



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH Stavich Trail (Phase 1) PID 112604

Environmental Document Level: C2

Approved: 10/4/2023

Prepared By: Sumia Mohamed

Lawhon AND Associates Inc.

E-mail: smohamed@lawhon-assoc.com

District Contact: Edward Deley

Phone: 330-786-4930

E-mail: Edward.Deley@dot.ohio.gov

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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Project Information

PID:	112604
Project Sponsor:	Lowellville, Village of
ODOT District:	4
Funding Source:	Federal

Project Description:

The village of Lowellville proposes to rehabilitate, in multiple phases, the existing 8-foot wide Stavich Trail for approximately 13,792 feet (approximately 2.61 miles) from the western Lowellville village corporation limit to the eastern Lowellville village corporation limit. Phase I, to be constructed in summer/fall 2024, will consist of widening to 10 feet and resurfacing the trail from Youngstown Lowellville Road to Liberty Street, approximately 2,546 feet (0.48 mile), and replacing the existing Stavich Trail single span steel rolled beam superstructure over Grays Run with a new single span pre-engineered steel truss. Although currently unfunded, the remaining phases within the jurisdiction of Lowellville will also consist of widening to 10 feet and resurfacing the trail and drainage improvements, as needed. To establish logical termini, this environmental document will address the environmental impacts associated with all five phases.

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

No permanent or temporary right-of-way is anticipated for all phases of the project.

Multiple overhead and underground utilities exist within the project study area. These include electric, gas and sanitary utilities. Minor relocations to an underground gas line, electric guy wires and manhole adjustments associated with the sanitary line will be necessary to complete the work for Phase I and shall be coordinated with the service providers. These utility relocations will occur within the existing roadway right-of-way. Coordination with the utility companies affected by the proposed construction activities associate with Phase I were conducted for the project during its preliminary engineering phase and will continue during its detailed design phase. Utility coordination will be initiated, as needed, for the remaining phases within the jurisdiction of Lowellville.

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.

During construction of Phase I in 2024, a section of the trail from Youngstown Lowellville Road to West Liberty Street will be closed to all pedestrian and bicycle traffic for a period not to exceed ninety (90) consecutive days. The official detour for this closure will utilize Cooper Avenue, Youngstown Lowellville Road, Wood Street and McGill Street. During construction of the remaining phases within the jurisdiction of Lowellville, pedestrian and bicycle traffic is expected to be detoured.

Seven streams are located within the project study area, of which 5 streams and a total of 81 linear feet are expected to be impacted by the project. Four wetlands are located within the project study area. Three of these wetlands will have 0.01 acre of permanent impacts each for a total of 0.03 acre of permanent wetlands impacts while the fourth wetlands will not be impacted by the project. Streams are not likely suitable for Mussel Populations and No Mussels were observed during survey activities. There will be no impacts to any suitable wooded habitat within the study area. The project is not located within a USFWS bat buffer zone. There is no suitable habitat for any other federally or state listed species. See ecological impacts information for the project in the Level 1 Ecological Survey Report in the Project File/Ecological/Reports subsection and the Ecological Tab.

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

The environmental document and associated studies, as applicable, were approved using the available information in the Feasibility Study and Stage 2 Design plans for Phase I. A copy of the Feasibility Study is included in the Project File/Alternatives/Reports subsection and the Stage 2 Design plans for the project is included in the Project File/General/Project Information subsection as Stage 2 Design.pdf.

The estimated total project cost specified in Ellis for Phase I is less than the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP).



The next phase of the proposed project is listed on the STIP:

Yes

Ellis STIP Details

Phase	Current STIP Reference
ENV	
CO	112604: 24-27 STIP
DD	

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications:

Yes

Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph I of this section. **Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)**

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -

1. **a.** Acquisition of more than a minor amount of ROW (exceeds strip takes)
2. **b.** Residential or non-residential displacements
3. **c.** A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act
4. **d.** A Section 106 finding of *Adverse Effect*
5. **e.** Section 4(f) impacts greater than de minimis
6. **f.** A finding of *May Affect, Likely to Adversely Affect* to Threatened and Endangered Species
7. **g.** Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
8. **h.** Changes in access control
9. **i.** Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
10. **j.** Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
11. **k.** No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
12. **l.** A full Environmental Justice Analysis Report (EJAR) is required (the project must be processed as a D-level CE or higher-level document). If a memo-to-file/letter/IOC-format EJAR Short Report is determined to be the appropriate level of documentation, contact OES regarding NEPA document level.

For certification purposes, documentation is required to illustrate no significant impacts will occur to



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the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Ecological

Waterways: Present; No Coast Guard, Individual 404, and/or Section 10 Permit required

Waterways Permit Type: Permit Determination and/or Permit Application Approval Pending

Isolated Wetland Permit No

Will any wetlands be impacted? Yes

Endangered Species: No Impacts to Protected Species and Critical Habitat

Scenic Rivers No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area

Scenic Rivers Remarks

The project is not located within 1,000 feet of a designated Scenic River.

