



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 04
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Environmental Document for **MAH US 224 17.72 PID 115790** Environmental Document Level: C2

Approved: 8/5/2024

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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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C2

Project Information

PID:	115790
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Federal

C2 Section

Project Description:

The Ohio Department of Transportation (ODOT) proposes to improve safety along U.S. Route 224 in Boardman Township, Mahoning County, from Market Street/State Route 7 at Straight Line Mile (SLM) 17.72 to Tiffany Boulevard at SLM 19.27, a distance of 1.55 miles, through various methods summarized below.

The project proposes to widen U.S. Route 224 to accommodate an additional eastbound through lane and an additional westbound through lane for a total of 3 through lanes in each direction along with left turn lanes/right turn lanes at the Market Street/State Route 7, Marinthana Avenue, Southern Boulevard, Tanglewood Drive/Commercial Drive, Commercial Access Road/BP West Access Road, BP East Access Road, Applewood Boulevard/Best Buy Drive, Eisenhower Drive, South Avenue, Commercial Drive and Tiffany Boulevard intersections in the corridor.

Additionally, three (3) traffic signals located at the Southern Park Mall entrance, California Avenue and the Applewood Commons Shopping Center/JoAnn Fabrics & Crafts have been identified for removal to optimize operations and increase safety. Further, a new traffic signal will be installed at Tanglewood Drive and traffic signal upgrades will also be implemented at the remaining traffic signals.

Access management measures are also proposed to reduce the number of unsignalized driveways along the commercial project corridor. This includes the removal of some commercial driveways along the corridor as well as the addition of medians and right-in right-out driveways to prohibit left turns in and out of driveways from U.S. Route 224. This will help reduce the number of locations along the corridor where drivers are stopping to make turns and will also help reduce turning related crash types along the corridor. Proposed visibly signed and marked U-turn movements will be allowed at Marinthana Avenue, Tanglewood Drive, Commercial Access Road/BP West Access Road, Applewood Boulevard/Best Buy Drive and South Avenue to provide access to driveways no longer accessible by left turn from U.S. Route 224.

In addition to the roadway improvements, improvements to pedestrian facilities and crossings are also proposed throughout the corridor. The proposed improvements include new sidewalk construction and new curb ramp installations, in compliance with the Americans with Disabilities Act (ADA) standards, to fill in gaps along the existing sidewalk network on the south side of U.S. Route 224 and provide continuous connectivity throughout the corridor. Pedestrian crossing treatments will also be provided at intersections.

Other improvements proposed by this project include roadway resurfacing, storm sewer improvements, side street/driveway reconstruction, new traffic sign installations and new edge line/center line/lane line/channelizing line/crosswalk line/stop line/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*.

MAINTENANCE OF TRAFFIC

Unless otherwise noted, access to intersecting side roads and adjacent properties and businesses shall be maintained during each phase of the project. In the case of adjacent properties and businesses with multiple driveways, one driveway may be closed while the others remain open at all times.

Phase 1

During this phase, the proposed widening and associated side street work on the north side of U.S. Route 224 shall be constructed up to the intermediate pavement course. It is assumed that this phase will consist of multiple stages as the contractor works their way



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through the corridor. Throughout Phase 1, a minimum of two 11-foot lanes of traffic shall be maintained for the eastbound direction at all times. From the hours of 9 am to 9 pm, a minimum of two 11-foot lanes of traffic shall be maintained in the westbound direction, and between the hours of 9 pm to 9 am, westbound traffic may be reduced to a minimum of one 11-foot lane. Lane closures outside of 9 pm to 9 am will not be permitted.

Phase 2

During this phase, the proposed widening and associated side street work on the south side of U.S Route 224 shall be constructed up to the intermediate pavement course. It is assumed that this phase will consist of multiple stages as the contractor works their way through the corridor. A minimum of two 11-foot lanes of traffic shall be maintained for the westbound direction at all times during this stage. From the hours of 9 am to 9 pm, a minimum of two 11-foot lanes of traffic shall be maintained in the eastbound direction, and between the hours of 9 pm to 9 am, eastbound traffic may be reduced to a minimum of one 11-foot lane. Lane closures outside of 9 pm to 9 am will not be permitted.

