

Henlopen TID

Transportation Improvement District

Presented to
Sussex County Council

November 19, 2019

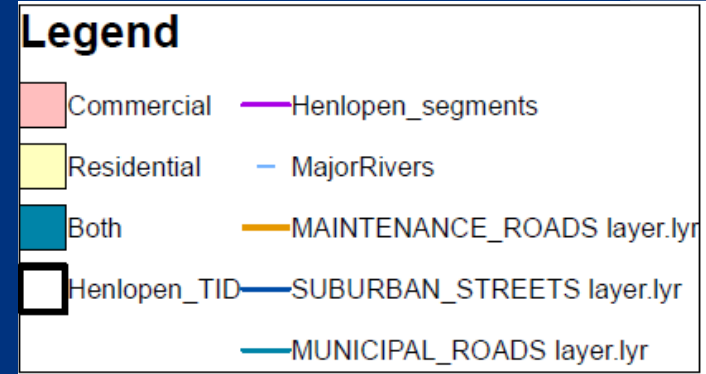
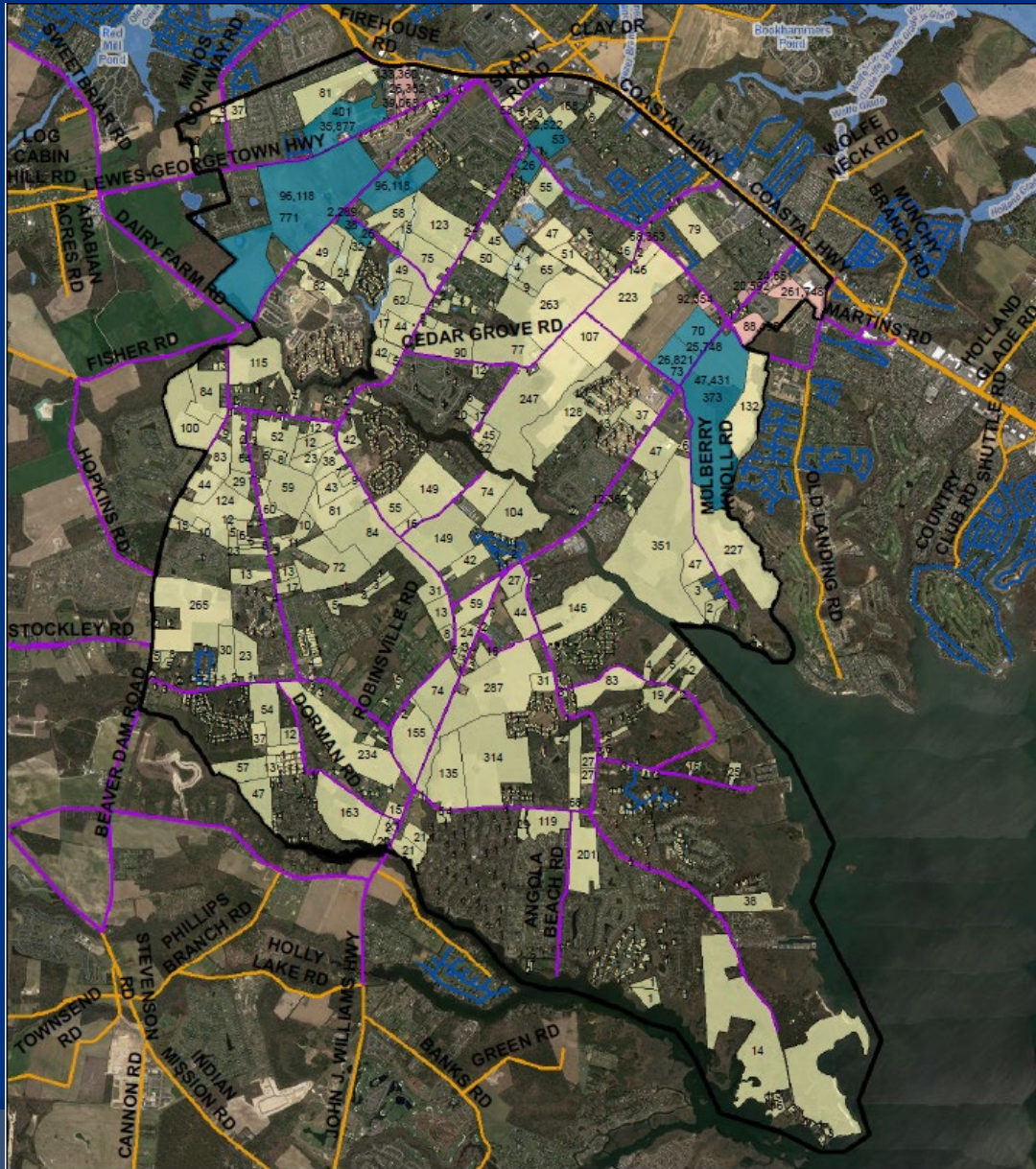


Objectives

- ⦿ Review traffic analysis results
- ⦿ Review recommended transportation improvements
- ⦿ Discuss potential infrastructure fee program
- ⦿ Discuss Next Steps



