



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH/TRU US 0422/VAR 1.90/VAR PID 91900

Environmental Document Level: C1

Approved: 7/8/2021

Prepared By: District 4

Edward Deley
Phone: 330-786-4930
E-mail: Edward.Deley@dot.ohio.gov

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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C1

PID:	91900
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 U. S. Route (USR) 422, USR 422I, USR 62, USR 62D, State Route (SR) 289 and SR 193 in the city of Warren, Trumbull County, and the city of Youngstown, Mahoning County.

The project proposes to mill and resurface a total of 1.76 miles along the following locations:

SR 193 between SR 193/Interstate Route (IR) 680 interchange and SR 193/USR 422/SR 289 interchange, Straight Line Mile (SLM) 0.00 to SLM 0.99, in the city of Youngstown;

USR 422 between SR 193/USR 422/SR 289 interchange and Belmont Avenue, SLM 1.90 to SLM 2.33, in the city of Youngstown; and

USR 422I between W. Rayen Avenue and Covington Street, SLM 0.00 to SLM 0.34, in the city of Youngstown.

Additionally, the project proposes full-depth concrete pavement repairs along the following locations:

USR 422 between Chestnut Avenue and Columbia Place, SLM 12.42 to SLM 13.03, in the city of Warren;

USR 62 between Covington Street and Oak Street, SLM 2.32 to SLM 3.90, in the city of Youngstown; and

SR 289 between Lane Avenue and Federal Street/SR 289/Wilson Avenue, SLM 2.29 to SLM 2.64, in the city of Youngstown.

Additional improvements proposed by this project include partial depth pavement repairs, linear grading, minor drainage improvements, manhole/catch basin adjustments, guardrail anchor end terminal assembly replacements, raised pavement marker replacement and new edge line/center line/stop line/crosswalk line/lane line/other pavement marking applications.

The project also proposes work on the following nine (9) bridge structures along USR 422 in the city of Warren and the city of Youngstown:

1. Structure No. MAH-422-2.17/Structure File Number (SFN) 5005175;
2. Structure No. MAH-422-2.44/SFN 5005191;
3. Structure No. MAH-422-2.54/SFN 5005221;
4. Structure No. MAH-422-2.64/SFN 5005256;
5. Structure No. MAH-422-2.92/SFN 5005280;
6. Structure No. MAH-422-3.41/SFN 5005310;
7. Structure No. MAH-422-3.51/SFN 5005345;
8. Structure No. MAH-422-3.61/SFN 5005434; and
9. Structure No. TRU-422-12.82/SFN 7807074.

The project also proposes work on the following three (3) structures along USR 62 and USR 62D in the city of Youngstown:

1. Structure No. MAH-62D-0.08R/SFN 5008514;
2. Structure No. MAH-62D-0.08L/SFN 5008522; and



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3. Structure No. MAH-62-19.29R/SFN 5009553.

The project also proposes work on the following five (5) structures along SR 193 in the city of Youngstown:

1. Structure No. MAH-193-0.20/SFN 5004381;
2. Structure No. MAH-193-0.31/SFN 5004438;
3. Structure No. MAH-193-0.56/SFN 5004446;
4. Structure No. MAH-193-0.73/SFN 5004470; and
5. Structure No. MAH-193-1.07/SFN 5004500.

The proposed bridge maintenance activities on the seventeen (17) total structures are specified in the Project File/General/Project Information subsection as Project Description Proposed Bridge Maintenance Activities.pdf.

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

On all routes, a minimum of one 10-foot lane in each direction shall be maintained on the existing pavement or completed pavement during project construction. On all ramps, traffic shall be maintained at all times, except for the times/durations specified in the plan sheets when various ramp closures will occur to resurface the ramps, conduct pavement repairs and/or complete the sealing of the various bridge decks. Ramp traffic will be detoured according to the plan sheets. Construction, lane restrictions/reductions and ramp closures/detours information will be posted within the project construction limits prior to the start of project construction. Lane restrictions/reductions shall not be permitted after normal working hours. 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 highway/roadway rights-of-way.

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

A Cultural Resources Records Check was performed by district environmental staff using the SHPO GIS online database. The project is located adjacent to the Wick Avenue Historic District on the south side of USR 422 in the city of Youngstown. However, impacts to this resource are not proposed by the project and new right-of-way is not required from this resource to construct the project. 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-TRU-422-1.90.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRMs for the project study areas and determined parts of the project are located within various Special Flood Hazard Areas (SFHA) Zone AE floodplains. The work proposed by the project is considered maintenance and, therefore, exempt from the normal permit process required for work encroaching on a SFHA. Floodplain coordination is not required for the project. 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 areas.



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Based on the proposed ramp closures/detours, ODOT conducted public/emergency services notification activities for the project. See the public/emergency services notification activities documentation for the project in the Project File/Public Involvement/Project Information subsection.

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 is 50.77% greater than the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP). However, fiscal constraint is at the Statewide Line Item (SLI) Group level. Therefore, an individual project utilizing a SLI does not require a STIP/TIP amendment.

STIP Reference #: 91900: 21-24 STIP/SLI Group Project. Fiscal constraint is at SLI Group level.

Cultural Resources Coordination: Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date: 07/06/2021

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):

(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.)**



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Environmental Commitments:

Yes



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C1

1) The project designer shall incorporate the following note into the plans:

WARREN GREENWAY BIKE TRAIL - TRU-422-12.82
THE TRU-422-12.82 BRIDGE CARRIES THE WARREN GREENWAY BIKE TRAIL OVER U. S. ROUTE 422. THE CONTRACTOR SHALL NOT STAGE OR STORE ANY CONSTRUCTION EQUIPMENT AND/OR MATERIALS WITHIN THE TRAIL EASEMENT. THE CONTRACTOR SHALL MAINTAIN A SAFE OPEN TRAIL AT ALL TIMES DURING PROJECT CONSTRUCTION AND SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE PUBLIC SAFETY WITHIN THE PROJECT CONSTRUCTION LIMITS.



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Preparers and Approvals

Form Preparer

District 4
Contact: Edward Deley
330-786-4930
Edward.Deley@dot.ohio.gov

Supporting Form Preparer(s):

Mark Andrasik
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	7/8/2021



Appendix

General

Project Description Proposed Bridge Maintenance Activities.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

EMS and Public Services Notification List.pdf

Permits

FEMA FIRM.pdf