Proposed US Route 30/Grant Boulevard Roadway Improvement Project
ODOT Project: STA-30-32.12; PID 103718

Village of Minerva, Stark County, Ohio
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1.0 EXECUTIVE SUMMARY

On Thursday, July 13, 2017, an open house public involvement meeting was conducted by the Ohio Department of Transportation (ODOT) District 4 to present and discuss the proposed improvements at the intersection of US Route 30 and Grant Boulevard with local residents, business owners, public officials and the general public. Public comments regarding the proposed project and any potential social, economic and/or environmental impacts associated with the proposed project were welcomed and solicited.

Throughout the open house public involvement meeting, personnel from ODOT and EMH&T (project consultant) were available to address any questions and/or concerns regarding the proposed project. Written and oral comments were solicited during the meeting, and written comments could be provided by mail prior to the end of the formal comment period on August 11, 2017.

In total, 25 people, including residents, business owners and local officials registered at the open house public involvement meeting. Members of the public were encouraged to view project information exhibits. The exhibits showed the proposed improvements using graphic design over an aerial with parcel details. Information stations were available for people to examine project documentation, speak with an ODOT Team Member regarding potential right-of-way acquisition and complete the public comment form.

A news release was issued by ODOT and news coverage appeared in The News Leader and the Alliance Review. The news release included an email address and mailing address for submission of comments. At the open house public involvement meeting, a comment form was provided to solicit feedback from meeting attendees. A total of four (4) written comments were received by ODOT. Copies of the written comments are included in Appendix A.

2.0 MEETING DETAILS

The open house public involvement meeting occurred on Thursday, July 13, 2017, from 5:00 p.m. to 7:00 p.m. at the Minerva Public Library Community Meeting Room located at 677 Lynnwood Drive in Minerva, Ohio.

2.1 Purpose of the Meeting

The purpose of the open house public involvement meeting was to present and discuss the proposed improvements at the intersection of US Route 30 and Grant Boulevard under consideration with the general public, residents, business and property owners and public officials, as well as to solicit public comments regarding the social, economic and environmental impacts of the proposed project.

Informational materials were distributed to each attendee explaining the project’s purpose to improve traffic flow by reconstructing the US Route 30/Grant Boulevard intersection to better serve the needs of the traveling public.

The proposed change will:

- Create a more gradual curve which will allow eastbound and westbound US Route 30 traffic to move simultaneously through the intersection;
- Reduce delay by approximately 75% and eliminate the need for a traffic signal;
- Remove the existing traffic signal and install a stop sign at Grant Boulevard;
• Resurface US Route 30 and Grant Boulevard within the project limits including installation of new curb and gutter, sidewalks, pavement markings and signage; and
• Close and remove an existing alley located on the north side of US Route 30, just east of Grant Boulevard and west of the Minerva Area Christian School.

Representatives from ODOT District 4 and project consultants were available to discuss the proposed changes and to address questions and/or concerns from the public about the proposed project.

2.2 Meeting Notification

A news release was issued to local media to announce the meeting date, time, location and purpose, as well as a mailing address and email address to submit comments. As a result of the news release, the Alliance Review published a news article on June 20, 2017, entitled “ODOT schedules open house for US 30 project.” Additionally, an electronic advertisement requesting public participation at the meeting was posted on the ODOT District 4 website. Public meeting notification letters, dated June 9, 2017, were mailed to 123 property owners, businesses and public officials. See Appendix B for copies of the news release, news article and notification letter.

2.3 Attendance

A total of 25 attendees registered at the meeting. The following ODOT District 4 and project consultant team members also attended:

• Kristin Bergdorf, ODOT District 4, Real Estate Specialist
• Matthew Chaney, ODOT District 4, Design Engineer
• Christina Copeland, ODOT District 4, Project Manager
• Joe DeFuria, ODOT District 4, Traffic Engineer
• Edward Deley, Jr., ODOT District 4, Environmental Coordinator
• Cheryl Everett, ODOT District 4, Real Estate Manager
• Christopher Huff, ODOT District 4, Real Estate Administrator
• Kimberly Mondora, ODOT District 4, Preliminary Engineering Manager
• Brian Peck, ODOT District 4, Environmental Specialist
• Lauren Phillis, ODOT District 4, Preliminary Engineering & Contracts Coordinator
• Tom Powell, ODOT District 4, District Design Engineer
• Craig Rees, ODOT District 4, Title
• Steve Rebillo, ODOT District 4, Planning Administrator
• Dawn Roxberry, ODOT District 4, Traffic Engineer
• Tim Ward, ODOT District 4, Right-of-Way Plan Designer/Reviewer
• Melissa Benoit, EMH&T, Environmental
• Mike Krokonko, EMH&T, Environmental
3.0 MEETING FORMAT

The meeting format was an open house public involvement meeting. Exhibits on display in the Minerva Public Library Community Meeting Room showed the proposed improvements using graphic design over an aerial with parcel detail as well as the alternate routes that will be available for motorists during construction. The meeting format provided the public with an opportunity to speak individually with project team members, to ask questions and to express their interests, comments and/or concerns regarding the project. Members of the project team were available throughout the meeting to address any questions, identify public issues and collect public input.

