



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **MAH Metroparks Bikeway, Ph.3 PID 85005**

**Environmental Document Level: D1**

**Approved: 12/4/2018**

**Prepared By: Teresa Dalton**

Environmental Design Group

Phone: 330-375-1390

E-mail: Tdalton@envdesigngroup.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 11, 2015, and executed by FHWA and ODOT.*

# Table of Contents

Project Type.....	3
General Project Information.....	4
Purpose & Need.....	9
Alternatives.....	12
Air.....	15
Noise.....	17
ESA.....	18
Cultural Resources.....	19
Ecological.....	23
Other Resources.....	30
Section 4(f).....	32
Section 6(f).....	33
Community Impacts.....	34
Underserved Populations.....	36
Public Involvement.....	37
Permits.....	39
Environmental Commitments.....	42
Preparers and Approvals.....	43
Appendix.....	46



## **Project Type**

**Please check all of the following actions that apply (Must check at least one):**

(13) Actions described in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints listed in 23 CFR 771.117(e). (a) Project types that exceed thresholds in Appendix A (b) Project types that exceed thresholds in Appendix B



## General Project Information

### Project, Cost Schedule and Work Limits

Environmental Document Levels:	D1
PIDs:	80655, 85005
Project Name:	MAH Metroparks Bikeway, Ph.3
Project Sponsor:	Mill Creek Park District
ODOT District:	4
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	Yes
STIP Reference #:	2018stipID0178FDDD/2018stipID0178FDCO and is fiscally constrained.
The next phase of the proposed project is listed on the STIP	Yes
The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications	Yes
Planning and Engineering:	\$819,176.00
Right of Way:	\$384,441.00
Construction:	\$3,594,809.00
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No

### Project Description:

The Mill Creek MetroParks proposes to construct Phase III of the Mill Creek MetroParks Bikeway in Green Township, Mahoning County, Ohio. This multi-use trail project is proposed from the existing Mill Creek MetroParks Bikeway/Western Reserve Road intersection to the East Street/Washingtonville Road/High Street intersection in the village of Washingtonville near the Mahoning County/Columbiana County Line. Construction of the Mill Creek MetroParks Bikeway Phase III will complete the Mill Creek MetroParks Bikeway and corresponding Mahoning County section of the Great Ohio Lake-to-River Greenway. The Mill Creek MetroParks Bikeway, Phase III, will be a 10-foot wide asphalt, multi-purpose, Americans with Disabilities Act (ADA)-accessible trail with 2-foot wide grass shoulders and traverse a total of 6.4 miles through Green Township. Additional improvements proposed by this project include decorative stamped concrete/landscaped nodes with seating at High Street, Garfield Road, Roller Road, South Range Road, Middletown Road and Western Reserve Road, a paved turnaround south of Middletown Road, a drive



**Environmental Document Level: D1**  
PID 85005 MAH Metroparks Bikeway, Ph.3

Approved: 12/4/2018

extension south of Calla Road, drainage improvements, existing culvert repairs/replacements, new culvert installations, culvert headwall installations, rock channel outlet protection installations, permanent rock check dams, stream restoration improvements, existing bridge repairs, a new reinforced concrete slab bridge, a farm crossing, wood privacy fences, timber rails, grading, signage and pavement markings.

The alignment of the proposed Mill Creek MetroParks Bikeway Phase III is generally along the abandoned Niles and Lisbon Branch Line of the former Erie Railroad Company, originally constructed in the 1860's. Acquisition of the abandoned Niles and Lisbon Branch Line was initiated in 2015 under PID 80655 (MAH-Mill Creek Bikeway). The Mill Creek MetroParks Bikeway Phase III Stage 2 plans were reevaluated and amended since the 2011 approval of the PID 80655 environmental document and 2015 right-of-way acquisition authorization actions. The proposed changes made as part of the development of this project include a shift in the proposed alignment off the abandoned railroad corridor traveling through four additional properties along West Calla Road in Green Township. The proposed modified trail alignment travels beyond the existing abandoned railroad corridor through 6420 W. Calla Road (an undeveloped parcel) and then crosses access drives to a cemetery and the residence located at 6410 W. Calla Road. The proposed alignment then travels through 6360 W. Calla Road, a former agricultural property now owned by Mill Creek MetroParks. The proposed trail will also vary slightly from the existing abandoned railroad corridor in an area on existing park property to the north of Calla Road. This alignment shift beyond the existing abandoned railroad corridor is proposed to minimize wetlands impacts.

The proposed Mill Creek MetroParks Phase III bikeway is included in the Eastgate Regional Council of Governments Fiscal Year (FY) 2018 - FY 2021 Transportation Improvement Program (TIP).

Maintenance of traffic (MOT) plans will be finalized during preparation of the Stage 3 plans for the project. It is anticipated that MOT measures will be necessary to construct the trail and install pavement markings at proposed road crossings. These MOT measures will include flaggers and closing of 1 lane of roadway traffic during construction activities.

Right-of-Way acquisition of the abandoned Niles and Lisbon Branch Line corridor for this project was initiated in 2015 under PID 80655. After right-of-way acquisition was authorized for PID 80655, the need for additional permanent right-of-way acquisition totaling 3.345 acres was identified on three parcels to the north of W. Calla Road to accommodate the proposed bikeway trail alignment modification. Moreover, this project will acquire 1.338 acres of temporary right-of-way from 11 parcels to provide access to construct the project. Right-of-way plan information for the project is available in the Project File/General/Project Information subsection as Right of Way Plan Sheets.pdf.

Utility coordination with all utilities within the project construction limits is ongoing. Known utility impacts for the Stage 2 Plans include the relocation of First Energy electric utility poles along Washingtonville Road.

A Level 1 Ecological Survey Report (ESR), dated January 16, 2018, was completed for the project by ms consultants, inc. Based on the Level 1 ESR, 16 wetlands and 16 streams were identified within the project study area. Based on Stage 2 Plans, the project will result in total wetland impacts of 1.2 acres and total stream impacts of 784 linear feet. Also, based on the Level 1 ESR, the project will disturb 4.58 acres of scrub/shrub, 0.92 acre of marsh, 0.28 acre of developed, medium intensity, 0.28 acre of forested swamp, 3.28



Approved: 12/4/2018

acre of developed, low intensity, 9.02 acres of upland forest, 8.49 acres of grassland/herbaceous and 0.88 acre of cultivated crops habitats. Moreover, 9.3 acres of Suitable Wooded Habitat (SWH) for the Federal endangered Indiana Bat and the Northern Long-Eared Bat will be removed to construct the project. This SWH to be removed is described as upland forest, characterized as an early successional upland wooded area with very few large mature trees (>16-inch diameter at breast height).

The Mill Creek MetroParks personnel presented the Mill Creek MetroParks Bikeway Phase III project at Open House Public Involvement Meetings conducted on July 19, 2012, and May 5, 2016. Comments were sought regarding the proposed bikeway project. The Mill Creek MetroParks personnel also presented the Mill Creek Bikeway Phase III at the Mill Creek MetroParks Board of Park Commissioners meeting on April 11, 2016. The Mill Creek MetroParks has communicated and met with all property owners along the proposed bikeway alignment. These property owners receive monthly letters and updates on project progress. A total of 30 public comments were received via the comment sheet provided at the Open House Public Involvement Meetings or by e-mail correspondence. Over 75% of the respondents were supportive of the project with many expressing excitement to use this proposed trail. Of those opposed, the concerns included the possible decrease in their property value due to the trail, opposing of taking of property through eminent domain and the project cost. All public involvement documentation can be found in the Project File/Public Involvement/Project Information subsection.

The environmental document and associated studies, as applicable, were approved using the Stage 2 Design plans and the modified alignment through properties north of Calla Road for the project. A copy of both the Stage 2 Design plans and the modified alignment through properties north of Calla Road for the project are included in the Project File/General/Project Information subsection as Stage 2 Design.pdf and Stage 2 Alignment Change.pdf, respectively.

The estimated total project cost specified in Ellis is 21.9% greater than the total project cost specified in the Eastgate Regional Council of Governments Fiscal Year (FY) 2018 - FY 2021 Transportation Improvement Program (TIP). However, based on the estimated total project cost being less than \$10,000,000 and the additional project cost not exceeding 30% of the project cost in the TIP, a TIP amendment is not necessary for the project.

