Delaware Department
of Transportation

Press Briefing Material

US 113 NORTH-SOUTH STUDY ANNOUNCEMENT OF RECOMMENDED PREFERRED ALTERNATIVES

June 15, 2007

The material that follows herein divides the US 113 North/South Study Corridor into four sections, from North to South:

- Milford
- Ellendale
- Georgetown
- Millsboro-South (includes Dagsboro, Frankford and Selbyville)

The following items are presented for each of the four sections:

- Purpose & Need
- Public Involvement
- Working Group Input
- Resource and Regulatory Agency Coordination
- Recommended Preferred Alternative
- Potential Near Term or Mid Term Improvements
- Next Steps
- Why Recommended Preferred Alternative(s)
- Why NOT Other Alternatives

US 113 Corridor-Wide

PURPOSE: To preserve mobility and access for local residents and businesses and address future transportation needs in the US 113 Corridor while accommodating planned economic growth and minimizing impacts on environmental and historical resources.

NEED: Population and employment are anticipated to increase about 60% over the next 30 years in the US 113 Corridor. This unprecedented growth along the corridor will require additional access points and traffic signals on US 113. This growth will result in the potential for greater conflicts, reduced safety and increased congestion and traveler delay unless we plan today to accommodate these future needs.

GOALS: To convert US 113 to a limited access highway from north of Milford through Selbyville to the Maryland line

To upgrade existing US 113 where prudent and feasible rather than open a new roadway corridor.

IDENTIFY – SELECT – PROTECT

MILFORD AREA

South end of the Frederica Bypass to Hudson Pond

PURPOSE:

- To preserve mobility and access for local residents and businesses
- To accommodate economic growth in the Milford area
- To develop transportation improvements that accommodate the anticipated growth in local, seasonal and through traffic

NEED:

- The 2002 Kent County Comprehensive Plan Update identifies SR1/US 113 as an important regional corridor, and the need to improve operating conditions on US 113 in designated growth areas through access management and corridor preservation techniques
- January 2003 Sussex County Comprehensive Plan identifies the need: to increase capacity on US 113; to accommodate through and local traffic; to assure viability for agriculture; to expand travel alternatives, where feasible; to improve US 113 as an emergency evacuation route
- City of Milford 2006 Amended Comprehensive Plan states that "The City's policy is to continue to work closely with DelDOT to support US 113 North/South Study goals."

PUBLIC INVOLVEMENT

As noted by the tables below, recent workshops were well attended with opinions mixed in favor of No-Build and an East Bypass Alternative

PUBLIC WORKSHOP RESULTS			
Date	**Location**	**Attendees**	**Comment Forms Received**
February 26, 2007	Lincoln	224	39
February 27, 2007	Milford	198	25

	Preference*	
Alternative	**Favor**	**Oppose**
No-Build	21	2
On-Alignment (Yellow)	7	2
West Bypass	5	2
Blue	2	1
Orange	3	1
East Bypass	21	2
Brown	7	2
Green	7	
Purple	8	

* Preference by those expressing an opinion

WORKING GROUP INPUT

The following table summarizes the views of the Milford Area Working Group.

Alternatives	Level of Support	Comments
West Bypass	Very little support	• Greater environmental impacts to higher quality resources
On-Alignment	Considerable opposition	• Divides Milford in half • Emergency access/mobility concerns • Significant business impacts
East Bypass	Some support	• Minimal environmental impacts (Green and Purple Alternatives) • Concern over impact on Lincoln and Greentop Communities
No-Build	Some support	• Concern with DelDOT's funding situation, inability to purchase necessary property to protect selected corridor and potential to leave property owners in "limbo" for years

FEDERAL AND STATE RESOURCE & REGULATORY AGENCY COORDINATION

- The Environmental Resource and Regulatory Agencies consider the East Bypass Alternatives preferable to the West Bypass Alternatives because the West Bypass Alternatives impact greater quantity and higher quality wetlands and other natural resources.
- Of the East Bypass Alternatives, the Green and Purple Alternatives are preferable to the Brown Modified Alternative due to:
  - Green and Purple Alternatives considered less environmentally damaging than the Brown Alternative as they directly impact fewer and lower quality natural resources
  - Brown Alternative impacts and divides the higher quality wooded wetland and habitat complex around Herring Branch

DELDOT'S RECOMMENDED PREFERRED ALTERNATIVE:

DelDOT is recommending either the Green or Purple Alternatives (East Bypass). The public input from the recent workshop was mixed, with similar support for an East Bypass Alternative and the No-Build Alternative. The Working Group did not reach a consensus on a recommended preferred alternative (required a 75% favorable vote), but 15 voted in favor of the No-Build Alternative and 11 voted in favor of an East Bypass Alternative.

DelDOT cannot ignore the development that has occurred in the Milford/Lincoln area and in Sussex County over the past several years and the development that is planned for the future. It is not a question if that development will occur, but when it will occur. DelDOT cannot ignore the lessons learned from the past, such as SR 1 at the beach and I-95 in Churchmans area, for example.

Thus, the No-Build Alternative is not DelDOT's Recommended Preferred Alternative. The Green and Purple Alternatives will be presented in the Draft Environmental Impact Statement as the Recommended Preferred Alternative and at a public hearing in the fall for further public comment and input. The other Alternatives Retained for Detailed Study will also be presented in the DEIS and at the Public Hearing.

POTENTIAL NEAR-TERM OR MID-TERM IMPROVEMENTS (Priority to Address Existing Problems)

The Recommended Preferred Alternative presents a long-term solution. In the interim, DelDOT will take small-scale actions to maintain and enhance the capacity and safety of the existing roadway network. Some of these potential improvements could include:

- Signal timing improvements along US 113
- Previously approved SR 1 Corridor Capacity Preservation Program projects at Northwest Front Street and Northwest Tenth Street
- Grade separation of the SR 1/SR 30 intersection
- Highway Safety Improvement Program (HSIP) improvements on US 113 at the Walnut Street and Johnson Road intersections

MILFORD NEXT STEPS

June 15, 2007	▪ DelDOT announces "Recommended Preferred Alternative(s)"
July – September 2007	▪ Prepare Draft Environmental Impact Statement (DEIS)
October – December 2007	▪ Conduct Public Hearing ▪ Review/address DEIS/Public Hearing Comments ▪ DelDOT Recommends "Preferred Alternative" ▪ Council on Transportation adoption of "Preferred Alternative" ▪ DelDOT announces "Preferred Alternative"
Spring 2008	▪ DelDOT prepares Final Environmental Impact Statement
Summer 2008	▪ Federal Approval (Record of Decision) of Selected Alternative

WHY GREEN OR PURPLE AND NOT OTHER ALTERNATIVES (EAST BYPASS)

- The Yellow Alternative (On-Alignment) has significant issues with respect to securing federal funding: direct impacts to several historic resources.
- The West Bypass Alternatives (Orange and Blue) have significantly greater impacts on higher quality natural environmental resources than the East Bypass Alternatives.

	ALTERNATIVES		
	East Bypass	West Bypass	On-Alignment
Wetlands (acres)	0.6 to 1.7	7.6 to 12.9*	1.4
State Resource Areas (acres)	1	33 – 36	1
State Natural Areas (acres)	1	29 – 30	1
Socio-Economic Impacts			
No. of Properties	139/199**	203/679**	342
Acres	388/410	212/499	375

