



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

TRU Ohltown Viaduct (CR-67) PID 116733

Environmental Document Level: C2

Approved: 11/27/2024

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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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C2

Project Information

PID:	116733
Project Sponsor:	TRUMBULL COUNTY ENGINEER
ODOT District:	4
Funding Source:	Federal

C2 Section

Project Description:



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The Trumbull County Engineer proposes to rehabilitate the historic 1000-foot long, 9-span filled spandrel reinforced concrete arch Ohltown Viaduct, built in 1928, on reinforced concrete substructure units founded on spread footings along Austintown-Warren Road located just west of the Austintown-Warren Road/Ohltown Road/Depot Street (Ohltown-Mineral Ridge Road) intersection and spanning the Meander Reservoir in Weathersfield Township, Trumbull County, Ohio. The proposed rehabilitation will include new waterproofing and asphalt pavement replacement of the existing roadway surface with engineered fill, concrete arch and spandrel wall patching/repairs, replacement of the heavily deteriorated parapet walls with similar style parapet walls to meet current safety standards, new catch basins and storm sewer and the installation of an interpretive historic display documenting the historic viaduct design, the history of the Mahoning Valley Sanitary District (MVSD) and the village of Ohltown at the Ohltown Cemetery located on the east side and adjacent to the viaduct.

Mapping that depicts the project location on the 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 project construction, Austintown Warren Road at the viaduct site will be closed to vehicular traffic between Ohltown Road/Depot Street and the northern section of Austintown Warren Road west of the viaduct for a maximum of 180 consecutive calendar days to rehabilitate the viaduct. The official detour route for this closure will utilize Ohltown Road, North Turner Road, Mahoning Avenue, Lipkey Road and Yerke Young Road. Construction, lane restriction, viaduct closure and detour information will be posted along Austintown Warren Road and all intersecting side roads and on the Trumbull County Engineer webpage prior to the start of construction activities. Substantial traffic disruptions are not expected during project construction.

The majority of the project will be constructed within the existing right-of-way, however, 0.751 acre of temporary right-of-way will be needed from one property owner, Mahoning Valley Sanitary District, to facilitate project construction. See the right-of-way plans for the project in the Project File/General/Project Information subsection as *Final Right-of-Way Plans.pdf*.

The relocation of existing utilities will not be necessary to construct the project.

A Level 1 Ecological Survey Report (ESR) was completed for the project. Four (4) jurisdictional wetlands were identified within the project study area. Impacts to these wetlands and Meander Creek will be avoided during construction of the proposed project.

Habitat for federal and state listed species will not be impacted during the construction of this project. See the ecological documentation for the project in the Project File/Ecological/Reports subsection and the Ecological tab.

Coordination with the Mahoning Valley Sanitary District affected by the proposed construction activities was conducted for the project prior to and during its preliminary engineering phase and will continue throughout detailed design. A plan note has been incorporated into this document since the project is located within a Drinking Water Source Protection Area. See the drinking water documentation for the project in the Project File/Other Resources/Drinking Water subsection.

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

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.

On 7/19/2024, the ODOT State Fiscal Years 2024 - 2027 Statewide Transportation Improvement Program (STIP) was amended to increase funding for the proposed construction phase of this project. Consequently, the project cost for this phase in the ODOT State Fiscal Years 2024 - 2027 STIP reflects the cost specified in Ellis. The estimated total project cost specified in Ellis is 2.91% greater than the total project cost specified in the ODOT State Fiscal Years 2024 - 2027 STIP.

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	116733: 24-27 STIP
DD	116733: 24-27 STIP

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

Yes

Select the appropriate project type:

(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e). **Examples include: Railroad projects that close or relocate at-grade crossings**



In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -

1. **a.** Acquisition of more than a minor amount of ROW (exceeds strip takes)
2. **b.** Residential or non-residential displacements
3. **c.** A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act
4. **d.** A Section 106 finding of *Adverse Effect*
5. **e.** Section 4(f) impacts greater than de minimis
6. **f.** A finding of *May Affect, Likely to Adversely Affect* to Threatened and Endangered Species
7. **g.** Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
8. **h.** Changes in access control
9. **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)
10. **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
11. **k.** No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
12. **l.** A full Environmental Justice Analysis Report (EJAR) is required (the project must be processed as a D-level CE or higher-level document). If a memo-to-file/letter/IOC-format EJAR Short Report is determined to be the appropriate level of documentation, contact OES regarding NEPA document level.

