

Project Initiation Package

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

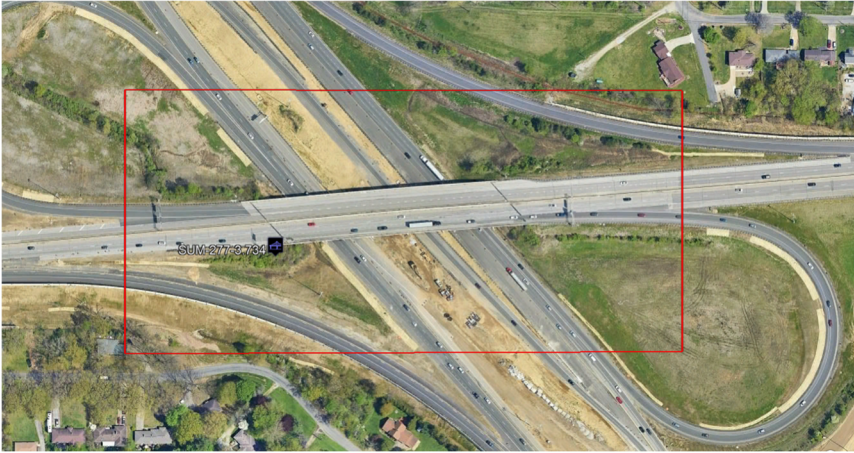
Provide an expanded Study Area Map identifying project design, utility, right of way and environmental constraints identified through the Project Initiation Package. Tables, USGS and/or aerial mapping, photographs keyed to available project mapping, the plan to inform and involve the public, and other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

General

Date(s) of field review:	TBD
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Project Name (County, Route, Section):	SUM IR 0277 03.73	PID:	121479
Date Project Initiation Package Completed:	05/01/2024	Prepared By:	Brian Ross
City, Township or Village Name(s):		ODOT Project Manager:	Tom Powell

Project Description: Deck replacement on SUM-277-0373 SFN 7709811 over IR 77.

Project Limits/Study Area/General Location: SUM 277 Exact limits TBD. Assuming SLM 3.64 to 3.94 (from/to loop ramp gores).	
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ODOT DISCIPLINE INVOLVEMENT:		
<i>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.</i>		
DISCIPLINE	NAME	PHONE NUMBER
GENERAL EXISTING INFORMATION	MIKE CRAVER	
LOCAL PLANNING COORDINATION	N/A	
DISTRICT HIGHWAY MANAGEMENT STAFF CONCERN	RICK O'NEILL	
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	N/A	
TRAFFIC CONTROL ISSUES	MICHELLE CHANEY / AARON CONLEY	
UTILITY ISSUES	MATTHEW STEELE	330-786-4832
MAINTENANCE OF TRAFFIC ISSUES	LEN BLANKENSHIP	
RIGHT OF WAY/SURVEY ISSUES	BRIAN HONAKER / TIM WARD	
CONSTRUCTION ISSUES	JON DUDT	
PEDESTRIAN AND BICYCLE ISSUES	N/A	
AGENCY COORDINATION/PERMIT ISSUES	ROB LANG	
SCOPE, SCHEDULE AND BUDGET CONSIDERATIONS	JIM BRUNER	
EXTERNAL AGENCY INVOLVEMENT:		
<i>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.</i>		
AGENCY	NAME	PHONE NUMBER
FHWA Engineer***		
Other (LPA, MPO, etc.)		
*** The FHWA Engineer should be invited on projects expected to require approval from Federal Highway Administration.		

GENERAL EXISTING INFORMATION: Michael Craver			
	IR-77		IR-277
Legal Speed:	65 South of IR-277	55 North of IR-277	60
Design Speed:	70 South of IR-277	60 North of IR-277	65
Opening Year ADT:	100,000		69,500
Design Year ADT:	122,500		77,500
Trucks (24 Hour B&C):	6%		10%
Functional Classification:	1 – Interstate		1 – Interstate
Locale (Rural or Urban):	Urban		Urban
National Highway System (NHS):	Yes		Yes

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

DISTRICT HIGHWAY MANAGEMENT STAFF CONCERNS:
<i>List any comments/requests from the District Highway Management Staff.</i>
There are no concerns from Summit County maintenance.

