



113

US 113 NORTH/SOUTH STUDY

US 113 North/South Study Milford Area Working Group Meeting

March 21, 2007



Wilson's
AUCTION GALLERY
the Showroom For Specialty Auctions

ALUMINUM CAN

Wilson's
AUTO SALVAGE

MILFORD
CITY LIMITS
1954

Agenda

- Introduction
- Answers to Specific Questions from Last Working Group Meeting
- Review of Workshop Comments
- Bond Bill Committee Meeting
- Discussion on Recommended Preferred Alternative
- Schedule/Next Steps

Answers to Working Group Questions

- NW corner of SR 1 and SR 14
 - This property is owned by the State
- Noise and air quality analysis handout materials:
 - Updated noise table based on final analysis
 - Maps showing noise and air quality measurement locations

Summary of Workshop Comments

84 comment forms received:

Alternative	Preference*	
	Favor	Oppose
No-Build	28	2
On-Alignment (Yellow)	9	2
Any West Bypass	5	5
Blue	2	2
Orange	3	1
Any East Bypass	21	6
Brown	10	7
Green	8	**
Purple	12	**

* Some people indicated equal preference for more than one alternative

** No comments at this workshop, despite past opposition to these alternatives

Summary of Workshop Comments

- Several comments were made regarding the retained alternatives, and suggestions were offered for adding alternatives as follows:
 - Four people suggested a new north/south route through the center of Sussex County
 - Three people suggested an elevated highway be built in the median of US 113
 - One person suggested an east-west route
 - Two people requested specific information related to the impacts associated with the Brown Alternative
 - Two people indicated they did not have an opportunity to choose an alternative

Bond Bill Committee Meeting

Discussion on Recommended Preferred Alternative

Schedule

Milford Area		Georgetown-South Area	
Agencies	Working Groups/Workshops	Agencies	Working Groups/Workshops
December 12		December 12	
January 11		January 25	
	January 31 WG	February 8	February 6 (Millsboro) and 8 (Georgetown) WGs
		February 22	
	February 26 (Lincoln) and 27 (Milford) workshops to present update and brown alternative		
	March 7 WG		
March 14		March 14	March 12 (Millsboro) and 15 (Georgetown) workshops to discuss east-to-east alternative
	March 21 WG		
			March 27 (Millsboro) and 29 (Georgetown) WGs
	April 11 WG	April 5	
			May 1 (Millsboro) and 3 (Georgetown) WGs
		May 10	
			May 29 (Millsboro) and 31 (Georgetown) WGs
	June 18 and 19 public hearings	June 20	
			June 26 (Millsboro) and 28 (Georgetown) WGs

INITIATE recommended preferred alternative discussion
 CONTINUE recommended preferred alternative discussion
 END recommended preferred alternative discussion

Next Steps

Working Group Meeting Date:

- Wednesday, April 11

DEIS Public Hearing Dates:

- To be confirmed
 - Monday, June 18, Lincoln
 - Tuesday, June 19, Milford

Milford Area Alternatives

No-Build

■ Advantages

- No resource or property impacts

■ Disadvantages

- Does not address anticipated growth in the US 113 corridor
- Travel time will increase by 70 percent between 2003 and 2030
- Seven of ten traffic signals in the Milford area will become congested by 2030
 - Delays
 - Safety
 - Economic issues
 - Air quality
- Compromises 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 may preclude the opportunity to revisit a limited-access highway in the future.

Milford Area Alternatives

Yellow (On-Alignment)

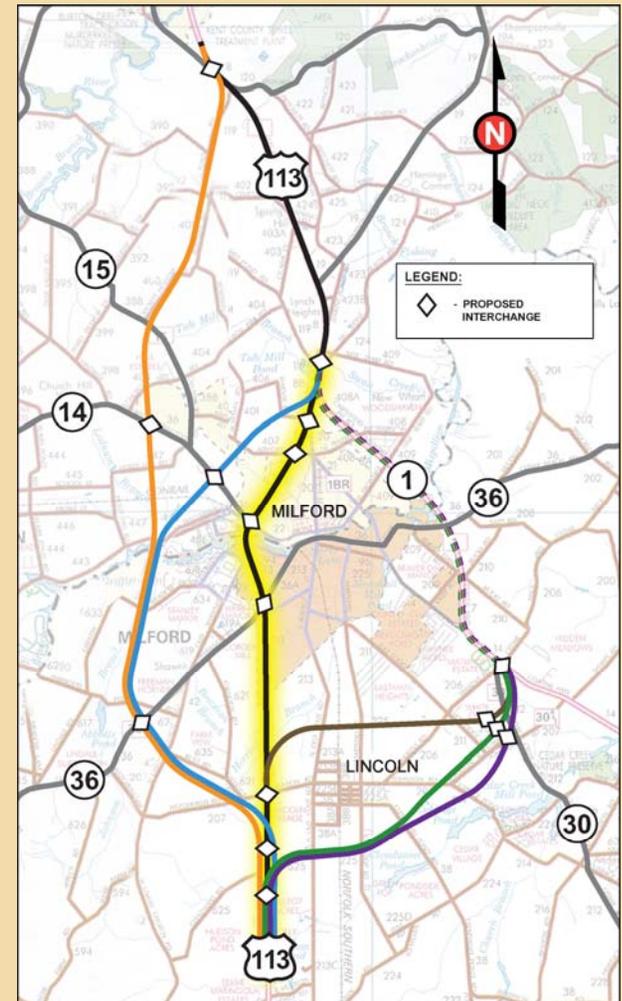
Natural Environment

Advantages

- Low wetland impacts
- Wetland impacts to previously disturbed systems along existing US 113
- Low State Natural Area and Resource Area impacts
- Low forest impacts
- Moderate Waters of the US impacts
- Few agricultural districts and easements impacted
- Moderate potential effect on excellent groundwater recharge areas

Disadvantages

- Potential Federally listed RTE impact-swamp pink
- Potential effect on Milford wellhead protection area



Milford Area Alternatives

Yellow (On-Alignment)

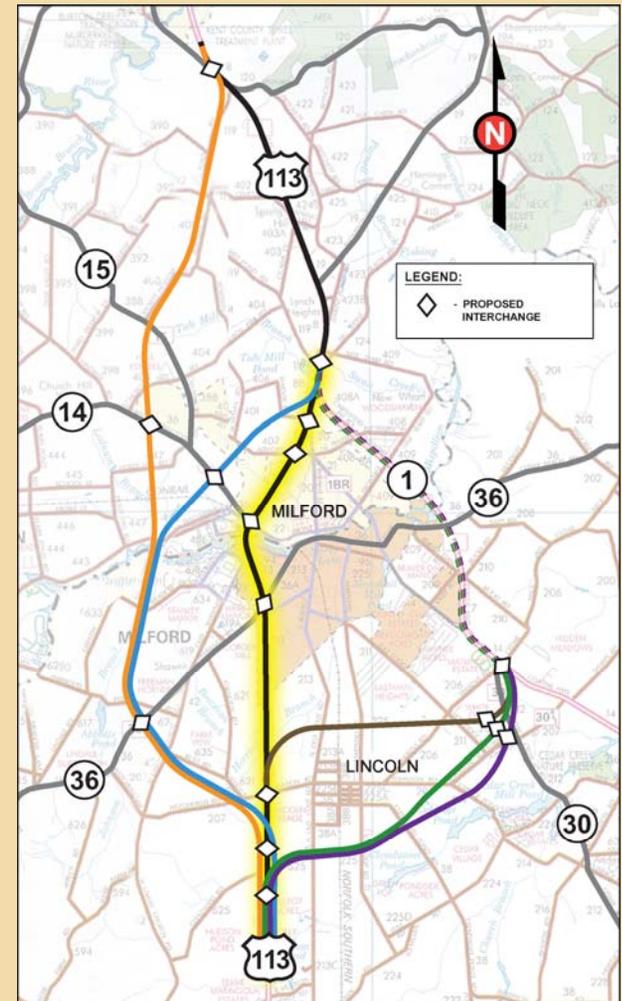
Cultural Resources

Advantages

- Lowest impact to areas with potential high sensitivity for early historic-period archaeological resources
- Moderate impact to areas with potential high sensitivity for prehistoric archaeological resources

Disadvantages

- Unavoidable direct impacts to multiple National Register of Historic Places architectural properties - **Section 4(f) FATAL FLAW FOR FEDERAL FUNDING**
- Highest potential indirect impacts to National Register of Historic Places architectural properties
- Highest impact to areas with potential high sensitivity for later historic-period archaeological resources
- Impacts a known archaeological site



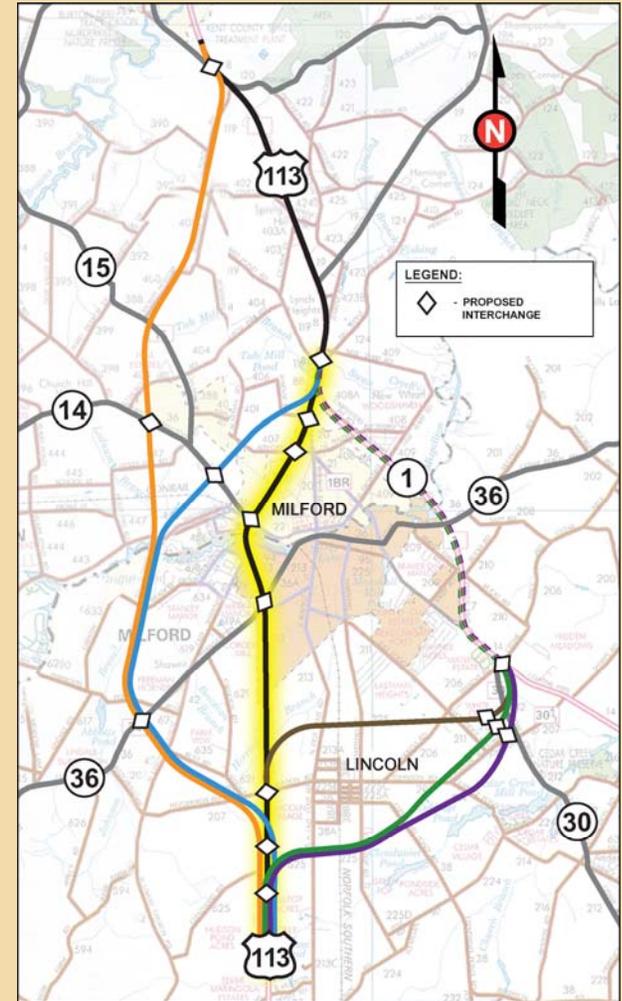
Milford Area Alternatives

Yellow (On-Alignment)

Community/Engineering/Traffic

■ Advantages

- Shortest overall length
- Takes advantage of existing US 113 right of way
- The alignment is at grade as it passes adjacent to residential communities
- No school properties would be directly impacted
- Lowest number of farm properties (33) within 900 feet of Yellow Alternative
- Low number of existing residential properties (29) and farm properties (12) to be acquired
- Noise impacts are limited to area along existing US 113