3.1 Information Stations

Listed below is a description of each informational station at the open house public involvement meeting:

Station 1 – Registration and Introduction: Upon arrival, attendees were directed to sign-in at the registration table where an Informational Handout including a color 11 x 17 exhibit on the proposed project was given to them. A Public Meeting Comment Form was also distributed with the Informational Handout to give the public an opportunity to provide written comments or suggestions at their discretion. A copy of the Informational Handout and Comment Forms are included in Appendix A of this report. This Informational Handout was also made available on the ODOT District 4 website.

Station 2 – Exhibits: This station included two sets of exhibits showing the proposed improvements and proposed detour routes. The exhibits were mounted on easels to provide an easy view of the exhibit boards. Project Team members were available throughout this station to interact one-on-one with attendees and solicit public comments/suggestions. Copies of exhibits displayed during the open house public involvement meeting are included in the Exhibits section of this summary.

Station 3 – Additional Documentation: This station was established to provide documentation of the 2015 US Route 30 Corridor Planning Study and the Environmental Studies completed in conjunction with the project for the public to review.

Station 4 – Right-of-Way: This station was established for attendees to discuss the right-of-way acquisition process with ODOT Project Team members.

Station 5 – Comment Area: Attendees could use this area to complete their comment forms. A “Public Comments Box” was provided for them to deposit their forms. The comment forms also provided directions to mail or email comments following the public involvement meeting.

4.0 INFORMATION GATHERED

Interested attendees were encouraged and offered the opportunity to submit written comments on the provided Public Meeting Comment Form during the meeting or by mail or email to ODOT District 4. An area was provided for attendees to write their comment(s) and leave their comment sheets in a designated “Public Comments Box.”
4.1 Comments

A total of four (4) public comments were received during the public comment period by ODOT District 4 (see Appendix A). Comment topics and responses to these comments are summarized below.

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concern for increased local traffic using West Street, which is approximately 10' wide, as an alternate route.</td>
<td>Project construction will require closure of US 30 and Grant Blvd. at the intersection. Maintenance or traffic (MOT) details have been developed in accordance with applicable traffic engineering policies, guidelines and standards and construction and detour information will be posted prior to the start of construction activities. US 30 traffic will be directed to use State Route 183 and State Route 172 during construction. The official detour route established for Grant Street will utilize Chestnut Street, Main Street and High Street. West Street will not be signed as a detour route during project construction.</td>
</tr>
<tr>
<td>Concern for the proposed removal of the traffic signal at US 30 and Grant Blvd.</td>
<td>ODOT adheres to federal guidelines (Manual on Uniform Traffic Control Devices - MUTCD) that establish minimum conditions under which a traffic signal installation should be considered. A series of traffic signal warrants have been developed to define the minimum traffic conditions that should be present before a traffic signal is installed. If no warrants are met, a traffic signal will not be installed. Based on analysis of peak hour traffic performed at the US 30/Grant Boulevard intersection, traffic conditions do not warrant installation of a traffic signal.</td>
</tr>
<tr>
<td>Concern that proposed curb radius from US 30 west to Chestnut Avenue will be insufficient.</td>
<td>At a minimum, the curb radius from westbound US 30 to eastbound Chestnut Ave. will be expanded from 10 feet to 15 feet. Further, an additional 7 feet of shoulder width will be provided on US 30 and site distance at the intersection will be improved with removal of the adjacent commercial building structure. ODOT will evaluate the</td>
</tr>
<tr>
<td>Request vegetation maintenance and traffic control device at the corner of Woodale Ave. and US 30.</td>
<td>Woodale Avenue is not part of the proposed project study area. ODOT performs annual highway maintenance, including mowing, on all US, Interstate and State Routes. The timing and frequency of mowing events varies from year-to-year based on environmental conditions and prioritization of required maintenance operations. Mowing on US Route 30 is performed one to four times each year. The written comment requesting mowing at the corner of Woodale Ave. and US 30 was submitted to the ODOT District 4 Stark County Maintenance &amp; Repair Operations Section on July 17, 2017. Mowing will be performed along US Route 30 in Summer 2017. ODOT adheres to federal guidelines (Manual on Uniform Traffic Control Devices - MUTCD) that establish minimum conditions under which a traffic signal installation should be considered. Traffic</td>
</tr>
<tr>
<td>Comment</td>
<td>Response</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>conditions at the US 30/Woodale Ave. intersection do not warrant</td>
<td>installation of a traffic signal. The current stop condition is appropriate for the intersection.</td>
</tr>
<tr>
<td>Concern that the west entrance to the Minerva First Christian Church</td>
<td>The existing alley that connects US 30 to Chestnut Street west of the church parking lot will be closed at US 30. However, access to the west entrance of the church parking lot from Chestnut Street will be maintained at all times during project construction.</td>
</tr>
<tr>
<td>parking lot will remain open.</td>
<td></td>
</tr>
<tr>
<td>Concern for pedestrian safety on Chestnut Ave. due to increased local</td>
<td>Pedestrian access needs and safety will be evaluated throughout the final design phases of the project. All temporary and permanent signage and pavement markings installed by the project will comply with the Ohio Manual on Uniform Traffic Control Devices (OMUTCD).</td>
</tr>
<tr>
<td>traffic during construction.</td>
<td>The project is evaluating installation of temporary pedestrian warning signs on Chestnut Ave. to enhance safety during project construction.</td>
</tr>
</tbody>
</table>

