

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

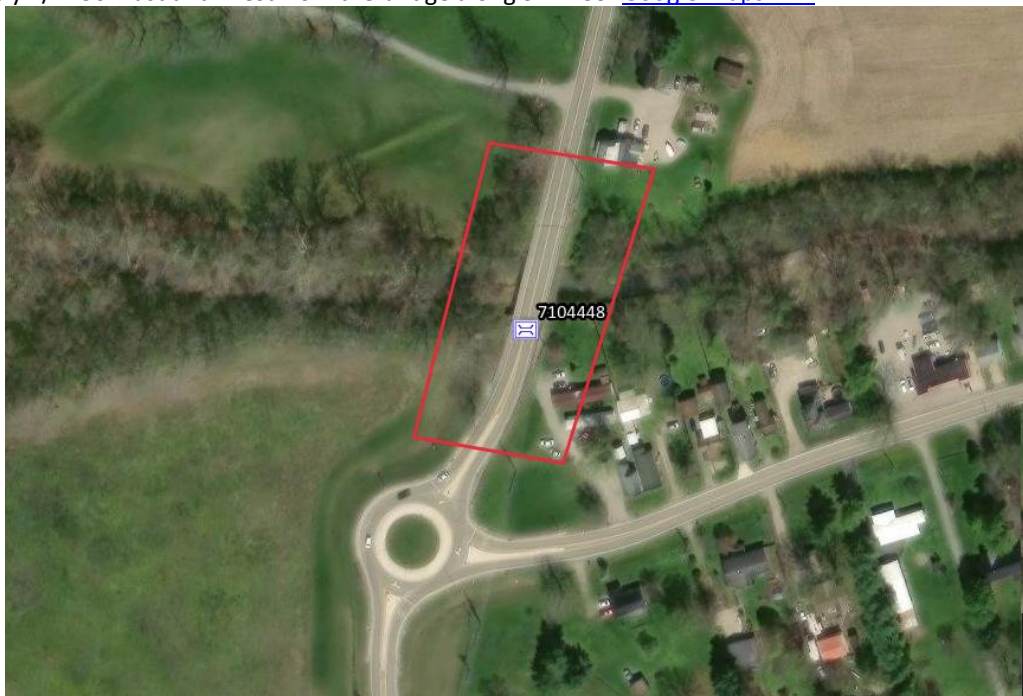
Date(s) of field review:	7/16/2026 and 7/31/2026
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Project Name (County, Route, Section):	ROS-159-6.61	PID:	125514
Date Project Initiation Package Completed:	8/11/2026	Prepared By:	Josh Zickafoose
City, Township or Village Name(s):	Green Township	ODOT Project Manager:	Josh Zickafoose

Project Description: Replacement of Bridge No. ROS-159-0661 over Kinnikinnick Creek and the necessary roadway approach work along S.R. 159.

Project Limits/Study Area/General Location:

Approximately +/- 250' East and West from the bridge along S.R. 159. [Google Maps Link](#)



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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
District Highway Management Representative	Brandon Garrison	740-774-8929
District Planning Representative	Max Francis	740-774-8977
District Engineering Representative	Josh Zickafoose	740-774-9056
District Environmental Coordinator	Brandon Beck	740-774-8976
District Construction Representative	Jason Bednarczyk	740-774-8916
District Utility Coordinator	Rodney Cockrell	740-774-9055
District TSMO Coordinator	Nathan Prosch	740-774-8961
District Geotechnical Representative	Matt Hurst	740-774-8898
District Roadway Representative	Corey Cottrell	740-774-8828
District Work Zone Traffic Manager	Gary Fetherolf	614-644-8243
District Real Estate Representative	Paul Butt	740-774-8840

EXTERNAL AGENCY INVOLVEMENT:

Indicate external agency involvement during identification of project issues affecting scope development. List the name and phone number of individual(s) representing each agency during the site visit.

AGENCY	NAME	PHONE NUMBER
FHWA Engineer***		
Other (LPA, MPO, etc.)		

***** The FHWA Engineer should be invited on projects expected to require approval from Federal Highway Administration.**

GENERAL EXISTING INFORMATION:

Legal Speed:	45 mph
Design Speed:	45 mph
Opening Year ADT:	7,600
Design Year ADT:	7,600
Trucks (24 Hour B&C):	8%
Functional Classification:	05 Major Collector
Locale (Rural or Urban):	Rural
National Highway System (NHS):	No

LOCAL PLANNING COORDINATION:

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

None.

