

As you can see, the recommended preferred alternative footprint is different than previous alternatives studied. The Phase 1 solution removes the existing loop ramps in the northwest and southeast quadrants, shown in pink in Figure 1, and replaces each with a directional ramp, shown in blue in Figure 1. Also, ramp traffic from southbound I-270 to westbound US 33/Avery-Muirfield Drive is separated to eliminate the weaving traffic in that direction. All of these improvements significantly enhance the operation and safety of this interchange.

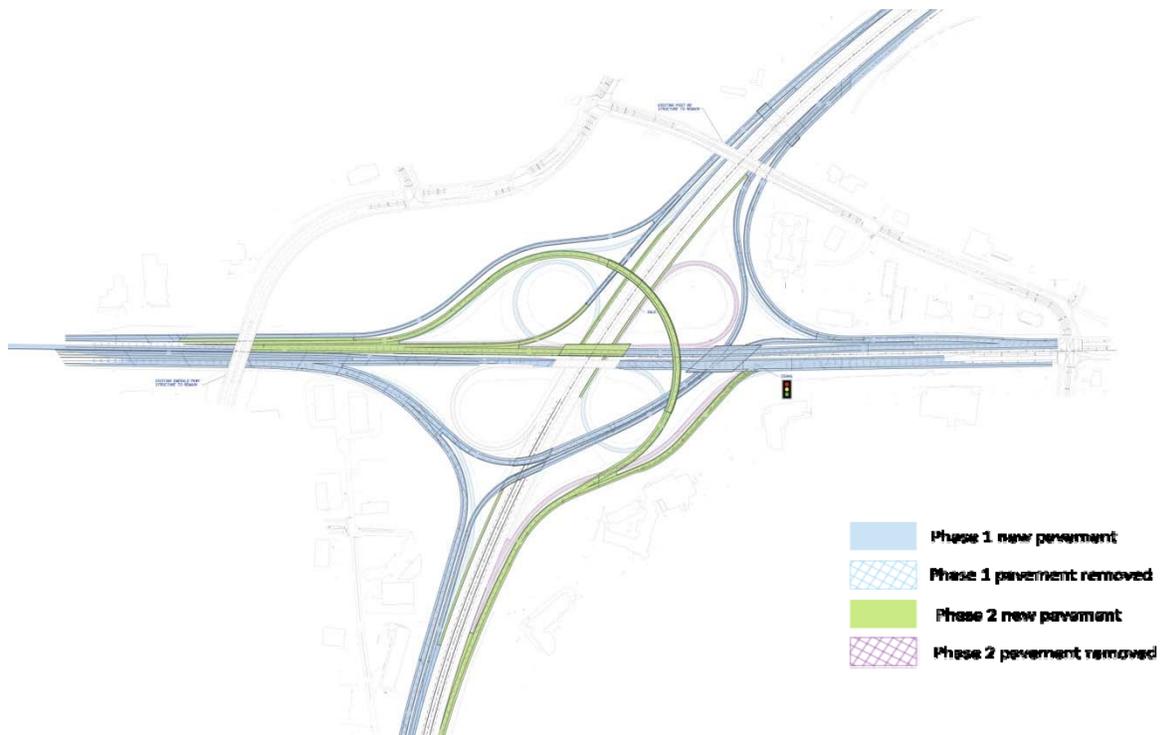


Figure 2: Recommended Preferred Alternative, Phase 2

Phase 2 adds the northbound to westbound fly-over ramp, shown in green above, which was previously identified as Phase 1 in the earlier alternatives studied. The weaving traffic on both I-270 in the northbound direction and US 33 in the eastbound direction are eliminated because the loop ramps in the northwest and southeast quadrants of the interchange are removed. Since this weaving traffic is removed, the loop ramp in the northeast quadrant can remain in place for another ten to fifteen years, according to traffic projections and analyses.

The Stakeholders committee meeting and Public Meeting Open House were held on May 16, 2013 at the Dublin Community Recreation Center (DCRC). ODOT's and the City's public outreach is ongoing. Exhibits and comment sheets remain at the DCRC until the end of May. Members of the public may also use the computers there to electronically submit comments or fill out the form.

Funding

In addition to addressing the operation and safety of the interchange, the recommended preferred alternative also reduced the estimated cost of the interchange from \$130-\$160 million to \$77 million for construction and \$7.5 million for right-of-way acquisition for the Phase 1 solution. Cooperation and coordination between all participating agencies has allowed a new alternative to be developed, with a substantial cost savings ranging from 35-45%.

2013 TRAC Application

Staff submitted a revised TRAC application with ODOT on Friday, May 3, 2013. Two main changes were included in this application. Tier 1 status was requested pending submission of a draft environmental document in August 2013. Tier 1 status clears the project for construction activity. The project funding plan in the application was also revised to request \$40M for construction from TRAC. Figure 3 below shows the funding dollars for each of the project phases.

Project Funding Plan								
Project Phase	FY	Non TRAC Funding			TRAC Funding			Phase Total
		Local	ODOT	Requested Ohio Turnpike	Previous	New	Future	
Planning Study (PS)		\$0	\$0					\$0
Preliminary Engineering (PE)	201	\$2.75	\$0		\$1.5			\$4.25
Detailed Design (DD)	201	\$3	\$0			\$4		\$7
Right-of-way / Utilities (RW)	201	\$3.5	\$0		\$2	\$2		\$7.5
Construction (CO)	201	\$33	\$0			\$40		\$73
Funding Source Totals		\$42.25	\$0	\$0	\$3.5	\$46	\$0	\$91.75
Funding Percentage		46			4	50		

Figure 3: Project Funding Plan in 2013 TRAC Application

The funding plan above shows a significant contribution, or \$42.25 million, from local sources. These sources currently consist of the City of Dublin providing \$17.25 million and MORPC providing \$25 million as shown in Figure 4 below.

Project Funding Sources									
LOCAL FUNDING				Funding Source Commitments (in Millions)					
Local Committed Funding Source:		City of Dublin		PS	PE	DD	RW	CO	Total
Does this commitment contain earmark funds?	Check if Yes <input type="checkbox"/>	What is the total amount of the earmark?			\$2.75	\$3	\$3.5	\$8	\$17.25
MPO FUNDING				Funding Source Commitments (in Millions)					
MPO Committed Funding Source:		MORPC		PS	PE	DD	RW	CO	Total
Does this commitment contain earmark funds?	Check if Yes <input type="checkbox"/>	What is the total amount of the earmark?						\$25	\$25

Figure 4: Project Funding Sources in 2013 TRAC Application

The 2013-2017 CIP allocates a total of \$12.9 million to this project, which is \$4.35 million less than the total \$17.25 million Dublin contribution shown in Figure 4.

TIGER V Application

Staff is also working to submit a Transportation Investment Generating Economic Recovery (TIGER) Round V application through the US Department of Transportation (US DOT). This is a competitive grant process at the national level, which requires many types of data and information not developed previously. The application is due to the US DOT on June 3, 2013. Typical awards for projects range from \$10 - \$20 million.

The City is working with staff from MORPC, ODOT, the Columbus Chamber of Commerce, and Columbus 2020 to develop the necessary data and materials for the application. Even though we are still in the early stages of data development and writing, and given the complexities and nature of this grant, it is the joint effort of all participating agencies that is making this submission possible.

While the detailed funding plan is yet to be developed, the project team approach is to request \$15 million, or roughly 20% of the construction cost. How this will affect funding commitments for the contributing agencies has not yet been determined.

Recommendation

Staff is providing this report for information only.