



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

TRU Cemetery Bridge (Newton Twp) PID 112610

Environmental Document Level: C1

Approved: 8/9/2022

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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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PID: 112610
Project Sponsor: TRUMBULL COUNTY ENGINEER
ODOT District: 4
Funding Source: Federal
Private Funding: No

Project Description:

The Trumbull County Engineer (TCE), in cooperation with Newton Township, proposes maintenance activities on the existing approximately 125.5-foot long, 5-foot wide deck, 3-span riveted steel pedestrian bridge, consisting of one (1) historic Pratt Truss center span and one (1) thru-girder approach span on each side of the Pratt Truss center span, over the West Branch of the Mahoning River in Newton Township, Trumbull County. The project proposes to repair interior/exterior lower chords, repair broken stitch weld at curb plates along truss span, heat straighten existing floor plate, replace cracked/deteriorated girders at approach span, replace floor beam in kind, replace deteriorated rivets throughout truss with new rivets, replace various vertical members in kind, replace various gusset plates in kind and paint repaired areas.

Mapping that depicts the project location on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Mapping is included in Project File/General/Project Information as USGS Quadrangle Topographical Map.pdf.

During project construction, the Newton Township Cemetery Bridge will be closed to pedestrian and bicycle traffic for a maximum of 75 consecutive calendar days. The proposed pedestrian and bicycle detour route for this closure will utilize Ridge Road, N. Canal Street, and Broad Street (State Route [SR] 534). Construction and bridge closure/detour information will be posted along Ridge Road, N. Canal Street and Broad Street (SR 534) prior to the start of construction activities. Access shall be maintained to all adjacent properties and intersecting side streets for the duration of the project. Substantial traffic disruptions are not expected with the project.

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

No utilities exist within the project study area, therefore, no utilities will 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.

A records check and literature review was conducted for the project to determine if previously recorded cultural resources are located within the project Area of Potential Effects (APE), the footprint of the project. The records check included a review of electronic data from Ohio State Historic Preservation Office (OSHP) GIS database to identify properties listed on or eligible for the National Register of Historic Places (NRHP), Ohio Historic Inventory (OHI) buildings and structures, Ohio Archaeological Inventory (OAI), as well as properties that have previously received a Determination of Eligibility (DOE). The 1928 pedestrian thru truss bridge (TRU-962-21) located in Newton Falls, Trumbull County, is eligible for the National Register of Historic Places under Criterion C as a unique example of a narrow, thru truss footbridge constructed by Ohio Structural Steel Company, as recorded by the *Ohio Historic Inventory* (Griffith). The project will preserve the bridge's historic location, setting, feeling, workmanship, materials, design and association as all work is limited to the bridge itself. No other pre-1973 above ground resources will be affected and the presence of undisturbed archaeological resources is unlikely. Therefore, in accordance with Stipulation V(C)(1), Work Items 4(A) and (C) 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. No further coordination is required in accordance with the Section 106 Programmatic Agreement. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.



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In accordance with Stipulation V(C)(1) of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, ODOT OES determined the project will have minimal potential to cause effects to the National Register-eligible TRU Cemetery Bridge (TRU 962-21 pedestrian truss bridge) and is not part of a larger undertaking. Therefore, in accordance with 23 CFR § 774.13(a)(3)(ii), ODOT OES determined the proposed undertaking qualifies as an exception to the requirement for Section 4(f) Cultural Resource approval. See the OES Cultural Resources Section 4(f) documentation for the project in the Project File/Section 4(f)/Coordination subsection.

Based on the information in the Regulated Materials Review (RMR) Form completed for the project, further RMR activities or special materials management are not warranted for the project. See the RMR documentation for the project in the Project File/ESA/Reports subsection.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecologically Exempt TRU-Cemetery Bridge.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study areas and determined the project is located within a designated special flood hazard area (SFHA). The work being performed on the structure within the Special Flood Hazard Area (SFHA) is considered bridge maintenance that does not change the existing alignment, grade, or hydraulic capacity of the structure and is therefore exempt from the normal permit process required for work encroaching on a SFHA. Floodplain coordination is not required for the project. Since Bridge Maintenance will be performed over Zone AE floodplains, a letter was sent to the local floodplain administrator as a courtesy notification of the project and proposed maintenance activities within the designated SFHA. See the floodplains documentation for the project in the Project File/Permits/Floodplains subsection.