5.0 PROJECT UPDATES

ODOT will continue to evaluate comments and concerns received from the public throughout the final design phases of the project. In response to the comments noted above, the following updates have been incorporated into the proposed project:

- The curb radius from westbound US 30 to eastbound Chestnut Ave. will be expanded from 10 feet to 15 feet. Further, an additional 7 feet of shoulder width will be provided on US 30 and site distance at the intersection will be improved with removal of the adjacent commercial building structure. ODOT will review the current design to ensure the curb radius is appropriate for the project area.

- US 30 traffic will be directed to use State Route 183 and State Route 172 during construction. The official detour route established for Grant Street will utilize Chestnut Street, Main Street and High Street. West Street will not be signed as a detour route during project construction.
Proposed US Route 30/Grant Boulevard Roadway Improvement Project
Village of Minerva, Stark County, Ohio
ODOT Project: STA-30-32.12; PID 103718

COMMENT SHEET

Name: Patti Willoughby

Mailing Address: 209 W. Lincolnway
Minerva, OH 44654-7

Email Address: phwilloughby@gmail.com

Organization (if applicable): Village of Minerva

Comments:
Only real concern is traffic control on West St. between W. Lincolnway and Chestnut. It's the size of a one-way street and will assist in being used by locals as a quick detour.

Comments may be submitted in the following ways:

- Submitted in writing during the open house public involvement meeting
- By email message to Brian.Peck@dot.ohio.gov
- By telephone to Brian Peck, ODOT District 4 Environmental Specialist, at 330-786-4931
- By mail. See mailing address on next page.

The final date to submit comments is Friday, August 11, 2017.
Brian Peck
District 4 Environmental Specialist
Ohio Department of Transportation
2088 South Arlington Road
Akron, Ohio 44306
Proposed US Route 30/Grant Boulevard Roadway Improvement Project
Village of Minerva, Stark County, Ohio
ODOT Project: STA-30-32.12; PID 103718

COMMENT SHEET

Name: Charlene Sphon

Mailing Address: 314 Hart Ave
Minerva OH 44657

Email Address: sphonsemail@gmail.com

Organization (if applicable): 

Comments: 1. Thank you for considering fixing our traffic flow. 2. I still am very hesitant about the lack of traffic light!

3. PLEASE be certain the angle of the turn from 30 West turning right up Chestnut Ave is wide enough to ease the turn. The traffic that lives there (me) and all MAC school traffic use that turn, and it is awful. The idea that traffic will now be already @ 30mph over

Comments may be submitted in the following ways:

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- By telephone to Brian Peck, ODOT District 4 Environmental Specialist, at 330-786-4931
- By mail. See mailing address on next page.

The final date to submit comments is Friday, August 11, 2017.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.
While we try & turn that 50-55° angle is terrifying to this mom w/ kids. can we add a right turn???

Brian Peck
District 4 Environmental Specialist
Ohio Department of Transportation
2088 South Arlington Road
Akron, Ohio 44306
Proposed US Route 30/Grant Boulevard Roadway Improvement Project
Village of Minerva, Stark County, Ohio
ODOT Project: STA-30-32.12; PID 103718

COMMENT SHEET

Name: Anonymous

Mailing Address: ____________________________________________

Email Address: ____________________________________________

Organization (if applicable): ________________________________

Comments: 1. At Present — Woods need to be cut down on
corner Woodale Ave. and US Route 30. Woodale comes into
30 and it is difficult to enter 30 with traffic traveling
at 55 MPH. Really need signal or some traffic control device
there. Have been accidents there! Should NOT have
to report this problem every year! Cut cutting woods on schedule!

2. Regarding 30 revision — Grant Ave, etc. Stop sign will
be inadequate probably because traffic will have
great difficulty entering flow of traffic during
busy times and with semi’s traveling through.

Comments may be submitted in the following ways:

• Submitted in writing during the open house public involvement meeting
• By email message to Brian.Peck@dot.ohio.gov
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Brian Peck  
District 4 Environmental Specialist  
Ohio Department of Transportation  
2088 South Arlington Road  
Akron, Ohio 44306
Proposed US Route 30/Grant Boulevard Roadway Improvement Project
Village of Minerva, Stark County, Ohio
ODOT Project: STA-30-32.12; PID 103718

COMMENT SHEET

Name: Mike Mathis

Mailing Address: ____________________________________________________________

Email Address: MikeMathis7@gmail.com

Organization (if applicable): Minerva First Christian Church

Comments: I would just want to confirm that the west entrance to our parking lot remains available for school traffic. And that signage is placed on chestnut due to increased traffic flow and student pedestrian traffic.

