



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

SUM SR 241/Corporate Woods Ph 2 PID 103172

Environmental Document Level: D1

Approved: 12/12/2019

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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 June 6, 2018, 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



General Project Information

Project, Cost Schedule and Work Limits

Environmental Document Level:	D1
PID:	103172
Project Name:	SUM SR 241/Corporate Woods Ph 2
Project Sponsor:	Green, City of
ODOT District:	4
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	Yes
STIP Reference #:	2018stipID0169FDRW
The next phase of the proposed project is listed on the STIP	Yes
The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications	Yes
Planning and Engineering:	\$83,000.00
Right of Way:	\$1,747,933.00
Construction:	\$3,257,748.75
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No

Project Description:

The city of Green proposes to improve the State Route (SR) 241-Massillon Road/Corporate Woods Circle/Thorn Drive intersection in the city of Green, Summit County, Ohio. This project proposes to:

- convert the existing signalized intersection to a modern 2-lane roundabout,
- construct concrete splitter islands,
- reconstruct driveway approaches,



- install pedestrian/bicycle facilities,
- install roadway lighting around the proposed roundabout,
- modify the storm sewer system,
- install CCTV camera,
- install new of traffic control signs,
- apply new pavement markings,
- install landscaping.

Access will be maintained to local residences at all times during construction. Two lanes travelling southbound through the intersection and one lane travelling northbound will be open at all times during construction. A detour for Thorn Drive and Franks Parkway will also be provided. Prior to construction, advanced notification will be provided to inform roadway users about the anticipated dates of construction, detour route, and other major impacts to traffic.

Acquisition of minor temporary and permanent strip rights-of-way (ROW) will be necessary to construct the project. A total of six parcels within the project area will be impacted by permanent ROW, while five parcels will be impacted by temporary ROW. Based on the Stage 1 plan sheets, approximately 0.54 acre of new permanent right-of-way and 0.69 acre of temporary right-of-way will be necessary for the proposed project. Permanent ROW will be necessary to accommodate the required size and configuration of the proposed roundabout. Temporary ROW will be necessary for grading beyond the sidewalks and curb. One whole parcel acquisition will be required at 3705 Massillon Road. The structure on the property is currently occupied by two businesses.

Overhead and underground utilities exist within the project study area. These utilities include natural gas, electric, street lighting, water, storm sewer, sanitary sewer and telecommunications. Existing utilities within the project study area will be relocated to accommodate the reconfigured intersection. Utility coordination is currently in progress.

In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT-OES has determined 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. See the cultural resources documentation for the project in the Project File/Cultural Resources section and Cultural Resources tab.

Based on the information contained in the Regulated Materials Review (RMR) Form prepared for the project, an RMR Assessment was required for the whole parcel acquisition at 3705 Massillon Road. Based on the results of the RMR Assessment, ODOT-OES determined that no further RMR studies or special materials management was warranted for the project. See the RMR documentation for the project in the Project File/ESA section.

This project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecological Review Form - Ecologically Exempt Project.pdf for the project in the Project File/Ecological/Reports subsection.

The project will not impact any environmentally sensitive resources within the project study area.

See continuation of the project description in the Project File/General/Project Information subsection as Project Description Continued.pdf.

Limits of Proposed Work:	SR 241 at Corporate Woods Circle/Thorn Drive
Start (SLM):	3.64
End (SLM):	3.78
Total Work Length (Miles):	0.14
Roadway Character	

Roadway Character

Route Number: SR00241

Functional Classification:	Principal Arterial - Other (Urban)
Current Average Daily Traffic:	25600
Current Average Daily Traffic Year:	2023
Design Year Average Daily Traffic:	29600
Design Average Daily Traffic Year:	2043
Daily Hourly Volume:	2960
Truck %:	5
Setting:	Urban
Topography:	Level

Existing:

Proposed:



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Design Speed (MPH):	40	40
Legal Speed (MPH):	35	35
Number of Lanes:	5	4
Type of Lanes:	4 through;2 left-turn	4 through lanes
Pavement Width (ft):	60	60
Shoulder Width (ft):	N/A	N/A
Median Width (ft):	N/A	10
Sidewalk Width (ft):	6	5.75

No bridge data for PIDs associated with this CE Form

Maintenance of Traffic During Construction

A roadway, bridge or ramp closure is required	No
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 intersection will be open to through traffic, with interim lane restrictions during construction. Two lanes travelling southbound and one lane travelling northbound will be open at all times during construction. A temporary connection will be established between Thorn Drive, Franks Parkway and CVS Drive. The temporary connection will be used to first detour Thorn Drive traffic followed by Franks Parkway traffic at various stages during construction.

