



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA SR 0172 12.77 PID 115723

Environmental Document Level: D3

Approved: 5/16/2025

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

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Project Type

Please check all of the following actions that apply (Must check at least one):

(13) Actions described in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints listed in 23 CFR 771.117(e).

(a) Project types that exceed thresholds in Appendix A

(b) Project types that exceed thresholds in Appendix B



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General Project Information

Project, Cost Schedule and Work Limits

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PID: 115723
Project Name: STA SR 0172 12.77
Project Sponsor: Canton, City of
ODOT District: 4
Funding Source: Federal
The next phase of the proposed project is listed on the STIP Yes

Ellis STIP Details

Phase	Current STIP Reference
RW	115723: 24-27 STIP
CO	115723: 24-27 STIP
DD	

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



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The city of Canton proposes to improve Tuscarawas Street West/State Route (SR) 172 between Fawcett Court Northwest and Smith Avenue Southwest, in the city of Canton, Stark County, Ohio. The project area is characterized as a relatively flat, urban setting with a mix of residential, institutional and retail/commercial uses with the Aultman Hospital Campus along the southern side of the project corridor. The proposed project will replace, upgrade and add new transportation infrastructure along the corridor through enhanced intersection traffic control and visibility, upgraded and Americans with Disabilities Act (ADA)-compliant pedestrian infrastructure and better access management to improve safety and operations for both motorized and non-motorized modes. The project will transform Tuscarawas Street West from a street dominated by motorized traffic to a complete street with streetscaping, active transportation and transit facilities and innovative traffic control infrastructure. The project will improve access to Aultman Hospital Campus, the city's largest hospital and employer.

Project components include:

- **Roadway Reconstruction** The middle two-way left turn lane will be replaced with a landscaped median. The road will be repaved and striped to be configured as a four-lane corridor with two travel lanes in each direction.
- **Raised Median** The landscaped raised median will restrict turning movements to right-in and right-out for all intersecting streets between Broad Avenue Northwest and Arlington Avenue. A median break at Clarendon Avenue will allow for full access movement for emergency vehicles to the hospital emergency room. The signal at Bedford Avenue Southwest will be replaced with a stop sign, and Bedford Avenue Southwest will be converted from a through street to the Timken Family Cancer Center entrance.
- **Roundabouts** Two two-lane roundabouts will be constructed at Tuscarawas Street West and Broad Avenue Northwest (currently a signalized intersection)/Forest Avenue SW (new connection of Forest Ave NW to Tuscarawas Street West), and Tuscarawas Street West and Arlington Avenue (currently unsignalized). These roundabouts will provide a connection to Aultman Hospital campus and the Timken Family Cancer Center.
- **Buffered Multiuse Path and Sidewalk** An 8-foot-wide multiuse path will be constructed on the southern side of Tuscarawas Street West, which will include a new curb and 5-foot hardscaped buffer. The northern side of Tuscarawas Street West will have a 5-foot-wide sidewalk and 5-foot hardscaped buffer.
- **Access Road** An approximately 700-foot long, two-lane access road to connect Arlington Road to Clarendon Road will be constructed to mitigate impacts to businesses and provide easier non-ambulance access to the emergency room.
- **Forest Avenue SW** an approximately 650-foot, two-lane road to connect Forest Avenue SW to Tuscarawas Street West will be constructed from 6th Street SW to the new roundabout at Tuscarawas Street West.
- **Bus Amenities** Eight bus stops will be improved. These consist of four major stops and four minor Stark Area Regional Transit Authority (SARTA) stops. All stops will feature new signage, benches, streetlights and trashcans. Major stops will also include new shelters and pull-offs.
- **Pedestrian Amenities** Pedestrian-scale lighting will be included within the footprint of the multiuse path, pedestrian crossings will be included on the east and west sides of both roundabouts. Several midblock crossings with rectangular rapid flashing beacons (RRFBs) will be added. All crosswalks will be high visibility and will include accessible pedestrian signals.
- **Mainline Sewer System Replacement and Utilities** The mainline storm sewer within the project area will be replaced to increase capacity and alleviate flooding issues. The sanitary sewer and water mains are in a deteriorated condition and will also be replaced.

The environmental document and associated studies are being approved using Stage 1 and Stage 2 Design. A copy of the plans are included in the Project File/General/Project Information subsection.

Limits of Proposed Work:	Fawcett Ct to Smith Ave
Start (SLM):	12.81
End (SLM):	13.33
Total Work Length (Miles):	0.52

Roadway Character

Route Number: SR00172

Functional Classification: Principal Arterial - Other (Urban)



Current Average Daily Traffic:	20400
Current Average Daily Traffic Year:	2023
Design Year Average Daily Traffic:	20400
Design Average Daily Traffic Year:	2048
Daily Hourly Volume:	2200
Truck %:	2
Setting:	Urban
Topography:	Level

	Existing:	Proposed:
Design Speed (MPH):	35	35
Legal Speed (MPH):	35	35
Number of Lanes:	4	4
Type of Lanes:	Thru	Thru
Pavement Width (ft):	46	55
Shoulder Width (ft):	4.5	0
Median Width (ft):	0	0
Sidewalk Width (ft):	5	5.5

No bridge data for PIDs associated with this CE Form

Maintenance of Traffic During Construction

A roadway, bridge or ramp closure is required	Yes
A temporary bridge or roadway is proposed	Yes
A detour is required for the proposed project	Yes
Access for local through traffic will be provided with appropriate signage	Yes
Provisions for through-traffic dependent businesses will be incorporated into project design	Yes
Provisions to accommodate any local special events or festivals will be incorporated into project design	Yes
The proposed MOT substantially impacts sensitive environmental resources	No
Substantial controversy is associated with the proposed MOT	No
Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc.	Yes

Remarks:



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Project coordination with local emergency services, schools, public institutions/facilities and City of Canton Water and Sewer Departments was undertaken and completed as part of the project's design and public engagement processes. Project stakeholders include the Stark Area Regional Transit Authority (SARTA), Aultman Hospital, Canton Fire Department, Canton Police Department, Canton City Council, Community Building Partnership, Canton City School District, St. Joseph's Church, and local business owners. Section 106 Consulting Parties included Canton City Landmark Commission, Canton Preservation Society, Stark County Historical Society, and St. Joseph's Church.

Are there any Environmental Commitments? No

Right of Way and Utility Involvement

The project requires Permanent Right-of-Way Yes

The project requires Permanent Easement(s) No

The project requires Temporary Right-of-Way Yes

Number of parcels impacted by Permanent Right-of-Way: 43

Number of parcels impacted by Temporary Right-of-Way: 41

Approximate acreage of Permanent Right-of-Way needed: 3.67

Approximate acreage of Temporary Right-of-Way needed: 1.87

Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area Yes

Large scale transmission facilities are located within the project area No

Private utility easements are located within the project area No

Coordination with identified utilities has been initiated and/or completed Yes

Remarks:

Coordination with utilities has been initiated and ongoing. Stage 1 and Stage 2 plans have been provided to the identified utilities within the proposed project area with a request to review the plans to confirm the location accuracy of their facilities and provide comments. Utilities within the proposed project area include:

- AT&T
- Charter (Spectrum)
- American Electric Power (AEP)
- City of Canton Engineer's Office (sanitary and storm sewer, traffic interconnect)
- Canton Water Department
- Enbridge/Dominion Ohio Gas

The project will require approximately 3.67 acres of permanent ROW from 43 parcels and 1.87 acres of temporary ROW from 41 parcels. The project will require 17 relocations (seven (7) tenants and 10 landlord/property owners). Two (2) properties have residents with developmental disabilities and one (1) has US Housing and Urban Development (HUD) subsidized housing. The project will have housing of last resort.



