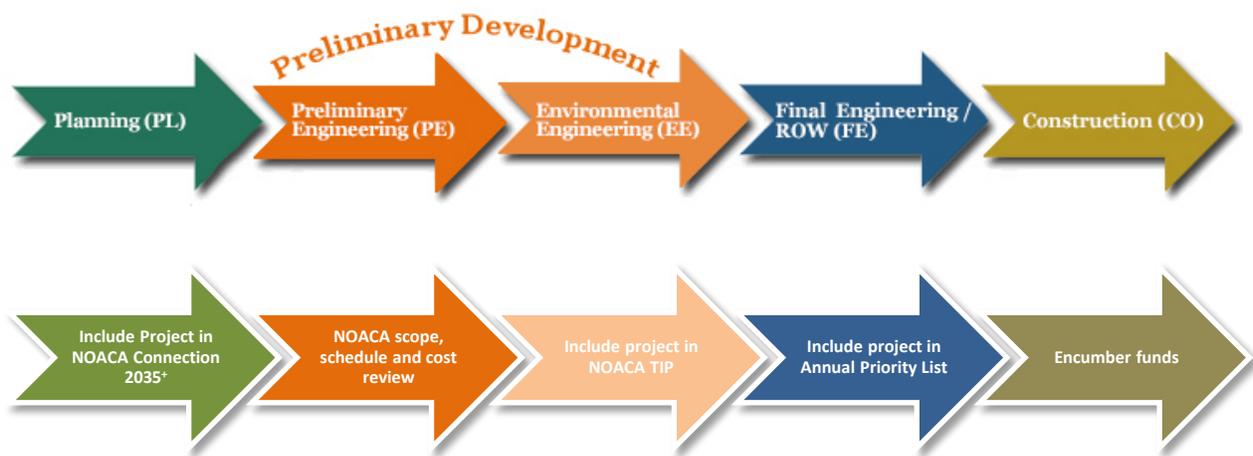


Milestones for transportation projects on state and federal routes

Applying for federal funding subjects projects to additional planning and design requirements. When applying for ODOT or NOACA controlled federal funds, project sponsors should expect a two to six year process depending on the project complexity. Two factors can impact the length of a project significantly: (1) acquisition of right of way and (2) environmental assessment and mitigation. NOACA can help project sponsors early on to clarify the likely timeframe, set milestones, and identify potential funding sources for a specific project.

The following figure and table give project sponsors a brief overview of the phases involved with the development of transportation projects and affiliated steps at NOACA.

ODOT Project Development Process and Steps at NOACA (Overview)



ODOT Project Development Process and Steps at NOACA (Description)

Phase*	Project phase and work (commonly completed by project sponsor or consultant)	Steps at NOACA (In accordance with the NOACA Regional Transportation Investment Policy)
Phase 1: Planning (Average time frame: 1 year) 	Planning utilizes a multi-disciplinary approach to identify the transportation problems, to assess existing and future conditions, to establish project goals and objectives, as well as to involve stakeholders and the public. At the planning stage, adjacent land uses are analyzed to determine appropriate mode priorities for a transportation project.	Community master plans or other local studies can be a first step to establish the need for a transportation project. If needed, TLCI studies or NOACA technical assistance can help local sponsors to complete this phase. Once a plan is completed, project sponsors will want to make sure to include projects in NOACA's long-range plan (Connection 2035+). Include project in Connection 2035+ Plan (fill out a plan application, establish eligibility for TIP amendment) For the next phase, Urban Core Communities are eligible for federal funding for Preliminary Engineering and Right of Way Acquisition through NOACA

Phase 2: Preliminary Engineering

(Average time frame:
1 year)



Preliminary engineering collects detailed information on roadway properties and applies planning proposals to the specific roadway. Consultants and project sponsors analyze different design alternatives for roadway configurations and determine the preferred alternative in accordance with mode priorities. Public input is crucial during Phase 1 and 2 as this phase determines pedestrian, transit, bicycle, water management, and landscaping facilities to be included in a road a project.

With the conclusion of this phase, project sponsors may want to contact NOACA for scoping review. During scoping review experts at NOACA will determine whether a project fulfilled prior planning requirements as well as whether a project is ready to be advanced to the NOACA TIP.

NOACA can also facilitate project sponsors with identifying additional project funding sources. Sponsors may also want to consult ODOT's Program Resource Guide.¹

NOACA scoping review

TIP amendment for simple projects (Path 1 and 2 in ODOT Development Process)

Phase 3: Environmental Engineering

(Average time frame:
1-2 years)

Environmental Engineering analyzes the environmental impact of the preferred alternative. This work builds upon and refines the information produced during the Preliminary Engineering Phase.

TIP amendment for complex projects (Path 3 and 4 in ODOT Development Process)

NOACA can facilitate project sponsors with **requirements**

Phase 4: Final Engineering and Right of Way

(Average time frame:
1-2 years)



At this point an engineering consultant materializes the preferred alternative identified in Phase 2. This phase finalizes engineering details, construction drawings, materials, and cost estimates.

If right of way acquisition is needed for the project, it happens during this phase.

Per ODOT procedure, NOACA works to develop a lockdown list of projects for the upcoming state fiscal year (July-June) during the preceding December. At the time, the project sponsor must provide verification that their project can award a contract (encumber funds) within the lockdown year

TIP amendment for very complex projects (These projects will have substantial ROW relocations/impacts, complex utility issues, multiple alternatives and access management issues - Path 5 in ODOT Development Process)

Include projects in Annual Priority List

(For projects already on the TIP - by April: inform NOACA that you would like to build in the next year)

Phase 5: Construction

(Average time frame:
½ year)



The project sponsor supervises the construction of the project and performs all necessary pre- and post-construction tasks.

During construction project sponsors will want to ensure multi-modal safety, and reduce environmental pollution from runoff and dust.

As construction starts, inform NOACA about **potential traffic alerts**

Sponsors also have to work with NOACA to **obligate funds and implement the project through completion**

* Phases reflect ODOT's project development process. For more details see also ODOT Project Development Milestones Path 1 to 5: <http://www.dot.state.oh.us/projects/pdp/Pages/Path-Views.aspx>

¹ LINK: ODOT Program Resource Guide – 2014

<http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/ODOT%20Program%20Resource%20Guide.pdf>