<b>Limits of Proposed Work:</b>	Western Reserve Road (near Co Rd. 95) South to State Route 14.
<b>Start (SLM):</b>	Western Reserve Road
<b>End (SLM):</b>	East St./Washingtonville Rd./High St. intersection
<b>Total Work Length (Miles):</b>	6.4

No roadway data for PIDs associated with this CE Form

No bridge data for PIDs associated with this CE Form

**Maintenance of Traffic During Construction**



Approved: 12/4/2018

<b>A roadway, bridge or ramp closure is required</b>	No
<b>A temporary bridge or roadway is proposed</b>	No
<b>A detour is required for the proposed project</b>	No
<b>The proposed MOT substantially impacts sensitive environmental resources</b>	No
<b>Substantial controversy is associated with the proposed MOT</b>	No
<b>Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc.</b>	No

**Remarks:**

Maintenance of traffic (MOT) plans will be finalized during preparation of the Stage 3 plans for the project. It is anticipated that MOT measures will be necessary to construct the proposed trail and install proposed pavement markings at road crossings. These MOT measures will include flaggers and closing of 1 lane of roadway traffic during construction activities.

Based on the project scope of work and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

<b>Are there any Environmental Commitments?</b>	No
---	----

**Right of Way and Utility Involvement**

<b>The project requires Permanent Right-of-Way</b>	Yes
<b>The project requires Permanent Easement(s)</b>	Yes
<b>The project requires Temporary Right-of-Way</b>	Yes
<b>Number of parcels impacted by Permanent Right-of-Way:</b>	3

**Right of Way and Utility Involvement**

<b>Number of parcels impacted by Temporary Right-of-Way:</b>	11
<b>Approximate acreage of Permanent Right-of-Way needed:</b>	3.345
<b>Approximate acreage of Temporary Right-of-Way needed:</b>	1.338
<b>Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area</b>	Yes
<b>Large scale transmission facilities are located within the project area</b>	Yes
<b>Private utility easements are located within the project area</b>	No



**Coordination with identified utilities has been initiated and/or completed**

Yes

**Remarks:**

Right-of-Way acquisition of the abandoned Niles and Lisbon Branch Line corridor for this project was initiated in 2015 under PID 80655. After right-of-way acquisition was authorized for PID 80655, the need for additional permanent right-of-way acquisition totaling 3.345 acres was identified on three parcels to the north of W. Calla Road to accommodate the proposed bikeway trail alignment modification. Moreover, this project will acquire 1.338 acres of temporary right-of-way from 11 parcels to provide access to construct the project. Right-of-way plan information for the project is available in the Project File/General/Project Information subsection as Right of Way Plan Sheets.pdf.

Utility coordination with all utilities within the project construction limits is ongoing. Known utility impacts for the Stage 2 Plans include the relocation of First Energy electric utility poles along Washingtonville Road.



## **Purpose & Need**

### **Purpose & Need**

#### **Project History:**

The Great Ohio Lake-to-River Greenway is a 10-foot wide multi-use asphalt trail being constructed along abandoned railroad lines and adjacent corridors. Upon completion, this trail will be a 110-mile multi-modal transportation corridor that will connect Lake Erie to the Ohio River. At Lake Erie, the northern terminus of the Great Ohio Lake-to-River Greenway will be Walnut Beach Park in the city of Ashtabula, Ashtabula County, while at the Ohio River, its southern terminus will be near the river banks in the city of East Liverpool, Columbiana County. Multiple sections of the trail have been previously constructed throughout Ashtabula, Trumbull, Mahoning and Columbiana Counties.

In 2000 and 2001, the first two phases of the Great Ohio Lake-to-River Greenway in Mahoning County were constructed along the abandoned Niles and Lisbon Branch Line of the former Erie Railroad within the city of Canfield and Canfield and Austintown Townships. Designated as the Mill Creek MetroParks Phase I and II bikeways, these two phases constructed a total of 10.6 miles of multi-use asphalt trail along the abandoned branch line corridor currently owned and operated by Mill Creek MetroParks. The Niles and Lisbon Branch Line once served as an important railroad link between Cleveland and Pittsburgh. However, improvements to the highway system resulted in the demise of the branch line. By the late 1930's, passenger service was discontinued on the Niles and Lisbon Branch Line. Subsequent bankruptcies by the Erie Railroad resulted in the eventual abandonment of the Niles and Lisbon Branch Line.

The third and final phase of the Great Ohio Lake-to-River Greenway in Mahoning County is the proposed Mill Creek MetroParks Phase III bikeway. This proposed bikeway is in Green Township, Mahoning County, with its alignment generally along the abandoned Niles and Lisbon Branch Line of the former Erie Railroad. The track and ties along the abandoned Niles and Lisbon Branch Line were removed in 1989 and the section of railroad right-of-way from Western Reserve Road to the Mahoning County/Columbiana County Line was sold to private individuals.

Advanced acquisition of the parcels to construct the proposed 6.4-mile Mill Creek MetroParks Phase III bikeway within Green Township was initiated in 2015 under PID 80655. The advanced right-of-way acquisition action was funded by a Congressional earmark. Most of the affected privately-owned parcels are located along the abandoned Niles and Lisbon Branch Line.

The proposed Mill Creek MetroParks Phase III bikeway is included in the Eastgate Regional Council of Governments Fiscal Year (FY) 2018 - FY 2021 Transportation Improvement Program (TIP).

#### **Purpose Statement:**



Approved: 12/4/2018

The purpose is to provide system linkage between existing pedestrian/bicycle facilities and improve air quality as part of an alternate transportation corridor that connects population centers and transportation generators.

**Need Element(s):**

System linkage is the primary need for this project. Mill Creek MetroParks is the responsible organization to operate and maintain the Mill Creek MetroParks Bikeway, the Mahoning County section of the Great Ohio Lake-to-River Greenway. Of the proposed 17-mile Mahoning County section, 10.6 miles of the bikeway are constructed from the Trumbull County line south to Western Reserve Road, the township boundary between Canfield Township and Green Township. At the East Street/Washingtonville Road/High Street intersection north of the Mahoning County/Columbiana County Line, a dedicated pedestrian/bicycle facility was constructed along East Street between High Street and State Route (SR) 14 as part of the SR 14/East Street/Grafton Road intersection upgrade project (COL 14 - 5.40; PID 80815) built in 2013-2014. Also, during 2013-2014, the Columbiana County Park District constructed an additional section for the Great Ohio Lake-to-River Greenway in northern Columbiana County. This additional section, established as part of the Little Beaver Creek Greenway Trail within Columbiana County, traverses from the Grafton Road/Union Street intersection, one block south of the SR 14/East Street/Grafton Road intersection in the village of Washingtonville to East High Street in the village of Leetonia. Between Western Reserve Road at the Canfield Township/Green Township Line, Mahoning County, and the East Street/Washingtonville Road/High Street intersection in the village of Washingtonville, a dedicated pedestrian/bicycle facility does not exist to afford pedestrians and bicyclists the ability to connect to other existing northern and southern trails along the Great Ohio Lake-to-River Greenway without the use of the regional vehicular roadway network with increased motorized vehicle conflicts. A dedicated pedestrian/bicycle facility will provide linkage between existing trails to the north through Mahoning, Trumbull and Ashtabula Counties and to the south through Columbiana County and another essential component in the overall effort to complete the Great Ohio Lake-to-River Greenway trail system.

After the abandonment of the Niles and Lisbon Branch Line and subsequent track/tie removal in 1989, Mill Creek MetroParks, recognizing the importance of trail facilities as alternate transportation corridors to connect population centers and transportation generators, initiated a plan to develop the former railroad corridor into a multi-use pedestrian/bicycle trail through Mahoning County. This plan was approved and initially included in the Mill Creek MetroParks 1990 General Plan. The Mill Creek MetroParks bikeway facility has continually been identified in the Mill Creek MetroParks General Plans throughout the years and currently promoted in the January 2013 Mill Creek MetroParks Comprehensive Parks and Recreation Strategic Master Plan. Moreover, the Mill Creek MetroParks trail facilities have additionally been established in the 2040 Metropolitan Transportation Plan of the Eastgate Regional Council of Governments, the metropolitan planning organization (MPO) for the Mahoning County-Trumbull County region.

A secondary need for this project is to improve air quality. A dedicated multi-use trail facility will reduce vehicle miles traveled and air quality emissions generated from motorized vehicles. Eastgate Regional Council of Governments completed an Air Quality Emissions Analysis for the proposed Mill Creek MetroParks Phase III Bikeway project as part of the 2010 Congestion Mitigation and Air Quality (CMAQ) request. The Air Quality Emissions Analysis Worksheet for this project specified a reduction of 13,710 vehicle miles traveled and a daily reduction in vehicle emissions of 26.653 kilograms (kgs) of hydrocarbons (HC), 19.784 kgs of nitrogen oxides (NOx), and 147.693 kgs of carbon monoxide (CO).



Approved: 12/4/2018

**Goals and Objectives:**

Not applicable.

**Summary Statement:**

The purpose and need for this project is to provide system linkage between existing pedestrian/bicycle facilities and improve air quality based on the absence of a dedicated multi-use trail facility between existing trail facilities and the incomplete Mill Creek MetroParks Bikeway and corresponding Mahoning County section of the Great Ohio Lake-to-River Greenway established as an alternate transportation corridor that connects population centers and transportation generators.

