

OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT THREE

Project Scope

PID **122439** Project Name **ASD SR 603 6.140**

Project Overview

Scope Project Mgr.	Joseph Clark	Initial Scope Meeting	11/21/2024
Design Project Mgr.	Nick Foster	Scope Version	Original
In-House Designer(s)	N/A	Letting Type	ODOT Let
Environmental Mgr.	Levi B Winger	Contract Type	Standard Build
Design Responsibility	Consultant	PDP Path	Path 2
Design Team	TBD	File Date	2/1/2030
Primary Work Cat.	Bridge Preservation	Federal Aid Number	E250366
		County	ASD
		City/Village	Rural
Project Termini	ASD-SR-0603-5.99	Environmental Doc Type	C2

Existing Originals unavailable, 1985 Painting, 2002 Wearing Surface Replacement, 2013 Wearing Surface Plans Replacement, 2015 Stream Remediation, 2025 Guardrail Upgrade.

Project Description

ASD SR 603. Reduce roadway flooding by lengthening the existing structure and roadway to increase the hydraulic capacity and raising the roadway elevation.

Purpose & Need

This timber-decked structure has a GA of 5, driven by deck, superstructure, and substructure ratings. The channel rates a 4, due to the shallow clearance over the channel. The roadway at this location is prone to frequent overtopping, at and within 500' to both the North and South of the structure, rendering the road impassable during and after some major storm events. It is also prone to significant collection of debris at and under the structure, impeding flow further.

Rehabilitation of a timber deck and partially timber substructure is assessed to be a poor investment, and would not resolve the overtopping; hence replacement is proposed for this structure, likely including a raising of the roadway profile at the location of the channel crossing.

		Complete?
Action Items	Don R. to complete environmental notes regarding the Conservancy and Floodplain requirements	<input checked="" type="checkbox"/>
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Bridge

Bridge 1	Bridge Location	ASD-SR-603-5.999	Preliminary Cost Estimate	\$2,200,000.00	
	Treatment Types	NA: 403 - Structure Replacement			
	Existing Bridge Information	<i>Timber slab deck with asphalt wearing surface, on steel beam superstructure, on timber-and-steel substructure. No original plans available.</i>			
<i>Comment</i>					
	Alignment	Modify	May be required for permitting	Curb Present No	
	Profile	Modify	Raise to increase hyd. Opening	R/W Req'd Yes	
	Floodplain Coord.	Dsgn Consultant	FEMA Zone A	Survey Req'd Yes	
	OHWB Determ.	Dsgn Consultant		Soil Borings Req'd Yes	
	MOT Type	Detour		Utility Relocation Req'd Maybe	
				Hydraulic Analysis Req'd Yes	
		Existing		Structure Type Study Req'd Yes	
	General Appraisal*	5		Driveway Accomodations Req'd Maybe	
	Sufficiency Rating	081.8		Addendum Sheet for Structure No	
	Year Built	1985		Eligible for National Historic Register No	
	Structure Type*	Steel/Stringer/Multi-beam or Girder		Proposed	
	Structure File No.*	0305952	→	TBD	
	Feature Intersected	TRIB CHAS.MILL OVERFLOW	→	SAME	
	Design Loading	HS20-44 & Alt. Military Load	→	HL-93	
	Number of Spans	1	→	1	
	Out↔Out Width*	31.6	ft →	TBD	ft
	Bridge Railing Type	Deep Beam Rail w Tube Backup	→	TBD	
	Curb↔Curb Width	31.6	ft →	TBD	ft
	Overall Length	20	ft →	TBD	ft
	Approach Slab Len	0	ft →	TBD	ft
	Vertical Clearance	-2	ft →	TBD	ft
	Horiz. Clearance		ft →	TBD	ft
	Wearing Surf Type	Polyester	→	TBD	
	Wearing Surf Thick	3.1	in →	TBD	in

Proposed Bridge Work (What & Why)

Perform a Feasibility Study, including, but not limited to, the following:

- Hydraulic Analysis to determine a conservative required hydraulic opening to prevent overtopping of the bridge or nearby roadway, within approximately 700' south of the structure, and 1000' north of the structure (Crider Rd. intersection).
- A Structure Type Study (STS) to provide alternatives for structures allowing the required opening.

