

ENVIRONMENTAL SCREENING/CE-1 FORM

Date: March 18, 2011

Initial Version **Revision to version dated** December 12, 2007

Purpose of this document: Define the scope of the project CE Level 1 Approval or optional documentation for exempt

County, Route, Section: MAH – Mill Creek MetroParks Bikeway – Phase III

PID: 80655

Project Description:

The proposed Phase III of the Mill Creek MetroParks Bikeway is located in Green Township, Mahoning County, Ohio. The proposed future bikeway will traverse from the southern terminus of the existing Mill Creek MetroParks Bikeway at Western Reserve Road to the Village of Washingtonville just north of State Route 14 at the Columbiana/Mahoning County line. Phase III of the Mill Creek MetroParks Bikeway will complete the Mahoning County section of the proposed 100-mile Great Ohio Lake-to-River Greenway. See project mapping, schematic plan and photographs of the action study area in Attachment A.

Mill Creek MetroParks Bikeway (PID # 80655) proposes to acquire parcels necessary to construct 6.3 miles of future bikeway. This proposed advanced right-of-way acquisition action is funded by a Congressional earmark. Prior to the start of the acquisition process, an environmental document and a right-of-way plan must be completed for the proposed action. The proposed study area includes several parcels privately owned along the former Niles - Lisbon rail corridor between Western Reserve Road and the Mahoning/Columbiana County line. This CE Level 1 environmental document reflects the 4.52 miles of parcels to be acquired by Mill Creek MetroParks. Mill Creek MetroParks currently owns 1.75 miles along the proposed Phase III route. The right-of-way plan shall include a field survey, design and legal descriptions. Acquisition tasks may also be included within the consultant agreement on an as needed basis. A review of the right-of-way plan shall also be included in the right-of-way acquisition scope although a different consultant, as required by ODOT, will conduct it.

The proposed alignment for construction of Phase III of the Mill Creek MetroParks bikeway is along the former Niles - Lisbon Branch of the Erie Railroad Company, originally constructed in the 1860s. The railroad branch served as an important link between Cleveland and Pittsburgh. In its heyday, the railroad track bustled with passenger trains and freight trains hauling coal, steel, iron ore, produce and dry goods. Each community along the railroad line had its own passenger depot, freight house and telegraph office. Some of these areas have been identified along the proposed route for Phase III including a station at Calla and several spurs to farming and mill industries.

Improvements to the highway system resulted in the demise of rail lines throughout the country. By the late 1930s the passenger service was discontinued on the Niles - Lisbon Branch. Subsequent bankruptcies resulted in its eventual abandonment. The railroad track and ties were removed in 1989 and the sections of right-of-way from Western Reserve Road south to the Columbiana County line were sold to private individuals. In 2000 and 2001, the first two phases of the existing MetroParks Bikeway were constructed in Canfield Township, the City of Canfield and Austintown Township. These construction projects resulted in a 10.6-mile, paved asphalt multi-use corridor owned and operated by Mill Creek MetroParks. Following the right-of-way acquisition phase, the environmental and design processes for a future bikeway construction project will be completed upon the availability of funding.

The estimated length for acquisition of right-of-way parcels is 4.52 miles. The limits for the acquisition phase are as follows: From the northern extent of the State Route 14/Washingtonville Road intersection upgrade project north approximately 2,300 linear feet (0.44 mile) to Garfield Road; from the Pine Lake Road right-of-way north approximately 21,500 linear feet (4.07 miles) to Mill Creek MetroParks' property – Parcel No. 12-052-0-023 located approximately 3,000 feet south of Western Reserve Road.

The northern logical terminus of PID 80655, including preliminary engineering and right-of-way acquisition for Phase III of the Mill Creek MetroParks Bikeway, is located approximately 3,000 feet south of Western Reserve Road at the southern boundary of Mill Creek MetroParks' Parcel No. 12-052-0-023 in Green Township. The southern logical terminus of PID 80655 is located just north of the Mahoning/Columbiana County line excluding the section of right-of-way currently owned by Mill Creek

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Project Description, Continued

MetroParks located from the Pine Lake Road right-of-way southward approximately 6,300 linear feet to Garfield Road.

The southern terminus will be at the northern extent of the State Route 14/Washingtonville Road intersection upgrade project (COL-14-05.40, PID 80815) currently under development by ODOT District 11. The intersection improvement project will likely include a dedicated bike/pedestrian facility or bike lanes within the Washingtonville Road right-of-way to the intersection of High Street. At that location the future Phase III bikeway will meet the future pedestrian/bikeway facility to be constructed with the State Route 14/Washingtonville Road intersection upgrade project.

Columbiana County is proposing to construct their section of the Great Ohio Lake-to-River Greenway to the county line in Washingtonville from the existing northern terminus of the Little Beaver Creek Greenway in the Village of Leetonia. Upon completion of these two sections of bikeway, a continuous 30-mile paved section of the Great Ohio Lake-to-River Greenway will be completed in Mahoning and Columbiana Counties.

The plan to develop the rail line into a biking and hiking trail was identified in the 1990 General Plan for Mill Creek MetroParks. The MetroParks, working with Eastgate Regional Council of Governments, secured funding through the Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT) to acquire and construct the first two phases of the trail. A Phase III Routing Feasibility Study was conducted by Shaw, Weiss and DeNaples in 1996. The MetroParks Bikeway, both existing and proposed, is one section of the proposed 100-mile Great Ohio Lake to River Greenway, a developing corridor that will allow trail users to travel from Lake Erie to the Ohio River. The MetroParks will design and complete Phase III of the Bikeway using the AASHTO Guide to the Development of Bicycle Trails.

The acquisition phase is not in conflict with any local or regional comprehensive transportation plan and it supports the MetroParks mission statement by responding to community needs and preserving recreational opportunities.

Purpose and Need for Action:

The Great Ohio Lake-to-River Greenway is a proposed initiative to construct a bikeway connecting Lake Erie in the City of Ashtabula to the Ohio River near the City of East Liverpool. The bikeway will traverse across four northeast Ohio counties including Ashtabula, Trumbull, Mahoning and Columbiana. To date, the proposed 100+ mile facility has over 65 miles constructed with several additional miles currently in development. Mill Creek MetroParks is the responsible organization to operate and maintain the Mill Creek MetroParks Bikeway, the Mahoning County section of the Great Ohio Lake-to-River Greenway. Of the proposed 17-mile Mahoning County section, 10.6 miles of the bikeway are constructed from the Trumbull County line south to Western Reserve Road, the township boundary between Canfield Township and Green Township.

The purpose of this action is to preserve a corridor along the former Niles-Lisbon Branch of the Erie Railroad in Green Township, Mahoning County, to complete the Mahoning County section of the Great Ohio Lake-to-River Greenway/Bikeway.

After abandonment of the railroad, the former Niles-Lisbon Branch of the Erie Railroad was sold by the railroad to private property owners. In most examples, the private property owners were owners of property adjacent to the former railroad right-of-way. Mill Creek MetroParks desires to acquire these former railroad right-of-way parcels from the private property owners in preparation for the proposed future construction of Phase III of the MetroParks Bikeway. The proposed right-of-way acquisition action will enable Mill Creek MetroParks to purchase the property from the private property owners, thus establishing these parcels as public property. The proposed right-of-way acquisition action will define the proposed alignment for this section of bikeway and identify the parcels necessary for acquisition. Once the proposed 4.52-mile right-of-way acquisition action is complete, the MetroParks will have the opportunity to construct the final 6.3-mile section of the bikeway to complete the Mahoning County section of the Great Ohio Lake-to-River Greenway from Western Reserve Road in Canfield Township to the Village of Washingtonville north of State Route 14.

The proposed action has been initiated to complete the MetroParks Bikeway, the Mahoning County section of the Great Ohio Lake-to-River Greenway. The MetroParks bikeway facility has been identified in the MetroParks General Plan and through the Long-Range Transportation Plan of the local MPO, Eastgate Regional Council of Governments. Mill Creek MetroParks has previously acquired the right-of-way property and constructed a bikeway facility on 10.6 miles of the former Niles-Lisbon Branch of the Erie Railroad. The proposed right-of-way acquisition action will define the bikeway alignment and acquire the parcels necessary to construct the remaining section of bikeway in Mahoning County. Mill Creek MetroParks has made progress toward reaching the desired actions for right-of-way

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Purpose and Need for Action, Continued	<p>acquisition and bikeway construction. Mill Creek Metroparks has secured a \$364,000 Congressional Appropriation for the proposed right-of-way acquisition action. In addition, the MetroParks has previously acquired approximately 1.5 miles of former Niles-Lisbon Branch right-of-way in preparation for bikeway construction. The proposed right-of-way acquisition action will enable the MetroParks to acquire the remaining parcels necessary for the proposed future construction of Phase III of the MetroParks Bikeway. Without identifying the proposed bikeway alignment and acquiring the former railroad right-of-way parcels, the MetroParks will not be able to construct the remaining section of the MetroParks Bikeway and result in an incomplete Mahoning County section of the regionally important Great Ohio Lake-to-River Greenway transportation facility.</p>								
Termini:	<p>The project length in regard to acquisition of right-of-way parcels is 4.52 miles. The entire 6.30 miles of the proposed future bikeway, including the parcels currently owned by Mill Creek MetroParks, will be addressed in the environmental process to be completed prior to the future Phase III bikeway construction project. The entire project extends from the northern terminus at the existing MetroParks Bikeway at Western Reserve Road, the border between Canfield Township and Green Township, to the southern terminus at the northern extent of the Route 14/Washingtonville Road intersection upgrade project (COL-14-05.40, PID 80815) currently under development by ODOT District 11.</p> <p>In regard to the right-of-way acquisition for Phase III of the Mill Creek MetroParks Bikeway, the northern terminus is located approximately 3,000 feet south of Western Reserve Road at the southern boundary of Mill Creek MetroParks' Parcel No. 12-052-0-023 in Green Township. The southern terminus of PID 80655 is located just north of the Mahoning/Columbiana County line excluding the section of right-of-way owned by Mill Creek MetroParks located from the Pine Lake Road right-of-way south approximately 6,300 linear feet to Garfield Road. The southern terminus for this acquisition scope also is the northern extent of the Route 14/Washingtonville Road intersection upgrade project. The future Phase III Bikeway will meet the future pedestrian/bikeway facility to be constructed with the State Route 14/Washingtonville Road intersection upgrade project.</p> <p>The limits of the acquisition action are as follows:</p> <ul style="list-style-type: none"> - the northern extent of the Route 14/Washingtonville Road intersection upgrade project northward approximately 2,300 linear feet (0.44 mile) to Garfield Road; - the Pine Lake Road right-of-way northward approximately 21,500 linear feet (4.07 miles) to Mill Creek MetroParks' property – Parcel No. 12-052-0-023 located approximately 3,000 feet south of Western Reserve Road. 								
Funding Source(s):	<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="text-align: center;">100%</td> <td style="text-align: center;">federal</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;">state</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;">local</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;">private</td> </tr> </table>	100%	federal	<input type="checkbox"/>	state	<input type="checkbox"/>	local	<input type="checkbox"/>	private
100%	federal	<input type="checkbox"/>	state	<input type="checkbox"/>	local	<input type="checkbox"/>	private		
	Estimated Cost: \$ 364,000								
Project Sponsor:	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"> Mill Creek MetroParks P.O. Box 596 Canfield, Ohio 44406 </td> <td style="width: 50%; vertical-align: top;"> Project Length: Total: 33,264 feet (6.30 miles) [Right-of-way acquisition: 23,866 feet (4.52 miles)] </td> </tr> </table>	Mill Creek MetroParks P.O. Box 596 Canfield, Ohio 44406	Project Length: Total: 33,264 feet (6.30 miles) [Right-of-way acquisition: 23,866 feet (4.52 miles)]						
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Traffic Data	Year	ADT	% Trucks	Operating Speed
Present Day	N/A	N/A	N/A	N/A
Design Year (Build)	N/A	N/A	N/A	N/A

Scope of the Proposed Action:			
	No	Possible	Comments
Facility on new location or realignment	X		The proposed right-of-way acquisition action will identify parcels for acquisition along the corridor of the abandoned Niles - Lisbon Branch of the Erie Railroad Company, originally constructed in the 1860s. Mill Creek MetroParks proposes to acquire these right-of-way parcels for future construction of Phase III of the Mill Creek MetroParks Bikeway. Due to, in part, some existing structures, acquisition of parcels beyond the former railroad right-of-way may be necessary by this action. The right-of-way acquisition action does not propose any bikeway construction activities. Therefore, the action will not construct a facility on new location or realignment.
Added through-traffic lanes	X		The right-of-way acquisition action does not propose any bikeway construction activities. Therefore, the action will not construct added through-traffic lanes.
Substantial change in access control		X	The proposed right-of-way acquisition action will identify and acquire parcels along the corridor of the abandoned Niles - Lisbon Branch of the Erie Railroad Company, originally constructed in the 1860s. The parcels are currently in private ownership. Mill Creek MetroParks proposes to acquire these former railroad right-of-way parcels for future construction of Phase III of the Mill Creek MetroParks Bikeway. Due to, in part, some existing structures, acquisition of parcels beyond the former railroad right-of-way may be necessary by this action. The right-of-way acquisition action does not propose any bikeway construction activities.
Work extends beyond existing r/w limits	X		Bikeway construction activities are not proposed with the proposed right-of-way acquisition action. The action proposes to identify and acquire former railroad right-of-way parcels for the future construction of a bikeway. The parcels are currently in private ownership. Former railroad right-of-way parcels and potentially parcels adjacent to the former railroad right-of-way are proposed to be purchased and acquired by the Mill Creek MetroParks. The right-of-way acquisition action does not propose any bikeway construction activities. See project mapping, schematic plan and photographs of the action study area in Attachment A.

Scope of the Proposed Action:			
	No	Possible	Comments
Major real estate acquisition required for r/w		X	The scope of the action is the identification and acquisition of former railroad right-of-way parcels for the future construction of a bikeway. The parcels comprising the former railroad right-of-way are currently in private ownership. Right-of-way parcels and potentially parcels adjacent to the former railroad right-of-way are proposed to be purchased and acquired by the Mill Creek MetroParks. See project mapping, schematic plan and photographs of the action study area in Attachment A.
Relocation of residences/businesses/etc.	X		As a component of the proposed right-of-way acquisition action and a future construction project, no relocation of residences/businesses/etc. or removal of structures/buildings is necessary for the proposed location. The Mill Creek MetroParks desire is to acquire the parcels along the former railroad right-of-way for future construction of a bikeway facility. However, in the event of conflict with a residence/business/etc., the Mill Creek MetroParks will investigate potential alignment adjustments within the former railroad right-of-way or identify parcels adjacent to the former railroad right-of-way to construct the future bikeway.
Relocation of utilities	X		No relocation of utilities will be necessary for the proposed right-of-way acquisition action.
Temporary disruption to traffic flow	X		The right-of-way acquisition action does not propose any bikeway construction activities. Therefore, temporary disruption to traffic flow will not occur with this action.
Permanent alteration of local traffic pattern	X		The right-of-way acquisition action does not propose any bikeway construction activities. Acquisition of parcels associated with this proposed right-of-way acquisition action will not result in permanent alteration of the local traffic pattern.
Disruption to public facilities/services	X		The right-of-way acquisition action does not propose any bikeway construction activities. No disruption to public facilities/services will occur with the proposed right-of-way acquisition action.
Removal of trees/vegetation	X		The right-of-way acquisition action does not propose any bikeway construction activities. No trees/vegetation will be removed within the scope of the proposed right-of-way acquisition action.
Involvement with existing bridge(s)	X		The right-of-way acquisition action does not propose any bikeway construction activities. No involvement with existing bridges is associated with this action.

Involvement with Resources:			
	No	Possible	Studies, Coordination, and Comments
Streams, Rivers, & Watercourses	X		The majority of this action activity area is located within the Cherry Valley Run area of Green Township, a small tributary stream that flows into Little Beaver Creek. Mill Creek MetroParks personnel, through site visits on 4.3.2007 and 4.23.2007, along with available mapping, have identified numerous unnamed tributaries, wetland complexes and wet forests adjacent to the abandoned railroad right-of-way parcels identified for acquisition. While the future bikeway construction phase will address the potential impacts to these resources, the proposed right-of-way acquisition action will not impact or involve any streams, rivers and watercourses within the action study area. Temporary or permanent impacts to any watercourses will not result from the proposed action. Ecological coordination with resource/regulatory agencies is not necessary for the proposed right-of-way acquisition action.
Other Surface Waters	X		The proposed right-of-way acquisition action will not impact any other surface waters. Based on 4.3.2007 and 4.23.2007 field reviews of the area and review of available United States Geological Survey- Salem Quadrangle 7.5 minute series (Topographic) mapping by Mill Creek MetroParks personnel, no other surface waters are located within the action study area.
Wetlands	X		Several areas of wetlands areas exist within the action study area based on review of available mapping on 12.7.2007 and field visit reviews by Mill Creek MetroParks and ODOT District 4 Environmental Section personnel on 4.3.2007 and 4.23.2007. The proposed right-of-way acquisition action will not impact any wetlands.
High Quality Terrestrial Habitat	X		Mill Creek MetroParks personnel identified no areas within the action study area that accommodate high quality terrestrial species or potentially serves as high quality habitat during the 4.3. 2007 and 4.23. 2007 field reviews. The proposed right-of-way acquisition action will not impact any high quality terrestrial habitat.
Threatened and Endangered Species	X		Mahoning County is within the known range of the Federally endangered Indiana Bat. Cutting of trees with suitable roosting and brood-rearing habitat for the federally endangered Indiana bat (living or standing dead trees or snags with exfoliating, peeling or loose bark, split trunks and/or branches, or cavities) will not be performed as part of this action. The action study area is also within the known range of the Bald Eagle, a Federal “Species of Concern” species. The nearest known eagle nesting areas are located approximately 6 miles east and 8 miles north of the action study area. No trees/vegetation will be removed for the proposed right-of-way acquisition action. The proposed action will not impact any threatened or endangered species or their habitats.

Involvement with Resources:			
	No	Possible	Studies, Coordination, and Comments
Drinking Water Resources	X		Mill Creek MetroParks personnel identified no areas within the action study area that serve as drinking water resources during a review of available Ohio EPA drinking water source mapping on 3.14.2011. No active drinking water intakes for public water supplies are located in either the Mill Creek Watershed or the Middle Fork Little Beaver Creek Watershed. Drinking water resources will not be impacted by the proposed right-of-way acquisition action. See Public Drinking Water Supply Use mapping for the action study area in Attachment C.
Flood Plains	X		The action study area is located within Zone A based on review of available floodplain mapping on 12.7.2007 by Mill Creek MetroParks Planning Department personnel. Based on the proposed right-of-way acquisition action, impacts to the existing flood plains located within the action study area will not occur with the proposed right-of-way acquisition action.
Farmland	X		One section of the former railroad right-of-way is currently being used as pasture for cattle. This action proposes to acquire the former railroad right-of-way, including the existing pasture land section of the former railroad right-of-way. The proposed right-of-way acquisition action will not impact any farmland.

