of and Impacts to Stream A-2.0 and Associated Wetlands – OEPA interprets the macroinvertebrate data to be representative of moderate water quality, not significant pollution. Will the project adversely affect Stream A-2.0 and the associated wetlands? <i>(While the macroinvertebrate data may reflect moderate water quality, visual observations of the stream clearly reflect the substantial impacts of mine drainage. As noted in the document, the project will result in the installation of two long culverts in Stream A-2.0. It is felt that the impacts of the roadway project are minor in comparison to the prior impacts of mine drainage.)</i> ◆ Ponds in project area – Were biological surveys done for the two impacted ponds? Will there be compensation for these resources? <i>(No biological surveys were completed for the two impacted ponds. No compensation is currently anticipated, but this will be determined in the permit process.)</i> ◆ Impacts to terrestrial habitat – The project will impact forested, terrestrial and upland communities. Will these impacts result in significant degradation of the environment? <i>(It is recognized that the project will impact terrestrial habitats. Because of the urbanized nature of the project area, the project will not result in any substantial fragmentation of large forest tracts, nor the disruption of major wildlife corridors.)</i> ◆ ODOT should identify mitigation opportunities within the Nimishillen Creek watershed. <i>(As part of the preparation of the Stream and Wetland Mitigation Opportunities Investigation, opportunities within the Nimishillen Creek watershed were evaluated. The final determination of mitigation strategies will be completed during the permit process.)</i>
09/23/2005	U.S. Fish and Wildlife Service	<p>Review of Ecological Survey Report. The following specific comments were provided:</p> <ul style="list-style-type: none"> ◆ Indiana bat – The project is not likely to adversely affect the Indiana bat. Trees possessing suitable habitat should only be

Table 5 – State and Federal Agency Coordination		
Date	Agency	Description (response)
		<p>removed between September 15 and April 15. Also, revegetated areas should incorporate plantings of native trees that support bat habitat. <i>(Tree cutting will be limited to the September 15 to April 15 period. If areas are revegetated, ODOT will incorporate native tree species.)</i></p> <ul style="list-style-type: none"> ◆ Eastern massasauga and bald eagle – The project is anticipated to have no effect on these species. <i>(No response required.)</i> ◆ Recommended that streams and wetlands be avoided, and practicable alternatives that avoid water resources should be considered. <i>(To the degree feasible, impacts on streams and wetlands have been minimized.)</i>
09/27/05	Ohio Department of Natural Resources	<p>Review of Ecological Survey Report. ODNR provided the following comments:</p> <ul style="list-style-type: none"> ◆ Rare and Endangered Species – The ODNR Natural Heritage Database has not data for the project area. <i>(No response required.)</i> ◆ Fish and wildlife – If mitigation is provided, the Division of Wildlife has no comments. <i>(No response required.)</i> ◆ The project may be located in a Special Flood Hazard area, and should be coordinated with the community’s floodplain administrator. <i>(Project has been coordinated with the East Canton Floodplain Coordinator.)</i>
10/05/05	US Army Corps of Engineers, Huntington District	<p>Review of Ecological Survey Report. Specific comments were as follows:</p> <ul style="list-style-type: none"> ◆ Jurisdictional determination - Concurred with the jurisdictional determinations on streams and wetlands. <i>(ACOE jurisdictional concurrence will be used in the permit process.)</i> ◆ Impact quantities were noted. <i>(Because of design refinements, the actual impact quantities will be somewhat different than noted in the original ecological document.)</i> ◆ Suggested that culvertization and channelization impacts should be minimized. <i>(ACOE suggestions regarding channelization taken into consideration.)</i>
Cultural Resource Agency Coordination (Appendix 14)		
Cultural Resource Agency Coordination Concerning STA/COL-30-18.35/0.00 (Trump to SR 11 section)		
09/03/1996	Ohio	Submission of Phase I and II Cultural Resources

Table 5 – State and Federal Agency Coordination		
Date	Agency	Description (response)
	Department of Transportation, Office of Environmental Services	report prepared by Archaeological Services Consultants. Identified archaeological and architectural sites requiring further investigation.
11/01/1996	Ohio Historic Preservation Office	Provided review of cultural resource study for STA/COL-30-18.35/0.00. <i>(Input from OHPO review considered during development of later cultural resource studies.)</i>
09/03/1997	Ohio Historic Preservation Office	Provided additional input concerning data collection requirements for cultural resources. <i>(OHPO input utilized in conducting additional cultural resource studies.)</i>
02/04/1998	Ohio Department of Transportation, Office of Environmental Services	Submission of Phase II historic archaeological survey report prepared by ODOT, focusing on the Great Trail.
03/17/1998	Ohio Historic Preservation Office	Provided review on report concerning cultural resource evaluation of the "Great Trail." <i>(The Great Trail is not within the STA-30-18.35 study area.)</i>
05/26/1999	Ohio Historic Preservation Office (concurrence with ODOT letter)	Discussed eligibility of various architectural resources. The Stark Ceramics Facility (STA-2041 to 2048-19) is not eligible for inclusion on the National Register. <i>(Based on this, no further cultural resource analysis was provided on the Stark Ceramics facility.)</i>
07/31/2001	Ohio Historic Preservation Office (concurrence with ODOT letter)	Concurrence with findings in report titled "Supplemental Cultural Resource Information STA/COL-30-18.35/0.00 (PID 10748)". The specific sites discussed in the letter are not in the STA-30-18.35 study area. Further investigations regarding pre-historic archaeology will be conducted when the Preferred Alternative is identified. <i>(The cultural resource studies identified no potential history/architecture of historic archaeological sites within the STA-30-18.35 study area, and no further investigations are required. The cultural resource studies found no pre-historic archaeology sites in the STA-30-18.35 study area, and no further investigations are required.)</i>
Cultural Resource Agency Coordination Concerning STA-30-18.35 (Trump to SR 44 section)		
02/15/27	Ohio Historic Preservation	Concurrence with ODOT determination that the finding of "no historic properties affected" is

Table 5 – State and Federal Agency Coordination		
Date	Agency	Description (response)
	Office (Concurrence with ODOT letter of 01/17/07)	appropriate for this project (<i>No further response required.</i>)
Other Agency Coordination (Appendix 15)		
Other Agency Coordination Concerning STA/COL-30-18.35/0.00 (Trump to SR 11 section)		
09/23/1996	US Department of Agriculture, Natural Resources Conservation Service	Identified prime farmland soils in Stark County segment. (<i>Location of prime farmlands considered during the corridor development process.</i>)
09/28/1999	US Department of Housing and Urban Development	Review of Major Investment Study (MIS). The MIS presents no special interests or concerns to HUD. (<i>No response required.</i>)
Other Agency Coordination Concerning STA-30-18.35 (Trump to SR 44 section)		
08/31/04	ODOT Office of Environmental Services	ODOT IOC, review of ESA Screening. Phase I ESA studies are warranted on 5 sites. (<i>Phase I studies were completed.</i>)
03/10/05	ODOT Office of Environmental Services	ODOT IOC, review of Landfill Hazard Evaluation, acquisition of landfill property is not a concern. (<i>No response required.</i>)
11/27/04	ODOT Office of Environmental Services	ODOT IOC, review of Phase I ESA. Phase II is required only for Stark Ceramics, as long as the alignment does not change. (<i>No response required.</i>)
02/22/05	ODOT Office of Environmental Services	ODOT IOC, review of Phase II ESA, no further ESA testing or special handling is warranted. (<i>No response required.</i>)
11/16/06	Ohio Department of Transportation, District 4	ODOT letter to Stark C&D Landfill concerning the proposed permit application for landfill expansion (no response received).
11/16/06	Ohio Department of Transportation, District 4	ODOT letter to Stark County Health Department concerning the proposed permit application for landfill expansion (no response received).

