



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA SR 0172 00.87 PID 120082

Environmental Document Level: D1

Approved: 3/24/2025

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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: 120082

Project Name: STA SR 0172 00.87

Project Sponsor: ODOT SPONSORING AGENCY

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
ENV	120082: 24-27 STIP
RW	120082: 24-27 STIP
CO	120082: 24-27 STIP
DD	

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

Project Description:

The Ohio Department of Transportation (ODOT) proposes to construct a modern single-lane elliptical roundabout at the intersection of State Route (SR) 172 (Lincoln Way West) and Alabama Avenue (County Road 314) in Tuscarawas Township, Stark County. The proposed roundabout will be designed with 130' ICD (interior circulatory diameter) and accommodate large and oversized trucks/semi-trailers and equipment trailers including 19-axle oversized trailers, with truck apron, mountable curbs, concrete splitter islands along all roadway approaches and driveway access modifications to residential and commercial parcels.

Additional improvements proposed by this project include new catch basin/manhole/storm sewer/manufactured storm runoff treatment system installation, new concrete curb/gutter construction, new landscaping installation, new traffic sign installation, new lighting installation, minor approach roadway vertical alignment adjustments, new pavement construction, existing pavement resurfacing, drive culvert replacements and new pavement marking applications throughout the project construction limits.

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

The environmental document and associated studies are being approved using Stage 1 Design. A copy of the Stage 1 Design plans can be found in the Project File under General/Project Information/*Stage 1 Design.pdf*.

The estimated total project cost specified in Ellis agrees with the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP).

Limits of Proposed Work: STA 172 at Alabama Ave SLM 0.87.



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Start (SLM): SR 172 SLM 0.76; CR 314 Sta. 47+65
 End (SLM): SR 172 SLM 0.91; CR 314 Sta. 53+45
 Total Work Length (Miles): 0.15

Roadway Character

Route Number: SR00172

Functional Classification: Minor Arterial (Urban)

Current Average Daily Traffic: 4300

Current Average Daily Traffic Year: 2027

Design Year Average Daily Traffic: 4880

Design Average Daily Traffic Year: 2047

Daily Hourly Volume: 488

Truck %: 5

Setting: Urban

Topography: Level

	Existing:	Proposed:
Design Speed (MPH):	50	50
Legal Speed (MPH):	45	45
Number of Lanes:	3	1
Type of Lanes:	2 Through; 1 Left Turning	1 Through
Pavement Width (ft):	40	40
Shoulder Width (ft):	2	n/a
Median Width (ft):	n/a	n/a
Sidewalk Width (ft):	n/a	n/a

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 No

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 No



Provisions to accommodate any local special events or festivals will be incorporated into project design	No
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:

The project will be constructed in multiple phases to minimize disruption to the traveling public. There will be two main phases of construction: the first phase will construct the north side of the new roundabout then the south side; and the second phase will construct the roundabout approaches. It will be necessary to temporarily close the SR 172/Alabama Avenue intersection for a minimum duration of 60 consecutive days during project construction. Through SR 172 traffic will be detoured using US Route 30 and SR 241. Alabama Avenue through traffic will be detoured using Wooster Street NW, Deerfield Avenue SW and Barrs Street SW. Access to all properties will be maintained during all phases of construction.

Final maintenance of traffic (MOT) plans for the project will be developed during the Stage 3 design phase. Construction, lane restrictions, closures and detour information will be posted within the project construction limits prior to the start of project construction. Provisions will be provided to allow for permitting oversized loads to pass through the intersection during project construction. Substantial traffic disruptions are not expected during project construction.

Public involvement activities that were conducted for the project included available maintenance of traffic information to determine impacts and obtain feedback from stakeholders, the general public, and emergency and public services. The local emergency and public services attended and participated in the various public involvement activities conducted for the project. Two comments received concerning busing for Tuslaw Schools and emergency service vehicles navigating the intersection during construction were addressed verbally on an individual basis. Local emergency and public services, as well as community notifications of the proposed closures, detours, and other maintenance of traffic measures to be implemented for the project, shall be performed in accordance with ODOT Traffic Engineering Manual Notes.

The local fire department is generally the first responder to an emergency situation. The time it takes for a fire and EMS to arrive is a primary concern for the project. The ODOT project design team will work with the North Lawrence Fire Department and the ODOT Construction Department and attempt to further minimize the intersection closure duration. Moreover, the project will develop effective communication protocols that help facilitate real-time critical information exchange among law enforcement, emergency medical services, ODOT, and the project construction contractor(s). These protocols will include investigation of cooperative emergency response (utilization neighboring fire departments) to help minimize delay during the intersection closure duration.