Project notification letters that included a description of the anticipated MOT were mailed to local emergency services and the school district on May 6, 2019. A copy of the letter can be found in the Project File under Public Involvement/Project Information/Public Meeting Notification.pdf. Additionally, the list of emergency services and the local school district contacted can be found in the Project File under Public Involvement/Project Information/Stakeholder Contact List.pdf. Prior to construction, local emergency services and schools will be contacted to provide the latest MOT information.

Are there any Environmental Commitments? No



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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:	6

Right of Way and Utility Involvement

Number of parcels impacted by Temporary Right-of-Way:	5
Approximate acreage of Permanent Right-of-Way needed:	0.54
Approximate acreage of Temporary Right-of-Way needed:	0.69
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:

A total of nine parcels are located within the project area. Five parcels will be impacted by temporary right-of-way and six parcels will be impacted by permanent right-of-way. Additionally, a whole parcel acquisition is required at 3705 Massillon Road (two businesses).

Utilities have been identified within the project area and coordination has been initiated with the following utilities:

- Ohio Edison-Akron (Electric)
- Dominion East-Ohio (Gas)
- Aqua Ohio (Water)
- Summit County D.O.S.S (Sewer)
- Crown Castle (Telecommunications)
- AT&T Ohio (Telecommunications)
- Charter Communications (Telecommunications)
- Verizon Business/MCI (Telecommunications)

Coordination and correspondence will continue throughout the detailed design process as construction plans are finalized.



Purpose & Need

Purpose & Need

Project History:

The city of Green Planning Department developed the *Long Range Land Use Plan* in 2004 to identify land development policies and offer guidance to achieve sustainable community growth within the city of Green. This plan originally suggested the use of the Massillon Road corridor as the basis for a city center. This was due to Massillon Road being the primary transportation connection between the IR 77 highway and the community of Green, and that it is a prominent feature of the community. The City released the *Land Use Plan 2014 Update*, that included a detailed review of future land use development and transportation improvements along the Massillon Road Corridor District, due to the substantive amount of development that has occurred along the corridor.

The transportation improvement plan put forth in the *Land Use Plan 2014 Update* was based on recommendations made in a study completed by OHM Advisors, *Massillon Road Transportation Study* (2013). The *Massillon Road Transportation Study* looked at current and future transportation needs along Massillon Road from the intersection with East Turkeyfoot Lake Road (SR 619) north of IR 77 to the Massillon Road/Wise Road intersection. The study determined the primary issues plaguing the Massillon Road corridor were long queues and delays during the multiple peak periods within peak hours. Long queues were also observed at the IR 77 ramps. OHM Advisors developed seven alternatives for Green to evaluate based on data related to the surrounding transportation network, traffic volumes, operations and planned projects. The first five alternatives, one of which included the Massillon Road-SR 241/Corporate Woods Circle/Thorn Drive intersection improvement, were dismissed by the city for being too costly in terms of both character and money. These five alternatives focused primarily on adding capacity to Massillon Road from IR 77 to Graybill Road. Three of the five alternatives also recommended a combination of intersection improvement projects at the Corporate Woods Parkway intersections with Corporate Woods Circle/Thorn Drive and Boettler Road, and at the Massillon Road intersections with Corporate Woods Circle/Thorn Drive, Boettler Road, and Graybill Road. Ultimately, the city expressed concern that there was not enough certainty in what traffic volumes would actually be given future development, therefore making it too risky to invest in major solutions. Instead, OHM Advisors offered two additional feasible solutions that were cost effective and minimally invasive to be evaluated by Green. The final two alternatives recommended a series of smaller improvements to build a secondary system that could balance increased traffic and would be more cost effective than expanding Massillon Road.

In 2014, American Structurepoint, Inc. authored the *Preliminary Engineering Report-Massillon Road/Corporate Square* to further develop one of the first five alternatives presented in the *Massillon Road Transportation Study*. The *Preliminary Engineering Report-Massillon Road/Corporate Square* looked specifically at capacity adding measures at the Corporate Woods Parkway intersections with Corporate Woods Circle/Thorn Drive and Boettler Road and at the Massillon Road intersections with Boettler Road and Corporate Woods Circle/Thorn Drive. Although the city had previously dismissed the larger scale capacity adding solutions along Massillon Road,



it was decided to study these options further after American Structurepoint traffic engineers determined the capacity analysis using the HCM 2010 Model, performed for the intersections in the previous report, underestimated the capacity of the proposed alternatives. Using capacity analyses and traffic simulations, the report reiterated the need for capacity adding measures within the Massillon Road corridor.

Purpose Statement:

The purpose of the project is to reduce traffic congestion at the Massillon Road-SR 241/Corporate Woods Circle/Thorn Drive intersection.

