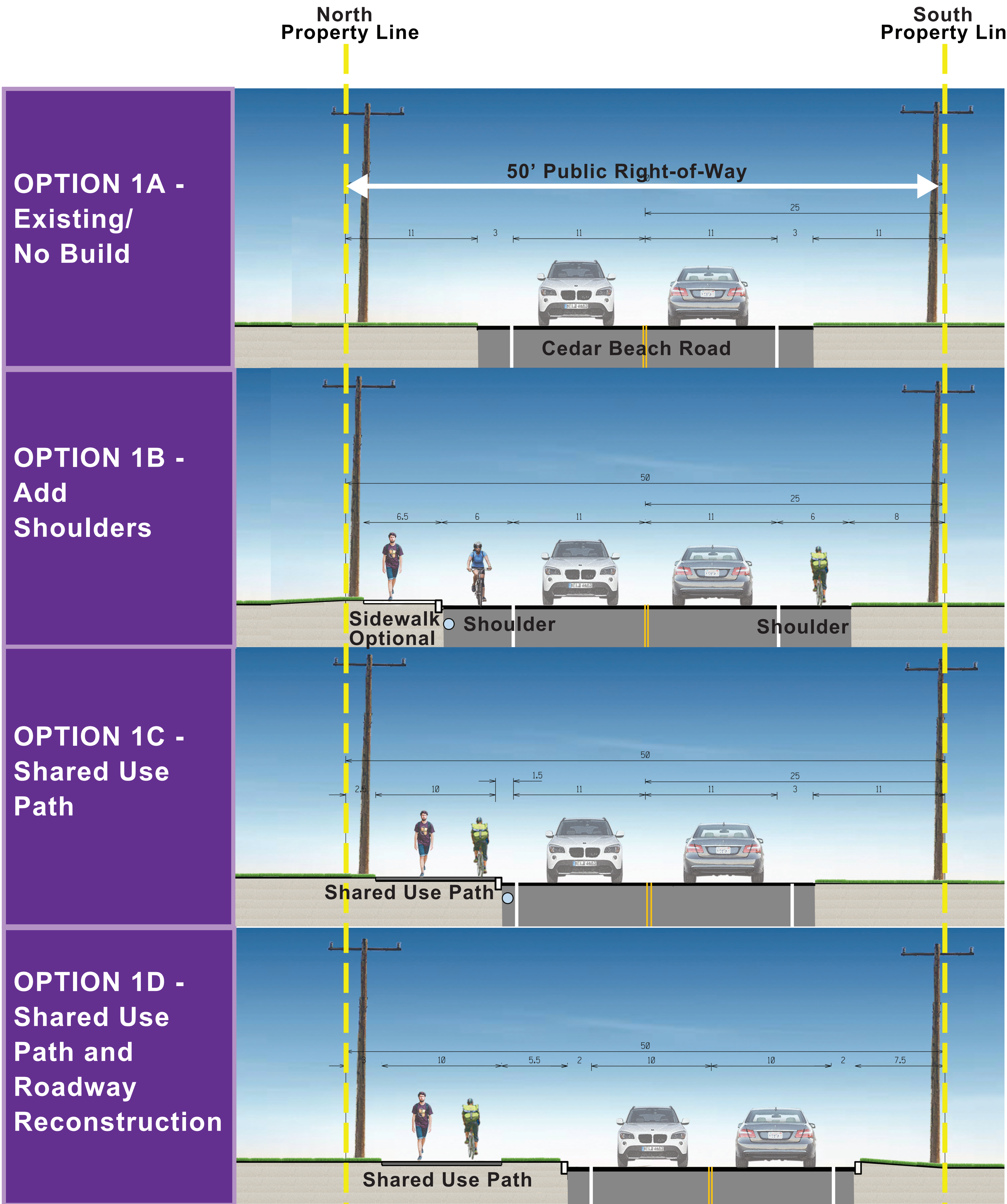


Milford-Slaughter Beach Shared Use Path Feasibility Study

Section 1 Alternatives

S. Rehoboth Boulevard to SR 1



Section 1 Alternatives - S. Rehoboth Boulevard to SR 1				
50' Width of Public Right-of-Way; 25-35 MPH Speed Limit				
	Option A - Existing/No Build	Option B - Add Shoulders	Option C - Shared Use Path	Option D - Shared Use Path and Roadway Reconstruction
Travel Width Lane	11'	11'	11'	11'
Shoulder Width	~3'	6'	1'-3'	1'-6'
Bicycle Facility Type	On-Road in travel lanes High-stress	On-road in shoulders High-stress	Shared use path Low-stress	Shared use path Low-stress
Pedestrian Facility Type	Existing sidewalk by development	Existing sidewalk by development	Shared use path	Shared use path
Private Property Impacts	No	Not anticipated	Not anticipated	Not anticipated
Stormwater Management	No	Yes - Closed Section	Yes - Closed section	Yes - Closed section
Major Overhead Utility Impacts	No	No	No	No
Environmental Constraints	Portion within floodplain Stream crossing			
Cost	N/A	High	Lowest	Highest

1. Total roadway width increase may encourage higher speeds.
2. Stormwater facility type and size to be determined in engineering design if project should advance to next phase.
3. Utility pole relocation anticipated. All utilities too to be verified with survey should the project advance to next phase.