Are there any Environmental Commitments?	Yes
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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:	7
Number of parcels impacted by Temporary Right-of-Way:	8
Approximate acreage of Permanent Right-of-Way needed:	0.23
Approximate acreage of Temporary Right-of-Way needed:	0.173



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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:

The project will require both temporary and permanent right-of-way acquisition. Approximately 0.23-acre of permanent right-of-way will be acquired from seven parcels and 0.173-acre of temporary right-of-way will be acquired from eight parcels to construct the project. In total, nine parcels/properties will be impacted, and one structure will be removed by the project at 1063 Alabama Avenue. Total property takes are not proposed to construct the project. See the right-of-way plans for the project in the Project File/General/Project Information subsection as *Right-of-Way Plan Sheets.pdf*.

Subsurface Utility Location Services (SULS) investigation Level B was performed for the project study area and all utilities present in proximity of the project construction limits have been identified. Based on the Stage 1 design, relocation of existing above ground utility poles and associated overhead electric and telecommunications lines will be necessary to construct the project. Moreover, possible conflicts have been identified for existing underground gas supply lines and proposed storm drainage conduits and associated catch basin structures. Anticipated relocations of existing utilities within the project study area will occur within the existing/proposed new roadway rights-of-way. Utilities will not be permanently removed to construct the project.

Coordination with utility companies potentially affected by proposed construction activities will continue during the project preliminary engineering and detailed design phases as construction plans are finalized for the project.



Purpose & Need

Purpose & Need

Project History:

SR 172 serves as an east-west connector linking U. S. Route 30 to the city of Massillon, Interstate Route 77 and the city of Canton. SR 172 at Alabama Avenue is a four-way intersection operating with Two-Way Stop-Control (TWSC) on Alabama Avenue. SR 172 has one through lane in each direction and dedicated left-turn lanes on each approach, while Alabama Avenue has one through lane in each direction.

The SR 172/Alabama Avenue intersection was ranked #70 in the 2020 ODOT Highway Safety Improvement Program (HSIP) Rural Intersection list, and a Safety Study was prepared to analyze existing conditions and identify potential countermeasures to reduce crash frequency and severity. The report noted the following improvements that ODOT implemented prior to the safety study:

- Dual Stop signs with signpost reflectors
- Overhead flashing beacons
- Stop ahead warning signs with flashing beacons on Alabama Avenue
- Intersection ahead warning signs on SR-172

Despite these measures, the intersection has seen numerous crashes, particularly involving vehicles from Alabama Avenue striking those on SR 172.

Purpose Statement:

The purpose of this project is to improve safety by reducing the frequency and the severity of crashes at the intersection.

Need Element(s):



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The primary need for this project is to improve safety at the intersection. Crash analysis for 2011-2020 indicated the intersection experienced 31 crashes in the 10-year period. A peak of 6 crashes occurred in 2015. There were no fatal crashes; however, there were 16/51.6% injury crashes. The primary crash type was angle with 27/87.1%. The majority of crashes with 16/51.6% involved a southbound vehicle colliding with a vehicle traveling on SR 172. Another 11/35.5% crashes involved a northbound vehicle colliding with a vehicle traveling on SR 172.

The primary crash pattern experienced at the State Route 172/Alabama Avenue intersection is right-angle crashes (Angle Crashes) involving motorists on Alabama Avenue failing to yield to through traffic on State Route 172. Reported crashes resulted in a high percentage of injuries. Conditions contributing to crashes occurring at the intersection include variable vehicle approach speeds on SR 172 traffic congestion and queuing on the Alabama Avenue approaches resulting in driver frustration and poor sight distance perception/judgement.

The safety study concluded that the frequency of this crash type is likely due to sight distance obstructions on the stop-controlled approaches. Moreover, the crash trend has continued to occur at the SR 172/Alabama Avenue intersection. From January 2021 through September 2024, an additional 16 crashes were reported at this intersection and over half, 56%, of those crashes resulted in injuries.

Three of the four quadrants around the intersection contain commercial properties. Dumpster Dawg occupies the northwest quadrant of the intersection. This business has two access points, one on each roadway, and offers a dumpster rental service. The former residential building on the property operates as an office and warehouse for storage. Grims Auto Sales occupies the northeast quadrant of the intersection. This commercial property has two access points on SR 172 and one access point on Alabama Avenue. The furthest west access point on SR 172 appears to have restricted use. Countryside Customs occupies the southeast quadrant of the intersection with multiple outbuildings. There are also multiple access points to this commercial business on both SR 172 and Alabama Avenue. There are no pavement curbs restricting access along the property. There are residential properties south of Countryside Customs that share one driveway on SR 172. The residential property at 930 Alabama Avenue appears to also utilize streetside parking within SR 172 right-of-way. An agricultural field occupies the southwest quadrant of the intersection. All of these land uses and their access points impact intersection visibility.

In addition to the impacts associated with the adjacent land uses and their access points, the existing intersection design appears to influence crashes at the location. For most of the corridor, SR 172 has four lanes consisting of two through-lanes in each direction. At major intersections, such as the project location, SR 172 tapers to three lanes with one through/right-turn lane in each direction and a dedicated left-turn lane for both approaches. Current traffic volumes indicate that the left-turn lanes are not warranted with existing conditions, but projected Design Year traffic volumes meet the criteria for turn lanes. A truck turning movement analysis indicates that large vehicles are making wide turns that track outside of their designated travel lane, that may also be contributing to intersection crashes.

