



OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

CUY Superior Ave Cycle Track PID 108259

Environmental Document Level: C2

Approved: 9/23/2024

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020, and executed by FHWA and ODOT.

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Project Information

PID:	108259
Project Sponsor:	Cleveland, City of
ODOT District:	12
Funding Source:	Federal

C2 Section

Project Description:

Construction of a separated bicycle facility and enhancements along the center of Superior Ave from East Roadway to E. 55th St in the City of Cleveland in Cuyahoga County. Includes resurfacing, traffic signal work, rectangular rapid flashing beacons, curb ramps, pavement markings, and signage.

The Midway Separated Bikeway is proposed to be a raised two-way bike lane at the centerline of Superior Avenue from East Roadway to E 55th Street. Recommendations for this bike facility include revising the cross section by removing a travel lane and adding a ten foot wide two-way raised separated bike path within a twenty-six foot wide centerline median except between E 26th and E 30th where bike facility will be at grade with no raised median or structural modifications between limits and on the Bridge over I-90. One twelve foot travel lane must be maintained in each direction due to the designation of Superior/US 6 as a Federal Aid Program route. Install rectangular rapid flashing beacons at three mid-block crossing locations. Remove five unwarranted traffic signals, construct new traffic signal at Superior/I-90 east bound ramps intersection, reconstruct the remaining fourteen traffic signals, complete geometric improvements at E 55th to address current lane alignment issues, and maintain RTA bus lane from East Roadway to E 18th to E 55th. Roadway resurfacing and landscape planting improvements are also included in the scope.

Temporary and permanent right-of-way is not required for this project. Utility impacts are unlikely.

There is no work in streams, wetlands, or pollinator initiative sites. No SWH tree removal.

The project is not located within a regulated floodplain. Therefore, no further coordination is required.

A Regulated Materials Review (RMR) Screening was prepared. The project will have no permanent right-of-way, no deep excavation, and is not within 300 feet of a landfill buffer. Regulated Materials Review Screening was completed on 06/06/24. Based on findings, no further Regulated Materials Review is required. Corey Czinger, Environmental Specialist 3, approved Regulated Materials Review on 08/23/2024. RMR documentation for the project in the RMR documentation for the project in the Project File/RMR/Reports subsection.

Cultural Resources Coordination: The Midway Separated Bikeway is proposed to be a raised two-way bike lane at the centerline of Superior Avenue from East Roadway to E 55th Street. Recommendations for this bike facility include revising the cross section by removing a travel lane and adding a ten-foot-wide two-way raised separated bike path within a twenty-six-foot-wide centerline median except between E 26th and E 30th where bike facility will be at grade with no raised median or structural modifications between limits and on the Bridge over I-90. One twelve-foot travel lane must be maintained in each direction due to the designation of Superior/US 6 as a Federal Aid Program route. The project will also include the installation of rectangular rapid flashing beacons at three mid-block crossing locations, the removal of five unwarranted traffic signals, the construction of new traffic signal at Superior/I-90 east bound ramps intersection, the reconstruction of fourteen remaining traffic signals, the completion of geometric improvements at E 55th to address current lane alignment issues, and the maintenance of an RTA bus lane from East Roadway to E 18th to E 55th. Roadway resurfacing and landscape planting improvements are also included in the scope. No right-of-way will be required. The area of potential effects (APE) is limited to the footprint of the project. There are no known archaeological sites recorded within or adjacent to the project and the project passes through a developed urban setting. Consequently, no additional archaeological investigations are warranted. History/architecture resources listed in, or eligible for, inclusion in the National Register of Historic Places (NRHP) are located adjacent to the proposed project. These resources include four historic districts -



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Euclid Avenue Historic District (BC100007815), Cleveland Mall (75001360), Erieview Historic District (SG100006084), and Superior Avenue Historic District (070000072) and nine buildings included on the NRHP the Black, H, and Company Building (01001523), the North Presbyterian Church (74001445), the Grossman Paper Box Company (16000601), the Bryant Building (14001051), the East Ohio Building (12001212), the Cleveland Discount Building (91001416), the Federal Reserve Bank of Cleveland (91001416), the Lerner Building (00000750), and the Old Federal Building and Post Office (74001448). Despite the project's close proximity to these resources, no right-of-way will be required from the identified historic properties due to the central location of the proposed bikeway. In addition, no contributing features will be altered or removed. Consequently, no further history/architecture investigations are warranted. In accordance with Appendix B(2) of the Section 106 Programmatic Agreement (*Agreement No. 38503*) executed June 29, 2023, the undertaking has minimal potential to cause effects to historic properties. No further cultural investigations are warranted. Questions may be addressed to Leigh Oldershaw at leigh.oldershaw@ohio.dot.gov. No other environmental, hazardous materials, section 4(f), or environmental justice impacts will result from this project. Public Involvement Coordination: Stakeholder input was essential in determining all design elements, most importantly intersection geometrics, intersection locations, and signalization in the median, pedestrian crossing locations, and parking locations. Median alternatives (mountable areas) and their locations for Superior Ave. businesses requiring access for delivery trucks were incorporated into the design.

