2020 ASHE Capital Improvement Program Luncheon
How About A Round of Golf?

1. Warm Up
2. Front Nine: 2019-20 Construction Projects
3. The Turn
5. The 19th Hole: Strategic Initiatives
Delaware County Engineer

Chris Bauserman, P.E., P.S.  County Engineer
2019 Road Construction

Completed $17+ million of construction projects

- 2018 County-Wide Resurfacing and Road Upgrades ($8 million)
- Lewis Center and North Road Improvements ($3.4 million)
- Piatt Road Extension ($3.3 million)
- Harlem and Woodtown Road Improvements ($1.2 million)
- Worthington and Freeman Intersection ($730,000)
- Lewis Center and North Road Bike Path ($260,000)
- Centerburg Road Bridge Rehabilitation ($260,000)
- Sunbury Road HSIP Guardrail Replacement ($110,000)
2019 Completed Projects

Cheshire and Piatt Road

Lewis Center and North Road
Delaware County TID

Delaware County Transportation Improvement District (TID) created in May 2018, focusing on development related projects.

All TID projects are administered by the Delaware County Engineer.

tid.co.delaware.oh.us
Home Road East of US 23

$10.8 million construction project. 0.90 miles new 4-lane road and sanitary sewer main. Scheduled completion fall 2020
### Awarded Construction Contracts

<table>
<thead>
<tr>
<th>Contract</th>
<th>Estimate</th>
<th>Sale/Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home Road East of US 23, Phase 2&amp;3</td>
<td>$10.89 M</td>
<td>Savko &amp; Sons (TID)</td>
</tr>
<tr>
<td>South Old 3C Highway Improvements</td>
<td>$5.88 M</td>
<td>George J. Igel</td>
</tr>
<tr>
<td>Home Road &amp; SR 315 Intersection</td>
<td>$5.41 M</td>
<td>Shelly &amp; Sands</td>
</tr>
<tr>
<td>Worthington &amp; Freeman Road Intersection</td>
<td>$738 K</td>
<td>Shelly &amp; Sands</td>
</tr>
<tr>
<td>Highfield &amp; Green Meadows Drive Intersection</td>
<td>$941 K</td>
<td>George J. Igel</td>
</tr>
<tr>
<td>Liberty and Seldom Seen Road Intersection</td>
<td>$1.30 M</td>
<td>Shelly &amp; Sands</td>
</tr>
<tr>
<td>2020 Traffic Signals</td>
<td>$867 K</td>
<td>M.P. Dory</td>
</tr>
<tr>
<td>Riverby Estates Street Improvements</td>
<td>$463 K</td>
<td>Strawser Paving (award pending)</td>
</tr>
</tbody>
</table>

**8 Awarded Contracts** $26.5 M

### Upcoming Construction Contracts

<table>
<thead>
<tr>
<th>Contract</th>
<th>Estimate</th>
<th>Date/Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hyatts Road and US 23 Improvements</td>
<td>$5.9 M</td>
<td>February 2020 (TID)</td>
</tr>
<tr>
<td>Cheshire and Old State Intersection</td>
<td>$1.8 M</td>
<td>February 2020</td>
</tr>
<tr>
<td>Africa and Cheshire Road Improvements</td>
<td>$4.2 M</td>
<td>March 2020</td>
</tr>
<tr>
<td>East Powell Road, Phase 2</td>
<td>$10.0 M</td>
<td>March 2020</td>
</tr>
<tr>
<td>2020 Road Improvement Program</td>
<td>$8.2 M</td>
<td>April 2020</td>
</tr>
<tr>
<td>East Orange Road, Phase 2</td>
<td>$3.5 M</td>
<td>May 2020</td>
</tr>
<tr>
<td>Graphics Way Extension (Orangepoint/Creekside)</td>
<td>$500,000</td>
<td>May 2020 (TID)</td>
</tr>
<tr>
<td>Worthington Road, Phase 2</td>
<td>$6.0 M</td>
<td>August 2020</td>
</tr>
<tr>
<td>North Road Extension, Phase 2</td>
<td>$2.1 M</td>
<td>September 2020 (TID)</td>
</tr>
</tbody>
</table>

**9 Upcoming Contracts** $42.2 M

**$68 M of Construction Active in 2020**
Upcoming Design Contracts

February 10, 2020 Programmatic Group

1. DEL-US36-19.80 US 36 and Carter’s Corner Road Intersection
2. DEL-TR119-0.56 “Old” Sawmill Road and Presidential Pkwy.
3. DEL-CR72-2.50 Cheshire Road Improvements (Piatt to Old State)
4. DEL-2020-1 GES
Feb #1: DEL-US36-19.80

Turn lanes on US 23 and Carter’s Corner/Domigan Rd

$800,000 estimated construction cost
Feb #2: DEL-TR119-0.56

Single lane modern roundabout at “Old” Sawmill & Presidential Pkwy.

$1.3 million estimated construction cost
Feb #3: DEL-CR72-2.50

Widening Cheshire Road to 3 lanes from Piatt to Old State Road

$2.3 million estimated construction cost
Feb #4: DEL-2020-1 GES

$300,000 Two-Year General Engineering Services Contract

Primary Tasks:
- Roadway design
- Feasibility studies
- Safety studies
Upcoming Design Contracts

July 27, 2020 Programmatic Group (Tentative)

1. DEL-TR106-2.78 Big Walnut/Old 3C/Tussic Street Improvements
2. DEL-CR163-4.31 Warrensburg Road over Scioto River Rehab
3. DEL-CR123-1.30 Hyatts Road Improvements (Steitz to Sawmill)
4. DEL-2020-2 GES
July #1: DEL-TR106-2.78

Two roundabouts on Big Walnut Road at South Old 3C and at Tussic St. and reconstruction of Tussic St. north.

