

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope	PID	124508	Project Name	WAY US 0030 19.47
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Project Overview

Scope Project Mgr.	Mark Strohm	Initial Scope Meeting	7/1/2026
Design Project Mgr.	Jane Cullen	Scope Version	Original
In-House Designer(s)	Shelley Pitcher	Letting Type	ODOT Let
Environmental Mgr.	Donald E Rostofer	Contract Type	Standard Build
Design Responsibility	TBD - Sept 2026 Programmatic	PDP Path	Path 3
Design Team	D03 Engineering Team 3	File Date	4/1/2032
Primary Work Cat.	Roadway Major Rehab	Federal Aid Number	E260543
		County	WAY
		City/Village	Dalton
Project Termini	Way -30-19.47	Environmental Doc Type	C2
		CFR 940 ITS Project	CFR 940 N/A

Existing PID 119994, 2025 - Smoothseal
Plans PID 105478, 2023 - Reactive Maintenance
PID 77449, 2011 - 1.5" Mill and Resurfacing, some areas of 3.25" Mill and Resurfacing
Construction # 500540, 520233, and 680138 - original construction

The project will be a full-depth pavement treatment on US 30 and a short section of 172 in Wayne County. RCUTs and other safety improvements included. Associated highway lighting and signal items for RCUTs to be included as well. Bridge, culvert, and other drainage work included in project.

The pavement along this route has reached the end of its useful life and needs to be replaced / rehabilitated the full depth of the build up. Maintenance treatments and repairs are no longer cost effective. With this project, the pavement will be replaced / rehabilitated full depth, drainage repairs will be completed, bridge maintenance and repairs will be completed, and RCUTs will be installed.
This project is needed to keep the route useable and safe for the travelling public and allow future maintenance to be completed.

	Complete?
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OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Lighting

CRS

WAY-SR172-(0-0.571)
WAY-US30-(19.47-26.467)

Description

-If R/W is needed, include the lighting design w/ the Stage 1 submission. Mainly concerned at the RCUT intersections where the power drops are occurring. Along USR 30, I do not anticipate R/W being needed for the highway lighting.

-Provide 4 light poles at each loon of the RCUT; 2 for the left turn movement & 2 at the loon

-Provide a light pole on the near side at each right in and right out at the RCUT

-light pole foundation offset should be 8' from the edge of the paved shoulder

-luminaires should be located 3' outside the edge of pavement

-light poles shall have a minimum clearance of 15' w/ the overhead electric lines

-light poles should generally be 35'-38' in mounting height

-Provide 120/240 Volt power supply. The power service shall include a ground mounted Lighting Control Center. The power service & LCC shall be at least 30' from the edge of pavement. If the LCC is behind a drainage ditch, provide a conduit in the ditch so maintenance staff can safely access the LCC. Ensure the proposed LCC has a space for the maintenance bucket truck to park, either on a 10' paved shoulder or provide an aggregate pull-off area.

-For circuit runs, limit the distance between pull boxes and poles to 490'

1

2

WAY-US30-(19.47-26.467)

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope	PID	124508	Project Name	WAY US 0030 19.47
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Bridge

Bridge 1	Bridge Location	WAY-SR-172-.199	Preliminary Cost Estimate		\$32,000.00
	Treatment Types	NA: 802 - Culvert Invert Repair, NA: 800 - Channel Clean Out			
	Existing Bridge Information				
	Comment				
	Alignment	Use Existing		Curb Present	No
	Profile	Use Existing		R/W Req'd	No
	Floodplain Coord.	Dsgn Consultant		Survey Req'd	Maybe
	OHWL Determ.	Dsgn Consultant		Soil Borings Req'd	No
	MOT Type	TBD		Utility Relocation Req'd	No
				Hydraulic Analysis Req'd	Maybe
	Existing		Structure Type Study Req'd	No	
General Appraisal*	7		Driveway Accomodations Req'd	No	
Sufficiency Rating	100.0		Addendum Sheet for Structure	No	
Year Built	1970		Eligible for National Historic Register	No	
Structure Type*	Concrete/Culvert (includes frame culverts)			Proposed	
Structure File No.*	8502447	→			
Feature Intersected	DITCH	→	Same		
Design Loading	H15	→	Same		
Number of Spans	3	→	Same		
Out↔Out Width*	0	ft →	Same		
Bridge Railing Type	None	→	Same		
Curb↔Curb Width	0	ft →	Same		
Overall Length	26	ft →	Same		
Approach Slab Len	0	ft			
Vertical Clearance	0	ft →	Same		
Horiz. Clearance		ft →	Same		
Wearing Surf Type	Not Applicable	→	TBD		
Wearing Surf Thick	0	in →	TBD		

Proposed Bridge Work	Clean the mud and debris out of the three round culvert pipes. Remove mud blockages in front of pipes on inlet and outlet side. Clean up the outlet channel between this bridge and bridge conduits below mainline to spread flow out to all three pipes.		

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Bridge 2

Bridge Location

WAY-US-30-21.246

Preliminary Cost Estimate

\$3,380,000.00

Treatment Types

NA: 320 - Pier Repair, NA: 500 - Approach Slab Repair, NA: 200 - Bearing Reset, NA: 210 - Steel Repair, NA: 150 - Expansion Joint Repair, NA: 115 - Deck Overlay - Rigid (Superdense)

Existing Bridge Information

NA: 150 - Expansion Joint Repair

Comment

Alignment

Use Existing

Profile

Modify

May be higher

Curb Present

Yes

Floodplain Coord.

Dsgn Consultant

Survey Req'd

Maybe

OHWL Determ.

Dsgn Consultant

Soil Borings Req'd

No

MOT Type

Barrier

Utility Relocation Req'd

No

Hydraulic Analysis Req'd

No

Structure Type Study Req'd

No

Driveway Accommodations Req'd

No

Addendum Sheet for Structure

No

Eligible for National Historic Register

No

Existing

General Appraisal*

5

Sufficiency Rating

067.5

Year Built

1951

Structure Type*

Steel continuous/Stringer/Multi-beam or Girder

Proposed

Structure File No.*

8502285

→

Feature Intersected

SUGAR CREEK

→

Same

Design Loading

HS20

→

Same

Number of Spans

3

→

Same

Out↔Out Width*

66.7

ft →

Same

ft

Bridge Railing Type

32" Defl Type Para (NJ Shape)

→

Same

Curb↔Curb Width

63.7

ft →

Same

ft

Overall Length

275

ft →

Same

ft

Approach Slab Len

20

ft

Vertical Clearance

ft →

Same

ft

Horiz. Clearance

ft →

Same

ft

Wearing Surf Type

Super Plasticized

→

Microsilica Modified Concrete

Wearing Surf Thick

1.2

in →

1.25

in

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Proposed Bridge Work (What & Why)

Overlay existing 1984 deck and approach slabs with Microsilica Modified Concrete (MSC) Overlay. Use SS847 - BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING SCARIFICATION AND CHIPPING. Deck has minimal deterioration. Scarify the standard 1/4" and place a minimum 1.25" MCS Overlay. 1984 deck is 8" thick, standard is 8.5". Original deck was 7 inches plus 2.5" of asphalt overlay, so a proposed deck thickness of 9 in. should be comparable to the original deck load. Current load rating is 150% Ohio Legal Load (LRFR). Have consultant (or OSE if in-house) re-rate the bridge with new overlay. Should be no issues with revised rating but if less than 108%, then re-run using LFR rating.