Involvement with Resources:			
	No	Possible	Studies, Coordination, and Comments
Section 4(f)/6(f) Resource	X		<p>This action includes the acquisition of former railroad right-of-way for the future construction of a bikeway facility. Construction is not proposed with this right-of-way acquisition action. Based on review of available mapping, field review of the action study area by Mill Creek MetroParks personnel on 4.3.2007 and 4.23.2007 and cultural resources clearance, dated 5.15.2007 (in Attachment B), no publicly owned parks, recreation areas, waterfowl/wildlife refuges or properties listed in or eligible for listing in the National Register of Historic Places (NRHP) are located within the action study area. The action will not impact any Section 4(f)/6(f) resources.</p>
Cultural Resources	X		<p>This action includes the acquisition of former railroad right-of-way for the future construction of a bikeway facility. Construction is not proposed with this right-of-way acquisition action. The Area of Potential Effect (APE) is limited to the areas of advanced right-of-way acquisition. On 5.11.2007, ODOT Office of Environmental Services (OES) Cultural Resources staff conducted a literature review of the proposed advanced right-of-way acquisition action. No previously documented cultural resources were identified within or adjacent to the APE during the literature review. The acquisition of right-of-way for a future bikepath on the former disturbed railroad bed does not warrant archaeological investigations. No further archaeological investigations are warranted for the proposed right-of-way acquisition action. The acquisition of land for the future design and construction of a bikepath does not require additional history/architecture investigations. The current action as planned, land acquisition, does not have the potential to effect history/architecture resources. The next phase of planning and construction will require the preparation of a Phase I history/architecture survey to determine whether any of the structures fifty years of age or older within the APE are eligible for inclusion on the National Register of Historic Places (NRHP). In accordance with Stipulation 4A(1) and Appendix A of the <i>Programmatic Agreement Among The Federal Highway Administration, The Advisory Council On Historic Preservation, The Ohio Historical Society, State Historic Preservation Office, And The State Of Ohio, Department Of Transportation Regarding The Implementation Of The Federal-Aid Highway Program In Ohio (Agreement No 12642)</i> executed July 17, 2006, and in compliance with 36 CFR Section 800.3 (a)(1), ODOT-OES has determined that the proposed undertaking is a type of activity which does not have the potential to cause effects to historic properties, assuming such historic properties were present. In accordance with Appendix A, the proposed undertaking is a type of activity that is limited to the following specified actions and is not part of a larger undertaking: 5. Construction of bicycle and pedestrian lanes, paths, and facilities...provided that no new disturbance will occur below ground in undisturbed areas or areas appearing to be undisturbed that would require archaeological investigations and no buildings will be removed. This completes the Section 106 review and no further cultural resources investigations are required for the proposed action. See ODOT OES IOC, dated 5.15.2007, regarding cultural resource coordination for the action in Attachment B.</p>

Involvement with Resources:			
	No	Possible	Studies, Coordination, and Comments
Air Quality Impacts	X		The right-of-way acquisition action does not propose any bikeway construction activities. Therefore, the proposed right-of-way acquisition action will have no impact on air quality.
Noise Impacts	X		The right-of-way acquisition action does not propose any bikeway construction activities. The proposed right-of-way acquisition action will not cause an increase in traffic volumes, will not change the vehicle mix or speed, will not involve new roadways or substantially change the geometric or shielding effects of existing roadways. The proposed right-of-way acquisition action will not result in traffic noise impacts.
Community/Economic Impacts	X		The proposed right-of-way acquisition action does not conflict with any local or regional comprehensive transportation plan and is consistent with the overall transportation and recreational plans for the Mill Creek MetroParks. The proposed action will acquire parcels for future bikeway construction to connect existing Mill Creek MetroParks and other regional bikeway facilities.
Environmental Justice	X		The proposed right-of-way acquisition action will not relocate any individuals, households or local businesses. The proposed action will not have any disproportionately high and adverse human health or environmental effects on minority or low-income population. No environmental justice issues were raised during the public involvement activities conducted for the proposed action. The US Bureau of Census (2000) data was reviewed by Mill Creek MetroParks to determine the presence of minority and/or low income populations within the action study area. Block Group 2, Census Tract 8134 and Block Group 3, Census Tract 8134 encompass the action study areas. See Block Group 2, Census Tract 8134 and Block Group 3, Census Tract 8134 mapping for the action study areas in Attachment C. The minority/low income population percentages of these census tracts reflect those of Green Township, Mahoning County, Ohio. The Council on Environmental Quality recommends: "Minority populations should be indentified where either : (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis." The total population for Block Group 2, Census Tract 8134 and Block Group 3, Census Tract 8134 is 2,642 individuals. The total minority population percentage is 1.7%. The Median Family Income is \$44,399 and the Per Capita Income is \$20,596. The percentage of families below the poverty level is 6.6%, for families with female householder and no husband present the percentage below poverty level is 27.8%, and for individuals it is 7.3%.

Involvement with Resources:			
	No	Possible	Studies, Coordination, and Comments
Public Involvement		X	On 3.29.2007, a notice was mailed to each property owner of and adjacent to the former railroad right-of-way by Mill Creek MetroParks. The purpose of this correspondence was to provide an action description and notify the property owners that MetroParks and ODOT personnel would need to access their property. A "Request for Public Comment" was also distributed to the local newspaper, <i>The Youngstown Vindicator</i> , on 5.4.2007. This news notice identified the action description, funding source and anticipated timeframe in addition to soliciting public comments on the development of the future Phase III Bikeway project. No written comments were received as a result of the public involvement activities conducted for the advanced right-of-way acquisition action. Additional correspondence was mailed to the property owners of the former Niles-Lisbon Branch of the Erie Railroad, as well as adjacent property owners. The letters were sent on 5.18.2010, and 7.21.2010, to inform the property owners of updates regarding the proposed action, as well as to inform them of upcoming site visits conducted by Mill Creek MetroParks and its consultant. A mailing list detailing the recipients of this correspondence is attached to the letters. See the press release, the <i>Youngstown Vindicator</i> newspaper article request for public comment, the property owner notification letters and mailing lists for the action in Attachment D.
Hazardous Materials	X		An Environmental Site Assessment (ESA) Screening, dated 6.15.2010, was prepared by ASC Group, Inc. for this proposed right-of-way acquisition action. The ESA Screening, in accordance with the ODOT Environmental Site Assessment Guideline, was completed to determine the likelihood of hazardous substances within the action study area. Historic and current land-use information and regulatory databases were reviewed to identify areas that may need additional environmental assessment. ASC Group utilized several resources to complete the ESA Screening including field review, mapping review, and regulatory database review including environmental databases and sources including the National Priority List (NPL), NPL Delisted, Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS), No Further Remedial Action Planned Sites (NFRAP), Resource Conservation and Recovery Information System (RCRIS), and others, along with detailed visual inspections. The ODOT Office of Environmental Services reviewed the ESA Screening for the proposed right-of-way acquisition action. In an IOC, dated 8.18.2010, the ODOT Office of Environmental Services stated, based on the information provided, no further environmental site assessment or special material management is warranted for the action. See ODOT OES IOC, dated 8.18.2010, regarding the ESA Screening for the proposed right-of-way acquisition action in Attachment E.
Permits	X		The right-of-way acquisition action does not propose any bikeway construction activities. Therefore, waterway permits are not required for the proposed advanced right-of-way acquisition action.

Environmental Commitments Made and Resources to be Avoided

- No trees or vegetation will be cut or removed as part of the advanced right-of-way acquisition action.

In accordance with the *Programmatic Categorical Exclusion Agreement* between ODOT and FHWA, the following type of environmental documentation is needed:

	Exempt from further environmental studies or documentation. This type of action summarily meets the conditions for a Categorical Exclusion classification.
X	Categorical Exclusion, Level 1 – The proposed action meets the criteria for CE-1 classification, as defined in the Agreement. No further environmental documentation required.
	Categorical Exclusion, Level 2 – The proposed action meets the criteria for CE-2 classification, as defined in the Agreement. Additional research and documentation is necessary to determine the effects on the environment. Categorical Exclusion Form to be prepared.
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for CE-3 classification, as defined in the Agreement. Additional research and documentation is necessary to determine the effects on the environment. Categorical Exclusion Form to be prepared.
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for CE-4 classification, as defined in the Agreement. Additional research and documentation is necessary to determine the effects on the environment. Categorical Exclusion Form to be prepared.
	EA – An Environmental Assessment is to be prepared.
	EIS – An Environmental Impact Statement is to be prepared.

Form Prepared By: Justin Rogers, Mill Creek MetroParks 3.18.2011
Name/Organization Date

Programming of Project: _____
District Environmental Studies Coordinator Date

Approval of Exempt of CE-1 Classification: Edward W. Deley, ODOT Dist. 4 July 12, 2011
District Environmental Studies Coordinator Date

ATTACHMENT A – PROJECT DESCRIPTION

PROJECT MAPPING

SCHEMATIC PLAN

PHOTOGRAPHS

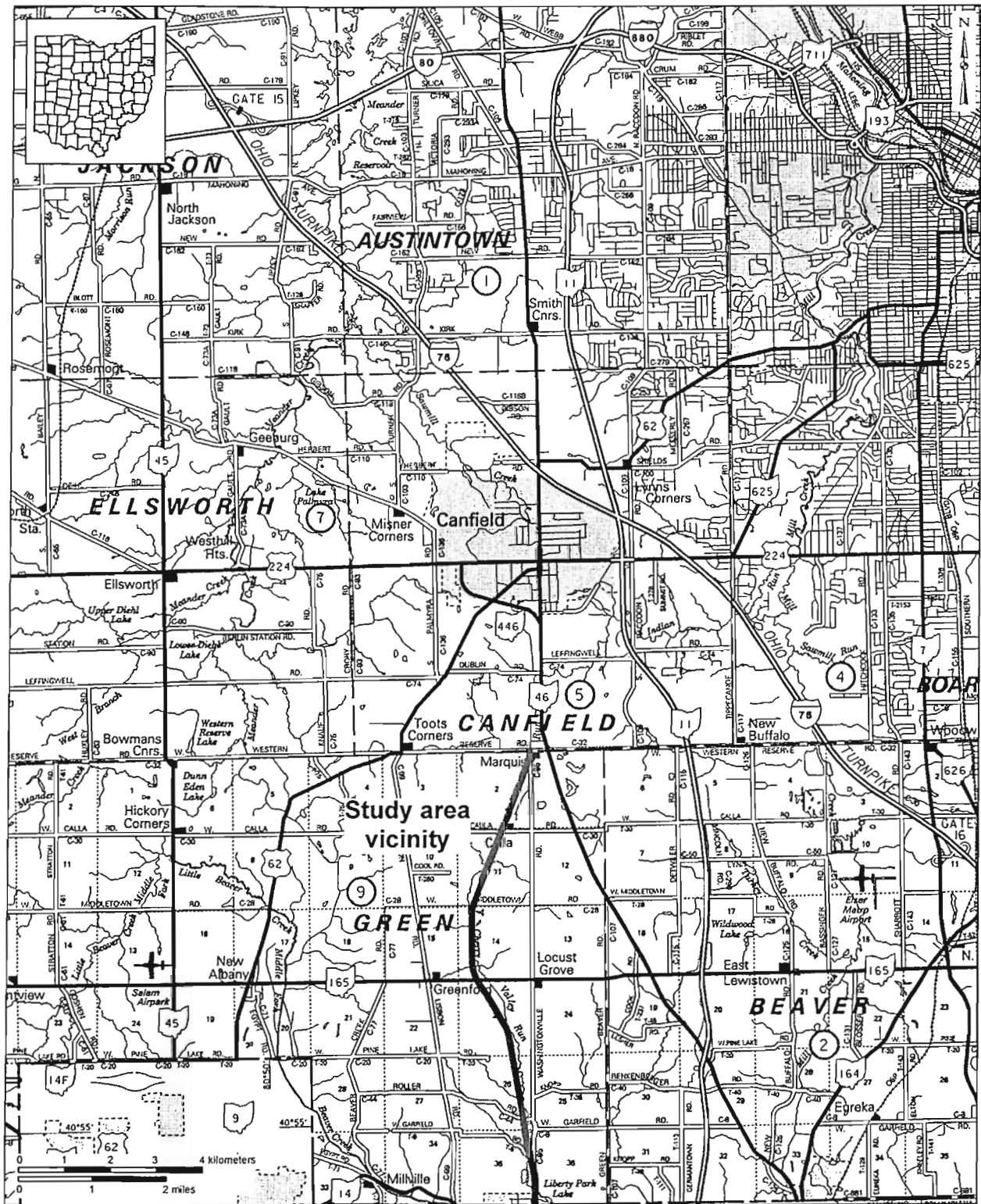
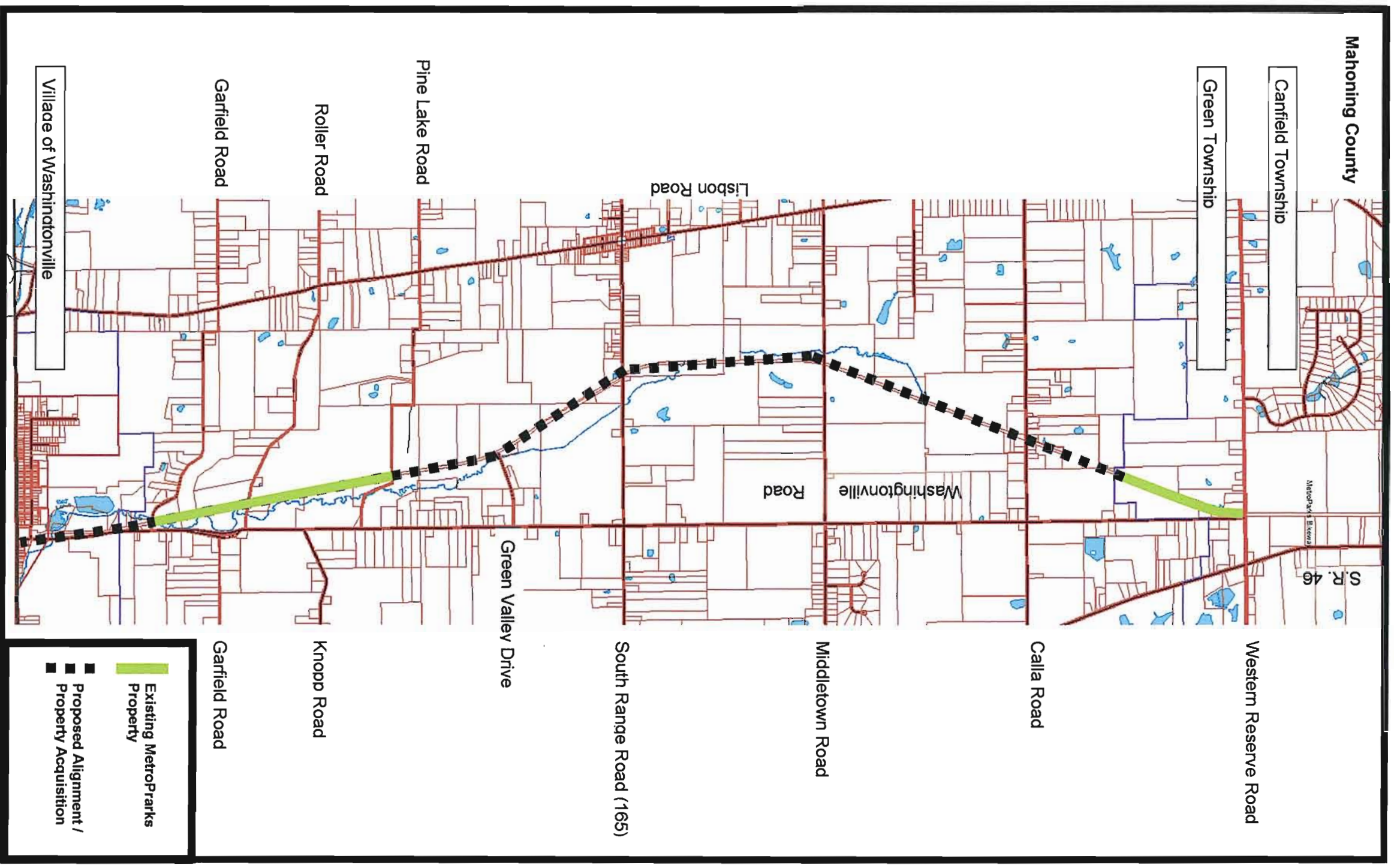


Figure 1. Portion of the Mahoning County Highway Map illustrating the vicinity of the study area.