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DISTRICT HIGHWAY MANAGEMENT STAFF CONCERNS:
<i>List any comments/requests from the District Highway Management Staff.</i>
None.

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CRASH DATA:

Has a Safety Study been completed in the project area within past three years

No

Is the project area highlighted on the Safety Integrated Project Maps

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.

From 2023-2025 there were three crashes near the project location, all property-damage only. 1 Fixed object, 1 Rear end, 1 Sideswipe-passing. Fixed object; vehicle ran over concrete curb near the roundabout and struck a traffic signpost. Rear end; a vehicle near the roundabout stopped to avoid hitting a dog and was struck in the rear. Sideswipe-passing; a vehicle heading northbound attempted to pass another vehicle traveling northbound and struck the vehicle in the side. No pedestrians or bicycles were involved in any of the crashes. No design feature contributing to these crashes can 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)}	Kinnikinnick Fen Nature Preserve – 4(f)
Threatened and Endangered Species and/or habitat	Tree cutting restrictions (4/1-9/30)
Scenic River	No
Existing wet areas/existing cattails/wetlands	No
Stream/river/waterway/jurisdictional ditch	Kinnikinnick Creek (EWH) – In stream work restrictions (4/15-6/30), Group 1 mussel stream – Needs mussel recon (5/1-9/30)
Historic Resources (buildings, structures, objects)	No
Historic Bridge(s)	No
National Historic Landmarks	No
Archaeological Sites	Possibly - Depends on right of way take
Public Facilities	No
Cemetery (modern and historic cemeteries)	No
Farmland	Possibly - Depends on right of way take
Watershed Specific (i.e. Darby or Olentangy) NPDES Permit Area	No
Air Quality non-attainment area or concerns	No
Landfill, Superfund, CERCLIS, RCRA, NPL, or industrial site(s), and/or evidence of hazardous materials	No
Sensitive environmental justice areas	N/A
Federal Emergency Management Agency (FEMA) floodplains	Yes
Lake Erie Coastal Management Area	No
Sole Source Aquifers	No
Wellhead Protection Areas	No
Noise abatement issues	No
Coordination with Conservancy Districts	Ross County Park District (Kinnikinnick Fen Nature Preserve)
Other environmental issues	PI if road closure. Stream mitigation if new impacts are greater than 0.03 acres.

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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?	Very likely due to utility relocations, narrow existing ROW width, and construction access.
Will relocation of residences be involved?	Possibly, if the tiny home is disturbed and occupied (southeast of bridge).
Will relocation of businesses be involved?	Possibly, if tiny home is disturbed and is being used for storage (owner is named "Fultz Rentals").
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.)?	Possibly. Need surveyor to determine if tiny home is encroaching.
Will temporary parcels be needed (e.g., for drive work)?	Likely
Will additional right of way be needed for utility relocations?	Likely
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? <i>Specify.</i>	Potential damages payment if the containment fence is disturbed on the tiny home property.

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>	Yes.

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>	Several utility owners could be affected. Based on initial observations, South Central Power Company (transmission and distribution), Charter, Glo Fiber, and possibly Columbia Gas and Ross County Water Company may require adjustment depending on final design and construction limits.
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. West side of bridge has conduit for intersection lighting.
Are there any specific utility requirements or concerns? <i>Specify.</i>	Coordination with the transmission line owner will likely need to begin early, as transmission adjustments can be lengthy. Any aerial providers in the corridor may also need to follow that relocation.
Are there water or sanitary lines that will be relocated as part of the ODOT contract?	There could be facilities involved, but an OUPS ticket and further confirmation will be needed to determine whether any water or sanitary lines fall within the future work limits.

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UTILITY ISSUES:	
<i>Indicate if the following utility issues are present or should be considered during project development. Provide additional comments as needed.</i>	
Design Issue	Location/Comments
Are there any other utility issues? <i>Specify.</i>	From a utility perspective, this corridor could be challenging. The project may involve substantial coordination efforts, and depending on final design, the timeline for resolving conflicts may be lengthy.