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.

Ecological

Waterways: Present; No Coast Guard, Individual 404, and/or Section 10 Permit required

Waterways Permit Type: Permit Determination and/or Permit Application Approval Pending

Isolated Wetland Permit No

Will any wetlands be impacted? No

The identified Federally Listed Species for the project received an effect determination of No Effect.

Endangered Species Remarks:

The project will not impact habitat for any federal and state listed species. See the threatened and endangered species documentation for the project in the Project File/Ecological/Reports subsection and the Ecological tab.

Scenic Rivers

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



Scenic Rivers Remarks

National or State Wild and Scenic Rivers are not located within 1,000 feet of the project study area. The project will not impact any National or State Wild and Scenic Rivers.

Floodplains

100-Year Floodplain: Encroachment Within the SFHA is a Functionally Dependent Use

EO 11988 Compliance Met Yes

NFIP Coordination and Documentation Completed Yes

NFIP Local Floodplain Coordinator Notification Date: 03/07/2024

Floodplain Remarks

Based on a review of FEMA's National Flood Hazard Layer, the proposed project is located within a 100-year floodplain. Executive Order (EO) 11988 requires actions to avoid, to the extent possible, the long and short-term adverse impacts associated with occupancy and modification of floodplains and to avoid the direct and indirect support of floodplain development whenever there is a practicable alternative. Prior to any fill being placed within a 100-year floodplain, all EO 11988 requirements must be met to address floodplain impacts by federal agencies or their assigned designee.

The project encroaches onto a designated Special Flood Hazard Area (SFHA), Zone A floodplain. A notification (Letter of Compliance LD-51) letter was sent to the Trumbull County Environmental Coordinator (Local Floodplain Administrator) on March 7, 2024. The floodplain administrator responded on March 21, 2024, confirming that the proposed project area is located within a SFHA. The project is designed to comply with all applicable Local, State and Federal floodplain protection standards. On June 26, 2024, the Flood Hazard Development Permit was issued for the project. See the floodplain documentation for the project in the Project File/Permits/Floodplains subsection.

Section 4(f)

Section 4(f): Present; No Programmatic Evaluation or Individual Evaluation Required

Section 4(f) Determination:

Historic Site Exception - 774.13(a)

Section 4(f) Determination Date - 774.13(a) 11/13/2024

Section 4(f) Remarks

On March 20, 2024, and in accordance with Stipulation V(C)(3) of the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio SHPO, and ACHP executed June 29, 2023 (Agreement No. 38503), OES determined that "no adverse effect" is the appropriate finding for the undertaking. SHPO provided concurrence on March 28, 2024. Therefore, in accordance with 23 CFR 774.13(a)(3)(i), the proposed undertaking qualifies as an exception to the requirement for Section 4(f) Cultural Resource approval. See the 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.

Section 6(f)



Section 6(f):

Not present

Cultural Resources

Cultural Resources:

Present; No Finding of Adverse Effect

Cultural Resources Coordination:

No Adverse Effect

Cultural Resources Coordination - ODOT Approval/SHPO
Concurrence Date

03/28/2024

Cultural Resources Remarks

In March of 2024, the Ohio Department of Transportation (ODOT) Office of Environmental Services (OES) Cultural Resources Section conducted a literature review of the Ohltown Viaduct and surrounding area. OES determined that the Ohltown Viaduct on County Route 67 was not included in ODOT's historic inventory. However, based on the literature review, OES determined that the 1928 structure has integrity of location, setting, design, materials, association workmanship, and feeling. The bridge meets the National Register of Historic Places (NRHP) criteria as an example of multi-span concrete filled arch bridge design in the 1920's, designed by a government entity.

