

# L P A S C O P E O F S E R V I C E S F O R M

## A. Project Identification

County-Route-Section (Project Name): BEL US 40/CR 10 Int. Improvement

Project Sponsor / Maintenance Responsibility: Belmont County TID/Belmont County Engineer

☐ Local Let  
☒ ODOT Let

PID (ODOT assigned): 123697

Scope Field Review: N/A Scope Meeting: N/A

Proposed Sale Date: October 2028 State Fiscal Year: 2029

Highway Functional Classification: 04 – Minor Arterial

Federal Aid System (ODOT assigned): Yes

## B. Design Standard

ODOT Location and Design Manuals

## C. Project Description

Improvement of the intersection of US 40 and CR 10 in the unincorporated community of Blaine.

Prior studies / plan (identify):  
Blaine Barton Road Intersection Feasibility Study (FS) completed January 28, 2022, by Richland Engineering LTD. However, this FS is considered a Planning Study per ODOT's Plan Development Process (PDP).

Estimate Project Length:  
(begin pavement to end pavement including bridge) 0.15 mile

Work Length:  
(including project length & approach work) 0.20 mile

Alignment: ☐ Existing Realignment of the existing intersection to provide safe turning movements and reduce conflict points.  
☒ Relocated (explain)

Profile: ☐ Existing Profile will depend on Alternative chosen; both horizontal geometry and vertical curve corrections are identified in Alternative 2.  
☒ New (explain)

Logical Termini:  
(w/ explanation) East side of Blaine Bridge to 100' east of Handel St.

## D. Typical Sections

Existing	Pavement Width: <u>20'</u>	<input type="checkbox"/> curb to curb	Graded Shoulder: <u>Varies</u>
		<input checked="" type="checkbox"/> edge to edge	Treated Shoulder: <u>N/A</u>
	R/W Width: <u>33'</u>		
	Bridge Width: <u>N/A</u>	<input type="checkbox"/> f/f of rails, <input type="checkbox"/> t/t of curbs, or <input type="checkbox"/> t/t of parapets	

Existing	Yes	No	Comment / Type
Median	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Curbs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Curb ramps	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>Handel St.</u>
Sidewalks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Width: _____
Guardrail	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Additional Things To Note About **Existing** Typical Section:

Single lane beneath viaduct bridge (US 40)

Proposed	Pavement Width: <u>24' min.</u>	<input type="checkbox"/> curb to curb	Graded Shoulder: <u>Varies</u>
		<input checked="" type="checkbox"/> edge to edge	Treated Shoulder: <u>Varies</u>
	R/W Width: <u>33' min. or as required for proposed construction</u>		
	Bridge Width: <u>N/A</u>	<input type="checkbox"/> f/f of rails, <input type="checkbox"/> t/t of curbs, or <input type="checkbox"/> t/t of parapets	

Proposed	Yes	No	Comment / Type
Median	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Curbs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Curb ramps (*)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>ADA compliant curb ramps as required</u>
Sidewalks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Width: _____
Guardrail	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Note (\*) – Curb ramps must be updated to current ADA standards.**

Additional Things To Note About **Proposed** Typical Section:

Proposed roadway must fit within viaduct bridge spans

**Supplemental Information: US 40/CR 10**

ADT (2029)	<u>4,700/550</u>	Design ADT (2049)	<u>5,200/600</u>
DHV (2049)	<u>540/72</u>	Certified Traffic	<u>N/A</u>
T24 (2049)	<u>11%/14%</u>	Legal Speed	<u>40 MPH</u>
Design Speed	<u>40 MPH</u>		
Comments: <u>Opening Year – 2029; Design Year – 2049; Short Project Design Designation Worksheet used</u>			

**E. Right-of-Way**

	<u>Yes</u>	<u>No</u>	<u>Remarks</u>
Right-of-Way Plan:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Approximate Number of Parcels:			<u>8-11 Parcels, depending on alternative.</u>
Known Relocations:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Railroad Involvement:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Railroad Name:			
Encroachments:	<input type="checkbox"/>	<input type="checkbox"/>	<u>To be verified by the LPA/Consultant</u>
Airway Highway Clearance:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Airport Name:			
Comments:			

**Caution:** Environmental needs to be clear prior to the beginning of right of way acquisition. A Local Public Agency, utilizing their own monies, assumes many risks by proceeding with acquisition prior to environmental being cleared. These risks include purchasing r/w that may never be used for the project and purchasing a site that contains the need for a hazardous waste cleanup.