Existing Conditions

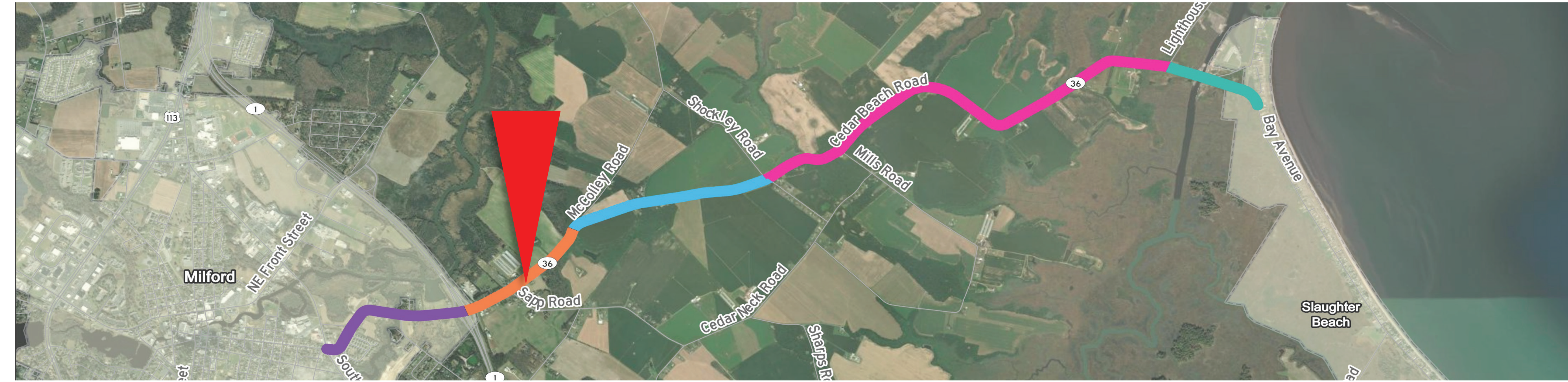
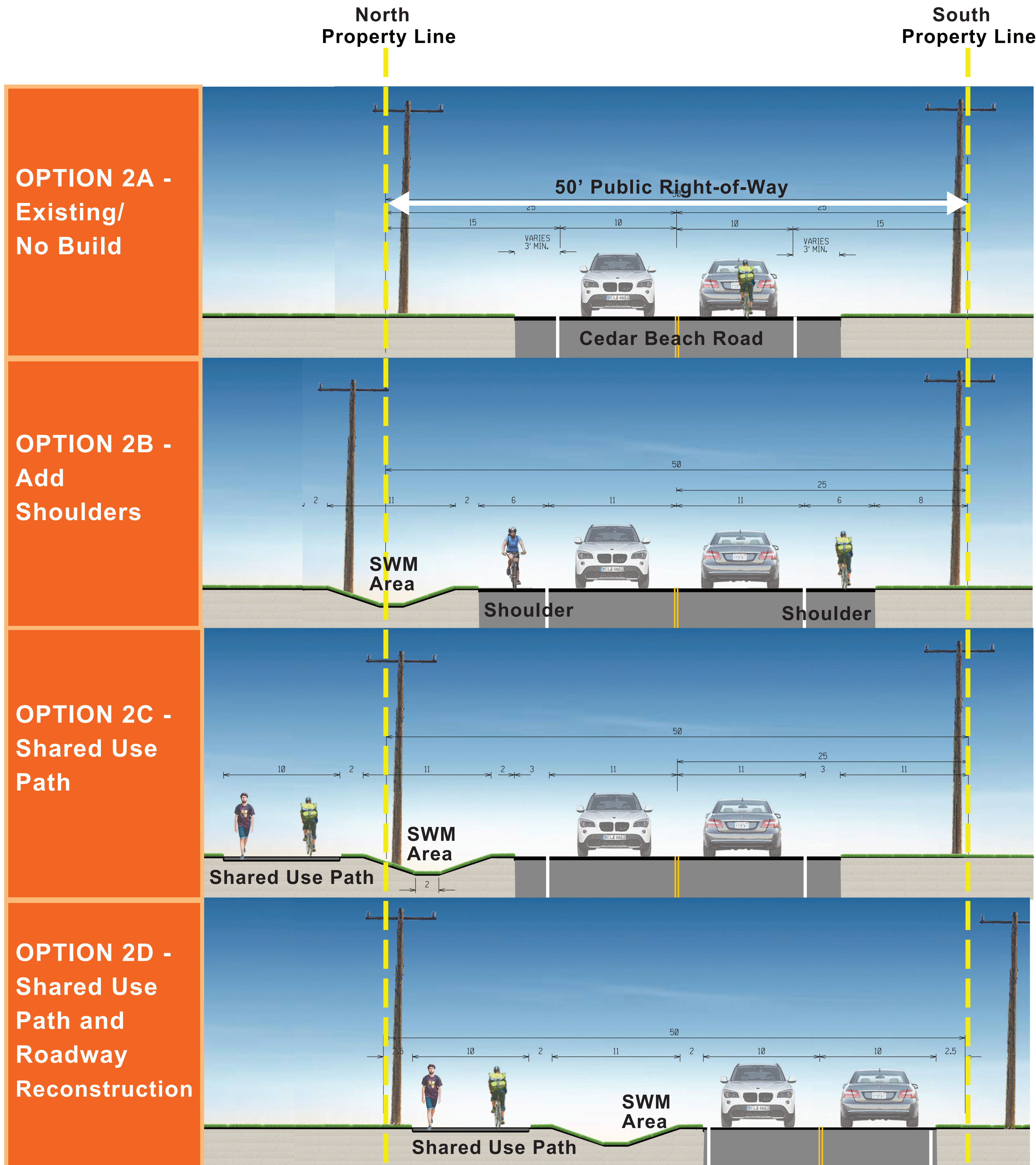
	Cedar Beach Road - North	Cedar Beach Road - South
Properties (total parcels)	23	28
Ag Land Preservation (LF/parcels)	N/A	N/A
Driveways (total number)	14	19
Road Crossings (total number)	2	2
Overhead Utility (LF)	4,295'	1,750'
Stream Crossing	Yes	Yes
Difficult Slope/Ditch (LF)	~410'	~950'
Wetlands (LF)	Potential at stream crossing	Potential at stream crossing

