



OHIO DEPARTMENT OF TRANSPORTATION

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

Full Re-Evaluation

for

TRU W Reserve Greenway Phase 4 PID 99804

Environmental Document Level: D1

Approved: 1/3/2024

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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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Re-evaluation Level

Explain why a re-evaluation is needed?

During the summer of 2022, a change to the proposed trail alignment occurred between Sta. 144+00 and Sta. 213+38, which was then finalized during Stage 3 design. The alignment shift of approximately 7,100 linear feet occurred during recent negotiations with the new owner of the Western Reserve Port Authority Property, formerly the BDM Warren Steel Holding, LLC property. The newly proposed trail section extends between Deforest Road and Burton Street. The new alignment has been shifted to the eastern property line and follows along the abandoned rail line. This change took place outside the footprint of our original study boundary; therefore, impacts to this property needed to be reassessed. This has resulted in the reevaluation of the previously approved C2 document.



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Project Type

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

(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



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General Project Information

Project, Cost Schedule and Work Limits

Environmental Document Level: D1
PID: 99804
Project Name: TRU W Reserve Greenway Phase 4
Project Sponsor: Trumbull County Metropark District
ODOT District: 4
Funding Source: Federal
The next phase of the proposed project is listed on the STIP Yes

Ellis STIP Details

Phase	Current STIP Reference
ENV	On Previous STIP
RW	On Previous STIP
CO	99804: 24-27 STIP
DD	On Previous STIP

An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed No
Project Description:



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The Trumbull County Metropark District proposes to construct 4.25 miles of asphalt concrete multi-purpose trail from the existing northern terminus of the Niles Greenway Trail located south of State Route (SR) 169/SR 46/Robbins Avenue to the existing southern terminus of the Warren Greenway Trail at Burton Street SE using a combination of both 0.75 mile on-street and 3.5 miles off-street trail sections in the cities of Niles and Warren and Howland and Weathersfield Townships, Trumbull County, Ohio. Proposed on-street trail sections will be established with new trail signs along various existing streets and a new 5-foot concrete walkway along Burton Street. Proposed off-street trail sections include a 10-foot wide trail with the majority of the proposed trail alignment adjacent to and east of Niles Warren River Road and through existing utility easements. This project will be constructed to comply with Americans with Disabilities Act (ADA) standards. Additional improvements proposed by the project include filling/grading activities to provide appropriate elevations, new sidewalk construction, two existing abandoned railroad bridge retrofits, new culvert installations, existing culvert extensions, drainage improvements, fence/railing installations, driveway approach reconstruction, new sign installations and new pavement marking applications. Moreover, this project will be part of the Great Ohio Lake-to-River Greenway that will traverse between Lake Erie and the Ohio River through existing/future multi-purpose trails. During the summer of 2022, a change to the proposed trail alignment occurred between Sta. 144+00 and Sta. 213+38, which was then finalized during Stage 3 design. The alignment shift of approximately 7,100 linear feet occurred during recent negotiations with the new owner of the Western Reserve Port Authority Property, formerly the BDM Warren Steel Holding, LLC property. The newly proposed trail section extends between Deforest Road and Burton Street. The new alignment has shifted to the eastern property line and follows along the abandoned rail line. This change took place outside the footprint of our original study boundary; therefore, impacts to this property needed to be reassessed. This has resulted in the reevaluation of the previously approved C2 document.

Limits of Proposed Work:	Western Reserve Greenway Bike Trail
Start (SLM):	0
End (SLM):	4.25
Total Work Length (Miles):	4.25

No roadway data for PIDs associated with this CE Form

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
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Remarks:



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All traffic will be maintained in accordance with the Ohio Manual of Uniform Traffic Control Devices (OMUTCH) during the construction of the proposed shared-use trail. Roadway closures are not anticipated for the construction of the trail. Maintenance of traffic for any unforeseen roadway closure will be by a signed detour.

Are there any Environmental Commitments? No

Right of Way and Utility Involvement

The project requires Permanent Right-of-Way Yes

The project requires Permanent Easement(s) Yes

The project requires Temporary Right-of-Way Yes

Number of parcels impacted by Permanent Right-of-Way: 2

Number of parcels impacted by Temporary Right-of-Way: 1

Approximate acreage of Permanent Right-of-Way needed: 11.407

Approximate acreage of Temporary Right-of-Way needed: 0.014

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 Yes

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:



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Based on Stage 3 plans, the proposed realignment will acquire approximately 11.407 acres of permanent right-of-way (ROW) and approximately 0.014 acres of temporary ROW from a total of 2 parcels within the proposed project realignment area. A portion of the proposed trial will be constructed within an existing utility easement occupied by Ohio Edison electric company. The existing utility easement is located near the north end of the project area just south of Burton Street. The following is a list of known utilities within the proposed project area:

- Dominion Energy
- AT&T
- Verizon
- City of Niles
- Ohio Edison
- Brightspeed
- City of Warren
- Buckeye Partners
- Charter
- Diversified Gas and Oil
- Atlas Energy Pipeline

Minor relocations of existing utilities within the project study area will be necessary to construct the project. These minor utility relocations will occur within the existing right-of-way and include a fiber optic line near Deforest Road SE and a gas line owned by Atlas Energy near Station 148+50. Utilities will not be permanently removed to construct the project. Coordination with the utility companies affected by the proposed construction activities was conducted for the project during the preliminary engineering phase and will continue during its detailed design phase.



