

OHIO DEPARTMENT OF TRANSPORTATION

C	Interchange Operations Study	Contractual
D	Utility Plans	Reference
E	<u>Special Provisions</u>	<u>Contractual</u>
F	Utility Conflict Example	Reference
G	Existing Survey Data	Contractual
H	Preliminary Layout	Reference
I	Interchange Diagrams	Reference
J	Right-of-Way Plan	Contractual
K	Right-of-Way Status Matrix	Contractual
L	Roundabout Lane Arrangement	Contractual
M	Detour Determination Report	Contractual
N	Proposed Transverse Section FAY-435-0229	Reference
O	Approved Design Exceptions	Contractual
P	Supplemental Signal Requirements	Contractual

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1.3 Railroad Coordination

Not applicable.

1.4 Airway/Highway Clearance

The DBT shall prepare and submit the Airway/Highway Clearance Analysis in accordance with Location and Design Manual Volume 3, Section 1407.1. In addition to the requirements set forth in Location and Design Manual Volume 3, Section 1407.1 for public use facilities, the DBT shall also perform analysis on the MedFlight helipad (private use) located just northeast of the SR-435/SR-729/Bluegrass Blvd intersection at 11280 SR 435.

The DBT shall convey all relevant documentation to ODOT and coordinate with the ODOT Project Manager to obtain all necessary approvals. The DBT shall account for the required time to obtain approvals in their schedule and will not be able to start work until the approvals and documentation are received by the ODOT Project Manager.

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City of Columbus Sewer SCDs (sanitary only)

NOTE: Replace all references to CoC personal (DPU, Division of Water, etc) with Fayette County Engineer's Office.

The following Manuals and Guidelines shall be met or exceeded in the performance of the design and construction work required to complete this project. If conflicting requirements are found with any of the above ODOT Manuals and Guidelines, the DBT shall adhere to the requirements of the ODOT Manual or Guideline.

Roundabouts: An Informational Guide (NCHRP Report 672)

AASHTO Green Book - A Policy on Geometric Design of Highways and Streets (7th Edition)

7.2 CADD files supplied by the DBT

The DBT shall comply with ODOT's CADD Standards, and supply files in accordance with the CADD Engineering Standards Manual for OHDOT CONNECT. All data shall be provided to the Department according to the provisions as detailed under the appropriate CADD links accessed from the Department's Division of Engineering's website. This includes, but is not limited to, the level assignments, symbols, lines and line styles that are to be used, line weights, cells, placement of text and file naming conventions.

The standards and necessary downloads can be accessed at the following URL addresses:

<https://www.transportation.ohio.gov/working/engineering/cadd-mapping/cadd/>

The Department will accept CADD files through electronic media.

1. The DBT shall submit all CADD information produced in the process of plan development. All CADD information shall be submitted in the current version of MicroStation (*.dgn) format as indicated in the CADD Engineering Standards Manual for OHDOT CONNECT. The DBT shall provide a comprehensive set of complete and accurate CADD data which is compatible with ODOT's CADD systems with no additional work or modification.
2. The DBT shall submit all information produced in the process of plan development according to L&D Volume 3, Section 1500.

The DBT shall use a separate file name for each horizontal or vertical alignment. The DBT shall provide required ASCII report content in accordance with the CADD Engineering Standards Manual.

These requirements and procedures may be updated from time to time with notification provided on the ODOT Division of Engineering website. The DBT shall use ODOT cell files and ODOT seed files consistent with the version of the requirements identified in Section 7.1 (Governing Regulations).

7.3 Pre-Award Conference

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are included in the Right-of-Way Status Matrix. The DBT will be provided access to each parcel as the parcel is cleared. The Department will provide written notification to the DBT of the availability of each required parcel and notify the DBT of any access restrictions that may be applicable. The DBT shall not be allowed access to any parcel until written notification is provided by the Department.

The Department will provide an update to the Right of Way Stats Matrix at the time of NTP. In addition, the Department will provide the DBT with monthly reports regarding the status of the acquisition process for parcels for which access was not provided at the time of NTP.

10 UTILITIES

10.1 Existing Utilities

The District Utility Coordinator, in coordination with the registered underground utility protection services, Oil and Gas Producers Underground Protection Service (OGPUPS), and other utility owners that are non-members of any utility protection services, has determined that the utilities identified in Table 10-1 are located in the area of the Project.

