



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH McGaffney Street Extension PID 104651

Environmental Document Level: D1

Approved: 5/9/2019

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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 11, 2015, and executed by FHWA and ODOT.

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Project Type

Please check all of the following actions that apply (Must check at least one):

(7) Approvals for changes in access control.

(13) Actions described in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints listed in 23 CFR 771.117(e). (a) Project types that exceed thresholds in Appendix A (b) Project types that exceed thresholds in Appendix B



General Project Information

Project, Cost Schedule and Work Limits

Environmental Document Level:	D1
PID:	104651
Project Name:	MAH McGaffney Street Extension
Project Sponsor:	Lowellville, Village of
ODOT District:	4
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	No
STIP Reference #:	2018stipID0209FDCO and is fiscally constrained.
The next phase of the proposed project is listed on the STIP	Yes
The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications	Yes
Planning and Engineering:	\$7,650.00
Right of Way:	\$0.00
Construction:	\$500,000.00
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No

Project Description:

The village of Lowellville received funding through the Appalachian Regional Commission (ARC) to extend W. McGaffney Street in the village of Lowellville, Mahoning County. The project proposes to construct, in two phases, a northwestern extension of W. McGaffney Street for approximately 1250 feet (approximately 0.24 mile) from its current northwestern terminus located 400 feet northwest of the McGaffney Street/Washington Street intersection. Phase I, to be constructed in summer 2019, will consist of a 600-foot extension of W. McGaffney Street with a temporary 50-foot (25-foot radius) gravel turnaround at its western terminus. Although currently unfunded, Phase II proposes an additional 650-foot extension of W. McGaffney Street with removal of the interim 40-foot (130' diameter) gravel turnaround and construction of a permanent turnaround (size to be determined during the Phase II detailed design phase) at its western terminus. Each phase will provide access to several large vacant tracts of land zoned for industrial use on the site of a former steel



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corporation. Both phases of the W. McGaffney Street extension will consist of two 12-foot lanes with new curb and gutter and a 12-inch/18-inch diameter concrete pipe storm sewer facility with new catch basins and underdrains. The eastern end of the new storm sewer facility will terminate at a proposed junction box that will replace a 20-foot section of an existing stone lined concrete box culvert. A new 48-inch reinforced concrete circular pipe is also proposed to be installed between the existing stone walls with void space backfilled with low strength mortar within the existing box culvert. The existing stone headwalls and top slab of the box culvert will be removed to accommodate the new circular pipe. Additional improvements proposed by the project include grading, new ditches with ditch erosion protection mats, an 8-inch sanitary sewer, new headwalls, a commercial concrete driveway apron with drop curb and fence replacement. Project mapping can be found in the Project File/General/Project Information subsection as County Map.pdf, USGS Quadrangle Topographical Map.pdf and Aerial Map.pdf.

During project construction, a minimum of one ten (10)-foot lane of traffic shall be maintained on the existing W. McGaffney Street. Road closures and detours are not proposed to construct the project. Access shall be maintained to all properties during project construction. Substantial traffic disruptions are not expected with the project.

The project will be constructed on a tract of land owned by the village of Lowellville. Therefore, new permanent and/or temporary rights-of-way will not be required to construct this project.

The project was coordinated with all potentially effected utility companies and will continue to be coordinated throughout construction. The Stage 3 plans identifies the potentially affected utilities and contact information.

Environmental site assessment (ESA) studies were completed for the project study area. Based on results of the Regulated Material Review (RMR) Screening, Assessment and Investigation performed for the project, further environmental site assessment or special material management is not warranted for the project. See the RMR documentation for the project in the ESA Tab and the Project File/ESA section.

No properties listed in or determined eligible for listing in the National Register of Historic Places (NRHP) or other substantive cultural resources were identified in the project study area and a finding of "no historic properties affected" is applicable to the project. See the cultural resources documentation for the project in the Cultural Resources Tab and the Project File/Cultural Resources section.

The project will permanently impact 50 linear feet and temporarily impact 10 linear feet of one stream, an unnamed tributary to the Mahoning River, as a result of a new junction box installation, new headwall construction and new 48-inch reinforced concrete circular pipe installation between the existing stone walls of the box culvert. Moreover, the project is located within the Eastern Management Unit as defined by the 2016 Programmatic Agreement/Biological Opinion for the Federally-listed Indiana Bat (*Myotis sodalis*) and Northern Long-Eared Bat (*Myotis septentrionalis*) and will remove approximately 0.272 acre of suitable wooded habitat for these species. The project meets CC1 and may affect but is not likely to adversely affect these species. The project will not impact any other state or federally-listed threatened or endangered species. See the ecological documentation for the project in the Ecological Tab and the Project File/Ecological section.



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The project will not impact any other environmentally sensitive resources within the project study area.

Public involvement was conducted for the project, including publication of articles in the Business Journal, a multi-platform news journal serving Mahoning, Trumbull and Columbiana Counties in Ohio as well as Mercer and Lawrence Counties in Pennsylvania, a village of Lowellville website posting, project notification letters and a project press release submitted to local media outlets. The project notification letter and project press release allowed for a 30-day comment period. Public comments were not received during the public comment period for the project. No environmental controversy on environmental grounds was identified for the proposed transportation improvement project. See the public involvement documentation for the project in the Public Involvement Tab and the Project File/Public Involvement section.

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 1.8% 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 \$2,999,999 and the additional project cost not exceeding 50% of the total project cost in the TIP, a TIP amendment is not necessary for the project.

