



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **TRU Warren Signal Upgrade PID 107235**

**Environmental Document Level: C1**

**Approved: 2/18/2021**

**Prepared By: District 4**

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*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020, and executed by FHWA and ODOT.*

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## C1

<b>PID:</b>	107235
<b>Project Sponsor:</b>	Warren, City of
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No

### Project Description:

The city of Warren proposes to upgrade existing traffic signals and remove existing unwarranted traffic signals that comprise the existing citywide traffic signal system amongst a total of sixty-one (61) signalized intersections in the city of Warren, Trumbull County.

The traffic signal upgrades proposed by this project include:

upgrade vehicle detection by installing Wavetronix radar detectors or video cameras, implement new signal timings and install battery back-up units at 20 of the locations to keep traffic signals in operation during power outages. In addition, the project will interconnect communications between intersections by repairing the existing fiber-optic lines or installing radio or cellular communication devices. A new Central Server computer system will also be installed to increase efficiency and monitor the citywide traffic signal system.

These proposed upgrades will occur at the following forty (40) intersections:

1. Parkman Road/Leavitt Road
2. Parkman Road/Tod Avenue/Lovers Lane
3. Parkman Road/Summit Street
4. Summit Street/Tod Avenue
5. Summit Street/Mahoning Avenue
6. Tod Avenue/Dunstan Drive/Bridge Road
7. West Market Street/Austin Avenue
8. West Market Street/Parkman Road
9. West Market Street/Tod Avenue
10. West Market Street/South Street/Highland Avenue
11. South Street/Main Avenue
12. South Street/Pine Avenue
13. South Street/Elm Road
14. South Street/Chestnut Avenue/Niles Road
15. Youngstown Road/Laird Avenue
16. Youngstown Road/Central Parkway
17. Youngstown Road/Ridge Avenue
18. West Market Street/Main Avenue/Mahoning Avenue
19. West Market Street/South Park Avenue/North Park Avenue
20. East Market Street/Pine Avenue
21. East Market Street/Elm Road
22. East Market Street/Chestnut Avenue
23. East Market Street/Laird Avenue
24. East Market Street/Genesee Avenue



25. East Market Street/Perkinswood Boulevard
26. East Market Street/Eastland Avenue
27. East Market Street/North Road
28. High Street/Mahoning Avenue
29. High Street/North Park Avenue
30. High Street/Elm Road
31. North Park Avenue/Atlantic Street
32. Woodland Street/Elm Road
33. Atlantic Street/Elm Road
34. Atlantic Street/Genesee Avenue
35. Atlantic Street/North Road
36. Elm Road/Larchmont Avenue
37. Elm Road/Gretchen Drive
38. Reeves Road/North Road
39. Tod Avenue/5th Street
40. Youngstown Road/Willard Avenue,

The traffic signal removals proposed by this project include:

removal of the existing unwarranted ground mounted traffic signals, including removal of all associated equipment and support foundations, at the following twenty-one (21) intersections:

1. Parkman Road/Southern Boulevard
2. Parkman Road/Coit Avenue
3. Parkman Road/Denison Drive/Northwest Boulevard
4. Parkman Road/Drexel Avenue
5. Mahoning Avenue/Hall Street
6. West Market Street/Southern Boulevard
7. West Market Street/Nevada Avenue
8. South Street/Park Avenue
9. East Market Street/Belvedere Avenue
10. East Market Street/Country Club Drive
11. High Street/Mid-Block Pedestrian Crossing
12. North Park Avenue/Washington Street
13. North Park Avenue/Dana Street
14. Woodland Street/Laird Avenue
15. Woodland Street/Genesee Avenue
16. Atlantic Street/Paige Avenue
17. Atlantic Street/Laird Avenue
18. Elm Road/Dana Street/Edgewood Street
19. Tod Avenue/Palmyra Road
20. Main Avenue/Fulton Street
21. Pine Avenue/Industrial Park Driveway

Additional improvements moved into this project from the previously programmed TRU-Warren Signals SRTS Phase 2; PID 110953; project include:

twelve (12) 20 mph school zone flasher units will be replaced at their existing locations.

upgrade seventy-four (74) existing pedestrian signal heads.

install crosswalks and other pavement markings.

