



# OHIO DEPARTMENT OF TRANSPORTATION

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

## **Environmental Document**

for

## **STA State St/Cleveland Ave PID 117499**

**Environmental Document Level: D2**

**Approved: 3/24/2026**

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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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## Project Type

~(1)-(3) Reserved for future use.

**Please check all of the following actions that apply (Must check at least one):**

(13) Actions described in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints listed in 23 CFR 771.117(e).

(a) Project types that exceed thresholds in Appendix A

(b) Project types that exceed thresholds in Appendix B



### General Project Information

**Project, Cost Schedule and Work Limits**

**Environmental Document Level**

**PID** 117499  
**Project Name** STA State St/Cleveland Ave  
**Project Sponsor** Stark County Engineer  
**ODOT District** 4  
**Funding Source** Federal  
**The next phase of the proposed project is listed on the STIP** Yes

**Ellis STIP Details**

Phase	Current STIP Reference
ENV	
RW	117499: 26-29 STIP
CO	117499: 26-29 STIP
DD	

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

**An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed** No

**Project Description:**

The Stark County Engineer Office, in cooperation with the Ohio Department of Transportation, proposes to construct a modern single-lane roundabout with northbound and southbound right-turn bypass lanes at the intersection of State Street (CR 31) and Cleveland Avenue (CR 66) in Lake Township, Stark County. The roundabout will be designed with 120' ICD (Inscribed Circle Diameter) and accommodate WB-50 design vehicles (50-foot wheelbase long haul trucks) with mountable curbs and concrete splitter islands along all roadway approaches and driveway access modifications to residential and commercial parcels.

Additional improvements proposed by this project include sidewalks at all four corners, ADA compliant curb ramps and pedestrian crossings across each approach, minor approach roadway vertical alignment adjustments, new pavement construction, new lighting installation, new landscaping installation, new pavement marking applications throughout the project construction limits, new concrete curbs, driveway reconfigurations, new stormwater drainage pipes and structures, and a manufactured water quality system for treating stormwater runoff.



A Feasibility Study, dated July 2025, examined signalized and roundabout alternatives which resulted in evaluating 21 scenarios to address the goals of the project, which are to reduce congestion and improve safety at the study intersection while avoiding impacts to historic properties. These scenarios ranged from adding dedicated left-turn lanes and implementing signal phasing modifications (similar to the County's project at the intersection of Cleveland Avenue and Mt. Pleasant Street) to constructing a roundabout. Many of the scenarios included reassigning lane usage on Cleveland Avenue, rather than widening the roadway to minimize total takes and impacts to adjacent properties. After preliminary layouts were developed and capacity analysis were completed, two signalized scenarios (5C and 6C) and roundabout Scenario 10 remained in consideration. The Feasibility Study concluded that the roundabout Scenario 10 is the preferred alternative. This is discussed in the Alternatives Tab.

Scenario 10 meets the Purpose and Need of the project which is to reduce congestion and improve safety at the study intersection while avoiding impacts to historic properties. It consists of a single-lane roundabout with northbound and southbound right-turn bypass lanes.

The federally funded safety improvement project will acquire permanent and temporary strip rights-of-way throughout the project limits with larger area takes from the parcels at all four corners of the existing intersection.

Per the Stage 1 Design plans, the structure located at 9717 Cleveland Avenue NW will potentially be impacted. Therefore, it is assumed that it will result in a total property take requiring four (4) relocations (owner/East of Chicago Pizza Shop/Accounting Business/upstairs tenant). More engineering design work needs to be performed to determine if the structure can be missed and not impacted.

Per the Stage 1 Design plans, the structure located at 9688-9694 Cleveland Ave NW in the SE quadrant of the State Street/Cleveland Avenue NW intersection will be impacted and will result in a total property take. The structure is currently unoccupied. The current assumption is total property take with personal property move (no relocation).

No right-of-way will be required from the National Register of Historic Places eligible property at 9676 Cleveland Ave. NW (STA-00731-04) or the NRHP listed property at 9677 Cleveland Ave. NW (STA-00740-04).

Utility impacts are anticipated. Stakeholder and public meetings were conducted in 2024 and 2025 and updated project status information continues to be provided to property owners, stakeholders and the public.

The environmental document and associated studies are being approved using Stage 1 Design plans. The Stage 1 Design plans can be found in the Project File under General/Project Information.

#### **Limits of Proposed Work**

<b>Start (SLM):</b>	0.812
<b>End (SLM):</b>	0.904
<b>Total Work Length (Miles):</b>	0.092
<b>Roadway Character</b>	
<b>Route Number: CR00066</b>	
<b>Functional Classification:</b>	Principal Arterial - Other (Urban)
<b>Current Average Daily Traffic:</b>	6445



**Current Average Daily Traffic Year:** 2026  
**Design Year Average Daily Traffic:** 6750  
**Design Average Daily Traffic Year:** 2046  
**Daily Hourly Volume:** 675  
**Truck %:** 3  
**Setting:** Urban  
**Topography:** Level

Design Speed (MPH):	35	35
Legal Speed (MPH):	35	35
Number of Lanes:	4	3
Type of Lanes:	Through	2 Through and 1 Turn
Pavement Width (ft):	44	36
Shoulder Width (ft):	0	0
Median Width (ft):	0	0
Sidewalk Width (ft):	4	5

**Route Number: CR00031**

**Functional Classification:** Minor Arterial (Urban)  
**Current Average Daily Traffic:** 4075  
**Current Average Daily Traffic Year:** 2026  
**Design Year Average Daily Traffic:** 4200  
**Design Average Daily Traffic Year:** 2046  
**Daily Hourly Volume:** 420  
**Truck %:** 4  
**Setting:** Urban  
**Topography:** Level

Design Speed (MPH):	35	35
Legal Speed (MPH):	35	35
Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width (ft):	24	24



