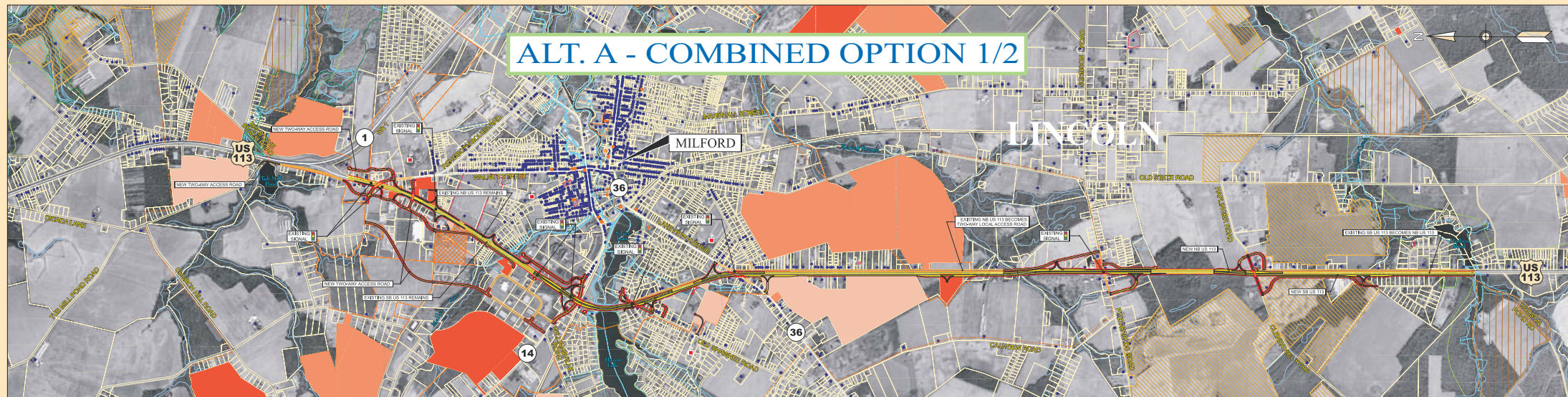




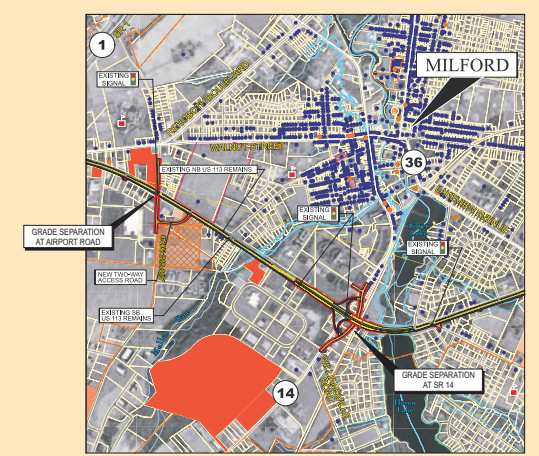
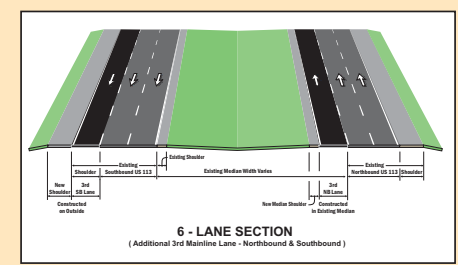
# PRELIMINARY ON-ALIGNMENT ALTERNATIVES



## 113 US 113 North / South Study



### ALT. A - OPTION 3



Grade Separations at Airport Road and SR 14

### Description of Alternatives

- Options 1 and 2 have been combined based on public input.
  - Full control of access along existing US 113
  - Grade separations and frontage roads used for access
- Option 3 adds one lane in each direction at grade.
  - Grade separations at Airport Road and SR 14
  - All other existing signals will remain
  - This option is being evaluated to determine whether it addresses purpose and need
- Public opinions:
  - There is little support for an on-alignment alternative, at least north of Johnson Road / Fitzgerald Road.
  - An on-alignment alternative is perceived to have negative community and economic impacts to the City of Milford.

### Impact Comparison of Alternatives

#### Engineering

Considerations	On-Alignment Alternatives		
	No-Build	A, opt. 1/2	A, opt. 3
Existing SR 1 length (miles)	4.0	4.0	4.0
Existing US 113 length (miles)	7.2	7.2	7.2
Proposed US 113 off-alignment length (miles)	0.0	0.0	0.0
Total length of alternative (miles)	11.2	11.2	11.2
Existing US 113 reworked to service roads (miles)	0.0	3.3	3.3
Property Impacts			
Properties affected (number of)	0	218	135
Properties affected (total acres)	0	97	30
Access Rights			
Detail of Access (number of affected properties)	0	35	7
Residential		23	3
Agricultural		3	0
Commercial		9	4
Industrial		0	0
Modified Access (number of affected properties)	0	291	30
Residential		281	0
Agricultural		13	0
Commercial		72	10
Industrial		15	14

#### Environmental

Considerations	On-Alignment Alternatives		
	No-Build	A, opt. 1/2	A, opt. 3
Wetlands and Waters of the US			
Wetlands (acres)	0	2	0
Waters of the US (linear feet) <sup>1</sup>	0	1,800	450
History and Archaeological Resources			
Number of Known Historic Buildings, Structures, Objects, and Districts	0	2	1
Number of Potentially Historic Buildings, Structures, Objects, and Districts - currently being evaluated	0	0	0
Number of Potentially Historic Buildings, Structures, Objects, and Districts - currently being evaluated	0	17	12
Number of Potentially Significant Archaeological Sites - currently being evaluated	0	2	2
Number of Cemeteries	0	3	3
Section 805 Properties			
Number of Publicly-Owned Parks and Recreation Areas	0	0	0
Number of Publicly-Owned Wildlife and Waterfowl Refuges	0	0	0
Number of Historic Properties (same as number of Known Historic Buildings, Structures, Objects, and Districts affected)	0	2	1
Section 805 Properties			
Properties purchased by Land & Water Conservation Fund (LWCF) (number)	0	0	0
Area (acres)	0	0	0
Rare, Threatened and Endangered Species			
Potential Rare, Threatened and Endangered Species Area (acres)	0	780	780
Other Considerations			
Agricultural Openness (See Note) (number of properties)	0	0	0
Species within properties	0	0	0
Agricultural Preservation Easements (Permanent) (number of properties)	0	1	1
Species within properties	0	17	1
Forelands (2002 Land Use (acres))	0	14	1
State Forest Lands	0	0	0

Note: 1. Waters of the US are calculated only for the Swain County portion of all alternatives.

### On-Alignment Conclusions

- Option 1/2 will be retained for further study.
- Preliminary review indicates that on-alignment option 3 does not meet long-term traffic and safety needs in the corridor.

### Working Group Recommendations

- ON-ALIGNMENT ALTERNATIVES**
- There was consensus among the Working Group members that they do NOT support the on-alignment alternatives. However, the members recognized that the environmental resource and regulatory agencies will insist that at least one on-alignment alternative be retained for detailed study. Thus, the members stated that IF an on-alignment alternative is retained for detailed study, the alternative should be the combination of Alternatives A1 and A2 presented by the Project Team.
- There was consensus among the Working Group members to recommend to DeDOT that Alternative A3 (the third lane option) NOT be retained for detailed study.