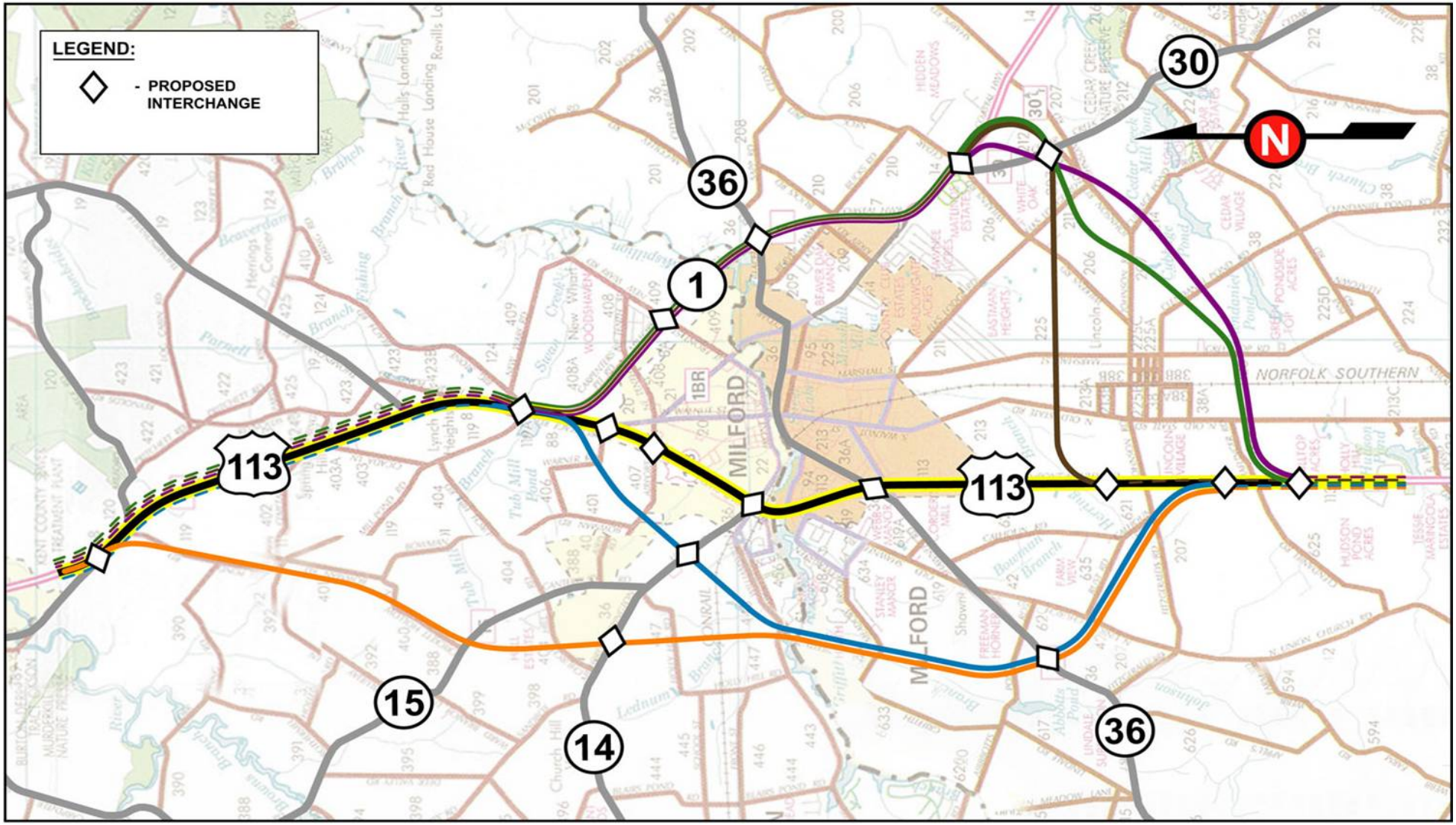
***** Higher Quality Wetlands impacted by West Bypass Alternatives (Orange and Blue)
** Provides range for East and West Bypass Alternatives

- The East Bypass Alternatives (Green, Purple, and Brown Modified) have fewer impacts on natural environmental resources than the Yellow and West Bypass Alternatives.
- The Green and Purple Alternatives have fewer impacts on natural environmental resources than the Brown Alternative.
- Mixed support for East Bypass and No-Build from Milford Area Public and Working Group

WHY ***NOT*** THE NO-BUILD ALTERNATIVE?

- The No-Build Alternative will NOT accommodate planned economic growth in the Milford area and the US 113 corridor and the growth in local, seasonal, and through traffic. The purpose of the project is to identify, select, and protect a corridor for the future so there is a solution available when transportation improvements are needed. We cannot ignore the future.
- The No-Build Alternative does not address anticipated growth in the US 113 corridor, which will create additional traffic congestion
  - Travel time will increase by 70 percent between 2003 and 2030
  - It will take more than five times as long to turn left onto or cross US 113 at locations without signals (2 minutes vs 20 seconds)
  - At some locations, it will take eight times as long to turn left from US 113 at locations without signals (2 minutes vs 15 seconds)
- Traffic at seven of ten traffic signals in the Milford area will become congested by 2030.
  - Delays
  - Safety
  - Economic issues
  - Air quality
- No-Build will compromise safety due to inconsistency with adjacent proposed improvements
  - SR 1 Corridor Capacity Preservation Program to the north – full access control
  - Improvements to US 113 in Maryland to the south – high degree of access control
- The rapid rate of development will likely preclude any bypass option in the future.
- The failure of a No-Build Alternative along US 113 in the future in the Milford Area will likely result in actions to address congestion and safety issues, such as closing crossovers, and prohibiting left turns, creating over the long-term, an on-alignment type result, currently opposed by the City of Milford.

Figure #1: Milford Area Alternatives



US 113 North/South Study Alternatives Evaluation

MILFORD AREA

June 15, 2007

	No-Build	Yellow	Orange	Blue	Green	Purple	Brown
Wetlands and Waters of the US							
Wetlands (acres)	0	1.4	7.6	12.9	0.6	1.4	1.7
Waters of the US (linear feet)	0	957	3,111	3,277	684	376	558
Subaqueous lands (linear feet)	0	856	2,329	1,817	420	463	463
Historic Resources							
Number of Historic Properties within Study Area [1]	0	18	6	7	2	3	6
Number of Properties Potentially Subject to Section 4(f) [2]	0	6	0	0	0	0	0
Number of Cemeteries [3]	0	1	0	0	1	0	0
Archaeological Resources							
Number of Known Archaeological Sites in the Limit of Disturbance [4]	0	1	1	1	1	1	1
Prehistoric Sensitivity in the Limit of Disturbance [5]							
High Sensitivity Area (acres / %)	0	7 (1.8%)	16 (2.3%)	19 (3.8%)	4 (1.1%)	4 (1.0%)	3 (0.9%)
Moderate Sensitivity Area (acres / %)	0	45 (12.1%)	70 (10.4%)	59 (11.7%)	21 (5.4%)	22 (5.7%)	50 (12.5%)
Low Sensitivity Area (acres / %)	0	54 (14.3%)	144 (21.2%)	124 (24.8%)	40 (10.4%)	49 (12.7%)	63 (15.7%)
Slight Sensitivity Area (acres / %)	0	270 (71.8%)	449 (66.1%)	297 (59.7%)	322 (83.1%)	312 (80.6%)	282 (70.9%)
Early Historic-Period Sensitivity in the Limit of Disturbance [6]							
High Sensitivity Area (acres / %)	0	2 (0.4%)	5 (0.8%)	20 (4.1%)	9 (1.3%)	6 (1.5%)	6 (1.6%)
Moderate Sensitivity Area (acres / %)	0	9 (2.3%)	34 (5.0%)	26 (5.2%)	8 (1.3%)	9 (2.3%)	8 (1.9%)
Low Sensitivity Area (acres / %)	0	<1 (0.1%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	<1 (0.1%)
Slight Sensitivity Area (acres / %)	0	365 (97.2%)	639 (94.2%)	453 (90.7%)	371 (95.5%)	373 (96.1%)	384 (96.5%)
Later Historic-Period Sensitivity in the Limit of Disturbance [7]							
Extant Locations [8]	0	39	34	26	33	20	19
High Sensitivity Locations	0	152	42	48	21	31	50
Moderate Sensitivity Locations	0	5	4	5	15	4	5
Low Sensitivity Locations	0	14	19	18	4	7	16
Section 4(f) Properties							
Number of Publicly-Owned Parks and Recreation Areas	0	0	0	0	0	0	0
Number of Publicly-Owned Wildlife and Waterfowl Refuges	0	0	0	0	0	0	0
Number of Historic Properties [2]	0	6	0	0	0	0	0
Section 6(f) Properties							
Properties purchased by Land & Water Conservation Fund (LWCF) (number)	0	0	0	0	0	0	0
Area (acres)	0	0	0	0	0	0	0
Natural Areas							
State Resource Areas	0	1	33	36	1	1	1
Natural Areas	0	1	29	30	1	1	1
Rare, Threatened and Endangered Species							
Potential Rare, Threatened and Endangered Species Areas (acres) [9]	0	1.4	7.6	12.9	0.6	1.4	1.7
Other Considerations							
Agricultural Districts (Ten-Year) (number of properties)	0	0	4	2	1	1	1
(acres within properties)	0	0	39	11	<1	<1	<1
Agricultural Preservation Easements (Permanent) (number of properties)	0	3	3	3	3	5	3
(acres within properties)	0	12	12	12	31	40	12
Forestland: 2002 Land Use (acres)	0	17	81	79	15	18	22
State Forest Lands	0	0	0	0	0	0	0
Property Impacts							
Properties affected (numbers of)	0	342	203	212	181	139	189
Properties affected (total acres)	0	375	679	499	389	388	410
Access Rights							
Acquisitions (numbers of affected properties)	*0*	*101*	*56*	*75*	*78*	*50*	*50*
Relocations	0	76	37	60	31	30	29
Residential	0	39	33	46	28	27	25
Agricultural	0	0	1	7	1	1	2
Commercial	0	37	1	6	2	2	2
Approved residential lots	0	0	0	1	31	15	0
Other (existing vacant lots)	0	25	18	14	18	5	21
Modified Access (numbers of affected properties)	*0*	*96*	*6*	*6*	*28*	*23*	*39*
Residential	0	30	3	0	25	19	30
Agricultural	0	11	2	2	1	1	1
Commercial	0	53	0	4	0	0	0
Other	0	2	1	0	2	3	8
Cost							
Preliminary anticipated cost range ($ millions)	0	$419 - $512	$420 - $513	$324 - $395	$276 - $338	$292 - $356	$383 - $469
Livable Delaware							
Consistency with State Strategies and local comprehensive plans [10]	N/A	VERY POOR	FAIR	POOR	GOOD	GOOD	GOOD [10]
Engineering							
Existing US 113/SR 1 length (miles)	12.2	12.2	1.7	6.4	10.2	9.9	11.9
Proposed US 113 off-alignment length (miles)	0.0	0.0	10.8	7.2	4.6	4.6	3.9
Total length of alternative (miles)	12.2	12.2	12.5	13.6	14.8	14.5	15.8

