



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 02

317 E. POE RD. • BOWLING GREEN, OH 43402 • 419-353-8131

Environmental Document

for

LUC Marengo St Bridge Replacemnt PID 103758

Environmental Document Level: D1

Approved: 2/24/2020

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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 June 6, 2018, and executed by FHWA and ODOT.

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Project Type

Please check all of the following actions that apply (Must check at least one):

(13) Actions described in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints listed in 23 CFR 771.117(e). (a) Project types that exceed thresholds in Appendix A (b) Project types that exceed thresholds in Appendix B



General Project Information

Project, Cost Schedule and Work Limits

Environmental Document Level:	D1
PID:	103758
Project Name:	LUC Marengo St Bridge Replacemnt
Project Sponsor:	Toledo, City of
ODOT District:	2
Funding Source:	Federal
Private Funding:	No
Local Public Funding:	Yes
STIP Reference #:	SLI 16
The next phase of the proposed project is listed on the STIP	Yes
The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications	Yes
Planning and Engineering:	\$35,000.00
Right of Way:	\$10,000.00
Construction:	\$2,093,144.14
Other:	\$0.00
An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed	No

Project Description:

The City of Toledo proposes the replace the deficient, historic, closed Marengo Street bridge (SFN 4861035) over a ravine leading to Delaware Creek, in the City of Toledo, Lucas County. The bridge is eligible for listing in the National Register of Historic Places (NRHP). The existing bridge built in 1915 is currently closed (April 2016) to all traffic, due to its poor condition. The replacement bridge will be a three span, continuous steel beam bridge on reinforced concrete abutments and piers. The spans are 56', 70', and 56' for a total of 182' overall. The proposed bridge will slightly increase the roadway profile at mid-span but match existing grade near the ends of the new bridge. This new bridge will re-open an important neighborhood connection.

The project also includes replacement of an existing waterline, funded entirely by the City of Toledo. Utility impacts include the existing waterline being extended across the new bridge; the existing gas line will need to be relocated closer to the new southern right-of-way line; and overhead electric will be relocated during construction.

The project will require temporary right-of-way.

The existing bridge is currently closed to all vehicular traffic. No maintenance of traffic plan is needed.



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The replacement of this historic bridge was determined to be an 'adverse effect' on the historic structure. Section 106 Coordination was completed with the Ohio Historic Preservation Office (OHPO), local consulting parties, ODOT, and the City. A Memorandum of Agreement was completed and signed by the appropriate parties on 01-15-2020.

Minor stream and wetland impacts are associated with this project. Approximately 2.116 acres of suitable wooded habitat (SWH) will be impacted by the project, 1.674 acres within 100' edge of pavement (EOP), the remaining 0.442 acres within 100'-200' EOP. None of the SWH is located within 50' of perennial stream. One primary roost tree (PRT) was identified within the study area, within 100' EOP. A plan note has been added to limit tree clearing to October 1 through March 31. No other environmental, hazardous materials, or underserved populations impacts are anticipated due to this project.

The environmental document and associated studies are being approved using Stage 2 Design. A copy of the plans is included in the project file.

Limits of Proposed Work:	Marengo Street of Ravine
Start (SLM):	0.00
End (SLM):	0.03
Total Work Length (Miles):	0.03

No roadway data for PIDs associated with this CE Form

Sufficiency Rating:	022.0
General Rating:	0
Date Built:	07/01/1915
Bridge Location:	E. OF ERAWA
40. Bridge Type:	343

Design Criteria For Bridges
Design Criteria for Bridges

SFN: 4861035

Sufficiency Rating:	022.0
General Rating:	0
Date Built:	07/01/1915
Bridge Location:	E. OF ERAWA

	Existing:	Proposed:
Bridge Type:	343	322
Bridge Length (ft):	175	182
Number of Main Spans:	3	3
Max Span Length (ft):	85	70
Load Restrictions (TON):	10	10



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Curb to Curb Width (ft):	22	24
Shoulder Width(ft):	n/a	n/a
Under Clearance (ft):	20	20

Bridge Type Description:

The proposed new bridge will be a continuous galvanized rolled steel beam bridge on reinforced concrete deck and substructures.

Load Restrictions Description:

The bridge will be designed for HL93 loaded with a wearing surface of 60 psf (pounds per square foot) which indicates that the new bridge will have not load restrictions.

Will the structure be rehabilitated or replaced as part of the project? Yes

If this bridge is a historic bridge, what type is it? Steel cantilever arch deck truss

Remarks:

The project will replace the historic bridge. See Cultural tab for Section 106 process.

41. Bridge Length (ft):	175
42. Number of Main Spans:	3
43. Max Span Length (ft):	85
44. Load Restrictions (TON):	10
45. Curb to Curb Width (ft):	22

Maintenance of Traffic During Construction

A roadway, bridge or ramp closure is required No

A temporary bridge or roadway is proposed No

A detour is required for the proposed project No

The proposed MOT substantially impacts sensitive environmental resources No

Substantial controversy is associated with the proposed MOT No

Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc. Yes

Remarks:

The existing bridge is currently closed to all traffic. The roadway will remain closed during construction. Coordination is ongoing with the local safety services, due to the closure. Input was received from the fire department related to neighborhood access. See P&N for details.



Are there any Environmental Commitments? No

Right of Way and Utility Involvement

The project requires Permanent Right-of-Way No

The project requires Permanent Easement(s) No

The project requires Temporary Right-of-Way Yes

Number of parcels impacted by Permanent Right-of-Way: 0

Right of Way and Utility Involvement

Number of parcels impacted by Temporary Right-of-Way: 5

Approximate acreage of Permanent Right-of-Way needed: 0

Approximate acreage of Temporary Right-of-Way needed: 0.052

Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area Yes

Large scale transmission facilities are located within the project area No

Private utility easements are located within the project area Yes

The existing private utility easement will be impacted by the project Yes

Coordination with identified utilities has been initiated and/or completed Yes

Remarks:

Utilities in the project area include:

AT&T Ohio; Buckeye Cable System; Centruylink; City of Toledo Department of Public Utilities; Columbia Gas; and First Energy.

- Utility coordination can be found in the project file under General/Right-of-way and Utility Involvement.

Temporary right-of-way is required for this project.



Purpose & Need

Purpose & Need

Project History:

The Marengo Street Bridge over a ravine to Delaware Creek, was originally built in 1925 on a residential neighborhood street in the City of Toledo.