What we modeled – 2045 Build-out



Results – Level of Service



Level-of-Service



Level of Service A

• Free-flow



Level of Service B

• Reasonably Free-flow



Level of Service C

• Stable Operation



Level of Service D

• Borderline



Level of Service E

• Unstable



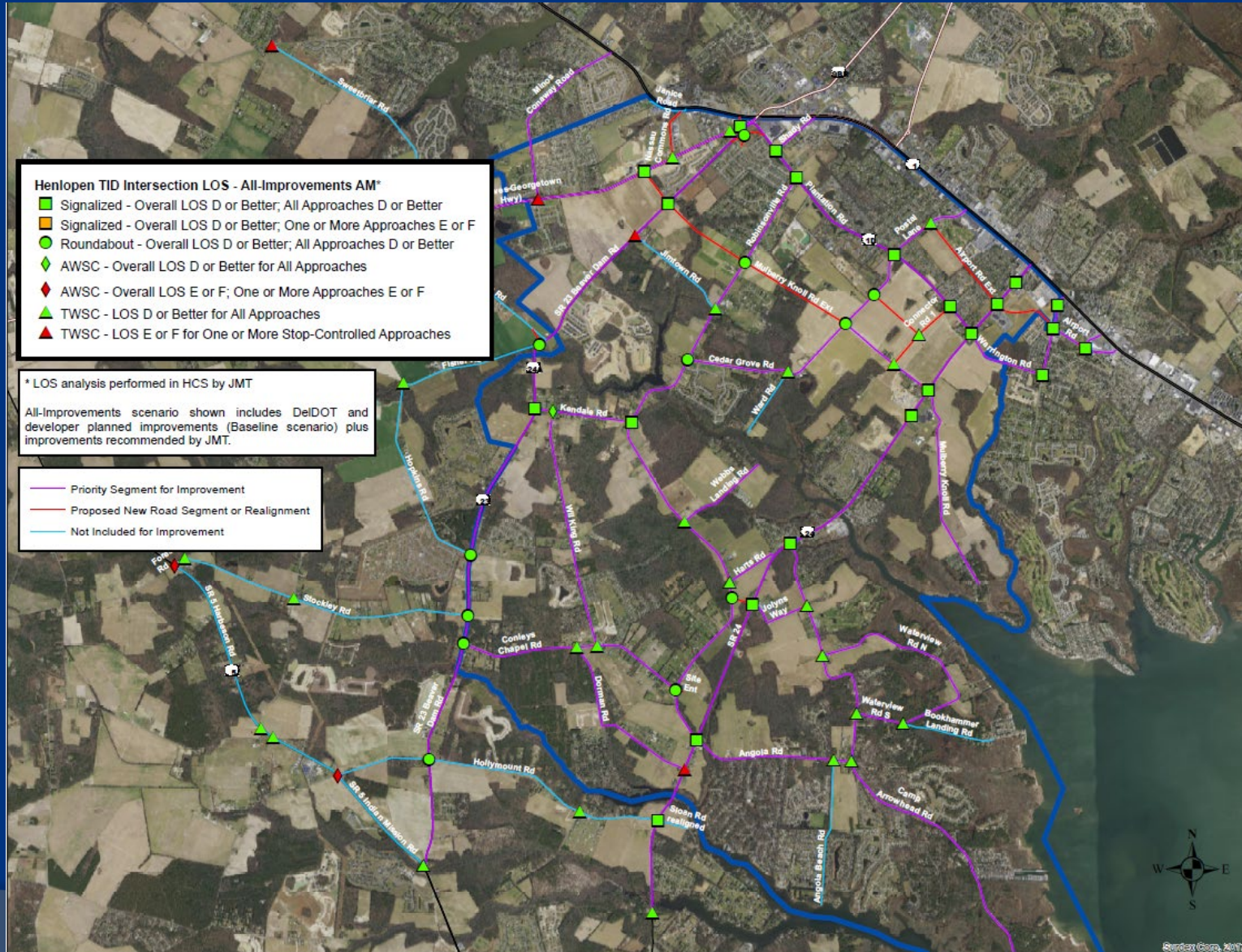
Level of Service F

• Breakdown



