



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

**MAH IR 0680 00.68/03.73 PID 105857**

**Environmental Document Level: C2**

**Approved: 3/24/2020**

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

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## C2

<b>PID:</b>	105857
<b>Project Sponsor:</b>	DISTRICT 4-PLANNING
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No

### Project Description:

The Ohio Department of Transportation (ODOT) plans to improve Interstate Route (IR) 680 in Austintown Township and the city of Youngstown, Mahoning County. The project proposes to rehabilitate the following bridges along IR 680,

1. Structure No. MAH-680-0.68/Structure File Number (SFN) 5006392 and
2. Structure No. MAH-680-3.73/SFN 5006759.

Specified below are the proposed rehabilitation items proposed for these structures.

MAH-680-0.68/300-foot continuous steel beam bridge with reinforced non-composite concrete deck, abutments and cap and column piers that carries Four Mile Run Road over IR 680: remove existing non-composite concrete deck and replace with a new composite concrete deck, raise superstructure to meet vertical clearance standards, remove portions of the existing abutments and convert them to semi-integral abutments, install new elastomeric bearings on raised pier caps, remove/replace approach slabs, curb and guardrail, spot paint existing steel beams, reconstruct driveway approaches, install new curb, install vandal protection fence, remove/replace sections of the storm water management system and clear/grub vegetation within 15 feet of the structure.

MAH-680-3.73/194-foot continuous steel beam bridge with reinforced non-composite concrete deck and substructure that carries Belle Vista Avenue over IR 680: remove existing structural steel and replace with new rolled galvanized structural steel, remove existing non-composite concrete deck and replace with a new composite concrete deck, remove/replace approach slabs, curb, sidewalks and railing, remove portions of the existing abutments and convert them to semi-integral abutments, install new elastomeric bearings on new pier caps, patch all unsound areas of the existing substructure, remove/replace bridge lighting, install curb ramps at adjacent intersections to meet Americans with Disabilities Act (ADA) standards, remove/replace the vandal protection fence and clear/grub vegetation within 15 feet of the structure.

The project also proposes to increase the storage length of the existing left turn lane along Belle Vista Avenue to the westbound IR 680 entrance ramp and eliminate the existing left turn lanes along Belle Vista Avenue at the Belle Vista Avenue/Manhattan Avenue and Belle Vista Avenue/Midland Avenue intersections to improve intersection sight distance and safety.



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A minimum of two lanes of traffic shall be maintained in each direction along IR 680 at all times, except when necessary to close a lane of traffic to paint the Four Mile Run bridge or construct temporary safety barrier at either location. All lane restrictions/reductions shall not be permitted after normal working hours. Traffic may also be stopped periodically along IR 680 to remove the bridge decks. Additionally, a minimum of one lane of traffic in each direction shall be maintained at all times along Four Mile Run Road, except when necessary to close the bridge over IR 680 to vehicular traffic for a maximum of seventy-five (75) consecutive calendar days to rehabilitate the bridge. The official detour route for this closure will utilize Crum Road, Meridian Road, Salt Springs Road and West Liberty Street. Moreover, a minimum of one lane of traffic in each direction shall be maintained at all times along Belle Vista Avenue, except when necessary to close the bridge to vehicular and pedestrian traffic for a maximum of one hundred twenty (120) consecutive calendar days to rehabilitate the bridge. The official vehicle detour route for this closure will utilize Wellington Avenue, Steel Street and Salt Springs Road while the official pedestrian detour route will utilize Midland Avenue, North Lakeview Avenue and Wellington Avenue. These two (2) bridge closures shall not occur simultaneously. 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.

A total of 0.020 acre of new permanent warranty deed right-of-way and a total of 0.101 acre of temporary right-of-way will be required from a total of four (4) property owners to construct the project. See the right-of-way plans for the project in the Project File/General/Project Information subsection as Final Right of Way Plans.pdf.

See continuation of the project description in the Project File/General/Project Information subsection as Project Description Continued.pdf.

**STIP Reference #**

Statewide Line Item (SLI) Number 32  
and is fiscally constrained.

