



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH US 0422 03.12 PID 113757

Environmental Document Level: C1

Approved: 3/4/2024

Prepared By: Mike Krokonko

EMH&T, Inc.

Phone: 614-775-4500

E-mail: mkrokonko@emht.com

District Contact: Brian Peck

Phone: 330-786-4931

E-mail: Brian.Peck@dot.ohio.gov

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.

Table of Contents

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



C1

PID: 113757
Project Sponsor: ODOT SPONSORING AGENCY
ODOT District: 4
Funding Source: Federal

Project Description:

The Ohio Department of Transportation (ODOT) proposes to rehabilitate the existing bridge on Wick Avenue over U.S. Route (USR) 422 (Structure No. MAH-422-3.12/Structure File Number 5002109), a 180-foot four-span continuous steel beam bridge with a non-composite reinforced concrete deck on traditional concrete abutments and spread footings, in the City of Youngstown, Mahoning County, Ohio. This project proposes to remove the existing non-composite reinforced concrete deck and replace it with a composite reinforced concrete deck superstructure, remove portions of the existing abutments below the beam seats and convert them to semi-integral abutments, patch all unsound areas of the existing substructure, remove the existing expansion joints and replace them with new strip seal expansion joints, remove the existing sliding expansion bearings and replace with elastomeric bearings, install new decorative barriers and railing, install new vandal protection fencing and new decorative light poles. Additional improvements proposed by the project include removal/replacement of approach slabs and guardrail, installation of a new drainage system underneath the new approach slab on the south side of the bridge, replacement of the approach roadway and intersection pavement, valve box/monument box/manhole/catch basin adjustments and/or reconstruction, existing walk/curb ramp removal, new concrete walk/new curb ramp installations to comply with the Americans with Disabilities Act (ADA) standards, application of new pavement markings and removal of above ground vegetation within the project construction limits.

Mapping that depicts the project location on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Mapping is included in the Project File/General/Project Information subsection as *USGS Quadrangle Topographical Map.pdf*. During construction, one 12-foot lane of traffic shall be maintained in each direction on USR 422 at all times, however, construction will require 60-day closures to the existing USR 422/Wick Avenue interchange ramps and Wick Avenue at the bridge site. Vehicle and pedestrian traffic detours will be implemented. The detour route for northbound Wick Avenue will utilize Rayen Avenue, 5th Avenue, Park Avenue and Madison Avenue. The detour route for southbound Wick Avenue will utilize only Madison Avenue, 5th Avenue, and Rayen Avenue. Pedestrians who seek to access Wick Avenue and the residential areas, businesses, schools, etc., north and south of USR 422 will utilize West Scott Street, Elm Street, and the Westbound Service Road. Construction, lane restriction and roadway closure/detour information will be posted within the project construction limits and all intersecting side roads and on the project webpage, prior to the start of project construction. Access shall be maintained to all properties, businesses, schools, etc., within and adjacent to the project construction limits for the duration of project construction. Substantial traffic disruptions are not expected during project construction.

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

Multiple overhead and ground based utilities exist within the project study area including electric, water, gas, telecommunications and sanitary utilities. Minor relocations to the existing parapet mounted utility poles and an electrical line on the west side of the bridge will be necessary to complete the work. Utility relocations will be coordinated with service providers in accordance with the project plans and will occur within the existing roadway rights-of-way. Utilities will not be permanently removed to construct the project. Coordination with the utility companies affected by the proposed construction activities was conducted for the project during its preliminary engineering phase and will continue during its detailed design phase.

A Cultural Resources Records Check was performed using the SHPO GIS online database to determine if previously recorded cultural resources are located within the project Area of Potential Effects (APE). The Wick Avenue National Register Historic District (NR # 7402347) is located south of the USR 422 expressway and Expressway Service Road. Contributing elements of the Wick Avenue district include three residences associated with the three most influential families of the 19th century iron and steel industry in the Mahoning Valley. However, no listed or eligible historic properties are located in the project area or in the area of potential effects (APE). No land will be taken from the Wick Avenue Historic District and no contributing element will be involved in construction.

The existing bridge (SFN 5002109) is a Type 402N Steel Continuous Multi-beam structure built in 1968. This bridge is not considered eligible for the National Register based on the Ohio DOT Historic Bridge Inventory (accepted April 28, 2010). The replacement and repair of non-historic bridges are activities which are exempt from further cultural resource consideration by the



Environmental Document Level: C1

PID 113757 MAH US 0422 03.12

Approved: 3/4/2024

6/29/23 Cultural Resource PA (Agreement 38503), if as in this case the project is not within the boundaries of any historic property or historic district. Therefore, in accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement (PA) executed on June 29, 2023 (Agreement No. 38503), ODOT-OES has determined that 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. No further cultural resources coordination is required for the project. Moreover, in accordance with 36 CFR Part 774, ODOT-OES determined the project undertaking will not result in the use of a Section 4(f) cultural resource. See Cultural Resource documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab. See the 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 MAH-422-3.12.pdf* for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM for the project study area and determined the project is not located within a special flood hazard area. 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.

ODOT District 4 conducted various public involvement activities for the project including a press release, ODOT website posting, and notification to property owners/business owners/stakeholders (public officials and emergency/public service providers).

Moreover, an informal field meeting was performed with project stakeholders in 2021. Two (2) news articles about the project were published by The Business Journal and WKBN. Comments were requested by all public involvement activities conducted for the project. Written comments were received as a result of the public involvement activities performed for the project. All comments were responded to directly and/or summarized and posted to the ODOT website. See the public involvement documentation for the project, including the received comments and responses to comments, in the Project File/Public Involvement/Project Information subsection.

The environmental document and associated studies, as applicable, were approved using the Stage 2 Design plans for the project. A copy of the Stage 2 Design plans for the project is included in the Project File/General/Project Information subsection as *Stage 2 Design.pdf*.

The estimated total project cost specified in Ellis is less than the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP). Project fiscal constraint is at the Statewide Line Item (SLI) Group level. An individual project utilizing a SLI does not require a STIP/TIP amendment.

The next phase of the proposed project is listed on the STIP: Yes

Ellis STIP Details

Phase	Current STIP Reference
ENV	On Previous STIP
CO	113757: 24-27 STIP
DD	113757: 24-27 STIP

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications: Yes

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix B

Cultural Resources Coordination Date: 11/14/2023

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 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



Environmental Document Level: C1

PID 113757 MAH US 0422 03.12

Approved: 3/4/2024

Environmental Commitments



Environmental Document Level: C1

PID 113757 MAH US 0422 03.12

Approved: 3/4/2024

Preparers and Approvals

Form Preparer:

Mike Krokonko
EMH&T, Inc.
5500 New Albany Road, Columbus OH 43054
614-775-4500
mkrokonko@emht.com

Supporting Form Preparer(s):

Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	3/4/2024



Appendix

General

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

District Website Posting - Public Comment Response Table.pdf

Emergency - Public Services Notification List.pdf

Emergency and Public Services Notification.pdf

News Article - The Business Journal.pdf

News Article - WKBN.pdf

Press Release.pdf

Property Owner Notification Letter.pdf

Public Comments Received.pdf

Public Notification Mailing List.pdf

Response to Public Comments - Public Comment Response Table.pdf

Response to Public Comments - Verification.pdf

Stakeholder Comment and Response Correspondence.pdf

Stakeholder Contact List.pdf

Stakeholder Notification.pdf

Permits

FEMA FIRM.pdf