STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

AGREEMENT NO. 35923

This Agreement No. 35923 entered into this 18th day of May, 2021, by and between the State of Ohio, acting by and through the Director of Transportation, hereinafter referred to as the State, and Dynotec, Inc., hereinafter referred to as the Consultant, with an office located at 2931 East Dublin-Granville Road, Suite 200, Columbus, Ohio 43231.

W I T N E S S E T H:

That the State and the Consultant, for the mutual considerations herein contained and specified, have agreed and do hereby agree as follows:

CLAUSE I - WORK DESCRIPTION

The Consultant agrees to perform all professional services as may be authorized by the State for preparation of the Project Development Process for replacement of the storm sewer system along U. S. Route 62 from Blue Road Boulevard to Big Run Road in Franklin County, Ohio, identified as FRA-62-8.91.

CLAUSE II - INVOICE & PROJECT SCHEDULE

The State and the Consultant agree to the Invoice & Project Schedule including the overall Agreement length, and Scheduled Submittal dates and Review Times set out in the Project Schedule.

The Consultant agrees to submit the completed Invoice & Project Schedule transmittal letter together with the updated Invoice & Project Schedule for all billing purposes for all Parts of this Agreement every thirty (30) days as follows:

(a) Signed original transmittal letter and invoice (IPS) and two (2) copies of same.

(b) Two (2) copies of the updated Project Schedule.

CLAUSE III - PRIME COMPENSATION

The State agrees to compensate the Consultant for the performance of the authorized portions of the Work specified in this Agreement.

Project Development Process.

Part 1: Preliminary Engineering.

Actual costs plus a fixed fee of Seventeen Thousand Nine Hundred Ninety-One Dollars ($17,991.00). However, the maximum prime compensation shall not exceed One Hundred Ninety-Eight Thousand Four Hundred Ninety-Two Dollars ($198,492.00).

The total maximum prime compensation of all Parts which may be authorized for the subject Agreement is One Hundred Ninety-Eight Thousand Four Hundred Ninety-Two Dollars ($198,492.00).

Prime Compensations, only as agreed and by proper modification of this Agreement and authorized in writing by the State, may be added to or subtracted from under the authority of the Department of Transportation's "Specifications for Consulting Services, 2016 Edition".

CLAUSE IV - INCORPORATION BY REFERENCE

The following documents, or specified portions thereof, are hereby incorporated into and made a part of this Agreement as though expressly rewritten herein:

(a) The Department of Transportation's "Specifications for Consulting Services, 2016 Edition".

(b) The attached Final Scope of Services dated May 5, 2021.

(c) The Invoice & Project Schedule.

(d) The most current Office of Budget and Management Travel Policy as published on the State of Ohio Website (https://budget.ohio.gov/TravelRule).

CLAUSE V - GENERAL PROVISIONS

It is fully understood and agreed that the Consultant, their employees, agent(s), and subconsultant(s) are independent contractors and not agents, servants, or employees of the State of Ohio or the Ohio Department of Transportation. The Consultant declares that it is engaged as an independent business and has complied with all applicable federal, state, and local laws regarding business permits and licenses of any kind, including but not limited to any insurance coverage that is required in the normal course of business.

Any person executing this Agreement in a representative capacity hereby warrants that he/she has been duly authorized by his/her principal to execute this Agreement on such principal's behalf.

Additionally, it is expressly understood by the parties that none of the rights, duties and obligations described in this Agreement shall be binding on either party until such time as the expenditure of funds is certified by the Director of Budget and Management, pursuant to Section 126.07 of the Ohio Revised Code.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the day and year first above written by affixing the signature of the duly authorized officer of Consultant and the signature of the Director of Transportation.

Any party may deliver a copy of its counterpart signature page to this Agreement via fax or e-mail. Each party shall be entitled to rely upon a facsimile or electronic signature of any other party delivered in such a manner as if such signature were an original.

Dynotec, Inc.