Shoulder Width (ft):	0	0
Median Width (ft):	0	0
Sidewalk Width (ft):	4	5

**No bridge data for PIDs associated with this CE Form**

**Maintenance of Traffic During Construction**

- A roadway, bridge or ramp closure is required** Yes
- A temporary bridge or roadway is proposed** No
- A detour is required for the proposed project** Yes
- Access for local through traffic will be provided with appropriate signage** Yes
- Provisions for through-traffic dependent businesses will be incorporated into project design** Yes
- Provisions to accommodate any local special events or festivals will be incorporated into project design** Yes
- The proposed MOT substantially impacts sensitive environmental resources** No
- Substantial controversy is associated with the proposed MOT** No
- Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc.** Yes

**Remarks:**

The project will use phased maintenance of traffic to construct the project. Phase one will construct the western leg of the roundabout and will require the closure/detour of the western approach of State Street. Phase two will construct the eastern leg of the roundabout and will require the closure/detour of the eastern approach of State Street while the western leg of State Street remains closed/detoured. Phase three will construct the remaining/final portion of the roundabout and will require the closure/detour of both State Street and Cleveland Avenue.

Final maintenance of traffic (MOT) plans for the project will be developed during the Stage 3 design phase. Construction, lane restrictions/reductions and road closures/detours information will be posted within the project construction limits prior to the start of project construction. Access shall be maintained to all adjacent properties, businesses and intersecting side streets during project construction. Substantial traffic disruptions are not expected during project construction.

Public involvement activities that were conducted for the project included available maintenance of traffic information to determine impacts and obtain feedback from stakeholders, the public and emergency/public services. The local emergency/public services attended and participated in the various public involvement activities conducted for the project.

No concerns/issues were raised during the public involvement activities by the local emergency/public services, schools, public institutions, etc. Local emergency/public services and community notifications of the proposed ramp/lane closures, detours, and other maintenance of traffic measures to be implemented for the project shall be performed in accordance with ODOT Traffic Engineering Manual Notes.

**Are there any Environmental Commitments?** No

**Right of Way and Utility Involvement**



<b>The project requires Permanent Right-of-Way</b>	Yes
<b>The project requires Permanent Easement(s)</b>	No
<b>The project requires Temporary Right-of-Way</b>	Yes
<b>Number of parcels impacted by Permanent Right-of-Way:</b>	4
<b>Number of parcels impacted by Temporary Right-of-Way:</b>	6
<b>Approximate acreage of Permanent Right-of-Way needed:</b>	0.188
<b>Approximate acreage of Temporary Right-of-Way needed:</b>	0.063
<b>Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area</b>	Yes
<b>Large scale transmission facilities are located within the project area</b>	No
<b>Private utility easements are located within the project area</b>	No
<b>Coordination with identified utilities has been initiated and/or completed</b>	Yes

**Remarks:**

Permanent and temporary right-of-way will be required for this project.

Utilities located within the project construction limits include:

- First Energy Corp
- Dominion Energy
- AT&T
- Aqua Ohio
- Stark County Sanitary Engineer

No private utilities will be impacted by the proposed project. Utility coordination was initiated with Stage 1 Plan submittal January 6, 2026. Additional utility coordination will occur through detailed design phases.



## Purpose & Need

### Purpose & Need

#### Project History:

The intersection is located in Lake Township, Stark County, Ohio in the unincorporated community of Greentown. The intersection is situated in the center of the area commonly known as "the square" and contains a unique street arrangement. Cleveland Avenue runs north/south and State Street runs east/west through the center of the square, while three quadrants of the square have single-lane alley approaches that align diagonally with the intersection corners and connect to paved parking areas on the intersection corners. These parking lots have driveway access points to Cleveland Avenue and State Street along intersection radius returns. The southwest corner of the intersection is the only one that does not share this layout. The stop lines for the signalized intersection and associated crosswalks are located outside the parking areas and associated driveways, creating a wide intersection with challenging sight lines for cross traffic.

The square is home to a collection of historic properties and properties important to the community. The property located at 9677 Cleveland Avenue is listed in the National Register of Historic Places and the property at 9676 Cleveland Avenue has been determined eligible for listing in the NRHP. The property at 9740 Cleveland Avenue, located at the northeast corner of the intersection, is not recommended as eligible for the NRHP due to loss of integrity because of alterations, but the community has noted a preference to avoid impacts to this property as the building retains association with its use as a social hall.

In the early 2000's serious accidents occurred when northbound Cleveland Avenue left-turning traffic was struck by opposing southbound Cleveland Avenue through traffic during times of high traffic volumes and congestion. Traffic in the southbound Cleveland Avenue inside lane blocked the northbound Cleveland Avenue line-of-sight, obscuring vehicles traveling southbound in the outside lane through the intersection. To mitigate these crashes and improve the overall intersection safety, the signal phasing was modified to add protected left-turn phases for traffic on Cleveland Avenue. The current signal phasing, known as spilt phasing, provides a green signal indication with a protected left-turn arrow to the northbound traffic while the southbound traffic is stopped, and then provides the same green indication for southbound traffic while northbound traffic is stopped. This signal phasing is required because dedicated left-turn lanes are not present on Cleveland Avenue. This signal phasing modification has improved intersection safety but has also increased congestion and delay at the intersection.

#### Purpose Statement:

The purpose of this project is to reduce congestion and improve safety at the intersection of State Street and Cleveland Avenue in Greentown, Ohio while avoiding impacts to historic properties.