Limits of Proposed Work:	McGaffney Ave extension
Start (SLM):	6+25 (Phase 1)
End (SLM):	13+50 (Phase 1)
Total Work Length (Miles):	0.23
Roadway Character	

Roadway Character

Route Number: CR00500

Functional Classification:	Collector (Urban)
Current Average Daily Traffic:	N/A
Current Average Daily Traffic Year:	N/A
Design Year Average Daily Traffic:	827
Design Average Daily Traffic Year:	N/A
Daily Hourly Volume:	N/A
Truck %:	8
Setting:	Rural



Topography:

Hilly

	Existing:	Proposed:
Design Speed (MPH):	30	30
Legal Speed (MPH):	25	25
Number of Lanes:	N/A	2
Type of Lanes:	N/A	Pavement
Pavement Width (ft):	N/A	24
Shoulder Width (ft):	N/A	N/A
Median Width (ft):	N/A	N/A
Sidewalk Width (ft):	N/A	N/A

No bridge data for PIDs associated with this CE Form

Maintenance of Traffic During Construction

- A roadway, bridge or ramp closure is required** No
- A temporary bridge or roadway is proposed** No
- A detour is required for the proposed project** No
- The proposed MOT substantially impacts sensitive environmental resources** No
- Substantial controversy is associated with the proposed MOT** No
- Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc.** Yes

Remarks:

During project construction, a minimum of one ten (10)-foot lane of traffic shall be maintained on the existing W. McGaffney Street. Road closures and detours are not proposed to construct the project. Access shall be maintained to all properties during project construction. Substantial traffic disruptions are not expected with the project.

Public involvement was conducted for the project, including publication of articles in the Business Journal, a multi-platform news journal serving Mahoning, Trumbull and Columbiana Counties in Ohio as well as Mercer and Lawrence Counties in Pennsylvania, a village of Lowellville website posting, project notification letters and a project press release submitted to local media outlets. The notification letter and press release allowed for a 30-day comment period. Public comments were not received during the public comment period for the project. No environmental controversy on environmental grounds was identified for the proposed transportation improvement project. See the public involvement documentation for the project in the Public Involvement tab and the Project File/Public Involvement section.

Are there any Environmental Commitments? No

Right of Way and Utility Involvement



The project requires Permanent Right-of-Way	No
The project requires Permanent Easement(s)	No
The project requires Temporary Right-of-Way	No
Number of parcels impacted by Permanent Right-of-Way:	0
Right of Way and Utility Involvement	
Number of parcels impacted by Temporary Right-of-Way:	0
Approximate acreage of Permanent Right-of-Way needed:	0
Approximate acreage of Temporary Right-of-Way needed:	0
Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area	Yes
Large scale transmission facilities are located within the project area	No
Private utility easements are located within the project area	Yes
The existing private utility easement will be impacted by the project	Yes
Coordination with identified utilities has been initiated and/or completed	Yes

Remarks:

The project will be constructed on a tract of land owned by the village of Lowellville. Therefore, new permanent and/or temporary rights-of-way will not be required to construct this project.

Five (5) utility companies have utilities in the project construction limits. The utilities to be relocated include Ohio Edison (electric), Aqua Ohio, Inc. (water), AT&T (communications), Dominion East Ohio Gas Company and the Lowellville Sanitary and Sewer Division. The project was coordinated with all utility companies during the detailed design phase and utility coordination will continue throughout project construction. Existing utilities will not be permanently removed to construct the project.



Purpose & Need

Purpose & Need

Project History:

The village of Lowellville, Ohio, seeks to fulfill its long-term plan to establish an approximate 364-acre industrial park with new access to a designated brownfield property and undeveloped land located northwest of W. McGaffney Street for economic development. The future Lowellville industrial park will initially pursue development on 40+ acres, based on completed environmental tasks, with an additional 324 acres of property available for development, pending completion of applicable environmental activities, for a potential industrial park of 364 total acres. Additional transportation infrastructure is necessary to advance this future industrial park in Lowellville. Federal, state and local officials who represent the area, the Youngstown-Warren Regional Chamber of Commerce, the CASTLO Community Improvement Corporation and the Lowellville Business Association have previously expressed support for an industrial park and associated transportation infrastructure improvements in the village.

Meanwhile, the village of Lowellville is currently developing a planning document identified as the Lowellville Comprehensive Plan. This comprehensive plan includes language and figures that illustrate expanding development within the area known as the Lowellville Industrial Park that is, in part, reliant upon McGaffney Street transportation infrastructure improvements. McGaffney Street transportation infrastructure improvements are featured in the currently unpublished Lowellville Comprehensive Plan.

Furthermore, a local business has also previously expressed interest to build a new facility at a future Lowellville industrial park. Federal funding in the form of an Appalachian Regional Commission (ARC) Grant was secured to support transportation infrastructure construction in an effort to promote economic development in Lowellville. This ARC Grant application was submitted by Lowellville in February 2016 and the ARC approved it in August 2016. See the ARC Grant application in the Project File/Purpose and Need/Existing and Future Conditions subsection and the ARC approval correspondence in the Project File/Purpose and Need/Project Information subsection.

Purpose Statement:

The purpose of the transportation improvement is to establish new access to a designated brownfield property and undeveloped land located in proximity to W. McGaffney Street in the village of Lowellville for an industrial park in an effort to promote economic development in Lowellville.

