

113 US 113 NORTH/SOUTH STUDY

Milford Area Working Group Meeting No. 11

January 24, 2006



Opening Remarks

- **Project notebook materials**
- **Purpose of the meeting**
 - **Review all matrix numbers to date**
 - **Discuss how they affect recommendations**

Lincoln Community Meeting

- **January 10, 2006**
- **Arranged by the Concerned Citizens of Greater Lincoln Committee**
- **About 500-600 attendees**

Lincoln Community Meeting

■ Project team overview

- **NO decisions have been made**
- **Discussed project schedule**
- **Emphasized ongoing public input**
- **Highlighted role of working group, public, and agencies**
- **Explained the ARDS and their status**

Lincoln Community Meeting

- **Questions and comments**
 - **Potential property impacts and owner compensation**
 - **Emergency vehicle access**
 - **Traffic origins and destinations**
 - **Purpose of the project (speed up beach traffic or handle growth in the area)**

Lincoln Community Meeting

- **Questions and comments (cont'd.)**
 - **Details about the east alternatives**
 - How will the SR 30 interchange work?
 - Will existing roads be cut off or bridged?
 - How many lanes will there be?
 - How wide will the road be?
 - How much of the road will be elevated?

Lincoln Community Meeting

- **Questions and comments (cont'd.)**
 - **Considerable dislike for east alternatives**
 - **Concern that alternatives will split Lincoln and reduce quality of life**
 - **Lincoln is concerned about community identity and does not want to become part of Milford**

Lincoln Community Meeting

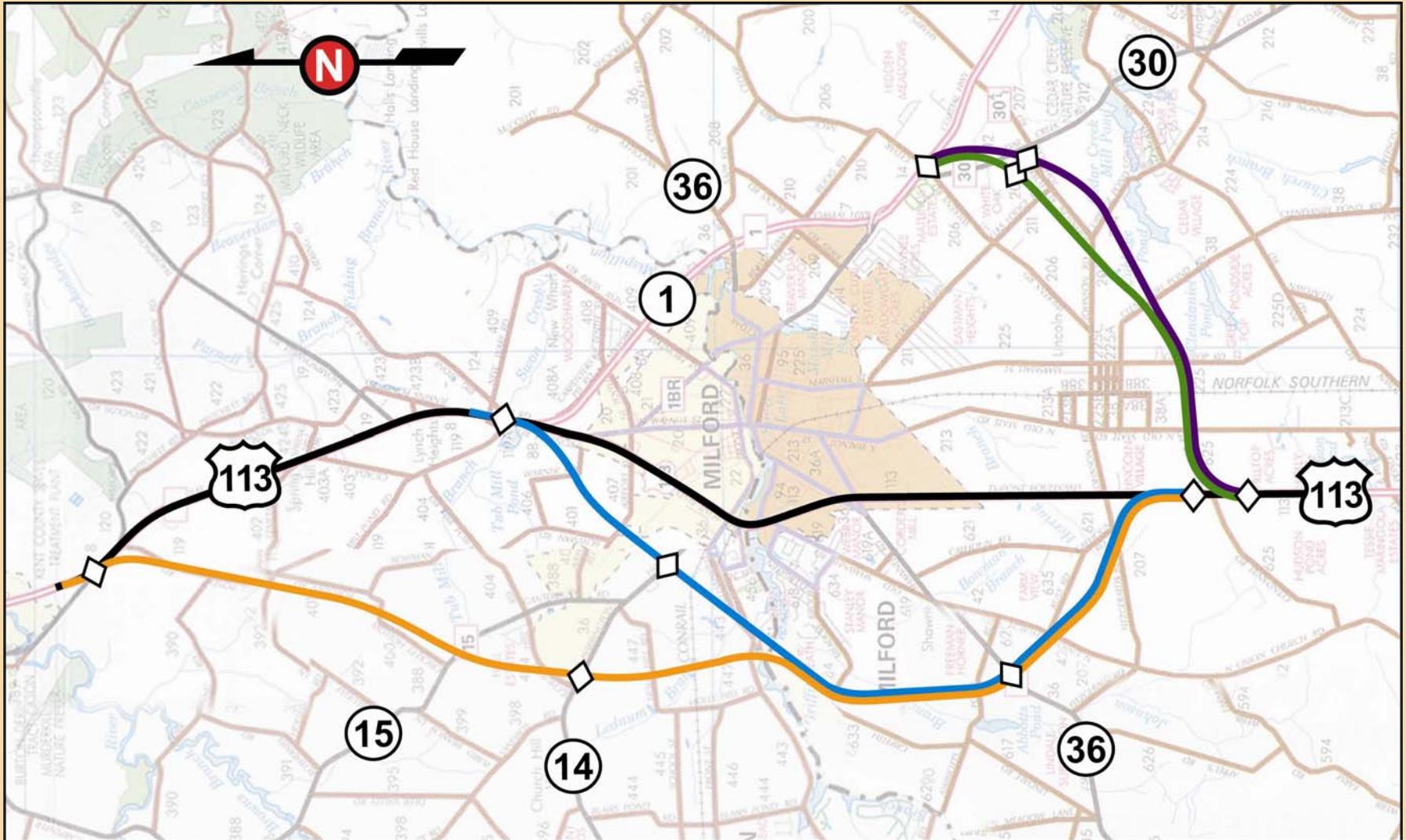
- **Questions and comments (cont'd.)**
 - **Concern about impact to Greentop and its churches**
 - **Concern about pollution**
 - **Misunderstanding regarding DeIDOT's authority in approving/stopping development**
 - **Fears expressed regarding growth and change in the area**

