



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

### **MAH IR 0680 13.43 PID 123822**

**Environmental Document Level: C1**

**Approved: 3/13/2025**

**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.*

# Table of Contents

C1.....	3
Environmental Commitments.....	6
Preparers and Approvals.....	7
Appendix.....	8



## Environmental Document Level: C1

PID 123822 MAH IR 0680 13.43

Approved: 3/13/2025

### C1

**PID:** 123822  
**Project Sponsor:** DISTRICT 4-PLANNING  
**ODOT District:** 4  
**Funding Source:** Non-Federal  
**Does this project require a Federal permit or approval?** Yes

#### Project Description:

On Wednesday, March 12, 2025, the MAH-680-13.42; SFN 5007828 bridge carrying Walker Mill Road over Interstate Route (IR) 680 was struck by an Ohio Valley Waste Service, Inc. truck causing substantive damage to all five (5) of the steel beams over both lanes of northbound IR-680. As a result, Walker Mill Road was closed to vehicle traffic. After further inspection of the bridge damage, three beams were noted to have holes in the webs and another beam had a full-height crack of the web. Multiple cross frames were also damaged with one (1) loose cross frame being removed.

The emergency project proposes heat straightening and partial replacement of the damaged steel beam(s), installation of new bolted splice plates, cross frame replacement and the painting of the damaged structural steel on the MAH-680-13.42; SFN 5007828 bridge carrying Walker Mill Road over Interstate Route (IR) 680 in Boardman Township, Mahoning County. Temporary shoring and pavement repair/replacement will also be required to perform the work.

Mapping that depicts project locations 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*.

Currently, the outside lane of northbound IR 680 remains closed to vehicle traffic along with the overhead route, Walker Mill Road, which is being carried by the damaged bridge structure. A detour has been established for Walker Mill Road. During construction, temporary pavement or crossovers will be needed to complete the work while maintaining one lane of traffic on northbound IR-680. Project construction will be expedited to minimize the continued disruption to the traveling public. Access shall be maintained to all properties along Walker Mill Road throughout the project construction duration. All construction, lane restriction/reduction and bridge closure/detour information is posted within the project construction limits. The local stakeholder/public officials have been notified of the bridge closure. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing limited-access highway right-of-way.

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

The project has no Federal funding (100% State funded project); however, the project is federalized because the effort involves a limited-access interstate route.

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 Areas of Potential Effects (APE), the footprint of the project. No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within and/or immediately adjacent to the proposed project area. TIMS mapping indicates that the MAH-680-13.42; SFN 5007828 bridge is not historic nor considered eligible for the National Register based on the Ohio DOT Historic Bridge Inventory (accepted April 28, 2010).

The proposed emergency repair activities will be state-funded, however, the project is federalized because the effort involves a limited-access interstate route. The highway changes will require a Federal Highways permit, however, construction efforts will focus on the existing limited-access operational right-of-way and no additional right-of-way acquisition is required to construct the project. No buildings will be involved in construction and no relocations will be required by the project. The rehabilitation of non-historic and non-contributing bridges, even those within a NR historic district where no new right-of-way is required, are construction activities which are exempt from further cultural resource consideration by the 6/29/23 Cultural Resource PA (Agreement 38503). The undertaking is a type which has minimal potential to cause effects to historic properties in accordance with Appendix A of the Section 106 Programmatic Agreement and therefore, no further coordination is required. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and Cultural Resources Tab.



**Environmental Document Level: C1**

PID 123822 MAH IR 0680 13.43

Approved: 3/13/2025

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-680-13.43.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 environmental document and associated studies, as applicable, were approved using Emergency Project Request and Recommendation Form information developed for the project. A copy of the Emergency Project Request and Recommendation Form information for the project is included in the Project File/General/Project Information subsection as *Project Scoping Information - Emergency Project Request.pdf*.

**The next phase of the proposed project is listed on the STIP:** No

**Remarks:**

This project is "non-federal" 100% state funded and is fiscally constrained.

**Ellis STIP Details**

Phase	Current STIP Reference
ENV	
CO	

**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:** 03/13/2025

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):**

(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



Environmental Document Level: C1

PID 123822 MAH IR 0680 13.43

Approved: 3/13/2025

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 123822 MAH IR 0680 13.43

Approved: 3/13/2025

## **Environmental Commitments**



**Environmental Document Level: C1**

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### **Preparers and Approvals**

**Form Preparer**

District 4  
Contact: Brian Peck  
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Brian.Peck@dot.ohio.gov

**Supporting Form Preparer(s):** Sean Carpenter

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Brian Peck (ENV SPEC 3)	3/13/2025



**Environmental Document Level: C1**

PID 123822 MAH IR 0680 13.43

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## **Appendix**

### **General**

USGS Quadrangle Topographical Map.pdf

### **Cultural Resources**

Records Check.pdf

TIMS Historic Bridge Inventory Map.pdf

### **Ecological**

ODNR Scenic River MOA Conditions

### **Permits**

FEMA FIRM.pdf