



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 04
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Environmental Document

for

STA Cherry Rd Bridges PID 121152

Environmental Document Level: C2

Approved: 1/21/2026

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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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C2

Project Information

C2 Section

PIDs	121152
Project Sponsor	Stark County Engineer
ODOT District	4
Funding Source	Federal

Project Description:

This project involves the rehabilitation of two bridges located on Cherry Rd. NW in the city of Massillon, along with an improvement of the Cherry Rd. intersection with 3rd St., that is situated between the two bridges. Both bridges are 4-span steel beam structures approximately 275' long and were originally built by the United States Army Corps of Engineers in 1948 as part of the Massillon Levee project to protect the downtown area from Tuscarawas River flooding. The bridges are the responsibility of the Stark County Engineer even though they are located within city of Massillon corporation limits.

The two structures are located on Cherry Rd. NW just west of the intersection with State Route 21. The east span crosses the Tuscarawas River while the west span crosses 3 lines of active railroad tracks operated by Norfolk Southern and RJ Corman. There is approximately 125' separating the two bridges, and that is where 3rd St. intersects from the north.

The bridges were last rehabilitated in 1982 when the concrete decks and parapets were replaced, and all the structural steel was painted.

Temporary and standard highway easements will be obtained from the existing United States Army Corps of Engineers levee to construct the project. The existing Cherry Road bridge structure spanning the Tuscarawas River will extend beyond the roadway right-of-way after widening.

The geometry of the Cherry Road/3rd Street intersection and its proximity with the east span causes difficulty for tractor-trailer combinations trying to navigate the intersection. This is a heavily industrial area with several large companies operating both along 3rd St. north of the intersection, as well as along Cherry Rd to the west, making these bridges important links for access to State Route 21. Therefore, this intersection will be realigned, that requires the widening of the river bridge to the north at the rear abutment. The project involves the rehabilitation of the deteriorated steel beams, and the concrete deck at the bridge ends. The existing approach slabs will be replaced, and abutments to be made semi-integral. This project involves rehabilitations that would extend the life of the two bridges. This project would widen the existing intersection to the east to improve the turning radii and allow trucks enough room to navigate the intersection without leaving their own lane of traffic. The widening requires temporary and standard highway easements.

Mapping that depicts the proposed project location on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Maps, on a County map and on an aerial map are included in Project File/General/Project Information under the appropriate file name.



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Based on the project scope of work, its Path 1 Preliminary Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

The project consists of superstructure rehabilitation with no impacts below the Ordinary High Water Mark of the Tuscarawas River. In addition, only about 0.06 acre of Suitable Wooded Habitat (for bats) is to be impacted by the project. All tree removal will occur between October 1 and March 31 to protect bat species during their summer roosting period. See forms attached at Ecological/Reports.

New right-of-way easements will be required as discussed above. A total of 0.172 acre of temporary and standard highway easements will be obtained from 1 parcel to construct the project. Total takes and/or relocations are not proposed to construct the project. See the right-of-way plan information for the project in the General/Project Information/Right of Way Plan Sheets.pdf.

An existing overhead electrical line on the south side of the river bridge will be relocated. The new integral abutment of the river bridge will make allowance for the existing telecommunications conduit to run through its end diaphragm. The telecommunications manhole within the intersection shall not be disturbed. No other utilities within the project study area will be impacted/relocated to construct the project.

On March 5, 2024, in accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT-OES has determined that the proposed project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking.

The Stark County Engineer conducted various public involvement activities, including property owner notification letters, a press release resulting in a news article in Canton Repository and placement of a notice of the project on the Stark County Engineer website. No comments were received from the public due to these efforts. All public involvement materials are in the Project File under Public Involvement/Project Information.

The environmental document and associated studies, as applicable, were approved using the Stage 3 Design Plans for the project. A copy of the Stage 3 Design plans for the project is included in the Project File/General/Project Information/Stage 3 Design.pdf.

The estimated total project cost specified in Ellis is 4.8% greater than the total project cost specified in the ODOT State Fiscal Years 2026 - 2029 Statewide Transportation Improvement Program (STIP). However, fiscal constraint is at the Statewide Line Item (SLI) Group level. Therefore, an individual project utilizing a SLI does not require a STIP/TIP amendment.

The next phase of the proposed project is listed on the STIP: Yes

Ellis STIP Details

Phase	Current STIP Reference
ENV	On Previous STIP
CO	121152: 26-29 STIP

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications: Yes

Select the appropriate project type:

(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e). *Examples include: Railroad projects that close or relocate at-grade crossings*

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves



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- a. Acquisition of more than a minor amount of ROW (exceeds strip takes) b. Residential or non-residential displacements c. A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act d. A Section 106 finding of Adverse Effect e. Section 4(f) impacts greater than de minimis f. A finding of May Affect, Likely to Adversely Affect to Threatened and Endangered Species g. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions h. Changes in access control i. Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths) j. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers k. No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination) l. Substantial Community Impacts (if a Community Impact Assessment is required, contact OES for guidance). For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Ecological