The existing bridge is a 172.5 foot long, three-span cantilevered, riveted steel deck arch truss founded on concrete substructures. The bridge measures 20 feet curb-to-curb, accommodating two travel lanes when it was open to traffic. The original sidewalks have been removed, due to their poor condition. Per the City's records, the bridge saw rehabilitation in 1944, 1956, 1973, 2003, and 2005. The 1944, 1956, and 1973 projects included replacement decks. In 1981, the bridge loads were limited to 15 tons, which is 75% of the legal load limit. The 2003 work included removal of lead paint, followed by city crews replacing steel arches, cross frames, lattice work, and end supports; this work was completed in anticipation of a planned full rehabilitation project that was put out for bid in 2004. The resulting construction bids were much higher than expected and the project was cancelled due to insufficient funding.

The wood plank sidewalks and railing were removed and replaced with guardrail in 2005 after a tree fell on the bridge and damaged the north sidewalks. The City applied for ODOT Municipal Bridge funds in 2012 for the bridge rehabilitation project, but did not receive funding at that time. In 2014, the bridge loads were further limited to 5 tons based on the advanced deterioration of the deck steel. In 2015 annual bridge inspection revealed further deterioration of fracture critical members of the arch truss configuration, leading the City to begin monthly inspections of the structure. The April 2016 monthly inspection revealed failure of stringers and tension members in the bridge substructure, leading the City to close the bridge to all vehicular traffic.

Purpose Statement:

The purpose of this project is to reestablish a structurally safe and stable transportation connection between the properties on Erawa Drive and Marengo Street on the west side of the ravine and the rest of the neighborhood on the east side of the ravine.

Need Element(s):

Primary Needs

Address structurally deficient bridge on Marengo Street

The bridge Sufficiency Rating for the Marengo Street Bridge over the ravine to Delaware Creek is 22.0 out of 100.0 possible points. The Sufficiency Rating is a weighted mathematical formula that considers the Structural Evaluation of the bridge (55%), the Functional Obsolescence of the bridge (30%), and the structure's Essentiality for Public Use (15%). The Structural Evaluation includes condition ratings for the Bridge Deck, Superstructure (the parts on the bridge span below the Deck), Substructure (the parts of the bridge that support the bridge span), and any retaining walls that may be present. The Functional Obsolescence of the bridge includes appraisal ratings of how the design of the bridge meets



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current standards. The Essentiality for Public Use considers the Average Daily Traffic on the bridge, the Detour Length if the structure is closed, and if the route is designated for Military Use. A Sufficiency Rating of 22.0 indicates that the bridge has adequacy issues in all three areas of this evaluation.

Condition Ratings for Summary Items on bridges range from 9-0, with 9 being the best rating and 0 representing failure. A bridge is considered Structurally Deficient if it has a Summary rating of 4 or less for the Deck, Superstructure, Substructure, or Retaining Wall AND has an appraisal rating of 2 or less for the Structural Condition or Waterway Adequacy. The Marengo Street Bridge is rated Structurally Deficient because the Superstructure has a condition rating of 0, the Substructure has a condition rating of 3, the Deck has a condition rating of 4 AND the Structural Condition Appraisal is 0. These low ratings indicate the presence of failed structural members, which led to the bridge being closed to traffic.

Reestablish connectivity to neighborhood

Marengo Street is a Local Road in a neighborhood in southern Toledo near the Maumee River. The neighborhood is bounded by Wildwood Boulevard (Local Road) on the north, River Road (Major Collector) on the east, Brookford Drive (Local Road) on the south, and Erawa Drive (Local Road) and Glynn Drive (Local Road) on the west. Sherwood Avenue (Local Road) runs east/west through the middle of the neighborhood and provides a signalized, at-grade intersection with the limited-access, 6-lane SR 25/Anthony Wayne Trail (Principal Arterial). Island Avenue (Local Road) runs north/south through the neighborhood and provides the only neighborhood connection to Erawa Drive due to its proximity to a ravine connected to Delaware Creek.

On its north end, Erawa Drive becomes Rohr Boulevard (Local Road) where it crosses Delaware Creek. Rohr Boulevard connects to another neighborhood at Yaryan Drive (Local Road), at which point Rohr Boulevard is usually a one-lane, one-way road going eastbound to River Road. Since the closure of the Marengo Street Bridge in April 2016, Rohr Boulevard has been temporarily changed to two-way operation to accommodate the traffic affected by the bridge closure. This arrangement must be temporary because Rohr Boulevard is too narrow to support long-term two-way traffic. It is 20-feet wide at the widest spots, but narrows to 17 to 18-feet wide in some places. Additionally, there are no paved shoulders or pedestrian/bike facilities on much of this roadway that provides access to the kayak launch to Delaware Creek and the Maumee River. The road also parallels and provides access to Delaware Park. There is a short segment of sidewalk on the north side of Rohr Boulevard that provides a pedestrian connection to Harvard Elementary School from River Road pedestrian facilities. This detour is approximately 1.0 mile long.

A second access to the area affected by the Marengo Street Bridge closure is through the neighborhood to the north of Rohr Boulevard. From Glendale Avenue, inbound traffic can take South Glendale Avenue (Local Road) to Circular Road (Local Road) to Yaryan Drive. Topography and roadway alignment make this route less than optimal, particularly in the winter. There is a steep grade on Yaryan Drive, which is also too narrow to adequately accommodate two-way traffic. The neighborhood streets of Circular Road, Yosemite Drive, and South Glendale Avenue are approximately 20-feet wide and allow on-street parking on one side of the street. The City of Toledo has temporarily increased its snow and ice control for the neighborhood by four times the amount it normally invests, in order to keep this connection open to the residents of Erawa Drive. This detour is approximately 1.5 miles long.

Secondary Needs

Provide adequate access for overhead utility maintenance equipment

In addition to neighborhood connectivity for the residents of Erawa Drive, utility companies need to utilize the Marengo Street Bridge to access the overhead electrical and telephone utility lines for maintenance activities. The overhead distribution and service lines run parallel to Marengo Street and cross the ravine in the right-of-way adjacent to the bridge. The distribution lines cross the Anthony Wayne Trail just west of Erawa Drive. The loss on a roadway crossing of the ravine at Marengo Street will have a negative impact on maintenance activities for the utilities crossing the ravine. Also, the detour routes are not suitable for the heavy equipment that is used in the maintenance activities for overhead utilities, which makes it extremely difficult for maintenance vehicles to access the area without using the Marengo Street Bridge.