To this point, specific changes based on stakeholder engagement include:

- Adding back signals to intersections that were initially proposed to be removed to increase vehicular circulation; increasing access in and out of the Midway for bike riders; and providing signalized crossings at locations with current or potential pedestrian demand. Project has evaluated and re-opened E 17th, E 21st, E 33rd, and E 43rd.
- Adding clear space in the median where semi-trucks need additional space to access businesses and select side streets. The design is looking to accommodate these movements through mountable curbs and increased drive aprons.
- Revising unsignalized crossing location design from a "zigzag" pattern (always crossing to the left of the unsignalized side street) to crossing straight across (where pedestrians are more likely to be crossing).

Additional changes based on stakeholder concerns are still being considered and will be further explored during detailed design, including:

- The specific design of the various mountable portions of the midway to minimize usage by passenger vehicles.
- The length of turn lanes.
- Specific landscaping locations.

The city is making a concerted effort to coordinate with various maintenance departments to select easy-to-maintain hardscape and landscape materials. The city is also working to identify and procure any additional maintenance equipment in advance of the planned construction completion date.

Public engagement involvement included public open houses, stakeholder meetings, and one on-one meetings. In the summer of 2022, the City of Cleveland hosted a short series of pre-design engagement meetings and distributed a survey to business stakeholders along Superior Avenue to share information about the project, better understand business access needs, and respond to stakeholder questions. Throughout the design phase that followed, the public engagement process included four (4) additional stakeholder meetings to obtain design feedback. Throughout the process, this feedback was provided to the design team so that accommodating changes could be made. In December 2023, the city held a public Community Advisory meeting, which discussed this feedback and gave project updates.

The project website hosted an online public survey open for participation from Monday, October 23rd, 2023, to Tuesday, May 27th, 2024, garnering 455 responses, some with open-ended answer comments, from the general public. The first public Open House was held on November 14th, 2023, where to-date designs were presented, and further feedback on them was invited. The City of Cleveland staff held stakeholder meetings and met with businesses and organizations along the corridor to discuss their needs. At the second/final public Open House on April 25th, 2024, the general public survey feedback, along with the stakeholder feedback, was presented along with preliminary designs integrating feedback in order to ensure that the designs addressed public concerns. A final review of all feedback took place after the final open house and is summarized in the Public Engagement Summary. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

Construction: \$22,686,250.00: 80% federal and 20% local.

The project has been designed by HDR Engineering Inc.

The environmental document and associated studies are being approved using Stage 1 Design Plans.



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

Yes

Ellis STIP Details

Phase	Current STIP Reference
ENV	On Previous STIP
CO	108259: 24-27 STIP
DD	108259: 24-27 STIP

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 -

1. **a.** Acquisition of more than a minor amount of ROW (exceeds strip takes)
2. **b.** Residential or non-residential displacements
3. **c.** A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act
4. **d.** A Section 106 finding of *Adverse Effect*
5. **e.** Section 4(f) impacts greater than de minimis
6. **f.** A finding of *May Affect, Likely to Adversely Affect* to Threatened and Endangered Species
7. **g.** Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
8. **h.** Changes in access control
9. **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)
10. **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
11. **k.** No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
12. **l.** A full Environmental Justice Analysis Report (EJAR) is required (the project must be processed as a D-level CE or higher-level document). If a memo-to-file/letter/IOC-format EJAR Short Report is determined to be the appropriate level of documentation, contact OES regarding NEPA document level.

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: Not Present

Will any wetlands be impacted? No

Endangered Species: No Impacts to Protected Species and Critical Habitat

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

Scenic Rivers Remarks

The project will not impact any Scenic River.