Table 100-1: Utility Contacts and Status

Utility Owner	Utility Contact	Relocation Status
Ohio Department of Transportation - District 6	David Carlin David.Carlin@dot.ohio.gov 740-833-8198	DBT to replace existing signal infrastructure with project per Section 18.4
Fayette County Engineer's Office (Water & Sewer Department)	Steve Luebbe steve.luebbe@fayette-co-oh.com 740-333-3538	DBT to relocate existing water line per Section 10.3 DBT to relocate existing sanitary sewer infrastructure per Section 10.3
AT&T	Chris Morris CM6828@ATT.COM 614-223-4176	To be coordinated by DBT.
AES	Bill Gourley WILLIAM.GOURLEY@AES.COM 937-331-4521	To be coordinated by DBT.
Spectrum/Charter	Jim Orebaugh JIM.OREBAUGH@CHARTER.COM 740-253-2122	To be coordinated by DBT.

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10.3 Water and Sanitary Relocations

The Fayette County Engineer's Office (Water & Sewer Department) owns both a water line facility and a sanitary facility along SR-435 (to the North). The existing plan for these facilities has been provided in Appendix D (Bluegrass Blvd Phase 1).

The DBT shall Design and Construct the relocation of the existing water line from approximately SR-435 CL STA. 93+75 to STA. 109+55 (existing termination). The DBT shall provide a new alignment of the water line so that the water line is located outside of the proposed pavement (including shoulders and splitter islands). The DBT shall terminate the new alignment at the NE quadrant of the intersection (outside of the pavement) similarly to the existing termination. The proposed alignment will reestablish a connection to the existing 12" running along SB Bluegrass Blvd. The proposed water line alignment will cross Bluegrass Blvd north of the proposed roundabout approximately at Bluegrass Blvd CL STA. 186+00. The alignment then will run longitudinally to the south along Bluegrass Blvd (outside of the pavement) and terminate at approximately Bluegrass Blvd CL STA. 183+25 outside of the pavement in the NE quadrant of the intersection. The DBT may reuse existing hydrants and valves. The DBT shall NOT reuse any existing water line conduit. The proposed water line shall be designed in accordance with City of Columbus Standards (Applicable sections of the City of Columbus CMS and applicable SCDs) and shall be the same size as existing (12").

The DBT shall Design and Construct the relocation of the existing 6" and 12" sanitary force mains from approximately SR-435 CL STA. 93+85 to 112+85. The DBT shall provide a new alignment of the force mains so that they are located outside of the proposed pavement (including shoulders and splitter islands), except for a maximum of three roadway crossings. The three (or fewer) roadway crossings are permitted at any of the four legs of the SR-435/SR-729/Bluegrass Blvd intersection and shall be designed to minimize the length of the facility under each respective roadway (perpendicular crossings). The crossings shall NOT be within the influence of the circulatory roadway or central island. All air release valve vaults and other required sanitary structures shall be located outside of the proposed pavement (including shoulders and splitter islands). The proposed force mains shall be designed in accordance with City of Columbus Standards (Applicable sections of the City of Columbus CMS and applicable SCDs) and shall be the same size as existing (6" & 12"). The existing sanitary conduit and structures shall NOT be reused.

If the DBT modifies the preliminary design in such a way that additional manholes, valves, hydrants or other utility (water or sanitary) structures end up being located in the pavement - the DBT shall relocate those structures outside of the pavement at no cost to the department.

10.3.1 Water Main and Sanitary Force Main Shut Downs

The DBT will have a 4 hours for the shut down of the water main and 4 hours for the shut down of the sanitary force mains to make the necessary tie-ins for the relocation work required in Section 10.3. The shut down must be coordinated with all affected customers in conjunction with Fayette County Engineer's Office, and a 1-week notice must be provided to ODOT/Fayette County Engineer's Office. To minimize the impact to customers, ODOT may require the shut down to be at night and/or the weekend.

10.4 Governing Regulations for Utility Design and Construction

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Only one of the two contingency bid items ("SPECIAL - SANITARY SEWER, FULL RELOCATION" or "SPECIAL - SANITARY SEWER, PARTIAL RELOCATION") will be performed. ¶

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The DBT shall be responsible for the design and construction of utility adjustments for the following utility owners:

- ODOT
- Fayette County Engineer’s Office

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. Any reference to CoC personal (DPU, Division of Water, etc.) shall be replaced with Fayette County Engineer’s Office.

