



Complete this document in its entirety to apply for funds from the Surface Transportation Block Grant RTPO Capital Allocation for Program Years 2026-2029.

Applications due by email to OMEGA by August 15, 2025, 5:00 pm

Section 1.0 GENERAL INFORMATION

1a. Project Title:	SR 43 Feasibility Study
1b. ODOT PID: (if applicable)	
2. Project Sponsor: <i>Lead Applicant's Legal Name</i>	Carroll County Commissioner's Office
3. Lead Contact Person: <i>Name</i> <i>Title</i> <i>Address</i> <i>Phone</i> <i>Email</i>	Robert Wirkner Commissioner 119 S. Lisbon Street, Suite 201 Carrollton, OH 44615 330.627.4869 rwirkner@carrollcountyohio.us comm.wirkner@gmail.com
4. Engineer: <i>Name of firm</i> <i>Name of contact & title</i> <i>Address</i> <i>Phone</i> <i>Email</i>	ms consultants, inc. Tony Urankar, VP NE Ohio One Cascade Plaza, Suite 1450 Akron, OH 44308 330.258.9920 aurankar@msconsultants.com
5. Location <i>Project Start Point:</i>	Just south of US 30 on SR 43 in Canton
<i>Project End Point:</i>	Just north of Carrollton at SR 43/Bacon Road NW
6. Project Type: (Select one) <i>The selection indicates which portion of Section 2 should be filled out.</i>	☐ Road Improvement [Section 2.1] ☐ Bridge Improvement [Section 2.2] ☐ Alternative Transportation [Section 2.3] ☐ System Upgrade (such as turn lanes) [Section 2.1] ☒ New Roadway or Through Lanes [Section 2.1] ☐ Other: _____

7. Level of Project Planning: <i>Is there a plan or study that includes your project? (Check all that apply)</i> <i>If the project is in a local plan, please include as part of the attachments.</i>	☐ Project is in OMEGA Long Range Transportation Plan (LRTP) ☐ Project is in the OMEGA RTIP (2026-2029) ☐ Project is in OMEGA Regional Roadway Safety Plan ☐ Project is in Tri-County Active Transportation Plan ☐ Project is in a local plan (e.g., School Travel Plan, Active Transportation Plan, Master Plan, Thoroughfare Plan, Strategic Plan)
8. Project Description: <i>(one–two paragraphs maximum)</i> <i>Describe major activities to be conducted or implemented; addressing the who, what, when, where, and how for each major activity.</i> <i>Provide the status of the project and a milestone schedule (month and year) with design, environmental, right-of-way acquisition, permitting, bidding, and construction (as applicable).</i>	Perform a feasibility study to provide additional capacity and increased safety on SR 43 between US 30 and Carrollton. This study will consider both additional through lanes and bypasses. The study will include: defining the purpose & need for improvements, determine any red flag issues, develop concepts, evaluate benefits, and determine next steps. Schedule attached.

9. Purpose & Need Statement: (250 words or less) <i>Describe the primary purpose of the proposed project in terms of the activity and its ultimate outcome.</i>	<i>The purpose of this study is to identify safety and capacity improvements for SR 43, between US 30 in Canton and Carrollton. The needs include:</i> • <i>Addressing Highway Safety Improvement Program (HSIP) locations</i> • <i>Improving traffic operations at congested locations to allow for economic vitality</i> • <i>Improving horizontal and vertical curvature</i> • <i>Enhancing the mobility for regional truck traffic</i>
10. Funding: <i>Include all project funding under the correct type and list the name of the Funding Source. Status should include: Pending, Committed, or Potential.</i> <i>**RTPO Allocation funding FOR CONSTRUCTION PHASES are encouraged to be "last in" dollars.</i>	

Type	RTPO Request	Federal	State	Local	Total	Funding Sources	Status
Planning	\$250,000	--	--	--	\$250,000	RTPO	Potential
Preliminary Design	--	--	--	--	--	--	--
Detailed Design	--	--	--	--	--	--	--
Environmental	--	--	--	--	--	--	--
R/W Services	--	--	--	--	--	--	--
Construction**	--	--	--	--	--	--	--
Construction Engineering /Admin**	--	--	--	--	--	--	--
TOTAL	\$250,000	--	--	--	\$250,000		

Section 1.1 ADDITIONAL DATA

11. Median Household Income: *(optional)*
For municipalities the project crosses through

12. Crash History:
(optional)

Enter crash totals for the last **FIVE** full calendar years, if known.

