

# Project Initiation Package

## Instructions

- The Project Initiation Package is intended to focus on critical issues that can be identified with existing information from secondary sources and/or identified during a site visit.
- Each specialty area of the Project Initiation Package should be completed by individuals who possess sufficient experience to enable them to correctly identify and evaluate issues arising from the field review.
- In the Location/Comments field provide information concerning potential impacts that is brief but gives enough detail to allow an understanding of the issue(s).
- The scope of services document should account for any issues identified in the Project Initiation Package that have the potential to affect scope, schedule, and budget.
- In some instances, resources/subject areas that may need to be consulted for the secondary source review are identified on this form.

## Project Initiation Package Deliverables

Provide an expanded Study Area Map identifying project design, utility, right of way and environmental constraints identified through the Project Initiation Package. Tables, USGS and/or aerial mapping, photographs keyed to available project mapping, the plan to inform and involve the public, and other support material should also be submitted with the Project Initiation Package to illustrate specific problem areas.

## General

<b>Date(s) of field review:</b>	
---------------------------------	--

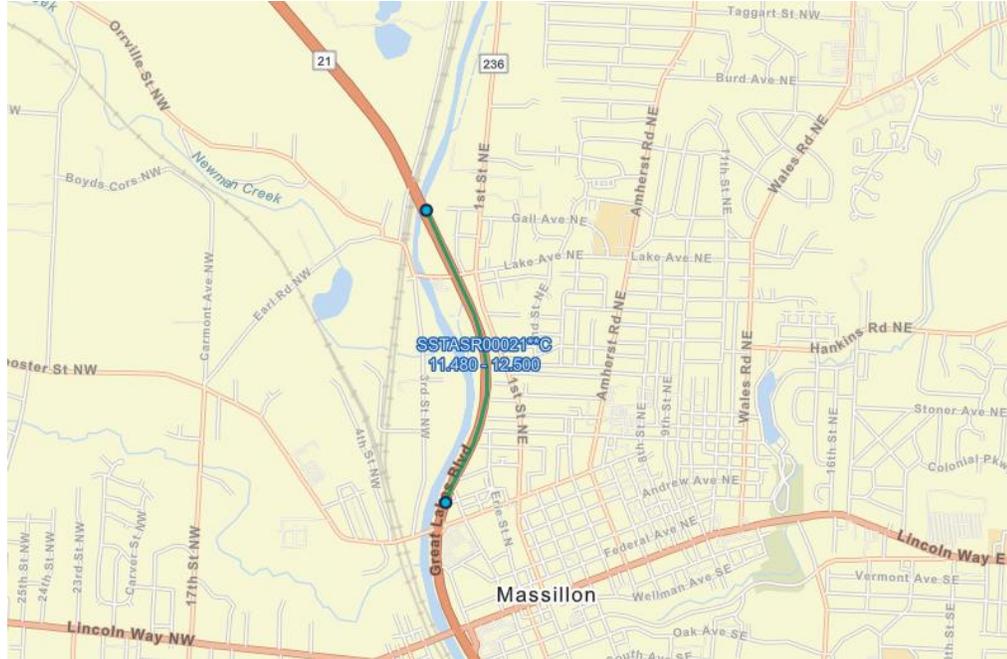
<b>Project Name (County, Route, Section):</b>	STA-21-11.38 & SUM-277-0.10 Noise Walls	<b>PID:</b>	117790
<b>Date Project Initiation Package Completed:</b>	Needs Completed by 1/17/25	<b>Prepared By:</b>	Dave James
<b>City, Township or Village Name(s):</b>	City of Massillon / City of Akron	<b>ODOT Project Manager:</b>	Thomas J Powell, PE

<b>Project Description: Noise abatement construction along STA SR 21 from approximately Cherry Rd NW extending north of Lake Ave NW in the city of Massillon (Part 1). Construct noise walls along SUM IR 277/US 224 between IR 76 (Kenmore Leg) and IR 77 (Part 2) in the city of Akron.</b>
---

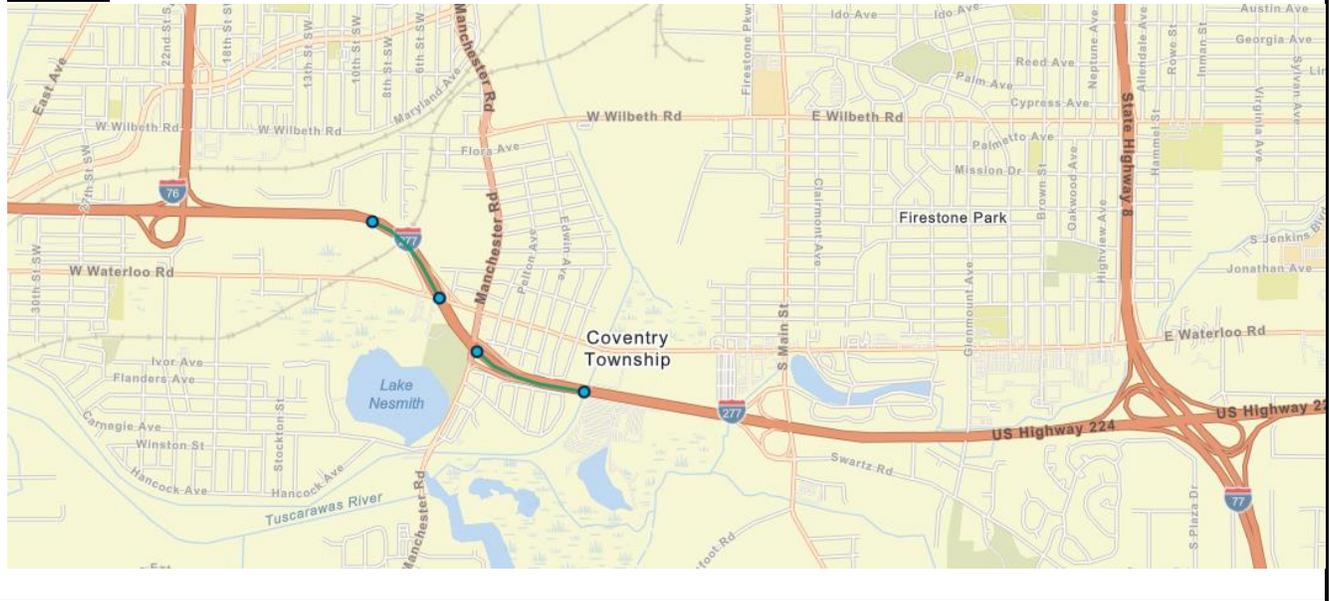
<b>Project Limits/Study Area/General Location:</b> Within the RW, see image of project limits below.
---