Need Element(s):

Industrial parks are proven economic drivers for communities. Businesses make decision about site selection located in areas with immediate availability of infrastructure and affordable land. Currently, the village of Lowellville has limited accessible locations for industrial development. The available undeveloped land



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located in proximity to W. McGaffney Street is considered a prime site for a future industrial park in Lowellville with 13 acres available for industrial development and potential for access to 80 additional acres for further industrial development. However, presently, this available undeveloped land does not have any transportation infrastructure to access it, thereby, restricting its potential to promote economic development.

Establishment of additional transportation infrastructure from the existing northwestern terminus of W. McGaffney Street would introduce and promote access to the existing available undeveloped land located in proximity to W. McGaffney Street and facilitate vehicular travel between this land and U. S. Route 224, a major east-west route, via E. Jackson Street/Lowellville Road. Moreover, upon completion of transportation infrastructure improvements, private investment would increase revenues to the village, schools and taxing districts and encourages business diversification of the local economy.

Penn Ohio Sealing Company, a full-service asphalt paving and maintenance company with its office in the village of Lowellville, has committed to develop a new facility along W. McGaffney Street, relocate 35+ employees to Lowellville. Future development by the Penn Ohio Sealing Company could include expansion further into other areas of the future industrial park along W. McGaffney Street and subsequent new job creation.

Goals and Objectives:

Not applicable.

Summary Statement:

In summary, the purpose of the transportation improvement is to establish new access to a designated brownfield property and undeveloped land located in proximity to W. McGaffney Street in the village of Lowellville for an industrial park in an effort to promote economic development in Lowellville based on the absence of transportation infrastructure and, consequently, the lack of access to this available undeveloped land.

Logical Termini and Independent Utility:

The logical termini for the transportation improvement are established on the basis of the available designated brownfield property/undeveloped land located northwest of W. McGaffney Street and the existing W. McGaffney Street northwestern terminus.

The proposed transportation improvement does not depend on any other transportation improvement to meet the established Purpose and Need. Additionally, this transportation improvement is independent of any other transportation improvement in the area and is not part of any system linkage or long-range transportation plan. Therefore, independent utility is established for this transportation improvement.



Alternatives

Alternatives

Discuss No Build Alternative:

The No Build alternative proposes no transportation infrastructure improvements that would establish new access to a designated brownfield property and undeveloped land located northwest of W. McGaffney Street in the village of Lowellville for an industrial park in an effort to promote economic development in Lowellville. The No Build alternative does not satisfy the purpose and need for the project. Therefore, it was dismissed from further consideration.

Was a Feasibility Study completed?

No

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Alternative 1 / Build Alternative / Culvert Design	Construct the transportation improvement.	N/A - Not Dismissed	Yes
No Build	The No Build alternative proposes no transportation infrastructure improvements that would establish new access to a designated brownfield property and undeveloped land located northwest of W. McGaffney Street in the village of Lowellville for an industrial park in an effort to promote economic development in Lowellville.	The No Build alternative does not satisfy the purpose and need for the project.	No

Discuss Reasons Alternative Identified as Preferred was selected:

Alternative 1/Build Alternative/Culvert Design proposes to construct a northwestern extension of W. McGaffney Street for approximately 1250 feet (approximately 0.24 mile) and other associated transportation



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infrastructure improvements from its current northwestern terminus located 400 feet northwest of the McGaffney Street/Washington Street intersection. This alternative was selected as the Preferred Alternative because it satisfies the purpose and need for the project to establish new access to a designated brownfield property and undeveloped land located in proximity to W. McGaffney Street in the village of Lowellville for an industrial park in an effort to promote economic development in Lowellville.



Air

Mobile Source Air Toxics (MSATs)

Sensitive Areas are located within approximately 500' of the proposed project area

No

Remarks:

Although this street extension project is identified as a new road on new alignment, the project plans show the proposed street extension terminating at a proposed cul-de-sac. In addition, this project does not add capacity and is not a new interchange. It is not anticipated to result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility or any other factor that would cause an increase in emissions impacts relative to the No-Build alternative. As such, FHWA has determined this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs. Coordination with ODOT Office of Environmental Services (OES) was completed for the project on January 11, 2017, with ODOT-OES stating no air studies are required for the project. See the ODOT-OES correspondence, dated January 11, 2017, for the project in the Project File/Air/Coordination subsection as OES Approval - No Air Analysis Required.pdf.

Particulate Matter 2.5 (PM2.5)

The proposed project is in an air quality non-attainment or maintenance area

No

Remarks:

The project is located in Mahoning County, a PM 2.5 Attainment Area. Therefore, a PM2.5 analysis is not required for the project. Coordination with ODOT Office of Environmental Services (OES) was completed for the project on January 11, 2017, with ODOT-OES stating no air studies are required for the project. See the ODOT-OES correspondence, dated January 11, 2017, for the project in the Project File/Air/Coordination subsection as OES Approval - No Air Analysis Required.pdf.

Carbon (CO)

The State of Ohio is in attainment for CO at this time and no coordination or analysis is required

Ozone

The proposed project is in an Ozone non-attainment or maintenance area

No



The proposed project is listed on the TIP

Yes

Remarks:

Mahoning County is not within an ozone maintenance or non-attainment area. Mahoning County is located within a Metropolitan Planning Organization (MPO), the Eastgate Regional Council of Governments (Eastgate). The project is listed in the Eastgate Fiscal Year (FY) 2018 - FY 2021 Transportation Improvement Program (TIP). The project is also listed in the ODOT Fiscal Year (FY) 2018 - FY 2021 State Transportation Improvement Program (STIP). Eastgate was notified that since the Eastgate region is a 1997 Ozone standard maintenance area, with 2009 and 2018 (MOBILE based) budgets, and the region is also a 2008 Ozone standard attainment area, effective July 20th, 2013, the 1997 Ozone standard was revoked for conformity purposes. Accordingly, the Eastgate TIP no longer needs to demonstrate transportation conformity.