Note: Section views are shown looking east toward Slaughter Beach

Milford-Slaughter Beach Shared Use Path Feasibility Study

Section 2 Alternatives

East of SR 1 to McColley Road



Section 2 Alternatives - East of SR 1 to McColley Road				
50' Width of Public Right-of-Way; 40 MPH Speed Limit				
	Option A - Existing/No Build	Option B - Add Shoulders	Option C - Shared Use Path	Option D - Shared Use Path and Roadway Reconstruction
Travel Width Lane	11'	11'	11'	11'
Shoulder Width	Varies	6'	Varies	Varies
Bicycle Facility Type	On-Road in travel lanes/some shoulders High-stress	On-road in shoulders High-stress	Shared use path Low-stress	Shared use path Low-stress
Pedestrian Facility Type	N/A	N/A	Shared use path	Shared use path
Private Property Impacts	No	Likely	Yes	Likely
Stormwater Management	No	Yes	Yes	Yes
Major Overhead Utility Impacts	No	Likely	Yes	Likely
Environmental Constraints	Aglands Preservation Stream crossing			
Cost	N/A	Lowest	High	Highest

1. Total roadway width increase may encourage higher speeds.
2. Stormwater facility type and size to be determined in engineering design if project should advance to next phase.
3. Utility pole relocation anticipated. All utilities too to be verified with survey should the project advance to next phase.
4. Roadway widths match existing to reduce property impacts. Shoulder may be needed to meet DeIDOT standards.
5. Opportunity to elevate roadway to reduce current and future flooding.

