

# OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

<b>Project Scope</b>	PID	109227	Project Name	MED US 0042 19.58
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## Project Overview

Scope Project Mgr.	Mike Schafrath	Initial Scope Meeting Date	11/13/2019
Design Project Mgr.	Karla R Bohmer	Scope Version	Second Revision
In-House Designer			
Environmental Mgr.	Levi B Wingler		
Letting Type	ODOT Let	File Date	2/12/2024
Design Responsibility	DISTRICT 3 ENGINEERING TEAM 2	Federal Aid Number	E191162
Primary Work Cat.	Roadway Major Rehab	PDP Path	Path 1

Existing 1932 Original Construction to three lanes (34 ft wide) - Concrete pavement full width on some Plans sections. Middle lane was salvaged as a macadam base with concrete widening on both sides on some sections.

PID 82296 - MED US 0042 18.64 to 22.74 (2010) - Plane 3.5", with 2.25"19mm intermediate and 1.25" 9.5mm surface. Contractor had difficulty doweling into old concrete, full depth rigid repairs and partial depth repairs

PID 101401 - MED US 0042 19.58 to 22.73 (2018)- 1.5" plane and pave, full depth flexible repairs and partial depth repairs

**Project Description**

Pavement Replacement - Major 2 Funded Project MED US 42 19.58 (0.25 miles north of Fenn Rd) to 23.02 (1450 ft north of Sleepy Hollow Rd.)

**Purpose & Need**

This roadway was selected to be replaced due to the failing concrete pavement underneath the asphalt surface. The old concrete increases the degradation rate of the pavement condition rating, and creates short life cycles for minor rehabilitations on this roadway. This project received Major 2 Funds to rebuild this roadway.

		Complete?
<b>Action Items</b>	Mike S - Local Detour Coordination and Local Detour Maintenance Agreement need sent out	<input checked="" type="checkbox"/>
	Howard Goodyear - To email Mike S about what drainage and camera work has been done	<input checked="" type="checkbox"/>
	Adam Mellen - setup a followup drainage meeting to discuss the trunk line, etc. - Jun 21	<input checked="" type="checkbox"/>
	Kat Wade - To revise safety crash analysis	<input checked="" type="checkbox"/>
	Julie - Update Access Management Information	<input checked="" type="checkbox"/>
	Mike S - Emailed Shelley what the Survey Deliverables Completion date is in the contract. Shelley will ensure we have the survey prior to the Begin In House Design milestone date of 1/24/23	<input checked="" type="checkbox"/>
	Scott - Survey Information needs completed	<input checked="" type="checkbox"/>
	Mike S - Resend Local Detour Coordination based on Local's comments and Maint agreements	<input checked="" type="checkbox"/>
		<input type="checkbox"/>

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**Project Scope**      PID **109227**      Project Name **MED US 0042 19.58**

**Bridge** 2.5.D.A-C, 2.7.F.A-C, 3.3.I.A-B, 3.8.B, 4.3.C

Bridge 1	<b>Bridge Location</b>	MED-US-42-19.870	Preliminary Cost Estimate	\$11,000.00	
	<b>Treatment Types</b>	Approach slab replacement/repair (100) 912 - Railing Repair			
	<b>Existing Bridge Information</b>				
		<i>Comment</i>		Curb Present	No
	<b>Alignment</b>	Use Existing		Cut Trees	No
	<b>Profile</b>	Use Existing		R/W Req'd	No
	<b>Floodplain Coord.</b>	In-House		Survey Req'd	Yes
	<b>OHWM Determ.</b>	In-House		Soil Borings Req'd	No
	<b>MOT Type</b>	Drums		Utility Relocation Req'd	No
				Hydraulic Analysis Req'd	No
				Structure Type Study Req'd	No
	<b>General Appraisal*</b>	Existing 6		Driveway Accomodations Req'd	No
	<b>Sufficiency Rating</b>	093.5		Addendum Sheet for Structure	Yes
	<b>Year Built</b>	1992		Eligible for National Historic Register	No
	<b>Structure Type*</b>	stressed concrete continuous/Box Beam or Girders - Mult		<b>Proposed</b>	
<b>Structure File No.*</b>	5201721	→			
<b>Feature Intersected</b>	W BRANCH OF ROCKY RIVER	→	Same		
<b>Design Loading</b>	HS20-44 & Alt. Military Load	→	Same		
<b>Number of Spans</b>	3	→	Same		
<b>Out↔Out Width*</b>	56.3	ft →	Same	ft	
<b>Bridge Railing Type</b>	DBR with Retrofit	→	Same		
<b>Curb↔Curb Width</b>	56	ft →	Same	ft	
<b>Overall Length</b>	203	ft →	Same	ft	
<b>Approach Slab Len</b>	25	ft			
<b>Vertical Clearance</b>		ft →		ft	
<b>Horiz. Clearance</b>		ft →		ft	
<b>Wearing Surf Type</b>	Polyester	→	Same		
<b>Wearing Surf Thick</b>	3.1	in →	Same	in	

**Proposed Bridge Work (What & Why)**      *PN 512, Item Special - Repair approach slab at forward abutment in NB lane near outside lane line - Type B or C. Item 516 - Repour 516 joint between repaired slab and backwall (This may have been patched since 2020 - Designer to verify)*

*Replace all type 5 guardrail panels on bridge. They are rusting out.*

*Survey will be provided through the programmatic survey consultant.*

*Note: Bridge MED-US42-20.000 is not listed in the scope because there is no proposed work for this structure.*

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## Project Scope

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<b>Bridge 2</b>	<b>Bridge Location</b>	MED-US-42-20.970	<b>Preliminary Cost Estimate</b>	\$40,000.00
	<b>Treatment Types</b>	NA: 803 - Culvert Other		
	<b>Existing Bridge Information</b>			
		<i>Comment</i>	<b>Curb Present</b>	Yes
	<b>Alignment</b>	Use Existing	<b>Cut Trees</b>	No
	<b>Profile</b>	Use Existing	<b>R/W Req'd</b>	No
	<b>Floodplain Coord.</b>	In-House	<b>Survey Req'd</b>	No
	<b>OHWM Determ.</b>	In-House	<b>Soil Borings Req'd</b>	No
	<b>MOT Type</b>	Select...	<b>Utility Relocation Req'd</b>	Maybe
			<b>Hydraulic Analysis Req'd</b>	No
			<b>Structure Type Study Req'd</b>	No
	<b>General Appraisal*</b>	Existing 6	<b>Driveway Accomodations Req'd</b>	No
	<b>Sufficiency Rating</b>	056.6	<b>Addendum Sheet for Structure</b>	Yes
	<b>Year Built</b>	1932	<b>Eligible for National Historic Register</b>	No
	<b>Structure Type*</b>	Concrete/Culvert (includes frame culverts)	<b>Proposed</b>	
	<b>Structure File No.*</b>	5201772	→	
	<b>Feature Intersected</b>	SMALL DITCH	→	Same
	<b>Design Loading</b>	H15	→	Same
	<b>Number of Spans</b>	1	→	Same
	<b>Out↔Out Width*</b>	0	ft →	Same ft
	<b>Bridge Railing Type</b>	None	→	Same
	<b>Curb↔Curb Width</b>	0	ft →	Same ft
	<b>Overall Length</b>	14	ft →	Same ft
	<b>Approach Slab Len</b>	0	ft	
	<b>Vertical Clearance</b>		ft →	ft
	<b>Horiz. Clearance</b>		ft →	ft
	<b>Wearing Surf Type</b>	Not Applicable	→	Same
	<b>Wearing Surf Thick</b>	0	in →	Same in

**Proposed Bridge Work (What & Why)** Excavate down and rebuild top of leaking box culvert structure, under existing guardrail location. Waterproof the repaired area and under the nearby sanitary line. This area is on the east side guardrail. It is either beneath the guardrail or the existing 21" diameter sanitary line which is inside the 30" steel casing pipe.