Compare alternatives based on cost, vertical profile impact, Right-of-Way impact, and Environmental impact. All cut and fill at elevations below 1020' must be balanced.

- Explore interventions at or including other locations adjacent to the structure (e.g., relief culverts)

The Structure Type Study may consider:

- Single Span Slab up to 32'
- Multiple Span Slab
- Single- or multi-span composite concrete deck on steel stringers
- Single- or multi-span composite prestressed concrete box beam

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Ensure that ODOT Office of Hydraulics is involved in the conceptual development and review process.

Provide full-depth paving, guardrail, and other incidentals as required by the anticipated change in vertical profile.

Removal of the existing flume upstream of the bridge is viable. This flume was the product of a now-completed study, which has been deemed ineffective at this location.

Stage 1 Plans shall include construction limits for use as an Environmental Footprint, which will be the final limits for the project.

Anticipate delivery of the Feasibility Study, Stage 1 Plans, R/W Plans, Stage 2 Plans, Stage 3 Plans, and Final Tracings with associated filing documents.

Pavement Overview

Alignment

Modify

Explain Some adjustment may be required to ensure no loss of conservancy capacity.

Profile

Modify

Explain Increasing the hydraulic opening of the structure at ASD-603-6.14 will require raising the roadway profile, which will require profile modification over a distance yet to be determined

Describe

Driveway Accomodations Maybe Drives 380' North and 485' South. Field drive to the S.

Adjust Castings to Grade No

Edge Line Location → Curbs Present No

No. of Days Traffic can run on Milled Surface days No

Proposed Pav't Treatment

Comments Full-depth paving is anticipated at distances TBD from structure ASD-603-0614, based on the impacts of the adjusted vertical profile.

Pavement Seg

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Traffic Control

Stripping	Long Line Pavement Marking Type	Paint	Lane Separator	No
	Auxiliary Pavement Marking Type	Thermoplastic	Delineators	No
	Bridge Deck Marking Type	Paint	Replace RPMs	Yes
Rumbles	Edge Line Rumble Stripes	No	Permanent Traffic Count Station	No
	Rumble Strips	No	Air Speed Zone Markings	No
	Centerline Rumble Stripes	No	Loop Detectors	No
	Transverse Rumble Strips	No		

Only long-line markings anticipated. Some RPMs will be required to match current placement. Reflectors on guardrail and barrier.

Maintenance of Traffic (MOT)

MOT Item 1 of 1	MOT Type	Detour	Feature	Stream	Coordination Needed	No
	CRS	ASD-603-6.14	Duration	60 (Days)	Municipality	n/a
	Disincentive	Detour/PN 127	\$6,500/day	(Amt.)	Work Zone Speed Zone	No
	MOT Exception	No		(Desc.)	PLCS	No
					LEO No. of Hours	0

Conflict: None Description: Route: Dates to Avoid:

Detour Route: US 30 - US 42

Forecast Information

Segment ID	2031 AADT	2051 AADT	DHV-30	K%	D%	T24%	TD%
1910350	2,100	2,700	300	10.8	53.5	7	1

