



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **TRU Kinsman Sidewalks Phase 5 PID 122896**

**Environmental Document Level: C1**

**Approved: 3/2/2026**

**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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## C1

<b>PID</b>	122896
<b>Project Sponsor</b>	Trumbull County Engineer
<b>ODOT District</b>	4
<b>Funding Source</b>	Federal

### Project Description:

Trumbull County Engineer (TCE) David DeChristofaro, in cooperation with Kinsman Township, proposes to install 5-foot-wide concrete sidewalk along the east side of Main Street/State Route (SR) 5/SR 7 from Lakeview Drive north to SR 87, a distance of 1,311 feet. Additionally, the project proposes the removal and replacement of existing deteriorated 4-foot-wide concrete sidewalk on the north side of Kinsman Nickerson Road from SR 5/SR 7 to Garden Street, a distance of 335 feet. The proposed sidewalk project will link residential neighborhoods and businesses within the area.

Further improvements proposed by the project include linear grading, storm water drainage improvements including catch basin reconstruction or replacement and conduit replacement, new concrete curb ramps/truncated domes/detectable warning installations to comply with Americans with Disabilities Act (ADA) standards and the application of new stop lines/crosswalk lines, as necessary throughout the project limits.

Mapping that depicts the project locations 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*.

During project construction, a minimum of one lane of traffic shall be maintained along Main Street and Kinsman Nickerson Road, however, temporary lane restrictions will be necessary and accomplished utilizing flaggers. Road closures and detours are not proposed to construct the project. Lane restrictions/reductions shall not be permitted after normal working hours. All necessary signage will be posted within the project construction limits. Also, vehicle and pedestrian access shall be maintained to all residential and commercial properties except when a driveway must be closed for construction. Residents and property owners will be notified prior to the closure, and every effort shall be made to accommodate each resident and property owner's need for access. 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.

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 Areas of Potential Effects (APE), the footprint of the project. The literature search concluded there are no known archaeological sites (OAI), no inventoried buildings (OHI), and no listed or eligible NR properties within the APE. The work will focus on the existing operational right-of-way and will not directly involve any residential or commercial buildings. No



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relocations will be required. The installation of pedestrian facilities including shared use paths is a project type exempt from further cultural resource consideration by the 6/29/23 Cultural Resource PA (Agreement 38503), when they are beyond the boundary of a historic property and as long as no contributing component of a historic district will be removed or altered by construction.

Therefore, 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-OES has determined that the proposed 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 cultural resource investigations are warranted. 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 TRU-Kinsman Sidewalks Phase 5.pdf* for the project in the Project File/Ecological/Reports subsection and the Ecological Tab.

The project is located within the 1,000-foot buffer of the State Scenic Pymatuning Creek. The project will not impact this state scenic river. Scenic river coordination was conducted, as appropriate, for the project in accordance with the Memorandum of Agreement Between the ODOT and the Ohio Department of Natural Resources (ODNR)/Division of Watercraft for Project Coordination on Ohio's State Wild, Scenic and Recreational Rivers (Agreement No. 11323). See the scenic river coordination documentation for the project in the Project File/Ecological/Coordination subsection as *Coordination with ODNR - Scenic River Review Form.pdf*.

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.

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.

The TCE's Office conducted various public involvement activities for the project including a press release, website posting, and notification letters sent to property owners. News articles detailing the project were published online by WFMJ and Warren Tribune Chronicle media outlets. Comments were requested by all public involvement activities conducted for the project. Written comments were received from two (2) individuals as a result of the public involvement activities conducted for the project with one of those individuals' providing comments in support of the project. A third individual provided oral comments to the TCE via telephone regarding the location of the sidewalk relative to the front of their building. All comments were responded to, as necessary, on an individual basis. 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 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 2026 - 2029 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	122896: 26-29 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 B

**Cultural Resources Coordination Date:** 01/23/2026

**Tribal Consultation Summary/Remarks:**

The Miami Tribe of Oklahoma was notified of the "minimal potential to cause effects" determination on January 23, 2026. The Miami Tribe of Oklahoma did not respond within the 30-day comment period. See the tribal coordination for the project in the Cultural Resource tab.

**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



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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

### C1

- 1) The project designer shall incorporate the following note into the plans: Tree trimming is permitted as directed by the project engineer, however, no trees shall be removed for the project. A tree is defined as a live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.
- 2) The project designer shall incorporate the following note into the plans: Concrete sidewalk must be sealed with a clear colored cure & seal.
- 3) The Project Designer shall incorporate the following note into the plans: The Contractor shall not discharge toxic or hazardous materials such as sealants, paint, solvents, cleaning agents, earthen materials, waste-water, fuels or debris of any kind to a scenic river, its tributaries, or drainage ways. If refueling of immobile equipment is necessary within the floodplain or near any tributary drainage ways, ditches, or stream, the contractor shall provide secondary containment with enough capacity to completely contain and collect all potential liquid wastes in the event of a spill.
- 4) The Project Designer shall incorporate the following note into the plans: Any and all construction debris, earthen debris, excess asphalt or concrete, wood debris from clearing, excess fill material, and trash should be disposed of at an approved upland site or land fill above FEMA 100-year flood elevations. Disposal of any such materials within 1000 feet of the State Scenic Pymatuning Creek is prohibited.
- 5) The Project Designer shall incorporate the following note into the plans: In accordance with ORC 3750.06, reportable spills must be reported to the local fire department (911), the local emergency coordinator John Hickey, Trumbull County EMA Director (330-770-0222), and the Ohio Spill Line (1-800-282-9378).
- 6) The Project Designer shall incorporate the following note into the plans: The Contractor shall keep all idle equipment, fuels, lubricants, and any storage for/of potentially toxic or hazardous materials out of the FEMA designated special flood hazard area and not within 1000 feet of the State Scenic Pymatuning Creek.
- 7) The Project Designer shall incorporate the following note into the plans: The Contractor shall notify the Project Engineer 40 days prior to work within 1000 feet of the State Scenic Pymatuning Creek. The Project Engineer shall notify the District Environmental Coordinator 35 days prior to work within 1000 feet of the scenic river. The District Environmental Coordinator shall coordinate with ODNR Scenic Rivers a minimum of 15 days prior to any work within 1000 feet of State Scenic Pymatuning Creek.
- 8) The Project Designer shall incorporate the following note into the plans: The contractor shall pay close attention to concrete washout use for all cement trucks to control all washout within 1000 feet of the State Scenic Pymatuning Creek.



### **Preparers and Approvals**

**Form Preparer**

District 4  
Contact: Edward Deley  
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**Supporting Form Preparer(s):**

Elizabeth Stober  
Sean Carpenter

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	3/2/2026



## Appendix

### General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

### Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

### Ecological

ODNR Scenic River MOA Conditions

### Public Involvement

News Article - WFMJ.pdf

News Article - Warren Tribune Chronicle.pdf

Press Release.pdf

Property Owner Notification Letter.pdf

Public Notification Mailing List.pdf

Response to Written Public Comments - Panak.pdf

Trumbull County Engineer Website Posting.pdf

Written Public Comments Received - Panak.pdf

Written Public Comments Received - Thompson.pdf

### Permits

FEMA FIRM.pdf