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:	

Project Name (County, Route, Section):	TRU-5/80-10.79/5.56	**PID:**	114708
Date Project Initiation Package Completed:	**Needs completed by 7/19/24**	**Prepared By:**	Dave James
City, Township or Village Name(s):		**ODOT Project Manager:**	Tom Powell

Project Description:
Construct Type II noise abatement at 3 separate locations as detailed below.

The Design Contract will be under the primary PID of 114708. The Design Contract will include design services for PID's 114708 (TRU-5-10.79), 114709 (TRU-80-5.56), and 114909 (TRU-82-17.37).

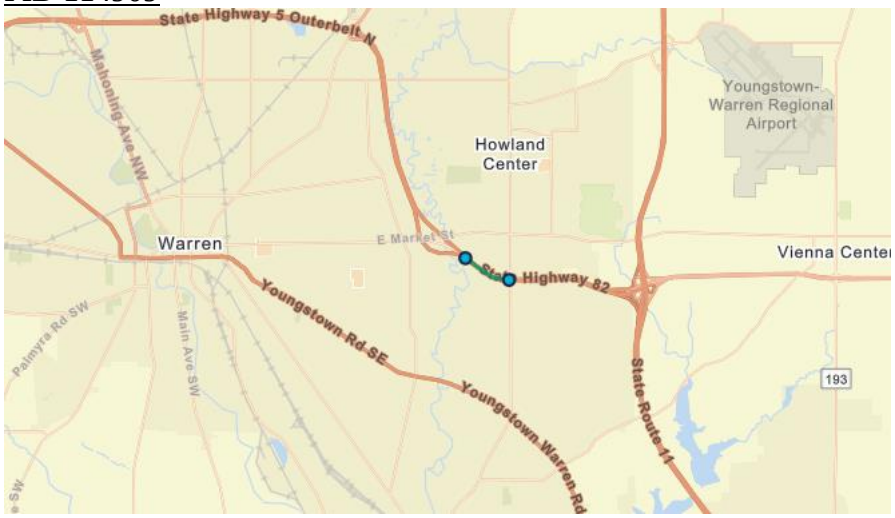
PID's 114708 and 114709 are planned to be sold as Part 1 / Part 2 in FY2027 under one construction contract, and PID 114909 sold in FY2028 under a separate stand alone construction contract.

Project Limits/Study Area/General Location:

TRU SR 5/82 SE Quadrant of SR 45 interchange, TRU IR 80 from SR 193 to US 62, TRU SR 82 from E Market to SR 46

PID's 114708 & 114709

PID 114909



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**
Drainage	*Mike Palagano*	*330-786-4851*
Utility Coordination	*Matthew Steele*	*330-786-4832*
EXTERNAL AGENCY INVOLVEMENT: ***N/A***		

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**
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			
	IR-80	SR-5/82	SR-82
Legal Speed:	65	65	55
Design Speed:	70	70	60
Opening Year ADT:	41,000	30,500	40,500
Design Year ADT:	48,000	32,500	40,500
Trucks (24 Hour B&C):	51%	11%	4%
Functional Classification:	1 – Principal Arterial Interstate	2 – Principal Arterial Freeway	2 – Principal Arterial Freeway
Locale (Rural or Urban):	Urban	Urban	Urban
National Highway System (NHS):	Yes	Yes	Yes

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: Jim Parthemer
List any comments/requests from the District Highway Management Staff.
No Comments

CRASH DATA: N/A	
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: Sean Carpenter

