

US 113 NORTH/SOUTH STUDY

Millsboro-South Area Working Group Meeting No. 11

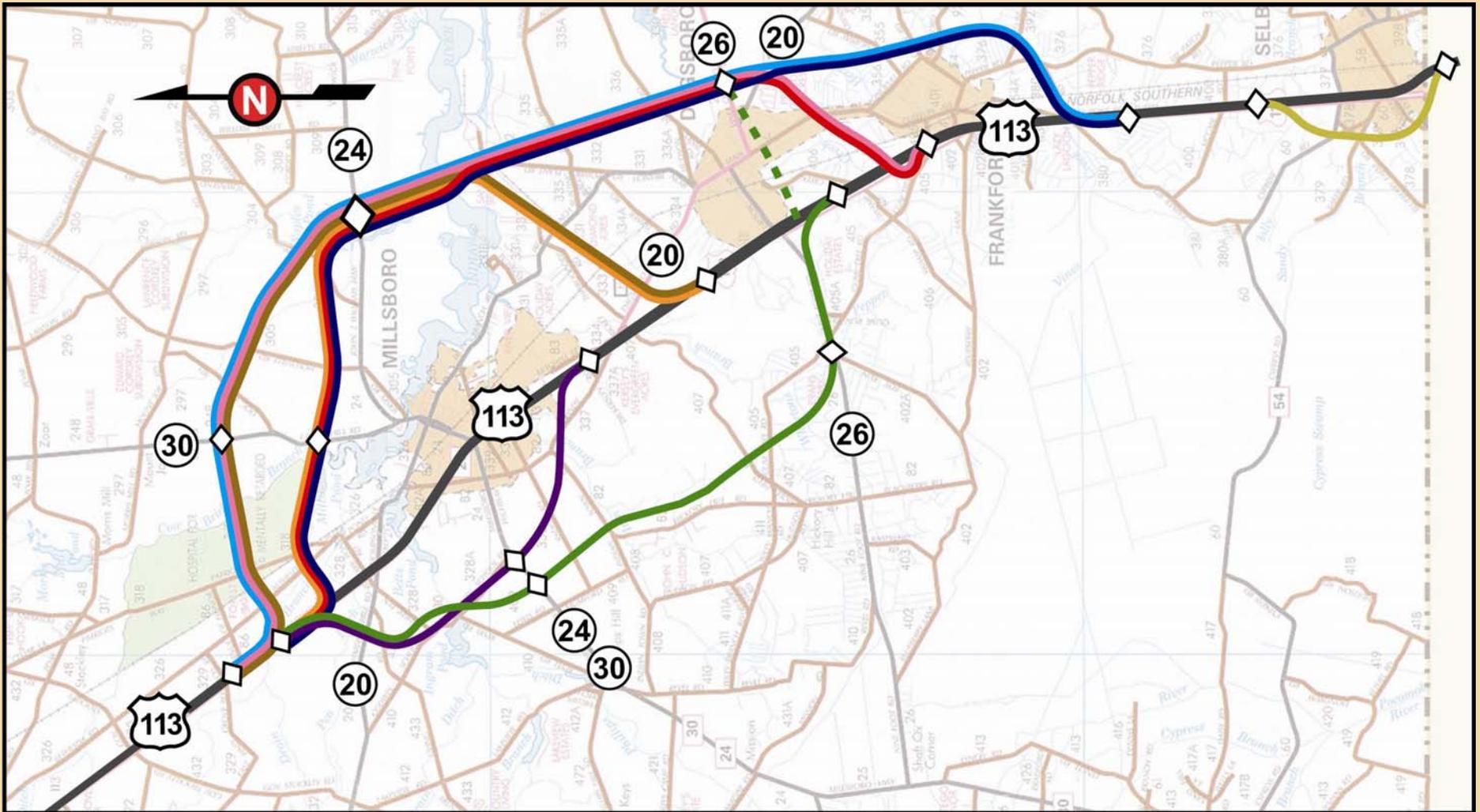
January 25, 2006



Opening Remarks

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

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	Millsboro-South Area		Total	
	Number	Percent	Number	Percent
Pass-by/Highway Dependent/Visitor Commerce	13	10%	36	13%
Regional Commerce	61	48%	129	45%
Industry	14	11%	38	13%
Local Commerce	19	15%	30	10%
Office Based Services	19	15%	56	19%
Total	126	100%	289	100%

