



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

TRU High/Main/Mahoning PID 112626

Environmental Document Level: C1

Approved: 5/11/2023

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 112626 TRU High/Main/Mahoning

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C1

PID: 112626
Project Sponsor: Warren, City of
ODOT District: 4
Funding Source: Federal

Project Description:

The city of Warren proposes to mill/resurface High Street and Main Avenue/Mahoning Avenue in the city of Warren, Trumbull County. The proposed pavement maintenance/resurfacing limits are described below.

- High Street from Mahoning Avenue to Chestnut Avenue, a distance of approximately 0.57 mile.
- Main Avenue/Mahoning Avenue from South Street to the Ohio Central Railroad crossing, a distance of approximately 0.84 mile.

Additional improvements proposed by this project include partial depth pavement repairs, valve box/monument box/manhole/curb inlet adjustments and/or reconstruction, existing walk/curb ramp removal, new concrete walk/new curb ramp installations to comply with the Americans with Disabilities Act (ADA) standards, new traffic control sign installations and new lane line/center line/channelizing line/stop line/crosswalk line/transverse-diagonal line/other pavement markings applications.

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

A minimum of one 10-foot lane of traffic in each direction shall be maintained on the existing pavement or completed pavement during project construction. Road closures and detours are not proposed to construct the project. Lane restrictions/reductions shall not be permitted after normal working hours. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Access shall be maintained to all adjacent properties, businesses and intersecting side streets during project construction. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing 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 conducted to determine if previously recorded cultural resources have been identified within the project Area of Potential Effects (APE), the footprint of the project. The literature search documented the absence of archaeological sites (OAI) in the project area. However, numerous architectural resources (OHIs) and occasional listed or eligible historic property are reported in Warren, Ohio. For instance, paving will extend along the edge of Trumbull County Courthouse National Register (N.R.) properties (N. R. # 74001637). Work will also pass through the Warren Commercial N.R. Historic District (NR # 83002063) and the Mahoning Avenue N.R Historic District (NR # 78003115). The courthouse property is limited to its public architectural feature. The Warren Commercial district is limited to commercial and public architectural elements. The Mahoning Avenue district is limited to residential elements scattered along the streetscape. No contributing architectural feature will be impacted by construction and the work will only involve the existing street right-of-way. Roadway maintenance will not require land from any of these historic properties.

General highway maintenance projects including repaving when limited to the existing operational right-of-way is exempt from further cultural resource consideration by the 11/8/17 Cultural Resource PA (Agreement 19319), as long as no new permanent right-of-way from a historic property is acquired and no contributing element of a historic district will be removed or altered by construction.

In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT Office of Environmental Services (OES) determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the



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Cultural Resources Tab.

The project will not require land from within the historic boundary of a Section 4(f) cultural resource. All work activities will focus on the existing operational right-of-way and no new right-of-way will be acquired to construct the project. No buildings will be involved in the project and no relocations will be required to construct the project. The work is limited to only modern paved surfaces, modern curb area, and concrete sidewalk surfaces. Paving will extend along the edge of Trumbull County Courthouse National Register (N.R.) properties (N. R. # 74001637). Work will also pass through the Warren Commercial N.R. Historic District (NR # 83002063) and the Mahoning Avenue N.R Historic District (NR # 78003115). No contributing architectural feature will be impacted by construction and the work will only involve the existing street right-of-way. Roadway maintenance will not require land from any of these historic properties.

ODOT-OES determined the undertaking has minimal potential to cause effects to historic properties in accordance with the Section 106 Programmatic Agreement (Agreement No. 19319) executed November 8, 2017, and amended July 11, 2019. No new permanent right-of-way from a historic property will be acquired and no contributing elements of a historic property will be removed or altered by construction. Therefore, in accordance with 23 CFR Part 774, the undertaking TRU-High/Main/Mahoning PID 112626 will not result in the use of a Section 4(f) cultural resource. See the Cultural Resource Section 4(f) documentation for the project in the Project File/Section 4(f)/Coordination subsection.

Based on the information in the Regulated Materials Review (RMR) Form completed for the project, further RMR activities or special materials management are not warranted for the project. See the RMR documentation for the project in the Project File/ESA/Reports subsection.

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

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM for the project study areas and determined the project is not located within a special flood hazard area. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

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

The environmental document and associated studies, as applicable, were approved using the Stage 3 Design plans for the project. A copy of the Stage 3 Design plans for the project is included in the Project File/General/Project Information subsection as Stage 3 Design.pdf.

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

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

Ellis STIP Details

Phase	Current STIP Reference
PE Environmental	
Construction	112626: 21-24 STIP
PE Detailed Design	

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

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix B

Cultural Resources Coordination Date: 04/11/2023

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, 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:

No



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Environmental Commitments



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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)	5/11/2023



Appendix

General

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Ecological

ODNR Scenic River MOA Conditions

Permits

FEMA FIRM.pdf