OES further stated that there are no other aboveground resources within the APE in addition to the bridge. No further history/architecture investigation or archaeological assessments are recommended.

In conclusion, it is OES's finding that the concrete arch rehabilitation on the historic Ohltown Viaduct (SFN: 7837003) will have no adverse effects on the structure which is eligible for the NRHP based on the following conditions:

1. The bridge will be rehabilitated to the Secretary of the Interior's Standards for the Treatment of Historic Masonry properties, as applied to historic bridges.
 2. The heavily deteriorated parapet wall will be replaced with a similar style parapet wall that meets modern crash standards.
 3. The existing concrete spandrel walls and arches will be patched in kind with matching materials.
 4. The roadway surface will be removed and engineered fill will replace the existing dirt fill within the arches.
 5. A interpretive historic display documenting the historic bridge design along with context on the development of the Mahoning Valley Sanitary District and Ohltown. The display will be installed near the bridge and included in the bridge contract via plan note.
- Based on the project scope, the literature/field and in accordance with Stipulation V(C)(3) of the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio SHPO, and ACHIP (Agreement No 38503), OES has determined that "**no adverse effect**" is the appropriate finding. On March 28, 2024, the SHPO concurred with the finding. No further cultural resource investigations are required. See the cultural resources documentation for the project in the Project File/Cultural Resources subsections and the Cultural Resources Tab.

Tribal Consultation Summary/Remarks:

Tribal consultation was conducted for the project based on the Tribes' individual preferences detailed in either the Tribal Profile Manager in EnviroNet or documented in previous communications. The contacted tribes' provided no objection to the project. See the Tribal consultation documentation for the project in the Project File/Cultural Resources/Coordination subsection and the Cultural Resources Tab.

Environmental Resources Considered

The following environmental resources are present and have been studied for potential impacts:

Regulated Materials

Air Remarks



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Air quality studies or coordination are not required for this project. This project meets 40CFR93.126 as "Projects that correct, improve, or eliminate hazardous locations or features". See the Air Quality documentation for the project in the Project File/Air/Project Information subsection.

Noise Remarks

The project does not qualify as a Type 1 project for noise (i.e. not adding capacity, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) and a noise analysis is not required for the project under 23 CFR 772.

The project involves ROW acquisition, Deep Excavation, or OEPA 513 Landfill Authorization: Yes - Screening

Regulated Materials Review Screening:

No Further Regulated Materials Review

Regulated Materials Review Screening - DEC/OES Approval Date: 08/12/2024

Regulated Materials Review Remarks:

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/RMR/Reports and Coordination subsections.

Environmental Justice

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

Environmental Justice Populations Present; No EJAR Required, Does Not Exceed EJ Guidance Criteria, and No Issues Raised During Public Involvement

Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
391559333012	6	38

Environmental Justice Remarks

A review of the ODOT Transportation Information Mapping System (TIMS) indicated Environmental Justice populations within the proposed project area. No businesses or residences will be acquired or relocated as part of the project. The proposed project will have no disproportionately high and adverse effects to minority or low-income populations based upon the table above and attached mapping and no concerns related to impacts on Environmental Justice were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of Executive Order 12898 and FHWA Order 6640.23A, no further analysis is required for the project. See Environmental Justice documentation for the project in the Project File/Environmental Justice/Project Information subsection and public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

Public Involvement

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



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Public Involvement Remarks

The Trumbull County Engineer's Office conducted various public involvement activities for the project including a press release, website posting, and notifications to property owners/stakeholders (public officials and emergency/public service providers). News articles detailing the project were published in the Warren Tribune Chronicle and the Youngstown Vindicator and posted on the WFMJ and WKBN media websites. 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. 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.