By: SUTHA VALLIPURAM

Title: President

THE STATE OF OHIO

Jack Marchbanks SS

Jack Marchbanks, Ph.D.
Director

Ohio Department of Transportation
Scope of Services

C-R-S: FRA-062-08.91

1. General Information

District/Central Office:
PID#: 114103

	No.	Scope of Services Meeting Date	Approved Final Scope of Services
Prime Agreement	0	3/18/2021	5/5/2021

US 62				
			Unit	Measure
Functional Classification		From:		
Design Functional Classification		To:		
Posted Speed (MPH)		Project Length		
Design Speed (MPH)		Work Length		
		Lateral Limits		

2. PDP Phases Included in this Agreement: Phase PE through Phase CO
Agreement between Consultant and: Ohio Department of Transportation

This scope approval is the initial scope for development of the agreement. As the project moves through additional project development Phases, the project specific scopes of services for these additional Phases shall be developed and incorporated herein.

This Agreement will be implemented in Parts appropriate to the PDP Phases. The initial price proposal and authorization will include:

Phase PE thru the Phase EE

The specific scope of work and cost proposal for succeeding PDP Phase(s) will be developed as the current Phase(s) is completed.

3. Price Proposal Due Date: 4/5/2021

4. Project Location:

Replace storm sewer along US 62 from Blue Rock Blvd to Big Run Rd East. (SLM 8.91 to 9.22)

5. Project Description:

Purpose & Need:

This project will address deficient storm sewer condition by reconstructing the deteriorated lines. A secondary goal for the project is to implement safety countermeasures within the limits of the preservation project.

Context:

This storm sewer was identified as needing repair thru drainage complaints, and was included in the scope of PID 105506, a resurfacing project. The utility relocations required to perform the work proved to be too extensive to be performed within existing right of way, so the work was scaled back and pulled into this separate future project.

A June 2019 safety study of US 62 from Alkire thru Frank Rd was performed by CMT & LJB. Countermeasures recommended included a conversion of US 62 to a three lane section, with turn lanes at intersections, as well as various pedestrian oriented improvements.

Work planned within the project limits includes:

112965 ¿ Tentative microsurfacing project planned for FY26, covers SLM 8.85-9.96. This will likely be refined in future work plan iterations.

Work planned adjacent to the project limits includes:

Nothing in immediate vicinity as of 10/26/20.

Stakeholders:

Stakeholders identified at the time of project initiation are: ODOT District Six, FCEO, City of Columbus, utilities within the project limits, emergency responders (CoC PD, Fire, Sheriff), FHWA, residents & businesses in the area.

Discipline specific scope items have been identified below.

Drainage:

The existing storm sewer system is greater than 75 years old and has discontinuous materials that are in poor condition. Utility crossings have damaged the conduit at spots (known locations were repaired, but others are possible), and the system is no longer performing adequately. The purpose of this project is to analyze this system, design and construct a replacement storm sewer system to adequately convey storm drainage along this roadway.

The Department is requesting the consultant evaluate three options for improvement of the Storm Sewer System. Refer to the schematic view named (Prelim Limits of FRA-62 Storm Sewer.pdf) for additional reference. The options are explained below:

Option 1: Consultant to evaluate the amount of flow coming to the existing 30¿ crossing at ~STA 98+00 along the west side of US-62. Look at abandoning/removing the existing 30¿ crossing and taking that flow to the new proposed system along the west side of US-62. Design the proposed storm sewer to accommodate all that flow and outlet into Scioto Big Run @ STA 114+13.

Option 2: Consultant to evaluate the amount of flow coming to the existing 30¿ crossing at ~STA 98+00 along the west side of US-62. Determine how much of that flow can be accommodated by the existing 30¿ crossing and 15¿ field tile outlet. Design the proposed storm sewer to accommodate the ¿overflow¿ that cannot be accommodated by the 15¿ field tile outlet. The new storm sewer will outlet into Scioto Big Run @ STA 114+13.

Option 3: Consultant to design the proposed storm sewer system not to account for any additional flow coming from the south. This should essentially be replacing in-kind the existing storm sewer. The new storm sewer will outlet into Scioto Big Run @ STA 114+13.