Waterways: Present; No Coast Guard, Individual 404, and/or Section 10 Permit required

Waterways Permit Type: Permit Determination and/or Permit Application Approval Pending

Isolated Wetland Permit No

Will any wetlands be impacted? No

The following Federally Listed Species received an effect determination of May Affect, Not Likely to Adversely Affect:

Species Common Name	Species Scientific Name	Listing Status	Most Recent Coordination Date
Indiana Bat	<i>Myotis sodalis</i>	Endangered	04/03/2024
Northern Long-eared Bat	<i>Myotis septentrionalis</i>	Endangered	04/03/2024
Tricolored Bat	<i>Perimyotis subflavus</i>	Proposed Endangered	04/03/2024

The following Federally Listed Species received an effect determination of No Effect:

Species Common Name	Species Scientific Name	Listing Status	Most Recent Coordination Date
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Species of Concern	04/03/2024
Eastern Massasauga	<i>Sistrurus catenatus</i>	Threatened	04/03/2024

Endangered Species Remarks:

The project consists of superstructure rehabilitation with no impacts below the Ordinary High Water Mark of the Tuscarawas River. In addition, only about 0.06 acre of Suitable Wooded Habitat (for bats) is to be impacted by the project. All tree removal will occur between October 1 and March 31 to protect bat species during their summer roosting period.

Scenic Rivers

No National Wild and Scenic River
 Within 1000 Feet of the Proposed
 Project Area



Scenic Rivers Remarks

No National Wild and Scenic Rivers occur in the project vicinity. The project will not impact any National Wild and Scenic Rivers.

Floodplains

100-Year Floodplain:

No Encroachment Within a Special
Flood Hazard Area (SFHA)

Floodplain Remarks

The project occurs in the vicinity of a Special Flood Hazard Area (SFHA) along the Tuscarawas River, but due to nature of the project (superstructure rehabilitation), no impacts will occur within the SFHA. A FEMA Firmette of the project area is included in the Project File at Permits/Floodplain. The floodplain permit from the city of Massillon is in the project file.

Section 4(f)

Section 4(f):

Present; No Impacts and/or Access
Restrictions

Section 4(f) Remarks

In the project study area, the Congressman Ralph Regula National Recreation Trail runs along the levee on the east side of the Tuscarawas River and west of SR 21. The trail crosses Cherry Road just east of a newly proposed approach slab for the project. Cherry Road will be closed for access from SR 21, however, there will be no access restrictions for pedestrians and other trail users to cross Cherry Road between SR 21 and the new proposed approach slab. Access restrictions to the construction work will be in place. Temporary occupancy of the trail right-of-way will be necessary for construction access. Since this temporary occupancy will not restrict trail use, this results in a Temporary No Use condition.

A Section 4(f)/6(f) Determination Request Form for Recreational Properties (DRF) was prepared for the project and submitted to ODOT Office of Environmental Services (OES) Policy personnel. Based upon review of the DRF, it was determined the proposed project can be processed as an exception to the requirement for Section 4(f) approval. In accordance with 23 Code of Federal Regulations (CFR) 774.13(d), the temporary occupancy of land and/or access will not constitute a use upon the protected recreational activities, features, or attributes associated with the Congressman Ralph Regula National Recreation Trail. The determination was made based on the proposed scope of work and concurrence received from the Official with Jurisdiction (OWJ) regarding the assessment of impacts that are included in the DRF. See the Section 4(f) documentation for the project in the Project File/Section 4(f) Coordination and Reports subsections.

A Land and Water Conservation Fund (LWCF) Summary Report was generated for Stark County to search for possible LWCF funding for any sections of the trail. None were found, therefore, Section 6(f) does not apply to this project.

Section 6(f)

Section 6(f):

Not present

Cultural Resources



Cultural Resources:

Present; No Finding of Adverse Effect

Cultural Resources Coordination:

Minimum Potential to Cause Effect
Appendix B

**Cultural Resources Coordination - ODOT Approval/SHPO
Concurrence Date**

03/05/2024

Cultural Resources Remarks

The undertaking is limited to a bridge rehabilitation and roadway upgrade project just west of downtown Massillon, Stark County, Ohio. The work will focus on two adjoining steel beam bridges, one over a series of railroad lines, and the second carrying the highway over the Tuscarawas River. Minor efforts will also focus on the existing right-of-way. However, minor right-of-way will be needed to upgrade 3rd Street, the Cherry Road bridge approaches, and widen the intersection of 3rd Street and Cherry Road between the two bridges. The construction will be limited to areas previously disturbed and/or graded. The project will not directly involve any buildings or cause any relocations.

The literature search concluded there are no inventoried buildings (OHI), no known archaeological sites (OAI), and no listed or eligible historic properties found in the project area or in the area of potential effects (APE). The existing bridges (SFN 7632037 and 7631987) are Type 402N Steel Continuous Multi-beam structures. The two structures were built in 1952. TIMS mapping suggest the two bridges are not historic and are not considered eligible for the National Register based on the Ohio DOT Historic Bridge Inventory (accepted April 28, 2010). The replacement of non-historic bridges and minor roadway widening projects requiring additional right-of-way measuring less than the width of a full travel lane are activities exempt from further cultural resource consideration by the 6/29/23 Cultural Resource PA (Agreement 38503), if the project is not within the boundaries of any historic property or N. R. district.