Purpose & Need

Purpose & Need

Project History:

The Tuscarawas Street West, also known as State Route (SR) 172, corridor is a commuter route that accesses Interstate 77 (I-77) and Downtown Canton, Ohio. The project area involves the 0.56-mile section of SR 172 from Fawcett Court NW to Harrison Avenue NW (see *Project File/Purpose and Need/Project Information/Project Area Map*). This section of roadway is a five-lane section with two through travel lanes in each direction and a center two-way left turn lane that at some intersections becomes a dedicated left turn lane. The roadway has a functional classification of Principal Arterial that is carrying an average daily traffic (ADT) volume of approximately 20,330 vehicles per day (per TIMS data). The corridor has diverse adjacent land uses including retail, office, residential and a hospital campus.

This section of the SR 172 corridor has been listed on several ODOT and Stark County Area Transportation Study (SCATS), the local Metropolitan Planning Organization, high crash listings over the years. In 2009, it was ranked as the #22 highest crash corridors in the State. According to the SCATS, in 2009 four intersections on this corridor were in the Top 30 highest crash intersections in the SCATS region. Given the continued listing of this corridor as a high crash location, the city of Canton authorized a Safety Study in June 2011 to determine appropriate countermeasures for reducing crash frequency. The Safety Study was used to apply for ODOT Safety Program funds that resulted in a funding award to conduct a Feasibility Study.

In 2020, a Feasibility Study was completed for the Tuscarawas Street West/SR 172 Corridor Improvements (PID 92562) that was for a larger study area of an approximately 1.4 mile section from Whipple Avenue to Harrison Avenue SW. The study explored countermeasures to improve transportation safety and operations; to improve intersection traffic control efficiency and visibility; enhance non-motorized traffic safety; improve Americans with Disability Act (ADA) standards along the corridor; and to improve access management where feasible.

Purpose Statement:

The purpose of the project is to reduce vehicular and non-motorized crash frequency; improve poor intersection operations to reduce traffic congestion and delays; reduce street flooding frequency; and enhance non motorized transportation access and safety to meet current design/ADA standards.

Need Element(s):

PRIMARY NEEDS

Safety - The 0.56-mile section of Tuscarawas Street West (SR 172) from Fawcett Court NW to Harrison Avenue NW experienced 365 crashes for the five-year period of 2018-2022 (see *Project File/Purpose and Need/Existing and Future Conditions/Crash Data HSIP 2018-2022*). Of these crashes, nearly 23% were injury crashes, which included seven (7) serious injury crashes. The most frequent crash types were Rear End (37%); Angle (20.8%); Sideswipe Passing (15.9%); Left Turn (9.3%) and Right Turn (8.5%). These crash types are indicative of poor intersection operations and congestion; turning movement conflicts from intersections and driveways; and poor traffic control/geometric issues. In addition to crash data, the corridor is included on several high crash listings that document a crash frequency/severity problem (see *Project File/Purpose and Need/Project Information*):

- HSIP Priority Section (per ODOT Safety Map Viewer)
- HSIP 2021 Crash Sections Ranked #256 and #369 in State of Ohio
- HSIP Safety Integrated Project (SIP) High Priority Section (per ODOT Safety Map Viewer)
- HSIP Roadway Departure Systemic Priority (per ODOT Safety Map Viewer)
- HSIP Pedestrian Section Systemic Priority (per ODOT Safety Map Viewer)
- High Crash Section Listing (Stark County Crash Report and Safety Work Plan 2021 per SCATS)

In the years 2018 to 2022, ten (10) pedestrian crashes occurred along this 0.56-mile section of SR 172. This represented 2.74% of all crashes. Three (3) bicycle related crashes accounted for 0.82% of all crashes. These 13 pedestrian/bicycle related crashes were



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distributed throughout the 0.56-mile corridor of SR 172 from Fawcett Court NW to Harrison Avenue NW (see Project File/Purpose and Need/Project Information/Ped-Bike Crash Map 2018-2022). All ten (10) pedestrian crashes involved an injury and two (2) of the three (3) bicycle crashes involved an injury (see *Project File/Purpose and Need/Existing and Future Conditions/Crash Data HSIP 2018-2022*). Within the project area, there were four (4) serious injury pedestrian crashes. No pedestrian or bicycle crashes within the project area resulted in a fatality. Key destinations along this section include a hospital campus, offices and commercial and retail businesses. Poor visibility and lack of delineation of crossing locations for pedestrians and bikes may contribute to these non-motorized crashes as 11 of the 13 crashes occurred within intersection areas.

Mobility - The demographics of the surrounding area adjacent to the Tuscarawas Street West/SR 172 corridor supports a need for Active Transportation (AT) facilities and enhanced safety for pedestrians and bicyclists. The Ohio Department of Transportation (ODOT) has developed a statewide assessment of the AT Demand and AT Need for geographic areas of the state. The AT Demand score summarizes the geographic distribution of active transportation and recreation where people live, work, play, shop, learn and access transit. The AT Demand scores range from 1 to 4, with a 1 being "Low"; 2 is "Moderate"; 3 is "High"; and 4 is "Very High" for Demand of active transportation facilities. The AT Need identifies concentrations of Ohio residents that have been historically disadvantaged or are otherwise considered vulnerable to unsafe, disconnected or incomplete active transportation networks. The AT Need scores range from 1 to 4, with a 1 being "Low"; 2 is "Moderate"; 3 is "High"; and 4 is "Very High" for a Need of active transportation facilities. In regard to the SR 172 study area, the AT Demand score is a 4, and the AT Need score is also a 4. This results in an AT composite score of eight (8), that is the highest priority score possible for providing active transportation facilities (see *Project File/Purpose and Need/Project Information/AT Demand & Need Mapping*). One of several measures used to assess the AT Need scoring is the poverty of a geographical area. The Location Equity Measure is a measurement used to assess the poverty of Census Block Groups. The Location Equity Measure (per ODOT Safety Map Viewer) of census data along the SR 172 corridor reveals that the south side of SR 172 within the project area has 47% of the Block Group Census Tract population below the poverty level. The eastern half of the north side of SR 172 has 41% of the Block Group Census Tract population below the poverty level (see *Project File/Purpose and Need/Project Information/Equity Measure Mapping*). The AT Demand and AT Need scores demonstrate the need for non-motorized facilities. The Location Equity Measure poverty data further supports the need for non-motorized facilities as people below the poverty level are more likely to not have motorized vehicles and rely more on non-motorized modes of transportation to live, work, play, shop, learn and access transit. The ODOT Safety Map Viewer further supports a need for enhanced pedestrian and bicycle facilities on the corridor as it is listed as a Systemic Pedestrian Priority Section (see *Project File/Purpose and Need/Project Information/Pedestrian Systemic Safety Map*).

