

APPENDIX D

Meeting Minutes from December 5, 2016 Design Workshop

OhioHealth SR 315 Interchange Improvements (PID 103970) Design Workshop

Date: December 5, 2016

Location: Burgess & Niple, 5085 Reed Road, Columbus; Conference Room H

Attendees:

Dirk Gross	ODOT D6 PM	740-833-8376	dirk.gross@dot.ohio.gov
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Purpose:

- To discuss some of the design particulars of the interchange improvement project, including geometrics, maintenance of traffic, structures, drainage, and BMPs.
- The goal of this workshop isn't to gain final approval of the design options, but rather to identify options that can be carried forward for further consideration and more importantly identify options that should be eliminated from further consideration as the Design Team moves towards a preliminary engineering alternative.

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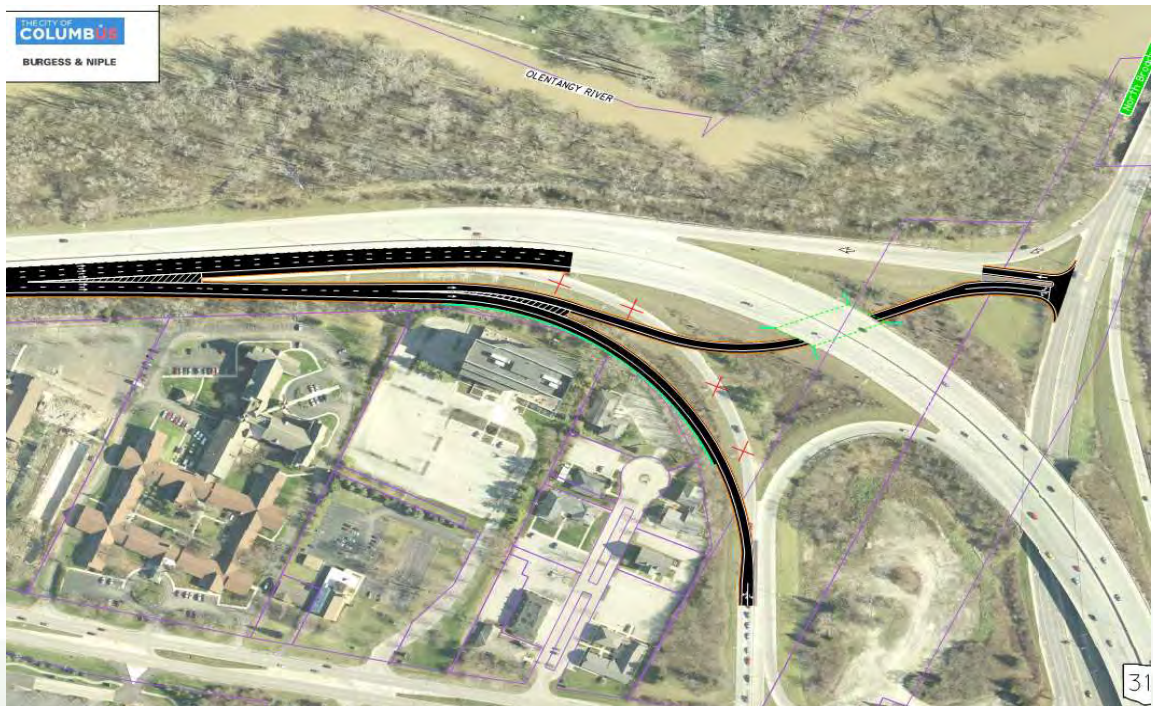
Action Items to do after meeting:

- Set up a meeting with ODOT Central Office MOT group and City of Columbus to discuss the MOTAA requirements for this project and what documentation may be needed to be able to close the existing Olentangy River Road to SR 315 SB ramp **[B&N]**
- Schedule a meeting with a contractor to test whether the MOT Phasing strategy presented in the workshop can be constructed in a year – develop Plan B if not feasible **[B&N]**

Notes:

• Project Status

- B&N provided a brief summary of the interchange and city street improvements associated with the new OhioHealth development site
- Two new ramps off of SR 315 will tie into intersection improvements along North Broadway and Olentangy River Road. Additional intersection improvements will be made at SR 315 NB exit ramp & North Broadway and at SR 315 NB exit ramp & Olentangy River Road
- The parcel south of North Broadway and east of Olentangy River Road will be developed by OhioHealth and will become their office headquarters. Two public streets will be created within this parcel that will serve this development as well as future development opportunities to the south.
- In January 2016, B&N performed a feasibility study for the City of Columbus on the relocation of the SR 315 ramps to accommodate the proposed OhioHealth site development. This study investigated the feasibility of the ramp alignments by looking for any critical red flags. The concept developed then is shown below:



Feasibility Study Alternative

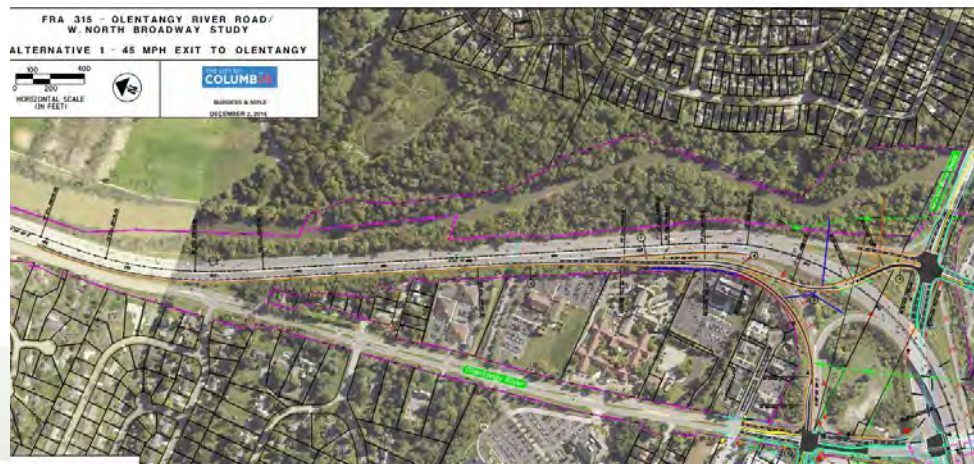
- Purpose of this workshop is to review what has been developed to date and to discuss the challenges that have been identified. Goal is not to determine a final design or make final decisions, but to work through ideas that will not work to make this process as efficient as possible.

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- Design Elements

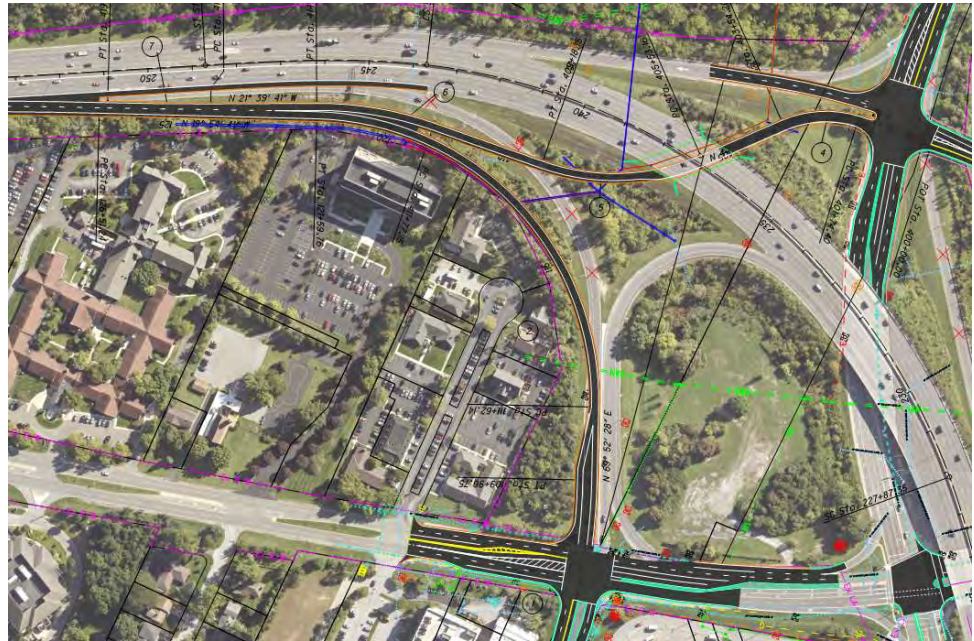
- Geometric Design

- Several options were reviewed, all with the same strategy in place:
 1. Hold existing SR 315 elevations as the ceiling (no change to SR 315)
 2. Determine a horizontal design of the ramp that helps determine the resulting estimated structure depth for the new SR 315 bridge over the new ramp
 3. Determine a profile design of the ramp that meets 15'-6" vertical clearance
 4. Determine the resulting drainage concept that can be achieved
 5. If no drainage concept could be determined, repeat steps 2-4 above
 - Preliminary Study Alternative – 45mph
 - This was the alternative that was developed back in January. The design was developed at that time with only enough engineering to determine if the concept was feasible and to determine if there are any red flags.
 - The alternative utilizes a 2,500' length of pacing prior to the exit gore along SR 315 SB and utilizes a 2-lane diverge for the ramp from SR 315.
 - Past the diverge from SR 315 SB, the 2-lane ramp splits to a single lane going to North Broadway and a single lane going to Olentangy River Road/Thomas Lane
 - The proposed SR 315 SB to Olentangy River Road/Thomas Lane ramp meets 45-mph design criteria
 - The proposed SR 315 SB to North Broadway ramp meets 45-mph criteria for the first horizontal curve (in the exit gore of the two ramps) then steps down to a 40-mph curve and finally a 30-mph curve as it approaches North Broadway's intersection.
 - Since OhioHealth Boulevard is likely to be posted at 25-mph, ODOT is ok with the 30-mph ramp design speed for the last horizontal curve
 - The SR 315 structure over the new North Broadway ramp is wide enough to accommodate horizontal stopping sight distance requirements that meet 40-mph design while providing 2-lanes along the ramp under the bridge.
 - All alternatives assume meeting 15'-6" vertical clearance requirements for SR 315 over the new ramp
 - ODOT finds this value acceptable



Preliminary Study Alternative – 45mph (full concept)