Comments may be submitted in the following ways:

- Submitted in writing during the open house public involvement meeting
- By email message to Brian.Peck@dot.ohio.gov
- By telephone to Brian Peck, ODOT District 4 Environmental Specialist, at 330-786-4931
- By mail. See mailing address on next page.

The final date to submit comments is Friday, August 11, 2017.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.
Brian Peck
District 4 Environmental Specialist
Ohio Department of Transportation
2088 South Arlington Road
Akron, Ohio 44306
APPENDIX B - Meeting Materials

News Release
Newspaper Articles
Meeting notification letter
Informational Handout/Comment Form
Proposed US Route 30/Grant Boulevard Roadway Improvement Project
Village of Minerva, Stark County, Ohio

WHAT IS PURPOSE OF THE PUBLIC MEETING?

Present information and solicit public comment on proposed improvements at the US Route 30/Grant Boulevard Intersection in the Village of Minerva, Stark County, Ohio.

Currently, through traffic on US Route 30 has to make a nearly 90-degree turn within the existing intersection in order to follow US Route 30. Due to this sharp turn, eastbound and westbound large truck traffic cannot travel through the intersection at the same time which has necessitated use of a traffic signal with separate green signal indications for eastbound US Route 30, westbound US Route 30 and northbound Grant Boulevard traffic.

This transportation improvement project proposes to improve traffic flow by reconstructing the US Route 30/Grant Boulevard intersection to create a more gradual curve which will allow eastbound and westbound US Route 30 traffic to move simultaneously through the intersection. The proposed change in traffic flow pattern eliminates the need for a traffic signal and the project will remove the existing traffic signal and install a stop sign at Grant Boulevard. US Route 30 and Grant Boulevard will be resurfaced within the project limits including installation of new curb and gutter, sidewalks, pavement markings and signage. Lastly, the project proposes closure and removal of an existing alley located on the north side of US Route 30, just east of Grant Boulevard and west of the Minerva Area Christian School.

WHEN AND WHERE IS THE PUBLIC MEETING?

Date: Thursday, July 13, 2017
Time: 5:00PM – 7:00PM
Location: Minerva Public Library | 677 Lynnwood Drive | Minerva, Ohio

Project information, including a meeting handout and the meeting exhibits, will be available on the ODOT District 4 website home page: www.Transportation.Ohio.Gov/Dist4 (scroll down, and select “Public Meetings / Public Involvement” from the list in the left margin).

Submit all comments to Brian Peck, ODOT District 4 Environmental Specialist, at Brian.Peck@dot.ohio.gov or 330-786-4931 no later than August 11, 2017.

In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), ODOT also requests information regarding the presence of any known cultural resources in the vicinity of the project. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.


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Stay connected with ODOT:
ODOT schedules open house for US 30 project

Published: June 20, 2017 10:07 AM

The Ohio Department of Transportation will hold an open house public meeting from 5-7 p.m. Thursday, July 13 in the Minerva Public Library Community Meeting Room, 677 Lynwood Drive, Minerva.

ODOT will present information and solicit public comments on the proposed US Route 30/Grant Boulevard Roadway Improvement Project.

This project proposes to improve traffic flow by reconstructing the US Route 30/Grant Boulevard intersection to create a more gradual curve which will allow eastbound and westbound US Route 30 traffic to move simultaneously through the intersection. The proposed change in traffic flow pattern eliminates the need for a traffic signal and the project will remove the existing traffic signal and install a stop sign at Grant Boulevard. US Route 30 and Grant Boulevard will be resurfaced within the project limits including installation of new curb and gutter, sidewalks, pavement markings and signage. Lastly, the project proposes closure and removal of an existing alley located on the north side of US Route 30, just east of Grant Boulevard and west of the Minerva Area Christian School.

The project team will be available to address any questions during the meeting. Exhibits illustrating the proposed improvements will be displayed. The public involvement meeting will be conducted in an open house format with no formal presentation. Attendees may arrive anytime between 5-7 p.m. Written comments may also be submitted by August 11 to Brian Peck, Environmental Specialist, Ohio Department of Transportation District 4, 2088 S. Arlington Rd., Akron, Ohio 44305-4243.
ODOT to hold Route 30 meeting at Minerva Public Library

Published: June 29, 2017 12:00 AM

The Ohio Department of Transportation will hold an open-house public meeting on Thursday, July 13, 5-7 p.m. in the Minerva Public Library Community Meeting Room.

The purpose of this meeting is to present information and solicit public comments on the proposed US Route 30/Grant Boulevard Roadway Improvement Project.

This transportation improvement project proposes to improve traffic flow by reconstructing the US Route 30/Grant Boulevard intersection to create a more gradual curve which will allow eastbound and westbound US Route 30 traffic to move simultaneously through the intersection. The proposed change in traffic flow pattern eliminates the need for a traffic signal and the project will remove the existing traffic signal and install a stop sign at Grant 30. US Route 30 and Grant Boulevard will be resurfaced within the project limits including installation of new curb and gutter, sidewalks, pavement markings and signage. Lastly, the project proposes closure and removal of an existing alley located on the north side of US Route 30, just east of Grant Boulevard and west of the Minerva Area Christian School.