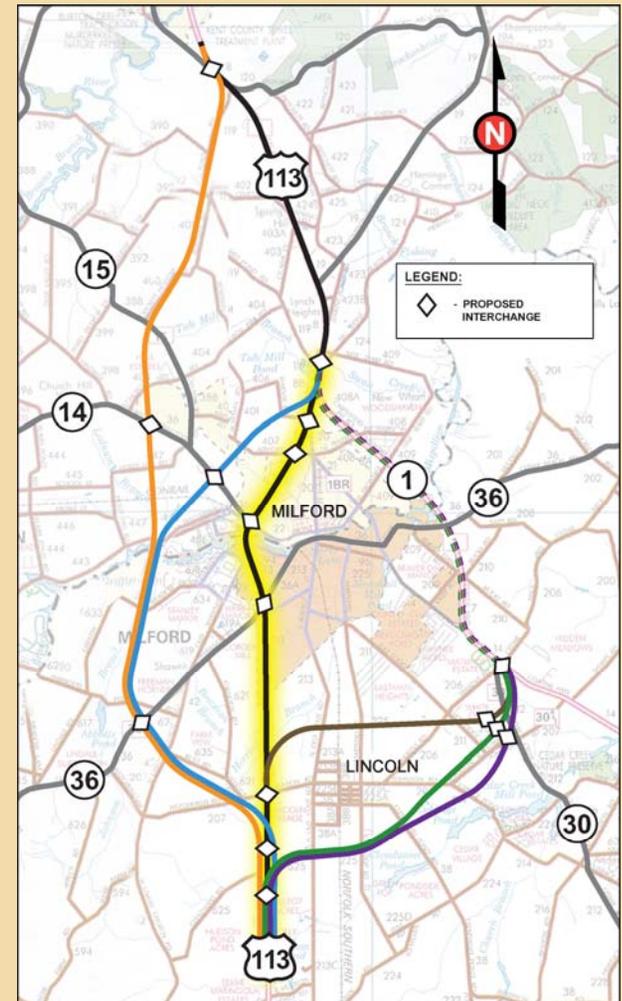
Milford Area Alternatives

Yellow (On-Alignment)

Community/Engineering/Traffic

■ Disadvantages

- Opposition voiced by City of Milford, emergency service providers, some Working Group members, and many members of the public
- High number of existing communities (10) lie within 900 feet of the Yellow Alternative
- High number of property acquisitions required (76)
- Highest number of commercial acquisitions (35)
- Greatest disruption of access to existing businesses (53)
- Very poor consistency with Livable Delaware
- Greatest impact on traffic during construction
- High cost alternative
- The Milford Church of Christ, Faith Independent Baptist Church, the Reformation Evangelical Church and property of the New Hope Baptist Church are located within 900 feet
- High number of residential properties (603) within 900 feet
- Requires modifying access to highest number of residential properties (30) and commercial properties (53)
- Six school properties lie within 900 feet
- Negative impacts on job growth due to property acquisitions along existing US 113



Milford Area Alternatives

Orange (West Bypass)

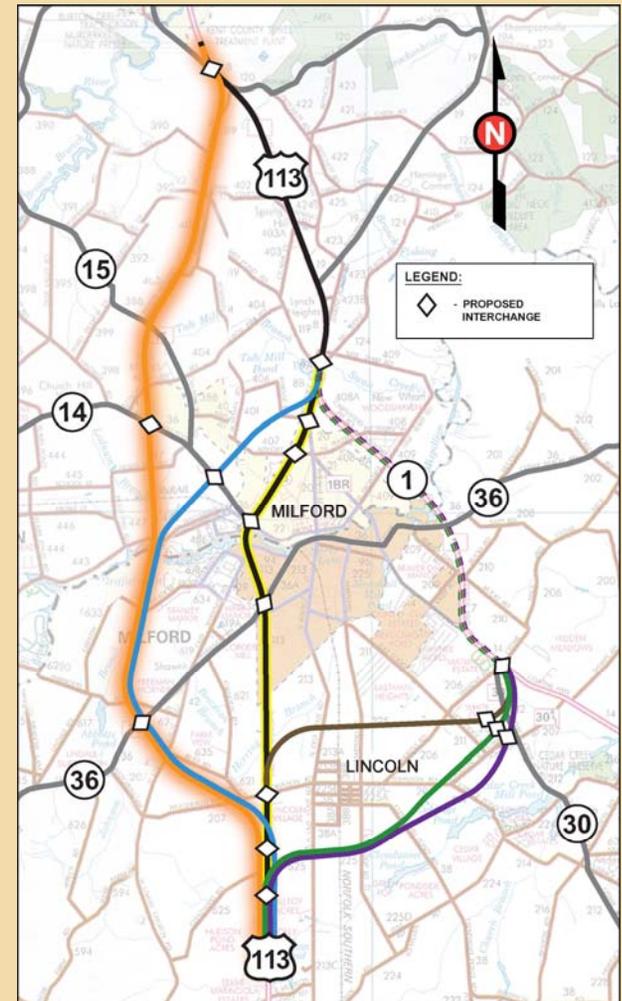
Natural Environment

■ Advantages

- No potential effect on wellhead protection areas

■ Disadvantages

- Among highest State Natural Area and Resource Area impacts
- Impacts to highest quality wetlands along Johnson Branch
- High wetland impacts
- High Waters of the US impacts
- Potential direct impact to Federally-listed RTE - area around new bald eagle nest
- High potential Federally-listed RTE impacts - swamp pink
- High agricultural impacts
- High forest land impacts
- High potential effect on excellent and good groundwater recharge areas



Milford Area Alternatives

Orange (West Bypass)

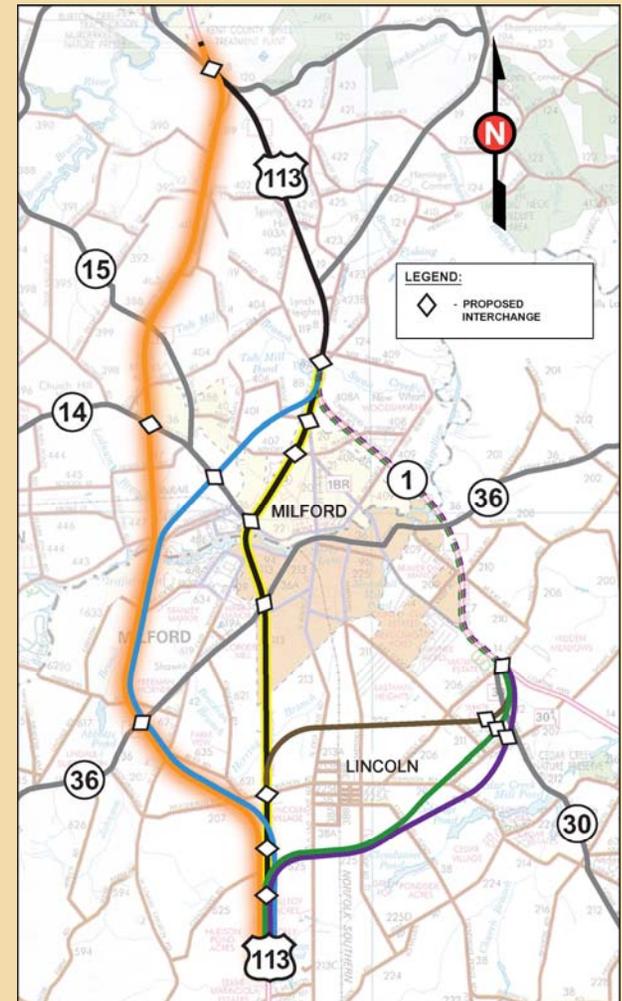
Cultural Resources

■ Advantages

- No direct impact to National Register of Historic Places architectural properties
- Low impact to areas with potential high sensitivity for early historic-period archaeological resources
- Moderate impact to areas with potential high sensitivity for later historic-period archaeological resources

■ Disadvantages

- High potential indirect effects on National Register of Historic Places architectural properties (approximately 6 properties)
- Highest impact to areas with potential high and moderate sensitivity for prehistoric archaeological resources
- Impacts a known archaeological site



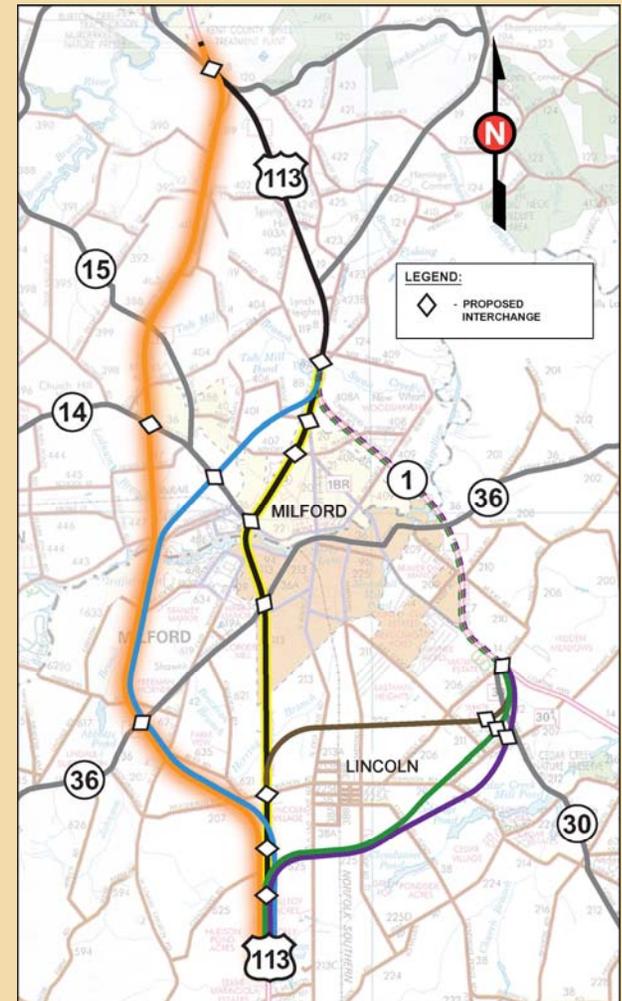
Milford Area Alternatives

Orange (West Bypass)

Community/Engineering/Traffic

■ Advantages

- Highest traffic benefits (51,500 vehicles per day (vpd) vs. about 38,000 vpd for the other bypass alternatives)
- Little disruption to existing businesses
- Moderate number of existing residential properties (318) within 900 feet
- A moderate number of existing residential properties (51) would be acquired
- A low number of residential properties access (3) and farm properties access (2) would be modified
- The lowest number of commercial properties (1) would be acquired
- No school properties would be located within 900 feet
- Highest potential regional job growth due to increase in traffic speeds
- Moderate noise impacts