# Project Initiation Package

## STA-21



## SUM-277



### ODOT DISCIPLINE INVOLVEMENT:

List name and phone number of individual(s) representing each discipline during the site visit and preparation of the Project Initiation Package. One individual may represent multiple disciplines.

DISCIPLINE	NAME	PHONE NUMBER
District Highway Management representative	Jeron Hollis, Brian Hoover, Rick O'Neil	330-221-1733, 330-786-4927, 330-786-4907
District Planning and Engineering representative	Jim Bruner	330-786-4924
District Environmental Coordinator	Brian Peck	330-786-4931
District Construction Representative	John Roberts and Jonathan Dudd	
Utility Coordinator	Matthew Steele	330-786-4832
R/W Coordinator	Brian Honaker	330-786-4813

# Project Initiation Package

<b>ODOT DISCIPLINE INVOLVEMENT:</b>		
<i>List name and phone number of individual(s) representing each discipline during the site visit and preparation of the Project Initiation Package. One individual may represent multiple disciplines.</i>		
<b>DISCIPLINE</b>	<b>NAME</b>	<b>PHONE NUMBER</b>
<b>EXTERNAL AGENCY INVOLVEMENT: <span style="color: red;">N/A</span></b>		
<i>Indicate external agency involvement during identification of project issues affecting scope development. List the name and phone number of individual(s) representing each agency during the site visit.</i>		
<b>AGENCY</b>	<b>NAME</b>	<b>PHONE NUMBER</b>
FHWA Engineer***		
Other (LPA, MPO, etc.)		
*** The FHWA Engineer should be invited on projects expected to require approval from Federal Highway Administration.		

<b>GENERAL EXISTING INFORMATION: <span style="color: red;">Michael Craver</span></b>					
	SR-21 from Cherry Ave to Riverside Ave		SUM-277 between IR76 (Kenmore Leg) and IR77		
	SLM: 11.395-12.263	SLM: 12.263-14.402	SLM:0.233-1.063	SLM: 1.063-1.467	SLM: 1.467-2.555
Legal Speed:	50	55	60	60	60
Design Speed:	55	60	65	65	65
Opening Year ADT:	18,000	17,500	67,000	58,000	7,000
Design Year ADT:	22,000	18,500	72,500	61,500	84,500
Trucks (24 Hour B&C):	17%	17%	18%	17%	18%
Functional Classification:	2 – Principal Arterial Freeway	2 – Principal Arterial Freeway	1 – Principal Arterial Interstate	1 – Principal Arterial Interstate	1 – Principal Arterial Interstate
Locale (Rural or Urban):	Urban	Urban	Urban	Urban	Urban
National Highway System (NHS):	Yes	Yes	Yes	Yes	Yes

<b>LOCAL PLANNING COORDINATION: <span style="color: red;">Jim Bruner</span></b>
<i>Briefly describe local planning studies, bike/ped long range plans, aesthetics, etc. that will be considered throughout project development:</i>

<b>DISTRICT HIGHWAY MANAGEMENT STAFF CONCERNS:</b>
<i>List any comments/requests from the District Highway Management Staff.</i>
Please have access behind the traditional noise wall for maintenance. To avoid drainage issues in front of the 81” sound barrier, use catch basins instead of cut-outs