Need Element(s):

The *Massillon Road Transportation Study* identified Massillon Road as an area in need of improvement due to its current function as both a connector and major arterial road. The Massillon Road-SR 241/Corporate Woods Circle/Thorn Drive intersection area is also mentioned as a perceived hot-spot that was identified via public outreach. Hot spots were described as areas where traffic was a concern or there were perceived issues relative to flow or safety. Based on observations made during the study, the Massillon Road-SR 241/Corporate Woods Circle/Thorn Drive intersection currently experiences over 500 vehicles turning left from Corporate Woods Circle to Massillon Road during the PM peak hours. Once a left turn movement nears 200 vehicles during the peak hour, the intersection becomes congested and drivers begin to experience delays. Therefore, the Massillon Road-SR 241/Corporate Woods Circle/Thorn Drive intersection currently experiences more than twice the recommended volume and substantive traffic delays.

Table 1 below shows the existing approach Level of Service (LOS) and approach delays (seconds/vehicle) at the Massillon Road-SR 241/Corporate Woods Circle/Thorn Drive intersection. This capacity analysis is based on the methodology outlined in the *Highway Capacity Manual* (TRB 2010). LOS is the standard parameter used to evaluate traffic operating conditions. Six LOS, A through F, relate driving conditions from best to worst, respectively. Intersection approaches are considered to operate acceptably if operating at LOS D or better.

Table 1. Capacity Analysis at the Massillon Road-SR 241/Corporate Woods Circle/Thorn Drive intersection

Time Period	Movement	Approach LOS	Approach Delay (seconds/vehicle)
AM Peak Hour	Eastbound through (EBT)	C	30.5
	Westbound Through (WBT)	C	22.1
	Northbound Through (NBT)	A	9.4
	Southbound Through (SBT)	B	13.1
PM Peak Hour	EBT	F	85.1
	WBT	B	13.4
	NBT	D	54.1



SBT	E	60.0
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As specified in Table 1, both the eastbound and southbound through movements at the Massillon Road-SR 241/Corporate Woods Circle/Thorn Drive intersection currently operate at an unacceptable approach LOS with substantive vehicle delays (≥ 60 seconds/vehicle) during the PM peak hour. The *Massillon Road Transportation Study* also stated the eastbound approach to the Massillon Road-SR 241/Corporate Woods Circle/Thorn Drive intersection was identified in the *Preliminary Engineering Report-Massillon Road/Corporate Square* as a location of substantive queueing. This queueing is attributed to an insufficient amount of green time at the existing traffic signal to accommodate vehicles making the eastbound left turn movement. The insufficient green time coupled with extensive northbound and southbound through traffic volumes during peak hours has led to a highly congested Massillon Road-SR 241/Corporate Woods Circle/Thorn Drive intersection.

Goals and Objectives:

n/a

Summary Statement:

In summary, the purpose of this transportation improvement project is to reduce traffic congestion at the Massillon Road-SR 241/Corporate Woods Circle/Thorn Drive intersection based on existing substantive traffic congestion and unacceptable levels of service.

Logical Termini and Independent Utility:

The logical termini for the project were established to accommodate appropriate roundabout dimensions to reduce traffic congestion at the Massillon Road-SR 241/Corporate Woods Circle/Thorn Drive intersection.

The proposed project is not dependent on other planned projects to meet the established purpose and need. Additionally, the proposed project can be constructed independent of any other transportation improvement in the area, does not restrict consideration of alternatives for other foreseeable improvements throughout the corridor and does not force any other improvement project(s). Therefore, independent utility is established for this transportation improvement.



Alternatives

Alternatives

Discuss No Build Alternative:

The No-Build alternative retains the existing conditions along Massillon Road (SR 241) within the project limits. The No-Build alternative was considered during the development of this project, however, it does not satisfy the purpose and need of the project to reduce congestion at the Massillon Road (SR 241)/Corporate Woods Circle/Thorn Drive intersection. Therefore, this alternative was eliminated from further consideration.

Was a Feasibility Study completed?

No

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Alternative 1-Traffic Signals	Alternative 1 evaluates the scenario in which the intersections along Massillon Road(Massillon Road & Boettler Road/Franks Parkway, Massillon Road & Corporate Woods Circle/Thorn Drive) consist of traffic signals and the intersections along Corporate Woods Parkway (Corporate Woods Parkway & Corporate Woods Circle, Corporate Woods Parkway & Boettler Road) consist of single-lane roundabouts.	Alternative 1 would require the addition of a third through lane in the northbound and southbound directions to meet the criteria for acceptable traffic operations. It was ultimately dismissed as this alternative was not considered to be a feasible long-term option due to the required widening of Massillon Road that is needed to accommodate an additional through lane in each direction.	No



