



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH Boardman/Walnut St (Ytown) PID 116833

Environmental Document Level: C1

Approved: 9/6/2024

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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.

Table of Contents

C1.....	3
Environmental Commitments.....	6
Preparers and Approvals.....	7
Appendix.....	9



C1

PID: 116833
Project Sponsor: Youngstown, City of
ODOT District: 4
Funding Source: Federal

Project Description:

The City of Youngstown proposes to restripe Boardman Street between Walnut Street and Market Street and Walnut Street between Front Street and Wood Street. On Boardman Street, the number of travel lanes will not be reduced. On Walnut Street, the number of existing lanes will be reduced from 4 lanes to 2 lanes (road diet), with one through lane in each direction and dedicated turn lanes at various intersections. Additionally, the project also proposes to reconstruct the currently closed roadway section of Walnut Street between Commerce Street and Wood Street with a Step Street. A Step Street is a thoroughfare fitted with steps for pedestrian traffic rather than paved for motor vehicular traffic. Additional improvements proposed by this project include new dedicated parallel and diagonal on-street parking, new brick and concrete walk and new curb ramp installations to comply with Americans with Disabilities Act (ADA) standards, new or upgraded crosswalks, minor drainage improvements, improved lighting, new landscaping, installation of a new mid-block crossing at Eastern Gateway Community College and new traffic control sign installations.

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*. During construction, one block at a time of both Boardman Street and Walnut Street will be closed to vehicular traffic and detours will be provided. Pedestrian access will be maintained at all times on both streets. Access will be maintained to all adjacent properties, residences, businesses, and intersecting side streets. The construction schedule, lane restriction information, and detour information will be posted within the construction limits prior to the start of construction. Substantial traffic disruptions are not expected during project construction.

This project will be constructed within existing rights-of-way or on City-owned properties. No permanent or temporary right-of-way acquisition is required for the project.

Minor relocations of existing utilities within the project study area will be necessary to construct the project. These minor utility relocations will occur within the existing roadway rights-of-way or within City-owned property. Utilities will not be permanently removed to construct the project. 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.

A Cultural Resources Records Check was performed by requesting data from the SHPO GIS online database to determine if historic properties might be found in proximity to the area of potential effects (APE), the footprint of the project. The project will occur adjacent to Ohio Edison Office/Ohio One Building (25 East Boardman Street/102-112 South Champion Street), and the Legal Arts Building (101 Market Street), both of which are listed in the National Register of Historic Places (NRHP) [NR# 86001931, and #SG100009920, respectively]. No land from any National Register boundary will be required and no contributing features will be removed or altered by the undertaking.

ODOT-OES determined on January 1, 2024, and May 21, 2024 (reevaluation), that the project is not a part of a larger undertaking and is a type that has minimal potential to cause effects to historic properties 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. Therefore, no further coordination is required for the project. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

Moreover, ODOT-OES confirmed the project will not result in a use of a Section 4(f) cultural resource. See the Section 4(f) Section 4(f) No Use determinations, dated January 2, 2024, and May 22, 2024 (reevaluation), 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/RMR/Reports subsection.

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



Environmental Document Level: C1
PID 116833 MAH Boardman/Walnut St (Ytown)

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ms consultants personnel reviewed the FEMA FIRM mapping information 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.

City of Youngstown conducted various public involvement activities for the project including a Stakeholder meeting, held in-person on June 28, 2023, to discuss the project and future considerations. On January 4, 2024, a press release was issued and a Public Notification letter was mailed to the property owners and stakeholders (including local officials, emergency service providers, and schools) in the project area. A set of plans were included in this mailing and news release. Within one week of the mailing and press release, several public comments were received about the omission of the "step street" on N Walnut St between E. Commerce Street and E. Wood Street that warranted the City of Youngstown to rework the design to include the step street. A new press release with updated plans was sent on January 11, 2024. Three (3) news articles about the project were published by the Vindicator, WKBN, and WFMJ news media outlets. Comments were requested during all of the public involvement activities conducted for the project.

Written and verbal comments were received as a result of the public involvement activities performed for the project. All comments were combined, responded to, and sent to individuals as well as posted on the City's project website. 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 2 Design plans for the project. A copy of the Stage 2 Design plans is included in the Project File/General/Project Information subsection.

The estimated total project cost specified in Ellis is less than the total project cost specified in the ODOT State Fiscal Years 2024-2027 Statewide Transportation Improvement Program (STIP).

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

Ellis STIP Details

Phase	Current STIP Reference
CO	116833: 24-27 STIP
CO	116833: 24-27 STIP
DD	

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

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix B

Cultural Resources Coordination Date: 05/21/2024

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.*

(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.).*

(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



Environmental Document Level: C1
PID 116833 MAH Boardman/Walnut St (Ytown)

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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



Environmental Document Level: C1
PID 116833 MAH Boardman/Walnut St (Ytown)
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Preparers and Approvals

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	9/6/2024



Appendix

General

Aerial Map.pdf

County Map.pdf

District Approval - Road Diet Justification.pdf

Road Diet Justification.pdf

USGS Quadrangle Topographical Map.pdf

RMR

OES Review - Screening.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Records Check - Reevaluation.pdf

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Section 4(f)

OES Cultural Resources 4(f) Determination - Re-Evaluation.pdf

Public Involvement

News Article - The Vindicator.pdf

News Article - WFMJ.pdf

News Article - WKBN .pdf

Press Release 01-04-2024.pdf

Press Release Youngstown Website Posting.pdf

Public Comments Received.pdf

Public Notification Letter and Mailing List 01-04-2024.pdf

Response to Public Comments Email List and Website Posting.pdf

Response to Public Comments.pdf

Response to Public and Stakeholder Comments - Email Verified.pdf

Stakeholder Meeting Exhibits 6-28-2023.pdf

Stakeholder Meeting Minutes and Sign In Sheets 6-28-2023.pdf



Environmental Document Level: C1
PID 116833 MAH Boardman/Walnut St (Ytown)
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Updated Press Release 01-11-2024.pdf

Permits

FEMA FIRM.pdf