4

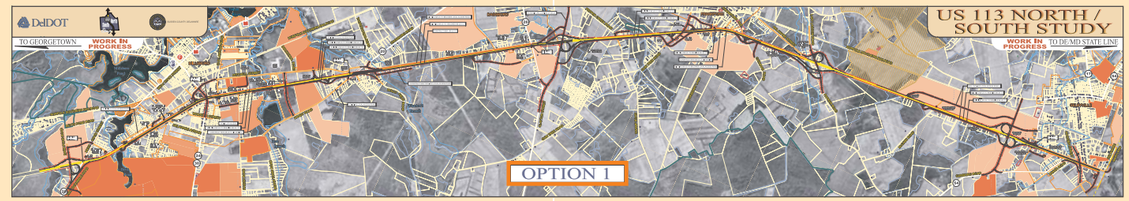
PRELIMINARY ON-ALIGNMENT ALTERNATIVES

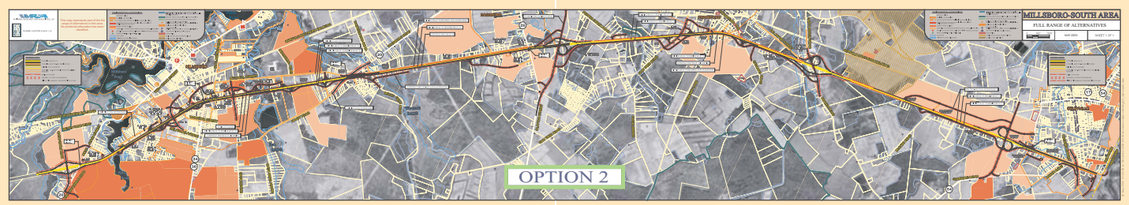
4

US 113 North / South Study

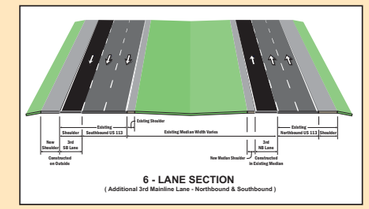
Description of Alternatives

- Options 1 and 2 include upgrading existing US 113 to full control of access with grade separations at key intersections.
- Option 1 in Millsboro:
  - Includes grade separations at SR 20 (west), SR 24, and M&T Blvd.
  - Uses primarily existing roads, in conjunction with some frontage roads, for access
  - Provides > 1 mile access spacing
- Option 2 in Millsboro:
  - Includes grade separations at SR 20 (west), Delaware Avenue, Radish Road and SR 20 (east)
  - Through traffic on SR 24 across US 113 would be relocated to Delaware Avenue
  - Uses more extensive frontage roads for access
  - Generally provides < 1 mile access spacing
- Options 1 and 2 are the same south of SR 20 (east):
  - Include grade separations at relocated SR 26, Gum Tree Road, Parker Road and relocated SR 54
  - SR 26 would be relocated on new alignment south of Dagsboro
  - SR 54 would be relocated on new alignment north of Selbyville
  - Use frontage roads for access
- Option 3 adds one lane in each direction at grade.
  - Grade separations at SR 20 (west), SR 24, SR 26, and SR 54
  - All other existing signals and access points will remain





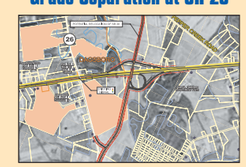
OPTION 3



Grade Separation at SR 20 (west)

Grade Separation at SR 24

Grade Separation at SR 26



Grade Separation at SR 54

Impact Comparison of Alternatives

Engineering

Considerations	No Build Alternative	On-alignment Alternatives		
		OPTION 1	OPTION 2	OPTION 3
Existing US 113 length (miles)	14.5	14.5	14.5	14.5
Existing US 113 to be retained (miles)	14.5	14.5	14.5	14.5
Proposed US 113 off-alignment length (miles)	0.0	0.0	0.0	0.0
Total length of alternative (miles)	14.5	14.5	14.5	14.5
Existing US 113 converted to service roads (miles)	0.0	4.2	4.3	0.0
Meets Project Purpose and Need (Y/N)	N	TBD	TBD	
Property Impacts (numbers of, total acres)				
Properties affected (numbers of)	0	368	373	
Properties affected (total acres)	0	182	204	
Access Rights (numbers of affected properties)				
Denial of Access (numbers of)	0	144	164	
Residential		103	117	
Agricultural		8	8	
Commercial		32	38	
Industrial		1	1	
Modified Access (numbers of)	0	0	0	
Residential				
Agricultural				
Commercial				
Industrial				

Environmental

(Resource Impacts in Delaware Only)

Considerations	No Build Alternative	On-alignment Alternatives		
		OPTION 1	OPTION 2	OPTION 3
Wetlands and Waters of the US				
Wetlands (acres)	0	13	14	1
Waters of the US (linear feet)	0	27,000	43,600	< 100
Historic and Archeological Resources				
Number of Known Historic Buildings, Structures, Objects, and Districts	0	0	0	0
Number of Known Archeological Sites	0	0	0	0
Number of Potentially Historic Buildings, Structures, Objects, and Districts - currently being evaluated	0	30	30	15
Number of Potentially Significant Archeological Sites - currently being evaluated	0	1	0	1
Number of Cemeteries	0	1	1	0
Section 4(f) Properties				
Number of Publicly-Owned Parks and Recreation Areas	0	0	0	0
Number of Publicly-Owned Wildlife and Waterfowl Refuges	0	0	0	0
Number of Historic Properties - same as number of Known Historic Buildings, Structure, Objects and Districts (above)	0	0	0	0
Section 6(f) Properties				
Properties purchased by Land & Water Conservation Fund (LWCF) (number)	0	0	0	0
Area (acres)	0	0	0	0
Rare, Threatened and Endangered Species				
Potential Rare, Threatened and Endangered Species Areas (acres)	TBD	TBD	TBD	TBD
Other Considerations				
Agricultural Districts (Ten-Year) (number of properties)	0	0	0	0
(acres within properties)	0	0	0	0
Agricultural Preservation Easements (Permanent) (number of properties)	0	0	0	0
(acres within properties)	0	0	0	0
Forestland: 2002 Land Use (acres)	0	28	26	7
State Forest Lands	0	0	0	0

On-Alignment Conclusions

- There is substantial opposition to on-alignment options in Millsboro.
- Public input indicates that on-alignment options are more workable from Dagsboro to Selbyville.
- On-alignment natural resource impacts are generally less than those associated with the eastern and western bypasses.
- Cultural resource impacts along the on-alignment alternatives are similar to, or even greater than, the bypasses.
- On-alignment alternatives will impact three to four times as many properties as the bypasses, although the total acreage of the impact is less.
- 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 a hybrid of Alternatives A1 and A2 that maximizes local access to the greatest extent possible.