**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: | N/A |

|  |  |  |  |
| --- | --- | --- | --- |
| **Project Name (County, Route, Section):** | *VAN US 30 Interchange* | **PID:** | *119643* |
| **Date Project Initiation Package Completed:** |  | **Prepared By:** | *District SME’s* |
| **City, Township or Village Name(s):** | *City of Van Wert* | **ODOT Project Manager:** | *Morgan Gerdeman* |

#

|  |
| --- |
| **Project Description:** Widen US 127 from Bonnewitz Avenue to the eastbound US 30 interchange ramps. |

|  |
| --- |
| **Project Limits/Study Area/General Location:** US 127 near US 30 in Van Wert County |

| **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** |
| *Review* | *Rob White - Capital Programs Administrator* | *419-999-6901* |
| *Review* | *Adam Francis - District Planning Engineer* | *419-999-6859* |
| *Review* | *Eric Scheckelhoff - District Design Engineer* | *419-999-6879* |
| *Highway Management Concerns*  | *Rod Nuveman - Highway Management Administrator* | *419-999-6891* |
| *Crash Data, MOT* | *Hailey Robey - District Traffic and Safety Engineer* | *419-999-6887* |
| *TSMO* | *Derrick Schierloh - District Traffic Operations Engineer* | *419-999-6857* |
| *Environmental Issues/Agency Coordination/Permit Issues* | *Nate Tessler - District Environmental CoordinatorEmily Randall* | *419-999-6886**419-999-6888* |
| *Geotechnical Issues* | *Kristopher Osterhage - District Geotechnical Engineer* | *419-999-6872* |
| *Pavement Issues* | *Mark Brunet - District Pavement Engineer* | *419-999-6852* |
| *Structural Issues* | *Mark Limbaugh - District Bridge and Culvert Engineer* | *419-999-6919* |
| *Hydraulic Issues* | *Dillon Flick - District Hydraulics Engineer*  | *419-999-6871* |
| *Traffic Control* | *Derrick Schierloh - District Traffic Operations Engineer* | *419-999-6893* |
| *Right of Way* | *Shell Miller - District Real Estate Administrator* | *419-999-6876* |
| *Survey Issues* | *Sara Morrisey - District Survey Operations Manager* | *419-999-6921* |
| *Utility Issues* | *Matt Pickering - District Utility Relocation/ROW Permit Technician* | *419-549-6587* |
| *Pedestrian & Bicycle Issues* | *Hailey Robey - District Bikeway Coordinator* | *419-999-6887* |
| *General/External Agency Involvement/Existing Information* | *Justin Niese - Scoping Coordinator* | *419-789-1977* |
| *Geometric Design* | *Mark Mueller – District Geometric Design Engineer* | *419-999-6889* |
| *Miscellaneous Issues* | *Morgan Gerdeman – Project Manager* | *419-999-6869* |
| *Construction Issues* | *Dan Niese – District Construction Engineer* | *419-999-6903* |
| **EXTERNAL AGENCY INVOLVEMENT:** |
| ***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.*** |
| **AGENCY** | **NAME** | **PHONE NUMBER** |
|  |  |  |
|  |  |  |
|  |  |  |
| **\*\*\* The FHWA Engineer should be invited on projects expected to require approval from Federal Highway Administration.** |

|  |
| --- |
| **GENERAL EXISTING INFORMATION:** ***Hailey Robey*** |
| Legal Speed:  | 35 mph |
| Design Speed: | 40 mph |
| Opening Year ADT: | 11,800 |
| Design Year ADT: | 12,600 |
| Trucks (24 Hour B&C): | 22% |
| Functional Classification: | Minor Arterial |
| Locale (Rural or Urban): | Urban |
| National Highway System (NHS):  | No |

|  |
| --- |
| **LOCAL PLANNING COORDINATION: *Justin Niese*** |
| **Briefly describe local planning studies, bike/ped long range plans, aesthetics, etc. that will be considered throughout project development: Not at this time.** |
|  |

|  |
| --- |
| **DISTRICT HIGHWAY MANAGEMENT STAFF CONCERNS: *Rod Nuveman*** |
| **List any comments/requests from the District Highway Management Staff.** |
| Try to get 4:1 slopes whenever possible with 3:1 minimum to allow for mowing. Extend curb and gutter into the interchange area and upgrade the existing drainage near the ramp area.  |