Mill Creek MetroParks Bikeway – Phase III
Location Map

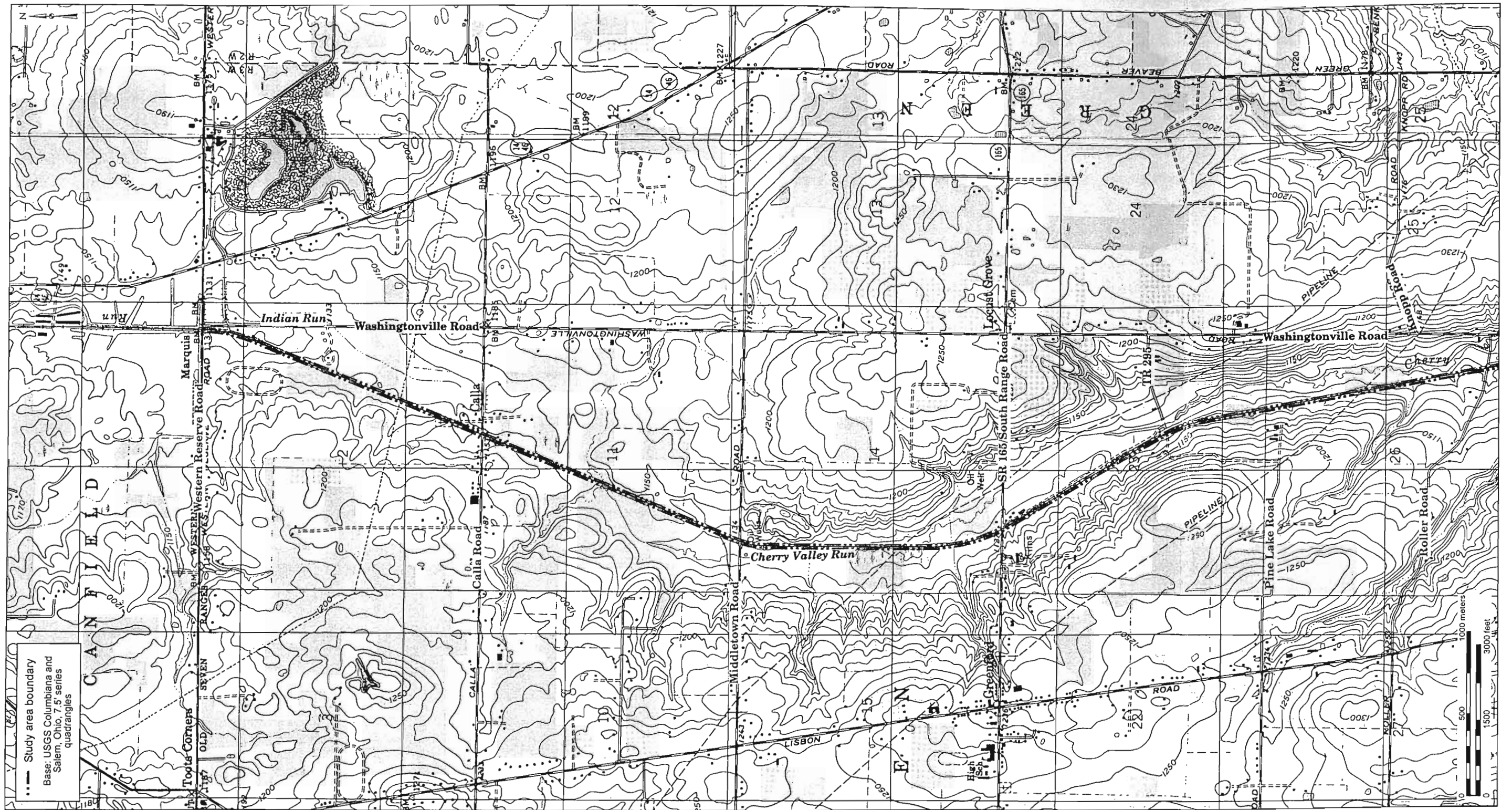


Figure 2. Portions of the 1994 Columbiana and 1994 Salem quadrangles (USGS 7.5' topographic maps) showing the study area. (2 Sheets)

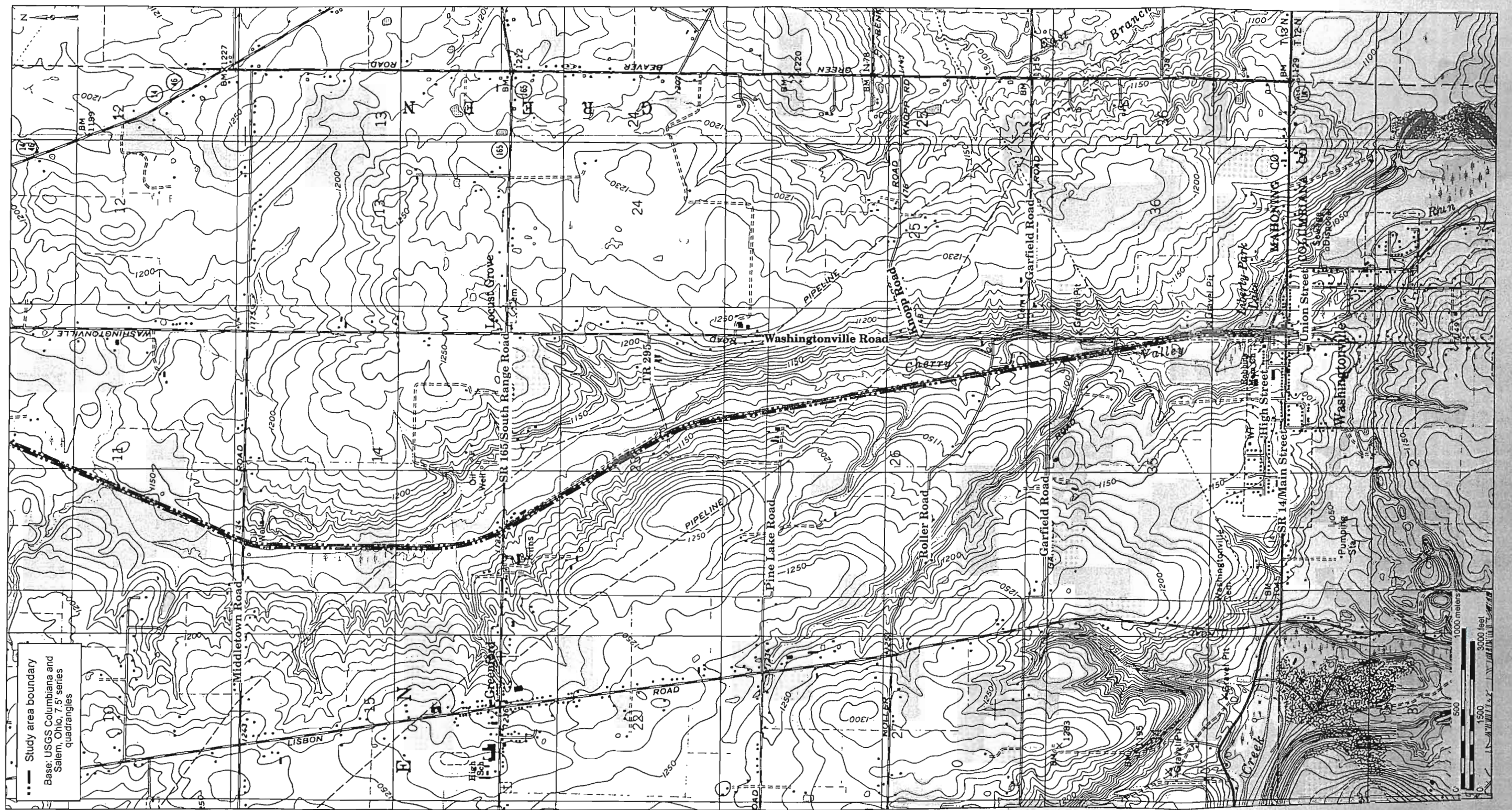
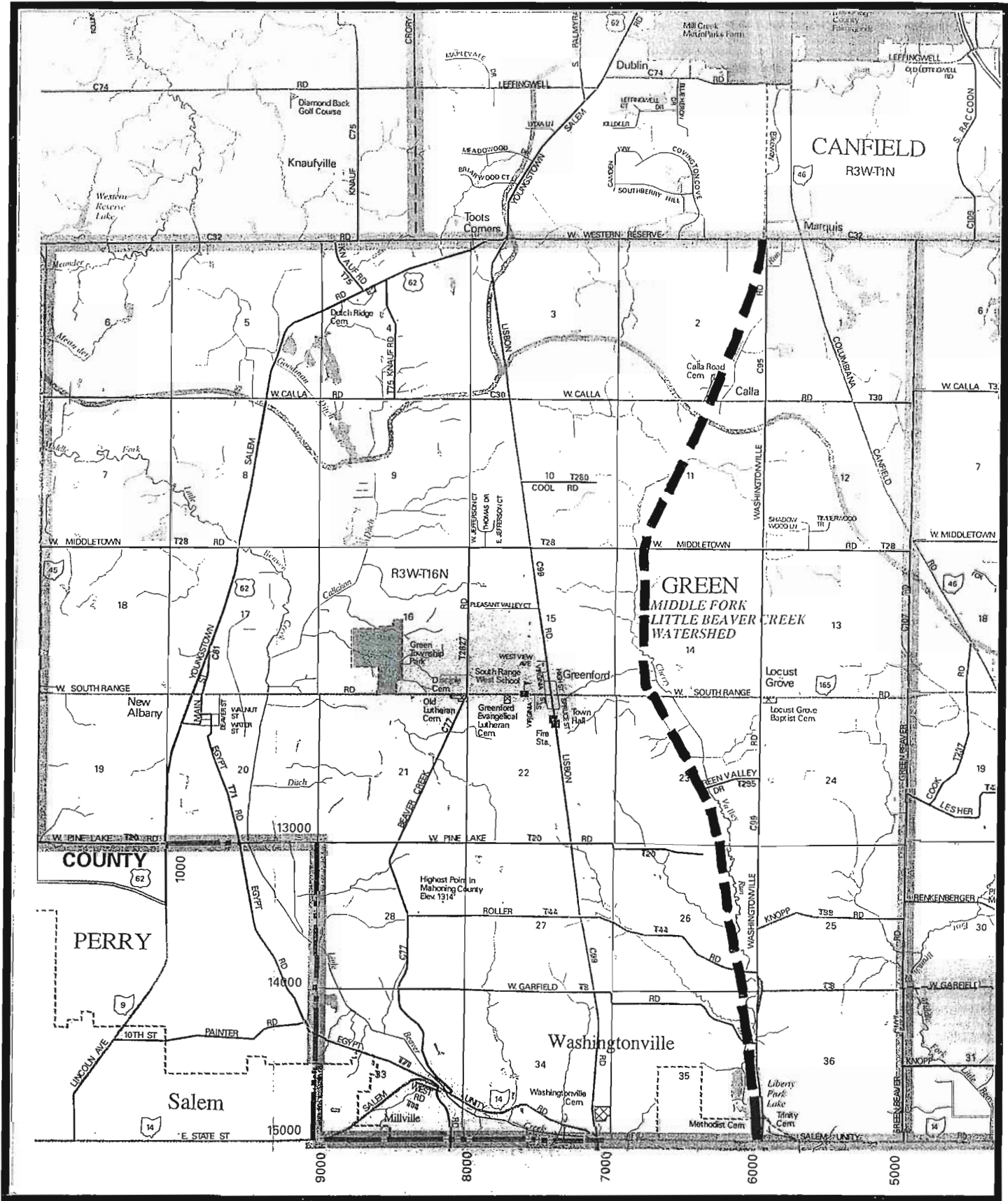


Figure 2. Portions of the 1994 Columbiana and 1994 Salem quadrangles (USGS 7.5' topographic maps) showing the study area. (2 Sheets)



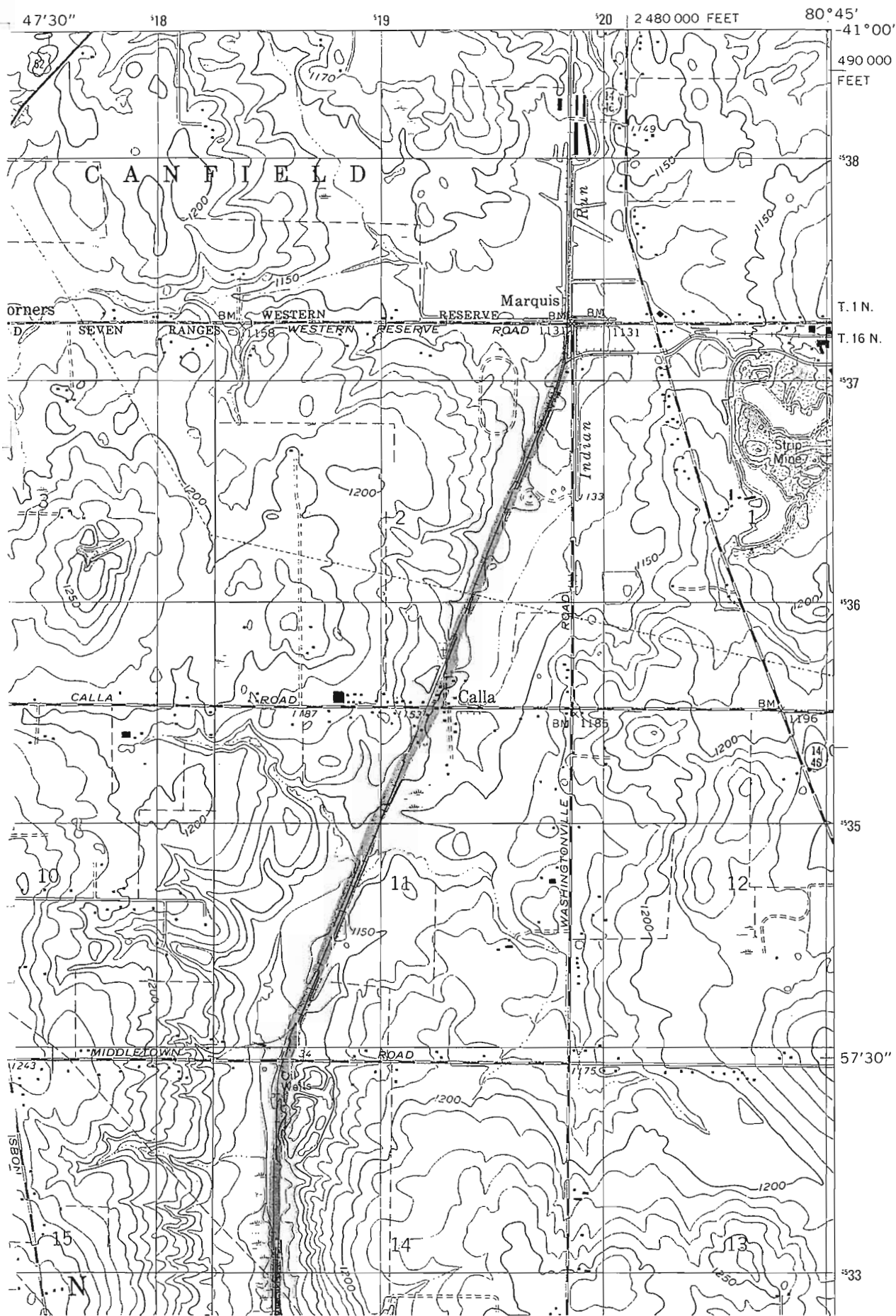
Mill Creek MetroParks Bikeway – Phase III
Location Map

Green Township
May 2007

PID 80655
MAH MILL CREEK BIREUMI
SALEM QUAD
4866 11 SW
(YOUNGSTOWN)

SALEM QUADRANGLE

OHIO
7.5 MINUTE SERIES (TOPOGRAPHIC)