CRASH DATA: Dave Griffith	
<i>Has a Safety Study been completed in the project area within past three years</i>	(Yes/No) No
<i>Is the project area highlighted on the Safety Integrated Project Maps</i>	(Yes/No) No
<i>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.</i>	
The location is also not identified on ODOT's 2021 HSIP list.	

ENVIRONMENTAL ISSUES:	
<i>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.</i>	
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	Wetlands located in infields
Stream/river/waterway/jurisdictional ditch	Stream crosses under I-277 and ramps
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

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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:	
<i>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.</i>	
Design Criteria	Location/Comments
Lane Width	Match existing lane widths to adjacent in full depth limits
Shoulder Width	Match existing lane widths to adjacent in full depth limits
Horizontal Curve Radius	N/A, no horizontal curve is apparent on mainline. Any horizontal curves on ramps should match existing.
Maximum Grade	Match grades along IR-277
Stopping Sight Distance (Horizontal and Crest Vertical Curves)	N/A, no vertical curve is apparent. Match existing horizontal curves if any work extends on to the ramps.
Superelevation Rate	Per L&D Vol. 1 if any are present
Vertical Clearance	Do not reduce, 16.5' min
Pavement Cross Slope	Per L&D Vol. 1 in full depth limits. Transition to existing cross slopes at tie ins within the full depth. Do not extend full depth limits just to achieve cross slopes.
Design Loading Structural Capacity	Per BDM

OTHER GEOMETRIC DESIGN ISSUES:	
<i>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.</i>	
Design Issues	Location/Comments
Does the horizontal alignment have an excessive deflection?	N/A
Do the Intersection Angles or Crossroad Alignment meet design standards?	N/A
Do the Intersection Angles or Crossroad Alignment meet design standards?	N/A
Is driver comfort an issue due to the vertical curvature or breaks in the grade?	N/A
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?	Maintain a minimum 4' offset to any barrier from the edge of traveled way.

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OTHER GEOMETRIC DESIGN ISSUES:	
<i>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.</i>	
Design Issues	Location/Comments
Has a minimum width of 4' from the edge of the traveled way to the face of any barrier?	Maintain a minimum 4' offset to any barrier from the edge of traveled way.
Does intersection sight distance need to be improved?	N/A
List unprotected hazards that appear to be in the clear zone.	None are apparent. Ensure any fixed objects behind guardrail are far enough away for deflection or use half/quarter post spacing to achieve offset.
Should existing access control be revised to improve safety?	N/A
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)?	N/A
Do the existing intersection radius returns need to be modified to improve pedestrian crossing safety?	N/A
Do the existing intersection radius returns need to be modified or truck aprons added to accommodate turning movements of large trucks?	N/A
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, keep grading to a minimum.
Are new or updated curb ramps needed? Refer to the Curb Ramp Measuring Guide	N/A
If constructing a new roadway, will it be a connection between two existing NHS Routes?	N/A
If traffic control at an intersection is being changed from stop control to signalization, does the profile of the stop condition road need to be upgraded to accommodate faster traffic?	N/A
Are multiple intersection control types being considered? Is an Intersection Control Evaluation (ICE) Ohio Department of Transportation applicable?	N/A
Are there any other geometric issues? Describe.	No, the intent with a deck replacement is to replace the deck and keep all adjacent roadway work to a minimum.

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GEOTECHNICAL ISSUES:	
<i>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.</i>	
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? <i>Specify.</i>	N/A

PAVEMENT ISSUES: Brian Ross	
<i>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.</i>	
Design Issue	Location/Comments
Do dynaflect tests indicate the existing pavement is in poor condition?	FWD testing has been completed on a recent resurfacing project PID 113086. The pavement on I277 is structurally sufficient at this time.
Are joint repairs needed?	N/A Project is primarily a bridge deck replacement only.
Are pressure relief joints needed?	N/A Project is primarily a bridge deck replacement only.
Does curb need to be replaced due to deteriorated condition or lack of curb reveal?	N/A Project is primarily a bridge deck replacement only.
Has the site received repeated resurfacings in recent years?	N/A Project is primarily a bridge deck replacement only.
Does pavement deterioration appear to be caused by drainage or geotechnical problems?	N/A Project is primarily a bridge deck replacement only.
Are there any other pavement issues? <i>Specify.</i>	N/A Project is primarily a bridge deck replacement only.

