



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **MAH 62/VAR 0.00/VAR PID 98714**

**Environmental Document Level: C1**

**Approved: 2/13/2019**

**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 11, 2015, and executed by FHWA and ODOT.*

# Table of Contents

C1.....	3
Environmental Commitments.....	6
Preparers and Approvals.....	7
Appendix.....	8



## C1

<b>PID:</b>	98714
<b>Project Sponsor:</b>	DISTRICT 4-PLANNING
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No
<b>Project Description:</b>	

The Ohio Department of Transportation (ODOT) plans improvements to U.S. Route (USR) 62 and State Route (SR) 630 in Green, Canfield and Boardman Townships, Mahoning County. The project proposes to mill and resurface 7.61 miles of USR 62 from the Columbiana County Line at Straight Line Mile (SLM) 0.00 to SR 446 at SLM 7.61 and 2.56 miles of SR 630 from SR 170 at SLM 0.00 to the Pennsylvania State Line at SLM 2.56. Additional improvements include partial-depth pavement repairs and the application of edge/stop/center lines and other pavement markings. The project also proposes minor maintenance on one (1) bridge, Structure No. MAH-62-2.08/Structure File Number (SFN) 5001846, along USR 62. Specified below are the maintenance activities proposed for this structure.

MAH-62-2.08: The project proposes minor maintenance on the existing 91' continuous concrete slab bridge spanning the Middle Fork of the Little Beaver Creek. Maintenance activities include sealing the existing concrete wearing surface and approach slabs with gravity fed resin concrete treatment, replacing the existing expansion joint with a polymer modified asphalt binder, patching unsound areas of the concrete substructure, removing the wood debris built up around the substructure and slopes, clearing/grubbing of vegetation within 15' of the structure and installation of new structure identification signs.

During project construction, a minimum of one ten (10)-foot bidirectional lane of traffic shall be maintained in each direction on the existing pavement and completed pavement. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the project. Substantial traffic disruptions are not expected with the project.

Based on the project scope of work, its Path 1 Preliminary Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project. Information about this project was posted to the Mahoning County listing on the Public Meetings/Public Involvement page of the ODOT District 4 website. See the ODOT District 4 website posting documentation for the project in the Project File/Public Involvement/Project Information subsection.

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

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



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District environmental staff accessed the SHPO GIS database on January 28, 2019, and in accordance with Appendix A of the Section 106 PA executed November 8, 2017, the project will not impact historic properties or historic districts.

Based on the information contained in the RMR Form prepared for the project, further environmental site assessment or special materials management is not warranted for the project. See the RMR documentation for the project in the Project File/ESA section.

Additionally, 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 areas.

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 in the Project File/General/Project Information subsection as Stage 3 Design.pdf.

The estimated project cost specified in Ellis agrees with the project funding specified in the ODOT Fiscal Year (FY) 2018-2021 Statewide Transportation Program (STIP) Statewide Line Item (SLI) Grouped Project Report as of 11/21/2018.

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

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

**Cultural Resources Coordination Date:** 01/28/2019

**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**



**Environmental Document Level: C1**  
PID 98714 MAH 62/VAR 0.00/VAR

Approved: 2/13/2019

*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:**

Yes



## Environmental Commitments

### C1

1) The project designer shall incorporate the following note in the plans: SITE SPECIFIC HEALTH AND SAFETY PLAN - MIDDLE FORK OF LITTLE BEAVER CREEK AT MAH-62-2.08: MIREX IS KNOWN TO BE PRESENT WITHIN THE SEDIMENTS OF THE MIDDLE FORK OF LITTLE BEAVER CREEK. THE CONTRACTOR SHALL CERTIFY IN WRITING TO THE ENGINEER WITHIN TWO WEEKS AFTER CONTRACT EXECUTION AND PRIOR ANY DEBRIS REMOVAL WORK THAT COULD DISTURB THE SEDIMENT OF THE STREAM BOTTOM & ADJACENT SOILS THAT THE CONTRACTOR HAS PREPARED A SSHSP IN ACCORDANCE WITH 29 CFR PART 1910.120 PAYMENT FOR THE SSHSP SHALL BE MADE UNDER ITEM SPECIAL - SITE SPECIFIC HEALTH AND SAFETY PLAN (LUMP SUM). SINCE ANY MATERIAL THAT COMES INTO CONTACT WITH THE STREAM SEDIMENT AND/OR BANK BECOMES CONTAMINATED, THE CONTRACTOR SHALL TAKE MEASURES TO ENSURE THAT DEMOLITION DEBRIS DOES NOT FALL INTO THE MIDDLE FORK OF LITTLE BEAVER CREEK AT MAH-62-2.08 OR ONTO THE STREAM BANKS. ITEM SPECIAL - SITE SPECIFIC HEALTH AND SAFETY PLAN LUMP SUM

2) The project designer shall incorporate the following note in the plans: PAINTING AND SEALING OPERATIONS: THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT EPOXY-URETHANE SEALER, PAINT OR OTHER STRUCTURAL MATERIALS USED TO REPAIR, CLEAN, SEAL OR TREAT ANY STRUCTURE FROM ENTERING ANY STREAMS, WETLANDS OR OTHER WATERS OF THE UNITED STATES AND TAKE THE APPROPRIATE ACTIONS IN THE EVENT OF A RELEASE. THE CONTRACTOR SHALL LIMIT THE AMOUNT OF OPEN CONCRETE SEALER TO THE EXTENT PRACTICABLE TO PERFORM THE REQUIRED WORK. DISCARDED CONTAINERS SHALL BE REMOVED FROM THE VICINITY OF THESE WATERS AND UNDER NO CIRCUMSTANCES SHALL ANY SEALER BE STORED WITH THE 100-YEAR FLOOD PLAIN OF ANY STREAMS, ETC.

3) The project designer shall incorporate the following note in the plans: STREAM AVOIDANCE - MAH-62-2.08: UNDER NO CIRCUMSTANCES SHALL ANY EQUIPMENT (LIFT, SCAFFOLDING, BACKHOE, EARTH MOVING EQUIPMENT, ETC.) AND/OR MATERIALS ENTER THE STREAM AT MAH-62-2.08. NO FILL MATERIAL (INCLUDING TEMPORARY FILLS) 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.



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### **Preparers and Approvals**

**Form Preparer**

District 4  
Contact: Edward Deley  
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Edward.Deley@dot.ohio.gov

**Supporting Form Preparer(s):**

Matthew Chaney  
Sean Carpenter

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	2/13/2019



## **Appendix**

### **General**

USGS Quadrangle Topographical Map.pdf

### **ESA**

District Determination - No ESA Studies Required.pdf

### **Cultural Resources**

Records Check.pdf

### **Public Involvement**

District Website Posting.pdf