Utility and Railroad Coordination

Utility Coordination

As part of the Stage 1 plan submittal, coordination packages were sent out to seven utilities on June 8, 2006. The utilities contacted, and their responses where applicable, are listed below:

- Canton Water Department - On June 12, 2006, the Canton Water Department responded that they have no facilities in the project area.
- Stark County Metropolitan Sewer District - Concurred with mapped location of sewer line on Berger Street, noted preliminary plans for a force main to be constructed on Berger Street.
- Northeast Ohio Natural Gas - Facilities previously owned by Northeast Ohio have been sold to Dominion East Ohio.
- East Canton Water Department - Provided correction on the southern terminus of the water line on Berger Street.
- Northwood Energy Corporation (abandoned gas well on Foltz property) - Concurred with mapped location of gas well and the flow line.
- AT&T (Ameritech) - Noted several corrections on the locations of underground facilities and aerial lines, asked several questions about the bridge design. Requested an additional utility coordination meeting.
- AT&T (Transmission towers) - Noted that AT&T's facilities are in First Energy right-of-way and attached to First Energy towers. There will be no need to relocated AT&T facilities to accommodate construction.

Railroad Coordination

On February 10, 2005, an information package was sent to the Wheeling and Lake Erie Railroad, requesting information on overhead structures. On April 6, 2005, the Wheeling and Lake Erie Railroad was contacted to request clearance standards for overhead structures and traffic counts. On April 20, 2006, the Wheeling and Lake Erie Railroad provided a standard "Clearance Diagram for Highway Overpasses." On May 10, 2006, the railroad provided information that the railroad runs an average of two trains per day on the line designated as the "East End Branch."

Environmental Commitments

Ecological Resources

- Any unavoidable cutting of trees with suitable roosting and brood-rearing habitat for the Indiana bat (living or standing dead trees or snags with exfoliating, peeling or loose bark, split trunks and/or branches, or cavities) will be performed only before April 15 or after September 15 when the species would not be using such habitat.
- Under no circumstances shall the contractor store equipment and/or materials in any wetlands, streams, or waters of the United States.
- A Stormwater Pollution Plan will be prepared to reduce sedimentation, erosion, and silt loading to the affected water resources.
- Construction and Demolition Debris – The contractor shall take precautions to avoid an/or limit construction and demolition debris from entering any stream. Any material that does fall into the stream shall be removed as soon as possible.
- Stream Channel Excavation - The contractor shall take all precautions necessary to prevent any incidental discharges associated with the excavation and hauling of material from the stream channel. This pertains to any excavation operation such as, foundation pier or abutment excavation, channel clean out, excavation for rock channel protection and removal of any temporary fill associated with construction operations.
- Best Management Practices - Water column and sedimentation impacts shall be kept to a minimum through the use of best management practices for soil erosion and sedimentation control. All soil erosion and sediment control measures shall be in place prior to any excavation, grading or filling operations and installation of proposed structures or utilities. They shall remain in place until construction is completed and the area is stabilized as accepted by the engineer. These shall comply with ODOT's Handbook for Sediment and Erosion Control, which may be found at <http://www.dot.state.oh.us/drrc/>.
- Wetland locations will be identified on the project plans, and the contractor will be directed to avoid ancillary wetland impacts, such as the use of wetland areas for material disposal or construction staging.
- Individual 404/401 waterway permits will be obtained and conditions adhered to during construction. Stream and wetland mitigation will be developed to address the impacts.

Farmland

- ◆ The filling of the two farm ponds will affect the ability of the landowner to pasture cattle on the property. A procedure should be developed to assure continued availability of water on this property.

Noise

- If acceptable to residents and local officials, the noise barrier for the area north of relocated US 30 near the Berger Road crossing should be included in the construction plans.
- To minimize construction noise impacts, construction equipment will be operated in compliance with all applicable ordinances and regulations pertaining to construction noise.

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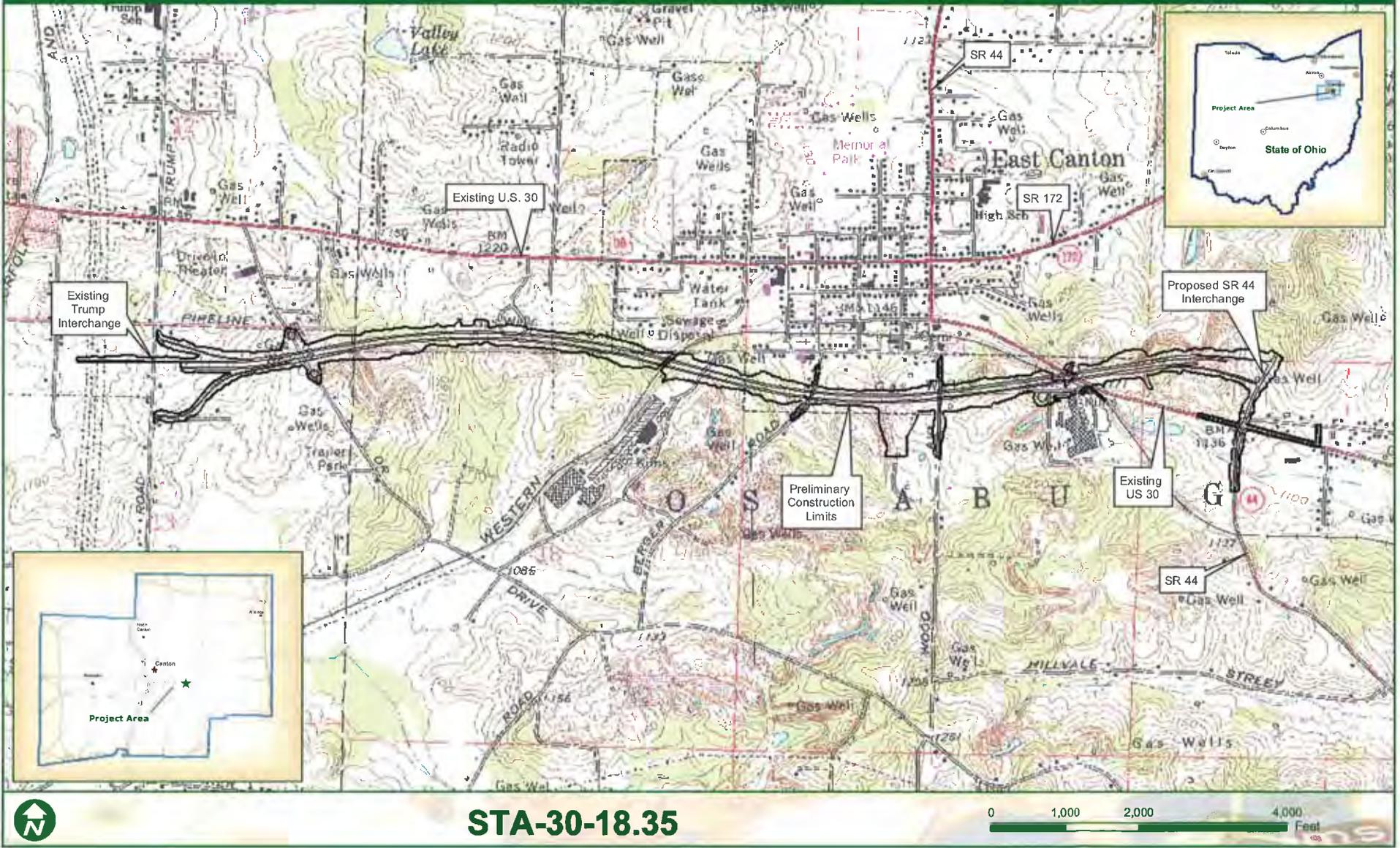
APPENDIX 1