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Environmental

Environ. Category	Code	Responsibility											
C2	I	In-House	ASD-603-6.14										
	T	OES Task Order											
Environmental PM	C	Consultant Services											
WINGLER, LEVI B	-	Not Applicable											
Cultural		Section 106 - Scoping Request Form (*)		I									
		Phase 1 Hist./Arch. Survey Rpt. (If Auth.)											
		Phase 1 Arch. Survey Report (If Auth.)											
Forms		Determination Request Form											
		Individual Section 4(f) Eval.		I									
		Section 6(f) Documentation											
Ecology		Ecological Exempt Form (*)											
		Level 1 Ecological Survey Reports		I									
		UNIONID Mussel Survey Report											
		Sole Source Aquifer Coordination											
		Farmland Conversion Impact Rating Form											
Waterway Permits		Permit Determination Request Package		I									
		Concp. Stream/Wetland Mitg. Rpts.											
		Section 404/401 Applications		I									
		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											
		Floodplain Coordination		C									
		Coastal Waterway Permit											
Site		Regulated Mat. Review (RMR) (*)		I									
		Phase 1 Env. Site Assess. Rpt. (If Auth.)											
		Asbestos Survey/Inspection		I									
Air		Ozone Analysis											
		MSAT Analysis											
		PM 2.5 Analysis											
Noise		Traffic Noise Analysis Report											
		Noise Barrier Public Involvement Summary											
		Public Involvement Plan											
Public		Public Meeting Activities											
		Public Announce. (webpage, article, news release)		I									
	Underserved Population Outreach												

Any Known Env. Concerns (ex. historic properties on Nat. Reg., wetlands, underground storage tanks, stream reloc.)

West side of the project is land owned by the Muskingum Watershed Conservancy District. Coordination with the MWCD will be conducted during the Environmental Engineering phase of the project. It is in FEMA Flood Zone "A." If required, the Distirct Hydraulic Engineer will coordinate with the Local Floodplain Administrator once Stage 2 plans have been developed. The project is located within the USACE flowage easement for the Charles Mill dam. A coordination with the USACE will occur once Stage 1 plans have been developed. A spreadsheet showing the net fills and cuts for the project within the flowage easement boundary will be required for the USACE coordination. A net fill situation will require flowage easement mitigation.

Stage 1 Plans shall include construction limits for use as an Environmental Footprint, which will be the final limits for the project.

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Right-of-Way

R/W Site 1 of 1

Feature CRS **ASD-603-6.14**
 Feature Type **BRIDGE**

		Responsibility	
	R/W Type	PERMANENT	Titles In-House
	Known Relocations?	Maybe	Appraisal In-House
	Access Modification Req'd?	No	Appraisal Review In-House
	Estimated No. of Parcels	5	R/W Acquisition Services In-House
	Land Use	Agricultural	R/W Acquisition Cost Est. In-House
			R/W Plans Dsgn Consultant

Comments *Permanent R/W required to account for raising of the vertical profile for an as-yet-to-be-determined distance on each side of the structure.*

Additional R/W Notes *Additional channel easement was acquired in 2015 under PID 98087.*

Survey

Survey Site 1 of 1

CRS **ASD-603-6.14** Asset Type **Bridge** Surveyor **TBD**

		Count	Responsibility
Mapping	Type 'A' Control Monument	TBD	<i>Monuments</i> In-House
	Type 'B' Control Monument	TBD	<i>Monuments</i> In-House
	Mon. Recovery for Existing CL and R/W	TBD	<i>Miles</i> In-House
	Monument Recovery for Property Lines	6	<i>Owners</i> Dsgn Consultant
	Stake R/W for Acquisition/Utilities/Tree Clearing	6	<i>Owners</i> Dsgn Consultant
	Pin New R/W Following Construction	6	<i>Owners</i> Dsgn Consultant
	Base Mapping (and Field Verify)	4	<i>Tenths of a Mile</i> Dsgn Consultant
	Est. Prop. Lines, Tax ID, Owners on Map	6	<i>Owners</i> Dsgn Consultant
	Property Owner Notification	6	<i>Owners</i> Dsgn Consultant
	Soil Boring Staking	TBD	<i>Borings</i> Dsgn Consultant
Topo	Intersects Drainage (Stream X-Section)	6	<i>Tenths of a Mile</i> Dsgn Consultant
	Topo for Complete Bridge Replacement	4	<i>Tenths of a Mile</i> Dsgn Consultant

Comments

Conduct topographic mapping from the intersection with Crider Rd on the North to 700' south of the structure.

