



# OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 04  
2088 SOUTH ARLINGTON RD. • AKRON, OH 44306 • 614-995-7904

## **Environmental Document**

for

## **MAH Harding Elementary Sidewalks PID 103932**

**Environmental Document Level: C1**

**Approved: 2/28/2018**

**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 11, 2015, and executed by FHWA and ODOT.*

# Table of Contents

C1.....	3
Environmental Commitments.....	6
Preparers and Approvals.....	7
Appendix.....	8



## C1

<b>PID:</b>	103932
<b>Project Sponsor:</b>	Youngstown, City of
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No

### Project Description:

The city of Youngstown plans to remove and replace existing deteriorated concrete sidewalk in proximity to Harding Elementary School. The proposed work includes replacing sections of deteriorated sidewalk on Cordova Avenue between Benita Avenue and Granada Avenue, Benita Avenue between Fifth Avenue and Ohio Avenue, Dennick Avenue between Cordova Avenue and Elm Street, Curry Place between Cordova Avenue and Ohio Avenue, Granada Avenue between Fifth Avenue and Ohio Avenue, Ohio Avenue between Upland Avenue and Benita Avenue and Lauderdale Avenue between Ohio Avenue and Elm Street. Additional improvements include replacement of traffic signs, new crosswalks and new curb/curb ramps at the following intersections to meet Americans with Disabilities Act (ADA) standards: Benita Avenue/Cordova Avenue (NE & NW corners), Benita Avenue/Ohio Avenue (NW corner), Lauderdale Avenue/Ohio Avenue (NE & SE corners), Dennick Avenue/Ohio Avenue (NW & SW corners) and Dennick Avenue/Cordova Avenue (NE & SE corners).

A minimum of one 10-foot lane of traffic shall be maintained in each direction on all city streets during project construction except when permitted by the project engineer. No substantial traffic disruptions are anticipated with the project.

Based on the project scope of work, its Path 2 Preliminary Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

The project will be constructed within the existing street rights-of-way.

Existing utilities within the project study areas will not be impacted/relocated to construct the project.

The Area of Potential Effects (APE) is set at the footprint of the undertaking within the limits of the project. The Section 106 Records Check revealed that there is one previously recorded cultural resource within the project corridor; the Fifth Avenue/Crandall Park Historic District (NR#90000474), is listed on the National Register of Historic Places. The work proposed within the historic boundary includes the replacement of a minor amount of concrete sidewalk on each side of Grenada Avenue, immediately east of Fifth Avenue. This area features modern concrete sidewalks. No new/replacement curbs or curb ramps are proposed and no trees will be cut down within the historic boundary.

All of the proposed work is within the existing disturbed right-of-way, therefore, no further archaeological investigations are recommended. Due to the setting of APE, the nature of the work (replacing existing concrete sidewalks, new curbs and curb ramps, and installation of new traffic signs and pavement markings),



**Environmental Document Level: C1**  
PID 103932 MAH Harding Elementary Sidewalks

Approved: 2/28/2018

the result of the Section 106 Records Check, and the lack of new right-of-way needed, the project has minimal potential to cause effects to historic properties. No further cultural resource investigations are warranted for the project.

In accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio's SHPO, and ACHP executed November 8, 2017 (Agreement No. 19319), ODOT determined on January 18, 2018, 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. This completes the Section 106 review and no further cultural resource investigations are required at this time. The ODOT-OES Section 106 coordination can be found in the Project File/Cultural Resources/Coordination subsection as Minimal Potential to Cause Effects - A or B.pdf.

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

Stage 3 Plans were utilized to evaluate potential environmental impacts by and obtain NEPA approval for the project. The Stage 3 Plans can be found in the Project File/General/Project Information subsection as Stage 3 Design.pdf.

**STIP Reference #** 2018stipID0203FDCO and is fiscally constrained.

**Cultural Resources Coordination:** Minimal Potential to Cause Effect - Appendix A

**Cultural Resources Coordination Date:** 01/18/2018

**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.*

(22) Projects, as defined in 23 U.S.C. 101 that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way. *Examples include: Tower lighting within the existing operational right-of-way; Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated; Improvements to existing ODOT/County maintenance facilities; Construction of new ODOT/County maintenance facilities within existing operational right-of-way; Environmental mitigation activities within*



**Environmental Document Level: C1**  
PID 103932 MAH Harding Elementary Sidewalks  
Approved: 2/28/2018

*existing operational right-of-way; Work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals within existing operational right-of-way; Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)*

**Environmental Commitments:**

No



**Environmental Document Level: C1**  
PID 103932 MAH Harding Elementary Sidewalks  
Approved: 2/28/2018

## **Environmental Commitments**



### **Preparers and Approvals**

**Form Preparer**

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

Christine Surma  
Sean Carpenter

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	2/28/2018



## **Appendix**

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

OES Cultural Resources 4(f) Determination.pdf

### **General**

USGS Quadrangle Topographical Map.pdf

### **Cultural Resources**

Minimal Potential to Cause Effects - A or B.pdf

### **Public Involvement**

City of Youngstown Website Posting.pdf

Press Release.pdf