

# Is a Delaware By-Pass Feasible?

Updated May 2020

## Project Background

Some residents reason that a by-pass around the east side of the City would fix the traffic concerns facing Delaware. Though the concept of an eastside bypass will continue to be included as part of the City's long-range thoroughfare plan, the feasibility of the City alone constructing such a roadway improvement is improbable for the following reasons:

- A limited access by-pass extending around the east side of the city from the US23/US42 interchange south of the city, to US23 somewhere north of the city, would extend an estimated 10 miles in total length, include construction of at least a dozen bridge structures, the acquisition of over 300 acres of private property, and cost over \$250 million in today's dollars to design and construct.
- Projects of this magnitude requires State and Federal government leadership, support and funding; Even with State and Federal backing, the City would need to provide 20% of the project cost or nearly \$50 million in local funding. This is unattainable considering the limited local transportation funding resources available.
- A by-pass project of this size could take 10 years or longer to plan, design and complete. It is impractical to delay other local priority transportation projects like The Point Intersection improvement, and improvements to E William Street and E Central Ave. for this length of time even if a by-pass is achievable.
- Even with a bypass in place, traffic modeling indicates the combined traffic volumes along East William Street and East Central Avenue will still increase to 40,000 vehicles per day, nearly twice the current daily volume.
- Recent analysis using real time mobile data analytics indicates that 75% of all motor vehicle traffic travelling through The Point intersection has local origin/destinations within the City, to which a bypass around the City perimeter would serve minimal benefit.



- A bypass constructed around the perimeter of the City of Delaware may not be the optimal location to best serve the highest volume of interstate and intrastate traffic travelling between US42, US23 and I-71, especially heavy truck freight movements.
- The Lancaster by-pass completed in 2005 cost just under \$12 million per mile to construct while the Nelsonville by-pass completed in 2013 cost just under \$24 million per mile. These routes were justified by the high volume of traffic they share, at 20,000 vehicle per day, in contrast with the estimated 6,000 vehicles per day a Delaware by-pass might carry.
- Though a true by-pass may remain part of the City's overall future transportation plan, other regional projects such as Glenn Parkway, Merrick Blvd., and Sawmill Parkway offer more feasible solutions to traffic management, as well as achievable regional collaboration opportunities.
- In order for a bypass initiative to advance it would have to be included as part of a larger regional or State priority transportation project.
- For additional history regarding I-73 and prior consideration for Ohio, follow the link.

<http://www.roadfan.com/i73orig.html>