Crash Severity	Number of Crashes
Fatalities	5
Serious Injuries	21
Visible Injuries	95
Possible (non-visible) Injuries	45
Property Damage Only (PDO)	246
Bicycle/Pedestrian Crashes	3

13. Bike/Pedestrian Fatalities:
(optional)

Have there been any bicycle or pedestrian fatalities at this location within the past **TEN** years?

☐ Yes: How many? _____
☒ No

14. Safety Study or Letter:

Was this project included in a road safety audit, systemic safety plan, safety action plan, or other road safety plan or study?

☐ Yes → Please attach with application
☒ No → Please attach a letter from a safety professional explaining the unsafe road features and/or past incidents at the location:

- Fire or Police Chief
- Officer who responded to a serious accident at the location
- County engineer
- School Transportation Director
- Hospital or Public Health Directors
- Emergency Management Agency (EMA) Director

Section 2.1 ROAD PROJECTS	
15. Average Daily Traffic (ADT): <i>(select one)</i>	☒ More than 3,000 ☐ 2,001 to 3,000 ☐ 1,001 to 2,000 ☐ 500 to 1,000 ☐ Less than 500
16. Functional Class: <i>(select one)</i> <i>*Eligibility contingent on Section 3.3.1 or 3.3.2 of the RTPO Allocation Policy</i>	☐ Principal Arterial ☒ Minor Arterial ☐ Major Collector ☐ Minor Collector ☐ Local*
17. Pavement Condition Rating (PCR): <i>(select one)</i>	☐ Very Poor (0 to 40) ☒ Poor (41 to 65) ☐ Fair (66 to 75) ☐ Good (76 to 100)
18. Years Since Last Improved: <i>(select one)</i>	☒ More Than 14 Years ☐ 10 to 14 Years ☐ 5 to 10 Years ☐ Less Than 5 Years

Application Guidelines and Required Attachments

- Certified engineer's cost estimate
- Project location map
- Project schedule by phase
- Signed resolution/ordinance authorizing the application
- Project site photographs
- Safety study or safety letter
- Local plan or study recommending the project, if applicable
- Documentation on commitment of other funds and/or Local Share Letter signed by Fiscal Officer
 - Other items deemed significant are acceptable.
 - It is recommended that you maintain a complete copy of the entire application and attachments on record.

Submit the completed Applications by email to Ben Turin at bturin@omegadistrict.org.

Application completion and submission questions may be addressed to:

Ben Turin

RTPO Program Manager & Community Developer

Ohio Mid-Eastern Governments Association (OMEGA)