## F. Utilities

		<u>Yes</u>	<u>No</u>	<u>Name of Company</u>		
<b>Aerial</b>	Phone	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
	Cablevision	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
	Power	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>Underground</b>	Phone	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
	Cablevision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Fiber optic (possibly more than one company)</i>		
	Power	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
	Gas	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
	Pipelines:	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
				<u>Private</u>	<u>Public</u>	<u>Name of Company</u>
	Water	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Belmont County</i>
	Sanitary	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Belmont County</i>
	Storm	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Belmont County</i>
	Other:	<i>Major east/west communication/fiber facilities are located near/within project area</i>				
Comments:	<i>All "Yes" are probably/possible and are to be verified during the PDP, including company</i>					

The Consultant is to locate and identify all existing and foreseeable future utilities (public or private; on or over the project limits) in accordance with Section 153.64 of the Ohio Revised Code. To locate existing utilities, the Consultant shall contact the following One-Call centers and provide the District 11 Utilities Coordinator with the appropriate reference numbers:

*Ohio 811: 1-800-362-2764 or 811*

A listing of all utility companies within the project limits shall be included in the Stage 1 submittal. This listing must include all underground, aerial, private and public (City or County owned) facilities. The Consultant shall contact the District 11 Utilities Coordinator for the correct addresses, telephone numbers and company contacts.

## G. Structure Requirements – N/A

<b>Existing Structure Information:</b>	Structure type: _____	
	Bridge No.: _____	Structural File No.: _____
	Sufficiency Rating: _____	General Appraisal: _____
	Crossing: _____	
	Bridge Length: _____	Number of Spans: _____
	Eligible for the National Historical Register: <input type="checkbox"/> Yes <input type="checkbox"/> No	

<b>Proposed Structure Information:</b>	New Structure: <input type="checkbox"/> Yes <input type="checkbox"/> No	
	Rehabilitate Existing Bridge by: _____	
	Structure Type: _____	
	Beam Type: <input type="checkbox"/> Concrete Box; <input type="checkbox"/> Steel; <input type="checkbox"/> n/a	
	Structure Width: _____	Number of Spans: _____
	<b>Local must have proposed structure's load rating on file</b>	
	Other Design Considerations / Explanation of Change in Line/Grade: _____	
Guardrail Type: _____		

## H. Design Exception(s) Required

☐ Yes Explain: *Consultant to verify per ODOT L&D Manual – Volume 1*  
☐ No

## I. Traffic Control

	<u>Yes</u>	<u>No</u>	<u>Remarks</u>
Signing:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Striping:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Lighting:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Existing lighting located on utility pole may be disturbed by work</i>
Signals:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
RPMs:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

## J. Maintenance of Traffic

Type of MOT: ☐ Detour, ☒ Part Width, ☒ Daily Flagging  
Remarks/Describe: *To be verified by the LPA/Consultant, but majority of work should be performed under partial width MOT. Short-term detours may be required.*

Will Pedestrian Traffic need to be maintained? *To be verified by the LPA/Consultant*

Remarks/Describe: *There is an existing sidewalk within the project limits.*

## K. Driveways

☒ Yes Type: *Residential*  
☐ No

## L. Project Funding

Project Cost Estimate: \$400,000 (only includes committed funding for Preliminary Engineering)

Quantity splits needed in plans to ☐ Yes Comments:

differentiate funding participation: ☒ No

Coordination with Concurrent ☐ Yes Comments:

Projects Required: ☒ No

Funding Source: TID (4TM7)

State Maximum: \$400,000.00

Funding Split: 100

### Cost Estimates:

	Local Information			State/Federal Information			Total
	SAC	Total Local Funds	Percent Split	SAC	Total State Funds	Percent Split	
Preliminary Engineering				4TM7	\$400,000	100	\$400,000
Detailed Design							
Right of Way							
Construction							
Construction Engineering							
<b>Total:</b>					\$400,000		\$400,000

Additional remarks about funding:

Preliminary Engineering funds (State TID) will be administered by State TID in coordination with LPA. If awarded, additional funding will be added to the project and allocated accordingly.