Phase 3

During this phase, the proposed median work shall be constructed up to the intermediate pavement course. It is anticipated that this work will take place between the hours of 9 pm to 9 am, and that this phase will consist of multiple stages as the contractor works their way through the corridor. A minimum of one 11-foot lane of traffic shall be maintained for both the eastbound and westbound directions at all times. Lane closures outside of 9 pm to 9 am will not be permitted.

Phase 4

During this phase, all the existing pavement between the saw cut lines shall be milled and resurfaced. The proposed surface course shall then be added to the pavement constructed in phases 1-3 and the milled pavement area. Lane closures outside of 9 pm to 9 am will not be permitted. Traffic shall be maintained on side streets using flaggers. On U.S. Route 224 traffic shall be maintained at all times.

Southern Boulevard and Market Street Closures

The proposed widening along U.S. Route 224 and associated side street work will require some closures and detours. Refer to the Stage 2 plans, Sheets 22-24, for the Southern Boulevard Closure and Detour Map that will be in place during Phase 1B/1C, Phase 2C and Phase 2D. Refer to the Stage 2 plans, Sheet 25 for the Market Street Closure and Detour Map that will be in place during Phase 2E.

Substantial traffic disruptions are not expected to construct the project.

To facilitate the proposed improvements, 2.03 acres of temporary right-of-way will be acquired from 55 parcels. Additionally, 2.425 acres of permanent right-of-way will be acquired from 44 parcels as required to construct the project. Total property takes, structure takes or relocations are not proposed to construct the project. See the right-of-way plans for the project in the Project File/General/Project Information subsection as *Right-of-Way Plan Sheets.pdf*.

Multiple overhead and ground-based utilities exist within the project study area. Minor relocations of existing utility poles and the associated overhead utilities are still under consideration. Major relocation of some utilities will occur at the US 224 and Southern Blvd intersection, where a new signal truss for railroad signals is proposed. Utility relocations will be coordinated with the service providers in accordance with the project plans and will occur within the existing/proposed new roadway rights-of-way.

Coordination with the utility companies affected by the proposed construction activities was conducted for the project during its preliminary engineering phase and will continue during its detailed design phase.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the *Ecologically Exempt MAH-224-17.72 Ecological.pdf* for the project in the Project File/Ecological/Reports subsection.

The U.S. Department of the Interior approved the request that a temporary, non-conforming use be allowed for the purpose of improving safety and reducing crashes and congestion along the U.S. Route 224 corridor, a section of the project will temporarily impact a small portion of Boardman Park, Land and Water Conservation Fund (LWCF) project 39-01244, Mahoning County, Ohio. ODOT has confirmed that these impacts are temporary and will be less than 6 months in duration. Based on this information, there will be no conversion of land as a result of this project and the timeframe for the safety improvement project is within the period that the current policy allows for a temporary non-conforming use of an LWCF encumbered site. See the Section 6f documentation for the project in the Project File/Section 6f/Project Information and Coordination subsections.

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

The environmental document and associated studies, as applicable, were approved using the Stage 2 Design plans for the project. A copy of the Stage 2 Design plans for the project is included in the Project File/General/Project Information subsection as *Stage 2 Design.pdf*.

The estimated total project cost specified in Ellis is 33.8% greater than the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP). Based on the estimated total project cost being greater than \$10,000,000 and the additional project cost exceeding 20%, a STIP amendment is necessary for the project.

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

Yes



Ellis STIP Details

Phase	Current STIP Reference
ENV	On Previous STIP
RW	115790: 24-27 STIP
CO	
DD	

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

Select the appropriate project type:

(27) Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in paragraph (e) of this section. *Examples include: Lane reduction ("road diet") changes provided traffic analysis is completed; Railroad projects that close at-grade crossings to improve safety or traffic operations.*

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -

1. **a.** Acquisition of more than a minor amount of ROW (exceeds strip takes)
2. **b.** Residential or non-residential displacements
3. **c.** A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act
4. **d.** A Section 106 finding of *Adverse Effect*
5. **e.** Section 4(f) impacts greater than de minimis
6. **f.** A finding of *May Affect, Likely to Adversely Affect* to Threatened and Endangered Species
7. **g.** Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
8. **h.** Changes in access control
9. **i.** Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
10. **j.** Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
11. **k.** No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
12. **l.** A full Environmental Justice Analysis Report (EJAR) is required (the project must be processed as a D-level CE or higher-level document). If a memo-to-file/letter/IOC-format EJAR Short Report is determined to be the appropriate level of documentation, contact OES regarding NEPA document level.

