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.

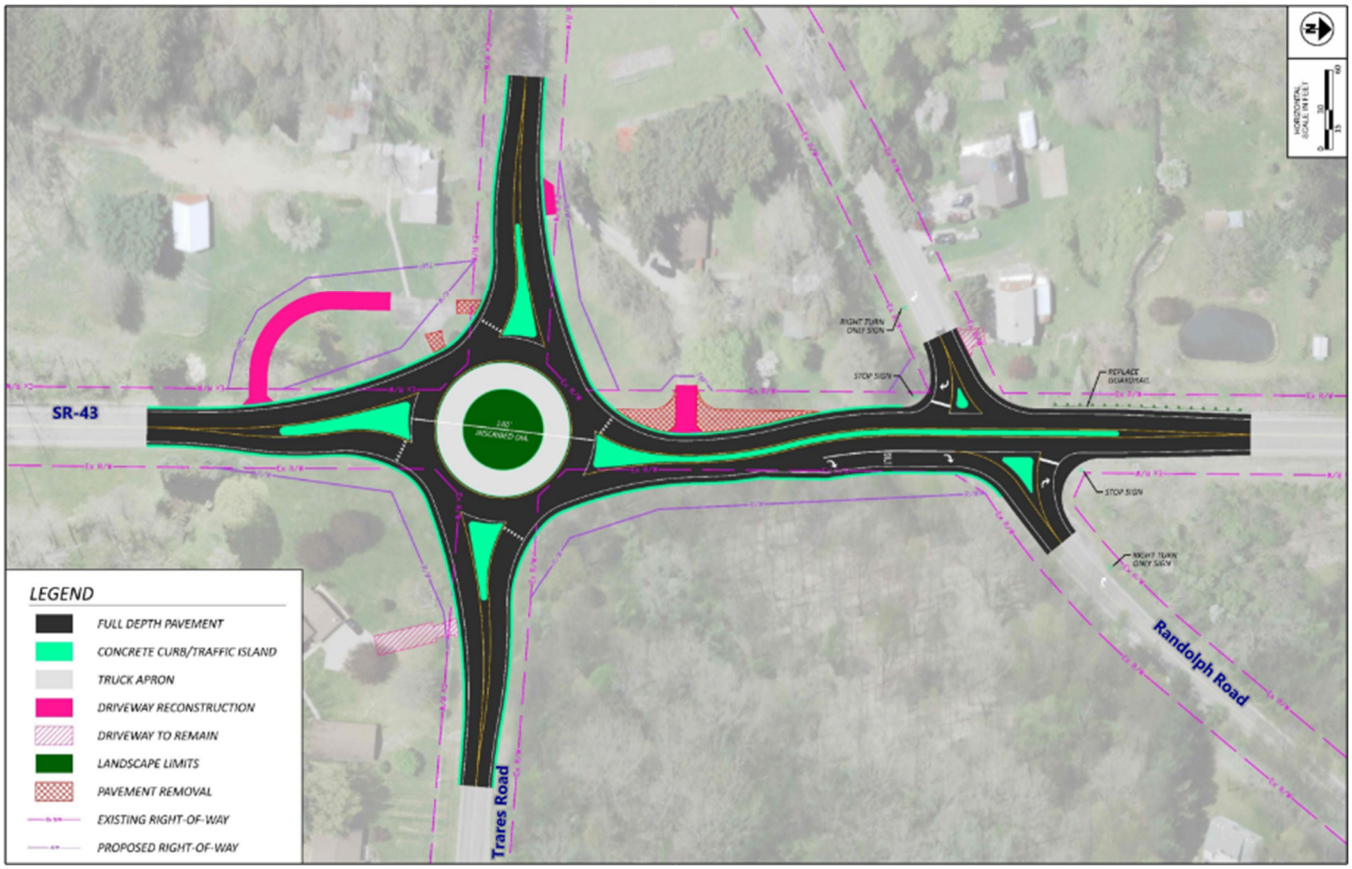
General

Date(s) of field review:	TBD

Project Name (County, Route, Section):	POR-43-3.82	**PID:**	123673
Date Project Initiation Package Completed:	7/18/2025	**Prepared By:**	Jonas Rizzi
City, Township or Village Name(s):	Suffield Township	**ODOT Project Manager:**	Karla Bohmer

