



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document for **TRU Lovers Lane/Tod Ave (Warren) PID 104622**

Environmental Document Level: C1

Approved: 4/2/2019

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.

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C1

PID:	104622
Project Sponsor:	Warren, City of
ODOT District:	4
Funding Source:	Federal
Private Funding:	No
Project Description:	

The city of Warren proposes to mill and resurface 1.35 miles of Lovers Lane NW from W. Market Street to U.S. Route (USR) 422/Parkman Road NW and 0.83 mile of Tod Avenue from USR 422/Parkman Road NW to Crestwood Drive NW in the city of Warren, Trumbull County. Additional improvements include partial-depth pavement repairs, curb and sidewalk replacement, linear grading, manhole/inlet/valve box/monument box/service box adjustments and/or reconstruction, guardrail barrier reflector replacement, new traffic signs and the application of edge/center/stop/crosswalk lines and other pavement markings, as necessary, throughout the project limits. The project also proposes to construct 139 feet of new 4-foot wide concrete sidewalk along the east side of Lovers Lane, 107 feet of new 4-foot wide concrete sidewalk along the south side of Tod Avenue and new curb ramps to meet Americans with Disabilities Act (AD) standards. The proposed new sidewalk sections will eliminate sections of missing sidewalk along Lovers Lane and Tod Avenue.

During project construction, a minimum of one 10-foot lane of traffic in each direction shall be maintained on the existing pavement (completed pavement and temporary pavement) during project construction. Access shall be maintained to all adjacent properties, businesses and intersecting side streets for the duration of the project. Substantial traffic disruptions are not expected to construct the project.

Based on the project scope of work, its Path 1 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.

ODOT District environmental staff accessed the SHPO GIS database on March 7, 2019, and in accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking.

Based on information contained in the RMR Form prepared for the project, further environmental site assessment or special materials management is not warranted for the project. See the RMR Form for the project in the Project File/ESA/Reports subsection.



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This project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecological Review Form - Ecologically Exempt Project.pdf for the project in the Project File/Ecological/Reports subsection.

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

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

The estimated total project cost specified in Ellis is 1.9% 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 \$2,999,999 and the additional project cost not exceeding 50% of the total project cost in the TIP, a TIP amendment is not necessary for the project.

STIP Reference # 2018AM10ID0279FDCO and is fiscally constrained.

Cultural Resources Coordination: Minimal Potential to Cause Effect Appendix A

Cultural Resources Coordination Date: 03/07/2019

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

Supporting documentation has been uploaded to Project File: Yes

Select the appropriate project type (more than one can be selected):

(3) Construction of bicycle and pedestrian lanes, paths, and facilities. *Examples include: Walkways, sidewalks, shared-use paths, and facilities, small passenger shelters, (i.e. construction of a bike path on an existing railroad bed, designations of certain highways as bike routes, painting of existing paved shoulders as bike lanes, ADA ramps, etc.) provided that no new disturbance will occur.*

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



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utilities, buildings, and terminals within existing operational right-of-way; Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)

Environmental Commitments:

No



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Environmental Commitments



Preparers and Approvals

Form Preparer

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Supporting Form Preparer(s):

Christine Surma
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	4/2/2019



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Appendix

Cultural Resources

Records Check.pdf

General

USGS Quadrangle Topographical Map.pdf