#### Need Element(s):

The Primary Needs for this project include the following:

##### Reduce Congestion

Intersection congestion is defined by the amount of delay (in seconds) experienced by vehicles as they wait to clear the intersection. Sources of delay include the traffic signal cycle operation, vehicle queues, and vehicles speeding up and slowing down in response to congested conditions. Lower delay values mean better traffic flow and less congestion, while higher delay values mean more congestion and longer wait times at the traffic signal. Intersection Level of Service (LOS) is a qualitative description of ranges of vehicle delay that is expressed in letter grades ranging from A to F. LOS A is delay of less than 10 seconds/vehicle and describes free-flow conditions and minimal delays. LOS F is delay greater than 80 seconds/vehicle and relates to gridlock and excessive delays. LOS C (20-35 seconds/vehicle) is typically considered acceptable while LOS E (55-80 seconds/vehicle) relates to unstable traffic flow.



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Traffic projections for 2026 Existing Conditions indicate that the intersection will operate with Level of Service (LOS D) in the AM peak period and LOS E in the PM peak period. The northbound and southbound through/left turn lanes are expected to experience delays of nearly 50 seconds per vehicle, which is toward the high end of the LOS D delay range, during the AM Peak while waiting at the intersection, and delays of 87 and 64 seconds per vehicle, respectively, in the PM Peak. These delays are 7 seconds longer than the LOS F threshold and 9 seconds longer than the LOS E minimum threshold, respectively.

The volume-to-capacity (v/c) ratio and queue lengths are another indication of congestion concerns. A v/c of 1.00 or higher indicates that the traffic demand for an intersection approach or lane is greater than the number of vehicles that the approach or lane can serve during the analysis period and experiencing severe congestion, while v/c greater than 0.80 describes heavy congestion and unstable traffic flow. The 95th percentile queue length is used to define the longest queue of vehicles that regularly occurs for a specific lane at an intersection. When the length of the queue exceeds the length of a turn lane or the amount of space between intersections, vehicles will "spill back" into adjacent lanes or intersections, impede the flow of traffic. In the AM Peak, the northbound through/right turn lane is expected to experience a volume-to-capacity ratio (v/c) of 0.87, which is the highest of all the lanes in the intersection, and will experience queues that extend up to 643 feet from the stop line. In addition to impeding access to the left-turn, this queue length impacts two T-intersections and at least eight residential or commercial driveways. In the PM Peak, the northbound through/right turn lane is expected to operate at LOS E with a v/c ratio of 0.91 and a 95th percentile queue of 829 feet from the stop line, impacting two T-intersections and nine driveways. The northbound left turn lane is expected to operate at LOS F with a v/c of 0.83. The southbound through/right turn lane is expected to operate at LOS E with a v/c ratio of 0.97 and a 95th percentile queue of 1,051 feet. In addition to impeding access to the left-turn lane, this queue length impacts two street intersections, two alley intersections, and 11 commercial and residential driveways. The Queue Storage Ratio (QSR) for the southbound through/right turn lane is 1.05, meaning the queue exceeds the available storage length for this lane. Queue lengths that are close to or exceed the available storage lengths create traffic flow conflicts for adjacent lanes, impede cross-traffic at intersections and driveways within the queue, and contribute to vehicular gridlock. They also tend to be related to a high number of rear-end and sideswipe crashes. See the Improve Safety Need Element discussion for examples of the crash issues occurring at this intersection.

Traffic projections for 2046 Existing Conditions indicate that the intersection will continue to operate with LOS D in the AM Peak and LOS E in the PM Peak, but the approaches are expected to experience higher delays, v/c ratios, and QSRs than in 2026. The northbound and southbound through/left turn lanes are expected to experience delays of nearly 57 seconds per vehicle (LOS E) during the AM Peak while waiting at the intersection and delays of 89 and 83 seconds per vehicle (LOS F), respectively, in the PM Peak. In the AM Peak, the northbound through/right turn lane is expected to experience a volume-to-capacity ratio (v/c) of 0.89 (LOS F) and will experience 95th percentile queues that extend up to 763 feet from the stop line, which will have similar impacts as the 2026 traffic volumes. In the PM Peak, the northbound through/right turn lane is expected to operate at LOS E with a v/c ratio of 0.95, which is considered very congested. The 95th percentile queue of 1,163 feet from the stop line exceeds the available storage length as demonstrated by the QSR of 1.16. This queue length will impact three additional driveways beyond those impacted in 2026. The southbound through/right turn lane is expected to operate at LOS F with a v/c ratio of 1.04, which is over capacity, and a 95th percentile queue of 1,487 feet which exceeds the available storage length as demonstrated by the QSR of 1.49. This queue length will impact an additional intersection and six driveways beyond those impacted in 2026.

The Existing Conditions Capacity Analyses for Opening Year and Design Year are summarized in table form and are available in the Project File under Purpose and Need/Existing and Future Conditions subsection.

#### Improve Safety

Crash data for the intersection was analyzed for the three-year period of 2020 to 2022. The location experienced 20 crashes during the analysis period, with four crashes that resulted in injury and no fatalities equating to a 20% severity rate. The annual crash frequency increased every year, beginning with three crashes in 2020, seven in 2021, and 10 in 2022.

Rear end crashes were the most common crash type, with 11 (55%) occurring during the analysis period. Rear end crashes were distributed among all four intersection approaches but were most common on Cleveland Avenue; three of the four injury crashes were Rear End crashes. There were four (20%) Sideswipe Passing crashes and two (10%) Left Turn crashes. Three of the four Sideswipe Passing crashes occurred on Cleveland Avenue, two of which were identified as non-intersection related. One Left Turn crash occurred from the northbound approach and the other occurred from the westbound approach.

The high percentage of rear end crashes suggest that congestion is contributing to the crash experience, particularly since the approaches with the highest number of rear end crashes are those experiencing the highest level of delay. Sideswipe Passing crashes are often related to congestion, since they tend to happen when vehicles quickly switch lanes to avoid a rear end collision or to enter the correct lane in advance of a queue forming at the intersection.