Project Description:
Long-term safety improvements at the intersections of POR SR 43 at Trares Rd (CR 25) and at Randolph Rd (CR10)
Safety Study: 250311 POR-43 Safety Study w Appendix

Project Limits/Study Area/General Location:
Intersections of POR SR 43 at Trares Rd and at Randolph Rd (Google Maps)



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	*Mark Griffiths*	*330-786-2281*
District Planning and Engineering representative	*Lauren Phillis* *Laura Beese*	*330-786-4841* *330-786-4848*
District Environmental Coordinator	*Brian Peck*	*330-786-4931*
District Construction Representative	*Joe Schrecengost*	*330-603-0393*
Geometrics	*Kyle Koppes* *Matt Chaney*	*330-786-2253* *330-786-4838*
Geotechnical	*Tom Powell*	*330-786-4834*
Pavements / Structures	*Nicholas Chaney*	*330-786-4858*
Hydraulics	*Mike Palagano* *Jordan Boehm*	*330-786-4851* *614-752-0207*
TSMO	*Aaron Conley*	*330-786-4850*
Traffic Control	*Aaron Conley* *Michelle Chaney*	*330-786-4850* *330-786-2267*
Utilities	*Peter Dinh*	*330-786-3132*
MOT	*Len Blankenship*	*330-786-4824*
Right of Way / Survey	*Tim Ward* *Brian Honaker*	*330-786-4844* *330-786-4813*
Pedestrian / Bicycle	*Matt Chaney*	*330-786-4838*
EXTERNAL AGENCY INVOLVEMENT: *N/A*		
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.		

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
AGENCY	**NAME**	**PHONE NUMBER**
FHWA Engineer***		
Other (LPA, MPO, etc.)		

***** The FHWA Engineer should be invited on projects expected to require approval from Federal Highway Administration.**

GENERAL EXISTING INFORMATION: Michael Craver

*ADT data was calculated using data from the safety study.	SR-43	Trares Rd (CR-25)		Randolph Rd (CR-10)	
		W of SR-43	E of SR-43	W of SR-43	E of SR-43
Legal Speed:	45	45	45	45	45
Design Speed:	50	50	50	50	50
Opening Year ADT (2027):	8,800	1,760	1,500	790	930
Design Year ADT (2047):	9,420	2,300	1,791	990	1,110
Trucks (24 Hour B&C):	6%	3%	3%	2%	2%
Functional Classification:	3 – Principal Arterial Other	7 - Local	7 – Local	5 – Major Collector	7 - Local
Locale (Rural or Urban):	Rural	Rural	Rural	Rural	Rural
National Highway System (NHS):	Yes	No	No	No	No

LOCAL PLANNING COORDINATION: Jim Bruner

Briefly describe local planning studies, bike/ped long range plans, aesthetics, etc. that will be considered throughout project development:

Refer to safety study on POR SR 43 mentioned above.

DISTRICT HIGHWAY MANAGEMENT STAFF CONCERNS: Paul Ensinger / Mark Griffiths / Jeron Hollis

List any comments/requests from the District Highway Management Staff.

SR 43 frequently has oversized loads. Design geometry should take these vehicles into consideration.