FIGURES

No.	Title
1	Project Location
2	Original Alignment and Current Proposed Alignment
3	STA/COL-30-18.35/0.00 Corridors and Alignments
4	North and South Alignments (2000)
5	Streams and Wetlands
6	Terrestrial Habitat
7	Floodplains
8	Recommended Noise Wall
9	Community Features
10	Houses to be Acquired
11	Mined Lands
12	Hazardous Waste Sites

Project Location

Figure 1

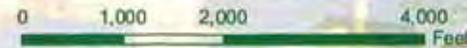


1975 Original Alignment and 2007 Proposed Alignment

Figure 2



STA-30-18.35

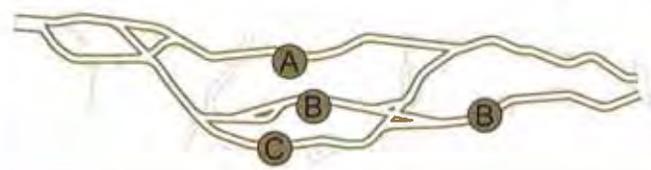


Corridors and Alignments

Figure 3



Preliminary Corridors of STA/COL-30-18.35/0.00



- | | | | |
|--|---|--|-------------------------------------|
| | Alignments 2 & 10 | | Alignment 1 - Northern Alignment |
| | Alignment 2 - South Alignment | | Alignment 5 - North-South Alignment |
| | Alignment 10 - South-to-North Alignment | | Existing US 30 |

STA/COL-30-18.35/0.00

North and South Corridors (2000)

Figure 4



Potential hazardous waste and economic impacts in this area resulted in the elimination of the southern corridor in the East Canton vicinity.

2000 Corridors

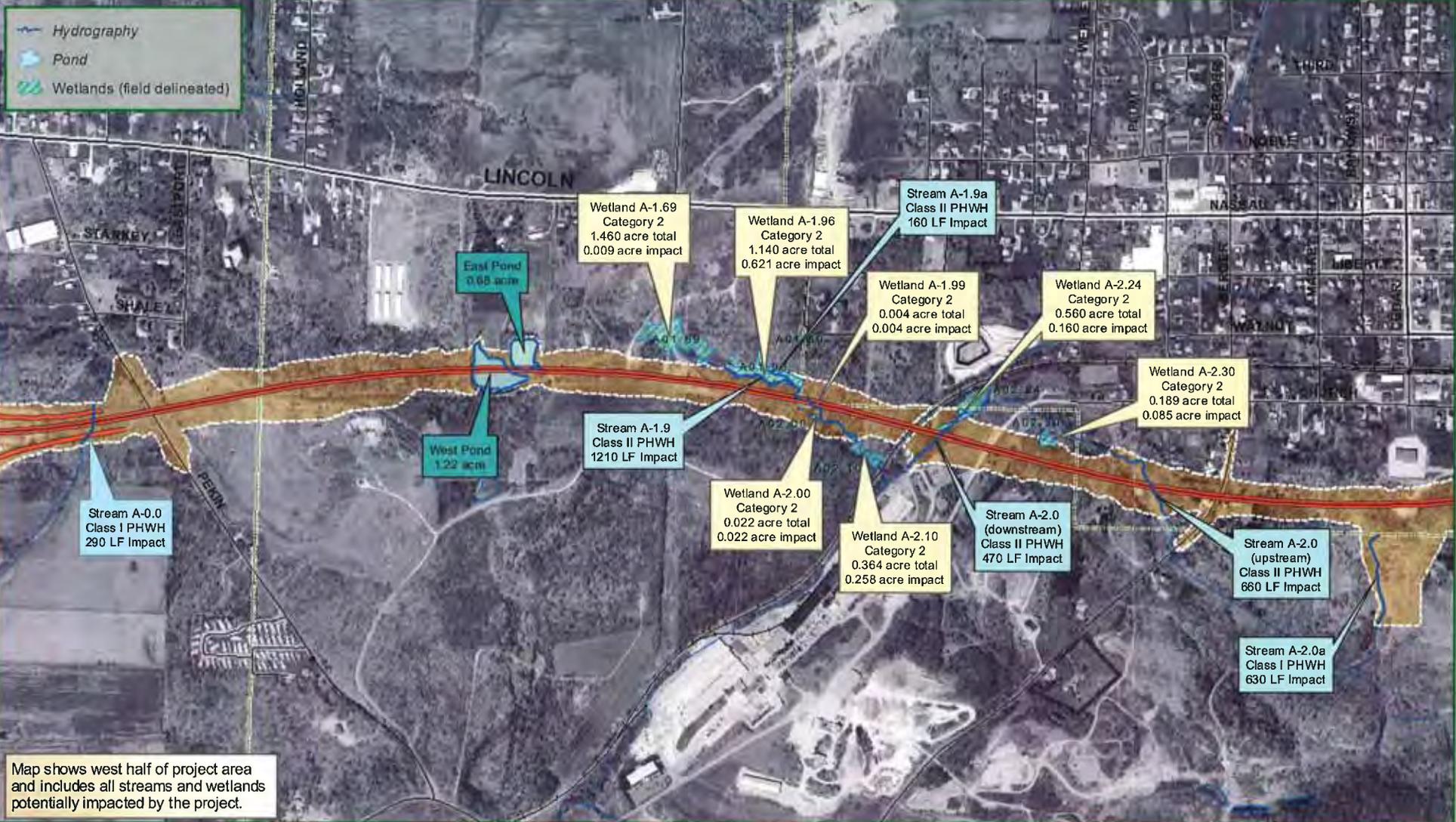
The north and south alignments were developed as part of the STA/COL-30-18.35/0.00 project (PID 10748). The south alignment was dropped from further consideration in May 2000.