Congestion Traffic operations analysis indicates poor operations at several intersections in the design year that includes (see *Project File/Purpose and Need/Existing and Future Conditions/Capacity Analyses*):

- Clarendon Avenue NW (LOS E in PM Peak with 45.3 sec. of delay) - Unsignalized
- Arlington Avenue SW (LOS E in AM Peak and LOS F in PM Peak with 287.3 sec. of delay in PM) - Unsignalized
- Arlington Avenue NW (LOS E in AM Peak and LOS F in PM Peak with 56.2 sec. of delay in PM) - Unsignalized
- Smith Avenue NW (LOS F in PM Peak with 56.2 sec. of delay) - Unsignalized
- Smith Avenue SW (LOS E in PM Peak with 46.7 sec. of delay) - Unsignalized

The congestion of the corridor is further compounded by poor signal progression due to uncoordinated signals and several offset intersections. Roadways such as Clarendon Avenue, Bedford Avenue and Arlington Avenue are all offset intersections. These additional turning movements caused from the geometric offsets contribute to a higher frequency of crashes as well as contributes to additional conflicts with pedestrians and bicyclists traveling on the corridor.

Access The expansion of Aultman Hospital has disconnected many of the local roads south of SR 172, between SR 172 and 9th Street SW. Vehicle access from one side of the hospital campus to the other has to occur either on SR 172 or 9th Street SW. Grove Place, Maywood Place, 6th Street SW, and 7th Street SW have been disconnected by hospital buildings and parking lots, and no longer connects east to west. Clarendon Avenue SW and Bedford Avenue SW have been disconnected preventing north to south movements. Emergency services for the public are accessed from Bedford Avenue SW and the ambulance entrance to emergency services is from Clarendon Avenue SW. Access is further compounded by inefficient signal progression because of uncoordinated signals and from several offset intersections. Roadways, such as Dartmouth Avenue, Clarendon Avenue, Bedford Avenue and Arlington Avenue are all offset intersections.

Street Flooding The western part of the Study Area has experienced persistent flooding for decades but has become more common in recent years. The flooding primarily affects the section from Fawcett Court to Clarendon Avenue. Of particular concern is that Clarendon Avenue serves as the entrance to the Aultman Hospital Emergency Room. In 2019 and 2020, the city of Canton purchased several homes on Fawcett Court to build a detention basin to help alleviate flooding on and around SR 172. However, there is still a need for additional drainage improvements to mitigate flooding impacts as the existing 30-inch diameter mainline storm sewer along Tuscarawas Street West does not have adequate capacity to drain the roadway during heavy rain events (see *Project File/Purpose and Need/Existing and Future Conditions/Flooding Documentation*).

SECONDARY NEEDS:



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Poor Access for Non-Motorized Users In the late 1990's, a city of Canton roadway project provided new pavement, sidewalk and curb from Bellflower Avenue to Harrison Avenue. Much of the curb and sidewalk in this section of the corridor is in good condition today; however, ADA issues such as cross slope at driveways and appurtenances located on the sidewalk do exist. Several of the appurtenances that are located within the sidewalks include signal poles that do not provide ADA compliant pushbutton locations and creates a section of sidewalk adjacent to the pole that is less than the standard 5 FT width. Additionally, the sidewalks through this corridor are at the back of curb and there is no buffer from the vehicles traveling on the roadway.

Goals and Objectives:

N/A

Summary Statement:

N/A

Logical Termini and Independent Utility:

The logical termini for project development is defined as rational endpoints for a transportation improvement that has independent utility. The limits evaluated for this project includes the section of SR 172 (Tuscarawas Street West) from Fawcett Court NW (Log point 13.34) to Harrison Avenue NW (Log point 13.98). This section of roadway serves as a commuter route from the western suburbs of Canton to the urban areas of the city of Canton and access to I-77. The proposed project has independent utility in that it will address the transportation needs identified in the Purpose and Need. No other improvements outside of the identified section limits are necessary to address the purpose and need of the proposed project.



Alternatives

Alternatives

Discuss No Build Alternative:

The No-Build Alternative would maintain the existing roadway and intersection configurations and conditions with no improvements other than planned routine maintenance. Safety disparities caused by a lack of multi-modal facilities for all users will not be addressed and this section of Tuscarawas Street West (SR 172) from Fawcett Court NW to Harrison Avenue NW will continue to experience a high rate of vehicular and pedestrian crashes with the no-build alternative. Traffic flow and level of service will not be improved as the substantive traffic congestion along the corridor due to high volumes of traffic, uncoordinated signals and substantive turning movements will not be improved. The no-build alternative will not facilitate a mode shift to more-equitable transportation options, including walking, biking and transit, to reduce automobile dependence for area residents. These mode choices are particularly important for the surrounding community because residents are heavily dependent on non-automobile modes of transportation. The western part of the Project Area will continue to experience persistent flooding. The existing 30-inch diameter mainline storm sewer along Tuscarawas Street West does not have adequate capacity to drain the roadway during heavy rain events. While some non-motorized transportation elements exist within the project limits, most of the corridor is not up to ADA standards. The no-build alternative will not address this need.