$3.5 million estimated construction cost
July #2: DEL-CR163-4.31

Rehabilitation of existing Warrensburg Road pony truss bridge

$650,000 estimated construction cost
July #3: DEL-CR123-1.30

Widening of Cheshire Road to 3 lanes from Steitz Road to Sawmill Pkwy.

$2.2 million estimated cost
July #4: DEL-2020-2 GES

$300,000 Two-Year General Engineering Services Contract

Primary Tasks:
- Roadway design
- Feasibility studies
- Safety studies
The 19th Hole...

County development info and upcoming strategic initiatives...

1. Delaware County Growth Trends
2. US 23 Corridor Study
3. Priority Transportation Cooridors
4. Berlin Business Park
Continued Rapid Growth

Current population $214,000\pm$ as of 2020

Quadrupled in the last 40 years

$53,840$ (1980)  
$214,000\pm$ (2020)
New Residential Building Permits
US Route 23 Corridor Study
1. **97,000 Employees Countywide**
   There are approximately 12,000 employees in the primary study area, 50,000 in the secondary area.

2. **Major Employers**
   Retail, Medical, Education, Distribution, Light-Manufacturing, Business, Services
1. **35 Traffic Lights**
   Coover Rd in Troy Township to I-270 (18-miles) there are 35 signalized intersections, **reducing the efficiency of travel by 50%**.

2. **More than 20,600 Trucks Daily**
   I-71 between I-270 and US-36 is the 2nd busiest freight corridor in the state, trailing only the I-75 Cin-Day corridor.

3. **Limited Interstate Access**
   I-71 travels more than 17 miles through Delaware County yet there are only two (2) interstate interchange exits countywide (Polaris/Gemini & 36).

4. **Freight Highway Network**
   Highways US-36 and US-42 are also critical pieces of the US-23 Corridor.
SOUTH COUNTY
EAST-WEST CONNECTOR
PROJECT #1

WHY IS THIS A PRIORITY

+ Adds a much needed third I-71 Interchange and creates an east-west route in Southern Delaware County, relieving congestion on Polaris and Powell Roads.
+ Adds value to the transportation system by providing connections between Eastern and Southern Delaware County and growth areas in Southeast Union County.
+ Maximizes resource efficiency by utilizing existing roads in already-developed corridors.
+ Promotes active transportation by connecting neighborhoods within the project area through the construction of shared use paths.
+ Leverages contributions and revenues from the Slate Ridge and Evans Farms developments to complete components between US 23 and Old State Road.

POTENTIAL IMPROVEMENTS

1. Home Road Extension to US 42
2. Home Road Widening/Improvements
3. Home Road Extension from US 23 to Lewis Center Rd.
4. New Intersection at Home/Piatt Rds.
5. New I-71 Interchange - Big Walnut/I-71
NORTHEAST BYPASS
PROJECT #2

WHY IS THIS A PRIORITY

+ Increased access to I-71 will improve mobility in Delaware County and open land for development, particularly in proximity to the US 36 corridor.
+ Project will reduce congestion on US 23 by intercepting traffic desiring to get to/from I-71.
+ Project will improve state-wide freight travel.

POTENTIAL IMPROVEMENTS

1. Add Lane to I-71
2. New I-71 Interchange at Big Walnut Rd.
3. New I-71 Interchange at Sunbury Parkway
4. New Sunbury Parkway
5. 36 Access Management
6. New Delaware City Bypass
7. Bridge Improvements
US 23/NORTH-SOUTH IMPROVEMENTS
PROJECT #3

WHY IS THIS A PRIORITY
+ Reduces congestion on US 23 which is now an important commuter connection, by providing multiple north-south routes.
+ Maintains competitive infrastructure by providing a new connection between US 23 and US 36/SR 37 on the southeast side of the City of Delaware.
+ Increases safety by eliminating an at-grade railroad crossing on Berlin-Station Road.
+ Promotes active transportation through the construction of shared use paths along the road extensions.
+ Aligns with prior planning documents, including the City of Delaware’s 2001 Thoroughfare Plan.

POTENTIAL IMPROVEMENTS
1. US 23 Access Management
2. US 23 Intelligent Transportation System (ITS)
3. Parallel Backage Roads
4. Glenn Parkway Extension
5. Piatt Road Extension
6. Green Meadows Drive/North Road Extension
7. Grade Separated Interchange US 23/SR 750
8. Study High Capacity Transit Options
COMMUTE PATTERNS
DATA ANALYTICS

1. 81,000 Workers within 10-Mins.
   Central Ohio has nearly 1.1 million workers; less than 14% of workers are within a 10-minute commute of the study area.

2. 390,000 Workers within 24-Mins.
   Of the nearly 1.1 million workers, only 35% of workers are within the region’s average daily commute of the study area.

3. 48,000 Commute into the County
   Of the 48,000 workers traveling into the county, 25% are coming for low-paying jobs.

4. 65,000 Commute out of the County
   Of the 65,000 workers traveling out of the county, 62% are leaving for high-paying jobs.

5. 17,000 Net Loss
   The county is a net exporter of workers to the region, including more than 40,000 high-paid workers.
Berlin Business Park

2000 acre commercial/industrial zoned area on US 36/SR 37

Estimated $120 million in roadway infrastructure needs to develop
Thank You

Chris Bauserman, PE, PS
Delaware County Engineer

Robert Riley, PE, PS
Chief Deputy Engineer