Lincoln Community Meeting

- **Questions and comments (cont'd.)**
 - **Why haven't the traffic problems been solved already?**
 - **Are funds available to build the highway?**
 - **Some felt development will happen; address impacts now or in five years no solution will be available**

“Real Estate 101”

Alternatives Retained for Detailed Study



Economic Impact Analysis

- **Survey results**
- **Overview of economy**
- **Components of economic impact**

Economic Impact Analysis

**Survey
results**

Economic Impact Analysis

Survey results

Location of Businesses	Surveys Circulated	Responses	Response Rate
US 113 Corridor	580	173	30%
Elsewhere in Region	655	116	18%
Total	1,235	289	23%

Economic Impact Analysis

Respondents by classification

Business Type	Milford Area		Total	
	Number	Percent	Number	Percent
Pass-by/Highway Dependent/Visitor Commerce	15	14%	36	13%
Regional Commerce	44	42%	129	45%
Industry	16	15%	38	13%
Local Commerce	9	9%	30	10%
Office Based Services	20	19%	56	19%
Total	104	100%	289	100%

Economic Impact Analysis

Employment by classification

Business Type	Milford Area		Total	
	Jobs	Percent	Jobs	Percent
Pass-by/Highway Dependent/Visitor Commerce	246	9%	590	5%
Regional Commerce	663	23%	3,804	32%
Industry	1,603	57%	6,885	58%
Local Commerce	86	3%	182	2%
Office Based Services	237	8%	505	4%
Total	2,835	100%	11,966	100%

Economic Impact Analysis

Business advantages of US 113

Factors Cited By Businesses	Milford Area	Total
Visibility from highway attracts customers driving by	72%	77%
Direct access from highway provides a business advantage	73%	83%
Highway is an easy location for employees	48%	51%
Highway access makes distribution of products/receiving supplies easy	58%	58%
Highway is an advantage for business marketing/image	63%	71%
US 113 is not important	5%	3%
Other	5%	7%

Economic Impact Analysis

Customer and employee location

	Customers		Employees	
Distance	Milford Area	Total	Milford Area	Total
Within 3 miles	24%	21%	25%	25%
Within 4-10 miles	35%	32%	45%	42%
Elsewhere in Sussex County	15%	19%	15%	22%
Elsewhere in Delaware	15%	11%	12%	7%
Other	11%	15%	2%	4%
Don't know	0%	2%	2%	1%
Total	100%	100%	100%	100%

Economic Impact Analysis

**Overview of the economy:
The US 113 corridor
and the region**

Economic Impact Analysis

■ Components of economic impact:

1. Potential benefits of bypasses

- Study in progress

2. Potential impacts to businesses that rely on pass-by traffic

- Study in progress

3. Physical impacts to businesses due to right-of-way acquisition

- Study complete

Economic Impact Analysis

Preliminary: physical impacts to businesses due to right-of-way acquisition

Alternative	Businesses	Jobs
Yellow	50 or more	500 or more
Green	Less than 10	Less than 50
Purple	Less than 10	Less than 50
Orange	Less than 10	Less than 50
Blue	10 to 50	100 to 200

Economic Impact Analysis

Questions from the Working Group

Livable Delaware

- **We'd like to use a qualitative measure (good, fair, poor, etc.)**
 - **This will require consultation with:**
 - **Office of State Planning Coordination**
 - **Sussex County**
 - **Town of Georgetown**
 - **Working Group**

