

**OHIO DEPARTMENT OF TRANSPORTATION**

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Below is a list of **potential** utility conflicts that have been identified by the Department. This list is not meant to be all-inclusive, as other conflicts may exist.

- AES
  - At a minimum, the existing poles at **STA. 107+10, 109+94, & 111+25** will likely need to be relocated.
    - [AES has been notified of the poles assumed to be in conflict; the DBT shall coordinate relocation based on the final design.](#)
  - The existing transformer, meter, pedestal, etc. at STA. 83+00 may be in conflict.
  
- AT&T
  - Potential joint user on AES poles
  - Potential underground conflicts
    - [An existing AT&T box at approximately STA. 111+25 will likely need to be relocated. There is a fiber running north and a fiber running east out of the box \(lines are not present on survey, see Appendix Q\). AT&T has been made aware of the assumed relocation needs: the box, the fiber running north from the existing box to proposed box, and the fiber running east from the box at roughly 111+25 to 114+50. The DBT shall coordinate relocation based on the final design.](#)
    - [An existing underground duct bank runs along SR-435 and SR-729 within the project limits. The alignment crosses SR-435 just east of Davidson Sollars Rd NW from north to south. The alignment continues along SR-435 EB to the SR-729/SR-435/Bluegrass Blvd intersection, and then turns and runs down SR-729 along the west \(SB\) side. The current expected duration to coordinate and complete relocation of this duct bank could render the contract completion date infeasible. Therefore, the DBT shall prepare a design that limits impacts to the duct bank and potentially where the duct bank can remain in-place and not be relocated. The DBT shall coordinate with AT&T to adjust manholes to grade as needed.](#)
      - [The DBT may be required to provide storm sewer/closed drainage system along SR-435 & SR-729 instead of an open ditch/drainage system so that uncovering of the duct bank is avoided by the proposed final design.](#)
      - [The DBT may be required to utilize the rigid pavement option and/or suspend/resume cement stabilization over the duct bank where proposed SR-729 may cross it.](#)

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