326 Highland Avenue, Suite B, Cambridge, OH 43725

SR 43 Feasibility Study

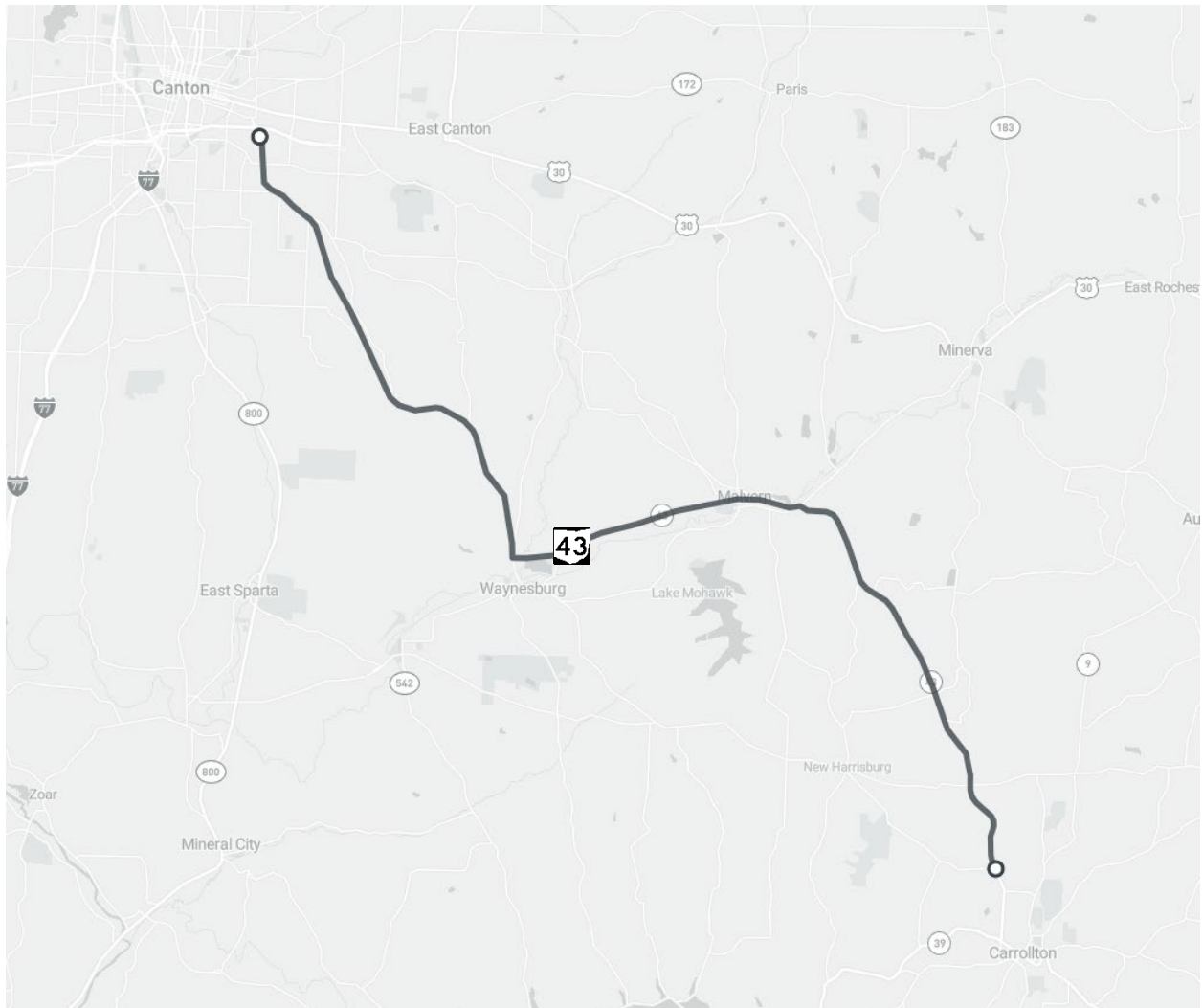
Project Schedule & Budget

TASK	TIME	BUDGET
Task 1: Existing/Future Conditions (Traffic/Safety Evaluation)	3 months	\$40,000
Task 2: Environmental Red Flag Summary	1 month	\$15,000
Task 3: Purpose & Need	1 month	\$10,000
Task 4: Alternatives Development	3 months	\$100,000
Task 5: Alternatives Evaluation	3 months	\$50,000
Task 6: Documentation & Next Steps	2 months	\$35,000
TOTAL	12 months	\$250,000

*Some tasks will overlap in duration. The overall duration of the study will depend on review timelines and/or any stakeholder engagement.

SR 43 Feasibility Study

Study Area Map



**A RESOLUTION AUTHORIZING COMMISSIONER ROBERT E. WIRKNER TO SUBMIT AN APPLICATION
OMEGA RTPO CAPITAL ALLOCATION PROGRAM AND TO EXECUTE DOCUMENTS AS REQUIRED.**

WHEREAS, the Ohio-Mideastern Governments Association (OMEGA) has been designated as the Regional Transportation Planning Organization (RTPO) for eight Ohio counties, including Carroll County; and

WHEREAS, the OMEGA RTPO conducts ongoing regional transportation planning processes which focus on promoting and enhancing the OMEGA region's economic, social, and natural environments; and

WHEREAS, the OMEGA RTPO manages a funding program which provides funding for various stages of eligible transportation projects, including planning, design, environmental services, and construction with OMEGA's RTPO counties; and

WHEREAS the Board of Commissioners of Carroll County, Ohio desires to have a connector to the new U.S Route 30; and

WHEREAS, the Board of Commissioners of Carroll County, Ohio desires to apply for the OMEGA RTPO Allocation Program funding in order to conduct a feasibility study and other studies that may be needed for the proposed connector to U. S. Route 30.

THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF CARROLL COUNTY, OHIO:

Section 1: Commissioner Robert E. Wirkner is hereby authorized to apply for the Ohio-Mideastern Governments Association Regional Transportation Planning Organization Allocation Funding in the amount of \$250,000.00 for the State Route 43 Feasibility Study.

Section 2: Commissioner Robert E. Wirkner is authorized to enter into any agreements as may be necessary and appropriate for obtaining the Ohio-Mideastern Governments Association Regional Transportation Planning Organization Allocation Funding.

