Instructions

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

Project Initiation Package Deliverables

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

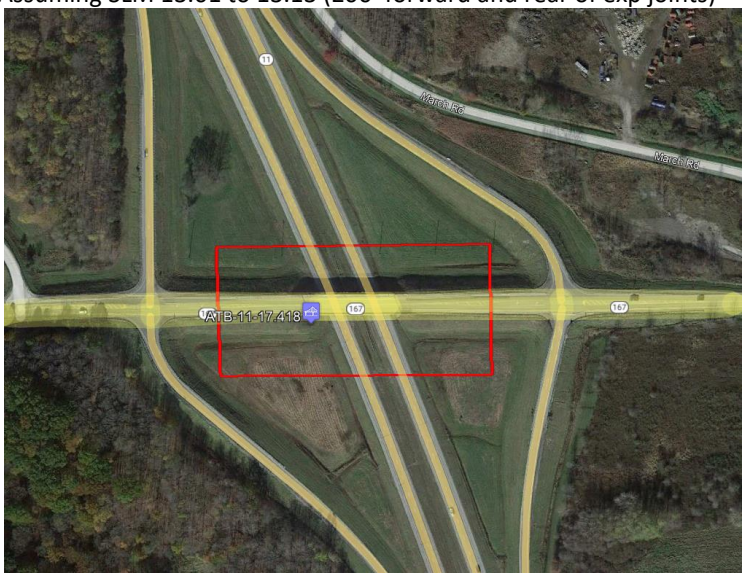
General

Date(s) of field review:	TBD

Project Name (County, Route, Section):	ATB-167-3.06	**PID:**	119346
Date Project Initiation Package Completed:	2/2/2024	**Prepared By:**	Brian Ross
City, Township or Village Name(s):	Denmark Township	**ODOT Project Manager:**	Paul Frey

Project Description:
Deck replacement on SFN 0404969 ATB-167-03.06 over SR 11.

Project Limits/Study Area/General Location:
Coordinates: 41°45'4.25"N, 80°42'41.43"W
ATB 167 Exact limits TBD. Assuming SLM 13.01 to 13.13 (200’ forward and rear of exp joints)



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**
GENERAL EXISTING INFORMATION	*MIKE CRAVER*	
LOCAL PLANNING COORDINATION	*JIM BRUNER*	330-786-4924
DISTRICT HIGHWAY MANAGEMENT STAFF CONCERN	*BILL STRUBBE*	
CRASH DATA	*DAVE GRIFFITH*	
ENVIRONMENTAL ISSUES	*ROB LANG*	
GEOMETRIC DESIGN CONTROLLING CRITERIA	*MATT CHANEY / KYLE KOPPES*	
OTHER GEOMETRIC DESIGN ISSUES	*MATT CHANEY / KYLE KOPPES*	
GEOTECHNICAL ISSUES	*TOM POWELL*	
PAVEMENT ISSUES	*NICK CHANEY/ BRIAN ROSS*	
STRUCTURAL ISSUES	*NICK CHANEY/ BRIAN ROSS*	
HYDRAULIC ISSUES	*MIKE PALAGANO / JORDAN BOEHM*	
TSMO CONSIDERATIONS	*AARON CONLEY*	
TRAFFIC CONTROL ISSUES	*MICHELLE CHANEY / DAWN ROXBERRY*	
UTILITY ISSUES	*MATTHEW STEELE*	330-786-4832
MAINTENANCE OF TRAFFIC ISSUES	*LEN BLANKENSHIP*	330-786-4824
RIGHT OF WAY/SURVEY ISSUES	*BRIAN HONAKER / TIM WARD*	
CONSTRUCTION ISSUES	*JON DUDT*	
PEDESTRIAN AND BICYCLE ISSUES	*MATT CHANEY*	
AGENCY COORDINATION/PERMIT ISSUES	*BRIAN PECK*	
SCOPE, SCHEDULE AND BUDGET CONSIDERATIONS	*JIM BRUNER*	330-786-4924
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**
FHWA Engineer***		
Other (LPA, MPO, etc.)		
***** The FHWA Engineer should be invited on projects expected to require approval from Federal Highway Administration.**		