Span 3 east driving lane new fwd abutment has pavement temp sensors. Discuss disposition with D3 Roadway Services Manager. (May not be present at this bridge.)

Replace compression seals from 1984 plans. Adjust the steel joint armor for new overlay if needed. Reconstruct and seal sawcuts between backwalls and approach slabs.

New BTAs at leading ends (at minimum.) Rebuild the fwd left BTA parapet end at the leading ends as it is cracked up. Rebuild or modify other ends if needed to accommodate new railing.

Evaluate the integrity of the centerline joint between parapets and reseal if necessary.

Paint is rated "4-poor" and superstructure should be painted with 3-coat OZEU.

Repair structural cracks and deterioration at beam ends. Evaluate, then refurbish and reset, or replace abutment bearings.

Repair Pier 2, right column and cap, P1,C4 (spall at base), P1, C1 & C2 (mild spall at SE corner). Abutment crack and spall repair. Repair backwall tops and front faces.

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope	PID	124508	Project Name	WAY US 0030 19.47
Proposed Bridge Work (What & Why)	Overlay the existing 1984 deck and approach slabs with Microsilica Modified Concrete (MSC) Overlay. Use SS847 - BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING SCARIFICATION AND CHIPPING. Deck has minimal deterioration. Scarify the standard 1/4" and place a minimum 1.25" MCS Overlay. 1984 deck is 8" thick, standard is typically 8.5". Original deck was 7 inches in spans 1 & 3 and 7.5" in span 2, plus 2.5" of asphalt overlay, so a proposed deck thickness of 9 should be comparable to the original deck load. Current load rating is 115% Ohio Legal Load (LRFR). Have consultant (or OSE if in-house) re-rate the bridge with new overlay. If less than 108%, then re-run using LFR rating. Roadway sensors (RWIS) installed in east end of bridge deck. Discuss disposition with D3 Roadway Services Manager. Replace compression seals from 1984 plans. Adjust the steel joint armor for new overlay if needed. Reconstruct and seal sawcuts between backwalls and approach slabs. Patch horizontal cracks on median barrier. Patch outside parapets if-needed. New BTAs at leading ends (at minimum.) Rebuild the parapet ends at the leading ends as they are cracked up. Rebuild or modify trailing ends if needed to accommodate new railing. Evaluate the integrity of the centerline joint between parapets and reseal if necessary. Superstructure repairs: Remove and replace all end crossframes with new. Remove the existing blast plates from over the RR tracks. (Installed in 1950 during the era of corrosive exhaust from steam engines.) Grind off welds smooth on beam flanges and webs in the direction of stress. Have contractor measure and report new vertical clearance over track envelope (minimum clr. btwn 6' off CL track.) Paint is rated "4-poor" and superstructure should be painted with 3-coat OZEU. Evaluate abutment elastomeric bearing deterioration and replace if needed. Minor delamination removal and patching on P1C5 and P1C8. Pier 2 cracked, delam. & spalled area at seat - left end of cap. Minor delamination removal and patching on abutment breastwalls, seats, backwalls and wingwalls. Seal abutments with epoxy urethane. Ensure the catch basin on the outside shoulder of the eastbound roadway odd rear app slab is intact. It has deteriorated in the past but was rehabbed.			

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope		PID	124508	Project Name	WAY US 0030 19.47	
Bridge 4	Bridge Location	WAY-US-30-26.078			Preliminary Cost Estimate	\$1,268,000.00
	Treatment Types	NA: 403 - Structure Replacement				
	Existing Bridge Information					
	<i>Comment</i>					
	Alignment	Use Existing		Curb Present	No	
	Profile	Use Existing		R/W Req'd	Maybe	
	Floodplain Coord.	Dsgn Consultant		Survey Req'd	Yes	
	OHWM Determ.	Dsgn Consultant		Soil Borings Req'd	No	
	MOT Type	Barrier		Utility Relocation Req'd	No	
				Hydraulic Analysis Req'd	Yes	
		Existing		Structure Type Study Req'd	Maybe	
	General Appraisal*	5		Driveway Accomodations Req'd	No	
	Sufficiency Rating	059.0		Addendum Sheet for Structure	No	
	Year Built	1952		Eligible for National Historic Register	No	
	Structure Type*	Concrete/Culvert (includes frame culverts)			Proposed	
	Structure File No.*	8502439	→			
	Feature Intersected	DITCH	→	Same		
	Design Loading	H15	→	HL93 + 60 psf FWS		
	Number of Spans	3	→	TBD		
	Out↔Out Width*	0	ft →	TBD ft		
	Bridge Railing Type	None	→	TBD		
	Curb↔Curb Width	0	ft →	TBD ft		
	Overall Length	26	ft →	TBD ft		
	Approach Slab Len	0	ft			
	Vertical Clearance		ft →	N/A ft		
	Horiz. Clearance		ft →	N/A ft		
	Wearing Surf Type	Not Applicable	→	N/A		
	Wearing Surf Thick	0	in →	N/A in		

Proposed Bridge Work (What & Why)

Replace the three concrete conduits under mainline USR 30. Determine best new culvert configuration. Work will need to be done in at least 4 phases if traffic maintained in each direction the duration of the job. WB ramp is on coming over culvert. Not much embankment over the proposed culvert.

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Bridge 5	Project Scope	PID	124508	Project Name	WAY US 0030 19.47	
	Bridge Location	WAY-SR-172-.326			Preliminary Cost Estimate	\$249,000.00
	Treatment Types	NA: 210 - Steel Repair, NA: 140 - Deck Sealing - Gravity Fed Resin, NA: 150 - Expansion Joint Repair				
	Existing Bridge Information					
	<i>Comment</i>					
	Alignment	Use Existing		Curb Present	Yes	
	Profile	Use Existing		R/W Req'd	No	
	Floodplain Coord.	Select...		Survey Req'd	No	
	OHWB Determ.	Select...		Soil Borings Req'd	No	
	MOT Type	Detour		Utility Relocation Req'd	No	
				Hydraulic Analysis Req'd	No	
		Existing		Structure Type Study Req'd	No	
	General Appraisal*	6		Driveway Accommodations Req'd	No	
	Sufficiency Rating	077.8		Addendum Sheet for Structure	No	
	Year Built	1968		Eligible for National Historic Register	No	
	Structure Type*	Steel continuous/Stringer/Multi-beam or Girder		Proposed		
	Structure File No.*	8502455	→			
	Feature Intersected	OVER WAY-030-2624	→	Same		
	Design Loading	HS20	→	Same		
	Number of Spans	4	→	Same		
	Out↔Out Width*	30	ft →	Same		
	Bridge Railing Type	Tri-Beam	→	Same		
	Curb↔Curb Width	25.8	ft →	Same		
	Overall Length	348	ft →	Same		
	Approach Slab Len	25	ft			
	Vertical Clearance		ft →	Same		
	Horiz. Clearance		ft →	Same		
	Wearing Surf Type	MicroSilica	→	Same		
	Wearing Surf Thick	2	in →	Same		

Proposed Bridge Work (What & Why)		Seal bridge deck and top of backwall with GFR. Plane and pave asphalt-concrete covered approach slabs. Try to repair seals on expansion joints. Repair rear left curb at joint.
		Repair hole in beam 1, span 4.

