



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH IR 0680 12.12 PID 101046

Environmental Document Level: C1

Approved: 2/11/2025

Prepared By: District 4

Edward Deley
Phone: 330-786-4930
E-mail: Edward.Deley@dot.ohio.gov

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

PID: 101046
Project Sponsor: DISTRICT 4-PLANNING
ODOT District: 4
Funding Source: Federal

Project Description:

The Ohio Department of Transportation (ODOT) proposes pavement planing and resurfacing along 4.39 miles of mainline Interstate Route (IR) 680 from approximately the U.S. Route 224/IR 680 interchange at Straight Line Mile (SLM) 12.12 to the State Route 164/IR 680 interchange at SLM 16.51 in Boardman and Beaver Townships, Mahoning County. The project also proposes pavement planing and resurfacing along various associated ramps within the mainline IR 680 resurfacing limits.

Additional improvements proposed by this project include partial/full depth pavement repairs, linear grading, barrier reflector replacement, raised pavement marker replacement, installation of recessed wet reflective edge lines/channelizing lines/dotted lines and lane lines/stop lines/other pavement marking applications throughout the newly paved section of IR 680 and/or the associated ramps.

Moreover, the project also proposes maintenance on the following six (6) bridges/culverts along IR 680 within the pavement maintenance limits.

1. Structure No. MAH-680-12.48/Structure File Number (SFN) 5007747;
2. Structure No. MAH-680-13.42/SFN 5007828;
3. Structure No. MAH-680-14.41/SFN 5003253;
4. Structure No. MAH-680-15.49R/SFN 5007879;
5. Structure No. MAH-680-15.71L/SFN 5007860; and
6. Structure No. MAH-680-16.39/SFN 5003230.

The proposed bridge maintenance activities on these bridges/culverts are specified in the Project File/General/Project Information subsection as *Project Description Structure Maintenance Activities.pdf*.

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 in each direction shall be maintained on the existing pavement or completed pavement during project construction. The duration of lane closures/restrictions shall be prescribed by the permitted lane closure chart. Lane restrictions/reductions shall not be permitted after normal working hours. On all ramps, traffic shall be maintained at all times during project construction. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Substantial traffic disruptions are not expected during project construction.

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.

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

Existing utilities within the project study area will not be impacted/relocated to construct 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. 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. The MAH-680-12.12; PID 101046 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 A of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503). 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.

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-680-12.12.pdf* for the project in the Project File/Ecological/Reports subsection.



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ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study area and determined the proposed maintenance activities at the MAH-680-12.49/SFN 5007747 location will be performed within a designated Special Flood Hazard Area (SFHA) Zone A floodplain. However, the work being performed within the Special Flood Hazard Area is considered maintenance that will not change the alignment, grade or hydraulic capacity of the stream(s) and, therefore, is exempt from the normal permit process required for work encroaching on a SFHA. Floodplain coordination is not required for the project, however, a letter was sent to the local floodplain administrator as a courtesy notification of the project and proposed maintenance activities within the designated SFHA. 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 the Stage 3 Design plans for the project. A copy of the Stage 3 Design plans for the project is included in the Project File/General/Project Information subsection as *Stage 3 Design.pdf*.

The estimated total project cost specified in Ellis is 4.5% greater than the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP). However, fiscal constraint is at the Statewide Line Item (SLI) Group level. Therefore, an individual project utilizing a SLI does not require a STIP/TIP amendment.

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

Ellis STIP Details

Phase	Current STIP Reference
ENV	
CO	101046: 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 A

Cultural Resources Coordination Date: 01/30/2025

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):

(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



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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: Edward Deley
330-786-4930
Edward.Deley@dot.ohio.gov

Supporting Form Preparer(s):

Mark Andrasik
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	2/11/2025



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Appendix

General

Project Description Structure Maintenance Activities.pdf

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

ODOT Form LD-53.pdf