



City of Dublin

Office of the City Manager

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Memo

To: Members of Dublin City Council

From: Marsha I. Grigsby, City Manager 

Date: August 8, 2013

Initiated By: Sara Ott, Sr. Project Manager

Re: I-270/U.S. 33 Interchange Funding and Aesthetics Update

Background

On July 25, 2013, Ohio's Transportation Review Advisory Council (TRAC) announced its draft list of projects to receive funding throughout the state. The I-270/U.S. 33 interchange ranked 4th in the state, with \$51.5 million designated to the project, contingent upon environmental clearance. Public comment is currently being accepted by the TRAC through August 16, 2013, with the final announcement expected August 22, 2013. Community Relations has worked to inform residents of the opportunity to submit comments to TRAC.

The Mid-Ohio Regional Planning Commission has designated \$25 million to the project, and the City of Dublin has committed \$17 million. With continued support from the TRAC, these combined funds will construct the first phase of the two-phase project.

Detailed design plans and environmental documentation are currently being developed under the leadership of the Ohio Department of Transportation (ODOT). Construction of Phase One is slated to begin at the end of 2014, and is expected to take approximately two years. Phase One will significantly improve the safety and operations of the interchange, removing the critical weave areas. Phase Two is not expected to be needed for 10 to 15 years.

Next Steps

With the advancement of design work, staff has engaged in preliminary conversations with the Ohio Department of Transportation ("ODOT") and ODOT's design firm CH2M Hill regarding aesthetic enhancements to the interchange. This conversation has focused on potential adjustments to finishes, landscape and hardscape features, potential artwork and wayfinding attributes. It is necessary to advance these conversations in conjunction with the interchange design to maximize opportunities and understand the potential cost of enhancements that, if desired by the City of Dublin, could be included in the construction. It is anticipated that enhancements selected by Dublin will be financed by the City.

On August 7, 2013, a request for proposals was submitted to landscape architecture firms for development of a comprehensive approach to identifying, prioritizing, estimating costs and recommending enhancements, including production of the necessary plan documents. It is anticipated that firm selection will occur by late August, 2013 and concept development will be determined by the end of September, 2013. Final plans should be produced by January, 2014. In addition, over the past two weeks, City staff has met with the Dublin Arts Council (DAC) staff and, at DAC staff's request, with the Dublin Arts Council Board to discuss the addition of

landscape, hardscape and artwork to the interchange. ODOT is supportive of utilizing relief sculptures in concrete walls and bridge parapets as part of the project, and the DAC Board has agreed to support the redirection of \$150,000 of funds from 2012 and 2013 for Art in Public Places toward these sculptures (see attachment #1). Details and examples are included in the attached handout provided to the DAC Board (see attachment #2). Staff is in the early stages of screening possible design firms and formulating a public engagement process to inform themes for concept development.

Over the next several weeks, City staff will pursue design cost estimates and recommend a financing plan to City Council. This plan will likely include funding sources from:

- the Ruscilli TIF;
- the Capital Improvements Tax Fund;
- and the Hotel/Motel Tax Fund.

The financing plan will also include a request to defer the addition of artwork to the Emerald Parkway Bridge over U.S. 33 and divert this funding to the interchange artwork.

Recommendation

Staff recommends that the \$150,000 originally designated for the Emerald Parkway Bridge public art installation be deferred and utilized for the artwork for the I270/U.S. 33 Interchange Improvement Project.

dublin arts council

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MEMORANDUM

TO: Michelle Crandall & Sara Ott

FROM: David S. Guion 

RE: I-270 & US 33 Interchange Aesthetics

DATE: August 6, 2013

Dublin Arts Council board of directors met last evening to discuss Dublin Arts Council's role in the aesthetic enhancements of the I-270 & US 33 Interchange.

The board has agreed to redirect the \$150,000 (Accumulated January 1, 2012 – December 31, 2013) designated for the Emerald Parkway Bridge over U.S. 33 art installation to the I-270 & U.S. 33 interchange aesthetic enhancements as presented by City staff at last evening's emergency board meeting.

The board has stated that they do not consider the I-270 & US 33 interchange aesthetic enhancements as a component of the Dublin Arts Council Art in Public Places program. The board understands that from assurances made by the City, that additional funding will not be requested for the Interchange project.

The board has indicated that it supports Dublin Arts Council's participation in the thematic direction provided to the landscape and the artist team developed for the interchange project. As a stakeholder in the process, and with a redirection of funds, the board has directed Dublin Arts Council staff to provide input and direction as appropriate in order to respond to this accelerated process.

The decision to redirect these funds has been made with the provision that the "Sense of Place" research to be conducted November 2013 – May 2014 by Dublin Arts Council staff and consultant will inform a fully developed site selection process, resulting in a new location for the 2014/2015 public art project. The board and staff appreciate the City's commitment to the realization of public art and the enhanced quality of life it affords those who live, work and visit Dublin.

