

East Granville Street Widening Project (DEL-SR37-22.436 PID 122007)

Summary of Comments and Responses

The following comments were received as part of public involvement activities for the proposed East Granville Street Widening project, which would involve the reconstruction State Route 37 (SR 37) to include two 12-foot-wide travel lanes, adding sidewalks or a shared-use path, and constructing a new pedestrian bridge to connect the Ohio-to-Erie Trail (OTET). An open house public meeting was held on June 25, 2025, from 5:00 PM to 7:00 PM at the Sunbury Historic Town Hall to display the proposed build alternatives and collect public input. Materials provided at the open-house public meeting included a project fact sheet, a National Environmental Policy Act brochure, a summary of each design alternative, and a comment sheet. Project information, including exhibits and handouts from the meeting, was available on the City of Sunbury website, ODOT project website, and a dedicated project webpage hosted by American Structurepoint, Inc.

The City of Sunbury received comments in person at the public meeting, by mail, and by email. A total of twelve comments were received, with no negative responses recorded during the comment period. Supportive comments frequently referenced their preference of the three design alternatives – with Alternative 2 and Alternative 3 receiving the greatest support – and the importance of connecting the OTET. Key concerns raised included:

- Pedestrian safety along SR37
- Future access to the OTET
- Turn-radius for semi-trucks heading north on SR37 towards Morning Street
- Maintaining easy access to the Certified Oil gas station for large trucks and trailers
- Drainage issues along the project corridor

These topics are addressed in the responses below. Responses to all comments will be provided to all individuals who provided their contact information. Responses to all comments will also be available on the dedicated project websites. Additional public involvement, including project notifications and a preconstruction meeting, will take place as the design plans are developed.

	Question	Response
1.	<p>Will the stormwater issue be corrected along the project corridor?</p> <p>Will the sidewalk along Morning Street remain as part of the project? We use the existing sidewalk for access to our garage.</p> <p>Will the project impact the turning radius for semitrucks from northbound SR 37 to Morning Street going to Duncan Oil Co.?</p>	<p>Each alternative includes the installation of curb and gutter to manage the stormwater along the corridor. Additionally, due to roadway widening, the existing closed drainage system will be redesigned and replaced.</p> <p>The sidewalk connecting East Granville Street and South Morning Street will be maintained in all three proposed design alternatives.</p> <p>All three proposed design alternatives realign the intersection of East Granville Street (SR 37) and South Morning Street in order to improve sight distance due to the intersection skew angle. It is not anticipated that the proposed conditions will make the left turn movement more difficult for semitrucks than the existing condition. However, truck turning templates will be evaluated during detailed design of the improvement.</p>
2.	Will the access at the Certified Oil gas station remain simple for those using horse trailers?	Each alternative includes the installation of curb and gutter and sidewalk along the north/east side of East Granville Street (SR37). These improvements will create two defined access points to Certified Oil and will be designed to allow large vehicles to enter and exit the property.
3.	<p>Will the water drainage issue be corrected along the project corridor?</p> <p>Is there any consideration for future rerouting of SR37 to go around the downtown Sunbury area to make this less congested with truck traffic?</p> <p>I prefer Alternative 3, as well as the idea of stone retaining walls and the appearance of metal rails on top of the retaining walls.</p>	<p>Each alternative includes the installation of curb and gutter to manage the flow of stormwater along the corridor. Additionally, due to roadway widening, the existing closed drainage system will be completely replaced.</p> <p>Rerouting SR 37 is not part of the scope for the widening project.</p> <p>Thank you for your comment.</p>

4.	<p>How would residents in the Letts Avenue and Hill Street neighborhoods access the trail?</p> <p>I prefer Alternative 3. Street-level sidewalks along SR37 will not be safe due to increasing truck traffic.</p>	<p>This project is part of a larger initiative to further link the OTET and increase pedestrian safety. Plans to improve access along the trail are currently under evaluation and will be discussed during future design phases.</p> <p>Thank you for your comment.</p>
5.	<p>Will access to the pedestrian bridge be provided on both sides of SR 37?</p> <p>If walking along the south side of SR 37, how would I cross the street to access the shared-use path connecting to the pedestrian bridge?</p> <p>What is the proposed net tread-width of the bridge? Will rub rails be included in the bridge design? Can the pedestrian bridge be softly lit? What will be the flooring material of the proposed bridge?</p> <p>Will the bridge embankments be protected from graffiti?</p> <p>Can the proposed overhead pedestrian bridge have a name sign attached on both the west and east sides facing SR37, such as <i>"Sunbury – Ohio to Erie Trail"</i>?</p> <p>Will wayfaring signs be installed in all directions and at all egress points?</p>	<p>Access to the proposed pedestrian bridge from SR 37 will only be provided along the north/east side of East Granville Street.</p> <p>Sidewalks near the intersection of Arbor Drive will be installed to facilitate safe pedestrian crossing of SR 37.</p> <p>The proposed bridge width is 12 feet. Final bridge aesthetics will be finalized during detailed design.</p> <p>Anti-graffiti protection will be applied to the wall as a part of this design.</p> <p>A sign identifying the bridge will be provided; final sign design and location will be determined during design.</p>

	Of the proposed alternatives, I prefer Alternative 2.	<p>Signage plans will be developed during detailed design. Applicable wayfinding signs within the project limits will be installed with this project.</p> <p>Thank you for your comment.</p>
6.	<p>How will residents in the Gardens neighborhood access the trail?</p> <p>I prefer Alternatives 2 and 3.</p>	<p>This project is part of a larger initiative to further link the OTET and increase pedestrian safety. Plans to improve access along the trail are currently under evaluation and will be discussed during future design phases.</p> <p>Thank you for your comment.</p>
7.	<p>Will each resident abutting the new sidewalk be offered steps or access within the right-of-way to the new shared-use path?</p> <p>I prefer Alternative 2.</p>	<p>Stair connections will be provided at locations which currently have stairs in place. Homeowners that do not want direct access to the shared-use path may choose to have their stairway connection removed.</p> <p>Thank you for your comment.</p>