**Select the appropriate project type:**

(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e). **Examples include: Railroad projects that close or relocate at-grade crossings**

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -  
a. Acquisition of more than a minor amount of right-of-way b. Residential or non-residential displacements c. A Coast Guard, Individual Section 404 and/or a Section 10 permit d. A Section 106 finding of Adverse Effect e. A Section 4(f) Programmatic or Individual Evaluation f. A finding of May Affect, Likely to Adversely Affect to Threatened and Endangered Species g. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions h. Changes in access control i. Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths) j. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers k. No minor public or agency controversy on environmental grounds ( no opposition from any organized groups or agencies and no unresolved environmental coordination ) l. If an EJ Analysis Report is required, the project must be processed as a D-level CE or higher level document For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.



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<b>Waterways:</b>	Not Present
<b>Endangered Species:</b>	Present; No finding of May Affect, Likely to Adversely Affect
<b>Endangered Species - Coordination</b>	May Affect, Not Likely to Adversely Affect
<b>Endangered Species - Coordination Date</b>	11/27/2019
<b>Endangered Species - Critical Habitat Present/Impacted</b>	
Indiana bat	
Northern long-eared bat	
<b>Endangered Species - Other Critical Habitat Present/Impacted:</b>	No
<b>100-Year Floodplain:</b>	No Encroachment Within a Special Flood Hazard Area (SFHA)
<b>Section 4(f):</b>	Not present
<b>Section 6(f):</b>	Not present
<b>Cultural Resources:</b>	Present; No Finding of Adverse Effect
<b>Cultural Resources Coordination:</b>	Minimum Potential to Cause Effect Appendix B
<b>Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date</b>	01/15/2020
<b>Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted.</b>	
Projects that meet C2 criteria are not anticipated to have impacts to the following environmental resources. If resources are present, documentation is only required if there is a potential for impacts.	
<b>Air Quality:</b>	Studies Not Required
<b>Air Quality - Coordination with OES:</b>	No
<b>Noise:</b>	Studies Not Required
<b>Noise Coordination - OES Approval Date:</b>	03/04/2020
<b>Hazardous Materials - ESA Screening Conducted</b>	Yes
<b>Hazardous Materials - OES Approval Date:</b>	10/29/2019
<b>Phase I ESA Warranted Based on Coordination with OES:</b>	No Further Studies Warranted
<b>Farmland:</b>	Urbanized Area; No Impacts in Accordance With the Farmland MOU and 7 CFR 658



**Scenic Rivers**

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No National Wild and Scenic River  
Within 1000 Feet of the Proposed  
Project Area

Projects that meet C2 criteria must be in accordance with ODOT's UP Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

**Underserved Populations**

Does Not Exceed UP Guidance  
Criteria; No UP Analysis Report  
Required and No UP Issues Raised  
During Public Involvement

**Public Involvement:**

Minimum PI Requirements Met; No  
Minor Public or Agency Controversy  
on Environmental Grounds

**Environmental Commitments**

Yes



## **Environmental Commitments**

### **C2**

1) The project designer shall incorporate the following note into the plans. ENDANGERED SPECIES HABITAT - INDIANA BAT/NORTHERN LONG-EARED BAT - MAH-680-0.68 & MAH-680-3.73 THE AFOREMENTIONED PROJECTS ARE LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED AT THESE LOCATIONS FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.



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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):**

Elizabeth Stober  
Sean Carpenter

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	3/24/2020



## Appendix

### Ecological

Coordination with ODNR and USFWS.pdf

### General

County Map.pdf

Final Right of Way Plans.pdf

### Cultural Resources

Minimal Potential to Cause Effect - Appendix B

### General

Project Description Continued.pdf

### Ecological

USFWS Comments Consult Form MAH-680-0.68 PID 105857.pdf

USFWS Comments Consult Form MAH-680-3.73 PID 105857.pdf

### General

USGS Quadrangle Topographical Map.pdf

### Other Resources

Youngstown OH-PA Urban Area Boundary Map.pdf

### Underserved Populations

Census Mapping.pdf

### Public Involvement

Correspondence with Stakeholders.pdf

District Website Posting - Update.pdf

District Website Posting.pdf

Emergency and Public Services Notification - Update.pdf

Emergency and Public Services Notification List.pdf

Emergency and Public Services Notification.pdf

### Permits

FEMA FIRM.pdf

### Public Involvement

News Article - WFMJ.pdf



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Press Release - Update.pdf

Press Release.pdf

Property Owner Notification Letter for right-of-entry.pdf

Property Owner Notification Letter for right-of-way.pdf

Public Notification Mailing List.pdf

**Underserved Populations**

Underserved Populations Documentation Form.pdf