Therefore, the project does not require ozone studies or agency coordination. Coordination with ODOT Office of Environmental Services (OES) was completed for the project on January 11, 2017, with ODOT-OES stating no air studies are required for the project. See the ODOT-OES correspondence, dated January 11, 2017, for the project in the Project File/Air/Coordination subsection as OES Approval - No Air Analysis Required.pdf.

Environmental Commitments

Are there any environmental commitments?

No



Noise

Noise

Noise Sensitive Areas located within approximately 500' of the proposed project area No

Remarks:

Although this street extension project is identified as a new road on new alignment, the project plans show the proposed street extension terminating at a proposed cul-de-sac. Noise sensitive receptors were not identified within 500 feet of the project study area. Therefore, a noise analysis is not required for the project. Coordination with ODOT Office of Environmental Services (OES) was completed for the project on January 11, 2017, with ODOT-OES stating no noise studies are required for the project. See the ODOT-OES correspondence, dated January 11, 2017, for the project in the Project File/Noise/Coordination subsection as OES Approval - No Analysis Required.pdf.

Environmental Commitments

Are there any environmental commitments? No



ESA

Does the project require any Permanent ROW or Easement?: No
Does the project require any temporary ROW?: No

ESA

ESA Screening Report was completed by District Staff Yes
Date when It was completed 06/11/2018

Remarks:

The ESA Regulated Materials Review (RMR), in accordance with the RMR Screening Guidelines (ODOT 2019), was completed for the project to determine the likelihood of regulated materials within the project study area. An aerial photography review, a regulatory database review and a site inspection were completed for the project study area. The project study area included vacant lots of a razed former steel processing plant. Based on review of the RMR information, ODOT-OES determined a RMR Assessment (Phase I ESA) is warranted for the project study area because it is part of the Sharon Steel plant both currently and in the past and aerials show the project study area was actively used as part of the steel plant. See the ODOT-OES decision document email correspondence, dated June 27, 2018, about the RMR information for the project in the Project File/ESA/Coordination subsection as OES Recommendations - RMR.pdf.

Behr Geo Environmental LLC completed the RMR Assessment for the project. Upon review of the RMR Assessment (Phase I ESA), ODOT-OES determined a RMR Investigation (Phase II ESA) is warranted for the project study area. See the ODOT-OES decision document email correspondence, dated July 13, 2018, about the RMR Assessment (Phase I ESA) for the project in the Project File/ESA/Coordination subsection as OES Recommendations - Phase I.pdf.

A RMR Investigation (Phase II ESA) was completed for the project. Upon review of the RMR Investigation (Phase II ESA), ODOT-OES determined no further environmental site assessment/RMR or special material management is warranted for the project. See the ODOT-OES decision document email correspondence, dated November 28, 2018, about the RMR Investigation (Phase II ESA) for the project in the Project File/ESA/Coordination subsection as OES Recommendations - Phase II.pdf. Also see the RMR (ESA) reports and associated documentation for the project in the Project File/ESA/Reports and Project Information subsections.

Following the completed RMR tasks, the village of Lowellville did not engage the aid of a certified professional for the purpose of completing a No-Further-Action (NFA) letter, as described under OAC 3745-300-13. See the village of Lowellville correspondence, dated May 3, 2019, for the project in the Project File/ESA/Project Information subsection.



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According to the IOC from OES does the project require any Environmental Commitments (plan notes and/or other coordination)?

No



Cultural Resources

Cultural Properties Present

Please describe all of the efforts made to identify Historic Properties (including lit review, field investigation, etc.):

On July 20, 2018, a Section 106 Scoping Request Form was completed for the project and uploaded to EnviroNet project file. See the Section 106 Scoping Request Form for the project in the Project File/Cultural Resources/Project Information subsection as Section 106 Scoping Request Form.pdf. ODOT-OES archaeological staff conducted a literature review and records check for the project, in addition to performing a site visit on August 23, 2018. A Phase I Cultural Resources Study (Short Report Format) was completed by ODOT for the project during January 2019. This report can be found in the Project File/Cultural Resources/Reports subsection as Phase I Archaeology.pdf.

Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800? No

OES Approval/OSHPO Concurrence Date: 01/04/2019

Remarks:

In accordance with Stipulation V(C)(2) of the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio SHPO and ACHP, executed November 08, 2017 (Agreement No. 19319), ODOT-OES determined "no historic properties affected" as the appropriate finding for the road extension project based on the following:

1. No significant archaeological resource occurs within the APE.
2. No significant history/architecture resource occurs within the APE.

This completes the Section 106 review and no further cultural resource investigation is required for the project pending completion of a 15-day review and comment period at the SHPO. ODOT-OES did not receive any comments on nor objections to the project from the SHPO within the 15-day review/comment period for the project. See the ODOT-OES Section 106 Effect Determination correspondence, dated January 4, 2019, for the project in the Project File/Cultural Resources/Coordination subsection as OES Section 106 Effect Determination.pdf.