All preliminary options will require the below tasks:

1. Acquiring any supplemental survey data required to complete prelim analysis. District will provide all survey data generated to date.

2. A preliminary planset identifying proposed construction limits and necessary R/W limits.

3. Identification of all utilities impacted by the work. Determination of whether those utilities are in R/W via permit or do they have their own easements? Proposed disposition of each utility impacted by the project. Utilities known to be within the project limits include (but not limited to): AT&T Fiber underground and aerial, AEP, Columbia Gas, City of Columbus Water, and other utilities co-located on aerial pole line.

4. Constructing new curb/gutter along the west side of US-62 from ~STA 98+00 (final location to be determined by Design Consultant) to the Alkire Road intersection (~STA 110+00). Provide curb inlets appropriately spaced to accept stormwater and convey to system. Provide 4¿ of paved shoulder with all options. Advise the department if the 4 ft paved shoulder is not practical.

5. The minimum pipe size for any proposed storm sewer shall be 12¿.

6. Each option should include a narrative of all known utility impacts and the proposed disposition of those issue. An important consideration will be whether utilities are due reimbursement for relocating.

7. Each option should include a prelim MOT scheme (narrative) on how traffic will be maintained during construction.

8. Each option should include a narrative describing other anticipated coordination and stakeholder involvement to move project into detailed design and ultimately construction stage.

The easternmost end of the project is in a flood hazard area. The run of conduit under discussion is primarily outside of the City of Columbus corp. limit, but does pass thru their boundaries for a portion of the project. Additional discussion on design standards and funding participation is needed. ODOT¿s intention is to develop this according to ODOT standards (L&D manual), but we need to talk with DPU DOSD on the run that is their responsibility, mixing standards based on corp. limit does not appear to be logical. Detailed direction will be provided at the SOS mtg.

Environmental:

The anticipated level of environmental document is a C2. ODOT will prepare the document and will perform the technical studies, except the asbestos survey of the structure, which will be in scope for the designer. ODOT anticipates performing an RMR, dependent on how deep final excavations are proposed (6¿ threshold).

Waterway permits will be needed for the outlet of the conduit into Big Run. Exhibits showing the impacts will be needed prior to Stage 2 so the permitting process can begin.

ODOT to prepare environmental commitments note for the construction plans, incorporating all commitments from the environmental document.

Funding:

This project will utilize a combination of federal, state and local funds. Two plan splits are anticipated to cover the work in & out of corp. limits.

Geometrics:

Reference the drainage section for discussion of shoulder & curb improvements.

Geotechnical:

Geotechnical exploration is not anticipated in the scope of services.

Maintenance of Traffic:

It is anticipated that the project will be constructed under part width construction, with a long term shoulder closure and lane closures during permitted hours.

Miscellaneous:

The following information is available at

ftp://ftp.dot.state.oh.us/pub/Districts/D06/Downloads/FRA-62_StormSewer/

- 01142020_105506_preaddendum_R1.pdf: Entire As Bid planset of current project being constructed in summer 2020

- FRA-62-1973 prelim plans never built.pdf: Conceptual plans from 1973 that were never built. These plans show approximate storm information.

- Marked Up Plans of work to be done with 105506.pdf: This markup shows the currently proposed work to be done with the active Construction project in summer 2020.

- Prelim Limits of FRA-62 StormSewer.pdf: This PDF provides a schematic view of the proposed and existing system with comments annotated.

- Storm Sewer Pages from 01142020_105506_preaddendum_R1.pdf: These are the proposed storm sewer sheets from the PID#105506 project. This work is not going to be performed.

- CAD_Survey Folder: CAD and Survey data from proposed storm sewer work in PID 105506 plans.

- Utility Field Hydro Vac Table.xlsx: Summary of Contractor investigation of existing utilities.

Pavements:

ODOT desires to salvage existing pavement where feasible, and pavement replacement should be limited to the area needed to replace the structure. ODOT did proceed with the resurfacing in PID 105506, so the surface should be in adequate condition to remain if scarring is minimal. ODOT will provide a pavement buildup for any full depth replacement areas identified.