Environmental Commitments

Environmental Commitments

Yes



Environmental Commitments

C2

- 1) The project designer shall incorporate the following note in the plans. TREE CUTTING/REMOVAL PROHIBITED: TREE TRIMMING IS PERMITTED AS DIRECTED BY THE PROJECT ENGINEER, HOWEVER, NO TREES SHALL BE REMOVED FOR THE PROJECT. A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET
- 2) The project designer shall incorporate the following note into the plans. WETLAND AVOIDANCE: UNDER NO CIRCUMSTANCES SHALL ANY MECHANICAL EQUIPMENT (LIFT, SCAFFOLDING, BACKHOE, EARTH MOVING EQUIPMENT, ETC.) AND/OR MATERIALS ENTER THE BOUNDARIES OF THE IDENTIFIED WETLANDS (WETLANDS 1, 2, 3, AND 4). NO FILL MATERIAL SHALL BE PLACED WITHIN THE WETLANDS DELINEATED WITHIN/ABUTTING THE PROJECT CONSTRUCTION LIMITS AND DEPICTED IN THE PROJECT PLANS. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT ALL DEMOLITION DERIS, CONSTRUCTION MATERIALS, WASTE MATERIALS, WATER CHEMICALS OR OTHER SUBSTANCE USED TO CONSTRUCT THE PROJECT FROM ENTERING THE IDENTIFIED WETLANDS.
- 3) The project designer shall incorporate the following note into the plans. MEANDER CREEK RESERVOIR AVOIDANCE: UNDER NO CIRCUMSTANCES SHALL ANY MECHANICAL EQUIPMENT (LIFT, SCAFFOLDING, BACKHOE, EARTH MOVING EQUIPMENT, ETC.) AND/OR FILL MATERIALS ENTER MEANDER CREEK RESERVOIR. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT ALL DEMOLITION DERIS, CONSTRUCTION MATERIALS, WASTE MATERIALS, CHEMICALS, OR OTHER SUBSTANCES USED TO CONSTRUCT THE PROJECT FROM ENTERING MEANDER CREEK RESERVOIR. SHIELD PROTECTION SHALL BE ERECTED FROM THE UNDERSIDE OF THE BRIDGE OVER THE RESERVOIR TO CATCH FALLING DEBRIS. THE SYSTEM SHALL EXTEND ALONG THE BRIDGE AND AN ADDITIONAL 5'-0" BEYOND THE WINTER POOL FOR A MINIMUM OF 20'-0" BEYOND THE LIMITS OF THE DEMOLITION WORK. EVERY EFFORT SHOULD BE MADE TO KEEP DECK AND SPANDREL WALL MATERIAL AND OTHER DEBRIS OUT OF THE RESERVOIR DURING REMOVAL. ASPHALT PAVEMENT MATERIAL SHOULD BE REMOVED BEFORE ANY PORTION OF THE BRIDGE IS REMOVED. THE CONTRACTOR SHALL PROVIDE THE SHIELD PROTECTION PLAN FOR REVIEW AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION.
- 4) The project designer shall incorporate the following note into the plans. THE PROJECT DESIGNER SHALL ENSURE THE PROJECT IS REHABILITATED TO COMPLY WITH THE SECRETARY OF THE INTERIOR'S STANDARDS FOR THE TREATMENT OF CONCRETE AND MASONRY STRUCTURES. <https://www.nps.gov/crps/tps/rehab-guidelines/rehabilitation-guidelines-1997.pdf>. THE PARAPET WALLS WILL BE REPLACED WITH SIMILAR STYLE PARAPET WALLS. THE EXISTING CONCRETE SPANDREL WALLS AND ARCHES WILL BE PATCHED IN KIND WITH MATCHING MATERIALS. THE ROADWAY SURFACE WILL BE REMOVED AND ENGINEERED FILL WILL REPLACE THE EXISTING DIRT FILL WITHIN THE FILLED ARCHES.
- 5)
An interpretive historic display documenting the historic bridge design along with context on the development of the Mahoning Valley Sanitary District and Ohltown will be installed near the bridge.