## Project Initiation Package

<b>CRASH DATA: N/A</b>	
<i>Has a Safety Study been completed in the project area within past three years</i>	<i>(Yes/No)</i>
<i>Is the project area highlighted on the Safety Integrated Project Maps</i>	<i>(Yes/No)</i>
<i>Based on a spatial query (using GCAT or TIMS) of the three most recent years of crash data, briefly summarize crash history including pedestrian and bicycle crashes. Indicate any design features that may be contributing to the observed crash pattern that may be addressed by the project.</i>	
<b>ENVIRONMENTAL ISSUES: Brian Peck</b>	
<i>Make a preliminary determination on whether the following resources are present within the project area. Is it possible that they will be affected by the project. Include the location and any other pertinent information for resources that may be affected.</i>	
Resource/Feature	Location/Comments
Parkland, nature preserves and wildlife areas {4(f)/6(f)}	Unlikely given the proposed location of the noise mitigation walls/barrier.
Threatened and Endangered Species and/or habitat	Possible (tree cutting restriction dates may apply)
Scenic River	None
Existing wet areas/existing cattails/wetlands	Possible (drainage impacts; no substantive concerns)
Stream/river/waterway/jurisdictional ditch	Possible (drainage impacts; no substantive concerns)
Historic Resources (buildings, structures, objects)	Unlikely
Historic Bridge(s)	None
National Historic Landmarks	None
Archaeological Sites	Unlikely
Public Facilities	Possible (Maintain access; no substantive concerns)
Cemetery (modern and historic cemeteries)	None
Farmland	Unlikely
Watershed Specific (i.e. Darby or Olentangy) NPDES Permit Area	None
Air Quality non-attainment area or concerns	None
Landfill, Superfund, CERCLIS, RCRA, NPL, or industrial site(s), and/or evidence of hazardous materials	Unlikely
Sensitive environmental justice areas	Possible (follow public involvement guidance)
Federal Emergency Management Agency (FEMA) floodplains	Zone AE Flood Plain encroachment at STA and SUM Locations
Lake Erie Coastal Management Area	None
Sole Source Aquifers	None
Wellhead Protection Areas	Yes – Local coordination and protective plan note(s) required.
Noise abatement issues	Public Outreach Required (follow public involvement guidance)
Coordination with Conservancy Districts	Unlikely
Other environmental issues	Unlikely

# Project Initiation Package

**GEOMETRIC DESIGN CONTROLLING CRITERIA: N/A**

*Consider design speed, design functional classification, land use, and available traffic data to make a preliminary determination as to the geometric standards for the project and potential for design exceptions. Note exceptions for low volume roadways.*

Design Criteria	Location/Comments
Lane Width	N/A
Shoulder Width	N/A
Horizontal Curve Radius	N/A
Maximum Grade	N/A
Stopping Sight Distance (Horizontal and Crest Vertical Curves)	N/A
Superelevation Rate	N/A
Vertical Clearance	N/A
Pavement Cross Slope	N/A
Design Loading Structural Capacity	N/A

**OTHER GEOMETRIC DESIGN ISSUES: N/A**

*Indicate if the following geometric issues are present or should be considered during project development. Consider work on the mainline as well as any side roads or service roads. Provide additional comments as needed.*

Design Issues	Location/Comments
Does the horizontal alignment have an excessive deflection?	N/A
Do the Intersection Angles or Crossroad Alignment meet design standards?	N/A
Is driver comfort an issue due to the vertical curvature or breaks in the grade?	N/A
Does the shoulder width on a structure allow for a minimum width of 4' from the edge of the traveled way to the face of any barrier?	N/A
Has a minimum width of 4' from the edge of the traveled way to the face of any barrier?	N/A
Does intersection sight distance need to be improved?	N/A
List unprotected hazards that appear to be in the clear zone.	N/A
Should existing access control be revised to improve safety?	N/A
Are there any drive locations that will require special attention during design (e.g., very steep grades, high volume commercial drives, drives close to bridges or intersections)?	N/A
Do the existing intersection radius returns need to be modified to improve pedestrian crossing safety?	N/A
Do the existing intersection radius returns need to be modified or truck aprons added to accommodate turning movements of large trucks?	N/A
Does grading need to be upgraded? To what criteria (e.g., clear zone, safety, standard)? Consider potential right of way and other impacts when considering grading method.	N/A

# Project Initiation Package

<b>OTHER GEOMETRIC DESIGN ISSUES: N/A</b>	
<i>Indicate if the following geometric issues are present or should be considered during project development. Consider work on the mainline as well as any side roads or service roads. Provide additional comments as needed.</i>	
<b>Design Issues</b>	<b>Location/Comments</b>
Are new or updated curb ramps needed? Refer to the <a href="#">Curb Ramp Measuring Guide</a>	N/A
If constructing a new roadway, will it be a connection between two existing NHS Routes?	N/A
If traffic control at an intersection is being changed from stop control to signalization, does the profile of the stop condition road need to be upgraded to accommodate faster traffic?	N/A
Are multiple intersection control types being considered? Is an <a href="#">Intersection Control Evaluation (ICE)   Ohio Department of Transportation</a> applicable?	N/A
Are there any other geometric issues? Describe.	N/A

# Project Initiation Package

<b>GEOTECHNICAL ISSUES: Tom Powell</b>	
<i>Based on the information compiled during this study indicate whether or not the following geotechnical issues are present or should be further considered during project development. Provide additional comments as needed. Refer to Section 302.2 of the ODOT Specifications for Geotechnical Explorations for literature search resources.</i>	
Design Issues	Location/Comments
Is there evidence of soil drainage problems (e.g., wet or pumping subgrade, standing water, the presence of seeps, wetlands, swamps, bogs)?	N/A
Will construction be impacted based on the groundwater table?	N/A
Is there evidence of any embankment or foundation problems (e.g., differential settlement, sag, foundation failures, slope failures, scours, evidence of channel migrations)?	N/A
Is there evidence of any slope instability (soil or rock)?	N/A
Is there evidence of unsuitable materials (e.g., presence of debris or man-made fills or waste pits containing these materials, indications from old soil borings)?	N/A
Is there evidence of rock strata (e.g., presence of exposed bedrock, rock on the old borings)?	N/A
Is there evidence of active, reclaimed or abandoned surface mines? Evidence of quarries?	N/A
Is there information pertaining to the existence of underground mines?	N/A
Is there Acid Mine Drainage present within the study area?	N/A
Are there any other geotechnical issues? <i>Specify.</i>	N/A