Floodplains

100-Year Floodplain: Encroachment Within the SFHA is a Functionally Dependent Use

EO 11988 Compliance Met Yes

NFIP Coordination and Documentation Completed Yes

NFIP Local Floodplain Coordinator Notification Date: 09/01/2023

Floodplain Remarks

Lawhon and Associates, Inc., reviewed the FEMA FIRM for the project study area and determined the project is located within a special flood hazard area (SFHA). The proposed project will replace the Stavich Trail bridge superstructure over Grays Run, with no loss of cross-sectional opening area. The proposed bridge work is considered maintenance that does not change the alignment, grade, or hydraulic capacity of the existing structure and, therefore, is exempt from the normal permit process required for work encroaching on a SFHA. Floodplain coordination is not required for the project. However, a letter was sent to the local floodplain administrator as a courtesy notification of the project and proposed bridge work within the designated SFHA. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

Section 4(f)

Section 4(f): Present; No Programmatic Evaluation or Individual Evaluation Required



Section 4(f) Determination:

de minimis - Recreational

Section 4(f) Determination Date - de minimis - Recreational

06/27/2023

Section 4(f) Remarks

Stavich Trail is a recognized recreational property and is afforded protection from adverse impacts. A Determination Request Form for Recreational Properties (DRF) was submitted to ODOT OES Policy Section on June 16, 2023, and revised on June 27, 2023. On June 27, 2023, ODOT-OES determined a de minimis impact will occur to Stavich Trail in accordance with 23 CFR 774. The determination was made based on the proposed scope of work and concurrence received from the Official with Jurisdiction (OWJ) regarding the assessment of impacts that are included in the DRF. No further Section 4(f) coordination is required. See the Section 4f documentation for the project in the Project File/Section 4f/Reports and Coordination subsections.

Section 6(f)

Section 6(f):

Not present

Cultural Resources

Cultural Resources:

Present; No Finding of Adverse Effect

Cultural Resources Coordination:

Minimum Potential to Cause Effect
Appendix B

**Cultural Resources Coordination - ODOT Approval/SHPO
Concurrence Date**

02/06/2023

Cultural Resources Remarks



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The literature search concluded there are no inventoried buildings (OHI), no known archaeological sites (OAI), and no listed or eligible historic properties found in the project area or in the area of potential effects (APE). The bridge over Gray's Run is not considered part of the state system, has no structure file number, and has not been evaluated. The structure is relatively modern and was installed when the path was originally built in 1983. The bridge is not listed as eligible for the National Register based on the Ohio DOT Historic Bridge Inventory (accepted April 28, 2010) and further evaluation is not required since the bridge does not meet the 50-year National Register criterion for eligibility. The replacement of non-historic bridges and paving upgrades limited to the existing operational right-of-way are activities which are exempt from further cultural resource consideration by the June 29, 2023, Cultural Resource PA (Agreement 38503), as long as the project is not within the boundaries of any historic property or N. R. district. In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT Office of Environmental Services (OES) determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. No further coordination is required in accordance with the Section 106 Programmatic Agreement. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

Environmental Resources Considered

The following environmental resources are present and have been studied for potential impacts:

Regulated Materials

Air Remarks

Air quality studies/coordination are not required for this project. Project is under 40CFR93.126/Bicycle and pedestrian facilities.

Noise Remarks

The project does not qualify as a Type I project for noise (*i.e.*, not adding capacity, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) and a noise analysis is not required for the project under 23 CFR 772.

The project involves ROW acquisition, Deep Excavation, or OEPA 513 Landfill Authorization: No

Hazardous Materials - OES Approval Date:

04/14/2023

Regulated Materials Review Remarks:

Based on the information in the Regulated Materials Review (RMR) Form completed for the project, no further RMR or special material management is warranted for the project. See the RMR documentation for the project in the Project File/ESA/Reports, Project Information and Coordination subsections.

Environmental Justice

Projects that meet C2 criteria must be in accordance with ODOT's EJ Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.



Environmental Justice Populations

Present; No EJAR Required, Does Not Exceed EJ Guidance Criteria, and No Issues Raised During Public Involvement

Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
390998111001	6	33
390998108003	24	81

Environmental Justice Remarks

A review of the ODOT Transportation Information Mapping System (TIMS) indicated Environmental Justice populations within the project study area. No businesses or residences will be acquired or relocated as part of the project. The project will have no disproportionately high and adverse effects to minority or low-income populations based upon the table above and attached mapping. No concerns related to impacts on Environmental Justice populations were raised as a result of public involvement activities conducted for the project. Therefore, in accordance with the protections of Executive Order 12898 and FHWA Order 6640.23A, no further analysis is required for the project. See the Environmental Justice documentation for the project in the Project File/Environmental Justice/Project Information subsection.

