



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH US 62/SR 7 13.16/11.26 PID 106537

Environmental Document Level: C1

Approved: 6/3/2021

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: 106537
Project Sponsor: ODOT SPONSORING AGENCY
ODOT District: 4
Funding Source: Federal
Private Funding: No

Project Description:

The Ohio Department of Transportation (ODOT) proposes to mill/resurface 1.52 miles of U. S. Route (USR) 62 from Meridian Road at Straight Line Mile (SLM) 13.15 to Chestnut Hill Drive at SLM 14.67 in the city of Youngstown, Mahoning County. The project also proposes to mill/resurface 0.86 mile of State Route (SR) 7 from SR 170/Midlothian Boulevard at SLM 11.26 to Indianola Avenue at SLM 12.12 also in the city of Youngstown. Additional improvements proposed by this project include partial/full depth pavement repairs, manhole/valve box/monument box/catch basin adjustments, curb/sidewalk/curb ramp replacements to comply with the Americans with Disabilities Act (ADA) standards and edge/center/lane/stop/crosswalk lines/other pavement markings applications.

Mapping that depicts the project location on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Mapping is included in Project File/General/Project Information as USGS Quadrangle Topographical Map.pdf.

A minimum of one 10-foot lane of traffic in each direction shall be maintained along SR 7 and a minimum of one 10-foot bidirectional lane of traffic shall be maintained along USR 62 on the existing pavement and completed pavement during project construction. Road closures and detours are not proposed to construct the project. The duration of lane closures/restrictions shall be prescribed by the permitted lane closure chart. Construction and lane restriction/reduction 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. Access shall be maintained to all adjacent properties, businesses and intersecting side streets during project construction. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing street rights-of-way.

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

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 Area of Potential Effects (APE) is the footprint of the undertaking. A records check was conducted to determine if previously recorded cultural resources are located within the project area. The records check included a review of electronic data from Ohio's State Historic Preservation Office (OSHP) GIS database to identify properties listed on or eligible for the National Register of Historic Places (NRHP), Ohio Historic Inventory (OHI) buildings and structures, Ohio Archaeological Inventory (OAI), as well as properties that have previously received a Determination of Eligibility (DOE). No previously inventoried OHI or OAI resources will be directly impacted by the undertaking. The proposed project extends to the edge of the Mill Creek Park Historic District (NR # 05000178). The US 62 vehicular bridge crossing Mill Creek will not be involved in construction. The project will not involve other historic properties including Lanterman Mill (NR # 74001568) and the Lanterman Mill Historic Bridge. Furthermore, construction will



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neither require land from nor will the work alter any contributing element of any historic property. Highway maintenance within a historic district and work only taking place in the operational right-of-way are exempt from further cultural resource consideration by the 11/8/2017 Cultural Resource PA (Agreement 19319 -- Appendix B -- Item 2), as long as no new permanent right-of-way from a historic property will be acquired and no contributing element of a historic district will be removed or altered by construction. In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT Office of Environmental Services (OES) 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.

The project will not require land from within the historic boundary of a Section 4(f) cultural resource. All work activities will be limited to the existing operational right-of-way. The acquisition of new right-of-way is not required to construct the project. No buildings will be involved in construction and no relocations will be required to construct the project. The project extends to the edge of the Mill Creek Park Historic District (NR # 05000178). The US 62 vehicular bridge crossing Mill Creek will not be involved in construction. The project will not involve other historic properties including Lanterman Mill (NR # 74001568) and the Lanterman Mill Historic Bridge. Furthermore, construction will neither require land from nor will the work alter any contributing element of any historic property. ODOT OES determined the undertaking has minimal potential to cause effects to historic properties pursuant to the Section 106 Programmatic Agreement (Agreement No. 19319) executed November 8, 2017 and amended July 11, 2019. No new permanent right-of-way from historic properties will be acquired and no contributing element of a historic property will be removed or altered by project construction. Therefore, in accordance with 23 CFR Part 774, the project will not result in the use of a Section 4(f) cultural resource. See the ODOT OES Cultural Resources Section 4(f) Determination documentation for the project in the Project File/Section 4(f)/Coordination subsection. 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-62-7-13.16-11.26.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 areas 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 areas.

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 agrees with the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP).

STIP Reference #:

106537: 21-24 STIP/SLI Group
Project. Fiscal constraint is at SLI
Group level.

Cultural Resources Coordination:

Minimal Potential to Cause Effect
Appendix B



Cultural Resources Coordination Date:

04/20/2021

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.*

(7) Landscaping. *Examples include: Herbicidal spraying; Mowing or brush removal/trimming projects; Beautification or facility improvement projects (i.e. landscaping, curb and gutter replacement, installation of park benches, decorative lighting, etc.).*

(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



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Environmental Commitments

C1

1) The project designer shall incorporate the following note into the plans:

MILL CREEK PARK AVOIDANCE: A PORTION OF THE PROJECT IS LOCATED ADJACENT TO MILL CREEK PARK. THE CONTRACTOR SHALL NOT STAGE OR STORE ANY CONSTRUCTION EQUIPMENT AND/OR MATERIALS WITHIN THE PARK OR RESTRICT ACCESS TO MILL CREEK PARK OR CHESTNUT HILL DRIVE LOCATED AT THE EASTERN LIMIT OF THE PROJECT ALONG U. S. ROUTE 62.



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Preparers and Approvals

Form Preparer

District 4
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Supporting Form Preparer(s):

Matthew Chaney
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	6/3/2021



Appendix

General

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Ecological

ODNR Scenic River MOA Conditions

Section 4(f)

OES Cultural Resources 4(f) Determination.pdf

Permits

FEMA FIRM.pdf