

OHIO DEPARTMENT OF TRANSPORTATION

C	Interchange Operations Study	Contractual
D	Utility Plans	Reference
E	Special Provisions	Contractual
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
Q	Utility Correspondence and Existing Utility Plans	Reference

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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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The DBT will stake and flag the existing right of way in the field prior to the start of construction and will maintain stakes and flags throughout the duration of the Project.

The DBT shall identify all right of way encroachments on the construction plans with the Interim Design submission. ODOT’s Project Manager will be responsible for clearing all encroachments on Federal-aid projects in accordance with standard encroachment removal.

The DBT shall replace any existing L/A fence that is disturbed by the project.

The status of each parcel that is currently in the acquisition process is indicated in Appendix K (Right-of-Way Status Matrix). Additional requirements and information for specific parcels 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	Scott Eckley SE1236@att.com 937-965-9839	To be coordinated by DBT.

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AES	Bill Ward, William.ward@aes.com	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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Deleted: WILLIAM.GOURLEY@AES.COM
937-331-4521

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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.
 - 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
- Spectrum/Charter
 - Potential joint user on AES poles
 - Potential underground conflicts

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10.2 General Requirements

The DBT shall:

1. Coordinate with the owners of all public and private/investor utility facilities affected by the Project.
2. Coordinate with the utility owners, third-parties and stakeholders to resolve all utility conflicts encountered on the Project.
3. Resolve any conflicts between utility facilities and the construction of the Project.
4. Coordinate the completion of all utility relocations with the respective utility owners and stakeholders.

The DBT shall put forth all efforts required to coordinate and resolve utility conflicts within the schedule and shall accept the associated cost and schedule risk, regardless of the entity performing the utility adjustment work, except as described in 11.8 (Deadlines and Delays).

The Department will solely determine compensable rights related to utility design, relocation, modification and construction for each conflict. When warranted, the Department will compensate the respective utility owner directly as outlined in Section 10.11 (REIMBURSEMENT AND DEPOSIT PROCESSES).

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No additional compensation will be made to the DBT for delays, inconveniences, or damages sustained by the DBT due to interference from the utilities or utility work.

The DBT shall be responsible to verify all utility relocation to ensure that the relocation work does not interfere with other proposed construction activities, including relocations of other utilities.

All new utility installation requests within limited access right of way shall be subject to the ODOT permitting process.

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. ~~The DBT will be required to obtain the PTI from the OEPA.~~

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The DBT shall verify the actual location of all underground utilities, including type, number and depth. The DBT is responsible for verifying the actual location of all overhead utilities including type, number, and elevation of lines and all above ground utility facilities.

The DBT shall disconnect and remove or abandon to ground (abandon in place) all existing underground utilities to be abandoned, including service connections. The DBT shall remove all utility poles and other above ground utility facilities to be abandoned in their entirety.

10.15 Utility Conflicts

Additional unknown utilities may be present that may or may not conflict with the project. The DBT shall identify, verify and document all utility conflicts and potential utility conflicts encountered during the performance of both design and construction work.

10.16 Protection of Utilities

The DBT shall take all necessary precautions to prevent disturbance to utility facilities and coordinate project design and construction with utility adjustments.

The DBT shall perform work in a manner that will cause the least reasonable inconvenience to the utility owner and those being served by the utility. Existing, adjusted or new utilities remaining within the right-of-way of the project shall be properly protected by the DBT to prevent disturbance or damage. If the DBT encounters a previously unknown utility that requires adjustment, the DBT shall not interfere with the utility, but shall take the proper precautions to protect the utility or take appropriate actions, per Contract Documents, to coordinate the adjustment of the facility.

10.17 Utility Relocations

The DBT shall coordinate and resolve all utility conflicts with the affected utility owner at no additional cost to the Department.

10.18 Utility Betterments

Any ineligible, unnecessary or betterment to the utility facility will be the responsibility of the utility owner and not the DBT. Determination of eligibility shall be coordinated through the Department. Payment for betterment or ineligibility costs shall be made by the appropriate utility owner through the Department to the utility contractor. Betterment procedures shall follow the Department's Utilities Relocation Manual.

10.19 Subsurface Utilities Engineering (SUE)

The DBT shall use a State approved subsurface utilities engineering location service to field verify all underground utilities within the project limits where excavation/underground construction is required prior to beginning of any design work and shall incorporate the results in the design.

DBT shall have the SUE perform the following Quality Levels:

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 No
If marked yes, the

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18.4.2 Temporary (Existing) Signal at SR-435/SR-729/Bluegrass Blvd

The DBT shall completely remove the existing temporary signal at SR-435/SR-729/Bluegrass Blvd. Complete removal includes but is not limited to poles, signal heads, pull boxes, cabinet, wires, conduits, and cables. All removed materials shall be removed/handled with caution and delivered to the district headquarters at 400 E William Street, Delaware, Ohio 43015. The DBT shall coordinate the delivery of the salvaged materials with the Project Engineer and The District Traffic Engineer.

Signs shall be erected that state "Signal to be Removed on MM/DD/YYYY" at the 4 approach legs of the intersection a minimum of 30 days prior to removal of the signal.

18.4.3 Proposed Signal at SR-435/US-35 WB Exit Ramp to SR-435 (Ramp D)

The DBT shall provide a new traffic signal at the intersection of the US-35 WB Exit Ramp (Ramp D) and SR-435. The signal type shall be a box span with strain poles. The detection type shall be radar (see section 18.4.1.3).

Network communications to the intersection shall be provided via modem (see 18.4.1.9) and unmanaged switch to connect to the controller, UPS, MMU and Wavetronix.

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If the DBT is unable to procure and install the proposed signal prior to 11/1/24, the DBT shall provide temporary signalization at the intersection.

The proposed signal timing shall be designed to be coordinated with the existing signals along SR-435 to the west (SR-435/I-71 SB Ramps, SR-435/I-71 NB Ramps, SR-435/Allen Rd, SR-435/County Road 308)

18.4.4 Existing Signals at SR-435/I-71 SB Ramps, SR-435/I-71 NB Ramps, and SR-435/Allen Rd

The DBT shall remove the existing signal infrastructure and replace with all new infrastructure at the following existing signalized intersections:

- SR-435/I-71 SB Ramps
- SR-435/I-71 NB Ramps
- SR-435/Allen Rd

The proposed signals shall be of the same type as existing (strain poles). The detection type for each location shall be radar (see section 18.4.1.3).

The DBT shall completely remove the existing signal infrastructure at each intersection. Complete removal includes but is not limited to poles, signal heads, pull boxes, cabinet, wires, cables, and conduits. No existing signal infrastructure shall be reused by the DBT unless otherwise noted in this section. Prior to removal the DBT shall coordinate with the Project Engineer and the District Traffic Engineer to determine which materials at each location shall be salvaged for delivery to the district headquarters at 400 E William Street, Delaware, Ohio 43015 (5 working days minimum). It is anticipated that the cabinets and radar detection units will be salvageable and the DBT shall plan to deliver them to district headquarters; the salvageability of all other materials will be determined on a case-by-case basis by the District

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