Provide adequate access for emergency response vehicles

The Toledo Fire and Rescue Department has expressed a number of concerns regarding the loss of direct access to the properties on Erawa Drive via the Marengo Street Bridge. First and foremost, they previously had a responding ladder truck become stuck in the residential neighborhood that is now providing access to Erawa Drive, due to the narrow streets and on-street parking that is permitted in that neighborhood. If a large emergency vehicle becomes stuck here, without access from Marengo Street there is no other way to reach the affected properties. Additionally, large responding vehicles cannot make a right turn from Circular Road onto Yaryan Drive due to a tight turning radius and the topography of the neighborhood, therefore eliminating other available routes through the adjacent neighborhood if a vehicle gets stuck. Another concern would be the inability to access the neighborhood from a different direction if there was a disruption in water service to that area. Other issues raised by the Fire and Rescue Department include the ability for their equipment to traverse the adjacent neighborhood during snow and ice events and the possibility of mature trees falling and blocking the only route available. An email outlining Toledo Fire and Rescue Department's concerns is in the project file.

Goals and Objectives:

n/a

Summary Statement:

The purpose of this project is to reestablish a structurally safe and stable transportation connection between the properties on Erawa Drive and Marengo Street on the west side of the ravine and the rest of the neighborhood on the east side of the ravine. The existing bridge has deteriorated to the point that it was closed to traffic in April 2016. A structurally safe and stable connection between the two sides of Marengo Street is needed to provide neighborhood connectivity and reduce travel on adjacent neighborhood streets, to provide adequate access for overhead utility maintenance equipment, and to provide a less restrictive primary route for emergency response vehicles.

Logical Termini and Independent Utility:

Based on the needs described above, the logical termini for this project are the east and west approaches of Marengo Street to the ravine to Delaware Creek, and includes a section of the ravine long enough to evaluate a range of alternative solutions.

This project is independent of any other transportation improvement in the area and does not preclude any future project. Therefore, independent utility is established for the proposed project.



Alternatives

Alternatives

Discuss No Build Alternative:

The No Build Alternative does not involve any work on the existing bridge. The bridge is currently closed to traffic due to its poor condition. This alternative does not meet the project's purpose & need.

Was a Feasibility Study completed?

Yes

Date Feasibility Study was approved:

01/24/2020

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Alternative 1A	Rehabilitate Existing Truss for H15 Loading	Does not meet emergency services equipment transport needs	No
Alternative 1B	Rehabilitate Existing Truss for HS20-44 Loading	Higher cost due to maintaining trusses	No
Alternative 2A	Preserve Existing Trusses and Construct New Bridge	Highest life cycle cost to preserve trusses & new bridge	No
Alternative 2B	Remove Existing Truss Bridge and Construct New Bridge	Lower right-of-way impacts, fewer environmental impacts, has the most public support, not dismissed	Yes
Alternative 3A (3 in 2018 FS)	Replace Existing Bridge with Embankment and (Circular) Culvert	Not dismissed during initial analysis, dismissed during second analysis, limits wildlife movement, changes neighborhood viewshed, negative public input	No



Alternative 3B	Replace Existing Bridge with Embankment and Elliptical Culvert	Lowest cost alternative, changes neighborhood viewshed, negative public input	No
Alternative 3C	Replace Existing Bridge with Tiered Embankment and Elliptical Culvert	Highest cost of culvert alternatives, changes neighborhood viewshed, negative public input	No

Discuss Reasons Alternative Identified as Preferred was selected:

The initial Feasibility Study (FS) conducted in 2018 considered four alternatives - 1A, 1B, 2A, and 3 (also called 3A). All four met the project's purpose and need. The 2018 FS, recommended Alternative 3, replace the existing bridge with embankment and circular culvert. This alternative was selected by the designers, DLZ and the City of Toledo based on having the lowest life cycle cost, constructability, and engineering judgement. Alternative 1A (rehab with H15 load limits) meets the primary purpose & need, but does not address secondary need to provide access for emergency services equipment access needs.

Alternative 1B (rehab with HS20-44 load limits, allows emergency vehicles to use) has the second highest life cycle cost due to continued maintenance of steel trusses.

Alternative 2A (preserve truss and construct new bridge) has the highest life cycle cost to maintain the existing trusses and the new structure.

Alternative 3A (replace with circular culvert) had the lowest cost of the original four alternatives.

The four alternatives (1A, 1B, 2A, & 3A) were presented to the public at an open house meeting on December 20, 2018. The citizens that attended the meeting and provided comments following the meeting were unhappy with the embankment and circular culvert alternative which did not provide for enough movement of wildlife that lives and roams in the ravine and would change in the view-shed of the ravine. For more details see the Public Involvement tab and project file.

The City then scoped the designers to evaluate three additional alternatives, 2B, 3B, & 3C. The Feasibility Study was revised in April 2019 to add 3 additional alternatives. The evaluation of the original 4 alternatives did not change. The new alternatives included:

Alternative 2B (construct new bridge) had higher construction and maintenance costs than 3A & 3B, maximizes wildlife movement and smallest change to viewshed.

Alternative 3B (elliptical culvert) had the lowest cost and but high changes the neighborhood viewshed.

Alternative 3C (tiered embankment elliptical culvert) has the highest cost of the culvert alternatives due to tiered structure and high changes the neighborhood viewshed.

The Feasibility Study recommended Alternative 3B which provided sufficient opening for wildlife to pass through and was the second to the lowest cost.

The seven alternatives were presented to the public at the second open house meeting on April 22, 2019. The citizens that attended the meeting were pleased that the City had evaluated additional alternatives and the consensus was they wanted Alternative 2B - a new bridge to replace the existing bridge in some form, regardless of the higher cost as compared to the embankment/culvert due to the wildlife movement and lowest changes to the neighborhood viewshed. The issues were the same as earlier related to the embankment. For more details see the Public Involvement tab and project file.



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On July 23, 2019, the City of Toledo announced that the selected preferred alternative was Alternative 2B, remove existing truss bridge and construct new bridge. This alternative preserves the open ravine and has fewer environmental impacts than embankment alternatives. the new bridge will be constructed with a similar railing style to the Wildwood Bridge and another structure in the same neighborhood of the same era. Both of the Feasibility Studies can be found in the project file under Alternatives.



Air

Mobile Source Air Toxics (MSATs)

Sensitive Areas are located within approximately 500' of the proposed project area	Yes
The proposed project is listed as a C1 in ODOT's CE Guidance and/or falls under 40 CFR 93.126	No
The proposed project involves adding capacity, a new interchange, relocating thru lanes significantly closer to sensitive areas, or expanding an intermodal center	No
Design Year ADT is <140,000	No

Remarks:

This project does not add capacity, a new interchange, or a new road on new alignment. Hence, this project will not result in any meaningful changes in traffic volume, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.