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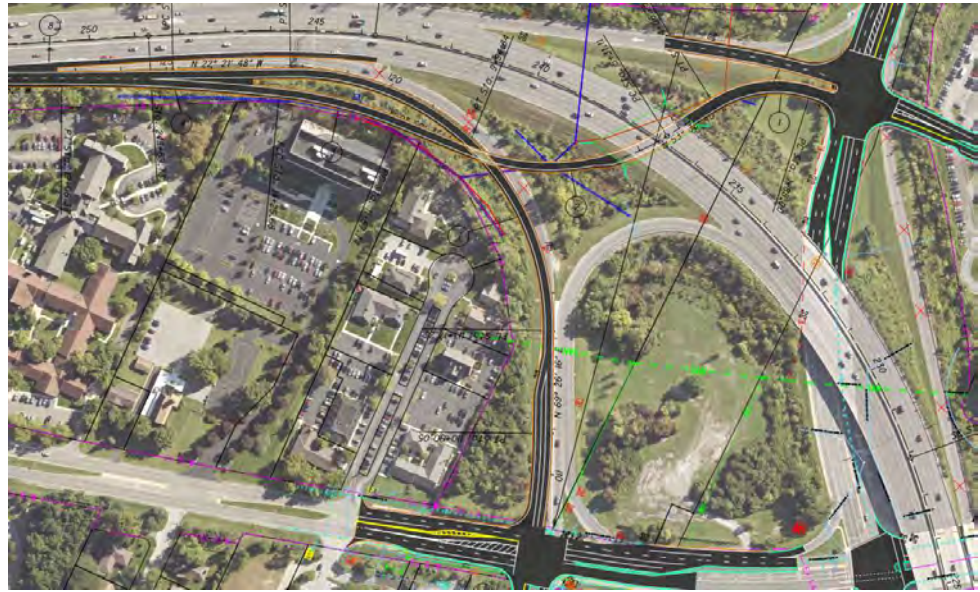


Preliminary Study Alternative – 45mph (zoomed in)

▪ **Braid Alternative**

- This alternative braids the proposed North Broadway ramp underneath the proposed ramp to Olentangy River Road/Thomas Lane.
- The goal of this concept was to reduce the R/W impacts in the northwest quadrant of the interchange adjacent to the Olentangy River Road/Thomas Lane ramp
- If the design keeps the Olentangy River Road/Thomas Lane ramp near the existing elevation then the North Broadway ramp is in a deep cut, which will cause problems for the new drainage ditch to be placed on the west side of the ramp as well as the impacts to the adjacent properties north of the ramp crossing point.
- One option is to raise the proposed Olentangy River Road/Thomas Lane ramp so that the new North Broadway ramp doesn't have to be in as much cut; however, this creates a constructability issue with trying to construct the new ramp adjacent to the existing ramp at different elevations while maintaining the existing ramp to the hospital.
- Significant design and constructability concerns with the new braid structure due to the skew and the close proximity to the existing ramp pavement
- *It was decided at the workshop that this alternative wasn't an ideal solution and as such the Design Team isn't anticipating to carry this alternative forward for further consideration.*

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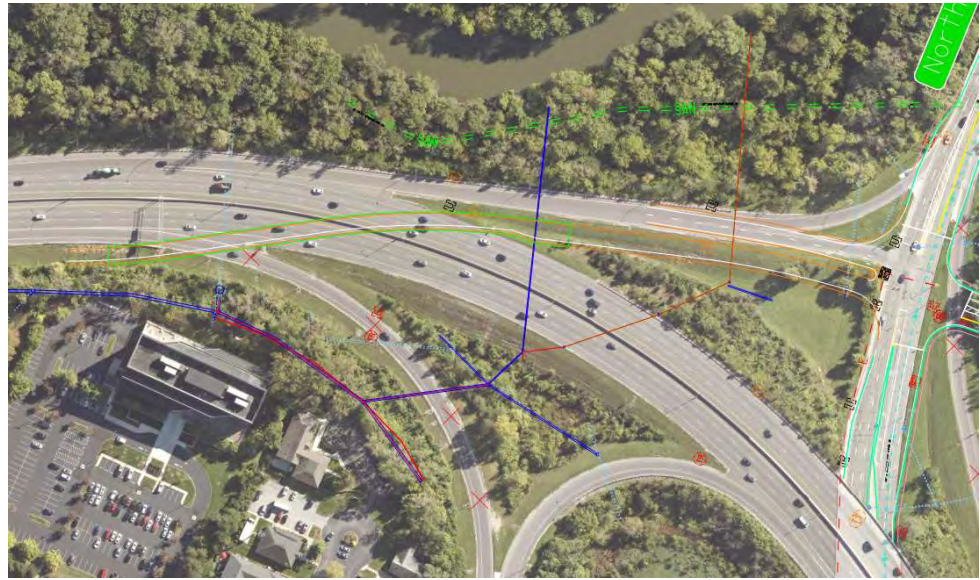


Braid Alternative

▪ Flyover Alternative

- This alternative was designed to carry the proposed North Broadway ramp over SR 315 instead of under as in the other alternatives
- This alternative was developed by the Design Team only far enough to determine what the profile of the flyover ramp over SR 315 would be
- The resulting vertical grade of the North Broadway ramp to get over SR 315 and then connect to the existing North Broadway at an intersection is -7% that goes right to North Broadway without any flatter grade within the intersection area; the design speed of the ramp is 30-mph.
- There is a concern that in snow and ice conditions, this ramp geometry won't allow vehicles to stop as they approach the intersection or the back of queue from the signal
- *It was decided at the workshop that this alternative wasn't an ideal solution and as such the Design Team isn't anticipating to carry this alternative forward for further consideration.*

