

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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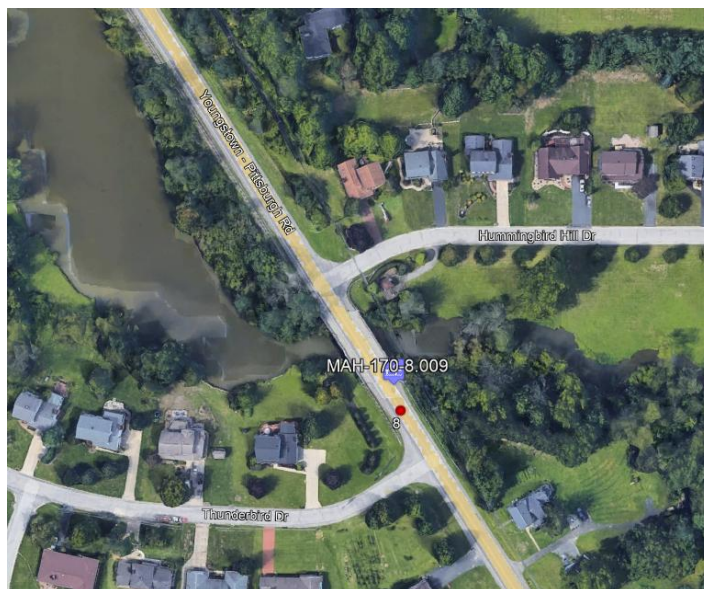
Project Name (County, Route, Section):	MAH SR 170 8.03	PID:	123676 (PE under PID 123780)
Date Project Initiation Package Completed:	05/27/2026	Prepared By:	Brian Ross
City, Township or Village Name(s):	Poland Township	ODOT Project Manager:	TBD

Project Description:

Superstructure replacement of SFN 5004020 MAH-170-0803.

Project Limits/Study Area/General Location:

Coordinates: Latitude 41.001069 Longitude -80.592919 2 miles south of US 224 between Hummingbird Hill Dr and Thunderbird Dr.



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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	JIM BRUNER	330-786-4924
DISTRICT HIGHWAY MANAGEMENT STAFF CONCERN	ANDREW JACKSON	
CRASH DATA	DAVE GRIFFITH	
ENVIRONMENTAL ISSUES	SEAN CARPENTER	
GEOMETRIC DESIGN CONTROLLING CRITERIA	MATT CHANEY / KYLE KOPPES	
OTHER GEOMETRIC DESIGN ISSUES	MATT CHANEY / KYLE KOPPES	
GEOTECHNICAL ISSUES	TOM POWELL	
PAVEMENT ISSUES	BRIAN ROSS	330-786-2254
STRUCTURAL ISSUES	BRIAN ROSS	330-786-2254
HYDRAULIC ISSUES	MIKE PALAGANO	
TSMO CONSIDERATIONS	AARON CONLEY	
TRAFFIC CONTROL ISSUES	MICHELLE CHANEY / DAWN ROXBERRY	
UTILITY ISSUES	PETER DINH	
MAINTENANCE OF TRAFFIC ISSUES	LEN BLANKENSHIP	
RIGHT OF WAY/SURVEY ISSUES	BRIAN HONAKER / TIM WARD	
CONSTRUCTION ISSUES	TOM KOPNICKY	
PEDESTRIAN AND BICYCLE ISSUES	MATT CHANEY	
AGENCY COORDINATION/PERMIT ISSUES	SEAN CARPENTER	
SCOPE, SCHEDULE AND BUDGET CONSIDERATIONS	JIM BRUNER	330-786-4924
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	
Legal Speed:	40
Design Speed:	45
Opening Year ADT:	7,800
Design Year ADT:	8,000
Trucks (24 Hour B&C):	7%
Functional Classification:	4 – Minor Arterial
Locale (Rural or Urban):	Urban
National Highway System (NHS):	No

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LOCAL PLANNING COORDINATION: Jim Bruner

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:

List any comments/requests from the District Highway Management Staff.

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:

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/mapping by ODOT, District 4 Environmental Section personnel in May 2026, the property on the east side of the bridge is owned by Poland Township and may be considered parkland. Further investigation will be needed to determine if 4f applies and if the property will be impacted.
Threatened and Endangered Species and/or habitat	Based on review of available information/mapping by ODOT, District 4 Environmental Section personnel in May 2026, potential suitable wooded habitat (SWH) for the Federally-listed Indiana Bat (<i>Myotis sodalis</i>), Northern Long-Eared Bat (<i>Myotis septentrionalis</i>) and Tricolored Bat (<i>Perimyotis subflavus</i>) and State-listed Little Brown Bat (<i>Myotis lucifugus</i>) was identified within the project area and may be impacted by the project. Additionally, the project is located within an Eastern Massasauga range hexagon and potential habitat was identified within the project area and may be impacted. No State listed species exist within 0.5 mile and 1 mile of the project area.

