

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): TUS CR 1 3.278

Project Sponsor / Maintenance Responsibility: Tuscarawas County Engineer

☒ Local Let
☐ ODOT Let

PID (ODOT assigned): 124213

Scope Field Review: 05/04/2026 Scope Meeting: 05/04/2026

Proposed Sale Date: October 2029 State Fiscal Year: 2030

Highway Functional Classification: 5 – Major Collector

Federal Aid System (ODOT assigned): Yes

B. Design Standard

ODOT Location and Design Manuals

C. Project Description

Bridge replacement of TUS CR 1-3.278 (SFN 7930003)

Prior studies / plan (identify):

Existing Bridge Plan (1966) – provided for information only

Estimate Project Length:

(begin pavement to end pavement including bridge) 475 feet +/- (existing bridge length is 373')

Work Length:

(including project length & approach work) 525 feet +/-

Alignment:

☒ Existing

☐ Relocated (explain)

Profile:

☒ Existing

☐ New (explain)

Logical Termini:

(w/ explanation)

CR 1 (S. River St.) over the Tuscarawas River just south of the Newcomerstown south corp. line.

D. Typical Sections

Existing	Pavement Width: 20'-24'	☐ curb to curb	Graded Shoulder: Varies
		☒ edge to edge	Treated Shoulder: Varies
	R/W Width: 90'+		
	Bridge Width: 24'	☐ f/f of rails, ☒ t/t of curbs, or ☐ t/t of parapets	

Existing	<u>Yes</u>	<u>No</u>	<u>Comment / Type</u>
Median	☐	☒	
Curbs	☒	☐	
Curb ramps	☐	☒	
Sidewalks	☐	☒	Width: _____
Guardrail	☒	☐	

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

Proposed	Pavement Width: 24'	☐ curb to curb	Graded Shoulder: 4'
		☒ edge to edge	Treated Shoulder: Per L&D Manual
	R/W Width: 90'+		
	Bridge Width: 32'	☒ f/f of rails, ☐ t/t of curbs, or ☐ t/t of parapets	

Proposed	<u>Yes</u>	<u>No</u>	<u>Comment / Type</u>
Median	☐	☒	
Curbs	☐	☒	
Curb ramps (*)	☐	☒	
Sidewalks	☐	☒	Width: _____
Guardrail	☒	☐	

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

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

Supplemental Information: CR 1 3.278

ADT (2030)	<u>700</u>	Design ADT (2050)	<u>770</u>
DHV (2050)	<u>92</u>	Certified Traffic	<u>N/A</u>
T24	<u>3% (Assumed)</u>	Legal Speed	<u>55 MPH</u>
Design Speed	<u>55 MPH</u>		
Comments:			
<u>Opening Year – 2030; Design Year – 2050</u>			

E. Right-of-Way

	<u>Yes</u>	<u>No</u>	<u>Remarks</u>
Right-of-Way Plan:	☐	☒	
Approximate Number of Parcels:			
Known Relocations:	☐	☒	
Railroad Involvement:	☐	☒	
Railroad Name:			
Encroachments:	☐	☒	
Airway Highway Clearance:	☐	☒	
Airport Name:			
Comments:	<u>All work is to be done within the existing Right-of-Way (see 1966 Bridge Plan).</u>		

Note: Provide a footprint of proposed and existing right of way limits as soon as available to the District Environmental Coordinator and District Real Estate Administrator.

Caution: Environmental needs to be clear prior to the beginning of right of way acquisition.

F. Utilities

	Yes	No	Name of Company	
Aerial	Phone	☐	☐	
	Cablevision	☐	☐	
	Power	☐	☐	
Underground	Phone	☐	☒ <i>Frontier</i>	
	Cablevision	☐	☐	
	Power	☐	☐	
	Gas	☐	☒ <i>Enbridge</i>	
	Pipelines:	☐	☐	
		<u>Private</u>	<u>Public</u>	<u>Name of Company</u>
	Water	☐	☐	☐ ☐
Sanitary	☐	☐	☐ ☐	
Storm	☐	☐	☐ ☐	
Other:	<i>The presence of utilities is to be verified during the Plan Development Process (PDP). Known utilities are listed above.</i>			
Comments:	<i>Enbridge gas line is mounted to existing bridge</i>			

G. Structure Requirements

Existing Structure Information:	Structure type:	<i>Steel Continuous</i>	
	Bridge No.:	<i>TUS-C0001-1</i>	Structural File No.: <i>7930003</i>
	Sufficiency Rating:	<i>072.4</i>	General Appraisal: <i>5</i>
	Crossing:	<i>Tuscarawas River</i>	
	Bridge Length:	<i>373 feet</i>	Number of Spans: <i>5</i>
	Eligible for the National Historical Register:	☐ Yes ☒ No	