Livable Delaware

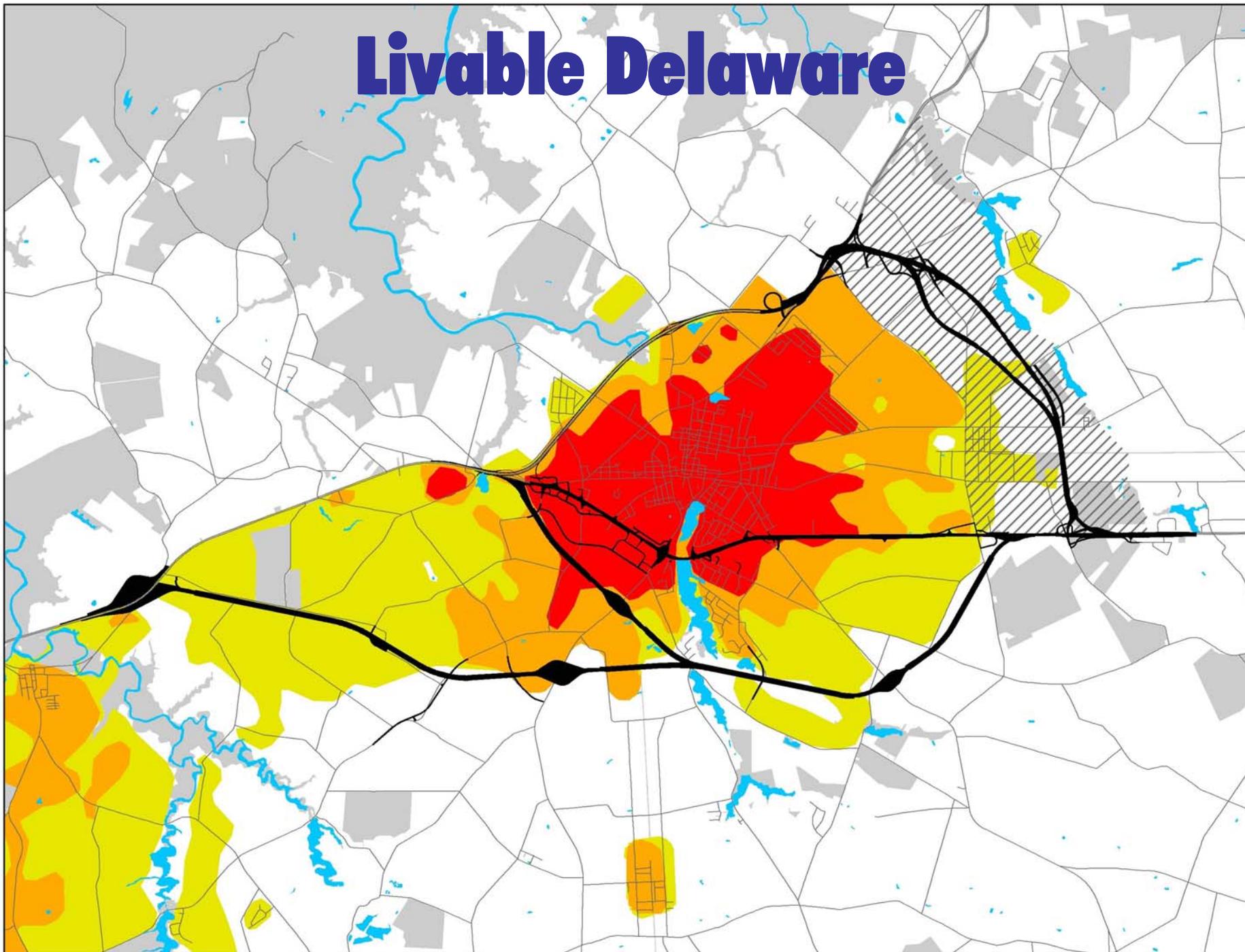
- **To assist in that discussion, we've developed a quantitative measure**
 - **Focus on investment in:**
 - Level 2
 - Level 3
 - Area of Study
 - **Investment in Level 1 does not serve anticipated growth**
 - **Investment in Level 4 encourages growth in undesirable areas**

Livable Delaware

■ Quantitative measure:

- **Percentage of alternative in Level 2, Level 3, or Area of Study**
 - **Yellow: 29%**
 - **Green and purple: 80%**
 - **Orange: 39%**
 - **Blue: 33%**
- **Does not take intangibles into account**

