



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH SR 0007 03.58 PID 98408

Environmental Document Level: C1

Approved: 1/29/2020

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 June 6, 2018, and executed by FHWA and ODOT.

Table of Contents

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



C1

PID:	98408
Project Sponsor:	DISTRICT 4-PLANNING
ODOT District:	4
Funding Source:	Federal
Private Funding:	No

Project Description:

The Ohio Department of Transportation (ODOT) plans to improve State Route (SR) 7 in Beaver and Boardman Townships and the city of Youngstown, Mahoning County. The project proposes to mill and resurface 7.68 miles of SR 7 from the Columbiana County Line to Midlothian Boulevard. Additional improvements include partial-depth pavement repairs, pedestrian curb cuts/curb ramp upgrades to meet Americans with Disabilities Act (ADA) standards, linear grading, catch basin/manhole/monument and valve box adjustments, raised pavement markings replacement and edge/center/lane/stop/crosswalk lines/other pavement markings applications. The project also proposes minor maintenance on two (2) structures, Structure No. MAH-7-5.51/Structure File Number (SFN) 5000122 and Structure No. MAH-7-7.75/SFN 5000157, and the replacement of a culvert, Culvert No. MAH-7-5.52/Culvert File Number (CFN) 1982372, along SR 7. Specified below is the proposed work on these three (3) structures.

MAH-7-5.51/11-foot concrete filled culvert that carries an unnamed tributary to Mill Creek under SR 7: patch unsound areas of the substructure, remove sediment/vegetation/debris from the channel, clear/grub vegetation within 15 feet of the structure and install new structure identification signs.

MAH-7-7.75/14-foot simple span concrete slab bridge over Charles Ditch: patch unsound areas of the substructure, clear/grub vegetation within 15 feet of the structure and install new structure identification signs.

MAH-7-5.52/12" clay/corrugated plastic pipe that carries storm water runoff under SR 7: replace the existing structure with a 15" conduit, Type B, with half-height headwalls, remove the manhole basin on southbound SR 7, reconstruct the basin on northbound SR 7, replace a guardrail section, remove a 5-foot section of 12" connecting pipe and replace with a 5-foot section of 15" Type B conduit and install Type C rock channel protection.

On roadways with 3 lanes or less, a minimum of one 11-foot bidirectional lane shall be maintained on the existing pavement or completed pavement during construction. On roadways with 4 or more lanes, a minimum of one 11-foot lane in each direction shall be maintained on the existing pavement or completed pavement during construction, including the MAH-7-5.52 culvert replacement. The total amount of time for all lane reductions necessary to complete the MAH-7-5.52 culvert replacement using part-width construction



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PID 98408 MAH SR 0007 03.58

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shall not exceed 7 days. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the project. Substantial traffic disruptions are not expected with the project.

Based on the project scope of work, its Path 1 Preliminary 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 roadway right-of-way.

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

ODOT District environmental staff accessed the SHPO GIS database on January 23, 2020, and in accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. 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 contained in the RMR Form completed for the project, further environmental site assessment or special materials management is 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 Ecological Review Form - Ecologically Exempt Project.pdf for the project in the Project File/Ecological/Reports 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 13.03% greater than the total project cost specified in the Eastgate Regional Council of Governments Fiscal Year (FY) 2018 - FY 2021 Transportation Improvement Program (TIP). However, based on the estimated total project cost being less than \$9,999,999 and the additional project cost not exceeding 30% of the total project cost in the TIP, a TIP amendment is not necessary for the project.

STIP Reference #

2018AM11ID0325FDCO and is
fiscally constrained.

Cultural Resources Coordination:

Minimal Potential to Cause Effect
Appendix A

Cultural Resources Coordination Date:

01/23/2020



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:

Yes



Environmental Commitments

C1

1) The project designer shall incorporate the following note into the plans. WETLANDS AVOIDANCE - MAH-7-5.52: NO EXCAVATION, GRADING, OR FILLING OPERATIONS SHALL BE PERFORMED IN THE WETLANDS DELINEATED BEYOND THE PROJECT CONSTRUCTION LIMITS AT MAH-7-5.52 AND DEPICTED IN THE PROJECT PLANS. TO PROTECT AND DELINEATE THE BOUNDARIES OF THE EXISTING RESOURCES, A FILTER FABRIC FENCE AND TEMPORARY CONSTRUCTION FENCE PER SUPPLEMENTAL SPECIFICATION 832, SHALL BE INSTALLED AT THE PROPOSED CONSTRUCTION LIMITS, MAINTAINING A ONE-FOOT BUFFER BETWEEN THE FENCE AND THE WETLAND BOUNDARIES, WHEN PRACTICABLE, PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES, INCLUDING ANY NECESSARY CLEARING AND GRUBBING ACTIVITIES, AND BE MAINTAINED BY THE CONTRACTOR THROUGHOUT PROJECT CONSTRUCTION. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE EQUIPMENT AND/OR MATERIALS IN ANY WETLANDS, ETC. ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS SECTION 107.10 (PROTECTION AND RESTORATION OF PROPERTY) PROHIBIT THE CONTRACTOR FROM CREATING STAGING AREAS NEAR STREAMS AND/OR WETLANDS.

2) The project designer shall incorporate the following note into the plans: STREAM AVOIDANCE - MAH-7-5.51 AND MAH-7-7.75: UNDER NO CIRCUMSTANCES SHALL ANY EQUIPMENT (LIFT, BACKHOE, EARTH MOVING EQUIPMENT, ETC.) AND/OR MATERIALS ENTER THE STREAM(S) AT MAH-7-5.51 AND MAH-7-7.75. NO FILL MATERIAL (INCLUDING TEMPORARY FILLS) SHALL BE PLACED BELOW THE IDENTIFIED ORDINARY HIGH WATER MARK (OHWM) OF THE STREAM(S). THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT ALL CONSTRUCTION MATERIALS, WASTE MATERIALS, WATER CHEMICALS OR OTHER SUBSTANCES USED TO CONSTRUCT THE PROJECT FROM ENTERING THE STREAM(S).



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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):

Matthew Chaney
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	1/29/2020



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Appendix

Ecological

Ecological Review Form - Ecologically Exempt Project.pdf

Cultural Resources

Project Related OES Decision - Cultural Resources.pdf

Records Check.pdf

General

USGS Quadrangle Topographical Map.pdf