Economic Impact Analysis

Employment by classification

Business Type	Millsboro-South Area		Total	
	Jobs	Percent	Jobs	Percent
Pass-by/Highway Dependent/Visitor Commerce	261	3%	590	5%
Regional Commerce	2,517	31%	3,804	32%
Industry	5,076	63%	6,885	58%
Local Commerce	87	1%	182	2%
Office Based Services	76	1%	505	4%
Total	8,017	100%	11,966	100%

Economic Impact Analysis

Business advantages of US 113

Factors Cited By Businesses	Millsboro-South Area	Total
Visibility from highway attracts customers driving by	86%	77%
Direct access from highway provides a business advantage	89%	83%
Highway is an easy location for employees	43%	51%
Highway access makes distribution of products/receiving supplies easy	54%	58%
Highway is an advantage for business marketing/image	75%	71%
US 113 is not important	3%	3%
Other	4%	7%

Economic Impact Analysis

Customer and employee location

Distance	Customers		Employees	
	Millsboro-South Area	Total	Millsboro-South Area	Total
Within 3 miles	22%	21%	24%	25%
Within 4-10 miles	32%	32%	45%	42%
Elsewhere in Sussex County	18%	19%	20%	22%
Elsewhere in Delaware	8%	11%	4%	7%
Other	18%	15%	6%	4%
Don't know	3%	2%	0%	1%
Total	100%	100%	100%	100%

Economic Impact Analysis

Relocation preference, if required

Response	Millsboro-South Area	Total
Relocate within 3 miles	31%	32%
Relocate within 4-10 miles	8%	12%
Relocate elsewhere in Sussex County	7%	7%
Relocate elsewhere in Delaware	1%	1%
Relocate outside Delaware	6%	3%
Will probably not reopen this business	19%	17%
Other	8%	11%
Don't know	19%	18%
Total	100%	100%

Economic Impact Analysis

Relocation preference, if required

Preference	Millsboro-South Area	Total
At or near an exit on the current highway	32%	30%
At or near an exit on a possible bypass of US 113	16%	14%
Will not relocate	22%	23%
Highway location is not important	9%	8%
Don't know	22%	25%

Economic Impact Analysis

Tolerance for Partial Purchase of Property

Partial Impact	Millsboro-South Area	Total
Reduction of parking spaces	47%	50%
Reduction of parking spaces that would trigger relocation?		
0-10%	36%	30%
11-25%	27%	28%
26-50%	9%	19%
51-75%	23%	18%
75-100%	5%	5%
Any alteration to existing access to and from site	55%	44%
Removal/closure of adjoining US 113 cross street or curb cut	32%	32%
Loss of visible location from US 113	52%	41%
Will relocate if any portion of the parcel is affected	8%	10%
Other	11%	16%

Economic Impact Analysis

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

Economic Impact Analysis

- **Components of economic impact:**
 1. **Physical taking of businesses due to right-of-way acquisition**
 2. **Benefits due to better regional access**
 3. **Impacts to businesses that rely on pass-by traffic**
 4. **Development opportunities along bypasses**
- **Impact numbers will be complete for the next meeting**

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**
 - **Towns of Millsboro, Dagsboro, Frankford, and Selbyville**
 - **Working Group**

