

113 US 113 NORTH/SOUTH STUDY

# Milford Area Working Group Meeting No. 12

February 21, 2006

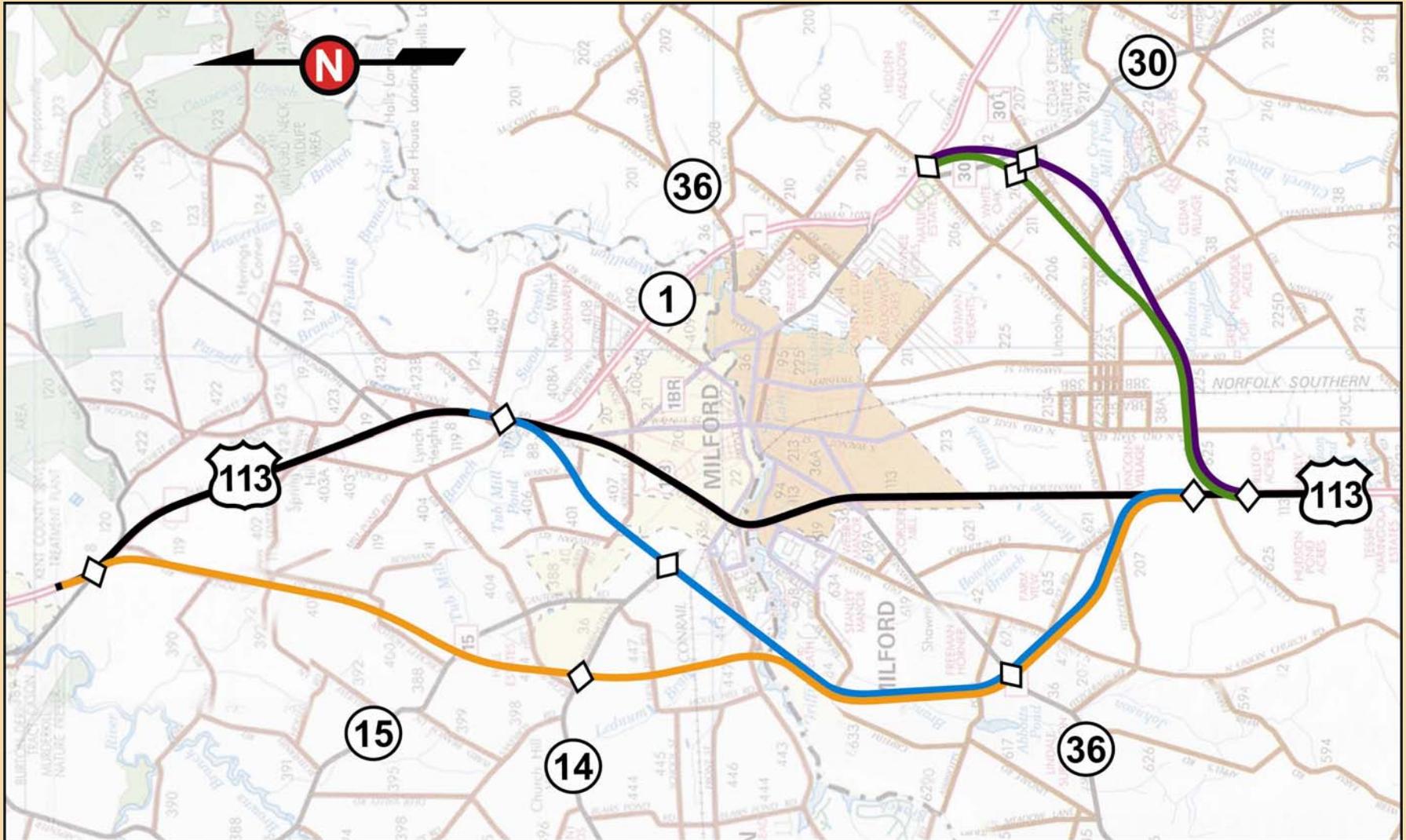


# Opening Remarks

- **Project notebook materials**
- **Purpose of the meeting**
  - **Learn about real estate issues**
  - **Discuss economic impacts**
  - **Review alternative shifts and matrix updates**

# **“Real Estate 101”**

# Alternatives Retained for Detailed Study



# **Economic Impact Analysis**

# Economic Impact Analysis

Last  
month:

- Survey results**
- Regional overview of economy**
- Impacts of alternatives**
  - New construction**
  - Change in access to existing US 113**
  - Traffic volume on existing US 113**
  - Increase in travel speed**
  - Potential development near bypass interchanges**

