



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **ATB North Shore Trail PID 106710**

**Environmental Document Level: C2**

**Approved: 4/2/2020**

**Prepared By: Robert Lang**

ODOT 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 June 6, 2018, and executed by FHWA and ODOT.*

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## C2

<b>PID:</b>	106710
<b>Project Sponsor:</b>	Ashtabula County Metropark
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No
<b>Project Description:</b>	

The Ashtabula County Metroparks proposes to construct the North Shore Trail, a new multi-purpose trail from the existing Western Reserve Greenway Trail to Walnut Beach Park on Lake Erie the city of Ashtabula, Ashtabula County. The project study area includes commercial, residential, urban and park/recreational areas.

This proposed multi-purpose trail will connect employment areas, residential neighborhoods, the Harbor Historic District, retail shops, restaurants, downtown Ashtabula, the Ashtabula County Medical Center, marinas, museums, Walnut Beach Park, other parks/recreational areas, the historic Bascule Lift Bridge and the Ashtabula Port/Lighthouse within the city of Ashtabula to the existing Western Reserve Greenway Trail, part of the Great Ohio Lake to River Greenway that will traverse between Lake Erie and the Ohio River through existing/future multi-purpose trails. The proposed North Shore Trail will be the northern section of the Great Ohio Lake to River Greenway. See the Great Ohio Lake to River Greenway map in the Project File/General/Project Information subsection.

The proposed 5.3-mile North Shore Trail will use a combination of on-street and off-street trail sections. On-street trail sections are proposed for bicyclists by applying pavement markings along existing avenues/streets/boulevard/drive, including shared right-of-way (sharrow) lane markings, bi-directional bike lanes separated from traffic and a one-directional bike lane. Proposed off-street trail sections include a 10-foot wide asphalt side path running parallel to the roadway, existing sidewalk removal and replacement with widened concrete sidewalk with curb ramps to comply with Americans with Disabilities Act (ADA) standards and a 10-foot wide asphalt multi-use path. Installation of a bike trough is proposed along the existing stairway in Point Park. The project also proposes vertical profile modifications, grading, connector trail construction, bike ramp installation, various sign installations, rectangular rapid flashing beacon sign assembly system installation, signal support/mast arm installation, other pavement marking applications, directional indicator installation, ADA accessible parking establishment, detectable warning tile modification/installations, rumble strip/stripe installations, crosswalk construction, existing pavement repairs, existing asphalt pavement joint repairs, curb/gutter removal-replacement/installations, driveway apron reconstruction, drainage improvements, rock channel protection placement, vegetated filter strip installations, vegetated swale construction, existing utility manhole grade adjustments, existing traffic signal head relocations and fence removal/re-erection.

The exhibit below illustrates the various proposed on-street and off-street trail sections.



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A road diet is proposed along approximately 0.99 mile of West Avenue between West 37th Street and West 19th Street/Lake Avenue. The existing West Avenue lane configuration includes two northbound and two southbound vehicular lanes. The proposed West Avenue lane configuration will be one northbound vehicular lane, one southbound vehicular lane, a dedicated northbound left turn lane at Griswold Road, a dedicated northbound left turn lane at West 19th Street/Lake Avenue and a 12/14-foot wide bidirectional trail along the east side of West Avenue from West 37th Street to approximately 874 feet south of West 19th Street/Lake Avenue with a transverse pavement marking buffer separating trail users from vehicles and a shared-use vehicular lane/trail section from approximately 874 feet south of West 19th Street/Lake Avenue to West 19th Street/Lake Avenue. See the road diet traffic and safety analysis/justification documentation for the project in the Project File/General/Project Information subsection.

Traffic shall be maintained at all times on all streets during project construction. Safe pedestrian and vehicular traffic shall be maintained by the project contractor. Trails and streets shall not be closed to construct the project. Maintenance of traffic information will be posted within the project limits prior to the start of construction. Substantial traffic disruptions are not expected with the project.

See continuation of the project description in the Project File/General/Project Information subsection as Project Description Continued.pdf.

**STIP Reference #**

Statewide Line Item (SLI) Number 26  
and is fiscally constrained.

**Select the appropriate project type:**

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section. ***Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)***

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -  
a. Acquisition of more than a minor amount of right-of-way b. Residential or non-residential displacements c. A Coast Guard, Individual Section 404 and/or a Section 10 permit d. A Section 106 finding of Adverse Effect e. A Section 4(f) Programmatic or Individual Evaluation f. A finding of May Affect, Likely to Adversely Affect to Threatened and Endangered Species g. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions h. Changes in access control i. Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths) j. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers k. No minor public or agency controversy on environmental grounds ( no opposition from any organized groups or agencies and no unresolved environmental coordination ) l. If an EJ Analysis Report is required, the project must be processed as a D-level CE or higher level document For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document.



Upload all supporting documentation to the project file.

