



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA Gambrinus Bridge Replacement PID 99853

Environmental Document Level: C2

Approved: 6/7/2018

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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 11, 2015, and executed by FHWA and ODOT.

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C2

PID: 99853
Project Sponsor: STARK COUNTY ENGINEER
ODOT District: 4
Funding Source: Federal
Private Funding: No

Project Description:

The Stark County Engineer (SCE) proposes to rehabilitate the structurally deficient Gambrinus Avenue SW Bridge (Bridge No. CA-19-59; Structure File Number (SFN) 7631928) spanning the Wheeling and Lake Erie (W&LE) Railroad and Hurford Run. The bridge project involves the replacement of the deck and superstructure components, reconstruction of the abutments, construction of railroad crash walls at Pier Nos. 1, 6 and 7 and roadway approach pavement/drainage reconstruction.

Built in 1962, the existing bridge is an 8-span continuous steel beam structure with a composite reinforced concrete deck, cast-in-place concrete piles, concrete pier caps and concrete abutments. The total project length is approximately 0.12 mile. Mapping that depicts the bridge location on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Maps is included in the Project File/General/Project Information subsection as USGS Quadrangle Topographic Map.pdf.

The project will be constructed within the existing roadway right-of-way and railroad easements. New permanent and/or temporary rights-of-way will not be acquired to construct the project.

Gambrinus Avenue will require closure at the bridge site for a maximum duration of 7 consecutive months to construct the project. Motorists will be detoured along Shepler Church Avenue, Harrison Avenue and U. S. Route 30 during project construction. Construction and detour information will be posted prior to the start of project construction and railroad access and other access to abutting commercial properties will be maintained at all times during project construction.

The existing CA-19-59 bridge is not a historic bridge type and no properties listed on or determined eligible for listing on the National Register of Historic Places (NRHP) or other cultural resources were identified in proximity to the project study area. Cultural resources are not located within the project study area. Cultural resource documentation may be found in the Project File/Cultural Resources/Project Information subsection.

Environmental site assessment (ESA) studies were completed for the project study area. Material management is recommended for the soils excavated to install the proposed crash wall footings at Pier Nos. 1, 6 and 7. These excavated soils will be utilized for backfill/grading purposes on the Wheeling and Lake Erie Railway property/easement area. However, any excavated soils not returned to the Wheeling and Lake Erie Railway property/easement area for backfill/grading purposes shall be disposed at an off-site licensed landfill disposal facility. See Project File/ESA/Reports/Phase II.pdf and Project File/ESA/Coordination/OES Recommendations-Phase II.pdf.



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The project proposes to impact approximately 0.3 acre of suitable wooded habitat (SWH) for the Federal endangered Indiana bat (*Myotis sodalis*) and Northern Long-Eared bat (*Myotis septentrionalis*). Tree removal will occur between October 1 and March 31 to protect the Indiana bat (*Myotis sodalis*) and Northern Long-Eared bat (*Myotis septentrionalis*) species during their summer roosting period. This project meets CC1 and may affect, but is not likely to adversely affect these species. The project will not impact any other state or federally-listed threatened/endangered species or their habitats. No work is proposed below the ordinary high water mark of Hurford Run. The project will not impact any other environmentally sensitive resources within the project study area. See Project File/Ecological/Reports/Level 1 Ecological Survey.pdf.

Overhead and underground utilities to be impacted by the project will be relocated within the existing roadway right-of-way. Existing utilities will not be permanently removed to construct the project. Coordination with affected utility owners is ongoing for the project.

On May 3, 2018, public involvement activities, including a news release and notification of local emergency services and project stakeholders, were conducted for the project. As a result of these activities, an inquiry was received from the Marathon Oil Corporation located north of the bridge location. The SCE met with the Marathon Oil Corporation representatives on May 29, 2018, and responded to all comments and concerns about the project. No other public comments were received for the project. Stakeholder and public involvement documentation may be found in the Project File/Public Involvement/Project Information subsection.

Stage 3 plans were utilized to evaluate environmental impacts by and obtain NEPA approval for the project. Plan information is available in the Project File/General/Project Information subsection as Stage 3 Design.pdf.

The estimated project construction cost specified in Ellis is in agreement with the project funding specified in the Stark County Area Transportation Study (SCATS) Fiscal Year 2018 - 2021 Transportation Improvement Program (TIP).

STIP Reference #

2018stipID0243FDCO and is fiscally constrained.