Was a Feasibility Study completed? Yes

Date Feasibility Study was approved: 01/23/2025

Was an Alternative Evaluation Report (AER) completed? No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
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<p>Alternative 1 - Signals</p>	<p>Provides signalized intersections at Broad Avenue NW and Arlington Avenue NW/SW, with controlled access created by the addition of a center median from Exeter Avenue SW to Smith Avenue SW with breaks at Broad Avenue, Clarendon Avenue and Arlington Avenue. Forest Avenue SW is extended north to Tuscarawas Street W. U-turn movements will be accommodated by the construction of 'Loons' or 'Michigan Lefts' at key locations within the corridor. A median break at Clarendon Avenue SW will accommodate emergency vehicles going to the hospital. A new two-lane access road from Arlington Road SW to Clarendon Avenue SW will mitigate impacts to businesses and provide easier non-ambulance access to the emergency room at the hospital. New buffered sidewalks with improved transit and pedestrian amenities are included on both sides of Tuscarawas Street West.</p>	<p>Did not provide the greatest safety benefit for both vehicles and pedestrians, greatest delay reduction and improvement to level of service, and did not have the smallest footprint and right-of-way need.</p>	<p>No</p>
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<p>Alternative 2 - Roundabout Option A</p>	<p>Provides a traditional, multi-lane roundabouts at Broad Avenue NW and Arlington Avenue NW/SW, with controlled access created by the addition of a center median from Exeter Avenue SW to Smith Avenue SW with breaks at Broad Avenue, Clarendon Avenue and Arlington Avenue. Forest Avenue SW is extended north to the roundabout at Broad Avenue NW/Tuscarawas Street W. A median break at Clarendon Avenue SW will accommodate emergency vehicles going to the hospital. A new two-lane access road from Arlington Road SW to Clarendon Avenue SW will mitigate impacts to businesses and provide easier non-ambulance access to the emergency room at the hospital. New buffered sidewalks with improved transit and pedestrian amenities are included on both sides of Tuscarawas Street West.</p>	<p>Has a larger footprint requiring more property relocations and right-of-way needs. This alternative was higher in cost than Alternative 2 - Roundabout Option B.</p>	<p>No</p>
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Alternative 2 - Roundabout Option B	Provides a smaller, multi-lane roundabouts with additional safety features at Broad Avenue NW and Arlington Avenue NW/SW, with controlled access created by the addition of a center median from Exeter Avenue SW to Smith Avenue SW with breaks at Broad Avenue, Clarendon Avenue and Arlington Avenue. Forest Avenue SW is extended north to the roundabout at Broad Avenue NW/Tuscarawas Street W. A median break at Clarendon Avenue SW will accommodate emergency vehicles going to the hospital. A new two-lane access road from Arlington Road SW to Clarendon Avenue SW will mitigate impacts to businesses and provide easier non-ambulance access to the emergency room at the hospital. New buffered sidewalks with improved transit and pedestrian amenities are included on both sides of Tuscarawas Street West.	N/A	Yes
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Discuss Reasons Alternative Identified as Preferred was selected:



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Alternative 2 - Roundabout Option B is the Recommended Preferred Alternative for the Tuscarawas Street West Corridor Improvements Project. Alternative 2 - Roundabout Option B meets the project's Purpose and Need. While the alternatives were compared to determine their ability to address the needs of safety, congestions, mobility, access, access for non-motorized users, and street flooding, overall, it was found that Alternative 2 - Roundabouts provides a greater benefit than Alternative 1 in each of these areas. In addition, when compared to Alternative 2 - Roundabout Option A, Alternative 2 - Roundabout Option B provides a smaller footprint, lower cost and increased safety benefits. Alternative 2 - Roundabout Option B provides the greatest safety benefit for both vehicles and pedestrians, a smaller footprint to reduce ROW required and the greatest delay reduction and improvement to level of service.

The 2024 *PID 115723: STA SR 172 12.91 Tuscarawas Street West (SR 172) Corridor Improvements: Fawcett Court NW to Harrison Avenue NW Feasibility Study*, by Arcadis U.S., Inc., documents the project alternatives that were considered and dismissed for the project. A copy of the 2024 Feasibility Study is located in the Project File/General/Alternatives/Reports subsection.



Air

Mobile Source Air Toxics (MSATs)

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

Remarks:

Air quality evaluations completed for the project considered PM2.5, carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards for PM2.5 and carbon monoxide and is in conformance with National Ambient Air Quality Standards for ozone. In addition, a Qualitative MSAT Analysis Report (December 11, 2024) concluded that the project is consistent with mobile source air toxics requirements.

This project falls under the category of projects having low potential MSAT effect or emissions and is not expected to be associated with meaningful differences in emissions for project alternatives. The project is an example of "minor widening projects". Minor widening projects are those projects in which the design year traffic is projected to be well less than 140,000 ADT. This is not a project with substantial construction related MSAT emissions that are likely to occur over an extended building period or a post-construction scenario where the NEPA analysis indicates potentially meaningful MSAT levels.

The Ohio Environmental Protection Agency (OEPA) approved the MSAT analysis on 1/21/2025 without comment.

See the air quality coordination and documentation for the project in the Project File/Air/Coordination and Reports subsections.

Particulate Matter 2.5 (PM2.5)

The proposed project is in an air quality non-attainment or maintenance area	No
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Remarks:

Stark County is in attainment for particulate matter (PM 2.5). Because the project is not located in an PM2.5 non-attainment area, analysis for PM2.5 is not required. The project was included in the air quality analysis for ODOT's 2024-2027 Statewide Transportation Improvement Program (STIP). Mapping can be found in the Project File under Air/Project Information/PM2.5 Nonattainment Area Map.

Carbon (CO)

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

Ozone



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

The proposed project is listed on the TIP Yes

Remarks:

Stark County is not in an ozone non-attainment or maintenance area. Furthermore, the proposed project is in compliance with ozone standards due to the fact the proposed project is listed on the Stark County Area Transportation Study (SCATS) Fiscal Year (FY) 2025 TIP and on the Statewide Transportation Improvement Program (STIP) for FY 2024-2027. Therefore, no further coordination is required. Mapping can be found in the Project File/Air/Project Information/Ohio 8-Hour Ozone Map.

Greenhouse Gas

A Quantitative Greenhouse Gas (GHG) Analysis is required No

Remarks:

Because the project is exempt under 40 CFR 93.126 (Air Safety: Projects that correct, improve, or eliminate a hazardous location or feature), a quantitative greenhouse gas analysis is not required.

Environmental Commitments

Are there any environmental commitments? No



Noise

Noise

Noise Sensitive Areas located within approximately 500' of the proposed project area	Yes
Noise Analysis conducted	Yes
ODOT Approval Date	05/28/2024
The proposed project is a Type I project	Yes
The proposed project constructs a roadway on new location	Yes
The proposed project significantly changes the existing roadway's horizontal or vertical alignment	Yes
The proposed project adds capacity (thru travel lanes)	No
The proposed project adds an auxiliary lane(s)	No
The proposed project negatively affects shielding of an existing roadway	No
The proposed project restripes existing pavement for an added thru lane or auxiliary lane	No
The proposed project adds or substantially alters an existing weigh station, rest stop, rideshare lot, or toll plaza	No
The proposed project causes a major change in vehicle mix	No
A design year noise impact was predicted	Yes
All noise attenuation measures were considered and are consistent with existing policy	Yes
Noise barriers proposed	No
The proposed project impacts identified NSAs	No

Remarks:



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A noise analysis was prepared for the proposed project in accordance with 23 CFR Part 772 and ODOT's Traffic Noise Manual. Traffic generated noise levels were evaluated at 22 receptor sites representing 35 residential dwelling units and one (1) church located within 500-feet of the existing and proposed driving lanes and cross streets in the proposed project study area. The proposed new travel lanes will be constructed on similar alignment.

The Traffic Noise Model 2.5 (TNM 2.5) predicted traffic noise levels range from approximately 50.8 to 67.5 dBA for the Existing Year 2028 condition. TNM 2.5 predicted traffic noise levels to range from approximately 50.9 to 66.8 dBA for the Design Year Build 2048 condition. Three of the receptor sites were predicted to experience peak hour traffic noise levels in excess of the Category B NAC of 66 dBA. The greatest increase in noise level from the existing condition to the design year build condition was 0.7 dB at one residential receptor. None of the receptor sites in the project area were predicted to experience a substantial increase in noise levels (increase > 10 dBA) as a result of the proposed action.

