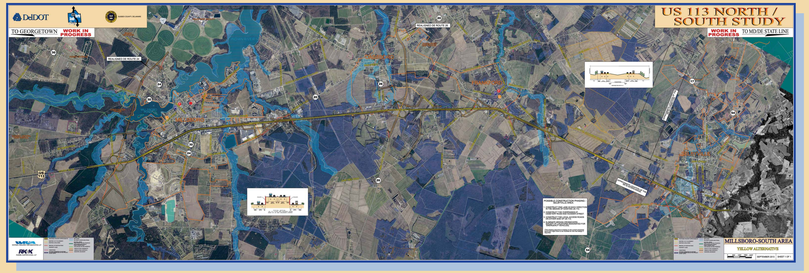
ALTERNATIVES RETAINED FOR DETAILED STUDY



ON ALIGNMENT ALTERNATIVES

(No-Build & Yellow Alternatives)

No-Build Alternative

- The No-Build Alternative includes the existing network of roads with currently programmed, committed and funded projects
  - Assumes no construction beyond routine maintenance and repair
  - Does not include any further east/west connections to SR 24 or SR 26
  - Anticipates smaller projects to address congestion and safety, such as closing crossovers and prohibiting left turns

The **No-Build Alternative** was not identified as the Recommended Preferred Alternative for the following reasons:

- It does not meet the identified needs of the US 113 North/South Study
- It is not consistent with State Strategies and local Comprehensive Plans

Yellow Alternative

- 13.2 miles long, four-lane, limited access highway
- Passes though the towns of Millsboro, Dagsboro, and Frankford along existing US 113
- Follows a modified on-alignment concept through Selbyville
- Millsboro section of this alternative would be built in the existing median with retaining walls on either side
- Includes connectors to SR 24 and SR 26

The **Yellow Alternative** was not identified as the Recommended Preferred Alternative for the following reasons:

- High cultural and socio-economic impacts
- Constructability issues
- Strong opposition by the public, emergency service providers, and the study area towns
- It divides Millsboro, Dagsboro and Frankford with the introduction of a limited access roadway through the center of these towns

OFF ALIGNMENT - WESTERN BYPASSES

(Green & Purple Alternatives)

Green Alternative

- 14.5 miles long, four-lane, limited access highway
- Bypasses Millsboro and parts of Dagsboro on the west
- Follows the On-Alignment Alternative (Yellow) through Frankford and Selbyville
- Includes connectors to SR 24 and SR 26
- Includes interchange access points at SR 24/SR 30, west of existing US 113

The **Green Alternative** was not identified as the Recommended Preferred Alternative for the following reasons:

- Lack of support from the Working Group, public, local towns and environmental agencies
- Lack of consistency with Strategies for State Policies and Spending and local comprehensive plans
- Potential direct impacts to historic properties

Purple Alternative

- 14 miles long, four-lane, limited access highway
- Bypasses Millsboro on the west
- Follows the On-Alignment Alternative (Yellow) through Dagsboro, Frankford and Selbyville
- Includes connectors to SR 24 and SR 26
- Includes interchange access points at SR 24/SR 30, west of existing US 113

The **Purple Alternative** was not identified as the Recommended Preferred Alternative for the following reasons:

- Lack of support from the Working Group, public, local towns and environmental agencies
- High number of relocations and partial acquisitions
- High impacts to wetlands and other Waters of the United States
- Potential impacts to cemeteries

OFF ALIGNMENT - EASTERN BYPASSES

(Red & Blue Alternatives)

Red Alternative

- 16.3 miles long, four-lane, limited access highway
- Bypasses Millsboro and Dagsboro on the east
- Follows the On-Alignment Alternative (Yellow) through Frankford and Selbyville
- Includes connectors to SR 24 and SR 26
- Includes interchange access points at SR 30, SR 24, SR 26 and SR 20, east of existing US 113

The **Red Alternative** was not identified as the Recommended Preferred Alternative for the following reasons:

- Lack of Working Group and town support
- High number of relocations
- High impacts to Rare, Threatened and Endangered (RTE) species' habitat and forests

Blue Alternative

- 16.5 miles long, four-lane, limited access highway
- Bypass Millsboro, Dagsboro, and Frankford on the east
- Follows the On-Alignment Alternative (Yellow) through Selbyville
- Includes connectors to SR 24 and SR 26
- Includes interchange access points at SR 30, SR 24, SR 26 and SR 20, east of existing US 113

The **Blue Alternative** was identified as the Recommended Preferred Alternative for the following reasons:

- Most closely conforms to the Strategies for State Policies and Spending
- Has the most support from the public and local towns
- Lowest potential relocation and partial acquisition impacts
- Least potential for impacts to historic properties
- Would provide an effective route for emergency evacuations