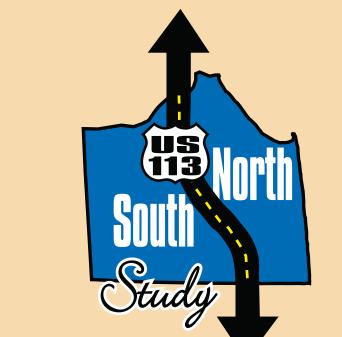
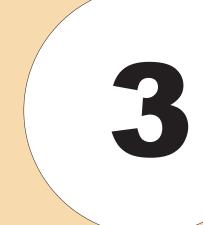


# US 113 North / South Study









## Existing Conditions

### **Traffic Volumes and Congestion**

- Existing Average Annual Daily Traffic (AADT) along US 113 in the Millsboro-South Area varies between 14,000 vehicles and 21,000 vehicles.
- Due to seasonal traffic, Average Daily Traffic in the summer can be up to
  60 percent higher than existing AADT.
- US 113 at SR 24 operates at a failing Level of Service during peak hours with major traffic congestion and delays along eastbound/westbound SR 24 through Millsboro throughout the summer.

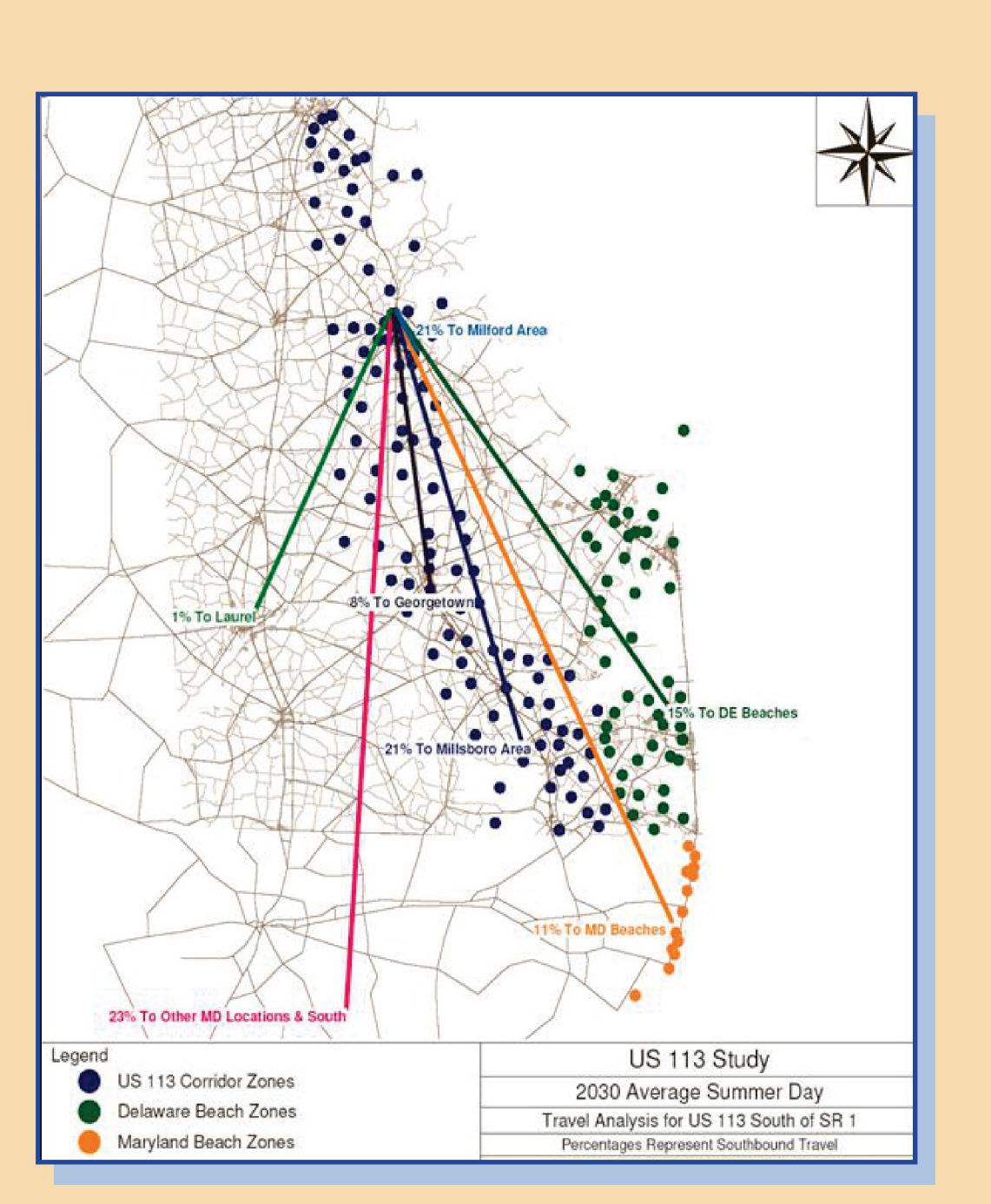
### Safety

- From August 2010 through July 2013, there were a total of 425 reported crashes along US 113 in the Millsboro-South Area. Among those crashes:
  - 131 (31%) involved a personal injury.
  - 140 (33%) were angle crashes, which accounted for 47% of the injury related crashes.
- DelDOT's annual statewide Hazard Elimination Program (HEP) analyzes crash data at multiple sites.
  - Since 1997, there have been 14 sites studied in the Millsboro-South Area.
  - Countermeasures along US 113 typically include modifications or closures of unsignalized crossovers to reduce the potential for angle crashes.

### No-Build Alternative (2030 Traffic)

### Where will people go?

- Projections for 2030 southbound traffic on US 113 in Sussex County show:
  - 66% of motorists along US 113 will travel to destinations within Sussex County
    - 50% will travel to destinations along the US 113 corridor
    - 16% will travel to Delaware beaches
  - 11% will travel to Maryland beaches, and
  - 23% will travel to destinations elsewhere in Maryland or to other destinations south of Maryland.



#### **Traffic Conditions in 2030**

- Average Daily Traffic along the Millsboro section of US 113 in the summer would almost double by 2030, from 35,000 to 58,000.
- Intersections of US 113 at SR 24, SR 20 and SR 26 would all operate under failing Levels of Service.
- Safety along US 113 will likely deteriorate in the absence of a plan to manage access and provide an alternative facility to serve future traffic.

