

Matthew B. Rehfus, P.E., S.I.

From: Brian.Davidson@dot.ohio.gov
Sent: Friday, August 4, 2023 9:52 AM
To: Matthew B. Rehfus, P.E., S.I.
Subject: FW: Alum Creek Drive - Feasibility Study - FRA-CR122-0.00 - PID 115792
Attachments: pid115792-FRA-CR122FS_Comments.csv; RE: Alum Creek Drive - Feasibility Study - FRA-CR122-0.00 - PID 115792; RE: Alum Creek Drive - Feasibility Study - FRA-CR122-0.00 - PID 115792; RE: Alum Creek Drive - Feasibility Study - FRA-CR122-0.00 - PID 115792; RE: Alum Creek Drive - Feasibility Study - FRA-CR122-0.00 - PID 115792; RE: Alum Creek Drive - Feasibility Study - FRA-CR122-0.00 - PID 115792; RE: Alum Creek Drive - Feasibility Study - FRA-CR122-0.00 - PID 115792

Categories: Filed

Matt,

Again, my sincere apologies for being late on getting the review out and comments returned. See comments below and attached from ODOT (and MORPC). I can send you the full marked up FS, but we didn't have a lot of bluebeam comments, more so emails. I have screen shots of the markups below:

FRA-CR122-0.00 (PID 115792) – Feasibility Study

London-Groveport Road (SR-317) is currently a 2-lane urban principal arterial generally running east-west in the project vicinity and provides one travel lane in each direction. SR-317 has a posted speed limit of 55 miles per hour. At the intersection with Alum Creek Drive, SR-317 widens to provide a left-turn and one right-turn lane in both the eastbound and westbound direction. The intersection of Alum Creek Drive and SR-317 is signal controlled. Sidewalks are not present on either side of SR-317. Regionally, SR-317 connects US-23 in Columbus, Ohio to US-62 in Gahanna, Ohio.

Multimodal Connectivity

Currently, very few active transportation facilities exist on Alum Creek Drive between Groveport Road and SR-317. These are essentially limited to sidewalks and ADA ramps at the intersections of London Groveport Road, Rohr Road, Global Drive/Court, Toy Road, as well as sidewalk along the Sheetz development. The build alternative would provide a 10' shared use path on the east side of Alum Creek Drive and (connecting to the shared use path south of SR-317) and a 8' sidewalk on the west side of Alum Creek Drive. In addition, the replacement structures would not preclude a future extension of a greenway trail along the Big Walnut Creek, from Three Creeks Metro Park to Scioto Grove Metro Park.

11' is new minimum width recommendation

FCEO keeping 10' width per their standard.

acres. When surveying the corridor, the designers have noted that all surface runoff within the project EDA that sheet flows outside of ODOT right-of-way can be included as treatment credit. This takes place specifically north of Big Walnut Creek on the east side of the corridor.

Appendix added.

Environmental Studies

Please include the database information as an Appendix item with the project study area that was searched to reach these conclusions. i.e. ORPS database, SHPO records check, NHDB review, etc.

The project corridor bisects a heavily developed logistics park, surrounded by 75 million square feet of warehouse, industrial, and distribution facilities (Figure 1). For this feasibility study, the environmental analysis has been limited to research of existing data sources and a field review of the corridor. Known resources in the corridor include Big Walnut Creek, 18 residences older than 50 years, and several gas stations along the corridor. Based on this preliminary review and the fact that limited R/W will be required for the project, there are no known resources which would be expected to impact the comparison of Build vs No Build alternatives.

That said, the structure type study for the mainline bridge(s) calls for removal of two existing piers in Big Walnut Creek and new structures spanning Big Walnut Creek. Future environmental studies shall include Regulated Materials Review (RMR), Level 1 Ecological Survey Report (ESR), Cultural Resources study, and floodplain coordination. A noise analysis will also be required for the 18 adjacent residences along Alum Creek Service Drive as the build scenario will add capacity to Alum Creek Drive.

Information added to Appendix M.

Stakeholder & Public Involvement

This document is not in EnviroNet nor has it been reviewed.

A public engagement plan has been created and uploaded to EnviroNet. The plan defines a stakeholder group and outlines an approach to updating stakeholders on the status of the

This alternative has been removed.