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope	PID	124508	Project Name	WAY US 0030 19.47
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Culvert

Culvert 1	Culvert Location	WAY-30-19.933	CFN	1825365	Prelim Cost Est	\$141,000
	Description of Work	Replace Conduit				

Proposed Work	Replace Conduit	Floodplain Coord.	Select...	R/W Req'd	Maybe
MOT Type	Lane Closure	Utility Reloc. Req'd	Maybe	Survey Req'd	Yes
		Hydraulic Analysis Req'd	Yes	Drive Accom. Req'd	Maybe

	Existing		Proposed
General Appraisal	5	Year Built	Select...
Culvert Shape	Circular		→ Select...
Culvert Material	Plain or Reinforced Concrete		→ Select...
Headwall Type			→ Select...
Span	72	in	→ in
Rise	0	in	→ in
Length	110	ft	→ ft
Roadway Width		ft	→ ft

Significant separation at joints, Inlet eroding behind HW. Estimate includes CIP full height HW. Flood Zone X - no coordination

Comments	

Culvert 2	Culvert Location	WAY-30-24.868	CFN	1995151	Prelim Cost Est	\$20,000
	Description of Work	Replace Conduit				

Proposed Work	Replace Conduit	Floodplain Coord.	Select...	R/W Req'd	Maybe
MOT Type	Lane Closure	Utility Reloc. Req'd	Maybe	Survey Req'd	Yes
		Hydraulic Analysis Req'd	Yes	Drive Accom. Req'd	Maybe

	Existing		Proposed
General Appraisal	5	Year Built	Select...
Culvert Shape	Circular		→ Select...
Culvert Material	Plain or Reinforced Concrete		→ Select...
Headwall Type			→ Select...
Span	15	in	→ in
Rise	0	in	→ in
Length	80	ft	→ ft
Roadway Width		ft	→ ft

Pipe separation at outlet, misalignment in conduit.

Comments	

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Culvert 3

Culvert Location	WAY-30-21.115	CFN	1995134	Prelim Cost Est	\$75,000
Description of Work	Replace				

Proposed Work	Replace Conduit	Floodplain Coord.	Select...	R/W Req'd	Maybe
MOT Type	Lane Closure	Utility Reloc. Req'd	Maybe	Survey Req'd	Yes
		Hydraulic Analysis Req'd	Yes	Drive Accom. Req'd	Maybe

	Existing			Proposed	
General Appraisal	0	Year Built		Work Type	Select...
Culvert Shape	Circular		→		Select...
Culvert Material	Corrugated Metal - Pipe		→		Select...
Headwall Type			→		Select...
Span	12	in	→		in
Rise	0	in	→		in
Length	100	ft	→		ft
Roadway Width		ft	→		ft

Remove and replace the existing conduit and check hydraulic calculations for the correct size for the new conduit. Also make sure that all connections have catch basins to the surface as the current pipe has blind connections. Flood Zone X - no coordination

Comments

Culvert 4

Culvert Location	WAY-30-25.372	CFN	1995262	Prelim Cost Est	\$50,000
Description of Work	Replace				

Proposed Work	Replace Conduit	Floodplain Coord.	Select...	R/W Req'd	Maybe
MOT Type	Lane Closure	Utility Reloc. Req'd	Maybe	Survey Req'd	Yes
		Hydraulic Analysis Req'd	Yes	Drive Accom. Req'd	Maybe

	Existing			Proposed	
General Appraisal	4	Year Built		Work Type	Select...
Culvert Shape	Circular		→		Select...
Culvert Material	Plain or Reinforced Concrete		→		Select...
Headwall Type			→		Select...
Span	15	in	→		in
Rise	0	in	→		in
Length	74	ft	→		ft
Roadway Width		ft	→		ft

Remove and replace the existing conduit under West Lebanon Road on the south side of US 30. Conduct hydraulic calculations to determine the correct sizing of the new conduit. Flood Zone X - no coordination

Comments

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Culvert 5

Culvert Location	WAY-30-20.362	CFN	1826846	Prelim Cost Est	\$180,000
Description of Work	Replace Conduit				

Proposed Work	Replace Conduit	Floodplain Coord.	Select...	R/W Req'd	Maybe
MOT Type	Lane Closure	Utility Reloc. Req'd	Maybe	Survey Req'd	Yes
		Hydraulic Analysis Req'd	Yes	Drive Accom. Req'd	Maybe

	Existing			Proposed	
General Appraisal	5	Year Built		Work Type	Select...
Culvert Shape	Circular		→		Select...
Culvert Material	Plain or Reinforced Concrete		→		Select...
Headwall Type			→		Select...
Span	72	in	→		in
Rise	0	in	→		in
Length	152	ft	→		ft
Roadway Width		ft	→		ft

Significant separation at joints, water leaking from several joints, embankment infiltration at several joints. Estimate includes CIP full height HW

Comments

Culvert 6

Culvert Location	WAY-30-24.878	CFN	1995152	Prelim Cost Est	\$50,000
Description of Work	Replace				

Proposed Work	Replace Conduit	Floodplain Coord.	Select...	R/W Req'd	Maybe
MOT Type	Lane Closure	Utility Reloc. Req'd	Maybe	Survey Req'd	Yes
		Hydraulic Analysis Req'd	Yes	Drive Accom. Req'd	Maybe

	Existing			Proposed	
General Appraisal	4	Year Built		Work Type	Select...
Culvert Shape	Circular		→		Select...
Culvert Material	Plain or Reinforced Concrete		→		Select...
Headwall Type			→		Select...
Span	15	in	→		in
Rise	0	in	→		in
Length	104	ft	→		ft
Roadway Width		ft	→		ft

Remove and replace the existing conduit under US 30 WB and replace the catch basins. Conduct hydraulic calculations before sizing the new conduit and catch basin. Flood Zone X - no coordination

Comments

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Culvert 7

Culvert Location	WAY-30-24.599	CFN	1826855	Prelim Cost Est	\$204,200
Description of Work	Replace				

