

Agenda

- Introduction Monroe Hite, III
- Review of Preliminary Workshop Findings and Working Group Comments Monroe Hite, III
- Presentation of Additional Data Jeff Riegner
 - Noise
 - Air Quality
 - Economic Impact
- Alternative-by-Alternative Presentation/Discussion Project Team

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Agenda

- Preparation for March 21 and April 11 Meetings Project Team
- Review of Working Group Purpose/Role/Guidelines Andrew Bing
- Schedule/Next Steps Monroe Hite, III

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**SUMMARY OF
FEBRUARY 2007**

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**COMMENTS
PUBLIC WORKSHOPS**

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Summary of Workshop Comments

- Monday, February 26, Lincoln
 - 224 attendees
 - 39 comment forms to date
- Tuesday, February 27, Milford
 - 198 attendees
 - 25 comment forms to date
- Attendees have until March 16 to provide comments

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Summary of Workshop Comments

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

* Some people indicated equal preference for more than one alternative

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Summary of Workshop Comments

- Several comments were made regarding the retained alternatives, and suggestions were offered for adding alternatives as follows:
 - Three 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 had no choice of an alternative

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Summary of Workshop Comments

**Observations from Working
Group members who attended
the workshops**

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PRESENTATION OF

11

ADDITIONAL DATA

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Noise

- How noise is measured
 - dBA – measure of human perception of traffic noise
 - Sound varies over time – L_{eq}
 - Loudest hour – $L_{eq}(h)$ – summer weekday peak hour
- Noise levels:
 - Measured
 - Predicted existing (calibration)
 - Predicted future
- In accordance with FHWA and State guidelines, a property is considered impacted if either:
 - It experiences design year noise levels of 66 dBA or higher (based on FHWA Noise Abatement Criteria for residences, schools, churches, etc.), OR
 - Design year noise levels exceed existing noise levels by 10 dBA or more.

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Noise

| | Number of residential parcels* | | |
|----------------------|--------------------------------|--|-------|
| | Along existing US 113 or SR 1 | Along new alignment portions of alternatives | Total |
| No-Build Alternative | N/A | N/A | N/A |
| Yellow Alternative | 239 | 0 | 239 |
| Orange Alternative | 15 | 74 | 89 |
| Blue Alternative | 9 | 83 | 92 |
| Green Alternative | 167 | 72 | 239 |
| Purple Alternative | 226 | 77 | 303 |
| Brown Alternative | 215 | 25 | 240 |

* Represents the number of residential parcels that may experience a predicted noise level of 66 dBA or greater or an increase of at least 10 dBA above the existing peak noise level.

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Air Quality

■ Project-Level Air Quality Analysis

- Carbon monoxide (CO) hotspot analysis was performed along the US 113 alignments and at six signalized intersections using 118 air quality receptors within the US 113 project area. CO impacts are analyzed as the acceptable indicator of vehicle-generated air pollution.
- 28 air quality receptor locations were selected to represent air quality sensitive locations. The sensitive receptor locations were defined as locations on either side of the proposed alignments that would be affected by changes in air quality.
- The 1-hour State/National Ambient Air Quality Standard (S/NAAQS) for CO is 35 ppm. The 8-hour S/NAAQS for CO is 9 ppm.
- The 1-hour CO concentrations include a 1.4 ppm background level and the 8-hour average CO concentrations include a 1.1 ppm background level.

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Air Quality

The highest CO concentrations are as follows:

| | Highest CO Concentrations in 2030 | | | |
|----------------------|-----------------------------------|--------|----------------------------|--------|
| | Sensitive Receptor Sites | | Intersections along US 113 | |
| | 1 Hour | 8 Hour | 1 Hour | 8 Hour |
| No-Build Alternative | 2.4 | 2.0 | 4.5 | 4.0 |
| Yellow Alternative | 2.7 | 2.3 | N/A | N/A |
| Orange Alternative | 2.6 | 2.2 | 2.8 | 2.5 |
| Blue Alternative | 1.8 | 1.4 | 4.0 | 3.4 |
| Green Alternative | 2.6 | 2.1 | 3.8 | 3.4 |
| Purple Alternative | 2.6 | 2.1 | 3.8 | 3.4 |
| Brown Alternative | 2.3 | 1.9 | 3.6 | 3.3 |

There will be no violations of the S/NAAQS for CO along any of the alternatives.

