OHIO DEPARTMENT OF TRANSPORTATION

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

Environmental Document

for

STA SR 0241 16.86 PID 119585

Environmental Document Level: C2

Approved: 2/5/2026

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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

C2 Section

PIDs	119585
Project Sponsor	District 4-Planning
ODOT District	4
Funding Source	Federal

Project Description:

The Ohio department of Transportation proposes transportation improvements on State Route (SR) 241, also known as Wales Avenue NW, extending from approximately Willowdale Lake Avenue north to the Summit County Line at Mount Pleasant Road in Jackson Township, Stark County, Ohio. Proposed transportation improvements include:

- Construction of a single-lane roundabout at the intersection of SR 241 and Shuffel Street.
- Replacement of the SR 241 bridge (STA-241-17.042; SFN: 7606273) spanning Nimisila Creek.
- Road profile adjustments along SR 241 in proximity of the STA-241-17.042 bridge and the Nimisila Creek flood plain.
- Culvert replacement, drainage improvements and shoulder reconstruction from approximately Willowdale Lake Avenue north to Nimisila Creek.
- Pavement repair and resurfacing between Willowdale Lake Avenue and the Summit County Line (Mount Pleasant Road).

The proposed roundabout at the SR 241/Shuffel Street intersection will include a 150-foot outside radius circulatory roadway (inscribed circle) with an 18-foot-wide roadway and 12-foot-wide truck apron, concrete splitter islands along all roadway approaches, and driveway access modifications on the SR 241 and Shuffel Street intersection approaches. Additional improvements proposed in proximity of the intersection include installation of new catch basin/manhole/conduit/guardrail/fencing, best management practice (BMP) vegetated filter strip runoff treatment installations, new concrete curb/gutter construction, new landscaping installation, new traffic sign and lighting installations.
To the south of the SR 241/Shuffel Street intersection, the project will raise the SR 241 road profile over Nimisila Creek and replace the existing 15-foot-long single span concrete slab STA-241-17.042 bridge spanning Nimisila Creek. A new 33-foot-long single span prestressed concrete box beam bridge structure will be installed by the project.
The project also proposes to reconstruct drainage and address flooding and shoulder erosion occurring along SR 241 from the new proposed bridge structure south to approximately Willowdale Lake Avenue. This work includes culvert replacement at the SR 241/Willowdale Lake Avenue intersection, replacement of existing drive culverts, and reconstruction of drainage/captured stream channel and roadway embankment slope along SR 241. Proposed improvements along the southbound lane of SR 241 will require reconstruction of approximately 1,276 linear feet of captured stream channel and include incremental placement of meander bends and other in-stream features to ensure channel stability, reduce erosion risks and maintain ecological integrity.
Additional improvements proposed by this project include pavement resurfacing between Willowdale Lake Avenue and the Summit County Line and new pavement marking applications throughout the project limits.
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*.
Construction is expected to occur in two (2) construction phases with northbound and southbound SR 241 detours occurring during each phase. Once the removal of the existing STA-241-17.042 bridge begins, SR 241 will be closed to through traffic between Shuffel Street and Strausser Street for the duration of project construction. SR 241 through traffic will be detoured around the project limits using SR 687 (Fulton Road) and Interstate Route 77. Additional Phase-specific closures and local detours routes are described below.

- Phase 1 of project construction will result in closure of SR 241 between Willowdale Lake Avenue and Shuffel Street for a minimum of five (5) consecutive months. The Phase 1 closure will detour local traffic utilizing Strausser Street, Frank Road and Shuffel Street.
- Phase 2 construction requires closure of SR 241 between Willowdale Lake Avenue and Shuffel Street and closure of Shuffel Street between SR 241 and Lake O'Springs Avenue NW for approximately two (2) consecutive months. During Phase 2 construction duration, local traffic will be detoured utilizing Strausser Street, Frank Road Lauby Road and Greensburg Road.