STA-30-18.35

0 1,000 2,000 4,000 Feet

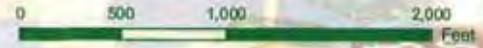
Streams and Wetlands

Figure 5



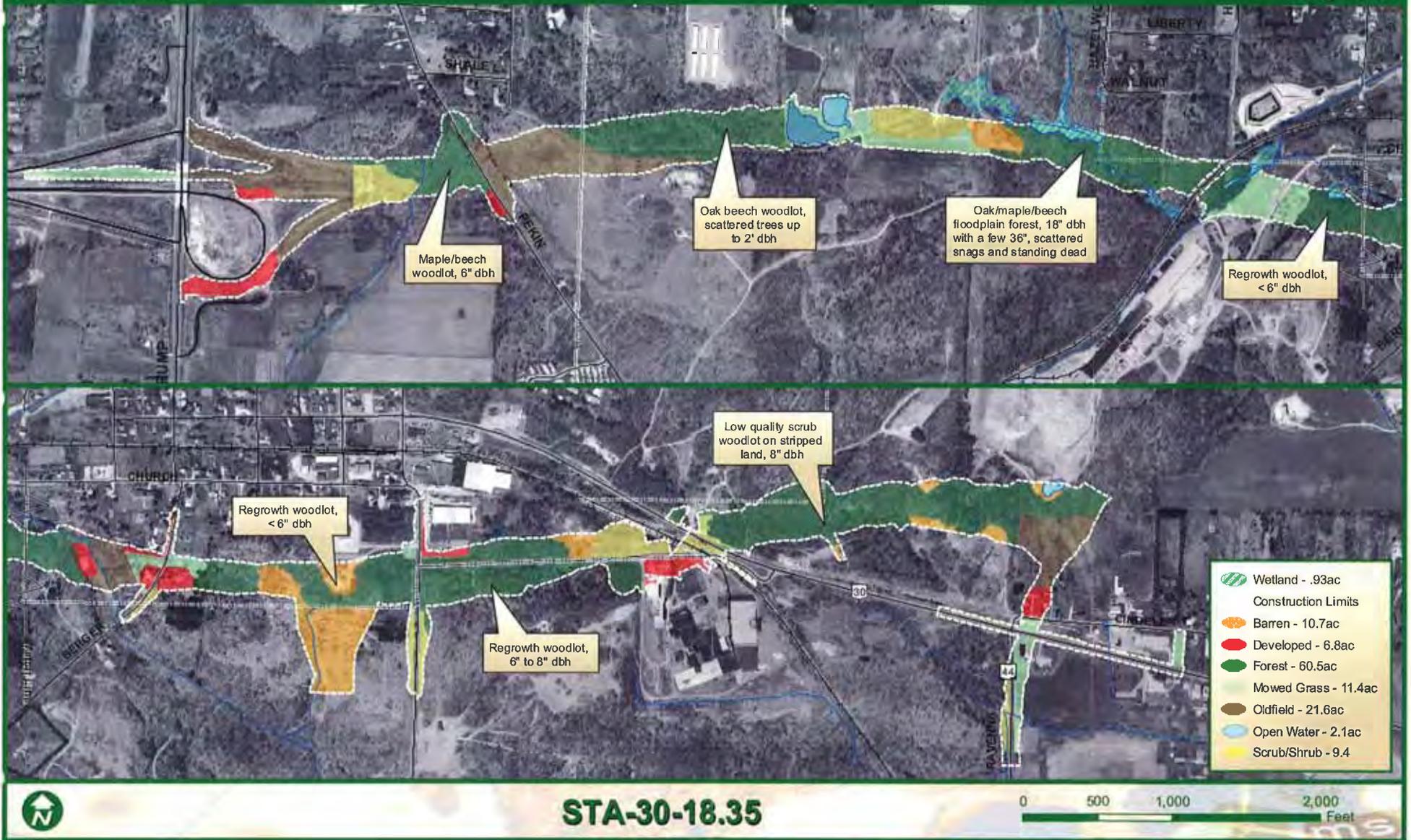
Map shows west half of project area and includes all streams and wetlands potentially impacted by the project.