Goals and Objectives:

n/a

Summary Statement:

n/a

Logical Termini and Independent Utility:

The logical termini extend approximately 575 feet from the intersection on the west approach and 700 feet on the north, south and east approaches. The width of the study corridor is 40-45 feet on both sides of the centerline of each roadway and widens to approximately 240 feet south and 175 feet north of the centerline on the SR 172 west approach. The study area widens to approximately 100 feet north and south of the centerline on the SR-172 east approach. The selection of this study area provides sufficient area to consider a range of alternatives to address the Need Elements while also considering land uses.

The proposed project does not depend on any other transportation improvement project and no other improvements outside of the identified limits are necessary to address the established purpose and need of the proposed project. Additionally, this project is independent of any other transportation improvements proposed in the area. Therefore, independent utility is established for the project.



Alternatives

Alternatives

Discuss No Build Alternative:

The No-Build Alternative would maintain the existing roadway and intersection configuration and conditions with no improvements other than planned routine maintenance. Safety disparities will not be addressed, and this intersection will continue to experience a high rate of vehicular crashes with the no-build alternative. This alternative has been dismissed because it does not meet the Purpose and Need for the project.

Was a Feasibility Study completed?

No

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Alt 1 - Circular Roundabout	A 130' ICD roundabout centered on the existing intersection	Alt 1 required major impacts to adjacent properties and buildings for geometric and sight distance purposes. Additionally, oversized loads would be required to change direction along SR 172 as part of Alt 1, which posed issues for the size of the central island.	No
Alt 2 - Offset Elliptical Roundabout	A 130'x90' ICD elliptical roundabout shifted to the southwest	The approach reverse curves could not meet the design criteria and some turning movement criteria could not be met for Alt 2.	No
Alt 3 - Centered Elliptical Roundabout	A 130'x90' ICD elliptical roundabout centered on the existing intersection	N/A	Yes



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Alt 4 - No Build	Preserve the present configuration with no safety improvements to the existing facility.	Alt 4 would not address the purpose and need of the project.	No
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Discuss Reasons Alternative Identified as Preferred was selected:

Alternatives 1-4 were evaluated to address the needs of the project. Based on the *Alternatives Evaluation Report Horizontal Geometrics Memo*, ODOT determined the preferred alternative, Alt 3 - Centered Elliptical Roundabout, best satisfies design requirements and provides desired safety improvement. All performance criteria are met with Alt 3, including fastest paths, entrance velocities, stopping sight distances, and intersection sight distances. The decision to advance the design of this project with Alt 3 as the preferred alternative for the SR 172/Alabama intersection project was based on the alternative meeting the established project purpose and need.

The Alternatives Evaluation Report Horizontal Geometrics Memo for the project can be found in the Project File/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:

In accordance with *FHWA Updated Interim Guidance on Air Toxic Analysis in NEPA Documents (October 18, 2016)*, the proposed project falls under the category of projects having low potential MSAT emissions. Additionally, the design year ADT is well below the range of 140,000-150,000 design year ADT; therefore, the project meets the criteria for "Low Potential MSAT Effects". A Qualitative Analysis of Mobile Source Air Toxics (MSAT) was prepared for the project. On August 19, 2024, ODOT-OES submitted the Qualitative MSAT Analysis Report to the Ohio Environmental Protection Agency (OEPA). Upon review of the Qualitative MSAT Analysis for this project, on August 20, 2024, the OEPA concurred that the project meets the criteria for a project having "Low Potential MSAT Effects" and agreed with the findings of the MSAT analysis. Consequently, this project will not result in changes in traffic volumes, vehicle mix, basic project location or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative. See the Qualitative MSAT analysis and coordination documentation for the project in the Project File/Air/Reports and Coordination 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 a 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.

Carbon (CO)

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

Ozone

The proposed project is in an Ozone non-attainment or maintenance area	Yes
The proposed project is listed on the TIP	Yes



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Remarks:

Stark County is in an ozone non-attainment area per the Ohio 8-Hour Ozone (0.070ppm) Non-attainment Areas (2015). The project is listed in the STIP/TIP, therefore ozone is addressed for the project.

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 for the project.

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	No
The proposed project is a Type I project	No
The proposed project is a Type II project	No

Remarks:

Noise sensitive land uses within 500 feet of the proposed project area consist of residential properties. The project does not qualify as a Type I project for noise (i.e. not adding capacity to thru lanes, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) therefore a noise analysis is not required for the project under 23 CFR 772. ODOT-OES approved no noise analysis was required for the project on October 15, 2024.

See the ODOT-OES correspondence, dated October 15, 2024, for the project in the Project File/Noise/Coordination subsection as *OES Approval - No Analysis Required.pdf*.