Particulate Matter 2.5 (PM2.5)

The proposed project is in an air quality non-attainment or maintenance area	No
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Remarks:

The project is located in Lucas County which is not an PM2.5 maintenance or non-attainment area, therefore a PM2.5 analysis is NOT required.

Carbon (CO)

The State of Ohio is in attainment for CO at this time and no coordination or analysis is required

Ozone

The proposed project is in an Ozone non-attainment or maintenance area	No
The proposed project is listed on the TIP	Yes

Remarks:

The project is not located in an ozone maintenance or non-attainment area. No analysis is required.



Environmental Commitments

Are there any environmental commitments?

No



Noise

Noise

Noise Sensitive Areas located within approximately 500' of the proposed project area	Yes
Noise Analysis conducted	No
The proposed project is a Type I project	No
The proposed project is a Type II project	No

Remarks:

There are eight residences within 500 feet of the project area. No noise analysis is required because the project is not moving travel lanes significantly closer (50%) to noise sensitive areas and the project is not adding capacity.

Environmental Commitments

Are there any environmental commitments?	No
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ESA

Does the project require any Permanent ROW or Easement?: No
Does the project require any temporary ROW?: Yes

ESA

ESA Screening Report was completed by District Staff No

Remarks:

Lawhon & Associates, Inc. conducted Regulated Materials Review for the project corridor in March 20, 2019 which was conducted in accordance with the Ohio Department of Transportation Office of Environmental Services (ODOT-OES) Guidance (2017). As a result of this review, none of the sites warranted further site assessment or special material management. ODOT D-2 reviewed the RMR and concurred that no further site assessment or special material management is required. The decision document was uploaded January 7, 2020.

According to the IOC from OES does the project require any Environmental Commitments (plan notes and/or other coordination)? No



Cultural Resources

Cultural Properties Present

Please describe all of the efforts made to identify Historic Properties (including lit review, field investigation, etc.):

ODOT District 2 Environmental Staff prepared the Section 106 Scoping Request on September 5, 2018. The request for review provided a records check which included a review of electronic data from the Ohio State Historic Preservation Office (SHPO) to identify properties within the project area listed on or eligible for the National Register of Historic Places (NRHP), Ohio Archaeological Inventory (OAI) sites, Ohio Historic Inventory (OHI) buildings and structures. No OAI or OHI sites were identified within the project area. The bridge was determined eligible for listing on the NRHP in 1983 as a result of *The Ohio Historic Bridge Inventory and Evaluation, and Preservation Plan*.

On February 26, 2019 ODOT-OES determined that, excluding the bridge, no additional history/architecture properties within the APE were eligible for inclusion in the NRHP. On March 27, 2019 SHPO concurred.

On February 21, 2019, ODOT-OES staff conducted a archaeological field review of the area. This review indicated that the existing right-of-way was confined to areas previously disturbed by underground utility and storm water drainage installation, very steeply sloping ravine, and an active narrow stream area, these preclude the existence of significant archaeological remains, no further archaeological investigations are recommended.

Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800?

Yes

OES Approval/OSHPO Concurrence Date:

09/30/2019

Remarks:

In accordance with 36 CFR 800 ad Stipulation V(C), Finding of Adverse Effect (36 CFR 800.5), of the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio's SHPO, and the ACHP executed November 8, 2017 and amended on July 11, 2019 (Agreement No. 19319), on August 28, 2019, ODOT-OES determined that on a finding of "adverse effect" is applicable to the subject undertaking based on the following: removal of the Marengo Street Bridge (SFN 4861035), eligible for inclusion in the NRHP, constitutes an adverse effect; and no additional cultural resources listed in or eligible for listing in the NRHP will be affected by the undertaking.

SHPO provided concurrence with this finding on September 30, 2019.

On October 9, 2019 ODOT-OES notified the Advisory Council on Historic Preservation (ACHP) to determine participation in the consultation process. On October 31, 2019 ACHP notified ODOT-OES of its decision not to participate in the consultation process.

In September - December 2019 ODOT-OES staff met with SHPO and the Consulting Parties to work through the Section 106 consultation process, address concerns, and develop a Memorandum of Agreement (MOA).

On January 15, 2020 an MOA was executed between SHPO, ODOT, and the City of Toledo with Ohio Bridge Association, Thomas Tharp, and Sara Marshall (Consulting Parties) as concurring parties for the Adverse Effect. Stipulations contained in the executed MOA are included as environmental commitments below. This concludes the Section 106 process.

Please check all NRHP Eligible and/or Listed resources:



Bridge

What is the Section 106 effect determination in the OES Transmittal? Adverse Effect

Does this project have an Adverse Effect on Archaeological resources? No

Does this project have an Adverse Effect on History/Architecture resources? Yes

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Date OSHPO Concurred with Adverse Effect determination: 09/30/2019

Date Documentation for Consultation was sent

ACHP: 10/09/2019

OSHPO: 08/28/2019

Is FHWA consultation required? No

Did you contact any other Consulting Parties? Yes

Consulting Parties

Additional Party Name	Documentation Date:
Thomas Tharp	01/09/2019
Sara Marshall	12/24/2018
David Simmons	12/24/2018

Date of Advisory Council on Historic Preservation response: 10/31/2019

Is Advisory Council on Historic Preservation participating? No

Date MOA was executed: 01/15/2020

Tribal Consultation

Tribal Consultation Summary/Remarks:

The Miami Tribe of Oklahoma offers no objection to the project as it is not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, as this site is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. See the Miami Tribe of Oklahoma correspondence, dated September 9, 2019, with its comments on the project in the Project File/Cultural Resources/Coordination subsection.

The Delaware Nation was notified of the project on August 28, 2019. The Tribe did not provide any response within the 30 day comment period.

Environmental Commitments



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Are there any Environmental Commitments?

Yes



Ecological

ESR

Has an ESR been completed? Yes

Date ESR was completed: 07/09/2019

Wetlands

Are Wetlands Present? Yes

Are Any Wetlands impacted? Yes

Has a Wetland Delineation been made? Yes

Has the wetland Jurisdictional Determination been made? No

Identified Wetlands

Wetland ID	ORAM Category	Type	Est Total Size (Acres)	Est Impact (Acres)
Wetland A	2	Non-Isolated	0.05	0.037
Wetland B	2	Non-Isolated	0.067	0.067
Wetland C	2	Non-Isolated	0.217	0.217
Wetland D	2	Non-Isolated	0.004	0.004
Wetland E	2	Non-Isolated	0.009	0.009

Est. Total Size (Acres) of for Project: 0.347

Est. Total Impacted (Acres) of for Project: 0.334

Total Acres of Non-Isolated Wetlands impacted: 0.334

Total Acres of Isolated Wetlands impacted: 0

Remarks:

Lawhon & Associates, Inc. prepared a Level 1 Ecological Survey Report dated July 9, 2019. Five wetlands were identified within the project area, all of which will be impacted for a total impact area of approximately 0.334 acres:

- Wetland A - non-isolated
- Wetland B - non-isolated
- Wetland C - non-isolated
- Wetland D - non-isolated
- Wetland E - non-isolated



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These impacts result from the LUC Marengo Street Bridge project. The "Do Nothing" Alternative would not satisfy the Purpose and Need of the project because it would not address the deficient, closed bridge. Avoidance of wetland locations will be performed to the extent practicable.

