



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 12
5500 TRANSPORTATION BLVD. • GARFIELD HGTS., OH 44125 • 216-581-2100

Supplemental Re-Evaluation for **CUY Metroparks RAISE Projects PID 117320** Environmental Document Level: C2

Approved: 12/30/2025

Prepared By: Susan Daniels

Lawhon & Associates, Inc.

Phone: 614-481-8600

E-mail: sdaniels@lawhon-assoc.com

District Contact: Thomas Sorge

Phone: 216-584-2086

E-mail: Tom.Sorge@dot.ohio.gov

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.

Table of Contents

Re-evaluation Level.....	3
C2.....	4
Environmental Commitments.....	11
Preparers and Approvals.....	12
Appendix.....	14



Re-evaluation Level

Explain why a re-evaluation is needed?

Deep excavation is required for the SVDC. RMR reevaluation is required. Revised RMR screening approved by OES.



C2

Project Information

C2 Section

PIDs	117320
Project Sponsor	Cleveland Metroparks
ODOT District	12
Funding Source	Federal

Project Description:

Cleveland Metroparks in coordination with the Ohio Department of Transportation (ODOT) is proposing the construction of two shared use paths or bicycle facilities and feasibility studies for paths from the 2019 Cuyahoga Greenways Plan in the City of Cleveland, Cuyahoga County, Ohio. The proposed construction projects will include the Slavic Village Downtown Connector Phase 2 North (SVDC) and the Morgana Run/Booth Extension (MRBA). Refer to Aerial Map-SVDC and Aerial Map-MRBA in Project File\General\Project Information. This PID also includes Feasibility studies only for the Iron Court/Opportunity Corridor (ICOC) and the Euclid Creek Greenway (ECG). Preliminary information is provided for these two concepts within this file. Additional environmental studies will occur under separate PIDs when there are advanced to design and construction.

Slavic Village Downtown Connector North (SVDC North):

The ±1.7-mile SVDC North will transform Broadway Avenue (SR-14), a four-lane urban principal arterial, into a Complete Street through a road diet to install a trail from reclaimed space within the City of Cleveland public right-of-way. It will connect at the north to an existing trail built by ODOT at the East 14th Street/Orange Avenue intersection that links to a trail along the Lorain-Carnegie Bridge in Downtown Cleveland. At the south, it will connect to an existing phase of the SVDC, also previously constructed by ODOT, at the Broadway Avenue/Roseville Court intersection.

Major items of work include roadway modifications necessary for the road diet to include new curbing, pavement repairs and asphalt planning to establish a new crown, drainage adjustments, and installation of the new 10' trail. Overhead power and telecommunications lines as well as some roadway lighting will be moved along portions of the corridor. Seven traffic signals will be replaced or enhanced and the decks of three bridges will be modified to accommodate the trail. Significant modification of the Broadway and E. 34th Street intersection, which serves as the entrance to GCRTA's E. 34th Street Rapid Transit Station, is proposed to enhance pedestrian as well as vehicular safety. Additional streetscape improvements including a combination of upgraded street lighting and new pedestrian scale light poles and luminaires, high-visibility crosswalks, plazas and gateways, landscaping and new street trees will be installed along this currently barren roadway, improving air quality and heat island effects.

The SVDC project will require a total of 0.025 acres of permanent right-of-way and 0.10033 acres of temporary right-of-way from 4 Parcels along Broadway.

Morgana Run/Booth Avenue Extension (MRBA):



Supplemental Re-evaluation Level C2
PID 117320 CUY Metroparks RAISE Projects
Submitted for Approval Printed 12/30/2025

The ±1.0-mile MRBA will connect the southern terminus of the existing 2.1-mile Morgana Run Trail at Jones Road south along a small portion of the rail corridor owned by the City of Cleveland, ramp down to Booth Avenue and through the roadway tunnel under the Norfolk Southern railway. East of the tunnel, a road diet will provide space to install a 10' wide trail along Booth Avenue, E. 91st Street, and Miles Park Avenue before crossing Broadway Avenue to an existing 500' section of trail to the Warner Road Bridges to the Mill Creek Falls Area of Cleveland Metroparks' Garfield Park Reservation and its 3.1-mile Mill Creek Trail.