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Scenic River	Based on review of the ODOT, Transportation Information Mapping System (TIMS) by ODOT, District 4 Environmental Section personnel in May 2026, no state or national scenic rivers were identified within 1,000 feet of the project area.
Existing wet areas/existing cattails/wetlands	Based on review of available information/mapping by ODOT, District 4 Environmental Section personnel in May 2026, potential wetlands were identified within the project area and may be impacted by the project.
Stream/river/waterway/jurisdictional ditch	Based on review of available information/mapping by ODOT, District 4 Environmental Section personnel in May 2026, one waterway (Burgess Lake) was identified within the project area and may be impacted by the project.
Historic Resources (buildings, structures, objects)	Based on review of available mapping by ODOT, District 4 Environmental Section personnel in May 2026, no known historic resources were identified within and/or adjacent to the project area.
Historic Bridge(s)	Based on review of available mapping by ODOT, District 4 Environmental Section personnel in May 2026, no known historic bridges were identified within and/or adjacent to the project area.
National Historic Landmarks	Based on review of available mapping by ODOT, District 4 Environmental Section personnel in May 2026, no known National Historic Landmarks were identified within and/or adjacent to the project area.
Archaeological Sites	Based on review of available mapping by ODOT, District 4 Environmental Section personnel in May 2026, no known archaeological sites were identified within and/or adjacent to the project area.
Public Facilities	Based on review of available information/mapping by ODOT, District 4 Environmental Section personnel in May 2026, the project area is located upstream from the Burgess Lake Aqua Ohio Facility, requiring coordination with Aqua Ohio. Additionally, the property on the east side of the bridge is owned by Poland Township and may be impacted by the project. Therefore, coordination with Poland Township may be required.
Cemetery (modern and historic cemeteries)	Based on review of available mapping by ODOT, District 4 Environmental Section personnel in May 2026, no known Ohio Genealogical Society (OGS) cemeteries were identified within and/or adjacent to the project area.
Farmland	Based on review of ODOTs Transportation Information Mapping System by ODOT, District 4 Environmental Section personnel in May 2026, the project area is located within an urbanized area, therefore, the project is not subject to the Farmland Protection Policy Act.
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 area.

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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. Mahoning County is not in a PM2.5 non-attainment or maintenance area. Therefore, a PM2.5 analysis is not required for this project. The entire state of Ohio is in attainment for carbon monoxide, hence, no carbon monoxide analysis is required for this project. The proposed project is located in Mahoning County which is an ozone attainment area.
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 May 2026, no known landfill, Superfund, CERCLIS, NPL, industrial sites, or evidence of hazardous materials were identified within and/or adjacent to the project area.
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 May 2026, the project area is located within a Special Flood Hazard Area (SFHA) Zone AE, requiring an H&H Analysis and a No-Rise Certification.
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 May 2026, the project area is not located within and/or adjacent to a Lake Erie Coastal Management Area.
Sole Source Aquifers	Based on review of the USEPA, Drinking Water Mapping Application to Protect Source Waters by ODOT, District 4 Environmental Section personnel in May 2026, the project area is not within and/or adjacent to a Federally designated Sole Source Aquifer area.
Wellhead Protection Areas	Based on review of available information/mapping by ODOT, District 4 Environmental Section personnel in May 2026, the project area is located upstream from Burgess Lake Aqua Ohio Facility, requiring coordination with Aqua Ohio.
Noise abatement issues	The proposed project is not a Type I project for noise, i.e. will not cause an increase in traffic volumes, will not substantially change the vehicle mix or speed, will not involve new roadways or substantially change the alignments or shielding effects of the existing roadway. Therefore, this project is deemed unrelated to increased traffic noise traffic. In accordance with the current ODOT Noise Manual, a traffic noise analysis is not required for this project.
Coordination with Conservancy Districts	Based on review of available information by ODOT, District 4 Environmental Section personnel in May 2026, the project area is not located within and/or adjacent to a Conservancy District.