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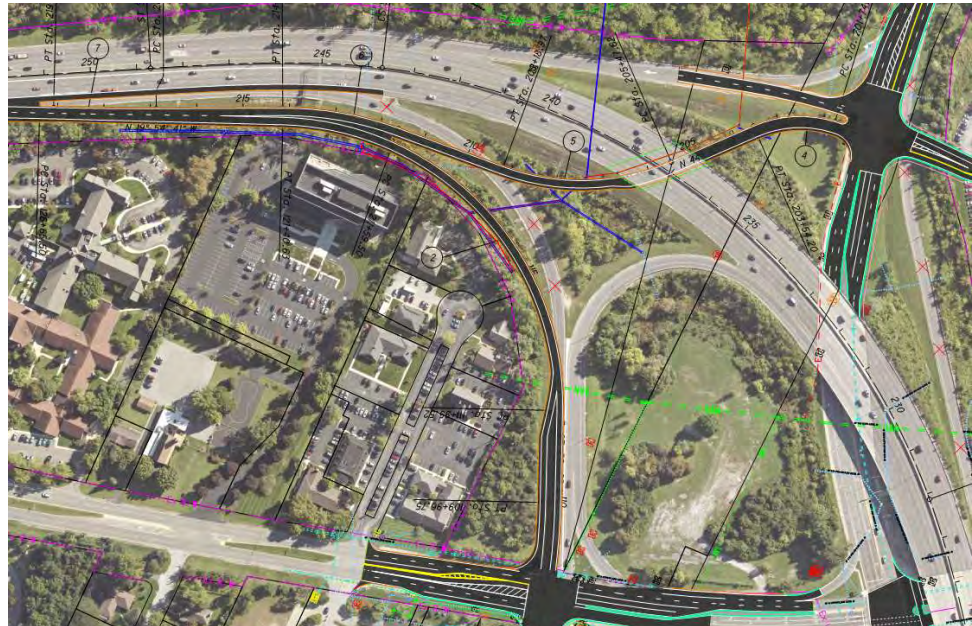


Flyover Alternative

- **Preliminary Study Alternative – 40mph**

- This alternative revisited the *Feasibility Study* alternative and made one modification. This alternative utilizes a design speed of 40-mph for the proposed SR 315 SB to Olentangy River Road/Thomas Lane ramp.
- The existing ramp meets 30-mph design criteria; the proposed ramp will have a higher design speed even at 40-mph (instead of 45-mph as shown in the Feasibility Study alternative) and will provide greater deceleration length than the existing condition which should make this a better solution than the existing.
 - ODOT is ok with the 40-mph design speed for this ramp since it is along a similar alignment to the existing
- *ODOT agreed that the use of 40-mph design criteria for the Olentangy River Road/Thomas Lane ramp is acceptable*

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Preliminary Study Alternative – 40mph

▪ Preliminary Study Alternative – Shortened Exit

- This alternative revisited the *Preliminary Study – 40mph* alternative and made one modification. This alternative utilizes a single lane exit diverge from SR 315 SB for the two proposed ramps.
- The proposed traffic expected to be using this diverge as shown in the Interchange Modification Study (IMS – submitted to ODOT for review on 12/2/16) it was determined that a single lane exit would be sufficient. As a result, the 2,500 feet length of additional lane along SR 315 SB north of the new diverge isn't needed.
- This alternative shortens the work limits and gets out of potential conflict with the ODOT Noise Wall project that is currently being developed that places a noise wall between SR 315 and Olentangy River Road north of the point where these two roadways are in tight proximity with each other
- City of Columbus wants to make sure that the sight distance to the signal is provided and that the structure isn't in the way – the Design Team will evaluate this and accommodate it in Final Design.
- The distance between ramp gores is greater than 800 feet to allow for adequate signing of the diverges for this option. This alternative closely matches the situation that is present along SR 315 NB at the diverge to Olentangy River Road and then the subsequent diverge to North Broadway.
 - ODOT concurs with the gore-to-gore spacing as shown in the alternative
- The placement of the retaining wall along the proposed Olentangy River Road/Thomas Lane ramp should be such that safety grading can be achieved if possible. If guardrail must be placed in order to eliminate R/W impacts, coordinate with ODOT before moving ahead. Hold the maximum shoulder width of 12 foot paved. Turf shoulder can be used beyond the 12 foot line if the wall is farther out.

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- Assuming the IMS gets approved, this alternative is the one that was believed to be the best solution of all of the presented alternatives by the participants of the workshop. This will be the alternative that the Design Team will carry forward.

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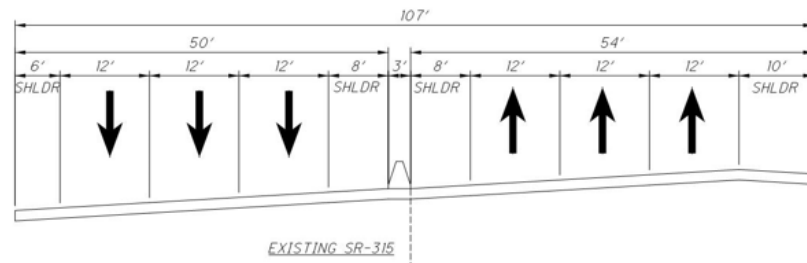
Preliminary Study Alternative – Shortened Exit



Preliminary Study Alternative – Shortened Exit (zoomed in to show gore-to-gore)

- Maintenance of Traffic
 - Interchange Improvements
 - Lane Reductions on SR 315 – PIAC Involvement
 - SR 315 is a concern for MOT due to the bridge construction. It is understood that SR 315 will need to be maintained during construction of the bridge
 - Existing SR 315 has 107 feet between barriers at the tightest point through the hospital curve. In the NB direction, it is 54 feet from the inside of the barrier to the outside edge of shoulder at the tightest point