1 Historic properties are resources listed on or determined eligible for the National Register of Historic Places; eligibility status is based on consultant recommendations, reviewed by DelDOT and SHPO staff; as of January 2007, consensus has been reached on most recommendations. Study area encompasses all properties on tax parcels within 600 feet of the centerline of the alternative.
2 Section 4(f) applies to historic properties directly impacted by an alternative; properties evaluated for direct impacts include any property within the limit of disturbance for the alternative and also include situations where demolition of all or some of the contributing components to the resource is proposed.
3 Includes only those cemeteries directly impacted by an alternative.
4 Archaeological sites on file with SHPO; most have not yet been evaluated for National Register eligibility; note that the limit of disturbance (here and in subsequent rows) does not include future stormwater management and other needs such as wetland mitigation sites.
5 GIS inductive model based on known sites and environmental parameters, intended as a planning tool for estimating the relative likelihood for sites to be present in the limit of disturbance; note that potential archaeological significance has not been assessed; current as of May 2005.
6 GIS model based on environmental parameters and current theory regarding early historic settlement, intended as a planning tool for estimating the relative likelihood for sites to be present in the limit of disturbance; note that potential archaeological significance has not been assessed; current as of May 2005.
7 Point locations for properties derived from historical maps and documents and assessed for likelihood of survival based on subsequent disturbances; note that potential archaeological significance has not been assessed; includes a 300-foot buffer around each point to account for mapping inaccuracies; current as of May 2005.
8 Standing historic-period structures.
9 Anticipated impacts to rare, threatened and endangered species based on coordination to date with DNREC. Detailed evaluation and coordination with DNREC and US Fish and Wildlife Service is continuing. The data represented in the potential rare, threatened and endangered (RTE) species areas row are not exhaustive. These data represent known occurrences of RTE species, not potential habitat for RTE species.
10 Based on consultation with the Office of State Planning Coordination, Kent and Sussex Counties, and the City of Milford; meeting held March 7, 2006.

ELLENDALE AREA

Hudson Pond to E. Redden Road/US 113 Intersection

PURPOSE:

- To preserve mobility and access for local residents and businesses
- To accommodate growth in the Ellendale area consistent with Ellendale's Comprehensive Plan
- To develop transportation improvements in the existing US 113 corridor that accommodate the anticipated growth in local, seasonal and through traffic

NEED

- Projected increase in development consistent with 2003 Sussex County Comprehensive Plan

PUBLIC INVOLVEMENT

DelDOT's first Public Workshop in the Ellendale Area occurred on November 18, 2004. Subsequent workshops were held on May 17, 2005 and on January 23, 2006 where DelDOT presented the Project Team's recommendation of the On-alignment Option as the alternative to be studied in detail, in addition to the No-Build Alternative, in the subsequent environmental document for the Ellendale portion of the US 113 North/South Study. 163 persons attended the Public Workshop held at the Ellendale Volunteer Fire Company facilities. 45 comment forms were received. 11 individuals indicated support for the On-alignment Alternative, 3 supported the Third Lane Option, 11 supported one of the two Western Bypass Alternatives, while two supported fixing existing roads.

WORKING GROUP INPUT

6 meetings were held with the Ellendale Working Group between July 20, 2004 and November 15, 2005. At the November 15, 2005 Working Group meeting, the Working Group chose to be non-committal regarding a recommendation on an alternative/s to be carried forward for detailed study in the environmental documentation for the Ellendale portion of the US 113 North/South Study.

FEDERAL AND STATE RESOURCE & REGULATORY AGENCY COORDINATION

Numerous meetings have been held with the environmental resource agencies throughout the life of the study. The initial discussions with the agencies regarding the Ellendale portion of the US 113 North/South Study occurred on September 8, 2004. On July 14, 2005, after reviewing the Ellendale alternatives, including the two Western Bypass alternatives, the agencies concluded that neither alternative could be considered the least environmentally damaging practicable alternative and that both alternatives were more environmentally challenging, in comparison to the On-Alignment Alternative. At an agency coordination meeting on September 9, 2005, the Project Team recommended and the agencies concurred that the Alternatives Retained for Detailed Study would include the On-alignment Alternative and the No-build Alternative.

DELDOT'S RECOMMENDED PREFERRED ALTERNATIVE:

The On-Alignment Alternative involves the construction of two additional lanes in and adjacent to the existing Right-of-Way on the west side of existing US 113 from Hudson Pond to approximately VFW Road. These additional lanes become limited access Southbound US 113. The existing southbound lanes of US 113 become the limited access Northbound US 113. The existing northbound lanes will become a two-way frontage road providing access for properties fronting on the east side of existing US 113. An interchange (overpass with ramps) would replace the Delaware Route 16/US 113 intersection and provide access between limited access US 113 and the local road system. From VFW Road south, to the end of the Ellendale Area portion of the US 113 N/S Study at East Redden Road, development and/or access rights, from the properties fronting US 113, would be acquired by DelDOT. A second interchange would be constructed in the vicinity of the intersection of Road 213, Old State Road, and US 113, again providing access between limited access US 113 and the local road system.

ELLENDALE NEXT STEPS

Summer 2007: Complete Environmental Documentation (EA, Environmental Assessment)

Fall 2007: Federal Highway Administration Approval
Public Notification of Approval

WHY THE ON-ALIGNMENT ALTERNATIVE?

The On-alignment alternative minimized new construction, had minimal impact on wetlands (3 acres) and forestland (5 acres), while meeting the goal of providing a limited access road. This alternative was considered the least environmentally damaging practicable alternative and was considered permittable by the environmental resource agencies.

WHY ***NOT*** OPTION 3 (THIRD LANE)?

This Option involved the widening of US 113 by an additional lane in each direction and the construction of an interchange to replace the Delaware Route 16/US 113 intersection. This alternative does not meet the stated purpose and need for the project.

WHY ***NOT*** BYPASS 1 (CLOSE-IN WESTERN BYPASS)?

This Option involved the construction of a short, 1.3 mile, bypass approximately 1000 feet west of existing US 113 in the Ellendale area. On either end, the bypass would tie into the On-alignment Option as described earlier. An interchange would be constructed where the bypass crosses over Delaware Route 16, providing access between the bypass and the local road system. The wetland impacts (13 acres) associated with this alternative precluded this alternative from being considered the least environmentally damaging practicable alternative and therefore was not favored by the environmental resource agencies.