CRASH DATA: Jonas Rizzi	
Has a Safety Study been completed in the project area within past three years	***(Yes/No) Yes***
Is the project area highlighted on the Safety Integrated Project Maps	***(Yes/No) No***
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.	
Crash data was obtained from the March 2025 Carpenter Marty Safety Study. For the years 2016-2020 there were a total of 37 crashes. Of the 37 crashes, 19 (51.3%) were injury crashes and 18 (48.7%) were property damage only crashes. SR 43 at Trares Rd: A total of 16 crashes from 2016-2020. Of the 16 crashes, there were 6 (37.5%) angle, 4 rear end, 4 left-turn, 1 fixed-object, and 1 overturning. Failure to yield was the highest contributing factor, accounting for 43% of crashes. SR 43 at Randolph Rd: A total of 21 crashes from 2016-2020. Of the 21 crashes, there were 15 (71.4%) angle, 3 rear end, 2 left-turn, and 1 right-turn. Failure to yield was the highest contributing factor, accounting for 76% of crashes. The long-term safety improvements at these intersections will reduce crash severity and address the angle crash pattern. For more details, refer to the 250311 POR-43 Safety Study w Appendix	

ENVIRONMENTAL ISSUES: Brian Peck	
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.	
Resource/Feature	**Location/Comments**
Parkland, nature preserves and wildlife areas {4(f)/6(f)}	**None**
Threatened and Endangered Species and/or habitat	**Likely (SWH)**
Scenic River	**None Anticipated**
Existing wet areas/existing cattails/wetlands	**Likely (post-construction BMPs might be a challenge)**
Stream/river/waterway/jurisdictional ditch	**Likely (post-construction BMPs might be a challenge)**
Historic Resources (buildings, structures, objects)	**Likely (Phase I History/Architecture likely)**
Historic Bridge(s)	**None Anticipated**
National Historic Landmarks	**None Anticipated**
Archaeological Sites	**Possible (Phase 1 Archaeological) may be required)**
Public Facilities	**Likely - SR 43 is designated bike route (Section 4(f) Coordination)**
Cemetery (modern and historic cemeteries)	**None Anticipated**
Farmland	**Unlikely**
Watershed Specific (i.e. Darby or Olentangy) NPDES Permit Area	**None Anticipated**
Air Quality non-attainment area or concerns	**Yes (Qualitative MSAT possible)**
Landfill, Superfund, CERCLIS, RCRA, NPL, or industrial site(s), and/or evidence of hazardous materials	**None Anticipated**
Sensitive environmental justice areas	**None Anticipated**
Federal Emergency Management Agency (FEMA) floodplains	**None Anticipated**
Lake Erie Coastal Management Area	**None Anticipated**
Sole Source Aquifers	**None Anticipated**
Wellhead Protection Areas	**None Anticipated**
Noise abatement issues	**Possible (Noise Analysis possible)**

ENVIRONMENTAL ISSUES: Brian Peck	
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.	
Resource/Feature	**Location/Comments**
Coordination with Conservancy Districts	**None Anticipated**
Other environmental issues	**NEPA clearance for this project will take minimum 12 months from the completion/acceptance of preliminary engineering (PE)/pre-stage 1.**

RIGHT OF WAY/SURVEY ISSUES: Tim Ward / Brian Honaker	
Indicate if right of way or survey issues are present or should be considered during project development. Provide additional comments as needed.	
Design Issue	**Location/Comments**
Will there be any work beyond the existing right of way limits?	Yes
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?	Yes
Identify significant right of way encroachments (i.e. large commercial business signs, etc.)?	unknown
Will temporary parcels be needed (e.g., for drive work)?	Yes
Will additional right of way be needed for utility relocations?	Maybe
Are there any specific property owner concerns? If so, list property owners and concerns.	unknown
Are work agreements prohibited for any reason?	No
Are there any other right of way or survey issues? *Specify.*	No

HYDRAULIC ISSUES: Mike Palagano / Jordan Boehm	
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.	
Design Issue	**Comments**
Does the existing drainage system appear to be appropriately sized and functioning properly? *Describe deficiencies.*	Unaware of any capacity issues.
Is there evidence of alignment or flow velocity problems (e.g., scour, bank erosions, silting) at culvert inlets or outlets?	Culvert to the north of Randolph Road is being replaced on PID 109452 in 2025. Ensure survey captures this updated culvert. Should not be any scour issues here.
Are there sinkholes or other deterioration in the pavement that would indicate separations in the existing pipes?	None observed within project limits
Is the exposed curb height in existing gutters inadequate to contain flow (include height of proposed resurfacing)?	No existing curb/gutter
Does the project affect a wetland or waterway (e.g., stream, river, jurisdictional ditch)?	Possibly

