

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope	PID	124358	Project Name	WAY US 0030 20.68
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Project Overview

Scope Project Mgr.	Kat Wade	Initial Scope Meeting	7/1/2025
Design Project Mgr.	Jane Cullen	Scope Version	Original
In-House Designer(s)	Shelley Pitcher	Letting Type	Standard
Environmental Mgr.	Levi Wingler	Contract Type	ODOT Let
Design Responsibility	Sept 2025 Programmatic (TBD)	PDP Path	Path 2
Design Team	D03 Design Engineering Team 3	File Date	1/1/2029
Primary Work Cat.	Intersection Improvement (Safety)	Federal Aid Number	E250830
		County	WAY
		City/Village	None
Project Termini	WAY-30-20.68 at Kohler (TR-129)	Environmental Doc Type	C2
		CFR 940 ITS Project	N/A

Existing Plans	US-30 Resurfacing (2025) PID 119994
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Project Description	Convert a full access two-way stop-controlled intersection into Reduced Conflict U-Turn (RCUT) at US-30 and Kohler Road (TR-129) in Wayne County. (March 2025 Safety Application #202503D03-11). Includes left turn lanes at the U-Turns and right turn lanes at the intersection in both directions.
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Purpose & Need	This intersection has had a history of angle and rear-end crashes. The WAY-30 corridor was tied as #2 on ODOT's D03 four-lane at-grade intersection corridor list. From 2019-2023, there were 34 total crashes at the US-30/Kohler Rd. intersection: 1 (3%) fatal, 17 (50%) injury and 16 (47%) PDO. There were 18 angle, 8 rear-end, 3 left-turn, 2 overturning, 2 sideswipe-passing, and 1 fixed object crashes. Due to its superior safety and operational performance, ODOT recommended an RCUT as the most ideal treatment. RCUTs are a proven safety countermeasure due to the fact they simplify decision making for drivers and minimize the potential for higher severity crash types, such as head-on and angle.
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Action Items		Complete?
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Project Scope		PID	124358	Project Name	WAY US 0030 20.68		
Culvert							
Culvert 1	Culvert Location	WAY-30-20.617	CFN	1826847	Prelim Cost Est	TBD	
	Description of Work	325' West of Kohler. Possible extension to the south - attempt to avoid right-of-way.					
	Existing						
	General Appraisal	7	Year Built				
	Culvert Shape	Circular					
	Culvert Material	Corrugated Aluminum Alloy					
	Span	48	in				
	Length	150	ft				
	Culvert 2	Culvert Location	WAY-30-20.869	CFN	1826848	Prelim Cost Est	TBD
		Description of Work	950' East of Kohler. Possible extension to the north - attempt to avoid right-of-way.				
Existing							
General Appraisal		6	Year Built				
Culvert Shape		Circular					
Culvert Material		Plain or Reinforced Concrete					
Span		42	in				
Length		150	ft				
Reduced Conflict U-Turns							
RCUT 1 of 1		CRS	WAY-30-20.68	RCUT Type	Unsignalized	MOT Type	Drums
	Distance from Intersection to U-Turns	900*	ft	W	Left Turn Lanes	Full-Length	
	Distance from Intersection to U-Turns	1250*	ft	E	Right Turn Lanes	Full-Length**	
	Emergency Vehicle Median Crossing	No			Median Treatment	Asphalt	
	Allow mainline left turns	No			U-turn/Turn Lane Pavement	Asphalt	
	Retaining Walls Needed	Maybe***			R/W Req'd	Maybe	
	Certified Traffic Req'd	No			Survey Req'd	Yes	
	Lighting	Yes			Soil Borings Req'd	Maybe***	
	Loons	Yes			Utility Relocation Req'd	No	
	*Approximate U-Turn locations - can be adjusted as needed with D03 approval.						
	** <u>Consultant to perform Pre-Stage 1 FEASIBILITY TYPE STUDY to evaluate potential impact of full right turn lanes</u> - concern with grading/culvert extensions getting into right-of-way (south side of US-30 to the west of intersection and north side of US-30 to the east of intersection). D03 wants to avoid right-of-way and may consider shorter right turn lanes if necessary. We want a buggy to remain outside of the US 30 mainline at all times (8' shoulder minimum).						
	***See Geotechnical Section below for additional information.						

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Comments

Drainage: Design Consultant to evaluate for BMPs because adding full-depth pavement. If BMPs needed, we want to have vegetative filter strips only.