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Utilities

Utilities 1 of 1	Location	ASD-603-6.14					
	Asset	BRIDGE					
		Name of Utility	Location/Description	Buried	Aerial	SUE Needed?	R/W Needed?
	Power	FIRELANDS ELECTRIC		...	Yes
Comm.	FRONTIER		Yes	Yes	

Comments

each north side

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Project Schedule

Project Schedule

Date		Date	
11/05/2024	Field Review	02/01/2028	Compliance R/W Review Submissi
11/21/2024	In-House Scope Meeting	03/01/2028	Compliance R/W Review Submissi
2/14/2025	Initial Project Scope Complete	04/01/2028	Final R/W Plan Submission - Apprc
09/23/2025	Survey Deliverables Complete	04/01/2028	Stage 3 Plans - Submitted
09/23/2025	Authorized Design Consultant	05/01/2028	R/W Authorized
05/23/2026	Feasibility Study - Submitted	05/01/2028	Stage 3 Plans - Complete
06/23/2026	Feasibility Study - Approved	05/15/2028	404/401 Permits Submitted to Ag
06/23/2026	Preferred Alternative Approved	08/01/2028	Final Tracings - Submitted
09/23/2026	Stage 1 Plans - Submitted	09/01/2028	Final Tracings - Complete
10/23/2026	Stage 1 Plans - Complete	04/15/2029	404/401 Permits Received from A
05/01/2027	Environmental Document Approved	05/01/2029	R/W Acquisition Complete
11/01/2027	Stage 2 Plans - Submitted	05/15/2029	District R/W Certification
11/01/2027	Preliminary R/W Review Submission - Sub	02/01/2030	Plan Package Received in C.O.
12/01/2027	Stage 2 Plans - Complete	07/01/2030	Sale
12/01/2027	Preliminary R/W Review Submission - App	07/01/2030	Award
12/15/2027	Waterway Permit Determination - Submi	08/01/2030	Begin Construction
01/14/2028	Waterway Permit Determination - Com	11/01/2031	End Construction

Comments *This project is intended to be placed on the May 2025 programmatic*

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Funding

Split / Priority			Funding Source		Funding Source		Cost
	Name	Plan Split Code	Source 1		Source 2		
			%	Fund	%	Fund	
1 / 1	CO CO Contr 01	01/BRO/66	80	FED	20	STATE	\$2,000,000.00
Descr:		Currently under District Preservation funds; District will apply for PROTECT funds when available for the target year					

Funding Summary

Project Phase	Funding Source / Description	Percent		Fiscal Year / Quarter	Phase Estimate
		Fed	State		
Preliminary Engineering	4PR7 / 4PS7 / LABR	80	20	2026/Q1	\$560,000.00
Detailed Design	4PR7 / 4PS7	80	20	2027/Q4	\$60,000.00
Right of Way Services	4PF7 / 4PS7	80	20	2028/Q2	\$40,000.00
Right of Way Acquisition	4PF7 / 4PS7	80	20	2028/Q2	\$40,000.00
Utilities Reimbursement					
Construction Contract	4PF7 / 4PS7	80	20	2031/Q1	\$2,000,000.00
Construction Engineering	LABR	80	20	2031/Q1	\$200,000.00
Total		80	20		\$2,900,000.00

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Field Review

Attendees

Kent Kapustar, Joseph Clark, Adam Mellen, Ed Yetzer

Date

11/4/2024

Notes

Field observations incorporated into other sections of the scope.

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Narrative

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

The channel under this structure is intermittent with a strong history of silting in. Site review and discussion with Don R. and Brad M. indicates that channel remediation, which has been attempted in various ways in the past, typically leads to temporary improvement at best. The wider topography issues are out of the scope of an ODOT project. This leaves raising and/or increasing the hydraulic opening as the best option to prevent overtopping, hopefully allowing the stream to self-stabilize while preventing roadway restrictions.

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Map

See the project overview map below.