|  |
| --- |
| **CRASH DATA: *Hailey Robey*** |
| **Has a Safety Study been completed in the project area within past three years** | **(Yes/No)** Feasibility Study 113196 |
| **Is the project area highlighted on the Safety Integrated Project Maps** | **(Yes/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.**  |
| There were 28 total crashes from 2020-2022. Of the 28 crashes, 20 were rear end, 2 were sideswipe, 2 were angle, 2 were left turn, 1 was fixed object, and 1 was right turn. There were 4 injury crashes for a 14% injury rate. Widening US 127 will help relieve congestion in the area.  |
| **ENVIRONMENTAL ISSUES: *Nate Tessler – Emily Randall*** |
| ***Make a preliminary determination on whether the following resources will be affected by the proposed 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 | Tree cutting, if necessary, will be evaluated for potential habitat for endangered bats. Worst case scenario is seasonal tree cutting restrictions would be applied. |
| Scenic River | None. |
| Existing wet areas /existing cattails/wetlands | None. |
| Stream/river/waterway/jurisdictional ditch  | None. |
| Historic Resources (buildings, structures, objects) | None known, however a review will be completed during env. studies. |
| Historic Bridge(s) | None. |
| National Historic Landmarks | None. |
| Archaeological Sites | None. |
| Public Facilities | None. |
| Cemetery (modern and historic cemeteries) | None. |
| Farmland | None. |
| Watershed Specific (i.e. Darby or Olentangy) NPDES Permit Area | None. |
| Air Quality non-attainment area or concerns  | Yes, an evaluation of air quality impacts will be required if this project will increase capacity. |
| Landfill, Superfund, CERCLIS, RCRA, NPL, or industrial site(s), and/or evidence of hazardous materials | The majority of the corridor is commercial, therefore a review for hazardous materials and contaminated sites will be completed. |
| Sensitive environmental justice areas | Will be reviewed, however the scope of the project is unlikely to have high and disproportionate impacts to environmental justice populations. |
| Federal Emergency Management Agency (FEMA) floodplains | None. |
| Lake Erie Coastal Management Area | None. |
| Sole Source Aquifers  | None. |
| Wellhead Protection Areas  | None likely. |
| Noise abatement issues | Yes, an evaluation of noise impacts will be required if this project will increase capacity. Noise abatement is likely not feasible, however. |
| Coordination with Conservancy Districts | None. |
| Other environmental issues | Increased levels of public involvement are warranted due to the scope of the project and potential impacts to adjacent property owners. The District anticipates hosting a public meeting to solicit input on design alternatives. The meeting for this project may be combined with adjacent projects. |

| **GEOMETRIC DESIGN CONTROLLING CRITERIA: Mark Mueller** |
| --- |
| **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  | 12’ |
| Shoulder Width | 2’ gutter |
| Horizontal Curve Radius | 450’ |
| Maximum Grade | NA |
| Stopping Sight Distance (Horizontal and Crest Vertical Curves)  | 305’ |
| Superelevation Rate | NA |
| Vertical Clearance | NA |
| Pavement Cross Slope | 0.016 |
| Design Loading Structural Capacity | NA |

| **OTHER GEOMETRIC DESIGN ISSUES: *Mark Mueller*** |
| --- |
| ***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? | Yes |
| Is driver comfort an issue due to the vertical curvature or breaks in the grade? | No |
| 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? | NA |
| Has a minimum width of 4’ from the edge of the traveled way to the face of any barrier? | NA |
| Does intersection sight distance need to be improved? | Sight distance should be evaluated, but there are no obvious issues. |
| List unprotected hazards that appear to be in the clear zone. | Utility poles |
| Should existing access control be revised to improve safety? | Yes. Consider access control at Route 30 U-Store & Lock and at Lassus gas station. |
| 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)? | No, but consider access control. |
| Do the existing intersection radius returns need to be modified to improve pedestrian crossing safety? | No |
| Do the existing intersection radius returns need to be modified or truck aprons added to accommodate turning movements of large trucks? | There doesn’t appear to be existing issues. |
| 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. | No |
| Are new or updated curb ramps needed? Refer to the [Curb Ramp Measuring Guide](https://www.transportation.ohio.gov/working/engineering/roadway/ada/ada-compliant-curb-ramp-measuring-guide) | Yes |
| If constructing a new roadway, will it be a connection between two existing NHS Routes? | NA, existing roadway |
| 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? | NA |
| Are there any other geometric issues? Describe. | **Nothing Apparent** |
|  |  |