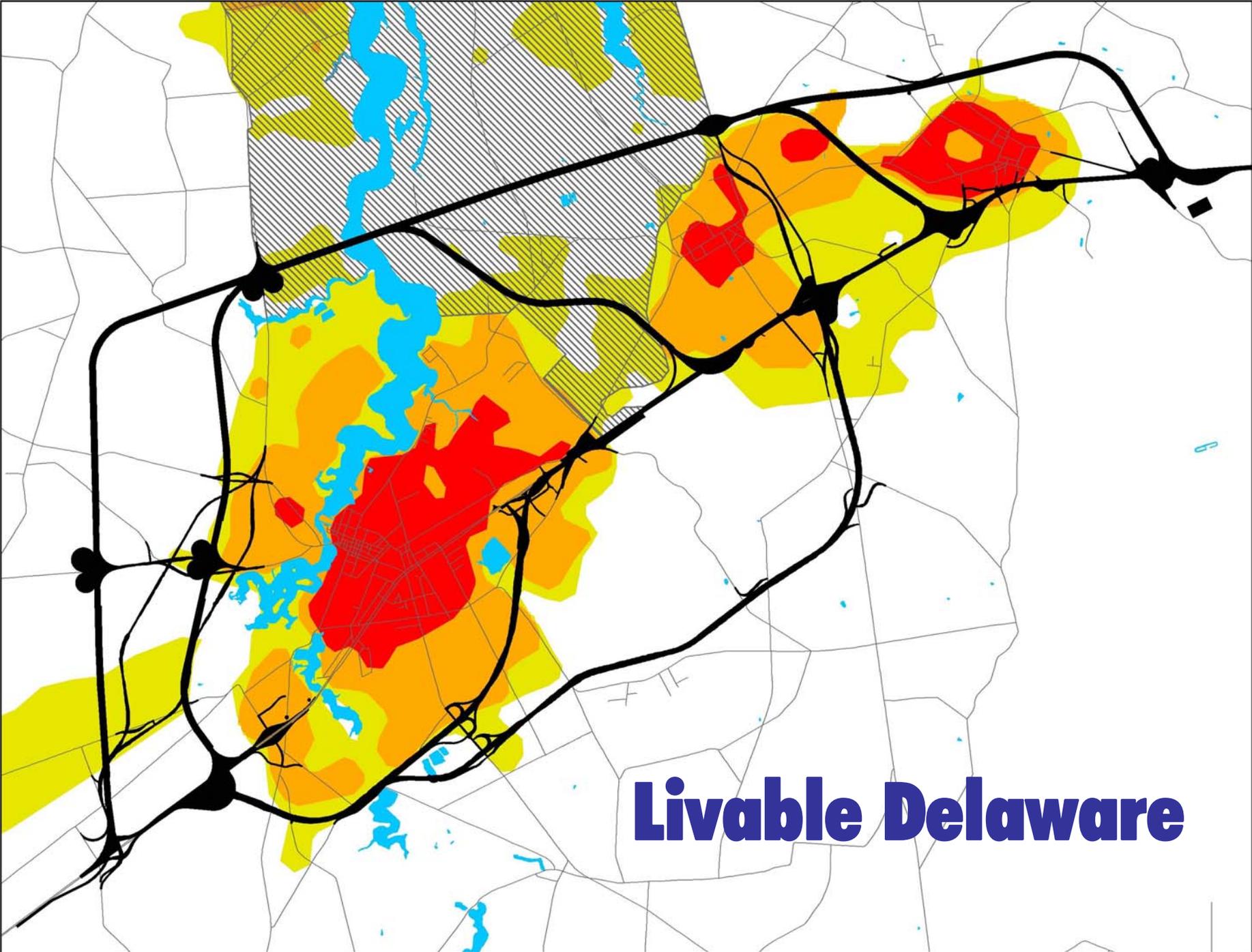
Livable Delaware

- **To assist in that discussion, we've developed a quantitative measure**
 - **Focus on investment in:**
 - Level 2
 - Level 3
 - Environmentally Sensitive Developing Area
 - Investment in Level 1 serves existing centers, but does not serve anticipated growth
 - Investment in Level 4 encourages growth in undesirable areas