Alternative 2-Roundabouts	Alternative 2 evaluates the scenario in which the intersections along Massillon Road consist of multi-lane roundabouts, and the intersections along Corporate Woods Parkway consist of single-lane roundabouts.	N/A	Yes
Alternative 3- No Build	The No-Build alternative retains the existing conditions along Massillon Road (SR 241) within the project limits.	Alternative 3 does not address the purpose and need of the project to reduce congestion at the Massillon Road (SR 241)/Corporate Woods Circle/Thorn Drive intersection. Therefore, this alternative was eliminated from further consideration.	No

Discuss Reasons Alternative Identified as Preferred was selected:

The city of Green decision to advance the design of this project using Alternative 2-Roundabouts as the preferred alternative for the intersection improvement project is based on thorough review of the information presented in the Preliminary Engineering Report (2014) approved on March 5, 2015 and the Traffic Operations Analysis Report prepared on March 15, 2019. Based on the traffic analysis completed under Alternative 2 conditions, the Massillon Road (SR 241)/Corporate Woods Circle/Thorn Drive intersection was found to operate at an overall level of service (LOS) A. Additionally, Alternative 2 does not entail the widening of Massillon Road that was not considered to be a feasible long-term option. See the Preliminary Engineering Report and Traffic Operations Analysis Report in the Project File/ General/PDP subsection as Preliminary Engineering Report.pdf and Updated Traffic Operations Analysis.pdf, respectively.



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 Yes

Remarks:

The purpose of the project is to reduce traffic congestion at the Massillon Road (SR 241)/Corporate Woods Circle/Thorn Drive intersection by replacing the existing signalized Massillon Road (SR 241)/Corporate Woods Circle/Thorn Drive intersection with a modern roundabout. Additional work will include utility relocations and installation of pedestrian/bicycle facilities and roadway lighting around the proposed roundabout. 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. 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.

Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). This will both reduce the background level of MSAT and the potential minor MSAT emissions by this project.

Particulate Matter 2.5 (PM2.5)

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

Remarks:

The project does not require a PM2.5 analysis because Summit County is not within a PM2.5 maintenance or non-attainment area.

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

Remarks:



Summit 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.

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:

The westernmost construction limits of the project are within 500 feet of Kids Play Academy, a daycare and preschool facility. Although noise sensitive areas exist within 500 feet of the project area, this project does not add capacity, involve a roadway on new location, significantly change the existing horizontal or vertical alignment or add travel or auxiliary lanes. Therefore, this project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility or any other factor that would cause an increase in noise levels relative to the No-Build alternative. Consequently, the project does not require a traffic noise analysis.

Environmental Commitments

Are there any environmental commitments?	No
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ESA

Does the project require any Permanent ROW or Easement?: Yes

ESA

ESA Screening Report was completed by District Staff No

Date of ESA Screening IOC from OES: 07/19/2019

Do any sites require a Phase 1 ESA, Phase 2 ESA, or plan note according to the IOC from OES? Yes

Sites that require Phase 1 ESA, Phase 2 ESA, or Plan Note

Site Name	Address	Phase 1 Required?	Phase 2 Required?	Plan Note Required?
RM-003, Kaster Eye Clinic & Skin Care Solutions	3705 Massillon Road	Yes	No	No

Date of Phase 1 ESA IOC from OES: 09/05/2019

Remarks:

A Regulated Materials Review (RMR) Screening, dated July 15, 2019, was prepared for the project by American Structurepoint, Inc., in accordance with the ODOT RMR Manual, January 2019, to determine the likelihood of regulated materials within the project study area.

As part of the RMR Screening, aerial photography, historical topographic mapping, city directories and regulatory databases were reviewed for the project. Additionally, a site inspection was completed for the project study area. In correspondence, dated July 19, 2019, ODOT-OES determined one site warranted a Phase I ESA (RMR Assessment) based on review of the submitted RMR Screening.

An RMR Assessment, dated September 5, 2019, was prepared for the project by American Structurepoint, Inc. In correspondence dated September 5, 2019, ODOT-OES agreed that no further RMR studies or special material handling is warranted for the site.

See the RMR Screening and RMR Assessment for the project in the Project File/ESA/Reports subsection as Regulated Materials Review Form.pdf and Phase I.pdf, respectively. The ODOT-OES correspondence for the project is in the Project File/ESA/Coordination subsection.

According to the IOC from OES does the project require any Environmental Commitments (plan notes and/or other coordination)? No



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 was completed for the project by American Structurepoint, Inc. and submitted to ODOT-OES on February 12, 2019. Inventoried archaeological sites (OAI) or standing structures (OHI) were not found in the area of potential effects (APE) for the project. Moreover, historic properties were not found in the project APE. See the Section 106 Scoping Request for the project in the Project File/Cultural Resource/Project Documentation subsection as Section 106 Scoping Request Form.pdf.