# **Economic Impact Analysis**

- **Introduction**
- **Analysis**
- **Results**
- **Discussion**

# Economic Impact Analysis

## Introduction

### ■ Types of impacts

- **New construction/loss of access**
  - Purchase of parcels directly impacted, including some businesses
- **Access changes to existing US 113**
  - May hurt traffic-sensitive businesses
- **Pass-by traffic reduction on existing US 113**
  - Reduction of pass-by traffic may hurt traffic-sensitive businesses
- **Increase in travel speed**
  - Regional benefit
  - Benefits truck-related businesses that use US 113
  - Benefits businesses that seek to increase market size

# **Economic Impact Analysis**

## **Introduction**

### **■ Additional impacts:**

#### **Potential development near bypass interchanges**

- Creates capacity for new business development**
- Allows for relocation of affected businesses from existing US 113**

# **Economic Impact Analysis**

## **Introduction**

- **Building blocks of the analysis**
  - **Economic structure of the Milford area**
  - **Construction impacts**
  - **Traffic forecasts for each alternative**
  - **Potential development along bypasses**

# **Economic Impact Analysis Introduction**

- **Uncertainty factors**
  - **Forecasts**
    - Not iron-clad predictions about what will happen
  - **Analysis is geared to the “typical business” by industry**
    - Averages from economic profile or survey
  - **Land use controls near bypasses**
- **Results are presented in ranges to address uncertainty**

# **Economic Impact Analysis Analysis**

- **New construction/loss of access**
  - **Percentage of parcel to be acquired**
    - Threshold of business tolerance
    - Building impacts
    - Denial of access to property
- **Data sources**
  - **Field survey**
    - Identification of parcels with businesses
    - Level of impact
  - **US 113 Business Survey**

# **Economic Impact Analysis Analysis**

- **Access changes to existing US 113**
  - **Modifies current access for potential customers**
- **Data sources**
  - **Field survey**
    - Identification of parcels with businesses
    - Level of impact
  - **ITE Trip Generation**
  - **US 113 Business Survey**

# **Economic Impact Analysis Analysis**

- **Pass-by traffic reduction on existing US 113**
  - **Total businesses and jobs**
  - **Portion of revenue reliant on pass-by traffic**
  - **Percent of traffic diverted**
- **Data sources**
  - **US 113 employment database**
  - **ITE Trip Generation**
  - **US 113 Business Survey**
    - **Reliance on pass-by traffic vs. destination trips**
  - **Traffic forecasts**

# **Economic Impact Analysis Analysis**

- **Increase in travel speed**
  - **Business mix of truck-related industries and regional commerce**
  - **Average cost per hour and average cost per job**
- **Data sources**
  - **Federal Highway Administration**
    - **Cost per hour**
  - **US Bureau of Economic Analysis**
    - **Kent and Sussex County regional averages per job by industry**
  - **Regional employment database**
  - **Traffic forecasts**

# **Economic Impact Analysis Analysis**

- **Potential development near bypass interchanges**
  - **Generation of business and employment**
  - **Land available for development**
  - **Local government land use policies and plans**
- **Data sources**
  - **Traffic forecasts**
  - **US 113 employment database**
  - **ITE Trip Generation & US 113 Business Survey**
    - **Business activity supported by pass-by traffic**
  - **Field survey**
    - **Assessment of land available for development based on current land use**
    - **Comprehensive Plans and local knowledge**
    - **Zoning and infrastructure**

# **Economic Impact Analysis**

## **Results**

# Economic Impact Analysis

## Results

- **On-Alignment Alternative (Yellow)**
  - **Second-largest business and employment loss**
  - **Largest impacts for new construction and change in access to existing US 113**

Type of Impact	Yellow	
	Low end of range	High end of range
New construction/loss of access	(600)	(500)
Access changes to existing US 113		
Pass-by traffic reduction on existing US 113	40	70
Increase in travel speed	145	290
<b>Net Employment Impacts</b>	<b>(415)</b>	<b>(140)</b>
<b><i>Net Business Impacts</i></b>	<b><i>(57)</i></b>	<b><i>(44)</i></b>

# Economic Impact Analysis Results

- **East Bypass Alternatives (Green and Purple)**
  - **Impacts are similar for both alternatives**
  - **Less direct impact on traffic-sensitive businesses**
    - **More traffic is forecasted for existing US 113**
    - **Significantly fewer new construction impacts to businesses than blue alternative**

Type of Impact	Green		Purple	
	Low end of range	High end of range	Low end of range	High end of range
New construction/loss of access	(20)	(10)	(20)	(10)
Access changes to existing US 113				
Pass-by traffic reduction on existing US 113	(300)	(230)	(300)	(230)
Increase in travel speed	68	137	68	135
<b>Net Employment Impacts</b>	<b>(252)</b>	<b>(103)</b>	<b>(252)</b>	<b>(105)</b>
<b>Net Business Impacts</b>	<b>(32)</b>	<b>(17)</b>	<b>(32)</b>	<b>(17)</b>