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

The TCE conducted various public involvement activities for the project, including a news release issued about the project and project information posted on the TCE website. Comments were requested by the public involvement activities conducted for the project. One (1) news article on the WKBN website was published about the project. The TCE did not receive any comments as a result of the public involvement activities conducted for the project. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

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 agrees with the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP).

STIP Reference #: 112610: 21-24 STIP

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix B

Cultural Resources Coordination Date: 06/01/2022

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):

(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



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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:

Yes



Environmental Commitments

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1) The project designer shall incorporate the following note into the plans. HISTORIC BRIDGE REPAIR: THE CONTRACTOR OR SUBCONTRACTOR SHALL ALSO HAVE A MINIMUM OF 5 YEARS EXPERIENCE IN REPAIRING METAL BRIDGE STRUCTURES AND SHALL HAVE COMPLETED A MINIMUM OF 5 HISTORIC STRUCTURES TO THE SECRETARY OF THE INTERIOR'S STANDARDS. REFERENCES OF PAST PROJECTS SHALL BE PROVIDED. UNSATISFACTORY REFERENCES SHALL BE MEANS FOR DISQUALIFICATION OF THE CONTRACTOR AND/OR SUBCONTRACTOR.

2) The project designer shall incorporate the following note into the plans. HISTORIC RIVET RESTORATION: WHEN PLANNING AND BIDDING ON THE RESTORATION OF RIVETED IRON, THE CONTRACTOR OR SUBCONTRACTOR SHALL ADHERE TO THE PROCEDURES AND GUIDANCE AS OUTLINED IN THE ODOT Riveting Guidance and Resources for Historic Bridges 2014.pdf (state.oh.us)

3) The project designer shall incorporate the following note into the plans. STREAM AVOIDANCE: UNDER NO CIRCUMSTANCES SHALL ANY EQUIPMENT (LIFT, BACKHOE, CRANE, ETC.) AND/OR MATERIALS ENTER THE STREAM. NO FILL MATERIAL (INCLUDING ROCK, COFFERDAMS, ACCESS/WORK PADS, ETC.) SHALL BE PLACED BELOW THE IDENTIFIED ORDINARY HIGH WATER MARK (OHWM) OF THE STREAM (OHWM IS THE ELEVATION AT WHICH THE VEGETATION ON THE STREAM BED ENDS DUE TO THE FLOW OF THE STREAM). THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT ALL CONSTRUCTION MATERIALS, WASTE MATERIALS, WATER CHEMICALS, OR OTHER SUBSTANCES USED TO CONSTRUCT THE PROJECT FROM ENTERING THE STREAM.

4) The project designer shall incorporate the following note into the plans. TREE CUTTING/REMOVAL PROHIBITED: THE PROJECT SITE IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED INDIANA BAT AND NORTHERN LONG-EARED BAT. TREE TRIMMING IS PERMITTED AT THIS LOCATION AS DIRECTED BY THE PROJECT ENGINEER, HOWEVER, NO TREES SHALL BE REMOVED AT THIS LOCATION. A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNCH THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND A MINIMUM HEIGHT OF 13 FEET.



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Preparers and Approvals

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Supporting Form Preparer(s): Lorie Feudner
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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	8/9/2022



Appendix

General

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Ecological

ODNR Scenic River MOA Conditions

Section 4(f)

OES Cultural Resources 4(f) Determination.pdf

Public Involvement

News Article - WKBN.pdf

Press Release.pdf

Trumbull County Engineer Website Posting.pdf

Permits

District Determination - No Floodplain Impacts.pdf

FEMA FIRM.pdf

Trumbull County LD-53 Letter.pdf