HYDRAULIC ISSUES: Mike Palagano / Jordan Boehm	
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.	
Will channel relocation be required?	Most likely not
Will post construction BMPs be required that could impact R/W or utilities?	Most likely
Are existing underdrain outlets functioning properly?	No evidence of improper UD function
Does the drainage work warrant any special maintenance of traffic considerations?	Nothing special for drainage work.
Are there any other hydraulic issues? *Describe.*	N/A

UTILITY ISSUES: Peter Dinh	
Indicate if the following utility issues are present or should be considered during project development. Provide additional comments as needed.	
Design Issue	**Location/Comments**
Do existing utilities need to be relocated? *If so, please identify*.	Yes. Existing poles, overhead power, telecom and lighting. Underground is TBD
Would the project benefit from Subsurface Utility Engineering (SUE) Level A?	TBD. I would recommend at least Level B.
Are there existing utilities on an existing structure that need to be relocated?	No
Are there any specific utility requirements or concerns? *Specify*.	Power poles all need pushed back and possibly raised.
Are there water or sanitary lines that will be relocated as part of the ODOT contract?	TBD
Are there any other utility issues? *Specify.*	No

GEOMETRIC DESIGN CONTROLLING CRITERIA (Refer to Section 105 of the LDM, Volume 1):	
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	Match existing at tie-in locations; Proposed sections in roundabout footprint to follow L&D Vol. 1, Sect. 400; Anticipate farm equipment and oversized loads (need to verify with CO)
Shoulder Width	Within curb limits, no shoulder; Outside curb limits follow L&D Vol. 1 Sect. 300
Horizontal Curve Radius	Per L&D Vol. 1 Sect. 200
Maximum Grade	Per L&D Vol. 1 Sect. 200
Stopping Sight Distance (Horizontal and Crest Vertical Curves)	Per L&D Vol. 1 Sect. 200 and 400
Superelevation Rate	N/A
Vertical Clearance	N/A
Pavement Cross Slope	Standard 1.56% on traveled lanes; 2% on circulatory lane and truck apron; also see L&D Vol. 1
Design Loading Structural Capacity	N/A

OTHER GEOMETRIC DESIGN ISSUES:	
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?	No
Do the Intersection Angles or Crossroad Alignment meet design standards?	SR 43/Trares Rd intersection: yes SR 43/Randolph Rd intersection: no
Is driver comfort an issue due to the vertical curvature or breaks in the grade?	Yes, vertical curvature north and south of both SR 43/Trares Rd and SR 43/Randoph Rd intersections
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?	Any proposed replacement of the existing guardrail north of Randolph Rd shall maintain a minimum 4' offset from the edge of traveled way to the face of barrier.
Does intersection sight distance need to be improved?	Yes, for both SR 42/Trares Rd and SR 43/Randoph Rd intersections. Roundabout design will need to include performance checks on ISD.
List unprotected hazards that appear to be in the clear zone.	SR 43/Trares Rd intersection: N/A SR 43/Randolph Rd intersection: existing sign – SE quadrant, existing trees – NW and SW quadrants
Should existing access control be revised to improve safety?	Yes, access to drives will need maintained, refer to study layout
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)?	Yes, access to drives will need maintained, refer to study layout
Do the existing intersection radius returns need to be modified to improve pedestrian crossing safety?	No ped traffic anticipated
Do the existing intersection radius returns need to be modified or truck aprons added to accommodate turning movements of large trucks?	Being the design of a roundabout, it is expected that truck turning templates be used for truck traffic as part of the performance checks.
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.	Grading may need to be upgraded if improvements are made to the SR 43 roadway profile
Are new or updated curb ramps needed? Refer to the Curb Ramp Measuring Guide	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