Proposed Work	Replace Conduit	Floodplain Coord.	Select...	R/W Req'd	Maybe
MOT Type	Lane Closure	Utility Reloc. Req'd	Maybe	Survey Req'd	Yes
		Hydraulic Analysis Req'd	Yes	Drive Accom. Req'd	Maybe

Existing

Proposed

General Appraisal	6	Year Built		Work Type	Select...
Culvert Shape	Circular			→	Select...
Culvert Material	Plain or Reinforced Concrete			→	Select...
Headwall Type				→	Select...
Span	60	in		→	in
Rise	0	in		→	in
Length	268	ft		→	ft
Roadway Width		ft		→	ft

Minor seperation at inlet and outlet joints

Comments

Culvert 8

Culvert Location	WAY-30-21.070	CFN	1826849	Prelim Cost Est	\$260,000
Description of Work	Replace Conduit				

Proposed Work	Replace Conduit	Floodplain Coord.	Select...	R/W Req'd	Maybe
MOT Type	Lane Closure	Utility Reloc. Req'd	Maybe	Survey Req'd	Yes
		Hydraulic Analysis Req'd	Yes	Drive Accom. Req'd	Maybe

Existing

Proposed

General Appraisal	5	Year Built		Work Type	Select...
Culvert Shape	Circular			→	Select...
Culvert Material	Plain or Reinforced Concrete			→	Select...
Headwall Type				→	Select...
Span	72	in		→	in
Rise	0	in		→	in
Length	236	ft		→	ft
Roadway Width		ft		→	ft

Significant deflection of existing conduit, significant erosion around outlet. Estimate includes CIP full height HW

Comments

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Culvert 9

Culvert Location	WAY-30-21.202	CFN	1995145	Prelim Cost Est	\$50,000
Description of Work	Replace				

Proposed Work	Replace Conduit	Floodplain Coord.	Select...	R/W Req'd	Maybe
MOT Type	Lane Closure	Utility Reloc. Req'd	Maybe	Survey Req'd	Yes
		Hydraulic Analysis Req'd	Yes	Drive Accom. Req'd	Maybe

	Existing			Proposed	
General Appraisal	0	Year Built		Work Type	Select...
Culvert Shape	Circular		→		Select...
Culvert Material	Corrugated Metal - Pipe		→		Select...
Headwall Type			→		Select...
Span	12	in	→		in
Rise	0	in	→		in
Length	100	ft	→		ft
Roadway Width		ft	→		ft

Currently a partial inspection on a 12" diameter CMP. Replace the existing conduit and inlet Catch Basin and conduct hydraulic calculations for the correct conduit dimensions. Outlet in Flood zone A so utilize coordination.

Comments

Culvert #

Culvert Location	WAY-30-24.879	CFN	1995153	Prelim Cost Est	\$30,000
Description of Work	Replace				

Proposed Work	Replace Conduit	Floodplain Coord.	Select...	R/W Req'd	Maybe
MOT Type	Lane Closure	Utility Reloc. Req'd	Maybe	Survey Req'd	Yes
		Hydraulic Analysis Req'd	Yes	Drive Accom. Req'd	Maybe

	Existing			Proposed	
General Appraisal	3	Year Built		Work Type	Select...
Culvert Shape	Circular		→		Select...
Culvert Material	Plain or Reinforced Concrete		→		Select...
Headwall Type			→		Select...
Span	15	in	→		in
Rise	0	in	→		in
Length	84	ft	→		ft
Roadway Width		ft	→		ft

Remove and replace the existing conduit and size the new conduit. Is under Eckard Road on north side of US 30. Flood Zone X - no coordination

Comments

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope	PID	124508	Project Name	WAY US 0030 19.47
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Culvert #	Culvert Location	WAY-30-21.721		CFN	1802939	Prelim Cost Est	\$69,500
	Description of Work	Replace					
	Proposed Work	Replace Conduit		Floodplain Coord.	Select...	R/W Req'd	Maybe
	MOT Type	Lane Closure		Utility Reloc. Req'd	Maybe	Survey Req'd	Yes
				Hydraulic Analysis Req'd	Yes	Drive Accom. Req'd	Maybe
		Existing		Proposed			
	General Appraisal	6	Year Built		Work Type	Select...	
	Culvert Shape	Circular			→	Select...	
	Culvert Material	Plain or Reinforced Concrete			→	Select...	
	Headwall Type				→	Select...	
Span	30	in		→		in	
Rise	0	in		→		in	
Length	432	ft		→		ft	
Roadway Width		ft		→		ft	
Comments	30" Culvert outlets into CB which also has 2 storm sewers outletting into it Storm sewer will be replaced with drainage work Existing outlet pipe will be collared to new drainage structure						

Culvert #	Culvert Location	WAY-30-21.092		CFN	1995012	Prelim Cost Est	\$15,000
	Description of Work	Clean... concrete pipe					
	Proposed Work	Clean or Remove Debris		Floodplain Coord.	Select...	R/W Req'd	No
	MOT Type	Lane Closure		Utility Reloc. Req'd	No	Survey Req'd	No
				Hydraulic Analysis Req'd	No	Drive Accom. Req'd	Maybe
		Existing		Proposed			
	General Appraisal	7	Year Built		Work Type	Select...	
	Culvert Shape	Circular			→	Select...	
	Culvert Material	Plain or Reinforced Concrete			→	Select...	
	Headwall Type				→	Select...	
Span	12	in		→		in	
Rise	0	in		→		in	
Length	60	ft		→		ft	
Roadway Width		ft		→		ft	
Comments	Clean the existing 12" diameter concrete pipe.. which is a partial inspection. Flood Zone X - no coordination						

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Culvert #	Culvert Location	WAY-30-24.835	CFN	1870799	Prelim Cost Est	\$29,200
	Description of Work	Replace				

Proposed Work	Replace Conduit	Floodplain Coord.	Select...	R/W Req'd	Maybe
MOT Type	Lane Closure	Utility Reloc. Req'd	Maybe	Survey Req'd	Yes
		Hydraulic Analysis Req'd	Yes	Drive Accom. Req'd	Maybe

	Existing			Proposed	
General Appraisal	6	Year Built		Work Type	Select...
Culvert Shape	Circular		→		Select...
Culvert Material	Plain or Reinforced Concrete		→		Select...
Headwall Type			→		Select...
Span	28	in	→		in
Rise	0	in	→		in
Length	180	ft	→		ft
Roadway Width		ft	→		ft

Outlet/Inlet sections could be reset in place of a complete replacement

Comments

Restricted Crossing U-Turns

RCUT 1 of 1	CRS	WAY-30 @ W. Lebanon Rd	RCUT Type	Unsignalized	MOT Type	Lane Closure
	Distance from Intersection to U-Turns	930	ft	E	Left Turn Lanes	Full-Length
	Distance from Intersection to U-Turns	930	ft	W	Right Turn Lanes	None
	Emergency Vehicle Median Crossing	No			Median Treatment	Asphalt
	Allow mainline left turns	No			U-turn/Turn Lane Pavement	Grass
	Retaining Walls Needed	No			R/W Req'd	No
	Certified Traffic Req'd	Yes			Survey Req'd	Yes
	Lighting	Yes			Soil Borings Req'd	Yes
	Loons	Yes			Utility Relocation Req'd	Maybe

PID 124358 - WAY-30 @ Kohler Rd already in development and to be built prior to this project.