**Goals and Objectives:**

N/A

**Summary Statement:**

N/A

**Logical Termini and Independent Utility:**

The logical termini extend approximately 350 feet from the intersection on all four approaches. The width of the study corridor is 45-50 feet on both sides of the centerline of the roadway and widens to approximately 100 feet from the centerline at the intersection. The selection of this study area provides sufficient area to consider a range of alternatives to address the Need Elements while also considering land uses and historic properties.

The proposed project does not rely on any other project to meet the established purpose and need. Additionally, the project is independent of any other transportation improvement in the area and does not preclude any future project. Therefore, independent utility is established for the proposed project.



## Alternatives

### Alternatives

#### Discuss No Build Alternative:

The No Build Alternative involves no improvements other than routine maintenance and does not satisfy the Purpose and Need of the project because it would not address safety issues at the intersection.

**Was a Feasibility Study completed?**

Yes

**Date Feasibility Study was approved:**

02/10/2026

**Was an Alternative Evaluation Report (AER) completed?**

No

### Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Scenario 5C	Reconfigure Cleveland Avenue to include two northbound through lanes, one northbound left-turn lane, one southbound left-turn lane and one southbound through lane plus the addition of eastbound and westbound left-turn lanes with permissive only signal phasing (no signal phase with left-turn arrows)	Reduced safety through lower crash reduction	No



Scenario 6C	Reconfigure Cleveland Avenue to include two northbound through lanes, one northbound left-turn lane, one southbound left-turn lane and one southbound through lane plus the addition of eastbound and westbound left-turn lanes with permissive only signal phasing (no signal phase with left-turn arrows) plus widening to add a southbound right-turn lane	Increased ROW and property impacts	No
Scenario 10	Single lane roundabout with the addition of northbound and southbound right-turn bypass lanes	N/A	Yes

**Discuss Reasons Alternative Identified as Preferred was selected:**

Based on the operational analysis, impacts to property and structures and safety, it is recommended that a roundabout be constructed at the intersection of Cleveland Avenue and State Street. The recommended configuration is as described in the Feasibility Study as Scenario 10 consists of a single-lane roundabout with northbound and southbound right-turn bypass lanes.

The Preferred Alternative is Scenario 10 which meets the Purpose and Need of the project which is to reduce congestion and improve safety at the study intersection while avoiding impacts to historic properties.

After careful review of the design alternatives and considering feedback from the public and local stakeholders, the preferred alternative remains Scenario 10. The Feasibility Study can be found in the Project File/Alternatives/Reports/Feasibility Study.pdf.



## Air

### Mobile Source Air Toxics (MSATs)

Sensitive Areas are located within approximately 500' of the proposed project area Yes

The proposed project is listed as a C1 in ODOT's CE Guidance and/or falls under 40 CFR 93.126 Yes

#### Remarks:

The purpose of this project is to reduce congestion and improve safety at the intersection of State Street and Cleveland Avenue in Greentown, Ohio by constructing a modern single-lane roundabout with northbound and southbound right-turn bypass lanes. 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.

In a correspondence dated July 28, 2025, ODOT-OES concluded the project is not adding capacity, is considered an intersection improvement, and a Qualitative MSAT is not required. See the ODOT-OES correspondence, dated July 28, 2025, for the project in the Project File/Air/Coordination subsection as *OES Approval - No Air Analysis Required.pdf*.

### Particulate Matter 2.5 (PM2.5)

The proposed project is in an air quality non-attainment or maintenance area No

#### Remarks:

Stark County is in attainment for particulate matter (PM 2.5). Because the project is not located in a PM2.5 non-attainment area, analysis for PM2.5 is not required. The project was included in the air quality analysis for ODOT's 2026-2029 Statewide Transportation Improvement Program.

### Carbon (CO)

The State of Ohio is in attainment for CO at this time and no coordination or analysis is required

### Ozone

The proposed project is in an Ozone non-attainment or maintenance area No

The proposed project is listed on the TIP Yes



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**Remarks:**

Stark County is not in an ozone non-attainment or maintenance area. Furthermore, the proposed project is in compliance with ozone standards due to the fact the proposed project is listed on the Statewide Transportation Improvement Program (STIP) for FY 2026-2029. Therefore, no further coordination is required.

**Greenhouse Gas**

**A Quantitative Greenhouse Gas (GHG) Analysis is required**

No

**Remarks:**

Because the project is exempt under 40 CFR 93.126 (Air Safety: Projects that correct, improve, or eliminate a hazardous location or feature), a quantitative greenhouse gas analysis is not required.

**Environmental Commitments**

**Are there any environmental commitments? No**



## Noise

### Noise

<b>Noise Sensitive Areas located within approximately 500' of the proposed project area</b>	Yes
<b>Noise Analysis conducted</b>	No
<b>The proposed project is a Type I project</b>	No
<b>The proposed project is a Type II project</b>	No

### Remarks:

Noise sensitive land uses within 500 feet of the proposed project area consist of residential properties. The project does not qualify as a Type I project for noise (i.e. not adding capacity to thru lanes, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) therefore a noise analysis is not required for the project under 23 CFR 772. ODOT-OES approved no noise analysis was required for the project on July 25, 2025.

See the ODOT-OES correspondence, dated July 25, 2025, for the project in the Project File/Noise/Coordination subsection as *OES Approval - No Analysis Required.pdf*.