| **GEOTECHNICAL ISSUES: *Kristopher Osterhage*** |
| --- |
| ***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)? | No |
| Will construction be impacted based on the groundwater table? | No |
| Is there evidence of any embankment or foundation problems (e.g., differential settlement, sag, foundation failures, slope failures, scours, evidence of channel migrations)?  | No |
| Is there evidence of any slope instability (soil or rock)? | No |
| 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)? | No |
| Is there evidence of rock strata (e.g., presence of exposed bedrock, rock on the old borings)? | No |
| Is there evidence of active, reclaimed or abandoned surface mines? Evidence of quarries? | No |
| Is there information pertaining to the existence of underground mines? | No |
| Is there Acid Mine Drainage present within the study area? | No |
| Are there any other geotechnical issues? *Specify.* | No |

| **PAVEMENT ISSUES: *Mark Brunet*** |
| --- |
| ***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 |
| Are joint repairs needed? | No |
| Are pressure relief joints needed? | No |
| Does curb need to be replaced due to deteriorated condition or lack of curb reveal? | No |
| Has the site received repeated resurfacings in recent years? | No |
| Does pavement deterioration appear to be caused by drainage or geotechnical problems?  | No |
| Are there any other pavement issues? Specify. | N/A |

| **STRUCTURAL ISSUES: *Mark Limbaugh*** |
| --- |
| ***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: N/A** |  |
| **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 |
| 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 |
| **HYDRAULIC ISSUES: Dillon Flick** |
| **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. | Yes |
| Is there evidence of alignment or flow velocity problems (e.g., scour, bank erosions, silting) at culvert inlets or outlets? | No |
| Are there sinkholes or other deterioration in the pavement that would indicate separations in the existing pipes? | No |
| Is the exposed curb height in existing gutters inadequate to contain flow (include height of proposed resurfacing)? | N/A |
| Does the project affect a wetland or waterway (e.g., stream, river, jurisdictional ditch)? | No |
| Will channel relocation be required? | No |
| Will post construction BMPs be required that could impact R/W or utilities? | No |
| Are existing underdrain outlets functioning properly? | Yes |
| Does the drainage work warrant any special maintenance of traffic considerations? | No |
| Are there any other hydraulic issues? Describe. | No |

| **TSMO CONSIDERATIONS: Derrick Schierloh** |
| --- |
| **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? | The segment has a score of 56.3% and should include a focus on traffic time improvement. |
| Does the project area have an operations master plan (or has this site been discussed with the District TSMO Coordinator)? | The TSMO Coordinator has discussed the site. |
| 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? | Yes; The traffic signal can be upgraded from span wire to mast arm design. |
| 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.? | Yes; the City of Van Wert will be included in coordination. |
| What existing TSMO infrastructure is in place? Will it need to be moved or maintained in place? | There is a traffic signal at the intersection of US-127 and the US-30 EB ramps. |
| 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) | Yes; The traffic signal can be upgraded from span wire to mast arm design. |
| What MPO ITS architecture is already in place or planned? Consult the MPO ITS architecture plan, if applicable. | None. |
| Categories of potential ITS for this study area/project include: Exempt, Low, or High risk? Ref: TEM, 1-pager for CFR 940. | Exempt; Changes and/or upgrades to an existing traffic signal system. |
| Could this project expand an existing device or communications system? | No. |
| What type of device communications and equipment exists? | The traffic signal has comms connected to use Centracs for monitoring purposes. |
| 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? | During construction the traffic signal will be slightly disrupted. |
| Does this project require a new traffic signal timing plan? | The upgraded signal should be investigated for potential coordination with a newly constructed signal at US-127 and Bonnewitz Road. |
| Are the current traffic signal(s) being upgraded to a system? | Investigate coordination with the new signal at Bonnewitz Road. |
| Are there alternative routes available/identified for incident management? | Utilize the planned detour. |
| Is this a Traffic Incident Management Note eligible project? | No. |
| **OTHER TSMO Considerations:** |
|  |