**Logical Termini and Independent Utility:**

The northern terminus for the project is the existing Mill Creek MetroParks Bikeway/Western Reserve Road intersection at the Canfield Township/Green Township Line, Mahoning County. The southern terminus for the project is the East Street/Washingtonville Road/High Street intersection in the village of Washingtonville near the Mahoning County/Columbiana County Line. The logical termini for the project was established to provide linkage between existing multi-use trails.

The project does not depend on any other transportation improvement to meet the established purpose and need. Additionally, this project is independent of any other future transportation improvements in the area. Therefore, independent utility is established for the project.



## Alternatives

### Alternatives

#### Discuss No Build Alternative:

The No-Build Alternative would construct no improvements. This alternative would not provide a dedicated multi-use, ADA-accessible trail that would connect to the existing trails and, thereby, not complete the Mill Creek MetroParks Bikeway and corresponding Mahoning County section of the Great Ohio Lake-to-River Greenway. The No-Build Alternative was dismissed from further consideration because it does not satisfy the project Purpose and Need.

**Was a Feasibility Study completed?**

No

**Was an Alternative Evaluation Report (AER) completed?**

No

#### Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
No-Build Alternative	Do not build proposed multi-use trail.	Does not satisfy the Purpose and Need.	No
Study Area A - Western Alignment	Alignment mostly located within abandoned railroad corridor.	Alternative not dismissed. Minor changes to alignment made to lessen impacts to wetlands and property owners.	Yes
Study Area A - Eastern Alignment	Alignment partially located to east of abandoned railroad corridor.	Chosen alternative is mainly within former railroad right-of-way.	No
Study Area B - Western Alignment	Alignment mostly located to west of abandoned railroad corridor.	Chosen alternative is mainly within former railroad right-of-way.	No
Study Area B - Eastern Alignment	Alignment located within abandoned railroad corridor.	Alternative not dismissed.	Yes
Alternative Alignments North of Calla Road	Alignment north of Calla Road outside of abandoned railroad corridor.	Alternative not dismissed.	Yes
Study Area C - Eastern Alignment	Alignment east of wetland.	Chosen alternative is mainly within former railroad right-of-way.	No



Approved: 12/4/2018

Study Area C - Western Alignment	Alignment located within abandoned railroad corridor.	Alternative not dismissed.	Yes
----------------------------------	---	----------------------------	-----

**Discuss Reasons Alternative Identified as Preferred was selected:**

The Build alternative was selected because it satisfies the Purpose and Need while minimizing environmental impacts to the greatest extent possible.

In July 2010, GPD Group evaluated various alternatives for the proposed trail alignment. The Phase III trail alignment was divided into three sections, Study Area A, Study Area B and Study Area C, for the evaluation. The Early Alignment Study mapping is included in Project Files/Alternatives/Project Information/Alternatives Mapping.pdf.

Two alternatives, the Eastern Alignment and the Western Alignment, were developed for Study A. The western alignment was located mostly within the existing abandoned Niles and Lisbon Branch Line corridor of the former Erie Railroad alignment right-of-way while the Eastern Alignment was located partially to the east of the existing abandoned Niles and Lisbon Branch Line corridor. The Study Area A - Western Alignment was selected because it reduced property acquisition by approximately 1.34 acres.

In Study Area B, two alternative alignments were developed, the Eastern Alignment and Western Alignment. The western alignment was mostly located west of the existing abandoned Niles and Lisbon Branch Line corridor. The Study Area B - Eastern Alignment was located within the existing abandoned Niles and Lisbon Branch Line corridor. The Study Area B - Eastern Alignment was selected because it reduced property acquisition by approximately 8.82 acres, reduced wetlands impacts by approximately 5.91 acres and reduced stream impacts by approximately 150 linear feet.

Two alternatives were also developed for the northern half of Study Area C. The western alignment was located along the existing abandoned Niles and Lisbon Branch Line corridor. The eastern alignment was located to the east of a wetlands located south of West Middletown Road. The southern portion of Study Area C is located within the existing abandoned Niles and Lisbon Branch Line corridor. The Study Area C - Western Alignment was selected because it reduced property acquisition by approximately 2.25 acres.

To minimize disturbances including wetland impacts, stream impacts and property acquisition for trail construction, the proposed alignment was developed following the existing abandoned Niles and Lisbon Branch Line corridor unless it was determined beneficial to deviate from the existing abandoned Niles and Lisbon Branch Line corridor.

A sub-alternative to the preliminary alignments developed in the GPD Group evaluation were evaluated in several locations to avoid wetlands and disturbances to property owners. The proposed alignment to the north of Calla Road was evaluated to eliminate the section of the proposed trail along Calla Road and to minimize disturbance to property owners along Calla Road. The proposed trail alignment varies from the railroad line and traverses through four properties along West Calla Road. The modified trail alignment traverses through 6420 W. Calla Road (an undeveloped parcel) and then crosses access drives to a cemetery and the residence located at 6410 W. Calla Road. The proposed alignment then travels through 6360 W. Calla Road, a former agricultural property, now owned by Mill Creek MetroParks. This sub-alternative was selected because it



**Environmental Document Level: D1**  
PID 85005 MAH Metroparks Bikeway, Ph.3

Approved: 12/4/2018

reduced property acquisition by approximately 2.39 acres and reduced wetlands impacts by approximately 0.59 acre.

The trail will also vary slightly from the railroad line to the north of Calla Road to reduce anticipated wetland impacts. The Calla Road Alternates map is included as Project Files/Alternatives/Project Information/Alternatives Mapping.pdf.



## Air

### Mobile Source Air Toxics (MSATs)

**Sensitive Areas are located within approximately 500' of the proposed project area** No

#### Remarks:

Based on the proposed improvements, the project will not result in any meaningful changes in traffic volumes, vehicle mix or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, the Federal Highway Administration has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxics (MSAT) concerns. Consequently, this project is exempt from analysis for MSATs.

### Particulate Matter 2.5 (PM2.5)

**The proposed project is in an air quality non-attainment or maintenance area** No

#### Remarks:

Mahoning County is not in an air quality non-attainment or maintenance area. The project is exempt from PM 2.5 analysis under 40 CFR 93.126 as a bicycle and pedestrian facility.

### Carbon (CO)

**The State of Ohio is in attainment for CO at this time and no coordination or analysis is required**

### Ozone

**The proposed project is in an Ozone non-attainment or maintenance area** No

**The proposed project is listed on the TIP** Yes

#### Remarks:

Mahoning County is not in an Ozone non-attainment or maintenance area. The project is listed in the State Fiscal Years 2018-2021 Statewide Transportation Improvement Program (STIP)/Eastgate Regional Council of Governments Fiscal Year (FY) 2018 - FY 2021 Transportation Improvement Program (TIP). Ozone is addressed for the project.

### Environmental Commitments



**Environmental Document Level: D1**  
PID 85005 MAH Metroparks Bikeway, Ph.3  
Approved: 12/4/2018

**Are there any environmental commitments?**

No



## **Noise**

### **Noise**

**Noise Sensitive Areas located within approximately 500' of the proposed project area**

No

### **Remarks:**

Based on the proposed improvements, the project will not cause an increase in vehicular traffic volumes; will not change the vehicle mix or speed; will not involve new roadways or substantially change the geometric or shielding effects of existing roadways. Therefore, this project is unrelated to increased traffic noise.

### **Environmental Commitments**

**Are there any environmental commitments?**

No



Approved: 12/4/2018

## ESA

**Does the project require any Permanent ROW or Easement?:** Yes

### ESA

**ESA Screening Report was completed by District Staff** Yes

**Date when It was completed** 07/19/2017

**Date of ESA Screening IOC from OES:** 07/19/2017

**Do any sites require a Phase 1 ESA, Phase 2 ESA, or plan note according to the IOC from OES?** No

### Remarks:

An Environmental Site Assessment (ESA) Screening, dated June 15, 2010, was performed by ASC Group, Inc. for the proposed right-of-way acquisition action. National Environmental Policy Act (NEPA)/environmental approval of the right-of-way acquisition for this project was conducted under PID 80655. Based on review of the ESA Screening, ODOT-OES indicated no further environmental site assessment or special material management is warranted for the project. See ODOT-OES decision document in the Project File/ESA/Coordination subsection as *OES Recommendations - ESA Screening - August 2010.pdf*.

An ESA Screening addendum, dated January 27, 2016, and revised March 2, 2017, was performed by Environmental Design Group when changes were made to the alignment of the proposed bikeway trail under PID 85005. Based on review of the ESA Screening Addendum, ODOT-OES indicated by email correspondence, dated March 9, 2017, based on the information contained in the ESA Screening Addendum, no further environmental site assessment or special material is warranted for the project. See ODOT-OES decision document in the Project File/ESA/Coordination subsection as *OES Recommendations - ESA Screening Addendum - March 2017.pdf*.