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Economic Impact

- **Types of impacts**
 - **Acquisition due to highway construction**
 - Purchase of parcels directly impacted, including some businesses
 - **Impacts to traffic-sensitive businesses**
 - Change in access to existing US 113
 - Reduction of pass-by traffic
 - **Increase in travel speed**
 - Regional benefit
 - Benefits truck-related businesses that use US 113
 - Benefits businesses that seek to increase market size

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Economic Impact

- **Results of analysis**
 - **Trend: Employment will increase by 2,374 jobs (about 21%) through 2030, according to official employment forecasts**

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Economic Impact

- Results of analysis
 - Acquisition due to highway construction
 - Yellow: greatest impact
 - Blue: moderate impact
 - All other alternatives: minimal impact
 - Impacts to traffic-sensitive businesses
 - Yellow: greatest benefit
 - All other alternatives: greatest impact
 - Increase in travel speed
 - Orange: greatest benefit
 - All other build alternatives: moderate benefit:
 - No-build: greatest impact due to congestion

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Growth in Jobs

| | Base | No-Build | Yellow | Orange | Blue | Green | Purple | Brown |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Acquisition due to highway construction | N/A | 0 | (550) | minimal | (130) | (10) | (10) | (20) |
| Impacts to traffic-sensitive establishments | N/A | 0 | 90 | (260) | (240) | (220) | (220) | (130) |
| Increase in travel speed | N/A | (570) | 210 | 800 | 300 | 120 | 120 | 200 |
| TOTALS | 2,374 | 1,800 | 2,100 | 2,900 | 2,300 | 2,300 | 2,300 | 2,400 |

- These figures do not include growth due to:
 - Construction jobs (several hundred per year over 3 to 4 years)
 - Induced development near interchanges

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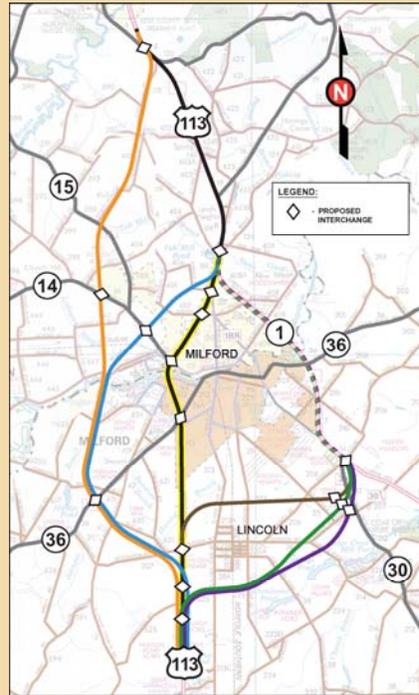
ALTERNATIVE-BY-ALTERNATIVE

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PRESENTATION/DISCUSSION

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Milford Area Alternatives



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 4(f) impact - BMX Park
 - Potential Federally listed RTE impact- swamp pink
 - Potential effect on Milford wellhead protection area

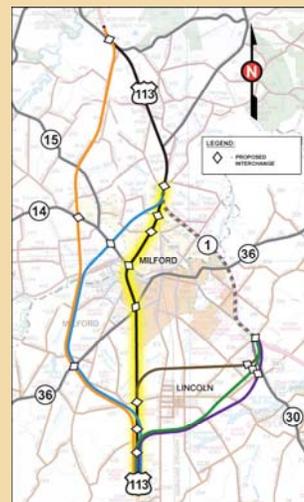


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Milford Area Alternatives Yellow (On-Alignment)

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



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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



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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



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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



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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



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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



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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



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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



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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



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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



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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



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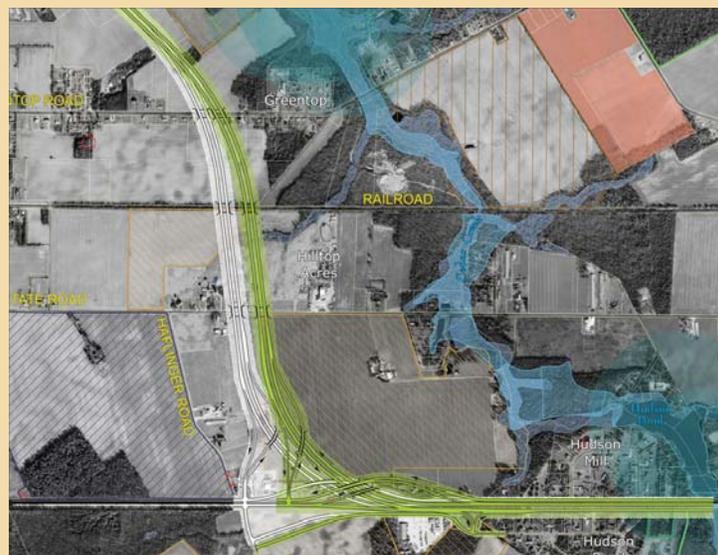
Milford Area Alternatives Green and Purple (East Bypasses)

