



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 04
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Administrative Re-Evaluation for **MAH SR 0170 13.19 PID 110681** Environmental Document Level: C1

Approved: 4/5/2023

Prepared By: District 4

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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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Administrative Re-evaluation

PID 110681 MAH SR 0170 13.19

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Re-evaluation Level

Explain why a re-evaluation is needed?

The environmental document (C1 CE) for this project, initially approved on June 7, 2022, warrants reevaluation as the city of Youngstown proposes to restripe (road diet) SR 170/Midlothian Boulevard from Glenwood Avenue to Shirley Road, a distance of 2.19 miles, within the previously approved resurfacing project. Within this 2.19-mile section, travel lanes would be reduced from 4 lanes to 3 lanes (road diet), with one shared through/right-turn lane in each direction, a center two-way left-turn lane, dedicated left-turn lanes at various intersections and dedicated eastbound and westbound 6-foot bike lanes. The city of Youngstown also proposes to remove the existing traffic signals at the SR 170/Hillman Street intersection and the SR 170/Zedaker Avenue intersection.

The city of Youngstown completed a Safety Study that recommended the proposed road diet along SR 170. An examination of existing traffic levels and projected future traffic levels determined vehicle traffic flow along SR 170 would maintain an acceptable level of service. In addition, the proposed bike lanes will create a community recreation/transportation resource for cyclists. See the Safety Study.pdf and District Acceptance- Safety Study.pdf for the project in the Project File/General/Project Information subsection.

A minimum of one 10-foot lane of traffic in each direction shall be maintained along SR 170 on the existing pavement or completed pavement during project construction. Road closures and detours are not proposed to construct the project. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Access shall be maintained to all adjacent properties, businesses and intersecting side streets during project construction.

The 'road diet' will take place within the footprint of the previously approved environmental document, therefore, all previous mapping, studies and coordination in each discipline was determined to still be valid. No further studies or coordination was required for the project.

The city of Youngstown conducted various public involvement activities for the 'road diet', including a press release, neighborhood group Facebook postings, a city of Youngstown website posting and project notifications to property - business owners, stakeholders and emergency/public service providers via email or by direct mailing of the press release. Additionally, city council ward members held a community discussion at the Newport Library on February 9, 2023, in an effort to address concerns with the project and solicit public input. Comments were requested by all the public involvement activities conducted for the project. See the public involvement documentation for the project, including the summary of the public involvement activities, received comments and responses to public comments, in the Project File/Public Involvement/Project Information subsection.



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C1

PID:	110681
Project Sponsor:	ODOT SPONSORING AGENCY
ODOT District:	4
Funding Source:	Federal
Project Description:	



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The Ohio Department of Transportation (ODOT) proposes to mill and resurface 2.32 miles of State Route (SR) 170 from the Interstate Route (IR) 680/SR 170 interchange at Straight Line Mile (SLM) 13.22 to Glenwood Avenue at SLM 15.54 in Boardman Township and the city of Youngstown, Mahoning County. Additional improvements proposed by this project include partial/full depth pavement repairs, manhole/valve box/monument box/catch basin adjustments, existing walk/curb ramp removal, new concrete walk/new curb ramp/new detectable warning installations to comply with the Americans with Disabilities Act (ADA) standards and center line/channelizing line/lane line/stop line/crosswalk lines/transverse diagonal lines/other pavement markings applications.

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

A minimum of one 10-foot lane of traffic in each direction shall be maintained along SR 170 on the existing pavement or completed pavement during project construction. Road closures and detours are not proposed to construct the project. Lane restrictions/reductions shall not be permitted after normal working hours. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Access shall be maintained to all adjacent properties, businesses and intersecting side streets during project construction. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing roadway right-of-way.

Existing utilities within the project study area will not be impacted/relocated to construct the project.

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

A Cultural Resources Records Check was performed by district environmental staff using the SHPO GIS online database. No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within and/or immediately adjacent to the proposed project area. The undertaking is a type that has minimal potential to cause effects to historic properties. No further coordination is required in accordance with the Section 106 Programmatic Agreement. In accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT 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. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

Based on the information in the Regulated Materials Review (RMR) Form completed for the project, further RMR activities or special materials management are not warranted for the project. See the RMR documentation for the project in the Project File/ESA/Reports subsection.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecologically Exempt MAH-170-13.22.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM for the project study area and determined the project is not located within a special flood hazard area. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

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

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 subsection as Stage 3 Design.pdf.

The estimated total project cost specified in Ellis agrees with the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP).

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

Ellis STIP Details

Phase	Current STIP Reference
PE Environmental	On Previous STIP
Construction	110681: 21-24 STIP
PE Detailed Design	On Previous STIP

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



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Cultural Resources Coordination:

Minimal Potential to Cause Effect
Appendix A

Cultural Resources Coordination Date:

03/08/2022

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

Supporting documentation has been uploaded to Project File:

Yes

Select the appropriate project type (more than one can be selected):

(3) Construction of bicycle and pedestrian lanes, paths, and facilities. *Examples include: Walkways, sidewalks, shared-use paths, and facilities, small passenger shelters, (i.e. construction of a bike path on an existing railroad bed, designations of certain highways as bike routes, painting of existing paved shoulders as bike lanes, ADA ramps, etc.) provided that no new disturbance will occur.*

(8) Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur. *Examples include: The installation or maintenance of signs, pavement markings/raised pavement markers/sensors, traffic calming activities, and/or new or replacement fencing (right-of-way, vandal, etc.); General pavement marking or "line painting" projects.*

(22) Projects, as defined in 23 U.S.C. 101 that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way. *Examples include: Tower lighting within the existing operational right-of-way; Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated; Improvements to existing ODOT/County maintenance facilities; Construction of new ODOT/County maintenance facilities within existing operational right-of-way; Environmental mitigation activities within existing operational right-of-way; Work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals within existing operational right-of-way; Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)*

Environmental Commitments:

No



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Environmental Commitments



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Preparers and Approvals

Form Preparer

District 4
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Supporting Form Preparer(s):

Mark Andrasik
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	4/5/2023



Appendix

General

District Acceptance - Safety Study.pdf

Striping Plan.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

Boulevard Park Neighborhood - Facebook Page Posting.pdf

Emergency and Public Services Notification .pdf

Emergency and Public Services Notification List.pdf

Handel's Neighborhood - Facebook Page Posting.pdf

News Article - WKBN.pdf

Press Release.pdf

Public Comments Received - Email.pdf

Public Notification Mailing List.pdf

Response to Public Comments - Email Verification.pdf

Summary of Comments Received and Responses to Comments.pdf

Youngstown Website Posting.pdf

Permits

FEMA FIRM.pdf