Major items of work include roadway modifications necessary for the road diet to include new curbing, pavement repairs and asphalt planning to create a new crown, drainage adjustments, and installation of the new 10' trail. Overhead power and telecommunications lines be moved to the relocated tree lawn along E. 91st Street and Miles Park Avenue. One traffic signal at E. 91st Street and Harvard Avenue will be replaced, one pair of Rectangular Rapid-Flashing Hybrid Beacons (RRFB) will be installed at Booth Avenue, and either a full traffic signal or pedestrian-actuated crossing will be installed in conjunction with a raised pedestrian refuge island to improve safety at this busy section of the four-lane Broadway Avenue. Lanes on the Warner Road Bridges over Norfolk Southern and Mill Creek will be shifted to allow for a trail to be installed on the bridge deck. Additional streetscape improvements including a combination of upgraded street lighting and new pedestrian scale light poles and luminaires, high-visibility crosswalks, and landscaping and new street trees will create the community-desired greenway experience. There are plaza areas at the Booth Avenue Underpass and one at E. 91st Street and Miles Park Avenue.

The MRBA project will require approximately a total of 0.505 acres of permanent right-of-way from 2 parcels along Booth Avenue.

Environmental Resources/Impacts pertinent to SVDC and MRBA

Maintenance of traffic will include Part width construction to maintain two-way traffic. However, a detour will be used to maintain traffic on a portion of the SVDC construction project.

The project(s) will have ecological resource impacts including waterway and suitable wooded habitat (SWH). See the ecological section of this C2 tab and the Ecological Tab for details.

The project(s) is not located within a regulated floodplain. Therefore, no further coordination is required. A Section 4(f)/6(f) Determination Request Form for Recreational Properties (DRF) was submitted to ODOT-OES Policy Staff on October 17, 2024. Based upon review of the DRF, ODOT-OES Policy determined on November 14, 2024, determined the proposed project can be processed as an exception to the requirement for Section 4(f) approval. In accordance with 23 CFR 774.13(g), the proposed project will preserve and/or enhance the existing trail on Broadway Avenue and Garfield Park Reservation and will not adversely affect the protected recreational activities, features, or attributes. This determination was made based on the proposed scope of work and concurrence received from the Official with Jurisdiction (OWJ). No further Section 4(f) coordination is required at this time. A re-evaluation of Section 4(f) impacts may be required if changes to the proposed scope of work alter the degree of impacts to the existing trail on Broadway Avenue and Garfield Park Reservation. See the CUY-Metroparks RAISE Projects PID 117320 - Section 4(f) Determination for the project in the Project File/Section 4(f)/Coordination subsection.

Cultural resources for the two construction projects, SVDC and MRBA, were reviewed by ODOT OES and District staff. In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. No further coordination is required in accordance with the Section 106 Programmatic Agreement. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

No other environmental, hazardous waste or environmental justice impacts will result from this project. The environmental document and associated studies are being approved using Preliminary Plans for the MRBA project and Stage 2 Design Plans for the SVDC project.



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

Ellis STIP Details

Phase	Current STIP Reference
ENV	On Previous STIP
RW	On Previous STIP
DD	On Previous STIP

The next phase of project development is outside of the current STIP/TIP or not federally funded: Yes

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications: Yes

Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph I of this section. **Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)**

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 ROW (exceeds strip takes) b. Residential or non-residential displacements c. A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act d. A Section 106 finding of Adverse Effect e. Section 4(f) impacts greater than de minimis 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. Substantial Community Impacts (if a Community Impact Assessment is required, contact OES for guidance). For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Ecological

Waterways: Present; No Coast Guard, Individual 404, and/or Section 10 Permit required

Waterways Permit Type: Permit Determination and/or Permit Application Approval Pending



Supplemental Re-evaluation Level C2
 PID 117320 CUY Metroparks RAISE Projects
 Submitted for Approval Printed 12/30/2025