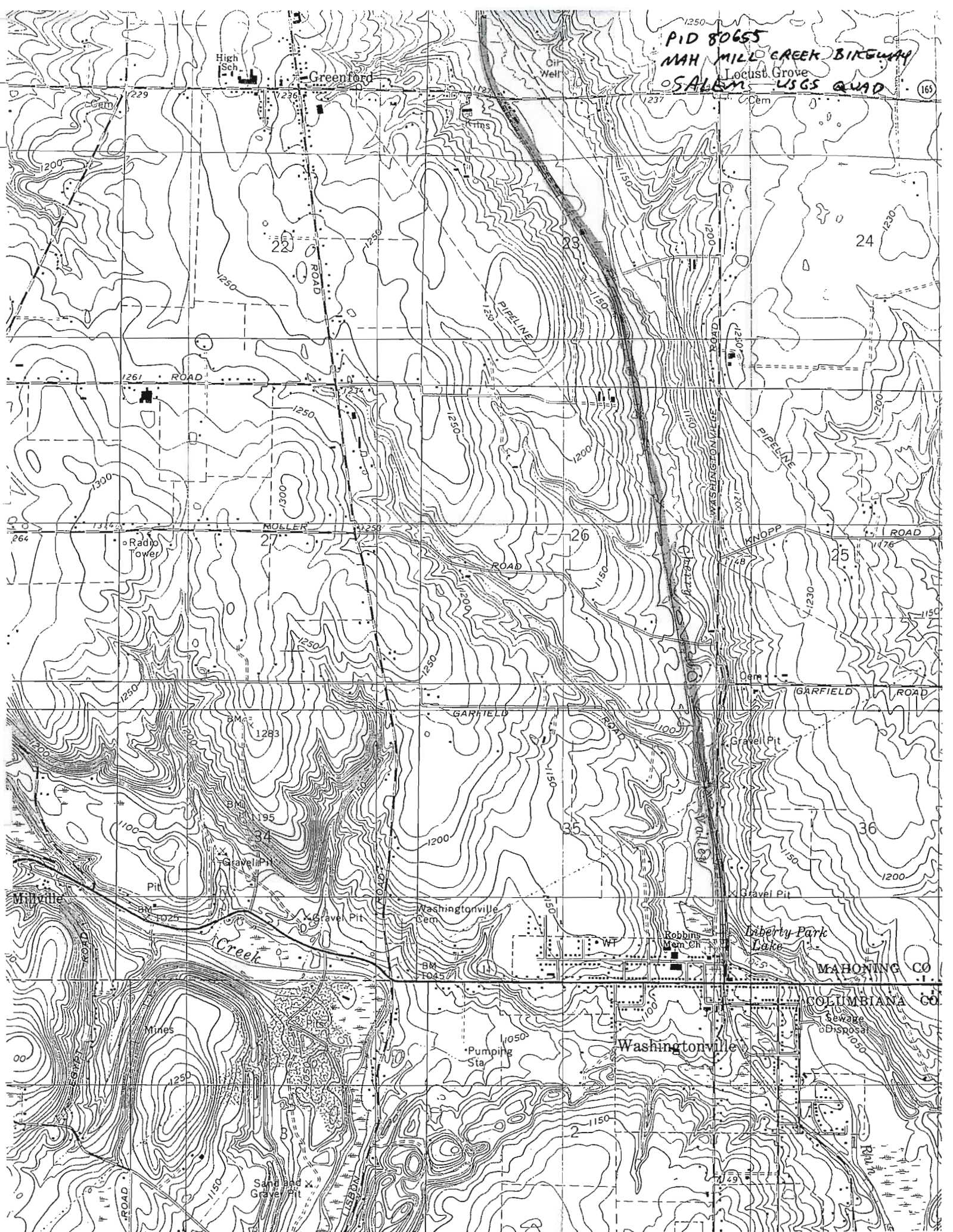


SALEM \$ 4.00



483-16-NE

PID 80655
MAH MILL CREEK BIRGWAY
Locust Grove
SALEM USGS QUAD



MAHONING CO
COLUMBIANA CO

Washingtonville

Liberty Park Lake

Greenford

Cir Well

Radio Tower

Washingtonville Cem

Robbins Mem Ch

Milville

Mines

Pumping Sta

Sewage Disposal

High Sch

Cem

ROAD

MULLER ROAD

ROAD

GARFIELD ROAD

ROAD

Creek

GARFIELD ROAD

ROAD

ROAD

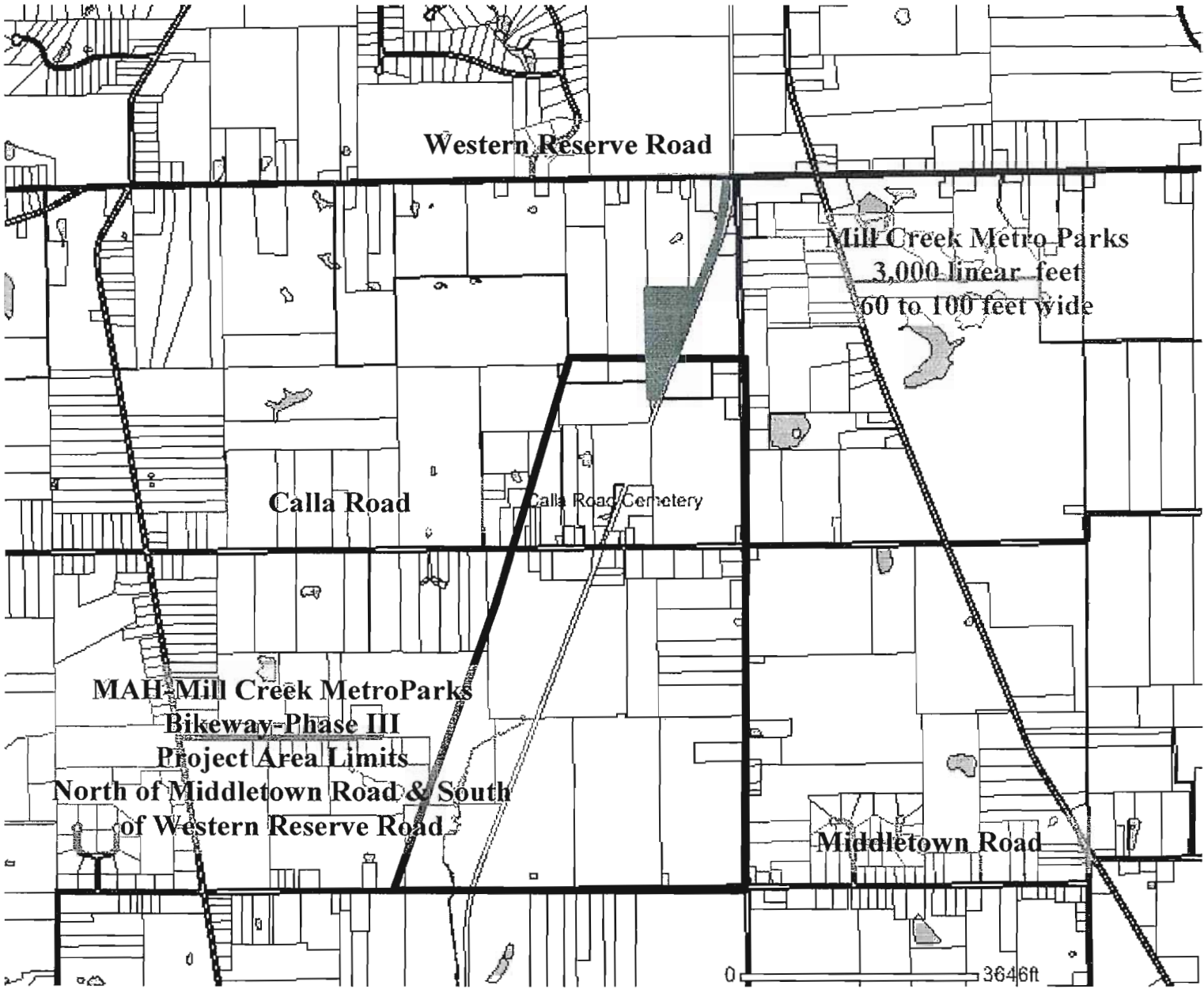
Sand and Gravel Pit

ROAD

ROAD

Rail Rd

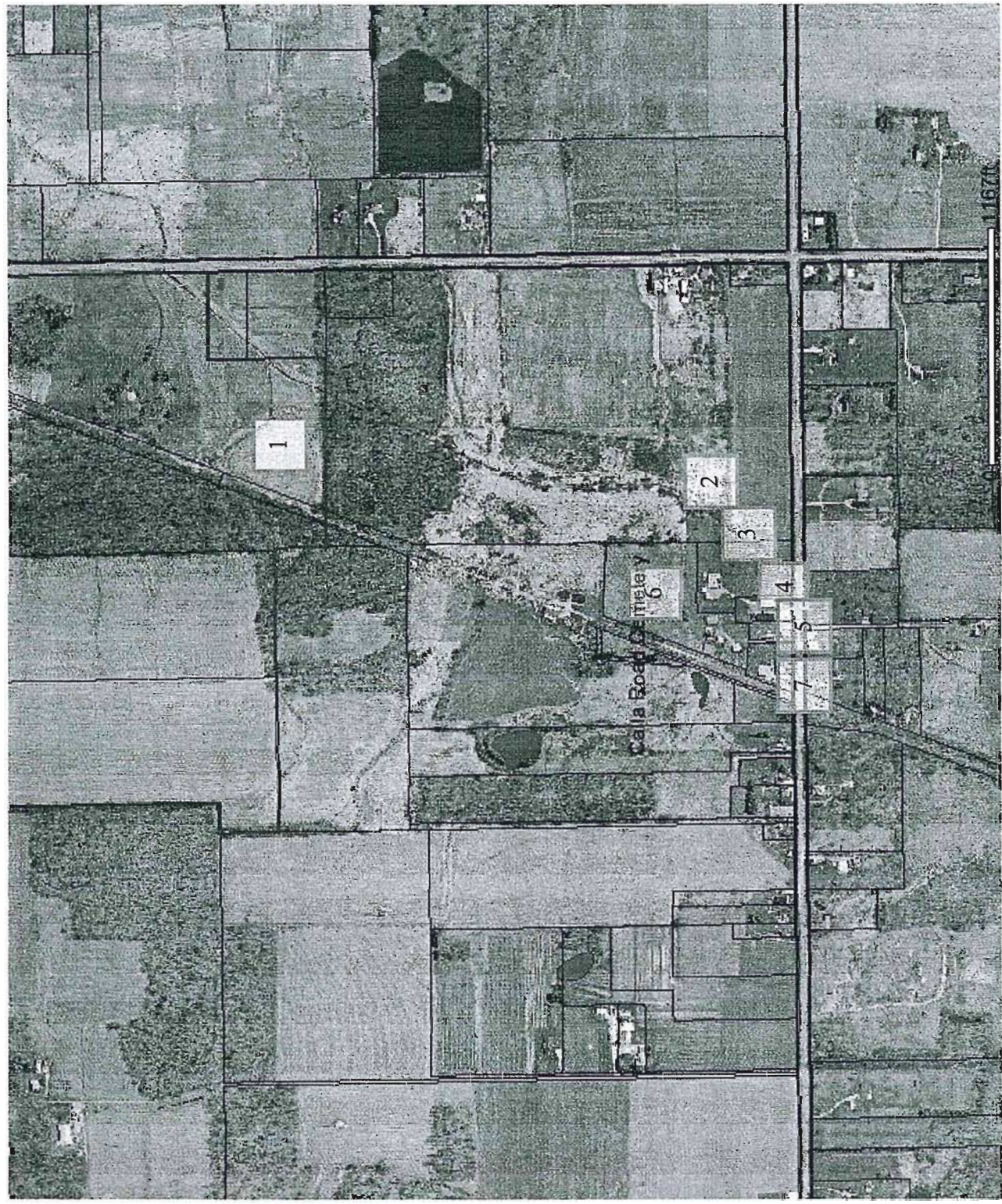
PROJECT AREA LIMITS
North End



PID 80655



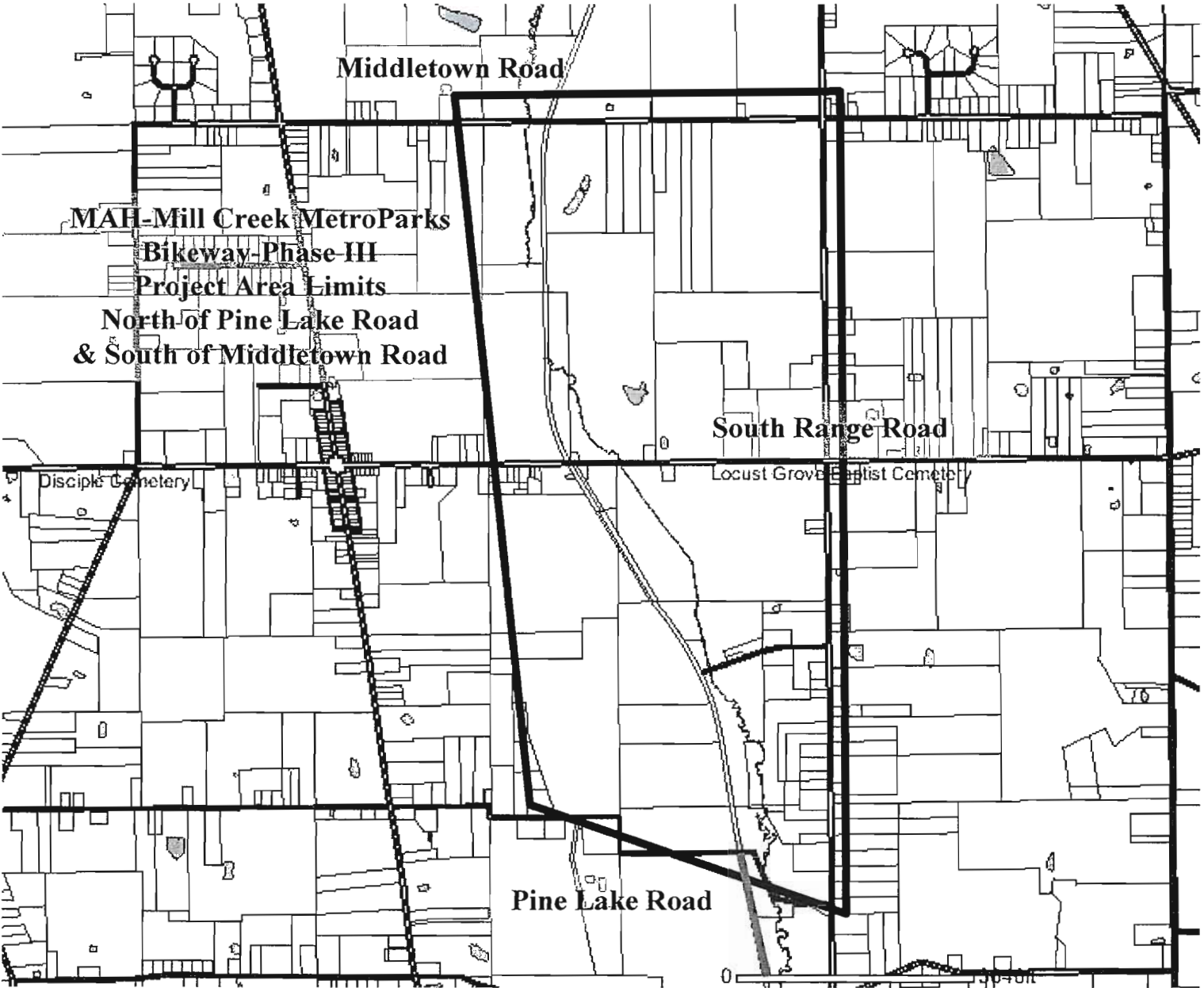
O'BRIEN PROPERTY ALTERNATIVES



1670

Label	Owner Name	Phone Number	Land Use	Address	Parcel Number	Total Acreage	Linear Feet	Market Land Value
1	Ada P. Wilt, Trustee	330-533-4653	House/Farm	9520 Washingtonville Road, Canfield, OH 44406-9423	12-052-0-001.00-0	31.09	500	Market Land Value - \$104,900 Cauv Value - \$0 Market Impr Value - \$143,800 Market Total Value - \$248,700
2	Janet L. Schlegel	330-533-4705	House/Farm	10000 Washingtonville Road, Canfield, OH 44406-9484	09-051-0-025.00-0	69	2,300	Market Land Value - \$155,500 Cauv Value - \$22,800 Market Impr Value - \$53,600 Market Total Value - \$76,400
3	Glen A. Wolford	330-533-1017	One Family Dwelling	6280 West Calla Road, Canfield, OH 44406-9439	09-051-0-023.00-0	3.25	275	Market Land Value - \$39,500 Cauv Value - \$0 Market Impr Value - \$92,100 Market Total Value - \$131,600
4	Mercer's Welding, Inc.	330-533-3373	Commercial Garage	6336 West Calla Road, Canfield, OH 44406	09-051-0-022.00-0	.75	125	Market Land Value - \$7,750 Cauv Value - \$0 Market Impr Value - \$20,600 Market Total Value - \$28,350
5	Clara D. Williams	330-533-8261	One Family Dwelling	6350 West Calla Road, Canfield, OH 44406-9452	09-051-0-021.00-0	.48	97	Market Land Value - \$11,800 Cauv Value - \$0 Market Impr Value - \$56,600 Market Total Value - \$68,400
6	Theresa M. Everett	330-533-5630	One Family Dwelling	6360 West Calla Road, Canfield, OH 44406-9452	09-051-0-024.01-0	5.94	10	Market Land Value - \$31,800 Cauv Value - \$0 Market Impr Value - \$67,100 Market Total Value - \$98,900
7	David A. Hoffman	330-533-1653	One Family Dwelling	6380 West Calla Road, Canfield, OH 44406-9452	09-051-0-020.00-0	1.18	244	Market Land Value - \$16,500 Cauv Value - \$0 Market Impr Value - \$68,200 Market Total Value - \$84,700

PROJECT AREA LIMITS
Central



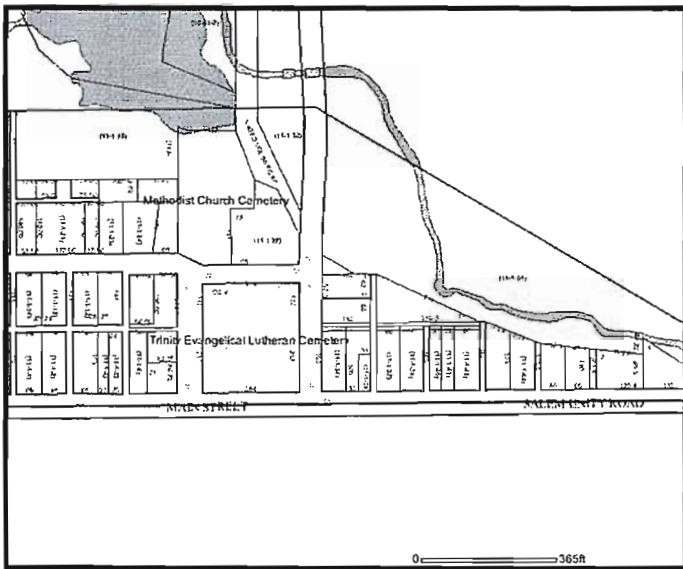
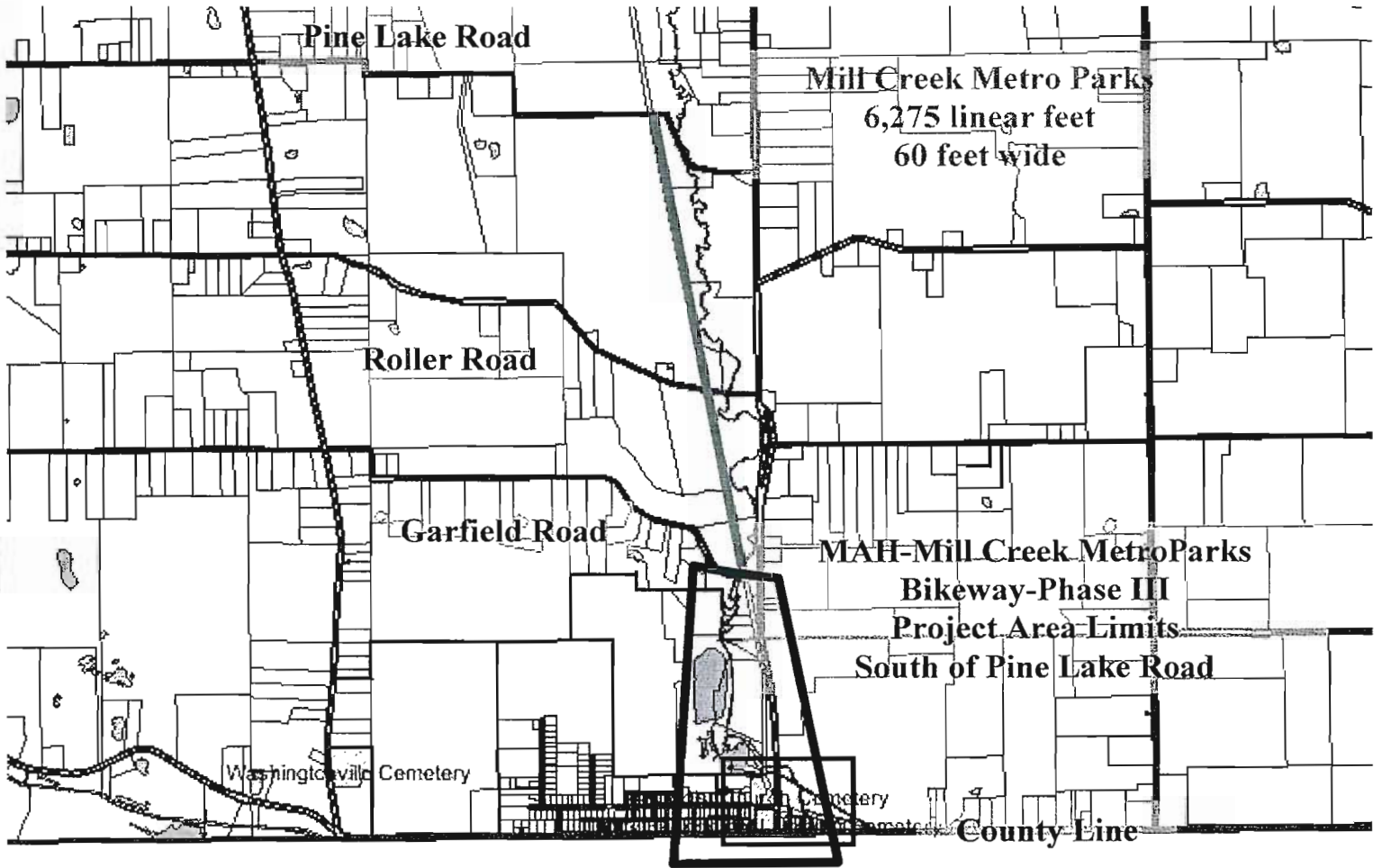
Mill Creek Metro Parks
60 feet wide