All construction and roadway closure/detour information will be posted within the project construction limits and at all intersecting side roads prior to the start of project construction and implementation of each construction phase. Access shall be maintained to all adjacent properties for the duration of the project. Substantial traffic disruptions are not expected with the project.
The project will require temporary and permanent right of way acquisition from eight (8) property parcels. Approximately 3.725 acres of permanent right-of-way will be acquired from seven (7) parcels, and 2.179 acres of temporary right-of-way will be acquired from seven (7) parcels to construct the project. No structure takes/relocations and/or total property takes are proposed to construct the project. See the right-of-way plan information for the project in the Project File/General/Project Information subsection as *Right of Way Plan Sheets.pdf*.
Overhead and underground utilities within the project limits have been identified. Relocation of electric utility poles as well as secondary telecommunication lines are proposed in proximity of the new roundabout and bridge locations. Underground gas line relocation is also required to construct the project. Existing waterlines within the project area are not in conflict with proposed work and do not require relocation. Anticipated relocations of utilities will occur within the existing and proposed rights-of-way. Coordination with utility companies will continue during final design and construction.
The project proposes to impact approximately 1,537 linear feet of stream channel and result in elimination of approximately 0.202-acre of jurisdictional wetlands. On August 6, 2025, a mussel survey was completed by ODOT Office of Environmental Services (OES) and ODOT District 4 Environmental Section personnel. Live Mussels (*Pygandon grandis*) were found in proximity of the STA-241-17.042 bridge. A relocation of the mussels will be conducted prior to the start of instream construction activities in Nimisila Creek in accordance with ODNR's Ohio Mussel Survey Protocol. See ecological information and threatened and endangered species information for the project in the Level 1 Ecological Survey Report and agency coordination documentation provided in the Ecological tab and the Project File/Ecological/Reports and Coordination subsections.
The project will not impact any other environmentally sensitive resources within the project study area.
The environmental document and associated studies, as applicable, were approved using the Stage 3 Design plans for the project. A copy of the Stage 3 Design plans for the project is included in the Project File/General/Project Information subsection as *Stage 3 Design.pdf*.
The estimated Stage 3 Design construction cost is approximately 3.1% lower than the project construction cost specified in the ODOT State Fiscal Years 2026 - 2029 Statewide Transportation Improvement Program (STIP). Fiscal constraint is at the Statewide Line Item (SLI) Group level. An individual project utilizing a SLI does not require a STIP/TIP amendment.

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
CO	119585: 26-29 STIP
DD	119585: 26-29 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.)

(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e). ***Examples include: Railroad projects that close or relocate at-grade crossings***

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
Isolated Wetland Permit	No
Will any wetlands be impacted?	Yes

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	Myotis sodalis	Endangered	07/25/2025
Northern Long-eared Bat	Myotis septentrionalis	Endangered	07/25/2025
Tricolored Bat	Perimyotis subflavus	Proposed Endangered	07/25/2025

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	Haliaeetus leucocephalus	Species of Concern	07/25/2025
Eastern Massasauga	Sistrurus catenatus	Threatened	07/25/2025

Endangered Species Remarks:

The project may result in removal of approximately 1.74 acre of suitable wooded habitat (SWH) for federal and state listed bat species. All tree removal will occur between October 1 and March 31 to protect these species during their summer roosting period. This project is anticipated to have no impact on other federal and state listed species. See ecological information and threatened and endangered species information for the project in the Level 1 Ecological Survey Report and agency coordination documentation provided in the Ecological tab and the Project File/Ecological/Reports and Coordination subsections.

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 Wild and Scenic Rivers within 1000 Feet of the Proposed Project Area. No further coordination is required.

Floodplains

100-Year Floodplain: — Encroachment Within the SFHA is a Functionally Dependent Use

EO 11988 Compliance Met — Yes

NFIP Coordination and Documentation Completed — Yes

NFIP Local Floodplain Coordinator Notification Date: — 02/19/2025

Floodplain Remarks

The project is located within a special flood hazard area (SFHA) Zone A floodplain associated with Nimisila Creek. Flood plain coordination was submitted to the local flood plain administrator (*i.e.*, the Stark County Chief Building Official) on February 19, 2025. On February 19, 2025, Ms. Angela Cavanaugh, Stark County Chief Building Official, responded indicating Ohio State projects are not regulated by the Stark County Flood Plain Coordinator. Additional Flood plain coordination was submitted to the local flood plain administrator on March 4, 2025, with additional follow-up coordination submitted by electronic mail on February 3, 2026.