GENERAL EXISTING INFORMATION: Mike Craver	
Legal Speed:	55 mph
Design Speed:	60 mph
Opening Year ADT (2029):	2,900
Design Year ADT (2049):	3,200
Trucks (24 Hour B&C):	5%
Functional Classification:	5 – Major Collector
Locale (Rural or Urban):	Rural
National Highway System (NHS):	No

LOCAL PLANNING COORDINATION:
Briefly describe local planning studies, bike/ped long range plans, aesthetics, etc. that will be considered throughout project development:
None.

DISTRICT HIGHWAY MANAGEMENT STAFF CONCERNS: Michelle Chaney, Jeron
List any comments/requests from the District Highway Management Staff.
All signs disturbed by the project will need reinstalled; depending on project limits, some are beam mounted. Fence on Parapet is in bad shape, should be replaced on project.

CRASH DATA:	
Has a Safety Study been completed in the project area within past three years	***(Yes/No)***
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.	

ENVIRONMENTAL ISSUES: Rob Lang

Make a preliminary determination on whether the following resources are present within the project area. Is it possible that they will be affected by the project. Include the location and any other pertinent information for resources that may be affected.

Resource/Feature	Location/Comments
Parkland, nature preserves and wildlife areas {4(f)/6(f)}	N/A
Threatened and Endangered Species and/or habitat	N/A
Scenic River	N/A
Existing wet areas/existing cattails/wetlands	N/A
Stream/river/waterway/jurisdictional ditch	N/A
Historic Resources (buildings, structures, objects)	N/A
Historic Bridge(s)	N/A
National Historic Landmarks	N/A
Archaeological Sites	N/A
Public Facilities	N/A
Cemetery (modern and historic cemeteries)	N/A
Farmland	N/A
Watershed Specific (i.e. Darby or Olentangy) NPDES Permit Area	N/A

Air Quality non-attainment area or concerns	N/A
Landfill, Superfund, CERCLIS, RCRA, NPL, or industrial site(s), and/or evidence of hazardous materials	N/A
Sensitive environmental justice areas	N/A
Federal Emergency Management Agency (FEMA) floodplains	N/A
Lake Erie Coastal Management Area	N/A
Sole Source Aquifers	N/A
Wellhead Protection Areas	N/A
Noise abatement issues	N/A
Coordination with Conservancy Districts	N/A
Other environmental issues	N/A

GEOMETRIC DESIGN CONTROLLING CRITERIA:

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

Design Criteria	Location/Comments
Lane Width	Match existing
Shoulder Width	Match existing
Horizontal Curve Radius	N/A – no horizontal curve
Maximum Grade	Match existing
Stopping Sight Distance (Horizontal and Crest Vertical Curves)	Match existing vertical curve
Superelevation Rate	N/A
Vertical Clearance	N/A to SR-167. For SR-11 see structure section
Pavement Cross Slope	Meet existing at begin and end of full depth replacement. Transition pavement cross slope to match bridge deck cross slopes.
Design Loading Structural Capacity	

OTHER GEOMETRIC DESIGN ISSUES:

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

Design Issues	Location/Comments
Does the horizontal alignment have an excessive deflection?	N/A, horizontal alignment should match existing
Do the Intersection Angles or Crossroad Alignment meet design standards?	N/A, no extensive work will take place at the ramps intersecting SR-167.
Do the Intersection Angles or Crossroad Alignment meet design standards?	N/A, no extensive work will take place at the ramps intersecting SR-167.
Is driver comfort an issue due to the vertical curvature or breaks in the grade?	No. Current vertical curvature is within standards. Match existing
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?	Yes, match existing bridge width.