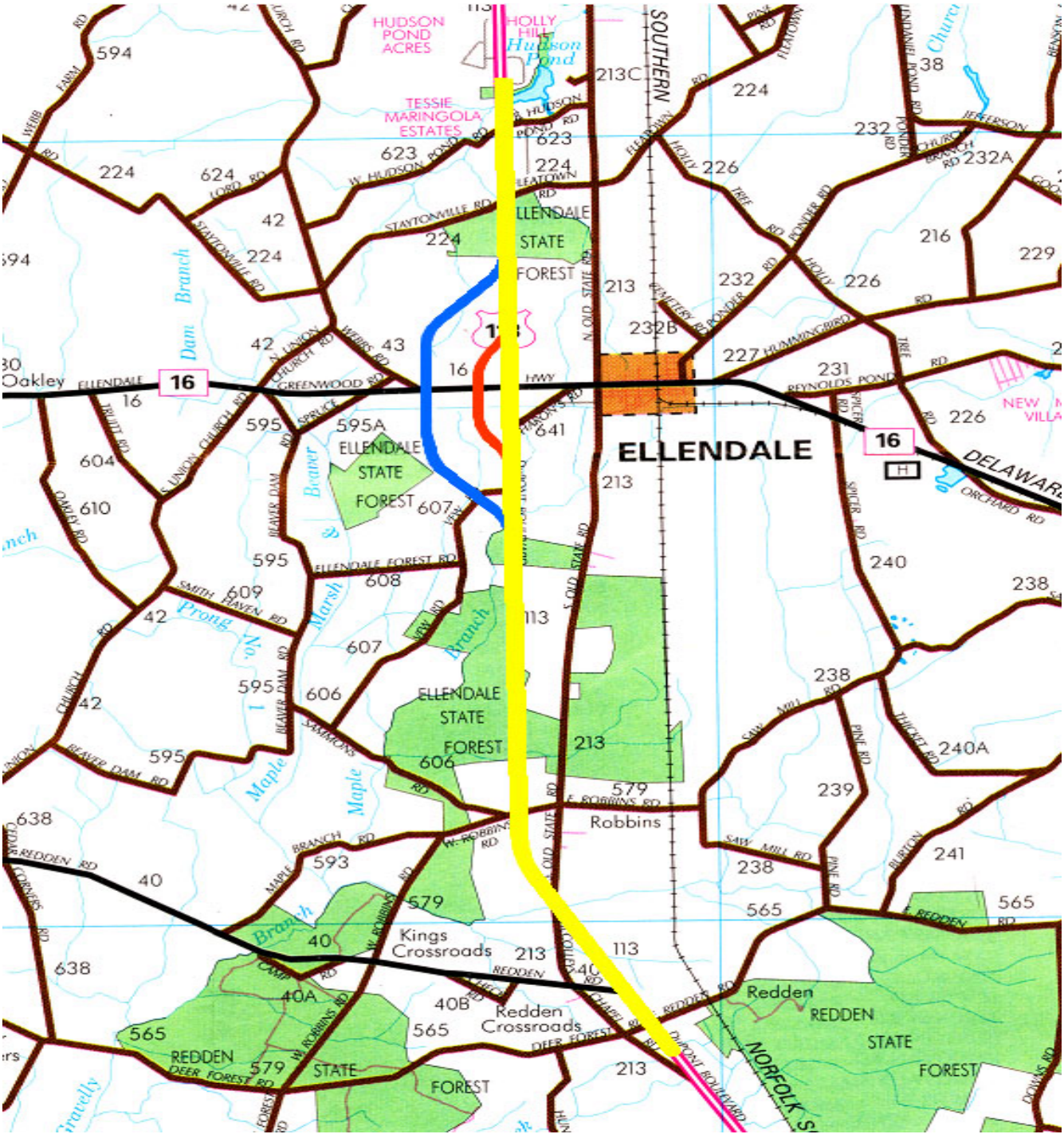
WHY ***NOT*** BYPASS 2 (FAR WESTERN BYPASS)?

This Option involved the construction of a 2.5 mile bypass approximately 3200 feet west of existing US 113 in the Ellendale Area. On either end, the bypass would tie into the On-Alignment Alternative as described earlier. An interchange would be constructed where Delaware Route 16 crosses over the bypass, providing access between the bypass and the local road system. The wetland impacts (41 acres) associated with this alternative precluded this alternative from being considered the least environmentally damaging practicable alternative and was also not favored by the environmental resource agencies.

WHY ***NOT*** NO-BUILD?

The No-Build Alternative will NOT accommodate growth in the local, seasonal, and regional (through) traffic in the US 113 corridor. The purpose of the project is to identify, select, and protect a corridor for the future, so there is a solution available when transportation improvements are needed. The No-Build Alternative does not address that purpose.

Figure #2: Ellendale Area Alternatives



ALTERNATIVES IMPACTS COMPARISON MATRIX - ELLENDALE *

	No Build Alternative	Option 1/2	Option 3	Close-in Western Bypass	Far Western Bypass
Meets Project Purpose and Needs (Y/N)	N	Y	Y	Y	Y
Area of Potential Floodplain Impacts - FEMA (acres)					
100-Year	0	1	0	4	4
Area of Potential Wetland/Waters of the US Impacts					
Total Wetlands (acres)	0	3	1	13	41
Hydric Soils (acres)	0	17	17	51	74
(1) Waters of the US Impacts (acres, linear feet)	0	1100	1300	4168	5535
Potential Agricultural Impacts					
Agricultural Districts (acres)	0	0	0	3	3
Agricultural Development Rights (acres)	0	0	0	0	0
Prime Farmlands (acres)	0	28	22	82	101
Potential Hazardous Waste Impacts					
Number of EPA Sites	0	0	0	0	0
Number of NPDES Locations	0	0	0	0	0
Potential Cultural Resources Impacts (2)					
Number of NRHP Buildings, Structures and Objects	0	1 (1)	0 (1)	0 (2)	2 (2)
Number of NRHP Archeological Sites	0	0 (0)	0 (0)	0 (0)	0 (0)
Number of NRHP Districts	0	0 (1)	0 (1)	0 (1)	0 (1)
Number of CRS Buildings, Structures and Objects	0	26 (26)	9 (17)	32 (37)	24 (30)
Number of CRS Archeological Sites	0	6 (6)	0 (0)	7 (8)	7 (7)
Number of CRS Areas/Districts	0	4 (7)	0 (2)	5 (8)	4 (7)
Number of POTENTIAL CRS Points	0	0 (4)	0 (0)	0 (4)	3 (4)
Number of Cemeteries	0	0 (0)	0 (1)	0 (1)	0 (1)
Predictive Model: PreHistoric Sensitivity - High & Moderate (acres)	0	13 (301)	9 (100)	40 (305)	60 (389)
Predictive Model: PreHistoric Sensitivity - Low (acres)	0	11 (176)	13 (65)	45 (235)	33 (216)
Predictive Model: Early Historic Sensitivity - High & Moderate (acres)	0	2 (37)	0 (0)	5 (39)	5 (39)
Predictive Model: Early Historic Sensitivity - Low (acres)	0	0 (2)	0 (4)	0 (8)	2 (12)
Predictive Model: Sites of Historic Sensitivity - High & Moderate (number of)	0	n/a	n/a	n/a	n/a
Predictive Model: Sites of Historic Sensitivity - Low (number of)	0	n/a	n/a	n/a	n/a
Potential Natural Resource Impacts (acres, square feet)					
Natural Areas (acres)	0	0	0	0	0
(3) State Resource Areas (acres)	0	19	0	64	101
Forestland: 2002 Land Use (acres)	0	5	0	17	20
State Forest (acres)	0	3	0	11	11
Rare, Threatened and Endangered Species	0	TBD	TBD	TBD	TBD
(4) Parks and Recreation Areas (acres)	0	3	0	11	12

GEORGETOWN AREA

E. Redden Road/US 113 Intersection to 1000' south of the US 113/Governor Stockley Road Intersection

PURPOSE:

- To preserve mobility and access for local residents and businesses
- To develop transportation improvements that reduce congestion and accommodate anticipated growth in local, seasonal and through traffic
- To accommodate economic growth in the Georgetown area

NEED

- To address existing and future traffic needs along existing US 113 in the near-, mid- and long-term
- To address high accident locations along existing US 113

PUBLIC INVOLVEMENT

The March 15, 2007 Georgetown Workshop was well attended with 508 comment forms received. There was very strong opposition to all bypass alternatives, both east and west, and strong support to modify the On-Alignment Alternative in a way that reduced impacts to properties along existing US 113. As a result of the Workshops, Secretary Wicks decided to NOT retain the East-to-East Alternatives for detailed study and directed the Project Team to give renewed attention to the On-Alignment Alternative.

	Preference*	
Alternative**	**Favor**	**Oppose**
No-Build	61	0
On-Alignment (Yellow)	34	1
All Off-Alignment	**0**	**391*****
Any West Bypass	4	0
Violet (East-to-East)	14	40
Dark Blue (East-to-East)	18	41

* Many people offered multiple suggestions.
** No specific comments received about the Orange Alternative
*** Suggest modifications to On-alignment Alternative

WORKING GROUP INPUT

➲ On April 19, 2007, the Project Team presented a refined On-Alignment Alternative to the Georgetown Working Group, which resulted in a positive response from the Working Group. However, a number of concerns were raised:

- Concern about property impacts
  - US 113 at SR 18/SR 404
  - US 113 at Speedway Road / Kruger Road
- Provide interchange at East Redden Road / Deer Forest Road to reduce the distance between interchanges north of Wilson Road
- Adjust ramps at SR 18 / SR 404 and US 9 to improve east/west movements to and from US 113
- Safety concerns at Arrow Safety Road and South Bedford Street
- Clarify access to State Police -Troop 4 facility

➲ On May 3, 2007, the Project Team provided further refinements to the On-Alignment Alternative, addressing a number of comments raised by the Working Group at the April 19 meeting.

