



Project History

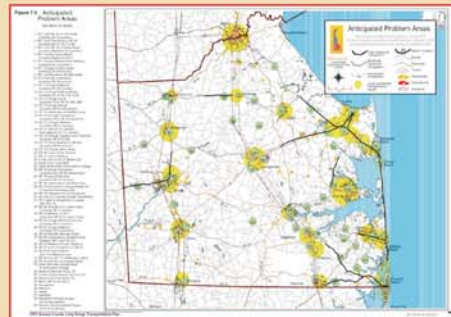


Sussex County North-South Transportation Feasibility Study

- Completed July 2001
- Identified the need to serve local, regional, and seasonal traffic
- Confirmed feasibility of a north / south, limited-access highway through Sussex County
- Recommended further study of US 113 corridor

Sussex County Long-Range Transportation Plan Update

- Completed November 2001
- Preserving and increasing capacity on existing major north / south routes identified as one of six key strategies for the county's transportation system
- Sixteen of 53 action items dealt with US 113 or intersecting roads
- Recommended implementation of the findings of the North / South Feasibility Study



Sussex County Comprehensive Plan Update

- Adopted January 2003
- Incorporated both the findings of the Long-Range Transportation Plan Update and the recommendations of the North / South Feasibility Study
- Set the stage for ongoing county participation in improving US 113



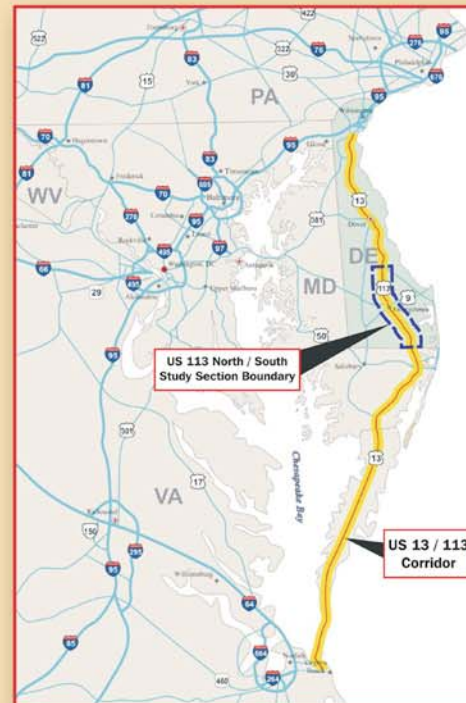
Kent County Comprehensive Plan Update

- Adopted 2002
- Cites a need to preserve and improve the operating condition of US 113 through corridor preservation and by regulating the number, spacing and design of access points

State / Regional Importance of US 113

- Connects seven communities identified in the Governor's Livable Delaware initiative
- Connects with limited-access SR 1 to the north
- Connects with proposed limited-access US 113 in Maryland to the south

National Highway System



- Is one of three principal north / south highways in Sussex County.
- Is part of the National Highway System and functions as a regional alternative to the congested I-95 corridor
- Is designated as an emergency evacuation route through Sussex County

State / Regional Importance of US 113

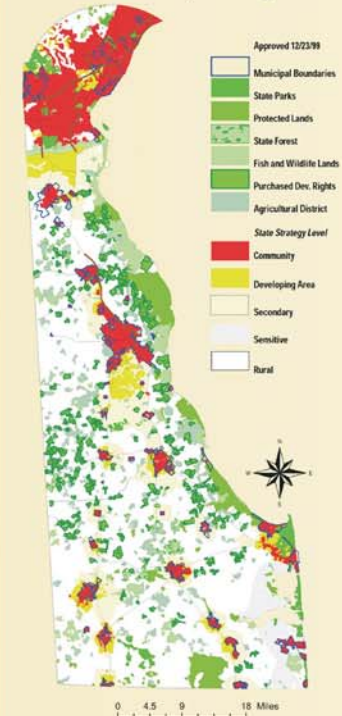
The *Strategies for State Policies and Spending* were adopted in 1999 by the Governor's Cabinet Committee on State Planning Issues.

The Cabinet strategies guide state decisions about growth and policy areas shown on the map. The Cabinet recognized that the State is a major provider of services and facilities, including the construction of transportation systems. The philosophy behind the strategies is based on the following two key points.

- State spending should promote quality and efficiency, not sprawl.
- State policies should foster order and resource protection, not degradation.

The state directly and indirectly manages resources important to Delaware's quality of life through its permitting, licensing, regulatory programs, ownership of public lands, location of services and facilities, and other actions.

Statewide Strategies for Policies and Spending



The Strategies for State Policies and Spending were approved by the Cabinet Committee on State Planning Issues in December of 1999. The Strategies are intended to serve as a guide for State agency planning and spending.