OTHER GEOMETRIC DESIGN ISSUES:	
Indicate if the following geometric issues are present or should be considered during project development. Consider work on the mainline as well as any side roads or service roads. Provide additional comments as needed.	
Design Issues	**Location/Comments**
Has a minimum width of 4' from the edge of the traveled way to the face of any barrier?	Yes, match existing bridge width. Ensure all guardrail is set back a minimum of 4ft from the edge line.
Does intersection sight distance need to be improved?	No. Verify that guardrail placement doesn't create a SSD issue when traffic is stopped at the stop bars on exit ramps.
List unprotected hazards that appear to be in the clear zone.	Nothing is apparent
Should existing access control be revised to improve safety?	No
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
Do the existing intersection radius returns need to be modified to improve pedestrian crossing safety?	No, no pedestrian features are part of this project.
Do the existing intersection radius returns need to be modified or truck aprons added to accommodate turning movements of large trucks?	No
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, avoid grading along SR-167.
Are new or updated curb ramps needed? Refer to the Curb Ramp Measuring Guide	No
If constructing a new roadway, will it be a connection between two existing NHS Routes?	N/A
If traffic control at an intersection is being changed from stop control to signalization, does the profile of the stop condition road need to be upgraded to accommodate faster traffic?	N/A, traffic control will remain the same.
Are multiple intersection control types being considered? Is an Intersection Control Evaluation (Intersection Control Evaluation (ICE) | Ohio Department of Transportation) applicable?	N/A, traffic control will remain the same.
Are there any other geometric issues? Describe.	No.

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

PAVEMENT ISSUES: BRIAN ROSS	
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?	N/A
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.*	No..

STRUCTURAL ISSUES: BRIAN ROSS	
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: 0404969	**ATB-167-0306**
Design Issue	**Location/Comments**
Is it possible for the structure to be replaced with a prefabricated box culvert or 3-sided box?	No.
Is the deck delaminated? *Specify.*	Delamination and spalling in the deck underside is seen throughout all spans. Majority of spalls were sealed under a 2018 maintenance project.
Is non-destructive testing needed to determine the Amount of delamination?	Underside can be sounded for possible additional locations.
Are there areas to be patched/repaired on the deck?	Anticipating patching and repairs to be > 10% of deck area.
Is the bridge a poor candidate for an overlay? *Specify type of overlay if known.*	Based on the conditions noted in the inspection reports a new concrete overlay is likely to require a significant quantity of full depth repairs and have a shorter service life than the current concrete overlay completed in 2009.
Does the bridge rail violate current standards?	No.
Is fatigue analysis required?	Remaining fatigue life analysis is not needed. SR167 is a major collector and ADTT is less than 500.
Should all fatigue prone details be retrofitted or replaced? *Specify.*	No fatigue prone details noted in BDM have been identified.
Is there any evidence of substructure movement (e.g., settlement, rotation)?	Not at this time.
Is elimination of the deck joint possible? What modifications are necessary?	No existing deck joints.
Is it possible for the hinges to be removed to make the members continuous?	Existing members are continuous .
Is there any evidence that the bridge does not meet hydraulic capacity?	N/A structure does not span over a waterway.
Are there existing sidewalks on or adjacent to the bridge?	No.
Is Vandal Protection Fencing required in accordance with the BDM?	Yes.
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.*	Closure to SR 167 will be required. Traffic on SR 11 can be maintained with occasional lane closures.
Does the bridge need to accommodate future roadway lanes, bicycle lanes, a shared use path, shoulder, or railroad tracks?	No.
Will temporary shoring be required next to the railroad?	N/A No RR present.
Describe any issues with the bridge deck (curb, sidewalk, railing, surface, median, drainage, expansion joints, etc.).	In addition to defects in the deck floor noted in prior questions there is occasion spalling at the railings - often at vandal fence post anchors. Wearing surface shows map cracking and one severe pothole. Expansion joints are sliding plate type and need replaced.
Describe any issues with the bridge superstructure (alignment, beams/girders/slab, bearing devices, etc.).	Girders show minor section loss blasted away during painting operations completed in 2018.