What is the Section 106 effect determination in the OES Transmittal? No Historic Properties Affected

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Tribal Consultation

Tribal Consultation Summary/Remarks:



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The Miami Tribe of Oklahoma offered no objection to the project as it is not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, as this site is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. See the Miami Tribe of Oklahoma correspondence, dated January 31, 2019, with its comments on the project in the Project File/Cultural Resources/Coordination subsection as Tribal Comments.pdf.

Environmental Commitments

Are there any Environmental Commitments?

No



Ecological

ESR

Has an ESR been completed? Yes

Date ESR was completed: 10/31/2018

Wetlands

Are Wetlands Present? No

Remarks:

A Level 1 Ecological Survey Report (ESR), dated 10/02/2018, was prepared by ASC Group, Inc., for the project. Wetlands were not identified within the project study area. The project will not impact any wetlands. See the Level 1 ESR for the project in the Project File/Ecological/Reports subsection as Level 1 Ecological Survey MAH-McGaffney Ave Ext PID 104651.pdf.

Streams & Rivers

	Present:	Impacted:
Streams and Rivers:	Yes	Yes
National Scenic River:	No	
State Scenic River:	No	
Sec 9:	No	
Sec 10:	No	

Impacted Streams and Rivers

Stream Name	Total Linear feet Impacted	QHEI	Aquatic Life Use Designation
UNT to Mahoning River	50	40	Limited Resource Water (LRW)

Total Linear feet Impacted: 50

Remarks:

A Level 1 Ecological Survey Report (ESR), dated 10/02/2018, was prepared by ASC Group, Inc., for the project. Based on field investigations associated with the Level 1 ESR, a single stream, an unnamed tributary to the Mahoning River, was identified within the project study area. See the Level 1 ESR for the project in the Project File/Ecological/Reports subsection as Level 1 Ecological Survey MAH-McGaffney Ave Ext PID 104651.pdf.



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The project will permanently impact 50 linear feet of this unnamed tributary to the Mahoning River as a result of a new junction box installation, new headwall construction and new 48-inch reinforced concrete circular pipe installation between the existing stone walls of the box culvert. To facilitate the proposed culvert improvements, dewatering activities in the form of a temporary access fill (TAF) will be required within the stream channel on the inlet side of the culvert. This TAF will temporarily impact 10 linear feet of the unnamed tributary to the Mahoning River. The temporary stream impact to construct the TAF will be overlapped by the permanent stream impact to construct the proposed culvert improvements.

Other Surface Waters

	Present:	Impacted:
Reservoirs:	No	
Lakes:	No	
Ponds:	No	
Storm Water Management Facility:	No	
Jurisdictional Ditch:	No	
Other (If selected please explain in remarks):	No	

Remarks:

A Level 1 Ecological Survey Report (ESR), dated 10/02/2018, was prepared by ASC Group, Inc., for the project. Based on field investigations associated with the Level 1 ESR, other surface waters were not identified within or adjacent to the project study area. The project will not impact any other surface waters. See the Level 1 ESR for the project in the Project File/Ecological/Reports subsection as Level 1 Ecological Survey MAH-McGaffney Ave Ext PID 104651.pdf.

Terrestrial Habitat

	Present:	Impacted:
Terrestrial Habitat:	Yes	Yes
Unique or high Quality:	No	

Remarks:

A Level 1 Ecological Survey Report (ESR), dated 10/02/2018, was prepared by ASC Group, Inc., for the project. Based on field investigations associated with the Level 1 ESR, the proposed project area is within vacant land that was once occupied by industrial land uses. Land use southeast of the project along with the existing portion of W. McGaffney Avenue is developed commercial land. Approximately 0.268 acre of developed, high-intensity land, 0.947 acre of grassland and 1.252 acres of upland forest habitats will be impacted by the project. Unique, rare or high-quality habitats do not exist within and/or adjacent to the project study area. See the Level 1 ESR for the project in the Project File/Ecological/Reports subsection as Level 1 Ecological Survey MAH-McGaffney Ave Ext PID 104651.pdf.



Threatened or Endangered Species

	Present:	Impacted:
Within the known range of a Federal Species?	Yes	No
Federal Species/habitat found within the project area?	Yes	Yes
Within the known range of a State Species?	Yes	No
State Species/habitat found within the project area?	Yes	Yes

Remarks:

A Level 1 Ecological Survey Report (ESR), dated 10/02/2018, was prepared by ASC Group, Inc., for the project. Mahoning County is within the known range of the following Federal and State-listed species:

Indiana Bat (*Myotis sodalis*), Federal Endangered/Northern Long-Eared Bat (*Myotis septentrionalis*), Federal Threatened - A field review of the project study area on June 18, 2018, did not identify any portals, openings, cracks, or crevices in rock outcrops that may be an entrance to a cave or mine that would be considered suitable winter hibernacula for bats. Suitable wooded habitat (SWH) for these species was observed within the project study area, including within the construction limits.

During the field review on June 18, 2018, a cleared swath measuring 25-feet in width by approximately 736-linear feet in length was noted within the project construction limits. A follow-up field review was conducted on August 14, 2018, by ODOT District 4 Environmental Section personnel. The follow-up field review by the District confirmed no SWH for the Indiana and Northern Long-Eared bats was removed, and no streams, wetlands or other sensitive ecological resources were disturbed as a result of the grubbing activities performed by Lowellville personnel for the consultant to gain access to perform the geotechnical soil borings. The new disturbance, limited to shrub removal and grading, is limited to an area that was previously disturbed by an access drive/path, grubbing, grading and piles of slag, asphalt, bricks, debris and building foundation debris from the demolition of the Lowellville Furnace in the 1960's. Following the coordination with ODOT District staff and their field work on 8/14/2018 it was determined that 0.272 acre of SWH will be cut/removed for the project. Therefore, the Effect Determination for the project, as completed by ODOT-OES, is "may affect, not likely to adversely affect" on the Indiana Bat (*Myotis sodalis*) and the Northern Long-Eared Bat (*Myotis septentrionalis*).