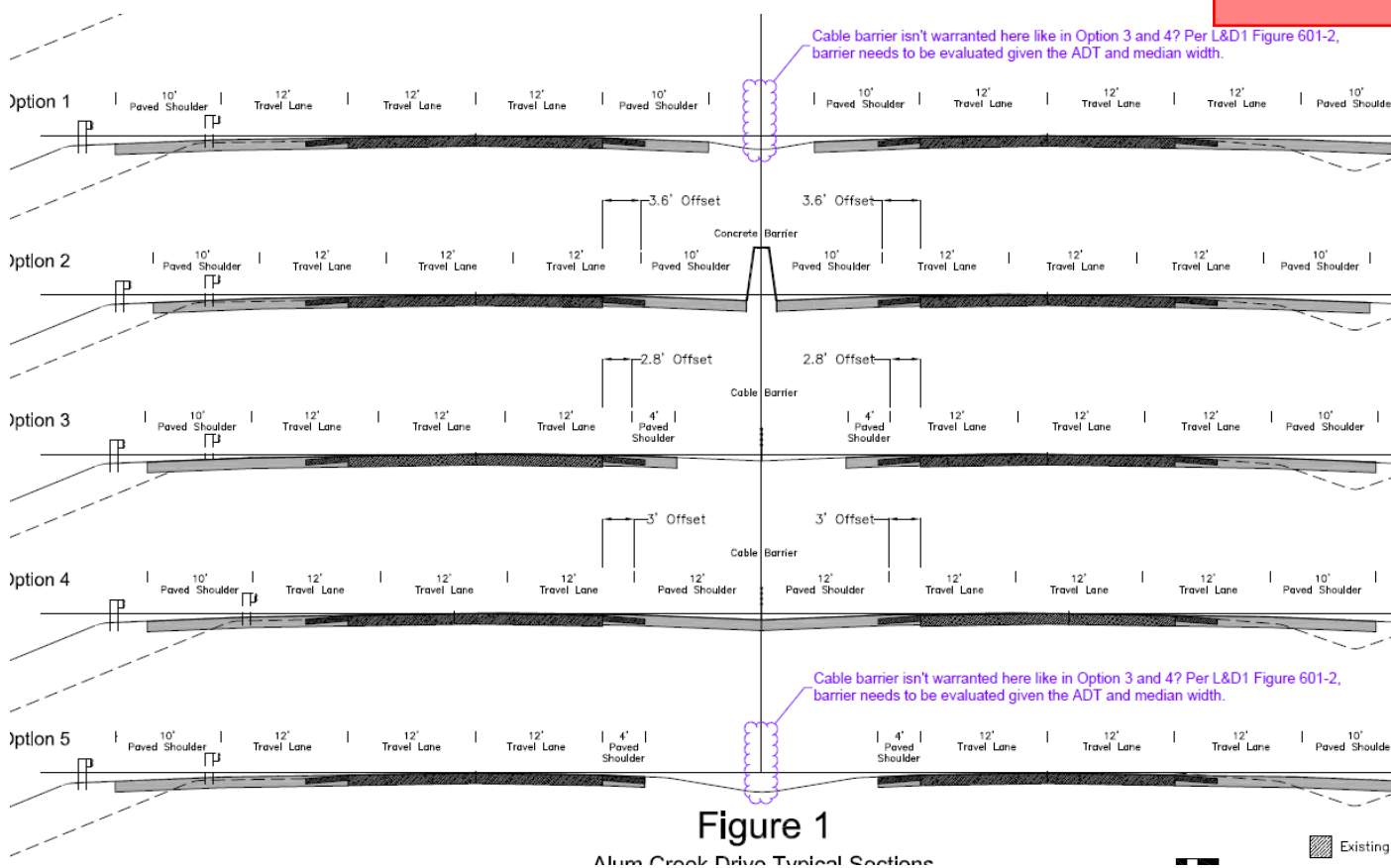


Figure 1

Alum Creek Drive Typical Sections

MORPC (Tom Graham):

MORPC reviewed the feasibility study referenced below in accordance with our Complete Streets Policy. We have the following questions/comments:

- Pg. 5 (Alternatives Considered)
Why were no alternatives for an in-between scenario considered? E.g., intersection improvements that address the forecasted delay, and bike/ped accommodations. Capacity analysis section has been updated to address this comment
- Appendix E. Expanded Capacity Analysis Tables
Delay and volume to capacity ratios are the same or worse in the “Build” scenario for a few different intersections. Is this an error? If not, why is that the case? Data has been updated.
- (Relating back to the first question) Can the forecasted delay challenges not be addressed with intersection improvements, rather than a full corridor widening project? Capacity analysis section has been updated to address this comment

DSRT (Drew Hurst):

- The diagrams starting on page 48 sometimes do not match the HCS reports- most notably at SR 317. The diagram shows dual southbound left turn lanes, while the HCS reports show a single left turn lane. Data has been updated.
- There are currently traffic studies under review for a new Racetrac gas station at the southeast corner of SR 317 and Alum Creek, as well as an expanded Marathon gas station at the northeast corner. These will likely result in additional improvements at this intersection, primarily on the SR 317 legs.
- The Global Dr intersection does not currently meet signal warrants. This will need to be reevaluated at a later date if federal funds are to be used for this signal. Text updated to discuss warrants.

