

FACT SHEET

Improved Interchange at Interstate 71 & US Route 36/State Route 37 & Proposed Sunbury Parkway

Ohio Department of Transportation



Thursday, April 28, 2016

PROJECT BACKGROUND:

Delaware County has been the fastest growing county in Ohio for the last decade. According to the US Census Bureau, the population in Delaware County grew two percent between 2013 and 2014. The current interchange at I-71/US 36/SR 37 is unable to support the growing transportation needs of the region.

PROJECT SUMMARY:

The proposed Sunbury Parkway will extend from US 36/SR 37 in Sunbury west to Wilson Road. This project is being constructed by others.

The ODOT project will:

- Construct new ramps at I-71 to provide additional connections that will enhance the operations of the existing interchange at US 36/SR 37
- Extend the alignment of the proposed Sunbury Parkway west to intersect US 36/SR 37 just west of Africa Road
- Widen the proposed Sunbury Parkway to meet future regional traffic demands

If you are coming from the north, you will use the existing interchange to access US 36/SR 37 and Sunbury Parkway. Those travelling from the south can exit at the new ramp to Sunbury Parkway or the ramp to US 36/SR 37. In the northbound direction, the two interchanges will be connected via lanes to the right of barrier wall, similar to the Polaris and Gemini interchanges. Regional eastbound and westbound traffic will be able to get onto I-71 both northbound and southbound using the existing interchange or the new ramps from Sunbury Parkway.

PROJECT LOCATION:

The proposed Sunbury Parkway will run south of the US 36/SR 37 alignment. It will tie into US 36/SR 37 just west of Africa Road and terminate in Sunbury on US 36/SR 37 west of Kintner Parkway. The interchange location will be north of the former I-71 weigh station, but south of the new Outlet Mall. It will contain a loop ramp for westbound Sunbury Parkway traffic to access I-71 southbound. I-71 northbound traffic can also exit here and travel east towards Sunbury and west towards the City of Delaware.

PROJECT GOALS:

- Reduce congestion and improve the operation of US 36/SR 37 through the interchange while maintaining efficiency on I-71.
- Improve safety at the interchange and eliminate stacking of vehicles on I-71.
- Support future growth in Delaware County as intended by current land use and economic development plans.
- Improve east-west connectivity across Delaware County for commuters and freight.

PUBLIC MEETING/OPEN HOUSE PURPOSE:

- To seek public comment on the alternatives for the proposed new road, labeled as Sunbury Parkway.
- As part of the planning and engineering process for this transportation project, ODOT would like to inform the public and consider comments on the proposed roadway.

PROJECT COSTS & FUNDING:

- Total cost for construction of the interchange project is estimated at \$125 million. Construction will be done in phases. Funding, while not determined, will likely come from multiple sources including ODOT and new development.

THREE ALTERNATIVES:

There are three alternatives to connect the proposed Sunbury Parkway from Africa Road east to Wilson Road. All alternative alignments include the proposed additional interchange ramps south of the existing I-71/US 36/SR 37 interchange. The alternatives are labeled purple, green and blue.

TIMELINE:

- **2000 – 2012** Various studies to figure out temporary and possible long-term solutions to improve safety, reduce congestion and add capacity to the interchange. Early studies focused on the existing interchange.
- **2011/2012** ODOT began evaluating and developing alternatives to provide a long term solution to fix the current interchange. The study determined that fixing that existing interchange wasn't the solution. ODOT then evaluated whether a second interchange should be located north or south of the existing interchange. Based upon existing and future traffic demands, a second interchange to the south was determined to be the best course of action.
- **2012** ODOT Safety Improvements made to the existing interchange. Improvements included more turn lanes, wider ramps, restriping, removable curb and median to prevent T-bone crashes.
- **2014** ODOT further developed the 2012 study to assess whether the new interchange should be a stand-alone improvement or work in concert with the existing interchange. ODOT determined that an improvement which combined the existing interchange with additional ramps to the south would be the best option for a regional solution.
- **2015 – 2016**
 - Planning and Design of three alternatives
 - Dozens of face to face meetings with property owners and stakeholders including local and state governments
- **April 2016** Public Meeting to get public feedback on the three alternatives
- **Fall 2016** Public Meeting to share preferred alternative and project details
- **2017 - 2018** Property acquisition, and detailed design of improvements
- **2018** Construction ready pending funding availability

GETTING INFORMATION:

- All project information to date is posted on the website. Link is <http://www.dot.state.oh.us/districts/D06/projects/71/Pages/default.aspx>
- When a preferred alternative is decided, a release will be posted on the website and sent to people who have provided their contact information to us.
- If you would like to receive project information, please email your contact information including email address to D06.PIO@dot.ohio.gov

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.