



# OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 04  
2088 SOUTH ARLINGTON RD. • AKRON, OH 44306 • 330-786-3100

## **Environmental Document**

for

### **SUM CR 0017 23.27 Brecksville Rd PID 115338**

**Environmental Document Level: C1**

**Approved: 2/3/2022**

**Prepared By: District 4**

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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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**Environmental Document Level: C1**  
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**C1**

<b>PID:</b>	115338
<b>Project Sponsor:</b>	Richfield, Village of
<b>ODOT District:</b>	4
<b>Funding Source:</b>	Federal
<b>Private Funding:</b>	No
<b>Project Description:</b>	



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The village of Richfield proposes roadway maintenance activities along 1.32 miles of Brecksville Road from approximately 223 feet south of Streetsboro Road/State Route (SR) 303 to the Interstate Route (IR) 77/SR 21 interchange in the village of Richfield, Summit County. Proposed improvements include pavement resurfacing, partial-depth pavement repairs, catch basin/manhole adjustments, aggregate shoulder grading, barrier reflector replacements, curb ramp installations to comply with the Americans with Disabilities Act (ADA) standards, sign replacements and pavement marking applications.

Brecksville Road within the project area exists as a three (3) lane roadway between Streetsboro Road and just north of Brush Road at Blue Stream Rehab and Nursing. This three (3) lane section includes one (1) travel lane in the northbound direction and two (2) travel lanes in the southbound direction. The inside southbound travel lane becomes a left turn lane at the Brecksville Road/Streetsboro Road intersection. The northern section of Brecksville Road between Blue Stream Rehab and Nursing and IR 77/SR 21 is a two (2) lane roadway with one (1) travel lane in each direction.

The proposed pavement marking configuration on Brecksville Road from north of Streetsboro Road to north of Townsend Road include one (1) travel lane in each direction and dedicated on-street bike lanes. The decision to add on-street bike lanes was made to provide bicyclists with better access to Furnace Run Metro Park located northwest of the Brecksville Road/Townsend Road intersection. This proposed pavement marking configuration will eliminate the second southbound travel lane between Streetsboro Road and Blue Stream Rehab and Nursing. The proposed lane reduction is based on an evaluation of average daily traffic volumes along the roadway, historic crash patterns and crash modification factors to discuss the feasibility and potential impacts of the lane reduction.

Mapping that depicts the project location on United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangle Mapping is included in the Project File/General/Project Information subsection as USGS Quadrangle Topographical Map.pdf. A minimum of one 10-foot lane of traffic in each direction shall be maintained on the existing pavement or completed pavement during project construction. Road closures and detours are not proposed to construct the project. Construction and lane restriction/reduction information will be posted within the project construction limits prior to the start of project construction. Lane restrictions/reductions shall not be permitted after normal working hours. Substantial traffic disruptions are not expected during project construction.

The project will be constructed within the existing roadway right-of-way.

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

Based on the project scope of work, its Path 1 Project Development Process (PDP) Classification and the proposed maintenance of traffic measures, emergency/public services contact activities were not conducted for the project.

A Cultural Resources Records Check was performed by district environmental staff using the SHPO GIS online database. No Cultural Resources listed on or determined eligible for listing on the National Register of Historic Places were identified within and/or immediately adjacent to the proposed project area. The undertaking is a type that has minimal potential to cause effects to historic properties. No further coordination is required in accordance with the Section 106 Programmatic Agreement. In accordance with Stipulation V(C)(1) and Appendix A of the Section 106 Programmatic Agreement executed on November 8, 2017 (Agreement No. 19319), amended on July 11, 2019, 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. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resources Tab.

Based on the information in the Regulated Materials Review (RMR) Form completed for the project, further RMR activities or special materials management are not warranted for the project. See the RMR documentation for the project in the Project File/ESA/Reports subsection.

Additionally, this project is considered ecologically exempt under the Ecological MOA (Agreement 19394). See the Ecologically Exempt ESR SUM-CR 17-23.27.pdf for the project in the Project File/Ecological/Reports subsection.

ODOT District 4 Environmental Section personnel reviewed the FEMA FIRM mapping for the project study areas and found some of the proposed construction activities are located within designated Special Flood Hazard Area (SFHA) Zone A floodplains. ODOT District 4 determined the proposed construction activities are considered maintenance and, therefore, are exempt from the normal permit process required for work encroaching on a SFHA. No floodplain coordination is required for the project. See the floodplain mapping and documentation for the project in the Project File/Permits/Floodplains subsection.

The project will not impact any environmentally sensitive resources within the project study area.

A project website was created that explained the proposed improvements and provided details on the lane reduction. No public comments were received from the public involvement activities. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

The environmental document and associated studies, as applicable, were approved using the Final Plans for the project. A copy of the Final Plans for the project is included in the Project File/General/Project Information subsection as Final Plans.pdf.

The estimated total project cost specified in Ellis is 1.5% greater than the total project cost specified in the ODOT State Fiscal Years 2021 - 2024 Statewide Transportation Improvement Program (STIP). However, based on the estimated total project cost being less than \$2,999,999 and the additional project cost not exceeding 50% of the total project cost in the STIP, a STIP amendment is not necessary for the project.



STIP Reference #: 115338: 21-24 STIP \$1,000,000.00  
Cultural Resources Coordination: Minimal Potential to Cause Effect  
Appendix A  
Cultural Resources Coordination Date: 01/25/2022

Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted.

Supporting documentation has been uploaded to Project File: Yes

Select the appropriate project type (more than one can be selected):

(3) Construction of bicycle and pedestrian lanes, paths, and facilities. *Examples include: Walkways, sidewalks, shared-use paths, and facilities, small passenger shelters, (i.e. construction of a bike path on an existing railroad bed, designations of certain highways as bike routes, painting of existing paved shoulders as bike lanes, ADA ramps, etc.) provided that no new disturbance will occur.*

(8) Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur. *Examples include: The installation or maintenance of signs, pavement markings/raised pavement markers/sensors, traffic calming activities, and/or new or replacement fencing (right-of-way, vandal, etc.); General pavement marking or "line painting" projects.*

(22) Projects, as defined in 23 U.S.C. 101 that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way. *Examples include: Tower lighting within the existing operational right-of-way; Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated; Improvements to existing ODOT/County maintenance facilities; Construction of new ODOT/County maintenance facilities within existing operational right-of-way; Environmental mitigation activities within existing operational right-of-way; Work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals within existing operational right-of-way; Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)*

Environmental Commitments: No



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### **Preparers and Approvals**

**Form Preparer**

District 4  
Contact: Edward Deley  
330-786-4930  
Edward.Deley@dot.ohio.gov

**Supporting Form Preparer(s):** Edward Deley

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Edward Deley (PROGRAM ADMIN 3)	2/3/2022



## **Appendix**

### **General**

Aerial Map.pdf

### **Ecological**

ODNR Scenic River MOA Conditions

### **Public Involvement**

Project Website.pdf

### **Permits**

District Determination - No Floodplain Impacts.pdf