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Purpose & Need

Purpose & Need

Project History:

The Great Ohio Lake-to-River Greenway (GOLRG) is one of the most ambitious trail projects, with over 700 miles of rail-trail projects in Ohio. Organizations, from citizens groups to park personnel and municipal entities to state leaders have worked towards completing the 100-plus mile green space from Lake Erie to the Ohio River. The 250-mile Western Reserve Regional Trails system, which includes the Western Reserve Greenway, is a combination of trail improvements that will serve the Warren, Youngstown, Ashtabula, and Lisbon metropolitan areas as well as the rural communities in between. The Western Reserve Greenway will directly link the major transportation generators of Mahoning, Trumbull, Ashtabula, and Columbiana Counties to attractive destinations in Ashtabula Harbor (Lake Erie) and in East Liverpool (Ohio River), and become an integral part of the Great Ohio Lake-to-River Greenway vision. At least four bicycle transportation improvements that are designed, or have been previously constructed, to connect with the proposed transportation improvement to provide over forty-three (43) uninterrupted miles of ten-foot-wide paved trail. The Warren Greenway Bike Trail Phases 1 and 2 provides 3.87 miles of trail. The Western Reserve Greenway Trail Phases 1 and 2, which connect to the proposed trail at Champion East Road, provides 14.56 miles of completed trail. The Ashtabula County Parks Board has completed 6.6 miles of trail connecting to the Western Reserve Greenway Trail at the Ashtabula/Trumbull County line. These existing pedestrian and bicycle facilities, along with the proposed transportation improvement and future independent transportation improvements, will comprise the GOLRG, which is part of the North Country Scenic Trail. The Eastgate Regional Council of Governments (Eastgate), the metropolitan planning organization for the Mahoning Trumbull County regions, frequently states the importance of the GOLRG corridor. Citing the importance of the GOLRG's continuity is beneficial because with corridor improvements and the development of connections along the GOLRG, usage of the GOLRG, as an alternative mode of travel becomes more attractive. Communities throughout Ashtabula, Trumbull, Mahoning, and Columbia Counties are developing additional transportation improvements to connect to the GOLRG corridor. With completion of the proposed transportation improvement and other future independent improvements, it will provide an alternative transportation route between Lake Erie and the Ohio River to population centers and transportation generators in the Youngstown, Warren, Lisbon and Ashtabula region.

Purpose Statement:

The purpose of the Western Reserve Greenway Phase 4 project is to provide a safe public shared-use path for use by bicyclists and pedestrians along a dedicated corridor and to provide the missing connector between Niles Greenway and the Warren Bikeway. This project also provides a safe corridor for those with disabilities. The system linkage will provide an improvement in air quality and a reduction in emissions from the minimized vehicular traffic traveling through the corridor. Currently, bicyclists and pedestrians utilize existing roadways as the path from the Niles Greenway to the Warren Bikeway.

Need Element(s):



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The proposed TRU-Western Reserve Greenway Trail Phase 4 is critical to the completion of the Greenway Trail that will provide travelers with accessibility to commercial and employment centers, schools, parks, places of worship and other public community features through a reduction of motor vehicle emissions due to a reduction of vehicular trips. Moreover, the Trumbull County Planning Commission has identified a need to provide a bidirectional, alternative mode connecting route to increase accessibility of Trumbull County to tourists and recreational users. This transportation improvement is part of the National Rail-to-Trails Program and connects the existing trails located in the city of Warren and the city of Niles.

The dedicated pedestrian and bicycle facilities currently available in the Warren area are not continuous and; therefore, are not conducive to the elimination of vehicle trips. Current cyclists and pedestrians that wish to utilize the Great Ohio Lake-to-River Greenway (GOLRG) corridor must detour their travel along a network of local and state routes to reconnect to the Western Reserve Greenway Phase 3 Bike Trail, between the city of Niles and the city of Warren, approximately 3.5 mile stretch. To make the existing trails more attractive to those selecting cycling or walking for transportation, rather than just education or recreation, the trails need to be connected into a viable non-motorized transportation corridor. The addition of the Western Reserve Greenway Trail, Phase 4 will connect existing bike trails to the north and south to create a useful transportation corridor for alternate transportation options.

In 2013 Eastgate and DLZ performed traffic and air quality studies for the TRU-Western Reserve Greenway Phase 3 project, located north of the proposed Phase 4 project. During the study, Eastgate estimated the number of vehicle miles reduced by the Warren Greenway Bike Trail as 8,500 vehicle miles once the 6.62 mile trail opened. The Western Reserve Greenway Trail at 2.19 miles in length, but when combined with the adjacent trails to form over forty-three miles of uninterrupted trail, has the potential for a larger reduction of vehicle miles. Without a reported number of future trail users for the Western Reserve Greenway (the Warren Greenway number was based on survey data collected by Youngstown State University), an absolute determination of the vehicle miles and emissions reduced was not possible. However, estimating 50% of the users reported for the Warren Greenway assuming a linear relationship, the Western Reserve Greenway Trail, Phase III could eliminate up to 899 vehicle miles, and the entire uninterrupted non-motorized corridor length of forty-three miles, could eliminate up to 17,182 vehicle miles. The study estimated that emissions could be reduced up to HC = 0.037 tons/day, NO_x = 0.027 tons/day, and CO = 0.204 tons/day. The proposed Phase 4 trail is approximately 4.25 miles in length, slightly more than Phase 3, and could potentially reduce emissions similar to the Phase 3 study. This assumption would be considered feasible based on the proximity to Phase 3 and the Western Reserve Greenway.