Project Management:

The consultant will be selected through Final Engineering and On-Going services in Construction, but the initial agreement will be tasked through preliminary engineering. Submittals at PE, Stage 1, Stage 2, Stage 3 and Final Tracings are anticipated.

Public Involvement:

ODOT will prepare the public involvement materials, Path 2 outreach is anticipated per the ODOT manual.

Railroads:

No railroads are present within the project limits.

Real Estate:

ODOT anticipates that new right of way may be required at each site, the consultant will be scoped to prepare the right of way plans, legal descriptions and associated materials required by the real estate manual. A separate consultant or in-house staff will be utilized for acquisition. Include time in plan development to route the pre-approved legal descriptions thru Franklin County.

One of the first tasks for the consultant will be to verify that the presence/absence of utility easements for existing utilities within the project limits, in order to identify whether relocations to these utilities will be compensable.

Include effort to stake the existing and proposed right of way at each location for each parcel where the construction limits are present. Include effort for two separate markings, during acquisition and during construction.

Roadway:

ODOT and Columbus have reviewed the existing safety study at Alkire, and would like to implement portions of the recommended improvements with this project, with the intent of leveraging the preservation funding, while also avoiding affecting property owners & utilities a second time on a future safety project. The designer should perform the alternatives analysis described in the drainage portion of the scope, and also add a comparison of the project footprint, costs, etc. if the safety countermeasures are also included.

This will allow ODOT/CoC to apply for safety funding in Fall 2021, and in the best case construct the safety improvements with the drainage improvements. If funding is not approved, at least the construction plans, right of way takes, and utility relocations can be set in the drainage project so that a future safety funded improvement doesn¿t need to purchase additional right of way or re-relocate utilities. This would be a phased approach to constructing work cleared in the environmental document for this project.

Countermeasures to be included for evaluation:

<!--[if !supportLists]-->1. <!--[endif]-->Extend SB right turn lane from existing condition back to the Big Run Bridge, intent is to maximize turn lane length without widening the structure. Layout should be consistent with the long-term vision of a three lane section on US 62.

<!--[if !supportLists]-->2. <!--[endif]-->Adjust signal operations to remove split phase operation or add SBR overlap if the roadway alignment costs are excessive.

<!--[if !supportLists]-->3. <!--[endif]-->Add sidewalk facilities along US 62 from Blue Rock to Big Run within the footprint of the storm sewer work.

<!--[if !supportLists]-->4. <!--[endif]-->Evaluate implementation of marked cross walks at Blue Rock & Alkire.

Schedule:

The detailed schedule will be developed with the selected consultant, but the funding is available in FY23.

Structures:

FRA-62-9.2, 2503077 Scioto Big Run,

<!--[if !supportLists]-->1. <!--[endif]-->The outlet of the storm sewer passes thru the wingwall, so modifications to the replace that conduit and refurbish rock channel protection is in scope.

<!--[if !supportLists]-->2. <!--[endif]-->Additional work is TBD, GA = 6. This determination will be made after the storm sewer alignment is finalized. The intent is not to expand this into a structure rehab project, but if an element is impacted by the outlet, ODOT wants to make adequate repairs to the affected element.

<!--[if !supportLists]-->3. <!--[endif]-->Clearing and grubbing around the structure is needed.

Studies:

No existing studies are available for this project, and no traffic studies are scoped. A preliminary engineering submission. Provide the following preliminary info for each option evaluated:

A. Prelim Planset to include:

a. Title Sheet

b. Schematic Sheet

c. Typical Section of Roadway showing proposed curb/gutter and shoulder addition

d. Plan sheets of proposed work to include limits of construction. All utilities should be shown.

e. Profile view of proposed storm sewer

B. Utility impacts narrative

C. MOT scheme narrative

D. Other anticipated coordination narrative

E. Prelim Costs Estimate. Cost estimate must include:

a. Construction Costs

b. R/W Costs

c. Utility Relocation Costs (as applicable)

Survey:

The design consultant will be responsible for collecting all survey on this contract. ODOT will provide existing monumentation information & previous survey information from 105506, the designer will be responsible for bringing all information into one data set and basemap.