OTHER GEOMETRIC DESIGN ISSUES:	
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**
Are multiple intersection control types being considered? Is an Intersection Control Evaluation (Intersection Control Evaluation (ICE) | Ohio Department of Transportation) applicable?	N/A
Are there any other geometric issues? Describe.	N/A

PAVEMENT ISSUES: Nicholas Chaney	
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.	
Design Issue	**Location/Comments**
Do dynaflect tests indicate the existing pavement is in poor condition?	No. Dynaflect testing is not necessary. The pavement is currently rated with a PCR of 91, very good condition.
Are joint repairs needed?	No.
Are pressure relief joints needed?	N/A
Does curb need to be replaced due to deteriorated condition or lack of curb reveal?	Curb is not present in this segment of SR 43.
Has the site received repeated resurfacings in recent years?	Yes, the most recent resurfacing project was completed in 2017. Crack sealing was performed in 2021, 2022 & 2023.
Does pavement deterioration appear to be caused by drainage or geotechnical problems?	No.
Are there any other pavement issues? *Specify*.	Pavement was last rated in June of 2024 with a PCR of 91. Issues noted at time of rating are low occasional longitudinal joint cracking, medium occasional raveling. This section of SR 43 is not programmed to be resurfaced in the work plan horizon (2026-2031).

GEOTECHNICAL ISSUES: Tom Powell	
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.	
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? *Specify.*	N/A

STRUCTURAL ISSUES: Nicholas Chaney	
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.	
Structure Number(s):	
Design Issue	**Location/Comments**
Is it possible for the structure to be replaced with a prefabricated box culvert or 3-sided box?	N/A
Is the deck delaminated? *Specify.*	N/A
Is non-destructive testing needed to determine the Amount of delamination?	N/A
Are there areas to be patched/repaired on the deck?	N/A
Is the bridge a poor candidate for an overlay? *Specify type of overlay if known.*	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? *Specify.*	N/A

STRUCTURAL ISSUES: Nicholas Chaney	
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.	
Structure Number(s):	
Design Issue	**Location/Comments**
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.)? *Specify.*	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
Are there any other structure related issues? *Specify.*	N/A

TSMO CONSIDERATIONS: Aaron Conley	
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: ***TSMO infrastructure*** 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. ***TOAST*** is the Traffic Operations Assessment System Tool. **For additional TSMO information see** *http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/TSMO.aspx*	
Design Issue	**Location/Comments**
Does the project area contain a Hot Spot identified in TOAST? If so, what is the TOAST ranking?	SPORSR00043**C_02.780_05.381_R: Overall Statewide Rankings #3917 (Score 74.3%)

TSMO CONSIDERATIONS: Aaron Conley	
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: ***TSMO infrastructure*** 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. ***TOAST*** is the Traffic Operations Assessment System Tool. **For additional TSMO information see** *http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/TSMO.aspx*	
Design Issue	**Location/Comments**
	SPORSR00043**C_02.780_05.381_F: Overall Statewide Rankings #5525 (Score 78.8%)
Does the project area have an operations master plan (or has this site been discussed with the District TSMO Coordinator)?	No
Would operations benefit from TMC coverage of the project area? (RWIS, travel time boards, cameras, communications)	No
Are there opportunities for initiating or upgrading TSMO infrastructure?	No
Does this project support any TSMO strategies such as (Smartlane, VSL, Coordinated traffic signals, etc.)	No
Does this project require multi-jurisdictional coordination, agreements, funding, etc.?	No
What existing TSMO infrastructure is in place? Will it need to be moved or maintained in place?	None
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)	No
What MPO ITS architecture is already in place or planned? Consult the MPO ITS architecture plan, if applicable.	Unknown
Categories of potential ITS for this study area/project include: Exempt, Low, or High risk? Ref: TEM, 1-pager for CFR 940.	Exempt
Could this project expand an existing device or communications system?	No
What type of device communications and equipment exists?	None
Should this location have communications added or upgraded?	No
Will additional conduit be necessary for future infrastructure/communications? (ex. in barrier wall)	No
Will existing device power or communications drops be disrupted?	No
Does this project require a new traffic signal timing plan?	No
Are the current traffic signal(s) being upgraded to a system?	No
Are there alternative routes available/identified for incident management?	Unknown
Is this a Traffic Incident Management Note eligible project?	Unknown
OTHER TSMO Considerations:	