Results – Level of Service

All Improvements AM

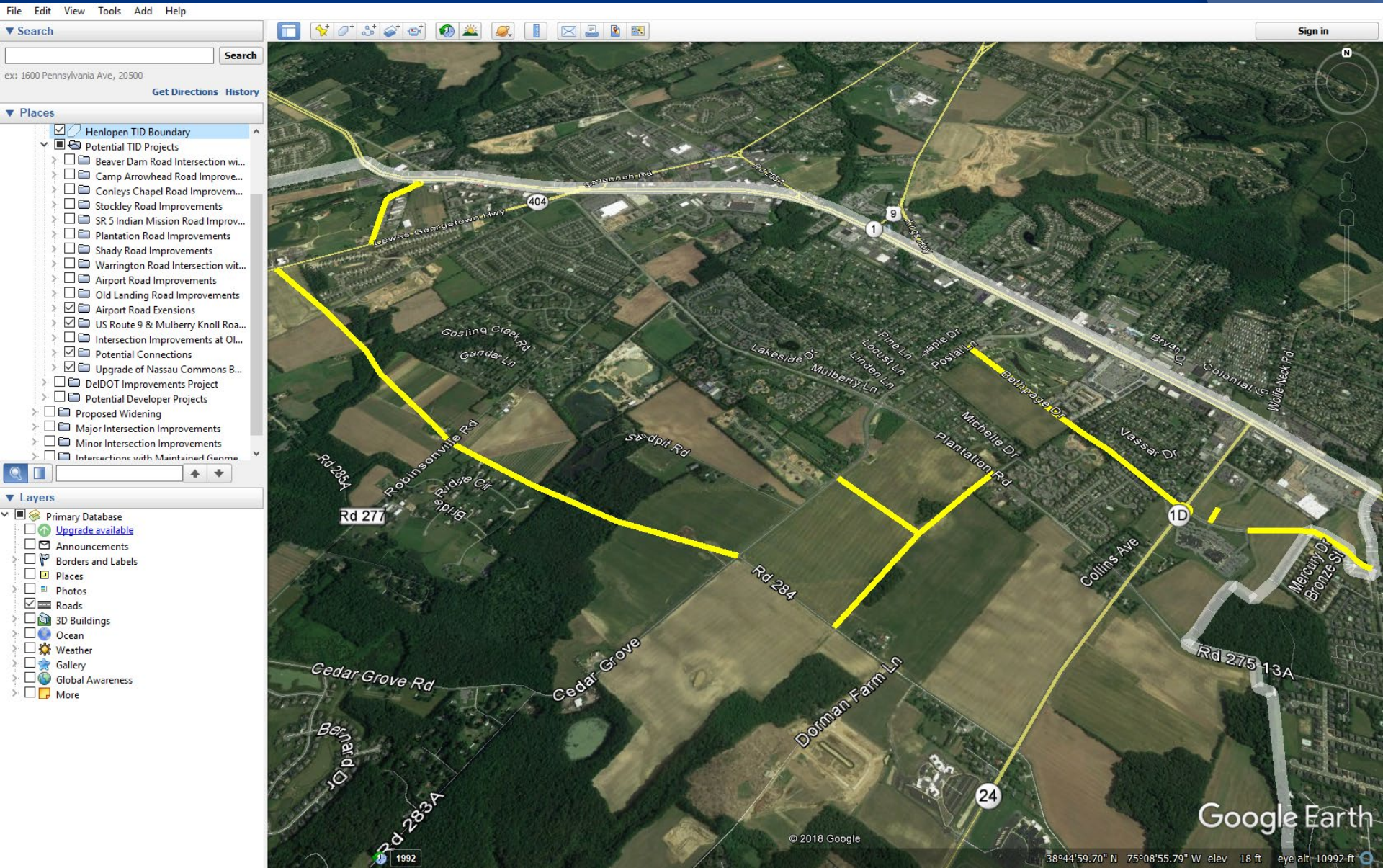


Service Standards – What is “success” ?

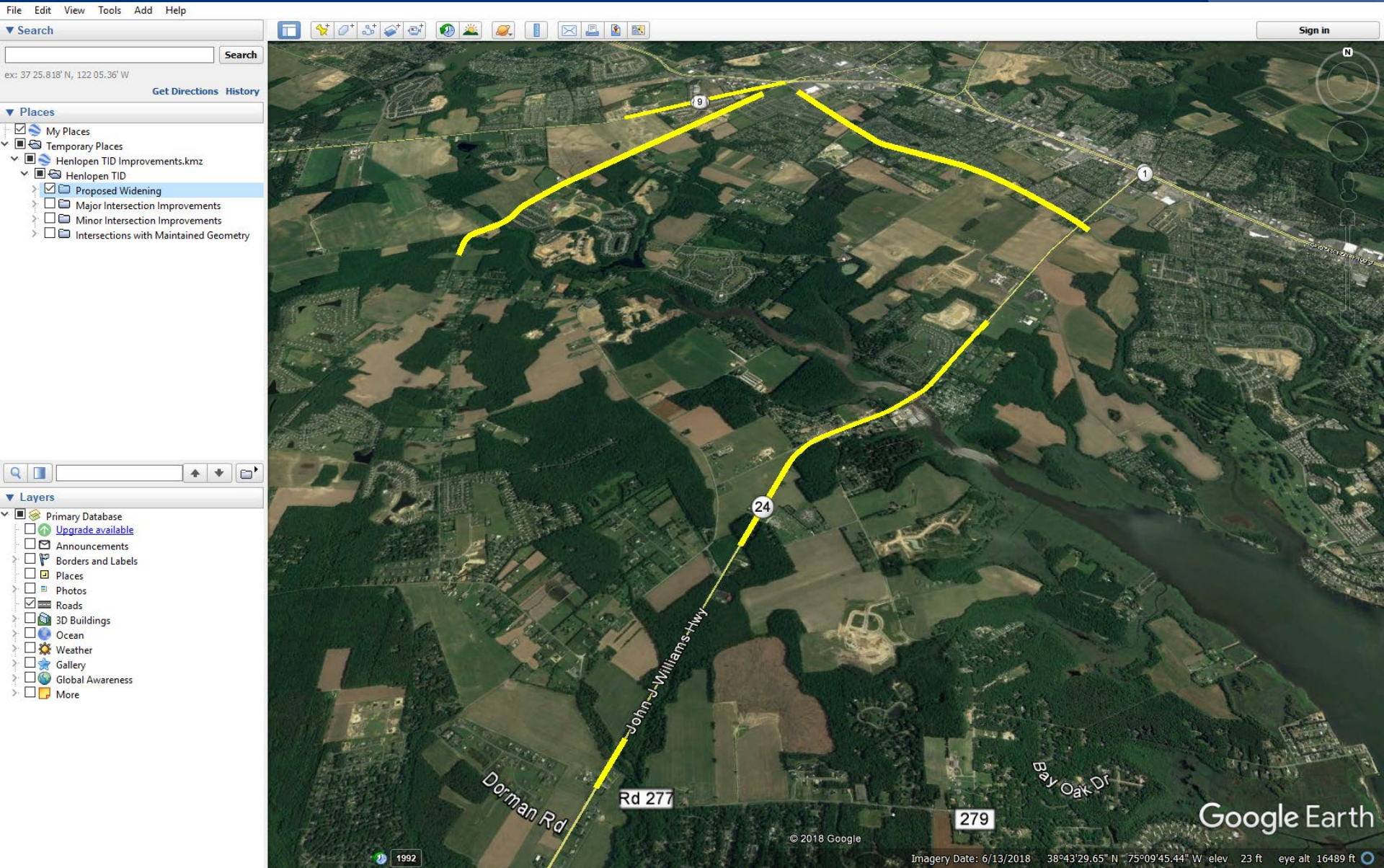
- ⦿ Defined in terms of
 - Levels of Service
 - Lane widths
 - Shoulder widths
 - Sidewalks
 - Transit service
 - Aesthetics
 - Other Considerations
- ⦿ How? A public process