The desired condition for the GOLRG within the City of Warren and City of Niles is a safer, dedicated alternative transportation corridor that will connect population centers and transportation generators and improve air quality. The difference between the existing condition without a safer, dedicated alternative transportation corridor within the city and township is the ability to establish and promote safe, efficient and alternative travel between population centers and transportation generators, reduce vehicle miles and, in turn, reduce motor vehicle emissions.

Goals and Objectives:

This is no longer required.

Summary Statement:

This is no longer required.

Logical Termini and Independent Utility:



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The southern termini (Sta. 10+18.74) begins at the Niles Greenway near State Route 169/State Route 46 (Robbins Avenue) in the city of Niles and utilizes the existing railroad right-of-way until Williams Street in the city of Niles. The alignment then utilizes a shared roadway for vehicular/bicycle traffic and existing sidewalks for pedestrian use on Williams Street, Chestnut Avenue, Smith Street, and crosses over Hunter Avenue to a proposed shared-use trail. The proposed shared-use trail continues northwest off-road on the east side of Niles Warren River Road. The proposed alignment continues away from Niles Warren River Road near Deforest Townline Road and continues through undeveloped land near an existing railroad right-of-way where it connects with the existing Ohio Edison easement and a dedicated proposed easement specifically for the proposed shared-use trail until it terminates at Burton Street in the city of Warren. The proposed trail will connect with the Warren Bikeway at Burton Street in the city of Warren. The proposed shared-use path is independent of the other existing sections and is considered as a separate and complete project with independent utility.



Alternatives

Alternatives

Discuss No Build Alternative:

The No-Build Alternative was eliminated from consideration during the alternative analysis because it would not meet the Purpose and Need of this project with providing a continuous safe pedestrian/bicycling facility between Niles Greenway and Warren Bikeway. Pedestrians and bicyclists would have to utilize existing low-speed and high speed roadways, some without sidewalks, to continue from the Niles Greenway to the Warren Bikeway.

Was a Feasibility Study completed? Yes

Date Feasibility Study was approved: 06/13/2019

Was an Alternative Evaluation Report (AER) completed? No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Alternative A	Beginning at the northern termini of the Niles Greenway along the existing CSX railroad and terminating at the southern termini of the Warren Greenway at Burton Street. The total length of the route is approximately 3.3 miles. This proposed alternative consists of a ten-foot-wide designated bike lane within the existing CSX railroad corridor.	The abandonment terms with CSX railroad are not feasible.	No



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Alternative B	Beginning at the northern termini of the Niles Greenway, west along Church Street to Main Street, south along Main Street to Park Avenue, west along Park Avenue to Sharkey Drive, north along Sharkey Drive through Waddell Park to Niles Warren River Road, north along Niles Warren River Road to Burton Street, and east along Burton Street to the southern termini of the Warren Greenway. The total length of the route is approximately 4.0 miles. This proposed alternative consists of a five foot wide designated bike lane located along each side of Niles Warren River Road and shared-roadway sections along Church Street, Main Street, Sharkey Drive and Burton Street.	There was a safety concern with on-road bike lane on numerous roadways.	No
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Alternative C	<p>Beginning at the northern termini of the Niles Greenway, west along Church Street to Main Street, south along Main Street to Park Avenue, west along Park Avenue to Sharkey Drive, north along Sharkey Drive through Waddell Park to Niles Warren River Road, north along Niles Warren River Road to Burton Street, and east along Burton Street to the southern termini of the Warren Greenway. The total length of the route is approximately 4.0 miles. This proposed alternative consists of a ten-foot-wide designated bike lane located along the east side of Niles Warren River Road within the existing Ohio Edison easement and shared-roadway sections along Church Street, Main Street, Sharkey Drive, and Burton Street.</p>	<p>There was a safety concern with on-road bike lane on numerous roadways.</p>	<p>No</p>
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Alternative D	Beginning at the northern termini of the Niles Greenway, west along Church Street to Main Street, south along Main Street to Park Avenue, west along Park Avenue to the existing Pennsylvania Lines Railroad, north along the existing Pennsylvania Lines Railroad to Niles Warren River Road, north along Niles Warren River Road to Burton Street, east along Burton Street to the southern termini of the Warren Greenway. The total length of the route is approximately 4.2 miles. This proposed alternative consists of a ten-foot-wide bike lane along the existing Pennsylvania Lines Railroad corridor and shared-roadway sections along Church Street, Main Street, Park Avenue, Niles Warren River Road, and Burton Street.	There was a safety concern with on-road bike lane on numerous roadways.	No
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Alternative E	Beginning at the northern termini of the Niles Greenway near State Route 169/State Route 46 (Robbins Avenue) and utilizing the existing CSX railroad right-of-way until Williams Street, west along Williams Street to Chestnut Avenue, north along Chestnut Avenue to Smith Street, west along Smith Street to a proposed shared-use trail, northwest along the proposed shared-use trail on the east side of Niles Warren River Road within proposed and existing Ohio Edison easements to Deforest Townline Road, northwest along a proposed shared-use trail within an existing Ohio Edison easement and a dedicated proposed easement and terminating at Burton Street.	None	Yes
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Discuss Reasons Alternative Identified as Preferred was selected:

In the evaluation Alternative E was determined to be the best option for this project. The construction of the trail completely within the railroad right-of-way was deemed too extensive and above the project budget, due to need to purchase the entire 13.9 miles of railroad right-of-way. The proposed alignment appeared to be a safe off-road corridor for bicyclists and pedestrians. Also, the proposed alignment contains a logical termini and will re-purpose existing railroad bridges over State Route 169 (Main Street) and State Route 46/State Route (Robbins Avenue). The alignment will utilize other existing roadway infrastructure already in place, such as existing sidewalks, on low speed and low traffic volume roadways. It will also utilize existing easements already in place, such as the Ohio Edison easement, requiring minimal clearing. Furthermore, this alignment will provide the safest transportation means by an off-road trail with few driveways and roadway crossing conflicts and will ultimately provide the missing connector between the Niles Greenway and the Warren Bikeway.