GEOMETRIC DESIGN CONTROLLING CRITERIA (Refer to Section 105 of the LDM, Volume 1):	
<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	11'
Shoulder Width	4' treated & 11' graded. 6' bridge clearance.
Horizontal Curve Radius	N/A
Maximum Grade	N/A
Stopping Sight Distance (Horizontal and Crest Vertical Curves)	Not restricted
Superelevation Rate	N/A
Vertical Clearance	N/A
Pavement Cross Slope	0.016, normal crown.
Design Loading Structural Capacity	HL-93 and FWS 60 PSF

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
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.
Has a minimum width of 4' from the edge of the traveled way to the face of any barrier?	Yes.
Does intersection sight distance need to be improved?	No.
List unprotected hazards that appear to be in the clear zone.	None.
Should existing access control be revised to improve 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
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)?	Roundabout to the south of the bridge (intersection with SR 180) and two residential drives to the north of the bridge.
Do the existing intersection radius returns need to be modified to improve pedestrian crossing safety?	No.
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.	Standard grading is anticipated.
Are new or updated curb ramps needed? Refer to the Curb Ramp Measuring Guide	No.
If constructing a new roadway, will it be a connection between two existing NHS Routes?	N/A
If traffic control at an intersection is being changed from stop control to signalization, does the profile of the stop condition road need to be upgraded to accommodate faster traffic?	N/A
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.	None known.

PAVEMENT ISSUES:	
<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
Are joint repairs needed?	No.
Are pressure relief joints needed?	No.
Does curb need to be replaced due to deteriorated condition or lack of curb reveal?	No.
Has the site received repeated resurfacings in recent years?	No.
Does pavement deterioration appear to be caused by drainage or geotechnical problems?	No.
Are there any other pavement issues? <i>Specify.</i>	None known.

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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)?	No evidence of soil drainage problems.
Will construction be impacted based on the groundwater table?	Construction will be impacted by the creek and likely require some dewatering/support for excavation of foundations.
Is there evidence of any embankment or foundation problems (e.g., differential settlement, sag, foundation failures, slope failures, scours, evidence of channel migrations)?	There is no evidence currently of embankment or foundation problems.
Is there evidence of any slope instability (soil or rock)?	Slope instability should not be an issue on this project.
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)?	There is no evidence of significant unsuitable materials.
Is there evidence of rock strata (e.g., presence of exposed bedrock, rock on the old borings)?	It is anticipated that rock is below where piles will be drilled.
Is there evidence of active, reclaimed or abandoned surface mines? Evidence of quarries?	There are two sand and gravel mines to the southwest and southeast of the bridge.
Is there information pertaining to the existence of underground mines?	No underground mines in the area are known.
Is there Acid Mine Drainage present within the study area?	No.
Are there any other geotechnical issues? <i>Specify.</i>	No.