In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT-OES has determined that the proposed project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking.

Environmental Resources Considered

The following environmental resources are present and have been studied for potential impacts:

Regulated Materials

Air Remarks



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Concerning Mobile Source Air Toxics, since the project does not add capacity, new interchange, relocate thru lanes significantly closer to sensitive areas, adds an auxiliary lane of significant length, or expansion to intermodal, the following applies: This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, 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.

Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline substantively over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES3 model forecasts a combined reduction of over 76 percent in the total annual emissions rate for the priority MSAT from 2020 to 2060 while vehicle-miles of travel are projected to increase by 31 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, January 18, 2023). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Noise Remarks

Since the project:

- does not involve the construction of a highway on new location;
 - does not involve alteration of an existing highway which significantly changes either the horizontal (i.e. 50% closer to receptor) or vertical alignment;
 - does not increase the number of through-traffic lanes;
 - does not add an auxiliary lane;
 - does not negatively affect the shielding of an existing roadway;
 - does not restripe existing pavement for an added thru lane or auxiliary lane;
 - does not add or substantially alter a weigh station, rest stop, rideshare lot, or toll plaza; or
 - does not cause a major change in vehicle mix;
- a noise analysis is not required for the project.

The project involves ROW acquisition, Deep Excavation, or OEPA 513 Landfill Authorization:

Yes - Screening

Regulated Materials Review Screening:

No Further Regulated Materials Review

Regulated Materials Review Screening - DEC/OES Approval Date:

03/13/2024

Regulated Materials Review Remarks:

No property acquisition and/or deep excavation are required at two properties that were originally recommended for RMR Assessment. Therefore, these two properties, as well as the remainder of the project do not warrant further RMR or special material management. See the RMR documentation for the project in the Project File/RMR/Coordination and Reports subsections.

Public Involvement

Public Involvement:

Minimum PI Requirements Met; No
Minor Public or Agency Controversy
on Environmental Grounds



Public Involvement Remarks

On January 3, 2022, the Stark County Engineer 's Office sent a notification letter to property owners for property access to obtain field data for the project. On January 30, 2025, notification letters were sent by the Stark County Engineer 's Office to businesses that could potentially be impacted by the project asking for comments. On January 30, 2025, the Stark County Engineer's Office also issued a news release for the project. This news release resulted in a news article in the Canton Repository/Massillon Independent, published in-print on February 4, 2025, as well as on the media outlet online website. Comments were requested within a 30-day comment period that ended March 3, 2025. No comments were received from any of the public involvement activities conducted for the project. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

Environmental Commitments

Environmental Commitments

Yes



Environmental Commitments

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1) Ensure impacts to the federally listed and protected Indiana bat and Northern long-eared bat and the State listed and protected Little Brown bat and Tricolored bat are avoided and minimized. Do not remove trees from April 1 through September 30. Perform all necessary tree removal from October 1 through March 31. Demarcate clearing limits in the field to avoid any unauthorized tree clearing. For the purposes of this note, a tree is defined as a live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.

2) Measures to minimize harm to the Section 4(f) resources have been established for the project and are project environmental commitments. The following measures shall be incorporated into the plans as plan notes and as environmental commitments:

1. The contractor shall maintain access to Congressman Ralph Regula National Recreation Trail at all times, except for the time needed to temporarily occupy the property, which shall be less than the time needed for construction of the project.
2. Temporary construction fencing shall be installed along proposed construction limits prior to the start of construction activities to protect the Section 4(f) property and the public.
3. Appropriate signage shall be installed to alert users of Congressman Ralph Regula National Recreation Trail of construction activities, access restrictions or closures, and to direct users to secondary access points.
4. The contractor shall be required to closely coordinate the construction schedule with ODOT, the Stark County Engineer's Office, Ohio State Parks and Watercraft, Stark Parks and the City of Massillon Parks and Recreation Department prior to the start of construction activities.

3) The project is located within a FEMA flood zone and will be designed to comply with all applicable Local, State, and Federal floodplain protection standards. Appropriate floodplain permitting shall be obtained prior to the start of construction.



Preparers and Approvals

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	1/21/2026



Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

RMR

OES Review - Screening.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Project Related SCEO Decision - Ecological.pdf

USFWS/ODNR Ecological MOA Conditions

Section 4(f)

OES Recreational 4(f) Determination.pdf

Public Involvement

News Article_online.pdf

News Article_print.pdf

Press Release.pdf

Project Website Snapshot - Posted 1-30-2025 .pdf

Property Owner Notification Letter 2.pdf

Property Owner Notification Letter.pdf

Permits

Coordination with USCG.pdf

FEMA FIRM.pdf

Local Floodplain Administrator Approval.pdf

Project Related SCEO Decision - Waterway Permits.pdf