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

OES Approval/OSHPO Concurrence Date: 04/30/2019

Remarks:

On April 30, 2019, in accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), ODOT-OES determined the 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.

What is the Section 106 effect determination in the OES Transmittal? Minimal Potential to Cause Effect
Appendix B

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Tribal Consultation

Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted

Environmental Commitments

Are there any Environmental Commitments? No



Ecological

ESR

Has an ESR been completed? Yes

Date ESR was completed: 01/14/2019

Wetlands

Are Wetlands Present? No

Remarks:

An Ecological Exempt Project Review Form, dated January 14, 2019, was prepared for the project by American Structurepoint, Inc. Based on the results of a field investigation, wetlands were not identified within the project study area. See the Ecological Exempt Project Review Form for the project in the Project File/Ecological/Reports subsection as Ecological Review Form-Ecologically Exempt Project.pdf.

Streams & Rivers

	Present:	Impacted:
Streams and Rivers:	No	
National Scenic River:	No	
State Scenic River:	No	
Sec 9:	No	
Sec 10:	No	

Remarks:

Based on the results of the Ecologically Exempt Project Review Form, streams or rivers were not identified within the project study area.

Other Surface Waters

	Present:	Impacted:
Reservoirs:	No	
Lakes:	No	
Ponds:	No	
Storm Water Management Facility:	No	
Jurisdictional Ditch:	No	



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Other (If selected please explain in remarks):	No	
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Remarks:

Based on the results of the Ecologically Exempt Project Review Form, reservoirs, lakes, ponds, stormwater management facilities, jurisdictional ditches, or any other surface waters were not identified within the project study area.

Terrestrial Habitat

	Present:	Impacted:
Terrestrial Habitat:	Yes	Yes
Unique or high Quality:	No	

Remarks:

As part of the Ecologically Exempt Project Documentation Form, impacts to suitable habitat for federally listed or state listed species within range of the project were evaluated for the project. It was determined the project would not impact any suitable habitat for federally listed or state listed species within the project study area. The project is located in an urban setting dominated by paved roadway and maintained right-of-way. Impacts will primarily occur to the paved roadway and maintained right-of-way within the project study area. These areas were all deemed to be low quality habitat.

Threatened or Endangered Species

	Present:	Impacted:
Within the known range of a Federal Species?	Yes	No
Federal Species/habitat found within the project area?	No	
Within the known range of a State Species?	Yes	No
State Species/habitat found within the project area?	No	

Remarks:

The occurrence of Federal and state-listed endangered or threatened species within a one-mile radius of the project study area was determined from the ODNR Natural Heritage Database (NHDB) search. In a response dated January 14, 2019, the NHDB search found no records of rare or endangered species in the project study area, including a one-mile radius, in Green Township, Summit County, Ohio. A copy of the NHDB response is in the Project File/Ecological/Coordination subsection as ODNR Comments.pdf.

The project is within the known range of the following Federal and state listed species:



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Indiana Bat (*Myotis sodalis*)/Northern long-eared Bat (*Myotis septentrionalis*) - No suitable woody habitat (SWH) was identified within the study area.

Bald Eagle (*Haliaeetus leucocephalus*) - No records of nesting sites within a one-mile radius of the proposed project area.

Northern monkshood (*Aconitum noveboracense*) - No suitable habitat was identified within the project area.

Eastern Massassauga (*Sistrurus catenatus*) - No suitable habitat was identified within the project area.

Spotted turtle (*Clemmys guttata*) - No suitable habitat was identified within the project area.

American bittern (*Botaurus lentiginosus*) - No suitable habitat was identified within the project area.

Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	No	
United States Fish and Wildlife Service (USFWS):	No	
Ohio Environmental Protection Agency (OEPA):	No	
United States Army Corps of Engineers (USACE):	No	
ODNR State Scenic River:	No	
National Park Service (NPS) National Scenic River:	No	

Remarks:

Based on the results of the Ecologically Exempt Project Review Form, the project will not impact any streams, wetlands, other waters of the U.S. or State, known populations of state or Federal listed species or suitable habitats for state or Federal listed species. Therefore, the project does not require coordination with the ecological resource agencies.

Are there any environmental commitments?

No



Other Resources

Farmlands

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.

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.

