



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Supplemental Re-Evaluation**

for

## **MAH SR 170 0.78/VAR PID 98413**

**Environmental Document Level: C1**

**Approved: 11/16/2020**

**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 June 6, 2018, and executed by FHWA and ODOT.*

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## Supplemental Re-evaluation Level C1

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### Re-evaluation Level

#### Explain why a re-evaluation is needed?

The Ohio Department of Transportation (ODOT) plans to improve State Routes (SR) 170 and 165 in the village of Poland and Poland and Springfield Townships, Mahoning County. The project proposes to mill and resurface a total of 8.33 miles of SR 170, within 3 separate sections, as follows:

- Spring Street to initially 0.3 mile east of Garfield Road,
- Interstate Route (IR) 76/Ohio Turnpike to the southern New Middletown village corporation limit, and
- northern New Middletown village corporation limit to Renwick Drive.

Additional improvements include partial-depth pavement repairs, curb/sidewalk/curb ramp replacements to meet Americans with Disabilities Act (ADA) standards, catch basin reconstruction, linear grading, catch basin/manhole/monument/pull box and valve box adjustments, raised pavement markings replacement and edge/center/lane/stop/crosswalk lines/other pavement markings applications.

The project also proposes minor maintenance on seven (7) structures along SR 170. The project received NEPA clearance on June 25, 2020.

A supplemental reevaluation of the project is warranted to address the following changes:

- The resurfacing limits on the southern section of SR 170 have been reduced by 0.02 mile to be from Spring Street to SR 617 instead of from Spring Street to initially 0.3 mile east of Garfield Road, and
- Catch basin/manhole reconstruction from 0.3 mile east of Garfield Road to proximity of Orchard Drive.

On 2-/3-lane sections, a minimum of one ten-foot bidirectional lane of traffic shall be maintained on the existing pavement and completed pavement during project construction. Access shall be maintained to all adjacent properties, businesses and intersecting sides streets for the duration of the project. Lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. All lane restrictions/reductions shall not be permitted after normal working hours. Substantial traffic disruptions are not expected with these proposed changes.

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

The proposed changes will be conducted within the existing roadway right-of-way.

Existing utilities within the project study area will not be impacted/relocated by the proposed changes.



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Based upon the limited scope changes proposed for the project, and in accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement Between Federal Highway Administration, Ohio Department of Transportation (ODOT), Ohio's State Historic Preservation Office (SHPO), executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT Office of Environmental Services (OES) determined the proposed undertaking is still 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. See the ODOT-OES e-mail correspondence for the project in the Project File/Cultural Resources/Coordination subsection as OES Section 106 Effect Determination - Reevaluation.pdf.

Based on the information contained in the RMR Form completed for the proposed paving limit changes and catch basin/manhole reconstructions, further RMR activities or special materials management is not warranted for the project. See the additional RMR Screening - Reevaluation.pdf for the project in the Project File/ESA/Reports subsection.

Additionally, the proposed resurfacing limit changes and catch basin/manhole reconstructions are ecologically exempt under the Ecological MOA (Agreement No. 19394). See the additional Ecological Review Form - Eco Exempt Project - Reevaluation.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 areas and determined the proposed resurfacing limit changes and catch basin/manhole reconstructions are not located within a special flood hazard area.

The proposed resurfacing limit changes and catch basin/manhole reconstructions will not impact any environmentally sensitive resources within the project study areas.

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

The project still meets the criteria established for C1 level projects in accordance with the Programmatic Categorical Exclusion Agreement between FHWA and ODOT, approved February 23, 2015 (CE PA).



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**C1**

**PID:** 98413  
**Project Sponsor:** DISTRICT 4-PLANNING  
**ODOT District:** 4  
**Funding Source:** Federal  
**Private Funding:** No

**Project Description:**

The Ohio Department of Transportation (ODOT) plans to improve State Routes (SR) 170 and 165 in the village of Poland and Poland and Springfield Townships, Mahoning County. The project proposes to mill and resurface a total of 8.33 miles of SR 170, within 3 separate sections, as follows:

- Spring Street to 0.3 mile east of Garfield Road,
- Interstate Route (IR) 76/Ohio Turnpike to the southern New Middletown village corporation limit, and
- northern New Middletown village corporation limit to Renwick Drive.

Additional improvements include partial-depth pavement repairs, curb/sidewalk/curb ramp replacements to meet Americans with Disabilities Act (ADA) standards, catch basin reconstruction, linear grading, catch basin/manhole/monument/pull box and valve box adjustments, raised pavement markings replacement and edge/center/lane/stop/crosswalk lines/other pavement markings applications.

The project also proposes minor maintenance on the following seven (7) structures along SR 170:

1. Structure No. MAH-170-1.88/Structure File Number (SFN) 5003857;
2. Structure No. MAH-170-2.04/SFN 5003881;
3. Structure No. MAH-170-2.12/SFN 5003911;
4. Structure No. MAH-170-6.76/SFN 5003997;
5. Structure No. MAH-170-8.02/SFN 5004020;
6. Structure No. MAH-170-8.72/SFN 5004055;
7. Structure No. MAH-170-9.75/SFN 5004152;

and on the following structure along SR 165:



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Structure No. MAH-165-25.47/SFN 5003792.

Specified below are the proposed maintenance activities on these eight (8) total structures.