| **TRAFFIC CONTROL ISSUES: Derrick Schierloh** |
| --- |
| **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. Nearest railroad is 0.15 miles away but crosses Bonnewitz Road. Another railroad crosses US-127 approximately 0.72 miles to the south. |
| Will pavement widening affect pole locations? | Yes; there are power poles that will be affected. |
| Will resurfacing affect signal height? | If the pavement raises it could affect signal height. |
| Does it appear that any traffic control items will fall outside the existing right of way limits (e.g., large signs, strain poles)? | Future mast are poles may fall outside of existing R/W. |
| Are there any crashes that can be related to existing signal deficiencies (e.g., timing, lack of protected turn phase)? | There is evidence of rear end crashes that could attribute to signal timing. |
|  Do pedestrian signals and push buttons need to be installed or upgraded? | No. |
| Do turn lane lengths appear to have sufficient storage capacity? | There is no evidence of turn lanes being too short, but lengths should be investigated with new signal construction. |
| Does the controller need to be upgraded? | Yes along with the rest of the signal equipment. |
| Do proprietary materials need to be specified? | Battery backup equipment is requested to be Alpha. |
| Should signs or signal installations be supplemented with lighting? | No. |
| Are any Tourist Oriented Directional Signs (TODS) or LOGO signs present? | No. |
| Are there any other traffic control issues? Specify. | Conflicting signs would need to be removed with the new lane configuration. |

| **UTILITY ISSUES: Matt Pickering** |
| --- |
| **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. Aerial and buried.  |
| Would the project benefit from Subsurface Utility Engineering (SUE) Level A? | Yes. |
| Are there existing utilities on an existing structure that need to be relocated? |  |
| Are there any specific utility requirements or concerns? Specify. | The quantity of utilities, and additional R/W needed.  |
| Are there water or sanitary lines that will be relocated as part of the ODOT contract? | Yes. |
| Are there any other utility issues? Specify. | Need to take into consideration Electric standards for clearances and any easements for acquiring right of way. A Transmission pole will need to be relocated.  |

| **PEDESTRIAN AND BICYCLE ISSUES: Hailey Robey** |
| --- |
| **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**](https://gis.dot.state.oh.us/tims/Map/ActiveTransportation) **and discuss with the** [**District Bike & Ped Contact**](https://www.transportation.ohio.gov/wps/portal/gov/odot/programs/active%2Btransportation/resources/district-bike-ped-contacts)**.** |
| **Design Issue** | **Location/Comments** |
| Are there visible signs of deterioration on sidewalks or missing sidewalks? | No |
| Is there a minimum 4’ clearance along sidewalks? (i.e. poles that obstruct the sidewalk) | Yes |
| Are there visible signs of deterioration in bike lanes/shoulders or missing bike facilities? | N/A |
| Do crossings for bicyclists and/or pedestrians need to be improved or installed? | Possibly add crossings. |
| 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 TEM 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](https://transportation.wv.gov/highways/training/TrainingDocuments/Guide-for-Improving-Pedestrian-Safety-at-Uncontrolled-Crossing-Locations.pdf) | No - no pedestrian crashes.  |
| Does the project area have an active transportation plan in place (or other multimodal plan such as a bicycle, pedestrian, [school travel plan](https://www.dot.state.oh.us/ActiveTransportation/Pages/STP.aspx), or metropolitan transportation plan). Contact pertinent local public agencies for more information. | Not that I am aware of. |
| Is there existing bicycle or pedestrian usage along this corridor? *(For statewide volume data visit* [*ODOT’s Non-Motorized Database System*](https://odot.ms2soft.com/tdms.ui/nmds/dashboard?loc=odot)*)*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](https://gis.dot.state.oh.us/tims/Map/ActiveTransportation?center=-81.03339878067777,40.479409876620835&level=8&visiblelayers=Boundaries:-1%7CAT%20Demand%20and%20Need%20Analysis:-1%7CProjects:-1%7CADA%20Assets:-1%7CRoadway%20Information:-1%7CState%20and%20US%20Bike%20Route%20System:1))? | 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.](https://www.transportation.ohio.gov/wps/portal/gov/odot/programs/highway%2Bsafety/highway-safety-resources/08-crash-trends-resources) This data is pre-calculated for the [State & US Bike Route System](https://gis.dot.state.oh.us/tims/Map/ActiveTransportation?center=-81.03339878067777,40.479409876620835&level=8&visiblelayers=Boundaries:-1%7CAT%20Demand%20and%20Need%20Analysis:-1%7CProjects:-1%7CADA%20Assets:-1%7CRoadway%20Information:-1%7CState%20and%20US%20Bike%20Route%20System:5)).  | N/A |
| Does the project area have high [Active Transportation Demand](https://gis.dot.state.oh.us/tims/Map/ActiveTransportation?center=-82.37467560672589,40.594296208357626&level=8&visiblelayers=Boundaries:-1%7CAT%20Demand%20and%20Need%20Analysis:0%7CProjects:-1%7CADA%20Assets:-1%7CRoadway%20Information:-1%7CState%20and%20US%20Bike%20Route%20System:-1) and high [Active Transportation Need](https://gis.dot.state.oh.us/tims/Map/ActiveTransportation?center=-82.37467560672589,40.594296208357626&level=8&visiblelayers=Boundaries:-1%7CAT%20Demand%20and%20Need%20Analysis:1%7CProjects:-1%7CADA%20Assets:-1%7CRoadway%20Information:-1%7CState%20and%20US%20Bike%20Route%20System:-1) (Scores of 3 or 4)? (Use the Identify Features tool to select project area and view scores for Demand\_ Mapping and Need\_Mapping. scores.) | YesDemand – 3Need – 3 |
| 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? | Possible |