Mitigation for wetland impacts will be performed per the requirements for the waterway permit.

Streams & Rivers

	Present:	Impacted:
Streams and Rivers:	Yes	Yes
National Scenic River:	No	
State Scenic River:	No	
Sec 9:	No	
Sec 10:	No	

Impacted Streams and Rivers

Stream Name	Total Linear feet Impacted	QHEI	Aquatic Life Use Designation
UNT to Delaware Creek	670	n/a	Class II PHWH

Total Linear feet Impacted:

670

Remarks:

Lawhon & Associates, Inc. prepared a Level 1 Ecological Survey Report dated July 9, 2019. One stream was identified within the project area, which will be impacted.

- Unnamed Tributary to Delaware Creek drains to Delaware Creek, to the Maumee River

Any necessary stream mitigation will be addressed as a part of the waterway permit process.

Other Surface Waters

	Present:	Impacted:
Reservoirs:	No	
Lakes:	No	
Ponds:	No	
Storm Water Management Facility:	No	
Jurisdictional Ditch:	No	
Other (If selected please explain in remarks):	No	

Remarks:



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A Level 1 Ecological Survey Report was performed by Lawhon & Associates Inc. on July 9, 2019. No other surface waters were identified within the project area.

Terrestrial Habitat

	Present:	Impacted:
Terrestrial Habitat:	Yes	Yes
Unique or high Quality:	No	

Remarks:

A Level 1 Ecological Survey Report was performed by Lawhon & Associates, Inc. on July 9, 2019. Terrestrial habitat in the project area consists of common mixed vegetation and trees and includes Low Density Developed (primarily single family housing, intermediate disturbance); Upland Forest (uplands dominated by trees); Forested Swamp (wetland dominated by trees); and Herbaceous Riverine Community (submergent, floating, and/or emergent vegetation along rivers and streams). No unique or high quality terrestrial habitats occur within the study area.

Threatened or Endangered Species

	Present:	Impacted:
Within the known range of a Federal Species?	Yes	No
Federal Species/habitat found within the project area?	Yes	Yes
Within the known range of a State Species?	Yes	No
State Species/habitat found within the project area?	Yes	No

Remarks:

The proposed project is within the known range of the following federally (F) listed threatened and endangered species. According to the ODNR Ohio Heritage Program (OHD) review, the project is within 1 mile of the known range of several state (S) listed threatened and endangered species.

- Indiana bat (*Myotis soladis*) - F
- Northern long-eared bat (*Myotis septentrionalis*) - F
- Kirkland's Warbler bird (*Dendroica kirklandii*) - F
- Piping Plover (*Charadrius melodus*) - F
- Karner Blue Butterfly (*Lycaeides melissa samuelis*) - F
- Eastern Prairie Fringed Orchid (*Platanthera leucophaea*) - F
- Rufa red knot bird (*Calidris canutus rufa*) - F
- Rayed bean (*Villosa fabilis*) - F
- Eastern Massasauga (*Sistrurus catenatus*) - F
- Spotted Turtle (*Clemmings guttata*) - S
- Kirtland's snake (*Clonophis kirtlandii*) - S



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The project is within the known range of the following federal listed species of concern:

- Bald Eagle (*Haliaeetus leucocephalus*) - F

Review of the ODNR Biodiversity Database identified the following state threatened species as known or suspected of being in Lucas County. Those species are: Blanding's Turtle (*Emydoidea blandingii*), Blue-spotted salamander (*Ambystoma laterale*), America Bittern (*Botanurus lentiginosus*), Black tern (*Chlidonias niger*), Common tern (*Sterna hirundo*), King rail (*Rallus elegans*), Cattle egret (*Bubulcus ibis*), Lark sparrow (*Chondestes grammacus*), Upland sandpiper (*Bartramia longicauda*), and Black-crowned night heron (*Nycticorax nycticorax*). No suitable habitat is present within the project area for these state-listed species.

For the Indiana bat, approximately 2.116 acres of suitable wooded habitat (SWH) are expected to be impacted by this project. Of the 1.674 acres of SWH, 0.011 acres are within 100' of EOP; and 0.442 acres is within 100' to 300' EOP. None of the SWH is located within 50' of a perennial stream. One PRT was identified within 100' EOP. Review of ODNR's NHD did not identify a capture within five (5) miles, nor any records of hibernacula within ten (10) miles of the proposed project area. To avoid impacts to this species, all tree removal will be completed between October 1 and March 31. A plan note will be added. This project meets CC1 and *may affect not likely to adversely affect* this species.

For the Northern long-eared bat, suitable habitat similar to the Indiana bat was identified. This species also prefers man-made structures and caves. No caves were identified within the proposed project area and no man-made structures except houses will be removed. To avoid impacts to this species, all tree removal will be completed between October 1 and March 31. A plan note will be added. This project meets CC1 and *may affect not likely to adversely affect* this species.

For the Kirtland's warbler, the project is located more than 10 miles from Lake Erie, therefore wooded of scrub/shrub habitat are not considered suitable habitat. No impacts are anticipated to this species.

For the Piping plover, the project no suitable habitat was identified within the project area. No impacts are anticipated to this species.

For the Karner blue butterfly, wild lupine was not identified within the project area. No impacts are anticipated to this species.

For the Eastern prairie fringed orchid, was not identified within the project area. No impacts area anticipated to this species.

For the Rufa red knot, was not identified within the project area. No impacts area anticipated to this species.

For the Rayed bean, stream is not large enough to support mussel populations. No impacts are anticipated to this species.

For the Eastern Massasauga, although several wetlands and some upland habitat are located within the project area, the surrounding area is residential and this species is unlikely to use this heavily wooded area. The project is not located within an eastern massasauga polygon. No impacts are anticipated to this species.

For the Spotted turtle, emergent wetlands may be suitable habitat. This project may impact, but is not likely to impact this species.