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6) The project designer shall incorporate the following note into the plans. DRINKING WATER RESOURCES: THE PROJECT IS LOCATED IN OR NEAR THE SOURCE OF A PUBLIC DRINKING WATER SUPPLY. THE CONTRACTOR SHALL LIMIT THE AMOUNT OF OPEN PAINT/SEALER MATERIAL TO THE EXTENT PRACTICABLE TO PERFORM THE REQUIRED WORK. DISCARDED CONTAINERS SHALL BE REMOVED FROM THE VICINITY OF THE RESERVOIR AND UNDER NO CIRCUMSTANCE SHALL ANY PAINT/SEALER MATERIAL BE STORED WITHIN THE 100-YEAR FLOODPLAIN. IN ORDER TO MINIMIZE THE POTENTIAL TO CONTAMINATE THIS WATER SUPPLY, PROJECT RELATED REFUELING AND EQUIPMENT MAINTENANCE ACTIVITIES SHALL NOT BE PERFORMED FROM STA 44+37.05 TO STA 55+37.05. THE CONTRACTOR SHALL IMMEDIATELY TAKE STEPS TO MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR OTHER CHEMICALS INCLUDING THE EPOXY-URETHANE SEALER PAINT AND OTHER MATERIALS USED TO REPAIR, CLEAN, SEAL OR TREAT THE BRIDGE, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. IN CASE OF AN INCIDENT AND/OR SPILL, THE CONTRACTOR SHALL, AS SOON AS POSSIBLE, NOTIFY THE ENGINEER/SUPERVISOR AND CONTACT THE MAHONING VALLEY SANITARY DISTRICT (MVSD) CHIEF ENGINEER AND RESIDENT ENGINEER: 330-652-3614, MAHOING COUNTY EMERGENCY MANAGEMENT DISASTER SERVICES: 330-740-2200 OR 24-HOUR HAZMAT EMERGENCY: 330-799-9721 AND OHIO EPA SPILL REPORTING 24 HOUR EMERGENCY SERVICE: 1-800-282-9378 OR NEDO (330) 963-1200 AND PROVIDE AS MUCH OF THE FOLLOWING INFORMATION AS POSSIBLE: 1. TIME OBSERVED 2. LOCATION 3. MATERIAL RELEASED 4. PROBABLE SOURCE 5. VOLUME & DURATION 6. PRESENT & ANTICIPATED MOVEMENT OF CONTAMINANT 7. PERSONNEL ON SCENE 8. ACTIONS ALREADY INITIATED 9. PERSON(S) ON THE SCENE TO CONTACT.



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Preparers and Approvals

Form Preparer:

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Lorie Feudner
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	11/27/2024



Appendix

General

Aerial Map.pdf

County Map.pdf

Final Right of Way Plans.pdf

USGS Quadrangle Topographical Map.pdf

Air

District Determination - No Air Analysis Required.pdf

RMR

OES Review - Screening.pdf

RMR Screening.pdf

Cultural Resources

Records Check.pdf

SHPO Comments

SHPO Response.pdf

Transmittal 1 - Effect Determination

Tribal Consultation

Tribal Consultation - Correspondence List and Example.pdf

Tribal Response - Seneca Nation.pdf

Ecological

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Other Resources

Census Bureau Urbanized Area Map.pdf

Non-Community Water System Coordination 2.pdf

Non-Community Water System Coordination.pdf

Sole Source Aquifer Mapping.pdf

Water Source Protection Area Map.pdf

Section 4(f)

OES Cultural Resources 4(f) Determination.pdf



Environmental Justice

Census Mapping.pdf

Public Involvement

News Article - WFMJ.pdf

News Article - WKBN.pdf

News Article - Warren Tribune Chronicle.pdf

News Article - Youngstown Vindicator.pdf

Press Release.pdf

Public Comments Received.pdf

Response to Public Comments.pdf

Stakeholder Contact List.pdf

Stakeholder Notification.pdf

Trumbull County Engineer Website Posting.pdf

Permits

Correspondence with Local Floodplain Administrator.pdf

FEMA FIRM.pdf

Letter of Compliance - ODOT Form LD-51.pdf

Local Floodplain Administrator Approval.pdf