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STRUCTURAL ISSUES: Brian Ross	
<i>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.</i>	
Structure Number: 7709811	
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? <i>Specify.</i>	Yes. Delaminations and spalling has been observed in the deck underside throughout all spans. The most recent inspection report shows 5966SF of deck in condition state 3 which includes areas of delamination high saturation. The continued formation of new delamination is expected.
Is non-destructive testing needed to determine the Amount of delamination?	Deck Underside can be sounded for possible additional locations.
Are there areas to be patched/repared on the deck?	Current estimated repair areas have exceeded 10% of deck area. A complete deck replacement is a more appropriate treatment.
Is the bridge a poor candidate for an overlay? <i>Specify type of overlay if known.</i>	The current wearing surface is an asphalt concrete overlay w/ waterproofing. Further overlays will not be cost effective in extending the life of the existing deck.
Does the bridge rail violate current standards?	New railings will meet standards.
Is fatigue analysis required?	This structure carries interstate traffic and > 1000 trucks per day a remaining fatigue life analysis will need to be performed. See BDM Section 404.1.2.6
Should all fatigue prone details be retrofitted or replaced? <i>Specify.</i>	There are no fatigue prone details per the original construction plan. retrofit as needed per the results of the remaining fatigue life analysis
Is there any evidence of substructure movement (e.g., settlement, rotation)?	There are no indications of settlement or rotation in the abutments or piers at this time.
Is elimination of the deck joint possible? What modifications are necessary?	N/A – There are no deck joints in the current structure
Is it possible for the hinges to be removed to make the members continuous?	N/A – There are no hinges in the current structure – the girders are continuous.
Is there any evidence that the bridge does not meet hydraulic capacity?	N/A
Are there existing sidewalks on or adjacent to the bridge?	No.
Is Vandal Protection Fencing required in accordance with the BDM?	No.
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.)? <i>Specify.</i>	Yes. Phased lane closures on I-277 will be required to construct the new deck. The loop ramps will need to be closed during the appropriate phases of construction.
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
Describe any issues with the bridge deck (curb, sidewalk, railing, surface, median, drainage, expansion joints, etc.).	The most recent inspection report indicates the deck is in fair condition with a condition rating of 5. Emergency full depth repairs were recently needed in the eastbound direction inside the ramp lanes in spans 1 and 6. There are similar locations

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<i>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.</i>	
Structure Number: 7709811	
Design Issue	Location/Comments
	developing in the westbound direction. Failures in the polymer modified expansion joints have been noted in the EB direction.
Describe any issues with the bridge superstructure (alignment, beams/girders/slab, bearing devices, etc.).	The superstructure is in fair condition (rated 5). There is significant section loss at the beam ends and end crossframes with holes present in the fascia beam webs at the bearings. Steel repairs and spot painting will be needed on this project.
Describe any issues with the bridge substructure (abutments, piers, backwalls, wingwalls, scour, etc.).	The substructure is in satisfactory condition (rated 6). Columns show occasional cracking and delaminations. Few visible cracks are present in the fwd and rear abutments. Patching quantities should be provided.
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 will be replaced on this project.
Are there any other structure related issues? <i>Specify.</i>	No other issues to note.
HYDRAULIC ISSUES: Mike Palagano	
<i>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.</i>	
Design Issue	Comments
Does the existing drainage system appear to be appropriately sized and functioning properly? <i>Describe deficiencies.</i>	Inspection report notes that median scuppers are partially plugged and all but one scupper on the left is blocked.
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?	Deck has numerous cracked/spalled areas and efflorescence is visible. A video shows water leaking from the bottom of the deck. Rust is visible on the cross frames and beams.
Is the exposed curb height in existing gutters inadequate to contain flow (include height of proposed resurfacing)?	Barrier height and shoulder width is normally adequate to contain flow. Lots of gravel observed in shoulders which is presumably causing clogging of scuppers.
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?	Not for a redecking
Are existing underdrain outlets functioning properly?	Unaware of any underdrain issues on abutment slopes.
Does the drainage work warrant any special maintenance of traffic considerations?	Nothing apart from normal MOT
Are there any other hydraulic issues? <i>Describe.</i>	Unaware of any other hydraulic issues.