<b>PAVEMENT ISSUES: N/A</b>	
<i>Indicate if the following pavement issues are present or should be considered during project development. Side road and service road work should be considered in this assessment. Provide additional comments as needed.</i>	
Design Issue	Location/Comments
Do dynaflect tests indicate the existing pavement is in poor condition?	N/A
Are joint repairs needed?	N/A
Are pressure relief joints needed?	N/A
Does curb need to be replaced due to deteriorated condition or lack of curb reveal?	N/A
Has the site received repeated resurfacings in recent years?	N/A
Does pavement deterioration appear to be caused by drainage or geotechnical problems?	N/A
Are there any other pavement issues? <i>Specify.</i>	N/A

## Project Initiation Package

<b>STRUCTURAL ISSUES: N/A</b>	
<i>Indicate if the following structure issues are present or should be considered during project development. Provide additional comments as needed. The Bridge Inspection reports should be evaluated and attached. Provide a separate table for each structure.</i>	
<b>Structure Number:</b>	
<b>Design Issue</b>	<b>Location/Comments</b>
Is it possible for the structure to be replaced with a prefabricated box culvert or 3-sided box?	N/A
Is the deck delaminated? <i>Specify.</i>	N/A
Is non-destructive testing needed to determine the Amount of delamination?	N/A
Are there areas to be patched/repared on the deck?	N/A
Is the bridge a poor candidate for an overlay? <i>Specify type of overlay if known.</i>	N/A
Does the bridge rail violate current standards?	N/A
Is fatigue analysis required?	N/A
Should all fatigue prone details be retrofitted or replaced? <i>Specify.</i>	N/A
Is there any evidence of substructure movement (e.g., settlement, rotation)?	N/A
Is elimination of the deck joint possible? What modifications are necessary?	N/A
Is it possible for the hinges to be removed to make the members continuous?	N/A
Is there any evidence that the bridge does not meet hydraulic capacity?	N/A
Are there existing sidewalks on or adjacent to the bridge?	N/A
Is Vandal Protection Fencing required in accordance with the BDM?	N/A
Will the structure work require any special maintenance of traffic (e.g., closing of roadway for erection of beams, maintenance of waterway traffic, location of cut line, etc.)? <i>Specify.</i>	N/A
Does the bridge need to accommodate future roadway lanes, bicycle lanes, a shared use path, shoulder, or railroad tracks?	N/A
Will temporary shoring be required next to the railroad?	N/A
Describe any issues with the bridge deck (curb, sidewalk, railing, surface, median, drainage, expansion joints, etc.).	N/A
Describe any issues with the bridge superstructure (alignment, beams/girders/slab, bearing devices, etc.).	N/A
Describe any issues with the bridge substructure (abutments, piers, backwalls, wingwalls, scour, etc.).	N/A
Describe any issues with the channel (i.e. alignment, erosion, etc.)	N/A
Describe any issues with the bridge approaches (i.e. pavement, guardrail, etc.)	N/A

## Project Initiation Package

<b>STRUCTURAL ISSUES: N/A</b>	
<i>Indicate if the following structure issues are present or should be considered during project development. Provide additional comments as needed. The Bridge Inspection reports should be evaluated and attached. Provide a separate table for each structure.</i>	
<b>Structure Number:</b>	
<b>Design Issue</b>	<b>Location/Comments</b>
Are there any other structure related issues? <i>Specify.</i>	N/A
<b>HYDRAULIC ISSUES: Mike Palagano</b>	
<i>Indicate if the following drainage issues are present or should be considered during project development. Side road and service road work should be considered in this assessment. Any available Culvert Inspection reports should be evaluated and attached. Provide additional comments as needed.</i>	
<b>Design Issue</b>	<b>Comments</b>
Does the existing drainage system appear to be appropriately sized and functioning properly? <i>Describe deficiencies.</i>	Ditches appear to be in good condition. Storm sewers unlikely to be impacted by noise wall construction.
Is there evidence of alignment or flow velocity problems (e.g., scour, bank erosions, silting) at culvert inlets or outlets?	No scour or bank erosion noted at either location.
Are there sinkholes or other deterioration in the pavement that would indicate separations in the existing pipes?	None observed at either location.
Is the exposed curb height in existing gutters inadequate to contain flow (include height of proposed resurfacing)?	Curbing appears low on southern portion of STA-21 NB. Don't think it warrants adding work to the project; it shouldn't be impacted by noise walls. Median barrier and inlets appear to be functioning well.
Does the project affect a wetland or waterway (e.g., stream, river, jurisdictional ditch)?	STA-21 is located along the Tuscarawas River. Work limits are partially located in Zone AE with no floodway and Zone X (Area with reduced flood risk due to levee). Noise walls will not require floodplain coordination, but be careful if storm sewer or underdrain outlets are needed to not locate them in areas that may cause floodplain coordination. The river within the levees is Zone AE with floodway/BFEs established. SUM-277 is partially located in AE, but noise wall will not impact floodplains.
Will channel relocation be required?	No
Will post construction BMPs be required that could impact R/W or utilities?	Only if EDA > 1 acre.
Are existing underdrain outlets functioning properly?	Unaware of evidence that they are not.
Does the drainage work warrant any special maintenance of traffic considerations?	No
Are there any other hydraulic issues? <i>Describe.</i>	Unaware of any other hydraulic issues.