RESOLVED FURTHER that this Board of Commissioners hereby finds and determines that all formal actions relative to the adoption of this resolution were taken in an open meeting of this Board and that all deliberations of this Board which resulted in this formal action were taken in meetings open to the public in full compliance with applicable legal requirements, including ORC 121.22.

Mr. Modranski moved for the adoption of the preceding Resolution;

Mr. Leggett seconded the motion.

Upon call of the roll the vote was recorded as follows:

Mr. Leggett, yes; Mr. Modranski, yes; Mr. Wirkner, yes.

Motion carried on unanimous vote. Resolution adopted this 11th day of August, 2025.

**BOARD OF COMMISSIONERS
OF CARROLL COUNTY, OHIO**

Donald E. Leggett II
Donald E. Leggett II, President

Christopher R. Modranski
Christopher R. Modranski, Vice President

Robert E. Wirkner
Robert E. Wirkner, Commissioner

ATTEST:

Eva N. Johnson
Eva N. Johnson, Assistant Clerk II

SR 43 Feasibility Study

At SR 43/Holt Street – Canton Township



SR 43 Feasibility Study

At SR 43/Elson Street – north of Waynesburg



SR 43 Feasibility Study

At SR 43/SR 183 – east of Malvern





ENGINEER'S OFFICE AND HIGHWAY DEPT.

200 KENSINGTON ROAD, N.E.

OFFICE 330-627-4110 FAX 330-627-3661

GARAGE 330-627-2345

CARROLLTON, OHIO 44615

TAX MAP DEPT.

COURTHOUSE

119 S. LISBON STREET

OFFICE 330-627-7010 FAX 330-627-7496

To Whom It May Concern:

As Carroll County Engineer, this letter is written in support of the SR 43 Feasibility Study, which will identify improvements for SR 43 between the north corporation limits of the Village of Carrollton in Carroll County and US 30 in Stark County. This portion of SR 43, approximately 23 miles in length, is the most heavily travelled corridor in Carroll County and is a vital link between Carrollton and the Canton/Akron metropolitan area.

SR 43 is a two-lane minor arterial roadway, with a limited number of left turn lanes present. SR 43 carries 6,500 to 10,000 vehicles per day, consisting of 6% to 14% trucks. With the growth of oil and gas/fracking industries in the past decade, the need to safely accommodate truck traffic is of great significance to our residents and local economy.

Improving safety on SR 43 is of major importance for Carroll County. The SR 43 corridor has three of Carroll County's top five ranked locations on the Ohio Department of Transportation (ODOT) 2025 Highway Safety Improvement Program (HSIP) priority list and half of Carroll County's total HSIP priority locations. An additional four HSIP priority locations are located in the Stark County portion of the corridor. Thus, improvements to safety on SR 43 would positively affect overall travel safety within Carroll County.

In the five-year period between 2020 and 2024, this portion of SR 43 experienced over 400 crashes, including 5 fatal crashes and 21 life-altering injury crashes. Three of the fatal crashes were head-on collisions between two vehicles, while the other two fatal crashes were roadway departures/fixed object types. A wider SR 43, with a raised median and/or improved roadway alignment, may help to address these types of crashes.

The top three occurring crash types include rear end collisions, fixed object collisions, and angle collisions. These crash types are often associated with busier rural two-lane roadways that have frequent intersections and driveways. The relatively high volumes, combined with high travel speeds and relatively few left turn lanes, likely contribute to many of these recurring crash types.

Due to the documented safety issues on SR 43, a planning study is desired to evaluate improvements to the corridor. Making SR 43 a safe and efficient corridor is of great importance to our residents and local economy.

Sincerely,

Brian J. Wise, P.E., P.S.

Carroll County Engineer



CARROLL COUNTY MUNICIPAL COURT

JUDGE GARY L. WILLEN

CLERK of COURT Vanita J. Leggett
CHIEF PROBATION OFFICER Tom C. Berbelis
DIRECTOR OF SPECIAL PROJECTS/P.O. Brad Roudebush
DEPUTY CLERKS:
Terri J. Fox Cindy E. Swearingen Brittany L. Long

August 12, 2025

OMEGA
RT PO Capital Allocation

Re: State Route 43 Feasibility Study

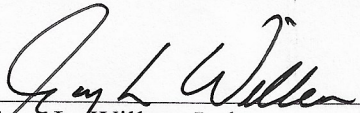
To whom it may concern:

This letter is to express our complete support for the proposed road extension from Route 30 to Carrollton. Carroll County is in need of infrastructure in general, and good roads in particular. This extension will provide easy, quick access to the Canton-Akron region. The obvious benefit is the health care networks available in the region, including emergency rooms, hospitals, doctor offices and care facilities.