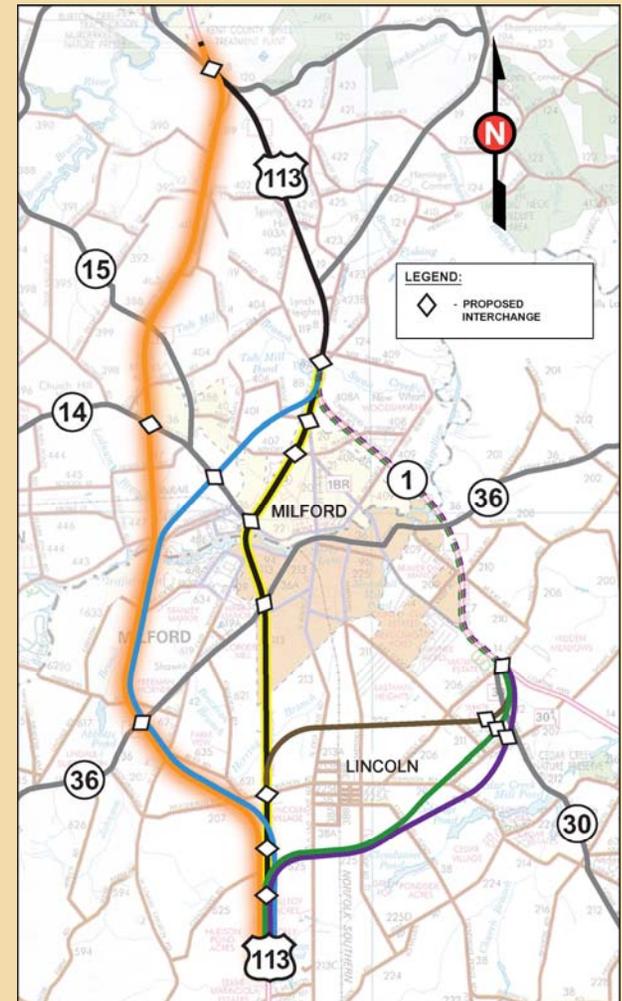
Milford Area Alternatives

Orange (West Bypass)

Community/Engineering/Traffic

■ Disadvantages

- Little support to date by the Working Group and the public
- High number of existing communities (9) within 900 feet
- High number of property impacts
- Highest acres of property impacts
- Fair consistency with Livable Delaware
- Longest length of construction on new alignment
- High cost alternative
- The Frederica First Baptist Church and property of the New Hope Baptist Church are located within 900 feet
- A manufactured housing community on Fitzgeralds Road would be acquired
- High number of farm properties (69) within 900 feet



Milford Area Alternatives

Blue (West Bypass)

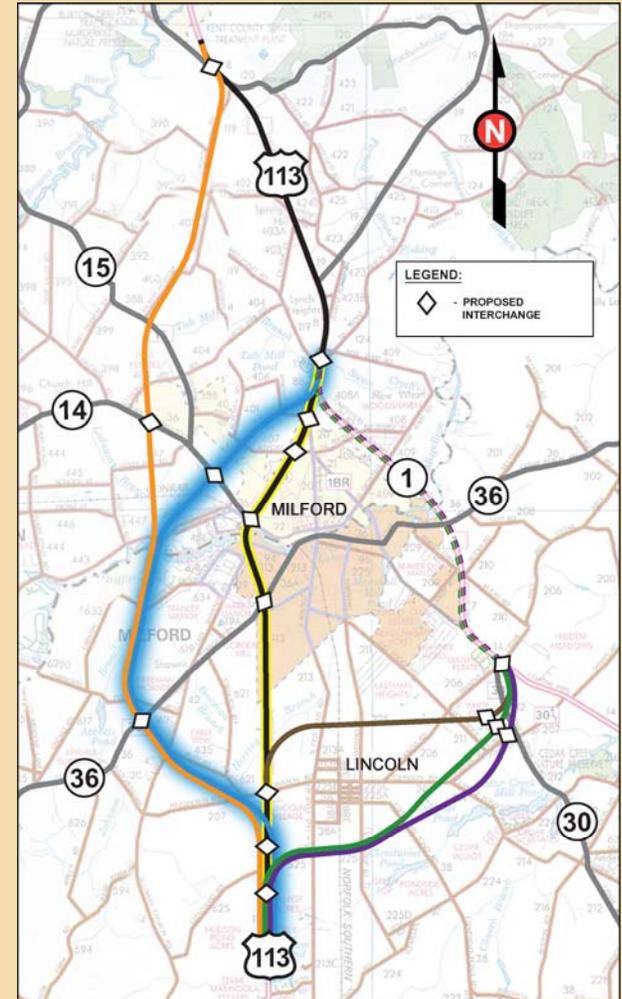
Natural Environment

■ Advantages

- No potential effect on wellhead protection areas
- Moderate impacts on agriculture

■ Disadvantages

- Highest wetland impacts
- Impacts to highest quality wetlands along Johnson Branch
- Among greatest State Natural Area and Resource Area impacts
- Highest Waters of the US impacts
- Highest potential Federally-listed RTE impacts
- Swamp pink
- New bald eagle nest in the vicinity
- High forest land impacts
- High potential effect on excellent and good groundwater recharge areas



Milford Area Alternatives

Blue (West Bypass)

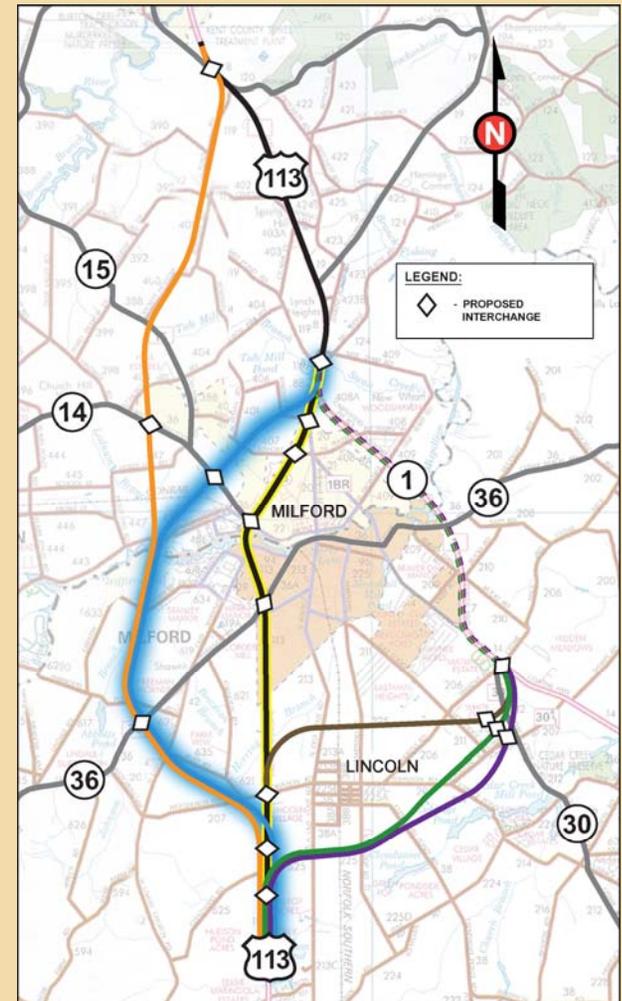
Cultural Resources

Advantages

- No direct impact to National Register of Historic Places architectural properties
- Moderate impact to areas with potential high sensitivity for later historic-period archaeological resources

Disadvantages

- High potential indirect effect on National Register of Historic Places architectural properties (approximately 7 properties)
- High impact to areas with potential high and moderate sensitivity for prehistoric resources
- Highest impact to areas with high and moderate sensitivity for early historic-period archaeological resources
- Impacts a known archaeological site



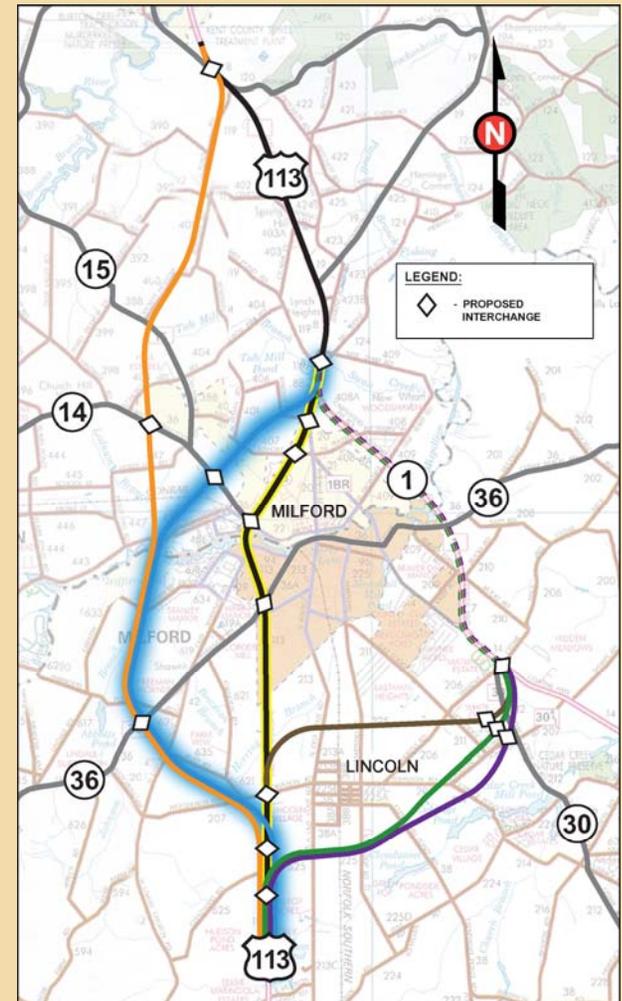
Milford Area Alternatives

Blue (West Bypass)

Community/Engineering/Traffic

■ Advantages

- Moderate length alternative
- Moderate cost alternative
- Moderate impact to existing businesses
- A low number of farm properties (5) would be acquired
- A moderate number of commercial properties (11) would be acquired
- No school properties would be directly impacted
- Moderate number of existing residential properties (299) and farm properties (48) within 900 feet
- A low number of commercial properties access (4) and farm properties access (2) would be modified
- Moderate noise impacts
- Minimal impact on job growth