# Project Initiation Package

<b>TSMO CONSIDERATIONS: N/A</b>	
<p><b>Briefly describe the opportunities for managing congestion or traffic issues using TSMO strategies or improvements. Consider opportunities to upgrade or install systems management and operations infrastructure:</b>  <b>TSMO infrastructure</b> includes communications equipment, travel time signs, signals, changeable message signs, traffic cameras, traffic signal systems, other remote field devices and data collection equipment, conduit and any supporting fiber optics. <b>TOAST</b> is the Traffic Operations Assessment System Tool. <b>For additional TSMO information see <a href="http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/TSMO.aspx">http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/TSMO.aspx</a></b></p>	
Design Issue	Location/Comments
Does the project area contain a Hot Spot identified in TOAST? If so, what is the TOAST ranking?	N/A
Does the project area have an operations master plan (or has this site been discussed with the District TSMO Coordinator)?	N/A
Would operations benefit from TMC coverage of the project area? (RWIS, travel time boards, cameras, communications)	N/A
Are there opportunities for initiating or upgrading TSMO infrastructure?	N/A
Does this project support any TSMO strategies such as (Smartlane, VSL, Coordinated traffic signals, etc.)	N/A
Does this project require multi-jurisdictional coordination, agreements, funding, etc.?	N/A
What existing TSMO infrastructure is in place? Will it need to be moved or maintained in place?	N/A
Are there any local TSMO infrastructure recommendations in the project area? (ex. Include emergency or transit traffic signal pre-emption, dynamic message signs or signal coordination)	N/A
What MPO ITS architecture is already in place or planned? Consult the MPO ITS architecture plan, if applicable.	N/A
Categories of potential ITS for this study area/project include: Exempt, Low, or High risk? Ref: TEM, 1-pager for CFR 940.	N/A
Could this project expand an existing device or communications system?	N/A
What type of device communications and equipment exists?	N/A
Should this location have communications added or upgraded?	N/A
Will additional conduit be necessary for future infrastructure/communications? (ex. in barrier wall)	N/A
Will existing device power or communications drops be disrupted?	N/A
Does this project require a new traffic signal timing plan?	N/A
Are the current traffic signal(s) being upgraded to a system?	N/A
Are there alternative routes available/identified for incident management?	N/A
Is this a Traffic Incident Management Note eligible project?	N/A
<b>OTHER TSMO Considerations:</b>	

# Project Initiation Package

<b>TSMO CONSIDERATIONS: N/A</b>	
<p><b>Briefly describe the opportunities for managing congestion or traffic issues using TSMO strategies or improvements. Consider opportunities to upgrade or install systems management and operations infrastructure:</b>  <b>TSMO infrastructure</b> includes communications equipment, travel time signs, signals, changeable message signs, traffic cameras, traffic signal systems, other remote field devices and data collection equipment, conduit and any supporting fiber optics. <b>TOAST</b> is the Traffic Operations Assessment System Tool. <b>For additional TSMO information see</b> <a href="http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/TSMO.aspx">http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/TSMO.aspx</a></p>	
<b>Design Issue</b>	<b>Location/Comments</b>
N/A	

<b>TRAFFIC CONTROL ISSUES: N/A</b>	
<p><b>Indicate if the following traffic control (signals, signing, pavement markings, etc.) issues are present or should be considered during project development. Provide additional comments as needed.</b></p>	
<b>Design Issue</b>	<b>Comments</b>
Are there any obvious deviations from requirements of the Ohio Manual of Uniform Traffic Control Devices ( <a href="#">OMUTCD</a> )?	N/A
Will coordination with Ohio Rail Development Commission (ORDC) be required (i.e. at-grade railroad crossings located within 400' of an intersection within the project area)?	N/A
Will pavement widening affect pole locations?	N/A
Will resurfacing affect signal height?	N/A
Does it appear that any traffic control items will fall outside the existing right of way limits (e.g., large signs, strain poles)?	N/A
Are there any crashes that can be related to existing signal deficiencies (e.g., timing, lack of protected turn phase)?	N/A
Do pedestrian signals and push buttons need to be installed or upgraded?	N/A
Do turn lane lengths appear to have sufficient storage capacity?	N/A
Does the controller need to be upgraded?	N/A
Do proprietary materials need to be specified?	N/A
Should signs or signal installations be supplemented with lighting?	N/A
Are any Tourist Oriented Directional Signs (TODS) or LOGO signs present?	N/A
Are there any other traffic control issues? <i>Specify.</i>	N/A

<b>UTILITY ISSUES: Matthew Steele</b>	
<p><b>Indicate if the following utility issues are present or should be considered during project development. Provide additional comments as needed.</b></p>	
<b>Design Issue</b>	<b>Location/Comments</b>
Do existing utilities need to be relocated? <i>If so, please identify.</i>	No

# Project Initiation Package

<b>UTILITY ISSUES: Matthew Steele</b>	
<i>Indicate if the following utility issues are present or should be considered during project development. Provide additional comments as needed.</i>	
Design Issue	Location/Comments
Would the project benefit from Subsurface Utility Engineering (SUE) Level A?	No
Are there existing utilities on an existing structure that need to be relocated?	N/A
Are there any specific utility requirements or concerns? <i>Specify.</i>	There are transmission lines crossing, might need to adjust foundations or lower wall.
Are there water or sanitary lines that will be relocated as part of the ODOT contract?	No
Are there any other utility issues? <i>Specify.</i>	No