Gary Fetherolf:

I have no MOT comments on the study as the MOT portion was pretty light.

Like I said way back since this project is a path 3 we aren't required to have a MOTAA but I still would recommend doing a MOT evaluation and look at a few options for construction. Evaluation included.

Some things that I thought of when looking at the FS and wanted to bring up for when they do MOT layout. We have a lot of trucks we will need to make sure turning templates are used on all turns (probably wouldn't hurt to give a little extra room on this project), Noted.

Might be beneficial to maintain a left turn lane at some of the side roads or layout detours (especially for NB)

Noted.

Non-MOT comments

I was surprised to see that the concrete barrier option was with in a million of most options. I think the extra cost is worth the added benefit. Would save on future maintenance (mowing), added safety from wider shoulder (keep in mind truck percentage and soft shoulder), the barrier will allow for easier fiber optic and other utilities to be ran in conduit in the barrier.

Future MOT maintenance, sometime down the road major spot repair will be need, if regular set concrete is desired then they will likely go down to 2 lane and shift. Or us RRCM for the middle lane which is considerably more expensive.

This doesn't seem to apply as this is an Asphalt pavement.

RW (Tammy Boring)

My comments are as follows: not much information is given on the utilities section. It would have been good if they had given detailed information as to the utilities in place (type, location – above ground, buried, etc.) and the utility owner, as well as the potential impacts. Utility information included in Appendix K.

Relative to r/w, they do not give much information as to the impacts – they state a couple of times it is tight at the north end and then state that it is minimal, but allot an estimate of 1,220 million (not sure what that includes – utilities, too? Consultant fees?). Right of way costs detailed in Appendix J.

More detail in both of these areas would be good.

Let me know if you have any questions or would like to discuss any of these further.

Thanks!

Brian Davidson

Local Programs Manager

District 6 Planning & Engineering

400 E. William Street, Delaware, Ohio 43015

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From: Hurst, Andrew <Andrew.Hurst@dot.ohio.gov>

Sent: Friday, August 4, 2023 9:07 AM

To: Davidson, Brian <Brian.Davidson@dot.ohio.gov>

Cc: Ormeroid, Jessica <Jessica.Ormeroid@dot.ohio.gov>; Sanor, Jerry <Jerry.Sanor@dot.ohio.gov>

Subject: RE: Alum Creek Drive - Feasibility Study - FRA-CR122-0.00 - PID 115792

Brian,

A few things on this one:

- The diagrams starting on page 48 sometimes do not match the HCS reports- most notably at SR 317. The diagram shows dual southbound left turn lanes, while the HCS reports show a single left turn lane.
- There are currently traffic studies under review for a new Racetrac gas station at the southeast corner of SR 317 and Alum Creek, as well as an expanded Marathon gas station at the northeast corner. These will likely result in additional improvements at this intersection, primarily on the SR 317 legs.
- The Global Dr intersection does not currently meet signal warrants. This will need to be reevaluated at a later date if federal funds are to be used for this signal.

Thanks,

Drew

From: Davidson, Brian <Brian.Davidson@dot.ohio.gov>

Sent: Tuesday, July 25, 2023 12:06 PM

To: Adams, Jon <Jon.Adams@dot.ohio.gov>; Boring, Tammy <Tammy.Boring@dot.ohio.gov>; Carlin, David

<David.Carlin@dot.ohio.gov>; Fetherolf, Gary <Gary.Fetherolf@dot.ohio.gov>; Gartner, Janice

<Janice.Gartner@dot.ohio.gov>; Hurst, Andrew <Andrew.Hurst@dot.ohio.gov>; Jacobs, Angela

<Angela.Jacobs@dot.ohio.gov>; Mead, Robert <Dale.Mead@dot.ohio.gov>; Montoya, Katherine

<Katherine.Montoya@dot.ohio.gov>; Ormeroid, Brandon <Brandon.Ormeroid@dot.ohio.gov>; Ormeroid, Jessica

<Jessica.Ormeroid@dot.ohio.gov>; Ross, Dianna <Dianna.Ross@dot.ohio.gov>; Wright, Laura

<Laura.Wright@dot.ohio.gov>; Dennis, Grace <Grace.Dennis@dot.ohio.gov>

Subject: RE: Alum Creek Drive - Feasibility Study - FRA-CR122-0.00 - PID 115792

All,

Just a friendly reminder the FS review comments are due next week.