STRUCTURAL ISSUES: BRIAN ROSS	
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: 0404969	**ATB-167-0306**
Design Issue	**Location/Comments**
Describe any issues with the bridge substructure (abutments, piers, backwalls, wingwalls, scour, etc.).	Abutments have been previously patched. Minor cracking present. Top of backwalls have been paved but are showing distress.
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.)	Approach slabs have been paved over.
Are there any other structure related issues? *Specify.*	No.
HYDRAULIC ISSUES: Mike Palagano	
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.*	Scuppers are functioning well. No issues with ponding observed.
Is there evidence of alignment or flow velocity problems (e.g., scour, bank erosions, silting) at culvert inlets or outlets?	N/A
Are there sinkholes or other deterioration in the pavement that would indicate separations in the existing pipes?	patches in approach asphalt, but not due to anything hydraulic. Concrete deck not showing anything.
Is the exposed curb height in existing gutters inadequate to contain flow (include height of proposed resurfacing)?	Bridge parapet/approach curb appears to have good hydraulic capacity.
Does the project affect a wetland or waterway (e.g., stream, river, jurisdictional ditch)?	No
Will channel relocation be required?	N/A
Will post construction BMPs be required that could impact R/W or utilities?	Unlikely EDA exceeds 1 acre.
Are existing underdrain outlets functioning properly?	Unaware of improper UD function.
Does the drainage work warrant any special maintenance of traffic considerations?	No special MOT for drainage other than what's needed for bridge deck.
Are there any other hydraulic issues? *Describe.*	Unaware of any other issues.

TSMO CONSIDERATIONS: Aaron Conley	
Briefly describe the opportunities for managing congestion or traffic issues using TSMO strategies or improvements. Consider opportunities to upgrade or install systems management and operations infrastructure: ***TSMO infrastructure*** includes communications equipment, travel time signs, signals, changeable message signs, traffic cameras, traffic signal systems, other remote field devices and data collection equipment, conduit and any supporting fiber optics. ***TOAST*** is the Traffic Operations Assessment System Tool. **For additional TSMO information see** *http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/TSMO.aspx*	
Design Issue	**Location/Comments**
Does the project area contain a Hot Spot identified in TOAST? If so, what is the TOAST ranking?	No
Does the project area have an operations master plan (or has this site been discussed with the District TSMO Coordinator)?	Unknown
Would operations benefit from TMC coverage of the project area? (RWIS, travel time boards, cameras, communications)	No
Are there opportunities for initiating or upgrading TSMO infrastructure?	No,
Does this project support any TSMO strategies such as (Smartlane, VSL, Coordinated traffic signals, etc.)	No
Does this project require multi-jurisdictional coordination, agreements, funding, etc.?	No
What existing TSMO infrastructure is in place? Will it need to be moved or maintained in place?	None
Are there any local TSMO infrastructure recommendations in the project area? (ex. Include emergency or transit traffic signal pre-emption, dynamic message signs or signal coordination)	No
What MPO ITS architecture is already in place or planned? Consult the MPO ITS architecture plan, if applicable.	None
Categories of potential ITS for this study area/project include: Exempt, Low, or High risk? Ref: TEM, 1-pager for CFR 940.	Exempt
Could this project expand an existing device or communications system?	No
What type of device communications and equipment exists?	None
Should this location have communications added or upgraded?	No
Will additional conduit be necessary for future infrastructure/communications? (ex. in barrier wall)	No
Will existing device power or communications drops be disrupted?	No
Does this project require a new traffic signal timing plan?	No
Are the current traffic signal(s) being upgraded to a system?	No
Are there alternative routes available/identified for incident management?	Unknown
Is this a Traffic Incident Management Note eligible project?	No
OTHER TSMO Considerations: None	

