

OHIO DEPARTMENT OF TRANSPORTATION

or completeness of the Reference Documents. Except to the extent set forth to the contrary in the Contract Documents, reliance upon the Reference Documents shall be at the Proposer's risk, and the Department shall have no liability or obligation as a result of the inaccuracy, inadequacy, inapplicability, or incompleteness of the Reference Documents, regardless of the contents thereof.

Contractual Appendices in the Document Inventory are considered binding obligations of the DBT. The DBT shall meet requirements identified in the Contractual Appendices and shall implement the Work in accordance with these requirements.

The Offerors (i.e. prospective Design-Build Teams) shall examine the information provided in the Document Inventory to determine if the information accurately depicts existing field conditions.

The following existing plans are considered part of the Document Inventory and are available for review:

- [FAY-35-3.44 \(1991 Allen Rd Signal\)](#)
- [Factory Shops Blvd Signal \(1993\)](#)
- [FAY-35-3.17 \(1999 FAY-435 Signals Interconnect\)](#)
- FAY-35-2.57 (2000 Relocation of 35)
- FAY-71-0.00 (2022 Reconstruction of 71)
- FAY-71-3.75 (2006 Lighting)
- FAY-435-1.05 (2012 Resurfacing of 435 and 35)
- FAY-435-0.97 (2016 Reconstruction of 435)
- D06 STW CCTV FY17 (2017 ITS Project)
- FAY-35-4.52 (2020 Resurfacing of 35)
- Bluegrass Blvd Phase 1 (2020)
- FAY/PIC-SSR-FY21 (2020)
- [Temporary Signal at SR-435 and Bluegrass Blvd \(2023\)](#)

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The plans identified in the Document Inventory are not as-built plans. All existing plans are considered Reference Documents.

In addition to the existing plans, appendices to the Scope of Services are listed in the Document Inventory and posted on the FTP site.

<ftp.dot.state.oh.us> - /pub/Contracts/Attach/FAY-117955/Appendices/

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Table 1-10: Document Inventory

Appendix #	Appendix Title	Contractual/Reference Designation
A	Existing Plans	Reference
B	Geotechnical Data	Contractual
C	Interchange Operations Study	Contractual

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All utility work performed by the DBT shall be consistent with the Department's Utility Relocation Manual and must meet the Federal Highway Administration (FHWA) "Buy America" policy requirements of 23 USC313 and 23 CFR 635.410. Utility work shall be in accordance with ODOT's 8100 Policy for Accommodation of Utilities and 8200 Procedure for Utility Relocations, Adjustments and Reimbursement.

The DBT shall perform all utility work in compliance with the following:

1. Applicable ODOT design and construction standards.
2. [City of Columbus](#) specifications, manuals, standards of practice and construction methods shall be used for all sanitary and water work.

The DBT shall prepare utility relocation plans in accordance with the requirements of the Contract Documents for plan preparation and show, at a minimum, the following information: existing topography, right-of-way, lanes of travel, and the location of the existing utilities. When the DBT develops utility relocation plans, they shall be subject to review and approval by the utility owner in accordance with the design submittal requirements of the Contract Documents.

10.5 Utility Coordination

The DBT shall design the project construction work to minimize the scope and extent of utility conflicts and relocations. The DBT shall not design or construct the Work in a way that precludes legal occupancy of the highway right-of-way by the adjusted utility.

When utility relocations are necessary, coordination and scheduling of these relocations with the involved utilities shall be the responsibilities of the DBT.

Only those utilities affected by the Project shall be relocated or adjusted. If the DBT desires the temporary or permanent relocation or adjustment of the utilities for the DBT's benefit, the DBT shall conduct all negotiations with the utility owners and pay all costs associated with the relocation or adjustment. The DBT shall assume all schedule and cost impacts from these relocations or adjustments.

The DBT shall perform the following services related to utility coordination:

- Identify and locate all utility conflicts.
- Confirm the identification and contact information of the utilities within the project area as provided by the District Utility Coordinator to verify the nature, extent and location of their existing facilities.
- Minimize potential delays and coordinate the efficient relocation of affected utilities.
- Provide all project construction documents, other utility relocation plans, subsurface utility engineering (SUE) information, and geotechnical information for relocation of utilities.
- Coordinate all project work and utility work with the affected utility owners.

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The DBT shall determine whether the lateral clearance of the existing transformer located behind the guardrail coming off the SE quadrant of FAY-435-0229 is sufficient for the existing standard post spacing. If the DBT finds it is not, the DBT shall remove and replace the guardrail with half or quarter post spacing as applicable. If half or quarter post spacing requirements cannot be met, then the DBT shall have the transformer and associated hardware relocated by the utility owner.

Special Benching is required per Section 800 of the Geotechnical Design Manual when sidehill fills are planned on the face of an existing slope steeper than 4H:1V.

Proposed turn lane lengths shall be per the IOS (Appendix C) unless otherwise noted; the preliminary layout is for reference and was developed prior to the completion of the IOS - disregard discrepancies within the preliminary layout and associated CADD files. The turn lane lengths listed in the SOS (taken directly from the IOS) are total turn lane length, including storage and a 50' taper.

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14.1.1 SR-435

Minimum lane width for mainline SR-435 = 12'-0"

The existing SR-435 WB to I-71 SB left-turn lane shall remain at 480' even though the IOS recommends 500'. Remove the existing concrete median west of I-71, design and construct an additional 230' inside left turn lane for SR-435 WB to I-71 SB.

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Design and construct a right turn lane for the SR-435 WB to I-71 NB movement that extends back to Allen Rd. Design and widen SR-435 WB to three (3) continuous lanes from County Road 308 to Allen Rd. Initiate widening just west of the intersection with County Road 308; this exceeds the requirements of the IOS. Redesign and reconstruct the four westbound commercial driveways between County Road 308 and Allen Rd. Redesign and reconstruct with the intersection of SR-435 & Allen Rd.

Design and construct SR-435 to 4-lane section (two-WB & two-EB) east of County Road 308. Design and construct asphalt resurfacing from approximately STA. 63+21 (Concrete/Asphalt Break) to the proposed roundabout. This will include realigning the existing drop right turn lane (345' storage length per IOS) to US-35 EB entrance ramp so that two lanes are carried EB (and WB) to the bridge over US-35, and a dedicated right turn lane to US-35 EB ramp is provided.

Redesign and construct SR-435 to carry four lanes (two-WB & two-EB) east of the Ramp D/SR-435 terminal. The intersection at Davidson-Sollars Rd NW and all existing driveways will be reconstructed to accommodate the widening. The 4-lane section will be carried to the proposed roundabout intersection at SR-435/Bluegrass Blvd/SR-729.

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Minimum paved shoulder width for mainline SR-435:

- Widening for turn lane at SR-435 WB to I-71 NB - 4.00' per L&D
- STA. 63+21 (Concrete/Asphalt Break) to STA. 78+75 (End Approach Slab) - 6.00'
- STA. 78+75 (End Approach Slab) to Curbed Roundabout Approach - 8.00'

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