PID 80655



PROJECT AREA LIMITS

South End

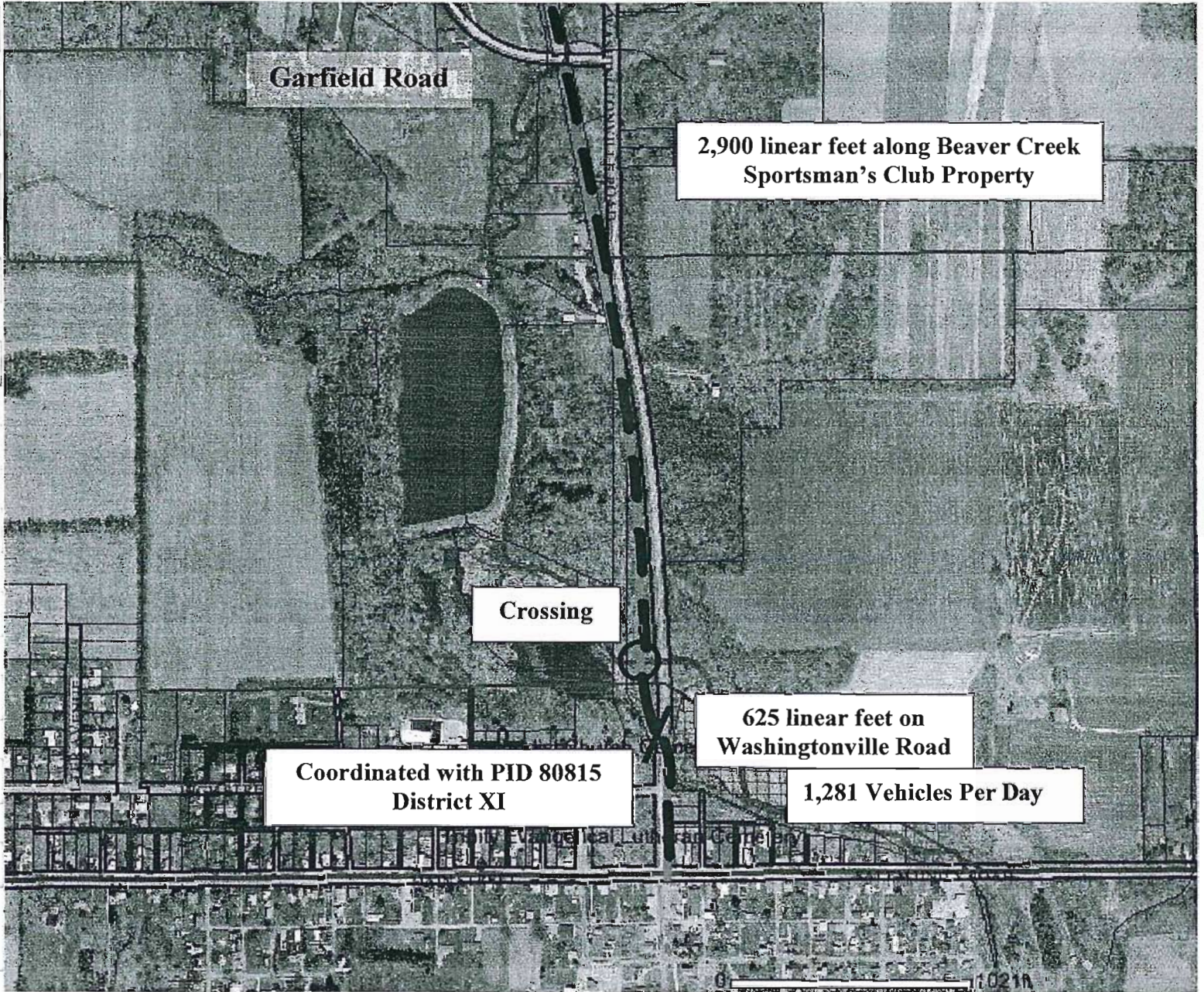


0 ————— 3646ft

PID 80655



**MAH – Mill Creek MetroParks Bikeway – Phase III
Beaver Creek Sportsman’s Club Property
Proposed Route**



PID 80655



SECTION 2

PHOTOGRAPHS



Photo: 1

Property Owner: Grim

View: South

Description: The intersection of Washingtonville Road (left) and High Street in the Village of Washingtonville. This is the proposed location for Phase III of the Bikeway to meet the right-of-way (ROW) of Washingtonville Road. The Grim property abuts the ROW and contains a portion of the original railroad ROW. The proposed intersection upgrade for Washingtonville Road and Route 14 (background) will potentially include bike lanes to the intersection with High Street. Therefore, the proposed terminus for this Phase III project is at High Street.

Photo: 2

Property Owner: Grim

View: North

Description: View from the driveway to the Grim property. The actual rails from the railroad are still in place at this location and can be seen (faintly) on either side of the asphalt patch. The railroad ROW is located north, parallel to the current Washingtonville Road. A historic road ROW is located to the west of the railroad right-of-way.



Photo: 3

Property Owner: Grim

View: West

Description: The house that is located at the Grim property. The condition is poor as it has been abandoned for sometime and vandalized.

Photo: 4

Property Owner: Beaver Creek Sportsman's Club (BCSC)

View: West

Description: This photo is taken from an existing concrete culvert along the railroad ROW. A channel crosses through the culvert as it drains a significant wetland area on the Beaver Creek Sportsman's Club (BCSC) property. The historic road ROW and bridge can be seen in the far foreground of the photo.



Photo: 5

Property Owner: BCSC

View: East

Description: From the railroad ROW, this photo shows the Washingtonville Road culvert carrying the same channel. The road and railroad ROWs parallel each other through the BCSC property to the Garfield Road intersection.



Photo: 6

Property Owner: BCSC

View: East

Description: View of the stream channel and Washingtonville Road culvert from the railroad culvert. A concrete channel carries the stream from the BCSC property under Washingtonville Road.



Photos: 7 & 8

Property Owner: BCSC

View: North & South

Description: Views from the railroad culvert crossing. The vegetation is typical throughout most of the southern end of the BCSC property.

Photo: 9

Property Owner: BCSC

View: West

Description: View of the railroad concrete culvert crossing from Washingtonville Road. The railroad culvert seems to be sound and has some concrete deterioration on the surface area. No railings are present and vegetation is growing on the surface.



Photo: 10

Property Owner: BCSC

View: East

Description: In the foreground is the railroad concrete culvert crossing and in the background is the Washingtonville Road culvert crossing. The culvert, wingwalls and channel structures appear to be sound and in good condition.





Photo: 11

Property Owner: BCSC

View: North

Description: Railroad ROW north of the tributary crossing. Shrub growth has overtaken the corridor.

Photo: 12

Property Owner: BCSC

View: West

Description: From the same location in Photo 11, this view shows the location of the historic road ROW that is currently being used by the BCSC. This access path crosses the railroad ROW and connects to Washingtonville Road.



Photo: 13

Property Owner: BCSC

View: South

Description: From the same location as Photos 11 and 12, this view south shows a maintained section of the ROW.



Photo: 14

Property Owner: BCSC

View: North

Description: From the driveway entrance to the BCSC, this photo depicts the bed and old railline along the railroad ROW. A section of the rails are still in place at this crossing.



Photo: 15

Property Owner: BCSC

View: South

Description: View south from the BCSC driveway entrance.



Photo: 16

Property Owner: BCSC

View: North

Description: This section of ROW appears to have most of the rail bedding in place. The BCSC utilizes this area for motorized trail riding.



Photo: 17

Property Owner: BCSC

View: South

Description: This section of the railroad ROW is currently being used as an archery range. This location, same as Photo 16, is north of the driveway entrance to the BCSC.



Photo: 18

Property Owner: BCSC

View: South

Description: The north end of the BCSC property, this view is from the top of an existing railroad bridge concrete abutment. A severe elevation change between the proposed bikeway and the Garfield Road intersection will require a new alignment for the bikeway.

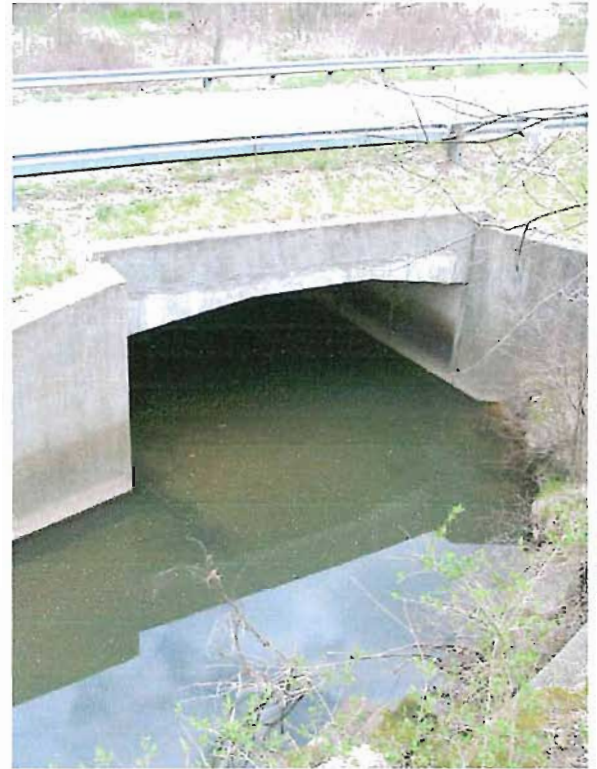


Photo: 19

Property Owner: BCSC

View: Northeast

Description: A concrete culvert under Garfield Road that carries Cherry Valley Run. Cherry Valley Run travels along the eastern side of the railroad ROW as it approaches Garfield Road.



Photo: 20

Property Owner: BCSC

View: Southwest

Description: Cherry Valley Run after it has crossed under Garfield Road. A small tributary also crosses under Garfield Road to the west and meets Cherry Valley Run at this location. The alignment of the proposed bikeway will potentially circumvent the stream and use the Garfield Road ROW to cross from north to south.



Photo: 21

Property Owner: BCSC

View: North

Description: View from on top of the existing railroad bridge abutment towards Garfield Road. The concrete culvert wingwall is in the foreground.



Photo: 22

View: West

Description: View west along Garfield Road from the proposed bikeway crossing.



Photo: 23

View: East

Description: View east along Garfield Road from the proposed bikeway crossing. Washingtonville Road is located perpendicular to Garfield Road at the stop sign.



Photo: 24

View: South

Description: The existing concrete abutment from the historic railroad use. A severe elevation change and stream crossing will require an adjusted alignment for the bikeway.



Photo: 25

Property Owner: Mill Creek MetroParks

View: South

Description: North of Garfield Road is a "washed-out" section of the railroad ROW. The small tributary that meets Cherry Valley Run at Garfield Road has eroded away the railroad embankment. The sharp meander pattern of the stream has scoured the embankment at this location.



Photo: 26

Property Owner: Mill Creek MetroParks

View: South

Description: A close-up view of the eroded embankment. The tributary continues to flow south along the western edge of the railroad ROW and Cherry Valley Run flow south along the eastern edge.



Photo: 27

Property Owner: Mill Creek MetroParks

View: North

Description: Typical landscape for this section owned by Mill Creek MetroParks.



Photo: 28

Property Owner: Mill Creek MetroParks

View: Southeast

Description: A substantial wetland system exists adjacent to Cherry Run and east of existing MetroParks property. Substantial embankment was placed to create the railbed.



Photo: 29

Property Owner: Mill Creek MetroParks

View: South

Description: Typical view of this section of ROW just south of Roller Road.

Photo: 30

Property Owner: Mill Creek MetroParks

View: North

Description: Wetland vegetation and standing water are apparent along this section just south of Roller Road. The railroad was constructed below existing grade, thus creating the potential for collecting water.



Photo: 31

Property Owner: Mill Creek MetroParks

View: North

Description: Water now settles in the middle of the right of way and not along the parallel ditches. The result of this hydrologic system has apparently created a wetland area along the rail line.



Photo: 32

Property Owner: Mill Creek MetroParks

View: West

Description: The source of the water on the rail bed is apparently a drainage tile from a neighboring farm field to the west. A break in the adjacent embankment has allowed water to flow onto the rail bed. Vegetation and wetland characteristics are now apparent along this section.

Photo: 33

Property Owner: Mill Creek MetroParks

View: East

Description: A view from the neighboring farm land toward the ROW.



Photo: 34

Property Owner: Mill Creek MetroParks

View: North

Description: An apparent outlet from a farm tile system is located at this site. The water drains between an embankment, bypasses the existing parallel ditches and flows onto the rail bed.





Photo: 35

View: South

Description: View from Roller Road south to the property owner by Mill Creek MetroParks.



Photo: 36

View: North

Description: View north from Roller Road to property owned by Mill Creek MetroParks.



Photo: 37

View: East

Description: View east long Roller Road.



Photo: 38

View: West

Description: View West along Roller Road.



Photo: 39

Property Owner: Mill Creek MetroParks

View: North

Description: Several hundred feet north of Roller Road is another tile outlet location from a farm field. This PVC outlet drains into an existing sandstone culvert under the railroad ROW. The condition of the culvert appears to be sound.



Photo: 40

Property Owner: Mill Creek MetroParks

View: Southeast

Description: Another wetland system is adjacent to the proposed bikeway ROW currently owned by Mill Creek MetroParks.



Photo: 41

Property Owner: Mill Creek MetroParks

View: South

Description: A typical view of this section of former railroad ROW currently owned by Mill Creek MetroParks.



Photo: 42

Property Owner: Mill Creek MetroParks

View: North

Description: A typical view of this section of former railroad ROW currently owned by Mill Creek MetroParks.



Photo: 43

Property Owner: Mill Creek MetroParks

View: South

Description: Midway between Roller Road and the Dustman property is a washed-out culvert crossing. An original sandstone culvert crossing, the stream channel has apparently exceeded its capacity and the result has been an eroding embankment and failing culvert.

Photo: 44

Property Owner: Mill Creek MetroParks

View: West

Description: View upstream of the channel that flows under the railroad ROW. Visually it appears as though several repairs to the culvert using concrete have been conducted, but parts of the culvert have still collapsed.



Photo: 45

Property Owner: Mill Creek MetroParks

View: North

Description: The large sandstone blocks that served as the roof of the culvert have caved in and the fill on top has also been compromised. This culvert on MetroParks' property will require significant repairs for construction of the bikeway.





Photo: 46

Property Owner: Mill Creek MetroParks

View: West

Description: A utility crossing at the north end of the MetroParks' property.



Photo: 47

Property Owner: Mill Creek MetroParks

View: West

Description: A utility crossing at the north end of the MetroParks' property.



Photo: 48

Property Owner: Mill Creek MetroParks

View: West

Description: A small drainage channel flows from the west and crosses under the proposed bikeway alignment through a concrete culvert.



Photo: 49

Property Owner: Mill Creek MetroParks

View: Southeast

Description: The outlet of the concrete culvert pipe. The condition of the culvert appears good.

Photo: 50

Property Owner: Dustman

View: South

Description: The gate is the property line between the MetroParks' property and the Dustman property.



Photo: 51

Property Owner: Dustman

View: North

Description: From the same location as Photo 50, this view shows the equipment lane currently utilized on the Dustman property.

Photo: 52

Property Owner: Dustman

View: Southwest

Description: The barn structures adjacent to the former railroad ROW. Herds of cattle can be seen along the western side of the ROW and they use portions of the ROW for access.





Photo: 53

Property Owner: Dustman

View: South

Description: Sheetflow drainage from the western slopes is captured along a ditch adjacent to the rail bed.



Photo: 54

Property Owner: Dustman

View: North

Description: Much of the rail bed is apparently intact along this section of the Dustman property.



Photo: 55

Property Owner: Dustman

View: South

Description: This area has been used for cattle access from pasture to pasture.



Photo: 56

Property Owner: Dustman

View: North

Description: Typical landscape along this section of the proposed trail that crosses the Dustman property.



Photo: 57

Property Owner: Dustman

View: Southeast

Description: A similar situation as the MetroParks' property between Garfield and Roller Roads, this section of the Dustman property ROW is depressed between a hillside and a mounded area. This situation has created a wet area that has standing water and potential wetland vegetation.

Photo: 58

Property Owner: Dustman

View: South

Description: From the same location as Photo 57, the sheet flow from the property funnels to the abandoned railroad ROW. The ditches established along the former rail line do carry water at teims, but some drainage reaches and settles on the middle of the ROW.



Photo: 59

Property Owner: Dustman

View: North

Description: The ROW is well-defined throughout the property. This photo is a typical view of the northern end of the property. A wetland area exists adjacent to Cherry Valley to the right of this photo.

Photo: 60

Property Owner: Dustman

View: East

Description: This photo depicts the end of Green Valley Drive as it reached the former railroad ROW. Green Valley Drive stretches from Washingtonville Road to the proposed Bikeway and will potentially serve as an access location. Several residences are located along Green Valley Drive including one west of the bridge over Cherry Valley.



Photo: 61

Property Owner: Dustman

View: South

Description: Just north of the Green Valley Drive terminus at the railroad ROW is a tributary crossing across the ROW. Currently, several wooden board have been installed to serve pedestrian traffic. This location will obviously require a more prominent and permanent culvert crossing.

Photo: 62

Property Owner: Dustman

View: North

Description: At the north end of the Dustman property is a relatively dense wooded area that encompasses the railroad ROW.





Photo: 63

Property Owner: Dustman

View: South

Description: This wooded region has several small drainage ways bisecting the railroad ROW.

Photo: 64

Property Owner: Less

View: North

Description: Just beyond the wooded area of the Dustman property is the Less property. The ROW is located east and parallel to the treeline seen on the left of this photo. Currently, at this location, the ROW is being utilized for tractor and farm equipment access to the farmfields.



Photo: 65

Property Owner: Less

View: East

Description: From the same location as Photo 64, this view east is from the railroad ROW overlooking the Less Farm. Through the middle of the field is Cherry Valley Run, the stream that runs along the ROW to the east for a significant portion of the proposed bikeway location.





Photo: 66

Property Owner: Less

View: South

Description: The ROW at this location is a relatively high elevation. The ROW enters the wooded area to the south as it enters the Dustman property.



Photo: 67

Property Owner: Less

View: North

Description: This photo depicts the ROW as it approaches Route 165 (in the background near the structures). This view is typical of the landscape along this section of ROW with the wooded area to the west and the fields to the east.



Photo: 68

Property Owner: Less

View: North

Description: This location is adjacent to a gas well that is serviced by the drive in the photo. A drainage ditch has been dug along the western edge of the access road. Seemingly much of the base/subgrade from the rail bed is in place.



Photo: 69

Property Owner: Less

View: South

Description: The northern end of the Less property along the ROW. The ROW is currently being used as an access road to a gas well and access for farm equipment.



Photo: 70

Property Owner: Mitchell

View: North

Description: This location is the southern end of the Mitchell property. The existing access drive is located east of the former railroad ROW.

Photo: 71

Property Owner: Mitchell

View: North

Description: This photo depicts the existing gravel drive on the Mitchell property. The former railroad ROW is located parallel to the west of this location.



Photo: 72

Property Owner: Mitchell

View: South

Description: View of the Mitchell property from Route 165. The ROW enters the property on the right side of this photo and the existing gravel drive parallels the former rail line location to the east.





Photo: 73

View: North

Description: View north from Route 165 to the former railroad ROW on the Traficant property. The ROW is perceived to be the grassy area just west (left) of the wooden fence.



Photo: 74

View: South

Description: View of the Mitchell property from the Traficant property over Route 165. The former railroad ROW enters the southern property west of the existing gravel drive.



Photo: 75

View: West

Description: View west along Route 165.



Photo: 76

View: East

Description: View east along Route 165. The intersection with Washingtonville Road is approximately 1/2 mile east beyond the top of the hill (in the background).



Photos: 77 & 78

Property Owner:
Traficant

View: North &
South

Description: A small stream crossing north of Route 165 on the Traficant property. A large agricultural field area slopes to this area and drains from the west.



Photos: 79 & 80

Property Owner:
Traficant

View: South &
North

Description: Typical views north and south along the ROW at this section of the property. These photos are just north of the first stream crossing location.





Photo: 81

Property Owner: Traficant

View: Northeast

Description: A concrete culvert crossing that carries a moderately-sized stream from west to east across the site. It appears to drain a significant wetland system located west of the ROW. The concrete culvert appears to be in decent shape structurally, but as seen in the photo, does have vegetation growing on the top surface.

Photo: 82

Property Owner: Traficant

View: East

Description: This photo depicts the downstream end of the concrete culvert.



Photo: 83

Property Owner: Traficant

View: West

Description: This photo depicts the upstream end of the concrete culvert. Several drainage channels appear to converge at this location. Several utility (gas) lines bisect the ROW along this section of the Traficant property.

Photo: 84

Property Owner: Traficant

View: Northwest

Description: A petroleum pipeline crosses the property just north of the previous concrete culvert. This line runs from northwest to southeast and is relatively well-maintained (most of the large vegetation has been cut or removed).



Photo: 85

Property Owner: Traficant

View: Southeast

Description: The petroleum pipeline as it crosses the proposed bikeway ROW to the southeast.



Photo: 86

Property Owner: Traficant

View: Northwest

Description: The tributary that crosses under the former rail line at the concrete culvert is seen in this photo are the petroleum pipeline crossing.

Photo: 87

Property Owner: Traficant

View: West

Description: Yet another stream channel flows from a significant wetland system that abuts (and sometimes crosses) the ROW parcels. This is the view west as the channel approaches the ROW.



Photo: 88

Property Owner: Traficant

View: South

Description: An open crossing across the proposed bikeway ROW will require a structure to cross.



Photo: 89

Property Owner: Traficant

View: North

Description: View north at the stream crosses from the west to the east (left to the right).



Photo: 90

Property Owner: Traficant

View: South

Description: Another easement crossing, this location is north of the previous stream crossing.



Photo: 91

Property Owner: Traficant

View: North

Description: Same location as Photo 90, this utility crossing is just south of the section of ROW that is heavily inundated with standing water and wetland characteristics.



Photo: 92

Property Owner: Traficant

View: Southeast

Description: Part of the former railroad ROW is wetland habitat. Shown here, a lengthy linear wetland system encroaches onto the ROW from the east as drainage from the eastern slopes settles in this region.



Photo: 93

Property Owner: Traficant

View: North

Description: Another example of the wetland area to the east and on the ROW. While the vegetation types and levels of standing water fluctuate, the wetlands appear to be an interconnected system along the ROW.



Photo: 94

Property Owner: Traficant

View: North

Description: The center of the ROW along the former rail bed is wetland habitat. Water from the east flows into this area and has transformed this ROW into a wetland habitat.



Photo: 95

Property Owner: Traficant

View: South

Description: A utility (gas) crossing through the wetland section of the ROW just south of Middletown Road.



Photo: 96

Property Owner: Traficant

View: South

Description: An example of the typical landscape on the northern end of the Traficant ROW property. The orange coloration in the areas of standing water may be indicative of high iron content in the seeping/draining water.

Photo: 97

Property Owner: Traficant

View: South

Description: The ROW is clearly defined between the parallel tree lines. The standing water and vegetation types indicate a well-established wetland system directly on the ROW. The source for most of the water appears to be from the upland area to the east of the ROW.



Photo: 98

Property Owner: Traficant

View: North

Description: Several examples of the orange-colored water and soil can be seen along this section of the former railroad ROW. The areas of standing water, at some locations, stretch across the entire length of the ROW area when the former rail line was located.

Photo: 99

Property Owner: Traficant

View: South

Description: An oil well is located several hundred feet south on the ROW from Middletown Road. Access to the well currently utilizes the former railroad ROW.





Photo: 100

View: South

Description: View south of the northern end of the Trafficant ROW from Middletown Road. The oil well is located several hundred feet off of the roadway and can be seen in the background of the photo.



Photo: 101

View: North

Description: View north from Middletown Road of the southern end of the Hough ROW property. A ditch parallel to the roadway was dug by the property owner to discourage trespassing on his and adjacent neighbors' properties.



Photo: 102

Property Owner: Hough

View: West

Description: A farm crossing on the southern end of the Hough property.



Photo: 103

Property Owner: Hough

View: East

Description: This farm crossing is just north of Middletown Road and south of the Cherry Valley Run crossing under the railroad ROW.



Photo: 104

Property Owner: Hough

View: West

Description: This concrete channel carries Cherry Valley run under the proposed bikeway ROW from the east to the west. The concrete pipe appears to be in good condition.



Photo: 105

Property Owner: Hough

View: East

Description: The inlet end of the concrete culvert that carries Cherry Valley under the proposed bikeway location.



Photo: 106

Property Owner: Hough

View: East

Description: North of the Cherry Valley Run crossing is this utility crossing.



Photo: 107

Property Owner: Hough

View: West

Description: This photo is taken at the same location as Photo 106.



Photo: 108

Property Owner: Hough

View: South

Description: A typical section of the former railroad ROW along the entire length of the Hough property.



Photo: 109

Property Owner: Hough

View: North

Description: A typical section of the former railroad ROW along the entire length of the Hough property.



Photo: 110

View: East

Description: View east along Calla Road. Washingtonville Road is located approximately 3/4 mile from the proposed bikeway crossing.



Photo: 111

View: West

Description: View west along Calla Road at the proposed bikeway crossing.



Photo: 112

View: North

Description: View from Calla Road. The drive on the right side of the photo is the railroad ROW and is currently a driveway to a private residence, the O'Brien residence. The drive on the left of the photo is the roadway to the Green Township Cemetery, located near the pines in the background of the photo.



Photo: 113

View: South

Description: View south of the Hough property from Calla Road. The railroad ROW is well-maintained and sections of the bedding are still in place.



Photo: 114

Property Owner: O'Brien

View: South

Description: View from the convergence of the O'Brien drive and the cemetery drive. The O'Brien drive is the railroad ROW and the cemetery drive could serve as a possible alternative alignment for the proposed bikeway.



Photo: 115

Property Owner: O'Brien

View: North

Description: From the same location as Photo 114, the railroad ROW is shown on the right of the photo and the access road to the cemetery is shown on the left.



Photo: 116

Property Owner: Green Township

View: Northwest

Description: This photo shows an existing utility access drive (and possible easement) adjacent to the cemetery access road. Should the routing of the bikeway need to circumvent the O'Brien property, this location could be a potential option. The alignment would utilize the property owned by Green Township then follow along the western and northern edges of the O'Brien property until it meets the railroad ROW to the north.

Photo: 117

Property Owner: Green Township

View: South

Description: This photo depicts the northern boundary of the Green Township Cemetery. The access road can be seen on the right of the photo. This location could potentially serve as an alternative alignment for the proposed bikeway if it should need to deviate from the railroad ROW.



Photo: 118

Property Owner: O'Brien

View: South

Description: View south along the former railroad ROW (current residence driveway) just north of the cemetery access location and just south of the O'Brien residence.



Photo: 119

Property Owner: Green Township

View: Northeast

Description: The three photos on this page are taken from the northern edge of the cemetery viewing the O'Brien property. The residence is shown on the right of the photo in addition to other structures on and along the railroad ROW. This location could potentially serve as an alternative alignment for the bikeway.



Photo: 120

Property Owner: Green Township

View: North

Description: The proposed bikeway alignment may be designed along the northern edge of the O'Brien property, seen along the second tree line in the background of the photo.



Photo: 121

Property Owner: Green Township

View: Northwest

Description: The bikeway, under the proposed alternative alignment, would then follow along the western edge of the O'Brien property and meet the utility easement and cemetery access road to the south.





Photo: 122

Property Owner: O'Brien

View: North

Description: The former railroad right of way has several structures on or adjacent to it throughout the stretch of the O'Brien property. This photo is taken near the front of the residence along the driveway.

Photo: 123

Property Owner: O'Brien

View: South

Description: This photo was taken in the same location as Photo 122, near the front of the private residence.



Photo: 124

Property Owner: O'Brien

View: South

Description: Structures and miscellaneous debris flank either side of the former railroad ROW on the O'Brien property. This area is currently being utilized as a driveway entrance and access road to the structures.

Photo: 125

Property Owner: O'Brien

View: Southwest

Description: This photo shows an east/west overhead utility bisecting the site. This location is yet another potential design alternative for the proposed bikeway. The utility crosses the ROW north of the residence.



Photo: 126

Property Owner: O'Brien

View: East

Description: The utility crossing to the east of the ROW is through lowlands that potentially include standing water and wetlands. However, this is yet another potential alignment alternative for the bikeway.



Photo: 127

Property Owner: O'Brien

View: West

Description: This tree line is the northern property line for the O'Brien property. A potential design solution for the bikeway is to align the bikeway along this property line, turn south along the western property line and meet the gas utility easement access road and cemetery access road (or property owned by Green Township) to construct the bikeway to reach Calla Road.





Photo: 128

Property Owner: O'Brien

View: South

Description: The northern end of the O'Brien property. Debris and stockpiled items are located on and adjacent to the former railroad ROW.

Photo: 129

Property Owner: Mill Creek MetroParks

View: West

Description: On the southern end of the property owned by Mill Creek MetroParks is a stream that dissipates into a large wetland area. While only a portion of this wetland is on the ROW, the design of the bikeway will have to make provisions for it. This wetland feeds Indian Run before it crosses under Washingtonville Road.





Photo: 130

Property Owner: Mill Creek MetroParks

View: North

Description: This wetland area was created similarly to others along the former railroad ROW. The embankment on the western edge of the rail line was breached and water draining from the west settled into the rail bed area when the rails, ties and bedding were removed. This wet area stretches for several hundred feet along the ROW.

Photo: 131

Property Owner: Mill Creek MetroParks

View: East

Description: This is the location that water is able to bypass the railroad embankment and settle on the ROW.



Photo: 132

Property Owner: Mill Creek MetroParks

View: South

Description: The northern end of the wetland on the MetroParks' property.





Photo: 133

Property Owner: Mill Creek MetroParks

View: North

Description: A typical section of the former railroad ROW north of the wetland area and south of the wooded area adjacent to Western Reserve Road.

Photo: 134

Property Owner: Mill Creek MetroParks

View: West

Description: A small tributary to Indian Run is located in the wooded region just south of Western Reserve Road. This photo shows the stream as it enters the ROW area.



Photo: 135

Property Owner: Mill Creek MetroParks

View: East

Description: Currently two wooden planks are used to cross the stream. The abutments appear to be sandstone blocks and are in good condition.



Photo: 136

View: West

Description: View west along Western Reserve Road at the northern terminus of the Phase III acquisition project.



Photo: 137

View: East

Description: View east along Western Reserve Road. The northern terminus of Washingtonville Road is shown on the right of the photo. Route 46 is located less than one mile east from this location.



Photo: 138

View: South

Description: View south across Western Reserve Road at the northern terminus of the proposed Phase III bikeway project.



Photo: 139

View: North

Description: The southern end of the existing 10.6-mile Mill Creek MetroParks Bikeway at Western Reserve Road.

ATTACHMENT B – SECTION 4(F)/6(F) RESOURCES &
CULTURAL RESOURCES

OHIO DEPARTMENT OF TRANSPORTATION OFFICE OF ENVIRONMENTAL
SERVICES CORRESPONDENCE



OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services

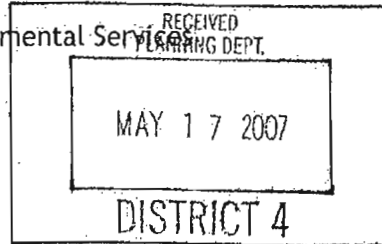
TO: Eric Czetli, District 4 Deputy Director DATE: May 15, 2007
Attention: Edward Deley, District Environmental Coordinator

FROM: Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: Cultural Resource Coordination

PROJECT: MAH-Mill Creek Bikeway PID: 80655
Phase I - Land Acquisition

FUNDING: Federal Earmark



ENVIRONMENTAL COMMITMENT DATE: June 29, 2007

Project Description

On May 9, 2007, the cultural resource submission for the subject undertaking was received by the ODOT Office of Environmental Services (OES). The submission included the attached document dated May 4, 2007, "Project Photographic Log, Mill Creek MetroParks Bikeway Phase III Mill Creek MetroParks". The project description provided by the ODOT District 4 office states:

Advanced R/W Acquisition using Congressional Earmark to complete Lake-to-River Greenway Biketrail in Mahoning County as-per initial planning for facility. There is no construction associated with this PID. An additional PID/CE will be processed when additional funds are secured for Design and Construction of these phases. Permanent and/or temporary right-of-way is required. Structures/buildings will not be removed.

Area of Potential Effect (APE)

The APE is limited to the areas of advanced right-of-way acquisition.

Literature Review

No previously documented cultural resources were identified within or adjacent to the APE. The auditor's website was referenced to determine the dates of construction of the structures associated with the parcels of land to be purchased. The following is a summary from the information received on May 9, 2007 and as a result of the May 11, 2007 literature review.

Owner Name	Address	Parcel Number	Date of Construction	Acreage	Current Use
Wilt	9520 Washingtonville Road	12-052-0-001.00-0	1952	31.09	House/Farm
Schlegel	10000 Washingtonville Road	09-051-0-025.00-0	1870	69	House/Farm
Wolford	6280 West Calla Road	09-051-0-023.00-0	1962	3.25	One family dwelling
Mercer's Welding	6336 West Calla Road	09-051-0-022.00-0	1956	.75	Commercial
Willimas	6350 West Calla Road	09-051-0-021.00-0	1900	.48	One Family Dwelling
Everett	6360 West Calla Road	09-051-0-024.01-0	1900	5.94	One Family Dwelling
Hoffman	6380 West Calla Road	09-051-0-020.00-0	1939	1.18	One Family Dwelling

Cultural Resource Recommendations

Archaeology

The acquisition of a bikepath on the former disturbed railroad bed does not warrant archaeological investigations. No further archaeological investigations are warranted.

History/Architecture

The acquisition of land for the future design and construction of the subject bikepath does not require additional history/architecture investigations. The current project as planned, land acquisition, does not have the potential to effect history/architecture resources. The next phase of the project, planning and construction, will require the preparation of a Phase I history/architecture survey to determine whether any of the structures fifty years of age or older within the APE are eligible for inclusion on the NRHP.

Analysis

In accordance with Stipulation 4A(1) and Appendix A of the *Programmatic Agreement Among The Federal Highway Administration, The Advisory Council On Historic Preservation, The Ohio Historical Society, State Historic Preservation Office, And The State Of Ohio, Department Of Transportation Regarding The Implementation Of The Federal-Aid Highway Program In Ohio (Agreement No 12642)* executed July 17, 2006, and in compliance with 36 CFR Section 800.3 (a)(1), ODOT-OES has determined that the proposed undertaking is a type of activity which does not have the potential to cause effects to historic properties, assuming such historic properties were present.

Mr. Czetli
MAH-Mill Creek Bikeway PID: 80655

-3-

May 15, 2007

In accordance with Appendix A, the proposed undertaking is a type of activity that is limited to the following specified actions and is not part of a larger undertaking:

5. Construction of bicycle and pedestrian lanes, paths, and facilities . . . provided that no new disturbance will occur below ground in undisturbed areas or areas appearing to be undisturbed that would require archaeological investigations and no buildings will be removed.

This completes the Section 106 review and no further cultural resource investigations are required. You may process the environmental document with no further comment or involvement from ODOT-OES unless the scope of the proposed undertaking was to change. The environmental document should note the date of this IOC for project Section 106 clearance. The environmental document should also note the date of the July 17, 2006 Programmatic Agreement as the basis for the Section 106 approval. A copy of this IOC should be attached to the appropriate environmental document.

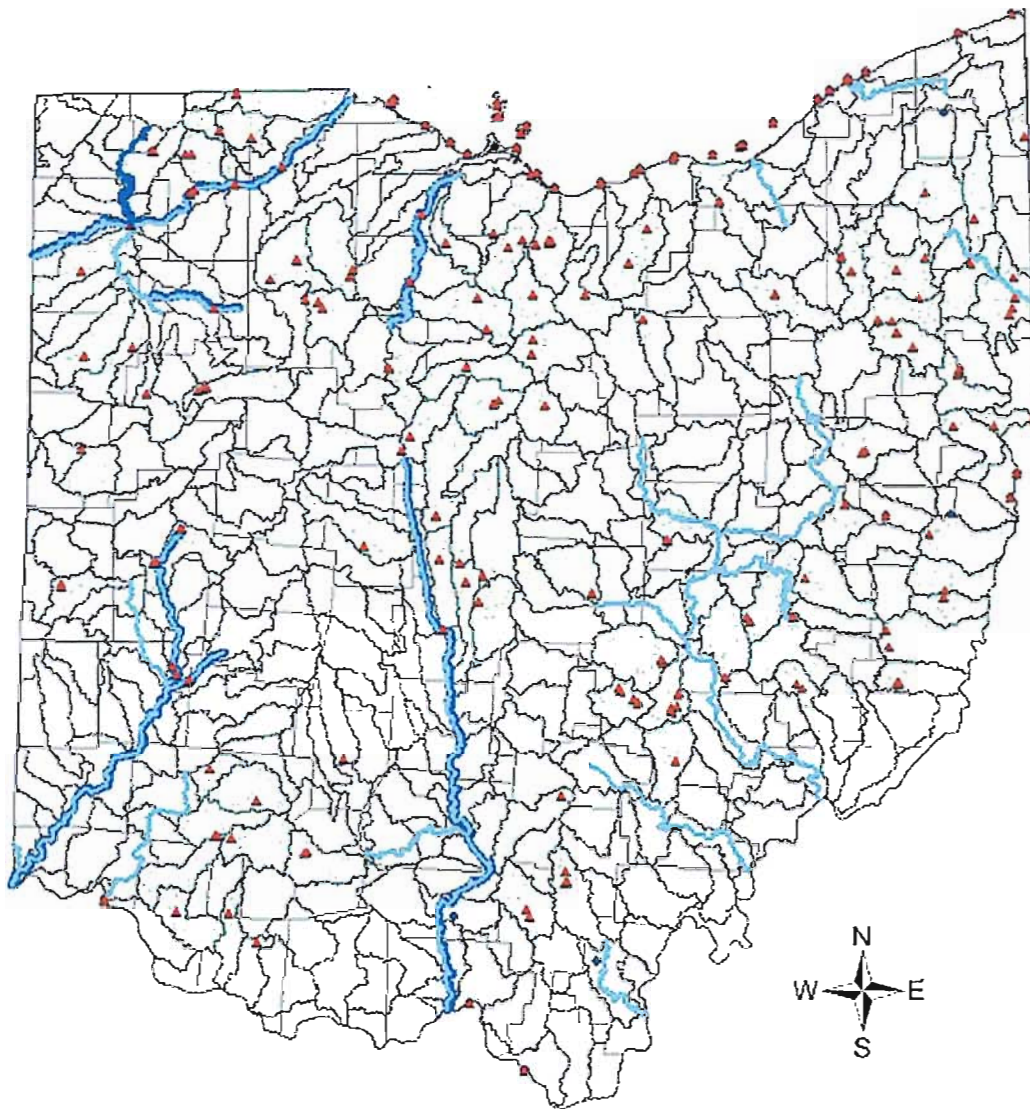
TMH: sg
c: File, w/attachment; Section 106 PA File; Reading File

ATTACHMENT C – ENVIRONMENTAL RESOURCES

DRINKING WATER SUPPLY MAPPING

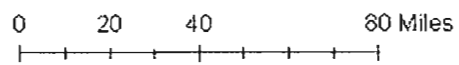
ENVIRONMENTAL JUSTICE (CENSUS MAPPING & PROFILES)

Ohio Watershed Assessment Units that contain at least one Active Drinking Water Intake

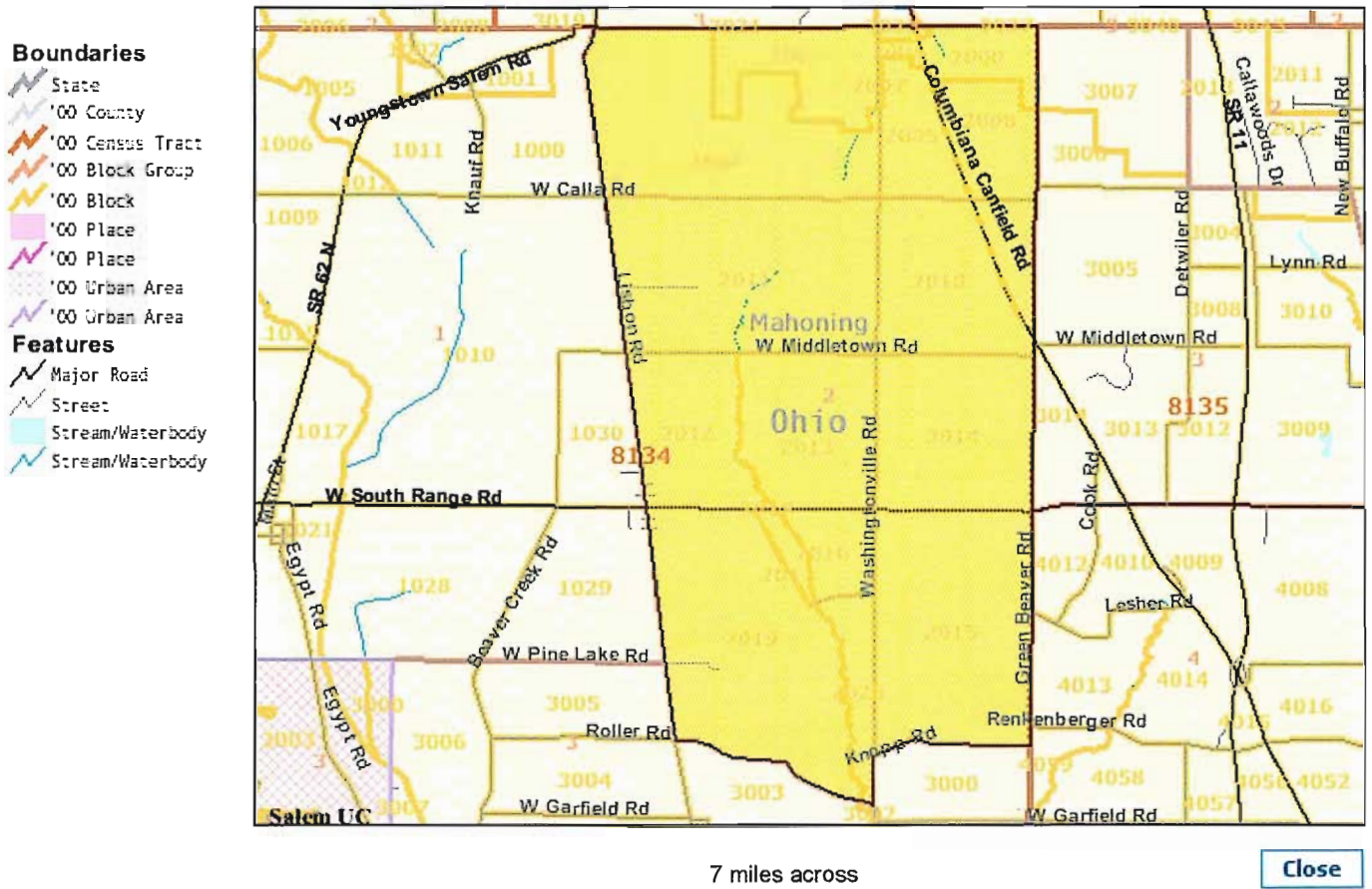


Public Drinking Water Supply Use

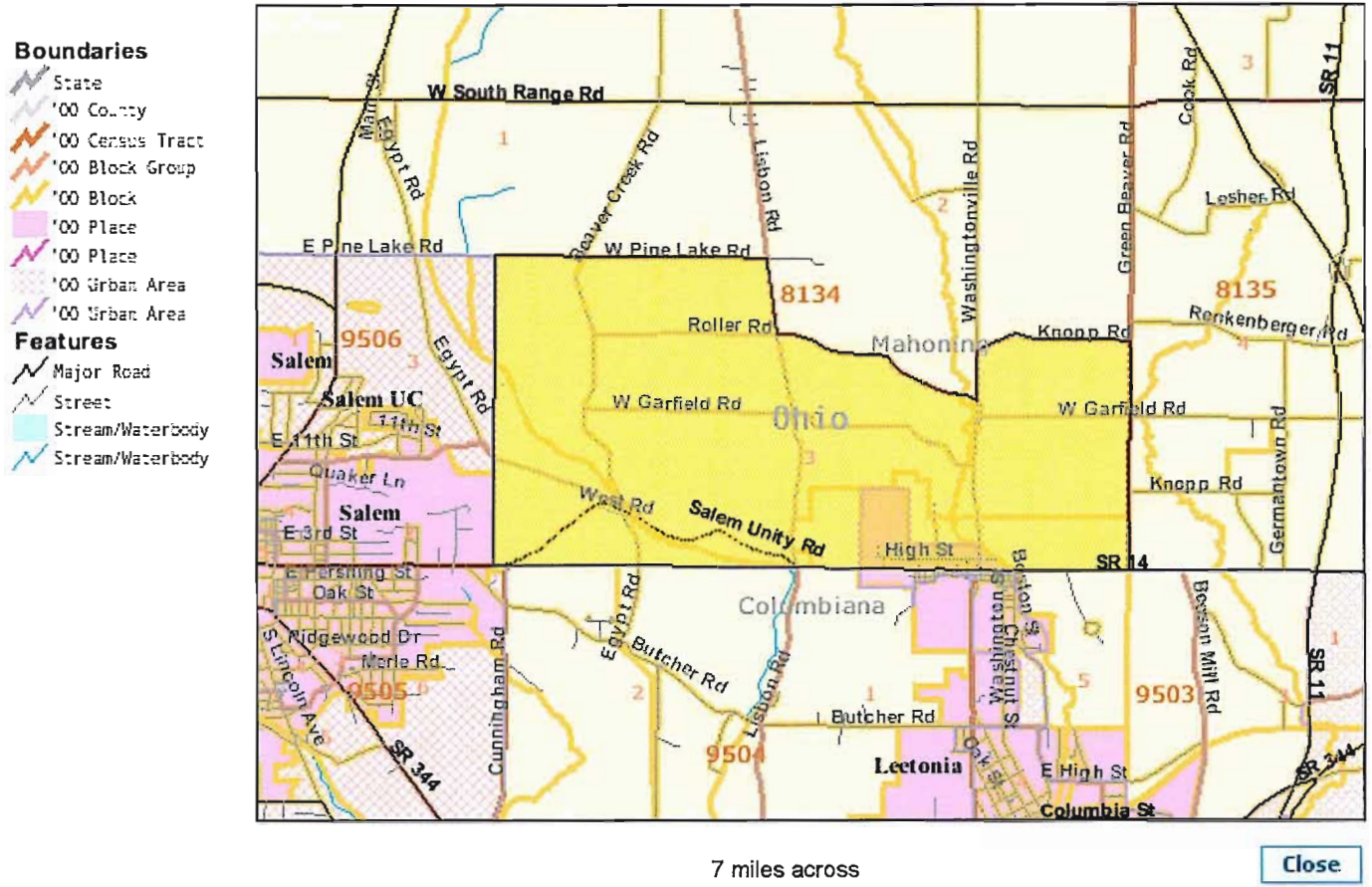
- ▲ Active PWS Intake
- LRAU
- LRAU w/PWS Intake(s)
- HUC-11
- HUC-11 w/PWS Intake(s)



Block Group 2, Census Tract 8134, Mahoning County, Ohio



Block Group 3, Census Tract 8134, Mahoning County, Ohio





U.S. Census Bureau
American FactFinder

Main Search Feedback FAQs Glossary Site Map Help

DP-3. Profile of Selected Economic Characteristics: 2000
Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data
Geographic Area: **Green township, Mahoning County, Ohio**

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Subject	Number	Percent
EMPLOYMENT STATUS		
Population 16 years and over	2,642	100.0
In labor force	1,816	68.7
Civilian labor force	1,816	68.7
Employed	1,675	63.4
Unemployed	141	5.3
Percent of civilian labor force	7.8	(X)
Armed Forces	0	0.0
Not in labor force	826	31.3
Females 16 years and over		
Females 16 years and over	1,315	100.0
In labor force	801	60.9
Civilian labor force	801	60.9
Employed	703	53.5
Own children under 6 years		
Own children under 6 years	279	100.0
All parents in family in labor force	186	66.7
COMMUTING TO WORK		
Workers 16 years and over	1,644	100.0
Car, truck, or van -- drove alone	1,402	85.3
Car, truck, or van -- carpoled	113	6.9
Public transportation (including taxicab)	0	0.0
Walked	64	3.9
Other means	6	0.4
Worked at home	59	3.6
Mean travel time to work (minutes)	26.7	(X)
Employed civilian population 16 years and over		
Employed civilian population 16 years and over	1,675	100.0
OCCUPATION		
Management, professional, and related occupations	457	27.3
Service occupations	195	11.6
Sales and office occupations	404	24.1
Farming, fishing, and forestry occupations	12	0.7
Construction, extraction, and maintenance occupations	286	17.1
Production, transportation, and material moving occupations	321	19.2
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	66	3.9
Construction	226	13.5
Manufacturing	291	17.4
Wholesale trade	85	5.1
Retail trade	232	13.9
Transportation and warehousing, and utilities	126	7.5
Information	22	1.3
Finance, insurance, real estate, and rental and leasing	72	4.3
Professional, scientific, management, administrative, and waste management services	57	3.4
Educational, health and social services	306	18.3
Arts, entertainment, recreation, accommodation and food services	118	7.0
Other services (except public administration)	63	3.8
Public administration	11	0.7
CLASS OF WORKER		
Private wage and salary workers	1,342	80.1

Subject	Number	Percent
Government workers	127	7.6
Self-employed workers in own not incorporated business	190	11.3
Unpaid family workers	16	1.0
INCOME IN 1999		
Households	1,227	100.0
Less than \$10,000	82	6.7
\$10,000 to \$14,999	53	4.3
\$15,000 to \$24,999	186	15.2
\$25,000 to \$34,999	182	14.8
\$35,000 to \$49,999	246	20.0
\$50,000 to \$74,999	218	17.8
\$75,000 to \$99,999	123	10.0
\$100,000 to \$149,999	108	8.8
\$150,000 to \$199,999	0	0.0
\$200,000 or more	29	2.4
Median household income (dollars)	41,625	(X)
With earnings	1,001	81.6
Mean earnings (dollars)	57,427	(X)
With Social Security income	307	25.0
Mean Social Security income (dollars)	12,389	(X)
With Supplemental Security Income	43	3.5
Mean Supplemental Security Income (dollars)	6,826	(X)
With public assistance income	28	2.3
Mean public assistance income (dollars)	2,304	(X)
With retirement income	235	19.2
Mean retirement income (dollars)	14,780	(X)
Families	1,017	100.0
Less than \$10,000	38	3.7
\$10,000 to \$14,999	41	4.0
\$15,000 to \$24,999	119	11.7
\$25,000 to \$34,999	164	16.1
\$35,000 to \$49,999	222	21.8
\$50,000 to \$74,999	195	19.2
\$75,000 to \$99,999	108	10.6
\$100,000 to \$149,999	101	9.9
\$150,000 to \$199,999	0	0.0
\$200,000 or more	29	2.9
Median family income (dollars)	44,399	(X)
Per capita income (dollars)	20,596	(X)
Median earnings (dollars):		
Male full-time, year-round workers	31,496	(X)
Female full-time, year-round workers	21,862	(X)
POVERTY STATUS IN 1999 (below poverty level)		
Families	67	(X)
Percent below poverty level	(X)	6.6
With related children under 18 years	44	(X)
Percent below poverty level	(X)	9.7
With related children under 5 years	24	(X)
Percent below poverty level	(X)	13.1
Families with female householder, no husband present	37	(X)
Percent below poverty level	(X)	27.8
With related children under 18 years	34	(X)
Percent below poverty level	(X)	39.1
With related children under 5 years	22	(X)
Percent below poverty level	(X)	64.7
Individuals	250	(X)
Percent below poverty level	(X)	7.3
18 years and over	148	(X)
Percent below poverty level	(X)	5.8
65 years and over	57	(X)
Percent below poverty level	(X)	13.9
Related children under 18 years	102	(X)

Subject	Number	Percent
Percent below poverty level	(X)	11.1
Related children 5 to 17 years	63	(X)
Percent below poverty level	(X)	9.3
Unrelated individuals 15 years and over	54	(X)
Percent below poverty level	(X)	22.0

(X) Not applicable.

[Detailed Occupation Code List \(PDF 42KB\)](#)

[Detailed Industry Code List \(PDF 44KB\)](#)

[User note on employment status data \(PDF 63KB\)](#)

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P32, P33, P43, P46, P49, P50, P51, P52, P53, P58, P62, P63, P64, P65, P67, P71, P72, P73, P74, P76, P77, P82, P87, P90, PCT47, PCT52, and PCT53

ATTACHMENT D – PUBLIC INVOLVEMENT

PRESS RELEASES / NEWSPAPER ARTICLES

LETTERS TO PROPERTY OWNERS

MAILING ADDRESSES

Justin Rogers

From: "Mandy Walker" <mandyw@zoominternet.net>
To: "Vindicator" <news@vindy.com>
Sent: Friday, May 04, 2007 3:23 PM
Attach: Mandy Walker.vcf
Subject: Request for Public Comment

May 4, 2007
FOR IMMEDIATE RELEASE

TO: Carl Basic, The Vindicator
FROM: Carol Potter, Development & Marketing Director, 330-702-3000

REQUEST FOR PUBLIC COMMENT
MILL CREEK METROPARKS BIKEWAY - PHASE III
GREEN TOWNSHIP, MAHONING COUNTY

Mill Creek MetroParks has received a Congressional Appropriation in the amount of \$364,000 for environmental tasks, associated consultant services, and right-of-way acquisition for the completion of the Mill Creek MetroParks Bikeway in Green Township, Mahoning County. The MetroParks Bikeway is part of the four-county Great Ohio Lake-to-River Greenway, a 100-mile bikeway stretching from Lake Erie to the Ohio River.

The acquisition project will permit the existing 10.6-mile, multi-use bikeway to extend south approximately six miles from Western Reserve Road, terminating in the Village of Washingtonville at the Mahoning/Columbiana County line. The Columbiana County Park District is developing plans to extend the existing 12-mile Little Beaver Creek Greenway Trail north from Leetonia to the county line, thus connecting the two bikeways to form a continuous trail over 30 miles in length.

The MetroParks anticipates construction of the proposed bikeway along the former Niles and Lisbon railroad right-of-way parcels, as was the method for the existing 10.6-mile bikeway through Canfield and Austintown.

Expenditures of the Congressional Appropriation funds are expected to occur in calendar year 2008. Development of a funding package for engineering, design, and construction costs related to this project is underway.

As part of the project review process, a public meeting for all interested parties will be scheduled to provide project information. A press release will notify the public of the date, time, and place for the public meeting. Any comments should be directed in writing to Susan E. Dicken, Executive Director, Mill Creek MetroParks, 7574 Columbiana-Canfield Road, P.O. Box 596, Canfield, OH 44406. The deadline for comments is May 18.

#

5/4/2007



Park gets 350,000 to complete bike trail

Saturday, May 5, 2007

YOUNGSTOWN -- Mill Creek MetroParks was awarded a federal grant of more than 350,000 to complete its bikeway project through Green Township.

The award will make it possible for the park service to extend its 10.6-mile bikeway an additional six miles from Western Reserve Road to Washingtonville, according to a press release from the park district.

In turn, Columbiana County Park District plans to extend its Little Beaver Creek Greenway Trail over the county line to connect the two trails. The merger will create 30 miles of continuous trail.

The park service is seeking public input on the project for a yet-unscheduled public meeting. Federal dollars were granted for environmental tasks, consultant services and right-of-way acquisition.

Mill Creek MetroParks is currently developing a funding package for the project. Construction is expected to take place during 2008.

All comments should be directed in writing to Susan E. Dicken, executive director, Mill Creek MetroParks, 7574 Columbiana-Canfield Road, P.O. Box 596, Canfield, Ohio 44406. The deadline for submissions is May 18.

Mercer's Welding, Inc.
6336 W. Calla Road
Canfield, OH 44406

Greenford Christian Church
11767 Lisbon Road
Greenford, OH 44422

Trinity Evangelical Lutheran Church
P.O. Box 322
Washingtonville, OH 44490

Beller Enterprises, Limited
13160 Cleveland Avenue
Uniontown, OH 44685

Beaver Creek Sportmen's Club
P.O. Box 236
Washingtonville, OH 44490

Green Township Trustees
12184 Lisbon Road
P.O. Box 72
Greenford, OH 44222

Amy M. Anderson/ Joshua L. Koher
Greenford Aluminium & Steel Fabrication
6721 W. South Range Road
Salem, OH 44460

Philip Bixler
7060 W. South Range Road
Salem, OH 44460

Elizabeth & John Chahine
1323 Pheasant Court
Boardman, OH 44512

Joseph G. & Pamela J. Davidson
7095 W. Middletown Road
Canfield, OH 44406

Arlo I. & Viola M Dustman
6840 W. Pine Lake Road
Salem, OH 44460

Kenneth Dustman
34385 Salem-Grange Road
Salem, OH 44460

Theresa M. Everett
3360 W. Calla Road
Canfield, OH 44406

Harold & Donald R. Everson
13184 South Range Road
Salem, OH 44460

Joan D. Fillisky
6947 W. Middletown Road
Canfield, OH 44406

Keith L. Grim
306 Highland Avenue
Salem, OH 44460

William J. & E.M. Grim
900 Fair Avenue
Salem, OH 44460

David A. Hoffman
6380 W. Calla Road
Canfield, OH 44406

Robert B. & B.A. Hough
3385 W. Calla Road
Canfield, OH 44406

Thomas Hough
6385 W. Calla Road
Canfield, OH 44460

Charles M. & L.M. Hull
12720 Washingtonville Road
Salem, OH 44460

Joseph J. & Lori K. Kenney
Auto Buff Car Care
6738 W. South Range Road
Salem, OH 44460

Dana A. Landis
6097 W. Garfield Road
Salem, OH 44460

Virginia Ellen & Jack L. Lanterman
6281 W. Garfield Road
Salem, OH 44460

Leanne & Diane M. Less
3385 W. South Range Road
Salem, OH 44460

Elaine E. Less
12523 Washingtonville Road
Salem, OH 44460

Sherman G. & Sandra L. Martz, Jr.
6581 Western Reserve Road
Canfield, OH 44406

Samuel & Marjorie Mitchell
3227 Lisbon Road
Salem, OH 44460

Matthew G. & Diana O'Brien
6410 W. Calla Road
Canfield, OH 44406

John M. & Darla J. Penza
6615 W. Calla Road
Canfield, OH 44406

Jan L. & Joellen Rem
6382 Green Valley Drive
Salem, OH 44460

David A. & Geraldine C. Roller
6604 W. Middletown Road
Canfield, OH 44406

Helen J. Sauerwein
6540 W. South Range Road
Salem, OH 44460

Edward J. & Jennifer J. Schaefer
6855 W. South Range Road
Salem, OH 44460

Janet L. Schlegel
10000 Washingtonville Road
Canfield, OH 44406

Roger A & Susan M. Self
6705 W. South Range Road
Salem, OH 44460

Gayle I. Sutherin
National City Bank
107 N. Main Street
Marion, OH 43302

William J. & Rose M. Taylor
6489 W. Calla Road
Canfield, OH 44406

Mark E. & Karrie S. Taylor
7294 W. Pine Lake Road
Salem, OH 44460

James A. Traficant, Sr.
429 North Main Street
Poland, OH 44514

Virginia L. Wellendorf
6389 W. Calla Road
Canfield, OH 44406

Clara D. Williams
6350 W. Calla Road
Canfield, OH 44406

Raymond C. Wilson
5347 W. Call Road
Canfield, OH 44406

Ada P Wilt
0520 Washingtonville Road
Canfield, OH 44406

Jason L. Wine
Countrywide Home Loans
Attn.: Tax Dept. SV-3-24
P.O. Box 10211
Van Nuys, CA 91410-0211

Glen A Wolford
3280 W. Calla Road
Canfield, OH 44406



May 18, 2010

**Mill Creek MetroParks Bikeway Phase III
Right-of-Way Planning • Site Visits**

Dear Property Owner:

Mill Creek MetroParks has received a Federal Highway Administration Grant in the amount of \$364,000 for environmental tasks, preliminary design, and right-of-way plan development for the completion of the Mill Creek MetroParks Bikeway in Green Township, Mahoning County. The MetroParks Bikeway is part of the four-county Great Ohio Lake-To-River Greenway, a 100-mile bikeway stretching from Lake Erie to the Ohio River. This project phase will permit the existing 10.6-mile multi-use bikeway to extend south approximately 6.25 miles from Western Reserve Road, terminating in the Village of Washingtonville near the Mahoning/Columbiana County line. The Columbiana County Park District is developing plans to extend the existing 12-mile Little Beaver Creek Greenway Trail north from Leetonia to the county line, thus connecting the two bikeways to form a continuous trail over 30 miles in length.

Recently, Mill Creek MetroParks received authorization from the Ohio Department of Transportation (ODOT) to proceed with the consultant services for this project. After a thorough process of soliciting and reviewing qualifications for consultant services, the MetroParks has awarded the project to GPD Group. GPD, a consulting firm consisting of architects, engineers and planners, with offices in cities across Ohio including Akron and Youngstown, has extensive experience with bikeway, park, and recreational facility planning and development.

Mill Creek MetroParks and GPD Group, along with its constituents and sub-consultants, will be conducting a series of site visits for the development of the bikeway project. The site visits and assessments will include parcels on and adjacent to the former Niles and Lisbon Railroad right-of-way. The purpose of the site visits is to identify existing physical features, site conditions, and environmental issues, gather survey information, and ultimately define an alignment for the proposed bikeway.

You have been contacted because your property comprises or is adjacent to a section of the former Niles and Lisbon Railroad right-of-way. The MetroParks anticipates construction of the proposed bikeway along the original railroad right-of-way parcels, as was the method for the existing 10.6-mile bikeway through Canfield and Austintown. This letter is to advise you that Mill Creek MetroParks and GPD personnel will be accessing your property within the next month to begin obtaining site information. Also, subsequent site visits may be required throughout the next 12 months to obtain additional information. Therefore, we ask that you please advise any tenants occupying your properties of the planned site visits. Sections 5517.01 and 163.03 of the Ohio

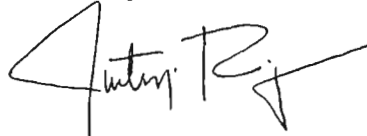


Revised Code authorize access to your property by these agencies and require that reimbursement be made if any actual damage occurs. Due to the nature of the work, no disturbance to your property is anticipated. There will be no need for entry into any buildings or structures.

Site visits will be conducted by qualified personnel who will carry full personal identification and copies of this letter. If at any time you feel that the field personnel have not given proper attention to your private property, please notify our office at once. We ask that you please be accommodating while we conduct these site visits and cooperate with Mill Creek MetroParks and GPD personnel.

Additional project information will be provided to property owners to keep you well-informed of any updates and progress concerning the project. As part of the process, a public meeting for all interested parties will be scheduled to provide project information. I will notify you when the date, time, and place for the public meeting are set. In the meantime, should you have any questions or concerns regarding this project, please contact me at 330-702-3000.

Sincerely,

A handwritten signature in black ink, appearing to read "Justin Rogers". The signature is stylized with a large initial "J" and a long horizontal stroke extending to the right.

Justin Rogers
MetroParks Planning Manager

ODOT PID No. 80655

cc: Dennis Stoiber, GPD Group
Nick Moskos, GPD Group
Sean Carpenter, ODOT Environmental Specialist
Thomas Bresko, MetroParks Interim Executive Director
Stephen Avery, MetroParks Operations Director
Linda Kostka, MetroParks Park Development and Marketing Director
file

Adjacent Property Owners

Property Description	Name	Phone Number	Mailing Address	Parcel No.
South of W. Western Reserve Road and north of W. Cuba Road West of former rail ROW	Martz Sherman G. Jr. & Martz Sandra L., Trustees	330-533-4061	6581 Western Reserve Road Canfield, Ohio 44406-9136	90510030000
	Jason L. Wilne	330-533-1767	Countrywide Home Loans ATTN: Tax Dept. SV-2-24 P.O. Box 10211 Van Nuys, CA 91410-0211	90510015000
	Green Township Trustees	330-533-4841	12184 Lisbon Road P.O. Box 172 Greenford, Ohio 44222	90510016000
East of former rail ROW	Ada P. Wilk, Trustee	330-533-4653	9520 Washingtonville Road, Canfield, OH 44406-9423	120520001000
	Janel L. Schlegel	330-533-4705	10000 Washingtonville Road, Canfield, OH 44406-9484	90510025000
	Glenn A. Wolford	330-533-1017	6280 West Calla Road, Canfield, OH 44406-9439	90510023000
	Marcer's Welding, Inc.	330-533-3373	6336 West Calla Road, Canfield, OH 44406	90510022000
	Clara D. Williams	330-533-8261	6350 West Calla Road, Canfield, OH 44406-9452	90510021000
	Theresa M. Everett	330-533-8630	6360 West Calla Road, Canfield, OH 44406-9452	90510024010
	David A. Hoffman	330-533-1663	6360 West Calla Road, Canfield, OH 44406-9452	90510020000
	William J. & Rose M. Taylor	330-533-6651	6469 West Calla Road, Canfield, OH 44406	90500019000
	John M. & Darla J. Penza	330-533-1611	6815 West Calla Road, Canfield, OH 44408	90500021000
	David A. & Geraldine C. Roller, Trustees	330-533-5314	6604 W. Middletown Road, Canfield, OH 44406	90490003000
Harold & Donald R. Everson	330-533-1804	13184 South Range Road, Salem, OH 44460	90490001000	
- East of Hough Property	Robert B. & B.A. Hough	330-533-6306	6365 West Calla Road, Canfield, OH 44406	90500015000
	Virginia L. Wellendorf	330-533-5765	6389 West Calla Road, Canfield, OH 44406	90500016000
	Raymond C. Wilson	330-533-4625	6347 West Calla Road, Canfield, OH 44406-9452	90500012000
	David A. & Geraldine C. Roller, Trustees	330-533-5314	6604 W. Middletown Road, Canfield, OH 44406	90490003000
	Joan D. Filisky	330-533-3027	6947 W. Middletown Road, Canfield, OH 44406-9417	90480006000
South of W. Middletown Road and north of W. South Range Road - West of Traffic Property	Joseph G. & Pamela J. Davidson	330-533-3142	7096 W. Middletown Road, Canfield, OH 44406-9417	90330001000
	Greenford Christian Church	330-533-3278	11767 Lisbon Road, Greenford, OH 44422	90330003000
	Gayle I. Sutherin	740-383-1141 (National City Bank)	107 N. Main Street, Marion, OH 43302	90340062000
	Phillip Bixler	330-533-3993	7080 W. South Range Road, Salem, OH 44460	90340063000
	Mark E. & Karrie S. Taylor	330-533-4766	7284 West Pine Lake Road, Salem, OH 44460	90340065000
	David A. & Geraldine C. Roller, Trustees	330-533-5314	6604 W. Middletown Road, Canfield, OH 44406	90490003000
	Heien J. Sauerwein	330-533-4077	6540 W. South Range Road, Salem, OH 44460	90470003000
	Joseph J. & Lori K. Kenney	330-533-8939 (Auto Buff Car Care)	6736 W. South Range Road, Salem, OH 44460-9281	90470002000
	Heien J. Sauerwein	330-533-4077	6540 W. South Range Road, Salem, OH 44460	90470003000
	Joseph J. & Lori K. Kenney	330-533-8939 (Auto Buff Car Care)	6736 W. South Range Road, Salem, OH 44460-9281	90470002000

Maple & Walnut St. Salem, OH 44460
 330-533-4077
 330-533-8939
 330-533-4077

1227 Lisbon Road Salem, OH 44460
 330-533-4077
 330-533-4077
 330-533-4077

South of W. South Range Road and north of W. Pine Lake Road (Paper Street) where Mill Creek MetroParks Property on the former rail beds - West Side of former rail ROW	Edward J. & Jennifer J. Schaefer Baker Enterprises, Limited	390-533-1231 No Listing	6855 W. South Range Road, Salem, OH 44480 13180 Cleveland Avenue, Uniontown, OH 44685	90460026000 90450017010
East Side of former rail ROW	Amy M. Anderson & Joshua L. Kohler Roger A. & Susan M. Saif Elaine E. Less Jan L. & Joellen Rem Charles M. & L.M. Hill	330-533-7208 (Greenford Aluminum and Steel Fabrication) No Listing 330-533-6387 330-533-5281 330-533-9237	6721 W. South Range Road, Salem, OH 44480 6705 W. South Range Road, Salem, OH 44480 12523 Washingtonville Road, Salem, OH 44480-9246 6382 Green Valley Drive, Salem, OH 44480 12720 Washingtonville Road, Salem, OH 44480	90460011010 90460011000 90460002000 90450023010 90450005000
South of Mill Creek MetroParks Property to Washingtonville, East Side of former rail ROW and BCCB Properties	Virginia Ellen and Jack L. Lenthman	390-427-2074	6261 W. Garfield Road, Salem, OH 44480-9272	90420006940
West Side of former rail ROW and BCCB properties	Keith L. Grim Dana A. Landis	330-397-8801 330-427-2709	906 Highland Avenue, Salem, OH 44480-1812 6097 W. Garfield Road, Salem, OH 44480-9272	110010029010 90420004000



July 21, 2010

Mill Creek MetroParks Bikeway Phase III
Planning · Site Visits

Dear Property Owner:

Following the completion of the Mill Creek MetroParks Bikeway Phases I and II in 2000 and 2001, respectively, Mill Creek MetroParks has focused on development of Phase III, the section of proposed bikeway through Green Township and into the Village of Washingtonville. The MetroParks received a Federal Highway Administration grant and is currently undertaking environmental tasks, preliminary design, and right-of-way plan development for Phase III of the Mill Creek MetroParks Bikeway.

As you may be aware, the MetroParks Bikeway is part of the four-county Great Ohio Lake-To-River Greenway, a 100-mile bikeway stretching from Lake Erie to the Ohio River. The proposed Phase III will permit the existing 10.6-mile multi-use bikeway to extend south approximately 6.25 miles from Western Reserve Road, terminating in the Village of Washingtonville near the Mahoning/Columbiana County line. Additionally, the Columbiana County Park District is developing plans to extend its existing 12-mile Little Beaver Creek Greenway Trail north from Leetonia to the county line, thus connecting the two bikeways to form a continuous trail over 30 miles in length.

Recently, Mill Creek MetroParks received authorization from the Ohio Department of Transportation (ODOT) to proceed with the consultant services for the initial tasks associated with this project. After a thorough process of soliciting and reviewing qualifications for consultant services, the MetroParks awarded the project to GPD Group. GPD, a consulting firm consisting of architects, engineers and planners, with offices in cities across Ohio including Akron and Youngstown, has extensive experience with bikeway, park, and recreational facility planning and development.

Throughout recent months, GPD Group and Mill Creek MetroParks have met to discuss the scope of the project and conduct a series of site visits to familiarize the consultant with the proposed alignment of the bikeway. Prior to doing so, a letter was mailed out to property owners of the former Niles & Lisbon Railroad right-of-way, as well as owners of adjacent properties in areas where an alternative alignment may be necessary. This current letter is intended to inform all property owners throughout the corridor of the progress of this project and to familiarize you with the tasks and activities required for this phase.



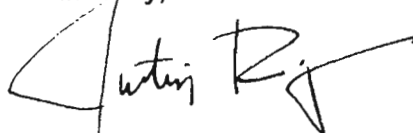
Mill Creek MetroParks and GPD Group (along with its constituents and sub-consultants) have and will continue to conduct a series of site visits for the development of the bikeway project. The site visits and assessments include parcels on and adjacent to the former railroad right-of-way. The purpose of the site visits is to identify existing physical features, site conditions, and environmental issues, gather survey information, and ultimately define an alignment for the proposed bikeway. Site visits will be conducted by qualified personnel who will carry full personal identification and copies of this letter. If at any time you feel that the field personnel have not given proper attention to your private property, or if you have any additional concerns, needs or accommodations associated with a site visit, please notify me at once. We ask that you please be accommodating while we conduct these site visits and cooperate with Mill Creek MetroParks and GPD personnel.

Your property comprises or is adjacent to a section of the former Niles and Lisbon Railroad right-of-way. The MetroParks anticipates construction of the proposed bikeway along the original railroad right-of-way parcels, as was the method for the existing 10.6-mile bikeway through Canfield and Austintown. While the vast majority of the on-site visits will occur on the right-of-way property, we want to inform you of our presence on or adjacent to your property.

This letter is to officially advise you that Mill Creek MetroParks and GPD personnel will be in your area over the next several months to continue obtaining site information. Subsequent site visits may also be required throughout the next 12 months to obtain additional information. Therefore, we ask that you please advise any tenants occupying your properties of the planned site visits. Sections 5517.01 and 163.03 of the Ohio Revised Code authorize access to your property by these agencies and require that reimbursement be made if any actual damage occurs. Due to the nature of the work, no disturbance to your property is anticipated. There will be no need for entry into any buildings or structures.

Additional project information will be provided to property owners to keep you well-informed of any updates and progress concerning the project. As part of the process, a public meeting for all interested parties will be scheduled to provide project information. I will notify you when the date, time, and place for the public meeting are set. In the meantime, should you have any questions or concerns regarding this project, please contact me at 330-702-3000.

Sincerely,



Justin Rogers
MetroParks Planning Manager

ODOT PID No. 80655

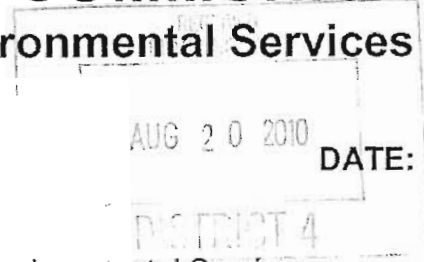
cc: Dennis Stoiber, GPD Group
Nick Moskos, GPD Group
Sean Carpenter, ODOT Environmental Specialist
Thomas Bresko, MetroParks Interim Executive Director
Stephen Avery, MetroParks Operations Director
Linda Kostka, MetroParks Park Development and Marketing Director
file

ATTACHMENT E – HAZARDOUS MATERIALS

OHIO DEPARTMENT OF TRANSPORTATION OFFICE OF ENVIRONMENTAL
SERVICES INTER-OFFICE COMMUNICATION



OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services



TO: Eric Czetti, District 4 Deputy Director

AUG 20 2010

DATE: August 18, 2010

Attn: Sean Carpenter

FROM: *Julia O. Dennis*
Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: Environmental Site Assessment Screening

PROJECT: MAH – Mill Creek Metro Parks Bikeway Ph. III

PID: 80655

This office has reviewed the Environmental Site Assessment (ESA) Screening for the above referenced project which was prepared by ASC Group, Inc.

Based on the information provided, no further environmental site assessment or special material management is warranted for the project.

If you have any questions or concerns, please contact Craig Kerscher, Environmental Specialist, at (614) 752-2175.

TMH:ctk

cc: Ed Deley, D-4
File w/attachment
Reading file