For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Ecological



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Waterways: Not Present

Will any wetlands be impacted? No

Endangered Species: No Impacts to Protected Species and Critical Habitat

Scenic Rivers No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area

Scenic Rivers Remarks

National or state wild and scenic rivers are not present within 1,000 feet of the project limits.

Floodplains

100-Year Floodplain: No Encroachment Within a Special Flood Hazard Area (SFHA)

Floodplain Remarks

The project is not located within a regulated floodplain, therefore, no coordination is required for the project. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

Section 4(f)

Section 4(f): Present; No Programmatic Evaluation or Individual Evaluation Required

Section 4(f) Determination:

Temporary No Use Exception - 774.13(d)

Section 4(f) Determination Date - 774.13(d) 06/17/2024

Section 4(f) Remarks

A Section 4(f)/6(f) Determination Request Form for Recreational Properties (DRF) was submitted to ODOT-OES Policy Staff on March 27, 2024 and revised on April 18, 2024. Based upon review of the DRF it was determined the proposed project can be processed as an exception to the requirement for Section 4(f) approval. In accordance with 23 CFR 774.13(d), the temporary occupancy of land and/or access will not constitute a use upon the protected recreational activities, features, or attributes associated with Boardman Park. The determination was made based on the proposed scope of work and concurrence received from the Official with Jurisdiction (OWJ) regarding the assessment of impacts that are included in the DRF. No further Section 4(f) coordination is required for the project. See the Section 4f documentation for the project in the Project File/Section 4f/Reports and Coordination subsections.

Section 6(f)

Section 6(f): Present; No 6(f) Conversion Required



Section 6(f) Determination: Temporary Non-Conforming Use

Section 6(f) Determination Date: 06/14/2024

Cultural Resources

Cultural Resources: Present; No Finding of Adverse Effect

Cultural Resources Coordination: Minimum Potential to Cause Effect Appendix B

Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date: 01/09/2024

Cultural Resources Remarks

Area of Potential Effects (APE):

Based on the limited scope of the project, as shown in the Stage 1 plans in the project file, and the results of the Section 106 Records Check (discussed below), the Area of Potential Effects for the undertaking is limited to the construction limits, which include the roadway as well as the curbs and sidewalks along the corridor. Additional areas within the APE are lawns in front of modern commercial buildings, and some commercial parking lot areas. All the roadways in the APE are paved in asphalt, and all of the sidewalks and curbs in the work limits are made of concrete.

Section 106 Records Check:

The Section 106 Record check indicates there were no previously inventoried cultural resources within the Area of Potential Effects. The NRHP-listed **St. James Episcopal Church (NRHP#79001892)** is within Boardman Township Park ('the Park'), which is on the south side of the roadway. According to the NR nomination for the Church, the historic boundary for it is a one-acre rectangle centered on the church building. The Church was moved to the park from its original location (about ¾ of a mile away) before the church was listed in 1979. When the nomination was written. The Park contains other moved structures of historical interest. The Park also includes a historic period farmhouse, the Beardsley-Walter-Diehm House, that will not be affected by the project. The building will not be removed or altered- the house is west of the entrance driveway, with no permanent or temporary right-of-way needed from the corridor in front of the house. Right of way plan pages 25 through 28 show work taking place near the Park. Temporary Right-of-Way, which is approximately 500 feet east of the farmhouse, and approximately 240 feet northeast of the NRHP-listed St. James Episcopal Church is needed from Boardman Township Park to align the new roadway with the entrance driveway.

There are no known archaeological sites. Additionally, the level of development would suggest that significant archaeological resources would not be found in the project area particularly since it is limited to the existing right-of-way as well as strip permanent and temporary right-of-way. No further archaeological investigations are recommended.