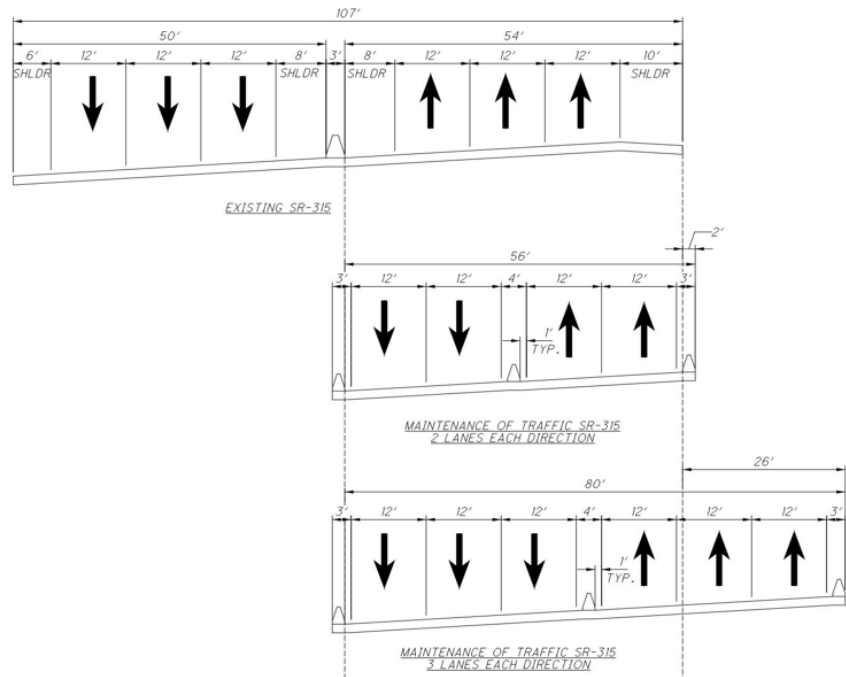
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Existing SR 315 Typical Section (at the narrowest point in the project)

- If 2 lanes were allowed to be maintained in each direction along SR 315 during construction, 56 feet would need to be made available. This accounts for 12 foot lanes, 1 foot shoulders, 2 foot portable concrete barrier between the two directions of travel. 12 foot lanes were anticipated to be needed due to the horizontal curvature of SR 315 in the project area.
 - *City of Columbus is against maintaining 2 lanes in each direction along SR 315. As a result, this option will not be carried forward for further consideration.*
- **Overbuild Existing Alternative**
 - In order to maintain three lanes in each direction, SR 315 NB would need to be over-built by 26 feet to the east. There are several challenges with accomplishing this, including impacts to the 100-year flood plain, river impacts, impacts to the existing Broadway to SR 315 NB ramp, and construction of the parking garage that is on the proposed development site.
 - Because of the inability to overbuild and widen existing SR 315 SB (due to proximity of North Broadway and the existing vertical clearance pinch that would result in overbuilding to the west) the maintenance of traffic would most likely result in a contra-flow situation in the second phase of bridge construction when the structure carrying SR 315 NB over the new ramp was constructed.
 - *It was decided at the workshop that this alternative wasn't an ideal solution and as such the Design Team isn't anticipating to carry this alternative forward for further consideration.*

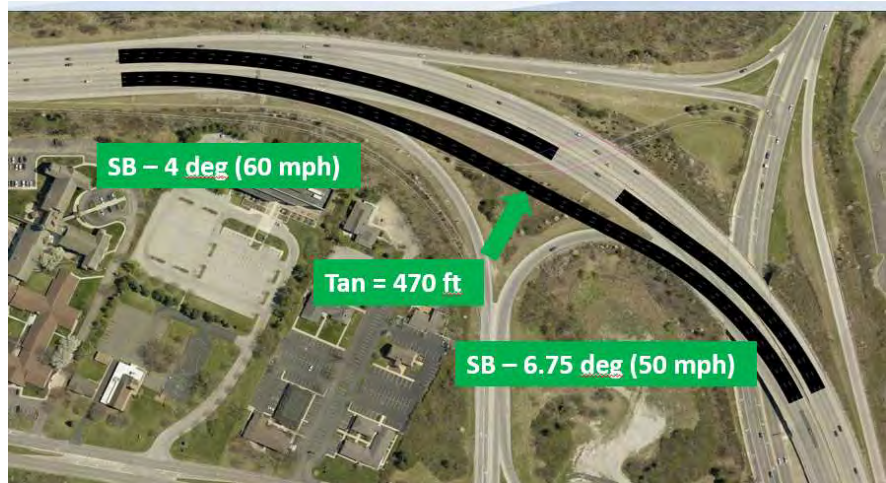
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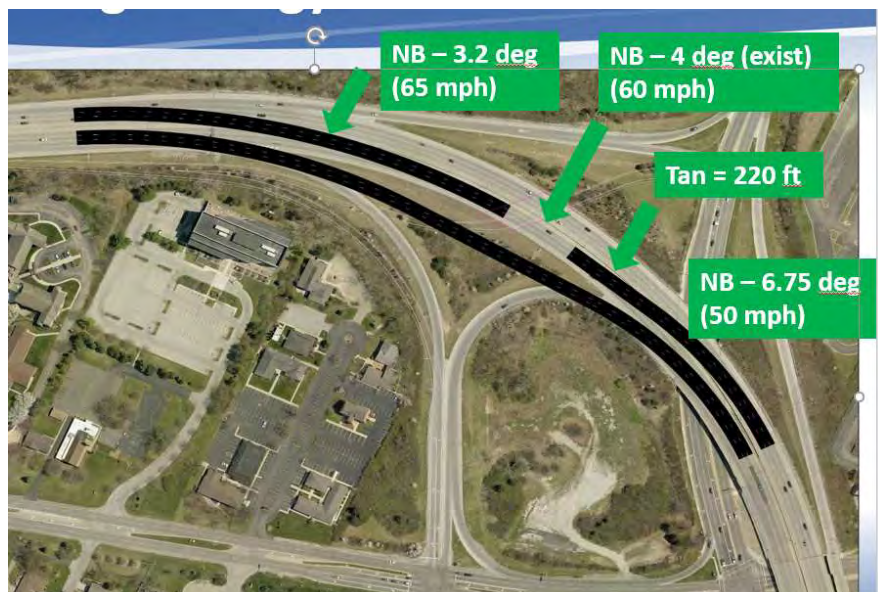
Potential Overbuild Typical Sections - MOT