TSMO CONSIDERATIONS: Aaron Conley	
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: ***TSMO infrastructure*** 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. ***TOAST*** is the Traffic Operations Assessment System Tool. **For additional TSMO information see** *http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/TSMO.aspx*	
Design Issue	**Location/Comments**
None	

TRAFFIC CONTROL ISSUES: Aaron Conley / Michelle Chaney	
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.	
Design Issue	**Comments**
Are there any obvious deviations from requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD)?	No
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)?	No
Will pavement widening affect pole locations?	Yes (Utility poles)
Will resurfacing affect signal height?	No
Does it appear that any traffic control items will fall outside the existing right of way limits (e.g., large signs, strain poles)?	Yes (Splitter island on side street)
Are there any crashes that can be related to existing signal deficiencies (e.g., timing, lack of protected turn phase)?	No
Do pedestrian signals and push buttons need to be installed or upgraded?	No
Do turn lane lengths appear to have sufficient storage capacity?	N/A
Does the controller need to be upgraded?	No
Do proprietary materials need to be specified?	No
Should signs or signal installations be supplemented with lighting?	No
Are any Tourist Oriented Directional Signs (TODS) or LOGO signs present?	None
Are there any other traffic control issues? *Specify.*	No

MAINTENANCE OF TRAFFIC ISSUES: Len Blankenship	
Indicate if the following maintenance of traffic issues are present or should be considered during project development. Provide additional comments as needed.	
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?	No. Bridge load limits are not expected to be a problem. Randolph Road and Trares Road may be detoured for the duration of construction. Suggest using Congress Lake Road/US-224/SR-532 to detour Randolph and Trares. SR-43 may be detoured for the duration of the work. Randolph Road and Trares Road shall not be closed concurrently. After considering the amount of school-related traffic detouring to US-224, it is requested that a temporary signal be included at the intersection of Congress Lake Road / US-224 for the duration of the SR-43 closure. After evaluating the site and the availability of detours, it is expected that SR-43 must be closed and detoured for a period not to exceed 90 calendar days. The suggested SR-43 detour route is US-224/SR-44/I-76.
Is the project located on the National Truck Network?	Yes.
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.)	Culvert and guardrail north of Randolph Road will limit ability to easily widen at that location
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.	NA
Are there nearby schools that may be adversely impacted by the proposed work? If yes, identify names, location and school districts.	Project is centrally located in Field Local School District. Field Middle and High School are collocated on SR-43 north of Saxe Rd. Suffield Elementary is on Waterloo Rd, West of SR-43, South of US 224. Brimfield Elementary is south of IR-76 on SR-43.
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.	Project is in Suffield Twp and will limit access from the Suffield Fire Department at Waterloo Rd/SR-43 to northern Twp limits. Need to coordinate responses with Brimfield Twp located at SR-43 and IR-76. Nearest emergency room is either Rootstown, Downtown Akron, or Green.
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?	24 feet +/-

MAINTENANCE OF TRAFFIC ISSUES: Len Blankenship	
Indicate if the following maintenance of traffic issues are present or should be considered during project development. Provide additional comments as needed.	
Design Issue	**Location/Comments**
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.)	Vertical curves affect all approaches and there are horizontal curvature issues with Randolph Road. The driveway from 2025 SR-43 to SR-43 has vegetation and vertical curvature sight distance issues.
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?	NA, no sidewalks
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.	Yes, north of Trares is a culvert and culverts under Trares
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 known issues
Will personal and/or business driveways be adversely impacted or need to be closed for any amount of time?	Yes, several will have permanent impacts. 1267 Randolph Rd and the parcels at Trares / SR-43 may need relocated driveways prior to construction.
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?	The site will be constructed under full closure. Construction access is not expected to be an issue.
Is there potential for the need to require right-of-way acquisition?	Right-of-way acquisition for MOT purposes is not anticipated for this project.
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.	NA
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.	A closure duration not to exceed 90 days is anticipated. Detour plans will be required.
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?	Yes.