An update, dated July 19, 2017, was performed by the ODOT-OES ESA Unit to determine if further environmental site assessment or special materials management is warranted since the initial ESA Screening conducted for the project in June 2010 under PID 80655. Based on the results of the report, ODOT-OES indicated by email correspondence, dated July 19, 2017, no further environmental site assessment or special materials management is warranted for the project. See ODOT-OES decision document in the Project File/ESA/Coordination subsection as *OES Recommendations - ESA Screening Update - July 2017.pdf*.

**According to the IOC from OES does the project require any Environmental Commitments (plan notes and/or other coordination)?** No



## Cultural Resources

### Cultural Properties Present

**Please describe all of the efforts made to identify Historic Properties (including lit review, field investigation, etc.):**

A Cultural Resource Coordination Submission, dated May 7, 2007, was performed by ODOT, District 4 Environmental Section personnel, for the proposed right-of-way acquisition action. NEPA/environmental approval of the right-of-way acquisition for this project was conducted under PID 80655. The submission included a project photographic log, mapping and other project information including historical setting, project history, project description and the project termini. The Cultural Resource Coordination submission is included in the Project File/Cultural Resources/Project Information subsection as Section 106 Scoping Request Form - May 2007.pdf.

A Section 106 Request for Review was completed on September 29, 2017, to include an area where the proposed trail alignment was changed since the initial Section 106 Review was conducted in May 2007 under PID 80655. This report serves as the Section 106 Request for Review for PID 85005 serves and also as an addendum to the initial Section 106 Cultural Resource Coordination Submission completed for PID 80655. The proposed trail alignment change includes an area where the proposed alignment will vary from the abandoned railroad corridor and traverse through four properties along West Calla Road in Canfield Township. Cultural resources were not identified along the proposed project corridor. However, a few cultural resources were identified adjacent to and near the project study area. The cultural resources identified adjacent to and near the project study area include Trinity Lutheran Cemetery located in the southwest corner of East Street/High Street intersection, Washingtonville, a dwelling located at 150 East Street, Washingtonville, Robbins Methodist Episcopal Cemetery located in the northeast corner of School Street/High Street intersection, Washingtonville, and Dressel Cemetery located north of Green Valley Drive and west of Washingtonville Road, southwest of Greenford. The project will not impact any of the above listed cultural resources.

The project also intersects one non-historic bridge, Structure File Number (SFN) 5046319, that carries County Road 8/W. Garfield Road over Cherry Valley Run.

The Section 106 Request for Review is included in the Project File/Cultural Resources/Project Information subsection as Section 106 Scoping Request Form Addendum - September 2017.pdf.

On December 19, 2017, ODOT OES personnel completed a cultural resources field review and Section 106 records check/literature review for the project. This cultural resource review focused on the areas where the proposed alignment deviates from the disturbed former railroad alignment. The literature review performed for the project failed to identify any previously recorded archaeological sites within or adjacent to the abandoned railroad corridor and only one cultural resource survey was identified: an archaeological survey performed for a pipeline maintenance project located immediately adjacent to and about halfway along the



Approved: 12/4/2018

proposed bikeway corridor. Several previously recorded history/architecture properties have been recorded in the village of Washingtonville at the southern terminus of the project. However, since the proposed trail in this area will be confined to the former railroad grade, none of those above ground resources will be affected by the project.

The vast majority of the project will be constructed atop an abandoned railroad grade or on parcels that do not contain pre-1968 properties. In one area where the proposed alignment deviates from the abandoned railroad alignment, the path will cross one parcel owned by the Mill Creek MetroParks that contains an orphaned barn and outbuilding. These structures will not be removed as the proposed bikeway path will pass to the west of both buildings. The residence and other associated buildings were razed sometime between 2009 and 2011. Based on the project scope and the literature review results, there is no potential to cause effects to properties eligible for inclusion in the National Register of Historic Places. No further history/architecture investigations are warranted for the project.

Visual inspection and soil coring across all areas of the proposed bike path that deviated from the former railroad line indicated the entire area has been previously disturbed or lies in hydric soils, some in delineated wetland areas. Based on this information and the fact the vast majority of the bike path will be constructed atop a former railroad grade, it is highly unlikely the proposed project will affect substantive archaeological sites and no further archaeological investigations are recommended for the project.

See the summary of an archaeological field review for the project in the Project File/Cultural Resources/Project Information subsection as Field Review Summary - Archaeology.pdf.

**Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800?** No

**OES Approval/OSHPO Concurrence Date:** 01/19/2018

**Remarks:**

Concerning the May 2007 Cultural Resource Coordination submittal for PID 80655, the area of potential effect (APE) is limited to the areas of advanced right-of-way acquisition. On May 11, 2007, ODOT-OES Cultural Resources section personnel conducted a literature review of the proposed advanced right-of-way acquisition. No previously documented cultural resources were identified within or adjacent to the APE during the literature review. The acquisition of a bikepath on the abandoned disturbed railroad bed does not warrant archaeological investigations. Moreover, the acquisition of land for the future design and construction of the bikepath does not require additional history/architecture investigations. Therefore, no further archaeological or history/architecture investigations were warranted for the proposed advanced right-of-way acquisition. In accordance with Stipulation 4A(1) and Appendix A of the Programmatic Agreement Among the Federal Highway Administration, The Advisory Council On Historic Preservation, The Ohio Historical Society, State Historic Preservation Office And the State Of Ohio, Department of Transportation Regarding The Implementation Of The Federal-Aid Highway Program In Ohio (Agreement No. 12642) executed July 17, 2006, and in compliance with 36 CFR Section 800.3(a)(1), ODOT-OES determined the proposed undertaking is a type of activity that does not have the potential to cause effects to historic properties, assuming such



Approved: 12/4/2018

properties were present. The ODOT-OES effect determination document, dated May 15, 2007, can be found in the Project File/Cultural Resources/Coordination subsection as OES Section 106 Effect Determination - May 2007.pdf.

In an IOC, dated January 19, 2018, in accordance with Stipulation V(C)(2) of the Section 106 Programmatic Agreement approved on November 8, 2017 (Agreement No. 19319) and in compliance with 36 CFR Section 800.4 (d) (1), ODOT OES has determined that "no historic properties affected" is the appropriate finding for the proposed MetroParks Bikeway project based on the following:

1. No previously recorded history/architecture resources or archaeological sites will be affected by the proposed construction;
2. Based on the scope of the project and the results of the literature review, no history/architecture properties eligible for inclusion in the National Register of Historic Places will be affected;
3. Based on the information provided, no significant archaeological remains will be affected by the proposed project; and
4. No further cultural resource investigations are recommended for the proposed MAH MetroParks Bikeway (PID 85005) project.

This completes the Section 106 review for the project by ODOT-OES and no further cultural resource investigations are required for the project pending completion of the 15-day review and comment period at the State Historic Preservation Office (SHPO) with no comments or objections received from the SHPO during that period, pursuant with the Programmatic Agreement. ODOT OES did not receive any comments/objections from the SHPO for the project during the SHPO 15-day review/comment period.

See the ODOT-OES Effect Determination IOC, dated January 19, 2018, for the project in the Project File/Cultural Resources/Coordination subsection as OES Section 106 Effect Determination - January 2018.pdf.

**What is the Section 106 effect determination in the OES Transmittal?** No Historic Properties Affected

**Archaeological Resource Adverse Effect**

**History/Architecture Adverse Effect**

**Tribal Consultation**

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

**Environmental Commitments**



**Environmental Document Level: D1**  
PID 85005 MAH Metroparks Bikeway, Ph.3  
Approved: 12/4/2018

**Are there any Environmental Commitments?**

No



## Ecological

### ESR

Has an ESR been completed? Yes

Date ESR was completed: 01/16/2018

### Wetlands

Are Wetlands Present? Yes

Are Any Wetlands impacted? Yes

Has a Wetland Delineation been made? Yes

Has the wetland Jurisdictional Determination been made? No

### Identified Wetlands

Wetland ID	ORAM Category	Type	Est Total Size (Acres)	Est Impact (Acres)
Wetland A, STA 314+00	1	Non-Isolated	0.08	0.03
Wetland B, STA 308+00	2	Non-Isolated	0.006	0.006
Wetland C, STA 31+10	2	Non-Isolated	0.02	0.004
Wetland D, STA 285+50	2	Non-Isolated	0.11	0.01
Wetland E	2	Non-Isolated	1.64	0.46
Wetland F	2	Non-Isolated	35.28	0.04
Wetland G, STA 314+00	2	Non-Isolated	1.82	0
Wetland H, STA 308+00	2	Non-Isolated	1.76	0.12
Wetland I, STA 301+10	2	Non-Isolated	1.21	0
Wetland J, STA 285+50	2	Non-Isolated	13.15	0.49
Wetland K, STA 175+00	2	Non-Isolated	1.20	0
Wetland L, STA 290+00	1	Non-Isolated	0.006	0
Wetland M, STA 285+00	1	Non-Isolated	0.028	0
Wetland N, STA 292+00	2	Non-Isolated	0.095	0
Wetland O, STA 287+00	2	Non-Isolated	0.52	0.04
Wetland P	2	Isolated	0.02	0