# Economic Impact Analysis

## Results

- **West Bypass Alternatives (Blue and Orange)**
  - **Greater impacts along existing US 113**
    - More traffic is diverted from existing US 113 (compared to the east bypasses)
    - Significant job loss due to diversion of traffic
    - Blue has significantly more new construction impacts than all other bypass alternatives
  - **Potentially strongest regional impacts**
    - Faster travel speeds for business needs
    - More traffic is forecast for the bypasses (compared to the east bypasses)

Type of Impact	Blue		Orange	
	Low end of range	High end of range	Low end of range	High end of range
New construction/loss of access	(150)	(100)	(10)	0
Access changes to existing US 113				
Pass-by traffic reduction on existing US 113	(490)	(425)	(490)	(425)
Increase in travel speed	122	245	209	418
<b>Net Employment Impacts</b>	<b>(518)</b>	<b>(280)</b>	<b>(291)</b>	<b>(7)</b>
<b>Net Business Impacts</b>	<b>(60)</b>	<b>(40)</b>	<b>(38)</b>	<b>(25)</b>

# Economic Impact Analysis Results

## Alternatives Retained for Detailed Study

Type of Impact	No-Build	Yellow		Green		Purple		Blue		Orange	
		Low end of range	High end of range	Low end of range	High end of range	Low end of range	High end of range	Low end of range	High end of range	Low end of range	High end of range
New construction/loss of access	0	(600)	(500)	(20)	(10)	(20)	(10)	(150)	(100)	(10)	0
Access changes to existing US 113											
Pass-by traffic reduction on existing US 113	0	40	70	(300)	(230)	(300)	(230)	(490)	(425)	(490)	(425)
Increase in travel speed	0	145	290	68	137	68	135	122	245	209	418
<b>Net Employment Impacts</b>	<b>0</b>	<b>(415)</b>	<b>(140)</b>	<b>(252)</b>	<b>(103)</b>	<b>(252)</b>	<b>(105)</b>	<b>(518)</b>	<b>(280)</b>	<b>(291)</b>	<b>(7)</b>
<i>Net Business Impacts</i>	<i>0</i>	<i>(57)</i>	<i>(44)</i>	<i>(32)</i>	<i>(17)</i>	<i>(32)</i>	<i>(17)</i>	<i>(60)</i>	<i>(40)</i>	<i>(38)</i>	<i>(25)</i>

**NOTE: Does NOT include potential development near bypass interchanges.**

# Economic Impact Analysis

## Results

- **Potential development near bypass interchanges**
  - **Parcels within about  $\frac{3}{4}$  mile of bypass interchanges**
  - **Low end of range**
    - Based on strictly maintaining current zoning
  - **High end of range**
    - Demand-driven: based on projected traffic volumes on the bypasses and available land identified for potential commercial use
  - **Uncertainty factors**
    - Future zoning
    - Available infrastructure
    - Environmental considerations
    - Competing land uses
    - Current development pressures

# Economic Impact Analysis Results

- **Potential development near bypass interchanges**
  - **High level of uncertainty**
  - **Significant level of ongoing development interest and planning at this time**
  - **Wide range of potential new job growth dependent upon land use decisions by local governments**

	No-Build	Yellow	Green		Purple		Blue		Orange	
			Low end of range	High end of range	Low end of range	High end of range	Low end of range	High end of range	Low end of range	High end of range
<b>Net Employment Impacts</b>	<b>0</b>	<b>N/A</b>	<b>21</b>	<b>810</b>	<b>21</b>	<b>810</b>	<b>107</b>	<b>1,030</b>	<b>156</b>	<b>1,120</b>
<i>Net Business Impacts</i>	<i>0</i>	<i>N/A</i>	<i>2</i>	<i>48</i>	<i>2</i>	<i>48</i>	<i>7</i>	<i>61</i>	<i>10</i>	<i>66</i>

# **Economic Impact Analysis**

## **Discussion**

# Alternative Shifts

## ■ Yellow

- Reconfigured US 113/Old Shawnee Road/Kings Highway intersection

# Alternative Shifts



# Alternative Shifts

## ■ Orange and Blue

- Adjusted interchange location to the north at SR 36
- Modified interchange configuration at US 113 south of Fitzgeralds Road