Original plans show composition of the box. 2010 plan shows replacing the end 4' of the top of the box. See PID 82296 for further details.

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**Project Scope**      PID **109227**      Project Name **MED US 0042 19.58**

**Culvert** 2.3.C.A-F, 2.3.H.A, 2.5.D.B-C, 2.7.B.A-E, 3.3.B.A-F

**Culvert 1**    **Culvert Location** **MED-42-20.838**      CFN **1883963**      Prelim Cost Est **\$2,000**  
**Description of Work** *East side: Re-establish the foreslope by reinforcing the slope.*

<b>Proposed Work</b>	Erosion Protection	<b>Floodplain Coord.</b>	Select...	<b>Cut Trees</b>	Y/N...
<b>MOT Type</b>	Select...	<b>Utility Reloc. Req'd</b>	Y/N...	<b>R/W Req'd</b>	Y/N...
		<b>Hydraulic Analysis Req'd</b>	Y/N...	<b>Survey Req'd</b>	Y/N...
				<b>Drive Accom. Req'd</b>	Y/N...

	Existing		Proposed
<b>General Appraisal</b>	6	<b>Year Built</b>	Select...
<b>Culvert Shape</b>	Slab Top Conduit		→ Select...
<b>Culvert Material</b>	Stone		→ Select...
<b>Headwall Type</b>	Inlet - 1/2 height, Outlet - full height		→ Select...
<b>Span</b>	36 in		→ N/A in
<b>Rise</b>	36 in		→ N/A in
<b>Length</b>	150 ft		→ N/A ft
<b>Max Height Cover</b>	15 ft		→ N/A ft

**Comments**  
 Inlet side is beyond property owners parking lot. East side embankment has some washing out above pipe. Dump rock and poured concrete is being used to slow it down. Re-establish the foreslope by reinforcing the slope.

**Culvert 2**    **Culvert Location** **MED-42-21.554**      CFN **1883964**      Prelim Cost Est **\$50,000**  
**Description of Work** *Replace Conduit*

<b>Proposed Work</b>	Replace Conduit	<b>Floodplain Coord.</b>	Select...	<b>Cut Trees</b>	Y/N...
<b>MOT Type</b>	Select...	<b>Utility Reloc. Req'd</b>	Y/N...	<b>R/W Req'd</b>	Y/N...
		<b>Hydraulic Analysis Req'd</b>	Y/N...	<b>Survey Req'd</b>	Y/N...
				<b>Drive Accom. Req'd</b>	Y/N...

	Existing		Proposed
<b>General Appraisal</b>	5	<b>Year Built</b>	Replacement
<b>Culvert Shape</b>	Circular		→ Select...
<b>Culvert Material</b>	Cast or Ductile Iron		→ Select...
<b>Headwall Type</b>	Inlet and outlet - full height headwall		→ Select...
<b>Span</b>	20 in		→ N/A in
<b>Rise</b>	20 in		→ N/A in
<b>Length</b>	90 ft		→ N/A ft
<b>Max Height Cover</b>	3 ft		→ N/A ft

**Comments**  
 First section on the inlet looks to be broken. Pipe is aged cast iron that could be disturbed easily when work is done on the road.  
 Outlet side needs ditched. Replace Conduit.

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**Project Scope**      PID **109227**      Project Name **MED US 0042 19.58**

<b>Culvert 3</b>	<b>Culvert Location</b>	MED-42-21.599	CFN	1883965	Prelim Cost Est	\$50,000	
	<b>Description of Work</b>	Replace due to joint separations and misalignments.					
	<b>Proposed Work</b>	Replace Conduit	Floodplain Coord.	Select...	Cut Trees	Y/N...	
	<b>MOT Type</b>	Select...	Utility Reloc. Req'd	Y/N...	R/W Req'd	Y/N...	
			Hydraulic Analysis Req'd	Y/N...	Survey Req'd	Y/N...	
					Drive Accom. Req'd	Y/N...	
	<b>General Appraisal</b>	<b>Existing</b>	5	Year Built		<b>Proposed</b>	Replacement
	<b>Culvert Shape</b>		Circular		→		Select...
	<b>Culvert Material</b>		Plain or reinforced concrete		→		Select...
	<b>Headwall Type</b>		Inlet - None, Outlet - full height		→		Select...
<b>Span</b>	36	in		→	N/A	in	
<b>Rise</b>	36	in		→	N/A	in	
<b>Length</b>	68	ft		→	N/A	ft	
<b>Max Height Cover</b>	5	ft		→	N/A	ft	
<b>Comments</b>	<p>First two to three sections on inlet side need reset. They are separating causing embankment to wash in. The three sections would be pretty close to the road bed.</p> <p>Second and third section of pipe is misaligned somewhat allowing water to pound at the one joint shown in the video. The 1st and 12th joints are separated and needs taken care of. Replace due to joint separations and misalignments.</p>						

<b>Culvert 4</b>	<b>Culvert Location</b>	MED-42-21.716	CFN	1883966	Prelim Cost Est	\$0	
	<b>Description of Work</b>	No work in project.					
	<b>Proposed Work</b>	#N/A	Floodplain Coord.	Select...	Cut Trees	Y/N...	
	<b>MOT Type</b>	Select...	Utility Reloc. Req'd	Y/N...	R/W Req'd	Y/N...	
			Hydraulic Analysis Req'd	Y/N...	Survey Req'd	Y/N...	
					Drive Accom. Req'd	Y/N...	
	<b>General Appraisal</b>	<b>Existing</b>	7	Year Built		<b>Proposed</b>	Not Applicable
	<b>Culvert Shape</b>		Circular		→		Select...
	<b>Culvert Material</b>		Plain or reinforced concrete		→		Select...
	<b>Headwall Type</b>		Inlet - 1/2 height, Outlet - full height		→		Select...
<b>Span</b>	36	in		→	N/A	in	
<b>Rise</b>	36	in		→	N/A	in	
<b>Length</b>	64	ft		→	N/A	ft	
<b>Max Height Cover</b>	4	ft		→	N/A	ft	
<b>Comments</b>							