- **3-Lane Runaround Alternative – SR 315 SB only**
 - One option investigated was to pull SR 315 SB completely off of existing alignment in order to construct the new bridge in two construction phases. This would allow SR 315 NB to stay in the existing NB lanes (Phase 1) then shift over to the existing SB lanes (Phase 2).
 - For SR 315 SB Runaround, departure curve from existing SR 315 meets 60-mph design criteria, and the entering curve back onto existing SR 315 meets 50-mph design criteria.
 - For SR 315 NB when shifting to existing SB lanes, there would be several curves all going in the same direction with varying radii that the driver would have to navigate – very uncomfortable drive through the workzone.
 - Access will be hindered when constructing the proposed SB bridge over the new ramp – traffic will be on both sides of the construction zone

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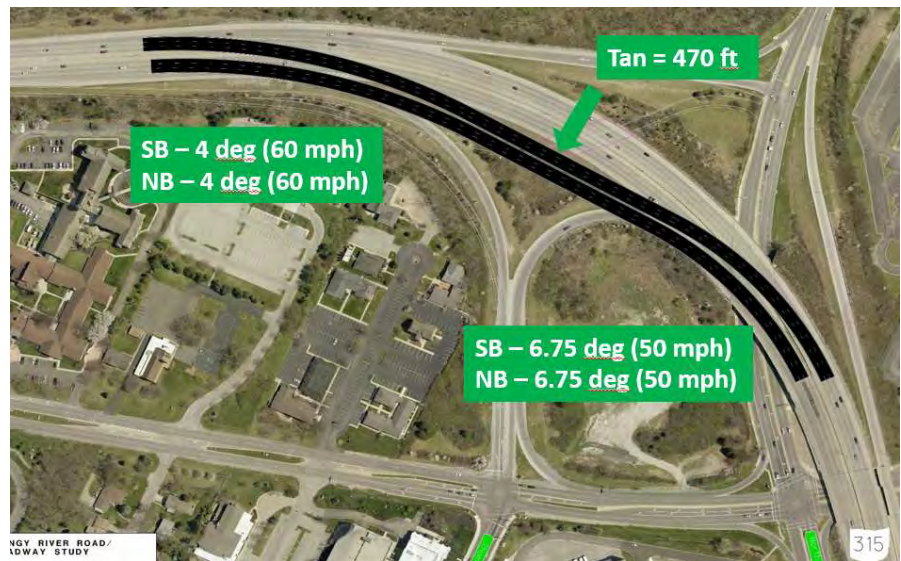
SR 315 SB Runaround Geometry



SR 315 NB Geometry when shifting to existing SB lanes

- **3-Lane Runaround Alternative – SR 315 NB and SR 315 SB**
 - Another option investigated was to pull both directions of SR 315 off of existing alignment in order to construct the new bridge in one construction phase.
 - Simplified geometric alignments through the workzone, and easier construction method should be realized for the proposed bridge. Expectation is that the bridge construction will be the quickest construction in this option, but will be offset by the need to construct the runaround prior to bridge construction.

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3-Lane Runaround – both directions of SR 315

- **Potential Construction Phasing Strategy for Project- using 3-Lane Runaround for both directions of SR 315**
 - **Phase 1** – Construct the new Olentangy River Road/Thomas Lane ramp



Phase 1

- **Phase 2** – Construct the temporary SR 315 runaround pavement – temporarily close the existing Olentangy River Road to SR 315 SB ramp

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Phase 2

- **Phase 3** – Construct the new SR 315 bridge over the new North Broadway ramp



Phase 3

- **Phase 4** – Shift SR 315 traffic to existing SR 315, remove the temporary SR 315 runaround pavement, and complete the ramp construction



Phase 4

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- **Interchange MOT Discussion**