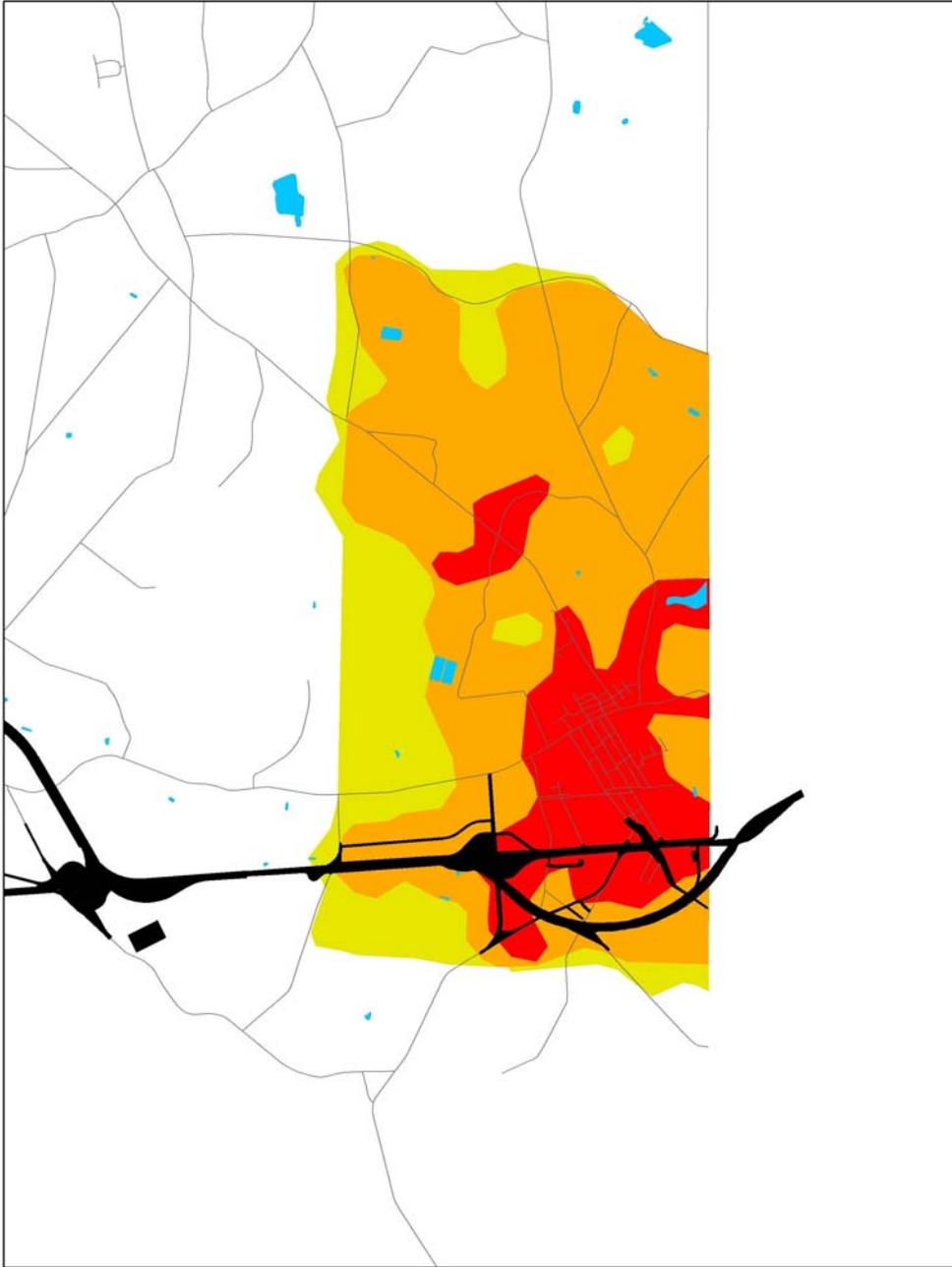
Livable Delaware

■ Quantitative measure:

- **Percentage of alternative in Level 2, Level 3, or ESDA**
 - Yellow 50%
 - Purple 58%
 - Green 32%
 - Gold 54%
 - Red 55%
 - Blue 40%
 - Pink 45%
 - Aqua 32%
- **Does not take intangibles into account**



Livable Delaware



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**
- **Quality is important**

Wetlands

- **Preliminary impact comparison:**
 - **On-alignment: to be determined**
 - **East bypasses: 19 to 45 acres**
 - **Pink and aqua are lowest at <25 acres**
 - **Purple: about 40 acres**
 - **Green: about 25 acres**
 - **Gold: about 29 acres**

Cultural Resources

- **On-alignment: potential direct effects to four historic properties**
- **Bypass alternatives: no more than one historic property will be directly affected by each**
- **Further historic property research needed**

Cultural Resources

- **Known archeological sites are a concern along east bypasses**
- **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)

■ Stockley playgrounds

- **Orange, red, blue, and SR 24 connectors for purple and green**
- **Adjustments will be made to avoid impacts**

■ Ingram Pond

- **Purple and green**
- **Adjustments will impact Plantation Lakes**

Farmland

- **Minimal impacts to agricultural districts or easements**
 - **3 acres or less for all alternatives**

Forestland

- **East bypasses impact 90 to 140 acres of forestland**
- **West bypasses of Millsboro impact about 70 acres of forestland**
- **Gold (Selbyville) impacts 25 acres**

Property Impacts

- **Yellow impacts about 350 properties**
- **East bypasses impact between 220 and 330 properties**
- **West bypasses impact between 330 and 410 properties**

Traffic

- **Step 3 traffic forecasts**
- **Purpose and need**
 - **Orange (B4-1) and brown (B5-1) do NOT meet purpose and need**
 - **Divert less than 20% of traffic on US 113**
 - **All other alternatives meet purpose and need**

Traffic

**Red (B4-2) and blue (B4-3)
divert about 45% of traffic**

Summer Average Daily Traffic	US 113 south of SR 24	Bypass south of SR 24
Base Year	36,000	N/A
2030 No-Build	51,000	N/A
2030, Yellow Alternative	55,000	N/A
2030, Red and Blue Alternatives	32,000 - 33,000	27,000 - 28,000

Traffic

**Pink (B5-2) and aqua (B5-3)
divert about 40% of traffic**

Summer Average Daily Traffic	US 113 south of SR 24	Bypass south of SR 24
Base Year	36,000	N/A
2030 No-Build	51,000	N/A
2030, Pink and Aqua Alternatives	35,000 - 39,000	23,000 - 25,000

Traffic

**Purple (D8) and green (D9)
divert about 70% of traffic**

Summer Average Daily Traffic	US 113 south of SR 24	Bypass south of SR 24
Base Year	36,000	N/A
2030 No-Build	51,000	N/A
2030, Purple Alternative	16,000	47,000
2030, Green Alternative	17,000	44,000

Traffic

Gold diverts over 80% of traffic

Summer Average Daily Traffic	US 113 south of SR 54	Bypass south of SR 54
Base Year	21,000	N/A
2030 No-Build	33,000	N/A
2030, Yellow Alternative	34,000	N/A
2030, Gold Alternative	5,000	31,000

Traffic

- **Short-term improvements identified at SR 24**
 - Revised lane configurations
 - Phasing and timing changes
 - 20+% decrease in summer peak hour delays
- **Funding is being sought for construction this year**

Cost

- **Construction cost estimates are complete**
- **Real estate cost estimates (a large percentage of any work in Sussex County) are in progress**

Next Steps

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

Next Steps

- **Economic impact analysis**
- **Discussions regarding Livable Delaware consistency**
- **Cost estimates, including real estate**
- **Continuing alignment adjustments to minimize / balance impacts**

Upcoming Working Group Activities

January Through Summer 2006:

Assist in refining alternatives

Fall 2006:

Recommend preferred alternative

Next Working Group Meeting

Wednesday, February 15, 2006

5:30 PM

Millsboro Fire Hall