Existing Conditions

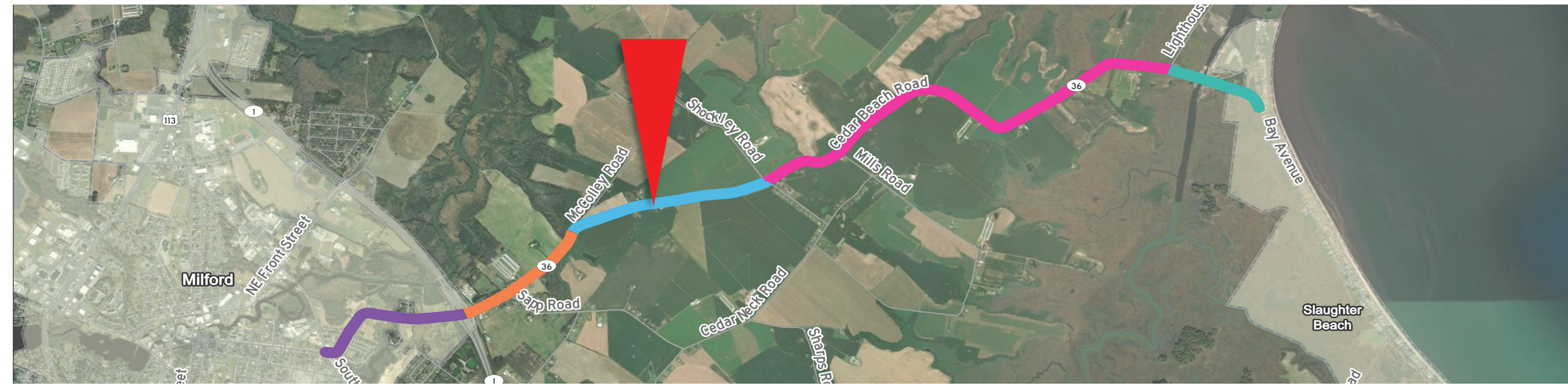
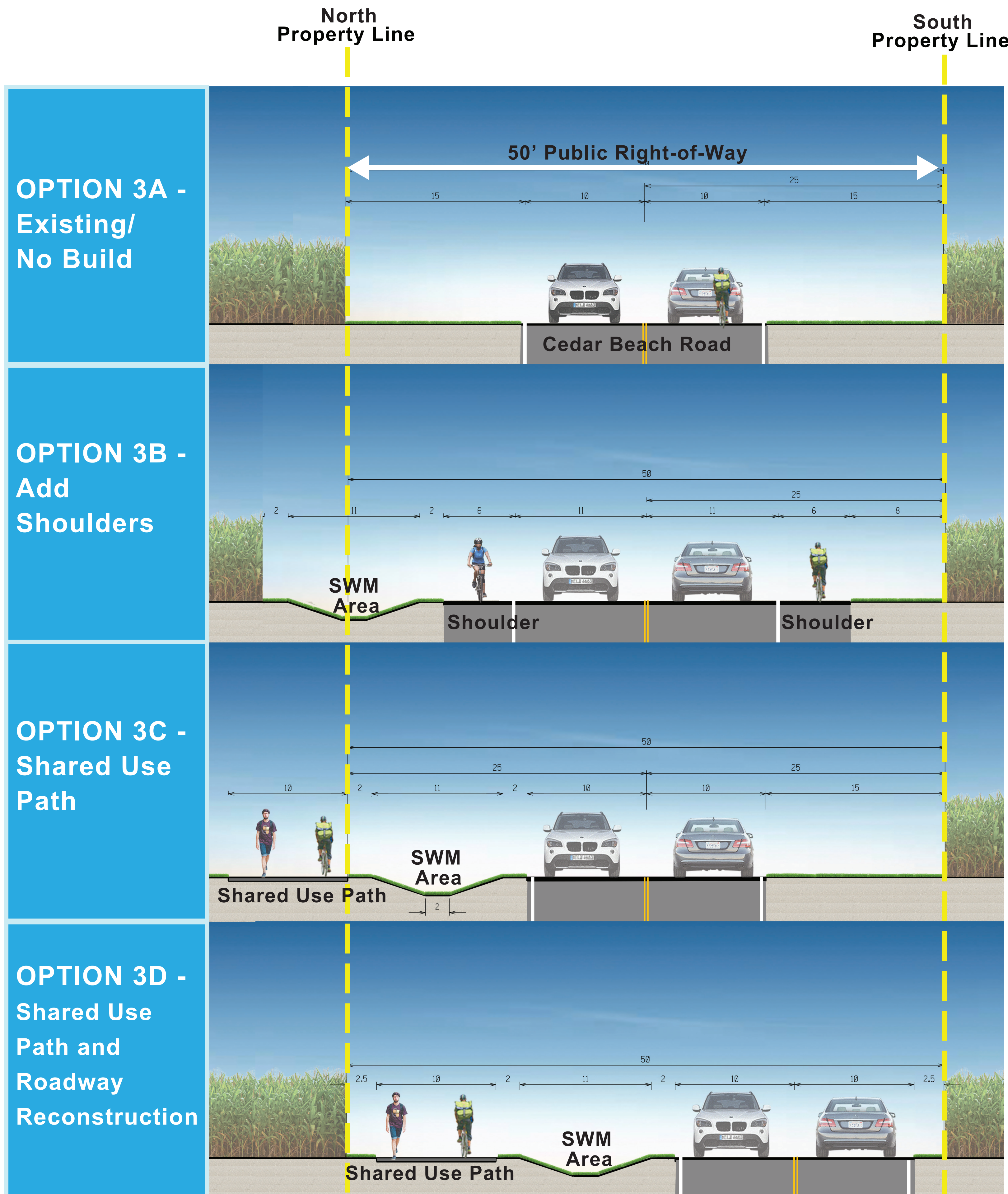
	Cedar Beach Road - North	Cedar Beach Road - South
Properties (total parcels)	17	26
Ag Land Preservation (LF/parcels)	~1,800' - 2 parcels	50' - 1 parcel
Driveways (total number)	17	22
Road Crossings (total number)	1	1
Overhead Utility (LF)	~3,375'	~9 poles
Stream Crossing	Yes	Yes
Difficult Slope/Ditch (LF)	~180'	~260'
Wetlands (LF)	N/A	N/A