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 -
a. Acquisition of more than a minor amount of right-of-way
b. Residential or non-residential displacements
c. A Coast Guard, Individual Section 404 and/or a Section 10 permit
d. A Section 106 finding of Adverse Effect
e. A Section 4(f) Programmatic or Individual Evaluation
f. A finding of May Affect, Likely to Adversely Affect to Threatened and Endangered Species
g. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
h. Changes in access control
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)
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
k. No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
l. If an EJ Analysis Report is required, the project must be processed as a D-level CE or higher level document For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental



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resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Waterways:	Present; No Coast Guard, Individual 404, and/or Section 10 Permit required
Waterways Permit Type:	
Isolated Wetland Permit	No
Endangered Species:	Present; No finding of May Affect, Likely to Adversely Affect
Endangered Species - Coordination	May Affect, Not Likely to Adversely Affect
Endangered Species - Coordination Date	12/29/2017
Endangered Species - Critical Habitat Present/Impacted	
Indiana bat	
Northern long-eared bat	
Endangered Species - Other Critical Habitat Present/Impacted:	No
100-Year Floodplain:	Encroachment Within the SFHA is a Functionally Dependent Use
EO 11988/NFIP Coordination and Documentation Completed:	Yes
NFIP Local Floodplain Coordinator Notification Date:	07/22/2015
Section 4(f):	Not present
Section 6(f):	Not present
Cultural Resources:	Not Present
Projects that meet C2 criteria are not anticipated to have impacts to the following environmental resources. If resources are present, documentation is only required if there is a potential for impacts.	
Air Quality:	Studies Not Required
Air Quality - Coordination with OES:	No
Noise:	Studies Not Required
Noise Coordination - OES Approval Date:	
Hazardous Materials - ESA Screening Conducted	Yes
Hazardous Materials - OES Approval Date:	04/22/2016
Phase I ESA Warranted Based on Coordination with OES:	Yes
Phase II ESA Warranted Based on Coordination with OES:	Yes



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Hazardous Materials - Coordination Results	No Further Studies Warranted
Hazardous Materials - OES Approval Date - Phase I:	08/17/2016
Hazardous Materials - OES Approval Date - Phase II:	07/06/2017
Farmland:	Urbanized Area; No Impacts in Accordance With the Farmland MOU and 7 CFR 658
Scenic Rivers	No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area
Projects that meet C2 criteria must be in accordance with ODOT's UP Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.	
Underserved Populations	Does Not Exceed UP Guidance Criteria; No UP Analysis Report Required and No UP Issues Raised During Public Involvement
Public Involvement:	Minimum PI Requirements Met; No Minor Public or Agency Controversy on Environmental Grounds
Environmental Commitments	Yes



Environmental Commitments

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- 1) The project designer shall ensure that the final design properly stockpiles all excavated soils from the proposed crash wall footings at Piers No. 1, 6 and 7 on the Wheeling and Lake Erie Railway property/easement area and returns the excavated soils to the Wheeling and Lake Erie Railway property/easement area for backfill/grading purposes.
- 2) The Project Designer shall incorporate the following note into the plans: The project is located within the known habitat ranges of the federally listed and protected Indiana Bat and Northern Long-eared Bat. No trees shall be removed under this project from April 1 through September 30. All necessary tree removal shall occur from October 1 through March 31. This requirement is necessary to avoid and minimize impact to these species as required by the Endangered Species Act. For the purposes of this note, 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.
- 3) The Project Designer shall incorporate the following note into the plans: The Gambrinus Avenue SW Bridge (Bridge No. CA-19-59; SFN 7631928) spans Hurford Run. No excavation, grading or filling operations shall be performed below the ordinary high water mark of Hurford Run. Under no circumstances shall the contractor store equipment and/or materials within Hurford Run.



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Preparers and Approvals

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Supporting Form Preparer(s): Brian Peck
Jon Hunt
Elizabeth Stober
Scott Basinger

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	6/7/2018



Appendix

Environmental Justice

Census Mapping.pdf

Underserved Populations Form.pdf

General

USGS Quadrangle Topographical Map.pdf

ESA

OES Recommendations - Phase I.pdf

OES Recommendations - Phase II.pdf

OES Recommendations - Screening.pdf

OES Recommendations 2 - Screening (Site 5) .pdf

Cultural Resources

Records Check.pdf

Ecological

USFWS Comments Consult Form STA-Gambrinus Bridge PID 99853.pdf

ODOT Disposition of Agency Comments.pdf

Coordination with ODNR and USFWS.pdf

Public Involvement

Press Release - Media EMS Public Services Notification List.pdf

Press Release.pdf

Correspondence with Stakeholders.pdf

Press Release Email to SARTA.pdf

Property Owner Notification Letter - Industrial Properties.pdf

Property Owner Notification Mailing List.pdf

Property Owner Notification Letter.pdf

Permits

Local Floodplain Administrator Determination.pdf

FEMA FIRM.pdf