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Air

Mobile Source Air Toxics (MSATs)

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

The proposed project is listed as a C1 in ODOT's CE Guidance and/or falls under 40 CFR 93.126 No

The proposed project involves adding capacity, a new interchange, relocating thru lanes significantly closer to sensitive areas, or expanding an intermodal center No

Design Year ADT is <140,000 No

Remarks:

Project falls under 40CFR93.126 under "Bicycle and Pedestrian facilities" and no substantial changes to the project have occurred regarding Mobile Source Air Toxics (MSATs) since the C2 document was originally approved on 5/14/2020. The project is exempt from MSAT analysis.

Particulate Matter 2.5 (PM2.5)

The proposed project is in an air quality non-attainment or maintenance area No

Remarks:

Project falls under 40CFR93.126 under "bicycle and pedestrian facilities" and no substantial changes to the project have occurred regarding Particulate Matter 2.5 since the C2 document was originally approved on 5/14/2020. The proposed project is located in Trumbull County, that is not located in an air quality non-attainment or maintenance area.

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 Yes

The proposed project is listed on the TIP Yes

Remarks:

Trumbull County is in an Eight-Hour Ozone Nonattainment Area that requires consideration of the regional effects on ozone from federally funded projects or projects of regional significance. As the proposed project is listed in the 2024-2027 STIP and the STIP project description matches the proposed activities, ozone is addressed for the proposed project. No substantial changes to the project have occurred regarding Ozone since the C2 document was originally approved on 5/14/2020. The project is exempt from Ozone analysis.

Greenhouse Gas



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A Quantitative Greenhouse Gas (GHG) Analysis is required

No

Remarks:

Project falls under 40CFR93.126 under "Bicycle and Pedestrian facilities" and no substantial changes to the project have occurred regarding Greenhouse Gas since the C2 document was originally approved on 5/14/2020. The project is exempt from Greenhouse Gas analysis.

Environmental Commitments

Are there any environmental commitments? No



Noise

Noise

Noise Sensitive Areas located within approximately 500' of the proposed project area	Yes
Noise Analysis conducted	No
The proposed project is a Type I project	No
The proposed project is a Type II project	No

Remarks:

The project does not qualify as a Type I project for noise (i.e. not adding capacity, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) and a noise analysis is not required for the project under 23 CFR 772. No substantial changes to the project have occurred regarding Noise since the C2 document was approved on 5/14/2020.

Environmental Commitments

Are there any environmental commitments? No



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ESA

ESA

Does the project require any Permanent ROW or Easement?: Yes

ESA Screening Report was completed by District Staff No

Date of ESA Screening IOC from OES: 06/05/2023

Do any sites require a Phase 1 ESA, Phase 2 ESA, or plan note according to the IOC from OES? No

Remarks:

No substantial changes to the project have occurred regarding the Regulated Materials Review since the C2 document was originally approved on 5/14/2020. On June 5, 2023 ODOT OES completed a review of Alignment Shift #3 on the property identified as RM-004, former BDM Steel property. Based on the information provided by the original RMR Screening, no deep excavation will be required for this alignment shift, no further RMR or special material management is warranted for Alignment Shift #3.

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.):

A literature search along with the cultural resources records check were used to determine the presence of cultural resources and historical structures. No substantial changes to the project have occurred in regards to the Cultural Resources Review since the C2 document was originally approved on 5/14/2020.

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: 05/05/2023

Remarks:

On 5/4/2023, an additional or third alignment shift was proposed at the northern edge of Niles, Ohio. The original alignment bifurcated the Western Reserve Port Authority between DeForest Townline Road and the adjoining Ohio Edison property. This section was realigned to the eastern edge of the Port Authority property and parallel to a Conrail railway alignment. The current realignment effort was designed to minimize limitations to future development of the greater property area. The new alignment is still within a former industrial area. All the original industrial facilities have been removed. No cultural resources are recorded in this area, no 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 trail construction. The overall project still remains exempt from further consideration by the 11/8/17 Cultural Resources PA (Agreement 19319). In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT-OES has determined that the proposed 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. A copy of the correspondence can be found under the Cultural Resources tab and in the Project File/Cultural Resources/ Project Information/Section 106 Scoping Request Form - Alignment Shift 3.pdf.

What is the Section 106 effect determination in the OES Transmittal? Minimal Potential to Cause Effect
Appendix B

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Tribal Consultation

Tribal Consultation Summary/Remarks:

No changes to the project have occurred in regards to Tribal Consultation since the original C2 document was approved on 5/14/2020.

Environmental Commitments

Are there any Environmental Commitments? No



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Ecological

ESR

ESR Name:	ESR Type:	Coordination Complete Date:
TRU-Western Reserve Greenway	Level 1	12/28/2023

Wetlands

Based on the results of the ESR(s), no wetlands were observed within the study area(s) for this Environmental Document.