Bald Eagle (*Haliaeetus leucocephalus*), Federal Species of Concern - A field review of the project study area did not identify any potential Bald Eagle nests within or adjacent to the project study area. According to a response from the Ohio Department of Natural Resources (ODNR) in June 2018, known Bald Eagle nests are not reported within a 0.5-mile radius of the project. Additionally, no potential foraging habitat is located within the project study area. Therefore, the Effect Determination for the project, as completed by ODOT-OES, is "no effect" on the Bald Eagle (*Haliaeetus leucocephalus*).

Eastern Massasauga Rattlesnake (*Sistrurus catenatus*), Federal Threatened - The project study area is located within a United States Fish and Wildlife Service (USFWS) Eastern Massasauga range polygon. However, no individuals were observed during the field review on June 18, 2018. No records exist for this species within a



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1-mile radius of the project study area. Moreover, potential habitat for this species was not observed in the project study area. Therefore, the Effect Determination for the project, as completed by ODOT-OES, is "no effect" on the Eastern Massasauga Rattlesnake (*Sistrurus catenatus*).

Northern harrier (*Circus cyaneus*), State Endangered - Based on the June 18, 2018, field review, suitable habitat for this species is not located within the project study area. Therefore, the Impact Determination for the project is "no impact" on the Northern harrier (*Circus cyaneus*).

See the Level 1 ESR for the project in the Project File/Ecological/Reports subsection as Level 1 Ecological Survey MAH-McGaffney Ave Ext PID 104651.pdf.

Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	Yes	10/31/2018
United States Fish and Wildlife Service (USFWS):	Yes	11/09/2018
Ohio Environmental Protection Agency (OEPA):	No	
United States Army Corps of Engineers (USACE):	No	
ODNR State Scenic River:	No	
National Park Service (NPS) National Scenic River:	No	

Remarks:

Based on review of the Level 1 ESR for the project, ODOT-OES determined this project meets the USFWS batched concurrence for effects that "may affect, but are not likely to adversely affect" a federally listed bat species. Per the OH PBO, no further consultation with USFWS on the federally listed bats is necessary on these CC1 activities. On October 31, 2018, in accordance with the *Memorandum of Agreement Between the Ohio Department of Transportation, The Ohio Department of Natural Resources, and the United States Fish and Wildlife Service for Interagency Coordination For Projects Which Require Consultation Under the Endangered Species Act, Impact State Listed Species, and/or Modify Jurisdictional Waters 2016* (Ecological MOA), ODOT-OES notified the USFWS and ODNR of the October 2018 Ecological Coordination - Grouped Consultation Notification that included the MAH-McGaffney Ave Ext; PID 104651; project. See the ODOT-OES October 2018 Ecological Coordination - Grouped Consultation Notification email correspondence, dated October 31, 2018, for the project in the Project File/Ecological/Coordination subsection as Coordination with ODNR and USFWS.pdf.

In an email correspondence, dated November 9, 2018, USFWS concurred this project did not require project-specific review for the month of October 2018 Grouped Consultation Package. See the USFWS email correspondence, dated November 9, 2018, for the project in the Project File/Ecological/Coordination subsection as USFWS Comments Consult Form MAH-McGaffney Ave Ext PID 104651.pdf.

In accordance with Section IID (Comments and Environmental Commitments) of the Ecological MOA, ODOT District 4 Environmental Section personnel evaluated whether the conditions in the agreement are applicable, appropriate, and/or feasible for this project by preparation of the Response to ODNR and USFWS Comments, dated March 26, 2019. See the Response to ODNR and USFWS Comments, dated March 26,



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2019, for the project in the Project File/Ecological/Project Information subsection as ODOT Disposition of Agency Comments.pdf.

Are there any environmental commitments?

Yes



Other Resources

Farmlands

Farmlands

The proposed project is located within an Urbanized Area Yes

The proposed project is located in an area that is in or committed to urban development or water storage and is therefore not subject to the Farmland Policy Protection Act (FPPA) in accordance with 7 CFR 658. No further coordination is required.

Remarks:

Based upon review of appropriate mapping, the project is located within an urbanized area. Therefore, completion of the Farmland Conversion Impact Rating (FCIR) Form is not warranted and no further coordination is required for the project.

Are there any environmental commitments? No

Drinking Water

The proposed project is wholly or partially located within the USEPA designated boundaries of a Sole Source Aquifer No

	Present:	Impacted:
The proposed project is wholly or partially located within the OEPA designated boundaries of a Source Water Protection Area	No	

Coordination with the Local Public Water Administrator is required No

	Present:	Impacted:
Residential Wells are present	No	

Remarks:

ASC Group, Inc. personnel reviewed the Ohio EPA Division of Drinking and Ground Waters mapping and searched ODNR well logs for drinking water resources in the project study area. Based on review of this mapping and information, public water system wells/intakes, drinking water source protection areas, sole source aquifers and residential wells are not located within the project study area. The project will not impact



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any drinking water resources. See the drinking water resources mapping for the project in the Project File/Other Resources/Drinking Water subsection.

Are there any environmental commitments?