STA-30-18.35



Terrestrial Habitats

Figure 6



100 Year Floodplain

Figure 7



Recommended Noise Barrier

Figure 8



STA-30-18.35

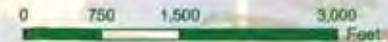


Community Features

Figure 9



STA-30-18.35



Houses to be Acquired

Figure 10



STA-30-18.35



Mined Lands

Figure 11



Source :
ODNR Underground Mine Maps



STA-30-18.35

0 750 1,500 3,000
Feet

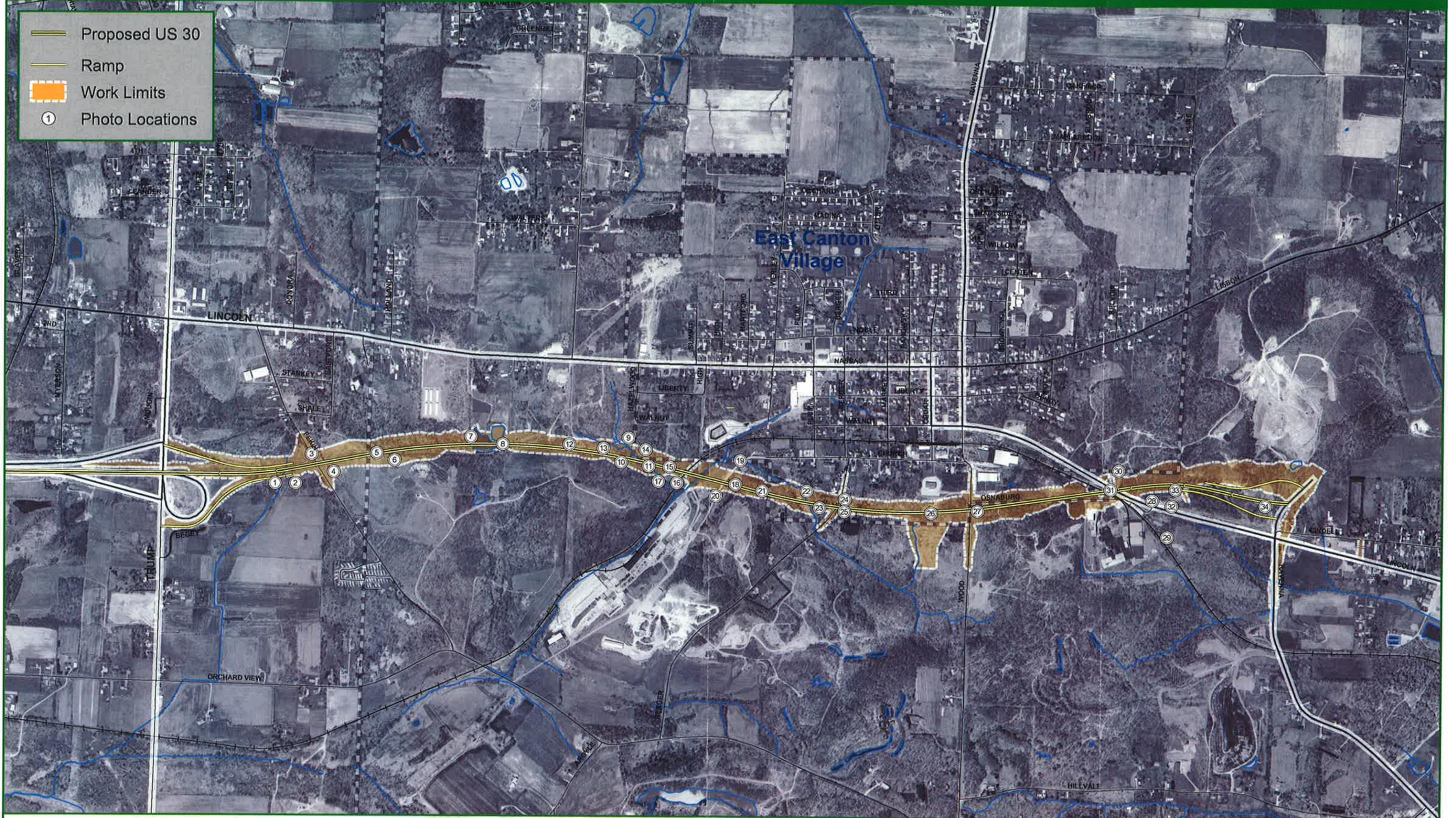
***APPENDIX 2
DESIGN PLANS - STAGE 1
SUBMISSION, JUNE 2006***

APPENDIX 3

STUDY AREA PHOTOGRAPHS

Photolog

- Proposed US 30
- Ramp
- Work Limits
- Photo Locations



STA-30-18.35





Photo 1 – STA 1167 – Stream A-0.0 at alignment.



Photo 2 – STA 1168 – Woodlot west of Pekin.



Photo 3 – STA 1169 – Woodlot looking west from Pekin.



Photo 4 – STA 1169 – 1365 Pekin.



Photo 5 – STA 1175 – Oldfield, looking west.



Photo 6 – STA 1177 – Woodlot, looking north.



Photo 7 – STA 1190 – West pond, looking southeast.



Photo 8 – East pond, looking north.



Photo 9 – STA 1215 – Wetland A-1.80.



Photo 10 – STA 1207 – Fallen beech tree.



Photo 11 – STA 1211 – Stream A-1.9, eroded banks at proposed crossing location.



Photo 12 – STA 1204 – Wetland A-1.89.



Photo 13 – STA 1209 – Wetland A-1.96.



Photo 14 – STA 1215 – Wetland A-1.99.



Photo 15 – STA 1215 – Stream A-1.9 floodplain.



Photo 16 – STA 1215 – Stream A-1.9 floodplain.



Photo 17 – STA 1216 – Wetland A-2.10.



Photo 18 – Wetland A-2.24.



Photo 19 – STA 1225 - Stream A-2.0 (Sherrick Run) at Church Street, north of alignment.



Photo 20 – STA 1233 – Stark Ceramics, south of alignment.



Photo 21 – STA 1228 – Wooded area east of Church Street.



Photo 22 – STA 1233 – Basketball court behind St. Paul's Church, in alignment.



Photo 23 – STA 1233 – Stream A-2.0 (Sherrick Run) and basketball court.



Photo 24 – STA 1238 – 449 Berger, in alignment.



Photo 25 – STA 1239 – 449 Berger Road, in alignment.



Photo 26 – STA 1256 – Woods behind Osnaburg Fire Station.



Photo 27 – STA 1256 - Sign at SE corner of Osnaburg and Wood.



Photo 28 – STA 1275 – Osnaburg Road, looking west across tracks.



Photo 29 – STA 1279 – Looking west towards Resco Products.



Photo 30 – STA 1274 – Gas well battery on north side of existing US 30, looking north.



Photo 31 – STA 1275 – Shed in front of gas well battery, north side of US 30.



Photo 32 – STA 1280 – Waste area on north side of US 30, looking northeast.



Photo 33 – STA 1283 – Scrub woodlot behind waste area.



Photo 34 – STA 1296 – Landfill north of proposed US 30 alignment, looking north.

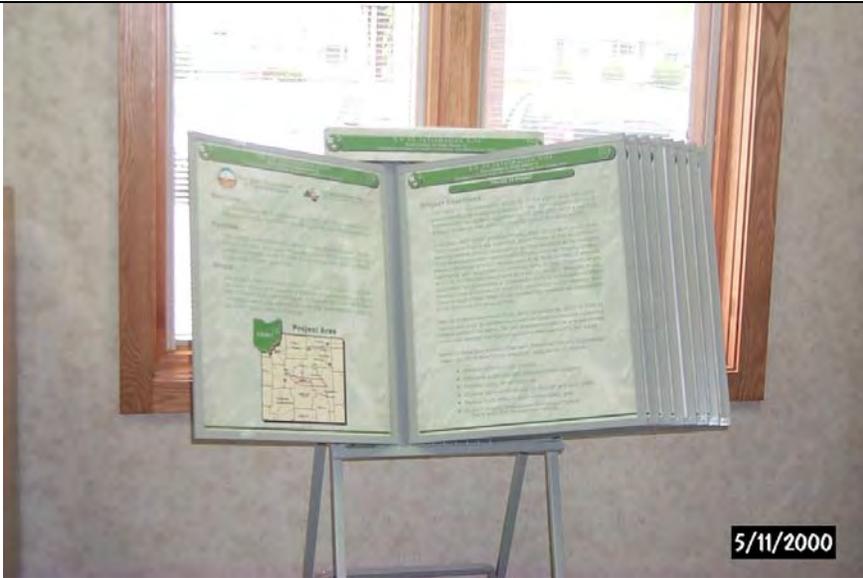


Photo 35 – US 30 Information Kiosk, used for public input.