SR 94 @ 30 - consent legislation approving a signalized RCUT has been passed by the village of Dalton

See list below:

US 30/SR 57 - look at signalized RCUT

US 30/Kidron Rd - looking for recommendations

US 30/Kurzen Rd - RCUT

US 30/Old Lincoln Way (west int) - Partial RCUT (U-turn to east only)

US 30/Wenger Rd - Partial RCUT (U-turn to west only)

US 30/Eckard Rd and Old Lincoln Way (east int) - RCUT to cover both intersections

Comments

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Geotechnical

Geotech Site 1 of 1

CRS	WAY-30
Geohazard Type	Select...
MOT Type	Lane Closure

R/W Required	Maybe
Survey Required	Yes
Soil Borings Required	Yes
Utility Relocation Required	Maybe
Driveway Accomodation Required	Yes

Design Issues

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)?	Yes

Description of Work *Perform soil borings as part of the design process for the major rehabilitation of WAY-30. This will help determine the appropriate treatment, potential soil stabilization, and overall subgrade condition.*

Comments

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope	PID	124508	Project Name	WAY US 0030 19.47
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Pavement Overview

Alignment	Use Existing
<i>Explain</i>	
Profile	Select...
<i>Explain</i>	Profile may be modified / raised depending on pavement treatment selected. Rubblize and Roll will raise profile. Remove and Replace would utilize existing profile.
Describe	
Driveway Accomodations	Yes
Adjust Castings to Grade	Yes

Pavement

Pavement Segment 1	CRS	WAY-SR172-(0-0.571)				Vibratory Roller Permitted	Yes
	MOT	Lane Closure	Existing	Proposed		Use Simplified Pav't Design	No
		Mainline Treatment Type	Asphalt	→	TBD	Pav't Cores Required	Yes
		Shoulder Treatment Type	Pvd/Agg	→	Same	Pav't Cores Taken	Yes
		Paved Shoulder Width	6ft out	→	Same	Survey Required	Yes
			3ft in				
		Verify Proposed Lane Width	16	→	16	R/W Required	No
		Edge Line Location	> 2 Ft from EOS	→	> 2 Ft from EOS	Curbs Present	No
		Cross Slope	Varies	→	Same	Safety Edge	Yes
					ft/ft		
		Proposed Grading Type	Common			Underdrains	Yes
		No. of Days Traffic can run on Milled Surface	21	days		PN 420 Smoothness	Yes
		Proposed Pav't Treatment	200 - New Pavement (Bypass,New Alignment,etc)				
	Design Exception	No	Description(s)				
Comments	Pavement Treatment to be determined by CO OPE following geotechnical investigation. Most likely options will include Rubblize and Roll or Remove and Replace including global chemical stabilization.						
	Not determined whether proposed pavement will be asphalt or concrete, will confer with OPE						

Pavement Segment 2	CRS	WAY-US30-(19.47-26.467)				Vibratory Roller Permitted	Yes
	MOT	Lane Closure	Existing	Proposed		Use Simplified Pav't Design	No
		Mainline Treatment Type	Asphalt	→	Same	Pav't Cores Required	Yes
		Shoulder Treatment Type	Pvd/Agg	→	Same	Pav't Cores Taken	Yes
		Paved Shoulder Width	8ft out	→	Same	Survey Required	Yes
			4ft in		ft		
		Verify Proposed Lane Width	12	→	12	R/W Required	No
		Edge Line Location	> 2 Ft from EOS	→	> 2 Ft from EOS	Curbs Present	No
		Cross Slope	Varies	→	0.016	Safety Edge	Yes
					ft/ft		
		Proposed Grading Type	Common			Underdrains	Yes
		No. of Days Traffic can run on Milled Surface	21	days		PN 420 Smoothness	Yes
		Proposed Pav't Treatment	200 - New Pavement (Bypass,New Alignment,etc)				
	Design Exception	No	Description(s)				
Comments	Pavement Treatment to be determined by CO OPE following geotechnical investigation. Most likely options will include Rubblize and Roll or Remove and Replace including global chemical stabilization						

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Drainage

Drainage

Full depth pavement replacement will require BMPs, and an NOI based on the full depth pavement replacement area (typical statement from major rehabilitation projects where we have done full depth pavement replacement).

Rubblize and roll areas do not need to be included in the BMP or NOI calculation (L&D Volume 2 Section 1109.1 commentary) since the concrete is considered stabilized. If any full depth pavement repairs are included in the project, and that total goes over 5 acres, then the project is no longer considered routine maintenance and will still need to be evaluated for BMPs and NOI.

Include underdrains for subsurface drainage in both the full depth pavement replacement and rubblize and roll alternatives.

Use the typical slope treatment requirements for slopes steeper than 3:1.

Potential study and analysis for storm drainage replacement at Deerfield / SR 172

Drive pipes to be installed at median crossovers that will be maintained

Replace all existing surface drainage (conduit type B - D) and drainage structures within the project limits.

Barrier

Required?

Barrier 1 of 1

CRS	WAY-30 / WAY-172	MOT Type	Lane Closure	Speed Limit	60	R/W	No
	Barrier Inside Face to Face Width		ft.	Repl. Guardrail	Yes	Survey	Yes
Desc.	Replace all guardrail along route			Repl. End Term.	Yes	Soil Borings	Yes
				Include BTAs	Yes	Utility Reloc.	Maybe
				Clearzone	Yes	Legislation	No

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope	PID	124508	Project Name	WAY US 0030 19.47
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Safety Crash Analysis

Do the project limits include:	Crash Analysis Years:	2023-2025
High priority (red) location(s) SIP Map	Fatal Crash Frequency	0.33 crashes/mi./yr.
Low priority (blue) location(s) SIP Map	Total Crash Frequency	2.48 crashes/mi./yr.
Crash pattern(s) of interest	Injury Crash Frequency	0.43 crashes/mi./yr.
		Yes

Ranking	WAY-30-20.68 (Kohler): #32 on 2026 ODOT HSIP Rural Intersection List
	WAY-30-21.17(Kidron): #225 on 2026 ODOT HSIP Rural Intersection List
	WAY-30-24.86 (Eckard): #220 on 2026 ODOT HSIP Rural Intersection List
	WAY-30-25.38 (W Lebanon): #408 on 2026 ODOT HSIP Rural Intersection List

Crashes	WAY-30 (SLM 19.47-26.467) & WAY-172 (SLM 0.0-0.571) - There were 52 total non-animal segment only crashes between 2023-2025. There was 1 (2%) fatal crash, 9 (17%) injury crashes, and 43 (81%) PDO. Of the total crashes, 21 (40%) were rear end, 12 (23%) were fixed object, 11 (21%) were sideswipe-passing, 3 (6%) were backing, 3 (6%) were other object, and 2 (4%) were other non-collision. 34 (65%) of crashes occurred on dry pavement, 10 (19%) on wet pavement, and 8 (16%) on icy/snowy pavement. The fatal crash occurred in 2023 when a motorcycle rear ended a vehicle ahead that was slowing to make a legal left turn through the median. The 21 y/o motorcyclist was wearing a helmet, tested positive for cocaine and suffered fatal injuries from the crash.
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Countermeasures	Install offset shoulder rumble strips (replace existing).
	Multiple intersections to be further reviewed for determination of safety countermeasures; refer to list in RCUT section.