No



Section 4(f)

Section 4(f) Determination

Section 4(f) properties are within and/or adjacent to the proposed project area No

Identified Section 4(f) Properties

Remarks:

Based on review of available mapping and the ODOT-OES Section 106 Effect Determination correspondence, dated January 4, 2019, for the project, publicly owned parks, recreational areas, waterfowl/wildlife refuges or properties listed in or eligible for listing in the National Register of Historic Places (NRHP) are not located within the project study area. The project will not impact any Section 4(f) resources. See the project mapping and the ODOT-OES Section 106 Effect Determination correspondence, dated January 4, 2019, for the project in the Project File/General/Project Information subsection and the Project File/Cultural Resources/Coordination subsection, respectively.

Are there any environmental commitments? No



Section 6(f)

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

Based on review of the Land and Water Conservation Fund (LWCF) listing maintained by the National Park Service, Section 6(f) properties are not located within the project study area. The project will not impact any Section 6(f) resources. See the LWCF project listing for Mahoning County in the Project File/Section 6(f)/Project Information subsection as LWCF Grant Listing.pdf.

Are there any environmental commitments?

No



Community Impacts

Community Impacts

Will the proposed action comply with the local/regional development patterns for the area? Yes

Remarks:

The proposed project is consistent with local development patterns and zoning regulations for the area. The proposed project will benefit the village of Lowellville and surrounding community by establishing new access to a designated brownfield property and undeveloped land located in proximity to W. McGaffney Street in the village of Lowellville for an industrial park in an effort to promote economic development in Lowellville.

Will the proposed action result in substantial negative impacts to community cohesion? No

Remarks:

The proposed improvements will not result in negative impacts to community cohesion.

Will the proposed action result in indirect or cumulative impacts? Yes

Remarks:

The purpose of the transportation improvement is to establish new access to a designated brownfield property and undeveloped land located in proximity to W. McGaffney Street in the village of Lowellville for an industrial park in an effort to promote economic development in Lowellville.

Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities? No

Remarks:

During project construction, a minimum of one ten (10)-foot lane of traffic shall be maintained on the existing W. McGaffney Street. Road closures and detours are not proposed to construct the project. Access shall be maintained to all properties during project construction. Substantial traffic disruptions are not expected with the project.

The Lowellville Fire Department, Station 31, is located on W. McGaffney Avenue. Questions or concerns were not raised by the Fire Department as a result of the public involvement activities conducted for the project. Substantial impacts to police, fire, emergency services, public utilities, health and educational facilities, religious institutions, public transportation or pedestrian/bicycle facilities will not occur during project construction.



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Will the proposed action displace residents, businesses, institutions or farms?

No

Remarks:

The project will not displace any residents, businesses, institutions or farms.

Are there any Environmental Commitments?

No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
390998111001	4	40

Are Underserved Populations located within and/or adjacent to the proposed project area?	Yes
Are there any relocations?	No
Will there be changes to access?	Yes
Will access to shopping, bus stops, schools, jobs, recreational resources, community centers, etc. be diminished or completely restricted on a permanent basis for an Underserved Population?	No
Will man-made dividers such as an overpass, bridge, 4-lane or greater roadway or railroad negatively impact the extent to which a community feels connected or cohesive for an Underserved Population?	No
Will access to or use of the transportation improvement be denied to any Underserved Populations (for reasons such as cost to use, ability to access, etc.)?	No
Will the proposed project result in unanticipated additional impacts to any Underserved Populations?	No
Were any concerns related to impacts on Environmental Justice Populations or any other unique factors that could result in a disproportionately high and adverse effect raised during public involvement?	No
Were any concerns related to impacts on Title VI Populations or any other unique factors that could result in a disparate impact raised during Public Involvement?	No
Were any concerns or any other unique factors that could result in an impact to any of the other Underserved Populations (Limited English Proficiency, Older Adults, or Individuals with Disabilities) raised during Public Involvement?	No

Remarks:

The proposed alignment for the project is located on vacant land and is not adjacent to any structures.

The Census Block Group for this project refers to the entire village of Lowellville, not specifically to the location of the project within the village. Although the Census Block data identifies the presence of an underserved population, the project will have no disproportionately high or adverse effects to minority or low-income populations or disparate impacts to a Title VI population based upon the table above, the attached mapping and the answers to the above questions. No concerns related to impacts on Environmental Justice or Title VI populations were raised as a result of public involvement activities conducted for the project. Therefore, in accordance with the protections of Executive Order 12898, FHWA Order 6640.23A and Title VI



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of the Civil Rights Act of 1964, no further analysis is required for the project. See census mapping for the project in the Project File/Underserved Populations/Project Information subsection as Census Mapping.pdf.

The project will have no substantial impacts to Limited English Proficiency, Older Adults, and Individuals with Disabilities Populations based upon the table above, the attached mapping and the answers to the above questions. No concerns related to impacts on these Underserved Populations were raised as a result of the public involvement activities conducted for the project. Therefore, in accordance with the protections of the Age Rehabilitation Act of 1973, Discrimination Act of 1975, Americans with Disabilities Act of 1990, and Executive Order 13166, no further analysis is required for the project.

Based on the above findings, an Underserved Populations Impact Analysis Report (UPIAR) is not required for the project.

Are there any Environmental Commitments?