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## Project Scope

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Culvert 5

<b>Culvert Location</b>	MED-42-21.832	<b>CFN</b>	1883967	<b>Prelim Cost Est</b>	\$85,000
<b>Description of Work</b>	Replace Conduit				
<b>Proposed Work</b>	Replace Conduit	<b>Floodplain Coord.</b>	Select...	<b>Cut Trees</b>	Y/N...
<b>MOT Type</b>	Select...	<b>Utility Reloc. Req'd</b>	Y/N...	<b>R/W Req'd</b>	Y/N...
		<b>Hydraulic Analysis Req'd</b>	Y/N...	<b>Survey Req'd</b>	Y/N...
				<b>Drive Accom. Req'd</b>	Y/N...
	<b>Existing</b>		<b>Proposed</b>		
<b>General Appraisal</b>	5	<b>Year Built</b>		<b>Work Type</b>	Replacement
<b>Culvert Shape</b>	Circular		→	Select...	
<b>Culvert Material</b>	Cast or Ductile Iron		→	Select...	
<b>Headwall Type</b>	Inlet and Outlet - Full Height		→	Select...	
<b>Span</b>	36	in	→	N/A	in
<b>Rise</b>	36	in	→	N/A	in
<b>Length</b>	105	ft	→	N/A	ft
<b>Max Height Cover</b>	4	ft	→	N/A	ft

Comments

Inlet side embankment is washing around head wall. Asphalt poured on one side to slow it down. Outlet side needs ditched to open up the pipe and to see the culvert better for inspection.  
6th joint in on the inlet side has some broken pieces shown in the video. The pipe has sediment that slowly increases up to 40-50 percent once you get to the outlet. Replace Conduit due to aged conduit with broken sections, separations & minimal cover.

Culvert 6

<b>Culvert Location</b>	MED-42-21.931	<b>CFN</b>	1869009	<b>Prelim Cost Est</b>	incl w CB costs
<b>Description of Work</b>	Repair non-standard inlet catch basin				
<b>Proposed Work</b>	Repair CB	<b>Floodplain Coord.</b>	Select...	<b>Cut Trees</b>	Y/N...
<b>MOT Type</b>	Select...	<b>Utility Reloc. Req'd</b>	Y/N...	<b>R/W Req'd</b>	Y/N...
		<b>Hydraulic Analysis Req'd</b>	Y/N...	<b>Survey Req'd</b>	Y/N...
				<b>Drive Accom. Req'd</b>	Y/N...
	<b>Existing</b>		<b>Proposed</b>		
<b>General Appraisal</b>	6	<b>Year Built</b>		<b>Work Type</b>	Select...
<b>Culvert Shape</b>	Box Culvert		→	Select...	
<b>Culvert Material</b>	Plain or reinforced concrete		→	Select...	
<b>Headwall Type</b>	Inlet - Catch Basin, Outlet - Full Height		→	Select...	
<b>Span</b>	48	in	→	N/A	in
<b>Rise</b>	36	in	→	N/A	in
<b>Length</b>	85	ft	→	N/A	ft
<b>Max Height Cover</b>		ft	→	N/A	ft

Comments

Brick catch basin on inlet side. Outlet is 80% blocked with dirt and some downed trees. Unable to look in pipe because of blockage. Grading needed on what Charlie can see. Repair non-standard inlet CB.

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<b>Culvert 7</b>	<b>Culvert Location</b>	MED-42-22.097		<b>CFN</b>	1883962		<b>Prelim Cost Est</b>	\$0		
	<b>Description of Work</b>	No work in project								
	<b>Proposed Work</b>	#N/A		<b>Floodplain Coord.</b>	Select...		<b>Cut Trees</b>	Y/N...		
	<b>MOT Type</b>	Select...		<b>Utility Reloc. Req'd</b>	Y/N...		<b>R/W Req'd</b>	Y/N...		
				<b>Hydraulic Analysis Req'd</b>	Y/N...		<b>Survey Req'd</b>	Y/N...		
							<b>Drive Accom. Req'd</b>	Y/N...		
	<b>General Appraisal</b>	<b>Existing</b>	4	<b>Year Built</b>		<b>Proposed</b>	<b>Work Type</b>	Not Applicable		
	<b>Culvert Shape</b>	Circular				→	Select...			
	<b>Culvert Material</b>	Plain or reinforced concrete				→	Select...			
	<b>Headwall Type</b>	Inlet - full height, Outlet - full height				→	Select...			
<b>Span</b>	36	in			→	N/A	in			
<b>Rise</b>	36	in			→	N/A	in			
<b>Length</b>	72	ft			→	N/A	ft			
<b>Max Height Cover</b>	6	ft			→	N/A	ft			
<b>Comments</b>	Work to be done by County forces. Just north of house #2521. Remove inlet end headwall, remove and reset first 4 ft section of inlet end. Either place full height headwall or extend culvert and place a half height headwall. Also place 4 ft of rock channel protection at outlet.									

<b>Culvert 8</b>	<b>Culvert Location</b>	MED-42-22.251		<b>CFN</b>	1896490		<b>Prelim Cost Est</b>	\$0		
	<b>Description of Work</b>	No work in project.								
	<b>Proposed Work</b>	N/A		<b>Floodplain Coord.</b>	Select...		<b>Cut Trees</b>	Y/N...		
	<b>MOT Type</b>	Select...		<b>Utility Reloc. Req'd</b>	Y/N...		<b>R/W Req'd</b>	Y/N...		
				<b>Hydraulic Analysis Req'd</b>	Y/N...		<b>Survey Req'd</b>	Y/N...		
							<b>Drive Accom. Req'd</b>	Y/N...		
	<b>General Appraisal</b>	<b>Existing</b>	8	<b>Year Built</b>		<b>Proposed</b>	<b>Work Type</b>	Not Applicable		
	<b>Culvert Shape</b>	Circular				→	Select...			
	<b>Culvert Material</b>	Corrugated plastic, smooth interior				→	Select...			
	<b>Headwall Type</b>	Inlet - Catch Basin, Outlet - None				→	Select...			
<b>Span</b>	30	in			→	N/A	in			
<b>Rise</b>	30	in			→	N/A	in			
<b>Length</b>	65	ft			→	N/A	ft			
<b>Max Height Cover</b>	5	ft			→	N/A	ft			
<b>Comments</b>										

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**Project Scope**      PID **109227**      Project Name **MED US 0042 19.58**

**Culvert 9**      Culvert Location **MED-42-22.579**      CFN **1983122**      Prelim Cost Est **\$20,000**

Description of Work *Remove outlet HW. Remove & and reset the last 4' section of RCP. At the outlet end, consider extending the section of conduit and place a 1/2 HW instead of a full height HW.*

Proposed Work	<b>Culvert Repair</b>	Floodplain Coord.	Select...	Cut Trees	Y/N...
MOT Type	Select...	Utility Reloc. Req'd	Y/N...	R/W Req'd	Y/N...
		Hydraulic Analysis Req'd	Y/N...	Survey Req'd	Y/N...
				Drive Accom. Req'd	Y/N...

	Existing			Proposed	
General Appraisal	5	Year Built	Work Type	Select...	
Culvert Shape	Circular		→	Select...	
Culvert Material	Plain or Reinforced Concrete		→	Select...	
Headwall Type	Inlet - Catch Basin, Outlet - Full Height		→	Select...	
Span	18	in	→	N/A	in
Rise	18	in	→	N/A	in
Length	60	ft	→	N/A	ft
Max Height Cover	5	ft	→	N/A	ft

**Comments**  
 The pipe separation on the outlet has been fixed with a collar. The head wall is still tilted .  
 A Collar has been poured at the joint separation to stop the embankment from entering the pipe. The last section is still misaligned causing water to pool shown in the inspection picture. Remove outlet HW. Remove & and reset the last 4' section of RCP. At the outlet end, consider extending the section of conduit and place a 1/2 HW instead of a full height HW.