Recommendations – New Connectors



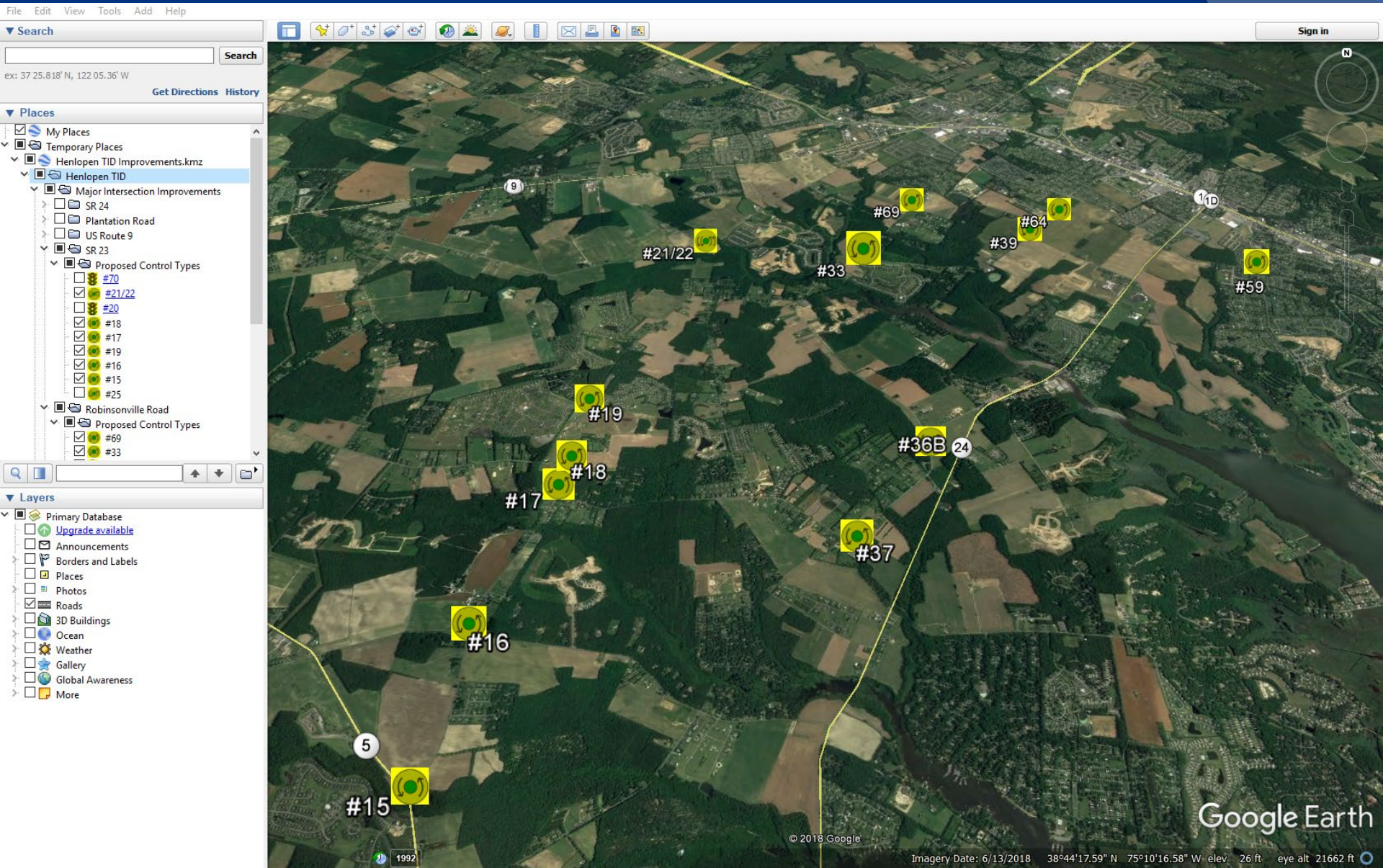
Recommendations – Proposed Widening



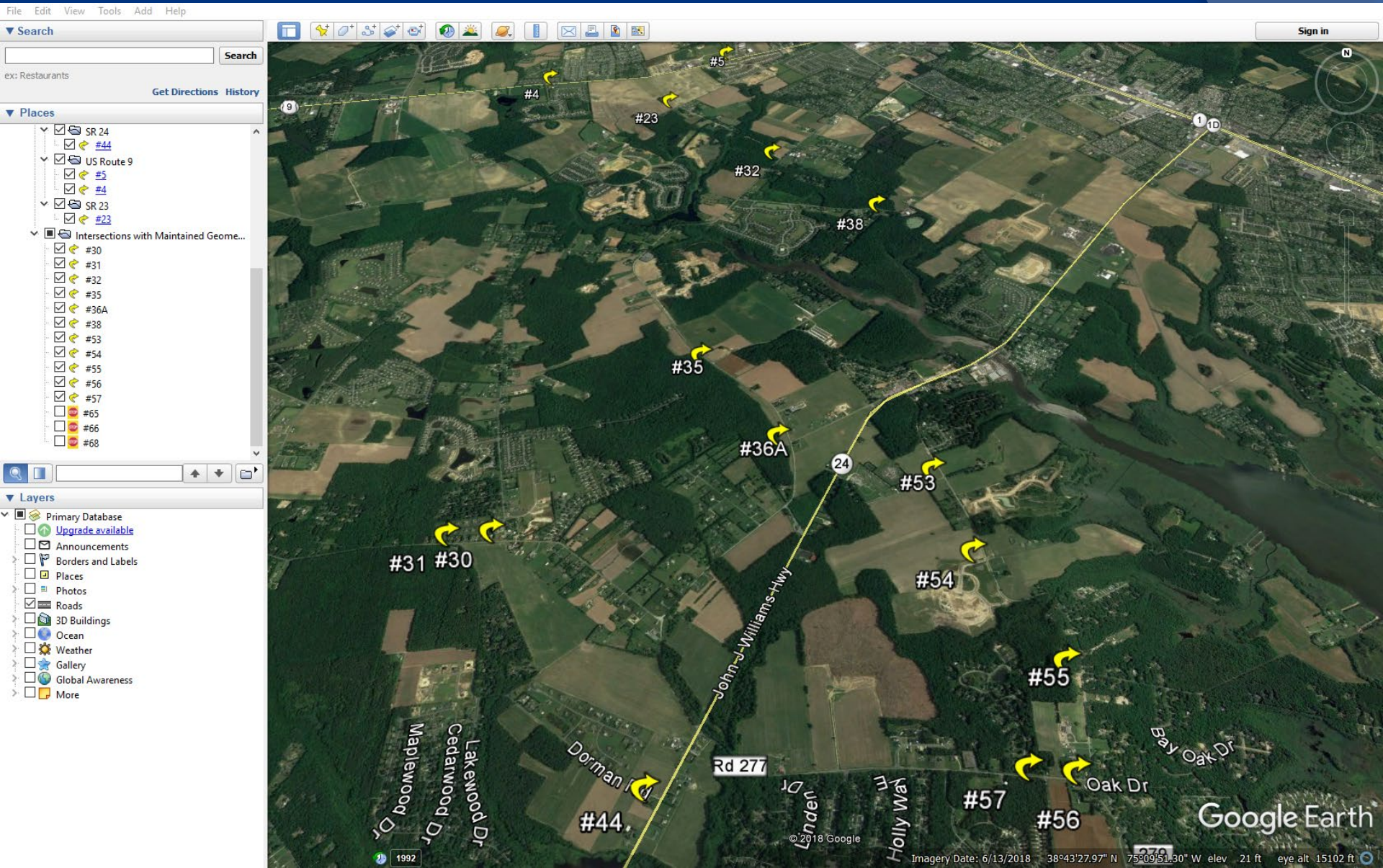
Recommendations – Traffic signals

The image is a screenshot of the Google Earth interface, displaying a map of the Henlopen TID area. The map is overlaid with numerous traffic signal icons, each labeled with a number (e.g., #7, #20, #34, #45, #46/#47, #48, #49, #50, #51, #63, #67, #70, #71, #26, #27, #60, #61, #62). The icons are color-coded: yellow for recommended signals and white with a red light for existing signals. The map shows a mix of residential, commercial, and undeveloped land, with a river and several roads visible. The interface includes a search bar at the top left, a 'Layers' panel on the left side, and a 'Sign in' button at the top right. The 'Layers' panel is expanded to show 'Major Intersection Improvements' and 'Minor Intersection Improvements'. The 'Major Intersection Improvements' section is further expanded to show a list of roads: SR 24, Plantation Road, US Route 9, SR 23, Robinsonville Road, Cedar Grove Road, Old Landing Road, and Other Intersections. The 'Minor Intersection Improvements' section is also expanded to show 'Intersections with Maintained Geometry'. The 'Layers' panel also includes a 'Primary Database' section with various options like 'Upgrade available', 'Announcements', 'Borders and Labels', 'Places', 'Photos', 'Roads', '3D Buildings', 'Ocean', 'Weather', 'Gallery', 'Global Awareness', and 'More'. The bottom of the screen shows the Google Earth logo, the year 2018, and the Imagery Date: 6/13/2018. The coordinates are 33°43'23.74" N 75°10'07.07" W, with an elevation of 19 ft and an eye alt of 15778 ft.