<b>Waterways:</b>	Not Present
<b>Endangered Species:</b>	No Impacts to Protected Species and Critical Habitat
<b>100-Year Floodplain:</b>	No Encroachment Within a Special Flood Hazard Area (SFHA)
<b>Section 4(f):</b>	Present; No Programmatic Evaluation or Individual Evaluation Required

**Section 4(f) Determination:**

Temporary No Use Exception - 774.13(d)

Transportation Enhancement Exception - 774.13(g)

**Section 4(f) Determination Date - 774.13(d)** 03/25/2020

**Section 4(f) Determination Date - 774.13(g)** 03/25/2020

**Section 6(f):** Not present

**Cultural Resources:** Present; No Finding of Adverse Effect

**Cultural Resources Coordination:** Minimum Potential to Cause Effect Appendix B

**Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date** 11/21/2019

**Tribal Consultation Summary/Remarks:**

Based on the customized preferences configured by the tribe, the ODOT EnviroNet System notified the Miami Tribe of Oklahoma about the project on 11/21/2019. No comment or objection was received from the Miami Tribe of Oklahoma concerning this project within 30 days of the project notification date.

Projects that meet C2 criteria are not anticipated to have impacts to the following environmental resources. If resources are present, documentation is only required if there is a potential for impacts.

**Air Quality:** Studies Not Required

**Air Quality - Coordination with OES:** No

**Noise:** Studies Not Required

**Noise Coordination - OES Approval Date:**

**Hazardous Materials - ESA Screening Conducted** Yes

**Hazardous Materials - OES Approval Date:** 03/25/2020

**Phase I ESA Warranted Based on Coordination with OES:** No Further Studies Warranted



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**Farmland:**

Urbanized Area; No Impacts in  
Accordance With the Farmland MOU  
and 7 CFR 658

**Scenic Rivers**

No National Wild and Scenic River  
Within 1000 Feet of the Proposed  
Project Area

Projects that meet C2 criteria must be in accordance with ODOT's UP Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

**Underserved Populations**

Does Not Exceed UP Guidance  
Criteria; No UP Analysis Report  
Required and No UP Issues Raised  
During Public Involvement

**Public Involvement:**

Minimum PI Requirements Met; No  
Minor Public or Agency Controversy  
on Environmental Grounds

**Environmental Commitments**

Yes



## Environmental Commitments

### C2

- 1) The Project Designer will incorporate the following Section 4(f) measures to minimize harm for the Western Reserve Greenway Trail as plan notes: Access to Western Reserve Greenway Trail shall be maintained at all times, except for the time needed to temporarily occupy the property, which shall be less than the time needed for construction of the project. A temporary barrier (cones, fencing, etc) shall be installed to divert Western Reserve Greenway Trail users from the proposed construction limits prior to the start of construction activities to protect the Section 4(f) property and the public. Appropriate signage shall be installed to alert users of the Western Reserve Greenway Trail of construction activities and access restrictions and to direct users to secondary access points. The contractor shall closely coordinate the construction schedule for activities involving the Western Reserve Greenway Trail with the City of Ashtabula and Ashtabula County Metroparks prior to the start of construction activities.
- 2) The Project Designer will incorporate the following Section 4(f) measures to minimize harm for the Walnut Beach Park and Point Park as plan notes: Access to Walnut Beach Park and Point Park shall be maintained at all times during construction activities. Appropriate signage shall be installed to alert users of Walnut Beach Park and Point Park of construction activities, if in proximity to recreational facilities or features. The contractor shall closely coordinate the construction schedule for activities involving Walnut Beach Park and Point Park with the City of Ashtabula and Ashtabula County Metroparks prior to the start of construction activities.
- 3) The Project Designer will incorporate the following Section 4(f) measures to minimize harm for Smith Field as plan notes: Access to Smith Field shall be maintained at all times, except for the time needed to temporarily occupy the property, which shall be less than the time needed for construction of the project. A temporary barrier (cones, fencing, etc.) shall be installed to divert loop trail users from the proposed construction limits prior to the start of construction activities to protect the Section 4(f) property and the public. Appropriate signage shall be installed to alert users of the Smith Field loop trail of construction activities and access restrictions and to direct users to secondary access points. The contractor shall closely coordinate the construction schedule for activities involving Smith Field with the City of Ashtabula and Ashtabula County Metroparks prior to the start of construction activities.



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### **Preparers and Approvals**

**Form Preparer:** Robert Lang  
ODOT DISTRICT 4  
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**Supporting Form Preparer(s):** Christine Surma  
Robert Lang

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	4/2/2020



## Appendix

### **Cultural Resources**

Minimal Potential to Cause Effect - Appendix B

#### **General**

Project Description Continued.pdf

Road Diet Justification District Approval 2.pdf

Road Diet Justification District Approval.pdf

#### **Permits**

FEMA FIRM.pdf

#### **Public Involvement**

Media Notification for Public Meeting.pdf

Metroparks Website Posting.pdf

News Article - Gazette 2019.pdf

News Article - Star Beacon 2018.pdf

News Article - Star Beacon 2019.pdf

North Shore Trail Webpage.pdf

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

OES Cultural Resources 4(f) Determination.pdf

OES Recreational 4(f) Determination 2.pdf

OES Recreational 4(f) Determination.pdf

#### **Public Involvement**

Public Meeting Exhibit and Handout.pdf

Public Meeting Notification - Flyer.pdf

Public Meeting Notification - Social Media.pdf

Public Meeting Notification - Website.pdf

Response to Public Comments.pdf

#### **Underserved Populations**

Underserved Populations Documentation Form.pdf