Traffic Control:

No significant revisions to the pavement markings or signage is anticipated. Provide striping per the TEM and District 6 policies, and replace any signs disturbed by the work.

Utilities:

Several utilities were identified within the project limits, reference the information in the drainage section above, and the 105506 plans. The designer will be responsible for locations and coordinating any necessary relocations.

The consultant is responsible for coordinating with the utilities by sending plans at each design stage and copying the District 6 Utility Coordinator, Troy Bryant, on all correspondence. The consultant will check for existing utilities, show and label on plans and identify conflicts. The consultant will create and update the list of utility project engineering contacts and schedule the coordination meeting. They will ensure that the District Utility Coordinator is in attendance. The consultant, in concurrence with the District Utility Coordinator, will review the utility relocation plan to check for conflicts and assist in the resolution of the conflicts. The consultant will provide the draft and final utility note, in the ODOT-approved format, to the District Utility Coordinator for inclusion in the District Right of Way Certification letter.

6. Communication/Contacts:

The respective project managers (ODOT and Consultant) will be the primary points of communication. Rules for communication between project staff listed below will be discussed at the Scope of Services Meeting and further described herein. Technical issues may be discussed directly (between project staff) below the project manager level, but the respective project managers must be informed of such discussions and any decisions resulting there from. Contractual issues should always be communicated at the project manager level.

7. Schedule

Completion Time for Phases	PE thru EE: 9

Completion Time for all Phases	PE thru CO: 36

The following commitment dates are derived from the Ellis events as developed:

Milestone	**SFY**	**Current**
Initial Project Scope Complete	2021	1/1/2021
Environmental Document Approved	2022	1/1/2022
District R/W Certification	2022	1/15/2022
Sale	2023	7/1/2022
Award	2023	7/1/2022
Estimated Begin Construction	2023	7/2/2022
Estimated End Construction	2023	7/3/2022

The Consultant will prepare a detailed Master Schedule Gantt Chart (from initial authorization of the agreement thru completion (sale) utilizing Microsoft Project. This schedule is to be included with the price proposal. The Schedule will include beginning and ending dates as well as key milestones on the critical path (Ellis milestones) for the project. Based on the type of Consultant Agreement, the Schedule shall also accommodate appropriate time frames for scoping, negotiation and authorization for the additional Phases. If applicable to the project, the schedule will also include, at a minimum, all milestones as per the Department's approved Enhanced Tracking Milestone Listings. The overall schedule past those phases contracted for may be general in nature meeting the dates as established within this scope. The Consultant will be responsible for timelines of Phases as authorized within this agreement. The Consultant is responsible for updating the schedule as needed throughout the PDP (or as requested by ODOT) and providing these schedules monthly or as mutually agreed at the time of scope meeting (typically with Consultant Invoices). Monthly project updates are required to be submitted to the Departments Project Manager at a minimum indicating or identifying work completed this month, expected work next month and identifying any critical items needing action from both the Consultant and Departments personnel. These updates are typically provided with monthly invoicing and should be coordinated with the Department's Project Manager for an approved format and schedule.

8. Electronic Distribution of Design Information

The development of this project shall be performed in accordance with the Department's design manuals and documents. The consultant shall perform all work required by the design manuals unless a specific exception is included herein. Absence of a specific reference to required elements of the work either in this Scope of Services or the consultant's price proposal shall not relieve the consultant of responsibility to perform the work or justify additional compensation. The consultant's price proposal shall be based on the most current revision of each manual at the date of the Scope of Services Meeting.

The consultant shall also be responsible to revise the plans to conform to the most recent revision of the design manuals and documents. The Department maintains current documents and a summary of the latest revisions through the Design Reference Resource Center (DRRC) (http://www.dot.state.oh.us/drrc/) (the DRRC page of the Department's Website).

This site will release all new and revised design information quarterly, on four specific dates. The most significant recent changes made to this page are reflected under the heading "Latest Revision/Revision History."

