



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

### **MAH SR 0046 10.85 PID 112841**

**Environmental Document Level: C1**

**Approved: 3/12/2026**

**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.....	5
Preparers and Approvals.....	6
Appendix.....	7



C1

**PID** 112841  
**Project Sponsor** District 4-Planning  
**ODOT District** 4  
**Funding Source** Non-Federal  
**Does this project require a Federal permit or approval?** Yes

**Project Description:**

The Ohio Department of Transportation (ODOT) proposes to resurface approximately 5.20 miles of State Route (SR) 46 from U.S. Route (USR) 62 to 1,100 feet south of New Road and from Notre Dame Avenue/Willowcrest Drive to Cerni Place/Lou Ida Boulevard in Canfield and Austintown Townships, Mahoning County.

Additional improvements proposed by this project include partial-depth pavement repairs, linear grading, water valve box/manhole/catch basin/monument assembly adjustments, existing walk/curb removal, new curb ramp/detectable warning installations to comply with the Americans with Disabilities Act (ADA) standards, radar detection installations and the application of pavement markings, as necessary, throughout the newly paved sections of SR 46.

The project is federalized and is listed in the ODOT State Fiscal Years 2026 - 2029 Statewide Transportation Improvement Program (STIP). All project construction funds have been moved under PID 120083 (MAH-46-13.55) which is a federal-aid project; this project will be constructed as Part 2 of that project. However, this project MAH-46-10.85; PID 112841 project has independent utility and was evaluated as a separate, standalone federal action.

The Ohio Department of Transportation (ODOT) certifies that this action meets 23 CFR 771.117(c) and will not result in significant impacts to the environment. This project will not exceed any of the thresholds listed for Certified CEs in the ODOT NEPA Assignment CE Guidance.

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

**Ellis STIP Details**

**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:** 03/11/2026

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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PID 112841 MAH SR 0046 10.85  
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## **Environmental Commitments**



### Preparers and Approvals

**Form Preparer**

District 4  
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**Approvals & Electronic Signatures**

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	3/12/2026



**Environmental Document Level: C1**  
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## **Appendix**

### **Ecological**

ODNR Scenic River MOA Conditions