Est. Total Size (Acres) of for Project: 56.945

Est. Total Impacted (Acres) of for Project: 1.200

Total Acres of Non-Isolated Wetlands impacted: 1.200

Total Acres of Isolated Wetlands impacted: 0

Remarks:



A Level 1 Ecological Survey Report (ESR), dated January 16, 2018, was completed for the project by ms consultants, inc. Based on the Level 1 ESR, a total of 16 wetlands were identified within the project study area. These wetlands comprise three Category 1 wetlands and thirteen Category 2 wetlands. Wetlands A through F and Wetlands K are located between West Middletown Road and West Western Reserve Road. Wetlands G through J and Wetlands L through P are located between West Western Reserve Road and West Calla Road.

Based on the Stage 2 plans, 0.03 acre of one Category 1 wetlands and a total 1.17 acres of eight Category 2 wetlands will be impacted during project construction. The project proposes to impact a total 1.2 acres of wetlands. The two largest impacts to any single wetlands will be 0.49 acre to Wetlands J/Category 2 and 0.46 acre to Wetlands E/Category 2. Impacts to the wetlands will include filling the wetlands with embankment material to construct the proposed trail. The Level 1 ESR is included in the Project File/Ecological/Report subsection as Level 1 Ecological Survey.pdf.

**Streams & Rivers**

	<b>Present:</b>	<b>Impacted:</b>
Streams and Rivers:	Yes	Yes
National Scenic River:	No	
State Scenic River:	No	
Sec 9:	No	
Sec 10:	No	

**Impacted Streams and Rivers**

<b>Stream Name</b>	<b>Total Linear feet Impacted</b>	<b>QHEI</b>	<b>Aquatic Life Use Designation</b>
Stream 1-1 Cherry Valley Run, STA 5+30	0	48	Warm Water Habitat (WWH)
Stream 1-2 Cherry Valley Run, STA 32+80	120	48	Warm Water Habitat (WWH)
Stream 2, STA 32+80	116	48	Warm Water Habitat (WWH)
Stream 3, STA 66+25	0	30	Class I PHWH
Stream 4, STA 74+30	110	31	Class II PHWH
Stream 5, STA 146+75	0	26	Class I PHWH
Stream 6, STA 172+90	30	36	Class II PHWH
Stream 1-3 Cherry Valley Run, STA 179+25	193	50	Warm Water Habitat (WWH)
Stream 7, STA 224+00	35	30	Class II PHWH
Stream 1-4 Cherry Valley Run, STA 245+20	50	52	Warm Water Habitat (WWH)
Stream 8	0	36	Class II PHWH
Stream 9, STA 285+50	40	36	Class II PHWH
Stream 10, STA 335+80	0	46	Class II PHWH
Stream 11	35	14	Class I PHWH
Stream 12	25	11	Class I PHWH
Stream 13	30	27	Class I PHWH



**Total Linear feet Impacted:**

784

**Remarks:**

A Level 1 Ecological Survey Report (ESR), dated January 16, 2018, was completed for the project by ms consultants, inc. The Level 1 ESR identified 16 streams within the project study area. Based on the Stage 2 plans, eleven streams will be impacted, totaling 784 linear feet of stream impacts, to construct the project. Impacts to streams will be due to minor stream realignments, stream restorations, bank stabilizations, culvert extension, culvert replacements and new culvert installations. The Level 1 ESR is included in the Project File/Ecological/Report subsection as Level 1 Ecological Survey.pdf.

**Other Surface Waters**

	<b>Present:</b>	<b>Impacted:</b>
Reservoirs:	No	
Lakes:	No	
Ponds:	No	
Storm Water Management Facility:	No	
Jurisdictional Ditch:	No	
Other (If selected please explain in remarks):	No	

**Remarks:**

A Level 1 Ecological Survey Report (ESR), dated January 16, 2018, was completed for the project by ms consultants, inc. Based on the Level 1 ESR, reservoirs, lakes, ponds, storm water management facilities or ditches do not exist in the project study area. The project will not impact any other surface waters. The Level 1 ESR is included in the Project File/Ecological/Report subsection as Level 1 Ecological Survey.pdf.

**Terrestrial Habitat**

	<b>Present:</b>	<b>Impacted:</b>
Terrestrial Habitat:	Yes	Yes
Unique or high Quality:	No	

**Remarks:**

A Level 1 Ecological Survey Report (ESR), dated January 16, 2018, was completed for the project by ms consultants, inc. Based on the Level 1 ESR, the project will disturb the following terrestrial habitats:

- 4.58 acres of scrub/shrub;
- 0.92 acre of marsh;
- 0.28 acre of developed, medium intensity;



Approved: 12/4/2018

- 0.28 acre of forested swamp;
- 3.28 acre of developed, low intensity;
- 9.02 acres of upland forest;
- 8.49 acres of grassland/herbaceous; and
- 0.88 acre of cultivated crops habitats.

These terrestrial habitats are not unique, rare or of high quality.

The Level 1 ESR is included in the Project File/Ecological/Report subsection as Level 1 Ecological Survey.pdf.

### Threatened or Endangered Species

	Present:	Impacted:
Within the known range of a Federal Species?	Yes	Yes
Federal Species/habitat found within the project area?	No	
Within the known range of a State Species?	Yes	Yes
State Species/habitat found within the project area?	No	

### Remarks:

A Level 1 Ecological Survey Report (ESR), dated January 16, 2018, was completed for the project by ms consultants, inc. Based on the Level 1 ESR, this project is within the know range of the Federal Endangered Indiana Bat (*Myotis sodalis*), Federal Threatened Northern Long-Eared Bat (*Myotis septentrionalis*), Federal Species of Concern Bald Eagle (*Haliaeetus leucocephalus*), Federal Threatened Eastern Massasauga Rattlesnake (*Sistrurus catenatus*) and State Endangered Northern Harrier (*Circus cyaneus*). The project study area is in a rural area. The entire project will impact approximately 9.3 acres of forest habitat.

The suitable wooded habitat for the Indiana Bat and the Northern Long-Eared Bat to be removed to construct the project is described as upland forest, characterized as an early successional upland wooded area (9.3 acres) with very few large mature trees (>16in DBH). Three potential maternity roost trees were identified within the project construction area. According to an ODNR Natural Heritage Database Request, there are no known records of bat hibernacula within 10 miles of the project study area or no known capture records within 5 miles of the project study area. No individuals were observed during the ecological survey field observations of the project study area. This project may affect but is not likely to adversely affect the Indiana Bat and Northern Long-Eared Bat.

The range of the Federal species of concern Bald Eagle includes Mahoning County. The ODNR (2014) reported no records of bald eagle nests exist within one mile of the project study area. No individuals or nests were observed during the ecological survey field observations of the project study area. This project will have no effect on this species.



Approved: 12/4/2018

The Federal Threatened Eastern Massasauga Rattlesnake inhabits wet areas during the spring and autumn, and sparsely vegetated dry upland areas in summer. Contrary to what is indicated in the Level 1 ESR, the project study area is located within an Eastern Massasauga range polygon and wetlands containing suitable habitat will be impacted to construct the project. ODNR completed a Natural Heritage Database search on September 30, 2014. No known records of this species exist within one mile of the project study area.

The Northern Harrier is a common migrant and winter species; nesters are much rarer, although they occasionally breed in large marshes and grasslands. During the site visit no Northern Harriers or their nests were observed. Through the Mill Creek Bikeway corridor there was no potential suitable habitat for the Northern Harrier observed. Therefore, it is anticipated that there will be no impact to this species.

Details for federal and state-listed species potentially present in the project study area are included in the Level 1 ESR provided in Project File/Ecological/Report subsection as Level 1 Ecological Survey.pdf.

### Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	Yes	03/12/2018
United States Fish and Wildlife Service (USFWS):	Yes	02/08/2018
Ohio Environmental Protection Agency (OEPA):	Yes	
United States Army Corps of Engineers (USACE):	Yes	
ODNR State Scenic River:	No	
National Park Service (NPS) National Scenic River:	No	

### Remarks:

Project coordination with the USFWS, ODNR, Ohio EPA and USACE occurred on February 14, 2018, however, pre-coordination with USFWS occurred in January 2018. As a result of the pre-coordination with USFWS in January 2018, the following four (4) comments were received from USFWS on February 8, 2018. Responses to each comment are also provided below.