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)}	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, no publicly owned parkland, nature preserves, wildlife areas, etc., were identified within and/or adjacent to the project areas.
Threatened and Endangered Species and/or habitat	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, potential suitable wooded habitat (SWH) for the Federally listed Indiana Bat (Myotis sodalis), Northern Long-Eared Bat (Myotis septentrionalis) and Tricolored Bat *(Perimyotis subflavus)* and State-listed Little Brown Bat *(Myotis lucifugus)* was identified within the project areas.
Scenic River	Based on review of the ODOT, Transportation Information Mapping System (TIMS) conducted by ODOT, District 4 Environmental Section personnel in July 2024, no state or national scenic rivers were identified within 1,000 feet of the project areas.
Existing wet areas/existing cattails/wetlands	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, potential wetlands were identified along the IR 80 project area.
Stream/river/waterway/jurisdictional ditch	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, one (1) stream was identified along the SR 5/82 project area and one (1) stream was identified along the IR 80 project area.
Historic Resources (buildings, structures, objects)	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, no known historic resources were identified within and/or adjacent to the project areas.
Historic Bridge(s)	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, no known historic bridges were identified within and/or adjacent to the project areas.
National Historic Landmarks	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, no known National Historic Landmarks were identified within and/or adjacent to the project areas.

Archaeological Sites	Based on review of available information by ODOT, District 4 Environmental Section personnel in January 2024, no known archaeological sites were identified within and/or adjacent to the project areas.
Public Facilities	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, no public facilities were identified within and/or adjacent to the project areas.
Cemetery (modern and historic cemeteries)	Based on review of the available mapping conducted by ODOT, District 4 Environmental Section personnel in July 2024, no known Ohio Genealogical Society (OGS) cemeteries were identified within and/or adjacent to the project areas.
Farmland	Based on review of ODOTs Transportation Information Mapping System conducted by ODOT, District 4 Environmental Section personnel in July 2024, the project areas are located within an urbanized area.
Watershed Specific (i.e. Darby or Olentangy) NPDES Permit Area	No known Watershed Specific NPDES Permit Area(s) were identified within and/or adjacent to the project areas.
Air Quality non-attainment area or concerns	This project does not add capacity, a new interchange or a new road on new alignment. Hence, this project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility or any other factor that would cause an increase in emissions impacts relative to the No-Build Alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this project is exempt from analysis for MSATs. Trumbull County is not in a PM2.5 non-attainment or maintenance area. Therefore, a PM2.5 analysis is not required for this project. The State of Ohio is in attainment for CO at this time and no coordination or analysis is required. Trumbull County is in an Eight-Hour Ozone Nonattainment Area that requires consideration of the regional effects on ozone from federally funded projects or projects of regional significance. As the proposed project is listed in the 2024-2027 STIP and the STIP project description matches the proposed activities, ozone is addressed for the proposed project.
Landfill, Superfund, CERCLIS, RCRA, NPL, or industrial site(s), and/or evidence of hazardous materials	Based on review of the Ohio Regulated Properties Search (ORPS) Tool conducted by ODOT, District 4 Environmental Section personnel in July 2024, no known landfill, Superfund, CERCLIS, NPL, or industrial sites were identified within and/or adjacent to the project areas, however, a diesel spill was identified along the SR 5/82 project area.
Sensitive environmental justice areas	Based on review of the ODOT, Transportation Information Mapping System (TIMS) conducted by ODOT, District 4 Environmental Section personnel in July 2024, underserved populations were identified within and/or adjacent to the project areas, however, no businesses or residences will be acquired or relocated as part of the project. Therefore, the proposed project will likely have no disproportionately high and adverse effects to minority or low-income populations.

Federal Emergency Management Agency (FEMA) floodplains	Based on review of the ODOT Transportation Information Mapping System (TIMS) by ODOT, District 4 Environmental Section personnel in July 2024, the SR 5/82 project area is located within a designated Special Flood Hazard Area (SFHA) Zone AE floodplain.
Lake Erie Coastal Management Area	Based on review of the ODOT, Transportation Information Mapping System (TIMS) conducted by ODOT, District 4 Environmental Section personnel in July 2024, the project areas are not located within a Lake Erie Coastal Management Area.
Sole Source Aquifers	Based on review of the OhioEPA, Drinking Water Source Protection Area electronic mapping system by ODOT, District 4 Environmental Section personnel in July 2024, the project areas are not within and/or adjacent to a Federally designated Sole Source Aquifer area.
Wellhead Protection Areas	Based on review of the OhioEPA, Drinking Water Source Protection Area electronic mapping system by ODOT, District 4 Environmental Section personnel in July 2024, the IR 80 project area is located within one (1) mile of the Stoneybrooke Village source water protection area. Additionally, the SR 5/82 project area is located within one (1) mile of the Warren Mobil Home Park and Beacon of Hope Baptist Church source water protection areas.
Noise abatement issues	The project is a Type II Noise Project. A Type II traffic noise analysis was completed for the project areas. The noise analysis determined that the three proposed noise barriers would provide a level of noise reduction that would be considered feasible and reasonable and met the criteria of a Type II Noise Mitigation Project.
Coordination with Conservancy Districts	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, the project areas are not located within and/or adjacent to a Conservancy District.
Other environmental issues	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, no other environmental issues were identified within the project areas.

