



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH Kirkmere SRTS PID 119454

Environmental Document Level: C1

Approved: 3/5/2025

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: 119454
Project Sponsor: Youngstown, City of
ODOT District: 4
Funding Source: Federal

Project Description:

The city of Youngstown proposes existing concrete walk/curb removal/replacement and new concrete curb/walk/curb ramp installations at eighteen (18) intersections to comply with Americans with Disabilities Act (ADA) standards around Kirkmere Elementary School in the city of Youngstown, Mahoning County. The proposed work will occur at the following eighteen (18) intersections:

1. Dogwood Drive/S. Schenley Avenue;
2. Rosewae Drive/S. Schenley Avenue;
3. Dogwood Drive/Skywae Drive;
4. Dogwood Drive/Gladwae Drive;
5. Dogwood Drive/Bears Den Road;
6. Gladwae Drive/Gladwae Place;
7. Arrowwae Drive/Skywae Drive;
8. Rosewae Drive/Skywae Drive;
9. Arrowwae Drive/Gladwae Drive;
10. Bears Den Road/Rosewae Drive;
11. Bears Den Road/Kirk Drive;
12. Brunswick Road/Kirk Drive;
13. Brunswick Road/Oran Drive;
14. Rexford Road/Kirk Drive;
15. Rexford Road/Oran Drive;
16. Rexford Road/Coral Sea Drive;
17. S. Schenley Avenue/Oran Drive; and
18. S. Schenley Avenue/Coral Sea Drive.

Additional improvements proposed by this project include traffic control sign replacements and the application of new or the replacement of existing pavement markings.

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 shall be maintained on all city streets during project construction, however, temporary lane restrictions will be necessary and accomplished utilizing flaggers. Road closures and detours are not proposed to construct the project. Maintenance of traffic information will be posted within the project construction limits prior to the start of construction. Access shall be maintained to all properties, businesses and intersecting side streets within and adjacent to the project construction limits for the duration of project construction. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing street 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 using the SHPO GIS online database to determine if previously recorded cultural resources are located within the project Area of Potential Effects (APE), the footprint of the project. The search concluded



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that the proposed project is located adjacent to the Mill Creek Park Historic District (NRHP#05000178) that is listed in the National Register of Historic Places (NRHP). The proposed work taking place is limited to existing walk/curb removal, new concrete curb/walk/curb ramp installations to comply with the Americans with Disabilities Act (ADA) standards, traffic control sign replacements and installation of new or replacement of pavement markings where no new permanent right-of-way will be acquired, and no contributing components will be removed or altered. No buildings will be involved in construction and no relocations will be required by the project. The MAH-Kirkmere SRTS; PID 119454 project is not a part of a larger undertaking and is a type that has minimal potential to cause effects to historic properties in accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503). Therefore, no further coordination is required for the project. 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 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 MAH-Kirkmere SRTS.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 2 Design plans for the project. A copy of 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 agrees with 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
CO	119454: 24-27 STIP

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 A

Cultural Resources Coordination Date: 02/14/2025

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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Preparers and Approvals

Form Preparer

District 4
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Supporting Form Preparer(s):

Elizabeth Stober
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	3/5/2025



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Appendix

General

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Permits

FEMA FIRM.pdf