

# 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**

<b>Date(s) of field review:</b>	
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<b>Project Name (County, Route, Section):</b>	FAI-37-8.20	<b>PID:</b>	120697
<b>Date Project Initiation Package Completed:</b>	2/7/2024	<b>Prepared By:</b>	District 5 Capital Programs
<b>City, Township or Village Name(s):</b>	Pleasant/Walnut	<b>ODOT Project Manager:</b>	Josh Otworth, PE

<b>Project Description:</b>	Construction of a roundabout at the State Route 37 and Pleasantville Road intersection.
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<b>Project Limits/Study Area/General Location:</b>	SR 37 & Pleasantville Road intersection. Approximately FAI-37-8.20 to 8.50 and FAI-CR17-7.75 to 7.95.
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<b>ODOT DISCIPLINE INVOLVEMENT:</b>		
<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
District Highway Management representative	Jordan Sharb, PE	740-323-5260
District Planning representative	Ty Thompson, PE	740-323-5194
District Design representative	Doug Morgan, PE	740-323-5122
District Construction Representative	RJ Starkey, PE	740-258-3426
District Environmental Coordinator	Brian Tatman	740-323-5191
District Real Estate Administrator	John Wooldridge	740-323-5427

# Project Initiation Package

<b>ODOT DISCIPLINE INVOLVEMENT:</b>		
<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>		
<b>DISCIPLINE</b>	<b>NAME</b>	<b>PHONE NUMBER</b>
<b>EXTERNAL AGENCY INVOLVEMENT:</b>		
<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>		
<b>AGENCY</b>	<b>NAME</b>	<b>PHONE NUMBER</b>
FHWA Engineer***	Mason Hughes	614-280-6842
Other (LPA, MPO, etc.)		
<b>*** The FHWA Engineer should be invited on projects expected to require approval from Federal Highway Administration.</b>		

<b>GENERAL EXISTING INFORMATION:</b>	
Legal Speed:	55 mph
Design Speed:	55 mph
Opening Year ADT (2029):	SR 37 = 9,800 vpd, Pleasantville Road = 2,000 vpd
Design Year ADT (2049):	SR 37 = 14,000 vpd, Pleasantville Road = 2,400 vpd
Trucks (24 Hour B&C):	SR 37 = 7%, Pleasantville Road = 1%
Functional Classification:	SR 37 = Minor Arterial, Pleasantville Road = Minor Collector
Locale (Rural or Urban):	Rural
National Highway System (NHS):	No

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

<b>DISTRICT HIGHWAY MANAGEMENT STAFF CONCERNS:</b>
<i>List any comments/requests from the District Highway Management Staff.</i>
No concerns or requests at this time from Highway Management.

<b>CRASH DATA:</b>	
<i>Has a Safety Study been completed in the project area within past three years</i>	Yes
<i>Is the project area highlighted on the Safety Integrated Project Maps</i>	Yes
<i>Based on a spatial query (using GCAT or TIMS) of the three most recent years of crash data, briefly summarize crash history including pedestrian and bicycle crashes. Indicate any design features that may be contributing to the observed crash pattern that may be addressed by the project.</i>	

# Project Initiation Package

Safety studies were completed in 2021 and 2023. The study reports are available on the project FTP site.

**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)}	N/A
Threatened and Endangered Species and/or habitat	Scattered trees (bats)
Scenic River	N/A
Existing wet areas/existing cattails/wetlands	Some cattails in ditches & wetland in NW quad
Stream/river/waterway/jurisdictional ditch	Creek and bridge on eastern leg
Historic Resources (buildings, structures, objects)	Possible historic residence SW & NE quadrant
Historic Bridge(s)	N/A
National Historic Landmarks	N/A
Archaeological Sites	Possible
Public Facilities	N/A
Cemetery (modern and historic cemeteries)	None Known
Farmland	Yes – all four quadrants
Watershed Specific (i.e. Darby or Olentangy) NPDES Permit Area	N/A
Air Quality non-attainment area or concerns	N/A – AQ exempt
Landfill, Superfund, CERCLIS, RCRA, NPL, or industrial site(s), and/or evidence of hazardous materials	None known
Sensitive environmental justice areas	N/A
Federal Emergency Management Agency (FEMA) floodplains	Yes
Lake Erie Coastal Management Area	N/A
Sole Source Aquifers	N/A
Wellhead Protection Areas	N/A
Noise abatement issues	N/A
Coordination with Conservancy Districts	N/A
Other environmental issues	Unknown at this time