***APPENDIX 4
ODNR NATURAL HERITAGE
DATABASE***

APPENDIX 5

FLOODPLAIN COORDINATION

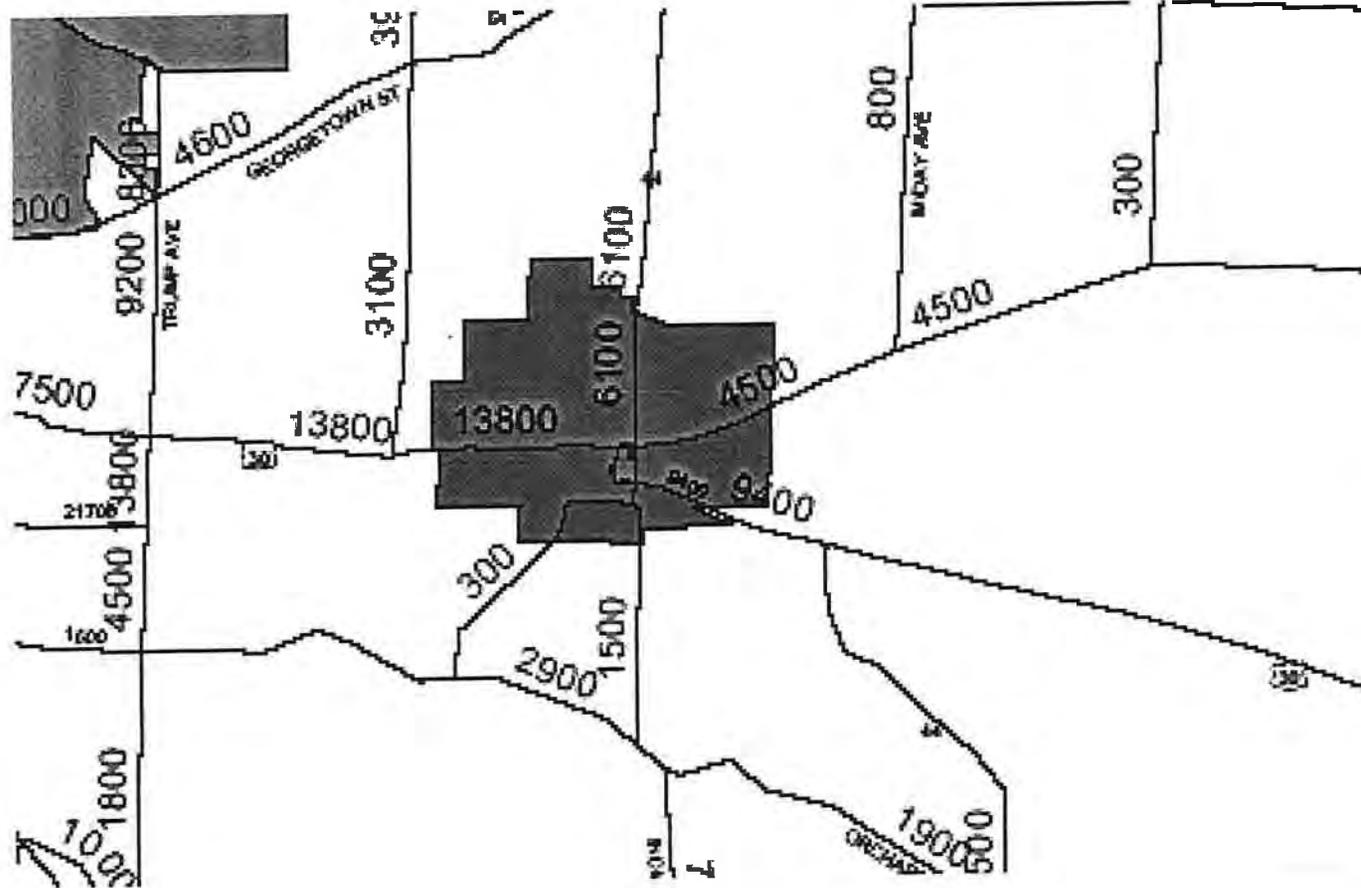
APPENDIX 6

FARMLAND COORDINATION

APPENDIX 7 NOISE STUDY

APPENDIX 8 TRAFFIC FORECASTS

SCATS 2003 Traffic Volumes



Source: Stark County Areawide Transportation Study, 2003

RELOCATED U.S. 30

OPENING YEAR (2010) ADT= 21,700
 DESIGN YEAR (2030)* = 42,520
 DHV (2030)= 4,252
 DIRECTIONAL DISTRIBUTION: 55%
 $T_{24} = 0.19$
 TD: 0.11
 DESIGN SPEED: 70 MPH
 LEGAL SPEED: 60 MPH
 DESIGN FUNCTIONAL CLASSIFICATION:
 RURAL PRINCIPAL ARTERIAL
 DESIGN EXCEPTIONS:
 NONE REQUIRED

BERGER ROAD TR-169

OPENING YEAR (2010) ADT= 300
 DESIGN YEAR (2030)= 400
 DHV (2030)= 40
 DIRECTIONAL DISTRIBUTION: 55%
 $T_{24} = 0.02$
 TD: 0.02
 DESIGN SPEED: 35 MPH (VERTICAL)
 LEGAL SPEED: 55 MPH, 25 MPH @ CORP. LIMITS
 DESIGN FUNCTIONAL CLASSIFICATION:
 RURAL (LOCAL), LOCAL (URBAN)
 DESIGN EXCEPTIONS:
 DEGREE OF CURVE
 LACK OF SPIRALS
 SUPERELEVATION (MAX RATE)
 STOPPING SIGHT DISTANCE

EXISTING U.S. 30/S.R. 44

OPENING YEAR (2010) ADT= 10,125
 DESIGN YEAR (2030)= 14,100
 DHV (2030)= 1,410
 DIRECTIONAL DISTRIBUTION: 55%
 $T_{24} = 0.19$
 TD: 0.11
 DESIGN SPEED: 60 MPH
 LEGAL SPEED: 55 MPH
 DESIGN FUNCTIONAL CLASSIFICATION:
 RURAL PRINCIPAL ARTERIAL
 DESIGN EXCEPTIONS:
 NONE REQUIRED

TRUMP AVENUE

OPENING YEAR (2010) ADT= 10,000
 DESIGN YEAR (2030)= 13,000
 DHV (2030)= 1,300
 DIRECTIONAL DISTRIBUTION: 55%
 $T_{24} = 0.19$
 TD: 0.11
 DESIGN SPEED: 45 MPH
 LEGAL SPEED: 45 MPH
 DESIGN FUNCTIONAL CLASSIFICATION:
 URBAN MINOR ARTERIAL
 DESIGN EXCEPTIONS:
 NONE REQUIRED

WOOD AVENUE CR-151

OPENING YEAR (2010) ADT= 1,500
 DESIGN YEAR (2030)= 1,750
 DHV (2030)= 175
 DIRECTIONAL DISTRIBUTION: 55%
 $T_{24} = 0.02$
 TD: 0.02
 DESIGN SPEED: 45 MPH (VERTICAL)
 LEGAL SPEED: 55 MPH, 25 MPH @ CORP. LIMITS
 DESIGN FUNCTIONAL CLASSIFICATION:
 MINOR COLLECTOR (RURAL)
 URBAN COLLECTOR @ CORP. LIMITS
 DESIGN EXCEPTIONS:
 STOPPING SIGHT DISTANCE