The Project Designer shall ensure the project is designed to comply with all applicable Local, State and Federal floodplain protection standards. ODOT shall obtain any required floodplain permit(s)/approval(s) prior to project construction.

See the floodplain documentation 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:

de minimis - Cultural Resources

Section 4(f) Determination Date - de minimis - Cultural Resources 08/04/2025

Section 4(f) Remarks

In the Section 106 finding for the project, dated July 30, 2025, ODOT-OES determined that a finding of "no adverse effect" is applicable to the project undertaking. In that determination, the Ohio State Historic Preservation Office (OSHPO) was notified of ODOT-OES's intent to apply a Section 4(f) *De Minimis* finding to the project. OSHPO concurred with the results of ODOT-OES's Section 106 review on August 1, 2025. On August 4, 2025, ODOT-OES confirmed that a Section 4(f) *De Minimis* finding is applicable to the barn located at 8182 Wales Avenue NW, and to the project undertaking, in accordance with 36 CFR Part 774. See the Section 4(f) *De Minimis* finding documentation for the project in the Project File/Section 4(f)/Coordination subsection.

The project will not impact any publicly owned parks, recreation areas and/or wildlife and waterfowl refuges. No recreational Section 4(f) coordination is required for the project in accordance with 23 CFR 774 and the OES Section 4(f) Manual.

Section 6(f)

Section 6(f): Not present

Cultural Resources

Cultural Resources: Present; No Finding of Adverse Effect

Cultural Resources Coordination: No Adverse Effect

Cultural Resources Coordination - ODOT Approval/SHPO Concurrence Date 07/30/2025

Cultural Resources Remarks

Based on the project scope and the literature and field reviews, the subject undertaking does not impact any historic cultural resources. In accordance with Stipulation V(C)(2) of the Section 106 Programmatic Agreement among FHWA, ACHP, Ohio SHPO, ODOT, Regarding Implementation of the Federal Aid Highway Program in Ohio (Agreement No. 38503) executed June 29, 2023, OES determines that "no adverse effect" is the appropriate finding based on the following.

- No archaeological sites will be affected by the project.
- In accordance with 36 CFR 800.5(b) a finding of "no adverse effect" is applicable to the undertaking, and to the resource at 8182 Wales Avenue NW. The project will not diminish or alter the characteristics that qualify the resource for inclusion on the NRHP. The project will have no effect on the NRHP-eligible barn at 8008 Wales Avenue NW.
- ODOT intends to make a *de minimis* Section 4(f) impact finding upon OSHPO concurrence with the "no adverse effect" finding of the undertaking on the barn at 8182 Wales Avenue NW in accordance with 23 CFR Part 774.

No further cultural resource investigations are warranted. Coordination with SHPO was initiated on July 30, 2025. The Ohio SHPO concluded that there will be no adverse effect to historic properties as a result of this project on August 1, 2025. This concludes the Section 106 review process. See the cultural resources documentation for the project in the Project File/Cultural Resources/Project Information subsection and the Cultural Resource Coordination Tab.

Tribal Consultation Summary/Remarks:

ODOT-OES sent copy of the Section 106 Effect Determination on July 30, 2025, to the Delaware Tribe of Oklahoma, the Miami Tribe of Oklahoma, and the Shawnee Tribe. No comments or objections to the project were received within the 30-day coordination time frame.

Environmental Resources Considered

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

Regulated Materials

Air Remarks

Coordination with ODOT-OES on August 15, 2024, confirmed the project does not contain potential MSAT triggers that would warrant the need for an Qualitative MSAT report. Air quality studies and/or coordination are not required for this project. This project meets 40CFR93.126 as "Projects that correct, improve, or eliminate hazardous locations or features".