**Culvert 10**      Culvert Location **MED-42-22.855**      CFN **1883971**      Prelim Cost Est **\$12,000**

Description of Work *Replace inlet CB. In front of the inlet CB, replace 10' of VCP.*

Proposed Work	<b>Repl 10' of VCP</b>	Floodplain Coord.	Select...	Cut Trees	Y/N...
MOT Type	Select...	Utility Reloc. Req'd	Y/N...	R/W Req'd	Y/N...
		Hydraulic Analysis Req'd	Y/N...	Survey Req'd	Y/N...
				Drive Accom. Req'd	Y/N...

	Existing			Proposed	
General Appraisal	7	Year Built	Work Type	Replacement	
Culvert Shape	Circular		→	Select...	
Culvert Material	Plain or Reinforced Concrete		→	Select...	
Headwall Type	Inlet - Catch Basin, Outlet - 1/2 Height		→	Select...	
Span	16	in	→		in
Rise	16	in	→		in
Length	50	ft	→		ft
Max Height Cover	3	ft	→		ft

**Comments**  
 Two sections on outlet are separating allowing dirt to wash into the pipe. The separations are far enough off the road that it hasn't effected the roadway at all. Unable to look completely threw the pipe with the separations and backfill in the outlet.  
 Used a push camera to get at least 20ft in and everything looked good to that point. The last section on the outlet is broken. Remove and replace the last 2 sections of conduit on the outlet end.  
 There are 4 sections of clay pipe at the inlet end. Replace inlet CB and adjacent 10' of VCP.



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<b>Culvert 11</b>	<b>Culvert Location</b>	MED-42-22.99	<b>CFN</b>	1990469	<b>Prelim Cost Est</b>	\$30,000
	<b>Description of Work</b>	Replace conduit due to clay tile seperations				
	<b>Proposed Work</b>	Replace Culvert	<b>Floodplain Coord.</b>	Select...	<b>Cut Trees</b>	Y/N...
	<b>MOT Type</b>	Select...	<b>Utility Reloc. Req'd</b>	Y/N...	<b>R/W Req'd</b>	Y/N...
			<b>Hydraulic Analysis Req'd</b>	Y/N...	<b>Survey Req'd</b>	Y/N...
					<b>Drive Accom. Req'd</b>	Y/N...
		<b>Existing</b>		<b>Proposed</b>		
	<b>General Appraisal</b>	5	<b>Year Built</b>		<b>Work Type</b>	Replacement
	<b>Culvert Shape</b>	Circular		→		Select...
	<b>Culvert Material</b>	Vitrified Clay		→		Select...
	<b>Headwall Type</b>	Inlet - Catch Basin, Outlet - Full Height		→		Select...
	<b>Span</b>	18	in	→		in
	<b>Rise</b>	18	in	→		in
	<b>Length</b>	60	ft	→		ft
	<b>Max Height Cover</b>	6	ft	→		ft
<b>Comments</b>	Scour hole at the outlet that maintenance will be fixing. There looks to be one piece of cast iron in the middle of the pipe that disrupts the flow of the water shown in the culvert inspection picture. Replace conduit due to clay tile seperations					

## Drainage 1.2.C.G

**Drainage**

Looking at the construction plans from 2010 (PID 82296) the trunk line of the closed system pipe is an old vitrified clay pipe. The catch basins and trunk line are on the back side of the curb. Catch basins were replaced in 2010 but we will replace all of them with proposed CB 3 or 3A (no offset and no r/w for proposed trunkline). Any outlet pipes from the proposed catch basins should be replaced also. Various sections of the vitrified clay pipe going from catch basin to catch basin (trunk line) have had a video camera run through them in CY2019. Charlie asked to have various locations vector jettted in the Spring of 2020 to video the areas the camera could not get to previously. See storm sewer video email in the scope folder. Based on the video and the age of the old vitrified clay pipe, full replacement is needed of the trunk line piping system. This storm sewer drainage work will be completed by a task order consultant from the GES Contract (PID 117277 D3/D12 GES FY2023-2025 on the Sept 2022 Programmatic). See narrative section for additional existing CB comments.

Medina County has done some drainage and camera work.

SWPPP is required and BMPs are required due to being over 5 acres of disturbed earth. NOI needed due to disturbed area outside of the curb limits. Adam Mellen will be responsible for the NOI process.



# OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

**Project Scope** PID **109227** Project Name **MED US 0042 19.58**

**Pavement Overview** 2.3.B.A-J, 2.7.A.A-L, 3.3.A.A-J

**Alignment** Use Existing 2.3.B.C, 2.7.A.F, 3.3.A.E

*Explain*

**Profile** Use Existing 2.3.B.C, 2.7.A.F, 3.3.A.E

*Explain*

**Describe**

2.3.B.H Driveway Accomodations	Yes	
Adjust Castings to Grade	No	Will be replaced with major rehab

**Pavement** 2.7.G.C

Pavement Segment 1	<b>CRS</b> MED-US42-(19.573-23.02)			Vibratory Roller Permitted	Maybe
	<b>MOT</b> Detour	<b>Existing</b>	<b>Proposed</b>	Use Simplified Pav't Design	No
	Mainline Treatment Type	Asph/Conc →	Asphalt	Pav't Cores Required	Yes
	Shoulder Treatment Type	Curb →	Curb	Pav't Cores Taken	Yes
	Paved Shoulder Width	N/A →	Same ft	Survey Required	Yes
	Lane Width	12 →	Same ft	R/W Required	No
	Cross Slope	Varies →	0.0156 ft/ft	Curbs Present	Yes
	Proposed Grading Type	Standard		Safety Edge	No
	Proposed Pav't Treatment	100 - New Flexible Pavement			
	<b>Comments</b>	<p><i>Proposed build up from OPE includes:</i></p> <p><i>Item 304 Aggregate Base (6")</i></p> <p><i>Item 301 Asphalt Concrete Base, PG64-22 (449) (4.5")</i></p> <p><i>Item 442 Asphalt Concrete Intermediate Course, 12.5MM, Type A (446), As Per Plan (1.75")</i></p> <p><i>Item 442 Asphalt Concrete Surface Course, 9.5MM, Type A (446), As Per Plan (1.25")</i></p> <p><i>Existing pavement build up includes:</i></p> <p><i>3.5" to 4" average thickness of asphalt</i></p> <p><i>9" average thickness of concrete</i></p> <p><i>Global cement stabilization recommended</i></p> <p><i>Curb is existing and will be replaced. Type 6 vs. Curb and Gutter to be determined by Drainage Designer. Underdrains will be included.</i></p> <p><i>Undercuts may be needed at intersections to meet the side road detour durations.</i></p> <p><i>Replacement of driveway aprons included with project.</i></p>			