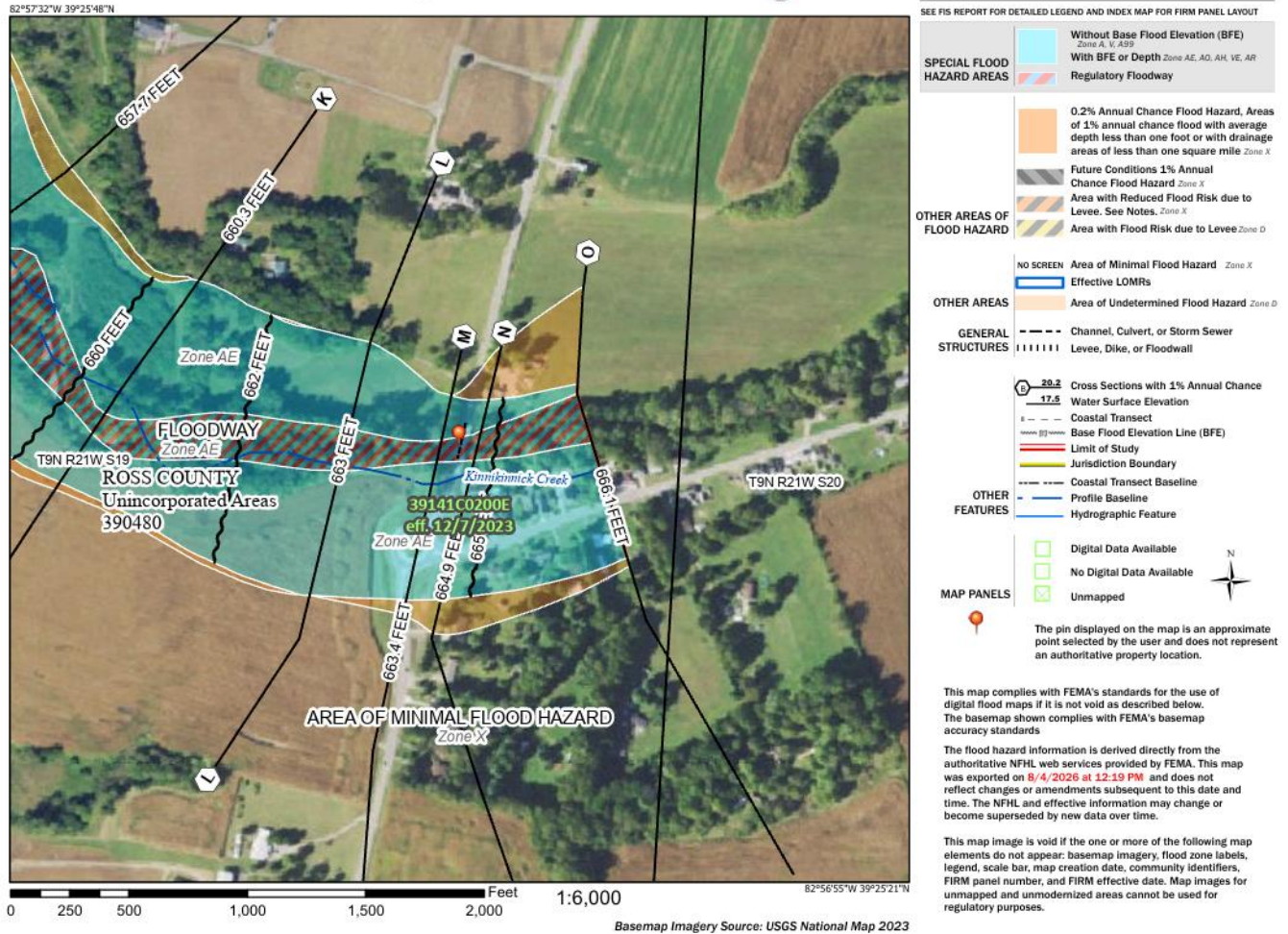
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STRUCTURAL ISSUES:	
<i>Indicate if the following structure issues are present or should be considered during project development. Provide additional comments as needed. The Bridge Inspection reports should be evaluated and attached. Provide a separate table for each structure.</i>	
Structure Number(s): 7104448	Bridge No. ROS-159-0661
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>	Full Bridge Replacement.
Is non-destructive testing needed to determine the Amount of delamination?	Full Bridge Replacement.
Are there areas to be patched/repared on the deck?	Full Bridge Replacement.
Is the bridge a poor candidate for an overlay? <i>Specify type of overlay if known.</i>	Yes.
Does the bridge rail violate current standards?	Yes.
Is fatigue analysis required?	No.
Should all fatigue prone details be retrofitted or replaced? <i>Specify.</i>	Full Bridge Replacement.
Is there any evidence of substructure movement (e.g., settlement, rotation)?	No.
Is elimination of the deck joint possible? What modifications are necessary?	Full Bridge Replacement.
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?	None known.
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>	MOT scheme unknown at this time. Need to investigate closure, part-width (two-way), and part-width (southbound only) during AER/STS.
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.).	Full Bridge Replacement.
Describe any issues with the bridge superstructure (alignment, beams/girders/slab, bearing devices, etc.).	Full Bridge Replacement.
Describe any issues with the bridge substructure (abutments, piers, backwalls, wingwalls, scour, etc.).	Full Bridge Replacement.
Describe any issues with the channel (i.e. alignment, erosion, etc.)	None known.
Describe any issues with the bridge approaches (i.e. pavement, guardrail, etc.)	None.

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STRUCTURAL ISSUES:	
<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(s): 7104448	Bridge No. ROS-159-0661
Design Issue	Location/Comments
Are there any other structure related issues? <i>Specify.</i>	None.
Is there evidence of alignment or flow velocity problems (e.g., scour, bank erosions, silting) at culvert inlets or outlets?	None known.
Are there sinkholes or other deterioration in the pavement that would indicate separations in the existing pipes?	No.
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)?	Yes, Kinnikinnick Creek.
Will channel relocation be required?	Unlikely.
Will post construction BMPs be required that could impact R/W or utilities?	No. There is an existing bioretention cell BMP located on the west side of the roundabout.
Are existing underdrain outlets functioning properly?	Unknown.
Does the drainage work warrant any special maintenance of traffic considerations?	No.
Are there any other hydraulic issues? <i>Describe.</i>	Bridge is located within a Zone AE Floodway with BFE. See FEMA FIRMette below.