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

TRAFFIC CONTROL ISSUES: Dawn Roxberry	
Indicate if the following traffic control (signals, signing, pavement markings, etc.) issues are present or should be considered during project development. Provide additional comments as needed.	
Design Issue	**Comments**
Are there any obvious deviations from requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD)?	No
Will coordination with Ohio Rail Development Commission (ORDC) be required (i.e. at-grade railroad crossings located within 400' of an intersection within the project area)?	No
Will pavement widening affect pole locations?	N/A
Will resurfacing affect signal height?	N/A
Does it appear that any traffic control items will fall outside the existing right of way limits (e.g., large signs, strain poles)?	No
Are there any crashes that can be related to existing signal deficiencies (e.g., timing, lack of protected turn phase)?	N/A
Do pedestrian signals and push buttons need to be installed or upgraded?	N/A
Do turn lane lengths appear to have sufficient storage capacity?	Yes
Does the controller need to be upgraded?	N/A
Do proprietary materials need to be specified?	N/A
Should signs or signal installations be supplemented with lighting?	No
Are any Tourist Oriented Directional Signs (TODS) or LOGO signs present?	No
Are there any other traffic control issues? *Specify.*	No

UTILITY ISSUES:	
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*.	No.

UTILITY ISSUES:	
Indicate if the following utility issues are present or should be considered during project development. Provide additional comments as needed.	
Design Issue	**Location/Comments**
Would the project benefit from Subsurface Utility Engineering (SUE) Level A?	No.
Are there existing utilities on an existing structure that need to be relocated?	No.
Are there any specific utility requirements or concerns? *Specify*.	No.
Are there water or sanitary lines that will be relocated as part of the ODOT contract?	No.
Are there any other utility issues? *Specify.*	No.

MAINTENANCE OF TRAFFIC ISSUES:	
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?	SR 11 is on the National Truck Network
Are there overhead bridges with existing vertical clearance issues or that may become vertical clearance issues (e.g. shifting traffic to the shoulder, adding pavement without milling first, etc.)	No.
Are there pinch points within the work area that that would prevent the installation of temporary pavement for maintaining the existing number of lanes? If yes, identify the location and type of width restraints. (e.g., median wall, at grade bridge, overhead bridge piers, trees, historic markers, etc.)	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.	Yes. The Ashtabula County Technical & Career Campus is located about a mile west of the SR 11/SR 167 interchange. The project is within the limits of the Jefferson Area Local School District and may affect school bus routes. Jefferson Area Local School District 121 South Poplar Street Jefferson, OH 44047 (440) 576-9180 Ashtabula County Technical & Career Campus 1565 State Route 167 Jefferson, OH 44047 (440) 576-6015

MAINTENANCE OF TRAFFIC ISSUES:	
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 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.	Safety service response time would be affected by the bridge closure. Jefferson Fire Department is located 3 miles west of SR-11. The nearest fire department east of SR-11 is 7 miles away at Pierpont. Could a short term shared-response agreement be necessary?
Are there significant traffic generators nearby that may be adversely impacted by the proposed work? (e.g., industries, factories, sports arenas, etc.)	The Ashtabula County Fairgrounds are 3.5 miles west of the SR-11/SR-167 interchange.
What is the width of the existing pavement? Will temporary pavement be needed to maintain the existing number of travel lanes?	SR 11 has 2-12' lanes, a 4' inside shoulder, and an 8' outside shoulder. Temporary pavement is not anticipated for the MOT of this project.
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.)	N/A
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?	No
Is the project located in or nearby an area of regional significance with a potential to cause controversy or negative public feedback or political scrutiny?	No
Is there enough width to provide safe construction access? If no, what other means of access can be provided?	Bridge will be closed during construction. Site access will be from either side of the structure. The interchange ramps are located far enough away from the structure that ramp access should be maintained during construction.
Is there potential for the need to require right-of-way acquisition?	ROW acquisition is not anticipated for MOT purposes.
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. Crossover construction is not anticipated for this project.