Minor changes should be routinely incorporated in the work. The consultant shall notify the Department (District Office or other office charged with administration of the agreement) in writing of any subsequent changes in design manuals or other documents that would substantially impact work already performed or change the overall impacts of the project including construction costs, right of way impacts or environmental impacts. The Department will respond in writing concerning the disposition of any such changes. The Department agrees that a substantial change in design policy or plan preparation requirements may constitute a valid request for additional compensation.

The correspondence transmitting final deliverables shall note the last revision date of the Design Reference Resource Center upon which the plans were based.

9. Variations from the Scope of Service

This Scope of Services document is based on the Department's knowledge of project requirements at the time when the document was prepared, and serves as the basis for the price proposal and agreed fee. However, changes in the work may be required as the project develops and more complete information becomes available. Such changes also may be dictated by written procedures included in manuals or decisions made by the Department. As the project develops, it is the Consultant's responsibility to advise the Department of significant changes in the work that may require modification of the agreement, and to maintain separate cost accounting for each specific issue. The Department's written comments and other technical decisions concerning development of the project shall not be construed as authorization for extra work for which additional compensation may be claimed. Modification of the agreement or written authorization to proceed is required prior to the performance of additional work. In short, at all times the Consultant remains responsible to advise the Department of work that exceeds the scope of services.

Requests for modification will be evaluated from the standpoint of the scope of services in its entirety and not in terms of a single issue. Additions to the scope of services may be offset by reductions in other areas of the work.

10. PDP Process

The Ohio Department of Transportation (ODOT) has developed and implemented a Project Development Process (PDP) that includes regular communication among technical disciplines, results in quality plans and minimizes cost overruns during right-of-way acquisition and project construction. Depending on their size, complexity, and/or potential impact to the environment, ODOT transportation projects are categorized as one of five paths (Path 1– 5). The PDP consists of five phases that projects must advance through prior to construction. These phases include Planning, Preliminary Engineering, Environmental Engineering, Final Engineering and Construction. While all projects advance through these phases, project managers have the flexibility to adjust scope activities within the phases to better support decision-making.

The PDP is a project management and transportation decision-making procedure that outlines project development from concept through completion. Each PDP activity is timed to facilitate informed decision making based on an appropriate level of project development and risk management. The PDP encourages communication among disciplines, requires documentation of the reasoning behind project related decisions, eliminates duplicated effort among disciplines and provides for early identification of potential issues. Involvement of all disciplines during the early stages of project development ensures that issues affecting project type, scope, development schedule and costs can be correctly evaluated and anticipated.

The manual and associated tools provide guidelines to identify activities required during each phase of project development. The project scope determines the amount of work performed within the phases. Although the manual and web-based tool identifies work tasks, deliverables and potential stakeholders for each phase in the process, the process requires coordination of people and tasks between phases to ensure continued review and study of the best possible options.

Communication and transition among disciplines are critical to a project's success. By establishing communication opportunities and responsibilities throughout the PDP, the project manager ensures that those involved in the project fulfill their project commitments. The project manager for each step is responsible for ensuring appropriate coordination and involvement of other disciplines throughout the process.

11. On-Going Consultant Involvement during the Construction Phase

The Consultant shall provide construction phase services as requested by the Department, for the purpose of advising the Department concerning interpretations of the plans and specifications prepared by the consultant, advising the Department of any changed or unanticipated field conditions that will impact the work, and participating in a formal Partnering process if applicable. The consultant will not have any formal ongoing duties in administration of the construction contract or inspection and testing of the project. The Consultant's personnel assigned to this phase of the work shall be the same personnel that designed the project and prepared the plans (generally the personnel whose initials appear on the drawings).

The Consultant shall provide the following construction phase services as requested by the Department:

1. Attend meetings including the preconstruction meeting, job progress meetings, partnering meetings if applicable, and other meetings as requested.

2. In conjunction with job progress meetings or as requested, visit the job site at appropriate intervals to monitor critical areas of the work and advise the Department of any conditions that would affect the work.