Isolated Wetland Permit No
Will any wetlands be impacted? No

The following Federally Listed Species received an effect determination of May Affect, Not Likely to Adversely Affect:

Species Common Name	Species Scientific Name	Listing Status	Most Recent Coordination Date
Indiana Bat	<i>Myotis sodalis</i>	Endangered	09/25/2024
Northern Long-eared Bat	<i>Myotis septentrionalis</i>	Endangered	09/25/2024
Tricolored Bat	<i>Perimyotis subflavus</i>	Proposed Endangered	09/25/2024

The following Federally Listed Species received an effect determination of No Effect:

Species Common Name	Species Scientific Name	Listing Status	Most Recent Coordination Date
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Species of Concern	09/25/2024
Piping Plover	<i>Charadrius melodus</i>	Endangered	09/25/2024
Rufa Red Knot	<i>Calidris canutus rufa</i>	Threatened	09/25/2024

Endangered Species Remarks:

For the Slavic Village Downtown Connector Phase 2 North (SVDC) project, the project will impact approximately 0.317-acre of suitable wooded habitat (SWH) for the federally listed Indiana bat, northern long-eared bat, and tricolored bat species. The project will also impact 0.317-acre of habitat for the state listed little brown bat. See the threatened/endangered species documentation for the project in the Project File/Ecological/Project Information and Reports subsections and the Ecological tab.

For the Morgana Run/Booth Ave Extension (MRBA) project, the project will impact approximately 0.68-acre of suitable wooded habitat (SWH) for the federally listed Indiana bat, northern long-eared bat, and tricolored bat species. The project will also impact 0.68-acre of habitat for the state listed little brown bat. See the threatened/endangered species documentation for the project in the Project File/Ecological/Project Information and Reports subsections and the Ecological tab.

Scenic Rivers

No National Wild and Scenic River
 Within 1000 Feet of the Proposed
 Project Area

Scenic Rivers Remarks

There are no national or state-listed wild and scenic rivers within 1,000 feet of the Slavic Village Downtown Connector Phase 2 North (SVDC) or the Morgana Run/Booth Ave Extension (MRBA) project area. The project will not impact any scenic river.

Floodplains

100-Year Floodplain:

No Encroachment Within a Special
 Flood Hazard Area (SFHA)

Floodplain Remarks



Supplemental Re-evaluation Level C2
PID 117320 CUY Metroparks RAISE Projects
Submitted for Approval Printed 12/30/2025

Lawhon & Associates environmental staff reviewed the FEMA FIRM mapping for the the Slavic Village Downtown Connector Phase 2 North (SVDC) and the Morgana Run/Booth Ave Extension (MRBA) project study areas and found the proposed construction activities are not located within a designated Special Flood Hazard Area (SFHA) floodplain. See the floodplain mapping for the project in the Project File/Permits/Floodplains subsection.

Section 4(f)

Section 4(f):

Present; No Programmatic
Evaluation or Individual Evaluation
Required

Section 4(f) Determination:

Transportation Enhancement Exception - 774.13(g)

Section 4(f) Determination Date - 774.13(g)

11/14/2024

Section 4(f) Remarks

A Section 4(f)/6(f) Determination Request Form for Recreational Properties (DRF) was submitted to ODOT-OES Policy Staff on October 17, 2024. Based upon review of the DRF it was determined the proposed project can be processed as an exception to the requirement for Section 4(f) approval. In accordance with 23 CFR 774.13(g), the proposed project will preserve and/or enhance the existing trail on Broadway Avenue and Garfield Park Reservation and will not adversely affect the protected recreational activities, features, or attributes. This determination was made based on the proposed scope of work and concurrence received from the Official with Jurisdiction (OWJ). No further Section 4(f) coordination is required at this time. A re-evaluation of Section 4(f) impacts may be required if changes to the proposed scope of work alter the degree of impacts to the existing trail on Broadway Avenue and Garfield Park Reservation. See the CUY-Metroparks RAISE Projects PID 117320 - Section 4(f) Determination for the project in the Project File/Section 4(f)/Coordination subsection.