National Flood Hazard Layer FIRMette



TSMO CONSIDERATIONS:

Briefly describe the opportunities for managing congestion or traffic issues using TSMO strategies or improvements. Consider opportunities to upgrade or install systems management and operations infrastructure:

TSMO infrastructure includes communications equipment, travel time signs, signals, changeable message signs, traffic cameras, traffic signal systems, other remote field devices and data collection equipment, conduit and any supporting fiber optics. **TOAST** is the Traffic Operations Assessment System Tool. For additional TSMO information see <http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/TSMO.aspx>

Design Issue	Location/Comments
Does the project area contain a Hot Spot identified in TOAST? If so, what is the TOAST ranking?	No.
Does the project area have an operations master plan (or has this site been discussed with the District TSMO Coordinator)?	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.

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TSMO CONSIDERATIONS:	
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 this project require multi-jurisdictional coordination, agreements, funding, etc.?	No.
What existing TSMO infrastructure is in place? Will it need to be moved or maintained in place?	None.
Are there any local TSMO infrastructure recommendations in the project area? (ex. Include emergency or transit traffic signal pre-emption, dynamic message signs or signal coordination)	No.
What MPO ITS architecture is already in place or planned? Consult the MPO ITS architecture plan, if applicable.	None.
Categories of potential ITS for this study area/project include: Exempt, Low, or High risk? Ref: TEM, 1-pager for CFR 940.	N/A
Could this project expand an existing device or communications system?	No.
What type of device communications and equipment exists?	None.
Should this location have communications added or upgraded?	No.
Will additional conduit be necessary for future infrastructure/communications? (ex. in barrier wall)	No.
Will existing device power or communications drops be disrupted?	N/A
Does this project require a new traffic signal timing plan?	No.
Are the current traffic signal(s) being upgraded to a system?	N/A
Are there alternative routes available/identified for incident management?	N/A
Is this a Traffic Incident Management Note eligible project?	No.
OTHER TSMO Considerations: Trim trees around highway light B17. The green "Adelphi" guide sign for SB traffic, just south of the bridge should be relocated closer to the roundabout; it's currently set behind a utility pole, so it's partially blocked from motorists. Southbound vehicles were observed traveling fast crossing the bridge heading into the roundabout; to encourage slower speeds to avoid rear ends, consider extending the painted median to grab motorists' attention.	

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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 there any obvious deviations from requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD)?	No.
Will coordination with Ohio Rail Development Commission (ORDC) be required (i.e. at-grade railroad crossings located within 400' of an intersection within the project area)?	No.
Will pavement widening affect pole locations?	N/A
Will resurfacing affect signal height?	N/A
Does it appear that any traffic control items will fall outside the existing right of way limits (e.g., large signs, strain poles)?	No.
Are there any crashes that can be related to existing signal deficiencies (e.g., timing, lack of protected turn phase)?	N/A
Do pedestrian signals and push buttons need to be installed or upgraded?	N/A
Do turn lane lengths appear to have sufficient storage capacity?	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?	Existing lighting on rear and forward ends of the bridge.
Are any Tourist Oriented Directional Signs (TODS) or LOGO signs present?	No.
Are there any other traffic control issues? <i>Specify.</i>	None known.

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?	None known.
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.)	None known.