Comment 1: During our field review, we were able to discuss minimizing impacts to suitable wooded habitat (SWH) and only removing scrub/shrub and early successional habitat along the edges of the mostly already clear abandoned rail road alignment. It was determined that the best SWH occurs along the fence line beyond the sloped edge line of the rail alignment. In order to better facilitate drainage after trail construction, the only clearing that will take place will occur along the ditches that are present prior to the edge slope and therefore that habitat will not be impacted.



Approved: 12/4/2018

Response 1: The impacts to SWH will be minimized and the only clearing that will take place along the fence line of the rail alignment will occur along the ditches that are present prior to the edge slope. This will be included as an environmental commitment.

Comment 2: ALL trees that will be impacted as a result of the project between October 1 and March 31. Since the District is willing to minimize clearing and abide by seasonal clearing dates, we are comfortable coordinating this project under the CC2 level of impacts under the 2016 PA.

Response 2: This will be included as an environmental commitment.

Comment 3: The Service recommends that native wildflowers and warm season grasses be incorporated in areas along the trail where appropriate providing diversity to the trail for the community as well as nectar and foraging habitat for native and migratory pollinator species. In addition, we recommend the strategic placement of pollinator friendly shrubs that will provide an added benefit for pollinator and stop over habitat for migratory birds. These enhancements will also provide umbrella foraging habitat for bats that may be roosting in the areas as all Ohio bats are insectivores.

Comment 4: The Service further recommends that informational/educational signage be utilized throughout the trail calling attention to the diverse tree species, and various birds/wildlife that may frequent the area as well as the areas where native wildflowers and grasses were planted and what benefits they have for native and migratory pollinators.

Responses 3 & 4: Mill Creek Metro Parks is committed to incorporating these measures along the bikeway as a separate initiative from the bikeway project once the area has been stabilized.

The following four (4) comments were also received from ODNR.

Comment 1: The project is within the range of the Indiana bat (*Myotis sodalis*), a state endangered and federally endangered species. If suitable habitat occurs within the project area, the DOW recommends trees be conserved. If suitable habitat occurs within the project area and trees must be cut, the DOW recommends cutting occur between October 1 and March 31.

Response 1: The required tree clearing dates will be included as an environmental commitment and a plan note in the plans.

Comment 2: The project route is within multiple range polygons for the eastern massasauga (*Sistrurus catenatus*), a state endangered and a federally threatened snake species. The DOW recommends that a habitat suitability survey be conducted by an approved herpetologist to determine if suitable habitat for the eastern massasauga exists along the project route. If suitable habitat is determined to be present, the DOW recommends that a presence/absence survey be conducted by the approved herpetologist.

Response 2: A habitat suitability survey and a presence/absence survey were completed for the project in spring/summer 2018.



**Environmental Document Level: D1**  
PID 85005 MAH Metroparks Bikeway, Ph.3

Approved: 12/4/2018

Comments 3 and 4: The project is within the range of the northern harrier (*Circus cyaneus*), a state endangered bird. Due to the location, the type of habitat present, and the type of work proposed, this project is not likely to impact this species. The project is within the range of the black bear (*Ursus americanus*), a state endangered species. Due to the mobility of this species, this project is not likely to impact this species.

Responses 3 and 4: No discussion or environmental commitments are needed for these comments.

No comments were received from the Ohio EPA or USACE as a result of the February 14, 2018, four (4)-agency coordination conducted for the project.

See ecological coordination/agency correspondence for the project in the Project File/Ecological/Project Information subsection. A summary of the agency comments and responses to those comments is provided in the Project File/Ecological/Project Information subsection as ODOT Disposition of Agency Comments.pdf.

See continuation of Agency Coordination Remarks in the Project File/Ecological/Project Information subsection as Agency Coordination Remarks - Continuation.pdf.

**Are there any environmental commitments?**

Yes



Approved: 12/4/2018

## Other Resources

### Farmlands

### Farmlands

The proposed project is located within an Urbanized Area	No
The proposed project is located within a Non-Urbanized Area	Yes
The proposed project involves new permanent right-of-way (ROW)	Yes
The proposed project involves temporary ROW	No
The proposed project is a type of action listed below and meets allowable ROW thresholds: Bridge replacement requiring ROW of three (3) acres or less to accommodate bridge piers, wingwalls, and/or approach work Widening requiring linear strip ROW of 10 acres or less per linear mile Intersection improvement requiring ROW of three (3) acres or less	No
Undeveloped land being used for construction purposes is protected by a conservation easement	No
Completion of the Farmland Conversion Impact Rating (FCIR) Form and subsequent coordination with OES and the Natural Resource Conservation Service (NRCS) is required to determine if land to be acquired is subject to the FPPA.	
OES Concurrence Date	04/13/2017
NRCS Approval Date	04/10/2017
Land being used for the proposed project is part of an Agricultural District	No

### Remarks:

Based upon review of appropriate mapping, the proposed project is located in a non-urbanized area. Based on the scope and type of work, the proposed project meets the terms and conditions of the *Memorandum of Understanding between the Natural Resource Conservation Service and the Ohio Department of Transportation for Projects Involving Farmlands (Agreement No. 19552)*, executed on March 15, 2016. Furthermore, right-of-way needed to facilitate construction activities is not from land designated as Agricultural District.

A Farmland Conversion Impact Rating (FCIR) form was completed for the project by the National Resources Conservation Service (NRCS). Since work is taking place in existing ROW (abandoned rail line) the project was given a scoring of 0 points. In an ODOT OES email correspondence, dated April 13, 2017, ODOT OES stated "NRCS Note-Work taking place in existing ROW (abandoned rail line)" scoring 0 points on the FCIR, and therefore considers that no further coordination is required for the project.



Approved: 12/4/2018

The completed FCIR form, ODOT correspondence and associated mapping are included in the Project File/Other Resources/Farmland subsection.

**Are there any environmental commitments?**

No

### Drinking Water

**The proposed project is wholly or partially located within the USEPA designated boundaries of a Sole Source Aquifer**

No

	Present:	Impacted:
The proposed project is wholly or partially located within the OEPA designated boundaries of a Source Water Protection Area	No	

**Coordination with the Local Public Water Administrator is required**

No

	Present:	Impacted:
Residential Wells are present	No	

### Remarks:

This project, the construction of a multi-use trail, requires shallow excavation and minor grading/filling operations.

Based on a review of available mapping from the Ohio Environmental Protection Agency, drinking water source protection areas, public water system wells/intakes or sole source aquifers are not located within a half mile of the project study area. A search of the Ohio Department of Natural Resources (ODNR) water wells viewer website identified some private water wells are located in proximity to the project. However, based on review of available information and the project scope of work, the project will not impact any of those private water wells or drinking water resources.

The Drinking Water Source Protection Areas map for the project is included in the Project File/Other Resources/Drinking Water subsection as *Water Source Protection Area Map.jpg*. The mapping showing the location of private water wells is included in the Project File/Other Resources/Drinking Water subsection as *Ohio Water Wells.pdf*.

**Are there any environmental commitments?**

No



## **Section 4(f)**

### **Section 4(f) Determination**

**Section 4(f) properties are within and/or adjacent to the proposed project area**

No

### **Identified Section 4(f) Properties**

#### **Remarks:**

The Mill Creek MetroParks proposes to construct Phase III of the Mill Creek MetroParks Bikeway in Green Township, Mahoning County, Ohio. This multi-use trail project is proposed from the existing Mill Creek MetroParks Bikeway/Western Reserve Road intersection to the East Street/Washingtonville Road/High Street intersection in the village of Washingtonville near the Mahoning County/Columbiana County Line. Construction of the Mill Creek MetroParks Bikeway Phase III will complete the Mill Creek MetroParks Bikeway and corresponding Mahoning County section of the Great Ohio Lake-to-River Greenway. The Mill Creek MetroParks Bikeway, Phase III, will be a 10-foot wide asphalt, multi-purpose, Americans with Disabilities Act (ADA)-accessible trail with 2-foot wide grass shoulders and traverse a total of 6.4 miles through Green Township. This proposed multi-use trail will traverse across land owned by the Mill Creek MetroParks, however, it is not land used by the public for recreational purposes.

Impacted properties are not designated as parkland and/or the primary use of the impacted properties is not for recreation. Therefore, Section 4(f) does not apply to the project. No further Section 4(f) coordination is required for the project.

**Are there any environmental commitments?**

No



## Section 6(f)

### Section 6(f) Determination

	<b>Present:</b>	<b>Impacted:</b>
6(f) Properties:	No	

### Remarks:

A search of the U.S. Department of the Interior National Park Service Land & Water Conservation Fund Grants did not list any Section 6(f) properties within the project study area. Consequently, this project will not impact any Section 6(f) properties.