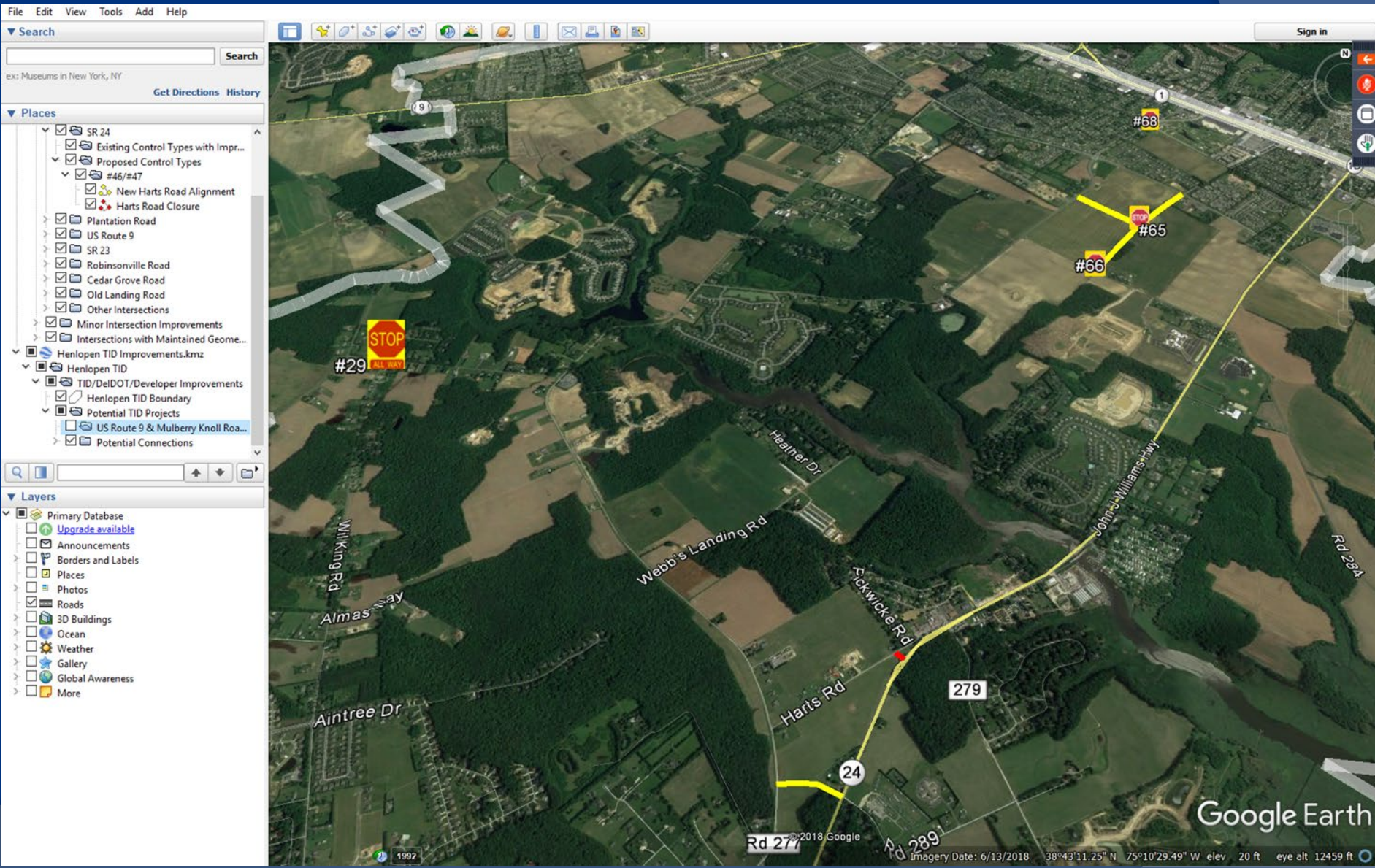
Recommendations – Roundabouts



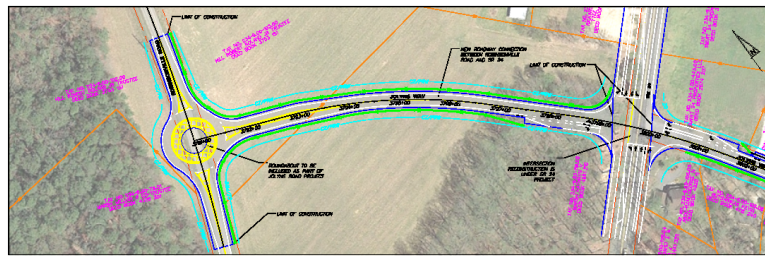
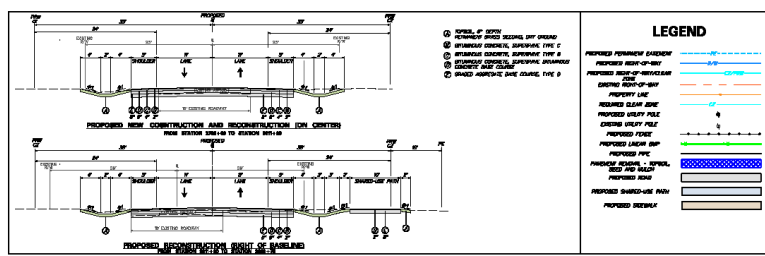
Recommendations – Turn lanes



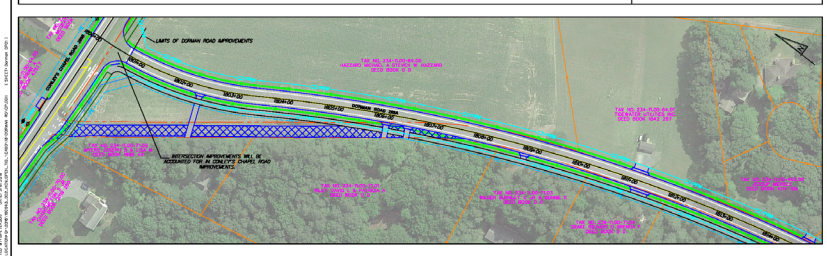
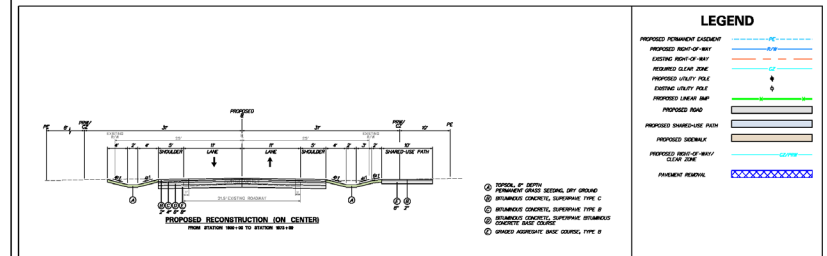
Recommendations – Other improvements