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: 07/30/2024

Date of RMR Screening IOC from OES: 07/30/2024

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-002; Dumpster Dawgs	1063 Alabama Ave NW	Yes	No	No
RM-018; Paul A Bealer	14710 Lincoln St W	Yes	No	Yes
RM-009; Grims Auto Sales	14695 Lincoln St	No	Yes	No
RM-017; Countryside Customs, LLC	14676 Lincoln St W	No	Yes	No

Date of RMR Assessment IOC from OES: 12/13/2024

Date of RMR Investigation IOC from OES: 12/05/2024

Remarks:



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A Regulated Materials Review (RMR) was completed for the project corridor in July 2024 in accordance with the February 2023 Ohio Department of Transportation Office of Environmental Services (ODOT-OES) Regulated Materials Review Manual. Land use within the corridor includes residential properties, commercial properties, and active agricultural areas.

In correspondence dated July 30, 2024, OES recommended additional RMR studies were warranted for RM-002 Dumpster Dawgs (1063 Alabama Ave NW), RM-018 Paul A. Bealer (14710 Lincoln St W), RM-009 Grims Auto Sales (14695 Lincoln St), and RM-017 Countryside Customs, LLC (14676 Lincoln W).

An RMR Investigation was completed for RM-009 Grims Auto Sales (14695 Lincoln St) and RM-017 Countryside Customs, LLC (14676 Lincoln W) in November 2024. In correspondence dated December 5, 2024, ODOT-OES concluded no further RMR or special material management were warranted for RM-009 or RM-017 based on review of the RMR Investigation.

An RMR Assessment was completed for RM-002 Dumpster Dawgs (1063 Alabama Ave NW) and RM-018 Paul A. Bealer (14710 Lincoln St W) in November 2024. In correspondence dated December 13, 2024, ODOT-OES recommended special material management by property based on review of the RMR Assessment:

1. RM-002 Dumpster Dawgs (1063 Alabama Ave NW): The current property owner should remove all materials stored onsite, including but not limited to, dumpsters, trash bins, empty drums, batteries, automotive maintenance containers, gas cans, appliances, propane tanks, bikes, lawn equipment. However, if these materials are left behind, they must be properly disposed of prior to demolition.
2. RM-018 Paul A. Bealer (14710 Lincoln St W): A PCS plan note should be placed into the plans for any deep excavation on or adjacent to the property. A plan note should be placed into the plans to remove the drinking water well located on this property. The current owner should remove all materials stored on the property and inside the building. However, if these materials are left behind, they should be properly disposed of prior to demolition of the building. In addition, the filters from the paint spray booth should be removed and properly disposed of prior to demolition of the building.

Following completion of the RMR Assessment and RMR Investigation, the project design was modified to avoid structure demolition at 14710 Lincoln St W (RM-018). If the plans change and/or additional right-of-way is needed at 14710 Lincoln St W (RM-018), further RMR may be required for the project.

The RMR documentation can be found in the Project File under the RMR/Project Information, Coordination, and Reports subsections.

Landfills

Is a Rule 513 Authorization required? No

Remarks:

Based upon the literature review completed during the RMR Screening, there are no landfills located within proximity of the project area. No Rule 513 Authorization is required for the project.

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.):

A Section 106 Scoping Request form was prepared on October 9, 2024. The request for review included a review of electronic data from Ohio's State Historic Preservation Office (OSHP) GIS database. The GIS database identifies properties listed on or eligible for the National Register of Historic Places (NRHP), Ohio Historic Inventory (OHI) buildings and structures, Ohio Archaeological Inventory (OAI) sites, as well as properties that have previously received a Determination of Eligibility (DOE). No previously recorded resources were identified within the Area of Potential Effect (APE).

ODOT-OES prepared an archaeological resources field review memo, dated October 28, 2024, and a Phase I History/Architecture survey, dated November 25, 2024, for the project study area. The Phase I History/Architecture survey identified 20 resources in the Area of Potential Effects, none of which were eligible for listing in the National Register of Historic Place (NRHP). In an effect determination, dated December 10, 2024, ODOT-OES concluded no archaeological sites will be affected and no history architecture properties listed in, or eligible for listing in, the NRHP will be affected by the project therefore, no further cultural resource investigations are warranted for the project.

See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resource Coordination Tab.

Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800? No

OES Approval/OSHP) Concurrence Date: 12/17/2024

Remarks:

Based on the project scope and the literature and field reviews, the subject undertaking does not impact any historic cultural resources. In accordance with Stipulation V(C)(2) of the Section 106 Programmatic Agreement among FHWA, ACHP, Ohio SHPO, ODOT, Regarding Implementation of the Federal Aid Highway Program in Ohio (Agreement No. 38503) executed June 29, 2023, OES determines that "no historic properties affected" is the appropriate finding based on the following.

- No archaeological sites will be affected by the project.
- No history architecture properties listed in, or eligible for listing in, the NRHP will be affected by the project.

No further investigations are warranted. Coordination with SHPO was initiated on December 10, 2024. The Ohio SHPO concluded no historic properties will be affected on December 17, 2024. This concludes the Section 106 review process. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resource Coordination Tab.