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Other environmental issues	Based on review of available information by ODOT, District 4 Environmental Section personnel in May 2026, no other environmental issues were identified within the project area.
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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
Shoulder Width	Match existing
Horizontal Curve Radius	Match existing if any is present
Maximum Grade	Match existing
Stopping Sight Distance (Horizontal and Crest Vertical Curves)	Match existing if any curve is present
Superelevation Rate	Match existing is any is present
Vertical Clearance	Match existing at a minimum
Pavement Cross Slope	Match existing
Design Loading Structural Capacity	

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?	No
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?	No
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, more than 4ft is present. Do not make the bridge narrower.
Has a minimum width of 4' from the edge of the traveled way to the face of any barrier?	Yes, more than 4ft is present. Do not make the bridge narrower.
Does intersection sight distance need to be improved?	No
List unprotected hazards that appear to be in the clear zone.	Nothing 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)?	Access to Hummingbird Hill Dr will need maintained at all times.
Do the existing intersection radius returns need to be modified to improve pedestrian crossing safety?	No

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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
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
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?	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?	N/A
Are multiple intersection control types being considered? Is an Intersection Control Evaluation (ICE) Ohio Department of Transportation applicable?	No
Are there any other geometric issues? Describe.	No.

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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?	N/A bridge replacement project.
Are joint repairs needed?	N/A bridge replacement project.
Are pressure relief joints needed?	N/A bridge replacement project.
Does curb need to be replaced due to deteriorated condition or lack of curb reveal?	N/A bridge replacement project.
Has the site received repeated resurfacings in recent years?	N/A bridge replacement project.
Does pavement deterioration appear to be caused by drainage or geotechnical problems?	N/A bridge replacement project.
Are there any other pavement issues? <i>Specify.</i>	N/A bridge replacement project.

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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: 5004020	MAH-170-0803
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>	The top surface of the concrete deck received a conc. overlay in 2020 and shows no spalls at this time. The deck underside shows delaminations in all spans particularly in previously patched areas. Deep spalls are present at the fwd and rear deck edge corners.
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?	Underside patching repairs are typically not reliable. These locations will need full depth repairs at a minimum - >10% of the deck area needs repaired if not completely replaced.
Is the bridge a poor candidate for an overlay? <i>Specify type of overlay if known.</i>	The current concrete overlay is in good condition. A new overlay will not address the underlying deck conditions.
Does the bridge rail violate current standards?	Current rails are retrofitted to NCHRP 350 TL3 standards. If replaced, recommend railings meet MASH standards.
Is fatigue analysis required?	N/A concrete slab type structure
Should all fatigue prone details be retrofitted or replaced? <i>Specify.</i>	N/A concrete slab type structure
Is there any evidence of substructure movement (e.g., settlement, rotation)?	No substructure movement has been observed.
Is elimination of the deck joint possible? What modifications are necessary?	N/A
Is it possible for the hinges to be removed to make the members continuous?	N/A
Is there any evidence that the bridge does not meet hydraulic capacity?	No evidence at this time.
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>	Partial or full closure of SR170 will be required depending on if structure is replaced full or partial width.
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.).	See the following superstructure section for additional deck issues. Right railing W panels are corroded. Wearing surface shows minor cracking within both lanes with moderate map cracking over both piers.

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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: 5004020	MAH-170-0803
Design Issue	Location/Comments
Describe any issues with the bridge superstructure (alignment, beams/girders/slab, bearing devices, etc.).	In addition to the delaminations and spalls noted in previous sections ~3400SF of deck area shows map cracking with moderate to severe efflorescence and occasional rust staining. Approx. 10% of deck area was saturated at time of inspection.
Describe any issues with the bridge substructure (abutments, piers, backwalls, wingwalls, scour, etc.).	Portions of both fwd and rear abutment walls exhibit spalling and delaminations near the abutment/deck interface, particularly in old patches. Abutment footings are exposed. Steel piles are encased but exhibit rust at the exposed portion near the pier caps. Section loss noted at the top of piles 5 and 6 of pier 1.
Describe any issues with the channel (i.e. alignment, erosion, etc.)	No apparent channel issues at this time.
Describe any issues with the bridge approaches (i.e. pavement, guardrail, etc.)	Approach pavement is in good condition since being resurfaced in 2021. Moderate-severe transverse cracks and deterioration noted at the fwd and rear termination joints.
Are there any other structure related issues? <i>Specify.</i>	Utility is attached to right deck edge.