## M. Cost Recovery

Does the LPA intend to recover any Direct Labor Costs associated with this project?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the LPA intend to recover any Fringe and Overhead Costs associated with this project?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If the LPA does intend to recover Fringe and Overhead Costs, by what method do they intend to recover those costs?

- ☐ 1. Direct Labor only (no indirect cost recovery for fringe benefit or overhead costs)
- ☐ 2. Direct Labor plus indirect costs determined using the Federal De Minimis Indirect Cost Rate<sup>1</sup>
- ☐ 3. Direct Labor plus Approved Fringe Benefit Costs (fringe benefits only)<sup>2</sup>
- ☐ 4. Direct Labor plus indirect costs determined using the approved applicable Cost Allocation Plan rate
- ☐ 5. No cost recovery of any LPA direct labor, fringe benefits, or overhead costs.

Does the LPA currently have a timekeeping system in place?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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If so, does that system track both payroll and project hours concurrently?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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If different systems, how does the LPA reconcile project hours to payroll?

How often are payroll records prepared?

For employees working on multiple activities, does the LPA track daily time by activity/project on the time sheets?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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*(Tracking hours worked, without activities, on Federal projects is non-compliant. All activity hours must be shown)*

Does the LPA ensure that timecards are signed by the employee?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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

















**N. Environmental – see NEPA Scope of Services****O. Roles/Responsibilities**

***Note: Consultants used for development of Construction plans, R/W plans, R/W acquisition/appraisals, and Construction inspection must be pre-qualified by ODOT.***

Construction Plan Development:	<a href="#">ODOT Prequalified Consultant</a>
Proposal/Specification Development:	<a href="#">LPA/ODOT Prequalified Consultant</a>
LPA Agreement:	<a href="#">ODOT/LPA</a>
Form and Preliminary Legislation:	<a href="#">N/A</a>
Environmental Tasks:	<a href="#">ODOT Prequalified Consultant (per NEPA SOS)</a>
Advertising and Award of Contract:	<a href="#">LPA</a>
Construction Inspection:	<a href="#">LPA/ODOT Prequalified Consultant</a>
R/W Plan Development:	<a href="#">ODOT Prequalified Consultant</a>
R/W Acquisition / Appraisals:	<a href="#">ODOT Prequalified Consultant</a>
Utility Relocation:	<a href="#">Coordination and Relocation by LPA/ODOT Prequalified Consultant</a>

**P. Field Review – N/A (scope determined remotely and via previous field visits in conjunction with FS)**

## Q. Commitment Dates – Preliminary Schedule

Milestone 	Date 	Completed	SFY (Qtr)
 Initial Project Scope Complete 	12/01/2025	—	2026 (Q2)
 Feasibility Study - Submitted 	04/01/2026	—	2026 (Q4)
 Stage 1 Plans - Submitted 	07/01/2026	—	2027 (Q1)
 Stage 1 Plans - Complete 	07/31/2026	—	2027 (Q1)
 Stage 2 Plans - Submitted 	09/01/2027	—	2028 (Q1)
 Environmental Document Approved 	10/01/2027	—	2028 (Q2)
 Stage 2 Plans - Complete 	10/01/2027	—	2028 (Q2)
 R/W Authorized 	10/29/2027	—	2028 (Q2)
 Stage 3 Plans - Submitted 	06/30/2028	—	2028 (Q4)
 Stage 3 Plans - Complete 	07/31/2028	—	2029 (Q1)
 R/W Acquisition Complete 	08/31/2028	—	2029 (Q1)
 District R/W Certification 	09/21/2028	—	2029 (Q1)
 Plan Package Received in C.O. 	10/01/2028	—	2029 (Q2)
 Sale 	01/01/2029	—	2029 (Q3)
 Award 	01/01/2029	—	2029 (Q3)
 <b>Mismatch: Award year does not match construction contract fund event year</b>			
 Begin Construction 	04/01/2029	—	2029 (Q4)
 End Construction 	08/31/2029	—	2030 (Q1)