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.

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11.4.2.1 “Weekend” Ramp Closures for Concrete Pavement Tie-in

The DBT shall be permitted one “weekend” closure per ramp being reconstructed or widened with concrete pavement (Ramp EN, NW, WS, and D) to tie into the mainline pavement. “Weekend” closure is defined as a full closure of the ramp from 10PM Friday to 5AM Monday (55 Hours total).

11.4.2.2 I-71/SR-435 Ramp Closure Restrictions

Interstate Route 71 in Fayette County					
Secondary Route: State Route 435 SLM along 71:					
Ramp Designation	Movement	No Closures Allowed		Detour Routes	
		Mon-Fri	Sat-Sun	Primary Detour Route	Secondary Detour Route
EN	I-71 SB to SR-435	6AM-10PM	6AM-10PM	I-71 SB to SR-72 S to I-71 NB to SR-435 (Ramp WS)	
NW	SR-435 to I-71 SB	5AM-10PM	6AM-10PM	I-71 NB (Ramp SE) to SR-41 W to I-71 SB)to SR-435 (Ramp EN)	
SE	SR-435 to I-71 NB	5AM-10PM	6AM-10PM	SR-435 to I-71 SB (Ramp NW) to SR-72 S to I-71 NB to SR-435 (Ramp WS)	
WS	I-71 NB to SR-435	5AM-10PM	6AM-10PM	I-71 NB to SR-41-N to I-71 SB to SR-435 (Ramp EN)	I-71 NB to SR-41-N to SR-734W to SR-35

11.4.2.3 US-35/SR-435 Ramp Closure Restrictions

Ramp Closure Restrictions					
US Route 35 in Fayette County					
Secondary Route: State Route 435 SLM along 35:					
Ramp Designation	Movement	No Closures Allowed		Detour Routes	
		Mon-Fri	Sat-Sun	Primary Detour Route	Secondary Detour Route
C	SR-435 to US-35 EB	5AM-10PM	6AM-10PM	SR-435 WB to US-35 WB to SR-72 SB to US-35 EB	SR-435 EB to Old US-35* EB to Palmer Rd WB to US-35 EB
D	US-35 WB to SR-435	5AM-10PM	6AM-10PM	US-35 WB to SR-72 SB to US-35 EB to SR-435	US-35 WB to Old US-35* WB to SR-435

*Approval required from local agency

Deleted: It is anticipated that the DBT will request an extended (>24 hours) closure of a dedicated turn lane on both Ramps EN & WS for completion of ramp widening work. For this request to be considered by the department, the DBT shall submit queue analysis proving that the extended closure of the dedicated turn lane does not result in an unacceptable queue length during AM or PM peak. An unacceptable queue length would be a queue that extends beyond the physical gore and/or degrades operations or capacity on I-71. ¶

11.4.3 Ramp Maintenance of Traffic Restrictions

It is anticipated that the the DBT will need to reduce lane and shoulder widths along ramps to widen and/or reconstruct pavement. The following table provides allowable durations, disincentives, and additional notes for each restricted activity.

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Ramp Name	Restricted Activity	Allowable Duration	Disincentive (Amount per calendar day the restriction remains in place beyond allowable duration specified)	Additional Notes
Ramp D	Lane & Shoulder Width Reduction	60 Days	\$5000/day	
Ramp EN	Lane & Shoulder Width Reduction	45 Days	\$5000/day	
Ramp NW	Lane & Shoulder Width Reduction	30 Days	\$5000/day	Shall not occur concurrently with extended lane closure (reduction from 2 thru & 1 LT to 1 thru & 1 LT) of SR-435WB between the I-71 NB ramps intersection and I-71 SB ramps intersection unless turning radius is adequate
Ramp WS	Lane & Shoulder Width Reduction	30 Days	\$5000/day	

Ramp Name	Restricted Activity	Allowable Duration
Ramp D	Lane & Shoulder Width Reduction	45 Day:
Ramp EN	Turn Lane Closure, Lane & Shoulder Width Reduction	21 Day:
Ramp NW	Lane & Shoulder Width Reduction	30 Day:
Ramp WS	Turn Lane Closure, Lane & Shoulder Width Reduction	21 Day:

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11.4.4 SR-435 Lane Closure Restrictions