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TSMO CONSIDERATIONS: N/A Project is bridge specific only	
<p>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</p>	
Design Issue	Location/Comments
Does the project area contain a Hot Spot identified in TOAST? If so, what is the TOAST ranking?	
Does the project area have an operations master plan (or has this site been discussed with the District TSMO Coordinator)?	
Would operations benefit from TMC coverage of the project area? (RWIS, travel time boards, cameras, communications)	
Are there opportunities for initiating or upgrading TSMO infrastructure?	
Does this project support any TSMO strategies such as (Smartlane, VSL, Coordinated traffic signals, etc.)	
Does this project require multi-jurisdictional coordination, agreements, funding, etc.?	
What existing TSMO infrastructure is in place? Will it need to be moved or maintained in place?	
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)	
What MPO ITS architecture is already in place or planned? Consult the MPO ITS architecture plan, if applicable.	
Categories of potential ITS for this study area/project include: Exempt, Low, or High risk? Ref: TEM, 1-pager for CFR 940.	
Could this project expand an existing device or communications system?	
What type of device communications and equipment exists?	
Should this location have communications added or upgraded?	
Will additional conduit be necessary for future infrastructure/communications? (ex. in barrier wall)	
Will existing device power or communications drops be disrupted?	
Does this project require a new traffic signal timing plan?	
Are the current traffic signal(s) being upgraded to a system?	
Are there alternative routes available/identified for incident management?	
Is this a Traffic Incident Management Note eligible project?	
OTHER TSMO Considerations:	

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<p>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</p>	
Design Issue	Location/Comments

TRAFFIC CONTROL ISSUES: Michelle Chaney	
<p>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.</p>	
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?	Not sure.
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)?	No.
Do pedestrian signals and push buttons need to be installed or upgraded?	N/A
Do turn lane lengths appear to have sufficient storage capacity?	N/A
Does the controller need to be upgraded?	N/A
Do proprietary materials need to be specified?	No.
Should signs or signal installations be supplemented with lighting?	No.
Are any Tourist Oriented Directional Signs (TODS) or LOGO signs present?	No.
Are there any other traffic control issues? <i>Specify.</i>	Make sure any signs disturbed by the project are reinstalled.

UTILITY ISSUES:	
<p>Indicate if the following utility issues are present or should be considered during project development. Provide additional comments as needed.</p>	
Design Issue	Location/Comments
Do existing utilities need to be relocated? <i>If so, please identify.</i>	No

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UTILITY ISSUES:	
<i>Indicate if the following utility issues are present or should be considered during project development. Provide additional comments as needed.</i>	
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? <i>Specify.</i>	No
Are there water or sanitary lines that will be relocated as part of the ODOT contract?	No
Are there any other utility issues? <i>Specify.</i>	No

MAINTENANCE OF TRAFFIC ISSUES:	
<i>Indicate if the following maintenance of traffic issues are present or should be considered during project development. Provide additional comments as needed.</i>	
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?	<p>Bridge load limits are not expected to be an issue with this project.</p> <p>District will allow closure/detour of the I-277WB to I-77 SB ramp if necessary. Advise if the addition of temporary pavement at ramps would be necessary to maintain traffic during phased construction.</p> <p>Determine if part-width and contraflow MOT options will be suitable for the work.</p> <p>MOT options shall maintain, at minimum, one lane of westbound traffic and two lanes of eastbound traffic.</p>
Is the project located on the National Truck Network?	Yes.
Are there overhead bridges with existing vertical clearance issues or that may become vertical clearance issues (e.g. shifting traffic to the shoulder, adding pavement without milling first, etc.)	No.
Are there pinch points within the work area that that would prevent the installation of temporary pavement for maintaining the existing number of lanes? If yes, identify the location and type of width restraints. (e.g., median wall, at grade bridge, overhead bridge piers, trees, historic markers, etc.)	The pinch point/constraint is the distance between parapet faces.
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.	N/A Project is primarily a bridge deck replacement.
Are there nearby schools that may be adversely impacted by the proposed work? If yes, identify names, location and school districts.	School busing will be on City streets and is not relevant to this work.