# Alternative Shifts

## ■ Green

- Shifted north away from newer homes on Johnson Road

# Alternative Shifts

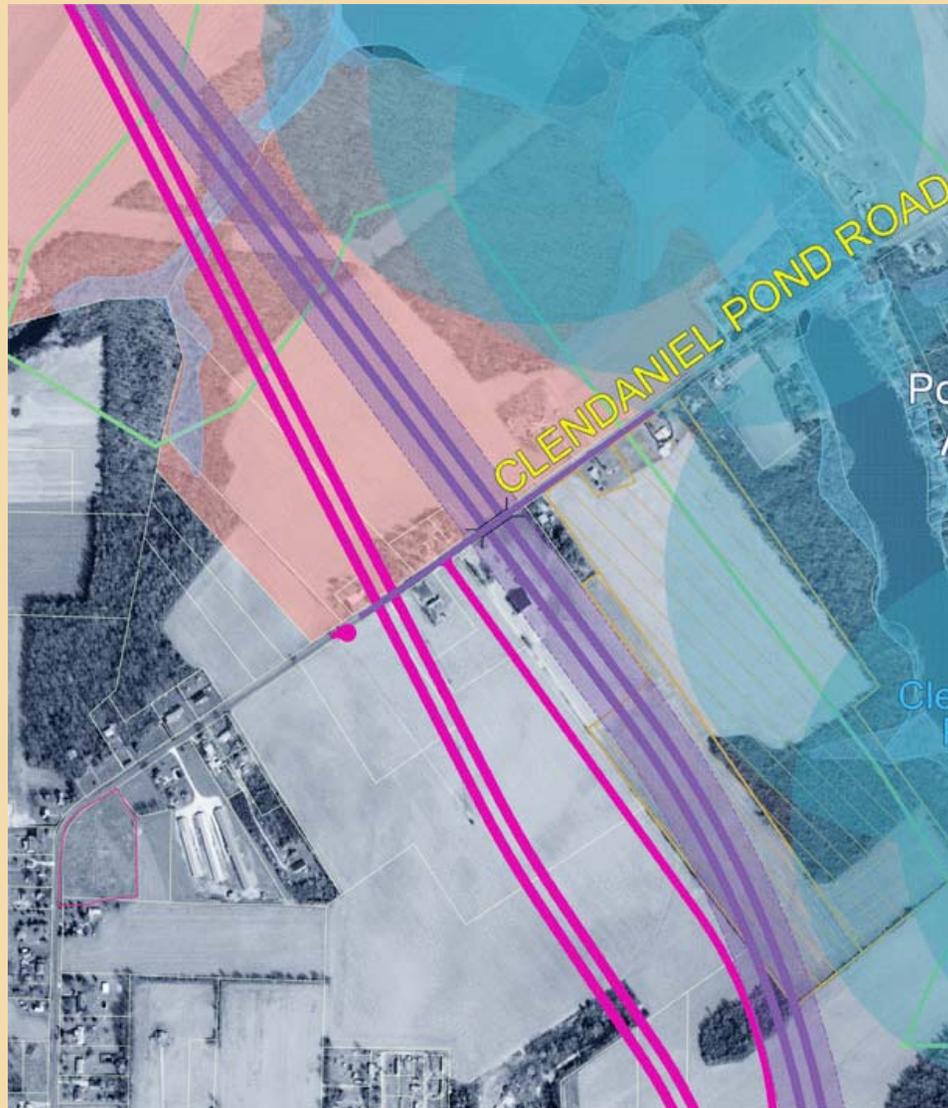


# Alternative Shifts

## ■ Purple

- Shifted south to reduce impacts to homes along Cabbage Pond and Clendaniel Pond Roads
- Clendaniel Pond Road will now cross over the alternative, rather than being cut off