Noise barrier walls are generally the abatement measure most often associated with noise abatement on roadway projects. Any opening or gap in a noise barrier wall for cross streets or driveway access would reduce the effectiveness of the barrier wall. The current reasonable cost for noise abatement is \$56,000 per benefited receptor and is based on ODOT's latest cost for benefiting receptor evaluation. Due to the urban setting of the project, access must be maintained to all driveways, alleys and roadways. Construction of an effective barrier would block access to these features. Providing openings in a noise barrier wall for access would reduce the effectiveness by allowing noise to pass through and would render a noise barrier inadequate to reduce noise levels. Similarly, the cost to provide a noise barrier for a single receptor location would range from \$100,000 - \$200,000, that exceeds the reasonable cost criterion.

Factors such as cost, proximity to roadway and nearby drive access make noise barrier construction not a feasible or reasonable abatement measure. In accordance with 23 CFR Part 772 and ODOT's Traffic Noise Manual, noise abatement measures must be considered for sites that were predicted to approach or exceed the applicable FHWA NAC or sites that were predicted to experience a substantial increase in noise levels with the proposed project. Three of the receptor sites within the study area were predicted to experience noise levels above their respective Activity Categories under the Design Year Build 2048 condition. None of the receptor sites within the study area were predicted to experience a substantial increase in noise level under the Design Year Build 2048 condition.

The evaluation of noise abatement measures determined that none of the measures would be considered both a reasonable and feasible measure in reducing design year traffic noise levels.

See the noise analysis documentation for the proposed project in the Project File/Noise section.

Environmental Commitments

Are there any environmental commitments? No



RMR

Does the project require any Permanent ROW or Easement? Yes

RMR Screening was completed by District Staff: Yes

Date when It was completed: 05/14/2024

Date of RMR Screening IOC from OES: 05/17/2024

Do any sites require a RMR Assessment, RMR Investigation, or plan note according to the IOC from OES? Yes

Sites that require RMR Assessment, RMR Investigation, or Plan Note

Site Name	Address	RMR Assessment Required?	RMR Investigation Required?	Plan Note Required?
RM-016	2330 Tuscarawas Street West	Yes	No	No
RM-017	2326 Tuscarawas Street West	Yes	No	No
RM-003D	Arlington Avenue SW and Tuscarawas Street West	No	Yes	No
RM-021	2304 Tuscarawas Street West	No	Yes	No
RM011B	2524 Tuscarawas Street West	No	No	Yes

Date of RMR Assessment IOC from OES: 06/04/2024

Date of RMR Investigation IOC from OES: 08/26/2024

Remarks:



Environmental Document Level: D3

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Regulated Material Reviews (RMR) were conducted for the proposed project. An RMR Screening (May 14, 2024) was prepared by the Mannik & Smith Group, Inc. in accordance with ODOT-OES February 2023 RMR Manual guidance. Based on the information in the RMR Screening completed for the proposed project, two properties warranted a RMR Assessment (RM-016, Quinn Furnace, Heating and Cooling at 2330 Tuscarawas Street W and RM-017, Wig Style Center at 2326 Tuscarawas Street W); two properties warranted a RMR Investigation (RM-003D, Aultman Hospital parking lot at the southwest quadrant of Arlington Avenue SW and Tuscarawas Street W and RM-021 Taco Bell at 2304 Tuscarawas Street W); and one property warranted a Petroleum Contaminated Soil (PCS) plan note (RM011B, Medicine Center Pharmacy at 2524 Tuscarawas Street W).

An RMR Assessment (May 20, 2024) was prepared by the Mannik & Smith Group, Inc. in accordance with ODOT-OES February 2023 RMR Manual guidance. Based on the information in the RMR Assessment completed for the proposed project, no further RMR or special material management is warranted for either RM-016, Quinn Furnace, Heating and Cooling, 2330 Tuscarawas Street W or for RM-017, Wig Style Center, 2326 Tuscarawas Street W.

An RMR Investigation (August 19, 2024) was prepared by the Mannik & Smith Group, Inc. in accordance with ODOT-OES February 2023 RMR Manual guidance. Based on the information in the RMR Investigation completed for the proposed project, no further RMR or special material management is warranted for either RM-003D, Aultman Hospital Parking Lot or RM-021, Taco Bell, 2304 Tuscarawas.

ODOT-OES noted that if plans change and additional right-of-way (ROW) and/or deep excavations are needed, further RMR may be required.

A copy of the RMR Screening, RMR Assessment and RMR Investigation can be found in the Project File/RMR/Reports subsection. The ODOT-OES correspondence and coordination can be found in the Project File/RMR/Coordination subsection.

Landfills

Is a Rule 513 Authorization required? No

Remarks:

No landfills were identified within the proposed project area.

Are there any environmental commitments? No

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



Cultural Resources

Cultural Properties Present

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

ODOT-OES completed an evaluation for the proposed project (PID 115723). For the literature review, a Section 106 records check was conducted to determine if previously recorded cultural resources are located within the project area. The records check included a review of records from Ohio's State Historic Preservation Office (OSHP) identifying properties listed on or eligible for the National Register of Historic Places (NRHP), Ohio Historic Inventory (OHI) buildings and structures, Ohio Archaeological Inventory (OAI), as well as properties that have previously received a Determination of Eligibility (DOE). No archaeological resources were identified. A total of 24 OHI records were identified within the project Area of Potential Effects (APE), and they have been identified in the report for the project, *Phase I History/Architecture Survey STA-SR172-12.91 PID 115723 City of Canton, Stark County, Ohio*. Within the report (Project File/Cultural Resources/Reports/Phase I History Architecture.pdf), an APE was established for the project. One NRHP-listed resource is located within the project APE: the St. Joseph Roman Catholic Church Complex (NRHP #SG100005806).

Cultural Resource Investigations were conducted for both archaeological and history/architecture resources.

History/Architecture: A report, *Phase I History/Architecture Survey STA-SR172-12.91 PID 115723 City of Canton, Stark County, Ohio*, was prepared for the project and uploaded to EnviroNet (Project File/Cultural Resources/Reports/Phase I History Architecture.pdf). Within the project APE, 61 resources over 50 years of age were identified. As a result of the Phase I history/architecture report, in addition to the listed St. Joseph Roman Catholic Church Complex, one additional history/architecture resource was evaluated as being individually eligible for listing on the NRHP: The Elmer A and Grace Hursh House at 115 Broad Avenue NW (OHI #STA0303817). The historic boundary of the property is considered the parcel boundary. No new historic districts were identified as a result of the Phase I report.

Archaeology: The project is located in an urban area characterized by dense 20th century urban development. The levels of ground disturbance in the project area preclude the presence of substantive archaeological deposits in the project corridor. No substantive archaeological sites will be affected by the proposed improvement project. No further archaeological investigations were recommended for the project.

Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800? Yes

OES Approval/OSHPD Concurrence Date:

06/03/2024

Remarks:



Environmental Document Level: D3

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Approved: 5/16/2025

Based on the results of the literature review, the scope of the undertaking, and the results of the cultural resource review, no further cultural resource investigations are warranted. In accordance with Stipulation V(C)(3) of the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio SHPO, and ACHP executed June 29, 2023 (Agreement No. 38503), ODOT-OES has determined that "no adverse effect" is the appropriate finding for the proposed STA-SR172-12.91 improvement project, based on the following.

1. There are no archaeological sites within the APE, and the project will be conducted within a disturbed urban area. No further archaeological investigations are warranted.
2. The project will have no effect on the NRHP-eligible Elmer and Grace Hursh House, 115 Broad Avenue NW.
3. In accordance with 36 CFR 800.5(b) a finding of "no adverse effect" is applicable to the effect of the undertaking, and to the St. Joseph Roman Catholic Church Complex, NRHP # SG100005806. Minor permanent and temporary right-of-way will be acquired from within the historic boundary of the St. Joseph Roman Catholic Church Complex to provide a telephone pole and ADA-compliant curb ramps. The right-of-way acquired will not diminish or alter the characteristics that qualify the resource for inclusion on the NRHP.
4. ODOT intends to make a de minimis Section 4(f) impact finding based on the OSHPO concurrence with the "no adverse effect" finding of the undertaking on the St. Joseph Catholic Church Complex in accordance with 23 CFR Part 774.

Please check all NRHP Eligible and/or Listed resources:

Building

What is the Section 106 effect determination in the OES Transmittal?

No Adverse Effect

Potential consulting parties were contacted:

No

Documentation Date

Participating

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Tribal Consultation

Tribal Consultation Summary/Remarks:

ODOT-OES initiated Tribal Consultation on June 3, 2024. Comments were received by Shawnee Tribe and the Stockbridge Munsee Community Tribes. The Shawnee Tribe concurred with the Section 106 effect determination and recommends that the proposed project proceed as planned. The Shawnee Tribe wishes to consult further if artifacts are uncovered during the project. The Stockbridge Munsee Community offered no objections to the project and recommends that the proposed project proceed as planned. However, the Stockbridge Munsee Community wishes to consult further if cultural resources are uncovered during the project. No tribal objections or additional comments were received for the proposed project.

Environmental Commitments

Are there any Environmental Commitments? No



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Approved: 5/16/2025

Ecological

ESR

ESR Name:	ESR Type:	Coordination Complete Date:
STA-172-12.77	Ecologically Exempt	2/17/2025

Based on a consideration and ecological review, the project does not have the potential to impact ecological resources regulated under the under Sections 404 or 401 of the Clean Water Act, Section 7 of the Endangered Species Act, or the Fish and Wildlife Coordination Act, and should not result in any activities that violate ORC Chapters 1518 and 1531, or Section 1533.324. This project is considered Ecologically Exempt under the Ecological MOA(Agreement 19394).



Other Resources

Farmlands

The proposed project is located within an Urbanized Area Yes

The proposed project is located in an area that is in or committed to urban development or water storage and is therefore not subject to the Farmland Policy Protection Act (FPPA) in accordance with 7 CFR 658. No further coordination is required.

FCIR Required Completion of the Farmland Conversion Impact Form is required and coordination with USDA & NRCS is required.

Remarks:

Based upon review of appropriate mapping, the proposed project is located in an urbanized area zoned for non-agricultural purposes and is not in an agricultural district. Therefore, the proposed project meets the terms and conditions of the Memorandum of Understanding between the Natural Resource Conservation Service and the Ohio Department of Transportation for Projects Involving Farmlands (Agreement No. 19552), executed on March 15, 2016. No further coordination is required.

See the farmland documentation for the project in the Project File/Other Resources/Farmlands subsection.

Are there any environmental commitments? No

Drinking Water

The proposed project is wholly or partially located within the USEPA designated boundaries of a Sole Source Aquifer No

	Present:	Impacted:
The proposed project is wholly or partially located within the OEPA designated boundaries of a Source Water Protection Area	No	

Coordination with the Local Public Water Administrator is required No

	Present:	Impacted:
Residential Wells are present	No	

Remarks:

Based upon review of appropriated mapping, the proposed project is not wholly or partially located within a Sole Source Aquifer or the designated boundaries of a Source Water Protection Area. No residential wells are located within the proposed project area. The proposed project area is serviced by the City of Canton municipal water and sewer services. Therefore, the proposed project will not impact drinking water resources.

See the drinking water resource documentation for the project in the Project File/Other Resources/Drinking Water subsection.



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Approved: 5/16/2025

Are there any environmental commitments? No



Section 4(f)

Section 4(f) Determination

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

Yes

Concurrence received from the OWJ

Yes

Were there multiple OWJs?

No

Date concurrence received:

	Present:	Impacted:
Publicly owned Park(s):	No	
Publicly owned recreation facility(ies) and/or area(s):	No	
Wildlife and Waterfowl refuge(s):	No	
Historic Site(s):	Yes	Yes

Identified Section 4(f) Properties

Identified 4(f) Properties

Property Name	Type	Permanent ROW/Easement Acres	Temporary ROW/Easement Acres	4(f) finding	Date
St. Joseph Roman Catholic Church Complex	Historic Site	0.005	0.064	De Minimis	04/14/2025
Elmer and Grace Hursh House	Historic Site	0	0	No Use	04/14/2025

Remarks:



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The proposed project will not impact any publicly owned parks, recreation areas or waterfowl/wildlife refuges.

An ODOT OES decision document email, dated April 14, 2025, confirms that a Section 4(f) De Minimis finding is applicable to the St. Joseph Roman Catholic Church Complex (NRHP #SG100005806), and to the undertaking STA-SR172- 12.77 (PID 115723). The undertaking requires minor permanent right-of-way from within the historic boundary of the St. Joseph Roman Catholic Church Complex, which is listed on the National Register of Historic Places (NRHP). The minor right-of-way will be acquired for installation of a telephone pole and for installation of accessible ramps compliant with the Americans with Disabilities Act. The project will not alter or diminish any character-defining feature of the historic resource. A second historic resource, the Elmer and Grace Hursh House at 115 Broad Avenue NW (OHI #STA0303817), was also determined eligible for the National Register of Historic Places as a result of the project. The project will have no effect on the Elmer and Grace Hursh House. On June 3, 2024, in accordance with 36 CFR 800.5(b) and the Section 106 Programmatic Agreement (Agreement No. 38503) executed June 29, 2023, the ODOT Office of Environmental Services (OES) determined a finding of "no adverse effect" is applicable to the STA-SR172-12.77 (PID 115723) project. In that determination, the Ohio State Historic Preservation Office (OSHP) was notified of ODOT's intent to apply a Section 4(f) De Minimis finding. OSHP had no comment on the Section 106 review. In accordance with 36 CFR Part 774, a Section 4(f) De Minimis finding is applicable to the effect of the project on the St. Joseph Roman Catholic Church Complex, and there is no Section 4(f) use of the Elmer and Grace Hursh House. See the Section 4(f) documentation for the project in the Project File/Section 4(f)/Coordination subsection.