Livable Delaware



Matrix

- **Wetlands**
- **Cultural resources**
- **Section 4(f)**
- **Section 6(f)**
- **Farmland**
- **Forestland**
- **Property impacts**
- **Traffic**
- **Economic impacts**
- **Cost**
- **Livable Delaware**

Wetlands

- **Field work to date**
- **Confirmation by U.S. Army Corps of Engineers**
- **Preliminary impact comparison:**
 - **On-alignment: 1 acre**
 - **East bypasses: 2 to 3 acres**
 - **West bypasses: 12 to 13 acres**

Cultural Resources

- **Potential direct effects on historic properties only associated with yellow alternative (two properties)**
- **Further historic property research needed**
- **Detailed archeological study to be completed**

Section 4(f)

- **Waiting for information from Delaware State Parks (no impacts anticipated)**
- **Historic properties – same as in Cultural Resources section**

Section 6(f)

■ First State BMX park

- East of intersection of US 113 and Warner Road**
- Yellow alternative includes an access road to and through the property**

Farmland

- **Greatest agricultural easement impacts on green and purple alternatives**
- **Greatest agricultural district impacts on orange and blue alternatives**

Forestland

- **Orange impacts about 86 acres of forestland**
- **Blue impacts about 79 acres of forestland**
- **Other alternatives impact between 13 and 21 acres of forestland**

Property Impacts

- **Number of properties impacted:**
 - **Orange: 229**
 - **Yellow: 221**
 - **Blue: 193**
 - **Green: 163**
 - **Purple: 162**

Property Impacts

■ Acres impacted:

- Orange: 623
- Blue: 370
- Purple: 300
- Green: 297
- Yellow: 87

Traffic

**All alternatives meet
purpose and need**

Traffic	Level of Service						
	Base Year	2030					
Intersection	No-Build	No-Build	On-Align.	Green (D2)	Purple (E2)	Orange (GN6)	Blue (J6)
SR 1 @ Thompsonville Road	A	*	*	*	*	*	*
US 113 @ Warner Road	C	D	**	C	C	C	C
US 113 @ Milford Commons	A	D	**	A	A	A	A
US 113 @ Buccaneer Boulevard	B	D	**	B	B	B	B
US 113 @ Airport Road	C	F	**	C	C	B	C
US 113 @ Masten Circle	C	F	**	B	B	B	B
US 113 @ SR 14	D	F	**	C	C	C	C
US 113 @ Old Shawnee Road	C	F	**	B	B	B	B
US 113 @ SR 36	C	E	**	B	B	B	B
US 113 @ Fitzgeralds Road/ Johnson Road	B	D	**	B	B	B	B

* - Signal is programmed for elimination under a separate project.

** - Signal is eliminated under this alternative.

Traffic

Green and purple divert roughly half of US 113 traffic

Summer Average Daily Traffic	US 113 at County Line	Bypass
Base Year	32,000	N/A
2030 No-Build	48,000	N/A
2030, Yellow Alternative	55,000	N/A
2030, Green Alternative	25,000	26,000 - 29,000
2030, Purple Alternative	25,000	26,000 - 31,000

Traffic

Orange and blue divert over 60 percent of US 113 traffic

Summer Average Daily Traffic	US 113 at County Line	Bypass
Base Year	32,000	N/A
2030 No-Build	48,000	N/A
2030, Yellow Alternative	55,000	N/A
2030, Orange Alternative	18,000	38,000 - 39,000
2030, Blue Alternative	18,000	34,000 - 36,000

Cost

- **Construction cost estimates are complete**
- **Real estate cost estimates (a large percentage of any work in this part of Delaware) are in progress**

Total Lengths of Alternatives

- **Yellow: 11.2 miles (existing)**
- **Green: 14.5 miles**
- **Purple: 14.5 miles**
- **Orange: 12.6 miles**
- **Blue: 13.6 miles**

Lengths of New Highway

- **Yellow: N/A**
- **Green: 4.6 miles**
- **Purple: 4.6 miles**
- **Orange: 10.8 miles**
- **Blue: 7.2 miles**

Next Steps

- **Wetland verification**
- **Additional cultural resource work**
- **4(f) information from State Parks**
- **Adjustments to avoid 6(f) impact**

Next Steps

- **Economic impact analysis**
- **Discussions regarding Livable Delaware consistency**
- **Cost estimates, including real estate**

Upcoming Working Group Activities

January Through Summer 2006:

Assist in refining alternatives

Fall 2006:

Recommend preferred alternative

Next Working Group Meeting

Tuesday, February 21, 2006

5:30 PM

Carlisle Fire Company