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	Yes	Yes

Specify Source Water Protection Area

Wellhead Protection Area: Yes

Emergency Management Zone: No

Bellevue Castalia Karst Plain: No

Lake Erie: No

Ohio River: No

Other: No



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Coordination with the Local Public Water Administrator is required

No

Present:

Impacted:

Residential Wells are present	No	
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Remarks:

Literature reviews for the project were completed by American Structurepoint, Inc. personnel. Literature reviews involved preparing a drinking water resource map for the project area using Ohio Environmental Protection Agency (OEPA) resource data, which is included in the project file. Based on the OEPA mapping of drinking water sources, two drinking water source protection areas are located within a one-mile radius of the project footprint. However, no sole source aquifers are located within a one-mile radius of the project. Impacts to the eastern drinking water resource (XPO Logistics Freight, Inc.-XAC Public Water System) is expected as the drinking water source protection area is just inside the construction limits along Conway Drive. The second drinking water source protection area is located outside of the proposed construction limits, and therefore is not anticipated to be impacted. Additionally, no residential wells are present within the project limits. Resource mapping can be found in the Project File under Other Resources/Project Information/Water Source Protection Area Map.pdf.

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:

Cultural resource investigations did not identify any sites listed on or eligible for listing on the National Register of Historic Places within the project study area. Field reviews conducted by American Structurepoint, Inc., staff did not identify any publicly owned parks/recreational areas, wildlife/waterfowl refuges or public/private historic sites within the project study area. Therefore, the project will not impact any Section 4(f) properties.

Are there any environmental commitments?

No



Section 6(f)

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

A review of the Land and Water Conservation Fund (LWCF) State Grant listing of properties that received Section 6(f) funds was completed by American Structurepoint, Inc. on April 26, 2019. This review revealed no outdoor recreational properties within and/or adjacent to the proposed project area received LWCF. Therefore, no impacts to Section 6(f) properties will occur and no further coordination is warranted. A copy of the listing can be found in the Project File under Section 6(f)/Project Information/LWCF Grant Listing.pdf.

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 aims to replace the existing signalized intersection at Massillon Road and Corporate Woods Circle/Thorn Drive with a modern multi-lane roundabout in an effort to reduce congestion. The proposed transportation improvement complies with the local development patterns and requirements of the area.

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

Remarks:

The proposed project is expected to have only positive impacts on the local community. The proposed project will not create any negative impacts to community cohesion.

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

Remarks:

The proposed project is expected to have only positive impacts on the local community. The proposed project will not result in any indirect or cumulative impacts within the area.

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. Emergency services and schools will be notified of any delays and closures associated with construction. A Maintenance of Traffic Plan has been developed for this project that allows access to be maintained to local residences at all times during construction. Two lanes travelling southbound through the intersection and one lane travelling northbound will be open at all times during construction. A detour for Thorn Drive and Franks Parkway will also be provided. Residents and/or businesses along Massillon Road may experience short-term impacts during construction; however, safety for the public utilizing this facility will be improved in the long run.

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

Number of Displacements



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Residences: 0

Businesses: 2

Institutions: 0

Farms: 0

Remarks:

The proposed project would result in the displacement of two (2) businesses due to a planned commercial structure take. This commercial property is situated on the corner of Massillon Road and Thorn Drive.

All right-of-way will be acquired in accordance with the applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, and negotiations. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The land acquisition will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970 as amended.

Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
391535314011	5	10

Are Underserved Populations located within and/or adjacent to the proposed project area?	Yes
Are there any relocations?	Yes
Are there residential relocation(s)?	No
Are there business relocations?	Yes
Will any businesses primarily serving an Underserved Population be relocated as part of the proposed project?	No
Will there be any job loss for an Underserved Population as a result of the business relocation?	No
Will there be changes to access?	No
Will the proposed project result in unanticipated additional impacts to any Underserved Populations?	No
Were any concerns related to impacts on Environmental Justice Populations or any other unique factors that could result in a disproportionately high and adverse effect raised during public involvement?	No
Were any concerns related to impacts on Title VI Populations or any other unique factors that could result in a disparate impact raised during Public Involvement?	No
Were any concerns or any other unique factors that could result in an impact to any of the other Underserved Populations (Limited English Proficiency, Older Adults, or Individuals with Disabilities) raised during Public Involvement?	No

Remarks:

Based on information obtained using the ODOT Transportation Information Mapping System (TIMS) on January 22, 2019, underserved populations were identified within the proposed project area (see above table). Based on consultation with the U.S. Department of Housing and Urban Development, HUD or Federal Housing Authority (FHA)-Insured unsubsidized properties are not located within the project area.

The project will have no disproportionately high and adverse effects to minority or low-income populations or disparate impacts to a Title VI population based upon the table above, review of census mapping and the answers to the questions above. Concerns related to impacts on EJ or Title VI populations were not raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of Executive Order 12898, FHWA Order 6640.23A and Title VI of the Civil Rights Act of 1964, no further analysis is required for the project.