Please let me know if you will need me to extend the session, otherwise I will close it on the 3rd.

Thanks!

Brian Davidson

Local Programs Manager

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From: Davidson, Brian

Sent: Wednesday, July 5, 2023 9:47 AM

To: Adams, Jon <Jon.Adams@dot.ohio.gov>; Boring, Tammy <Tammy.Boring@dot.ohio.gov>; Carlin, David <David.Carlin@dot.ohio.gov>; Fetherolf, Gary <Gary.Fetherolf@dot.ohio.gov>; Gartner, Janice <Janice.Gartner@dot.ohio.gov>; Hurst, Andrew <Andrew.Hurst@dot.ohio.gov>; Jacobs, Angela <Angela.Jacobs@dot.ohio.gov>; Mead, Robert <Dale.Mead@dot.ohio.gov>; Montoya, Katherine <Katherine.Montoya@dot.ohio.gov>; Ormeroid, Brandon <Brandon.Ormeroid@dot.ohio.gov>; Ormeroid, Jessica <Jessica.Ormeroid@dot.ohio.gov>; Ross, Dianna <Dianna.Ross@dot.ohio.gov>; Wright, Laura <Laura.Wright@dot.ohio.gov>; Dennis, Grace <Grace.Dennis@dot.ohio.gov>

Cc: Slack, Thomas <Thomas.Slack@dot.ohio.gov>; Deer, Shane <Shane.Deer@dot.ohio.gov>

Subject: RE: Alum Creek Drive - Feasibility Study - FRA-CR122-0.00 - PID 115792

All, my mistake – an internal link to the file is here:

[\\dotd06file01.dot.state.oh.us\cadd\ProjectData\115792_FRA-CR122-0.00\(AlumCreekDr\)\ProjAdmin\PlanReviews\2023-06-15_FeasibilityStudy](\\dotd06file01.dot.state.oh.us\cadd\ProjectData\115792_FRA-CR122-0.00(AlumCreekDr)\ProjAdmin\PlanReviews\2023-06-15_FeasibilityStudy)

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From: Davidson, Brian

Sent: Wednesday, July 5, 2023 9:34 AM

To: Adams, Jon <Jon.Adams@dot.ohio.gov>; Boring, Tammy <Tammy.Boring@dot.ohio.gov>; Carlin, David <David.Carlin@dot.ohio.gov>; Fetherolf, Gary <Gary.Fetherolf@dot.ohio.gov>; Gartner, Janice <Janice.Gartner@dot.ohio.gov>; Hurst, Andrew <Andrew.Hurst@dot.ohio.gov>; Jacobs, Angela <Angela.Jacobs@dot.ohio.gov>; Mead, Robert <Dale.Mead@dot.ohio.gov>; Montoya, Katherine <Katherine.Montoya@dot.ohio.gov>; Ormeroid, Brandon <Brandon.Ormeroid@dot.ohio.gov>; Ormeroid, Jessica <Jessica.Ormeroid@dot.ohio.gov>; Ross, Dianna <Dianna.Ross@dot.ohio.gov>; Wright, Laura <Laura.Wright@dot.ohio.gov>; Dennis, Grace <Grace.Dennis@dot.ohio.gov>

Cc: Slack, Thomas <Thomas.Slack@dot.ohio.gov>; Deer, Shane <Shane.Deer@dot.ohio.gov>; Thomas Graham <tgraham@morpc.org>

Subject: Alum Creek Drive - Feasibility Study - FRA-CR122-0.00 - PID 115792

Project: FRA-CR122-0.00 (Alum Creek)

PID: 115792

Subject: Feasibility Study Review – Franklin County Engineer’s Local-let project reconstruct and widen Alum Creek Drive from Groveport Road to State Route 317. This project has TRAC and MORPC federal funds and is anticipated to award in FY28.

File: 08/06/2027
Sale: 09/23/2027
Award: 11/01/2027
Begin Const: 12/02/2027
End Const: 08/23/2029

Documents for Review:

FRA-CR122 Feasibility_Study_061423.pdf

Bluebeam Studio Session:

20230803-FRA-CR122-0.00_PID115792-FS

Session ID: 384-731-113

Session URL: <https://studio.bluebeam.com/hyperlink.html?link=studio.bluebeam.com/sessions/384-731-113>

FCEO has their own session if you are interested in viewing it here: Session ID: 110-689-693

Please respond by **COB Thursday August 03, 2023**. The Bluebeam Review Session will be closed upon completion of review. If you need additional time, let me know.

Please contact me if you have any questions.

Thanks,

Brian Davidson

Local Programs Manager

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