



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **CUY SR 237 03.75 PID 113114**

**Environmental Document Level: C2**

**Approved: 8/1/2023**

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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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C2

Project Information

**PID:** 113114  
**Project Sponsor:** Berea, City of  
**ODOT District:** 12  
**Funding Source:** Federal

Project Description:

The City of Berea in cooperation with the Ohio Department of Transportation (ODOT) propose improvements to Mulberry Street / Henry Street / Prospect Road (SR-237) from Bagley Road to Baker Street in the city, Cuyahoga County. The work includes resurfacing, partial/full depth base pavement repairs, and sidewalk replacement including ADA curb ramps as necessary throughout the project length. At least one lane of traffic in each direction will be maintained at all times throughout construction. The funding source for the current Stage 3 plans are broken down as follows:  
 The Stage 3 construction cost estimate is \$1,011,037.87  
 \$750,000 is Federal funding (80% but capped at \$750k)  
 \$261,037.87 is the responsibility of the City of Berea (20% + amount over \$750k)  
 The C2 approval is based on Stage 3 plans. Plans are included in project File/General/Project Information/Stage 3 Design.pdf.

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

Ellis STIP Details

Phase	Current STIP Reference
CO	113114: 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** No Scenic Rivers will be affected by the project.

**Floodplains**

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

**Floodplain Remarks**

Project is not within any Special Flood Hazard Zone.

**Section 4(f)**



**Section 4(f):**

Present; No Impacts and/or Access Restrictions

**Section 4(f) Remarks**

No impacts will affect any unmanaged or vegetated areas, adjacent park land, or feature other than the roadway and curb ramps. The only impacts will be 770-linear feet or 0.27-acres of roadway owned by the Cleveland Metroparks.

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(d), the temporary occupancy of land and/or access will not constitute a use upon the protected recreational activities, features, or attributes associated with Cleveland Metroparks Mill Stream Run Reservation. The determination was made based on the proposed scope of work and concurrence received from the Official with Jurisdiction (OWJ) regarding the assessment of impacts that are included in the DRF.

**Section 6(f)**

**Section 6(f):**

Not present

**Cultural Resources**

**Cultural Resources:**

Not Present

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

06/06/2023

**Cultural Resources Remarks**

No cultural resources are present within the project area.

**Environmental Resources Considered**

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

**Regulated Materials**

**Air Remarks**

Project is exempt from analysis of both CO, PM10, and Ozone due to state funding. The project is exempt from PM2.5 analysis per 40 CFR 93.126 (pavement resurfacing/rehabilitation).

The purpose of this project is to resurface a portion SR 237 in the City of Berea. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative. Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES3 model forecasts a combined reduction of over 76 percent in the total annual emissions rate for the priority MSAT from 2020 to 2060 while vehicle-miles of travel are projected to increase by 31 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, January 18, 2023). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

**Noise Remarks**



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The project is neither a type 1 or type 2 project, thus exempt from noise analysis.

**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:**

06/05/2023

**Regulated Materials Review Remarks:**

RMR screening was completed and determined that no further regulated material review is necessary per RMR Flowchart.

**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
390351342041	25	81
390351342042	40	66
390351342061	12	69
390351342043	33	56

**Environmental Justice Remarks**

Based on the mapping from the ODOT's TIMS, the minority populations are 12 - 40 percent for the US Census Block Groups located within the project area and 56 - 81 percent 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 based upon the table above, the attached mapping, and the answers to the questions above. No concerns related to impacts on Environmental Justice 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, DOT Order 5610.2(a), and FHWA Order 6640.23A, no further analysis is required.

Based on the above findings an Environmental Justice Analysis Report (EJAR) 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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**Public Involvement Remarks**

In response to comments provided, the City has decided to proceed with the project as designed.

**Environmental Commitments**

**Environmental Commitments**

Yes



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## **Environmental Commitments**

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- 1) The contractor shall coordinate the project schedule with Cleveland Metroparks.
- 2) The contractor shall restore the park property to a condition at least as good as existed prior to the project at no additional cost to the State.
- 3) The contractor shall provide the Cleveland Metroparks with an opportunity to inspect the park property prior to completion of construction.
- 4) The contractor shall comply with (or reference) the contract documents for the license agreement for the resurfacing of SR 237 within Mill Stream Run Reservation.



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### **Preparers and Approvals**

**Form Preparer:**

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**Supporting Form Preparer(s):**

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Chris Preto

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Mark Carpenter (TRANS ENGR 3)	8/1/2023



## Appendix

### General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

### ESA

RMR Screening Approval NFA District Determination .pdf

### Cultural Resources

Records Check.pdf

### Ecological

ODNR Scenic River MOA Conditions

### Section 4(f)

OES Recreational 4(f) Determination.pdf

Section 4f right-of-way mapping.pdf

### Section 6(f)

ODNR Comments.pdf

OES Approval - Maintenance.pdf

### Environmental Justice

Census Mapping.pdf

### Public Involvement

News Article.pdf

Response to Public Comments.pdf

### Permits

FEMA FIRM 2.pdf

FEMA FIRM.pdf