Project construction will require closure of US Route 30 and Grant Boulevard at the intersection for an estimated duration of 60 consecutive days with construction operations being performed prior to and after the closure duration. A detour will be established for the project and vehicular and pedestrian access will be maintained to all abutting properties during project construction. This transportation improvement is scheduled for construction in the spring 2020 and the estimated construction cost is $1,861,000.

The project team will be available to address any questions you may have during the open-house public meeting. Exhibits illustrating the proposed improvements will be displayed. The public involvement meeting will be conducted in an open house format with no formal presentation. Attendees may arrive anytime between 5:00 PM and 7:00 PM. Written comments may also be submitted by August 11, 2017 to: Brian Peck, Environmental Specialist, Ohio Department of Transportation District 4, 2088 S. Arlington Road, Akron, OH 44305-4243, Brian.Peck@dot.ohio.gov

See also - Ohio EPA holds hearing for Carrollton public water well ([local%20news/2017/06/08/ohio-epa-holds-hearing-for-carrollton-public-water-well?recommended=1])

Article continues below]
June 9, 2017

Subject: Open-House Public Meeting
Proposed US Route 30/Grant Boulevard Roadway Improvement Project
ODOT Project: STA-30-32.12; PID 103718
Village of Minerva, Stark County, Ohio

Dear Resident/Property-Business Owner/Interested Public Official or Citizen:

The Ohio Department of Transportation (ODOT) will hold an Open-House Public Meeting on Thursday, July 13, 2017, from 5:00 pm to 7:00 pm in the Minerva Public Library Community Meeting Room located at 677 Lynwood Drive, Minerva, Ohio. The purpose of this open-house public involvement meeting is to present information and solicit public comments on the proposed US Route 30/Grant Boulevard Roadway Improvement Project located in the Village of Minerva, Stark County, Ohio.

Currently, through traffic on US Route 30 has to make a nearly 90-degree turn within the existing intersection in order to follow US Route 30. Due to this sharp turn, eastbound and westbound large truck traffic cannot travel through the intersection at the same time which has necessitated use of a traffic signal with separate green signal indications for eastbound US Route 30, westbound US Route 30 and northbound Grant Boulevard traffic.

This transportation improvement project proposes to improve traffic flow by reconstructing the US Route 30/Grant Boulevard intersection to create a more gradual curve which will allow eastbound and westbound US Route 30 traffic to move simultaneously through the intersection. The proposed change in traffic flow pattern eliminates the need for a traffic signal and the project will remove the existing traffic signal and install a stop sign at Grant Boulevard. US Route 30 and Grant Boulevard will be resurfaced within the project limits including installation of new curb and gutter, sidewalks, pavement markings and signage. Lastly, the project proposes closure and removal of an existing alley located on the north side of US Route 30, just east of Grant Boulevard and west of the Minerva Area Christian School.

Project construction will require closure of US Route 30 and Grant Boulevard at the intersection for an estimated duration of 60 consecutive days with construction operations being performed prior to and after the closure duration. A detour will be established for the project and vehicular and pedestrian access will be maintained to all abutting properties during project construction. This transportation improvement is scheduled for construction in the spring 2020 and the estimated construction cost is $1,861,000.

-Over-

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The project team will be available to address any questions you may have during the open-house public meeting. Exhibits illustrating the proposed improvements will be displayed. The public involvement meeting will be conducted in an open house format with no formal presentation. Attendees may arrive anytime between 5:00 PM and 7:00 PM. Written comments may also be submitted by August 11, 2017 to:

Brian Peck, Environmental Specialist  
Ohio Department of Transportation District 4  
2088 S. Arlington Road  
Akron, OH 44306-4243  
Brian.Peck@dot.ohio.gov

Persons attending the meeting who require special assistance or accommodations should contact the ODOT representative listed in this letter prior to Monday, July 10, 2017, so arrangements can be made to accommodate any special need requirements.

Project information, including a meeting handout and the meeting exhibits, will be available on the ODOT District 4 website home page: www.Transportation.Ohio.Gov/Dist4 (scroll down, and select “Public Meetings / Public Involvement” from the list in the left margin).

In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), ODOT also requests information regarding the presence of any known cultural resources in the vicinity of the project. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.