For the Kirtland's snake, emergent wetlands may be suitable habitat. This project may impact, but is not likely to impact this species.

Agency Coordination

	Coordination Required:	Comments Received Date:
Ohio Department of Natural Resources (ODNR):	No	
United States Fish and Wildlife Service (USFWS):	Yes	09/20/2019
Ohio Environmental Protection Agency (OEPA):	No	
United States Army Corps of Engineers (USACE):	No	
ODNR State Scenic River:	No	



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National Park Service (NPS) National Scenic River:	No	
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Remarks:

Coordination under the February 29, 2016 Framework Programmatic Biological Opinion the ESR was submitted to USFWS on August 31, 2019. The USFWS concurred on September 19, 2019 that the project *may affect, not likely to adversely affect* the Indiana bat and the Northern long-eared bat and ODOT adheres to clearing any trees only between the dates of October 1 and March 31; minimizes tree removal, the project footprint, aquatic resource impacts, and forested upland habitat impacts.

- ESR and agency coordination may be found in the project file under Ecological.

Are there any environmental commitments?

Yes



Other Resources

Farmlands

Farmlands

The proposed project is located within an Urbanized Area Yes

The proposed project is located in an area that is in or committed to urban development or water storage and is therefore not subject to the Farmland Policy Protection Act (FPPA) in accordance with 7 CFR 658. No further coordination is required.

Remarks:

Based upon review of appropriate mapping, the proposed project is located in an urbanized area zoned for non-agricultural purposes and is not in an agricultural district. Therefore, the proposed project meets the terms and conditions of the *Memorandum of Understanding between the Natural Resource Conservation Service and the Ohio Department of Transportation for Projects Involving Farmlands (Agreement No. 19552)*, executed on March 15, 2016. No further coordination is required.

- The Toledo Urbanized Area map may be found in the project file under Other Resources/Farmland

Are there any environmental commitments? No

Drinking Water

The proposed project is wholly or partially located within the USEPA designated boundaries of a Sole Source Aquifer No

	Present:	Impacted:
The proposed project is wholly or partially located within the OEPA designated boundaries of a Source Water Protection Area	No	

Coordination with the Local Public Water Administrator is required No

	Present:	Impacted:
Residential Wells are present	No	

Remarks:

The Ohio EPA Division of Drinking and Ground Waters mapping tool was used to identify the presence of drinking water resources within the project study area. The map indicates that there are no public water system wells, intakes, drinking water source protection areas, non-transient, non-community Water Systems or transient non-community water systems within 1/2 mile of the project area. The project area does not lie over a Federally-designated sole source aquifer.



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A search of the ODNR Division of Soil and Water Well Logs did not identified any residential drinking water wells located within 1/4 mile of the project location.

- The drinking water related maps may be found in the project file under Other Resources/Drinking Water

Are there any environmental commitments?

No



Section 4(f)

Section 4(f) Determination

Section 4(f) properties are within and/or adjacent to the proposed project area Yes
Concurrence received from the OWJ Yes
Were there multiple OWJs? No
Date concurrence received: 09/30/2019

	Present:	Impacted:
Publicly owned Park(s):	No	
Publicly owned recreation facility(ies) and/or area(s):	No	
Wildlife and Waterfowl refuge(s):	No	
Historic Site(s):	Yes	Yes

Identified Section 4(f) Properties

Identified 4(f) Properties

Property Name	Type	Permanent ROW/Easement Acres	Temporary ROW/Easement Acres	4(f) finding	Date
Marengo Street Bridge over ravine	Historic Site	0	0	Historic Bridge	02/03/2020

Remarks:

The Marengo Street Bridge is eligible for listing on the National Register of Historic Places (NRHP) and the removal of the existing bridge will be an adverse affect. Measures to minimize harm have been incorporated into the project and are detailed in the Memorandum of Agreement (MOA) executed 01/15/2020 and as environmental commitments under the Cultural Resources tab.

A Programmatic Section 4(f) Evaluation for Projects That Necessitate the Use of Historic Bridges was prepared by ODOT-OES Cultural Resources Staff. In correspondence dated 02/03/2020, in accordance with 23 CFR 774, ODOT-OES has established that:

- The use of the Programmatic Evaluation is appropriate
- The proposed measures to minimize harm are acceptable, and
- The assessment of impacts is appropriate.

All documentation related to coordination and correspondence activities associated with this finding can be found in the project file under Section 4(f) Coordination and Section 4(f) Reports.



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Are there any environmental commitments?

No



Section 6(f)

Section 6(f) Determination

Present:		Impacted:
6(f) Properties:	No	

Remarks:

Research of the Land and Water Conservation Fund Coalition website <https://www.lwcfcoalition.com/tools> did not identify any parks or recreation areas that have used Section 6(f) funds within the project area. No coordination is required.

- The LWCF Grant Listing can be found in the Project File under Section 6(f)/Project Information

Are there any environmental commitments?

No



Community Impacts

Community Impacts

Will the proposed action comply with the local/regional development patterns for the area? Yes

Remarks:

The proposed project is consistent with local plans and is not expected to change development patterns in the area. It is a mature residential neighborhood. The project is listed in the Toledo Area Metropolitan Council of Governments' (TMACOG), the Metropolitan Planning Organization for the region, FY 2018-2021 Transportation Improvement Program.

Will the proposed action result in substantial negative impacts to community cohesion? No

Remarks:

The project is not expected to result in any negative impacts to community cohesion. The project will have a positive impact on the cohesiveness of the neighborhood by opening the bridge between the section of the ravine area.

Will the proposed action result in indirect or cumulative impacts? No

Remarks:

The proposed improvements will not result in a reasonably foreseeable secondary or cumulative impact. The proposed improvements are expected to have positive impacts on the local community by re-connecting the areas around the ravine by re-opening the bridge.

Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities? No

Remarks:

Substantial impacts will not occur to health and educational facilities, public utilities, fire, police, emergency services, religious institutions, or public transportation facilities. Since the bridge is currently closed, the construction will not impact these services. When construction is complete, the project will have a substantially positive impact on public utilities, fire, police, and emergency services with the re-opening of the bridge to traffic.

Will the proposed action displace residents, businesses, institutions or farms? No

Remarks:

There will be no residential, business, agricultural or institutional displacements as a result of the project.