Remarks:

This amended Level 1 ESR has been revised to include an alignment change that occurred in the summer of 2022. During this reevaluation of the new alignment two (2) new wetlands (Wetland 24 and Wetland 25) were assessed. The assessment resulted in a total of 0.298 acres of new wetlands that will be impacted. Wetland 6, associated with the old alignment, is still within the study boundary but impacts to this wetland have changed from 0.398 acres to 0.102 acres. Additionally, six (6) wetlands (Wetlands 1, 2, 3, 4, 5, and 9) will no longer be impacted. This assessment has resulted in a total 1.70 acres of wetlands that will be impacted by the project. This is a net decrease of 0.07 acres of wetland impacts from the old alignment. There is a legacy ESR in the Project File/Ecological/Reports subsection/Ecological Survey Report.pdf.

Streams & Rivers

Based on the results of the ESR(s), no streams were observed within the study area(s) for this Environmental Document.

Remarks:

During the reevaluation of the new alignment three (3) additional streams (Streams 11, 12, and 13) were assessed. This assessment resulted in a total of 137 linear feet of new streams that will be impacted by the project. Due to realignment, two (2) streams (Streams 1 and 2) will no longer be impacted. This assessment has resulted in a total of 542 linear feet of streams that will be impacted by the project. This is a net increase of 84 linear feet of stream impact when compared to the old alignment. There is a legacy ESR in the Project File/Ecological/Reports subsection/Ecological Survey Report.pdf.



Other Surface Waters / Ditches

Based on the results of the ESR(s), no potentially jurisdictional ditches were observed within the study area(s) for this Environmental Document.

Other Surface Waters / Other Water Bodies

Based on the results of the ESR(s), no other jurisdictional water bodies were observed within the study area(s) for this Environmental Document.

Remarks:

Based on the results of the reevaluation no other jurisdictional water bodies were observed within the study area.

Terrestrial Habitats

Terrestrial Habitats

ESR Name:	Vegetative Communities and Land Cover found within the project study area:	Degree of man induced ecological disturbance:	Unique, rare, or high quality:	Within Project Study Area(s) (ac.):	Alternative Impacts (ac.):
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Remarks:

Based on the results of the reevaluation within the new alignment a total of 2.8 acres of Upland Forest, 3.11 acres of Developed Open Space, and 0.5 acres of Scrub/Shrub will be impacted within the project area. No unique, rare, or high quality vegetative communities will be impacted during construction. All disturbed vegetated areas will be re-planted and re-seeded to preconstruction conditions.

Threatened or Endangered Species / Federally Listed Species

Threatened or Endangered Species / State Listed Species:

Remarks:

The ODNR was contacted for records of any rare species or significant natural features within proximity to the new alignment area through a search of the Natural Heritage Database. On September 21, 2023, the ODNR reported there is one (1) recorded plant species, Grove sandwort (*Moehringia lateriflora*), located within a 1/2 mile of the project area. No other records of rare, threatened, or endangered species within



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a one-mile radius of the proposed project area were reported. ODNR provided project specific comments related to protected species, including the Indiana bat (*Myotis sodalists*), northern long-eared bat (*Myotis septentrionalis*), little brown bat (*Myotis lucifugus*), tricolored bat (*Perimyotis subflavus*), eastern massasauga (*Sistrurus catenatus*), grove sandwort (*Moehringia lateriflora*), eastern hellbender (*Cryptobranchus alleganiensis*), and northern harrier (*Circus hudsonius*). The comments recommended protection of each of the bat species by limiting project work to certain locations and times of the year. After a review of the project documentation, ODNR-Division of Natural Areas & Preserves informed ODOT-OES on October 19, 2023 that the proposed trail route did not have the adequate habitat for the grove sandwort and a survey would not be necessary. No recommendations were provided for the other species due to the project location and surrounding habitat and the likelihood the project would not impact the species. On February 21, 2023 a survey for suitable wooded habitat (SWH) for the listed Indiana Bat and Northern Long-eared Bat species in accordance with ODOT's Ecological Manual. A total of 5.15 acres of SWH is located within the project study area with 2.47 acres of SWH located within the new alignment. Approximately 1.23 acres of SWH is contained within 100 feet from the edge of pavement (EOP), 1.38 acres of SWH is located between 100 feet and 300 feet from EOP, and 2.54 acres of SWH is located beyond 300 feet from EOP. During the survey, no trees were observed within the study area that would fit ODOT's definition of a potential maternity roost tree (PMRT). Further information can found in the legacy ESR located in the Project File/Ecological/Reports subsection/Ecological Survey Report.pdf.

Agency Coordination

Project Coordination:

Project locations for which no agencies are listed are considered ecologically exempt or non-notifying.

The ODNR and USFWS conditions outlined in the Ecological MOA apply to all projects that are not considered ecologically exempt. These conditions have been evaluated for the project locations listed below.

ESR Name:	Agency:	Submitted for Coordination Date:	Coordination Complete Date:	Were project specific comments received?
TRU-Western Reserve Greenway	No agency coordination required			

Additional Coordination Considerations:

Are other ecological coordination requirements applicable?: Yes

Details regarding the additional coordination efforts are provided in the Remarks box below.