MAINTENANCE OF TRAFFIC ISSUES:	
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 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.	Yes. Short duration closures are expected. The anticipated MOT for this project is to close and detour SR 167. Any SR 11 lane closures may be addressed per SCD. When necessary to close SR11 for overhead work, a short duration closure of SR11 would be used as per MT-99.60. It would also be reasonable to close one lane of SR 11 and divert SR 11 traffic to the interchange ramps while maintaining through access when overhead work necessitates SR 11 closure. A detour of SR-167 would use SR 193, SR 307, SR 46.
Will there be a need for temporary structures (full or partial) in order to maintain the existing number of lanes?	No.
Is there power available within or nearby the project location for temporary lighting and/or temporary signals?	Yes.
Will there be a need for additional signal heads (drives and/or side roads) or temporary signal timing/coordination?	No.
Are there any Traffic Incident Management features, such as hydrants, pull-offs, turn-arounds, etc.?	No.
Are there issues that may limit the construction timeframe? (e.g., sporting or other significant regional events, work in streams, suitable wooded habitat, school, etc.). If yes, list them.	Consideration should be given to the District's school schedule and the Ashtabula County Technical & Career Campus. The Ashtabula County Fair schedule should be considered.
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?	This project could be a candidate for a Flexible Start Window Contract. A maximum closure duration could be specified that falls withing a set time frame with minimal impact to the local school district.
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 MOT Policy Exception Request may be required per Traffic Management in Work Zones Policy (21-008(P)) and Standard Procedure (123-001(SP)).	N/A.
Does this project require an MOTAA? All Path 4 & 5 projects along with Path 3 projects on Interstate/Interstate look-alikes need to have a Maintenance of Traffic Alternatives Analysis Completed. Refer to TEM Section 630-5	No

RIGHT OF WAY/SURVEY ISSUES:	
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?	No.
Will relocation of residences be involved?	No.
Will relocation of businesses be involved?	No.
Will the project require modifying the access control to any properties?	No.
Identify significant right of way encroachments (i.e. large commercial business signs, etc.)?	None at this time.
Will temporary parcels be needed (e.g., for drive work)?	Temporary parcels should not be needed.
Will additional right of way be needed for utility relocations?	No.
Are there any specific property owner concerns? If so, list property owners and concerns.	No.
Are work agreements prohibited for any reason?	Yes. Work Agreement should not be used.
Are there any other right of way or survey issues? *Specify.*	None at this time.

CONSTRUCTION ISSUES:	
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.)?	If superstructure is replaced beam delivery could be an issue.
Are there any concerns related to existing or proposed lighting (e.g., light trespass, river navigation, airway clearance)?	No, the ATB airport is close so we will need the note for height restrictions. They may impact cranes if we set beams or when they pump the concrete deck.
Compare the Begin/End construction dates with the Scope of Work. Is the construction schedule reasonable?	One construction season should be sufficient
Examine the existing pavement condition and repair history. Calculate potential pavement repair quantities.	Resurfaced in 2022
Note manhole lid elevations versus proposed paving thickness. Will manhole lids or valve boxes need adjusted after paving?	N/A
Is there a need for Echelon Paving?	N/A
Examine the rideability of the approach slab to the roadway/bridge joint.	Acceptable
Will the project have impacts to nearby residents/businesses? Will site access occur down steep side slopes or through properties adjacent to project site?	Yes, traffic to Jefferson uses this structure

CONSTRUCTION ISSUES:

Indicate if the following issues are present or should be considered during project development. Provide additional comments as needed.