Section 6(f)

Section 6(f):

Not present

Cultural Resources

Cultural Resources:

Present; No Finding of Adverse
Effect

Cultural Resources Coordination:

Minimum Potential to Cause Effect
Appendix B

**Cultural Resources Coordination - ODOT Approval/SHPO
Concurrence Date**

09/10/2024

Cultural Resources Remarks



Supplemental Re-evaluation Level C2
PID 117320 CUY Metroparks RAISE Projects
Submitted for Approval Printed 12/30/2025

The area of potential effects (APE) is limited to the existing street right-of-way, the space needed for permanent pedestrian fixtures, and where space for construction efforts will be needed. The literature search concluded there are no known archaeological sites (OAI) and no listed or eligible NR properties are found in either the Slavic Village Downtown Connector Phase 2 North (SVDC) or the Morgana Run/Booth Ave Extension (MRBA) project area or the area of potential effects (APE). Seventeen inventoried houses (OHI) are found along the MRBA shared use path segment. However, none of these properties are involved and no right-of-way will be taken from any city lot where these buildings are found. Sidewalk rehabilitation work and the construction of new pedestrian facilities are both project types exempt from further cultural resource consideration by the 6/29/23 Cultural Resource PA (Agreement 38503), when they are beyond the boundary of a historic property and as long as no contributing component of the district will be removed or altered by construction.

In accordance with Stipulation V(C)(1) and Appendix B of the Section 106 Programmatic Agreement executed on June 29, 2023 (Agreement No. 38503), ODOT determined the project is a type of undertaking that has 'minimal potential to cause effects' to historic properties and is not a part of a larger undertaking. No further coordination is required in accordance with the Section 106 Programmatic Agreement. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

Environmental Resources Considered

The following environmental resources are present and have been studied for potential impacts:

Regulated Materials

Air Remarks

The project is an exempt project per 40 CFR 93.126 [Exempt projects, Air Quality: Bicycle and pedestrian facilities]. The project will not impact air quality. Air quality studies or coordination are not required for this project.

Noise Remarks

The project does not qualify as a Type I project for noise (i.e., not adding capacity, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) and a noise analysis is not required for the project under 23 CFR 772.

**The project involves ROW acquisition, Deep Excavation, or OEPA
513 Landfill Authorization:** Yes - Screening

Regulated Materials Review Screening:

No Further Regulated Materials Review

Regulated Materials Review Screening - DEC/OES Approval Date: 12/04/2024

Regulated Materials Review Remarks:

The RMR Screenings for the Slavic Village Downtown Connector Phase 2 North (SVDC) and Morgana Run/Booth Extension (MRBA) have been reviewed by the ODOT District 12. Since the project will require partial right-of-way from parcels and does not require deep excavation, no further RMR investigations or special material management are warranted for CUY Metroparks RAISE Projects (PID 117320).

A revised RMR Screening was submitted for drainage work that required deep Excavation. OES recommended soil borings for this work in the 9/18/25 IOC. However, the consultant has removed this work so the original RMR OES recommendation still stands. No further RMR investigations or plan notes are required.



Public Involvement

Public Involvement:

Minimum PI Requirements Met; No
Minor Public or Agency Controversy
on Environmental Grounds

Public Involvement Remarks

Cleveland Metroparks has performed public involvement for the 2023 RAISE EAST SIDE TRAILS (CUY METROPARKS RAISE PROJECTS) since 2023.

In September and October of 2023, public engagement activities were conducted to gather initial input on the trail alignments and route options for the 2023 RAISE East Side Trails Project. The effort included stakeholder interviews, community /public workshops, and community bike rides. Online/paper surveys were utilized in the workshops and online (pushed through social media and the project website).

In December of 2023 and January of 2024, public engagement activities were conducted to gather initial input on the trail alignments and route options for the 2023 RAISE East Side Trails Project. The effort included a coordination meeting and community/public workshops. Online/Paper Surveys were utilized in the workshops and online (pushed through social media and the project website).

In the Spring of 2024 for the MRBA project and the SVDC project, Online/Paper Surveys were performed between January '24 April '24. These were utilized in the workshops and online (pushed through social media and the project website) which garnered 55 responses total for the MRBA project and 27 responses total for the SVDC project.