National scenic river: No

State scenic river: No

Individual Coastal Consistency: No

Jurisdictional Determination: Yes

Project specific Biological Assessment Verification: No



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Mussel survey:

No

Other:

No

Remarks:

In an email dated August 25, 2023, ODOT-OES informed ODNR, USFWS, OEPA, and USACE that an alignment shift had occurred for the proposed Greenway Trail and an Amended Level 1 ESR was uploaded to EnviroNet . ODOT-OES informed each agency of the new impacts to wetlands, streams, and suitable wooded habitat and requested a review along with comments. In a letter dated September 21, 2023, ODNR provided project specific comments related to protected species, including the Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), little brown bat (*Myotis lucifugus*), tricolored bat (*Perimyotis subflavus*), eastern massasauga (*Sistrurus catenatus*), grove sandwort, (*Moehringia lateriflora*), eastern hellbender (*Cryptobranchus alleganiensis*), and northern harrier (*Circus hudsonius*). The comments recommended protection of each of the bat species by limiting project work to certain locations and times of the year. After a review of the project documentation, ODNR-Division of Natural Areas & Preserves informed ODOT-OES on October 19, 2023 that the proposed trail route did not have the adequate habitat for the grove sandwort and a survey would not be necessary. No recommendations were provided for the other species due to the project location and surrounding habitat and the likelihood the project would not impact the species. In a letter dated October 3, 2023, USFWS provided project specific comments, including a recognition of the commitment to implement specific impact avoidance, minimization, and compensation measures for the federally listed endangered Indiana bat (*Myotis sodalis*) and/or federally listed endangered northern long-eared bat (*Myotis septentrionalis*), as described for ODOT CC3-b projects in the 2016 Framework Programmatic Biological Opinion (PBO). The USFWS confirmed that the project is likely to adversely affect the Indiana bat and NLEB and may affect but not likely to jeopardize the tricolored bat, a species proposed for federal listing on September 14, 2022. The USACE performed a Jurisdictional Determination field visit on October 2, 2023, and subsequently provided comments requesting additional field investigation to verify the presence of an additional wetland and linear feature. Agency coordination and correspondence can be found in the Project File under Ecological/Coordination .

Are there any environmental commitments? Yes



Other Resources

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.

FCIR Required Completion of the Farmland Conversion Impact Form is required and coordination with USDA & NRCS is required.

Remarks:

Based upon review of appropriate mapping, the proposed project is located in an urbanized area. Furthermore, the proposed project is located in an area zoned for non-agricultural purposes and is not located in an agricultural district. Therefore, the proposed project meets the terms and conditions of the *Memorandum of Understanding between the Natural Resource Conservation Service and the Ohio Department of Transportation for Projects Involving Farmlands (Agreement No. 19552)*, executed on March 15, 2016. No Further coordination is required for the proposed 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:

Review of mapping provided by the OEPA Division of Drinking and Ground Waters did not identify drinking water resources within or adjacent to the proposed project area. Based on OEPA mapping, drinking water source protection areas or public water system wells or intakes are not located partially or wholly within the proposed project area. In addition, the proposed project area is not within the boundaries of a federally-designated sole source aquifer. Based on ODNR mapping, residential water wells are not located within or adjacent to the proposed project area. Therefore, the project will not impact known drinking water resources.

Are there any environmental commitments? No



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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:

Alignment Shift #3, located on the Western Reserve Port Authority property, will not impact any Section 4(f) properties. No changes to the project scope that would impact Section 4(f) properties have occurred since the C2 document was originally approved on 5/14/2020.

Are there any environmental commitments? No



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Section 6(f)

Section 6(f) Determination

Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

Remarks:

Based on a review of Land & Water Conservation Fund (LWCF) grant listings by ODOT District 4 environmental staff, there are no Section 6(f) properties identified within and/or adjacent to the proposed project area. No further coordination is required.

Are there any environmental commitments? No



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Community Impacts

Community Impacts

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

Remarks:

The new alignment will utilize existing easements already in place, such as the Ohio Edison easement, that will reduce the amount of clearing. Furthermore, the alignment will provide the safest transportation means by an off-road trail with few driveway and roadway crossing conflicts and will ultimately provide the missing connector between the Niles Greenway and the Warren Bikeway.

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

Remarks:

The proposed project will not create any division of communities or neighborhoods. No negative community impacts will occur with the project. The proposed project will not conflict with any local and/or regional development patterns and will not result in negative impact to the local tax base or affect adjacent property values. The connecting route will increase accessibility of Trumbull County to tourists and recreational users. Therefore, the construction of this proposed trail will likely have a positive impact on the community.

Will the proposed action result in indirect or cumulative impacts? No

Remarks:

The proposed alignment shift (Alignment #3) was requested by the new property owner, Western Reserve Port Authority in an effort to minimize limitations to potential future development of the property. Proposed plans for the property include residential and commercial development. The proposed Greenway Trail will be located along the west side of this development and will provide residents a safe pathway to surrounding communities.

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:

The proposed trail alignment shift (Alignment Shift #3) will not have any significant impacts to health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrians and bicycle facilities.

Will the proposed action displace residents, businesses, institutions or farms? No

Remarks:

The proposed trail alignment shift (Alignment Shift #3) will not result in the displacement of residents, businesses, institutions, or farms.

Will the proposed project result in impacts to Underrepresented Populations (Limited English Proficiency, Older Adults, or Adults with Disabilities) raised during Public Involvement? No

Remarks:

The proposed trail alignment shift (Alignment Shift #3) will not result in impacts to Underrepresented Populations.



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Are there any Environmental Commitments? No



Environmental Justice

Environmental Justice

Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
158400	49	69

Are Environmental Justice Populations located within and/or adjacent to the proposed project area? Yes

Are there any relocations? No

Will there be changes to access? No

Will the proposed project result in unanticipated additional impacts to any Environmental Justice 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

Remarks:

The proposed project will have no disproportionately high and adverse effects to minority or low-income populations based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on Environmental Justice populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of Executive Order 12898, FHWA Order 6640.23A, no further analysis is required. Based on the above findings an EJAR is not required.