# Alternative Shifts

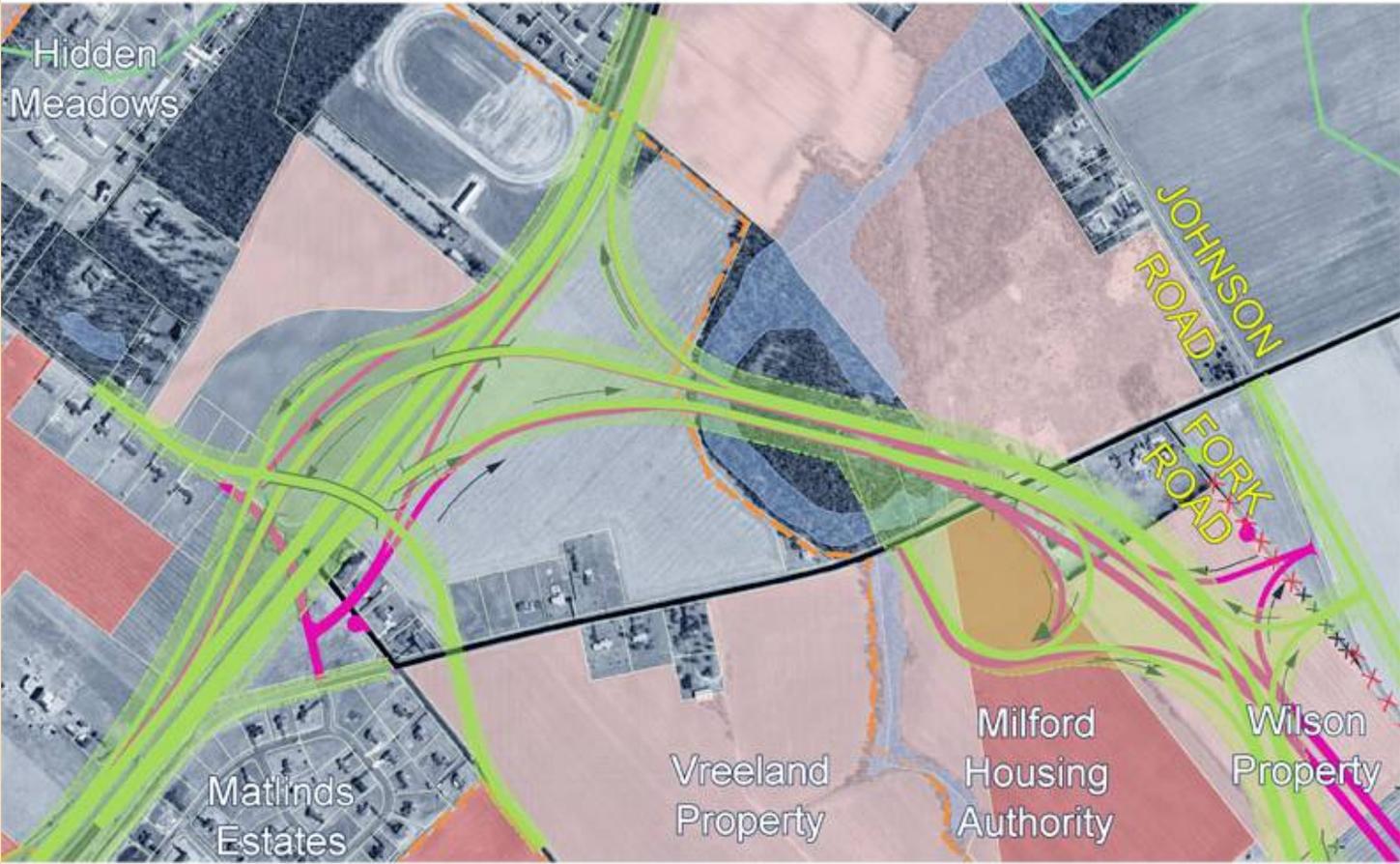


# Alternative Shifts

## ■ Green and Purple

- Added northbound ramp from Cedar Neck Road to SR 1

# Alternative Shifts

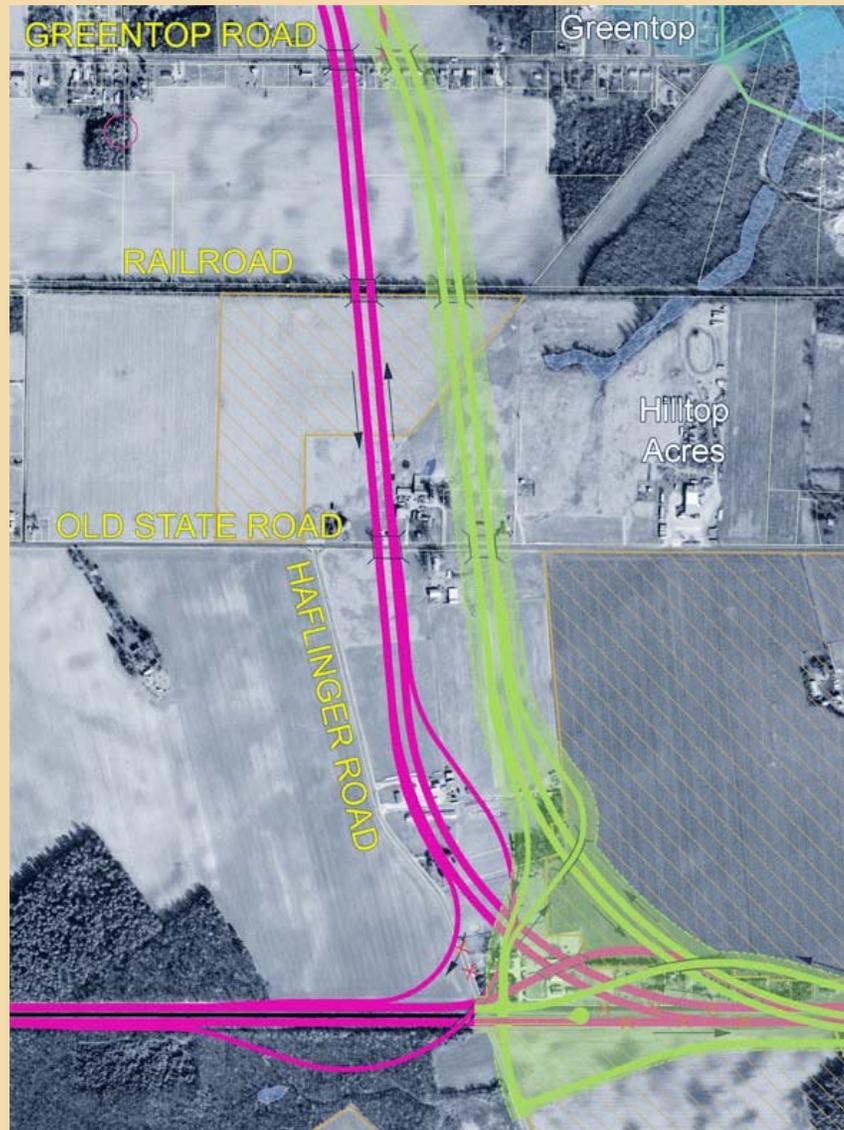


# Alternative Shifts

## ■ Green and Purple

- Shifted further south of Lincoln to reduce impacts to homes and rear of church property in Greentop
