

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*): CAR/STA SR 43 Feasibility Study

Project Sponsor / Maintenance Responsibility: Carroll County Commissioners

☒ Non-Let
☐ Local/ODOT
☐ Let

PID (*ODOT assigned*): 124671

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

Proposed Sale Date: N/A State Fiscal Year: 2027 (to encumber funding)

Highway Functional Classification: 04 – Minor Arterial (majority); 03 – Principal Arterial Other

Federal Aid System (*ODOT assigned*): Yes

B. Design Standard

ODOT (applicable design standards and guidelines from L&D Manuals, Multimodal Design Guide, etc.)

C. Project Description

Development of a Feasibility Study per ODOT Project Development Process (PDP) Guidance for capacity and safety improvements along SR 43 in Carroll and Stark Counties from Bacon Rd NW (Carrollton Corporation Limit) to US 30 (approximately 23.4 miles). The study is to include defining the Purpose and Need, determining Red Flag issues, developing concepts (bypasses and additional through lanes are to be considered), evaluating benefits, and outlining next steps among other items as required per ODOT PDP Guidance.

Prior studies / plan (identify):

OMEGA RTPO Capital Allocation Application (August 2025)

Estimate Project Length:

(begin pavement to end pavement including bridge) 23.4 miles +/-

Work Length:

(including project length & approach work) 23.5 miles +/-

Alignment:

☐ Existing

☐ Relocated (*explain*)

TBD

Profile:

☐ Existing

☐ New (*explain*)

TBD

Logical Termini:

(w/ explanation)

Bacon Rd NW (Carrollton Corporation Limit) to US 30

D. Typical Sections

Existing	Pavement Width:	☐ curb to curb	Graded Shoulder:	
	<i>Varies (30-34' +/-)</i>	☒ edge to edge	Treated Shoulder:	<i>Varies 2'-6' +/-</i>
	R/W Width:	<i>Varies</i>		
	Bridge Width:	<i>Varies (13 bridges in study area)</i>		
		☐ f/f of rails, ☐ t/t of curbs, or ☐ t/t of parapets		

Existing	Yes	No	Comment / Type
Median	☐	☒	
Curbs	☐	☒	
Curb ramps	☒	☐	<i>2 sets of curb ramps within the Village of Malvern</i>
Sidewalks	☐	☒	Width: _____
Guardrail	☒	☐	<i>Guardrail at spot locations throughout study area</i>

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

Proposed	Pavement Width:	<i>Study to determine</i>	☐ curb to curb	Graded Shoulder:	
			☐ edge to edge	Treated Shoulder:	
	R/W Width:	<i>Study to determine</i>			
	Bridge Width:				
		☐ f/f of rails, ☐ t/t of curbs, or ☐ t/t of parapets			

Proposed	Yes	No	Comment / Type
Median	☐	☐	<i>Study will evaluate alternatives, which may include median</i>
Curbs	☐	☐	<i>Study will evaluate alternatives, which may include curbs at some locations</i>
Curb ramps (*)	☐	☐	<i>Study will evaluate alternatives, which may include curb ramps at some locations</i>
Sidewalks	☐	☒	Width: _____
Guardrail	☒	☐	

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

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

Supplemental Information: SR 43

ADT	<u>6,600 – 11,000 +/-</u>	Design ADT	<u>TBD</u>
DHV	<u>TBD</u>	Certified Traffic	<u>N/A</u>
T24	<u>6 – 14 % +/-</u>	Legal Speed	<u>Varies (40-55 MPH)</u>
Design Speed	<u>TBD</u>		
Comments:			
<u>Design Traffic to be completed by selected Consultant as part of Feasibility Study</u>			

E. Right-of-Way – ROW impacts to be evaluated as part of the Feasibility Study

	<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:			

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	☒	☐			
	Cablevision	☒	☐			
	Power	☒	☐			
	Gas	☒	☐			
	Pipelines:	☒	☐			
				<u>Private</u>	<u>Public</u>	<u>Name of Company</u>
	Water	☒	☐	☐	☐	
	Sanitary	☒	☐	☐	☐	
Storm	☐	☒	☐	☐		
Other: _____						
Comments: <i>Companies to be determined/evaluated as needed further in the Plan Development Process</i>						

G. Structure Requirements – N/A

Existing Structure Information:	Structure type:	_____		
	Bridge No.:	_____	Structural File No.:	_____
	Sufficiency Rating:	_____	General Appraisal:	_____
	Crossing:	_____		
	Bridge Length:	_____	Number of Spans:	_____
	Eligible for the National Historical Register:	☐ Yes ☐ No		

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

H. Design Exception(s) Required

☐ Yes Explain: *Unknown; to be determined as part of the Feasibility Study*
☐ No

I. Traffic Control – existing and proposed traffic control measures to be evaluated as part of Feasibility Study

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

J. Maintenance of Traffic – N/A (no proposed Construction project to date)

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

Remarks/Describe: _____

Will Pedestrian Traffic need to be maintained? _____

Remarks/Describe: _____

K. Driveways

☒ Yes Type: *Commercial and residential drives of various types*
☐ No

L. Project Funding

Project Cost Estimate: \$250,000

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

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

Funding Source: *OMEGA STBG (Fed)* Federal Maximum: *\$250,000*

Funding Split: *100%*

Cost Estimates:

	<u>Local Information</u>			<u>Federal Information</u>			<u>Total</u>
	<u>SAC</u>	<u>Total Local Funds</u>	<u>Percent Split</u>	<u>SAC</u>	<u>Total Federal Funds</u>	<u>Percent Split</u>	
Preliminary Engineering				<i>4TF7/OM05</i>	<i>\$250,000</i>	<i>100</i>	<i>\$250,000</i>
Totals:					<i>\$250,000</i>		<i>\$250,000</i>

Additional remarks about funding:

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?

For employees working on multiple activities, does the LPA track daily time by activity/project on the time sheets?	☐ Yes	☐ No
---	------------------------------	-----------------------------

(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?	☐ Yes	☐ No
--	------------------------------	-----------------------------

N. Environmental – Environmental Document Preparation – EA/IS & CE Prequalification required for development of the Feasibility Study per ODOT D11 Environmental Coordinator

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.

Feasibility Study Development:	<u>ODOT Prequalified Consultant</u>
--------------------------------	-------------------------------------

LPA Agreement:	<u>ODOT/LPA (Non-Infrastructure LPA Project Agreement)</u>
----------------	--

Environmental Tasks:	<u>ODOT Prequalified Consultant</u>
----------------------	-------------------------------------

P. Field Review – N/A

Q. Commitment Dates

Feasibility Study is to be completed within twelve (12) months from the date of authorization or no later than November 30, 2027.