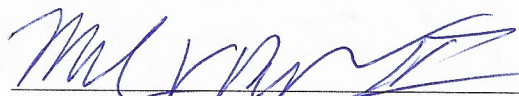
The Courts also recognize the need to have access to treatment programs for mental health, alcohol and drug addiction. These programs, because of the rural nature of the County, will be more viable if we can send defendants to centers outside of County, but within a reasonable distance, to centers. We simply do not have enough resources to keep every defendant in Carroll County for treatment. The Corrections Department prefers that the Courts order treatment in lieu of jail, but without treatment options, jail overcrowding and recidivism will increase.

From a long-term perspective, Carroll County is on the verge of a gas and oil boom that will drive the economy for decades. Future development can be planned around accessible roads and highways. The County anticipates gas powered electric plants and AI Centers that will be built in Carroll County. Further, the manufacturing businesses currently operating in the County require improved transportation routes. The County requires good roads to sustain what we have and what will come in the future.

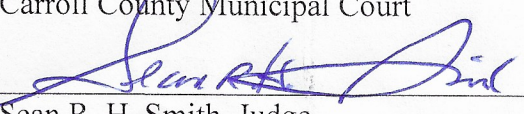
We urge you to complete the feasibility study and develop an efficient route so the Route 30 extension can move forward. Please contact us if you have questions or wish to discuss this further. Thank you.



Gary L. Willen, Judge
Carroll County Municipal Court



Michael V. Repella II, Judge
Carroll County Common Pleas Court



Sean R. H. Smith, Judge
Carroll County Probate/Juvenile Court

JOMAC
ALUMINUM TRUCK BODIES AND CRANES
182 SCIO RD. CARROLLTON, OHIO 44615

August 13, 2025

To Whom It May Concern:

I am writing on behalf of Jomac Ltd. an aluminum truck manufacturing business located in Carrollton, Ohio, to express our strong support for a feasibility study to evaluate the construction of a new roadway connecting Carrollton directly to U.S. Route 30.

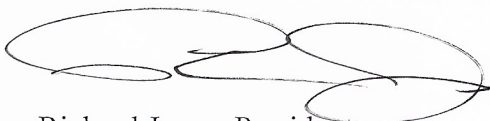
As a manufacturer serving regional and national markets, efficient transportation infrastructure is critical to our operations. A direct connection to U.S. Route 30 would deliver substantial benefits to our company, the local business community, and the broader Carroll County economy, including:

- **Reduced transportation costs and delivery times** – Improved highway access would streamline our inbound supply chain for raw materials and enhance our ability to meet customer delivery schedules, increasing our competitiveness.
- **Improved safety and reliability** – A modern, direct route would reduce travel on narrow, winding local roads, lowering accident risk and providing a more dependable route during inclement weather.
- **Enhanced workforce access** – Many of our employees commute from areas along and beyond U.S. Route 30; a new connector would shorten travel times, improve punctuality, and expand our recruitment reach.
- **Economic growth for Carrollton** – Increased connectivity would encourage investment, attract suppliers, and open new markets for local manufacturers, service providers, and small businesses.
- **Support for regional supply chains** – Faster connections to major highways would benefit not just our company, but also the agricultural, energy, and manufacturing industries that rely on timely logistics.

We believe the proposed feasibility study is an essential first step toward improving the region's transportation network. A direct link to U.S. Route 30 would not only strengthen our ability to operate efficiently and grow, but it would also serve as a catalyst for long-term economic development in Carroll County and the surrounding areas.

We urge you to give full consideration to this important initiative and look forward to the opportunity to participate in the planning process.

Sincerely,



Richard Jones, President

SCHMUCK FARMS, LLC
1912 Ravenna Ave.
E. Canton, Ohio 44730

August 13, 2025

To Whom It May Concern:

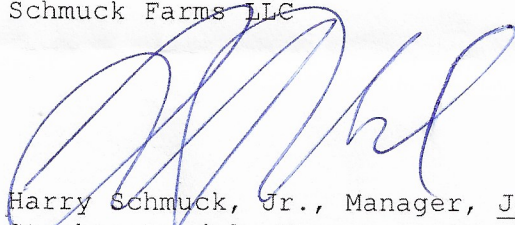
Let me introduce Schmuck Farms as being involved with agriculture in various parts of Carroll County. Please let this letter serve as our support for linking Carroll County to be a part of the Rt. 30 extension project.