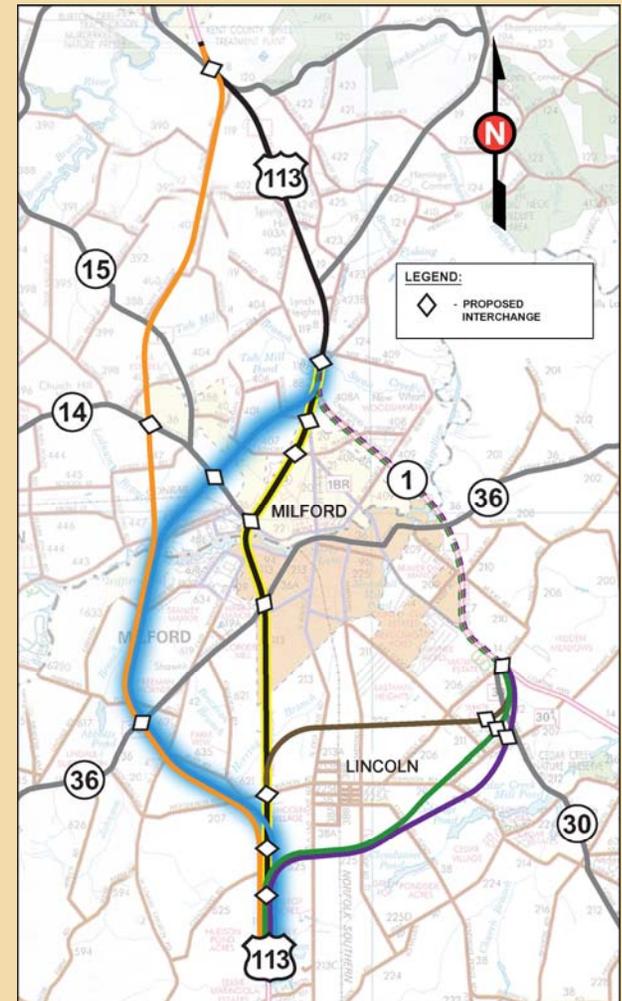
Milford Area Alternatives

Blue (West Bypass)

Community/Engineering/Traffic

■ Disadvantages

- Little support to date by the Working Group and the public
- High number of existing communities (10) within 900 feet
- High number of property impacts
- High acres of property impacts
- Poor consistency with Livable Delaware
- First United Pentecostal Church and New Hope Baptist Church property are located within 900 feet
- A high number of existing residential properties (59) would be acquired
- A manufactured housing community on Fitzgeralds Road would be acquired



Milford Area Alternatives Green (East Bypass)

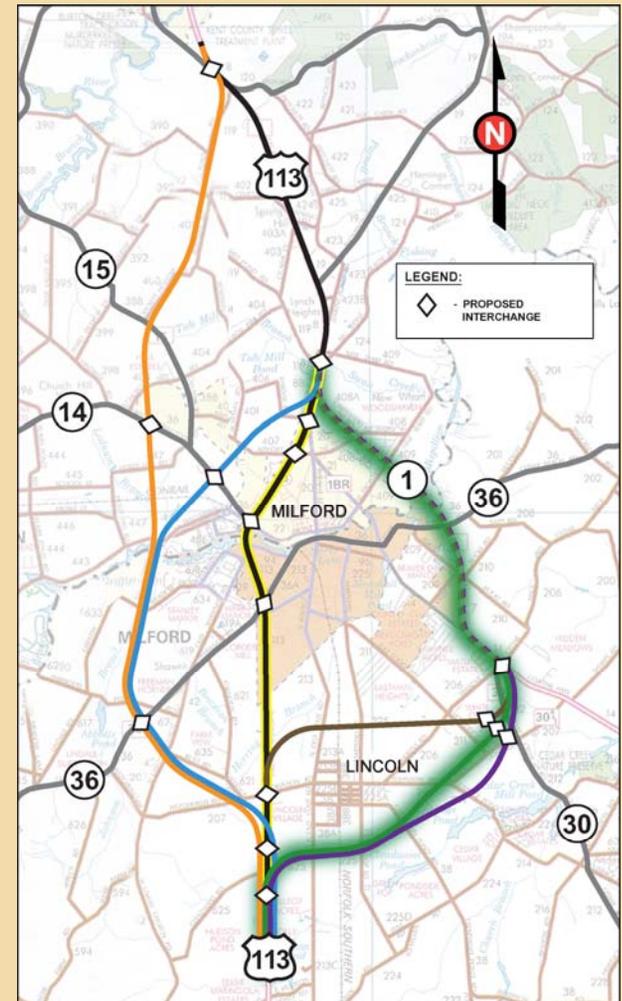
Natural Environment

■ Advantages

- Lowest wetland impacts
- Wetland impacts to only small medium quality systems on unnamed tributary to Cedar Creek and unnamed tributary to Cubbage Pond
- Low State Natural Area and Resource Area impacts
- Low Waters of the US impacts
- Low potential Federally listed RTE impacts
- Low forest impacts
- Moderate agricultural impacts
- No potential effect on wellhead protection areas
- No potential effect on excellent groundwater recharge areas
- Low potential effect on good groundwater recharge areas

■ Disadvantages

- Extends parallel, for some distance, to Cubbage and Clendaniel Ponds



Milford Area Alternatives

Green (East Bypass)

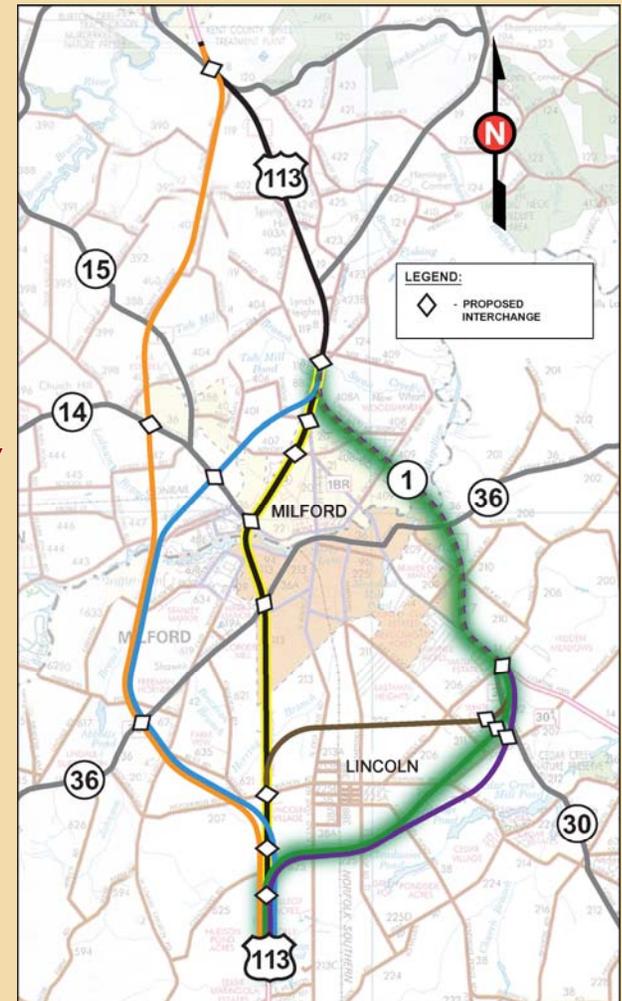
Cultural Resources

■ Advantages

- No direct impacts to National Register of Historic Places architectural properties
- Low potential indirect effects on National Register of Historic Places architectural properties (approximately 3 properties)
- Low impact to areas with potential high and moderate sensitivity for early historic-period archaeological resources
- Lowest impact to areas with potential high and moderate sensitivity for prehistoric archaeological resources

■ Disadvantages

- Impacts a known archaeological site



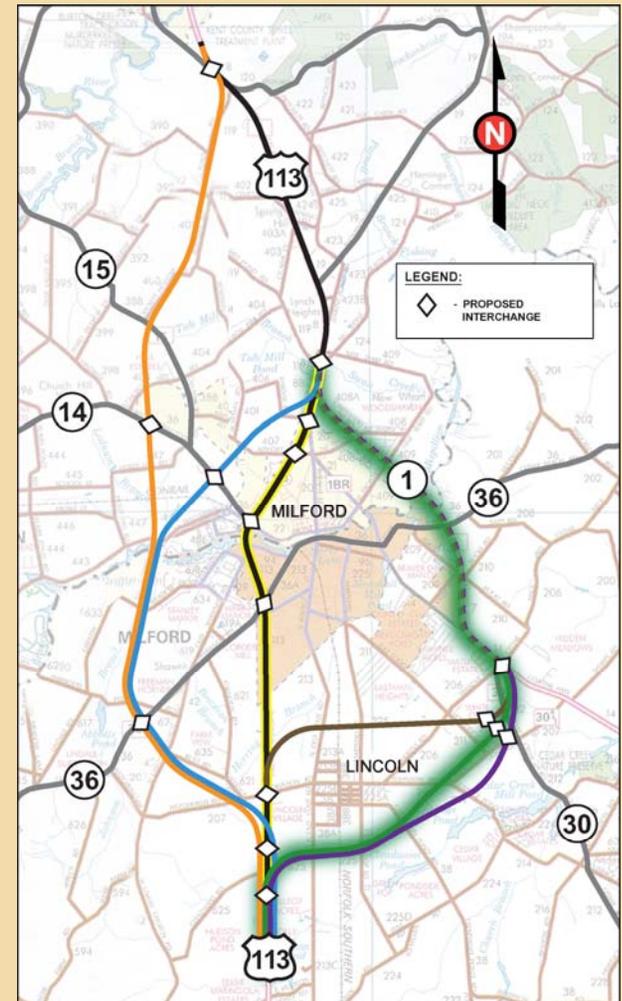
Milford Area Alternatives

Green (East Bypass)

Community/Engineering/Traffic

■ Advantages

- Low number of affected properties
- Moderate acres of affected properties
- Takes advantage of existing SR 1 – shorter length of construction on new alignment
- Good consistency with Livable Delaware
- Lowest cost alternative
- Low impact to existing businesses
- No school properties would be directly impacted
- All existing roads remain open, passing over or under the alternative
- A moderate number of existing residential properties (28) and farm properties (9) would be acquired
- Access would be modified for a low number of commercial properties (2) and a moderate number of farm properties (5)
- A low number of businesses (3) would be acquired
- Moderate number of existing communities (8) within 900 feet (4 are along existing SR 1)
- 3 commercial properties would be acquired
- Moderate noise impacts
- Minimal impact on job growth



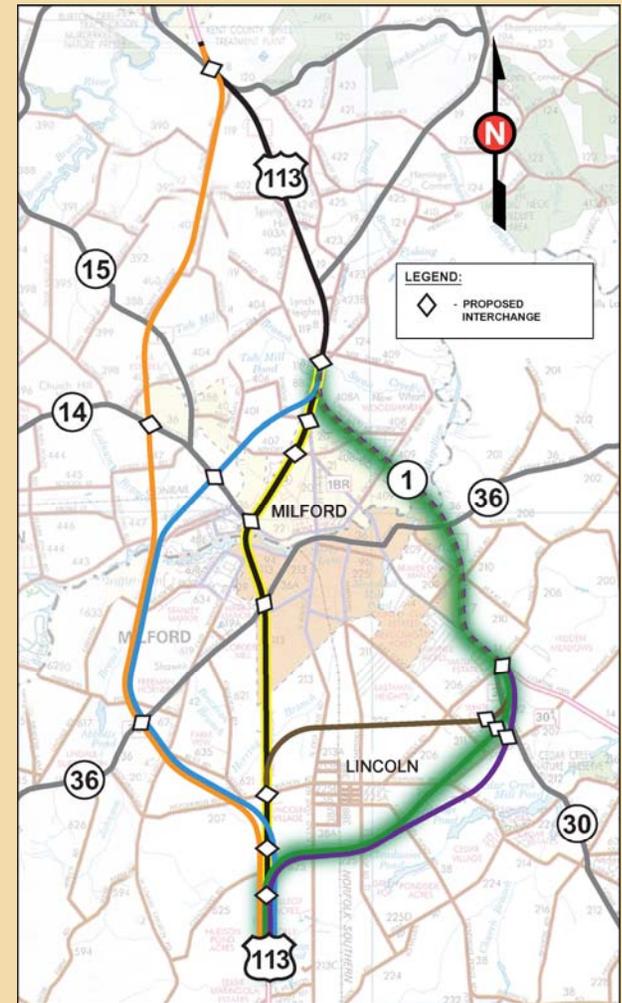
Milford Area Alternatives

Green (East Bypass)