### Environmental Commitments

**Are there any environmental commitments?** No



**RMR**

**RMR**

Does the project require any Permanent ROW or Easement? Yes  
 Does the project require any temporary ROW? Yes  
 RMR Screening was completed by District Staff: Yes  
 Date when It was completed: 07/25/2025  
 Are there any OEPA and/or USEPA regulated sites? Yes  
 Date of RMR Screening IOC from OES: 07/25/2025  
 Do any sites require a RMR Assessment, RMR Investigation, or plan note according to the IOC from OES? Yes

**Sites that require RMR Assessment, RMR Investigation, or Plan Note**

Site Name	Address	RMR Assessment Required?	RMR Investigation Required?	Plan Note Required?
RM-002; East of Chicago Pizza/The Accounting Edge Inc.	9717 Cleveland Ave NW	Yes	No	No
RM-003; Crest Roofing	9727 Cleveland Ave NW	No	No	Yes
RM-004; Crest Roofing	9747 Cleveland Ave NW	No	No	Yes
RM-011; Gallery B/Action Signs/Greentown Gallery & Custom Framing	9688-9694 Cleveland Ave NW	Yes	No	No

Date of RMR Assessment IOC from OES: 12/01/2025

**Identified sites in No ROW RMR**

Site Name	Address	Plan Note Required
N/A	N/A	No

**Remarks:**



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A Regulated Materials Review (RMR) Screening was prepared for the project (dated June 26, 2025). On 7/25/2025, OES completed the review of the RMR Screening for this project. Based on the information provided, both RM002, East of Chicago Pizza/The Accounting Edge Inc., 9717 Cleveland Ave NW and RM-011, Gallery B/Action Signs/Greentown Gallery & Custom Framing, 9688-9694 Cleveland Ave NW warrant RMR Assessments since they will be whole takes. In addition, RM-003, Crest Roofing, 9727 Cleveland Ave NW and RM-004 Crest Roofing 9747 Cleveland Ave NW warrants a PCS plan note. RM-003 was formerly a Sohio gas station which had a release which impacted the drinking water well bring used when RM-004 was used as a residence. The property owner of RM-003 purchased RM-004 as part of a settlement of a lawsuit based on the release. The RMR Screening Report can be found in the Project File under RMR/Reports.

A RMR Assessment was prepared for the project (dated November 12, 2025). On 12/1/2025, OES completed the review of the RMR Assessment for the above referenced project. Based on the information provided, no further RMR or special material handling is warranted for RM-002, East Chicago Pizza, 9717 Cleveland Ave NW or for RM-011, Former Action Sign, 3140 State St NW. The RMR Assessment can be found in the Project File under RMR/Reports.

## Landfills

**Is a Rule 513 Authorization required?** No

### Remarks:

Based upon the literature review completed during the RMR Screening, there are no landfills located within the project area. No permit is required.

**Are there any environmental commitments?** No

**According to the IOC from OES does the project require any Environmental Commitments (plan notes and/or other coordination)?** Yes



## **Cultural Resources**

### **Cultural Properties Present**

**Please describe all of the efforts made to identify Historic Properties (including lit review, field investigation, etc.):**

A Section 106 Scoping Request was completed for the project on 8/15/2023. Within the Study Area, Google Earth Street View is available from 08/2011, 07/2016, 05/2019, and 06/2019 and was deemed sufficient to appropriately represent the conditions within and surrounding the project, therefore a site visit was considered unnecessary. See Project File/Cultural Resources/Project Information/Section 106 Scoping Request Form.pdf.

A Phase I History/Architecture survey was conducted as part of the project planning. An Area of Potential Effect (APE) was established for the undertaking that encompassed the maximum potential footprint for the project plus adjacent parcels containing history/architecture resources. The intent of the survey was to identify properties listed in or eligible for listing in the National Register of Historic Properties during project development.

On December 22, 2023, field investigations were conducted that identified thirty-seven architectural locations within the APE.

On February 26, 2024, staff from the ODOT Office of Environmental Services (OES) conducted a field review of the APE to further investigate a potential district and resources identified on December 22, 2023.

ODOT-OES staff met with members of the Lake Township Historical Society at their museum on March 18, 2024, to gather additional information on Greentown history.

The report, Phase I History/Architecture Short Report for the STA-State Cleveland RAB (PID 117499) Project in the Unincorporated Village of Greentown, Lake Township, Stark County, Ohio, dated July 23, 2024, documented a study area that encompassed all potential alternatives. See Project File/Cultural Resources/Reports/Phase I History Architecture.pdf.

**Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800?** **Yes**

**OES Approval/OSHPD Concurrence Date:** **10/30/2025**

**Remarks:**



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ODOT's Office of Environmental Services completed a Memo-to-File dated October 29, 2025, that evaluated the effect of the project on historic resources, based on the findings of the Phase I History/Architecture report conducted for the project dated July 23, 2024. The memo is filed in ODOT's electronic filing system for environmental documents, EnviroNet [Project File/Cultural Resources/Project Information/Memo to File- History Architecture.pdf]. Two (2) resources were identified in the project APE that are listed on or eligible for the NRHP: 9677 Cleveland Avenue NW, the John Miller House, NRHP #94000775; and 9676 Cleveland Avenue NW, OHI #STA0073104. The project will construct a new roundabout located north of the two listed or eligible properties. No right-of-way will be acquired from the properties. The project was determined to have no effect on the eligible and listed properties, and no additional research is recommended.

Concerning archaeology, there are no known sites in the project area and the project's APE features previous disturbance due to development, installation of infrastructure, landscaping, and utilities. No further work is recommended.

Based on the results of the literature review, the scope of the undertaking, and the results of the cultural resource review, no further cultural resource investigations are warranted. In accordance with Stipulation V(C)(2) of the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio SHPO, and ACHP executed June 29, 2023 (Agreement No. 38503), ODOT-OES has determined that "no historic properties affected" is the appropriate finding for the proposed STA-State St/Cleveland Ave project, based on the following.

1. No archaeological sites have been previously identified within the APE, and the area has been previously disturbed by development. No further archaeological investigations are warranted.
2. In accordance with 36 CFR 800.4(d)(1) a finding of "no historic properties affected" is applicable to the effect of the undertaking. There are two properties listed in or eligible for the NRHP in the project APE: 9677 Cleveland Avenue NW, the John Miller House, NRHP #94000775; and 9676 Cleveland Avenue NW, OHI #STA0073104. No new right-of-way will be acquired from within the historic boundaries of the listed or eligible resources and no contributing features will be removed or altered by the project. Therefore, the project will have no effect on the historic resources. The Ohio SHPO and consulting parties will be provided an opportunity to review and comment on detailed design when it becomes available.