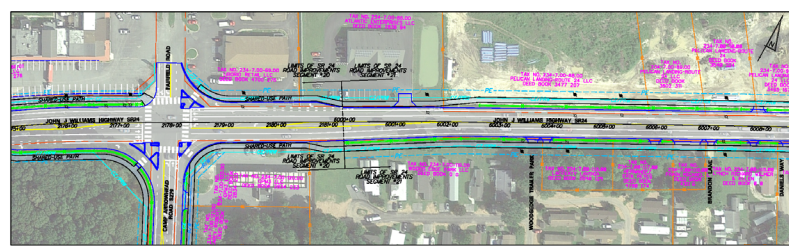
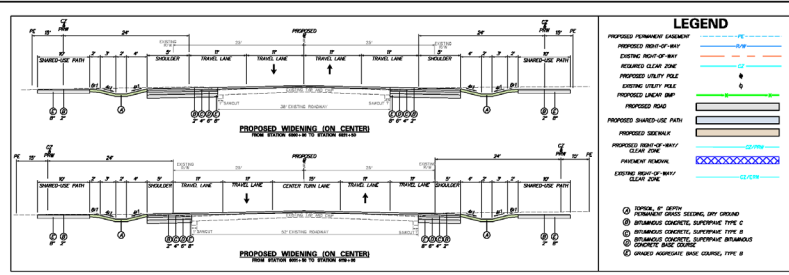
TID Capital Transportation Program Concept Plan Examples



DELAWARE DEPARTMENT OF TRANSPORTATION	PROJECT NUMBER	SCALE	HENLOPEN TID SR 24 SEGMENT #10 (RECONSTRUCTION)	DATE	ISSUED BY	DESIGNED BY	CONSTRUCTION PLAN	SCALE	DATE
	NO. 100000000	1" = 40'		NOV 2024	SR 24	SR 24	SR 24	CONSTRUCTION PLAN	1" = 40'



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DELAWARE DEPARTMENT OF TRANSPORTATION	PROJECT NUMBER	SCALE	HENLOPEN TID SR 24 SEGMENT #21 (RECONSTRUCTION)	DATE	ISSUED BY	DESIGNED BY	CONSTRUCTION PLAN	SCALE	DATE
	NO. 100000000	1" = 40'		NOV 2024	SR 24	SR 24	SR 24	CONSTRUCTION PLAN	1" = 40'



TID Capital Transportation Program



Table 1: Cost Estimate Along Each Roadway Segment

Segment Number	Road Name	Cost Estimate
1	Minos Conaway Road	\$5,519,250
3	US Route 9	\$19,825,593
13	SR 23 (with Roundabouts)	\$11,469,065
14	SR 23	\$22,410,565
15	Kendale Road	\$3,292,808
16	Wil King Road	\$9,543,170
17	Conleys Chapel Road	\$4,931,755
18	Dorman Road	\$6,816,425
20	SR 24	\$19,973,998
21	SR 24	\$21,812,370
23	Robinsonville Road	\$18,247,953
24	Robinsonville Road	\$14,852,880
26	Plantation Road	\$20,819,863
27	Warrington Road (with Roundabout)	\$4,022,175
28	Shady Road	\$3,456,025
29	Postal Lane	\$4,584,498
30	Old Landing Road	\$6,503,570
31	Cedar Grove Road	\$9,738,320
33	Mulberry Knoll Road	\$11,536,483
33A	Mulberry Knoll Road Extension	\$9,989,178
34	Airport Road (Existing Alignment)	\$5,127,890
	Airport Road Extension (Alternative B)	\$6,377,228
35	Miller Road	\$1,555,798
36	Angola Road	\$4,077,805
38	Jolyns Way	\$4,058,945
39	Harts Road (Shortened)	\$847,810
40	Webbs Landing Road	\$1,753,613
41	Camp Arrowhead Road	\$10,376,953
42	Waterview Road	\$3,471,338
43	New Connector Road 1	\$3,769,295
44	New Connector Road 2	\$2,510,433
45	Airport Road Extension (SR 24 to Postal Lane)	\$4,615,160
46	Nassau Commons Boulevard	\$5,705,898
Total		\$283,592,710



Next Steps: Establishing an Infrastructure Fee Program

- ◎ Deciding on a Funding Formula
 - What share of the project costs will the TID fund?
 - How will that cost be apportioned among developers and who, precisely, is a developer?
- ◎ Developing a Fee Schedule
 - Making the above apportionment into a set of fees
- ◎ Deciding the Administration
 - Who will collect the fees and when? Who will hold them?
 - How do we handle developers who want to pay “in kind”?



Establishing an Infrastructure Fee Program

Cost Estimate Along Each Roadway Segment		
Segment Number	Road Name	Cost Estimate
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46	Nassau Commons Boulevard	\$5,705,898
Total		\$283,592,710
Development contribution percentage		20%
Total Development Contribution		\$56,718,542
Total DelDOT Contribution		\$226,874,168
Development contribution percentage		30%
Total Development Contribution		\$85,077,813
Total DelDOT Contribution		\$198,514,897



Establishing an Infrastructure Fee Program

DeIDOT recommended improvements package	\$283,592,710
Development Share	\$56,718,542
Henlopen Buildout residential units, decreased by 455 for DeIDOT recommended package (exclude Chase Oaks and Windswept)	Henlopen Buildout non-residential sq ft
12,412	1,475,714
fee	fee
\$4,200.00	\$3.10
amount collected	amount collected
\$52,130,400.00	\$4,574,713.40
total collected	\$56,705,113.40
% of need collected	20.00%