Community/Engineering/Traffic

■ Disadvantages

- Opposed by Greater Lincoln Community
- Proximity to Lincoln community
- Impacts to Greentop community
- Greater overall length than On-Alignment and West Bypass Alternatives
- High number of existing residential properties (601) and farm properties (82) within 900 feet
 - Note: 418 residential properties and 34 farm properties are located along SR 1
- The Christian Tabernacle and the Pentecostal Church of God are located within 900 feet
- The greatest number of vacant lots (31) in approved subdivisions would be acquired
- Access to a large number of residential properties (27) would be modified



Milford Area Alternatives

Purple (East Bypass)

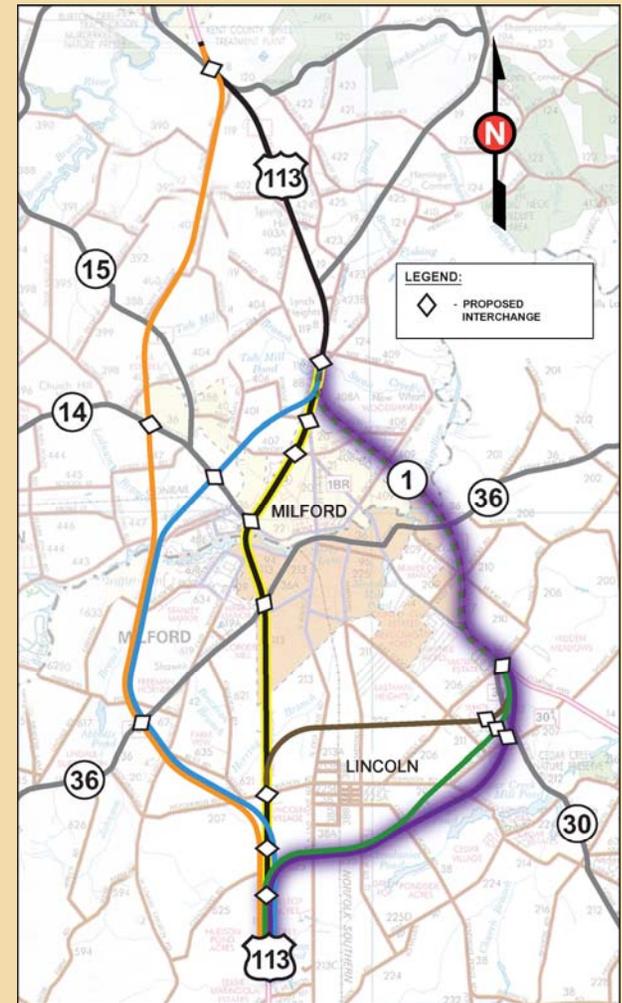
Natural Environment

■ Advantages

- Low wetland impacts
- Wetland impacts to only small medium quality systems on unnamed tributary to Cedar Creek and unnamed tributary to Cubbage Pond
- Low State Natural Area and Resource Area impacts
- Lowest Waters of the US impacts
- Low potential Federally-listed RTE impacts
- Low forest impacts
- Moderate agricultural impacts
- No potential effect on wellhead protection areas
- No potential effect on excellent groundwater recharge areas
- Low potential effect on good groundwater recharge areas

■ Disadvantages

- Extends parallel, for some distance, to Cubbage and Clendaniel Ponds



Milford Area Alternatives

Purple (East Bypass)

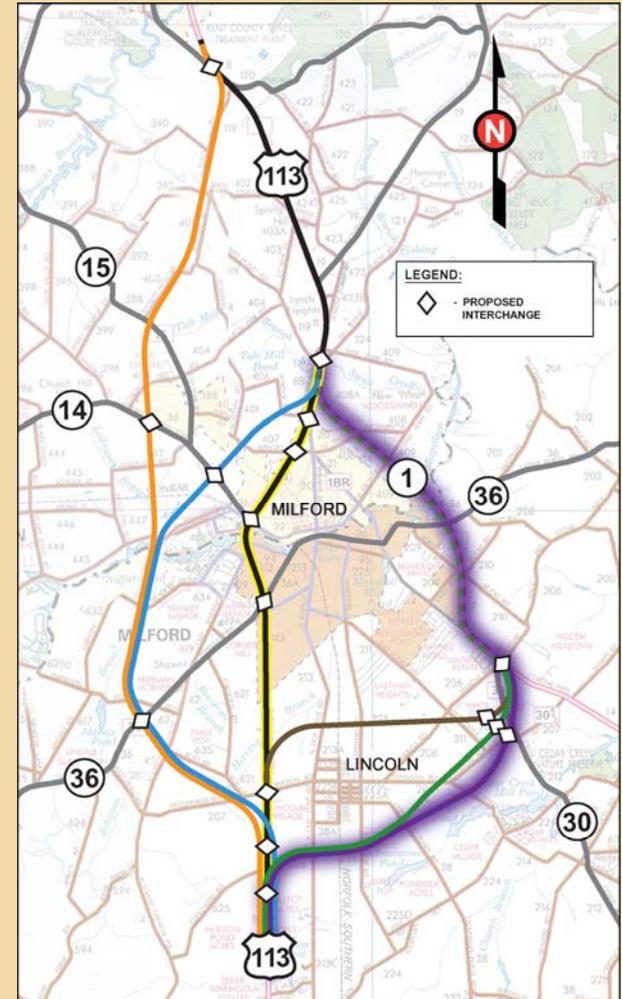
Cultural Resources

■ Advantages

- No direct impacts to National Register of Historic Places architectural properties
- Moderate potential indirect effects on National Register of Historic Places architectural properties (approximately 4 properties)
- Low impact to areas with potential high and moderate sensitivity for early historic-period archaeological resources
- Low impact to areas with potential high and moderate sensitivity for prehistoric archaeological resources
- Low impact to areas with potential high sensitivity for later historic-period archaeological resources

■ Disadvantages

- Impacts a known archaeological site



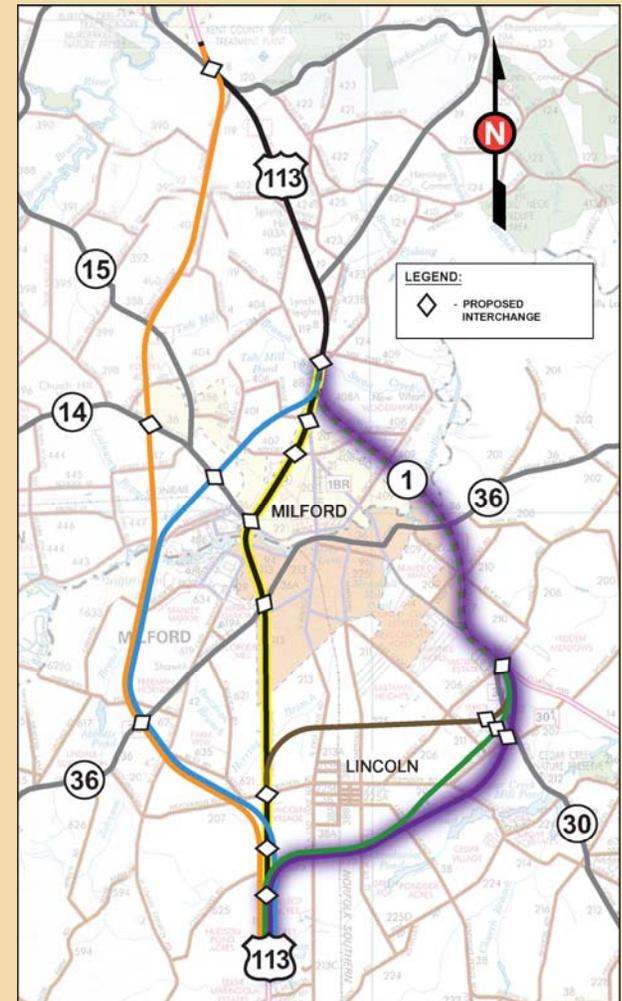
Milford Area Alternatives

Purple (East Bypass)

Community/Engineering/Traffic

■ Advantages

- Low number of affected properties
- Moderate acres of affected properties
- Takes advantage of existing SR 1 - shorter length of construction on new alignment
- Good consistency with Livable Delaware
- Moderate cost alternative
- The alignment is at grade as it passes Hudson Mill and Hudson Pond Acres communities
- No school properties would be directly impacted
- All existing roads remain open, passing over or under the alternative
- Access to moderate number of residential properties (20), commercial properties (2) and farm properties (4) would be modified
- Moderate number of vacant (16) lots in approved subdivisions would be acquired
- Moderate number of existing residential properties (32) and farm properties (10) would be acquired
- Moderate number of existing communities (7) within 900 feet
- Low number of commercial properties (3) would be acquired
- Moderate noise impacts
- Minimal impact on job growth



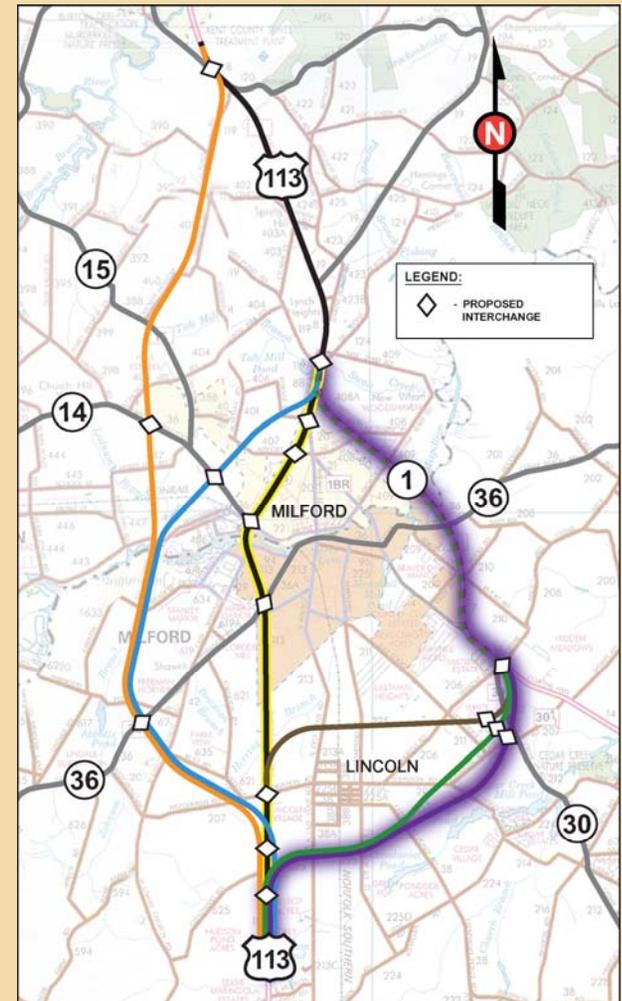
Milford Area Alternatives

Purple (East Bypass)