**GEOMETRIC DESIGN CONTROLLING CRITERIA:**

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

Design Criteria	Location/Comments
Lane Width	SR 37 – 12 ft, CR 17 – 11-ft, Roundabout - 14-20 ft (per L&D Volume 1 (section 403) and NCHRP 1043 Guide for Roundabouts.
Shoulder Width	SR 37 – 2 ft paved (match existing graded shoulder 10 ft +/-), CR 17 – (match existing treated and graded shoulder) Roundabout –

# Project Initiation Package

<b>GEOMETRIC DESIGN CONTROLLING CRITERIA:</b>	
<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>	
	Type 6 curb for splitter islands, Type 9 Curb with truck apron on outside (accommodate 18 ft width for farm equipment at start of splitter islands).
Horizontal Curve Radius	Per L&D Volume 1 (section 403) and NCHRP 1043 Guide for Roundabouts.
Maximum Grade	Per L&D Volume 1 (section 403) and NCHRP 1043 Guide for Roundabouts.
Stopping Sight Distance (Horizontal and Crest Vertical Curves)	Per L&D Volume 1 (section 403) and NCHRP 1043 Guide for Roundabouts.
Superelevation Rate	Per L&D Volume 1 (section 403) and NCHRP 1043 Guide for Roundabouts.
Vertical Clearance	N/A
Pavement Cross Slope	Per L&D Volume 1 (section 403) and NCHRP 1043 Guide for Roundabouts.
Design Loading Structural Capacity	N/A

<b>OTHER GEOMETRIC DESIGN ISSUES:</b>	
<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?	Yes
Do the Intersection Angles or Crossroad Alignment meet design standards?	No
Is driver comfort an issue due to the vertical curvature or breaks in the grade?	No (existing structure east of the intersection on CR 17, approximately 365 feet from SR 37 edge of pavement)
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?	No (only barrier within project limits is for the existing bridge east of the intersection on CR 17).
Has a minimum width of 4' from the edge of the traveled way to the face of any barrier?	Yes (Vertical profile on CR 17 east of SR 37 is in a sag)
Does intersection sight distance need to be improved?	N/A
List unprotected hazards that appear to be in the clear zone.	No
Should existing access control be revised to improve safety?	Yes, residential drive west of the existing intersection is too close and will need to be moved further west to accommodate the splitter islands for the proposed roundabout. There is adequate room within this parcel for the driveway to move further west.
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)?	Yes, one residential driveway located close to the existing intersection (on CR 17 west of SR 37).
Do the existing intersection radius returns need to be modified to improve pedestrian crossing safety?	No Pedestrian Crossings.

## Project Initiation Package

<b>OTHER GEOMETRIC DESIGN ISSUES:</b>	
<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?	Per L&D Volume 1 (section 403) and NCHRP 1043 Guide for Roundabouts.
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.	Clear zone grading within the limits of the roundabout (splitter islands). Common grading outside of roundabout limits.
Are new or updated curb ramps needed? Refer to the <a href="#">Curb Ramp Measuring Guide</a>	No curb ramps.
If constructing a new roadway, will it be a connection between two existing NHS Routes?	No new roadway.
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?	No traffic signals.
Are multiple intersection control types being considered? Is an <a href="#">Intersection Control Evaluation (ICE)   Ohio Department of Transportation</a> applicable?	No
Are there any other geometric issues? Describe.	The existing intersection is located near the crest of vertical curves on both SR 17 and CR 17.