- Slight shifts recommended at the public workshops:
 - Adjust Green and Purple south to avoid properties on south side of Haflinger Road
 - Adjust Green and Purple south to reduce impacts to occupied residences in Greentop



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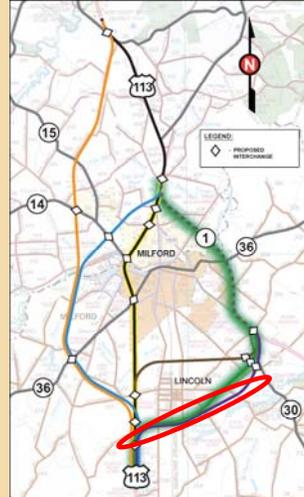
Milford Area Alternatives Green and Purple (East Bypasses)



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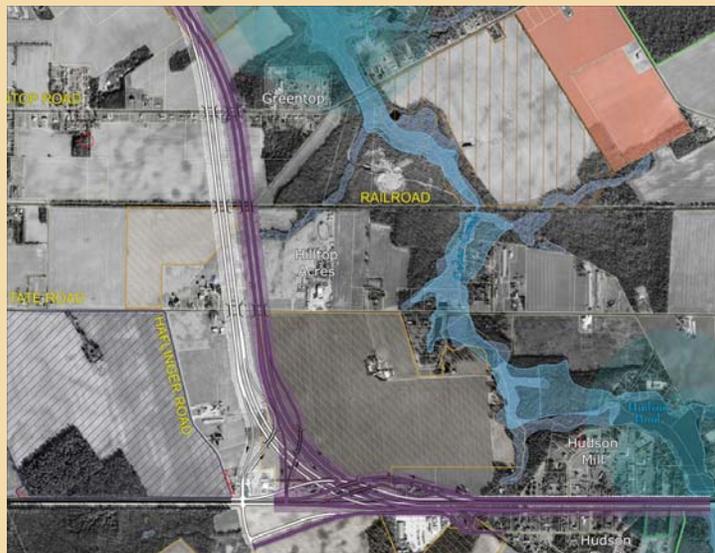
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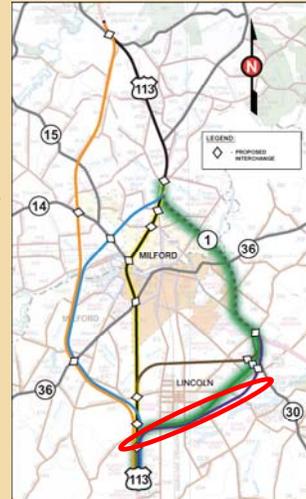
Milford Area Alternatives Green and Purple (East Bypasses)



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Milford Area Alternatives Green and Purple (East Bypasses)

- Slight shifts recommended at the public workshops:
 - Adjust Green and Purple south to avoid properties on south side of Haflinger Road
 - Adjust Green and Purple south to reduce impacts to occupied residences in Greentop
 - Adjust Purple south to avoid direct impacts to existing residences south of Logans Run
- Changes in impacts due to shifts:
 - Eliminated six residential acquisitions along purple
 - Agricultural easement impacts (Morgan) increased by about 10 acres
 - Waters of the U.S. impacts: Green slightly lower, Purple slightly higher



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Milford Area Alternatives Green and Purple (East Bypasses)



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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 Cabbage 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 Cabbage and Clendaniel Ponds



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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



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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



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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



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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 Cabbage 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 Cabbage and Clendaniel Ponds

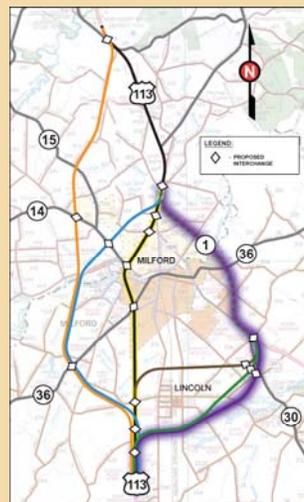


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Milford Area Alternatives Purple (East Bypass)

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



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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



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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



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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 Cubbage 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



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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



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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



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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



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PREPARATION FOR MARCH 21

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AND APRIL 11 MEETINGS

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Preparation for Upcoming Meetings: 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.
 - All public input from the February 26 and 27 workshops has not yet been received.