Improvements previously proposed that were removed from the project include:

removal of existing flashing/caution beacons.

conversion of three-way and four-way stop controlled intersections to two-way stop-controlled intersections.



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install a High-Intensity Activated Crosswalk (HAWK) signal in proximity to Jefferson School. Vehicular traffic shall be maintained on the existing pavement during project construction. However, it may be necessary to stop traffic for installation of vehicle detection equipment. Any required stoppage of traffic shall be limited to less than ten (10) minutes within any one thirty (30) minute period of time. Lane restriction and/or stoppage information will be posted within the project construction limits prior to the start of project construction. Lane restrictions/stoppage will not be permitted during peak travel demand hours. 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 during project construction. 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. Based on the project scope of work, its Path 1 Project Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project. All the work areas are considered to have been previously disturbed by the existing roadway facilities, modern commercial development and underground utilities. No buildings will be involved in construction and no relocations will be required by the project. The literature search did not identify any archaeological site (OAI) in the project study area. Numerous architectural resources (OHI) are located in the city, however, none of them will be directly impacted by the project. Scattered National Register of Historic Places (NRHP) properties and designated historic districts are also located throughout the city of Warren. These properties include four architectural resources related to individual residences (John Stark Edwards House -- NR # 78002199, McLain-Gillman House -- NR # 78002200, James Ward Packard House -- NR # 85003573 and Harriet Taylor Upton House -- NR # 92001884) and two individually listed public buildings (Warren Public Library -- NR # 73001543 and Trumbull County Courthouse -- NR # 74001637). These known historic properties are not within work areas associated with the project and are just beyond the project area of potential effects (APE). However, work will occur within both the Mahoning Avenue Historic District (NR # 78003115) and the Warren Commercial Historic District (NR # 83002063). Proposed traffic signal upgrades/removals will only occur in non-contributing areas of the existing street rights-of-way and will not involve or alter any contributing elements of these two historic districts or any other eligible building located in the city of Warren. Roadway signal improvement and modernization projects, that take place within historic districts, are exempt from further cultural resource consideration by the 11/8/2017 Cultural Resource PA (Agreement 19319 -- Appendix B -- Item 2), as long as no new permanent right-of-way from a historic property will be acquired and no contributing element of a historic district will be removed or altered by construction. In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT Office of Environmental Services (OES) 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. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab. See continuation of the project description in the Project File/General/Project Information subsection as Project Description Continued.pdf.

<b>STIP Reference #:</b>	107235: 21-24 STIP.
<b>Cultural Resources Coordination:</b>	Minimal Potential to Cause Effect Appendix B
<b>Cultural Resources Coordination Date:</b>	01/07/2021



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):

(8) Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur. ***Examples include: The installation or maintenance of signs, pavement markings/raised pavement markers/sensors, traffic calming activities, and/or new or replacement fencing (right-of-way, vandal, etc.); General pavement marking or "line painting" projects.***

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

Environmental Commitments:

No



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## **Environmental Commitments**



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**Preparers and Approvals**

**Form Preparer**

District 4  
Contact: Edward Deley  
330-786-4930  
Edward.Deley@dot.ohio.gov

**Supporting Form Preparer(s):**

Christine Surma  
Sean Carpenter

**Approvals & Electronic Signatures**

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	2/18/2021



## **Appendix**

### **General**

Project Description Continued.pdf

Project Study Area Map.pdf

### **Cultural Resources**

Minimal Potential to Cause Effect - Appendix B

### **Ecological**

ODNR Scenic River MOA Conditions

### **Public Involvement**

News Article - June 7, 2020.pdf

Press Release.pdf

Public Comments Received.pdf

Stakeholder Notification.pdf

Summary of Comments and Responses to Comments.pdf

Traffic Safety Meeting Handout.pdf

Traffic Safety Meeting Sign In Sheet - June 7, 2020.pdf

Traffic Safety Meeting Sign-In Sheet - June 27, 2020.pdf

Trumbull Neighborhood Partnership Facebook Posting.pdf

Warren Website Posting.pdf

### **Permits**

District Determination - No Floodplain Impacts.pdf