# Project Initiation Package

<b>GEOTECHNICAL ISSUES:</b>	
<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)?	No
Will construction be impacted based on the groundwater table?	Probably not
Is there evidence of any embankment or foundation problems (e.g., differential settlement, sag, foundation failures, slope failures, scours, evidence of channel migrations)?	No
Is there evidence of any slope instability (soil or rock)?	No
Is there evidence of unsuitable materials (e.g., presence of debris or man-made fills or waste pits containing these materials, indications from old soil borings)?	No
Is there evidence of rock strata (e.g., presence of exposed bedrock, rock on the old borings)?	No
Is there evidence of active, reclaimed or abandoned surface mines? Evidence of quarries?	No
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>	No

<b>PAVEMENT ISSUES:</b>	
<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?	No
Are joint repairs needed?	No
Are pressure relief joints needed?	No
Does curb need to be replaced due to deteriorated condition or lack of curb reveal?	No
Has the site received repeated resurfacings in recent years?	Yes, resurfacing in 2023.
Does pavement deterioration appear to be caused by drainage or geotechnical problems?	No
Are there any other pavement issues? <i>Specify.</i>	No

# Project Initiation Package

<b>STRUCTURAL ISSUES: N/A</b>	
<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>	
<b>Structure Number:</b>	
<b>Design Issue</b>	<b>Location/Comments</b>
Is it possible for the structure to be replaced with a prefabricated box culvert or 3-sided box?	
Is the deck delaminated? <i>Specify.</i>	
Is non-destructive testing needed to determine the Amount of delamination?	
Are there areas to be patched/repared on the deck?	
Is the bridge a poor candidate for an overlay? <i>Specify type of overlay if known.</i>	
Does the bridge rail violate current standards?	
Is fatigue analysis required?	
Should all fatigue prone details be retrofitted or replaced? <i>Specify.</i>	
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.)? <i>Specify.</i>	
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.)	

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<i>Indicate if the following structure issues are present or should be considered during project development. Provide additional comments as needed. The Bridge Inspection reports should be evaluated and attached. Provide a separate table for each structure.</i>	
<b>Structure Number:</b>	
<b>Design Issue</b>	<b>Location/Comments</b>
Are there any other structure related issues? <i>Specify.</i>	
<b>HYDRAULIC ISSUES:</b>	
<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>	
<b>Design Issue</b>	<b>Comments</b>
Does the existing drainage system appear to be appropriately sized and functioning properly? <i>Describe deficiencies.</i>	Yes.
Is there evidence of alignment or flow velocity problems (e.g., scour, bank erosions, silting) at culvert inlets or outlets?	Not at this time.
Are there sinkholes or other deterioration in the pavement that would indicate separations in the existing pipes?	Not at this time.
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)?	Please refer to the ENVIRONMENTAL ISSUES section.
Will channel relocation be required?	No
Will post construction BMPs be required that could impact R/W or utilities?	TBD
Are existing underdrain outlets functioning properly?	No
Does the drainage work warrant any special maintenance of traffic considerations?	No
Are there any other hydraulic issues? <i>Describe.</i>	No

<b>TSMO CONSIDERATIONS: N/A</b>	
<b>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:</b>	
<i>TSMO infrastructure</i> 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. <b>TOAST</b> is the Traffic Operations Assessment System Tool. <b>For additional TSMO information see</b> <a href="http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/TSMO.aspx">http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/TSMO.aspx</a>	
<b>Design Issue</b>	<b>Location/Comments</b>
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)	



# Project Initiation Package

<b>TSMO CONSIDERATIONS: N/A</b>	
<p><b>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:</b>  <b>TSMO infrastructure</b> 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. <b>TOAST</b> is the Traffic Operations Assessment System Tool. <b>For additional TSMO information see <a href="http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/TSMO.aspx">http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/TSMO.aspx</a></b></p>	
<b>Design Issue</b>	<b>Location/Comments</b>
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?	
<b>OTHER TSMO Considerations:</b>	