**Are there any environmental commitments?**

No



## Community Impacts

### Community Impacts

**Will the proposed action comply with the local/regional development patterns for the area?** Yes

**Remarks:**

This project is the third/final phase of the three (3) phase Mill Creek MetroParks Bikeway and is identified in the Eastgate Regional Council of Governments Fiscal Year (FY) 2018 - FY 2021 Transportation Improvement Program (TIP), the Eastgate Regional Council of Governments 2040 Metropolitan Transportation Plan and promoted in the January 2013 Mill Creek MetroParks Comprehensive Parks and Recreation Strategic Master Plan.

**Will the proposed action result in substantial negative impacts to community cohesion?** No

**Remarks:**

This project will provide a dedicated pedestrian and bicycle facility that will traverse from the terminus of the existing Mill Creek MetroParks Bikeway at Western Reserve Road to the East Street/Washingtonville Road/High Street intersection in the village of Washingtonville, near the Mahoning County/Columbiana County Line, and complete the Mahoning County section of the proposed 100-mile Great Ohio Lake-to-River Greenway. The project will improve mobility for the residents within the region, provide access to communities, population centers and transportation generators and provide a safer route for pedestrians and cyclists by separating them from motorized traffic.

Negative impacts to community cohesion will not occur as a result of the project.

**Will the proposed action result in indirect or cumulative impacts?** No

**Remarks:**

The project study area is within or adjacent to the abandoned Niles and Lisbon Branch Line of the former Erie Railroad Company. The proposed undertaking will not open new areas to development or act to induce growth. No reasonably foreseeable secondary or cumulative impacts will result from construction of the project.

**Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities?** No

**Remarks:**

This project is the third, and final, phase of the Mill Creek MetroParks Bikeway project that will link the existing Mill Creek MetroParks Bikeway at Western Reserve Road, the township boundary between Canfield



**Environmental Document Level: D1**  
PID 85005 MAH Metroparks Bikeway, Ph.3

Approved: 12/4/2018

Township and Green Township in Mahoning County to the existing pedestrian/bicycle facility along East Street between High Street and State Route (SR) 14 and the existing Little Beaver Creek Greenway Trail one block south of the SR 14/East Street/Grafton Road intersection in the village of Washingtonville in Mahoning County and Columbiana County. These existing trails are part of the Great Ohio Lake-to-River Greenway that provides pedestrian/bicyclists an alternate transportation corridor that connects surrounding communities with other population centers and transportation generators.

The project will not result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities.

**Will the proposed action displace residents, businesses, institutions or farms?**

No

**Remarks:**

Based on the proposed project plans, this project will not displace any individuals, households, businesses, institutions or farms.

**Are there any Environmental Commitments?**

No



## Underserved Populations

### Underserved Populations

#### Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
390998134002	0	12
390998134003	8	35

**Are Underserved Populations located within and/or adjacent to the proposed project area?**

No

#### Remarks:

No comments regarding minority or low-income populations or other underserved populations were received in response to the public involvement activities conducted for the project. See public involvement documentation for the project in the Project File/Public Involvement/Project Documentation subsection.

The proposed project will have no disproportionately high and adverse effects to minority or low-income populations or disparate impacts to a Title VI population based upon the table above, the attached mapping and the answer to the question above. No concerns related to impacts on Environmental Justice or Title VI populations were raised as a result of the public involvement activities conducted for the project. Therefore, in accordance with the protections of Executive Order 12898, FHWA Order 6640.23A and Title VI of the Civil Rights Act of 1964, no further analysis is required for the project.

See census mapping for the project in the Project File/Environmental Justice/Project Information subsection as Census Mapping.pdf.

**Are there any Environmental Commitments?**

No



Approved: 12/4/2018

## **Public Involvement**

### **Public Involvement**

**Please provide a summary of the Public Involvement activities that have been conducted for this project. (For example press releases, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc)**

The Mill Creek Metroparks personnel presented the Mill Creek Bikeway Phase III at an Open House Public Involvement Meeting on July 19, 2012. This Open House Public Involvement Meeting was announced in an article in the local newspaper, Youngstown Vindicator, and through a public notice sent to stakeholders. Comments were sought regarding the planned bikeway. The sign-in sheet listed 54 people in attendance. An exhibit displaying the proposed trail alignment was available to view during the Open House Public Involvement Meeting.

Mill Creek MetroParks personnel also presented the Mill Creek Bikeway Phase III project at the Mill Creek MetroParks Board of Park Commissioners meeting on April 11, 2016.

Another Open House Public Involvement Meeting was conducted for the project on May 5, 2016. This Open House Public Involvement Meeting was announced in a news release, in articles in the local newspaper (Youngstown Vindicator) a local television station (WKBN) news feature and in a letter sent to community members and partners. At the Open House Public Involvement Meeting, attendees were asked for feedback and comments concerning the trail and greenway plan for the region. Mill Creek Metroparks personnel were available to address questions from the public. An information handout and comment sheet were distributed to attendees and an exhibit showing the proposed alignment and potential environmental impacts was available to view at the Open House Public Involvement Meeting.

Throughout the project development process, property owners along the proposed bikeway alignment were sent monthly letters and updates about substantive project progress.

Public involvement meeting exhibits, public meeting handouts, news articles, public meeting notification letters, sign-in sheets, comments and responses to comments, Board of Park Commissioners meeting minutes and property owner notification letters for the project are included in Project File/Public Involvement/Project Information subsection.

**Was Public Involvement conducted in compliance with Title VI requirements?**

Yes

**Is there any substantial environmental controversy on environmental grounds?**

No

**Please summarize the Public Involvement responses received.**



**Environmental Document Level: D1**  
PID 85005 MAH Metroparks Bikeway, Ph.3

Approved: 12/4/2018

A total of 18 comments were received by the comment sheet or by email correspondence following the July 19, 2012, Open House Public Involvement Meeting. Over 75% of the respondents were supportive of the project with many expressing excitement to use this section of the trail. Of those opposed, the concerns included the possible decrease in their property value due to the proposed trail and opposing the taking of property through eminent domain. The summary of comments and responses to comments is provided in the Project File/Public Involvement/Project Information subsection.

A total of 12 people provided comments by the comment sheet or by email correspondence following the May 5, 2016, Open House Public Involvement Meeting. Over 75% of the respondents were supportive of the project, with many of them expressing the health and recreation benefits of the project. Of those opposed to the project, the major concern expressed was the cost of the project. A summary of public comments received during the public comment period and responses to comments was prepared and posted on the Mill Creek Metroparks website. The summary of comments and responses to comments is provided in Project File/Public Involvement/Project Information subsection.

**Are there any Environmental Commitments?**

No



## Permits

### Waterway Permits

<b>Are Waterway Permits required?</b>	Yes
<b>Is the Waterway Permits Determination Complete?</b>	No
Army Corps of Engineers	
<b>Regional General Permit (RGP):</b>	No
<b>Nationwide Permit (NWP):</b>	No
<b>Section 404 Individual Permit:</b>	Yes
<b>Section 10 Permit:</b>	No
Ohio EPA	
<b>Section 401 Water Quality Certification:</b>	Yes
<b>Level 1 General Isolated Wetland Permit:</b>	No
<b>Level 2 Individual Isolated Wetland Permit:</b>	No
<b>Level 3 individual Isolated Wetland Permit:</b>	No
US Coast Guard	
<b>Section 9 Coordination:</b>	No
<b>Section 9 Bridge Permit:</b>	No
ODNR	
<b>Shore Structure Permit :</b>	No

### Remarks:

Based on the Stage 2 plans, 0.03 acre of one Category 1 wetlands and a total 1.17 acres of eight Category 2 wetlands will be impacted during project construction. The project proposes to impact a total 1.2 acres of wetlands. The two largest impacts to any single wetlands will be 0.49 acre to Wetlands J/Category 2 and 0.46 acre to Wetlands E/Category 2. Impacts to the wetlands will include filling the wetlands with embankment material to construct the proposed trail.

Based on the Stage 2 plans, eleven streams will be impacted, totaling 784 linear feet of stream impacts, to construct the project. Impacts to streams will be due to minor stream realignments, stream restorations, bank stabilizations, culvert extension, culvert replacements and new culvert installations.



Approved: 12/4/2018

Required waterway permits shall be obtained prior to the start of any construction activities within jurisdictional waters of the United States.

**Are there any environmental commitments?** Yes

### Storm Water Permits

**NPDES Construction General Permit for Stormwater (NOI):** Yes

**Watershed Specific NPDES Construction General Permit for Stormwater (NOI):** No

#### Remarks:

An NPDES Construction General Permit for Stormwater (NOI) is required as more than one acre of land will be disturbed to construct the proposed multi-use trail.