Lighting: Both sides of the road - 2 luminaires for left turn lane and then 2 around the loon. Provide 2 light poles/luminaries at each of the Kohler Road intersections with US-30. Provide 120/240V power service, 3 wire #4 AWG (L-L-G) 2400V cable, ensure 5% voltage is not exceeded, ensure 15' clearance to overhead electric (from closest conductor). Offset all poles at least 10' from the edge of paved shoulder to prevent knowckdowns from errant motorists or turning tractor trailers. Do not place conventional pole foundations inside of a ditch. Provide a ground mounted Lighting Control Center (LCC) with concrete work pad. The LCC should be placed near a location that the maintenance bucket truck can pull off the roadway. Place a fused disconnect switch on the line side of the LCC. Also, the LCC should be at least 20' from the edge of pavement/face of curb to ensure it will not be hit by a motorist. A Pole Mounted Lighting Control Center may be acceptable over a Ground Mounted LCC if it will have better protection from the motorists. The LCC photocell should be located 2' above the LCC enclosure. If the LCC is placed behind the ditch line, place a 5' length of conduit in the ditch for the staff to traverse across. Provide 24" concrete pull boxes for 3 or more entrances/exits into a pull box. Provide a pull box on both sides of a conduit jack/bore. Include note for contractor underground marking after they take over maintenance.

Geotechnical

Geotech Site 1 of 1

CRS WAY-30-20.68
MOT Type TBD (for geotechnical work, if needed)

Comments If retaining wall type work around culverts is desired in order to avoid right-of-way, may need some soil borings. If retaining wall is being considered within the feasibility study, D03 will want to see a cost/benefit analysis of new right-of-way versus retaining wall as we do not want to add a facility that needs maintenance/replacement in the future just to save a little in right-of-way.

Pavement

Pavement Segment 1

CRS	WAY-30-20.68			Vibratory Roller Permitted	Yes
MOT	Lane Closure	Existing	Proposed	Use Simplified Pav't Design	No
	Mainline Treatment Type	Asphalt	→ Same	Pav't Cores Required	No
	Shoulder Treatment Type	Pvd	→ Same	Pav't Cores Taken	No
	Paved Shoulder Width	8' out / 5' in	→ 8' out / 5' in	Survey Required	Yes
	Verify Proposed Lane Width	12	→ 12	R/W Required	No
	Edge Line Location	>2' from EOS	→ >2' from EOS	Curbs Present	No
	Cross Slope	Varies	→ Same	Safety Edge	Yes
	Proposed Grading Type	Linear Grading		PN 420 Smoothness	No
	No. of Days Traffic can run on Milled Surface	14	days		

Comments Proposed Full Depth:

*1.5" Item 442 Asphalt Concrete Surface Course, 12.5mm, Type A (446) PG76-22M
1.75" Item 442 Asphalt Concrete Intermediate Course, 12.5mm, Type A (448) PG70-22M
10" Item 301 Asphalt Concrete Base PG64-22
8" Item 304 Aggregate Base
Undercutting as needed.
Proposed Resurfacing of entire RCUT area:
3.25" Item 254 Pavement Planning
1.5" Item 442 Asphalt Concrete Surface Course, 12.5mm, Type A (446) PG76-22M
1.75" Item 442 Asphalt Concrete Intermediate Course, 12.5mm, Type A (448) PG70-22M
Add pavement fabric under the intermediate course along the widening joint.*

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Traffic Control

Stripping	Long Line Pavement Marking Type	Thermoplastic	Lane Separator	No
	Auxiliary Pavement Marking Type	Thermoplastic	Delineators	No
Rumbles			Replace RPMs	Yes
	Edge Line Rumble Stripes	No	Permanent Traffic Count Station	No
	Rumble Strips	Yes	Air Speed Zone Markings	No
	Centerline Rumble Stripes	No	Loop Detectors	No
	Transverse Rumble Strips	No		

Comments	> Use District 3 General Note for using 3# U-channel posts and stubbing.
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Maintenance of Traffic (MOT)

MOT Item 1 of 1	MOT Type	Drums	Feature	RCUT	Coordination Needed	Yes
	CRS	WAY-30-20.68	Duration	90 (Days)	Municipality	See Below
					Work Zone Speed Zone	Yes
	Disincentive	Road Closure	\$500 / day (Kohler)	(Amt.)	PLCS	Yes
	MOT Exception	No	Currently No Lane Closure Restrictions	(Desc.)	LEO No. of Hours	40
Conflict		Description		Route	Dates to Avoid	
No known conflicts						