Respectfully,

[Signature]

Brian Peck  
Environmental Specialist

Excellence in Government  
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OPEN HOUSE PUBLIC INVOLVEMENT MEETING

Minerva Public Library Community Meeting Room
677 Lynnwood Drive, Minerva, Ohio

Thursday, July 13, 2017
5:00 PM to 7:00 PM

Proposed US Route 30/Grant Boulevard Roadway Improvement Project

Village of Minerva, Stark County, Ohio

ODOT Project: STA-30-32.12; PID 103718

INFORMATIONAL HANDOUT

Ohio Department of Transportation
District 4
2088 South Arlington Road
Akron, Ohio 44306
(330) 786-3100

ODOT is an Equal Opportunity Employer and Provider of Services

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.
PURPOSE OF THIS PUBLIC INVOLVEMENT MEETING

The purpose of this open house public involvement meeting is to present information and solicit public comment on proposed improvements at the intersection of US Route 30 and Grant Boulevard in the Village of Minerva, Stark County, Ohio. No formal presentation will be made. However, project representatives from the Ohio Department of Transportation (ODOT) District 4 and EMH&T (project environmental consultant) are available to discuss the proposed project, environmental considerations, as well as address any questions or concerns you may have regarding this proposed transportation improvement project. Exhibits showing the proposed project are on display for your review.

You are invited to comment regarding the project’s design and social, economic and environmental impacts on residences, businesses and the community.

In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), ODOT also requests information regarding the presence of any known cultural resources in the vicinity of the project. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts.

PROJECT DESCRIPTION AND NEED

The US Route 30/Grant Boulevard intersection is the westernmost signalized intersection in the Village of Minerva.

Currently, through traffic on US Route 30 has to make a nearly 90-degree turn within the existing intersection in order to follow US Route 30. Due to this sharp turn, eastbound and westbound large truck traffic cannot travel through the intersection at the same time which has necessitated use of a traffic signal with separate green signal indications for eastbound US Route 30, westbound US Route 30 and northbound Grant Boulevard traffic. This “split phase” traffic signal operation has led to this intersection experiencing the largest delays in the US Route 30 corridor. Capacity analysis shows that the intersection operates with average delays in excess of 40 seconds per vehicle during both the AM and PM Peak (those hours in the morning and afternoon when traffic volumes are at their highest). Traffic volumes in the project study area have remained similar over the past 15 years. Therefore, future delays are expected to remain the same if no improvements are made.

The existing traffic signal operation is a contributing factor to congestion and the occurring rear end crashes (Stark County & Columbiana County US ROUTE 30 Planning Study, November 2015), (Ohio Department of Transportation US 30/Grant Blvd. Intersection Realignment Safety Funding Application, April 2016). There were 18 crash reports for the intersection from 2008-2014. The most common crash type (45%) was rear end collisions, which can be attributed to the signal timing and delay at the intersection. Other crash types include fixed object (23%) and backing crashes (23%), which are related to vehicles backing up to avoid a vehicle making a wide turn through the intersection. A single pedestrian crash occurred as a child attempted to cross US Route 30 between a line of cars stopped due to the traffic signal and was struck by a vehicle in the opposing direction. If not for the need for separate eastbound and westbound movements, the traffic signal at this intersection is unwarranted based on traffic volume. Further, US Route 30 has a posted speed limit of 35 MPH and the existing curve is too sharp to meet a 35 MPH design speed. (Stark County & Columbiana County US Route 30 Planning Study, November 2015).

This location was ranked on the 2006, 2007 and 2009 Highway Safety Program lists and is identified as the highest priority intersection location for the STA/COL 30 Planning Study stakeholders group. The intersection was also ranked as the second highest priority to improve travel time and safety along the STA/COL 30 Corridor.
This transportation improvement project proposes to improve traffic flow by reconstructing the US Route 30/Grant Boulevard intersection to create a more gradual curve which will allow eastbound and westbound US Route 30 traffic to move simultaneously through the intersection. The proposed change in traffic flow pattern will reduce delay by approximately 75% and eliminate the need for a traffic signal. The project will remove the existing traffic signal and install a stop sign at Grant Boulevard. US Route 30 and Grant Boulevard will be resurfaced within the project limits including installation of new curb and gutter, sidewalks, pavement markings and signage. Lastly, the project proposes closure and removal of an existing alley located on the north side of US Route 30, just east of Grant Boulevard and west of the Minerva Area Christian School.

**PROJECT SCHEDULE AND CONSTRUCTION**

Right-of-way acquisition is anticipated to begin early in calendar year 2018. The proposed project is scheduled to sell late in calendar year 2019 with construction commencing early in calendar year 2020.

The estimated construction cost for the project is approximately $1,861,000 and will utilize federal and state funding.

**MAINTENANCE OF TRAFFIC**

Project construction will require closure of US Route 30 and Grant Boulevard at the intersection for an estimated duration of 60 consecutive days with construction operations being performed prior to and after the closure duration. Construction and detour information will be posted prior to the start of construction and vehicular and pedestrian access will be maintained to all abutting properties during project construction.

**ENVIRONMENTAL CONSIDERATIONS**

Various environmental studies have been or will be conducted for the proposed project. The purpose of these studies is to identify potential environmentally sensitive resources or areas of concern that may be affected by the project. Impacts to these features must be assessed and mitigated in accordance with the National Environmental Policy Act of 1969 (NEPA) and other pertinent federal, state and local regulations. Below is a summary of these studies. Copies of the studies completed to date will be available for review at the meeting.