➲ At their May 3, 2007 meeting, the Working Group voiced strong support for the Refined On-Alignment Alternative and strong opposition to all bypass alternatives as noted by the following:

- Two motions were presented. Twenty-one (21) of the 29 Working Group members were present to vote. The remaining 8 members voted through absentee ballot.
  - Eliminate all bypass alternatives from consideration – 20 supporting votes / 4 opposing votes / 5 abstentions
  - Recommend the Refined On-Alignment Alternative – 23 supporting votes / 1 opposing vote / 5 abstentions
  - The Working Group support was conditional on DelDOT continuing to work closely with the Working Group, concerned citizens, communities and businesses to make adjustments to minimize property impacts, while maintaining appropriate safety and capacity standards.

FEDERAL AND STATE RESOURCE & REGULATORY AGENCY COORDINATION

Through the development of the project, the agencies tended informally to support an On-alignment or close in Western Bypass alternative. At meetings on April 23, 2007 and May 10, 2007, the Refined On-alignment alternative was presented to and discussed with the agency representatives. Concerns were expressed regarding the placement of stormwater management facilities, impacts to cultural resources and east/west traffic service. Without expressing a formal opinion, the agencies are generally supportive of the Refined On-alignment Alternative.

DELDOT'S RECOMMENDED PREFERRED ALTERNATIVE:

➲ DelDOT's Recommended Preferred Alternative is the Refined On-Alignment Alternative. This alternative is consistent with and responds to the public input from the March 15, 2007 workshop, and is supported by both the Georgetown Area Working Group and generally by the Environmental Resource and Regulatory Agencies.

➲ The Recommended Preferred Alternative substantially limits access, meeting one of the key goals of the study, and, over time, will result in a high capacity facility with no at-grade intersections, left turns in or out, or cross traffic. Right-in and right-out access will be retained as much as possible. The conversion of existing US 113 to the Refined On-Alignment Alternative would occur over a number of years, as capacity and safety conditions dictate.

- Objectives of the Refined On-Alignment Alternative:
  - Provide the safety and capacity of a limited-access facility
  - Refine prior On-Alignment Alternatives to reduce property impacts and maintain an acceptable level of local access
- The proposed improvements include:
  - Widening US 113 (into the median where possible) to provide one additional lane northbound and southbound
  - Grade separations at seven intersections, removal of five traffic signals, and closure of all unsignalized crossovers along US 113
  - Maintaining right-in/right-out movements for existing access and consolidate access where possible
- Grade separations would be provided along US 113 at the following locations:
  - Wilson Road
  - SR 18 / SR 404 (existing level of service F)
  - US 9 (existing level of service F)
  - Arrow Safety Road
    (partial interchange to connect to relocated Park Avenue)
  - South Bedford Street / Shortly Road
  - Speedway Road / Kruger Road
  - Governor Stockley Road
  - Grade separations would be constructed over time as conditions dictate

POTENTIAL NEAR-TERM OR MID-TERM IMPROVEMENTS (Priority to Address Existing Problems)

The Recommended Preferred Alternative is a long-term solution. In the interim, DelDOT will take small-scale actions to maintain and enhance the capacity and safety of the existing roadway network. Some of these potential improvements could include:

- Signal timing improvements along US 113
- Coordination to ensure development along US 113 is consistent with the Recommended Preferred Alternative
- Highway Safety Improvement Program (HSIP) improvements at the intersection of US 113 with South Bedford Street and Shortly Road
- Timing of the Arrow Safety Road grade separation to coincide with Sussex County's relocation of Park Avenue, the US 9 truck route
- Construction of the Recommended Preferred Alternative in phases to address the most pressing needs first

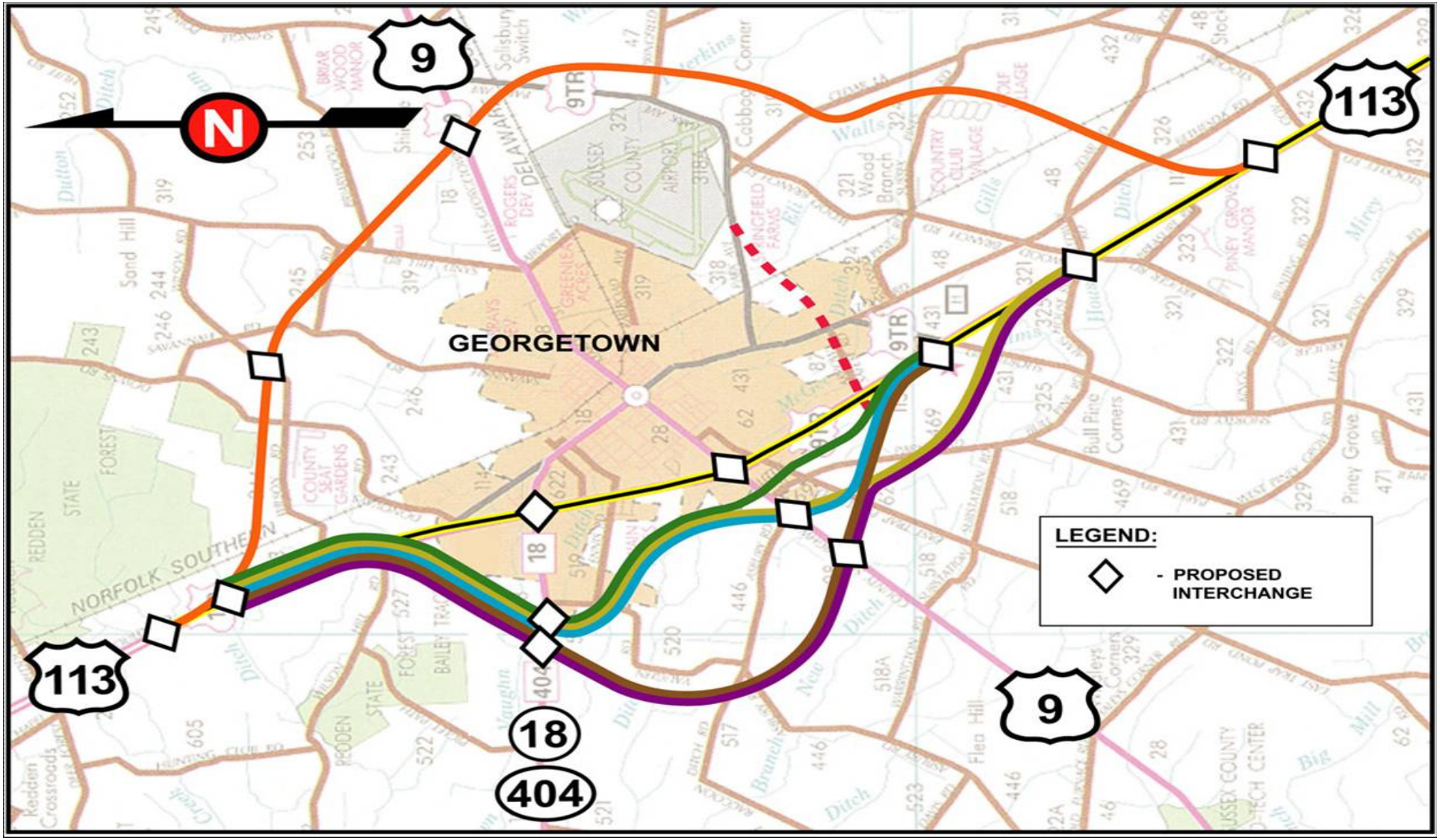
GEORGETOWN AREA NEXT STEPS

Early 2008 DEIS and Public Hearings

WHY REFINED ON-ALIGNMENT AND NOT OTHER ALTERNATIVES?