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)

Since previous public involvement efforts performed in 2018 and 2021, the public were provided a project update and an opportunity to comment in the spring of 2023. All of the public involvement efforts included a project update and summary of what has changed since the previous public involvement efforts. They also included specific updates focused on project design, new impacts to wetlands and streams, and impacts to suitable wooded habitat for Federal and State listed bat species. The 2023 public involvement activities involved the three primary items described below:

- A press release was published on May 15, 2023 on the WFMJ 21 website, the Tribune Chronicle, and the Review Newspapers.
- On May 12, 2023, press release was posted on the Trumbull County MetroParks Facebook social media page.
- On May 12, 2023, a press release was posted on the Trumbull County MetroParks website.

See Project File/Public Involvement for these items.

Is there any substantial environmental controversy on environmental grounds?

No

Please summarize the Public Involvement responses received.

Four (4) public comments were received via phone calls, email, and Facebook during the 2023 public outreach efforts. The comments were relatively positive in nature and focused on potential construction job opportunities, existing trail maintenance, and a question regarding the construction date. Each comment was addressed by Zach Svette, Executive Director of Trumbull County MetroParks and posted on their website.

See the public involvement documentation, including the received comments and responses to comments, for the project in the Project File/Public Involvement/Project Information subsection.

Are there any Environmental Commitments? No



Permits

Waterway Permits

Are Waterway Permits required?	Yes
Is the Waterway Permits Determination Complete?	No
Army Corps of Engineers	
Regional General Permit (RGP):	Yes
Nationwide Permit (NWP):	No
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:

In correspondence dated February 6, 2022, the ODOT-OES Waterway Permit Unit (WPU) determined that a Regional General Permit A (RGP) will likely be required for the proposed project due to stream and wetland impacts. Mitigation is also required. Based on the change in scope, additional stream and wetland impacts are now anticipated due to re-alignment of the trail; therefore an updated Permit Determination Request will be submitted to the ODOT-OES WPU.

Are there any environmental commitments? Yes

Storm Water Permits

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



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Remarks:

More than one (1) acre of land will be disturbed during construction of the proposed project; therefore, a NPDES Construction General Permit for Stormwater (NOI) will be needed.

Are there any environmental commitments? Yes

Floodplains

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

Remarks:

The proposed project will not encroach on any Special Flood Hazard Areas (SFHA).

Are there any environmental commitments? No

Landfills

Is a 2713 Permit required? No

Remarks:

A 2713 Permit will not be required for this project.

Are there any environmental commitments? No



Environmental Commitments

Ecological

1) The project designer shall incorporate the following note into the plans. **ENDANGERED SPECIES HABITAT - INDIANA BAT/NORTHERN LONG-EARED BAT** - THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED TO CONSTRUCT THE 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 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.

2) The project designer shall incorporate the following note into the plans: **ENDANGERED SPECIES - EASTERN MASSASAUGA RATTLESNAKE**: THE PROJECT IS LOCATED WITHIN THE RANGE OF THE EASTERN MASSASAUGA RATTLESNAKE (*SISTRURUS CATENATUS*) A STATE ENDANGERED AND FEDERAL THREATENED SPECIES. IF EASTERN MASSASAUGA RATTLESNAKES ARE ENCOUNTERED IN ANY WORK AREA DURING CONSTRUCTION, NO PERSON SHALL HARM OR KILL THE SNAKES OR ATTEMPT TO HANDLE THE EASTERN MASSASAUGA RATTLESNAKE. ALL CONSTRUCTION OPERATIONS AT THE WORK AREA SHALL TEMPORARILY CEASE AND ODOT OFFICE OF ENVIRONMENTAL SERVICES (OES) - ECOLOGICAL SECTION (614-466-5129 OR 614-466-5112) AND THE UNITED STATES FISH AND WILDLIFE SERVICE (USFWS) COLUMBUS FIELD OFFICE (614-416-8993) WILL BE IMMEDIATELY CONTACTED. CONSTRUCTION OPERATIONS WILL NOT RESUME UNTIL COORDINATION WITH ODOT OES AND USFWS HAS BEEN CONCLUDED.

Permits - Waterway Permits

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

THE PROJECT SPONSOR SHALL OBTAIN ALL APPROPRIATE SECTION 404/401 WATERWAY PERMITS FOR THE PROJECT PRIOR TO ANY WORK BELOW THE ORDINARY HIGH WATER MARK OF ANY WATERWAY AND THE WATERWAY PERMITS CONDITIONS SHALL BE INCLUDED IN THE PROJECT PLANS AS SPECIAL PROVISIONS. THE CONTRACTOR IS NOT AUTHORIZED TO PLACE ANY FILL OR CONDUCT WORK BELOW THE ORDINARY HIGH WATER MARK OF ANY WATERWAYS UNTIL ALL APPROPRIATE SECTION 404/401 WATERWAY PERMITS ARE OBTAINED FOR THE PROJECT.