In August of 2024, Cleveland Metroparks published a press release and request for comments through September 30, 2024 for the 2023 RAISE EAST SIDE TRAILS (CUY METROPARKS RAISE PROJECTS) on their website.

In October of 2024, Cleveland Metroparks published a second press release and request for comments through November 8, 2024 for the 2023 RAISE EAST SIDE TRAILS (CUY METROPARKS RAISE PROJECTS) on their website.

See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

Environmental Commitments

Environmental Commitments

Yes



Environmental Commitments

C2

- 1) Cleveland Metroparks will obtain all appropriate waterway permits prior to any work within the jurisdictional boundary of any waterway, including wetlands, and all applicable waterway permits will be included in the plans and adhered to during construction.
- 2) Ensure impacts to the federally listed and protected Indiana bat and northern long-eared bat and the State listed and protected little brown bat and tricolored bat are avoided and minimized. Do not remove trees from April 1 through September 30. Perform all necessary tree removal from October 1 through March 31. Demarcate clearing limits in the field to avoid any unauthorized tree clearing. 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: Pedestrian detours will be signed as appropriate to inform the public.
- 4) The project designer shall incorporate the following note into the plans: The duration of the pedestrian detour will be minimized to the extent practical by construction sequencing.
- 5) The project designer shall incorporate the following note into the plans: Access to Garfield Reservation will be always maintained during construction activities.
- 6) The contractor shall closely coordinate the construction schedule with ODOT, the City of Cleveland, and Cleveland Metroparks prior to the start of construction activities.



Supplemental Re-evaluation Level C2
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Preparers and Approvals

Form Preparer: Susan Daniels
Lawhon & Associates, Inc.
1441 King Avenue, Columbus OH 43212
614-481-8600
sdaniels@lawhon-assoc.com

Supporting Form Preparer(s): Andrew Fluegemann

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Thomas Sorge (PROGRAM ADMIN 3)	12/30/2025



Appendix

General

Aerial Map-ECG.pdf
Aerial Map-ICOC.pdf
Aerial Map-MRBA.pdf
Aerial Map-SVDC.pdf
County Map-ECG.pdf
County Map-ICOC.pdf
County Map-MRBA.pdf
County Map-SVDC.pdf
ECG Feasibility Study.pdf
ICOC Feasibility Study.pdf
MRBA Feasibility Study.pdf
MRBA Preliminary Plans.pdf
SVDC North Feasibility Study.pdf
SVDC North Stage 2 Design.pdf
USGS Quadrangle Topographical Map-ECG.pdf
USGS Quadrangle Topographical Map-ICOC.pdf
USGS Quadrangle Topographical Map-MRBA.pdf
USGS Quadrangle Topographical Map-SVDC.pdf

RMR

OES Review - Screening - MRBA.pdf
OES Review - Screening - SVDC.pdf
Regulated Materials Review Form-MRBA-Updated.pdf
Regulated Materials Review Form-SVDC.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Ecological

ODNR Scenic River MOA Conditions
USFWS/ODNR Ecological MOA Conditions



Supplemental Re-evaluation Level C2
PID 117320 CUY Metroparks RAISE Projects
Submitted for Approval Printed 12/30/2025

Other Resources

Census Bureau Urbanized Area Map.pdf

Water Source Protection Area Map - MRBA.pdf

Water Source Protection Area Map - SVDC.pdf

Well Log Data MRBA.pdf

Well Log Data SVDC.pdf

Section 4(f)

OES Recreational 4(f) Determination.pdf

Environmental Justice

Census Mapping MRBA.pdf

Census Mapping SVDC.pdf

Public Involvement

2023 RAISE - December 2023 PI Summary.pdf

2023 RAISE - Fall 2023 PI Summary.pdf

2023 RAISE - Spring 2024 PI Summary MRBA.pdf

2023 RAISE - Spring 2024 PI Summary SVDC.pdf

Press Release.pdf

Press Release_updated.pdf

Permits

FEMA FIRM MRBA.pdf

FEMA FIRM SVDC.pdf