Public Involvement

Public Involvement:

Minimum PI Requirements Met; No Minor Public or Agency Controversy on Environmental Grounds

Public Involvement Remarks

Lowellville conducted various public involvement activities for the project, including a press release, website postings and project notification letters to the adjacent property owners. A newspaper article about the project was published in the Youngstown Vindicator. Comments were requested by all the public involvement activities conducted for the project. Lowellville 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.

Environmental Commitments

Environmental Commitments

Yes



Ecological

Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
MAH Stavich Trail (Phase 1)	Wetland E	Adjacent	Category 1	0.02	0.01
	Wetland F	Adjacent	Modified Category 2	0.015	0.01
	Wetland G	Adjacent	Modified Category 2	0.3	0.01
	Wetland H	Adjacent	Modified Category 2	0.03	0

Has an Approved and/or Preliminary Jurisdictional Determination been made by the USACE? No

Total impact to all wetlands (ac.): 0.03

Total acres of non-isolated wetlands impacted: 0.03

Total acres of isolated wetlands impacted: 0

In accordance with Executive Order 11990 - USDOT Order 5660.1A, this Wetland Finding has been prepared to document that wetlands have been avoided to the extent possible to minimize the long and short term adverse impacts associated with the destruction or modification of wetlands, and to document that there are no practicable alternatives to avoid construction in wetlands.

An analysis of the 'Do Nothing' alternative indicates that it is not practicable because (check all that apply):

It Would Not Correct Existing or Projected Capacity Deficiencies.

It Would Not Correct Safety Hazards.

An analysis of improvements that avoid all wetland impacts indicates that they are not practicable because (check all that apply):

They Will Substantially Increase Project Costs.

Include justification supporting the decisions noted above:

The project was designed to minimize impacts to wetlands and streams to the greatest extent practicable while still meeting the intended needs of the project. Complete avoidance of the wetland(s) would require the



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construction of boardwalks, retaining walls, or other cost prohibitive engineering measures. Per Stage 2 plans found in the project file, Phase 1 of this project will not impact any wetlands.

All practicable measures have been considered and incorporated into the project design to avoid, minimize, wetland impacts. The wetland impact minimization measures that will be followed for the project are documented in the environmental commitments for the project. Wetland mitigation for unavoidable impacts will be provided if required by the Clean Water Act or Ohio isolated wetland law, as regulated by the US Army Corps of Engineers and Ohio EPA regulations (33 CFR parts 325 and 332 and 40 CFR part 230, and OAC 3745-01-54), and (ORC 6111.027). No practicable alternatives exist for the proposed construction in wetlands, and the proposed action includes all practicable measures to minimize harm to the wetlands that may result from such use.

Remarks:

The project was designed to minimize impacts to wetlands and streams to the greatest extent practicable. Per Stage 2 plans found in the project file, Phase 1 of this project will not impact any wetlands.



Environmental Commitments

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- 1) Access to Stavich Trail shall be maintained at all times during construction activities via flagging operations and/or an approved detour.
- 2) Appropriate signage shall be installed to alert users of the Stavich Trail of construction activities, access restrictions or closures, and to direct users to secondary access points.
- 3) The contractor shall be required to closely coordinate the construction schedule with ODOT and the Village of Lowellville prior to the beginning of construction activities.
- 4) The project is located within a FEMA flood zone and will be designed to comply with all applicable Local, State, and Federal floodplain protection standards.



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Preparers and Approvals

Form Preparer: Sumia Mohamed
Lawhon AND Associates Inc.
smohamed@lawhon-assoc.com

Supporting Form Preparer(s): Leonard Blankenship
Sean Carpenter
Carrie Ricker
Emmett Messerkruse
Greg Bowman
Sumia Mohamed

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	10/4/2023



Appendix

General

Correspondence Related to Utility Coordination.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Purpose and Need

Project Related OES Decision - Purpose and Need.pdf

Alternatives

District Acceptance - Feasibility Study.pdf

ESA

OES Recommendations - Screening.pdf

Regulated Materials Review Form.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Ecological

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Other Resources

Census Bureau Urbanized Area Map.pdf

Water Source Protection Area Map.pdf

Well Log Data.pdf

Section 4(f)

OES Recreational 4(f) Determination.pdf

Environmental Justice

Census Mapping.pdf

Public Involvement

Lowellville Website Posting.pdf

News Article - Youngstown Vindicator.pdf

ODOT Website Posting.pdf

Press Release.pdf



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Property Owner Notification Letter.pdf

Public Notification Mailing List.pdf

Permits

FEMA FIRM.pdf

Letter of Compliance - Form LD-53.pdf