**Barrier** Required?

Barrier 1 of 1	<b>CRS</b> MED-42-19.58	<b>MOT Type</b>	<b>Detour</b>	<b>Speed Limit</b> 45	<b>R/W</b> No
	<b>Barrier Inside Face to Face Width</b>			<b>ft.</b>	<b>Survey</b> No
	<b>Desc.</b> Replace all existing guardrail and upgrade to MGS			<b>Repl. Guardrail</b> Yes	<b>Soil Borings</b> No
				<b>Repl. End Term.</b> Yes	<b>Utility Reloc.</b> No
				<b>Include BTAs</b> Yes	<b>Legislation</b> No
				<b>Clearzone</b> No	

# OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

<b>Project Scope</b>	PID	109227	Project Name	MED US 0042 19.58
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## Safety Crash Analysis 1.2.C.G, 1.3.B, 2.7.G.D, 2.1.A.D

Do the project limits include:		Crash Analysis Years:	2019-2021
High priority (red) location(s)	No	Fatal Crash Frequency	0.1 crashes/mile/yr
Low priority (blue) location(s)	No	Total Crash Frequency	3.4 crashes/mile/yr
Crash pattern(s) of interest	No	Injury Crash Frequency	1.0 crashes/mile/yr

Ranking	N/A
---------	-----

Crashes	<p>Segment: From 2019-2021, 35 segment crashes occurred on this curbed 3.44-mile undivided 3-lane principal arterial roadway. 1 crash (3%) resulted in fatality, 10 crashes (28%) resulted in injury, and (69%) resulted in property damage only. 11 of the crashes (31%) were rear end, 8 (23%) fixed object, 3 (9%) animal, 3 (9%) sideswipe - passing, 3 (9%) head on, 2 (5%) other-non-collision, 2 (5%) backing, 1 (3%) parked vehicle, 1 (3%) angle, and 1 (3%) right turn. 2 crashes involved alcohol.</p> <p>Road Condition: 23 dry, 5 wet, 4 snow, and 3 ice.</p> <p>Light Conditions: 24 daylight, 9 dark - roadway not lighted, and 2 dark - lighted roadway.</p>
---------	--

Countermeasures	None.
-----------------	-------

Only Applicable if (A) is YES	The project location does not have a documented safety priority or crash pattern.	X
	The High Priority SIP Map location(s) are addressed by this project with the above proposed countermeasures.	-
	The countermeasures necessary to address the High Priority SIP Map locations are not practical and/or cost effective. Describe why the countermeasures are not practical and/or cost effective (may include but not limited to financial, R/W, env., etc.) in the box below.	-
	Supplemental safety funding was requested and denied to implement the proposed countermeasures with the project.	-
	It is not practical to implement the proposed countermeasures with this project. The safety countermeasures have been given to the DSRT for follow-up as a potential standalone project.	-
	This project is an ODOT Let Local Project. It is not practical to implement the potential countermeasures into the project. The local agency has been made aware of the possibility to request funding for a separate safety project.	-
	This project is an ODOT Let Local Project. The local agency declined to implement proposed safety countermeasures.	-

Supporting Info	
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# OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

**Project Scope**      PID **109227**      Project Name **MED US 0042 19.58**

**Traffic Control**      1.2.C.E, 2.3.E.C-D, 2.7.A.P, 2.7.G.F, 2.7.K, 3.3.D.A-C, 4.2.B.A-E

<b>Rumbles</b>	Long Line Pavement Marking Type	Paint	Lane Separator	No
	Auxiliary Pavement Marking Type	Thermoplastic	Delineators	No
	Bridge Deck Marking Type	Paint	Replace RPMs	Yes
	Edge Line Rumble Stripes	No	Blue RPMs for Fire Hydrants	Yes
	Rumble Strips	No	Permanent Traffic Count Station	No
	Centerline Rumble Stripes	No	Air Speed Zone Markings	No
	Transverse Rumble Strips	No	Loop Detectors	No
	<b>Striping</b>			

**Traffic Signals:**  
 -MED-42 & Hamilton Rd:  
 This was built in 1999 and all detection is radar.

-MED-42 & Sleepy Hollow Rd:  
 This signal was built in 2002  
 Current detection are loop detectors  
 USR 42 (No stop bar detection (on recall), advance detection on both approaches),  
 Sleepy Hollow Rd (Stop Bar detection on both approaches & Advance west approach only).  
 This intersection will be upgraded to radar with PID 103122 D03 TSG FY2023.

**Maintenance of Traffic (MOT)**      2.7.J.A-D, 3.3.B.F, 3.3.C, 3.3.E

<b>MOT Item 1 of 2</b>	MOT Type	Drums	Feature	Interm/surf course	Coordination Needed	No
	CRS	MED-42-19.58	Duration	(Days)	Municipality	
	Disincentive	None		(Amt.)	Work Zone Speed Zone	No
	MOT Exception	No		(Desc.)	Permitted Lane Closure	No
					LEO No. of Hours	
	<b>Conflict</b>	<b>Description</b>	<b>Route</b>	<b>Dates to Avoid</b>		

**Comments**  
 Maintain one lane of traffic in each direction at all times except, from 9 PM - 6 AM, when two way traffic may be maintained in 1 lane with flaggers  
 Maintain access to drives at all times using steel plates, temporary pavement, half width construction, etc.  
 Two-way access shall be maintained to all commercial drives and residential subdivision roads at all times using part-width construction and Item 410 Traffic Compacted Surface

# OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

**Project Scope**      PID **109227**      Project Name **MED US 0042 19.58**

MOT Item 2 of 2	MOT Type	Detour	Feature	Coordination Needed				Yes
	CRS	MED-42-19.58 to 23.02	Duration	260	(Days)	Municipality	Brunswick / Medina	
	Disincentive	Road Closure	\$7,500 / day	(Amt.)	Work Zone Speed Zone	No		
	MOT Exception	No	(Desc.)	Permitted Lane Closure	No			
					LEO No. of Hours	120		
	<b>Conflict</b>	<b>Description</b>		<b>Route</b>		<b>Dates to Avoid</b>		

Comments

Have contractor adjust radar units based on MOT phases.  
 The intent for the MOT is to not use Portable Concrete Barrier on this project.  
 Northbound US 42 traffic will be detoured to construct US 42 in four phases. One minimum 10-foot lane of US 42 southbound shall always be maintained using existing and/or proposed pavement.

- Northbound Official ODOT Detour route: SR 3 NB to IR 71 NB to SR 303 WB. Southbound is reverse.
- Include several message boards for the duration of the detour
- Include a "Road Closed / Local Traffic Only" sign at each major cross-road on US 42 northbound within the detour route
- Include one way signage at driveways

The following sections of US 42 northbound shall not be detoured simultaneously, and shall be performed in separate phases:

- Fenn Rd to Hamilton Rd (2 phases due to part width construction)
- Hamilton Rd to Sleepy Hollow Rd (2 phases due to part width construction)
- All intersections shall be open at all times, except when local roads may be detoured for 21 calendar days to construct the US 42 intersections.