Are there any Environmental Commitments? No



Underserved Populations

Underserved Populations

Identified Underserved Populations

Census Block Group #	% Minority	% Low Income
390950045013	6	14

Are Underserved Populations located within and/or adjacent to the proposed project area? Yes

Are there any relocations? No

Will there be changes to access? No

Will the proposed project result in unanticipated additional impacts to any Underserved Populations? No

Were any concerns related to impacts on Environmental Justice Populations or any other unique factors that could result in a disproportionately high and adverse effect raised during public involvement? No

Were any concerns related to impacts on Title VI Populations or any other unique factors that could result in a disparate impact raised during Public Involvement? No

Were any concerns or any other unique factors that could result in an impact to any of the other Underserved Populations (Limited English Proficiency, Older Adults, or Individuals with Disabilities) raised during Public Involvement? No

Remarks:

According to the ODOT's Transportation Information Management System (TIMS), the UP population percentages are mixed in the project area. The Minority population is 6 percent. The Low Income population is 14 percent. The older adult population is 15 percent. Limited English Proficiency population is 0 percent.

Flyers were mailed to various businesses and churches close to the project area with request to post for customers/members prior to the first public meeting. Flyers were hand delivered by the City of Toledo staff to the businesses and churches to post for members/customer prior to the second public meeting. No concerns related to underserved populations were raised.

The proposed project will have no disproportionately high and adverse effects to minority or low-income populations or disparate impacts to a Title VI population based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on Environmental Justice or Title VI populations 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, FHWA Order 6640.23A and Title VI of the Civil Rights Act of 1964, no further analysis is required.

The proposed project will have no substantial impacts to Limited English Proficiency, Older Adults, and Individuals with Disabilities Populations based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on these Underserved Populations were raised as a result of public involvement activities conducted as part of the proposed project. Therefore, in accordance with the protections of the Age Rehabilitation Act of 1973, Discrimination Act of 1975, Americans with Disabilities Act of 1990, and Executive Order 13166, no further analysis is required.

Based on the above findings an UPIAR is not required.



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- The mapping can be found in the project file under Underserved Populations.

Are there any Environmental Commitments?

No



Public Involvement

Public Involvement

Please provide a summary of the Public Involvement activities that have been conducted for this project. (For example press releases, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc)

Property owner letters were sent on August 29, 2018 to notify property owners of the project and planned survey fieldwork associated with the project.

A public meeting was held on December 20, 2018 to provide information about the project and provide the public with an opportunity to comment on the project and the preferred alternative. Meeting announcement letters were sent on November 20, 2018 to property owners, residents, businesses, and stakeholders in the project area. Flyers were mailed on November 20, 2018 to various businesses and churches close to the project area with request to post for customers/members prior to the first public meeting. The City of Toledo issued a press release on December 4, 2018 and on December 18, 2018. Thirty-one people attended the meeting, including property owners and city staff.

Based on public comments, further analysis of alternatives was completed and a second public meeting was held on April 22, 2019. The purpose of the meeting was to present the additional alternatives evaluated and the new preferred alternative. Meeting announcement flyers were hand distributed in the project neighborhood by city staff around March 22, 2019, letters were emailed to those that provide an email address at the previous meeting, and letters were mailed to property owners not residing in the neighborhood and other stakeholders on March 22, 2019. The City of Toledo issued a press release on April 5, 2019 and on April 18, 2019. Forty-two people attended the meeting, including property owners, residents, media, city council, and city staff.

Following the comment period from the second public meeting, the City of Toledo issued a press release on August 9, 2019 announcing that the selected preferred alternative was the three-span continuous steel beam bridge, which was the overwhelming choice of the public.

ODOT approved the Public Engagement Plan on December 18, 2019.

Public involvement materials can be found in the project file under Public Involvement.

Was Public Involvement conducted in compliance with Title VI requirements?

Yes

Is there any substantial environmental controversy on environmental grounds?

No

Please summarize the Public Involvement responses received.

The first comment period was from December 20, 2018 - January 20, 2019. Eighteen written comments were received at and following the meeting. Comments included many concerns for wildlife movement in the ravine & changes to natural setting of ravine & neighborhood; will the trees be replaced; poor date to hold the meeting; damage to local roads by construction equipment; where will workers park; the recommended embankment will be a target for graffiti; tear down the bridge but do not replace it; fix the road through Delaware Park as an alternative; find other alternative access points like to Anthony Wayne Trail; poor communication during project development; need meeting with neighborhood leaders; flooding issues in ravine; house foundation issues created by compacting for embankment; did not like Open House format, wanted formal presentation with question & answer time; hold multiple public meetings at different times of day; repair bridge as only foot bridge; embankment will lower property values; historic bridge; and was ODNR or the Zoo contacted to evaluate the effect of the embankment on wildlife.



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The City responded to the comments on March 1, 2019 explaining that the City expanded the alternatives analyzed in the Feasibility Study to include an additional bridge replacement and two other embankment culvert alternatives **in response to the public comments.**

The second comment period was from April 22, 2019 - May 22, 2019. Twenty-one written comments were received at and following the meeting. Comments included many in favor of Alternative E (bridge replacement); favorable response to the addition of more ravine friendly designs; consider precast concrete beams; concerns for heavy equipment in the neighborhood during construction; consider including current bridge ironwork as railing for new bridge; appreciate city's reconsideration of design options; concern for no pedestrian facilities on bridge; and minimize damage to trees during construction.

The City responded to the comments by establishing a community stakeholder email group. The City issued a press release announcing the selected preferred alternative on August 9, 2019.

Are there any Environmental Commitments?

No



Permits

Waterway Permits

Are Waterway Permits required?	Yes
Is the Waterway Permits Determination Complete?	No
Army Corps of Engineers	
Regional General Permit (RGP):	No
Nationwide Permit (NWP):	Yes
Section 404 Individual Permit:	No
Section 10 Permit:	No
Ohio EPA	
Section 401 Water Quality Certification:	No
Level 1 General Isolated Wetland Permit:	No
Level 2 Individual Isolated Wetland Permit:	No
Level 3 individual Isolated Wetland Permit:	No
US Coast Guard	
Section 9 Coordination:	No
Section 9 Bridge Permit:	No
ODNR	
Shore Structure Permit :	No

Remarks:

The waterway permit determination was submitted to ODOT Office of Environmental Services (OES) on January 23, 2020 for impacts to water resources. A Nationwide Permit #3 Maintenance was issues by OES on February 18, 2020. The City of Toledo and Contractor shall adhere to all appropriate Waterway Permit conditions throughout construction.

Are there any environmental commitments?	Yes
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Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI):	No
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Watershed Specific NPDES Construction General Permit for Stormwater (NOI): No

Remarks:

Construction of this project will likely require a total disturbance of approximately 0.81 acres of land surface. Less than 1.0 acre of earth disturbed area (EDA) is anticipated as a result of project construction, therefore, the filing of a Notice of Intent (NOI) application and approved National Pollutant Discharge Elimination System (NPDES) Permit from the OEPA will not be required for the project.