GEOMETRIC DESIGN CONTROLLING CRITERIA: N/A

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	
Shoulder Width	
Horizontal Curve Radius	
Maximum Grade	
Stopping Sight Distance (Horizontal and Crest Vertical Curves)	
Superelevation Rate	
Vertical Clearance	
Pavement Cross Slope	
Design Loading Structural Capacity	

OTHER GEOMETRIC DESIGN ISSUES: N/A	
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?	
Do the Intersection Angles or Crossroad Alignment meet design standards?	
Do the Intersection Angles or Crossroad Alignment meet design standards?	
Is driver comfort an issue due to the vertical curvature or breaks in the grade?	
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?	
Has a minimum width of 4' from the edge of the traveled way to the face of any barrier?	
Does intersection sight distance need to be improved?	
List unprotected hazards that appear to be in the clear zone.	
Should existing access control be revised to improve safety?	
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)?	
Do the existing intersection radius returns need to be modified to improve pedestrian crossing safety?	
Do the existing intersection radius returns need to be modified or truck aprons added to accommodate turning movements of large trucks?	
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.	
Are new or updated curb ramps needed? Refer to the Curb Ramp Measuring Guide	
If constructing a new roadway, will it be a connection between two existing NHS Routes?	***(Yes/No)***
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?	
Are multiple intersection control types being considered? Is an Intersection Control Evaluation (Intersection Control Evaluation (ICE) | Ohio Department of Transportation) applicable?	
Are there any other geometric issues? Describe.	

GEOTECHNICAL ISSUES: Tom Powell	
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: N/A	
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?	
Are joint repairs needed?	
Are pressure relief joints needed?	
Does curb need to be replaced due to deteriorated condition or lack of curb reveal?	
Has the site received repeated resurfacings in recent years?	
Does pavement deterioration appear to be caused by drainage or geotechnical problems?	
Are there any other pavement issues? *Specify.*	

STRUCTURAL ISSUES: N/A	
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:	
Design Issue	**Location/Comments**
Is it possible for the structure to be replaced with a prefabricated box culvert or 3-sided box?	
Is the deck delaminated? *Specify.*	
Is non-destructive testing needed to determine the Amount of delamination?	
Are there areas to be patched/repaired on the deck?	
Is the bridge a poor candidate for an overlay? *Specify type of overlay if known.*	
Does the bridge rail violate current standards?	
Is fatigue analysis required?	
Should all fatigue prone details be retrofitted or replaced? *Specify.*	
Is there any evidence of substructure movement (e.g., settlement, rotation)?	
Is elimination of the deck joint possible? What modifications are necessary?	
Is it possible for the hinges to be removed to make the members continuous?	
Is there any evidence that the bridge does not meet hydraulic capacity?	
Are there existing sidewalks on or adjacent to the bridge?	
Is Vandal Protection Fencing required in accordance with the BDM?	
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.*	
Does the bridge need to accommodate future roadway lanes, bicycle lanes, a shared use path, shoulder, or railroad tracks?	
Will temporary shoring be required next to the railroad?	
Describe any issues with the bridge deck (curb, sidewalk, railing, surface, median, drainage, expansion joints, etc.).	
Describe any issues with the bridge superstructure (alignment, beams/girders/slab, bearing devices, etc.).	
Describe any issues with the bridge substructure (abutments, piers, backwalls, wingwalls, scour, etc.).	
Describe any issues with the channel (i.e. alignment, erosion, etc.)	
Describe any issues with the bridge approaches (i.e. pavement, guardrail, etc.)	