3. If authorized, provide on-site geotechnical support for construction of geotechnical complex systems.

4. Respond to questions and visit the job site on an as needed basis.

5. Assist the Department in evaluation of change orders or claims.

6. If directed by the Department, replace right of way monumentation destroyed by the Contractor's construction operations. Monuments shall be ¾ inch diameter steel rod, 30 inches long, with an aluminum cap having a minimum diameter of 1 ½ inch, stamped ODOT R/W and bearing the surveyor's Ohio Registration Number and name, and/or company name. In order to support the Department's efforts in recovering costs from the Contractor, maintain separate cost accounting records for this work.

   Centerline Adjustable Monument Assemblies shown on the Recorded Centerline Plat shall be set by the consultant at an appropriate stage of construction, as directed by the Department. After construction of the Centerline Adjustable Monument Assemblies by the contractor, the Consultant shall set the iron pin and cap in the Centerline Adjustable Monument Assembly Box. All centerline monuments, reference monuments and right of way monuments shall conform to Standard Construction Drawing RM-1.1 (pages 1 and 2)

7. Attend the post construction meeting and prepare minutes of the meeting including a discussion of preventable change orders.

Compliance with Health and Safety Requirements

For Consultant personnel visiting the site, the Consultant shall be responsible for compliance with applicable health and safety requirements including OSHA requirements (CFR 29-1926), and medical testing required by OSHA and ODOT rules and regulations.

The Consultant shall provide, as a minimum, the same level of safety equipment as required for ODOT inspectors. Consultant personnel shall be subject to compliance inspections by ODOT personnel.

Responsibilities of the Department

1. The District Project Manager for the design agreement will remain as the point of contact for the consultant during the construction phase

2. District construction personnel may contact the consultant directly regarding any plan questions or interpretations, but the District Project Manager for the design agreement will be notified of all such communications.

3. The Department will advise the consultant in writing of any potential errors or omissions which must be corrected without undue delay and without additional costs to the State

4. The Department will direct the consultant to set the iron pin and cap in the Adjustable Monument Assembly Boxes at an appropriate stage of construction.

12. Exceptions/Clarification from Manuals

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13. Existing Document (Not Attached to the Profile)

External Documents

14. Attachments (Attached to the Profile or Tasks)

PIP

15. Task List

Task Label	Task Name	Consultant	ODOT	LPA	If Authorized
1	Planning Phase				

Task Label	Task Name	Consultant	ODOT	LPA	If Authorized
1.1	**Project Start-up**				
1.1.A	**Planning and Programming**	☐	☒	☐	☐
1.1.B	**STIP/TIP**	☐	☒	☐	☐
1.1.C	**Internal Meeting with Project Sponsor and ODOT staff**	☐	☒	☐	☐
1.2	**Project Initiation Package**				
1.2.A	**Define Study Area and Logical Termini**	☐	☒	☐	☐
1.2.B	**Conduct Field Review (walk through)**	☐	☒	☐	☐
1.2.C	**Identify Discipline Specific Issues for Project Initiation Package**				
1.2.C.A	**Identify Design Issues**	☐	☒	☐	☐
1.2.C.B	**Identify Geotechnical Issues**	☐	☒	☐	☐
1.2.C.C	**Identify Environmental Issues**	☐	☒	☐	☐
1.2.C.D	**Identify Utility Issues**	☐	☒	☐	☐
1.2.C.G	**Identify Safety Priorities**	☐	☒	☐	☐
1.2.D	**Project Initiation Package Preparation and Submittal**	☐	☒	☐	☐
1.3	**Existing Data, Research and Analysis**				
1.3.B	**Crash Analysis**	☐	☒	☐	☐
1.3.E	**Certified Traffic - No Build Condition**	☐	☒	☐	☐
1.3.H	**Develop Purpose & Need**	☐	☒	☐	☐
2	**Preliminary Engineering Phase**				
2.1	**Develop Preliminary Alternatives**				
2.1.A	**Prepare and complete Feasibility Study**				
2.1.A.F	**Typical Section**	☒	☐	☐	☐
2.1.A.G	**Preliminary Alignment and Profile**	☒	☐	☐	☐
2.1.A.H	**Cross-Sections**	☒	☐	☐	☐
2.1.A.J	**Stakeholder Public Involvement**	☐	☒	☐	☐
2.1.A.K	**Prepare Feasibility Study**	☒	☐	☐	☐