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. Coordination with ODOT-OES on August 15, 2024, confirmed the project does not contain actions/changes that would warrant the need for a 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: 03/24/2025

Regulated Materials Review Remarks:

Based on the information contained in the Regulated Materials Review (RMR) Form completed for the project, ODOT-OES determined that further RMR activity or special materials management are not warranted for the project. See the RMR documentation for the project in the Project File/RMR/Reports and Coordination subsections.

Public Involvement

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

Public Involvement Remarks

Project Right of Entry Notification Letters to local property owners were sent to abutting property owners on June 14, 2023, and March 3, 2025.
ODOT conducted various public involvement activities for the project including a press release, website posting and mailing of notification letters to property owners and stakeholders (public officials and local emergency and public service providers) that contained project and roadway closure and detour information as well as informed them of a Virtual Open House event for the project performed via the project website https://www.transportation.ohio.gov/projects/projects/119585. The Virtual Open House event provided project information, including a prerecording online presentation and video, to convey detailed project information, and provided the public and stakeholders with the ability to comment on and ask question about the project.
The virtual public open house comment period ran from October 6, 2025, thru November 9, 2025, and comments were requested by all public involvement activities performed for the project. Moreover, on October 20, 2025, *The Repository*, a local newspaper, published an article titled "Safer than a stoplight.' ODOT eyes busy Jackson Township intersection for a roundabout." The article summarized the project, advertised the Virtual Open House and provided information on how to comment on the proposed project.
Written comments were received during the public comment period. Comments received during the comment period were concerned about the functionality of the roundabout, large vehicles navigating the roundabout, project design, and other suggested improvements. Comments expressing support for the proposed improvements were also received. The project team reviewed and summarized all comments and questions received and prepared responses. A summary of all written comments and questions received with response information was made available on the project website and notifications were sent to everyone that provided comments and all property owners and stakeholders invited to participate in the Virtual Open House. Considering the feedback received from stakeholders and the public, project design was advanced, and the project is tentatively scheduled to begin construction in October 2026. See the public involvement documentation for the project in the Project File/Public Involvement/Project Information subsection.

Environmental Commitments

Environmental Commitments Yes

Ecological

Wetlands

ESR Name:	Wetland ID:	Hydrologic connection:	Wetland category:	Estimated total size (ac.):	Total estimated impact area by alternative (ac.):
STA-SR 241-16.86	W-01	Adjacent	Category 1	0.014	0.008
	W-02	Adjacent	Category 2	11.5	0.245

Has an Approved and/or Preliminary Jurisdictional Determination been made by the USACE? No

Total impact to all wetlands (ac.): 0.253

Total acres of non-isolated wetlands impacted: 0.253

Total acres of isolated wetlands impacted: 0

In accordance with Executive Order 11990 - USDOT Order 5660.1A, this Wetland Finding has been prepared to document that wetlands have been avoided to the extent possible to minimize the long and short term adverse impacts associated with the destruction or modification of wetlands, and to document that there are no practicable alternatives to avoid construction in wetlands.

An analysis of the 'Do Nothing' alternative indicates that it is not practicable because (check all that apply):

It Would Not Correct Safety Hazards.

It Would Not Correct Existing Condition and Maintenance Problems.

An analysis of improvements that avoid all wetland impacts indicates that they are not practicable because (check all that apply):

They Will Substantially Increase Project Costs.

They Will Not Meet the Identified Needs of the Project.

Include justification supporting the decisions noted above:

The No Build alternative does not meet the project's Purpose & Need to improve safety by reducing the frequency and the severity of crashes at the SR 241/Shuffel Street intersection and/or the need to improve facility infrastructure deterioration and deficiencies by replacing the SR 241 bridge and drainage culverts and raise the roadway profile to reduce flooding events that result in road closures and additional infrastructure damage.

The project footprint has been reduced to the maximum extent practicable based on design criteria. Implementation of additional measures to further reduce the impact footprint is not feasible or warranted based on the purpose and need of the project, the location of the aquatic resources relative to the project location, and the overall minor impacts of the project as currently designed.