What is the Section 106 effect determination in the OES Transmittal? No Historic Properties Affected

Potential consulting parties were contacted: No

Documentation Date

Participating



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Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Tribal Consultation

Tribal Consultation Summary/Remarks:

Based on the Tribes' individual preferences documented in either EnviroNet or in previous communications, nine Tribes were notified of the project. Tribal coordination was initiated on December 12, 2024, with the Delaware Tribe, the Eastern Shawnee Tribe, the Peoria Tribe, the Saginaw Chippewa Indian Tribe, the Seneca Nation, The Shawnee Tribe, the Stockbridge-Munsee Community, the Tuscarora Nation, and the Wyandotte Nation.

On December 17, 2024, the Stockbridge-Munsee Tribal Historic Preservation Office concurs with the finding of "No Historic Properties Affected" and has no issue with the project moving forward. However, should further cultural resources be uncovered during the course of the project, the Stockbridge Munsee Community wishes to be consulted. See the Stockbridge Munsee Community correspondence, dated December 17, 2024, with its comments on the project in the Project File/Cultural Resources/Coordination subsection.

The Delaware Tribe of Oklahoma, the Shawnee Tribe, and the remaining tribes offered no comment or objection within the 30-day review/comment period.

See the cultural resources and tribal coordination documentation for the project in the Project File/Cultural Resources/Project Information subsection, Cultural Resource Coordination Tab and Tribal Consultation Tab.

Environmental Commitments

Are there any Environmental Commitments? No



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Ecological

ESR

ESR Name:	ESR Type:	Coordination Complete Date:
STA-SR172-0.88	Ecologically Exempt	3/7/2025

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 No

The proposed project is located within a Non-Urbanized Area Yes

The proposed project involves new permanent right-of-way (ROW) Yes

The proposed project involves temporary ROW Yes

The proposed project is a type of action listed below and meets allowable ROW thresholds: Bridge replacement requiring ROW of three (3) acres or less to accommodate bridge piers, wingwalls, and/or approach work Widening requiring linear strip ROW of 10 acres or less per linear mile Intersection improvement requiring ROW of three (3) acres or less Yes

Undeveloped land being used for construction purposes is protected by a conservation easement No

Undeveloped land being used for temporary ROW will be returned to equal or greater productive capability upon completion of the proposed project Yes

Based on the scope and type of work, the proposed project is in compliance with the executed Farmland Memorandum of Understanding (MOU), the FPPA, and 7 CFR 658. Completion of the Farmland Conversion Impact Rating (FCIR) Form is not warranted. No further coordination is required.

OES Concurrence Date 01/28/2025

NRCS Approval Date 01/01/1900

Land being used for the proposed project is part of an Agricultural District No

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 a non-urbanized area. Review of historical aerial photos and other available historic photo documentation identified agricultural land use (row cropping) on Parcel No.7206647 located in the southwest quadrant of the intersection. The project will acquire 0.123-acre of permanent right-of-way and 0.058-acre temporary right-of-way from Parcel No. 7206647 (Benmit Piping & Tubing Services, Inc.) to construct the project. According to the Stark County Auditor's webpage, Parcel No.7206647 is zoned Industrial. Moreover, the project study area is not located in an agricultural district.

The project will restore all undeveloped land being used for temporary right-of-way to a condition equal or greater than its pre-construction productive capability. 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 for the proposed project. See ODOT-OES correspondence, dated October 15, 2024, for the project in the Project File/Other Resources/Farmlands subsection as *Coordination with OES.pdf*.

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	Yes	Yes

Remarks:

The OEPA Division of Drinking and Ground Waters mapping tool was used to identify the presence of public drinking water resources within the proposed project study area. The map indicates there are no public water system wells, intakes, drinking water source protection areas, non-transient, non-community Water Systems or transient non-community water systems within the proposed project study area. Furthermore, the proposed project area is not within a designated sole source aquifer. No impacts to public drinking water sources are anticipated.

A review of ODNR's Division of Geological Survey Water Wells Database and a search performed with ODNR's on-line Ohio Water Well interactive mapping tool identified four private (4) drinking water wells in proximity of the project construction limits.

- Residential - 930 Alabama Avenue SW
- Commercial - Grim Auto Sales: 14695 Lincoln Street
- Commercial - Dumpster Dawgs: 1063 Alabama Avenue NW
- Commercial - Countryside Customs: 14710 Lincoln Street

The drinking water well located at 1063 Alabama Avenue NW will be removed by the project. Impact/removal of the existing drinking water well at Dumpster Dawgs (1063 Alabama Avenue NW) will be addressed during right-of-way acquisition process in accordance with the ODOT Office of Environmental Services Standard Operating Procedure - Drinking Water Resources (December 2005). During detailed design, the project design engineer shall verify the location of all other suspected water wells and ensure the water wells are avoided/protected during project construction. No drinking water coordination is required for the project.