These intersections shall be detoured using local roads approved by Medina Twp, Brunswick Hills Twp and the Medina County Engineer through the signed Local Detour Maintenance Agreements.  
 See Detour Coordination information in PW under Planning/Scopes/Detour Coordination/

<b>Design Designation</b>			<b>Opening Year:</b>		2026	<b>Design Year:</b>		2046	
CRS	Speed Limit	Opening ADT	Design ADT	DHV	% K	% D	% T24	% TD	Traffic Forecast
MED-42-19.58 to 23.02	45	10000	11000	1,400	13	62	2	1	Simplified

<b>Project Classification</b>			
CRS	Federal Aid System	Functional Classification	Urbanized Area
MED-42-19.58 to 23.02	NHS Non-Interstate	Principal Arterial	Cleve/Rural

# OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

## Project Scope

PID **109227**

Project Name **MED US 0042 19.58**

### Environmental

Environ. Category	Code	Responsibility																			
<b>C2</b>	I	<i>In-House</i>	<b>MED-42</b>																		
	T	<i>OES Task Order</i>																			
	C	<i>Consultant Services</i>																			
	-	<i>Not Applicable</i>																			
Environmental PM WINGLER, LEVI B	-	<i>Not Applicable</i>																			
<b>Cultural</b>	Section 106 - Scoping Request Form (*) 2.2.B		I																		
	Phase 1 Hist./Arch. Survey Rpt. (If Auth.) 2.2.I, 3.7.A																				
	Phase 1 Arch. Survey Report (If Auth.) 3.1.A.B, 3.7.A																				
<b>Forms</b>	Determination Request Form																				
	Individual Section 4(f) Eval. 2.2.F, 3.1.C																				
	Section 6(f) Documentation																				
<b>Ecology</b>	Ecological Exempt Form (*) 2.2.C																				
	Level 1 Ecological Survey Reports		I																		
	UNIONID Mussel Survey Report 3.1.Q																				
<b>Waterway Permits</b>	Sole Source Aquifer Coordination																				
	Farmland Conversion Impact Rating Form 3.1.E																				
	Permit Determination Request Package 3.1.M.A-B		I																		
	Concp. Stream/Wetland Mitg. Rpts. 3.1.N, 3.7.B-D																				
	Section 404/401 Applications																				
	USACE Pre-Constr. Notification (PCN) Applications																				
	Ohio EPA Isol. Wetland Permit Pre-Act. Notif. (PAN)																				
	Coastguard Section 9 Application																				
	ACOE Section 10 Permit																				
	Floodplain Permit Application																				
<b>Site</b>	Floodplain Coordination		I																		
	Coastal Waterway Permit																				
	Regulated Mat. Review (RMR) (*) 2.2.D, 3.1.D, 3.1.O		I																		
<b>Air</b>	Phase 1 Env. Site Assess. Rpt. (If Auth.) 2.2.I, 3.7.A																				
	Asbestos Survey/Inspection		I																		
	Ozone Analysis 3.1.P																				
<b>Noise</b>	MSAT Analysis																				
	PM 2.5 Analysis																				
	Traffic Noise Analysis Report 2.2.G																				
<b>Public</b>	Noise Barrier Public Involvement Summary 2.2.H																				
	Public Involvement Plan 1.4.A, 2.1.A.J																				
	Public Meeting Activities 2.6.A																				
	Public Announce. (webpage, article, news release)		I																		
Underserved Population Outreach 2.2.E, 3.1.G																					

Any Known Env. Concerns (ex. historic properties on Nat. Reg., wetlands, underground storage tanks, stream reloc.)  
 Environmental Category C2 for now. Culvert and Drainage information has been updated in the scope.  
 Environmental Section to evaluate project to determine if a C1 or C2 is appropriate.

# OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

**Project Scope** PID **109227** Project Name **MED US 0042 19.58**  
**Survey** 2.3.A, 3.4.C.D

Survey Site 1 of 1	CRS	MED-42-19.58	Asset Type	Pavement	Surveyor	ODOT		
	Mapping Monumentation				<b>Count</b>	<b>Responsibility</b>		
		Type 'A' Control Monument 2.3.A.A.1			5	Monuments	Progrmatic Cons	
		Type 'B' Control Monument 2.3.A.A.2			10	Monuments	Progrmatic Cons	
		Mon. Recovery for Existing CL and R/W 2.3.A.B.1			3.5	Miles	Progrmatic Cons	
		Monument Recovery for Property Lines 2.3.A.B.2			0	Owners	Progrmatic Cons	
		Stake/Flag R/W for Acquisition -			0	Owners	Progrmatic Cons	
		Pin New R/W Following Construction 3.4.C.D			0	Owners	Progrmatic Cons	
		Base Mapping (and Field Verify) 2.3.A.C			35	Tenths of a Mile	Progrmatic Cons	
		Est. Prop. Lines, Tax ID, Owners on Map 2.3.A.F			0	Owners	Progrmatic Cons	
Property Owner Notification 2.3.A.G			0	Owners	Progrmatic Cons			
Topo	Soil Boring Staking -			0	Borings	Progrmatic Cons		
	Intersects	Drainage (Stream X-Section)	2.3.A.E	2	Tenths of a Mile	Progrmatic Cons		
	Topo for	Bridge Rehab Over a Stream	2.3.A.D	Length Width	Tenths of a Mile	Progrmatic Cons		

**Comments**  
 Survey control on May 9, 2022 programmatic. Monument boxes will be re-established  
 Project includes survey to set primary project control & geodetic control. Recovery of all existing centerline and critical boundary monumentation in the pavement. Determine the centerline of RW and RW limits for creation of Centerline Plat for recording. Mapping of all underground drainage structures in the project limits. Detailed survey of culvert at mm 20.97 for replacment. Bridge detail survey for bridge repair at structure mm 19.87. Since the aerial mapping was dated several years, the entire mapping was put on the programmatic survey consultant. The programmatic surveyor was not tasked to measure inverts in all of the sanitary manholes but now that the decision was made to replace the trunkline storm sewer, we'll need to include this extra work in the programmatic surveyor tasks.

**Utilities** 1.2.C.B, 2.3.G.A-B, 2.4.C, 2.7.C.A-D, 2.7.H.C, 3.3.J.A-D, 3.8.C, 4.3.D

Utilities 1 of 1	Location	MED-42-19.58					
	Asset						
		<b>Name of Utility</b>	<b>Location/Description</b>	<b>Buried</b>	<b>Aerial</b>	<b>SUE Needed?</b>	<b>R/W Needed?</b>
	Power	Ohio Edison	Along/Across US Route 42	Maybe	Yes	No	No
	Power	Ohio Edison Transmission	Across US Route 42 approx. 1475 feet north of Fenn Road	No	Yes	No	No
	Phone	Frontier	Along/Across US Route 42	Yes	Yes	Maybe	Maybe
	Gas	Columbia Gas	Along/Across US Route 42	Yes	No	Yes	Maybe
	Cable	Armstrong	Along/Across US Route 42	Maybe	No	Maybe	Maybe
	Water	City of Cleveland Water	Along/Across US Route 42	Yes	No	Yes	Maybe
	Water	Medina County Sanitary	Along/Across US Route 42	Yes	No	Yes	Maybe
Sanitary	Medina County Sanitary	Along/Across US Route 42	Yes	No	Maybe	Maybe	
Comm.	Everstream	Along/Across US Route 42	Maybe	Yes	Maybe	Maybe	