## Project Initiation Package

<b>TRAFFIC CONTROL ISSUES:</b>	
<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 there any obvious deviations from requirements of the Ohio Manual of Uniform Traffic Control Devices ( <a href="#">OMUTCD</a> )?	No
Will coordination with Ohio Rail Development Commission (ORDC) be required (i.e. at-grade railroad crossings located within 400' of an intersection within the project area)?	No
Will pavement widening affect pole locations?	N/A
Will resurfacing affect signal height?	N/A
Does it appear that any traffic control items will fall outside the existing right of way limits (e.g., large signs, strain poles)?	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
Are any Tourist Oriented Directional Signs (TODS) or LOGO signs present?	N/A
Are there any other traffic control issues? <i>Specify.</i>	No

<b>UTILITY ISSUES:</b>	
<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>	Yes, Electric Transmission/Distribution, Gas Distribution, Telephone/Cable Communications.
Would the project benefit from Subsurface Utility Engineering (SUE) Level A?	No.
Are there existing utilities on an existing structure that need to be relocated?	No.
Are there any specific utility requirements or concerns? <i>Specify.</i>	Replacement easements for South Central Power Co. Utility Reimbursement for South Central Power Co. and Communication facilities.
Are there water or sanitary lines that will be relocated as part of the ODOT contract?	No.
Are there any other utility issues? <i>Specify.</i>	Not that we are aware of at this time.

# Project Initiation Package

<b>MAINTENANCE OF TRAFFIC ISSUES:</b>	
<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 following structures on the local roadway network have posted load limits: SN2343207 – Leitnaker Rd over Walnut Creek SN2336189 – Pleasantville Rd over Walnut Creek SN2338637 – Pleasantville Rd over Walnut Creek  Two of the listed structures are on Pleasantville Road just west and east of the intersection.
Is the project located on the National Truck Network?	Yes
Are there overhead bridges with existing vertical clearance issues or that may become vertical clearance issues (e.g. shifting traffic to the shoulder, adding pavement without milling first, etc.)	N/A
Are there pinch points within the work area 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.)	N/A
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. No.
Are there nearby schools that may be adversely impacted by the proposed work? If yes, identify names, location and school districts.	Liberty Union - Thurston
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.	Basil Joint Fire (Baltimore), Thurston Walnut Fire (Thurston), Pleasant Township Fire, Greenfield Township Fire, Fairfield Medical Center (Lancaster)
Are there significant traffic generators nearby that may be adversely impacted by the proposed work? (e.g., industries, factories, sports arenas, etc.)	Village of Pleasantville
What is the width of the existing pavement? Will temporary pavement be needed to maintain the existing number of travel lanes?	SR 37 has 12-foot lanes and 2-foot shoulders. Pleasantville Road has 10-foot lanes and no shoulders. Temp. pavement will likely be required.
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.)	No
Are there sidewalks or paths within or leading to/from the work area that need to be closed?	N/A

## Project Initiation Package

<b>MAINTENANCE OF TRAFFIC ISSUES:</b>	
<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
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?	N/A
Are there culverts within the work area that may need to be lengthened to accommodate temporary widening? If so, identify locations and culvert numbers.	There is an 18-inch clay pipe culvert approximately 450 feet south of the project intersection which could potentially need to be extended.
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?	Driveways within project limits will be maintained.
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
Is there potential for the need to require right-of-way acquisition?	Yes, R/W acquisition is anticipated.
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.	N/A
Will there be a need for temporary structures (full or partial) in order to maintain the existing number of lanes?	No
Is there power available within or nearby the project location for temporary lighting and/or temporary signals?	Yes, if needed
Will there be a need for additional signal heads (drives and/or side roads) or temporary signal timing/coordination?	Potentially
Are there any Traffic Incident Management features, such as hydrants, pull-offs, turn-arounds, etc.?	N/A