All practicable measures have been considered and incorporated into the project design to avoid, minimize, wetland impacts. The wetland impact minimization measures that will be followed for the project are documented in the environmental commitments for the project. Wetland mitigation for unavoidable impacts will be provided if required by the Clean Water Act or Ohio isolated wetland law, as regulated by the US Army Corps of Engineers and Ohio EPA regulations (33 CFR parts 325 and 332 and 40 CFR part 230, and OAC 3745-01-54), and (ORC 6111.027). No practicable alternatives exist for the proposed construction in wetlands, and the proposed action includes all practicable measures to minimize harm to the wetlands that may result from such use.

Remarks:
See wetlands and other ecological resource impact information in ecological reports and agency coordination provided in the Project File/Ecological Reports and Coordination subsections.

Environmental Commitments

C2

1) The project is located within a FEMA flood zone and will be designed to comply with all applicable Local, State, and Federal floodplain protection standards. Appropriate floodplain permitting shall be obtained prior to the start of construction.

2) The project may result in removal of suitable wooded habitat (SWH) for federal and state listed bat species. The project designer shall incorporate the following note into the plans. ENDANGERED SPECIES HABITAT - INDIANA BAT/NORTHERN LONG-EARED BAT: THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED TO CONSTRUCT THE PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. 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) Stream and/or wetlands mitigation will be completed for the project, in accordance with current Clean Water Act requirements as regulated by the U. S. Army Corps of Engineers and Ohio EPA, and the appropriate documentation will be included in the project file.

Preparers and Approvals

Form Preparer: Brian Peck
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Supporting Form Preparer(s): Brian Peck
Debra White

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Brian Peck (ENV SPEC 3)	2/5/2026

Appendix

General

Aerial Map.pdf

County Map.pdf

USGS Quadrangle Topographical Map.pdf

Air

Project Related OES Decision - Air.pdf

Noise

Project Related OES Decision - Noise.pdf

RMR

OES Review - Screening.pdf

Regulated Materials Review Form.pdf

Cultural Resources

Memo to File - Archaeology.pdf

Memo to File - History Architecture.pdf

Records Check.pdf

SHPO Comments

Transmittal 1 - Effect Determination

Tribal Consultation

Ecological

ODNR Comments

ODNR Scenic River MOA Conditions

USFWS/ODNR Ecological MOA Conditions

Other Resources

Consus - Urban Area Map.pdf

Site Specific Resource Mapping - Agricultural Easement Map.pdf

Site Specific Resource Mapping.pdf

Section 4(f)

OES Cultural Resources 4(f) Determination.pdf

Public Involvement

Comment Response - Public Notification Email List.pdf

Comment Response - Public Notification Email.pdf

Comment Response - Public Notification Letter Mailing List.pdf

Comment Response - Public Notification Letter.pdf

News Article - Canton Repository.pdf

Prelim Engineering - Public Information Request Response.pdf

Prelim Engineering - Public Information Request.pdf

Press Release.pdf

Public Comment and Response Summary.pdf

Public Comments Received - Post Public Comment Period.pdf

Public Comments Received.pdf

ROE Letter Mailing Addresses 3-3-2025.pdf

Response to Public Comments - Post Public Comment Period.pdf

Right of Entry Email - Akron-Canton Airport.pdf

Right of Entry Letter 3-3-2025.pdf

Right of Entry Letter 6-14-2023.pdf

Updated Website Snapshot - Virtual Open House.pdf

Virtual Open House - Comment Form.pdf

Virtual Open House Notification Email List.pdf.pdf

Virtual Open House Notification Email.pdf

Virtual Open House Notification Letter Mailing List.pdf

Virtual Open House Notification Letter.pdf

Virtual Open House Presentation Slides.pdf

Virtual Open House Presentation Video.mp4

Website Information - Virtual Open House Comment Response.pdf

Website Snapshot - Virtual Open House.pdf

Website Snapshot 2-2-2026.pdf

Permits

2-19-2025 Coordination with Local Floodplain Administrator.pdf

2-19-2025 Local Floodplain Administrator Reponse.pdf

2-3-2026 Coordination with Local Floodplain Administrator.pdf

3-4-2025 Coordination with Local Floodplain Administrator.pdf