Are there any environmental commitments? No



Section 6(f)

Section 6(f) Determination

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

The proposed project will not impact any Section 6(f) resources. A review of the Land and Water Conservation Fund (LWCF) grant listing and on-line mapping did not identify any Section 6(f) resources within or adjacent to the project area. See the Section 6(f) documentation for the project in the Project File/Section 6(f)/Project Information subsection.

Are there any environmental commitments? No



Community Impacts

Community Impacts

Will the proposed action comply with the local/regional development patterns for the area? Yes

Remarks:

The proposed project is designed to comply with local zoning and city of Canton's plans to transform Tuscarawas Street West from a street dominated by motorized traffic to a complete street, with streetscaping, active transportation and transit facilities and innovative traffic control infrastructure. The proposed project is consistent with existing zoning and land-use, and the Aultman Hospital Campus to improve access to hospital facilities and for future facility growth.

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

Remarks:

The proposed project will not result in substantial negative impacts to community cohesion. The proposed project will replace, upgrade, and add new transportation infrastructure along the corridor through enhanced intersection traffic control and visibility, upgraded and American Disabilities Act- (ADA-) compliant pedestrian infrastructure, and better access management to improve safety and operations for both motorized and non-motorized modes. The proposed project will enhance access for residents and vehicle, pedestrian, and public transit users to businesses, residents, community and health care facilities within the project area and to users travelling through the project area.

During construction, vehicular, pedestrian, bicycle and transit user within the project area will be temporarily impacted by lane reductions along the corridor and variable access to the side streets. The city of Canton will develop a maintenance of traffic plan that will include signage to assist drivers and pedestrians with accessing side streets, businesses, residences, the church and Aultman Hospital, to minimize these temporary impacts. Access to businesses and residences will be maintained at all times. Pedestrian traffic will be maintained with a detour. The city of Canton will also proactively communicate with the stakeholders, EMS, local community groups and the general public regarding construction activities. Before and during construction, Canton will issue traffic advisories to media outlets and on social media. Also, the project website (<https://www.cantonohio.gov/1868/Tusc-St-W-Corridor-Safety-Project>) will provide updates regarding maintenance of traffic plans, current traffic patterns and upcoming changes. The project website will also provide contact information to allow individuals to share questions or concerns regarding ongoing and planned construction activities.

Temporary construction impacts, such as dust and construction noise may also affect residents and business owners in the proposed project area. Canton will minimize temporary dust and construction noise impacts to the extent practicable. Measures may include limiting construction activities and construction noise during specific periods of time and limiting activities that create high levels of construction noise to certain times of day. In addition, the project plans will require the contractor to comply with all state and federal requirements and adhere to best management practices for maintaining air quality during construction.

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

Remarks:

The proposed project will not result in substantive indirect effects and cumulative impacts. This conclusion is based on the evaluation of factors including project design concepts and scope; project purpose and need; project type; facility function (current and planned); project location; improved travel times to an area; local land use and planning considerations; population and demographic considerations; rate of urbanization; and public/agency concerns. The data and evaluation supporting this conclusion are contained in the Project File. Therefore, further evaluation of indirect effects and cumulative impacts in a detailed analysis is not warranted for the project.

Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities? No



Remarks:

Substantial impacts are not anticipated, as the current roadway network will remain open during the majority of construction activities associated with the proposed improvements to ensure impacts are minimal impacts to traffic, utilities, public services, public transit, pedestrian/bicyclists, emergency services, religious institutions and fire/police services. The proposed project will replace, upgrade and add new transportation infrastructure along the corridor through enhanced intersection traffic control and visibility, upgraded and American Disabilities Act- (ADA-) compliant pedestrian infrastructure and better access management to improve safety and operations for both motorized and non-motorized modes.

During construction, vehicular, pedestrian, bicycle and transit users within the project area will be temporarily impacted by lane reductions along the corridor and variable access to the side streets. The city of Canton will develop a maintenance of traffic plan that will include signage to assist drivers and pedestrians with accessing side streets, businesses, the church and Aultman Hospital, to mitigate these temporary impacts. Access to businesses and residences will be maintained at all times. Pedestrian traffic will be maintained with a detour. The section of Tuscarawas Street West from Fawcett Court NW to Harrison Avenue NW is utilized by two bus routes operated by Stark Area Regional Transit Authority (SARTA) and includes eight bus stops four in each direction. The transit routes and bus stops will be maintained during construction. The city of Canton will also proactively communicate with the stakeholders, SARTA, EMS, local community groups and the general public regarding construction activities. Before and during construction, Canton will issue traffic advisories to media outlets and on social media. Also, the project website (<https://www.cantonohio.gov/1868/Tusc-St-W-Corridor-Safety-Project>) will provide updates regarding maintenance of traffic plans, current traffic patterns and upcoming changes. The project website will also provide contact information to allow individuals to share questions or concerns regarding ongoing and planned construction activities.

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

Number of Displacements

Residences: 18

Businesses: 2

Institutions: 0

Farms: 0

Remarks:

The project requires nine (9) total property takes including three (3) commercial property takes and six (6) residential property takes. These takes result in 18 residential relocations and two (2) commercial relocations for a total of 20 relocations.

The two (2) impacted commercial property relocations are either not in business or are vacant land. Some of the residential relocations are anticipated to be Housing of Last Resort. Two (2) residences have tenants who are Developmentally Disabled and one (1) that utilizes Stark County Housing Assistance (HUD funding). The city's acquisition consultant intends to propose project-wide Last Resort Housing authority and has discussed housing needs with these tenants. The city is also enlisting the assistance of the Community Building Partnership of Canton and Ms. Sherice Freeman, Canton Director of Community Development, to work with the acquisition consultant to locate appropriate housing that meets the needs of these residents.

Will the proposed project result in impacts to Underrepresented Populations (Limited English Proficiency, Older Adults, or Adults with Disabilities) raised during Public Involvement? Yes

Remarks:

Two (2) residences have tenants who are Developmentally Disabled and one (1) tenant who utilizes Stark County Housing Assistance (HUD funding). The city's acquisition consultant intends to propose project-wide Last Resort Housing authority and has discussed housing needs with these tenants. The city is also enlisting the assistance of the Community Building Partnership of Canton and Ms. Sherice Freeman, Canton Director of Community Development, to work with the acquisition consultant to locate appropriate housing that meets the needs of these residents.

Are there any Environmental Commitments? No



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Environmental Justice

Environmental Justice

Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
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Are Environmental Justice Populations located within and/or adjacent to the proposed project area? No

Remarks:

As of January 21, 2025, Executive Order 12898 was revoked. Therefore, no discussion and/or analysis specific to Environmental Justice Populations (Minority & Low-Income) will be provided for the project. Instead, any potential impacts will be addressed through the Community Impacts and Public Involvement Processes.

Are there any Environmental Commitments? No



Public Involvement

Public Involvement

Please provide a summary of the Public Involvement activities that have been conducted for this project. (For example press releases, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc)

The city of Canton coordinated with 17 stakeholders regarding the project. Stakeholders included community organizations, local businesses, medical facilities, libraries, schools, municipal/county officials, emergency/public services and ODOT District 4 (see Appendix B). The stakeholders were sent public involvement materials and a postcard to share regarding the public meeting and were asked to share the project information for those unable to attend the public meeting. The city has had numerous meetings with the various stakeholders and property owners.