MAH-170-1.88/102-foot continuous steel beam bridge over Honey Creek: patch all unsound areas of the existing concrete wearing surface, including approach slabs, seal existing wearing surface and approach slabs with gravity-fed resin concrete treatment, remove all spalled areas from bottom of deck floor and seal with epoxy-urethane, patch all unsound areas of the substructure and seal with epoxy-urethane, replace existing drip strip, remove and replace approach guardrail and bridge terminal assemblies, clear/grub vegetation within 15 feet of the structure and install new correct structure identification signs.

MAH-170-2.04/16-foot concrete filled culvert that carries an unnamed tributary to Honey Creek under SR 170: patch all unsound areas of the concrete culvert and seal with epoxy-urethane, remove and replace approach guardrail and bridge terminal assemblies, remove sediment/vegetation/debris from the channel within existing State right-of-way, clear/grub vegetation within 15 feet of the structure and install correct structure identification signs.

MAH-170-2.12/18-foot simple span concrete frame bridge over an unnamed tributary to Honey Creek: install Type C dump rock to repair erosion that has developed at all four corners of the structure, remove and replace approach guardrail and bridge terminal assemblies, remove sediment/vegetation/debris from the channel within existing State right-of-way, clear/grub vegetation within 15 feet of the structure and install correct structure identification signs.

MAH-170-6.76/24-foot steel filled culvert that carries Burgess Run under SR 170: remove sediment/vegetation/debris from the channel within existing State right-of-way, clear/grub vegetation within 15 feet of the structure and install correct structure identification signs.

MAH-170-8.02/112-foot continuous concrete slab bridge over Burgess Lake outlet: encase piers from existing encasement to 6" below the pier caps, seal existing wearing surface and approach slabs with gravity-fed resin concrete treatment, patch all unsound areas of the substructure and seal with epoxy-urethane, install dump rock or RCP (rock channel protection) to repair erosion that has developed at the forward and rear abutments, clear/grub vegetation within 15 feet of the structure and install correct structure identification signs.

MAH-170-8.72/14-foot steel filled culvert that carries an unnamed tributary to Burgess Run under SR 170: clear/grub vegetation within 15 feet of the structure and install correct structure identification signs.

MAH-170-9.75/128-foot simple span prestressed concrete box beam bridge over Yellow Creek: patch all unsound areas of the substructure and seal with epoxy-urethane, clear/grub vegetation within 15 feet of the structure and install correct structure identification signs.

MAH-165-25.47/14-foot concrete filled culvert that carries North Fork of Little Beaver Creek under SR 165: install Type C dump rock to repair erosion that has developed at all four corners of the structure, clear/grub vegetation within 15 feet of the structure and install correct structure identification signs.



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

**STIP Reference #** Statewide Line Item (SLI) Number 32 and is fiscally constrained.

**Cultural Resources Coordination:** Minimal Potential to Cause Effect Appendix B

**Cultural Resources Coordination Date:** 06/05/2020

**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):**

(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.)**

(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.**

(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.**



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(7) Landscaping. *Examples include: Herbicidal spraying; Mowing or brush removal/trimming projects; Beautification or facility improvement projects (i.e. landscaping, curb and gutter replacement, installation of park benches, decorative lighting, etc.).*

**Environmental Commitments:**

Yes



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**Environmental Commitments**

**C1**

1) The project designer shall incorporate the following note into the plans: STREAM AVOIDANCE/MAH-170-1.88, MAH-170-2.04, MAH-170-2.12, MAH-170-6.76, MAH-170-8.02, MAH-170-8.72, MAH-170-9.75 AND MAH-165-25.47: UNDER NO CIRCUMSTANCES SHALL ANY EQUIPMENT (LIFT, BACKHOE, EARTH MOVING EQUIPMENT, ETC.) AND/OR MATERIALS ENTER THE STREAM(S) AT THE AFOREMENTIONED LOCATIONS. NO FILL MATERIAL (INCLUDING TEMPORARY FILLS FOR DEWATERING, DUMP ROCK FOR EROSION REPAIR, ETC.) SHALL BE PLACED BELOW THE IDENTIFIED ORDINARY HIGH WATER MARK (OHWM) OF THE STREAM(S). THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT ALL CONSTRUCTION MATERIALS, WASTE MATERIALS, WATER CHEMICALS OR OTHER SUBSTANCES USED TO CONSTRUCT THE PROJECT FROM ENTERING THE STREAM(S).



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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)	11/16/2020



## **Appendix**

### **Cultural Resources**

Consulting Party Coordination - MVHS.pdf

Consulting Party Coordination - PHS.pdf

Consulting Party Coordination - WRHS.pdf

Consulting Party List.pdf

### **Ecological**

Ecological Review Form - Eco Exempt Project - Reevaluation.pdf

Ecological Review Form - Ecologically Exempt Project.pdf

### **Cultural Resources**

Minimal Potential to Cause Effect - Appendix B

OES Section 106 Effect Determination - Re-Evaluation.pdf

### **General**

Project Description Continued.pdf

### **Cultural Resources**

Records Check NR Nom Poland S Main St.pdf

### **General**

USGS Quadrangle Topographical Map - Re-evaluation.pdf

USGS Quadrangle Topographical Map.pdf

### **Permits**

District Determination - No Floodplain Impacts.pdf

### **Section 4(f)**

OES Cultural Resources 4(f) Determination.pdf