**Comments** SUE needed (\$10,000) for determining depths and crossings for cement stabilization; SUE Level A



# OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

## Project Scope

PID

109227

Project  
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*test holes needed for underground utilities crossing US Route 42; vibratory rollers/equipment may be restricted by a utility company; survey all underground utilities crossing US Route 42 including mains and service lines.*

# OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

**Project Scope**      PID **109227**      Project Name **MED US 0042 19.58**

## Legislation and Coordination

<b>Coord.</b>	2.7.G.A, 4.2.D.B FAA	Yes	2.3.E.C, 2.3.H.F, 2.7.F.C, 2.7.G.E, 3.1.L, 4.2.D.A Railroad	No
	Detour	Yes	Floodplain	Yes
	Innovative Contracting	No	Bike Route or Trail within Project Limits	No

<b>Comments</b>	Detour coordination needed for Locals Consent Legislation needed for Brunswick Flood plain Coordination Flood zone AE - Rocky River
-----------------	---

## Project Schedule

	Date		Date
Field Review Date	11/4/2019	<b>Stage 2 Plans - Complete</b>	11/17/2023
Initial Scope Meeting Date	11/13/2019	Preliminary R/W Plans - Submit	-
<b>Initial Project Scope Complete</b>	5/8/2020	Final R/W Plans - Submit	-
Programmatic Date - Survey	5/9/2022	R/W Authorized	-
Project Scope Modified	11/1/2022	<b>Environmental Doc. Approved</b>	11/10/2023
Preferred Alternative Approval	-	<b>Stage 3 Plans - Complete</b>	1/19/2024
Feasibility Study Approved	-		
Survey Deliverables Complete	12/30/2022	R/W Acquisition Complete	-
<b>Begin In-House Detailed Design</b>	1/24/2023	<b>Tracings Complete</b>	2/2/2024
Preliminary Engineering Study - Submit	-	<b>District R/W Certification</b>	2/6/2024
NEPA Start Date	-	<b>Plan Package Received in C.O.</b>	2/12/2024
Authorized Design Consultant	-	Sale Date	7/1/2024
<b>Stage 1 Plans - Complete</b>	4/28/2023	Award Date	7/1/2024
Waterway Permit Determination - Submit	-	<b>Estimated Begin Construction</b>	10/1/2024
404/401 Permits	-	<b>Estimated End Construction</b>	9/30/2026

Comments *FY2024 Reservoir Project. With Survey deliverables scheduled to be completed by 12/31/22, the in-house design team will coordinate with the task order consultant in January, 2023 for the storm sewer drainage and incorporate the consultant plans into our construction plans. The task order consultant will need to have at least preliminary drainage plans to us by the stage 1 milestone date.*

# OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

**Project Scope**      PID **109227**      Project Name **MED US 0042 19.58**

**Funding** 1.1.A, 1.5.B, 2.4.A-B, 2.7.H.A-C, 3.8.A-C, 4.3.A-D

Split / Priority	Name	Plan Split Code	Funding Source Source 1		Funding Source Source 2		Cost
			%	Fund	%	Fund	
1 / 1	CO CO Contr 01	01/NHS/PV	80	4480000	20	1120000	\$5,600,000.00
Descr:	<i>MED-42 Pavement Replacement</i>						
2 / 1	CO CO Contr 02	02/NHS/BR	80	800	20	200	\$11,000.00
Descr:	<i>Structure MED-42-19.87 SFN 5201721</i>						
3 / 1	CO CO Contr 03	03/NHS/BR	80	20000	20	5000	\$40,000.00
Descr:	<i>Structure MED-42-20.97 SFN 5201772</i>						

Preliminary Engineering Estimate - Survey & SUE	\$160,000.00
Detailed Design Estimate	In house
Construction Estimate	\$5,651,000.00

## Project Scope

PID

109227

Project  
Name

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## Narrative

*Document the decision process here. Why were certain treatments chosen? What was left out and why?*

## Access Management:

Julie Cichello will verify with Matt Walter and Bob Weaver that we want to do access management at the below locations. If approved, Julie will reach out to the Townships and then the property owners in early CY2023 so design can begin on this by Summer CY2023.

- SLM 19.68, LT (3652 PEARL ROAD) - Remove Drive (property has two field drives, approximately 195' spacing, north drive appears to have better sight distance)
- SLM 20.91, RT (3071 PEARL ROAD) - Remove Unused Drive (would be preferred to keep unused drive and remove drive closest to Pine Lake Drive)
- SLM 21.08, RT (2993 PEARL ROAD) - Reduce Size of Drive Throat Width
- SLM 21.23, LT (2920 PEARL ROAD) - Remove Gated Drive (if not used)
- SLM 21.25, RT (2919 PEARL ROAD) - Remove One Field Drive
- SLM 21.63, LT (2768 PEARL ROAD, 2750 PEARL ROAD) - Keep Center Drive (Shared Access), Remove Drives to the North and South
- SLM 21.90, LT (2614 PEARL ROAD) - Remove Drop Curb (along taper for right turn lane)
- SLM 22.35, LT (2384 PEARL ROAD) - Reduce Size of Drive
- SLM 22.41, LT (2350 PEARL ROAD) - Reduce Size of Drive
- SLM 22.45, RT (2341 PEARL ROAD) - Remove North Drive (No parking spaces are located along the front of the building, there is space on property for vehicles parked along north property line to enter/exit south drive)
- SLM 22.49, RT (2323 PEARL ROAD) - Remove North Drive
- SLM 22.94, LT (2100 PEARL ROAD) - Remove Drive

Discuss striping a SB right turn lane (12' thru - 10' right turn - 1' shoulder) for the drive at SLM 21.88 with the property owner. We will need to make sure that the turn lane being striped will not interfere with large vehicles making a right turn into their driveway. Ensure that drive removals/revisions don't require temporary r/w.

Mike Titus reviewed the existing catch basins and does not recommend reusing any of them. Some are aligned in the curb line causing slight bump outs to the curb. Some are not angled correctly to follow the profile of the roadway. Some could be re used but with the pavement replacement, new curb, trunk line replacement and having to tie existing catch basins into a new trunk line, it wouldn't make sense to salvage some catch basins.

The goal is to get the storm sewer drainage design (by the consultant) done by April 2023 when the stage 1 plans are due. Coordination of the consultant design and the in house design will be needed. We believe the survey can be shared within ORD for both designs.

Drainage inspections by County should be done by the end of August, 2022.

Mike Titus looked into whether it was feasible to construct this project in one full construction season (CY2025). Based on his recommendations, this would be very difficult to accomplish and it would be a very long one way zone with quite a few businesses/side streets within that long of a closure. If the awarded bidder comes to us with a plan to get all of the work done in one construction season, we could entertain the idea at that time but Mike thinks it's best to plan for this to be a two construction season project (CY2025 and CY2026).