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

Are there any environmental commitments? Yes



Section 4(f)

Section 4(f) Determination

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

No

Identified Section 4(f) Properties

Remarks:

Based upon a review of project mapping and property information from the Stark County Auditor, there is a publicly owned property running through the intersection. The city of Massillon owns a parcel of land in the northwest corner of the SR 172/Alabama Avenue intersection (Stark County Auditor Parcel ID 580013). The area was part of a proposed railroad spur line, and the project proposes to acquire 0.024-acre of permanent right-of-way and 0.004-acre of temporary right-of-way from the city-owned parcel. Coordination with the city of Massillon and Stark Parks conducted by ODOT District 4 staff confirmed there are no future recreational trails planned for the property. Stark Parks responded in a correspondence, dated July 23, 2024, and the city of Massillon City Engineer and Parks & Recreation Director both responded separately on November 26, 2024.

There are no publicly-owned parks, recreation areas, or wildlife/waterfowl refuges within the project area. Furthermore, based on the cultural resources surveys, no known historic sites will be impacted by the project.

The coordination with the city of Massillon and Stark Parks can be found 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:

Research of the Land and Water Conversation Fund (LWCF) website <https://lwcf.tplgis.org/mappast/> did not identify any public parks or recreation areas that have used Section 6(f) funds within or adjacent to the project area. Therefore, no further coordination is required. The LWCF Grant Listing is available 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 consistent and will comply with local and regional development patterns. The project is listed in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP). The proposed action will improve safety for the traveling public.

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

Remarks:

The construction of a roundabout will address safety issues reducing crash severity, a positive impact on the local community. Temporary negative impacts to traffic may occur during construction, however, the proposed project is not expected to result in substantial negative impacts to community cohesion.

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

Remarks:

The proposed project is not expected to result in reasonably foreseeable indirect or cumulative impacts.

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 expected to occur to health and educational facilities, public utilities, fire, police, emergency services, religious institutions, or public transportation facilities.

Public involvement activities that were conducted for the project included available maintenance of traffic information to determine impacts and obtain feedback from stakeholders, the general public, and emergency and public services. The ODOT project design team will work with the North Lawrence Fire Department and the ODOT Construction Department and attempt to further minimize the intersection closure duration. Moreover, the project will develop effective communication protocols that help facilitate real-time critical information exchange among law enforcement, emergency medical services, ODOT, and the project construction contractor(s). These protocols will include investigation of cooperative emergency response (utilization neighboring fire departments) to help minimize delay during the intersection closure duration.

Access will be maintained for residents and businesses within the work zone. Residents and/or businesses on local roads may experience short-term impacts during construction; however, safety for the public utilizing this facility will be improved by the project.

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

Number of Displacements

Residences: 0

Businesses: 1



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Institutions:

0

Farms:

0

Remarks:

In order to address the purpose & need of the project to improve safety at the SR 172/Alabama Avenue intersection, one business displacement (Dumpster Dawgs; 1063 Alabama Ave NW) is necessary. The project footprint for the intersection improvements was constrained by the existing intersection geometry. The current design minimizes impacts to adjacent properties; however the one displacement could not be avoided.

The displacement will be conducted in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Act of 1970*, and relocation assistance will be provided by the project.

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

No

Remarks:

The proposed project will not result in impacts to underrepresented populations (Limited English Proficiency, Older Adults, or Adults with Disabilities). No comments related to underrepresented populations were raised during the public involvement period.

As of January 21, 2025, EO 12898 was revoked. Therefore, no discussion and/or analysis specific to Environmental Justice Populations (Minority & Low-Income) will be provided in the Environmental Analysis. Instead, any potential impacts will be addressed through the Public Involvement Process.

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?

Remarks:

Are there any Environmental Commitments?



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)

A Public Engagement Plan (PEP) was created at the start of the project to provide a detailed account of all public involvement activities to be conducted for the project.

A property owner notification letter was sent to property owners and residents in the project area on July 3, 2024, to provide high level information about the proposed project and to inform property owners and residents that staff may be entering their property. The notification letter also let recipients know that additional details would be given to the public as the project advances and provided contact information for any questions or concerns.

After initial property owner notification letters were sent on July 3, 2024, property owners contacted Tuscarawas Township Officials with questions and concerns regarding project schedule, property impacts, and need for a roundabout. At the request of Tuscarawas Township Officials, a stakeholder open house was conducted for the project on August 21, 2024, from 6:30 PM to 7:30 PM at the North Lawrence Volunteer Fire Department. Notification emails and letters were sent to project stakeholders (property owners within the project study area limits), local public officials and local emergency and public services. Personnel from ODOT District 4 Environmental, Design and Real Estate were available to discuss the planned project. Notifications also included an exhibit of the proposed roundabout design and a handout. A mix of stakeholder and members of the general public attended the meeting. Thirty individuals provided contact information on the meeting sign-in sheet. The project team presented the project to the large group and responded to numerous questions and comments during the meeting.

