



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **MAH River/McGaffney/Jackson PID 117379**

**Environmental Document Level: C1**

**Approved: 6/4/2024**

**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 14, 2020, and executed by FHWA and ODOT.*

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## C1

<b>PIDs:</b>	117382, 117379
<b>Project Sponsor:</b>	Lowellville, Village of
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal

### Project Description:

The Village of Lowellville proposes to mill and resurface River Road, Washington Street, McGaffney Avenue and Jackson Road in the Village of Lowellville, Mahoning County. The proposed pavement maintenance/resurfacing limits are as follows:

- River Road from the western Lowellville Village corporation limit to Washington Street, approximately 1.65 miles.
- Washington Street from River Road to McGaffney Avenue, approximately 0.04 miles.
- McGaffney Avenue from Washington Street to the McGaffney Avenue extension, approximately 0.28 miles.
- Jackson Road from the McGaffney Avenue extension to the eastern Lowellville village corporation limit, approximately 0.30 miles.

Additional improvements proposed by this project include partial depth pavement repairs, replacement of all guardrail with Type MGS Guardrail and Type E anchor end terminal assemblies, valve box/manhole/catch basin adjustments and/or reconstruction, installation of approximately 600' of new vertical curb on the north side of River Road adjacent to the Mahoning River to control erosion, replacement of vertical curb and concrete drive aprons on the south side of McGaffney Avenue, replacement of vertical curb on the north side of Jackson Road, reconstruction of existing concrete curb ramp installations to comply with the Americans with Disabilities Act (ADA) standards, and replacement all pavement markings throughout the newly paved sections of roadway, including edge lines, center lines, stop lines and other pavement markings.

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*.

A minimum of one 10-foot lane of traffic in each direction shall be maintained on the existing pavement or completed pavement during project construction, however, temporary lane restrictions will be necessary and accomplished utilizing signage and flaggers. No road closures and detours are proposed to construct the project. Lane restrictions/reductions won't be permitted after normal working hours. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Access shall be maintained to all properties, businesses and intersecting side roads within and adjacent to the project construction limits for the duration of project construction. Substantial traffic disruptions are not expected during project construction.

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

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

Based on the project scope of work, its Path 1 Project Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project. A Cultural Resources Records Check was performed using the SHPO GIS online database to determine if previously recorded cultural resources are located within the project Area of Potential Effects (APE), the footprint of the project. The search concluded that the proposed project is located adjacent to the Lowellville Railroad Station (NRHP# 76001480) which is listed in the National Register of Historic Places (NRHP). The proposed work taking place is limited to resurfacing, guardrail replacement, new curb, curb replacement, existing walk/curb ramp removal, new concrete walk/new curb ramp installations to comply with the Americans with Disabilities Act (ADA) standards and pavement marking applications where no new permanent right-of-way will be acquired, and no contributing components will be removed or altered. No buildings will be involved in construction and no relocations will be required by the project. The MAH-River/McGaffney/Jackson (PID 117379) 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



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Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), therefore, no further coordination is required. 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-River-McGaffney-Jackson.pdf* for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study area and determined a section of the project is located within a designated Special Flood Hazard Area (SFHA) Zone AE floodplain. However, the work being performed on this project is considered roadway maintenance that does not change the alignment, grade or hydraulic capacity of the waterways and therefore is 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 area.

The environmental document and associated studies, as applicable, were approved using a Schematic Plan developed for the project. A copy of the Schematic Plan for the project is included in the Project File/General/Project Information subsection as *Schematic Plan.pdf*.

The estimated PE-Detailed Design Phase and Construction Phase costs specified in Ellis exceed costs specified in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP). However, the total estimated project cost is less than \$3,000,000 and the difference in the estimated PE-Detailed Design Phase and Construction Phase costs don't exceed the established \$1,500,000/per phase STIP amendment threshold. Because the STIP shortfall for each phase cost does not exceed \$1,500,000, a STIP amendment is not required 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
CO	117379: 24-27 STIP
DD	117379: 24-27 STIP

**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 A

**Cultural Resources Coordination Date:**

05/14/2024

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.).*

(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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## **Environmental Commitments**



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### Preparers and Approvals

**Form Preparer**

District 4  
Contact: Brian Peck  
330-786-4931  
Brian.Peck@dot.ohio.gov

**Approvals & Electronic Signatures**

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	6/4/2024



## **Appendix**

### **General**

USGS Quadrangle Topographical Map.pdf

### **Cultural Resources**

Records Check.pdf

### **Ecological**

ODNR Scenic River MOA Conditions

### **Permits**

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf