



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

TRU High St/Willow Dr Sidewalks PID 112612

Environmental Document Level: C1

Approved: 3/10/2021

Prepared By: District 4

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020, and executed by FHWA and ODOT.

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PID: 112612
Project Sponsor: TRUMBULL COUNTY ENGINEER
ODOT District: 4
Funding Source: Federal
Private Funding: No

Project Description:

The Trumbull County Engineer (TCE), in cooperation with Howland Township, proposes to install new sidewalks in proximity to the Howland High School complex in Howland Township, Trumbull County. The project proposes to construct a total of 795 feet of new concrete sidewalk along both sides, within various sections, of Willow Drive from East Market Street to High Street and along High Street from Willow Drive to State Route (SR) 46. Additional improvements include new curb, curb ramps/truncated domes to comply with Americans with Disabilities Act (ADA) standards, catch basin reconstruction and new crosswalk/stop line applications.

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

During project construction, a minimum of one lane of traffic in each direction shall be maintained on High Street and Willow Drive except when permitted by the project engineer. The duration of lane closures/restrictions shall be prescribed by the permitted lane closure chart. Access shall be maintained to all adjacent properties, residences, businesses and intersecting side streets for the duration of the project. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Substantial traffic disruptions are not expected during project construction.

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

Existing utilities within the project study areas will not be impacted/relocated to construct the project. Based on the project scope of work, its Path 1 Project Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

A Cultural Resources Records Check was performed by district environmental staff using the SHPO GIS online database. No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within and/or immediately adjacent to the proposed project area. The undertaking is a type that has minimal potential to cause effects to historic properties. No further coordination is required in accordance with the Section 106 Programmatic Agreement. In accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

Based on the information in the Regulated Materials Review (RMR) Form completed for the project, further RMR activities or special materials management are not warranted for the project. See the RMR



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documentation for the project in the Project File/ESA/Reports subsection.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecologically Exempt TRU-High Street-Willow Drive.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM for the project study areas and determined the project is not located within a special flood hazard area.

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

The TCE conducted various public involvement activities for the project, including a news release issued about the project and project information posted on the Howland Township website. Comments were requested by all of the public involvement activities conducted for the project. Three (3) news articles, one (1) article in the Warren Tribune newspaper and two (2) articles posted on local television station websites, were published about the project. The TCE/Howland Township did not receive any comments as a result of the public involvement activities conducted for the project. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

The environmental document and associated studies, as applicable, were approved using the preliminary scope of work for the project. When available, the project plans will be reviewed by ODOT District 4 Environmental Section personnel and uploaded to the Project File/General/Project Information subsection as Stage 3 Design.pdf.

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

STIP Reference #: 112612: 21-24 STIP.

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix A

Cultural Resources Coordination Date: 12/23/2020

Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted.

Supporting documentation has been uploaded to Project File: Yes

Select the appropriate project type (more than one can be selected):

(3) Construction of bicycle and pedestrian lanes, paths, and facilities. *Examples include: Walkways, sidewalks, shared-use paths, and facilities, small passenger shelters, (i.e. construction of a bike path on an existing railroad bed, designations of certain highways as bike routes, painting of existing paved shoulders as bike lanes, ADA ramps, etc.) provided that no new disturbance will occur.*

(8) Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur. *Examples include: The installation or maintenance of signs, pavement markings/raised pavement markers/sensors, traffic calming activities, and/or new or replacement fencing (right-of-way, vandal, etc.); General pavement marking or "line painting" projects.*

(22) Projects, as defined in 23 U.S.C. 101 that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges,



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culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way. ***Examples include: Tower lighting within the existing operational right-of-way; Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated; Improvements to existing ODOT/County maintenance facilities; Construction of new ODOT/County maintenance facilities within existing operational right-of-way; Environmental mitigation activities within existing operational right-of-way; Work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals within existing operational right-of-way; Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)***

Environmental Commitments:

Yes



Environmental Commitments

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

RICHARD ORWIG PARK AVOIDANCE: THE CONTRACTOR SHALL NOT STAGE OR STORE ANY CONSTRUCTION EQUIPMENT AND/OR MATERIALS WITHIN THE PARKING AREA OR RESTRICT ACCESS TO RICHARD ORWIG PARK LOCATED ADJACENT TO WILLOW DRIVE.



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Preparers and Approvals

Form Preparer

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Supporting Form Preparer(s):

Christine Surma
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	3/10/2021



Appendix

General

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

Howland Township Website Posting.pdf

News Article - Warren Tribune.pdf

News Article - WFMJ.pdf

News Article - WKBN.pdf

Press Release.pdf