- Moved ramps at existing US 113 to eliminate impact to Whitehead farm

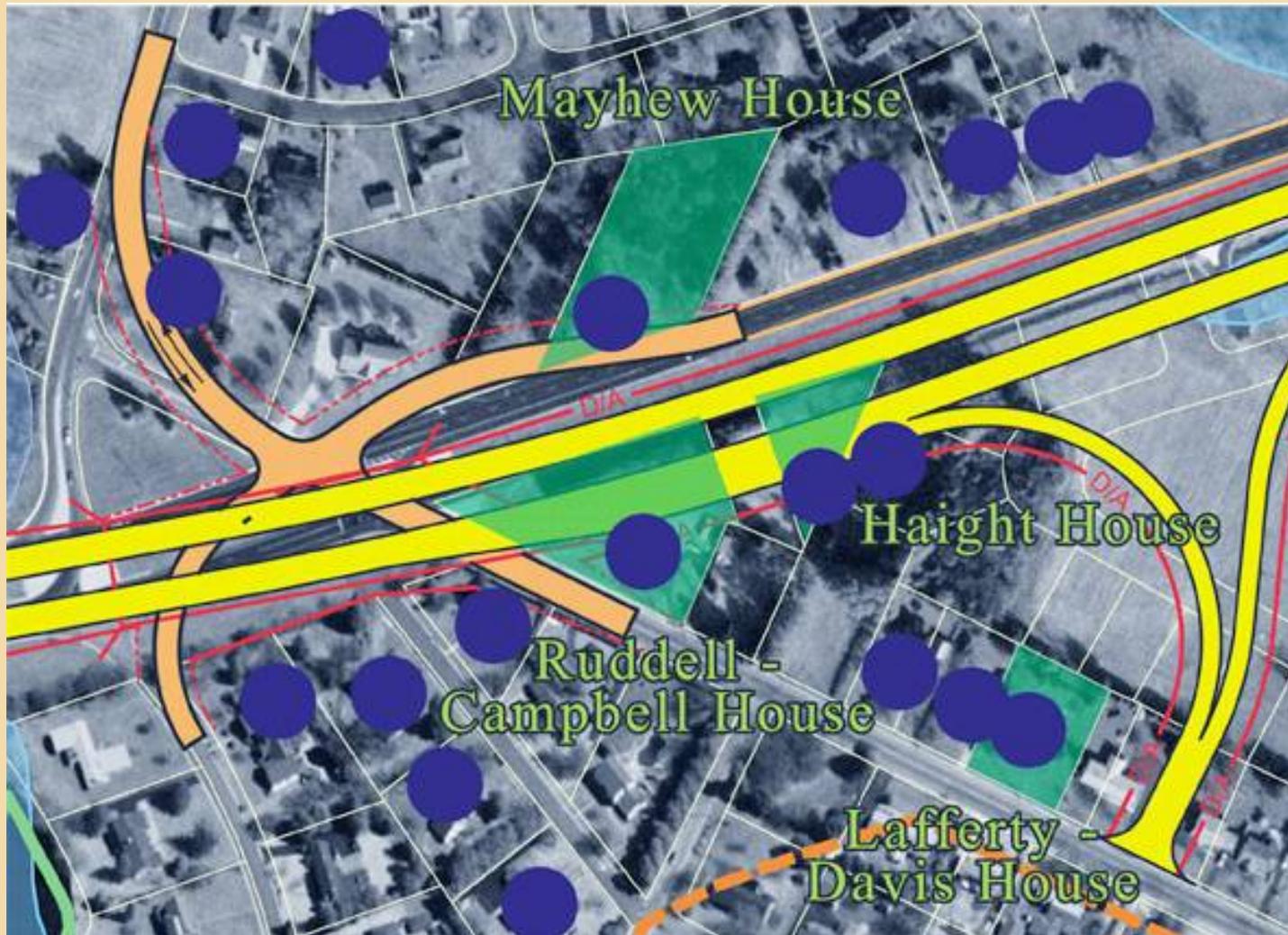
# Alternative Shifts



# Cultural Resources

- **Potential direct effects on historic properties only associated with yellow alternative**
  - **Ruddell-Campbell House**
  - **Haight House**
- **Further historic property research needed**
- **Detailed archeological study to be completed**