No



Public Involvement

Public Involvement

Please provide a summary of the Public Involvement activities that have been conducted for this project. (For example press releases, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc)

The public involvement activities conducted for the project included articles in the Business Journal, July 2015, a village of Lowellville website posting on August 12, 2016, a property owner/tenant/emergency services notification letter on February 15, 2019, and a press release on February 15, 2019. The notification letter and press release allowed for a 30-day comment period. A news article about the project was published in the Youngstown Vindicator on-line news service, vindy.com, on February 23, 2019. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

Based on the project scope of work and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

Was Public Involvement conducted in compliance with Title VI requirements? Yes

Is there any substantial environmental controversy on environmental grounds? No

Please summarize the Public Involvement responses received.

Public comments were not received as a result of the public involvement activities conducted for the project.

Are there any Environmental Commitments? No



Permits

Waterway Permits

Are Waterway Permits required?	Yes
Is the Waterway Permits Determination Complete?	Yes
Army Corps of Engineers	
Regional General Permit (RGP):	No
Nationwide Permit (NWP):	Yes
Section 404 Individual Permit:	No
Section 10 Permit:	No
Ohio EPA	
Section 401 Water Quality Certification:	No
Level 1 General Isolated Wetland Permit:	No
Level 2 Individual Isolated Wetland Permit:	No
Level 3 individual Isolated Wetland Permit:	No
US Coast Guard	
Section 9 Coordination:	No
Section 9 Bridge Permit:	No
ODNR	
Shore Structure Permit :	No

Remarks:

The project will permanently impact 50 linear feet of this unnamed tributary to the Mahoning River as a result of a new junction box installation, new headwall construction and new 48-inch reinforced concrete circular pipe installation between the existing stone walls of the box culvert. To facilitate the proposed culvert improvements, dewatering activities in the form of a temporary access fill (TAF) will be required within the stream channel on the inlet side of the culvert. This TAF will temporarily impact 10 linear feet of the unnamed tributary to the Mahoning River. The temporary stream impact to construct the TAF will be overlapped by the permanent stream impact to construct the proposed culvert improvements.

On March 25, 2019, the ODOT Waterway Permits Unit reviewed the project and determined it will meet the criteria for Nationwide Permit (NWP) #14 (Linear Transportation Projects). See the waterway permit documentation for the project in the Project File/Permits/Waterways subsection.



Are there any environmental commitments? No

Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI): No

Watershed Specific NPDES Construction General Permit for Stormwater (NOI): No

Remarks:

Based on less than 1 acre of earthen area disturbance to construct the project, a storm water permit is not required for the project.

Are there any environmental commitments? No

Floodplains

The proposed project involves encroachment within a Special Flood Hazard Area (SFHA) No

Remarks:

Based on review of the FEMA Flood Insurance Rate Mapping (FIRM) Panel ID 39099C0241D, the project is not located within a regulated floodplain area. The project will not impact any floodplains. See the FEMA FIRM mapping for the project in the Project File/Permits/Floodplains subsection as FEMA FIRM.pdf.

Are there any environmental commitments? No

Landfills

Is a 2713 Permit required? No

Remarks:

Based on historic aerial photography and RMR (ESA) field investigations conducted for the project, landfills were not identified within and/or adjacent to the project study area. The project will not impact any existing/former landfills. Therefore, an Ohio EPA Rule 2713 Permit is not required for the project.

Are there any environmental commitments? No



Environmental Commitments

Ecological

1) The Project Designer shall incorporate the following note into the plans: The project is located within the known habitat ranges of the federally listed and protected Indiana bat and the Northern long-eared bat. No trees shall be removed under this project 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 purpose of this note, a tree is defined as 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.

Permits - Waterway Permits

1) The project requires a Nationwide Permit (Waterway Permit) for work within a Jurisdictional Waterway (UNT to Mahoning River) which shall be attached to the plans as Special Provisions that shall be followed throughout construction by the contractor. No work within or below the OHWM shall take place until the proper permit is obtained by ODOT.



Preparers and Approvals

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	5/9/2019



Appendix

General

Aerial Map.pdf

Purpose and Need

Appalachian Regional Commission (ARC) Application Approval.pdf

Appalachian Regional Commission (ARC) Application.pdf

Ecological

Coordination with ODNR and USFWS.pdf

General

County Map.pdf

Ecological

ODOT Disposition of Agency Comments.pdf

Air

OES Approval - No Air Analysis Required.pdf

Noise

OES Approval - No Analysis Required.pdf

ESA

OES Recommendations - Phase I.pdf

OES Recommendations - Phase II.pdf

OES Recommendations - RMR.pdf

Cultural Resources

OES Section 106 Effect Determination.pdf

ESA

Phase I .pdf

Phase II .pdf

Purpose and Need

Project Related District Decision - Purpose and Need.pdf

ESA

Regulated Materials Review Form.pdf

Cultural Resources



SHPO Comments

Other Resources

Site Specific Resource Mapping.pdf

Sole Source Aquifer Mapping.pdf

Cultural Resources

Transmittal 1 - Effect Determination

Tribal Consultation

Ecological

USFWS Comments Consult Form MAH-McGaffney Ave Ext PID 104651.pdf

General

USGS Quadrangle Topographical Map.pdf

Other Resources

Well Log Data.pdf

Youngstown OH PA Urban Boundary Map.pdf

Underserved Populations

Census Mapping.pdf

Permits

FEMA FIRM.pdf

Public Involvement

News Article - Business Journal.pdf

News Article - Youngstown Vindicator.pdf

Press Release.pdf

Property Owner Notification Letter.pdf

Public Notification Mailing List.pdf

Village of Lowellville Website Posting - August 2016.pdf