Permits - Storm Water Permits

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

A CO-PERMITTEE NOTICE OF INTENT (NOI) WILL BE PREPARED AND PROVIDED TO THE CONTRACTOR BY ODOT PERSONNEL AT THE PRE-CONSTRUCTION MEETING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETING THE CO-PERMITTEE NOI FOR COVERAGE UNDER OHIO EPA STORMWATER CONSTRUCTION GENERAL PERMIT AND SUBMITTING TO OHIO EPA FOR APPROVAL, ALONG WITH THE DEVELOPMENT OF A STORMWATER POLLUTION PREVENTION PLAN (SWPP), BEFORE CONSTRUCTION ACTIVITY CAN TAKE PLACE. SPECIFICATIONS SET FORTH IN THE MOST CURRENT VERSION OF ODOT'S "CONSTRUCTION AND MATERIAL SPECIFICATIONS, LOCATION AND DESIGN MANUAL AND STANDARD DRAWINGS" SHALL BE USED TO ENSURE ADEQUATE EROSION AND SEDIMENT CONTROL, ALONG WITH ADDITIONAL PROTECTIVE MEASURES TO AVOID IMPACTS TO ADJACENT PROPERTIES, STREAMS AND WETLANDS FROM CONSTRUCTION ACTIVITIES.

2) The project designer shall incorporate the following note into the plans. **TREE CLEARING ACTIVITY** - NO TREE CLEARING ON ANY PART OF THE PROJECT SHALL OCCUR FOR THE PROJECT UNTIL ALL NECESSARY SECTION 404/401 WATERWAY PERMITS AUTHORIZING THE PROJECT HAVE BEEN OBTAINED FROM THE REGULATORY AGENCIES.



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Preparers and Approvals

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	1/3/2024



Appendix

Underserved Populations

Census Mapping.pdf

Underserved Populations Documentation Form.pdf

General

Aerial Map - Alignment Shift 1 & 2.pdf

Aerial Map - Alignment Shift 3.pdf

Aerial Map.pdf

Project Description Continued.pdf

Schematic Plan - Alignment Shift 3.pdf

USGS Quadrangle Topographical Map- Alignment Shift 1 & 2.pdf

USGS Quadrangle Topographical Map- Alignment Shift 3.pdf

USGS Quadrangle Topographical Map.pdf

Alternatives

District Acceptance -Feasibility Study.pdf

Feasibility Study.pdf

ESA

Coordination with OEPA - RM-007 Alignment Shift 1.pdf

OES Recommendations - Phase II.pdf

OES Recommendations - RM-004 Alignment Shift 2.pdf

OES Recommendations - RM-007 Alignment Shift 1.pdf

OES Recommendations - RM004 Alignment Shift 3.pdf

OES Recommendations - Screening.pdf

Project Related OES Decision - ESA.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Ecological

Amended Level 1 Ecological Survey - Alignment Shift 3.docx

Coordination with ODNR and USFWS.pdf

Coordination with ODNR-USFWS-USACE-OEPA -Eco Survey Report.pdf



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Coordination within USACE - OEPA.pdf

ODNR Comments - Grove Sandwort 10-19-2023.pdf

ODNR Comments on 8-25-2023 coordination.pdf

ODNR Comments.pdf

OES Approval - No ODNR or USFWS Notification - Align Shift 1.pdf

OES Approval - No ODNR or USFWS Notification - Align Shift 2.pdf

Project Related OES Decision - Ecological.pdf

Project Related OES Decision.pdf

USACE Preliminary Jurisdictional Determination Amended.pdf

USACE Preliminary Jurisdictional Determination.pdf

USFWS Comments - Formal PBO letter 10-3-2023.pdf

USFWS Comments Consult Form TRU-W Res Greenway Tr PID 99804.pdf

USFWS/ODNR Ecological MOA Conditions

Wetland Finding - Alignment Shift 1.pdf

Wetland Finding.pdf

Other Resources

Site Specific Resource Mapping.pdf

Water Source Protection Area Map.pdf

Section 4(f)

OES Recreational 4(f) Determination 2.pdf

OES Recreational 4(f) Determination 3.pdf

OES Recreational 4(f) Determination.pdf

Public Involvement

Facebook Posting - Alignment Shift 3.pdf

Metroparks Website Snap Shot - Response to Comments .pdf

Metroparks Website-Alignment Shift 3 - Posted 3-5-12-2023.pdf

News Article.pdf

News Article_2.pdf

News Article_20180212.pdf

News Article_20190418.pdf

News Article_20200112.pdf

Press Release - Alignment Shift.pdf



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Press Release-Alignment Shift 3.pdf
Press Release_20190317.pdf
Press Release_MetroParks Website.pdf
Press Release_Tribune-Chronicle Legal Ad.pdf
Property Owner Notification Letter.pdf
Property Owner Notification Letter_20200108.pdf
Public Comments Received and Responses - Alignment Shift.pdf
Public Comments Received-Alignment Shift 3.pdf
Public Involvement Plan.pdf
Public Meeting Exhibits.pdf
Public Meeting Handouts.pdf
Public Meeting Notification_20190318.pdf
Public Meeting Sign In Sheet.pdf
Public Notification Mailing List.pdf
Response to Public Comments - Alignment Shift 3.pdf
Response to Public and Stakeholder Comments.pdf
Stakeholder Meeting Notification_20190313.pdf
Stakeholder Notification.pdf
Stakeholder Notification_20200108.pdf
The Review Newspapers Press Release-Alignment Shift 3.pdf
Tribune Chronicle Press Release-Alignment Shift 3.pdf
Trumbull County Metroparks Website Posting - Alignment Shift.pdf
WFMJ Press Release-Alignment Shift 3.pdf

Permits

FEMA FIRM-Reevaluation.pdf
FEMA FIRM.pdf