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MAINTENANCE OF TRAFFIC ISSUES:	
<i>Indicate if the following maintenance of traffic issues are present or should be considered during project development. Provide additional comments as needed.</i>	
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.	City of Akron emergency services must be notified.
Are there significant traffic generators nearby that may be adversely impacted by the proposed work? (e.g., industries, factories, sports arenas, etc.)	This is a significant interchange that District would like to maintain during construction. If ramp closure is necessary, access to all facilities could be maintained through a detour.
What is the width of the existing pavement? Will temporary pavement be needed to maintain the existing number of travel lanes?	Google Earth measures approximately 49' between the parapet faces.
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.)	The I-277 exiting loop ramps to I-77 are just past the limits of the bridge. Access to loop ramps may be challenging during phased construction. District is willing to allow the closure of the I-277WB to I-77 SB ramp if beneficial to the construction phasing.
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?	The width is limited. Access to and from the construction area is expected to be at the east and west limits of the structure. The MOT method selected should determine the available access at each end of the structure.
Is there potential for the need to require right-of-way acquisition?	No
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.	If using a crossover, demolition of the existing median barrier would be required east and west of the subject bridge.

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MAINTENANCE OF TRAFFIC ISSUES:	
<i>Indicate if the following maintenance of traffic issues are present or should be considered during project development. Provide additional comments as needed.</i>	
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.	Short duration closures would be in accordance with TEM 641-20 "Short Term Closure of Multi-Lane Divided Highway (MT-99.60)." Per TEM 641-20, bridge demo and other work operations will require that the Designer first evaluate a full closure of the roadway utilizing detours or other MOT configurations to maintain traffic while performing the work. Evaluate the work requirements and advise on a need for overnight closures and detours.
Will there be a need for temporary structures (full or partial) in order to maintain the existing number of lanes?	Temporary structures are not anticipated for this project.
Is there power available within or nearby the project location for temporary lighting and/or temporary signals?	Power is available for temporary lighting needs if required.
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.	No.
Would this project potentially benefit from the application of innovative contracting method (e.g., A+B to open bridge to traffic before school starts, etc.)? If yes, which method?	No.
Will there be a need to restrict existing movements during construction? (e.g., no left turns, etc.)	Access to the I-277 to I-77 loop ramps may need to be restricted during construction depending on the MOT analysis and methods selected.
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.)	If maintaining access to the loop ramps from I-277 to I-77, queue detection in advance of the loop ramps could be implemented.
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)).	A MOTEC will be required if closing a system ramp or if a mainline overnight closure/detour is expected. District will apply for the MOT Policy Exception Request using details from the submitted plans.
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. Project is listed in ELLIS as a Path 2 project.

Project Initiation Package

RIGHT OF WAY/SURVEY ISSUES:	
<i>Indicate if right of way or survey issues are present or should be considered during project development. Provide additional comments as needed.</i>	
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
Will temporary parcels be needed (e.g., for drive work)?	No
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?	No
Are there any other right of way or survey issues? Specify.	No

CONSTRUCTION ISSUES: Jonathan Dudd	
<i>Indicate if the following issues are present or should be considered during project development. Provide additional comments as needed.</i>	
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.)?	Depends on scope. Are we upgrading lighting, what types of beams are we using?
Are there any concerns related to existing or proposed lighting (e.g., light trespass, river navigation, airway clearance)?	Not that I'm aware of.
Compare the Begin/End construction dates with the Scope of Work. Is the construction schedule reasonable?	Dates in Ellis need review. I'll need an MOT design before I can review this.
Examine the existing pavement condition and repair history. Calculate potential pavement repair quantities.	Need complete scope to review
Note manhole lid elevations versus proposed paving thickness. Will manhole lids or valve boxes need adjusted after paving?	N/A
Is there a need for Echelon Paving?	No
Examine the rideability of the approach slab to the roadway/bridge joint.	Currently 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?	Access will be from ODOT ROW