Comments	<p>Maintain one lane of traffic for each direction of US 30 at all times using drums.</p> <p>Kohler Road approaches may be closed for up to 90 days. Coordinate detour with Wayne County Engineer, East Union Twp, and Sugar Creek Twp.</p> <p>Kohler Road (NB) Detour - use Arnold Road to Kansas Road to US 30 to SR 57 to Church Road.</p> <p>Kohler Road (SB) Detour - use Church Road to SR 57 to US 30 to Kidron Road to Arnold Road.</p> <p>Include Temporary Lighting note.</p>
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Design Designation

Opening Year:

2028

Design Year:

2048

CRS	Speed Limit	Opening ADT	Design ADT	DHV	% K	% D	% T24	% TD	Traffic Forecast
WAY-30	55 MPH	22500	25500	2,900	12	58	24	18	Simplified
TR-129 (Estimated)	55 MPH	1400	1600	190	12	-	-	-	Simplified

Project Classification

CRS	Federal Aid System	Functional Classification	Urbanized Area
US-30	NHS Non-Interstate	Principal Arterial	Rural (Pop < 5k)
TR-129	Not on any Fed-aide	Local	Rural (Pop < 5k)

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Environmental															
Environ. Category		Code	Responsibility	WAY-30-20.68											
C2		I	In-House												
		T	OES Task Order												
Environmental PM		C	Consultant Services												
Levi Winger		-	Not Applicable												
Cultural	Section 106 - Scoping Request Form (*)			I	
	Phase 1 Hist./Arch. Survey Rpt. (If Auth.)			...	...	...	...	...	...	...	...	...	...
	Phase 1 Arch. Survey Report (If Auth.)			...	...	...	...	...	...	...	...	...	...
Forms	Determination Request Form			...	...	...	...	...	...	...	...	...	...
	Individual Section 4(f) Eval.			...	...	...	...	...	...	...	...	...	...
	Section 6(f) Documentation			...	...	...	...	...	...	...	...	...	...
Ecology	Ecological Exempt Form (*)			...	...	...	...	...	...	...	...	...	...
	Level 1 Ecological Survey Reports			I	...	...	...	...	...	...	...	...	...
	UNIONID Mussel Survey Report			...	...	...	...	...	...	...	...	...	...
Waterway Permits	Sole Source Aquifer Coordination			...	...	...	...	...	...	...	...	...	...
	Farmland Conversion Impact Rating Form			...	...	...	...	...	...	...	...	...	...
	Permit Determination Request Package			I	...	...	...	...	...	...	...	...	...
	Concp. Stream/Wetland Mitg. Rpts.			...	...	...	...	...	...	...	...	...	...
	Section 404/401 Applications			...	...	...	...	...	...	...	...	...	...
	USACE Pre-Constr. Notification (PCN) Applications			...	...	...	...	...	...	...	...	...	...
	Ohio EPA Isol. Wetland Permit Pre-Act. Notif. (PAN)			...	...	...	...	...	...	...	...	...	...
	Coastguard Section 9 Application			...	...	...	...	...	...	...	...	...	...
	ACOE Section 10 Permit			...	...	...	...	...	...	...	...	...	...
	Floodplain Permit Application			...	...	...	...	...	...	...	...	...	...
	Floodplain Coordination			...	...	...	...	...	...	...	...	...	...
	Coastal Waterway Permit			...	...	...	...	...	...	...	...	...	...
Site	Regulated Mat. Review (RMR) (*)			I	...	...	...	...	...	...	...	...	...
	Phase 1 Env. Site Assess. Rpt. (If Auth.)			...	...	...	...	...	...	...	...	...	...
	Asbestos Survey/Inspection			...	...	...	...	...	...	...	...	...	...
Air	Ozone Analysis			...	...	...	...	...	...	...	...	...	...
	MSAT Analysis			...	...	...	...	...	...	...	...	...	...
	PM 2.5 Analysis			...	...	...	...	...	...	...	...	...	...
Noise	Traffic Noise Analysis Report			...	...	...	...	...	...	...	...	...	...
	Noise Barrier Public Involvement Summary			...	...	...	...	...	...	...	...	...	...
	Public Involvement Plan			...	...	...	...	...	...	...	...	...	...
Public	Public Meeting Activities			...	...	...	...	...	...	...	...	...	...
	Public Announce. (webpage, article, news release)			I	...	...	...	...	...	...	...	...	...
	Underserved Population Outreach			...	...	...	...	...	...	...	...	...	...

Any Known Env. Concerns (ex. historic properties on Nat. Reg., wetlands, underground storage tanks, stream reloc.)
 Design consultant to provide exhibits (RCUT layout and detour plan) for PI mailers. Provide the PI exhibits to District 3 with the Stage 1 submittal. Include preliminary ROW lines on Stage 1 plans.