DeIDOT recommended improvements package	\$283,592,710
Development Share	\$85,077,813
Henlopen Buildout residential units, decreased by 455 for DeIDOT recommended package (exclude Chase Oaks and Windswept)	Henlopen Buildout non-residential sq ft
12,412	1,475,714
fee	fee
\$6,350.00	\$4.25
amount collected	amount collected
\$78,816,200.00	\$6,271,784.50
total collected	\$85,087,984.50
% of need collected	30.00%



Establishing an Infrastructure Fee Program

Rates based on 20% development contribution

Single Family Detached Residential	\$4,200 per unit	\$4,410 per unit
Single Family Attached Residential	\$3,528 per unit	\$3,704 per unit
Multi-Family Residential	\$3,066 per unit	\$3,219 per unit
Office/Commercial	\$3.10 per square foot	\$3.26 per square foot
Institutional/Industrial	\$1.77 per square foot	\$1.86 per square foot

Rates based on 30% development contribution

Single Family Detached Residential	\$6,350 per unit	\$6,667 per unit
Single Family Attached Residential	\$5,334 per unit	\$5,600 per unit
Multi-Family Residential	\$4,635 per unit	\$4,867 per unit
Office/Commercial	\$4.25 per square foot	\$4.46 per square foot
Institutional/Industrial	\$2.42 per square foot	\$2.54 per square foot

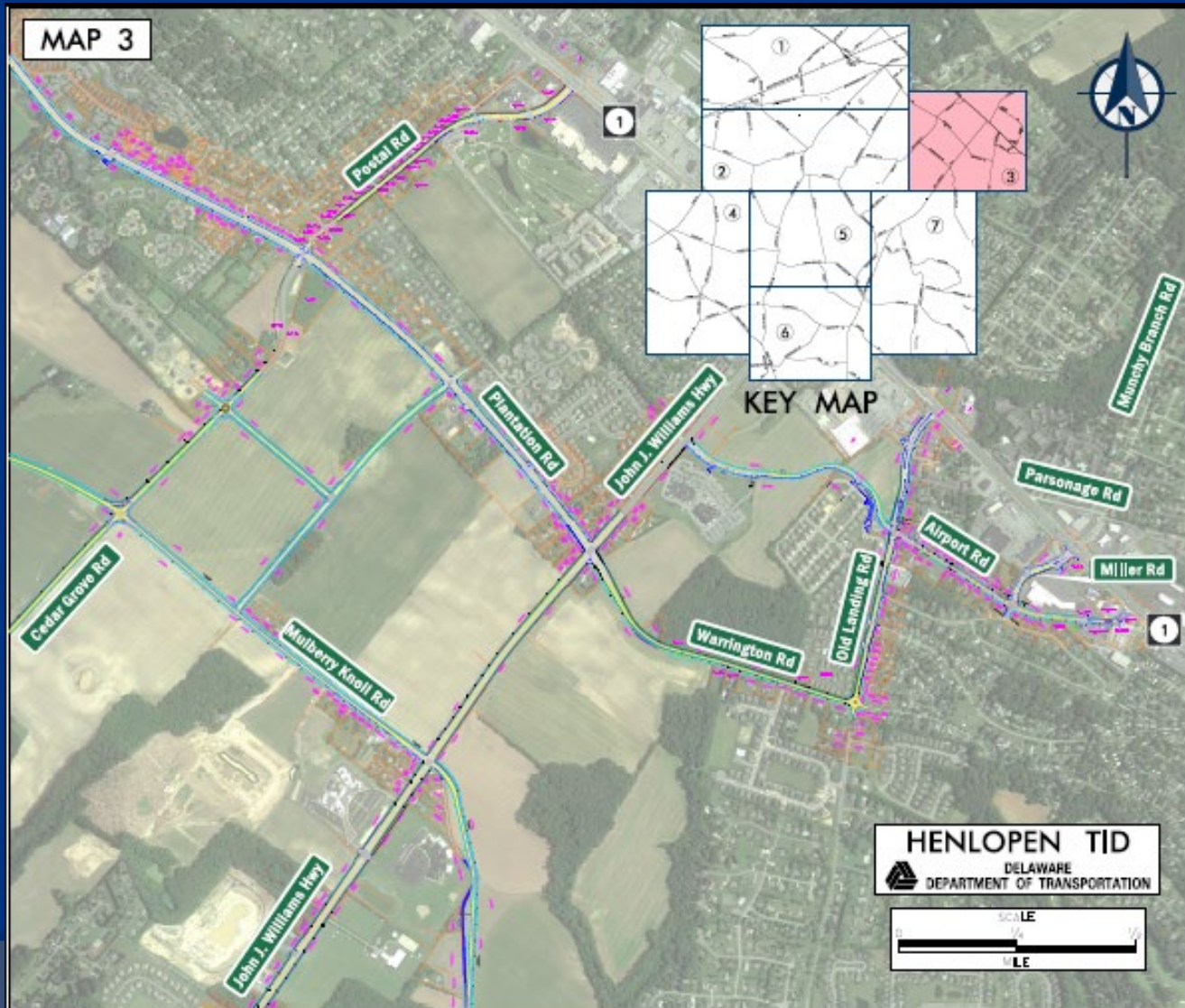


Why Create a TID?

- ⦿ Comprehensive Infrastructure Planning
- ⦿ TID Projects Advance in DeIDOT's CTP
- ⦿ TID Fees Stay Local
- ⦿ Equitable Treatment of Competing Developers
- ⦿ Known Costs for Developers
- ⦿ Expedited Development Reviews



Next Steps: Public Involvement and TID Agreement



Questions?

◎ Please contact:

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(302) 760-2236