Project Initiation Package

CONSTRUCTION ISSUES: Jonathan Dudd	
<i>Indicate if the following issues are present or should be considered during project development. Provide additional comments as needed.</i>	
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?	Will need to review after the completion of the 77 project, should be ok.
Is more space or room needed for construction? Is Temporary or Permanent R/W required for utility relocations, construction of structures, drainage ditches, etc.?	Current ROW sufficient
Is there enough clearance to overhead utility lines for cranes and concrete pump trucks?	Yes
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)	Temporary sheeting may likely be needed based on the accepted MOT plan
Will the road need to be detoured to complete construction? What are the possible detour routes?	No
Where are the potential staging areas for the contractor?	Ramp in fields

PEDESTRIAN AND BICYCLE ISSUES: N/A location is limited access only	
<i>Indicate if the following pedestrian and bicycle facilities are present or should be considered for implementation during project development.</i>	
<ul style="list-style-type: none"> • Pedestrian facilities: sidewalks, shared use paths, enhanced crossings, signs/signals, and lighting. • Bicycle facilities: bike lanes, improved shoulders, shared use paths, crossing treatments, signs/signals, and lighting. <p>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.</p>	
Issue	Location/Comments
Are there visible signs of deterioration on sidewalks or missing sidewalks?	
Is there a minimum 4' clearance along sidewalks? (i.e. poles that obstruct the sidewalk)	
Are there visible sign of deterioration in bike lanes/shoulders or missing bike facilities?	
Do crossings for bicyclists and/or pedestrians need to be improved or installed?	
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)	

Project Initiation Package

PEDESTRIAN AND BICYCLE ISSUES: N/A location is limited access only

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

- **Pedestrian facilities:** sidewalks, 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
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	
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.	
Is there existing bicycle or pedestrian usage along this corridor? (<i>For statewide volume data visit ODOT's Non-Motorized Database System.)</i> Visible indicators of usage include counts, worn paths, transit stops, etc.	
Is the project located on a designated or proposed bike route (local, regional, state or US)?	
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 .)	
Does the project area have high Active Transportation Demand and high Active Transportation Need (Scores of 3 or 4)? (<i>Use the Identify Features tool to select project area and view scores for Demand_ Mapping and Need_ Mapping. scores.</i>)	
What are the proposed bicycle lane widths?	
What are the proposed sidewalk and shared use path widths (and buffer width)?	
If bike/ped accommodations require additional ROW not planned for the project, can a future project provide this?	

AGENCY COORDINATION/PERMIT ISSUES:

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

Issue	Location/Comments
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Project Initiation Package

AGENCY COORDINATION/PERMIT ISSUES:	
<i>Indicate if the following permit issues are present or should be considered during project development. Provide additional comments as needed.</i>	
Will an Individual US Army Corps of Engineers/ Environmental Protection Agency 404/401 permit be required?	Unlikely assuming wetlands and stream can be avoided
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.)	n/a
Will a Coast Guard (Section 9) permit be required?	n/a
Is review by a local public agency or project sponsor required? <i>Specify.</i>	n/a
Is State Historic Preservation Office (SHPO) coordination for work involving historic bridges or historic properties required?	n/a
Is coordination with ODNR for work involving State Scenic Rivers, State Wildlife Areas or State Recreational Areas required?	n/a
Is coordination with any other agency required?	n/a

SCOPE, SCHEDULE AND BUDGET CONSIDERATIONS: Jim Bruner	
<i>Based on the responses to the above items, do any of the following need to be modified?</i>	
Issue	Comments
Conceptual scope	TBD.
Work limits	TBD.
Probable environmental document type	TBD when PIP is fully filled out.
Project Path classification	Path 2 – Deck Replacement
Schedule	FY 2027 Q1 Sale as of 4/23/24
Budget	Construction \$15.0m unfunded in Ellis in FY 2027 Q1 as of 4/23/24