An in-person public open house, with virtual project webpage and 30-day comment period, was performed for the project January 15, 2025, at the North Lawrence Volunteer Fire Department from 5:00 PM to 7:00 PM. Notifications were mailed and emailed on December 13, 2024, to all persons who attended the August stakeholder meeting and all nearby/abutting property owners, public officials, schools and emergency/public service providers.

The mailing included a letter with project and open house information, a project location map with anticipated detour information, a project handout and a comment form. The letters included a link to the project website (www.transportation.ohio.gov/projects/projects/120082) where materials could be accessed, a pre-recorded presentation could be watched, project information and exhibits could be viewed and comments could be submitted. Social media announcements were posted inviting people to attend the meeting as well. ODOT published notices through their ODOT Akron Facebook page on December 17, 2024, and January 6, 2025.

ODOT published press releases regarding the in-person public open house meeting on December 16, 2024, and January 6, 2025. A paid newspaper announcement was also published in the Canton Repository newspaper on January 3, 2025. A letter notice was also hung on a community bulletin board at the local US Post Office. Numerous local media outlets also posted news articles regarding the proposed project and public open house. The public open house was conducted on January 15, 2025, at the North Lawrence Volunteer Fire Department from 5:30 PM to 7:30 PM. Fifty-one (51) people attended the open house meeting and provided contact information on the meeting attendance sign-in sheet.

All public meeting exhibits and documents were posted on the ODOT District 4 webpage for virtual participation. All public meeting notification encouraged members of the public and stakeholder to provide questions, concerns and comments about the proposed project by February 14, 2025, that was the closure of the 30-day comment period.

All public involvement materials can be found in the Project File/Public Involvement/Project Information subsection.

Is there any substantial environmental controversy on environmental grounds?

No

Please summarize the Public Involvement responses received.



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Written comments were received from one stakeholder as a result of the August 2024 stakeholder meeting open house. Contact information and two additional written comments were also received from three members of the general public that attended the stakeholder meeting. Comments were related to other suggested improvements, skepticism about the roundabout performing well, detours during construction, adjacent property structure and water well and septic resource impacts, maintenance and roundabout navigability. All comments were reviewed and consolidated into a comment response summary that was posted to the ODOT project webpage, as discussed at the August 2024 stakeholder meeting. Moreover, the comment summary and response information was directly emailed to one stakeholder that provided written comments. All stakeholder documentation for the project is provided in the Project File/Public Involvement/Project Information subsection.

The comment period concluded on February 14, 2025. Twenty-five (25) written comments were received via emails (16), letters (2) and comment forms (7) submitted between December 13, 2024, and February 14, 2025, that was the advance notification and 30-day public comment period following the January 15, 2025, in-person open house public meeting. Comments included topics such as other suggested improvements, skepticism about roundabout need and performance, safety study reliability, construction timing/detour duration, emergency response during project construction, adjacent property access during and post construction, maintenance and roundabout navigability of large vehicles and farm equipment.

Summaries of written public and stakeholder comments and comment response information were posted to the project webpage and notification letters were mailed to those persons who provided comments. Moreover, individual follow up was performed for all comments and individual property impact inquiries that required a direct response. All public involvement documentation for the project is provided in the Project File/Public Involvement/Project Information subfolder.

No substantive controversy was identified during stakeholder and public involvement performed for the project undertaking.

Are there any Environmental Commitments? Yes



Permits

Waterway Permits

Are Waterway Permits required?

No

ODNR

Shore Structure Permit :

No

Remarks:

No waterways were identified within and/or immediately adjacent to the proposed project area. Therefore, no impacts will occur, and no further coordination or waterway permits are required.

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 is anticipated to have earth disturbance activities greater than one acre in size which will require a Notice of Intent (NOI) to be submitted to the Ohio EPA requesting coverage under a National Pollutant Discharge Elimination System (NPDES) General Construction Permit. A post construction storm water management control BMP (best management practice) manufactured system will be installed by the project.

Are there any environmental commitments? Yes

Floodplains

The proposed project involves encroachment within a Special Flood Hazard Area (SFHA)

No

Remarks:

Based upon review of the FEMA Flood Insurance Rate Map (FIRM) Community Panel 39151C0170E the project is not located within any regulated floodplain.

The FEMA FIRM map can be found in the Project File under Permit/Floodplain subsection.

Are there any environmental commitments? No



Environmental Commitments

General Project Information

1) MOT Coordination with the North Lawrence Fire Department and the ODOT Construction Department will continue during the project preliminary engineering, detailed design and construction phases. The project shall develop effective communication protocols that help facilitate real-time critical information exchange among law enforcement, emergency medical services, ODOT, and the project construction contractor(s) during the project construction duration.

RMR -

1) The Project Designer shall incorporate a Petroleum Contaminated Soils (PCS) plan note into the project plans to properly manage PCS that may be encountered during excavation or construction activities for the property located at Paul A. Bealer 14710 Lincoln St W (RM-018; Countryside Customs - Paint Shop Building).