## Project Initiation Package

<b>MAINTENANCE OF TRAFFIC ISSUES:</b>	
<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 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.	TBD. Window contract(s) with incentive/disincentive may be utilized to mitigate project duration, especially for affected school districts.
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?	Yes, see above.
Will there be a need to restrict existing movements during construction? (e.g., no left turns, etc.)	Potentially
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.)	Temp. signals and/or DAD's may be utilized.
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 <a href="#">Traffic Management in Work Zones Policy (21-008(P))</a> 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 <a href="#">TEM Section 630-5</a>	No

<b>RIGHT OF WAY/SURVEY ISSUES:</b>	
<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?	Yes
Will relocation of residences be involved?	Yes, likely one.
Will relocation of businesses be involved?	Not likely unless residence is owned or operated by business
Will the project require modifying the access control to any properties?	No LA on project, but some drives may need relocated on site
Identify significant right of way encroachments (i.e. large commercial business signs, etc.)?	None known at this time
Will temporary parcels be needed (e.g., for drive work)?	Yes, likely
Will additional right of way be needed for utility relocations?	Yes, likely
Are there any specific property owner concerns? If so, list property owners and concerns.	None known at this time
Are work agreements prohibited for any reason?	No
Are there any other right of way or survey issues? <i>Specify.</i>	None known at this time

## Project Initiation Package

<b>CONSTRUCTION ISSUES:</b>	
<i>Indicate if the following issues are present or should be considered during project development. Provide additional comments as needed.</i>	
Issue	Location/Comments
Will any of the construction activity take place over, under, or near railroad property?	No
Could material with long lead times for delivery have an impact on the construction schedule and/or project completion (e.g., strain poles, large box culverts, steel beams, etc.)?	Light Poles.
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?	Will take a season depending on MOT.
Examine the existing pavement condition and repair history. Calculate potential pavement repair quantities.	SR 37 was paved in 2023. No repairs should be needed.
Note manhole lid elevations versus proposed paving thickness. Will manhole lids or valve boxes need adjusted after paving?	N/A
Is there a need for Echelon Paving?	No
Examine the rideability of the approach slab to the roadway/bridge joint.	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?	Impacts to two adjacent residences are expected. Access will be maintained but do not foresee steep slopes to contend with.
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?	N/A. No guardrail currently.
Is more space or room needed for construction? Is Temporary or Permanent R/W required for utility relocations, construction of structures, drainage ditches, etc.?	R/W will be required.
Is there enough clearance to overhead utility lines for cranes and concrete pump trucks?	Yes
Will there be instream work?	No.
Will Temporary shoring/sheeting, cofferdams or work pads be required to complete the proposed work? Anticipated Permitting (see Agency Coordination/Permit Issues section above)	No.
Will the road need to be detoured to complete construction? What are the possible detour routes?	Preferably. SR 37 – SR 256 – SR 158 Or SR 37 – US 22 – SR 158.
Where are the potential staging areas for the contractor?	NW Corner, SE corner or a parcel if taken.