| MAINTENANCE OF TRAFFIC ISSUES: *Hailey Robey* |
| --- |
| **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 |
| 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 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.) | No |
| 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. | No |
| Are there nearby schools that may be adversely impacted by the proposed work? If yes, identify names, location, and school districts. | No |
| 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. | No |
| Are there significant traffic generators nearby that may be adversely impacted by the proposed work? (e.g., industries, factories, sports arenas, etc.) | Industry/Businesses in Van Wert |
| What is the width of the existing pavement? Will temporary pavement be needed to maintain the existing number of travel lanes? | US 127 approx. 12’ – No |
| 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, business drives, and residential drives. |
| 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? | N/A |
| 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? | Possible. |
| 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 |
| Is there potential for the need to require right-of-way acquisition? | Yes |
| 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 |
| 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. | N/A |
| 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? | N/A |
| 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.?  | Fire hydrants. |
| 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. | No |
| 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.) | No |
| 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 MOTEC or PIAC exception may be required per Traffic Management In Work Zones policy (21-008(P)). | Insignificant |
| 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.  | No |

| **RIGHT OF WAY/SURVEY ISSUES: Shell Miller - Sara Morrisey** |
| --- |
| **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.)? | Not aware of significant encroachments. |
| Will temporary parcels be needed (e.g., for drive work)? | Yes |
| Will additional right of way be needed for utility relocations? | Unsure at this time. |
| 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. | Pull existing r/w plans for L/A-R/W existing limits. |

| **AGENCY COORDINATION/PERMIT ISSUES: Nate Tessler – Emily Randall** |
| --- |
| **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? | No. |
| Will a Section 408 Permission by the USACE be required for work within an USACE Civil Works project? Refer to the [National Levee Database (army.mil)](https://levees.sec.usace.army.mil/#/); [National Inventory of Dams (army.mil)](https://nid.sec.usace.army.mil/#/); [Louisville District (arcgis.com)](https://lrl.maps.arcgis.com/apps/webappviewer/index.html?id=013d0ce926a54caab629667d15ed8df2) Consult with OES during planning to discuss Section 408 coordination | No. |
| Will a Coast Guard permit be required? | No. |
| Is review by a local public agency or project sponsor required? Specify. | No. |
| Is State Historic Preservation Office (SHPO) coordination for work involving historic bridges or historic properties required? | Not likely, however that will be assessed during environmental studies. |
| 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? | No. |

| **CONSTRUCTION ISSUES: Dan Niese** |
| --- |
| **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.)? | Potentially – signal and light poles. Signal hardware. |
| Are there any concerns related to existing or proposed lighting (e.g., light trespass, river navigation, airway clearance)? | Light Trespass with businesses/homes |
| Compare the Begin/End construction dates with the Scope of Work. Is the construction schedule reasonable? | TBD |
| Examine the existing pavement condition and repair history. Calculate potential pavement repair quantities. | TBD |
| Note manhole lid elevations versus proposed paving thickness. Will manhole lids or valve boxes need adjusted after paving? | Possibly |
| Is there a need for Echelon Paving? | No |
| 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? | Impacts – Yes. Will need to maintain access into multiple business locations varying from restaurants to hotel. |
| 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.? | Possibly |
| Is there enough clearance to overhead utility lines for cranes and concrete pump trucks? | Clearances for traffic signal mast arms and lighting will need to be looked at. |
| Will there be instream work? | No |
| 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? | Could be built in phases and traffic maintained. Local traffic will have to be maintained to businesses/homes. |
| Where are the potential staging areas for the contractor? | Within existing and new ROW. |

| **SCOPE, SCHEDULE AND BUDGET CONSIDERATIONS: Justin Niese** |
| --- |
| **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 |
| Work limits | Not at this time |
| Probable environmental document type | Not at this time |
| Project Path classification | Not at this time |
| Schedule | Not at this time |
| Budget | Not at this time |