Community/Engineering/Traffic

■ Disadvantages

- Opposed by Greater Lincoln Community
- Proximity to Lincoln community
- Impacts to Greentop community
- High number of existing residential properties (576) and high number of farm properties (77) within 900 feet
 - Note: 418 residential properties and 34 farm properties are located along SR 1
- Greater overall length than On-alignment and West Bypass Alternatives
- Pentecostal Church of God is located within 900 feet



Milford Area Alternatives

Brown (East Bypass)

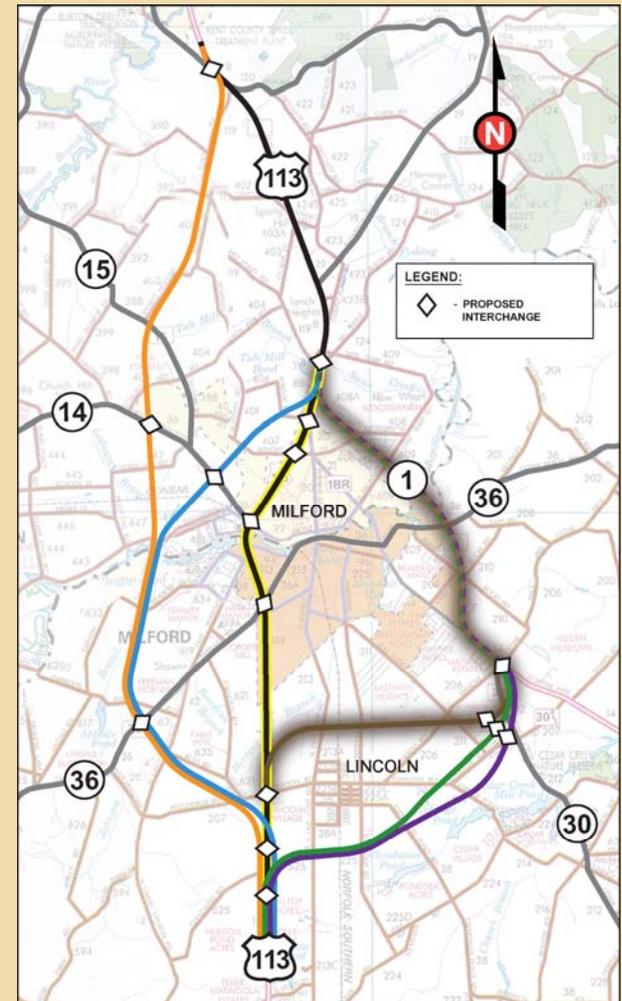
Natural Environment

Advantages

- Moderate wetlands impacts
- Relatively low potential Federally listed RTE impacts
- Low State Natural Area and Resource Area impacts
- Removed from area next to Cabbage and Clendaniel Ponds
- No potential affect on wellhead protection areas
- Moderate forest impacts

Disadvantages

- Impacts high quality wetlands - Herring Branch
- Fragments high quality wetland/forest habitat - Herring Branch
- High Waters of the US impacts
- Potential effect on excellent groundwater recharge area (Herring Branch) and adjacent good/fair recharge area



Milford Area Alternatives

Brown (East Bypass)

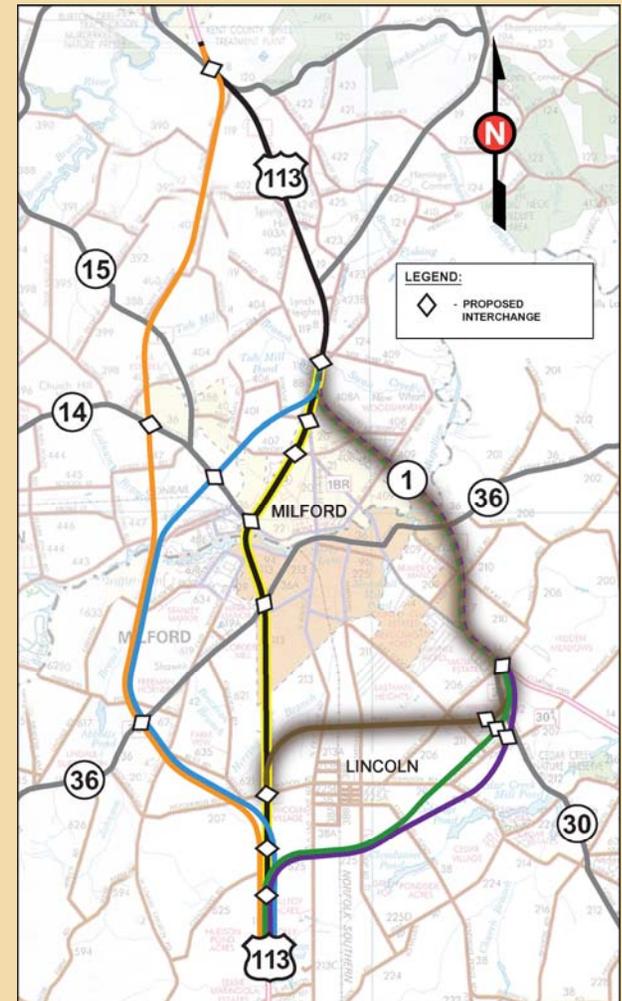
Cultural Resources

■ Advantages

- No direct impacts to National Register of Historic Places architectural properties
- Moderate potential indirect effects on National Register of Historic Places architectural properties (approximately 4 properties)
- Low impact to areas with potential high sensitivity for later historic-period archaeological resources
- Low impact to areas with potential high and moderate sensitivity for early historic-period archaeological resources

■ Disadvantages

- Moderate to high impact to areas with potential high and moderate sensitivity for prehistoric archaeological resources
- Impacts a known archaeological site



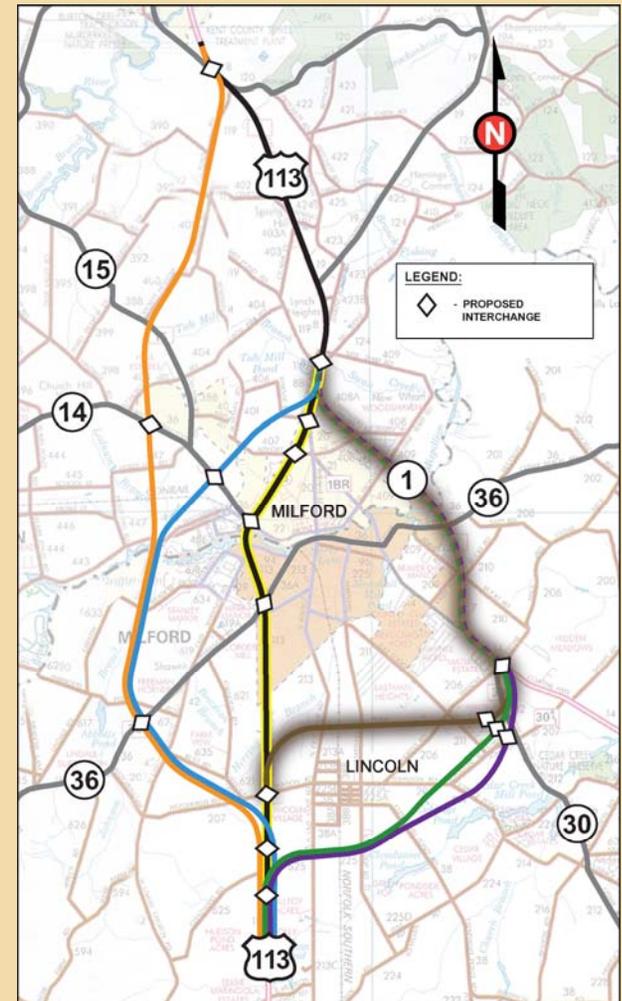
Milford Area Alternatives

Brown (East Bypass)

Community/Engineering/Traffic

■ Advantages

- Favored by Greater Lincoln Community
- No impact to Greentop community
- Low number of affected properties
- Moderate acres of affected properties
- Takes advantage of existing SR 1 - shorter length of construction on new alignment
- Good consistency with Livable Delaware
- Moderate cost alternative
- All existing roads remain open, passing over or under the alternative
- Moderate number of existing communities (8) within 900 feet (4 are along existing SR 1)
- Lowest number of existing residential properties (20) would be acquired
- Access modified to a moderate number of residential properties (14), commercial properties (6) and farm properties (8)
- Moderate number of commercial properties (6) would be acquired
- No lots in approved subdivisions would be acquired
- Low number of residential noise impacts on new alignment
- Minimal impact on job growth



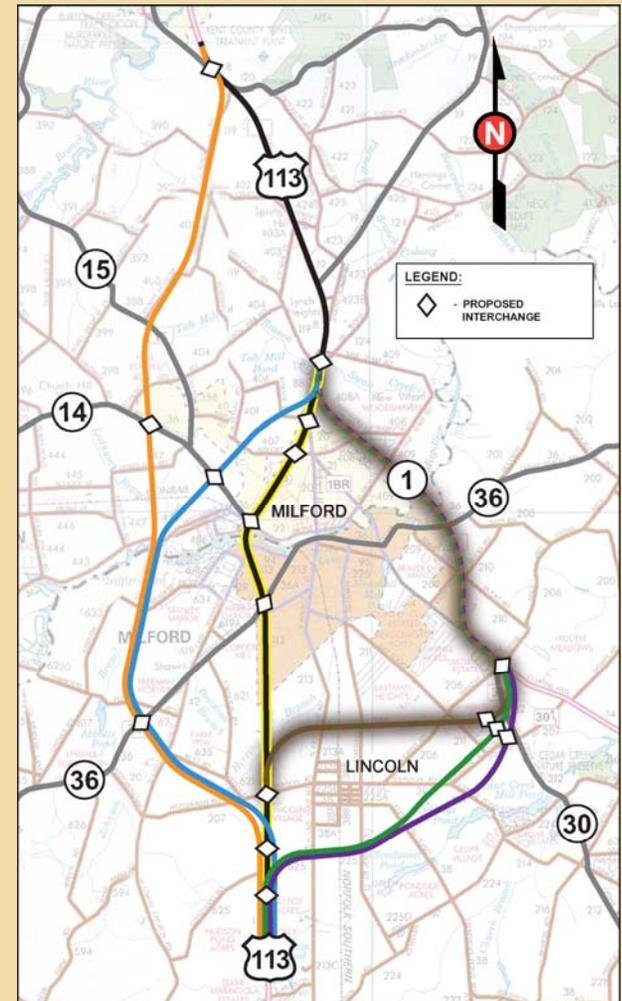
Milford Area Alternatives

Brown (East Bypass)

Community/Engineering/Traffic

■ Disadvantages

- Greater overall length than other alternatives
- Property belonging to the New Hope Baptist Church within 900 feet
- Two school properties within 900 feet
- High number of residential properties (502) and farm properties (76) within 900 feet
 - Note: 418 residential and 34 farm properties are along existing SR 1



Discussion on Recommended Preferred Alternative

- The decision on a Recommended Preferred Alternative is the next step in the study process.
- Working Group and public input are important components of that decision.