MAINTENANCE OF TRAFFIC ISSUES: Len Blankenship	
Indicate if the following maintenance of traffic issues are present or should be considered during project development. Provide additional comments as needed.	
Design Issue	**Location/Comments**
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.?	None present currently and none anticipated to be added with this project
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.	Ideally this work should be performed during the summer months to minimize any impact on school and busing schedules.
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.)	The affected intersections will be closed and detoured.
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.)	NA
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 Traffic Management in Work Zones Policy (21-008(P)) and Standard Procedure (123-001(SP)).	N/A
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 TEM Section 630-5	No

CONSTRUCTION ISSUES: Joe Schrecengost	
Indicate if the following issues are present or should be considered during project development. Provide additional comments as needed.	
Issue	**Location/Comments**
Will any of the construction activity take place over, under, or near railroad property?	No
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.)?	Possibly Light Poles, but should not be an issue if standard poles are used.
Are there any concerns related to existing or proposed lighting (e.g., light trespass, river navigation, airway clearance)?	Proposed lighting may be cause of concern for nearby residents.
Compare the Begin/End construction dates with the Scope of Work. Is the construction schedule reasonable?	Will need to be updated once locked, currently only showing 30 days in construction to completion date. Closure to complete work will likely be 90 days.
Examine the existing pavement condition and repair history. Calculate potential pavement repair quantities.	Existing in good shape, but will most likely do full depth construction with roundabout.

CONSTRUCTION ISSUES: Joe Schrecengost	
Indicate if the following issues are present or should be considered during project development. Provide additional comments as needed.	
Issue	**Location/Comments**
Note manhole lid elevations versus proposed paving thickness. Will manhole lids or valve boxes need adjusted after paving?	N/A
Is there a need for Echelon Paving?	No
Examine the rideability of the approach slab to the roadway/bridge joint.	N/A
Will the project have impacts to nearby residents/businesses? Will site access occur down steep side slopes or through properties adjacent to project site?	SR 43 frequently has extremely long permit loads. Final design should take these vehicles into consideration. Nearby residents will be most affected with a few businesses in the area affected but there are no businesses at work location
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?	N/A
Is more space or room needed for construction? Is Temporary or Permanent R/W required for utility relocations, construction of structures, drainage ditches, etc.?	Proposed R/W seems adequate to complete the work.
Is there enough clearance to overhead utility lines for cranes and concrete pump trucks?	N/A
Will there be instream work?	No apparent streams encountered.
Will Temporary shoring/sheeting, cofferdams or work pads be required to complete the proposed work? Anticipated Permitting (see Agency Coordination/Permit Issues section above)	No
Will the road need to be detoured to complete construction? What are the possible detour routes?	Yes, I-76/532/224 or I-76/44/224
Where are the potential staging areas for the contractor?	East Side of SR43 within project limits

PEDESTRIAN AND BICYCLE ISSUES: Matt Chaney	
Indicate if the following pedestrian and bicycle facilities are present or should be considered for implementation during project development. • ***Pedestrian facilities: si****dewalks, shared use paths, enhanced crossings, signs/signals, and lighting.* • ***Bicycle facilities:*** *bike lanes, improved shoulders, shared use paths, crossing treatments, signs/signals, and lighting.* ***Provide additional comments as needed. For additional bicycle and pedestrian data, see the TIMS Active Transportation Map Viewer: https://gis.dot.state.oh.us/tims/Map/ActiveTransportation and discuss with the District Bike & Ped Contact.***	
Issue	**Location/Comments**
Are there visible signs of deterioration on sidewalks or missing sidewalks?	N/A
Is there a minimum 4’ clearance along sidewalks? (i.e. poles that obstruct the sidewalk)	N/A
Are there visible sign of deterioration in bike lanes/shoulders or missing bike facilities?	N/A

PEDESTRIAN AND BICYCLE ISSUES: Matt Chaney

Indicate if the following pedestrian and bicycle facilities are present or should be considered for implementation during project development.

