



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH Mahoning Ave (Phase 1) PID 112622

Environmental Document Level: C1

Approved: 9/8/2022

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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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C1

PIDs:	112622, 112623
Project Sponsor:	Youngstown, City of
ODOT District:	4
Funding Source:	Federal
Private Funding:	No

Project Description:

The city of Youngstown plans to rehabilitate two sections (Phase 1: PID 112622/Phase 2: PID 112623) of Mahoning Avenue from Meridian Road to Glenwood Avenue. The project proposes to mill/resurface a total of approximately 1.92 miles of Mahoning Avenue from Meridian Road to Glenwood Avenue. Additional improvements proposed by this project include partial/full depth pavement repairs, manhole/valve box/monument box adjustments, minor drainage repairs, existing walk/curb ramp removal, new concrete walk/new curb ramp installations to comply with the Americans with Disabilities Act (ADA) standards, new traffic control signs installations and new pavement markings applications.

Mapping that depicts the project location and limits on United States Geological Survey 7.5-Minute Topographic Quadrangle Mapping is included in the Project File/General/Project Information subsection.

During project construction, two-way traffic will be maintained on Mahoning Avenue for the duration of the project. Road closures and detours are not proposed to construct the project. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the project. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of 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.

A records check was conducted to determine if previously recorded cultural resources have been identified within the project Area of Potential Effects (APE), the footprint of the project. The records check included a review of electronic data from Ohio's State Historic Preservation Office (OSHPO) GIS database to identify properties listed on or eligible for the National Register of Historic Places (NRHP), Ohio Historic Inventory (OHI) buildings and structures, Ohio Archaeological Inventory (OAI), as well as properties that have previously received a Determination of Eligibility (DOE). No previously inventoried OHI or OAI resources will be directly impacted by the undertaking. The proposed project extends on either side of the Mill Creek Park Historic District (NR # 05000178). The Mahoning Avenue vehicular bridge crossing Mill Creek connects two independent work areas and the structure is a non-contributing feature of the historic district. Furthermore, construction will neither require land from nor will the work alter any contributing element of this historic property.

Highway maintenance within a historic district where the work is limited to the operational right-of-way is exempt from further cultural resource consideration by the 11/8/17 Cultural Resource PA (Agreement 19319 -- Appendix B -- Item 2), as long as no new permanent right-of-way from a historic property will be acquired and no contributing element of a historic district will be removed or altered by construction.

In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT Office of Environmental Services (OES) 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.

The project will not require land from within the historic boundary of a Section 4(f) cultural resource. All work activities will be limited to the existing operational right-of-way. The acquisition of new right-of-way is not anticipated. No buildings will be involved in construction and no relocations will be required. The proposed project extends on either side of the Mill Creek Park Historic District (NR # 05000178). The Mahoning Avenue vehicular bridge crossing Mill Creek connects two independent work areas, and the structure is a non-contributing feature of the historic district. Furthermore, construction will neither require land from nor will the work alter any contributing element of this historic property. On March 21, 2022, ODOT-OES determined the undertaking has minimal potential to cause effects to historic properties pursuant to the Section 106 Programmatic Agreement



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(Agreement No. 19319) executed November 8, 2017, and amended July 11, 2019. No new permanent right-of-way from historic properties will be acquired and no contributing element of a historic property will be removed or altered by construction. Therefore, in accordance with 23 CFR Part 774, the undertaking MAH-Mahoning Avenue Phase 112622, 112623 will not result in the use of a Section 4(f) cultural resource. See the Cultural Resource Section 4(f) documentation for the project in the Project File/Section 4(f)/Coordination subsection.

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-Mahoning Ave Phase 1 and 2.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 city of Youngstown conducted various public involvement activities for the project, including a news release issued about the project, property-resident-stakeholder notifications and project information posted on the City of Youngstown website. Comments were requested by the public involvement activities conducted for the project. One (1) news article on WFMJ's website was published about the project. Fifty-eight (58) comments were received during the public comment period. A detailed summary of the public comments and responses to comments was posted to the city of Youngstown website. Additionally, the public comments summary and responses to comments document with a cover letter were mailed to all interested citizens who provided an email or mailing address during the project comment period. See the public involvement 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 1 Design plans for the project. A copy of the Stage 1 Design plans for the project is included in the Project File/General/Project Information subsection as Stage 1 Design.pdf.

The estimated total project cost specified in Ellis is 68.5% greater than the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP). Based on the estimated total project cost being greater than \$3,000,000 and less than \$5,000,000 and the additional project cost exceeding 50%, a STIP amendment is necessary for the project.

STIP Reference #: 112622: 21-24 STIP

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix B

Cultural Resources Coordination Date: 03/21/2022

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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Preparers and Approvals

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	9/8/2022



Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Section 4(f)

OES Cultural Resources 4(f) Determination.pdf

Public Involvement

News Article - WFMJ.pdf

Press Release.pdf

Property Owner Notification Letter.pdf

Public Comments Received.pdf

Public Notification Mailing List.pdf

Response to Public Comments - Verification.pdf

Response to Public Comments - Youngstown Website.pdf

Stakeholder Contact List.pdf

Youngstown Website Posting.pdf

Permits

FEMA FIRM.pdf