Discussion on Recommended Preferred Alternative

- In addition to public input, DeIDOT is required by Federal and State regulations to consider all the consequences associated with the Alternatives Retained for Detailed Study, such as effects on the natural environment and cultural resources, along with socio-economic impacts.

Discussion on Recommended Preferred Alternative

- **The No-Build Alternative does NOT provide a US 113 that accommodates 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.**

No-Build Alternative: Impacts

- 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
 - Seven of ten traffic signals in the Milford area will become congested by 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)
- Compromises safety due to inconsistency with limited-access highways to the north and south
- The rapid rate of development may preclude the opportunity to revisit a limited-access highway in the future

Discussion on Recommended Preferred Alternative

- **The Yellow Alternative has a likely fatal flaw for federal funding: direct, unavoidable impacts to several historic resources.**

Discussion on Recommended Preferred Alternative

- **The West Bypass Alternatives (Orange and Blue) have significantly greater impacts on higher quality natural environmental resources than the East Bypass Alternatives.**

Discussion on Recommended Preferred Alternative

- **The East Bypass Alternatives (Green, Purple, and Brown) have fewer impacts on natural environmental resources than the Yellow and West Bypass Alternatives.**

Discussion on Recommended Preferred Alternative

- **The Green and Purple Alternatives have fewer impacts on natural environmental resources than the Brown Alternative.**
- **It appears that either the Green or Purple Alternative could be the Least Environmentally Damaging Alternative.**

Discussion on Recommended Preferred Alternative

- Review of Green and Purple Alternatives
 - (1) Factors where the Green and Purple Alternatives are similar and therefore would not likely affect the recommendation of a preferred alternative.

Discussion on Recommended Preferred Alternative

- Review of Green and Purple Alternatives
 - (2) Factors where the Green and Purple Alternatives are different, which could affect the recommendation of a preferred alternative.

Discussion on Recommended Preferred Alternative

- Similarities between Green and Purple:
 - Direct Impacts to National Register of Historic Places Architectural Properties – none
 - Impacts to known archaeological resources – both may impact one site
 - Direct impacts to public parkland – none
 - Federally listed RTE impacts – both about one acre

Discussion on Recommended Preferred Alternative

- Similarities between Green and Purple:
 - Impacts to State Resource and Natural Areas – both about one acre
 - Impacts to agricultural districts – one each
 - State forest impacts – none
 - Consistency with Livable Delaware – both are considered “Good”

Discussion on Recommended Preferred Alternative

- Similarities between Green and Purple:
 - Length of alternative – both are similar
 - Takes advantage of SR 1 – shorter length of construction on new alignment – same for both alternatives
 - Traffic – ability to accommodate projected economic growth and growth in traffic (2030) – both are similar

Discussion on Recommended Preferred Alternative

- Similarities between Green and Purple:
 - All existing roads remain open, passing over or under the alternative – both are similar
 - Number of communities within 900 feet – 8 each
 - Air quality impacts – same for both alternatives
 - Job growth – same for both alternatives

Discussion on Recommended Preferred Alternative

Differences between Green and Purple:

	Green	Purple	Remarks
Natural Resources			
Wetlands (acres)	1.0	1.4	Green is 29% lower
Waters of the US (linear feet)	466	371	Purple is 20% lower
Minimum distance from ponds	1,700'	550'	Green is about 3x higher
Historic Resources			
Number of historic properties within study area	3	4	Green is 25% lower
Number of cemeteries	1	0	Purple has no impacts

Discussion on Recommended Preferred Alternative

Differences between Green and Purple:

	Green	Purple	Remarks
Archaeological Resources			
Predictive Model: Prehistoric Sensitivity			
High Sensitivity Area (acres / %)	3 (0.8%)	4 (1.0%)	Green is 35% lower in high and moderate areas
Moderate Sensitivity Area (acres / %)	14 (3.5%)	22 (5.7%)	
Low Sensitivity Area (acres / %)	29 (7.3%)	49 (12.7%)	
Slight Sensitivity Area (acres / %)	353 (88.5%)	312 (80.6%)	
Predictive Model: Early Historic Sensitivity			
High Sensitivity Area (acres / %)	5 (1.3%)	6 (1.5%)	Green is 33% lower in high and moderate areas
Moderate Sensitivity Area (acres / %)	5 (1.3%)	9 (2.3%)	
Low Sensitivity Area (acres / %)	0 (0.0%)	0 (0.0%)	
Slight Sensitivity Area (acres / %)	389 (97.4%)	373 (96.1%)	
Predictive Model: Sites of Historic Sensitivity			
Extant Sites	21	20	Purple is 2% lower in extant, high, and moderate areas
High Sensitivity Sites	31	31	
Moderate Sensitivity Sites	4	4	
Low Sensitivity Sites	12	7	

Discussion on Recommended Preferred Alternative

Differences between Green and Purple:

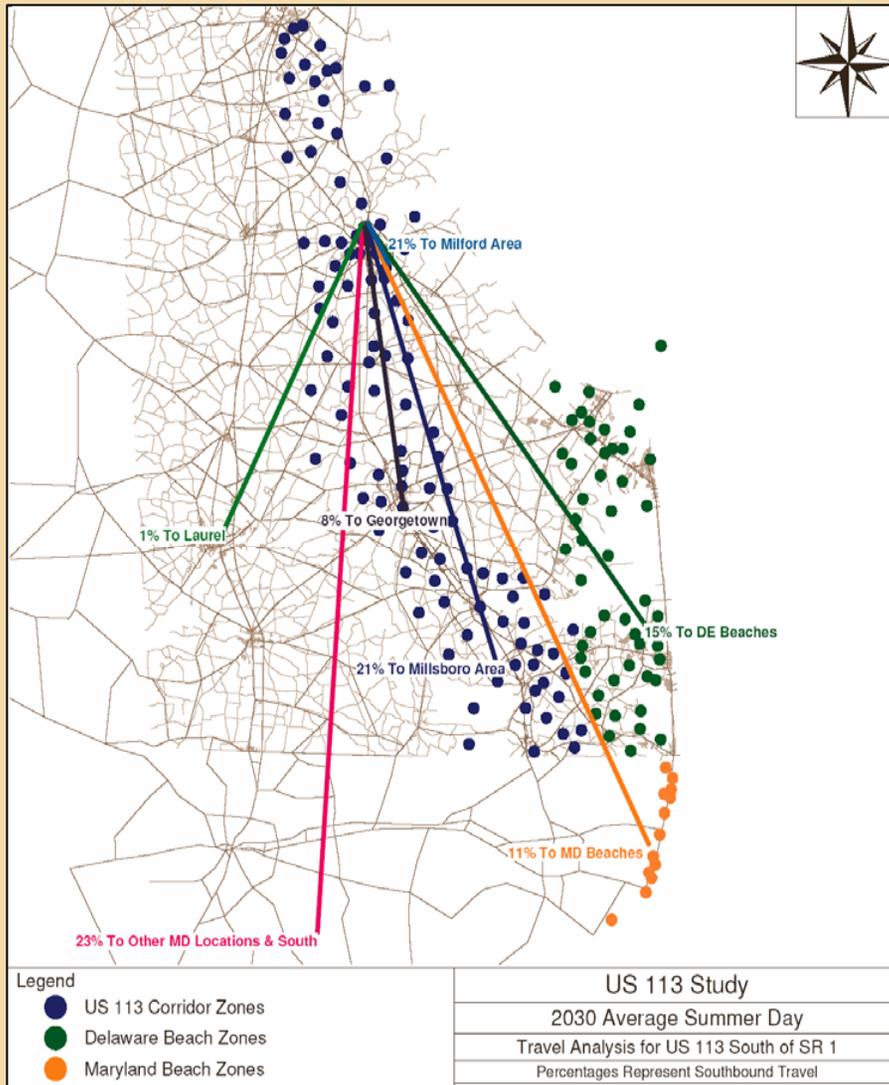
	Green	Purple	Remarks
Property/Community Impacts			
Properties affected (numbers of)	194	146	Purple is 33% lower
Properties affected (total acres)	382	370	Purple is 3% lower
Distance from "center" of Lincoln (traffic signal)	3,700'	4,660'	Purple is 26% higher
Residences impacted by noise	255	259	Green is 2% lower
<i>Acquisitions (numbers of affected properties)</i>	71	55	Purple is 23% lower
Residential: total	60	43	Purple is 28% lower
existing residences	29	28	Purple is 3% lower
approved lots	31	15	Purple is 52% lower
Agricultural	9	10	Green is 10% lower
Commercial	2	2	
Other	0	0	
<i>Modified Access (numbers of affected properties)</i>	31	23	Purple is 26% lower
Residential	26	19	Purple is 27% lower
Agricultural	3	2	Purple is 33% lower
Commercial	2	2	
Other	0	0	

Discussion on Recommended Preferred Alternative

Differences between Green and Purple:

	Green	Purple	Remarks
Other Considerations			
Agricultural Preservation Easements (Permanent)	4	5	Green is 25% lower
(acres within properties)	21	33	Green is 57% lower
Forestland: 2002 Land Use (acres)	19	18	Purple is 6% lower
Cost			
Preliminary anticipated cost range (\$ millions)	\$299 - \$365	\$337 - \$411	Green is 11% lower