HYDRAULIC ISSUES:	
<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>	No evidence of any deficiencies
Is there evidence of alignment or flow velocity problems (e.g., scour, bank erosions, silting) at culvert inlets or outlets?	Stream channel appears to be stable
Are there sinkholes or other deterioration in the pavement that would indicate separations in the existing pipes?	N/A
Is the exposed curb height in existing gutters inadequate to contain flow (include height of proposed resurfacing)?	N/A
Does the project affect a wetland or waterway (e.g., stream, river, jurisdictional ditch)?	Burgess Run. Zone AE floodplains with floodway. Superstructure replacement should not impact either of these.
Will channel relocation be required?	No
Will post construction BMPs be required that could impact R/W or utilities?	No
Are existing underdrain outlets functioning properly?	No evidence of improper UD function
Does the drainage work warrant any special maintenance of traffic considerations?	No
Are there any other hydraulic issues? <i>Describe.</i>	Unaware of any other issues.

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HYDRAULIC ISSUES:	
<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

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?	SMAHSR00170**C_04.679_16.233_F Score: 47% / Statewide Overall Rank: #412 SMAHSR00170**C_04.679_16.233_R Score: 62.7% / Statewide Overall Rank: #2792
Does the project area have an operations master plan (or has this site been discussed with the District TSMO Coordinator)?	No
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)	None
What MPO ITS architecture is already in place or planned? Consult the MPO ITS architecture plan, if applicable.	Unknown
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

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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
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?	Unknown
OTHER TSMO Considerations: None	

TRAFFIC CONTROL ISSUES:	
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)?	N/A
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)?	N/A
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)?	N/A
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?	N/A
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?	N/A

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TRAFFIC CONTROL ISSUES:	
<i>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.</i>	
Design Issue	Comments
Are any Tourist Oriented Directional Signs (TODS) or LOGO signs present?	N/A
Are there any other traffic control issues? <i>Specify.</i>	Ensure cross corner sight distance from Thunderbird Dr. & Hummingbird Hill Dr. (L&D V1 201.3) will not be made worse with the structure replacement.

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
Do existing utilities need to be relocated? <i>If so, please identify.</i>	TBD
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?	Yes
Are there any specific utility requirements or concerns? <i>Specify.</i>	TBD
Are there water or sanitary lines that will be relocated as part of the ODOT contract?	TBD
Are there any other utility issues? <i>Specify.</i>	TBD

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?	The official detour for this work would follow SR-170/SR-14/SR-165/SR-7/US-224. There are no height or weight concerns for the official detour route. The likely local detours have weight restrictions.
Is the project located on the National Truck Network?	No
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 existing pavement is not wide enough to maintain the existing number of lanes during part-width superstructure replacement. It is anticipated that the bridge improvements will be performed under closure/detour.

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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 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
Are there nearby schools that may be adversely impacted by the proposed work? If yes, identify names, location and school districts.	Yes. Poland Local Schools 3030 Dobbins Road Poland, OH 44514 (330) 757-7000
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.	Yes. Poland Township Police Department 3339 Dobbins Road Poland OH 44514 (330) 757-1549 Poland Township Fire Department (Main Station and Admin) 111 S. Main Street Poland, OH 44514 (330) 757-8268 Poland Township Fire Department Station 92 (nearest to site) 7619 Youngstown - Pittsburgh Road Poland, OH 44514 (330) 757-8268
Are there significant traffic generators nearby that may be adversely impacted by the proposed work? (e.g., industries, factories, sports arenas, etc.)	No.
What is the width of the existing pavement? Will temporary pavement be needed to maintain the existing number of travel lanes?	Record plans indicate that the existing pavement width is 32' on either side of the structure. Traffic lanes appear to be two 12' lanes with 4' shoulders.
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.	N/A.

Project Initiation Package

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 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?	Superstructure work may be completed without impacting local driveways.
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?	Yes. SR-170 will be closed between Hummingbird Hill Drive and Thunderbird Drive. Contractor access will be from SR-170.
Is there potential for the need to require right-of-way acquisition?	R/W 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
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.
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.?	N/A.
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.	The work should be scheduled during the summer months to minimize impact to the local school system.
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.)	The project will be built under closure/detour.

Project Initiation Package

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
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.)	N/A.
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	N/A.

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?	Most likely, considering ex. R/W is 66' and ex. structure scales roughly 46'.
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 known
Will temporary parcels be needed (e.g., for drive work)?	Most likely, for access to bottom.
Will additional right of way be needed for utility relocations?	Possibly.
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.	None known.

CONSTRUCTION ISSUES:	
<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?	N/A
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.)?	None currently.