Here are some estimated construction durations for each phase (there will be 4 phases total):

- 1 week of pavement removal
- 3 weeks of drainage (this one could vary quite a bit depending on drainage work details)
- 1 week for stabilization
- 1 week for 304
- 1 week for curb
- 2 weeks for drive aprons/asphalt paving
- 1 week for backup of curb/guardrail/topsoil/seed/stripping/sign install

Total = 10 weeks. With an efficient operation, this will be 60-70 days per phase. 4 phases in the job (Fenn to Hamilton east side / west side, Hamilton to Sleepy Hollow east side / west side). There are also side roads that will need to be detoured/constructed during those phases so it's hard to imagine the durations being too much less.

**Project Scope**

PID

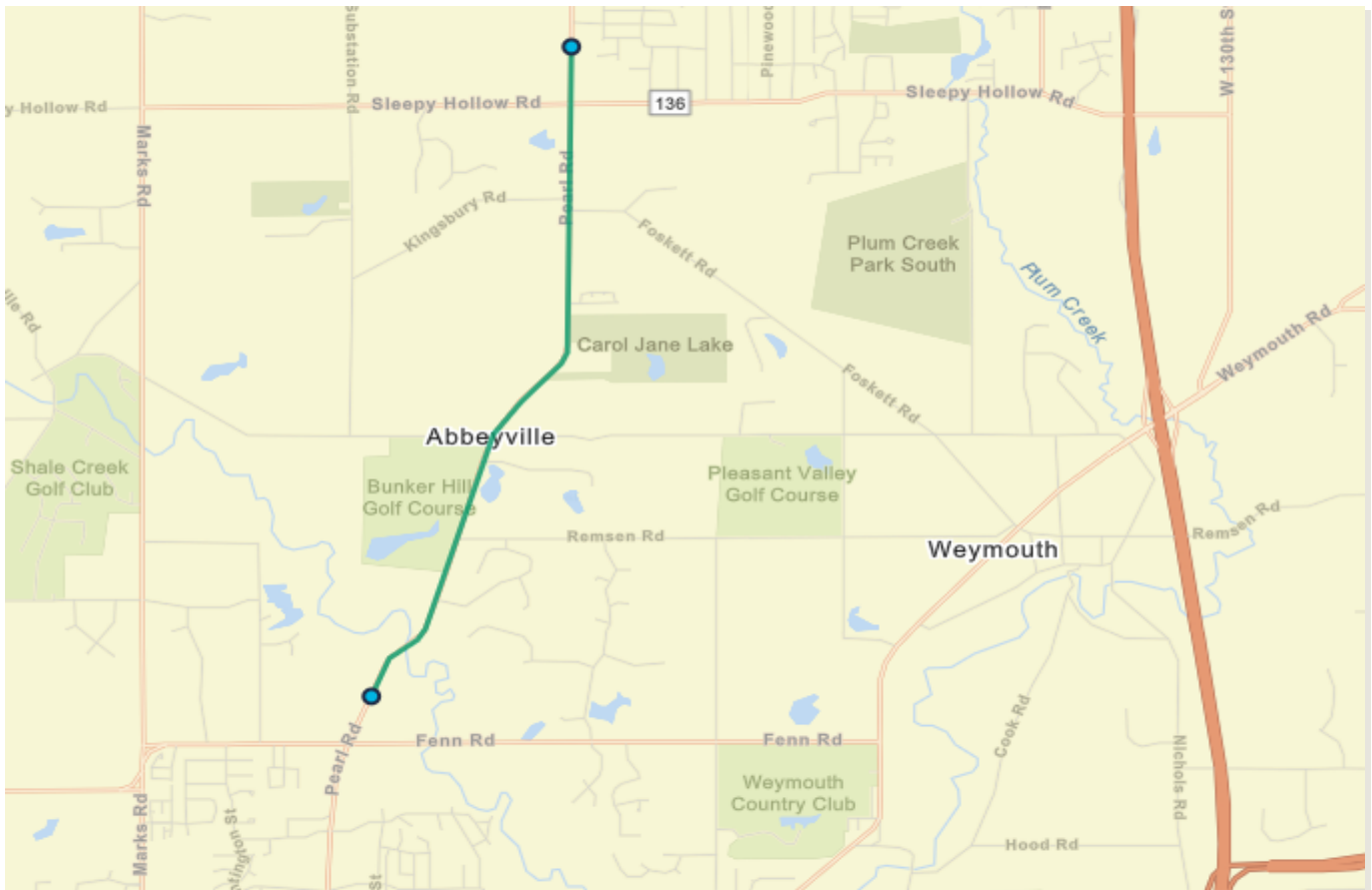
109227

Project  
Name

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## Map

See the project overview map below.



# OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE


**Project Scope**

PID

109227

Project Name

MED US 0042 19.58

Signatures and Attendance			Approval		Field Visit		Scope Meeting	
			Approve	Disapprove	11/4/2019	8/23/2022	5/16/2022	
	Signature	Date						
Work Plan Coord.	Mike Schafrath	Mike Schafrath	10/18/2022	X		-	X	X
ELLIS Coordinator	Jerry Schlett	jerry schlett	10/19/2022	x		-	-	-
Environmental PM	Levi B Wingler	Levi Wingler	10/28/2022	X		-	X	X
Bridge Engineer	Kent Kapustar	Kent A. Kapustar	10/18/2022	X		-	X	X
Planning Engineer	Scott Ockunzzi		10/19/2022	X		-	X	X
Design PM	Karla R Bohmer	Karla Bohmer	10/19/22	X		-	X	X
Roadway Engineer	Charlie Laughrey	Charlie Laughrey	10/19/22	x		-	X	X
Traffic Engineer	Julie Cichello	Julie Cichello	10/19/2022	X		-	X	X
Survey Op. Mgr.	Scott Hawkins	Scott Hawkins	10/19/22	x		-	X	X
Utility Coordinator	John Schafrath	John Schafrath	10-18-22	X		-	-	X
Real Estate Admin.	Brad Corder	B.S. Corder	10/02/22			-	-	-
Design Engineer	Dustin Vousden	Dustin J. Vousden	10/24/2022	X		-	-	-
Constr. Area Eng.	Michael D Titus	Mike Titus	10/18/22	X		-	X	X
Constr. Engineer	Mike Fair	Mike Fair	10/18/2022	X		-	-	-
Cap. Prog. Admin.	Matt Walter	Matt Walter	10/21/2022	X		-	-	-
Rdwy. Serv. Mgr.	Kimberly Conklin	Kimberly Conklin	11/2/2022	X		-	-	X
Hwy. Mgt. Admin.	Eric Sheppard	Eric Sheppard	10.19.2022	X		-	-	-
County Manager	Matt Simon	Matthew Simon	10/28/2022	X		-	-	-
Attendee	Dennis Ryncarz	N/A	N/A	N/A	N/A	-	-	X
Attendee	Howard Goodyear	N/A	N/A	N/A	N/A	-	-	X
Attendee	Adam Mellen	N/A	N/A	N/A	N/A	-	X	X
Attendee	Shelley Pitcher	N/A	N/A	N/A	N/A	-	-	X
Attendee	Mark Strohm	N/A	N/A	N/A	N/A	-	X	X
Attendee	Tyler Graham	N/A	N/A	N/A	N/A	-	-	X
Attendee	Kathryn Wade	N/A	N/A	N/A	N/A	-	X	X
Attendee	Billy Workman	N/A	N/A	N/A	N/A	-	X	-
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