# Cultural Resources



# **Cultural Resources: Section 4(f)**

- **Eight potential 4(f) impacts for the on-alignment alternative**
  - **Roosa Farm**
  - **Ruddell-Campbell House**
  - **Haight House**
  - **Mayhew House**
  - **Preuss-Doherty House**
  - **Fitzgerald's Auto Salvage**
  - **Houston-Whitehead Farm**
  - **Reed-Morgan-Wheatley House**

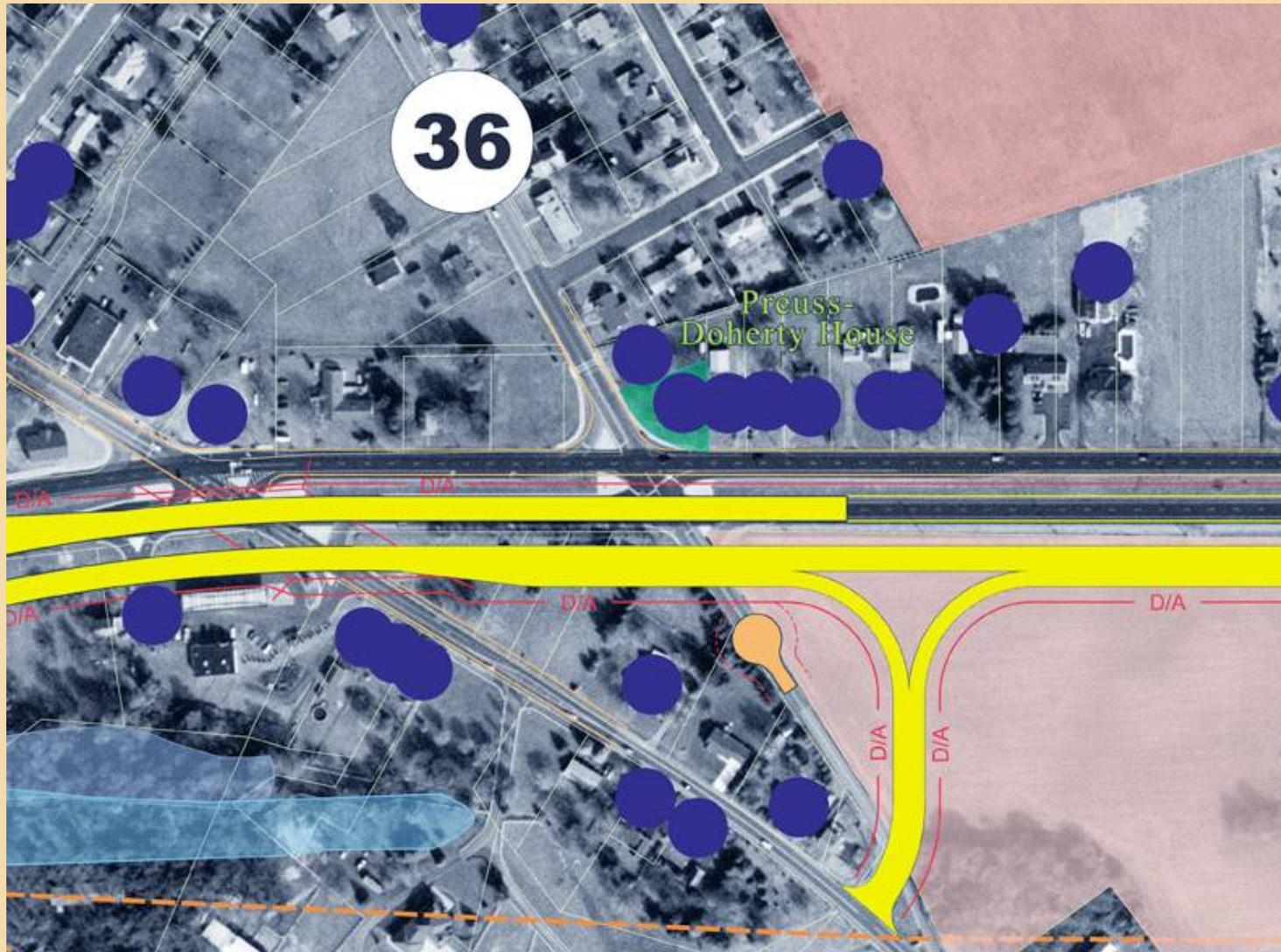
# Cultural Resources: Section 4(f)