Floodplains

100-Year Floodplain: No Encroachment Within a Special Flood Hazard Area (SFHA)

Floodplain Remarks

The project is not located within a regulated floodplain; therefore, no coordination is required. See the floodplains FEMA FIRM Maps in the Project File/Permits/Floodplains subsection.

Section 4(f)

Section 4(f): Not present

Section 4(f) Remarks

The project will not impact any 4(f) property.

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 05/28/2024



Cultural Resources Remarks

The Midway Separated Bikeway is proposed to be a raised two-way bike lane at the centerline of Superior Avenue from East Roadway to E 55th Street. Recommendations for this bike facility include revising the cross section by removing a travel lane and adding a ten-foot-wide two-way raised separated bike path within a twenty-six-foot-wide centerline median except between E 26th and E 30th where bike facility will be at grade with no raised median or structural modifications between limits and on the Bridge over I-90. One twelve-foot travel lane must be maintained in each direction due to the designation of Superior/US 6 as a Federal Aid Program route. The project will also include the installation of rectangular rapid flashing beacons at three mid-block crossing locations, the removal of five unwarranted traffic signals, the construction of new traffic signal at Superior/I-90 east bound ramps intersection, the reconstruction of fourteen remaining traffic signals, the completion of geometric improvements at E 55th to address current lane alignment issues, and the maintenance of an RTA bus lane from East Roadway to E 18th to E 55th. Roadway resurfacing and landscape planting improvements are also included in the scope. No right-of-way will be required.

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Environmental Resources Considered

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

Air Quality

Noise

Regulated Materials

Farmland

Air Quality:

Studies Not Required

Air Quality - Coordination with OES:

No

Air Remarks

The project type of 'construction of a separated bicycle facility and enhancements' is considered insignificant from an air quality conformity perspective, as per 40 CFR 93.126. Therefore, the project is exempt from air quality coordination.

Noise:

Studies Not Required

Noise - Coordination with OES

No

Noise Remarks



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The project is a construction of a separated bicycle facility and enhancements project. The project will not increase the traffic or traffic noise. Therefore, no noise analysis is required.

The project involves ROW acquisition, Deep Excavation, or OEPA 513 Landfill Authorization: No

Hazardous Materials - OES Approval Date: 08/23/2024

Regulated Materials Review Remarks:

A Regulated Materials Review (RMR) Screening was prepared. The project will have no permanent right-of-way, no deep excavation, and is not within 300 feet of a landfill buffer. Regulated Materials Review Screening was completed on 06/06/24. Based on findings, no further Regulated Materials Review is required. Corey Czinger, Environmental Specialist 3, approved Regulated Materials Review on 08/23/2024. RMR documentation for the project in the RMR documentation for the project in the Project File/RMR/Reports subsection.

Farmland: Urbanized Area; No Impacts in Accordance With the Farmland MOU and 7 CFR 658

Environmental Justice

Projects that meet C2 criteria must be in accordance with ODOT's EJ Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

Environmental Justice Populations Present; No EJAR Required, Does Not Exceed EJ Guidance Criteria, and No Issues Raised During Public Involvement

Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
390351078021	75	69
390351083013	90	62
390351084002	84	91

Environmental Justice Remarks

Based on mapping from TIMS, the minority populations are between 35% and 90% for the US Census Block Groups located within the project area and 52% and 91% of the population is designated as low income. 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. Based on the above findings an Environmental Justice Analysis Report is not required. The Census mapping may be found in the project file under Environmental Justice.

Public Involvement

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



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Environmental Commitments

Environmental Commitments

Yes



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- 1) All work to be within existing right-of-way.
- 2) No work in streams, wetlands, or Pollinator Initiative sites.
- 3) No tree removal.



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Preparers and Approvals

Form Preparer: Jason McKenney
HzW Environmental Consultants, LLC
6105 Heisley Road, Mentor OH 44060
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Supporting Form Preparer(s): Ken Fertal

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Thomas Sorge (PROGRAM ADMIN 3)	9/23/2024



Appendix

General

Aerial Map.pdf

USGS Quadrangle Topographical Map.pdf

Noise

No Noise Analysis Required - District Determination .pdf

RMR

RMR Screening - District Approval.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Records Check.pdf

Ecological

ODNR Concurrence - Species Survey.pdf

ODNR Scenic River MOA Conditions

Environmental Justice

Census Mapping.pdf

Public Involvement

Public Involvement Summary.pdf

Permits

FEMA FIRM.jpeg

FEMA FIRM.jpg

FEMA FIRM.png