- During construction, the Design Team proposes closing the existing Olentangy River Road to SR 315 SB loop ramp in order to have enough room to construct the temporary runaround.
 - ODOT indicated that the Design Team will need to study the impacts of closing this ramp. What will this do to the existing North Broadway to SR 315 SB ramp, what may need to be done to address the extra vehicles (dual left, signal timing improvements, infrastructure improvements, etc.).
 - Design Team should engage ODOT Central Office and City of Columbus on what it might take from a documentation standpoint to close this ramp – assume this will go through PIAC and MOTEC.
 - If the ramp needs to remain open, additional geometric investigation should be done on the temporary SR 315 runaround to see if the ramp can be maintained while still fitting on the existing SR 315 SB bridge over North Broadway
 - Because this project isn't required to follow the NEPA process, specific public involvement for the temporary closure of this ramp may not be required, but outreach to the key stakeholders may not be a bad idea. City of Columbus is anticipating reaching out to the Clintonville Area Commission once the Traffic Study is approved.
- The Design Team should engage ODOT Central Office on whether a Maintenance of Traffic Alternatives Analysis (MOTAA) is required for this project, and what it would include.
- The Design Team needs to consider what impacts the temporary SR 315 runaround will have on the existing wetland within the existing loop ramp area
- It is anticipated that the temporary runaround pavement will be constructed as a widening project where the existing cross slope of SR 315 will be projected across the widened pavement. This should lessen the complexity of the tie-ins and limit to temporary lane reductions over weekends as needed to shift the traffic over.
 - It is not anticipated any full closures of SR 315 will be needed
 - During removal and construction of the median barrier, a single lane closure adjacent to the median barrier is all that is anticipated to be necessary
 - There is an existing conduit (lighting?) in the existing median barrier that will need to be addressed during design and construction – especially in the areas where the median barrier is being removed to allow for the traffic to shift onto the temporary runaround. Temporary lighting may be needed for this construction phase.
 - During construction of the pavement adjacent to existing SR 315, temporary single lane closures adjacent to the construction zone may be necessary, although narrowing the existing shoulders and shifting traffic toward the median barrier will be investigated first.
- The goal for OhioHealth is to have the interchange improvements construction completed by December 31, 2018. In order to achieve this, it might be valuable for the Design Team to engage a contractor now to see if the MOT phasing,

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including the construction of the 3-lane runaround, is feasible to be completed in a year.

- If it isn't, the Design Team should investigate breaking out MOT Phase 1 and MOT Phase 2 as a separate contract so that construction can begin in Fall 2017 rather than Spring 2018 (Plan B).
- *The '3-Lane Runaround Alternative – both directions of SR 315' alternative is the one that was believed to be the best solution of all of the presented alternatives by the participants of the workshop. This will be the alternative that the Design Team will carry forward, recognizing that certain answers need to be obtained resulting from temporary ramp closures and documentation that the team will work through.*
- **Intersection Improvements**
 - It is anticipated that the intersection improvements will be phased as separate construction contracts
 - Construction would begin around September 2017; these improvements will begin prior to the interchange construction (anticipated to begin Spring 2018 at this time)
 - The intersection improvements have been prioritized in the Traffic Study that was provided to the City of Columbus; the Design Team is awaiting on concurrence from the City on the results of the study.
 - At N Broadway and Olentangy intersection, the proposed design eliminates the right turn slip lane and is using this area to develop left turn to the east-west connector into OhioHealth's site by improving the queuing length between signals.
 - There is room on the proposed SR 315 NB to Olentangy ramp to lengthen the left turn lane if necessary.
 - Haven't focused specially on this ramp yet – the alignment is pretty straightforward and will be revised based on the design of the east-west roadway into the OhioHealth Site.
 - This ramp will not impact the cemetery.
 - ODOT inquired as to whether the left turn will be accessible with thru queues?
 - Yes, the thru movement queue length was taken into account when developing the left turn bump out location
 - ODOT inquired as to what will be the number of controllers used to control all of the signals in this close proximity.
 - The development of the project hasn't gotten to this point yet. Could put in two controllers if desired. The intersections are interconnected. The Design Team will closely look at this.
 - Crawford-Hoying is developing Kohl's site as well, so there will be traffic accessing the site for this development site as well
 - Thomas Lane
 - Because this is the primary access for the Hospital, City of Columbus indicated that heavy emphasis will need to be placed on maintaining this street during construction
 - The horizontal alignment was chosen to provide better through movement connectivity between it and the ramp across the intersection – there is no longer a kink in the center of the intersection

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- The alignment was chosen to avoid the existing water meter pit in the SW corner of the intersection
- There is a pedestrian tunnel from the parking garage (on the south side of Thomas Lane) to the cancer center (on the north side of Thomas Lane) – Design Team should be mindful of this although it doesn't appear that this will be impacted by the present design concept.
- **SR 315 Bridge**
 - The expectation is that with the implementation of the 3-Lane Runaround for both directions alternative, the bridge can be constructed in a single phase. With this strategy, the bridge type will be conventional and should be the thinnest structure depth possible now.
 - The Design Team had originally looked at building this structure under traffic, including options to construct the bridge off-line and slide it in using weekend closures.
 - Bridge slide options limited the array of options available to complete this project
 - The additional cost associated with bridge slide options should be more than enough to offset the cost of the temporary SR 315 runaround pavement
 - There is about a 2" difference in the structure elevations for SR 315 over North Broadway. Initial thoughts are that the median parapets can be removed and a 2 ½ inch plate can be used to close the gap between the two structures. To make up the elevation difference, a small asphalt wedge can be utilized.
 - The details of how to achieve this will be developed and coordinated with ODOT Structures group during the next phase of project development
- **Drainage**
 - ODOT prefers to see 3 feet of clearance between the 25-year flood line and the pavement elevation. The proposed design concept yields 2.3 feet.
 - ODOT has discussed this variance the Design Team may need. The 3-foot clearance is geared towards new alignment. ODOT would like to see the ramp meet the 25-year design, but the clearance can be less than 3 feet if needed. It is still good to provide as much clearance as possible.
 - There is a potential need to pipe the existing ditch along the proposed Olentangy River Road/Thomas Lane ramp to the existing 60" culvert under SR 315 in order to avoid R/W impacts
 - ODOT does not want the pipe to be under the retaining wall.
 - Proposed North Broadway ramp drainage concept
 - Shortest option is directly to the river – this would require boring and jacking a pipe under SR 315 most likely.
 - Another option is to follow the ramp under the proposed SR 315 structure to the east then outlet to the river
 - There is concern about conflicting with the existing 78" sewer that is east of the existing North Broadway to SR 315 NB ramp.
 - The Design Team needs to determine the elevations of that 78" sewer by matching up the datum used on the record plans with the project plans. This process has been tedious.
 - It appears that the clearance between the ditch outletting the ramp sag curve and the existing 78" sewer is about 1.5 feet. City of Columbus DOSD is concerned with this dimension.
 - Another option is to drain the ramp sag to the north to the existing 60 inch culvert that currently crosses SR 315