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Preparation for Upcoming Meetings: 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.

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Preparation for Upcoming Meetings: Recommended Preferred Alternative

- The **No-Build Alternative** does NOT provide a US 113 that accommodates planned economic growth in Milford 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.
- The **Yellow Alternative** has a likely fatal flaw for federal funding: direct impacts to several historic resources.

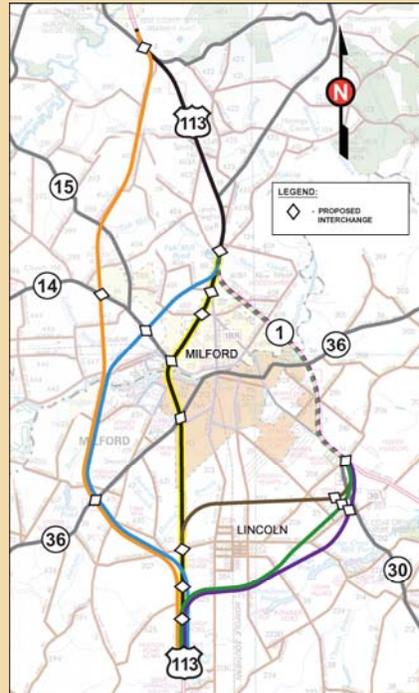
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Preparation for Upcoming Meetings: Recommended Preferred Alternative

- The **West Bypass Alternatives** (Orange and Blue) have significantly greater impacts on higher quality natural environmental resources than the East Bypass Alternatives.
- The **East Bypass Alternatives** (Green, Purple, and Brown) have fewer impacts on natural environmental resources than the Yellow and West Bypass Alternatives.
- The **Green and Purple Alternatives** have fewer impacts on natural environmental resources than the Brown Alternative.

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Milford Area Alternatives



Preparation for Upcoming Meetings: 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.
 - (2) Factors where the Green and Purple Alternatives are different, which could affect the recommendation of a preferred alternative.

Preparation for Upcoming Meetings: 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
 - Impacts to State Resource areas and natural areas – both about one acre
 - Federally listed RTE impacts – both about one acre
 - Impacts to agricultural districts – one each
 - State forest impacts – none
 - Consistency with Livable Delaware – both are considered “Good”

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Preparation for Upcoming Meetings: 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
 - 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

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Preparation for Upcoming Meetings: 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 |
| 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 | |

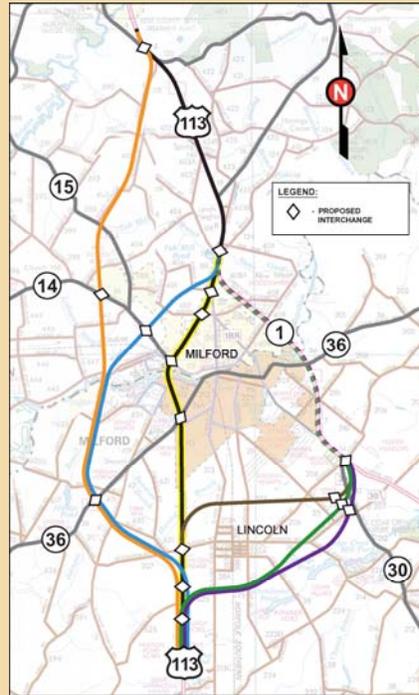
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Preparation for Upcoming Meetings: Recommended Preferred Alternative

| 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 |
| 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 | 239 | 303 | Green is 21% lower |
| Access Rights | | | |
| Acquisitions (numbers of affected properties) | | | |
| Residential: total | 71 | 55 | Purple is 23% lower |
| existing residences | 60 | 43 | Purple is 28% lower |
| approved lots | 29 | 28 | Purple is 3% lower |
| Agricultural | 31 | 15 | Purple is 52% lower |
| Commercial | 9 | 10 | Green is 10% lower |
| Other | 2 | 2 | |
| Modified Access (numbers of affected properties) | 0 | 0 | |
| Residential | 37 | 23 | Purple is 26% lower |
| Agricultural | 26 | 19 | Purple is 27% lower |
| Commercial | 3 | 2 | Purple is 33% lower |
| Other | 2 | 2 | |
| Cost | | | |
| Preliminary anticipated cost range (\$ millions) | \$299 - \$365 | \$337 - \$411 | Green is 11% lower |

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Milford Area Alternatives



Preparation for Upcoming Meetings: Recommended Preferred Alternative

Comments or Questions?