Note: Section views are shown looking east toward Slaughter Beach

Milford-Slaughter Beach Shared Use Path Feasibility Study

Section 3 Alternatives

McColley Road to Shockley Road



Section 3 Alternatives - McColley Road to Shockley Road				
50' Width of Public Right-of-Way; 40 MPH Speed Limit				
	Option A - Existing/No Build	Option B - Add Shoulders	Option C - Shared Use Path	Option D - Shared Use Path and Roadway Reconstruction
Travel Width Lane	10'	11'	10'	10'-11'
Shoulder Width	0'	6'	0'	0'
Bicycle Facility Type	On-Road in travel lanes High-stress	On-road in shoulders High-stress	Shared use path Low-stress	Shared use path Low-stress
Pedestrian Facility Type	N/A	N/A	Shared use path	Shared use path
Private Property Impacts	No	Yes	Yes	Likely
Stormwater Management	No	Yes	Yes	Yes
Major Overhead Utility Impacts	No	No	No	No
Environmental Constraints	Aglands Preservation			
Cost	N/A	Lowest	High	Highest

1. Total roadway width increase may encourage higher speeds.
2. Stormwater facility type and size to be determined in engineering design if project should advance to next phase.
3. Utility pole relocation anticipated. All utilities too to be verified with survey should the project advance to next phase.
4. Roadway widths match existing to reduce property impacts. Shoulder may be needed to meet DeIDOT standards.
5. Opportunity to elevate roadway to reduce current and future flooding.