Based upon the limited scope of the project and the results of the Section 106 Records Check the subject undertaking has minimal potential to cause effects to historic properties, and no further investigations are warranted. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

Environmental Resources Considered

The following environmental resources are present and have been studied for potential impacts:

Air Quality

Noise



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Regulated Materials

Air Quality:

Studies and Coordination
Conducted; No Impacts

Air Quality - Agency Coordination:

Qualitative MSAT

Air Quality - OEPA Approval Date:

10/04/2023

Air Remarks

In accordance with FHWA Updated Interim Guidance on Mobile source Air Toxic Analysis in NEPA Documents (October 2016) this project would fall under the category of projects having low potential MSAT emissions and is not expected to be associated with meaningful differences in emissions for project alternatives. The project is an example of a "minor widening." Minor widening projects are those in which the design year traffic is predicted to be less than 140,000 - 150,000 ADT.

This project is an effort that improves operations of highways. Because the project falls under "Minor widening" and the design year ADT is well below the range of 140,000-150,000 design year ADT, we believe the project meets the criteria for "Low Potential MSAT Effects", in accordance with the FHWA Interim Guidance on Air Toxic Analysis in NEPA Documents, and a "Qualitative" MSAT Analysis was prepared. There have been no public involvement issues to date. There is no foreseen change in fleet mix between the existing and design years. ODOT has provided a qualitative analysis of MSAT emissions relative to the transportation improvement project. No appreciable difference in overall MSAT emissions is anticipated with the Project. ODOT acknowledges that the proposed transportation improvement project may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated. This is not a project with substantial construction related MSAT emissions that are likely to occur over an extended building period or a postconstruction scenario where the NEPA analysis indicates potentially meaningful MSAT levels. See the air quality documentation for the project in the Project File/Air/Reports and Coordination subsections.

Noise:

Studies and Coordination
Conducted; No Impacts

Noise Coordination:

Noise Analysis Completed

Noise Remarks



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Because this project involves adding capacity to US Route 224, a Type I noise analysis was required to be prepared in accordance with 23CFR772 and ODOT's Noise Manual. Safety improvements to the MAH US 224 corridor from SR 7 (Market St) to Tiffany Blvd in Boardman Township, Mahoning County, Ohio are proposed. Project includes widening for an additional eastbound through lane and an additional westbound through lane and operational improvements to the signalized intersections and includes implementing access management strategies including installation of raised concrete medians and reducing the number of unsignalized access points. Pedestrian improvements include creating a continuous sidewalk along the south side of US Route 224 from SR 7 (Market St) to South Ave. Project length is 1.55 miles. The project area encompasses land used for mainly commercial with few residential purposes. The analysis years are 2023 and 2043. Alternatives considered include the Build and the No Build. Below is the traffic data for the project.

Existing 2023 ADT is 43,430

Design Year (2043) ADT is 47,470

2043 Design Hourly Volume is 3,910

Truck % is 5

Design speed is 40 mph

Noise measurements were conducted for 25 Noise Sensitive Areas (NSAs). Despite the NSAs being impacted in the existing or design year, noise barriers are not feasible or reasonable to construct due to the existing access to points along U.S. Route 224 that would require gaps in a noise barrier that would render a barrier ineffective for any impacted NSA. In addition, existing overhead and underground utility issues would cause noise barrier constructability issues.

Several additional noise abatement measures were considered to reduce traffic noise impacts but were determined not to be feasible and/or reasonable. These measures included: landscaping, traffic management measures including, but not limited to, traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits and exclusive lane designations, alteration of horizontal and vertical alignments, acquisition of real property or interests therein to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise and noise insulation of Activity Category D land use facilities. No further noise analysis or consideration of noise abatement is required for this project. See the noise documentation for the project in the Project File/Noise/Reports and Coordination subsections.

**The project involves ROW acquisition, Deep Excavation, or OEPA
513 Landfill Authorization:**

Yes - Screening

Regulated Materials Review Screening:

No Further Regulated Materials Review

Regulated Materials Review Screening - DEC/OES Approval Date:

02/13/2024

Regulated Materials Review Remarks:

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/RMR/Reports subsection.