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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 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.)	Roundabout at the intersection with S.R. 180.
Are there visible signs of pavement condition deterioration in the driving lanes? On the shoulders? If yes, identify location and estimated degree of deterioration and if further testing is needed.	No.
Are there nearby schools that may be adversely impacted by the proposed work? If yes, identify names, location and school districts.	Yes, Zane Trace Local School District 946 S.R. 180, Chillicothe, OH 45601
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, Green Township Fire Department 1296 Delano Road, Chillicothe, OH 45601.
Are there significant traffic generators nearby that may be adversely impacted by the proposed work? (e.g., industries, factories, sports arenas, etc.)	Kenworth and Adena Regional Medical Center are nearby. Most traffic likely takes SR 159 to US 23 south of the project.
What is the width of the existing pavement? Will temporary pavement be needed to maintain the existing number of travel lanes?	+/- 30'. Full closure anticipated.
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.)	Roundabout at the intersection with S.R. 180.
Are there sidewalks or paths within or leading to/from the work area that need to be closed?	No.
If sidewalk/path needs to be closed, can users be detoured on the existing sidewalk system or will a temporary pedestrian and/or bicycle pathway need to be included in the plan?	N/A.
Are transit stops present within the work area?	No.
Are there culverts within the work area that may need to be lengthened to accommodate temporary widening? If so, identify locations and culvert numbers.	No.
Are there any known existing drainage issues within the work limits? If yes, special attention needs to be given to ensuring temporary drainage can be accomplished.	No.
Will personal and/or business driveways be adversely impacted or need to be closed for any amount of time?	No.

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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
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?	Full closure may receive some negative feedback. Will need to consider this when determining closure vs part-width alternatives.
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?	Likely due to utility relocation.
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.	If road is closed, state detour will be SR 207 to US 23 to SR 361.
Will there be a need for temporary structures (full or partial) in order to maintain the existing number of lanes?	No.
Is there power available within or nearby the project location for temporary lighting and/or temporary signals?	Yes.
Will there be a need for additional signal heads (drives and/or side roads) or temporary signal timing/coordination?	If part-width is selected, then will likely need 2 signals at the roundabout and 2 signals at the drives north of the bridge.
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.	Tree cutting restrictions.
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?	If full closure is selected, possibly PN 121. WZTM recommended \$7,000/day disincentive and \$2,000/day incentive with a max. incentive of \$48,000 (24 days).
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.

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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
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)).	Minor.
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.

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?	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.)?	Beams.
Are there any concerns related to existing or proposed lighting (e.g., light trespass, river navigation, airway clearance)?	None known.
Compare the Begin/End construction dates with the Scope of Work. Is the construction schedule reasonable?	Yes.
Examine the existing pavement condition and repair history. Calculate potential pavement repair quantities.	N/A
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.	Full Bridge Replacement
Will the project have impacts to nearby residents/businesses? Will site access occur down steep side slopes or through properties adjacent to project site?	Project is +/- 2 miles from Kenworth and Adena Regional Medical Center.
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 on each corner of the structure will be completely be replaced. Exact limits will be determined during design.
Is more space or room needed for construction? Is Temporary or Permanent R/W required for utility relocations, construction of structures, drainage ditches, etc.?	Possibly, if part-width construction is required.

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
Is there enough clearance to overhead utility lines for cranes and concrete pump trucks?	Overhead utilities may need to be relocated on both sides of the bridge.
Will there be instream work?	Yes.
Will Temporary shoring/sheeting, cofferdams or work pads be required to complete the proposed work? Anticipated Permitting (see Agency Coordination/Permit Issues section above)	Yes.
Will the road need to be detoured to complete construction? What are the possible detour routes?	If road is closed, the state detour will be S.R. 207 to U.S. 23 to S.R. 361.
Where are the potential staging areas for the contractor?	Areas adjacent to the bridge.

AGENCY COORDINATION/PERMIT ISSUES:	
<i>Indicate if the following permit issues are present or should be considered during project development. Provide additional comments as needed.</i>	
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 National Levee Database (army.mil) ; National Inventory of Dams (army.mil) ; Louisville District (arcgis.com) Not all projects are found within these directories. Consult with OES during planning to discuss Section 408 coordination. (Note, Section 9 or Section 10 permit will most likely trigger Section 408 coordination.)	No.
Will a Coast Guard (Section 9) permit be required?	No.
Is review by a local public agency or project sponsor required? <i>Specify.</i>	No.
Is State Historic Preservation Office (SHPO) coordination for work involving historic bridges or historic properties required?	Possibly (Archaeological Sites) - Depends on right of way take.
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?	Tribal coordination (30 days).

SCOPE, SCHEDULE AND BUDGET CONSIDERATIONS:	
<i>Based on the responses to the above items, do any of the following need to be modified?</i>	
Issue	Comments

Project Initiation Package

SCOPE, SCHEDULE AND BUDGET CONSIDERATIONS:	
Conceptual scope	
Work limits	
Probable environmental document type	C2
Project Path classification	Path 2
Schedule	Preliminary schedule in Ellis.
Budget	\$2,300,000 scope estimate for construction in FY2029.