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Right-of-Way

R/W Site 1 of 1

Feature CRS WAY-30-20.68

Feature Type RCUT

Responsibility

Titles Task Order

Appraisal Task Order

Appraisal Review Task Order

R/W Acquisition Services Task Order

R/W Acquisition Cost Est. Task Order

R/W Plans Dsgn Consultant

R/W Type Perm/Temp

Known Relocations? No

Access Modification Req'd? No

Estimated No. of Parcels 2

Land Use Residential/Commercial

Comments *Attempting to avoid right-of-way, but potential right-of-way impacts TBD with feasibility study.*

Survey

Survey Site 1 of 1

CRS WAY-30-20.68

Asset Type RCUT

Surveyor Dsgn Consultant

Count

Responsibility

Type 'A' Control Monument

0 Monuments

Dsgn Consultant

Type 'B' Control Monument

6 Monuments

Dsgn Consultant

Mon. Recovery for Existing CL and R/W

1 Miles

Dsgn Consultant

Monument Recovery for Property Lines

0 Owners

Dsgn Consultant

Stake R/W for Acquisition/Utilities/Tree Clearing

0 Owners

Dsgn Consultant

Pin New R/W Following Construction

0 Owners

Dsgn Consultant

Base Mapping (and Field Verify)

7 Tenths of a Mile

Dsgn Consultant

Est. Prop. Lines, Tax ID, Owners on Map

0 Owners

Dsgn Consultant

Property Owner Notification

26 Owners

Dsgn Consultant

Soil Boring Staking -

Borings

Dsgn Consultant

Intersects Select...

Tenths of a Mile

Dsgn Consultant

Comments

Establish the primary control network per ODOT Specifications (minimum of 6 Type 'B' Monuments). Determine the Centerline of RW and RW for all routes within the project limits (USR 30 & Kohler Road & Old Lincoln Way). The consultant will perform the following relative to the established control network: Topographic mapping 1600' East from the intersection, 1200' West from the intersection and 200' North and South of the intersection along Kohler Road extending 25' beyond the existing R/W or proposed conceptual work limits (whichever is greater) including all utilities per 811 markings. All working performed in Ohio County Coordinate System. Property Owner Letters to all adjoiners within the mapping limits.

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Utilities

Utilities 1 of 1

Location WAY-30-20.68

Asset RCUT

	Name of Utility	Location/Description	Buried	Aerial	SUE Needed?	R/W Needed?
Power	AEP	North side of US 30; crossing from the NW to the SW corner of the intersection.	No	Yes	No	No
Phone	Brightspeed	Aerial on the north and south side of US 30	No	Yes	No	No
Gas	Enbridge	Regular site in the NW corner of the intersection that needs to be avoided; two gas crossings west of the intersection; gas mains on both sides of US 30.	Yes	No	Yes	No
Cable	MCTV	Aerial on the north and south side of US 30; crossing US 30 from the NW to the SW corners	No	Yes	No	No
Comm.	Everstream	Aerial south side of US 30	No	Yes	No	No

Comments > Use SUE Level B performed by design consultant on underground utilities prior to first submittal (Stage 1). District will determine location of proposed test holes. Prepare cost proposal and scope work for up to 4 test holes.
> Designers - Utilities & the highway lighting, ensure all our facilities (poles, arms, luminaires) are a minimum 15 feet from the closest distribution electric powerline conductors.
> Utility relocation plan process currently under review. May be modified from existing process. Additional information will be provided as it becomes available.

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Coordination					
Coord.	FAA	Yes		Railroad	No
	Detour Agreement	No		Floodplain	No
	Detour Coordination	Yes			
	Innovative Contracting	No		Bike Route or Trail within Project Limits	No
	Maintenance Agreement	No	Assets in Maintenance Agreement		
	Tree Removal	Maybe		Type of Tree Removal Contract	Capital

Comments	> Design consultant to evaluate via the FAA Notice Criteria Tool. Filings, if needed, are to be for both construction equipment and the final permanent facility (light poles, etc.)				
	> Potential trees in the area of the loons - if so, trees would need to be removed with the capital pruning project in 2027-2028 or 2028-2029 (depending on construction year).				