PROJECT DESCRIPTION

The Ohio Department of Transportation is leading the design and construction of the interchange. CH2M Hill is the design consultant for the project. The City would like to incorporate landscaping and aesthetic details, including art, into the design. Firm(s) will be hired by CH2M Hill to ensure collaboration and integration into the transportation improvements on the required timetables established by the Ohio Department of Transportation.

The transportation improvements will be constructed in two phases.

Phase 1:

The first construction phase is shown in Figure 1 and includes the following improvements:

- The loop ramps in the northwest and southeast quadrants will be eliminated. The new ramps replacing these movements will pass over I-270 south of US 33, and pass under US 33 east of I-270. New bridges will be installed at these locations.
- The southbound I-270 to westbound US 33 movement will be split into two ramps, one for drivers existing onto Avery-Muirfield Drive and one for drivers continuing west on US 33 beyond Avery-Muirfield Drive.
- US 33 will be widened to four lanes in each direction between Avery-Muirfield Drive and I-270.
- A traffic signal will be introduced for northbound I-270 to eastbound US 33. The signal will assign right of way between this movement and the eastbound US 33 through movement.

The first phase of construction is scheduled to begin in the fall of 2014, and will take about two years to complete.



Figure 1. I-270 & US 33 Interchange Improvements - Phase 1

Phase 2:

The second phase of construction, shown in Figure 2, includes the following improvement:

- The loop ramp in the northeast quadrant will be eliminated. The new ramp replacing this movement will pass over US 33 and I-270. This will be a significant new bridge.

Design plans are being developed for phase two along with the phase one construction plans. The construction of phase two is expected to occur in 10 to 15 years.

In total, 3 new bridges and 8 new retaining walls are constructed as part of the project.



Figure 2. I-270 & US 33 Interchange Improvements - Phase 2

TIMING

The design work for this project is moving quickly. Critical engineering decisions will be made by end of September, 2013. As such, conceptual design work for hardscape, landscape and artwork must be determined by September 2013.

PROPOSED APPROACH

A dramatic and cost effective approach to enhancements is the addition of custom relief sculptures within proposed concrete work. By adding these reliefs in conjunction with the initial project construction, the funding for aesthetic enhancement is maximized. The Ohio Department of Transportation is supportive of custom relief sculptures in the project,



provided the final design complies with safety requirements and applicable legal requirements.

With this approach, the public art funding is only required to fund the incremental increase in cost for design, labor and materials, rather than the total construction or overhead cost of retrofitted art installations. In addition to custom relief sculptures, the City is open to exploring additional artistic elements that reinforce the selected concept.

The City has begun researching firms with sufficient experience, positive references, and artistic merit to possibly serve as an art team for custom relief sculptures. The selected firm would be paired with a landscape architecture practice of the City's and CH 2 M Hill's selection to develop a comprehensive aesthetic design plan for the interchange.

BUDGET

Preliminary cost information has been provided by a highly regarded artist and expert in this niche public art arena. Typical costs for public engagement, concept development, site analysis, preliminary design, cost estimates, intermediate design and final design are \$90,000 - \$100,000. The scale of the I270/US33 Interchange would likely drive this cost higher.

The creation of custom relief concrete form liners cost approximately \$55/square foot and can be reused 50-100 times depending upon the design. The square footage of the form liners needed is dictated by the selected concept. Projects can have anywhere between 100 to several thousand square feet of form liners.

The actual production of the reliefs with concrete using the custom form liners is typically minimal, as it is only the incremental increase in materials and labor, that is above the base work that would have already been performed for the project.

The City's Request of the Dublin Arts Council:

The City administration has approached the Dublin Arts Council staff with three requests.

1. Support to delay or defer the Emerald Parkway Bridge over U.S. 33 art installation and redirect the \$150,000 of funding towards the interchange artwork
2. ~~Support the use of 2014 and 2015 Art in Public Places \$150,000 of funding towards the interchange artwork~~ *(City staff removed this request from consideration in anticipation of being able to utilize Tax Increment Financing funds).*
3. Assist, at a level desired by the Dublin Arts Council, with the thematic direction provided to the landscape architect and the artist team, recognizing that this work is occurring in the next 60 days.

For more information on the I-270/U.S. 33 Interchange Improvement, please visit <http://27033interchange.org/>



Representative Projects:

1. Dayton, Ohio

From the Artist, Steve Weitzman:

"The Wright B. Flyer retaining wall project, which was part of Phase I of the I-70/I-75 Interchange commemorates Dayton's 100th anniversary celebration of the production of the Wright Brothers Commercial plane. These monumental bas-reliefs of the Wright B. Flyer, which were constructed using custom form liners and normal construction methods, appear as if they are taking off and landing as commuters drive alongside the planes. The immense wingspans of the planes extend 40 feet and repeat every 120 feet, creating a monumental rhythmic sculpture along the I-70 corridor."



2. Dallas, TX



3. Tallahassee, FL
Triad of Medicine



4. Various Locations