Furthermore, the proposed project will have no substantial impacts to Limited English Proficiency, Older Adults and Individuals with Disabilities Populations based upon the above table, the attached mapping and the answers to the above questions. Concerns related to impacts on these Underserved Populations were not raised as a result of public involvement activities conducted as part of the



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proposed project. Therefore, in accordance with the protections of the Age Rehabilitation Act of 1973, Discrimination Act of 1975, Americans with Disabilities Act of 1990 and Executive Order 13166, no further analysis is required for the project.

Based on the above findings, an UPIAR is not required for the project.

TIMS Mapping is in the Project File/Underserved Populations/Project Information subsection as Census Mapping.pdf.

See the HUD correspondence for the project in the Project File/Underserved Populations/Project Information subsection as Correspondence with HUD.pdf.

Are there any Environmental Commitments?

No



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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)

On April 24, 2019, notification letters were mailed to property owners and stakeholders informing them of the open-house public meetings. The public meeting notification and the notification mailing list are provided in Project File/Public Involvement/Project Information/Public Meeting Notification.pdf and Notification Mailing List.pdf. Additionally, the city of Green hand delivered public meeting notifications to all commercial properties, religious organizations, the YMCA and all medical offices and hospitals south of IR 77 to Wise Road. A list of those who received a hand delivered letter from the city is in the Project File/Public Involvement/Project Information subsection as Stakeholder Contact List-Hand Delivered.pdf. On May 6, 2019, notification letters were also mailed to the local school district and emergency services informing them of the open-house public meeting. The agency notification mailing list is in Project File/Public Involvement/Project Information subsection as Stakeholder Notification Mailing List.pdf.

An advertisement was published in The Suburbanite on May 24 and May 31, 2019, informing the public of the open-house public meetings. This advertisement is in the Project File/Public Involvement/Project Information subsection as Public Meeting Notification-Advertisement.pdf.

An announcement about the public meetings was placed on the city of Green website. A 3D rendering of the proposed project and comment forms were linked in the post. A screenshot of the post and links are in the Project File/Public Involvement/Project Information subsection as Public Meeting Notification-City of Green Website.pdf. A project website was also developed and maintained by the city of Green. The website provided links to the materials presented at the public meeting, including exhibits, comment forms, the PowerPoint presentation and the design year traffic simulation video. Additionally, the city maintains a link for roundabouts, including videos showing roundabout rules, benefits of roundabouts and links to the FHWA and Insurance Institute on Highway Safety for more information.

Two open-house public meetings were conducted for the project. The first meeting occurred on June 13, 2019, from 6:30 PM to 8:30 PM. The second meeting occurred on June 14, 2019, from 7 AM to 9 AM. Both meetings were conducted at the city of Green Central Administration Building in Council Chambers. A total of 22 people signed in at the June 13 meeting and 19 people signed in at the June 14 meeting. The same information was presented at both meetings. The meetings provided information about the project and an opportunity for the public to comment on the project. A brief presentation was also presented at the beginning of each meeting to describe the project, MOT and demonstrate the design year operation based on traffic modeling. Information was also sought regarding social, environmental and economic concerns resulting from project impacts. Comments following the meetings were accepted through July 30, 2019. The Response to



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Public Comments.pdf is in the Project File/Public Involvement/Project Information subsection. The public meeting sign-in sheet, exhibits and presentation are in the Project File/Public Involvement/Project Information subsection as Public Meeting Sign-In Sheet.pdf, Public Meeting Exhibits.pdf and Public Meeting Presentation.pdf, respectively.

The Public Engagement Plan prepared for the project provides a detailed account of all public involvement activities conducted for the project and is in the Project File/Public Involvement/Project Information subsection as Public Involvement Plan.pdf.

Was Public Involvement conducted in compliance with Title VI requirements? Yes

Is there any substantial environmental controversy on environmental grounds? No

Please summarize the Public Involvement responses received.

A total of three individuals submitted written comments for the proposed project regarding the news release and the open-house public meeting. Five additional verbal comments were received during the public meeting. Three of the comments received were concerns regarding the effectiveness of having multiple roundabouts in proximity to one another, as well as how it will disrupt traffic in the area during and after construction. Four additional comments posed general questions about access to local businesses around the project area, construction timeframes and access to the roundabout for emergency vehicles. The final comment was from the XPO Logistics service center manager who requested a meeting to discuss potential issues that may arise from the heavy truck traffic utilizing the proposed project area. A meeting was conducted on July 25, 2019, to further discuss the project. Further details of the proposed project were provided to XPO Logistics personnel at this meeting. The business was satisfied with the results of this meeting and the overall project upon receiving the additional project details.

All written public comments are included in the Project File under Public Involvement/Project Information/Public Comments Received.pdf. Responses to both the written and verbal public comments can also be found in the Project File under Public Involvement/Project Information/Response to Public Comments.pdf.