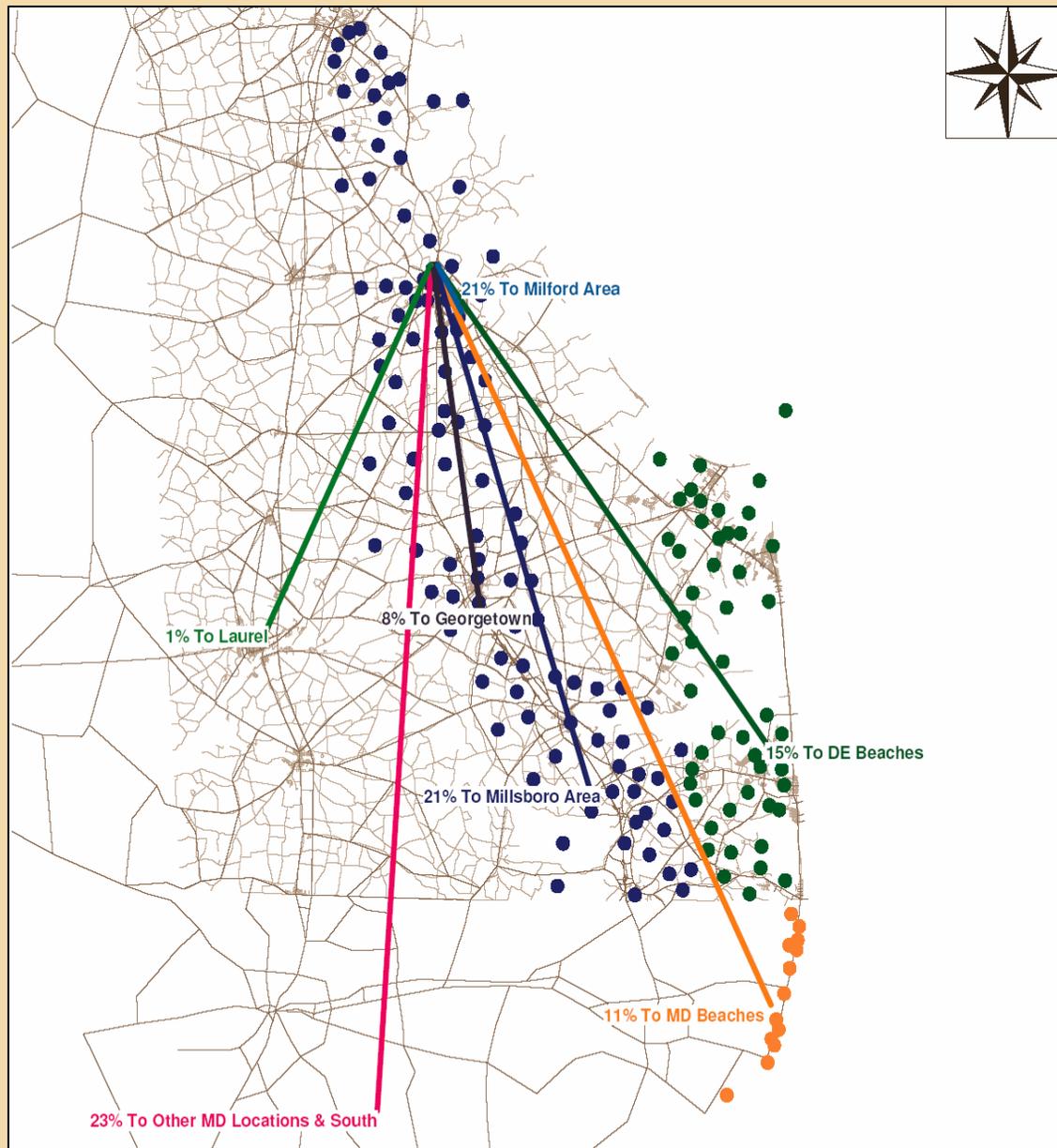
US 113 Traffic Composition



Where Are People Going?

A snapshot of 2030 southbound traffic on US 113 (just south of SR 1 in Milford) shows:

- 50% are traveling to points along the US 113 corridor (locally)
- 15% are traveling to Delaware Beaches
- A total of 66% are traveling to points within Sussex County
- 34% are traveling into Maryland and points south



Legend

- US 113 Corridor Zones
- Delaware Beach Zones
- Maryland Beach Zones

US 113 Study

2030 Average Summer Day

Travel Analysis for US 113 South of SR 1

Percentages Represent Southbound Travel

Growth Along US 113 Corridor

- Substantial Growth Expected Along the US 113 Corridor
 - Household Growth = +20,800 Households
 - Employment Growth = +7,400 jobs
- 52% increase in trips going to and from the US 113 Corridor

Unsignalized Intersection Evaluation

Base Year 2003

- Currently, there are twelve (12) unsignalized approaches to US 113 in the Milford Study Area, all operating acceptably (average delay of 22 seconds to cross or turn onto US 113)
- There are also nine (9) unsignalized locations where motorists can turn left from US 113 onto a side street all operating acceptably (average delay of 15 seconds)

2030 No-Build

- Six (6) of the twelve unsignalized approaches to US 113 in the Milford Study Area will fail in the peak hour (approximately 120 seconds to cross or turn onto US 113)
- Three (3) of the nine unsignalized locations where motorist can turn left from US 113 onto a side street will fail in the peak hour (over 120 seconds of delay)

2030 Build

- All of the build alternatives would result in lower delay at all of the unsignalized intersections on US 113 in Milford than they experience in Base Year 2003

Future Year 2030 Congestion

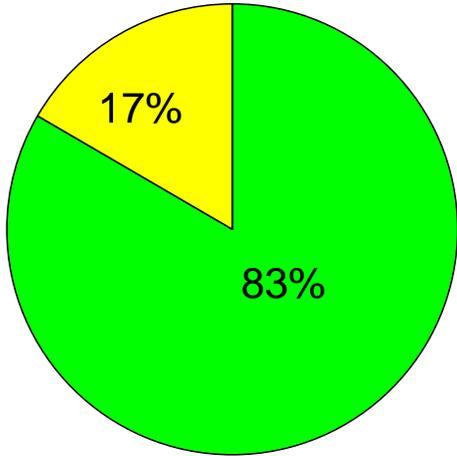
- **Typical Analysis Period is Average Summer Saturday**
- **Traffic Volumes Vary Each Day**
- **Analyzed Volumes Each Day
Between 6/21/2000 thru
9/30/2000**

Congestion at Intersection of US 113 and 10th St./Airport Rd.

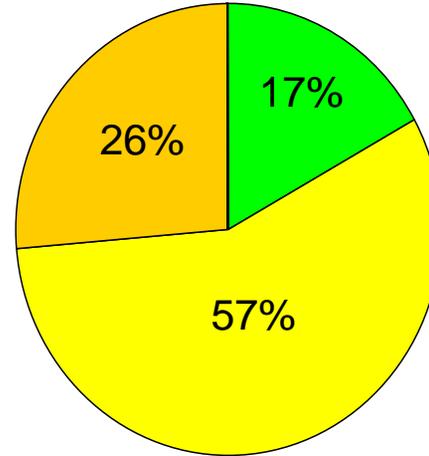
- **In 2030 at least 77% of Days Will Experience 1 Hour of Congestion or more**

US 113 Southbound at 10th St./Airport Rd. Future 2030 Hours of Congestion by Day of Week

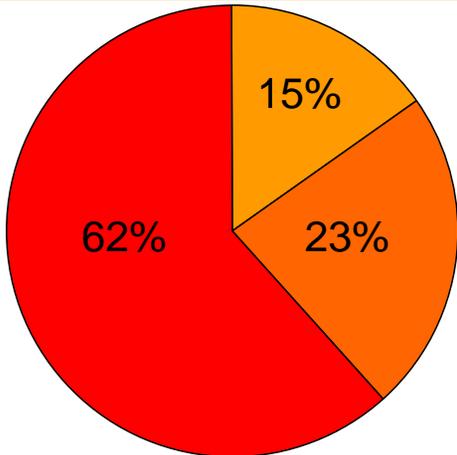
Sundays



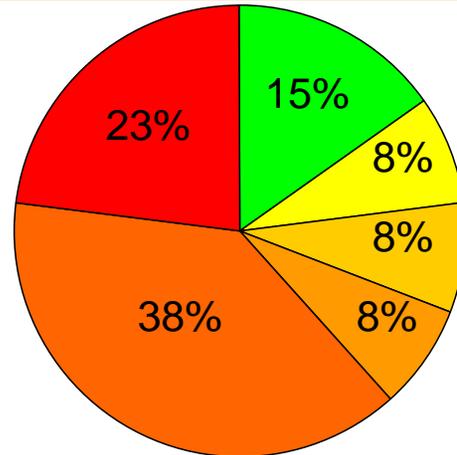
Mondays - Thursdays



Fridays



Saturdays



LEGEND

- 0 hours
- 1-2 hours
- 3-4 hours
- 5-6 hours
- 7-8 hours
- > 8 hours

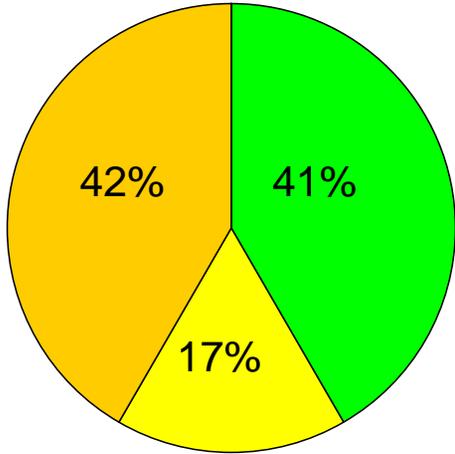
Congestion at Intersection of US 113 and DE 14

- **88% (80 of 91) of Days Experience at Least 1 Hour of Congestion**
- **24% (22 of 91) of Days Experience more than 8 Hours of Congestion**

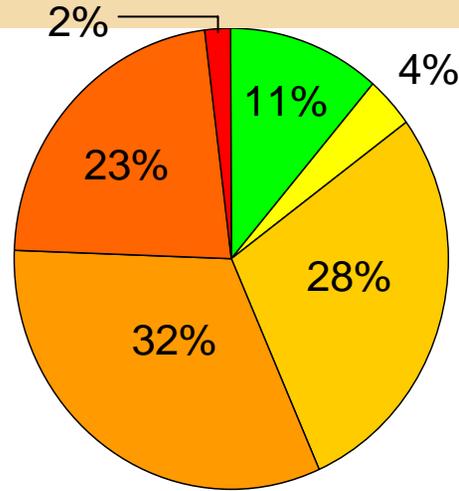
US 113 Southbound at DE 14

Future 2030 Hours of Congestion per Day

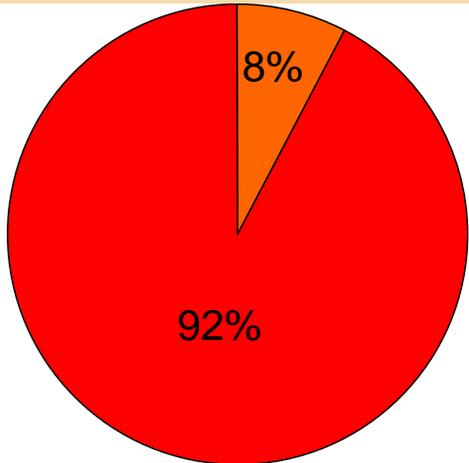
Sundays



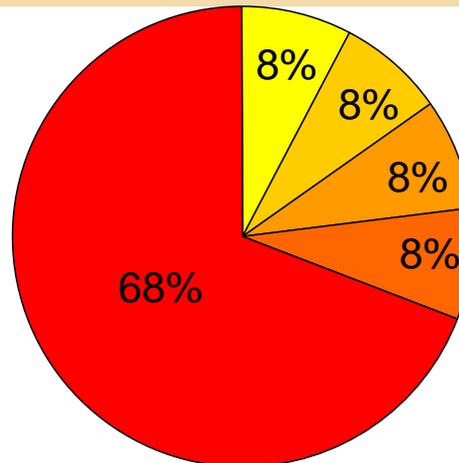
Mondays - Thursdays



Fridays



Saturdays



LEGEND

- 0 hours
- 1-2 hours
- 3-4 hours
- 5-6 hours
- 7-8 hours
- > 8 hours