

## STATEMENT OF FINDINGS AND SUMMARY OF FLOODPLAIN IMPACTS

(PUBLIC INFORMATION TO BE COMPLETED BY THE DOCUMENT PREPARER AND POSTED TO ODOT AND LPA WEBSITE)

Date: May 13, 2020  
Project: HAM-Little Miami Scenic Trail-Beechmont Bridge  
Project ID: PID 10729  
Floodplain Affected: Little Miami River at River Mile 3.47

### Description of Project:

The project is proposed to complete a key remaining river crossing link on the Little Miami Scenic Trail. The project will construct a new trail-only bridge crossing of the Little Miami River at approximate River Mile 3.47 immediately adjacent to and abutting the existing Beechmont Avenue roadway bridge. The work will require driving new pilings at 3 locations within the Ordinary High Water Mark and designated Zone AE Floodway/Special Flood Hazard Area up to 20 feet downstream of and in line with existing pilings, pouring a new pile cap extending downstream up to 20 feet from the existing pile caps, then extending concrete piers (vertically) and steel superstructure (horizontally) for the trail bridge from there. The design conditions for the new structure are such that the piles cannot be driven and the steel cannot be placed from a crane location on the existing bridge topside (crane + materials weight) or landward of the OHWM (crane reach for required lift). A temporary work causeway/temporary fill is required to construct the project. All of this work, as well as adjacent earthwork fill areas on either side of the river needed to connect the landside trail segments to the bridge trail segment, is located in designated Zone AE Floodway/Special Flood Hazard Area for the Little Miami River.

Impacts to designated floodplain for this project are as follows:

#### Special Flood Hazard Areas

Zone AE Regulatory Floodway:	Temporary: 0.53 acres (workpad fill) Permanent: 0.009 acres (pier cap extensions)
Zone AE Base Flood Elevation:	Permanent: about 2 acres (earthwork fill for trail)

### *Why must this project be located in the Floodplain?*

The project Purpose and Need requires a river crossing in this general location. The designated floodplain is wide and extensive in area at this location, and is controlled primarily by backwater conditions extending from the Ohio River a little more than 3 miles downstream, combined with peak flows on the Little Miami River. There is no practical alternative to locating part of the project in the designated floodplain. Floodplain encroachment cannot be avoided.

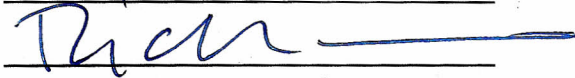
### *What alternative sites were considered, if any?*

Alternatives were considered in project planning and development. Screening determined that a new crossing was required at the Beechmont Avenue site. Feasible alternatives considered locating the new trail-only river crossing upstream and downstream side of the existing Beechmont Avenue roadway bridge (the trail cannot be accommodated on the existing roadway bridge). Impacts to floodplain encroachment would be effectively the same regardless of upstream or downstream location. The downstream side location was identified as preferred in project planning due to reduced costs (parts of existing pier caps could be used) as well as reduced impacts to the river.

*Were any mitigation measures utilized on this project? If so, please describe.*

Floodplain and floodway impact mitigation measures were identified in project development and incorporated in detail design. The existing Beechmont Avenue roadway bridge controls the waterway opening at the project site. The trail bridge design has been planned and developed to "shadow" the existing roadway bridge structure, including piers (new trail bridge piers will be next to existing bridge piers), abutment locations, and structure height above water. As a result, no changes in effective waterway opening will result from construction of the project. Embankment fill needed on the floodplain at either end of the trail bridge will also "shadow", on the downstream side, existing embankment floodplain fill already in place for the Beechmont Avenue bridge approaches. Temporary fill needed for work pads during construction will be restricted to historically lower-flow seasonal periods in the river. Hydraulic analysis has determined that the project design, including these mitigation measures, will produce no permanent change or impact on water surface elevation during flood events, or intensity or duration of flooding for areas upstream of the project.

To the best of my knowledge, this project has complied with all applicable Local, State, and Federal Floodplain protection standards.

Print Name: RICHARD L. RECORD  
Signature:   
Title: PRINCIPAL INVESTIGATOR