Countermeasures Checklist	The project location does not have a documented safety priority or crash pattern.	-
	The High Priority SIP Map location(s) are addressed by this project with the above proposed counter measures.	X
	The countermeasures necessary to address the High Priority SIP Map locations are not practical and/or cost effective. Describe why the countermeasures are not practical and/or cost effective (may include but not limited to financial, R/W, env., etc.) in the box below.	-
	Supplemental safety funding was requested and denied to implement the proposed countermeasures with the project.	-
	It is not practical to implement the proposed countermeasures with this project. The safety countermeasures have been given to the DSRT for follow-up as a potential standalone project.	-
	This project is an ODOT Let Local Project. It is not practical to implement the potential countermeasures into the project. The local agency has been made aware of the possibility to request funding for a separate safety project.	-
	This project is an ODOT Let Local Project. The local agency declined to implement proposed safety countermeasures.	-

Addl Supporting Info	PID 124358 will install RCUT at WAY-30-20.68 (Kohler Rd) intersection.
	Safety funding has been approved for RCUT at WAY-30-25.38 (W Lebanon Rd).

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Traffic Control

Striping	Long Line Pavement Marking Type	Recessed Wet Reflective	Lane Separator	No
	Auxiliary Pavement Marking Type	Thermoplastic	Delineators	No
Rumbles	Bridge Deck Marking Type	Epoxy	Replace RPMs	Yes
	Edge Line Rumble Stripes	No	Permanent Traffic Count Station	Yes
	Rumble Strips	Yes	Air Speed Zone Markings	No
	Centerline Rumble Stripes	No	Loop Detectors	No
	Transverse Rumble Strips	No		

Comments

Offset rumble stripes at least 3ft from edge line on outside shoulder

Permanent traffic count station to be installed near W. Lebanon with the project

Possible to remove overhead guide sign on SR 172 ramp and use ground mounted instead

Replace all ground-mounted signs within project limits.

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope	PID	124508	Project Name	WAY US 0030 19.47
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Maintenance of Traffic (MOT)

MOT Item 1 of 2	MOT Type	Lane Closure	Feature	Pavement Replacement	Coordination Needed	Yes
	CRS	WAY-30-19.47	Duration	- (Days)	Municipality	Dalton
		Detailed MOT Sheets Required	Yes		Work Zone Speed Zone	Yes
	Disincentive	Holiday/Events	\$415 / hour (Amt.)		PLCS	Yes
	MOT Exception	No	No lane closure restrictions at time of scoping (Desc.)		LEO No. of Hours	400
	Conflict	Description		Route	Dates to Avoid	
Comments						
	Maintain one lane of traffic in each direction at all times. Drop-off protected per SCD MT-101.90. Complete Feasibility Study to determine crossover or part-width construction. Maintain access to properties along US 30 at all times for properties that only have access to US 30.					

MOT Item 2 of 2	MOT Type	Detour	Feature	Pavement Replacement	Coordination Needed	Yes
	CRS	Side Roads & SR 172 Ramps	Duration	14 days, except as noted (Days)	Municipality	See Below
		Detailed MOT Sheets Required	Y/N...		Work Zone Speed Zone	No
	Disincentive	Road Closure	See Below (Amt.)		PLCS	No
	MOT Exception	No	(Desc.)		LEO No. of Hours	See Above
	Conflict	Description		Route	Dates to Avoid	
Comments	See Below					
	Kansas Rd (TR 179): use Arnold Rd (TR 131) and Kohler Rd (TR 129) Vine Dr (TR 1107): no detour, has access from Bixler Ave (TR 1108) SR 57: maintain access at all times, there is enough width for 4-lanes at US 30 Kohler Rd (TR 129): north side - use Church Rd (CR 7) and SR 57; south side - use Arnold Rd (TR 131) and Kansas Rd (TR 179) - will these approaches be replaced with RCUT (PID 124358)? Kidron Rd (CR 52): use US 30, Carr Rd (CR 94A), and Hackett Rd (CR 188) Pres' Vanne's Dr (TR 1096): use Kurzen Rd (TR 301) and Bair Rd (TR 448) Kurzen Rd (TR 301): north side - use Kohler Rd (TR 129) and Bair Rd (TR 448); south side - use Arnold Rd (TR 131) and Kohler Rd (TR 129) US 30A (west): use SR 94 and US 30 Wenger Rd (CR 97): north side - use US 30A; south side - use Withrich Rd (CR 42) and SR 94 SR 94: north side - maintain access at all times; south side - use US 250, SR 241, and US 30 Cochran St (TR 466): use US 30A Eckard Rd (TR 153): use Withrich Rd (TR 42), SR 94, and US 30A US 30A (east): use SR 94 and US 30 West Lebanon Rd (CR 105): use Hackett Rd (CR 188), SR 94, Mill St/Dalton Fox Lake Rd (CR 32), and Church Rd (CR 7) SR 172: use US 30 and SR 241; 30 days each ramp Detour disincentives will be provided to the consultant by the District 3 WZTM at a later date. Coordinate detours with Dalton, Mt. Eaton, Massillon, ODOT District 4, Wayne County, East Union Twp, Sugar Creek Twp, and Baughman Twp.					

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope		PID	124508		Project Name	WAY US 0030 19.47				
Design Designation				Opening Year:		2032	Design Year:		2052	
CRS	Speed Limit	Design Speed	Opening ADT	Design ADT	DHV	% K	% D	% T24	% TD	Traffic Forecast
WAY-30-19.255 to 20.152	60	65	22500	25500	3,000	12	54	20	13	Simplified
WAY-30-20.152 to 22.774	60	65	23000	26500	3,000	11	58	24	18	Simplified
WAY-30-22.774 to 25.035	60	65	21000	24000	2,900	12	60	23	14	Simplified
WAY-30-25.035 to 25.883	60	65	22000	26500	3,100	12	59	25	19	Simplified
WAY-30-25.883 to 26.467	60	65	17000	19500	2,100	11	55	28	22	Simplified
WAY-172	60	65	2600	3400	600	17	53	10	5	Simplified
Project Classification										
CRS	Federal Aid System			Functional Classification				Urbanized Area		
WAY-30-19.47 to 25.883	NHS			Principal Arterial				Rural		
WAY-30-25.883 to 26.467	NHS			Freeway/Expressway				Rural		
WAY-172	Other Federal Aide			Minor Arterial				Rural		