STRUCTURAL ISSUES: N/A	
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:	
Design Issue	**Location/Comments**
Are there any other structure related issues? *Specify.*	
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.*	Unaware of any ponding issues on roadway. This is uncurbed and many of this is on fill.
Is there evidence of alignment or flow velocity problems (e.g., scour, bank erosions, silting) at culvert inlets or outlets?	1872085 - TRU-80-5.02 1872879 – TRU-RA78115-0.11 Many culverts in these sections are under high fill. Check embankments as needed for erosion issues and be careful when selecting outfalls for footer drains.
Are there sinkholes or other deterioration in the pavement that would indicate separations in the existing pipes?	1872085 – TRU-80-5.02 1800987 - TRU-80-7.94 1872108 – TRU-80-9.17 1872879 – TRU-RA78115-0.11 Same comments as above.
Is the exposed curb height in existing gutters inadequate to contain flow (include height of proposed resurfacing)?	Almost all of this is uncurbed. Care should be taken so the nose wall doesn't create ponding issues.
Does the project affect a wetland or waterway (e.g., stream, river, jurisdictional ditch)?	All of these are likely near the project limits, especially on 82.
Will channel relocation be required?	Unlikely.
Will post construction BMPs be required that could impact R/W or utilities?	Depending on what type of work will be considered on this project if EDA > 1 acre.
Are existing underdrain outlets functioning properly?	Unaware of evidence of improper function, but given the size of the limits, this should be checked if possible during design.
Does the drainage work warrant any special maintenance of traffic considerations?	Most likely not.
Are there any other hydraulic issues? *Describe.*	Existing drainage patterns, ditch locations, etc. will need to be investigated to keep impacts to drainage patterns as little as possible.

TSMO CONSIDERATIONS: N/A	
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?	
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:	

TSMO CONSIDERATIONS: N/A	
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: N/A	
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)?	
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)?	
Will pavement widening affect pole locations?	
Will resurfacing affect signal height?	
Does it appear that any traffic control items will fall outside the existing right of way limits (e.g., large signs, strain poles)?	
Are there any crashes that can be related to existing signal deficiencies (e.g., timing, lack of protected turn phase)?	
Do pedestrian signals and push buttons need to be installed or upgraded?	
Do turn lane lengths appear to have sufficient storage capacity?	
Does the controller need to be upgraded?	
Do proprietary materials need to be specified?	
Should signs or signal installations be supplemented with lighting?	
Are any Tourist Oriented Directional Signs (TODS) or LOGO signs present?	
Are there any other traffic control issues? *Specify.*	

UTILITY ISSUES: Matt Steele	
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, Should be able to design around any underground utilities.

UTILITY ISSUES: Matt Steele	
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?	N/A
Are there any specific utility requirements or concerns? *Specify*.	There are some power line crossings in the area. Shift columns and foundations away from aerial crossings. Try to center any underground utilities between foundations.
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: Len Blankenship	
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?	SR 5/82 EB @ SR 45 - Detours are not expected for this work. SR 82 WB @ SR46 – Detours are not expected for this work. IR 80 @ Logan Way - Detours are not expected for this work.
Is the project located on the National Truck Network?	SR 5/82 EB @ SR 45 – Yes. SR 82 WB @ SR46 – Yes. IR 80 @ Logan Way – 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.)	SR 5/82 EB @ SR 45 – No overhead issues to impact MOT. SR 82 WB @ SR46 – No overhead issues to impact MOT. IR 80 @ Logan Way - No overhead issues to impact MOT.
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.)	SR 5/82 EB @ SR 45 – Temporary pavement is not expected at this location. SR 82 WB @ SR46 – The inside lane is adjacent to center median barrier. Temporary pavement is not expected at this location. IR 80 @ Logan Way – Temporary pavement could be added to the inside shoulder but is not expected for this project.
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.	MOT for this work is not expected to impact local schools.
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.	SR 5/82 EB @ SR 45 – All movements may be maintained. Emergency Services access will not be restricted by MOT. SR 82 WB @ SR46 – All movements may be maintained. Emergency Services access will not be restricted by MOT. IR 80 @ Logan Way – All movements may be maintained. Emergency Services access will not be restricted by MOT.