No further cultural resource investigation is required pending completion of a 15-day review and comment period at the SHPO and 30-day review and comment period by federally recognized tribes.

SHPO responded on November 7, 2025. In regard to project PID 117499, it is the opinion of the SHPO that no historic properties will be affected as a result of the proposed project. See Project File/Cultural Resources/Coordination/SHPO Concurrence.pdf.

**Please check all NRHP Eligible and/or Listed resources:**

**Building**

**What is the Section 106 effect determination in the OES Transmittal?** No Historic Properties Affected

**Potential consulting parties were contacted:** Yes

**Additional Party Name** Ruth Sturgill - Lake Township Historical Society

**Documentation Date** 03/01/2024

**Participating** Yes

**Archaeological Resource Adverse Effect**

**History/Architecture Adverse Effect**

**Tribal Consultation**

**Tribal Consultation Summary/Remarks:**



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On 08/16/2024, the Delaware Tribe of Oklahoma and the Shawnee Tribe were notified of the History Architecture Evaluation for the project. No comments or objections were received within 30 days.

On 10/30/2025, The Delaware Tribe of Oklahoma, the Miami Tribe of Oklahoma and the Shawnee Tribe were notified of the Effect Determination for the project. No comments or objections were received within 30 days.

**Environmental Commitments**

**Are there any Environmental Commitments? No**



## Ecological

### ESR

ESR Name:	ESR Type:	Coordination Complete Date:
STA-State St-Cleveland Ave	Ecologically Exempt	2/5/2026

Based on a consideration and ecological review, the project does not have the potential to impact ecological resources regulated under the under Sections 404 or 401 of the Clean Water Act, Section 7 of the Endangered Species Act, or the Fish and Wildlife Coordination Act, and should not result in any activities that violate ORC Chapters 1518 and 1531, or Section 1533.324. This project is considered Ecologically Exempt under the Ecological MOA(Agreement 19394).

Are there any environmental commitments? No



### Other Resources

#### Farmlands

The proposed project is located within an Urbanized Area Yes

The proposed project is located in an area that is in or committed to urban development or water storage and is therefore not subject to the Farmland Policy Protection Act (FPPA) in accordance with 7 CFR 658. No further coordination is required.

FCIR Required Completion of the Farmland Conversion Impact Form is required and coordination with USDA & NRCS is required.

#### Remarks:

Based upon review of appropriate mapping, the proposed project is located in an urbanized area zoned for non-agricultural purposes and is not in an agricultural district. The Farmland Protection Policy Act (FPPA) does not apply to the proposed project in accordance with the implementing regulations, 7 CFR 658. Therefore, no coordination is required with the Natural Resources Conservation Service (NRCS) or the Ohio Department of Agriculture (ODA). Documentation can be found in the Project File/Other Resources/Farmlands subsection.

Are there any environmental commitments? No

#### Drinking Water

The proposed project is wholly or partially located within the USEPA designated boundaries of a Sole Source Aquifer No

	Present:	Impacted:
The proposed project is wholly or partially located within the OEPA designated boundaries of a Source Water Protection Area	No	

Coordination with the Local Public Water Administrator is required No

	Present:	Impacted:
Residential Wells are present	Yes	No

#### Remarks:



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A review of ODNR's Division of Geological Survey Water Wells Database by Lawhon & Associates identified five (5) domestic residential water wells located within the project area. Project construction operations shall be performed in an environmentally responsible manner and the contractor shall provide adequate spill prevention control and countermeasures during construction to ensure no impacts occur to drinking water resources. No domestic residential water wells will be impacted by the proposed project. The OEPA Division of Drinking and Ground Waters mapping tool was used to identify the presence of drinking water resources within the proposed project study area. The map indicates there are no public water system wells, intakes, drinking water source protection areas, non-transient, non-community Water Systems or transient non-community water systems within the proposed project area. Furthermore, the proposed project area is not within a designated sole source aquifer. No impacts to residential drinking water sources are anticipated. OEPA and ODNR mapping may be found in the Project File under Other Resources/Drinking Water.

**Are there any environmental commitments? No**



### Section 4(f)

**Section 4(f) Determination**

Section 4(f) properties are within and/or adjacent to the proposed project area Yes

Concurrence received from the OWJ Yes

Were there multiple OWJs? No

Date concurrence received:

	Present:	Impacted:
Publicly owned Park(s):	No	
Publicly owned recreation facility(ies) and/or area(s):	No	
Wildlife and Waterfowl refuge(s):	No	
Historic Site(s):	Yes	No

**Identified Section 4(f) Properties**

**Identified 4(f) Properties**

Property Name	Type	Permanent ROW/Easement Acres	Temporary ROW/Easement Acres	4(f) finding	Date
John Miller House - 9677 Cleveland Avenue (NRHP #94000775)	Historic Site	0	0	No Use	11/07/2025
9676 Cleveland Avenue NW (Ohio Historic Inventory STA0073104)	Historic Site	0	0	No Use	11/07/2025

**Remarks:**



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**Section 4(f) Recreational:**

Based upon a review of project mapping and property information from the Stark County Auditor, there are no publicly-owned parks, recreation areas, or wildlife/waterfowl refuges within the project area.

**Section 4(f) Historical Resource:**

This email confirms the undertaking STA-State St/Cleveland Ave (PID 117499) will not require land from within the historic boundary of a Section 4(f) Cultural Resource. The proposed project is located in Lake Township, Stark County, OH, at the intersection of State Street (County Road 31) and Cleveland Avenue (County Road 66) in the unincorporated village of Greentown. The project will improve the function of the intersection by construction of a single-lane roundabout with northbound and southbound right-turn bypass lanes. Two resources have been identified in the project area that are listed in or eligible for listing in the National Register of Historic Places (NRHP): 9677 Cleveland Avenue NW, the John Miller House (NRHP #94000775); and 9676 Cleveland Avenue NW (identified on the Ohio Historic Inventory as STA0073104).