**Cultural Resources:** Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to take into account the effects of their actions on historic properties. In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), ODOT also requests information regarding the presence of any known cultural resources in the vicinity of the project. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts.

A Section 106 cultural resource literature review identified four previously documented architectural properties in the Ohio Historic Inventory files (OHI) adjacent to the proposed improvement: STA0090120, STA0090020, STA0089920, and STA0089820.
Three of the previously documented architectural properties still exist:

- STA0090020/307 West Lincoln Way (Parcel Number 4200607);
- STA0089820/301 West Lincoln Way (Parcel Number 4200979); and
- STA0090120/300 West Lincoln Way (Parcel Number 4280099).

One property identified as STA0089920 (303 West Lincoln Way) no longer exists. The parcel now features a parking lot.

No properties listed on or determined eligible for listing on the National Register of Historic Places (NRHP) were identified within the project area of potential effect. The project footprint is limited to an urban area previously disturbed by multiple generations of development including dense housing along the highway, parking lot construction, underground utilities, and highway development. No further archaeological investigations are recommended for the project.

Based on the results of Section 106 documentation and analysis and in accordance with 36 CFR Section 800.4(d)(1), the ODOT Office of Environmental Services (ODOT-OES) has determined a finding of “no historic properties affected” is applicable to the subject undertaking based on the following:

- No cultural resources, listed on or determined eligible for listing on, the National Register of Historic Places (NRHP) will be affected by the undertaking.

In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), ODOT requests information regarding the presence of any other known cultural resources in the vicinity of the project. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts.

**Ecological Resources:** A Level I Ecological Survey was conducted for the project study area to determine whether the project will potentially impact wetlands, streams, aquatic and terrestrial habitats, and/or threatened and endangered species/habitats.

Based on the results of the Level I Ecological Survey (2017), the project lies within an urbanized area in the Village of Minerva. There are no streams, wetlands, or other aquatic features located within the project study area. The United States Fish and Wildlife Service (USFWS) list of Federally Listed Species by Ohio Counties (October 2015) includes the following species for Stark County: Indiana bat (Myotis sodalis) – Endangered; Northern long-eared bat (Myotis septentrionalis) – Proposed as Endangered; and Bald eagle (Haliaeetus leucocephalus) – Species of Concern. Per a search of USFWS bat buffer records, the project is not located within a known detection buffer for federally listed bat species. Approximately 0.06 acre of suitable wooded habitat (SWH) for bat species is present within the project study area limits and may be removed for construction. Based on the USFWS consultation conducted in February 2017, the project may effect, but is not likely to adversely affect listed threatened or endangered bat species. Impacts to the Bald eagle are not anticipated as a result of this project.

No record of any unique ecological sites, geologic features, animal assemblages, scenic rivers, state wildlife areas, national wildlife refuges, or other protected natural areas were identified within a one mile radius of the project study area and all Endangered Species Act obligations have been fulfilled for the project.
**Hazardous Materials/Wastes:** An Environmental Site Assessment (ESA) screening was performed on the project study area to determine the presence of sites with potential hazardous material concerns. This ESA Screening included a review of readily available historical land use information, regulatory database information, and a visual inspection to identify any properties within the project study area, or any adjacent properties, that would pose potential environmental concerns to the project.

Two (2) sites were recommended for additional investigation in the form of a Phase I ESA. One (1) of the two (2) properties (Site 9, J & G Auto, 404 W Lincoln Way) was identified as containing recognized environmental conditions (RECs) during the Phase I ESA process, therefore, further assessment in the form of a Phase II ESA was recommended.

Based on the findings of this Phase II ESA, recommendations for Site 9 include petroleum contaminated soils (PCS) plan notes for contaminated soil and/or groundwater encountered during construction activities and plan notes for possible removal of underground storage tanks on the property as per ODOT’s Construction and Material Specifications (CMS) 202.08 and applicable state and local laws and regulations.

**Social and Economic/Community Impacts:** The project area will be improved in a positive manner with enhanced capacity and safety features. The project will not result in impacts to human health and educational facilities, recreational facilities/activities, religious institutions, public transportation, pedestrian and bicycle facilities, and/or connectivity between the neighborhoods. Coordination with police/fire/emergency medical services and other public services will continue throughout project development.

**Underserved Populations:** Underserved Populations are defined by ODOT as minorities, low-income, older adults, individuals with disabilities and individuals with limited English proficiency. ODOT has developed guidance which provides information how to properly identify and engage Underserved Populations as part of the environmental process with the intention to avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on Underserved Populations.

The project team is working to identify and address potential impacts to Underserved Populations through public involvement outreach efforts involving local stakeholder outreach, conducting a public meeting and by addressing public comments received. You are encouraged to comment regarding the project’s potential impact on minorities, low-income, older adults, individuals with disabilities and individuals with limited English proficiency.

**Traffic Noise** *(analysis of traffic noise and feasibility/reasonableness of noise abatement):* The project will be evaluated to ensure compliance with NEPA, the FHWA Highway Act of 1970 and the USEPA Noise Control Act.