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Environmental

Environ. Category		Code	Responsibility										
C2		I	In-House										
		T	OES Task Order										
	Environmental PM	C	Consultant Services										
ROSTOFER, DONALD E		-	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			...	...	...	...	...	...	...	...	...	
	Sole Source Aquifer Coordination			...	...	...	...	...	...	...	...	...	
	Farmland Conversion Impact Rating Form			...	...	...	...	...	...	...	...	...	
Waterway Permits	Permit Determination Request Package			I	...	...	...	...	...	...	...	...	...
	Concp. Stream/Wetland Mitg. Rpts.			...	...	...	...	...	...	...	...	...	
	Section 404/401 Applications			...	...	...	...	...	...	...	...	...	
	USACE Pre-Constr. Notification (PCN) Applications			I	...	...	...	...	...	...	...	...	
	Ohio EPA Isol. Wetland Permit Pre-Act. Notif. (PAN)			...	...	...	...	...	...	...	...	...	
	Coastguard Section 9 Application			...	...	...	...	...	...	...	...	...	
	ACOE Section 10 Permit			...	...	...	...	...	...	...	...	...	
	Floodplain Permit Application			...	...	...	...	...	...	...	...	...	
	Floodplain Coordination			I	...	...	...	...	...	...	...	...	
	Coastal Waterway Permit			...	...	...	...	...	...	...	...	...	
Site	Regulated Mat. Review (RMR) (*)			I	...	...	...	...	...	...	...	...	
	Phase 1 Env. Site Assess. Rpt. (If Auth.)			...	...	...	...	...	...	...	...	...	
	Asbestos Survey/Inspection			I	...	...	...	...	...	...	...	...	
Air	Ozone Analysis			...	...	...	...	...	...	...	...	...	
	MSAT Analysis			...	...	...	...	...	...	...	...	...	
	PM 2.5 Analysis			...	...	...	...	...	...	...	...	...	
Noise	Traffic Noise Analysis Report			...	...	...	...	...	...	...	...	...	
	Noise Barrier Public Involvement Summary			...	...	...	...	...	...	...	...	...	
Public	Public Involvement Plan			...	...	...	...	...	...	...	...	...	
	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.)

Will need Exhibit from the Design Consultant submitted with Stage 1 Design for Public Involvement.

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Right-of-Way

R/W Site 1 of 1

Feature CRS WAY-30
Feature Type

		Responsibility	
R/W Type		Titles	In-House
Known Relocations?	No	Appraisal	In-House
Access Modification Req'd?	Y/N...	Appraisal Review	In-House
Estimated No. of Parcels	30	R/W Acquisition Services	In-House
Estimated No. of Owners		R/W Acquisition Cost Est.	In-House
Land Use		R/W Plans	Dsgn Consultant

Comments *At this time, R/W is not anticipated at RCUT locations. Potential for R/W takes at culvert replacement locations. Number of parcels listed above is a worst-case scenario.*

Reason for Additional R/W *Potential for new permanent R/W due to culvert work or RCUT installations.*

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Survey

Survey Site 1 of 1

CRS

Asset Type

Surveyor

	Count		Responsibility
Type 'A' Control Monument	10	Monuments	In-House
Type 'B' Control Monument	6	Monuments	In-House
Records Research including deeds and easements	30	Parcel	Dsgn Consultant
Existing Centerline and RW Field Survey	8	1 mile	In-House
Boundary Lines/Easements Field Survey	2	1 mile	Dsgn Consultant
Pin New R/W Following Construction	30	Parcel	Dsgn Consultant
Base Mapping (and Field Verify)	80*	Tenths of a Mile	Dsgn Consultant
Est. Prop. Lines, Tax ID, Owners on Map	30	Parcel	Dsgn Consultant
Property Owner Notification	30	Parcel	Dsgn Consultant
Soil Boring Staking -		Borings	Select...
Intersects	Select...	Tenths of a Mile	Select...
Topo for	Select...	Length Width	
		Tenths of a Mile	Select...

Comments

CONTROL NETWORK HAS BEEN ESTABLISHED BY DISTRICT SURVEY. CENTERLINE OF RW AND RW LIMITS HAVE BEEN ESTABLISHED BY DISTRICT SURVEY. (*)AERIAL MAPPING PERFORMED ALONG THE ENTIRE COORIDOR BY CO AERIAL MAPPING. DETERMINE THE REST OF THE PROJECT NEEDS BY CONSULTANT UPON SCOPE MEEETING.

Ground based topographic mapping at all culvert expected to be replaced or repaired including 50' radius around all culvert inlet and outlets. Additional topogrpaphic survey of items not included in aerial mapping as required. Located all drainage structures, manholes and catch basins and measure all pipe inverts and provide drainage systems in basemapping. Establish boundary lines at locations as detailed in the RW section above(at RCUT locations and Culvert Replacements) assume 30 parcels and 2 miles of boundary lines/easement field survey. All work shall be in conformance to ODOT Survey and Mapping Specs, relative to the existing project control in the Wayne County OCCS.

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Utilities

Utilities 1 of 1

Location							
Asset							
	Name of Utility	Location/Description	Buried	Aerial	SUE Needed?	R/W Needed?	Reimbursable?
Power	Ohio Edison		No	Yes	No	No	No
Power	Orrville Utilities		No	Yes	No	No	No
Phone	Brightspeed		Maybe	Maybe	Maybe	Maybe	No
Gas	Northern Ohio Natural Gas		Yes	No	Maybe	Maybe	Maybe
Gas	Enbridge		Yes	No	Maybe	Maybe	Maybe
Gas	Columbia Gas of Ohio		Yes	No	Maybe	Maybe	Maybe
Gas	Consumers Gas		Yes	No	Maybe	Maybe	Maybe
Cable	Armstrong (formerly MCTV)		Maybe	Yes	Yes	No	No
Water	Village of Dalton		Yes	No	Maybe	No	No
Comm.	Bluebird Fiber (formerly Everstream)		Maybe	Yes	Maybe	No	No
Comm.	AT&T		Yes	Maybe	. . .	No	No

Comments

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Legislation and Coordination

Leg.	Legislation Type	County	Municipality	Submission Date
	Consent	WAYNE	DALTON	

Coordination	FAA	Yes	Railroad	No
	Detour Coordination	Yes	Floodplain	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	Select...