Agriculture is a large part of the Carroll County community. A direct connection to Rt. 30 would have numerous conveniences and benefits.

Rt. 30 could be a direct route to trade agriculture products, for us specifically, corn and soy beans. It would provide direct, safe and efficient ways for farmers to transport all products harvested in Carroll County. Further it would keep heavy trucks from operating on the smaller community roads, improving congestion and wear and tear on residential infrastructure.

We would ask leaders to support this feasibility study so that agriculture, among the various other industries in Carroll County, may capitalize on the opportunities of the Rt. 30 extension.

Schmuck Farms LLC



Harry Schmuck, Jr., Manager, Judges7200@att.net 330-323-1364
Stephen Kandel, Manager, stevekandel@gmail.com 330-495-8839



CHAMBER OF COMMERCE
CONVENTION &
VISITORS BUREAU

August 8, 2025

Carroll County Chamber of Commerce & CVB

30 S. Lisbon St. Carrollton, OH 44615

(330) 627-4811 | Chelsa@carrollcountyohio.com

Title: State Rt. 43 Feasibility Study

Grant Provider: RTP0 Capital Allocation

To Whom it May Concern,

I am writing today to express my support for the State Rt. 43 feasibility project. As the Director of the Chamber & CVB, I feel this study could help determine a better option for our residents and travelers around the county. The study presents a compelling case for its potential to significantly boost economic development within the county, as well as boost our road safety.

By optimizing this route, we could shave off residents' and visitors' drive times. Often, our out-of-county workers are having long drive times to and from work, which can lead them to decide to move closer to their jobs. The long-term effect of this choice is losing residents to larger cities with shorter drive times. There are not many alternate route choices, which can make the existing routes congested, which leads to more frequent accidents. Furthermore, the reduction in traffic congestion is expected to lessen the county's accident footprint, enhancing safety for all commuters. The absence of a 24/7 hospital within the county exacerbates long travel times, particularly impacting the elderly population who may relocate for more accessible healthcare. By improving connectivity and reducing travel time, the county could attract and retain businesses, fostering a vibrant economic environment. Overall, the study underscores the transformative potential of the proposed improvements to State Route 43, offering a strategic path to sustained economic growth and enhanced quality of life for residents.

The ultimate goal of the Chamber & CVB is to make our county a great place to live, work, visit, and enjoy life. By improving our road conditions and routes, we are striving towards making this motto come to fruition. This proactive choice not only benefits local businesses but also attracts new investments, creating a ripple effect that bolsters community development. Ultimately, a well-planned infrastructure will serve as the backbone for a thriving county, ensuring that future generations can enjoy the advantages of a connected and prosperous environment.

If there are any questions regarding my support of this project, please feel free to contact me. I may be reached via phone at (330)627-4811 ext. 1 or via email at chelsa@carrollcountyohio.com.

Sincerely,

Chelsa Slutz

Director/Carroll County Chamber of Commerce & CVB



1-800-860-7742

www.buyguess.com

457 Steubenville Road SE, Carrollton,
Ohio 44615

August 11, 2025

To Whom It May Concern,

As a business that has proudly served our community for 92 years, we have witnessed firsthand how access, infrastructure, and opportunity go hand in hand. Our county has no direct highway access, and while we have worked hard to thrive under those circumstances, the reality is that our region's growth and the prosperity of our small businesses are limited by this lack of connectivity.

A highway through our county would be transformative. Small businesses—from local shops to service providers—depend on reliable transportation for customers, employees, and deliveries. Easier access would increase foot traffic, expand our customer base beyond the county, and encourage new entrepreneurs to invest here. When businesses grow, so do jobs and the tax base, which benefits every resident.

The gas and oil industry in our region would also see significant gains. Highway access would allow for safer, more efficient transport of equipment, supplies, and resources. Reduced travel time lowers operational costs and makes our county more attractive for future energy projects, which in turn means more employment opportunities and economic stability for our community.

Our business has weathered the changes of nearly a century, but the world is moving faster than ever. Without modern transportation access, we risk being left behind. A highway would not only connect us to surrounding regions—it would connect us to growth, innovation, and the next 92 years of opportunity.

We urge decision-makers to recognize that our county's lack of highway access is not just an inconvenience—it is a barrier to economic growth and community vitality. By investing in this infrastructure, you invest in the future of our businesses, our workforce, and our families.

Sincerely,

Michael Guess

Owner

Guess Motors- Guess Ford

info@buyguess.com