Project Initiation Package

CONSTRUCTION ISSUES:	
<i>Indicate if the following issues are present or should be considered during project development. Provide additional comments as needed.</i>	
Issue	Location/Comments
Are there any concerns related to existing or proposed lighting (e.g., light trespass, river navigation, airway clearance)?	Are there any concerns related to existing or proposed lighting (e.g., light trespass, river navigation, airway clearance)?
Compare the Begin/End construction dates with the Scope of Work. Is the construction schedule reasonable?	TBD, with the proximity to Poland High School this project should be constructed during summer months to limit impact to the school schedule.
Examine the existing pavement condition and repair history. Calculate potential pavement repair quantities.	N/A bridge replacement project.
Note manhole lid elevations versus proposed paving thickness. Will manhole lids or valve boxes need adjusted after paving?	N/A bridge replacement project.
Is there a need for Echelon Paving?	N/A bridge replacement project.
Examine the rideability of the approach slab to the roadway/bridge joint.	Existing joints have good rideability.
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 to Hummingbird Hill Dr. and Thunderbird Dr. will need always maintained.
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?	Guardrail condition, height and LON are acceptable. Slopes are stable with no additional grading or fill required.
Is more space or room needed for construction? Is Temporary or Permanent R/W required for utility relocations, construction of structures, drainage ditches, etc.?	Currently don't believe so. Gas line hanging from east side of structure will need relocated off the structure prior to project.
Is there enough clearance to overhead utility lines for cranes and concrete pump trucks?	Yes
Will there be instream work?	Not with superstructure replacement. If pier work is added, then in stream work may be required.
Will Temporary shoring/sheeting, cofferdams or work pads be required to complete the proposed work? Anticipated Permitting (see Agency Coordination/Permit Issues section above)	Not with superstructure replacement. If pier work is added, then in stream work may be required.
Will the road need to be detoured to complete construction? What are the possible detour routes?	Construction's opinion is that a full closure and detour is the best alternative (time and expense) due to the limited work area and proximity to local high school. Local alternate detour is short (Arrel Rd to Struthers Rd to Dobbins Rd), official detour possibility is SR 617 to SR 165 to SR 7 to US 224.
Where are the potential staging areas for the contractor?	Worksite is compact due to the adjacent residential streets. Aqua Ohio has a facility just north of the area which may be a potential staging area.

Project Initiation Package

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:** 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
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)	Yes, there is at least 4ft on the structure.
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
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.	N/A
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?	N/A

Project Initiation Package

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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)?	N/A
If bike/ped accommodations require additional ROW not planned for the project, can a future project provide this?	Yes, shoulders on structure are wide.

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
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 May 2026, potential wetlands and at least one waterway were identified within the project area and may be impacted, however, these impacts are unlikely to exceed the thresholds for an Individual 404/401 permit.
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 by ODOT, District 4 Environmental Section personnel in May 2026, Burgess Lake Dam is located downstream of the project area. Section 408 coordination/permission may be required.
Will a Coast Guard (Section 9) permit be required?	Based on review of available information/mapping by ODOT, District 4 Environmental Section personnel in May 2026, no Section 9 waterways were identified within the project area, therefore, a Coast Guard permit will not be required.
Is review by a local public agency or project sponsor required? <i>Specify.</i>	Based on review of available information/mapping by ODOT, District 4 Environmental Section personnel in May 2026, the project area is located upstream from Burgess Lake Aqua Ohio Facility, requiring coordination with Aqua Ohio. Additionally, the property on the east side of the bridge is owned by Poland Township and may be impacted by the project. Therefore, coordination with Poland Township 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 by ODOT, District 4 Environmental Section personnel in May 2026, no known historic resources, bridges, landmarks, OGS cemeteries or OAI sites were identified within the project area, therefore, coordination with the SHPO is not anticipated.

Project Initiation Package

AGENCY COORDINATION/PERMIT ISSUES:

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/mapping by ODOT, District 4 Environmental Section personnel in May 2026, no state or national scenic rivers were identified within 1,000 feet of the project area and no State Wildlife Areas or State Recreational Areas were identified within the project area, 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 May 2026, potential suitable wooded habitat (SWH) for the Federally-listed Indiana Bat (<i>Myotis sodalis</i>), Northern Long-Eared Bat (<i>Myotis septentrionalis</i>) and Tricolored Bat (<i>Perimyotis subflavus</i>) and State-listed Little Brown Bat (<i>Myotis lucifugus</i>) were identified within the project area and may be impacted by the project. Therefore, coordination with U.S. Fish and Wildlife Service and ODNR may be required if impacts occur to these species.

SCOPE, SCHEDULE AND BUDGET CONSIDERATIONS:

Based on the responses to the above items, do any of the following need to be modified?

Issue	Comments
Conceptual scope	No
Work limits	No
Probable environmental document type	C2
Project Path classification	Path 2
Schedule	No
Budget	No