Are there any Environmental Commitments? No



Permits

Waterway Permits

Are Waterway Permits required? No

ODNR

Shore Structure Permit : No

Remarks:

Based on review of available mapping and aerial photographs to complete the Ecologically Exempt Project Documentation Form for the project, waters of the United States are not located within the project study area. Therefore, the project does not require a waterway permit.

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:

A Notice of Intent (NOI) will be submitted to the Ohio EPA Division of Surface Water for coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, as the proposed project will cause more than one acre of earth disturbance. The contractor will be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project.

Are there any environmental commitments? Yes

Floodplains

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

Remarks:

Based on review of floodplain mapping for the project by American Structurepoint, Inc., the project is not located within a special flood hazard area. Therefore, the project will not impact any floodplains. See the FEMA floodplain mapping for the project in the Project File/Permits/Floodplains subsection.

Are there any environmental commitments? No



Landfills

Is a 2713 Permit required?

No

Remarks:

Based on the RMR documentation for the project, landfills are not located within the project study area. Consequently, the project will not require an Ohio EPA Rule 2713 permit.

Are there any environmental commitments?

No



Environmental Commitments

Other Resources - Drinking Water

1) This project is located in a Drinking Water Protection Area. In order to minimize the potential for contamination, the Contractor shall not perform project related refueling and vehicle maintenance activities near the eastern limits of Thorn Drive and Conway Drive. The Contractor shall immediately take steps to mitigate any event, such as a spill of fuels, oils, or chemicals, that could threaten to contaminate the drinking water supply. Any such spill or event shall be reported immediately to the XPO Logistics Freight, Inc.-XAC Public Water System [XPO Logistics Freight, Inc.-XAC at 330-896-7300]. If the spill is a reportable amount (per Ohio EPA's Release Reporting Requirements), the Contractor shall contact Green City Fire Department at 330-896-6610 or the Ohio EPA's Spills Hotline 1-800-282-9378 for clean-up of the spill.

2) This project is located within a Drinking Water Protection Area. In order to minimize the potential for contamination, the Contractor shall utilize proper containment and diking in refueling areas. Fuels, toxic/hazardous materials, and chemicals shall not be stored near drainage ways, ditches, or streams. A spill kit is to be maintained on-site throughout construction activities. The Contractor shall immediately take steps to mitigate any event, such as a spill of fuels, oils, or chemicals, that could threaten to contaminate the drinking water supply. Any such spill or event shall be reported immediately to the XPO Logistics Freight, Inc.-XAC Public Water System [XPO Logistics Freight, Inc.-XAC at 330-896-7300]. If the spill is a reportable amount (per Ohio EPA's Release Reporting Requirements), the Contractor shall contact Green City Fire Department at 330-896-6610 or the Ohio EPA's Spills Hotline 1-800-282-9378 for clean-up of the spill.

Permits - Storm Water Permits

1) The Notice of Intent (NOI) shall be prepared by the City of Green and submitted to the OEPA. The contractor shall be responsible for completing the Co-Permittee NOI for coverage under the NPDES Storm Water General Permit and submitting to the OEPA for their approval, along with the development of a Storm Water Pollution Prevention Plan (SWPPP), prior to the start of construction activities. The contractor shall adhere to all terms and conditions of the permit and will be provided the permit during the pre-construction meeting.



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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	12/12/2019



Appendix

Other Resources

Census Bureau Urbanized Area Map.pdf

General

County Map.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Ecological

ODNR Comments.pdf

ESA

OES Recommendations - Phase I.pdf

OES Recommendations - Screening.pdf

General

Project Description Text Continued.pdf

Purpose and Need

Project Related District Decision - Purpose and Need.pdf

ESA

Regulated Materials Review Form.pdf

Other Resources

Site Specific Resource Mapping.pdf

General

USGS Quadrangle Topographical Map.pdf

Underserved Populations

Census Mapping.pdf

Correspondence with HUD.pdf

Permits

FEMA FIRM.pdf

Section 6(f)

LWCF Grant Listing.pdf

Public Involvement



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Press Release-City of Green Facebook.pdf

Public Comments Received.pdf

Public Involvement Plan.pdf

Public Meeting Exhibits.pdf

Public Meeting Handouts-Comment Sheet.pdf

Public Meeting Notification.pdf

Public Meeting Notification-Advertisement.pdf

Public Meeting Notification-City of Green Website.pdf

Public Meeting Presentation.pdf

Public Meeting Sign In Sheet.pdf

Public Notification Mailing List.pdf

Response to Public Comments.pdf

Stakeholder Contact List.pdf

Stakeholder Contact List-Hand Delivered.pdf