<b>MAINTENANCE OF TRAFFIC ISSUES: Len Blankenship</b>	
<i>Indicate if the following maintenance of traffic issues are present or should be considered during project development. Provide additional comments as needed.</i>	
Design Issue	Location/Comments
Are there bridge load limits within the work limits or in the nearby area that would limit the available signed official detour or unsigned local alternate routes?	Detours are not expected for noise abatement construction.  Per ELLIS, I-277 work is likely to conflict with the planned closure of the Kenmore Leg. Eastbound I-277 will see a large increase of traffic while the Kenmore Leg is closed. Restrictions must be clarified to limit lane closures during weekday peak hours.
Is the project located on the National Truck Network?	Yes. STA-21 and SUM-277 are both on the National Truck Network.
Are there overhead bridges with existing vertical clearance issues or that may become vertical clearance issues (e.g. shifting traffic to the shoulder, adding pavement without milling first, etc.)	No.
Are there pinch points within the work area that that would prevent the installation of temporary pavement for maintaining the existing number of lanes? If yes, identify the location and type of width restraints. (e.g., median wall, at grade bridge, overhead bridge piers, trees, historic markers, etc.)	STA-21: The work area is constrained by the existing median wall at the south end of the project. The placement of temporary pavement is not expected for this work.  SUM-277: Temporary pavement could be added along ramps if necessary. The existing median barrier will prohibit the placement of temporary pavement along mainline I-277.
Are there visible signs of pavement condition deterioration in the driving lanes? On the shoulders? If yes, identify location and estimated degree of deterioration and if further testing is needed.	STA-21: Some cracking along NB SR-21 is visible but is not expected to affect lane closures for noise abatement work.  SUM-277: A recent WB resurfacing project was performed in this area and the pavement is expected to be in good condition at the time of construction. EB resurfacing will occur in 2025, prior to the start of the noise abatement project.
Are there nearby schools that may be adversely impacted by the proposed work? If yes, identify names, location and school districts.	Impact to schools will be minimal. Access will be maintained.
Are there nearby emergency services (e.g., hospital, fire, police, EMS, etc.) that may be adversely impacted by the proposed work? If yes, identify locations and names.	Impact to emergency services will be minimal. Access will be maintained.

## Project Initiation Package

<b>MAINTENANCE OF TRAFFIC ISSUES: Len Blankenship</b>	
<b><i>Indicate if the following maintenance of traffic issues are present or should be considered during project development. Provide additional comments as needed.</i></b>	
<b>Design Issue</b>	<b>Location/Comments</b>
Are there significant traffic generators nearby that may be adversely impacted by the proposed work? (e.g., industries, factories, sports arenas, etc.)	No.
What is the width of the existing pavement? Will temporary pavement be needed to maintain the existing number of travel lanes?	Temporary pavement is not expected for mainline lanes.
What geometric features exist within the work area and within the area of influence of the work area that may impact sight distances and/or flow of traffic? (e.g., horizontal/vertical curves, blind driveways, intersections, entrance/exit ramps, railroad crossings, etc.)	Intersections on STA-21 and interchanges on SUM-277 are present and efforts to maintain movements during construction will be necessary. It is expected that all movements may be maintained during construction with lane shifts and lane narrowing during construction.  STA-21 may be performed within compliance of the PLCS resulting in minimal MOT efforts.  SUM-277 may require detailed MOT efforts at ramps and areas with work adjacent to a shoulder.
Are there sidewalks or paths within or leading to/from the work area that need to be closed?	No.
If sidewalk/path needs to be closed, can users be detoured on the existing sidewalk system or will a temporary pedestrian and/or bicycle pathway need to be included in the plan?	A pedestrian bridge crosses I-277, just east of Manchester Road/SR-93. The work is not expected to disrupt pedestrian or bicycle access.
Are transit stops present within the work area?	No.
Are there culverts within the work area that may need to be lengthened to accommodate temporary widening? If so, identify locations and culvert numbers.	No.
Are there any known existing drainage issues within the work limits? If yes, special attention needs to be given to ensuring temporary drainage can be accomplished.	No.
Will personal and/or business driveways be adversely impacted or need to be closed for any amount of time?	No.
Is the project located in or nearby an area of regional significance with a potential to cause controversy or negative public feedback or political scrutiny?	No.
Is there enough width to provide safe construction access? If no, what other means of access can be provided?	Yes. Safe construction access may be provided either by lane narrowing or by working within the confines of the PLCS.
Is there potential for the need to require right-of-way acquisition?	R/W acquisition is not anticipated for MOT.
Is there room in the median for the construction of crossover pavement within the project limits and beyond the project limits on either end? If yes, identify potential locations for crossover locations.	N/A