- Wetlands
  - Refined On-Alignment Alternative – 6 acres
  - West Bypass Alternatives – 45 to 50 acres
  - East Bypass Alternative – 48 acres
  - On-Alignment Alternatives – 37 to 43 acres
- Natural Areas / State Resource Areas
  - Refined On-Alignment Alternative – 0 acres / 3 acres
  - West Bypass Alternatives – 1 acre / 2 to 24 acres
  - East Bypass Alternative – 26 acres / 42 acres
  - On-Alignment Alternatives – 1 acres / 13 acres
- Socio-Economic Impacts
  - Refined On-Alignment Alternative – 164 properties (177 acres)
  - West Bypass Alternatives – 292 to 320 properties (582 to 749 acres)
  - East Bypass Alternative – 235 properties (525 acres)
  - On-Alignment Alternatives – 415 to 455 properties (700 to 850 acres)
- Public Support
  - Responds to/consistent with public comments received at March 15, 2007 Workshop.
  - Significant public opposition to all bypass alternatives (east and west)
- Georgetown Working Group and Environmental Resource Agencies support Refined On-Alignment

Figure #3: Georgetown Area Alternatives



US 113 North/South Study Alternatives Evaluation

GEORGETOWN AREA

June 15, 2007

	No-Build	Yellow 1	Yellow 2	Refined On-Alignment	Orange	Blue	Gold	Green	Brown	Purple
Wetlands and Waters of the US										
Wetlands (acres)	0	37.1	43.4	6.1	48.0	48.0	49.2	49.4	44.9	49.7
Waters of the US (linear feet)	0	17,405	16,732	2,920	12,129	18,051	18,287	17,572	20,020	20,013
Subaqueous lands (linear feet)	0	12,740	12,205	2,713	9,108	11,814	12,037	11,909	11,375	10,965
Historic Resources										
Number of Historic Properties within Study Area [1]	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Number of Properties Potentially Subject to Section 4(f) [2]	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Number of Cemeteries [3]	0	2	2	2	4	2	2	2	2	2
Archaeological Resources										
Number of Known Archaeological Sites in the Limit of Disturbance [4]	0	7	6	TBD	12	7	7	7	7	6
Prehistoric Sensitivity in the Limit of Disturbance [5]										
High Sensitivity Area (acres / %)	0	31 (4.2%)	31 (4.2%)	12 (3.9%)	57 (8.2%)	37 (5.0%)	37 (4.8%)	35 (5.0%)	32 (4.3%)	32 (4.6%)
Moderate Sensitivity Area (acres / %)	0	49 (6.6%)	48 (6.7%)	19 (6.0%)	105 (15.2%)	41 (5.5%)	40 (5.1%)	42 (6.0%)	65 (8.7%)	60 (8.7%)
Low Sensitivity Area (acres / %)	0	195 (26.5%)	197 (27.54%)	86 (27.9%)	174 (25.1%)	196 (26.1%)	178 (22.7%)	174 (24.8%)	188 (25.3%)	171 (24.7%)
Slight Sensitivity Area (acres / %)	0	461 (62.6%)	441 (61.5%)	191 (62.2%)	358 (51.6%)	478 (63.5%)	527 (67.4%)	451 (64.3%)	458 (61.7%)	429 (62.0%)
Early Historic-Period Sensitivity in the Limit of Disturbance [6]										
High Sensitivity Area (acres / %)	0	4 (0.5%)	4 (0.5%)	2 (0.7%)	4 (0.5%)	4 (0.5%)	4 (0.5%)	5 (0.5%)	4 (0.5%)	4 (0.5%)
Moderate Sensitivity Area (acres / %)	0	9 (1.2%)	9 (1.2%)	2 (0.7%)	16 (2.3%)	6 (0.8%)	6 (0.8%)	6 (0.9%)	11 (1.5%)	11 (1.6%)
Low Sensitivity Area (acres / %)	0	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	2 (0.3%)	3 (0.4%)	2 (0.3%)	2 (0.3%)	2 (0.3%)
Slight Sensitivity Area (acres / %)	0	724 (98.4%)	705 (98.3%)	304 (98.6%)	674 (97.2%)	741 (98.5%)	770 (98.4%)	691 (98.4%)	726 (97.81%)	676 (97.66%)
Later Historic-Period Sensitivity in the Limit of Disturbance [7]										
Extant Locations [8]	0	26	26	19	56	24	22	24	23	21
High Sensitivity Locations	0	110	110	96	48	78	77	76	76	75
Moderate Sensitivity Locations	0	3	3	2	0	2	2	2	2	2
Low Sensitivity Locations	0	21	21	21	2	19	18	18	18	17
Section 4(f) Properties										
Number of Publicly-Owned Parks and Recreation Areas	0	0	0	0	0	0	0	0	0	0
Number of Publicly-Owned Wildlife and Waterfowl Refuges	0	0	0	0	0	0	0	0	0	0
Number of State-Managed Wildlife Preserves (acres)	0	0	0	0	0	0	0	0	0	0
Number of Historic Properties [2]	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Section 6(f) Properties										
Properties purchased by Land & Water Conservation Fund (LWCF) (number)	0	0	0	0	1	0	0	0	0	0
Area (acres)	0	0	0	0	2	0	0	0	0	0
Natural Areas										
State Resource Areas	0	13	13	3	42	2	2	2	24	24
Natural Areas	0	1	1	0	26	1	1	1	1	1
Rare, Threatened and Endangered Species										
Potential Rare, Threatened and Endangered Species Areas (acres) [9]	0	37.1	43.4	9.2	18.7	16.5	16.5	16.5	16.5	16.5
Other Considerations										
Agricultural Districts (Ten-Year) (number of properties)	0	2	2	1	7	2	2	2	2	2
(acres within properties)	0	7	7	2	41	7	7	7	7	7
Agricultural Preservation Easements (Permanent) (number of properties)	0	0	0	0	2	0	0	0	0	0
(acres within properties)	0	0	0	0	2	0	0	0	0	0
Forestland: 2002 Land Use (acres)	0	64	65	7	122	71	80	70	102	104
State Forest Lands	0	0	0	0	0	0	0	0	0	0
Property Impacts										
Properties affected (numbers of)	0	455	414	164	235	304	292	295	320	301
Properties affected (total acres)	0	850	700	177	525	582	672	629	749	728
Access Rights										
Acquisitions (numbers of affected properties)	*0*	*67*	*67*	*59*	*52*	*94*	*87*	*84*	*92*	82
Residential	0	34	28	24	37	58	57	51	53	53
Agricultural	0	20	18	30	13	22	20	19	24	19
Commercial	0	13	21	5	3	14	10	14	15	10
Approved residential lots	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Other (existing vacant lots)	0	0	0	0	2	0	0	0	0	0
Modified Access (numbers of affected properties)	*0*	*165*	*164*	*90*	*38*	*105*	*98*	*106*	*89*	*98*
Residential	0	85	97	42	24	69	63	68	47	63
Agricultural	0	25	17	28	8	18	17	16	19	17
Commercial	0	55	50	20	5	18	18	22	23	18
Other	0	0	0	0	1	0	0	0	0	0
Cost										
Preliminary anticipated cost range - construction ($ millions)	0	$335 - $409	$365 - $446	$225 - $250	$256 - $312	$261 - $319	$310 - $378	$259 - $317	$317 - $387	$355 - $433
Livable Delaware										
Consistency with State Strategies and local comprehensive plans [10]	N/A	POOR	POOR	POOR	GOOD	POOR	FAIR	POOR	FAIR	GOOD
Engineering										
Existing US 113/SR 1 length (miles)	10.6	10.6	10.6	10.6	3.6	6.8	5.9	6.8	6.8	5.9
Proposed US 113 off-alignment length (miles)	0.0	0.0	0.0	0.0	9.0	4.6	5.5	4.4	5.3	6.2
Total length of alternative (miles)	10.6	10.6	10.6	10.6	12.6	11.4	11.4	11.2	12.1	12.1

1 Historic properties are resources listed on or determined eligible for the National Register of Historic Places; eligibility status is based on consultant recommendations, reviewed by DelDOT and SHPO staff; as of January 2007, consensus has been reached on most recommendations. Study area encompasses all properties on tax parcels within 600 feet of the centerline of the alternative.
2 Section 4(f) applies to historic properties directly impacted by an alternative; properties evaluated for direct impacts include any property within the limit of disturbance for the alternative and also include situations where demolition of all or some of the contributing components to the resource is proposed.
3 Includes only those cemeteries directly impacted by an alternative.
4 Archaeological sites on file with SHPO; most have not yet been evaluated for National Register eligibility; note that the limit of disturbance (here and in subsequent rows) does not include future stormwater management and other needs such as wetland mitigation sites.
5 GIS inductive model based on known sites and environmental parameters, intended as a planning tool for estimating the relative likelihood for sites to be present in the limit of disturbance; note that potential archaeological significance has not been assessed; current as of May 2005.
6 GIS model based on environmental parameters and current theory regarding early historic settlement, intended as a planning tool for estimating the relative likelihood for sites to be present in the limit of disturbance; note that potential archaeological significance has not been assessed; current as of May 2005.
7 Point locations for properties derived from historical maps and documents and assessed for likelihood of survival based on subsequent disturbances; note that potential archaeological significance has not been assessed; includes a 300-foot buffer around each point to account for mapping inaccuracies; current as of May 2005.
8 Standing historic-period structures.
9 Anticipated impacts to rare, threatened and endangered species based on coordination to date with DNREC. Detailed evaluation and coordination with DNREC and US Fish and Wildlife Service is continuing. The data represented in the potential rare, threatened and endangered (RTE) species areas row are not exhaustive. These data represent known occurrences of RTE species, not potential habitat for RTE species.
10 Based on consultation with the Office of State Planning Coordination, Kent and Sussex Counties, and the City of Georgetown; meeting held March 7, 2006.