# Cultural Resources: Section 4(f)



# Cultural Resources: Section 4(f)



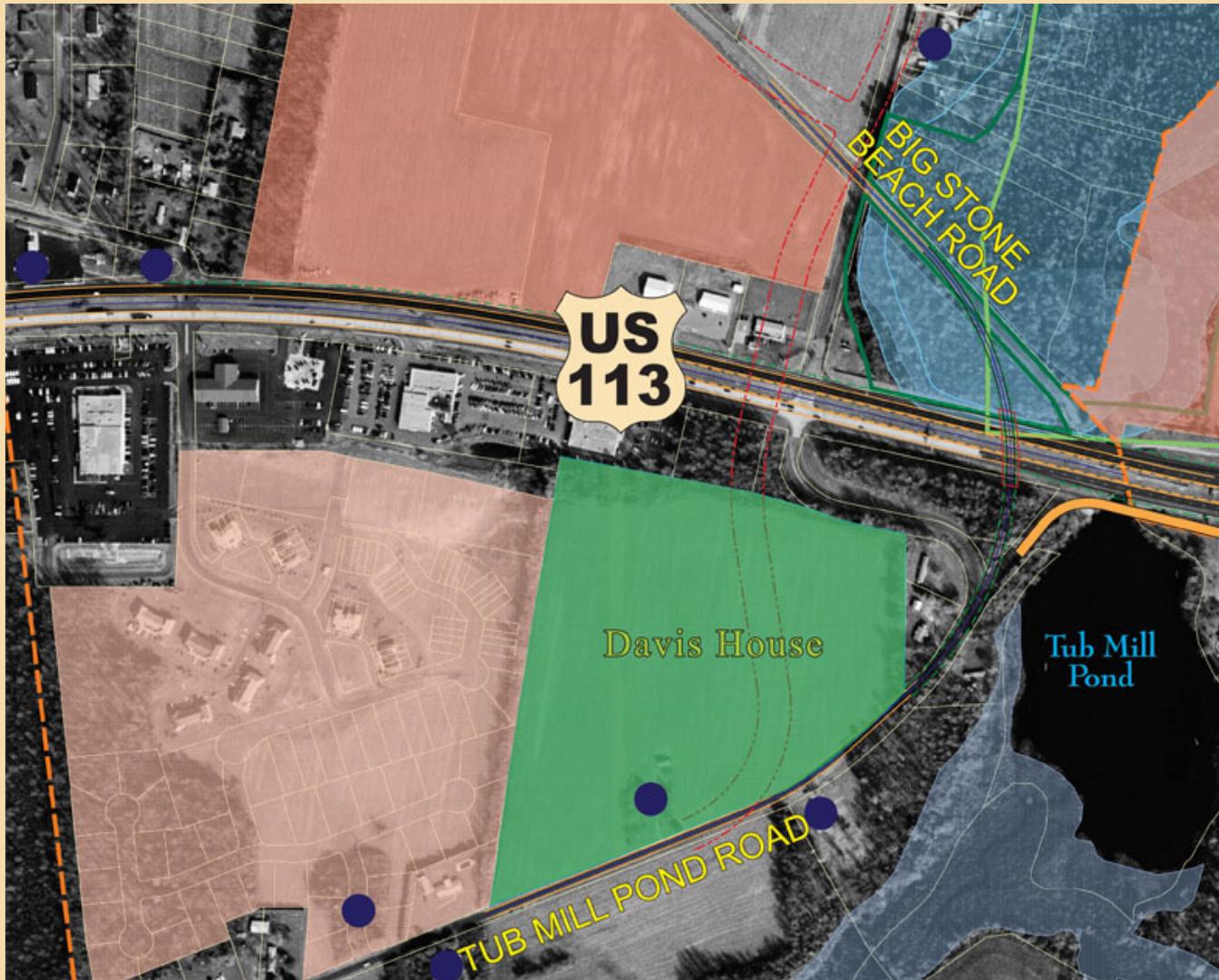
# Cultural Resources: Section 4(f)



## **Cultural Resources: Section 4(f)**

- **One potential 4(f) impact for the Blue alternative**
  - **Davis House**
- **No anticipated 4(f) impacts for the other alternatives**

# Cultural Resources: Section 4(f)



# Parkland

- **Processing information from Delaware State Parks (no 4(f) impacts anticipated)**
- **First State BMX Park 6(f) issue to be addressed**

# Property Impacts

- **Number of residential relocations required:**
  - **Yellow: 26**
  - **Green: 18**
  - **Purple: 29**
  - **Orange: 52**
  - **Blue: 59**

# Next Steps

- **Wetland verification**
- **Cultural resource verification  
(for standing structures)**
- **Additional cultural resource  
work (archeology)**
- **6(f) consultation**

# Next Steps

- **Additional rare, threatened and endangered species work**
- **Further Livable Delaware consultation**
- **Cost estimate completion**

# **Upcoming Working Group Activities**

**January Through Fall 2006:**

**Assist in refining alternatives**

**Early 2007:**

**Recommend preferred alternative**

# **Next Working Group Meeting**

**March, date to be determined**

**5:30 PM**

**Carlisle Fire Company**