Studies	Feasibility Study	Yes	Maintenance of Traffic Alternatives Assessment	Yes
	Alternative Evaluation Report	Yes	Value Engineering Study	No
	Structure Type Study	No	Hydraulic/Scour Analysis	Yes
	Interchange Studies	No		
	Other Studies	Y/N...		
	Comments			

Local	Comments	
	Repair/replace culverts and drainage in Dalton (per Scott O discussion with DDD Weaver)	

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Project Schedule

Project Schedule

Date		Date	
4/28/2026	Field Review Date	-	Stage 2 Plans - Submitted
5/6/2026	In-House Scope Meeting	2/15/2030	Stage 2 Plans - Complete
7/1/2026	Project Initiation Package	-	Compliance R/W Review Approv
7/1/2026	Initial Project Scope Complete	-	Final R/W Plans - Approved
-	Programmatic Date	2/15/2030	R/W Authorized
12/1/2026	Authorized Design Consultant	-	Waterway Permit Det. -Submit
6/1/2027	Survey Deliverables Complete	-	404/401 Permits Submitted
1/15/2028	Feasibility Study - Approved	6/1/2031	Stage 3 Plans - Submitted
N/A	Alternative Evaluation Report - Appr.	7/15/2031	Stage 3 Plans - Complete
-	Preferred Alternative Approval	2/15/2032	R/W Acquisition Complete
-	Begin In-House Detailed Design	3/15/2032	District R/W Certification
10/1/2028	NEPA Start Date	-	Final Tracings Submitted
-	Pre-Stage 1 - Submitted	-	Final Tracings Complete
-	Pre-Stage 1 - Complete	4/1/2032	Plan Package Received in C.O.
9/1/2028	Stage 1 Plans - Submitted	7/1/2032	Sale Date
10/15/2028	Stage 1 Plans - Approved	7/1/2032	Award Date
-	Preliminary R/W Plans - Approved	8/1/2032	Estimated Begin Construction
5/12/2029	Environmental Doc. Approved	11/1/2034	Estimated End Construction

TED Office Required Milestones - All Projects

TED Office Required Milestones - >20M Projects

District Required Milestones - All Projects

Milestone not needed for all projects

Comments

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project Name

WAY US 0030 19.47

Funding

Split / Priority	Name	Plan Split Code	Funding Source 1		Funding Source 1		Cost
			Source 1		Source 2		
			%	Fund	%	Fund	
1 / 1	CO CO Contr 01	01/NHS	20	4RA7	80	4RC7	\$94,515,000.00
	Descr:	Reconstruction - No Added Capacity currently uncommitted funding. Need to apply for construction funding after Stage 1 complete					

Funding Summary

Project Phase	Funding Source / Description	Percent (%)			FY	Phase Estimate (\$)
		Fed	State	Local		
Preliminary Engineering						
Environmental	PE Env PE 01	80	20	0	33	\$7,562,000.00
Detailed Design	PE Dtl Dsgn 01	80	20	0	33	\$1,891,000.00
Right of Way Services	PE Env RW Serv 01	80	20	0	33	\$0.00
	RW RW Serv 01	80	20	0	33	\$630,000.00
Right of Way Acquisition	RW Acquis 01	80	20	0	33	\$630,000.00
Utilities Reimbursement						
Construction Contract	CO CO Contr 01	80	20	0	33	\$94,515,000.00
Construction Engineering	CO CE Engr 01	80	20	0	33	\$2,836,000.00
Total						\$108,064,000.00

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

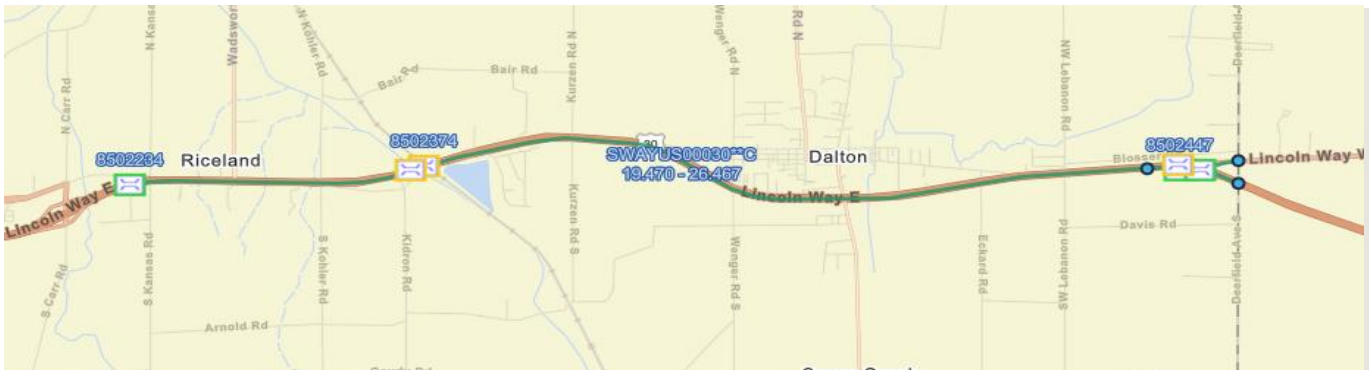
Project

Name

WAY US 0030 19.47

Map

See the project overview map below.



OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID

124508

Project
Name

WAY US 0030 19.47

Signatures and Attendance				Approval		Field Visit	Scope Meeting	
		Signature	Date	Approve	Disapprove			
ELLIS / Work Plan Coord.	Heidi Mertler	<i>Heidi Mertler</i>	6/30/2026	X		-	-	-
Environmental PM	Donald E Rostofer					-	-	-
Bridge Engineer	Kent Kapustar	Kent A. Kapustar	07/01/2026	X		-	-	-
Planning Engineer	Scott Ockunzzi	<i>Scott R Ockunzzi</i>	06/29/2026	X		-	-	-
Design PM	Jane Cullen	<i>Jane Cullen</i>	7/6/26	X		-	-	-
Roadway Engineer	Charlie Laughrey	C.Laughrey	6/30/26	x	see my request for revisions			
Traffic Engineer	Julie Cichello	Julie Cichello	6/29/2026	X		-	-	-
Survey Op. Mgr.	Scott Hawkins	Scott Hawkins	06/30/2026	x		-	-	-
Utility Coordinator	Anthony Cirigliano					-	-	-
Real Estate Admin.	Brad Corder					-	-	-
Design Engineer	Kenny Knapp	<i>Kenny Knapp</i>	06/29/2026	X		-	-	-
Constr. Area Eng.	Eric J Calvert	Eric Calvert	7/8/26	X		-	-	-
Constr. Engineer	Mike Fair	Mike Fair	07/06/2026	X		-	-	-
Cap. Prog. Admin.	Matt Walter	Matt Walter	07/01/2026	X		-	-	-
Rdwy. Serv. Mgr.	Kimberly Conklin					-	-	-
Hwy. Mgt. Admin.	Eric Sheppard					-	-	-
County Manager	Dennis Ryncarz					-	-	-
Consultant Contracts Manager	Shelley Pitcher					-	-	-
Attendee	Ben Subotin	N/A	N/A	N/A	N/A	-	-	-
Attendee	Jared Feller	N/A	N/A	N/A	N/A	-	-	-
-						-	-	-
-						-	-	-
-						-	-	-
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-						-	-	-
-						-	-	-
-						-	-	-
Attendee	Mark Strohm	N/A	N/A	N/A	N/A	-	-	-