2) The contractor shall coordinate with the owner of the 1063 Alabama NW property (RM-002; Dumpster Dawgs) to make sure that the property owner removes all items, including but not limited to, dumpsters, trash bins, empty drums, batteries, automotive maintenance containers, gas cans, appliances, propane tanks, bikes, and lawn equipment, they have stored in proximity to the building before being demolished.

Other Resources - Drinking Water

1) The project may result in removal of one private drinking water well. The project designer shall incorporate a protective plan note in the final construction plans requiring removal and proper abandoned of the drinking water well located at Dumpster Dawgs (1063 Alabama Avenue NW) in accordance with the Ohio Department of Natural Resources' (ODNR) Technical Guidelines For Sealing Unused Wells.

2) During detailed design, the project design engineer shall verify the location of all suspected water wells to be avoided by the project and ensure those water wells are avoided during project construction.

Public Involvement

1) The ODOT project design team will work with the North Lawrence Volunteer Fire Department and the ODOT District 4 Construction Department and attempt to further minimize the intersection closure duration and develop effective communication protocols that help facilitate real-time critical information exchange among law enforcement, emergency medical services, ODOT and the project construction contractor.

Permits - Storm Water Permits

1) The proposed project is anticipated to have earth disturbance activities greater than one acre in size which will require a Notice of Intent (NOI) to be submitted to the Ohio EPA requesting coverage under a National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The project designer shall obtain all appropriate NPDES permitting prior to project preconstruction meeting. The NOI, prepared by ODOT, and OHIO EPA NPDES Construction Storm Water General Permit identification number and approval date information shall be provided to the Contractor at the project preconstruction meeting.



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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	3/24/2025



Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Air

Coordination with OEPA - Qualitative MSAT.pdf

OEPA Approval - Qualitative MSAT.pdf

Noise

OES Approval - No Analysis Required.pdf

RMR

OES Review - RMR Assessment.pdf

OES Review - RMR Investigation.pdf

OES Review - Screening.pdf

Cultural Resources

Field Review Summary - Archaeology.pdf

Records Check.pdf

SHPO Comments

Transmittal 1 - Effect Determination

Tribal Consultation

Tribal Consultation - Correspondence List and Example.pdf

Tribal Response - Stockbridge Munsee Community.pdf

Ecological

ODNR Scenic River MOA Conditions

Other Resources

ODNR - Ohio Water Well Interactive Map Records.pdf

Census Bureau Urbanized Area Map.pdf

Coordination with OES.pdf

Drinking Water Source Protection Areas Mapping.pdf

Well Log Data.pdf



Section 4(f)

Project Coordination Massillon Engineer - Section 4(f).pdf

Project Coordination Massillon Parks and Rec - Section 4(f).pdf

Environmental Justice

Census Mapping.pdf

Project Related OES Decision - No CIA Required.pdf

Public Involvement

2nd Press Release.pdf

News Article - Canton Repository 8-22-2023.pdf

News Article - Massillon Independent 1-13-2025.pdf

News Article - Massillon Independent 1-15-2025.pdf

News Article News-Talk 1480 WHBC.pdf.pdf

North Lawrence Fire Department Facebook Posting Snapshot.pdf

Paid Ad - Public Notice.pdf

Press Release Outreach - Massillon Independant Newspaper.pdf

Press Release.pdf

Project Announcement Fox 8 News.pdf

Project Announcement WKYX Website.pdf

Project Announcement WTUZ Website.pdf

Project Notification Posting - US Post Office.pdf

Public Meeting Comment Sheet.pdf

Public Meeting Comment and Response Notification Addresses.docx

Public Meeting Comment and Response Notification Email.pdf

Public Meeting Comment and Response Notification Letter.pdf

Public Meeting Comment and Response Summary.pdf

Public Meeting Comments Received.pdf

Public Meeting Email Notification and List.pdf

Public Meeting Exhibits.pdf

Public Meeting Handout.pdf

Public Meeting Notification Letter and Mailing List.pdf

Public Meeting Presentation with Script.pdf

Public Meeting Sign In Sheet.pdf



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Right-of-Entry Letter and Mailing List.pdf

Social Media 1st Public Meeting Release - 12-17-2024.pdf

Social Media 2nd Public Meeting Release - 1-6-2025.pdf

Stakeholder - Kiko Individual Response 12-16-2024.pdf

Stakeholder Comment and Response Summary.pdf

Stakeholder In Person Meeting Exhibits 8-21-2024.pdf

Stakeholder In Person Meeting Notification 8-6-2024.pdf

Stakeholder In Person Meeting Sign In Sheet 8-21-2024.pdf

Stakeholder In Person Meeting Written Comments 8-21-2024.pdf

Website Screenshot - Public Comment and Response Posting.pdf

Website Screenshot - Updated Website 12-23-2024.pdf

Website Screenshot 12-16-2024.pdf

YouTube - Public Meeting Presentation Snapshot.pdf

Permits

FEMA FIRM.pdf