Task Label	Task Name	Consultant	ODOT	LPA	If Authorized
2.2	**Perform Environmental Field Studies**				
2.2.A	**Property Owner Notification**	☐	☒	☐	☐
2.2.B	**Cultural Resources Scoping Request Form**	☐	☒	☐	☐
2.2.C	**Ecological Survey Report**	☐	☒	☐	☐
2.2.D	**Regulated Materials Review Screening Form**	☐	☒	☐	☐
2.3	**AER Design**				
2.3.A	**Field Survey and Aerial Mapping**				
2.3.A.A	**Project Control, Benchmarks, and Reference Points**				
2.3.A.A.1	**Type "A" Concrete Monument (See RM 1.1)**	☒	☐	☐	☐
2.3.A.B	**Monumentation Recovery**				
2.3.A.B.1	**Existing Centerline and R/W**	☒	☒	☐	☐
2.3.A.B.2	**Property Lines (Used on projects with additional R/W needed)**	☒	☐	☐	☐
2.3.A.C	**Base Mapping (incl. field verify.)**				
2.3.A.C.2	**R/W Project**	☒	☒	☐	☐
2.3.A.E	**Bridge Survey**				
2.3.A.E.3	**For Bridge Rehabilitation Over a Stream or River**	☒	☐	☐	☐
2.3.A.F	**Establish property lines, tax id, & ownerships on base map**	☒	☐	☐	☐
2.3.A.G	**Property Owner Notification**	☒	☐	☐	☐
2.3.B	**Roadway**				
2.3.B.A	**Design Criteria**	☒	☐	☐	☐
2.3.B.B	**Conceptual Typical Sections**	☒	☐	☐	☐
2.3.B.C	**Horizontal Alignment and Vertical Profile - Mainline**	☒	☐	☐	☐
2.3.B.F	**Conceptual cross sections**	☒	☐	☐	☐
2.3.B.H	**Analyze Drive locations**	☒	☐	☐	☐
2.3.B.I	**Identify Construction Limits**	☒	☐	☐	☐
2.3.C	**Drainage**				

Task Label	Task Name	Consultant	ODOT	LPA	If Authorized
2.3.C.A	Drainage Design Criteria Forms (LD-35)	☒	☐	☐	☐
2.3.C.B	LD-33 Form (Contact County Engineer)	☒	☐	☐	☐
2.3.C.C	Hydraulically size all major storm sewer trunk lines	☒	☐	☐	☐
2.3.C.D	Perform preliminary hydraulic analysis for culverts	☒	☐	☐	☐
2.3.C.E	Conceptual BMP	☒	☐	☐	☐
2.3.C.F	Estimate impact to wetlands, streams, & other regulated waters of the US and potential wetland mitigation	☒	☐	☐	☐
2.3.F	**Maintenance of Traffic**				
2.3.F.C	Conceptual MOT Plan (without MOTAA)	☒	☐	☐	☐
2.3.G	**Utilities**				
2.3.G.A	Utility Coordination and Documentation	☒	☐	☐	☐
2.3.G.B	Subsurface Utility Engineering	☒	☐	☐	☐
2.3.H	**Miscellaneous**				
2.3.H.A	Identify and coordinate impacts on FEMA flood zones	☒	☐	☐	☐
2.3.H.I	Determine need for Design Exception	☒	☐	☐	☐
2.4	**Prepare Cost Estimates**				
2.4.A	Roadway/Interchange Costs	☒	☐	☐	☐
2.4.B	Right of Way Costs	☒	☐	☐	☐
2.4.C	Utility	☒	☐	☐	☐
2.8	**Project Management for Preliminary Engineering Phase**				
2.8.B	General Oversight	☒	☐	☐	☐
2.8.C	Project Set Up	☒	☐	☐	☐