LANE VALUE CONTRACT TABLE						
Section (SLM)	Existing Number of Lanes per Direction	Lane closures are NOT permitted:				Disincentive Amounts per minute
		Lane Reduction	Mon to Fri	Sat	Sun	
FAY-435						
US 35 (0.00) to West Lancaster Road (1.38)	2	2 to 1	No Restriction	No Restriction	No Restriction	
West Lancaster Road (1.38) to Factory Shops Blvd (1.96)	2	2 to 1	6AM-9AM & 4PM-6PM	6AM-9AM & 4PM-6PM	6AM-9AM & 4PM-6PM	\$105
Factory Shops Blvd (1.96) to US 35 (2.48) Westbound	2	2 to 1	No Restriction	No Restriction	No Restriction	
Factory Shops Blvd (1.96) to US 35 (2.48) Eastbound	1	1 shared lane	6AM-9AM & 4PM-6PM	6AM-9AM & 4PM-6PM	6AM-9AM & 4PM-6PM	\$100
US 35 (2.48) to SR 729 (3.97)	1	1 shared lane	6AM-9AM & 4PM-6PM	6AM-9AM & 4PM-6PM	6AM-9AM & 4PM-6PM	\$25
Short Term shoulder closures are permitted any time except 5AM-9AM & 3PM-6PM Monday-Friday						

Two-way signalized (temporary) traffic on SR-435 shall be maintained throughout construction.

None of the below extended lane closures for SR-435 WB shall occur concurrently so that adequate capacity is maintained along SR-435 WB from the SR-435/I-71 SB ramps intersection to Factory Shops Blvd.

- An extended lane closure (reduction from 2 thru & 1 LT to 1 thru & 1 LT) of SR-435 WB between the SR-435/I-71 NB ramps intersection and SR-435/I-71 SB ramps intersection shall be permitted for a duration of **25 consecutive calendar days** for the construction of the dual left turn lanes for the SR-435 WB to I-71 SB entrance ramp. A

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disincentive shall be assessed in the amount of \$5000 per day for each calendar day the lane remains closed to traffic beyond the specified limit.

- An extended lane closure (reduction from 2 to 1 lanes) of SR-435 WB between the SR-435/I-71 NB ramps intersection and Allen shall be permitted for a duration of 25 consecutive calendar days for the construction of the right turn lane between Allen Rd and the I-71 NB entrance ramp. A disincentive shall be assessed in the amount of \$5000 per day for each calendar day the lane remains closed to traffic beyond the specified limit.
- An extended lane closure (reduction from 2 thru lanes to 1 thru lane) of SR-435 WB between Allen Rd and Factory Shops Blvd shall be permitted for a duration of 30 consecutive calendar days for the construction of the additional WB through lane between County Road 308. A disincentive shall be assessed in the amount of \$5000 per day for each calendar day the lane remains closed to traffic beyond the specified limit.

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11.4.5 Bluegrass Blvd Lane Closure Restrictions

Two-way signalized (temporary) traffic on Bluegrass Blvd shall be maintained throughout construction so that adequate access is provided for all traffic (passenger vehicles & trucks). The DBT shall expect to accommodate heavy truck traffic (WB-67's) and oversized loads throughout construction. Construction traffic for the Honda site will be using Bluegrass Blvd during construction for access, and this is the sole access point.

11.4.6 SR-729 Full Closure

A minimum of one lane of traffic on SR-729 shall be maintained at all times, except for a period not to exceed 30 consecutive calendar days, from 9/1/2024 to 10/1/2024 when through traffic may be detoured. A disincentive shall be assessed in the amount of \$1000 per day for each calendar day the roadway remains closed to traffic beyond the specified limit.

Portable changeable message signs (PCMS) shall be used to notify motorists of the upcoming closure (2 weeks in advance of the closure).

11.4.6.1 Detour Signing

Size and placement of detour signs (M4-9) shall follow the requirements of the OMUTCD Section 6F.03, Section 2A.11 and Table 6F.01.

In addition to the requirements in the OMUTCD, the designated detour shall be signed in accordance with the requirements below:

- Approximately 1500' prior to the tip of the painted gore at an interchange when exiting a high speed (45 MPH or greater) facility.
- At or near the existing sign in the gore of an interchange ramp.
- At or near the first existing lane assignment sign on an interchange exit ramp.
- At or near the existing lane assignment sign or existing route marker at the end of an exit ramp.

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