



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

MAH Market St Bridge PID 121148

Environmental Document Level: C1

Approved: 10/30/2024

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

PID:	121148
Project Sponsor:	MAHONING COUNTY ENGINEER
ODOT District:	4
Funding Source:	Federal
Project Description:	



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The Mahoning County Engineer proposes maintenance on the Market Street Bridge, Structure File Number 5058589, that carries Market Street over the Mahoning River, CSX and Norfolk Southern Railroads between Ridge Avenue and Front Street in the city of Youngstown, Mahoning County. The proposed bridge maintenance activities consist of replacing the existing bridge lighting, replacing the bridge strip seals at the rear abutment and hinges, replacing the elastomeric compression seal and joint armor at the forward abutment, installing new vandal protection fence, installing a new micro silica modified concrete overlay (only at north end of bridge), patching of concrete at abutments, piers, bridge deck and parapets, repairs to the structural steel and paint system, miscellaneous repairs to scuppers and bridge drainage system, sealing of concrete substructure and parapet surfaces with epoxy-urethane sealer, sealing of deck surface with gravity fed resin and sealing of concrete sidewalk with non-epoxy sealer. 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 project construction, a minimum of one 10-foot lane of vehicular traffic in each direction shall be maintained at all times on the existing pavement or completed pavement and bridge deck. No road closures and detours are proposed to construct the project. The duration of lane closures and restrictions shall be established at the approval of the engineer. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Pedestrian traffic on top of the bridge and on the walking path(s) under the bridge shall also be maintained at all times. The contractor shall be required to provide overhead protection, as necessary, to maintain pedestrian traffic on the walking path(s) under the bridge during project construction. Access shall be maintained to all properties, businesses and intersecting side roads 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 right-of-way.

Existing utilities within the project study area 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.

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 footprint of the project. The search indicated that the proposed project is located adjacent to the Republic Iron and Steel Office Building (NRHP# 86001940) listed in the National Register of Historic Places (NRHP), however, after further investigation the building was previously demolished. The MAH-Market Street Bridge (PID 121148) project is not a part of a larger undertaking and is a type that has minimal potential to cause effects to historic properties in accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503). Therefore, no further coordination is required for the project. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

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 ecological documentation for the project in the Project File/Ecological/Reports subsection and the Ecological Tab.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM for the project study area and determined the project is located within a special flood hazard area. Coordination with the Mahoning County Floodplain Administrator was initiated on September 16, 2024, by the Mahoning County Engineer. On September 25, 2024, the Mahoning County Floodplain Administrator determined the work being performed on this project is considered maintenance that does not change the alignment, grade or hydraulic capacity of the waterways and, therefore, is exempt from the normal permit process required for work encroaching on a 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 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 2024 - 2027 Statewide Transportation Improvement Program (STIP).



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

Yes

Ellis STIP Details

Phase	Current STIP Reference
CO	121148: 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 A

Cultural Resources Coordination Date:

09/17/2024

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:

Yes



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Environmental Commitments

C1

1) YOUNGSTOWN CITY PARK AVOIDANCE:

ALL PROJECT WORK SHALL BE PERFORMED WITHIN EXISTING ROADWAY RIGHT-OF-WAY. STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT AND/OR MATERIALS OUTSIDE THE RIGHT-OF-WAY IS PROHIBITED. USE OF YOUNGSTOWN CITY PARK PROPERTY ON EITHER SIDE OF THE MARKET STREET BRIDGE FOR ANY REASON IS ALSO PROHIBITED. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PROTECT USERS OF THE CONNECTING WALKING PATH(S) BELOW THE BRIDGE DURING PROJECT CONSTRUCTION.



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Preparers and Approvals

Form Preparer

District 4
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Supporting Form Preparer(s):

Lorie Feudner
Sean Carpenter

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	10/30/2024



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Appendix

General

USGS Quadrangle Topographical Map.pdf

Cultural Resources

Records Check.pdf

Ecological

ODNR Scenic River MOA Conditions

Permits

Coordination with Local Floodplain Administrator - No Permit.pdf

Coordination with Local Floodplain Administrator.pdf

District Determination - Floodplain Coordination Required.pdf

FEMA FIRM.pdf