Are there any environmental commitments? No

Floodplains

The proposed project involves encroachment within a Special Flood Hazard Area (SFHA) No

Remarks:

Based upon review of the FEMA Flood Insurance Rate Map (FIRM) Community Panel 39095C0215E by Lawhon & Associates, Inc. on October 3, 2018, the project is not located within any regulated floodplain.

- The FEMA Map can be found in the project file under Permits/Floodplain.

Are there any environmental commitments? No

Landfills

Is a 2713 Permit required? No

Remarks:

Based upon RMR studies conducted by Lawhon & Associates, Inc. there are no landfills located within the project area. No permit is required.

Are there any environmental commitments? No



Environmental Commitments

Cultural Resources

- 1) The City of Toledo shall ensure a permanent record of the Marengo Street Bridge is prepared prior to construction pursuant to the executed Memorandum of Agreement (MOA) #34019. The State of Ohio Historic Preservation Office (SHPO) and consulting parties will be provided an opportunity to review and comment on the document. An electronic copy of the document will be sent to the SHPO; local historical society; neighborhood groups; the local library; and others as applicable. Upon SHPO's acceptance of the permanent record, the City of Toledo shall distribute one-bound (high quality) copy of the document to the SHPO; the local library; and others as applicable. The City of Toledo will provide two bound copies ("comb" binding is sufficient), an archival copy, and a digital copy to the State Library of Ohio of the document. The archival copy will go to the State Library's rare book room.
- 2) The City of Toledo shall ensure that the Contractor shall manufacture and install an interpretive plaque of the Marengo Street Bridge using ODOT-OES approved design and content. The SHPO and consulting parties will be provided an opportunity to review the text and renderings prior to construction.

Ecological

- 1) The project is located within the known habitat range of the federally listed and protected Indiana bat and northern long-eared bat. The Contractor shall not remove trees under this project from April 1 through September 30. All necessary tree removal shall occur from October 1 through March 31. The Contractor shall demarcate clearing limits in the field to avoid any unauthorized tree clearing. This requirement is necessary to avoid and minimize impacts 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.

Permits - Waterway Permits

- 1) The City of Toledo and Contractor shall adhere to all appropriate Waterway Permit conditions throughout construction.



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Preparers and Approvals

Form Preparer:

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Stacy Schimmoeller (PROGRAM ADMIN 3)	2/24/2020



Appendix

Cultural Resources

ACHP Coordination_MOA.pdf

ACHP e106 Notification.pdf

ACHP Response.pdf

General

Aerial Map.pdf

Cultural Resources

Consulting Party Application Blank.pdf

Consulting Party Comment and Response.pdf

Consulting Party Comments_Tharp.pdf

Consulting Party Coordination_PH 1 H.A. .pdf

Consulting Party Request Acknowledgement Letters .pdf

Consulting Party Request Acknowledgement.pdf

Ecological

Coordination with ODNR and USFWS.pdf

General

Correspondence Related to Utility Coordination Stage 2.pdf

Correspondence Related to Utility Coordination.pdf

Purpose and Need

Correspondence with Public Safety Official.pdf

General

County Map.pdf

Cultural Resources

Executed MOA-MOU-PA.pdf

Alternatives

Feasibility Study - 2018.pdf

Feasibility Study - 2019.pdf

Cultural Resources

Historic Bridge Survey Form.pdf



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Alternatives

ODOT Acceptance - Feasibility Study 2018.pdf

ODOT Acceptance - Feasibility Study 2019.pdf

Purpose and Need

ODOT Acceptance - Purpose and Need.pdf

Cultural Resources

OES Scoping Guidance - History Architecture .pdf

Records Check.pdf

SHPO Comments

SHPO Concurrence.pdf

SHPO Coordination.pdf

General

STIP Listing.pdf

TIP Listing.pdf

Cultural Resources

Transmittal 1 - Effect Determination

Tribal Comments.pdf

Tribal Consultation

Other Resources

Urbanized Area Map.pdf

Ecological

USFWS Comments Consult Form LUC-Marengo St PID 103758.pdf

General

USGS Quadrangle Topographical Map.pdf

Other Resources

Water Source Protection Area Map.pdf

Well Log Data.pdf

Ecological

Wetland Finding.pdf

Underserved Populations

Census Mapping.pdf

Permits



FEMA FIRM.pdf

Public Involvement

News Article - WTOL 11 - 2018.pdf

News Article ABC 13.pdf

News Article Blade 04-15-16.pdf

News Article Blade 12-18-2018.pdf

News Article Blade 12-19-2018.pdf

News Article Blade 4-18-2019.pdf

News Article Blade 8-12-2019.pdf

OES Approval - Public Involvement Plan.pdf

Section 4(f)

OES Cultural Resources 4(f) Determination - Approval.pdf

OES Cultural Resources 4(f) Determination.pdf

Public Involvement

Press Release 1 - 2018.pdf

Press Release 1 - 2019.pdf

Press Release 2 - 2018.pdf

Press Release 2 - 2019.pdf

Press Release 3 Preferred Alternative Chosen.pdf

Property Owner Notification 2016.pdf

Property Owner Notification Letter Survey 2018.pdf

Public Comments Received 2018 meeting.pdf

Public Comments Received 2019 meeting.pdf

Public Involvement Plan.pdf

Public Meeting Exhibits 2018.pdf

Public Meeting Exhibits 2019.pdf

Public Meeting Flyer 2018.pdf

Public Meeting Flyer Distribution Address List 2019.pdf

Public Meeting Flyer Letter 2018.pdf

Public Meeting Flyer Mailing List 2018.pdf

Public Meeting Handouts 2018.pdf

Public Meeting Handouts 2019.pdf



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Public Meeting Notification - City website 2018.pdf

Public Meeting Notification - City website 2019.pdf

Public Meeting Notification 2018.pdf

Public Meeting Notification 2019 email.pdf

Public Meeting Notification City Website 2018.pdf

Public Meeting Notification CPs 2018.pdf

Public Meeting Notification Letter 2019.pdf

Public Meeting Notification Map 2018.pdf

Public Meeting Sign In Sheet 2018.pdf

Public Meeting Sign In Sheet 2019.pdf

Public Meeting Sign In Sheet Blank.pdf

Public Notification Mailing List 2018.pdf

Public Notification Mailing List 2019.pdf

Response to Public Comments 2018 meeting.pdf

Response to Public Comments 2019 meeting.pdf