

I-71 AND US 36 / SR 37 INTERCHANGE CONCEPTUAL ALTERNATIVES STUDY

Stakeholder Meeting • A.D. Farrow Co. Harley Davidson

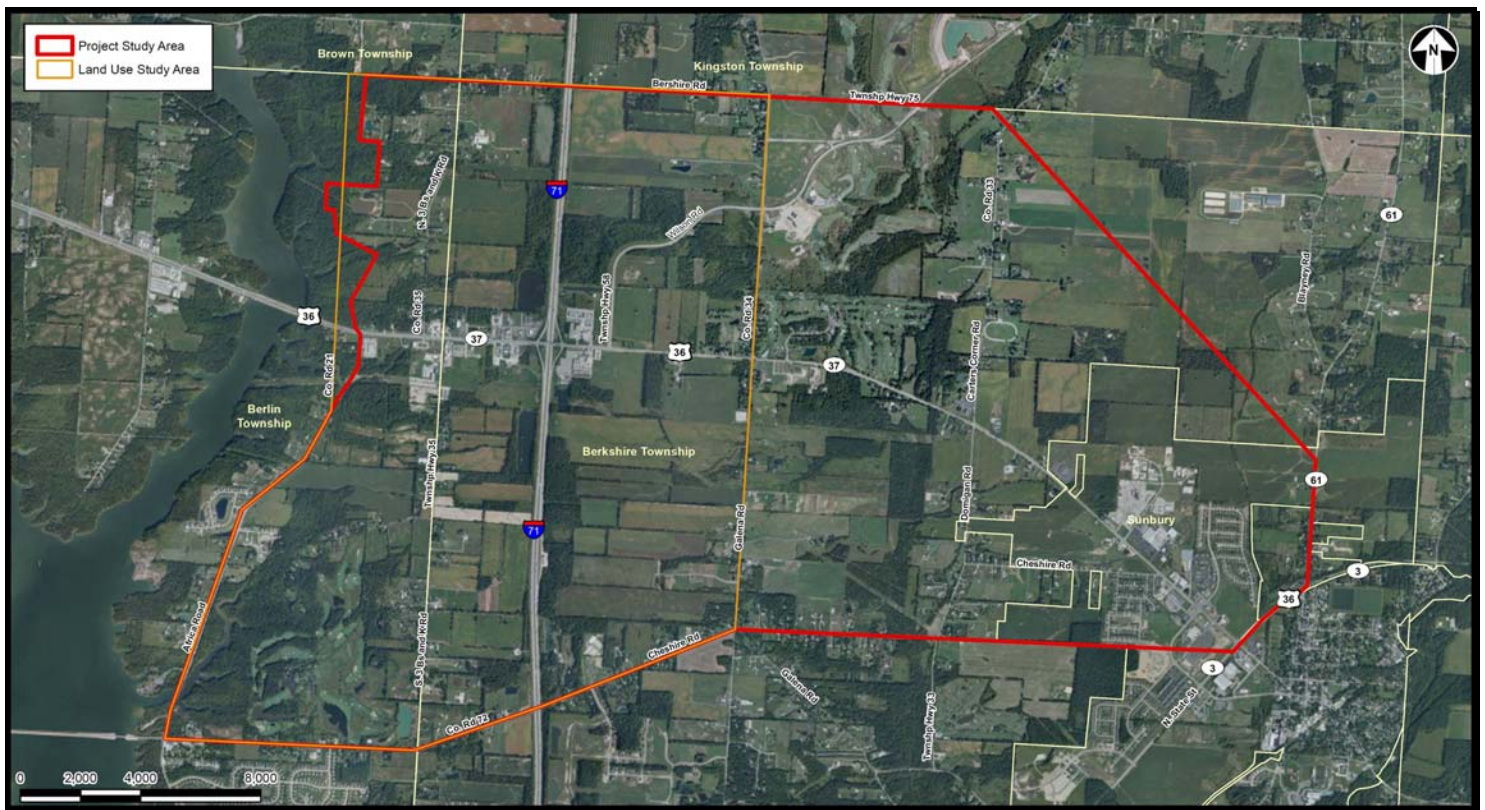
October 12, 2011 • 2:00-3:30pm



AGENDA

- 2:00 Welcome and Introduction – ODOT
- 2:05 Technical Presentation – LJB Inc.
- 2:50 Next Steps – ODOT
- 3:00 Open to Comments

*Please see the reverse side of this handout for additional project information.



PROJECT PURPOSE & NEED

- > Reduce congestion to improve access to and from I-71
- > Improve the flow of traffic on US 36/SR 37
- > Support growth consistent with area land use and economic development plans

STAKEHOLDER GOALS AND OBJECTIVES

- > Accommodate local infrastructure goals related to multi-modal development in the region of the I-71 and US 36/SR 37 interchange
- > Identify an interchange alternative on a timeline that meets public/private sector development needs



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PROJECT BACKGROUND

The proposed project involves the interchange of Interstate 71 (I-71) and US 36/SR 37 in Berkshire Township, Delaware County, Ohio. The 40-year old interchange is the only interstate access in the central and northern part of Delaware County. With access to and from Columbus, this interchange has made the surrounding area attractive to homeowners, business operators and developers.

Today, over 30,000 vehicles a day access the interchange to enter or exit I-71. Queuing on the exit ramps routinely extends onto the freeway mainline, causing operational and safety concerns. Stopped traffic on I-71 northbound during the afternoon peak hour is a near-daily occurrence as traffic waits to exit onto US 36/SR 37. Unfortunately, the resulting increase in traffic is crippling the potential for future growth.

WHAT ACTION HAS ODOT TAKEN TO REMEDY THESE PROBLEMS?

The Ohio Department of Transportation (ODOT) has conducted safety studies at the interchange and is planning a project in 2012 to improve safety and reduce congestion at the interchange. The planned improvements are expected to address the short-term frequency and length of queues extending from the interchange ramps onto mainline I-71 and improve conditions on US 36/SR 37 through the interchange.

ODOT plans projects based on a 20-year horizon. The safety study makes a strong point: **“The capacity problems within this corridor are immense. The above recommendation pertaining to the interchange is a temporary solution until a permanent solution is developed.”** A subsequent study stated, **“A complete interchange reconstruction project would be required to accommodate the intersection capacity requirements”** that are anticipated over the next 20 years.

There have been previous studies that propose improvements to the interchange area, however the solutions still predicted the interchange would remain congested over the next two decades. Therefore ODOT has engaged LJB Inc. to conduct a Conceptual Alternatives Study. This study will identify the project’s regional study area and develop alternative solutions that address the needs of the transportation corridor while acknowledging local planning interests and environmental resources.

CONCEPTUAL ALTERNATIVES STUDY

The study has followed a basic decision tree process that evaluates alternatives in an increasingly detailed method. The following criteria were developed to ensure a comprehensive evaluation of the transportation network and regional interests.

- > Protect I-71 capacity
- > Improve US 36/SR 37 operations
- > Support planned development
- > Accommodate existing development
- > Constructability
- > Construction cost
- > Funding and/or phasing
- > Environmental resources
- > Ability to expedite

LJB held workshops with experienced representatives from ODOT, the Federal Highway Administration (FHWA) and the Delaware County Engineer’s Office to apply the above criteria and develop a long-term solution that will address the existing and anticipated future growth of the region.

WHO DO I CONTACT WITH QUESTIONS OR COMMENTS?

Please contact: Steve Fellenger, P.E. – ODOT District 6 Project Manager
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