



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 04
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Environmental Document for **MAH Idora Bridge PID 104602**

Environmental Document Level: C1

Approved: 5/7/2018

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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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C1

PID:	104602
Project Sponsor:	Mill Creek Park District
ODOT District:	4
Funding Source:	Federal
Private Funding:	No

Project Description:

The Mill Creek Park District proposes to rehabilitate the Idora Bridge spanning a gorge and the city of Youngstown's combined storm and sanitary sewer overflow located on East Park Drive approximately 0.25 mile north of U.S. Route 62 (Canfield Road) within Mill Creek Park, Mahoning County, Ohio. The proposed bridge rehabilitation project includes cleaning and re-pointing the existing stone gravity abutments, wing walls and retaining walls, replacement (in-kind) of timber bridge railing, extending the existing concrete bridge sidewalk, timber posts and railing for approximately fifty-feet, replacement of displaced concrete curb, installation of one catch basin and headwall, resurfacing the bridge deck and approach pavement and other miscellaneous construction related items.

During project construction, the Idora Bridge will remain open to pedestrian and bicycle traffic at all times, however, will be closed to all vehicular traffic for a maximum of 45 days. The detour route for this bridge closure will utilize Canfield Road (USR 62), Glenwood Avenue, Parkview Avenue and East Park Drive.

The closure will also affect the Lanterman's Mill overflow parking lot located immediately south of the Idora Bridge, however, the main lot for Lanterman's Mill (a few hundred feet away) will remain open at all times. No substantial traffic disruptions are anticipated to construct the project.

New permanent right-of-way and/or temporary right-of-way is not required from Mill Creek Park to construct this project.

Existing utilities within the project study area will not be impacted/relocated to construct the project.

The proposed project is located entirely within the National Register boundary of the Mill Creek Park Historic District (NR #05000178). No new right-of-way will be required. The area of potential effects (APE) is limited to the footprint of the project. The Idora Bridge was constructed in 1985. The existing three-span, pre-stressed concrete box beam structure replaced a steel deck girder built in 1900. The original stone abutments and approach roadway retaining walls were incorporated into the design of the existing bridge. The Stage 2 plans sheets (General Notes 2, Sheet 4/10) specifies the existing stone slope walls, stone abutment and retaining walls "shall be rehabilitated in conformance with the U.S. Secretary of the Interior's Standards and Guidelines for Historic Preservation including, but not limited to Preservation Briefs 1) Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings; and 2) Repointing Mortar Joints in Historic Masonry Buildings, issued by the U.S. Department of the Interior, National Park



Service, Cultural Resources, Heritage Preservation Services, and a Memorandum from the Ohio Historic Preservation Office Regarding Mortar Analysis Dated 7/23/01, as appropriate". Therefore, the historic integrity of the Mill Creek Park Historic District will not be diminished by the proposed rehabilitation and maintenance activities.

Therefore, in accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio's SHPO, and the ACHP executed November 8, 2017 (Agreement No. 19319), ODOT Office of Environmental Services (OES) determined on March 1, 2018, the project is a type of undertaking with "minimal potential to cause effects" and is not a part of a larger undertaking. In summary, rehabilitation, and/or maintenance within a historic district where no new right-of-way will be required and no contributing components will be removed or altered, has "minimal potential to cause effects" to the Mill Creek Park Historic District. No further cultural resource investigations are warranted. The ODOT-OES Cultural Resource Coordination - Programmatic Agreement (Agreement No. 19319) Stipulation V(C)(1) and Appendix B - Minimal Potential to Cause Effects IOC, dated March 1, 2018, for the project can be found in the Project File/Cultural Resources/Coordination subsection as OES Section 106 Effect Determination.pdf.

The undertaking will not require land from within the historic boundary of a Section 4(f) Cultural Resource and no contributing features will be removed or altered. Therefore, in accordance with 23 CFR Part 774, ODOT-OES determined on March 1, 2018, the undertaking, MAH-Idora Bridge; PID 104602; will not result in the use of a Section 4(f) Cultural Resource. The ODOT-OES Cultural Resources Section 4(f) Determination e-mail correspondence, dated March 1, 2018, for the project can be found in the Project File/Section 4(f)/Coordination subsection as OES Cultural Resources 4(f) Determination.pdf.

See additional project description information in the Project File/General/Project Information subsection as Project Description Continued.pdf.

STIP Reference #	2018stipID0206FDCO and is fiscally constrained.
Cultural Resources Coordination:	Minimal Potential to Cause Effect - Appendix B
Cultural Resources Coordination Date:	03/01/2018
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



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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

C1

1) The project designer shall incorporate the following note in the plans: MILL CREEK PARK: ACCESS TO ALL MILL CREEK PARK FACILITIES SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR THE TIME NEEDED TO TEMPORARILY OCCUPY THE PROPERTY. THE DURATION OF THE TEMPORARY OCCUPANCY SHALL BE LESS THAN THE TIME NEEDED FOR CONSTRUCTION OF THE PROJECT. TEMPORARY CONSTRUCTION FENCING WILL BE INSTALLED ALONG THE PROPOSED CONSTRUCTION LIMITS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES TO PROTECT THE 4(F) PROPERTY AND THE PUBLIC. APPROPRIATE SIGNAGE WILL BE INSTALLED TO ALERT USERS OF MILL CREEK PARK OF CONSTRUCTION ACTIVITIES, TEMPORARY ACCESS RESTRICTIONS OR CLOSURES, AND DIRECT USERS TO SECONDARY ACCESS POINTS. THE STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS SHALL NOT TAKE PLACE OUTSIDE PROPOSED CONSTRUCTION LIMITS THAT ARE WITHIN THE DEFINED BOUNDARIES OF THE 4(F) PROPERTY. THE CONTRACTOR SHALL BE REQUIRED TO CLOSELY COORDINATE THE CONSTRUCTION SCHEDULE WITH ODOT AND MILL CREEK METROPOLITAN PARK DISTRICT PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES.



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Preparers and Approvals

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Supporting Form Preparer(s):

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	5/7/2018



Appendix

Section 4(f)

OES Recreational 4(f) Determination.pdf

OES Cultural Resources 4(f) Determination.pdf

General

Project Description Continued.pdf

USGS Quadrangle Topographical Map.pdf

Cultural Resources

OES Section 106 Effect Determination.pdf

Public Involvement

Emergency and Public Services Notification List.pdf

Press Release Posting on Mill Creek MetroParks Website.pdf

Press Release on January 3, 2018.pdf

Emergency and Public Services Notification.pdf

News Article - WKBN.pdf

Public Comments Received.pdf

News Article - The Youngstown Vindicator.pdf

News Article - WFMJ.pdf