The project will not acquire new permanent right-of-way from within the historic boundary of any of the resources listed on or eligible for the NRHP in the project area, and no character-defining features associated with an NRHP-listed or eligible resource will be altered by the project. Pursuant to the Section 106 Programmatic Agreement between FHWA, ODOT, Ohio SHPO, and ACHP executed June 29, 2023 (Agreement No. 38503) and 36 CFR 800.4 (d)(1), ODOT's Office of Environmental Services determined a finding of "no historic properties affected" is applicable to the undertaking on October 30, 2025. Ohio's State Historic Preservation Office (OSHP) concurred with the determination on November 7, 2025. In accordance with 23 CFR Part 774, the undertaking STA-State St/Cleveland Ave (PID 117499) will not result in the use of a Section 4(f) Cultural Resource.

The OES Cultural Resources Section 4(f) Determination IOC can be found under Project File/Section4(f)/Coordination named OES Cultural Resources Section 4(f) Determination.pdf.

**Are there any environmental commitments? No**



## Section 6(f)

### Section 6(f) Determination

### Section 6(f) Determination

	Present:	Impacted:
6(f) Properties:	No	

### Remarks:

Research of the Land and Water Conversation Fund (LWCF) website (<https://lwcf.tplgis.org/mappast>) did not identify any public parks or recreation areas that have used Section 6(f) funds within or adjacent to the project area. Therefore, no further coordination is required. The LWCF Grant Listing is available in the Project File under Section 6(f)/Project Information subsection.

**Are there any environmental commitments? No**



## Community Impacts

### Community Impacts

**Will the proposed action comply with the local/regional development patterns for the area?** Yes

**Remarks:**

The proposed action will comply with the local/regional development patterns for the area. The proposed action will improve safety and reduce congestion and is expected to accommodate traffic for the next 20 years.

**Will the proposed action result in substantial negative impacts to community cohesion?** No

**Remarks:**

The proposed action will not result in substantial negative impacts to community cohesion.

**Will the proposed action result in indirect or cumulative impacts?** No

**Remarks:**

The proposed project will not result in any foreseeable indirect or cumulative impacts. The project will improve safety in the area.

**Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities?** No

**Remarks:**

The proposed action will not result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities.

**Will the proposed action displace residents, businesses, institutions or farms?** Yes

Number of Displacements

**Residences:** 2

**Businesses:** 2

**Institutions:** 0

**Farms:** 0

**Remarks:**



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The Preferred Alternative, known as Scenario 10 in the Feasibility Study, was chosen based on the operational analysis, impacts to property and structures and safety. Scenario 10 meets the Purpose and Need of the project which is to reduce congestion and improve safety at the study intersection while avoiding impacts to historic properties. It consists of a single-lane roundabout with northbound and southbound right-turn bypass lanes.

Per the Stage 1 Design plans, the structure located at 9717 Cleveland Avenue NW will potentially be impacted. Therefore, it is assumed that it will result in a total property take requiring four (4) relocations (owner/East of Chicago Pizza Shop/Accounting Business/upstairs tenant). More engineering design work needs to be performed to determine if the structure can be missed and not impacted.

Per the Stage 1 Design plans, the structure located at 9688-9694 Cleveland Ave NW in the SE quadrant of the State Street/Cleveland Avenue NW intersection will be impacted and will result in a total property take. The structure is currently unoccupied. The current assumption is total property take with personal property move (no relocation).

Based on the comments received from the August 14, 2025 Open House Public Involvement meeting at the Greentown Fire Station, there is no controversy related to the proposed relocations, nor would the proposed relocations significantly impact any populations in the project area

**Will the proposed project result in impacts to Underrepresented Populations (Limited English Proficiency, Older Adults, or Adults with Disabilities) raised during Public Involvement?** No

**Remarks:**

No comments were received during public involvement regarding community impacts.

**Are there any Environmental Commitments?** No



## **Public Involvement**

### **Public Involvement**

**Please provide a summary of the Public Involvement activities that have been conducted for this project. (For example press releases, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc)**

Public Involvement Activities included the following:

A property owner notification letter was sent to property owners and residents in the study area on December 20, 2023, to provide high level information about the proposed project and to inform property owners and residents that staff may be entering their property to collect data in advance of any environmental and/or survey field work. The notification letter also provided contact information if recipients had any questions or comments. The property owner notification letter can be found in the Project File/Public Involvement/Project Information named Right of Entry Letter.pdf.

In 2024, several news articles were published about the proposed project by the Canton Repository and the Akron Beacon Journal. These articles can be found in the Project File/Public Involvement/Project Information.

An in-person open house was conducted on August 14, 2025, at the Greentown Fire Station. The Fire Station is located approximately one-half mile north of the project intersection.

A notification letter for the August 14, 2025, Public Open House was sent to all residents within 600 feet of the State St./Cleveland Ave. intersection on July 15, 2025. This notification letter was also sent to project stakeholders, including the Stark County Commissioners, Stark County Sheriff's Office and EMA, Lake Township Trustees, Greentown Fire Department, North Canton City School District to name a few. The mailing list and stakeholder list can be found in the Project File/Public Involvement/Project Information named Public Notification Mailing List.pdf and Stakeholder Contact List.pdf.

As a result of a press release issued by the Stark County Engineer, news articles were published by the Canton Repository and News-Talk 1480 WHBC on August 4, 2025, informing the public about the upcoming August 14, 2025, Public Open House. The press release and news articles can be found in the Project File/Public Involvement/Project Information named Open House - Press Release.pdf, News Article Canton Repository 8.4.25.pdf and News Article Talk 1480 WHBC.pdf.