Environmental Justice

Projects that meet C2 criteria must be in accordance with ODOT's EJ Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

Environmental Justice Populations

Present; No EJAR Required, Does Not Exceed EJ Guidance Criteria, and No Issues Raised During Public Involvement



Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
390998120014	21.5	19.9
390998117002	18.3	35.3
390998118002	13.9	18.4
390998119012	30.9	17.4
390998119013	3.1	23.6
390998119011	11.8	18.4
390998120011	9.9	37.2
390998119022	6.5	15.5
390998119021	2.6	10.4

Environmental Justice Remarks

A review of the ODOT Transportation Information Mapping System (TIMS) indicated Environmental Justice populations within the proposed project area. No businesses or residences will be acquired or relocated as part of the project. The proposed project will have no disproportionately high and adverse effects to minority or low-income populations based upon the table above and attached mapping. Therefore, in accordance with the protections of Executive Order 12898 and FHWA Order 6640.23A, no further analysis is required for the project. See Environmental Justice documentation for the project in the Project File/Environmental Justice/Project Information subsection.

Public Involvement

Public Involvement:

Minimum PI Requirements Met; No
Minor Public or Agency Controversy
on Environmental Grounds

Public Involvement Remarks



April 2020 Stakeholder Meeting:

ODOT District 4 led a Stakeholder Meeting introducing the project and providing an overview of the study. Additionally, the Governor's "Top 150" List was discussed and how it applies and what it means for the corridor. The first Stakeholder Meeting provided a starting point for discussions by proposing measures to improve safety. Access Management improvements using concrete medians, drive consolidation, drive relocation, and signalized U-turns, as well as improving operations by adding capacity with the addition of through lanes and turn lane were discussed. A virtual walk-through tour was utilized to show Stakeholders in attendance the project corridor and potential areas of improvement. ODOT provided exhibits for Mahoning County and Boardman Township to review and asked for comments on proposed sidewalk locations.

September 2020 Stakeholder Meeting:

A follow-up to the April 3, 2020, meeting, a summary of the previous months' focus and work on the specific locations identified on the Governor's "Top 150" List. These locations were explored and used to prioritize safety-focused improvements that don't preclude the long-term goals for the corridor. A total of three stand-alone projects were evaluated and combined as one project that would be submitted in October 2020 for funding from the ODOT Safety Funding Committee. Exhibits of these projects were shared with the Stakeholders prior to the meeting and comments, questions, and concerns were addressed and logged throughout the meeting.

August 2021 Stakeholder Meeting: Meeting with stakeholders to discuss status of the safety study, discuss the intended Fall 2021 safety project application and receive input.

August 2023 Stakeholder Involvement: Preliminary design alternatives for the corridor were shared during this period. Feedback was received from 13 people during the stakeholder comment period. A summary of the comments received and the responses is saved to the Project File/Public Involvement/Project Information subsection.

August-September 2023 Stakeholder Meetings: The project team offered stakeholders whose properties would have direct access impacts the option for one-on-one meetings at their property. There were 8 on-site meetings held with ODOT staff, the design consultants, and property representatives. Copies of the preliminary design roll plot and traffic study were sent to attendees as requested following the meetings.

January 29, 2024 - March 1, 2024, Virtual Public Open House: Refined design alternatives, incorporating feedback received during the stakeholder involvement period, were shared on the project website. A presentation providing details on the project was also posted on the project website. Notices of the virtual public open house were mailed to properties and owners along the project corridor; additionally, notices were hand-delivered to businesses in the area. An ad was placed in the local newspaper, *The Vindicator*, the Sunday prior to the virtual public open house period beginning and a press release was also shared by ODOT. The Public Comments Response Summary Document lists the 53 public comments received and ODOT responses to each comment. The Project Website, with over 5,000 views, utilized PublicInput.com and shared information about the project history, design, and schedule. The virtual public open house was hosted through the website with a recorded presentation and project handouts posted to the website and a section to submit comments. There were over 160 views of the Public Open House presentation via the project website. The materials included on the website are provided in the Project File/Public Involvement/Project Information subsection. See the stakeholder and public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