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- This option is the one that the Design Team is pursuing first. If this works, it appears to be the best solution and won't impact the existing 78" sewer line.
- **BMPs**
 - This project does need to follow the City of Columbus Storm Water Drainage Manual for all of the improvements
 - The Design Team has some ideas on potential BMP options:
 - Bioretention – there is concern about providing positive outlet
 - Retention – ODOT has identified a location in the existing Olentangy River Road to SR 315 SB loop ramp. Unfortunately, this is near the high point of the project and can't capture all of the runoff for the project
 - *City of Columbus is okay with offsetting the runoff volumes to account for runoff not captured.*
 - The Design Team has some ideas on potential BMP placement:
 - Looking at area near the Thomas Lane ramp
 - City of Columbus is open to an idea of using the pond along North Broadway by the existing railroad (west of the project) as an option. This is an idea the Design Team will test.
 - ODOT is very concerned about BMPs in the LA R/W and the constraints it places on potential future SR 315 ramp infrastructure improvements. Design Team should keep this in mind as the BMP design is progressed.
- **Schedule**
 - January 2017 – will have preliminary interchange geometry settled and in to the City and ODOT for review.
 - The Design Team can soon begin scoping the detailed design plan development for interchange.
 - City Street fee thru combined Stage 1/2 submittal is in for approval.
 - The Design Team will continue to coordinate with ODOT, City of Columbus, OhioHealth, and site team as the project progresses
- **Miscellaneous Topics**
 - **R/W**
 - Timing of SR 315 NB to North Broadway ramp closure and vacation of LA R/W
 - At the approval of the IMS, if no city street improvements are required to facilitate the closure of the ramp, the ramp can be closed
 - LA R/W was acquired with federal funding; vacation requires review and approval by FHWA. This process could take up to a year.
 - ODOT did mention the potential for a revocable permit to allow OhioHealth access to the LA R/W prior to vacation approval by FHWA – there is risk of this
 - City of Columbus is anticipating an extension of the LA R/W along OhioHealth Blvd to prohibit drive construction in this area. Anticipating ODOT will own that R/W.
 - ODOT indicated that the project could adjust this with the ramp LA R/W change. Anticipate holding LA R/W location to the east of OhioHealth Blvd, then jogging the lines on the west side of the roadway back to the new ditch line set for the ramp demolition
 - **City of Columbus' Traffic Study**
 - With the removal of the SR 315 NB to North Broadway ramp, it appears that signal timing adjustments will most likely need to be made at the Olentangy River Road &

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North Broadway intersection. However, other than this, not other additional pavement construction improvements should need to be made to the other intersections.

- City of Columbus is anticipating having their review of the Traffic Study completed by the third week of December 2016. Will have recommendations for improvements with that review.

○ Next Steps

- Move forward with the *Preliminary Study Alternative – Shortened Exit* geometric alternative
- Develop the conceptual MOT phasing strategy and deliverables for the *3-Lane Runaround – Both Directions of SR 315* alternative
- Structures and Drainage concept and design will advance as the geometry and MOT is progressed
- BMP discussion will be ongoing as the design is tightened up
- Will need to discuss R/W impacts along the proposed Olentangy River Road/Thomas Lane ramp further with the City of Columbus and ODOT

OhioHealth SR 315 Interchange Improvements

Design Workshop

Monday, December 5, 2016
8:00 am – 10:00 am
Burgess & Niple, Inc.
5085 Reed Road, Columbus, Ohio
Conference Room H

A ShoreTel conference call has been created for this conference.
+1 (855) 291-7925 (Local dial in)
and enter the access code below followed by # key.
Participant code: **95970901**

AGENDA

Project Status	<i>8:00 – 8:10</i>
Design Elements	
○ Geometric Design	<i>8:10 – 8:30</i>
○ Preliminary Study Alternative – 45mph	
○ Braid Alternative	
○ Flyover Alternative	
○ Preliminary Study Alternative – 40mph	
○ Preliminary Study Alternative – Shortened Exit	
○ Maintenance of Traffic	<i>8:30 – 8:50</i>
○ <i>Interchange Improvements</i>	
▪ Lane Reductions on SR 315 – PIAC Involvement	
▪ Overbuild Existing Alternative	
▪ 3-Lane Runaround Alternative	
○ <i>Intersection Improvements</i>	
▪ Potential Detour Routes	
▪ Partial and Full Closure Allowances	
○ SR 315 Bridge	<i>8:50 – 9:05</i>
○ Structure Options	
○ Drainage	<i>9:05 – 9:15</i>
○ 25-year Floodway Variance	
○ BMPs	<i>9:15 – 9:35</i>
○ Ideas on Specific BMPs	
○ Ideas on Placement	
Schedule	<i>9:35 – 9:45</i>
Next Steps	<i>9:45 – 10:00</i>
Adjourn	10:00am