Flyers were also distributed for the August 14, 2025 Public Open House on August 11, 2025. See Open House Notification Flyer NS Wagler Properties LLC.pdf found in the Project File/Public Involvement/Project Information.

Also, in the days leading up to the August 14, 2025, Public Open House meeting, the local community posted signs notifying the public about it. Signs were posted at Cleveland Ave and State St., Cleveland Ave and Raymond St and at Cleveland Ave and Cain St. See Open House Community Notification By Public.pdf in the Project File/Public Involvement/Project Information.

All materials shown at the open house, including the comment form, were posted to the County Engineer's website following the meeting as was noted in the County's notification and in the Canton Repository's article. All of these materials and documents can be found in the Project File/Public Involvement/Project Information.

**Is there any substantial environmental controversy on environmental grounds?**

**No**

**Please summarize the Public Involvement responses received.**



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A total of 61 comments were submitted during the open house and public comment period. Many comments provided feedback on the project design and anticipated impacts, expressed general safety concerns for pedestrians, or suggested other improvements. Comments that oppose and comments that support the proposed project were received. On February 9, 2026 a summary of comments with responses from the project team was posted to the County Engineer's website. A letter was distributed to those who provided comments during the public comment period with instruction on how to access the summary document. After careful review of the design alternatives and considering feedback from the public and local stakeholders, the preferred alternative remains Scenario 10. These documents can be found in the Project File/Public Involvement/Project Information named Open House - Comments Received.pdf and Response to Public Comments.pdf.

**Are there any Environmental Commitments? No**



## Permits

### Waterway Permits

There is no potential to impact waterways and work will not take place above/below/within a Section 9 or Section 10 waterway.

ODNR

**Shore Structure Permit :** No

**Remarks:**

No waterways were identified within and/or immediately adjacent to the proposed project area. Therefore, no impacts will occur, and no further coordination or waterway permits are required.

**Are there any environmental commitments?** No

### Storm Water Permits

**NPDES Construction General Permit for Stormwater (NOI):** Yes

**Watershed Specific NPDES Construction General Permit for Stormwater (NOI):** No

**Remarks:**

Construction of the project is anticipated to result in greater than one acre of earth-disturbing construction activities, which will require a Notice of Intent (NOI) to be submitted for this project, per ODOT standard operating procedures. Furthermore, a National Pollutant Discharge Elimination System (NPDES) general permit for storm water discharges shall be obtained from the Ohio EPA.

**Are there any environmental commitments?** No

### Floodplains

**The proposed project involves encroachment within a Special Flood Hazard Area (SFHA)** No

**Remarks:**

Based upon review of the FEMA Flood Insurance Rate Map (FIRM) Community Panel 39151C0067E the project is not located within any regulated floodplain.

The FEMA FIRM map can be found in the Project File under Permit/Floodplain subsection.

**Are there any environmental commitments?** No



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## **Environmental Commitments**

**RMR -**

1) The Design Engineer shall include a plan note for Petroleum Contaminated Soils (PCS) in the project for the properties located at 9727 Cleveland Ave NW and 9747 Cleveland Ave NW.



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### **Preparers and Approvals**

**Form Preparer:**

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

### **Approvals & Electronic Signatures**

<b>Approved &amp; Electronically Signed By:</b>	<b>Approval Date:</b>
Erica Schneider (ASST ENVIR ADM)	3/24/2026



## **Appendix**

### **General**

Aerial Map.pdf  
Correspondence Related to Utility Coordination.pdf  
County Map.pdf  
USGS Quadrangle Topographical Map.pdf

### **Purpose and Need**

Level of Service Data.pdf  
OES Acceptance - Purpose and Need.pdf

### **Alternatives**

OES Acceptance - Feasibility Study.pdf

### **Air**

OES Approval - No Air Analysis Required.pdf  
Project Related OES Decision - Air.pdf

### **Noise**

OES Approval - No Analysis Required.pdf  
Project Related OES Decision - Noise.pdf

### **RMR**

OES Review - RMR Assessment.pdf  
OES Review - Screening.pdf

### **Cultural Resources**

Consulting Party Meeting Sign-In Sheet.pdf  
Consulting Party Request Acknowledgement\_Lake Twp HS.pdf  
Records Check.pdf  
SHPO Comments  
SHPO Concurrence.pdf  
Transmittal 1 - History Architecture Evaluation  
Transmittal 2 - Effect Determination  
Tribal Consultation

### **Ecological**



ODNR Scenic River MOA Conditions

**Other Resources**

Census Bureau Urbanized Area Map.pdf

Water Source Protection Area Map.pdf

Well Log Data.pdf

**Section 4(f)**

OES Cultural Resources 4(f) Determination.pdf

**Public Involvement**

News Article - Akron Beacon Journal 4.12.2024.pdf

News Article - Canton Repository 2.11.2024.pdf

News Article - Canton Repository 2.8.2024.pdf

News Article - Canton Repository 2.9.2026.pdf

News Article - Canton Repository 8.4.2025.pdf

News Article - Talk 1480 WHBC.pdf

Open House - Comment Form.pdf

Open House - Comments Received.pdf

Open House - Community Notification By Public.pdf

Open House - Handout.pdf

Open House - Notification Flyer NS Wagler Properties LLC.pdf

Open House - Notification Letter.pdf

Open House - Press Release.pdf

Open House - Project Specific Website Public Input.pdf

Open House - Public Meeting Exhibits.pdf

Open House - Sign In Sheets.pdf

Public Engagement Plan.pdf

Public Notification Mailing List.pdf

Response to Public Comments.pdf

Right of Entry Letter.pdf

Section 106 - Consulting Party Request Letter.pdf

Stakeholder Contact List.pdf

Website Snapshot - Comments Response Availability.pdf

**Permits**



FEMA FIRM.pdf

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