Proposed Structure Information:	New Structure: ☒ Yes ☐ No	
	Rehabilitate Existing Bridge by: _____	
	Structure Type: <u>TBD</u>	
	Beam Type: ☐ Concrete Box; ☒ Steel; ☐ n/a	
	Structure Width: <u>32'</u>	Number of Spans: <u>TBD (3-4)</u>
	Local must have proposed structure's load rating on file Other Design Considerations / Explanation of Change in Line/Grade:	
Guardrail Type: <u>TST</u>		

H. Design Exception(s) Required

☐ Yes Explain: None anticipated; to be verified during the PDP
☒ No

I. Traffic Control

	<u>Yes</u>	<u>No</u>	<u>Remarks</u>
Signing:	☒	☐	_____
Striping:	☒	☐	_____
Lighting:	☐	☒	_____
Signals:	☐	☒	_____
RPMs:	☐	☒	_____

J. Maintenance of Traffic

Type of MOT: ☒ Detour, ☐ Part Width, ☐ Daily Flagging

Remarks/Describe: CR1 to CR 2 to CR 3 to SR 258 and reverse

Will Pedestrian Traffic need to be maintained? No

Remarks/Describe: _____

K. Driveways

☐ Yes Type:
☒ No

L. Project Funding

Project Cost Estimate: \$6,250,000.00

Quantity splits needed in plans to ☐ Yes Comments:
differentiate funding participation: ☒ No

Coordination with Concurrent ☐ Yes Comments:
Projects Required: ☒ No

Funding Source: LBR 4B87

Federal Maximum: \$5,000,000.00

Funding Split: 80/20

Cost Estimates:

	Local Information			State/Federal Information			Total
	SAC	Total Local Funds	Percent Split	SAC	Total Federal or State Funds	Percent Split	
Construction	<u>LNTP</u>	<u>\$1,168,224.20</u>	<u>20</u>	<u>4B87</u>	<u>\$4,672,896.80</u>	<u>80</u>	<u>\$5,841,121.00</u>
Construction Engineering	<u>LNTP</u>	<u>\$81,775.80</u>	<u>20</u>	<u>4B87</u>	<u>\$327,103.20</u>	<u>80</u>	<u>\$408,879.00</u>
Totals:		<u>\$1,250,000.00</u>			<u>\$5,000,000.00</u>		<u>\$6,250,000.00</u>

Additional remarks about funding:

Maximum Federal LBR (4B87) funds set at 80% is \$5,000,000 for Construction/Construction Engineering per CEAO.

M. Cost Recovery

Does the LPA intend to recover any Direct Labor Costs associated with this project?	☒ Yes	☐ No
Does the LPA intend to recover any Fringe and Overhead Costs associated with this project?	☒ Yes	☐ 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 Rate¹
- ☒ 3. Direct Labor plus Approved Fringe Benefit Costs (fringe benefits only)²
- ☐ 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?	☒ Yes	☐ No
If so, does that system track both payroll and project hours concurrently?	☒ Yes	☐ No

If different systems, how does the LPA reconcile project hours to payroll?

How often are payroll records prepared?

Bi-weekly

For employees working on multiple activities, does the LPA track daily time by activity/project on the time sheets? <i>(Tracking hours worked, without activities, on Federal projects is non-compliant. All activity hours must be shown)</i>	☒ Yes	☐ No
Does the LPA ensure that timecards are signed by the employee?	☒ Yes	☐ No

N. Environmental – see Environmental (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:	Consultant
Proposal/Specification Development:	Consultant / LPA
LPA Agreement:	LPA / ODOT
Form and Preliminary Legislation:	LPA
Environmental Tasks:	CEAO Task Order (except Floodplain Coordination Consultant / LPA)
Advertising and Award of Contract:	LPA
Construction Inspection:	LPA
R/W Plan Development:	N/A
R/W Acquisition / Appraisals:	N/A
Utility Relocation:	Coordination and relocation by LPA / Consultant (responsible for completion of the Utility Note for any relocations)

P. Field Review – held on May 4, 2026 with Tuscarawas County Engineer and ODOT D11 personnel

Q. Commitment Dates

Milestone  	Date  	Completed	SFY (Qtr)
 Field Review	 05/04/2026		2026 (Q4)
 Initial Project Scope Complete	 07/29/2026		2027 (Q1)
 Stage 1 Plans - Submitted	 10/01/2027	—	2028 (Q2)
 Stage 2 Plans - Submitted	 06/01/2028	—	2028 (Q4)
 Environmental Document Approved	 06/30/2028	—	2028 (Q4)
 Stage 3 Plans - Submitted	 03/30/2029	—	2029 (Q3)
 Plan Package Received in C.O.	 08/01/2029	—	2030 (Q1)
 Sale	 10/01/2029	—	2030 (Q2)
 Award	 11/01/2029	—	2030 (Q2)
 Begin Construction	 03/01/2030	—	2030 (Q3)
 End Construction	 10/01/2030	—	2031 (Q2)