**REVIEW OF
PURPOSE, ROLE,**

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**WORKING GROUP
AND GUIDELINES**

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Purpose

Each Working Group has the same basic purpose:

1. To provide advice to DelDOT regarding transportation improvements needed in the US 113 corridor in order to establish a limited access highway.
2. To analyze and address current needs and those that will arise over the next 25 years along the US 113 corridor.

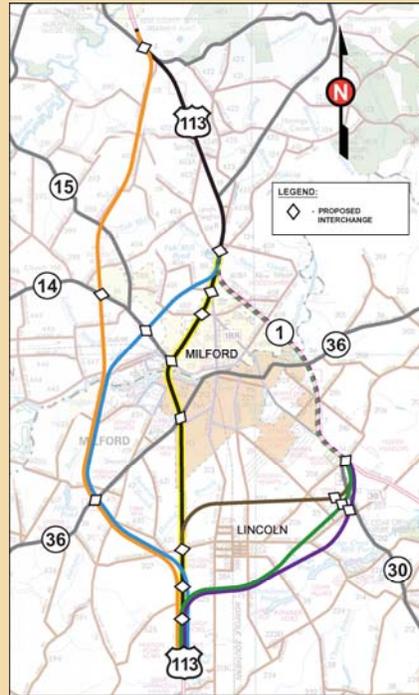
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Role

Assist DelDOT by providing input, making suggestions, reviewing alternatives, narrowing the range of alternatives, and recommending the alternatives that will receive detailed study. The Working Groups will help in developing a consensus and gaining public comment and acceptance.

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Milford Area Alternatives



Working Group Guidelines

- How We Treat Each Other
- How We Make Recommendations
- How We Communicate with Those Outside the Working Group

Working Group Guidelines: How We Treat Each Other

- Each member has an equal right to speak and ask questions. There are no “dumb questions.”
- Each member is encouraged to share individual viewpoints. Individual opinions are valid whether others agree with them or not.
- We will listen to, respect and seek to understand the views of others, particularly those perspectives that differ from our own.
- Disagreements will be explored not suppressed. In some instances, however, disagreements may be discussed outside of meetings so that we are not distracted from achieving the purpose of the meetings.

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Working Group Guidelines: How We Treat Each Other

- We will be courteous when addressing other members, staff and consultants.
- We will refrain from interrupting each other, staff or consultants.
- We will keep our comments relevant to the topic under discussion.
- Draft materials, plans and reports shared by and among members, staff, and consultants shall be treated as working papers.

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Working Group Guidelines: How We Make Recommendations

- The Working Group will operate by consensus whenever possible. Consensus does not necessarily mean agreement or active support by each member. Those not objecting are not necessarily indicating that they favor the proposal under consideration, but merely that they can “live with it.”
- In the absence of consensus, a super majority of three-quarters (75%) of the members present is required for approval of an action.
- The facilitator will seek the sense of the Working Group on an issue/action. If there is not unanimity and if a clear super majority does not exist, written ballots will be used.

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Working Group Guidelines: How We Make Recommendations

- Members may designate an alternate to attend and participate in discussions in his or her absence. Alternates may vote in the absence of the member, except on the vote to adopt final recommendations.
- The vote to adopt final recommendations will be by super majority. Only members can vote and written “absentee” ballots will be accepted.
- Non-members shall attend meetings as observers and may be invited to offer comments if time allows.

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Working Group Guidelines:

How We Communicate With Those Outside the Working Group

- Ideas discussed within the Working Group should not be presented as representing the position of the group without the agreement of the group.
- When speaking about the work of the Working Group outside of meetings, members are speaking for themselves only unless speaking from approved documents or positions of the Working Group.

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Working Group Guidelines:

How We Communicate With Those Outside the Working Group

- Draft materials, plans and reports shared by and among members, staff and consultants shall be treated as working papers.

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SCHEDULE AND

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NEXT STEPS

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Schedule

- Our goal is to identify a recommended preferred alternative, and circulate a Draft Environmental Impact Statement containing that alternative, in May 2007.
- To do so, we hope to secure your recommendation by April 11, 2007.

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Schedule

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

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

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Next Steps

Working Group Meeting Dates:

- Wednesday, March 21
- Wednesday, April 11

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Next Steps

DEIS Public Hearing Dates:

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

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