Project Schedule					
Project Schedule	Date		Date		
	-	Field Review Date	5/1/2027	Stage 2 Plans - Submitted	
	7/1/2025	In-House Scope Meeting	6/1/2027	Stage 2 Plans - Complete	
	-	Project Initiation Package	3/1/2027	Preliminary R/W Plans - Submit	
	8/1/2025	Initial Project Scope Complete	4/1/2027	Preliminary R/W Review Approved	
			6/1/2027	Compliance R/W Plans - Submit	
			7/1/2027	Compliance R/W Plans - Approved	
	9/8/2025	Programmatic Date	8/1/2027	Final R/W Plans - Approved	
		Feasibility Study - Approved	9/1/2027	R/W Authorized	
	-	Alternative Evaluation Report - Appr.	12/1/2027	Stage 3 Plans - Submitted	
	-	Preferred Alternative Approval	1/1/2028	Stage 3 Plans - Complete	
		Survey Deliverables Complete	6/1/2027	Environmental Doc. Approved	
	-	Begin In-House Detailed Design	8/1/2028	R/W Acquisition Complete	
	2/1/2026	Authorized Design Consultant	9/1/2028	District R/W Certification	
	12/1/2026	NEPA Start Date	9/1/2028	Final Tracings Submitted	
	6/1/2026	Pre-Stage 1 Submitted	10/1/2028	Final Tracings Complete	
	7/1/2026	Pre-Stage 1 - Complete	10/1/2028	Plan Package Received in C.O.	
	11/1/2026	Stage 1 Plans - Submitted	1/1/2029	Sale Date	
	12/1/2026	Stage 1 Plans - Approved	1/1/2029	Award Date	
	-	Waterway Permit Determination-Submit	5/1/2029	Estimated Begin Construction	
	-	404/401 Permits Submitted	9/1/2029	Estimated End Construction	

Comments	Design consultant to be selected through Sept 2025 programmatic. Pre-Stage 1 to evaluate possible grading/culvert extensions related to full length right turn lanes - trying to avoid right-of-way. Construction in summer 2029, if right-of way deemed necessary. (Summer 2028 if right-of-way is not needed.) Include preliminary ROW lines on Stage 1 plans. Provide the PI exhibits to District 3 with the Stage 1 submittal.				
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Funding

Split / Priority	Name	Plan Split Code	Funding Source		Funding Source		Cost
			Source 1	Source 2	Source 1	Source 2	
			%	Fund	%	Fund	
1 / 1	CO CO Contr 01	01/SAF	100	4HJ7			\$3,150,000.00
	Descr:	RCUT					

Funding Summary

Project Phase	Funding Source / Description	Percent		Fiscal Year / Quarter	Phase Estimate
		Fed	State		
Preliminary Engineering	Safety	100		FY26 Q3	\$500,000.00
Detailed Design	Safety	100		FY28 Q1	\$100,000.00
Construction Contract	Safety	100		FY29 Q3	\$3,150,000.00
Construction Engineering	LABR	100		FY29 Q3	\$220,500.00
Total					\$3,750,000.00

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	Map			

See the project overview map below.



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Project Scope

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Signatures and Attendance				Approval		Field Visit	Scope Meeting	
				Approve	Disapprove	On Your Own	7/1/2025	
Signature	Date							
ELLIS Coordinator	Heidi Mertler					-	-	-
Environmental PM	Levi Wingler					-	X	-
Bridge Engineer	Kent Kapustar					-	-	-
Planning Engineer	Scott Ockunzzi					-	X	-
Design PM	Jane Cullen					-	X	-
Roadway Engineer	Charlie Laughrey					-	X	-
Traffic Engineer	Julie Cichello					-	X	-
Survey Op. Mgr.	Scott Hawkins					-	X	-
Utility Coordinator	John Schafrath					-	X	-
Real Estate Admin.	Brad Corder					-	X	-
Design Engineer	Kenny Knapp					-	X	-
Constr. Area Eng.	Eric Calvert					-	-	-
Constr. Engineer	Mike Fair					-	-	-
Cap. Prog. Admin.	Matt Walter					-	-	-
Rdwy. Serv. Mgr.	Kimberly Conklin					-	-	-
Hwy. Mgt. Admin.	Eric Shepherd					-	X	-
County Manager	Dennis Ryncarz					-	X	-
Attendee	Gary Gillen	N/A	N/A	N/A	N/A	-	X	-
Attendee	Carrie Whitaker	N/A	N/A	N/A	N/A	-	X	-
Attendee	Adam Mellen	N/A	N/A	N/A	N/A	-	X	-
Attendee	Kathryn Wade	N/A	N/A	N/A	N/A	-	X	-
Attendee	Jared Feller	N/A	N/A	N/A	N/A	-	X	-
Attendee	Nick Foster	N/A	N/A	N/A	N/A	-	X	-
Attendee	Jerry Bantz	N/A	N/A	N/A	N/A	-	X	-
Attendee	Shelley Pitcher	N/A	N/A	N/A	N/A	-	X	-
Attendee	Anthony Cirigliano	N/A	N/A	N/A	N/A	-	X	-
						-	-	-
-						-	-	-