MAINTENANCE OF TRAFFIC ISSUES: Len Blankenship	
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 significant traffic generators nearby that may be adversely impacted by the proposed work? (e.g., industries, factories, sports arenas, etc.)	SR 5/82 EB @ SR 45 – N/A. SR 82 WB @ SR46 – N/A IR 80 @ Logan Way – N/A
What is the width of the existing pavement? Will temporary pavement be needed to maintain the existing number of travel lanes?	SR 5/82 EB @ SR 45 – Pavement in this area is 2-12' lanes with an eastbound merge lane from SR45 on the outside. The PLCS will allow for a single lane closure at anytime and will not need to maintain the existing number of travel lanes while working. SR 82 WB @ SR46 – Existing pavement at this location is 2-12' lanes with an outside 12' add-lane from SR46. Outside ramp shoulder is 6' and transitions to an 8' mainline shoulder. PLCS restrictions will apply when closing a lane. IR 80 @ Logan Way – Existing pavement at this location is 2-12' lanes with an outside 10' shoulder. PLCS restrictions will apply when closing a lane.
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.)	SR 5/82 EB @ SR 45 – Anticipated MOT is a single lane closure of SR82 (per PLCS). The entrance ramp from SR45 will need to be shifted away from the work area to merge with EB traffic. A PCB workzone shoulder closure is expected SR 82 WB @ SR46 – The entrance ramp from SR 46 will be maintained during construction. A PCB workzone shoulder closure is expected. PLCS has peak hour restrictions. IR 80 @ Logan Way – A PCB workzone shoulder closure is expected. PLCS has peak hour restrictions. WB ITS Message Board to be protected during work.
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.	Temporary widening is not expected for this project.
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.

MAINTENANCE OF TRAFFIC ISSUES: Len Blankenship	
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**
Is there enough width to provide safe construction access? If no, what other means of access can be provided?	The existing pavement width is wide enough to provide safe construction access. If necessary, existing lanes could be narrowed and shifted for MOT. PCB shoulder closures are expected during construction to provide safe work area and site access. Lane closures in compliance with PLCS hours are acceptable.
Is there potential for the need to require right-of-way acquisition?	R/W acquisition will not be required 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.	Crossover construction will not be required for this project.
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.	No.
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?	Power is available but is not expected to be necessary for MOT.
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.)	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.

MAINTENANCE OF TRAFFIC ISSUES: Len Blankenship	
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**
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)).	SR 5/82 EB @ SR 45 - Queue lengths and congestion are not expected to be a problem at this location. PLCS indicates that a single eastbound lane of SR-82 may be closed anytime excluding holidays and special events. SR 82 WB @ SR46 – Queue length and congestion is not expected to be a problem at this location if lane closures are performed in compliance with the PLCS. Work behind the barrier on a closed shoulder may be performed at any time. Work requiring a lane closure must follow the PLCS. IR 80 @ Logan Way – Queue length and congestion is not expected to be a problem at this location if lane closures are performed in compliance with the PLCS. District will evaluate traffic data and supply work hour restrictions for work performed behind the barrier on a closed shoulder. Lane closures must follow the PLCS.
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: Tim Ward / Brian Honaker	
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?	Maybe. Proposed wall is shown in “Figure 5” being built up against ex. R/W line, work may require Temporary Easements.
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)?	Maybe, per “Figure 5”.
Will additional right of way be needed for utility relocations?	Doubtful.
Are there any specific property owner concerns? If so, list property owners and concerns.	None known.
Are work agreements prohibited for any reason?	No.
Are there any other right of way or survey issues? *Specify.*	No.

CONSTRUCTION ISSUES: Tom Kopnicky	
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?	