U.S. 30 CONNECTOR

OPENING YEAR (2010) ADT= 12,350
 DESIGN YEAR (2030) = 16,635
 DHV (2030)= 1664
 DIRECTIONAL DISTRIBUTION: 55%
 $T_{24} = 0.08$
 TD: 0.05
 DESIGN SPEED: 55 MPH
 LEGAL SPEED: 55 MPH
 DESIGN FUNCTIONAL CLASSIFICATION:
 RURAL PRINCIPAL ARTERIAL
 DESIGN EXCEPTIONS:
 NONE REQUIRED

PEKIN DRIVE TR-173
 TO BE CLOSED (CUL-DE-SAC)

OPENING YEAR (2010) ADT = 700
 DESIGN YEAR (2030) = 900
 DHV (2030)= 90
 DIRECTIONAL DISTRIBUTION: 55%
 $T_{24} = 0.02$
 TD: 0.02
 DESIGN SPEED: 45 MPH
 LEGAL SPEED: 45 MPH
 DESIGN FUNCTIONAL CLASSIFICATION:
 URBAN LOCAL
 DESIGN EXCEPTIONS:
 NONE REQUIRED

OSNABURG STREET TR-127A
 TO BE CLOSED (CUL-DE-SAC)

OPENING YEAR (2010) ADT= 250
 DESIGN YEAR (2030)= 300
 DHV (2030)= 30
 DIRECTIONAL DISTRIBUTION: 55%
 $T_{24} = 0.02$
 TD: 0.10
 DESIGN SPEED: 50 MPH
 LEGAL SPEED: 55 MPH
 DESIGN FUNCTIONAL CLASSIFICATION:
 RURAL LOCAL
 DESIGN EXCEPTIONS:
 DEGREE OF CURVE
 LACK OF SPIRALS
 SUPERELEVATION (MAX RATE)

***APPENDIX 9
PUBLIC OFFICIALS MEETING,
MARCH 4, 2005***

APPENDIX 10

PUBLIC INFORMATION MEETING

MAY 23, 2005

- *Canton Repository article – 04/26/05*
- *Open House handout package (10 pages)*
- *Open House Attendance Record (17 pages)*
- *Canton Repository article – 05/25/05*
- *Summary of Written Comments*
- *Letter from Herbert Robinson*
- *Letter from Stark Ceramics – 06/17/05*

Summary of Written Comments Public Information Meeting, May 23, 2005

Name(s)	Comment	Response
Comment Sheets		
Lewis & Lury (?) Talkington	Highway too close to home.	<i>This family lives at 617 Pekin Drive. The proposed roadway will be about 450 to 500 feet from this house.</i>
Herbert Robinson	Berger should be dead-end street due to excessive traffic after project completion.	<i>Consideration was given to closing Berger Road. However, this concept was strongly opposed by local government officials due to new development to the south, and to longer response times for emergency vehicles.</i>
Ray Leslie	Access road from Wood Street to the brickyard is unneeded.	<i>After further evaluation of this street (Osnaburg Road), it was determined that this roadway is not needed and will not be replaced. A cul-de-sac will be built at the east end near the Resco Plant to allow property access.</i>
Linda Heslop	Concerned about property values after project completion.	<i>Based on experiences on other similar projects, there is no evidence that this project will result in any substantial adverse impacts on local property values. In some cases, values may be increased by improved access.</i>
Kenneth & Kathleen Hill Betsy Mack	Route 30 should be repaved through East Canton, other nearby roads should be repaired.	<i>ODOT will continue to maintain existing US 30 until completion of the relocation project. Other than US 30 the other roads in the project area are County and Township facilities.</i>
Betsy Mack	Project will displace too many people, but will only benefit trash haulers.	<i>The project will displace no more than five households. While trash haulers will benefit to some degree, the principal beneficiaries will be commuters from the project area traveling to Canton and other employment centers, small industries in the immediate vicinity, and East Canton residents, who will benefit from reduced Village traffic.</i>

Name(s)	Comment	Response
Betsy Mack	Project will ruin a beautiful rural community but will only benefit government and big business.	<i>One objective of the project is to enhance the quality of the Village of East Canton by reducing excessive traffic through the community. The project is intended to benefit local residents and small businesses.</i>
Jeff Adams Gorman Mayle	Sound barriers needed along Church Street, Berger Street.	<i>Installation of noise barriers will be further evaluated during the design phase, and will be discussed at future public meetings.</i>
Gregory Whipkey	Traffic should be handled in a "driver friendly" way.	<i>No response required.</i>
Larry & Nancy Morris	Project is not needed.	<i>ODOT feels that the project is needed to reduce excessive traffic through the Village of East Canton.</i>
Larry & Nancy Morris	Cultural resource study on Miller Farm on Evening Star is a "farce." Local archaeological society was not consulted	<i>The cultural resource study was reviewed and approved by the State Historical Preservation Office.</i>
Letters		
Herbert Robinson	Berger Road should become a dead end.	<i>Consideration was given to closing Berger Road. However, this concept was strongly opposed by local government officials due to new development to the south, and to longer response times for emergency vehicles.</i>
Stark Ceramics	The new roadway will be about 300 feet from the corporate office building and will have disruptive noise impacts.	<i>Noise evaluations indicate that the noise levels at the corporate office will not constitute a noise impact based on FHWA guidelines.</i>
Stark Ceramics	Current plans will require major efforts to revamp the front entrance for the facility. Berger Road, in its current condition, is not adequate to handle the truck traffic.	<i>It was determined that both Berger Road and the current Stark Ceramics driveway will be closed due to the roadway relocation. ODOT committed to work with Stark Ceramics to develop a suitable means of truck access to the existing facility. However, manufacturing at this site was terminated in March 2007.</i>

Name(s)	Comment	Response
Stark Ceramics	Will the company be compensated for the "residual value" if the project acquires land that splits the Stark Ceramics property or results in reduced land value?	<i>The "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (amended 1987) assures the fair and equitable treatment of all persons and businesses affected by land acquisition. Reduced land value is a factor that is considered in the determination of payment for right-of-way.</i>

APPENDIX 11 PUBLIC INFORMATION MEETING, MAY 4, 2006

- ◆ ***ODOT News Release***
- ◆ ***ODOT Letter***
- ◆ ***ODOT Mailing List***
- ◆ ***Foltz Community Center Newsletter***
- ◆ ***Public Meeting Handout***
- ◆ ***Summary of Written Comments***
- ◆ ***Petition Regarding Closure of Pekin Drive***