Environmental Commitments

Environmental Commitments

Yes



Environmental Commitments

C2

- 1) The Project Designer shall incorporate a plan note ensuring access to Boardman Park shall be maintained at all times, except for the time needed to temporarily occupy the property, which shall be less than the time needed for construction of the project.
- 2) The Project Designer shall incorporate a plan note ensuring temporary construction fencing shall be installed by the contractor along proposed construction limits prior to the start of construction activities to protect the Section 4(f) property and park users.
- 3) The Project Designer shall incorporate a plan note ensuring appropriate signage shall be installed by the contractor to alert users of Boardman Park of construction activities, access restrictions or closures, and to direct users to secondary access points
- 4) The Project Designer shall incorporate a plan note ensuring that the contractor closely coordinates the construction schedule with ODOT and Boardman Township prior to the start of construction activities.
- 5) Except for the short period of time needed to reconstruct the driveway access, the main Boardman Park entrance/exit on U.S. Route 224 shall be maintained at all times, including Memorial Day 2026 and 2027.
- 6) The Project Designer shall incorporate a plan note ensuring the access driveway on U.S. Route 224 associated with the Walter Diehm House on Boardman Park property shall be maintained at all times, except for the short period of time needed to reconstruct the driveway apron.
- 7) The Project Designer shall incorporate a plan note ensuring use (occupancy) of the temporary easement area required from Boardman Park is less than six months.
- 8) The Project Designer shall incorporate a plan note ensuring that no staging and/or storage of construction equipment and/or materials will take place outside of the proposed construction limits that are within the defined boundaries of Boardman Park.
- 9) The Project Designer shall incorporate a plan note ensuring that any land to be disturbed within the temporary easement/right-of-way of Boardman Park will be fully restored and returned to a condition that is at least as good as that existed prior to the project.



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Preparers and Approvals

Form Preparer:

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	8/5/2024



Appendix

General

Aerial Map.pdf

Right-of-Way Plan Sheets.pdf

USGS Quadrangle Topographical Map.pdf

Air

OEPA Approval - Qualitative MSAT.pdf

Noise

Noise Analysis.pdf

OES Approval - Noise Analysis.pdf

RMR

OES Review - Screening.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Ecological

ODNR Scenic River MOA Conditions

Other Resources

Census Bureau Urbanized Area Map.pdf

Water Source Protection Area Map.pdf

Well Log Data.pdf

Section 4(f)

OES Recreational 4(f) Determination.pdf

Section 6(f)

Coordination with ODNR - Temporary Non-Conforming Use.pdf

National Park Service Approval - Temp Non-Conforming Use.pdf

ODNR Approval - Temporary Non-Conforming Use.pdf

Environmental Justice

Census Mapping.pdf

Public Involvement

ODOT Webpage .pdf



Press Release - 2023.pdf
Public Comments Received.pdf
Public Meeting Exhibits - Corridor Recommendations.pdf
Public Meeting Handouts - Comment Form.pdf
Public Meeting Handouts - Fact Sheet.pdf
Public Meeting News Article - WKBN.pdf
Public Meeting Notification - Flyer.pdf
Public Meeting Notification - Letter.pdf
Public Meeting Notification - Press Release.pdf
Public Meeting Notification List - Flyer Distribution.pdf
Public Meeting Notification Mailing List.pdf
Public Meeting Notification Paid Advertisement.pdf
Public Meeting Presentation - Recording.mp4
Public Meeting Presentation.pdf
Public Meeting PublicInput.com Website.pdf
Response to Comments - Notification Letter.pdf
Response to Public Comments - ODOT Webpage.pdf
Response to Public Comments Mailing List.pdf
Response to Public Comments.pdf
Response to Stakeholder Comments - 2023.pdf
Response to Stakeholder Comments Mailing List - 2023.pdf
Response to Stakeholder and Public Comments - Email Verified.pdf
Stakeholder Comments Received - 2023.pdf
Stakeholder Contact List - 2023.pdf
Stakeholder Contact List - Impacted Properties 2023.pdf
Stakeholder Contact List - Public Officials 2023.pdf
Stakeholder Meeting Agenda - April 2020 .pdf
Stakeholder Meeting Comments and Responses - April 2020.pdf
Stakeholder Meeting Contact List - April 2020.pdf
Stakeholder Meeting Contact List - August 2021.pdf
Stakeholder Meeting Contact List - September 2020.pdf
Stakeholder Meeting Exhibits - April 2020 .pdf



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Stakeholder Meeting Exhibits - August 2021.pdf

Stakeholder Meeting Exhibits - September 2020.pdf

Stakeholder Meeting Minutes or Notes - 2023.pdf

Stakeholder Meeting Minutes or Notes - April 2020.pdf

Stakeholder Meeting Minutes or Notes - September 2020.pdf

Stakeholder Notification - 2023 .pdf

Stakeholder Notification - 2023.pdf

Stakeholder Notification - Impacted Properties 2023.pdf

Permits

FEMA FIRM.pdf