In addition, the city of Canton offered early coordination to those residents and businesses anticipated to be the most affected by partial and full property takes by mailing letters, calling owners and meeting on-site with any who were interested.

The city of Canton conducted an in-person open house public meeting on October 3, 2024, from 4:30 pm to 6:30 pm at Cedar Elementary School located at 2823 9th St. SW, Canton, Ohio 44710. The meeting was promoted via legal advertisement, postcards mailed to local businesses, residents/property owners in and near the project area, local schools and places of worship. It was also advertised on the city of Canton's Facebook account. The postcards included a link to the project website:

<https://www.cantonohio.gov/1868/Tusc-St-W-Corridor-Safety-Project>. An estimated 45 people attended the in-person open house public meeting.

The city of Canton developed a project website at <https://www.cantonohio.gov/1868/Tusc-St-W-Corridor-Safety-Project> that has been active since August 2024 and continues to be active. An online comment form was made available on the website from October 3, 2024, to November 3, 2024, and all of the handouts, displays and video from the in-person open house public meeting are included on the website.

Is there any substantial environmental controversy on environmental grounds?

No

Please summarize the Public Involvement responses received.

Throughout project planning and design, the city met with various stakeholders such as the Stark Area Regional Transit Authority (SARTA), Aultman Hospital and several of the local business owners and residents whose properties will be most affected by the project. Some of this input effected the following changes:

- Narrowing the width of the tree lawn on the south side within the block between Clarendon and Dartmouth, to lessen the impacts to the small businesses within this block.
- Adjusting the location of the proposed access road, moving it away from the small businesses to lessen the impact to them.
- Substantive discussion with Aultman hospital about the way the public and emergency vehicles will be able to have continuous access to the hospital, both during and after construction. Discussion included evaluation of emergency vehicles and trucks utilizing the new roundabouts.
- Improved transit stop locations and amenities

After the public meeting was conducted, a total of six (6) comments were received during the 30-day comment period. Two of the comments were positive and supportive of the project. Other comments included concerns with the schedule and businesses being concerned with limiting access by the addition of a median. During the in-person open house public meeting, the city also discussed with residents the timing and process for proposed relocations.

The disposition of all comments was uploaded to the project website, and those who provided contact information and requested a response, were directly responded to. The disposition of comments is included in EnviroNet.

Are there any Environmental Commitments? No



Permits

Waterway Permits

Are Waterway Permits required? No

ODNR

Shore Structure Permit : No

Remarks:

The proposed project is not located within an Ohio Coastal Management Area.

Are there any environmental commitments? No

Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI): Yes

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

Remarks:

The proposed project will have over 1 acre of earth disturbance that will require an Ohio EPA Notice of Intent (NOI), that will be jointly completed by the city of Canton and the project contractor prior to the start of construction, following the ODOT standard procedures.

Are there any environmental commitments? No

Floodplains

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

Remarks:

The proposed project is not located within, or will not impact any floodplains or floodways. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

Are there any environmental commitments? No



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Environmental Commitments

RMR -

1) Environmental studies have shown there is a potential of encountering petroleum contaminated materials during excavation activities at 2524 Tuscarawas Street W. (RM-011B), Medicine Center Pharmacy. The Designer/Project Manager will insert a Petroleum Contaminated Soil (PCS) note into the project plans informing the Project Engineer and Contractor of the proper methods of handling these materials.



Environmental Document Level: D3

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Preparers and Approvals

Form Preparer:

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Claire Cerne

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Erica Schneider (ASST ENVIR ADM)	5/16/2025



Appendix

General

Aerial Map.pdf

County Map.pdf

Project Study Area Map.pdf

USGS Quadrangle Topographical Map.pdf

Purpose and Need

OES Acceptance - Purpose and Need.pdf

Air

Coordination with OEPA - Qualitative MSAT.pdf

OEPA Approval - Qualitative MSAT.pdf

Ohio 8-Hour Ozone Map.pdf

PM 2.5 Nonattainment Area Map.pdf

Noise

Noise Analysis.pdf

OES Approval - Noise Analysis.pdf

RMR

OES Review - RMR Assessment.pdf

OES Review - RMR Investigation.pdf

OES Review - Screening.pdf

Regulated Materials Review Form.pdf

Cultural Resources

Records Check.pdf

SHPO Comments

Transmittal 1 - Effect Determination

Tribal Consultation

Tribal Consultation - Correspondence List and Example.pdf

Tribal Response - Shawnee Tribe.pdf

Tribal Response - Stockbridge Munsee Community.pdf

Ecological



ODNR Scenic River MOA Conditions

Other Resources

Sole Source Aquifer Mapping.pdf

US Census Bureau Urbanized Area Map.pdf

Section 6(f)

LWCF Grant Listing Map.pdf

Public Involvement

News Article - Canton Repository 4-25-2023.pdf

News Article - WHBC 4-25-2023.pdf

Project Website - Comment Form Update Email.pdf

Project Website - Update Public Meeting Displays.pdf

Project Website - Update.pdf

Project facebook post - News-Talk 1480 WHBC.pdf

Prop Owner Notification Ltr Mailing Addresses- Soil Borings.pdf

Property Owner Notification Letter - Soil Borings.pdf

Property Owner Notification Letter - Survey.pdf

Property Owner Notification Letter Addresses - Survey .pdf

Public Meeting - Canton Website Calendar Snapshot.pdf

Public Meeting - Comment Response Website Snapshot.pdf

Public Meeting - Public Comment and Response Summary.pdf

Public Meeting - Public Comments Received.pdf

Public Meeting - Website Layout.pdf

Public Meeting - Website Snapshot.pdf

Public Meeting Exhibit - Public Comments Form.pdf

Public Meeting Exhibits - Feasibility Study Alternatives.pdf

Public Meeting Exhibits - Feasibility Study.pdf

Public Meeting Exhibits - Handout.pdf

Public Meeting Exhibits - Maintenance of Traffic.pdf

Public Meeting Exhibits - Preferred Alternative Exhibit.pdf

Public Meeting Exhibits - Project Video YouTube.mp4

Public Meeting Exhibits - Public Engagement Plan.pdf

Public Meeting Exhibits - Right-of-way Plan.pdf



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Public Meeting Exhibits - Roundabout Information Poster.pdf

Public Meeting Exhibits - Stage 2 Plan.pdf

Public Meeting Exhibits - Street Views.pdf

Public Meeting Notification - Community Building Partnership.pdf

Public Meeting Notification - Paid Ad.pdf

Public Meeting Notification -SARTA.pdf

Public Meeting Notification Mailing List.pdf

Public Meeting Postcard Invite.pdf

Public Meeting Press Release.pdf

Public Meeting Response to Comments (Direct Responses).pdf

Public Meeting Sign In Sheet.pdf

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