



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH IR 0680 07.37 PID 103883

Environmental Document Level: C1

Approved: 4/19/2023

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

PID: 103883
Project Sponsor: DISTRICT 4-PLANNING
ODOT District: 4
Funding Source: Federal

Project Description:

The Ohio Department of Transportation (ODOT) proposes to mill and resurface 4.8 miles of mainline Interstate Route (IR) 680 from approximately Gibson Street at Straight Line Mile (SLM) 7.37 to the U.S. Route 224/IR 680 interchange at SLM 12.16 in Boardman Township and the City of Youngstown, Mahoning County. The project also proposes to mill and resurface various associated ramps within the mainline IR 680 resurfacing limits. The proposed ramp maintenance locations and activities are specified in the Project File/General/Project Information subsection as *Project Description - Ramp Maintenance Activities.pdf*.

Additional improvements proposed by this project include partial/full depth pavement repairs, linear grading, minor drainage improvements, rumble strip installations, raised pavement marker replacement and edge line/lane line/stop line/channelizing line/dotted line/other pavement marking applications.

Moreover, the project also proposes maintenance activities on the following nine (9) bridges along IR 680 within the pavement maintenance limits.

1. Structure No. MAH-680-7.91E/Structure File Number (SFN) 5007348;
2. Structure No. MAH-680-7.94/SFN 5007380;
3. Structure No. MAH-680-8.17/SFN 5007429;
4. Structure No. MAH-680-8.37/SFN 5007534;
5. Structure No. MAH-680-9.21/SFN 5007577;
6. Structure No. MAH-680-9.90/SFN 5007615;
7. Structure No. MAH-680-10.73L/SFN 5007712;
8. Structure No. MAH-680-10.73R/SFN 5007720; and
9. Structure No. MAH-680-11.80/SFN 5004853

The proposed bridge maintenance activities on these bridges are specified in the Project File/General/Project Information subsection as *Project Description - Bridge 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. On all ramps, traffic shall be maintained at all times, except for the times/durations specified in the Stage 3 Plans when various ramp closures will occur to resurface the ramps and/or complete the various bridge work. Ramp traffic will be detoured according to the Stage 3 Plans. Construction, lane restrictions/reductions and ramp closures/detours information will be posted within the project construction limits prior to the start of project construction. Lane restrictions/reductions shall not be permitted after normal working hours. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing highway rights-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 by district environmental staff using the SHPO GIS online database. 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. Therefore, 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, ODOT 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. No further coordination is required in accordance with the Section 106 Programmatic Agreement. 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



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File/ESA/Reports subsection.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the *Ecologically Exempt MAH-680-7.37.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.

Based on the proposed ramp closures/detours, ODOT conducted public/emergency services notification activities for the project.

See the public/emergency services notification activities documentation for the project in the Project File/Public

Involvement/Project Information subsection.

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 greater than the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 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
PE Environmental	
Construction	103883: 21-24 STIP
PE Detailed Design	

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:

04/04/2023

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: Brian Peck
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Supporting Form Preparer(s): Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	4/19/2023



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Appendix

General

Project Description - Bridge Maintenance Activities.pdf

Project Description - Ramp Maintenance Activities.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

Emergency and Public Services Notification List.pdf

Emergency and Public Services Notification.pdf

Project Website Snap Shot 4-19-2023.pdf

Permits

FEMA FIRM.pdf