Issue	Location/Comments
Examine existing guardrail condition, height and length of need. What is the condition of the slopes behind guardrail? Will additional grading or fill be required for guardrail replacement?	Some washouts, may need to consider curb and catch basins, rail is the old Type 5. Height is low.
Is more space or room needed for construction? Is Temporary or Permanent R/W required for utility relocations, construction of structures, drainage ditches, etc.?	No
Is there enough clearance to overhead utility lines for cranes and concrete pump trucks?	May need to look at north power lines if beams are needed
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?	Yes. 307-46-167 307-193-167
Where are the potential staging areas for the contractor?	Yes, in fields

PEDESTRIAN AND BICYCLE ISSUES:

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

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

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

Issue	Location/Comments
Are there visible signs of deterioration on sidewalks or missing sidewalks?	No
Is there a minimum 4' clearance along sidewalks? (i.e. poles that obstruct the sidewalk)	N/A, no sidewalks within project limits
Are there visible sign of deterioration in bike lanes/shoulders or missing bike facilities?	No
Do crossings for bicyclists and/or pedestrians need to be improved or installed?	No
Is on-street parking set back 20 feet from the crosswalk (both marked and unmarked) at an intersection or set back 30 feet of the approach to any flashing beacon, stop sign or traffic control device? (See ORC 4511.68)	N/A, no on street parking is permitted within project limits

PEDESTRIAN AND BICYCLE ISSUES:

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Issue	Location/Comments
Is there evidence of the need for a midblock crossing? (i.e. pedestrian crashes, signalized intersection spacing exceeds 600 ft., presence of midblock transit stops or path, pedestrian generators and destinations). Refer to FHWA Guide for Improving Pedestrian Safety at Uncontrolled Intersections	No
Does the project area have an active transportation plan in place (or other multimodal plan such as a bicycle, pedestrian, school travel plan, or metropolitan transportation plan). Contact pertinent local public agencies for more information.	No
Is there existing bicycle or pedestrian usage along this corridor? *(For statewide volume data visit ODOT's Non-Motorized Database System.)* Visible indicators of usage include counts, worn paths, transit stops, etc.	No
Is the project located on a designated or proposed bike route (local, regional, state or US)?	No
What is the Level of Traffic Stress (1-4)? (LTS 1 and 2 are considered comfortable for the mainstream adult population.) (See Level of Traffic Stress calculation tool. This data is pre-calculated for the State & US Bike Route System.)	N/A
Does the project area have high Active Transportation Demand and high Active Transportation Need (Scores of 3 or 4)? (*Use the Identify Features tool to select project area and view scores for Demand_ Mapping and Need_Mapping.* scores.)	No
What are the proposed bicycle lane widths?	N/A, no bicycle lanes are proposed on this project
What are the proposed sidewalk and shared use path widths (and buffer width)?	N/A, no sidewalk or shared use paths are proposed on this project
If bike/ped accommodations require additional ROW not planned for the project, can a future project provide this?	N/A, ROW will not be required for this project

AGENCY COORDINATION/PERMIT ISSUES: Rob Lang

Indicate if the following permit issues are present or should be considered during project development. Provide additional comments as needed.

Issue	Location/Comments

AGENCY COORDINATION/PERMIT ISSUES: Rob Lang	
Indicate if the following permit issues are present or should be considered during project development. Provide additional comments as needed.	
Will an Individual US Army Corps of Engineers/ Environmental Protection Agency 404/401 permit be required?	No
Will a Section 408 Permission be required for work within an USACE Civil Works (dams, levees, locks, navigation channel, etc.)? Refer to the *National Levee Database (army.mil)*; *National Inventory of Dams (army.mil)*; *Louisville District (arcgis.com)* Not all projects are found within these directories. Consult with OES during planning to discuss Section 408 coordination. (Note, Section 9 or Section 10 permit will most likely trigger Section 408 coordination.)	No
Will a Coast Guard (Section 9) permit be required?	No
Is review by a local public agency or project sponsor required? *Specify*.	No
Is State Historic Preservation Office (SHPO) coordination for work involving historic bridges or historic properties required?	No
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

SCOPE, SCHEDULE AND BUDGET CONSIDERATIONS: Jim Bruner	
Based on the responses to the above items, do any of the following need to be modified?	
Issue	**Comments**
Conceptual scope	
Work limits	
Probable environmental document type	
Project Path classification	Path 2
Schedule	
Budget	$2.25m as of 2/23/24