Summary of Written Comments Public Information Meeting, May 4, 2006

Name(s)	Comment	Response
Les McBride	<p>Supports the proposed project with the noted concerns</p> <ol style="list-style-type: none"> 1) Elimination of East/Entrance to Stark Ceramics 2) Proposed Land Value 3) Request a private meeting to address these & other concerns 	<p><i>Further discussions with Stark Ceramics regarding the loss of the access driveway will be conducted through the right-of-way acquisition process for the project. Compensable damages that may result from the driveway elimination, if any, will be determined by an approved real estate appraiser. (Manufacturing operations at Stark Ceramics were terminated in March 2007.)</i></p>
Allen R. Smalley	<p>Supports the proposed project with exceptions</p> <ol style="list-style-type: none"> 1) Requests a meeting with Koch & Stark & ODOT to discuss the replacement of the Stark/ Koch Drive from Church Street to our plants. 2) Requests the option that had been discussed at previous meetings <ul style="list-style-type: none"> ▪ A new access road ▪ An underpass over the existing Stark/Koch Drive ▪ Upgrades to Berger Road 3) Unhappy that it has been decided to change our project concerns and not have contacted our companies 	<p><i>Further discussions with Stark Ceramics regarding the loss of the access driveway will be conducted through the right-of-way acquisition process for the project. Compensable damages that may result from the driveway elimination, if any, will be determined by an approved real estate appraiser. (Manufacturing operations at Stark Ceramics were terminated in March 2007.)</i></p>
Greg Weakland Koch Knight	<p>Supports the project, with concerns. Koch Knight shares a drive/road (private) with Stark Ceramics. Both parties are concerned that the existing eastbound access road will be eliminated and the proposed access road to Berger Drive was removed from the project. Prefer the access road is built as part of project. The potential liabilities that state seeks to avoid by not building the access road will ultimately destroy our business.</p>	<p><i>Further discussions with Stark Ceramics regarding the loss of the access driveway will be conducted through the right-of-way acquisition process for the project. Compensable damages that may result from the driveway elimination, if any, will be determined by an approved real estate appraiser.</i></p>

Name(s)	Comment	Response
Jeff Coulter Herb Robinson Vance R. Krites	Supports the proposed project. Route 30 project is great – it will help our area.	<i>No response required.</i>
Karl & Earline Hermann	Supports the proposed project, but with some changes. The new US Rte 30 should be located about 100 to 150 feet further south from it's proposed location at Pekin Drive and should extend to the east for a distance of about 500 feet.	<i>The basic location of the crossing of Pekin Drive is dictated by the existing location of the interchange at Trump Avenue and the need to pass to the north of Stark Ceramics.</i>
Albert & Josephine Roudebush Daisey Beddell Lewis D & Lura J. Talkington	Oppose closing of Pekin Drive. Would rather have a bridge across Pekin Drive. It is heavily traveled. Osnauburg and Canton Township school buses both use this road. The response time will be increased for fire and ambulance services. The mobile home park has a lot of elderly who rely on fast response from emergency services. A dead end street will offer a secluded place for drug and crime activities. Also, it will make it inconvenient, I have to go Orchardview and go on Trump Road.	<i>The proposed closing of Pekin Drive has been coordinated with the Canton Township Fire Department. The Fire Department has indicated that from the Trump interchange, the south route using Orchardview is safer and takes the same time as the north route using US 30. Therefore, the Fire Department had no objection to closing Pekin Drive.</i>
Tom Davis	There is no need for this highway, drive down east 30 at any time and the traffic is never backed up. So spend our tax money elsewhere and more wisely.	<i>ODOT feels that his project will provide an efficient east/west route to link the eastern portion of Stark County to the region, improve the level of service for through and local traffic, improve safety for travelers on US 30 by removing through traffic and the majority of truck traffic from local streets in East Canton, and foster desired economic development within the area.</i>
Juergen Tharp	Still in favor of Corridor B.	<i>Corridor B through the STA-30-18.35 project area was eliminated in May 2000 because of adverse impacts on Stark Ceramics and potential hazardous waste issues.</i>

Name(s)	Comment	Response
David A. Moneman	<ul style="list-style-type: none"> ▪ A traffic light will be necessary at existing Rte 30 & Rte 44. ▪ Most locals from Minerva exit Rte 30 in Robertsville and use Mapleton to Lotz to Orchardview to Trump and back to Rt. 30, to avoid lights in East Canton. This traffic pattern needs to be looked at. ▪ The extension of Rte 30 to Rte 44 will increase truck traffic to the landfill on Rt. 44. 	<ul style="list-style-type: none"> ▪ <i>ODOT has determined that the need for a traffic light at this intersection will be determined based on actual traffic conditions after construction of the project.</i> ▪ <i>It is anticipated that any locals that currently use this route will now continue on 30 and get on relocated 30 at the new SR 44 interchange.</i> ▪ <i>The extension of US 30 to SR 44 will mean that the landfill-bound trucks will not go through East Canton. While the improved access may slightly increase the use of the landfill, this increase would not be substantial.</i>
Steve Miller	Would like a copy of the proposed extension as it applies to the 5 parcels of property located at the SE corner of Wood and Osnaburg.	<i>Maps will be provided as requested.</i>
Martin Zawacky Marcia K. Zawacky Stanley E Starcher Henry Hilger	Support the current project, but disappointed that Rte 30 is no longer planned to be all the way to the eastern state line. It could be built in stretches. This area has open space for business, it would bring jobs, increase traffic and most of all money into this area. Would like a count of the amount of traffic not using Rte 30 because of its current condition. What if it was improved as in the western part of the state?	<i>On January 12, 2006, the Transportation Review Advisory Council (TRAC) recommended that the portion of the Stark/Columbiana US 30 project east of SR 44 should be removed from ODOT's multiyear Major New Construction Program. The 30-mile segment from SR 44 to SR 11 was estimated to cost \$500 million. Based on TRAC funding projections, it was considered unlikely that the money would be available for construction within the next ten years. Additionally, low traffic volumes in this section prohibited favorable TRAC consideration when weighed against other projects across the state. Because of low traffic volumes and the high project cost, it was considered not prudent to continue with the preliminary engineering and environmental</i>

Name(s)	Comment	Response
		<i>process. If traffic patterns cause a change in priorities, ODOT will reevaluate this decision.</i>
Donna Robinson	Would rather have Berger Street cross over the highway, than under. Would be less traffic noise for my home at 1590 Berger Street South. Bought the property to enjoy the quietness of the country, the highway will cause this to cease.	<i>While traffic noise from the project may be perceptible, the dwelling at 1590 Berger is approximately 1000 feet from the proposed alignment and is not predicted to have a substantial increase in traffic noise. The decision to cross over Berger was based on many factors, including roadway geometrics.</i>
Shirley Monnot	Tired of waiting for my house to be acquired, it is stressful. The meetings should concentrate on the individuals that are losing their homes and then address the people that are losing a few feet of property. The mappings should be placed in a packet and hand delivered to the people that are relinquishing their property for ODOT's improvements.	

APPENDIX 12

LOCAL AGENCY COORDINATION

APPENDIX 13 NATURAL RESOURCE AGENCY COORDINATION

APPENDIX 14
CULTURAL RESOURCE
AGENCY COORDINATION

APPENDIX 15 OTHER COORDINATION