**Air Quality:** The project will be evaluated to ensure compliance with the Clean Air Act, NEPA, and state plans for meeting and maintaining national ambient air quality standards.

**RIGHT-OF-WAY ACQUISITION**

To accommodate the roadway realignment and utility relocations, the purchase of additional permanent right-of-way and/or construction easements and temporary right-of-way will be required. Three (3) structure takes are anticipated for the project. These takes are unavoidable based on applicable intersection design standards. The extent of additional right-of-way takes will be determined during the detailed design phase.
ODOT operates under the Uniform Relocation Assistance and Acquisition Policies Act of 1970 and amendments of 1987. The main objective of this Act is to ensure that every effort is made to acquire the needed right-of-way in a fair and equitable manner. This Act provides advice and financial assistance to persons whose residence, business, farm, and/or non-profit organization may be acquired as part of the project. Operated in accordance with Chapter 163 of the Ohio Revised Code and Public Laws 91-646 and 100-17, the Relocation Assistance Program ensures fair and equitable treatment of each individual, family, business, farm and non-profit organization. Basic policies have been established in this effort by the Federal Highway Administration and ODOT:

- All property must be appraised before acquisition is started. This is done by qualified appraisers who are familiar with real estate values in the area.
- Upon determination of the fair market value, an ODOT Real Estate representative will contact the owner for an appointment. At this time, the representative will explain the project to the owner and the effect of the project on the property, and will present the offer based on the appraisal, both orally and in writing.

It is hoped that any needed right-of-way would be acquired through successful negotiations. However, if an agreement cannot be reached, property owners have recourse through the local judicial system where compensation will be determined by a jury, if necessary.

This is a basic overview of the right-of-way procedures. It is the intent of ODOT that every effort will be made to obtain a mutual agreement with the owner and to see that the owner is justly compensated for the property. This will be accomplished by consistent and fair treatment of all owners.

PUBLIC COMMENTS AND PROJECT INFORMATION

Your comments are an important part of the planning process for this project. Comments may be submitted in writing during the public meeting or emailed / mailed to:

E-mail to Brian.Peck@dot.ohio.gov

Mail to: Brian Peck, Environmental Specialist
ODOT District 4
2088 S. Arlington Road
Akron, Ohio 44306-4243
Telephone: 330-786-493

Please submit written comments by August 11, 2017.

Project information, including this meeting handout and the meeting exhibits, will be available on the ODOT District 4 website home page: www.Transportation.Ohio.Gov/Dist4 (scroll down, and select “Public Meetings / Public Involvement” from the list in the left margin. A summary of public comments received during the public comment period and responses to comments will be prepared and will be posted on the ODOT District 4 website.
OFFICIAL DETOUR ROUTE: SR 183 / SR 172

CLOSE US 30-32.12 FOR 60 CONSECUTIVE DAYS TO COMPLETE REALIGNMENT WORK

DETOUR PLAN FOR CLOSING US STA-30-32.12

PORTION OF US-30 CLOSED FOR REALIGNMENT
PORTION OF GRANT BLVD. CLOSED
NOTE: ACCESS TO CHESTNUT ST. WILL BE MAINTAINED AT ALL TIMES
Proposed US Route 30/Grant Boulevard Roadway Improvement Project  
Village of Minerva, Stark County, Ohio  
ODOT Project: STA-30-32.12; PID 103718

COMMENT SHEET

Name: ____________________________________________

Mailing Address: __________________________________

Email Address: ____________________________________

Organization (if applicable): _________________________

Comments: ______________________________________

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Comments may be submitted in the following ways:

• Submitted in writing during the open house public involvement meeting
• By email message to Brian.Peck@dot.ohio.gov
• By telephone to Brian Peck, ODOT District 4 Environmental Specialist, at 330-786-4931
• By mail. See mailing address on next page.

The final date to submit comments is Friday, August 11, 2017.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.
Brian Peck
District 4 Environmental Specialist
Ohio Department of Transportation
2088 South Arlington Road
Akron, Ohio 44306
EXHIBITS:
Proposed Improvements
Alternate Routes
PROPOSED IMPROVEMENTS:
- Realignment of the US-30 / Grant Blvd. intersection
- Removal of traffic signal and install stop sign at Grant Blvd.
- Closure and removal of existing alley access to US-30
- Sidewalks

AREA TO BE GRASSED
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
TEMPORARY RIGHT-OF-WAY
BUILDING / ALLEY TO BE REMOVED

LEGEND

STA-30-12.12
PID: 10379
INTERSECTION REALIGNMENT & IMPROVEMENT PROJECT
U.S. ROUTE 30 AT GRANT BOULEVARD

HORIZONTAL SCALE IN FEET
OFFICIAL DETOUR ROUTE: SR 183 / SR 172

CLOSE US 30-32.12 FOR 60 CONSECUTIVE DAYS TO COMPLETE REALIGNMENT WORK

PORTION OF US-30 CLOSED FOR REALIGNMENT
PORTION OF GRANT BLVD. CLOSED

NOTE: ACCESS TO CHESTNUT ST. WILL BE MAINTAINED AT ALL TIMES