**Are there any environmental commitments?** Yes

### Floodplains

**The proposed project involves encroachment within a Special Flood Hazard Area (SFHA)** Yes

**EO 11988/NFIP Coordination and Documentation Completed** No

**NFIP Local Floodplain Coordinator Notification Date** 01/16/2017

#### Remarks:

Upon review of the Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA) of the project study area, it was determined that two sections of the proposed bikeway will be located within Special Flood Hazard Areas (SFHA). The Flood Insurance Rate Map that shows the affected project area is included in the Project File/Permits/Floodplains subsection. A Letter of Compliance for the project was submitted to the local Floodplain Administrator on January 16, 2017. On January 22, 2018, the Floodplain Administrator responded stating a permit will be required before the project goes out to construction or out to bid. See the Letter of Compliance, dated January 16, 2017, for the project and the Mahoning County Certified Floodplain Manager e-mail correspondence, January 22, 2018, for the project in the Project File/Permits/Floodplains subsection.

**Are there any environmental commitments?** Yes

### Landfills

**Is a 2713 Permit required?** No

#### Remarks:



**Environmental Document Level: D1**  
PID 85005 MAH Metroparks Bikeway, Ph.3

Approved: 12/4/2018

Based on the ESA Screening/Screening Addendum/update information, this project is not located in or near any landfill areas. Therefore, the project does not require an Ohio EPA Rule 2713 Permit.

**Are there any environmental commitments?**

No



## **Environmental Commitments**

### **Ecological**

1) To avoid potential impacts to bat species, Mill Creek MetroParks will ensure that suitable wooded habitat is cleared between October 1st and March 31st, when the species would not be present. The Project Designer shall incorporate the following note into the plans: The project is located within the known habitat ranges of the federally listed and protected Indiana bat and northern long-eared bat. [The Contractor] shall not remove trees under this project from April 1 through September 30. All necessary tree removal shall occur from October 1 through March 31. This requirement is necessary to avoid and minimize impacts to these species as required by the Endangered Species Act. For the purposes of this note, 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 impacts to suitable wooded habitat (SWH) shall be minimized. The only clearing to take place along the fence line of the former rail alignment is to occur along the ditches that are present prior to the edge slope.

3) Required stream and wetland mitigation will be completed for the project and appropriate documentation will be included in the project file.

4) The project designer shall incorporate the following note into the project plans: ENDANGERED SPECIES - EASTERN MASSASAUGA RATTLESNAKE: THIS PROJECT IS WITHIN THE KNOWN RANGE OF THE EASTERN MASSASAUGA RATTLESNAKE (SISTRURUS CATENATUS), A FEDERALLY LISTED THREATENED SPECIES. SUITABLE HABITAT FOR THIS SPECIES WAS IDENTIFIED WITHIN OR ADJACENT TO THE PROJECT AREA, HOWEVER, A SURVEY FOR THE SPECIES DID NOT FIND ANY INDIVIDUAL WITHIN OR ADJACENT TO THE PROJECT AREA. IF AN EASTERN MASSASAUGA RATTLESNAKE IS ENCOUNTERED IN THE WORK AREA(S) DURING CONSTRUCTION, THE U.S. FISH AND WILDLIFE SERVICE (614-416-8993) AND ODOT OFFICE OF ENVIRONMENTAL SERVICES - ECOLOGICAL SECTION (614-466-5129 OR 614-466-5112) SHOULD BE CONTACTED IMMEDIATELY FOR GUIDANCE. ALL CONSTRUCTION OPERATIONS AT THE WORK AREA SHALL TEMPORARILY CEASE AND SHALL NOT RESUME UNTIL COORDINATION WITH USFWS HAS BEEN CONCLUDED OR THE SNAKE HAS SAFELY MOVED OUT OF HARM'S WAY UNDER ITS OWN VOLITION.

### **Permits - Waterway Permits**

1) All waterway permits will be obtained prior to any work below the ordinary high water mark of any waterway and all Special Provisions for waterway permits conditions will be included in the project plan.

### **Permits - Storm Water Permits**

1) The project will disturb greater than 1.0 acre of earthen area. Therefore, the Project Designer shall obtain a National Pollutant Discharge Elimination System (NPDES) Construction Storm Water Permit from the Ohio EPA, as required and appropriate. The contractor shall adhere to all terms and conditions of the NPDES permit throughout project construction.

### **Permits - Floodplains**

1) The Project Designer shall obtain a floodplain permit, as required and appropriate. The contractor shall adhere to all terms and conditions of the floodplain permit throughout project construction.



### **Preparers and Approvals**

**Form Preparer:**

Teresa Dalton  
Environmental Design Group  
450 Grant Street, Akron OH 44311  
330-375-1390  
Tdalton@envdesigngroup.com

**Supporting Form Preparer(s):**

Christine Surma  
Sean Carpenter  
Justin Rogers  
Jill Ward  
Michelle Johnson  
Tiffany Thoma

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	12/4/2018



## **Appendix**

### **Purpose and Need**

ODOT Decision - Purpose and Need Approval.pdf

### **General**

Final Right of Way Plans.pdf

USGS Quadrangle Topographical Map.pdf

### **Alternatives**

Alternatives Mapping.pdf

### **ESA**

OES Recommendations - ESA Screening - August 2010.pdf

OES Recommendations - ESA Screening Addendum - March 2017.pdf

OES Recommendations - ESA Screening Update - July 2017.pdf

### **Cultural Resources**

OES Section 106 Effect Determination - January 2018.pdf

OES Section 106 Effect Determination - May 2007.pdf

### **Ecological**

Agency Coordination Remarks - Continuation.pdf

Coordination with ODNR.pdf

Coordination with OEPA.pdf

Coordination with USACE.pdf

Coordination with USFWS - Eastern Massauga Rattlesnake.pdf

Coordination with USFWS (2).pdf

Coordination with USFWS.pdf

ODNR Comments.pdf

ODOT Disposition of Agency Comments.pdf

USFWS Comments - Eastern Massasauga Rattlesnake.pdf

USFWS Comments.pdf

Wetland Findings.pdf

### **Other Resources**

Aerial Mapping(2).pdf



Approved: 12/4/2018

Coordination with OES.pdf

FCIR Form.pdf

Ohio Water Wells.pdf

Project Related OES Decision - Farmlands.pdf

USGS Mapping (2).pdf

Water Source Protection Area Map.pdf

**Section 4(f)**

Project Related OES Decision - Section 4(f).PDF

**Underserved Populations**

Census Mapping.pdf

**Public Involvement**

Mill Creek Metroparks Board Meeting Minutes - 4-11-2016.pdf

News Article WKBN - April 2016.pdf

News Article WKBN - May 2016.pdf

News Article Youngstown Vindicator - April 2016.pdf

News Article Youngstown Vindicator -July 2012.pdf

Press Release - Public Meeting July 2012.pdf

Property Owner Notification Letter - April 2013.pdf

Property Owner Notification Letter - February 2016.pdf

Property Owner Notification Letter - January 2013.pdf

Property Owner Notification Letter - January 2015.pdf

Property Owner Notification Letter - May 2014.pdf

Property Owner Notification Letters and Mailing Lists.pdf

Public Comments and Responses - July 2016.pdf

Public Comments Received - July 2012.pdf

Public Comments Received - May 2016.pdf

Public Meeting Exhibits - July 2012.pdf

Public Meeting Exhibits Bikeway Alignment - May 2016.pdf

Public Meeting Exhibits Environmental Impacts - May 2016.pdf

Public Meeting Handouts - July 2012.pdf

Public Meeting Handouts - May 2016.pdf

Public Meeting Notification - 2016.pdf



**Environmental Document Level: D1**  
PID 85005 MAH Metroparks Bikeway, Ph.3

Approved: 12/4/2018

Public Meeting Notification-July 2012.pdf

Public Meeting Press Release - 2016.pdf

Public Meeting Sign In Sheet - May 2016.pdf

Public Meeting Sign In Sheet.pdf

Public Meeting Website Posting - May 2016.pdf

Public Notification Mailing List - Public Meeting 2016.pdf

Public Notification Mailing List- Public Meeting July 2012.pdf

Response to Public Comments - July 2012.pdf

Stakeholder Contact List - June 2012.pdf

Stakeholder Contact List - Public Meeting 2016.pdf

Stakeholder Contact List-Public Meeting July 2012.pdf

Stakeholder Notification - June 2012.pdf

Stakeholder Notification - Public Meeting 2016.pdf

Stakeholder Notification - Public Meeting July 2012.pdf

**Permits**

Correspondence with Local Floodplain Administrator.pdf

FEMA FIRM 39099C0310D.pdf

FEMA FIRM 39099C0320D.pdf

Local Floodplain Administrator Responses.pdf