CONSTRUCTION ISSUES: Tom Kopnicky	
Indicate if the following issues are present or should be considered during project development. Provide additional comments as needed.	
Issue	**Location/Comments**
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.)?	No
Are there any concerns related to existing or proposed lighting (e.g., light trespass, river navigation, airway clearance)?	No
Compare the Begin/End construction dates with the Scope of Work. Is the construction schedule reasonable?	No
Examine the existing pavement condition and repair history. Calculate potential pavement repair quantities.	All locations utilizing 81" SSB will require shoulder pavement replacement.
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.	N/A
Will the project have impacts to nearby residents/businesses? Will site access occur down steep side slopes or through properties adjacent to project site?	No
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?	Existing guardrail will be replaced with the 81" SSB.
Is more space or room needed for construction? Is Temporary or Permanent R/W required for utility relocations, construction of structures, drainage ditches, etc.?	All 81" SSB locations will require lane closures or traffic shifts if PLCS does not allow lane closure, as PCB will be required to protect drop-offs. No Permanent R/W needed. Temporary R/W maybe needed at the SR 82/SR 45 SE quadrant during construction of the "traditional noise wall".
Is there enough clearance to overhead utility lines for cranes and concrete pump trucks?	Should be no issues with overhead clearances.
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?	No
Where are the potential staging areas for the contractor?	TRU5/82 (SR82/SR45 interchange) TRU-80 location (IR80/SR193 interchange) TRU-82 (SR82/SR46 or SR82/SR11 interchanges)

PEDESTRIAN AND BICYCLE ISSUES: N/A

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?	
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)	
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? *(For statewide volume data visit ODOT's Non-Motorized Database System.)* 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)? (*Use the Identify Features tool to select project area and view scores for Demand_ Mapping and Need_Mapping.* scores.)	
What are the proposed bicycle lane widths?	

PEDESTRIAN AND BICYCLE ISSUES: N/A

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
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: Sean Carpenter

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

Issue	Location/Comments
Will an Individual US Army Corps of Engineers/ Environmental Protection Agency 404/401 permit be required?	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, one (1) stream was identified along the SR 5/82 project area and one (1) stream was identified along the IR 80 project area. Additionally, wetlands were identified along the IR 80 project area. These resources are unlikely to be impacted by the project, therefore, the need for an Individual US Army Corps of Engineers/ Environmental Protection Agency 404/401 permit is not likely.
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.)	Based on review of the USACE National Inventory of Dams mapping conducted by ODOT, District 4 Environmental Section personnel in July 2024, no levees, dams or other 408 civil works projects were identified within and/or adjacent to the project areas.
Will a Coast Guard (Section 9) permit be required?	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, no Section 9 waterways were identified within the project areas, therefore, a Coast Guard permit will not be required.
Is review by a local public agency or project sponsor required? *Specify*.	Reviews by Champion, Howland and Liberty townships may be required.
Is State Historic Preservation Office (SHPO) coordination for work involving historic bridges or historic properties required?	Based on review of the available mapping conducted by ODOT, District 4 Environmental Section personnel in July 2024, no known historic resources, bridges, landmarks, OGS cemeteries or OAI sites were identified within the project areas, therefore, coordination with the SHPO is not anticipated.

AGENCY COORDINATION/PERMIT ISSUES: Sean Carpenter	
Indicate if the following permit issues are present or should be considered during project development. Provide additional comments as needed.	
Is coordination with ODNR for work involving State Scenic Rivers, State Wildlife Areas or State Recreational Areas required?	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, no State Scenic Rivers, State Wildlife Areas or State Recreational Areas were identified within the project areas, therefore, coordination with ODNR involving State Scenic Rivers, State Wildlife Areas or State Recreational Areas is not anticipated.
Is coordination with any other agency required?	Based on review of available information by ODOT, District 4 Environmental Section personnel in July 2024, potential suitable wooded habitat (SWH) for the Federally listed Indiana Bat (Myotis sodalis), Northern Long-Eared Bat (Myotis septentrionalis) and Tricolored Bat *(Perimyotis subflavus)* and State-listed Little Brown Bat *(Myotis lucifugus)* was identified within the project areas. Coordination with U.S. Fish and Wildlife Service and ODNR may be required if impacts occur to these species.

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	
Schedule	
Budget	