MILLSBORO-SOUTH AREA

1000' south of the US 113/Governor Stockley Road Intersection to the Delaware/Maryland State Line

PURPOSE:

- To preserve mobility and access for local residents and businesses
- To develop transportation improvements that reduce congestion and accommodate anticipated growth in local, seasonal and through traffic
- To accommodate economic growth in the Millsboro-South area

NEED:

- To address existing and future traffic capacity needs along existing US 113 in the near-, mid- and long-term
- To address high accident locations along existing US 113

PUBLIC INVOLVEMENT

- There were a total of 366 attendees at the most recent public workshop on March 12, 2007. 85 comment forms were received.
- There was considerable opposition to the East-to-East Alternatives.
- There was significantly less opposition to bypass routes when compared to Georgetown area.
- Overall, concerns similar to Georgetown regarding impacts to property, environment, and quality of life.

	Preference*	
Alternative	**Favor**	**Oppose**
No-Build	19	0
On-Alignment (Yellow)	3	10
Any West Bypass	7	4
Any East Bypass	3	1
Violet (East-to-East)	20	43
Dark Blue (East-to-East)	14	34

* Many people offered multiple suggestions.

WORKING GROUP INPUT

- East Bypass Alternatives – *Significant support*
  - Provides long-term solution for traffic on US 113 and in Millsboro
  - Provides additional crossing of Indian River to help evacuation
  - East/West connections to SR 24, SR 26, SR 20 and SR 54 are critical

- West Bypass Alternative - *No support*
  - Majority of traffic traveling east to beach destinations
  - Connections to SR 24, SR 26 and SR 54 will not be enough
- On-Alignment Alternative – *Very little support*
  - Divides Millsboro in half
  - Support for On-Alignment through Selbyville with northern SR 54 connector
  - Emergency access/mobility concerns
  - Significant business impacts
  - Support for On-Alignment through Selbyville with northern SR 54 connector
- No-Build Alternative – *No support*
  - Working Group focused on long term solution
  - Recognize need for project
  - Concerned with role of politics in the process

FEDERAL AND STATE RESOURCE & REGULATORY AGENCY COORDINATION

Based upon evaluation to date (effort is ongoing), the preliminary view of the environmental resource and regulatory agencies is that:

- The East Bypasses seem preferable to the West Bypasses, based on information available to date
- More detailed information required before identifying a recommended preferred alternative, i.e., results of field investigations, etc.
- However, there is concern with the need to cross the “Stockley Natural Area”, required by all alternatives, east and west.

POTENTIAL NEAR-TERM OR MID-TERM IMPROVEMENTS (Priority to Address Existing Problems)

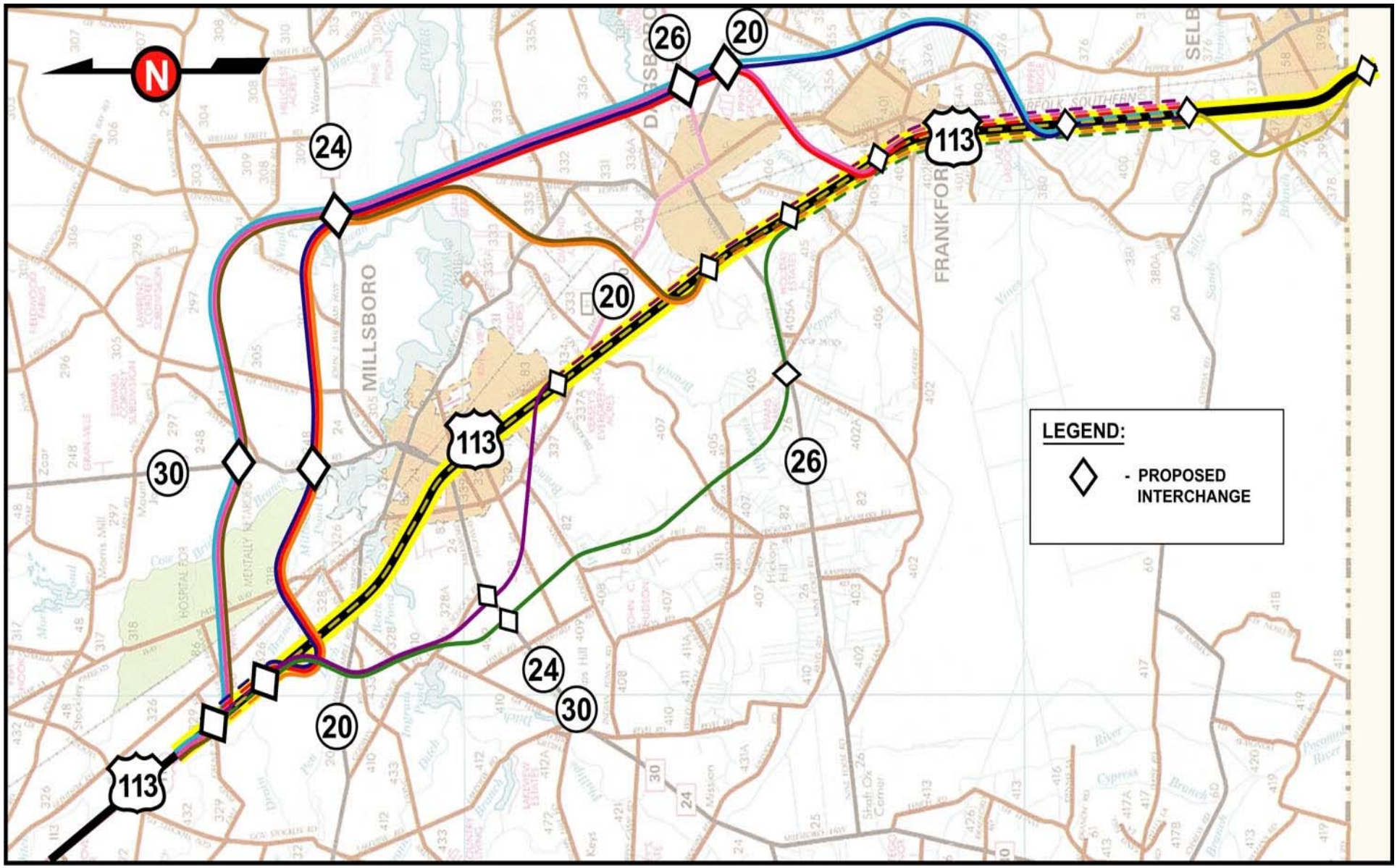
The Recommended Preferred Alternative is a long-term solution. In the interim, DelDOT will take small-scale actions to maintain and enhance the capacity and safety of the existing roadway network. Some of these potential improvements could include:

- Minor capacity improvements at the intersection of US 113 and SR 24 (in progress)
- Signal timing improvements along US 113
- Highway Safety Improvement Program (HSIP) improvements at the US 113 at the SR 20 west, SR 24, SR 20 east, and SR 26 intersections
- Construction of the Recommended Preferred Alternative in phases to address the most pressing needs first

MILLSBORO-SOUTH NEXT STEPS

Fall 2007: DelDOT identifies Recommended Preferred Alternative
Early 2008: DEIS and Public Hearing