# Project Initiation Package

<b>PEDESTRIAN AND BICYCLE ISSUES: N/A</b>	
<p><b>Indicate if the following pedestrian and bicycle facilities are present or should be considered for implementation during project development.</b></p> <ul style="list-style-type: none"> <li>• <b>Pedestrian facilities:</b> sidewalks, shared use paths, enhanced crossings, signs/signals, and lighting.</li> <li>• <b>Bicycle facilities:</b> bike lanes, improved shoulders, shared use paths, crossing treatments, signs/signals, and lighting.</li> </ul> <p><b>Provide additional comments as needed. For additional bicycle and pedestrian data, see the TIMS Active Transportation Map Viewer: <a href="https://gis.dot.state.oh.us/tims/Map/ActiveTransportation">https://gis.dot.state.oh.us/tims/Map/ActiveTransportation</a> and discuss with the <a href="#">District Bike &amp; Ped Contact</a>.</b></p>	
Issue	Location/Comments
Are there visible signs of deterioration on sidewalks or missing sidewalks?	
Is there a minimum 4' clearance along sidewalks? (i.e. poles that obstruct the sidewalk)	
Are there visible sign of deterioration in bike lanes/shoulders or missing bike facilities?	
Do crossings for bicyclists and/or pedestrians need to be improved or installed?	
Is on-street parking set back 20 feet from the crosswalk (both marked and unmarked) at an intersection or set back 30 feet of the approach to any flashing beacon, stop sign or traffic control device? (See ORC 4511.68)	
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 <a href="#">FHWA Guide for Improving Pedestrian Safety at Uncontrolled Intersections</a>	
Does the project area have an active transportation plan in place (or other multimodal plan such as a bicycle, pedestrian, <a href="#">school travel plan</a> , or metropolitan transportation plan). Contact pertinent local public agencies for more information.	
Is there existing bicycle or pedestrian usage along this corridor? ( <i>For statewide volume data visit <a href="#">ODOT's Non-Motorized Database System</a>.)</i> Visible indicators of usage include counts, worn paths, transit stops, etc.	
Is the project located on a designated or proposed bike route (local, regional, <a href="#">state or US</a> )?	
What is the Level of Traffic Stress (1-4)? (LTS 1 and 2 are considered comfortable for the mainstream adult population.) (See <a href="#">Level of Traffic Stress calculation tool</a> . This data is pre-calculated for the <a href="#">State &amp; US Bike Route System</a> .)	
Does the project area have high <a href="#">Active Transportation Demand</a> and high <a href="#">Active Transportation Need</a> (Scores of 3 or 4)? ( <i>Use the <a href="#">Identify Features tool</a> to select project area and view scores for Demand_ Mapping and Need_ Mapping. scores.</i> )	
What are the proposed bicycle lane widths?	

# Project Initiation Package

PEDESTRIAN AND BICYCLE ISSUES: N/A	
<p><b>Indicate if the following pedestrian and bicycle facilities are present or should be considered for implementation during project development.</b></p> <ul style="list-style-type: none"> <li>• <b>Pedestrian facilities:</b> sidewalks, shared use paths, enhanced crossings, signs/signals, and lighting.</li> <li>• <b>Bicycle facilities:</b> bike lanes, improved shoulders, shared use paths, crossing treatments, signs/signals, and lighting.</li> </ul> <p><b>Provide additional comments as needed. For additional bicycle and pedestrian data, see the TIMS Active Transportation Map Viewer: <a href="https://gis.dot.state.oh.us/tims/Map/ActiveTransportation">https://gis.dot.state.oh.us/tims/Map/ActiveTransportation</a> and discuss with the <a href="#">District Bike &amp; Ped Contact</a>.</b></p>	
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:	
<p><b>Indicate if the following permit issues are present or should be considered during project development. Provide additional comments as needed.</b></p>	
Issue	Location/Comments
Will an Individual US Army Corps of Engineers/ Environmental Protection Agency 404/401 permit be required?	No
Will a Section 408 Permission be required for work within an USACE Civil Works (dams, levees, locks, navigation channel, etc.)? Refer to the <a href="#">National Levee Database (army.mil)</a> ; <a href="#">National Inventory of Dams (army.mil)</a> ; <a href="#">Louisville District (arcgis.com)</a> Not all projects are found within these directories. Consult with OES during planning to discuss Section 408 coordination. (Note, Section 9 or Section 10 permit will most likely trigger Section 408 coordination.)	No
Will a Coast Guard (Section 9) permit be required?	No
Is review by a local public agency or project sponsor required? <i>Specify.</i>	Review and coordination will be required with the Fairfield County Engineer and township trustees.
Is State Historic Preservation Office (SHPO) coordination for work involving historic bridges or historic properties required?	Potentially
Is coordination with ODNR for work involving State Scenic Rivers, State Wildlife Areas or State Recreational Areas required?	No
Is coordination with any other agency required?	No



# Project Initiation Package

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<b>SCOPE, SCHEDULE AND BUDGET CONSIDERATIONS:</b>	
<i>Based on the responses to the above items, do any of the following need to be modified?</i>	
<b>Issue</b>	<b>Comments</b>
Conceptual scope	
Work limits	
Probable environmental document type	
Project Path classification	
Schedule	
Budget	