# Project Initiation Package

<b>MAINTENANCE OF TRAFFIC ISSUES: Len Blankenship</b>	
<i>Indicate if the following maintenance of traffic issues are present or should be considered during project development. Provide additional comments as needed.</i>	
Design Issue	Location/Comments
Are short duration road closures going to be required? (e.g., bridge demo, steel erection, overhead utility installation/removal, etc.). If yes, is there an opportunity for diversion of the traffic to other routes or to the ramps on a diamond interchange? Identify the potential diversion routes.	No.
Will there be a need for temporary structures (full or partial) in order to maintain the existing number of lanes?	No.
Is there power available within or nearby the project location for temporary lighting and/or temporary signals?	Power is available. Temporary lighting and temporary signals are not anticipated for this work.
Will there be a need for additional signal heads (drives and/or side roads) or temporary signal timing/coordination?	No.
Are there any Traffic Incident Management features, such as hydrants, pull-offs, turn-arounds, etc.?	No
Are there issues that may limit the construction timeframe? (e.g., sporting or other significant regional events, work in streams, suitable wooded habitat, school, etc.). If yes, list them.	District 4 special events may conflict with some of the work. STA-21: No lane closures will be permitted during Country Fest @ Clay's Resort Jellystone Park. SUM-277: No lane closures will be permitted during Firestone Country Club PGA Tournaments.
Would this project potentially benefit from the application of innovative contracting method (e.g., A+B to open bridge to traffic before school starts, etc.)? If yes, which method?	No.
Will there be a need to restrict existing movements during construction? (e.g., no left turns, etc.)	It is expected that all movements may be maintained during construction.
Is there an opportunity (or potential need) to implement any work zone ITS components? (e.g., work zone egress warning, queue detection and warning, CCTV, DDMS, etc.)	No.
How big of an impact will the project have on queue lengths and congestion? If significant, a MOT Policy Exception Request may be required per <a href="#">Traffic Management in Work Zones Policy</a> (21-008(P)) and Standard Procedure (123-001(SP)).	A MOT Policy Exception Request is not anticipated for this work.
Does this project require an MOTAA? All Path 4 & 5 projects along with Path 3 projects on Interstate/Interstate look-alikes need to have a Maintenance of Traffic Alternatives Analysis Completed. Refer to <a href="#">TEM Section 630-5</a>	No.

# Project Initiation Package

<b>RIGHT OF WAY/SURVEY ISSUES: Tim Ward / Brian Honaker</b>	
<i>Indicate if right of way or survey issues are present or should be considered during project development. Provide additional comments as needed.</i>	
Design Issue	Location/Comments
Will there be any work beyond the existing right of way limits?	No
Will relocation of residences be involved?	No
Will relocation of businesses be involved?	No
Will the project require modifying the access control to any properties?	No
Identify significant right of way encroachments (i.e. large commercial business signs, etc.)?	None known
Will temporary parcels be needed (e.g., for drive work)?	Depends on grading/construction limits
Will additional right of way be needed for utility relocations?	No
Are there any specific property owner concerns? If so, list property owners and concerns.	No
Are work agreements prohibited for any reason?	No
Are there any other right of way or survey issues? Specify.	Yes, stay out of ABC Railroad ROW @ SUM-277-0.91

<b>CONSTRUCTION ISSUES: John Roberts / Jonathan Dudd</b>	
<i>Indicate if the following issues are present or should be considered during project development. Provide additional comments as needed.</i>	
Issue	Location/Comments
Will any of the construction activity take place over, under, or near railroad property?	
Could material with long lead times for delivery have an impact on the construction schedule and/or project completion (e.g., strain poles, large box culverts, steel beams, etc.)?	
Are there any concerns related to existing or proposed lighting (e.g., light trespass, river navigation, airway clearance)?	
Compare the Begin/End construction dates with the Scope of Work. Is the construction schedule reasonable?	
Examine the existing pavement condition and repair history. Calculate potential pavement repair quantities.	
Note manhole lid elevations versus proposed paving thickness. Will manhole lids or valve boxes need adjusted after paving?	
Is there a need for Echelon Paving?	
Examine the rideability of the approach slab to the roadway/bridge joint.	
Will the project have impacts to nearby residents/businesses? Will site access occur down steep side slopes or through properties adjacent to project site?	

# Project Initiation Package

<b>CONSTRUCTION ISSUES: John Roberts / Jonathan Dudd</b>	
<i>Indicate if the following issues are present or should be considered during project development. Provide additional comments as needed.</i>	
Issue	Location/Comments
Examine existing guardrail condition, height and length of need. What is the condition of the slopes behind guardrail? Will additional grading or fill be required for guardrail replacement?	
Is more space or room needed for construction? Is Temporary or Permanent R/W required for utility relocations, construction of structures, drainage ditches, etc.?	
Is there enough clearance to overhead utility lines for cranes and concrete pump trucks?	
Will there be instream work?	
Will Temporary shoring/sheeting, cofferdams or work pads be required to complete the proposed work? Anticipated Permitting (see Agency Coordination/Permit Issues section above)	
Will the road need to be detoured to complete construction? What are the possible detour routes?	
Where are the potential staging areas for the contractor?	