Figure #4: Millsboro-South Alternatives



US 113 North/South Study Alternatives Evaluation

MILLSBORO-SOUTH AREA

June 15, 2007

	No-Build	Yellow	Orange	Brown	Red	Pink	Blue	Aqua	Purple-NORTH	Purple-SOUTH	Green - NORTH	Green - SOUTH	Gold
Wetlands and Waters of the US													
Wetlands (acres)	0	59.5	60.5	59.9	34.8	34.3	39.5	38.8	58.0	60.6	45.5	48.1	48.8
Waters of the US (linear feet)	0	48,048	49,580	50,505	40,538	41,814	43,855	44,780	48,241	48,117	60,315	60,187	33,819
Subaqueous lands (linear feet)	0	25,656	24,508	25,433	23,996	25,269	26,985	27,969	26,073	25,925	27,050	26,900	18,606
Historic Resources													
Number of Historic Properties within Study Area [1]	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Number of Properties Potentially Subject to Section 4(f) [2]	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Number of Cemeteries [3]	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Archaeological Resources													
Number of Known Archaeological Sites in the Limit of Disturbance [4]	0	0	1	5	2	6	2	6	0	0	1	1	0
Prehistoric Sensitivity in the Limit of Disturbance [5]													
High Sensitivity Area (acres / %)	0	29 (2.7%)	28 (2.3%)	20 (1.7%)	31 (2.7%)	23 (2.0%)	30 (2.8%)	22 (2.1%)	43 (3.6%)	47 (3.9%)	42 (3.9%)	46 (4.3%)	28 (3.1%)
Moderate Sensitivity Area (acres / %)	0	73 (6.9%)	76 (6.2%)	78 (6.6%)	68 (5.9%)	70 (6.3%)	67 (6.2%)	70 (6.6%)	91 (7.7%)	93 (7.8%)	83 (7.7%)	85 (7.8%)	58 (6.5%)
Low Sensitivity Area (acres / %)	0	301 (28.5%)	325 (26.6%)	316 (26.6%)	310 (27.1%)	304 (27.3%)	292 (27.0%)	285 (27.2%)	332 (8.0%)	324 (27.4%)	292 (26.9%)	285 (26.2%)	215 (24.4%)
Slight Sensitivity Area (acres / %)	0	652 (61.8%)	794 (64.9%)	775 (65.2%)	735 (64.3%)	717 (64.4%)	692 (64.0%)	673 (64.1%)	719 (60.7%)	722 (60.9%)	666 (61.5%)	669 (61.7%)	581 (65.9%)
Early Historic-Period Sensitivity in the Limit of Disturbance [6]													
High Sensitivity Area (acres / %)	0	40 (3.8%)	20 (1.6%)	26 (2.2%)	22 (1.9%)	28 (2.5%)	22 (2.1%)	28 (2.7%)	36 (3.1%)	35 (3.0%)	16 (1.5%)	14 (1.3%)	40 (4.6%)
Moderate Sensitivity Area (acres / %)	0	16 (1.5%)	17 (1.4%)	9 (0.7%)	8 (0,7%)	0 (0.0%)	8 (0.8%)	0 (0.0%)	14 (1.2%)	20 (1.6%)	6 (0.5%)	11 (1.0%)	16 (1.8%)
Low Sensitivity Area (acres / %)	0	6 (0.5%)	6 (0.5%)	6 (0.5%)	6 (0.6%)	6 (0.6%)	5 (0.5%)	5 (0.5%)	6 (0.5%)	6 (0.5%)	9 (0.8%)	9 (0.8%)	6 (0.6%)
Slight Sensitivity Area (acres / %)	0	993 (94.2%)	118 (96.5%)	1149 (96.6%)	1106 (96.8%)	1079 (96.9%)	1046 (96.7%)	1017 (96.8%)	1128 (95.3%)	1125 (94.9%)	1053 (97.2%)	1051 (96.9%)	819 (93.0%)
Later Historic-Period Sensitivity in the Limit of Disturbance [7]													
Extant Locations [8]	0	303	191	191	171	171	108	108	226	226	172	172	244
High Sensitivity Locations	0	47	48	41	44	37	39	32	57	58	55	56	50
Moderate Sensitivity Locations	0	86	75	73	77	75	70	68	82	83	75	76	39
Low Sensitivity Locations	0	19	14	14	12	12	8	8	19	19	14	14	11
Section 4(f) Properties													
Number of Publicly-Owned Parks and Recreation Areas	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of Publicly-Owned Wildlife and Waterfowl Refuges	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of Historic Properties [2]	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Section 6(f) Properties													
Properties purchased by Land & Water Conservation Fund (LWCF) (number)	0	0	0	0	0	0	0	0	0	0	0	0	0
Area (acres)	0	0	0	0	0	0	0	0	0	0	0	0	0
Natural Areas													
State Resource Areas	0	19	39	27	48	36	49	37	20	32	20	32	19
Natural Areas	0	16	18	6	18	6	19	7	10	13	10	13	16
Number of State-Managed Wildlife Preserves (acres)	0.0	13.1	17.3	5.4	17.3	5.4	17.3	5.4	7.9	12.8	7.9	12.8	13.1
Rare, Threatened and Endangered Species													
Potential Rare, Threatened and Endangered Species Areas (acres) [9]	0	12.3	8.4	6.2	11.2	9.1	11.8	9.7	18.5	18.9	13.8	14.2	12.3
Other Considerations													
Agricultural Districts (Ten-Year) (number of properties)	0	1	1	0	1	0	1	0	0	0	0	0	1
(acres within properties)	0.0	2.9	7.8	0.0	7.8	0.0	7.8	0.0	0.0	0.0	0.0	0.0	2.9
Agricultural Preservation Easements (Permanent) (number of properties)	0	1	1	1	1	1	1	1	1	1	2	2	1
(acres within properties)	0	<1	<1	<1	<1	<1	<1	<1	<1	<1	20	20	<1
Prime Farmland (acres)	0	111	109	107	114	111	69	69	110	110	120	120	76
Forestland: 2002 Land Use (acres)	0	9	154	165	182	193	211	220	125	126	115	116	61
State Forest Lands	0	0	0	0	0	0	0	0	0	0	0	0	0
Properties													
Properties affected (numbers of)	0	696	749	720	620	591	524	441	584	585	549	550	575
Properties affected (total acres)	0	1110	1115	1219	1057	954	1003	899	951	944	899	903	990
Access Rights													
Acquisitions (numbers of properties)	*0*	*190*	*188*	*182*	*167*	*162*	*138*	*128*	*235*	*235*	*230*	*230*	*152*
Residential	0	128	121	118	112	107	89	90	19	19	11	11	93
Agricultural	0	10	24	21	12	13	13	10	1	1	3	3	30
Commercial	0	42	42	42	26	26	13	13	1	1	2	2	29
Approved residential lots	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	211	211	211	211	TBD
Other (existing vacant lots)	0	TBD	1	1	16	21	14	14	3	3	3	3	0
Modified Access (numbers of affected properties)	*0*								*160*	*160*	*113*	*113*	*217*
Residential	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	73	73	42	42	131
Agricultural	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	40	40	35	35	36
Commercial	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	47	47	34	34	46
Other	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	0	0	2	2	4
Cost													
Preliminary anticipated cost range - ($ millions)	0	$600 - $734	$625 - $765	$774 -$945	$645 - $789	$704 - $860	$637 - $779	$696 - $850	$541 - $661	$543 - $663	$638 - $780	$640 - $782	$528 - $646
Livable Delaware													
Consistency with State Strategies and local comprehensive plans [10]	N/A	VERY POOR	POOR	VERY POOR	POOR	VERY POOR	GOOD	FAIR	VERY POOR	VERY POOR	POOR	POOR	VERY POOR
Engineering													
Existing US 113/SR 1 length (miles)	14.7	14.7	8.6	7.4	6.4	5.2	4.4	3.2	10.7	10.7	7.8	7.8	11.9
Proposed US 113 off-alignment length (miles)	0.0	0.0	9.5	10.8	11.5	12.8	13.6	14.8	4.7	4.7	8.1	8.1	3.2
Total length of alternative (miles)	14.7	14.7	18.1	18.2	17.9	18.0	18.0	18.0	15.4	15.4	15.9	15.9	15.1

1 Historic properties are resources listed on or determined eligible for the National Register of Historic Places; eligibility status is based on consultant recommendations, reviewed by DelDOT and SHPO staff; as of January 2007, consensus has been reached on most recommendations. Study area encompasses all properties on tax parcels within 600 feet of the centerline of the alternative.
2 Section 4(f) applies to historic properties directly impacted by an alternative; properties evaluated for direct impacts include any property within the limit of disturbance for the alternative and also includes situations where demolition of all or some of the contributing components to the resource is
3 Includes only those cemeteries directly impacted by an alternative.
4 Archaeological sites on file with SHPO; most have not yet been evaluated for National Register eligibility; note that the limit of disturbance (here and in subsequent rows) does not include future stormwater management and other needs such as wetland mitigation sites.
5 GIS inductive model based on known sites and environmental parameters, intended as a planning tool for estimating the relative likelihood for sites to be present in the limit of disturbance; note that potential archaeological significance has not been assessed; current as of May 2006.
6 GIS model based on environmental parameters and current theory regarding early historic settlement, intended as a planning tool for estimating the relative likelihood for sites to be present in the limit of disturbance; note that potential archaeological significance has not been assessed; current as of May 2006.
7 Point locations for properties derived from historical maps and documents and assessed for likelihood of survival based on subsequent disturbances; note that potential archaeological significance has not been assessed; includes a 300-foot buffer around each point to account for mapping inaccuracies; current as of May 2006.
8 Standing historic-period structures.
9 Anticipated impacts to rare, threatened and endangered species based on coordination to date with DNREC. Detailed evaluation and coordination with DNREC and US Fish and Wildlife Service is continuing. The data represented in the potential rare, threatened and endangered (RTE) species areas row are not exhaustive. These data represent known occurrences of RTE species, not potential habitat for RTE species.
10 Based on consultation with the Office of State Planning Coordination, Kent and Sussex Counties, and the City of Millsboro; meeting held March 8, 2006.