- ***Pedestrian facilities: si****dewalks, shared use paths, enhanced crossings, signs/signals, and lighting.*
- ***Bicycle facilities:*** *bike lanes, improved shoulders, shared use paths, crossing treatments, signs/signals, and lighting.*

Provide additional comments as needed. For additional bicycle and pedestrian data, see the TIMS Active Transportation Map Viewer: https://gis.dot.state.oh.us/tims/Map/ActiveTransportation and discuss with the District Bike & Ped Contact.

Issue	Location/Comments
Do crossings for bicyclists and/or pedestrians need to be improved or installed?	No
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)	N/A
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 FHWA Guide for Improving Pedestrian Safety at Uncontrolled Intersections	No
Does the project area have an active transportation plan in place (or other multimodal plan such as a bicycle, pedestrian, school travel plan, or metropolitan transportation plan). Contact pertinent local public agencies for more information.	No
Is there existing bicycle or pedestrian usage along this corridor? *(For statewide volume data visit ODOT's Non-Motorized Database System.)* Visible indicators of usage include counts, worn paths, transit stops, etc.	No
Is the project located on a designated or proposed bike route (local, regional, state or US)?	No
What is the Level of Traffic Stress (1-4)? (LTS 1 and 2 are considered comfortable for the mainstream adult population.) (See Level of Traffic Stress calculation tool. This data is pre-calculated for the State & US Bike Route System.)	N/A
Does the project area have high Active Transportation Demand and high Active Transportation Need (Scores of 3 or 4)? (*Use the Identify Features tool to select project area and view scores for Demand_ Mapping and Need_Mapping.* scores.)	N/A
What are the proposed bicycle lane widths?	N/A
What are the proposed sidewalk and shared use path widths (and buffer width)?	N/A
If bike/ped accommodations require additional ROW not planned for the project, can a future project provide this?	Potentially

AGENCY COORDINATION/PERMIT ISSUES: Brian Peck	
Indicate if the following permit issues are present or should be considered during project development. Provide additional comments as needed.	
Issue	**Location/Comments**
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 *National Levee Database (army.mil)*; *National Inventory of Dams (army.mil)*; *Louisville District (arcgis.com)* 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.)	**No**
Will a Coast Guard (Section 9) permit be required?	**No**
Is review by a local public agency or project sponsor required? *Specify*.	**Possible – Ohio EPA (NPDES)**
Is State Historic Preservation Office (SHPO) coordination for work involving historic bridges or historic properties required?	**Possible**
Is coordination with ODNR for work involving State Scenic Rivers, State Wildlife Areas or State Recreational Areas required?	**No**
Is coordination with any other agency required?	**Section 4(f) coordination may be required (agency with jurisdiction TBD)**

SCOPE, SCHEDULE AND BUDGET CONSIDERATIONS: Jim Bruner	
Based on the responses to the above items, do any of the following need to be modified?	
Issue	**Comments**
Conceptual scope	Not at this time 7/14/2025.
Work limits	Not at this time 7/14/2025.
Probable environmental document type	C2 NEPA clearance for this project will take minimum 12 months from the completion/acceptance of preliminary engineering (PE)/pre-stage 1. The Stage 2 plan submission should line up with the C2 Environmental document submission which means there should be 60-day gap between the Stage 2 Plan submission and the DD authorization.
Project Path classification	Path 2/3
Schedule	No milestones in Ellis, these need to be added soon as of 7/14/2025.
Budget	CO funding not added to Ellis, sources and amounts need to be determined as of 7/18/2025.