<b>PEDESTRIAN AND BICYCLE ISSUES:</b>	
<i>Indicate if the following pedestrian and bicycle facilities are present or should be considered for implementation during project development.</i>	
<ul style="list-style-type: none"> <li>• <b>Pedestrian facilities:</b> sidewalks, shared use paths, enhanced crossings, signs/signals, and lighting.</li> <li>• <b>Bicycle facilities:</b> bike lanes, improved shoulders, shared use paths, crossing treatments, signs/signals, and lighting.</li> </ul> <p><i>Provide additional comments as needed. For additional bicycle and pedestrian data, see the TIMS Active Transportation Map Viewer: <a href="https://gis.dot.state.oh.us/tims/Map/ActiveTransportation">https://gis.dot.state.oh.us/tims/Map/ActiveTransportation</a> and discuss with the <a href="#">District Bike &amp; Ped Contact</a>.</i></p>	
Issue	Location/Comments
Are there visible signs of deterioration on sidewalks or missing sidewalks?	
Is there a minimum 4' clearance along sidewalks? (i.e. poles that obstruct the sidewalk)	
Are there visible sign of deterioration in bike lanes/shoulders or missing bike facilities?	Possible at SR21 (Massillon)
Do crossings for bicyclists and/or pedestrians need to be improved or installed?	Possible at SR21 (Massillon)
Is on-street parking set back 20 feet from the crosswalk (both marked and unmarked) at an intersection or set back 30 feet of the approach to any flashing beacon, stop sign or traffic control device? (See ORC 4511.68)	

# Project Initiation Package

<b>PEDESTRIAN AND BICYCLE ISSUES:</b>	
<p><b>Indicate if the following pedestrian and bicycle facilities are present or should be considered for implementation during project development.</b></p> <ul style="list-style-type: none"> <li>• <b>Pedestrian facilities:</b> sidewalks, shared use paths, enhanced crossings, signs/signals, and lighting.</li> <li>• <b>Bicycle facilities:</b> bike lanes, improved shoulders, shared use paths, crossing treatments, signs/signals, and lighting.</li> </ul> <p><b>Provide additional comments as needed. For additional bicycle and pedestrian data, see the TIMS Active Transportation Map Viewer: <a href="https://gis.dot.state.oh.us/tims/Map/ActiveTransportation">https://gis.dot.state.oh.us/tims/Map/ActiveTransportation</a> and discuss with the <a href="#">District Bike &amp; Ped Contact</a>.</b></p>	
Issue	Location/Comments
Is there evidence of the need for a midblock crossing? (i.e. pedestrian crashes, signalized intersection spacing exceeds 600 ft., presence of midblock transit stops or path, pedestrian generators and destinations). Refer to <a href="#">FHWA Guide for Improving Pedestrian Safety at Uncontrolled Intersections</a>	
Does the project area have an active transportation plan in place (or other multimodal plan such as a bicycle, pedestrian, <a href="#">school travel plan</a> , or metropolitan transportation plan). Contact pertinent local public agencies for more information.	
Is there existing bicycle or pedestrian usage along this corridor? ( <i>For statewide volume data visit <a href="#">ODOT's Non-Motorized Database System</a>.)</i> Visible indicators of usage include counts, worn paths, transit stops, etc.	Crossing/access to Ohio & Erie Canal Corridor at SR21 (Massillon)
Is the project located on a designated or proposed bike route (local, regional, <a href="#">state or US</a> )?	Crossing/access to Ohio & Erie Canal Corridor at SR21 (Massillon)
What is the Level of Traffic Stress (1-4)? (LTS 1 and 2 are considered comfortable for the mainstream adult population.) (See <a href="#">Level of Traffic Stress calculation tool</a> . This data is pre-calculated for the <a href="#">State &amp; US Bike Route System</a> .)	
Does the project area have high <a href="#">Active Transportation Demand</a> and high <a href="#">Active Transportation Need</a> (Scores of 3 or 4)? ( <i>Use the <a href="#">Identify Features tool</a> to select project area and view scores for Demand_ Mapping and Need_ Mapping. scores.</i> )	
What are the proposed bicycle lane widths?	
What are the proposed sidewalk and shared use path widths (and buffer width)?	
If bike/ped accommodations require additional ROW not planned for the project, can a future project provide this?	

<b>AGENCY COORDINATION/PERMIT ISSUES: <span style="color: red;">Brian Peck</span></b>	
<p><b>Indicate if the following permit issues are present or should be considered during project development. Provide additional comments as needed.</b></p>	
Issue	Location/Comments

# Project Initiation Package

<b>AGENCY COORDINATION/PERMIT ISSUES: Brian Peck</b>	
<i>Indicate if the following permit issues are present or should be considered during project development. Provide additional comments as needed.</i>	
Will an Individual US Army Corps of Engineers/ Environmental Protection Agency 404/401 permit be required?	Unlikely
Will a Section 408 Permission be required for work within an USACE Civil Works (dams, levees, locks, navigation channel, etc.)? Refer to the <a href="#">National Levee Database (army.mil)</a> ; <a href="#">National Inventory of Dams (army.mil)</a> ; <a href="#">Louisville District (arcgis.com)</a> Not all projects are found within these directories. Consult with OES during planning to discuss Section 408 coordination. (Note, Section 9 or Section 10 permit will most likely trigger Section 408 coordination.)	Unlikely
Will a Coast Guard (Section 9) permit be required?	Unlikely
Is review by a local public agency or project sponsor required? <i>Specify.</i>	Yes – Locals municipalities will have future maintenance responsibilities
Is State Historic Preservation Office (SHPO) coordination for work involving historic bridges or historic properties required?	Unlikely
Is coordination with ODNR for work involving State Scenic Rivers, State Wildlife Areas or State Recreational Areas required?	Unlikely
Is coordination with any other agency required?	Possible – ODNR and USFWS MOA Coordination may be required

<b>SCOPE, SCHEDULE AND BUDGET CONSIDERATIONS: Jim Bruner</b>	
<i>Based on the responses to the above items, do any of the following need to be modified?</i>	
Issue	Comments
Conceptual scope	
Work limits	
Probable environmental document type	C2
Project Path classification	Path 1/2
Schedule	
Budget	