Existing Conditions

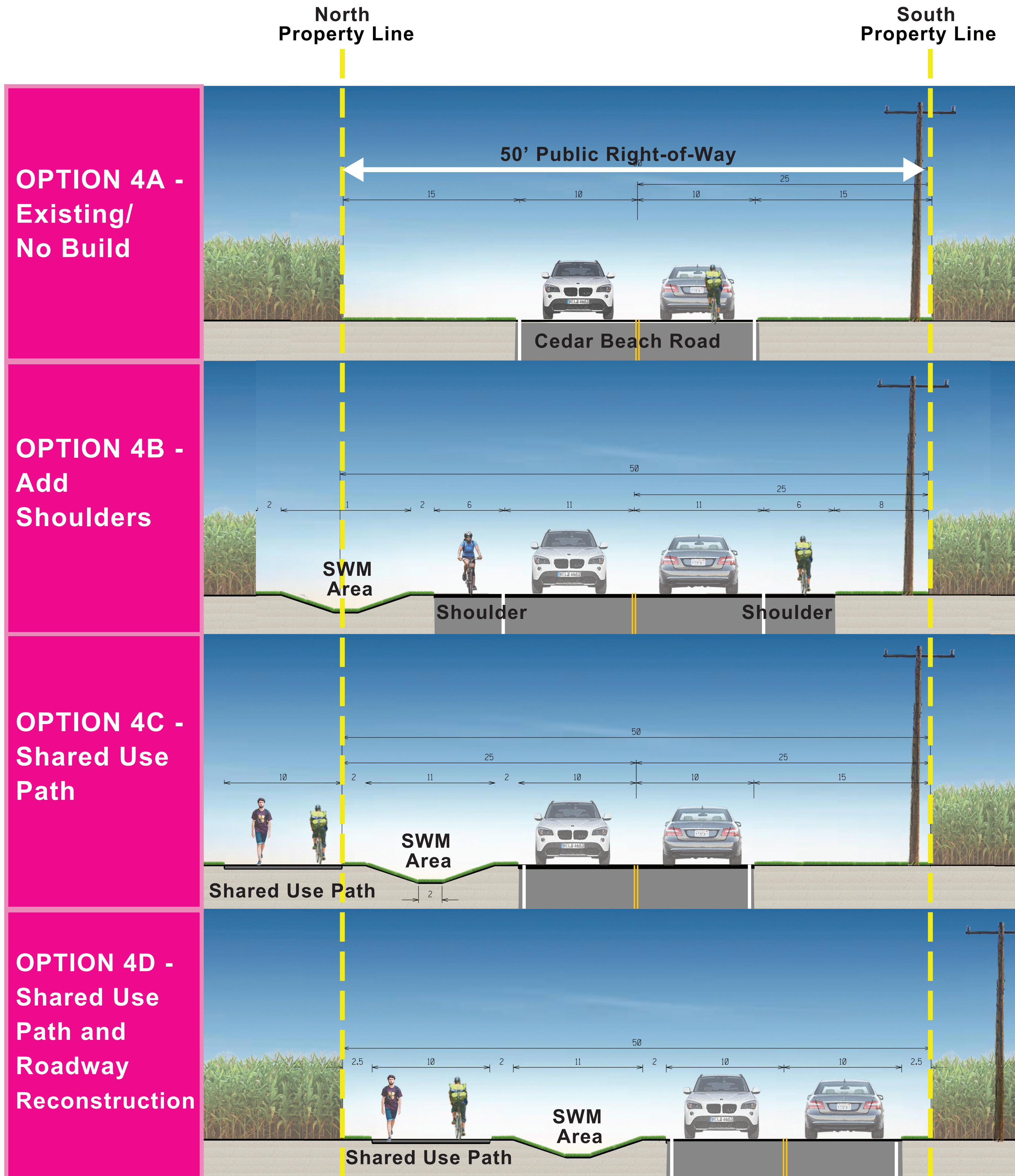
	Cedar Beach Road - North	Cedar Beach Road - South
Properties (total parcels)	7	13
Ag Land Preservation (LF/parcels)	0'	~2,150' / 2 parcels
Driveways (total number)	3	11
Road Crossings (total number)	1	1
Overhead Utility (LF)	0'	~2,000'
Stream Crossing	No	No
Difficult Slope/Ditch (LF)	0'	~700'
Wetlands (LF)	N/A	N/A
Other		Farm Equipment

Note: Section views are shown looking east toward Slaughter Beach

Milford-Slaughter Beach Shared Use Path Feasibility Study

Section 4 Alternatives

Shockley Road to Lighthouse Road



Section 4 Alternatives - Shockley Road to Lighthouse Road				
50' Width of Public Right-of-Way; 40 MPH Speed Limit				
	Option A - Existing/No Build	Option B - Add Shoulders	Option C - Shared Use Path	Option D - Shared Use Path and Roadway Reconstruction
Travel Width Lane	10'	11'	10'	10'-11'
Shoulder Width	0'	6'	0'	0'
Bicycle Facility Type	On-Road in travel lanes High-stress	On-road in shoulders High-stress	Shared use path and elevated walkway structure Low-stress	Shared use path and elevated walkway structure Low-stress
Pedestrian Facility Type	N/A	N/A	Shared use path	Shared use path
Private Property Impacts	No	Likely	Yes	Yes
Stormwater Management	No	Yes	Yes	Yes
Major Overhead Utility Impacts	No	No	Likely	Yes
Environmental Constraints	Total area in floodplain Church with cemetery			
Cost	N/A	Lowest	High	Highest
Elevated Structure in Wetlands	N/A	No	Yes	Yes

1. Total roadway width increase may encourage higher speeds.
2. Stormwater facility type and size to be determined in engineering design if project should advance to next phase.
3. Utility pole relocation anticipated. All utilities too to be verified with survey should the project advance to next phase.
4. Roadway widths match existing to reduce property impacts. Shoulder may be needed to meet DeIDOT standards.
5. Opportunity to elevate roadway to reduce current and future flooding.

Existing Conditions

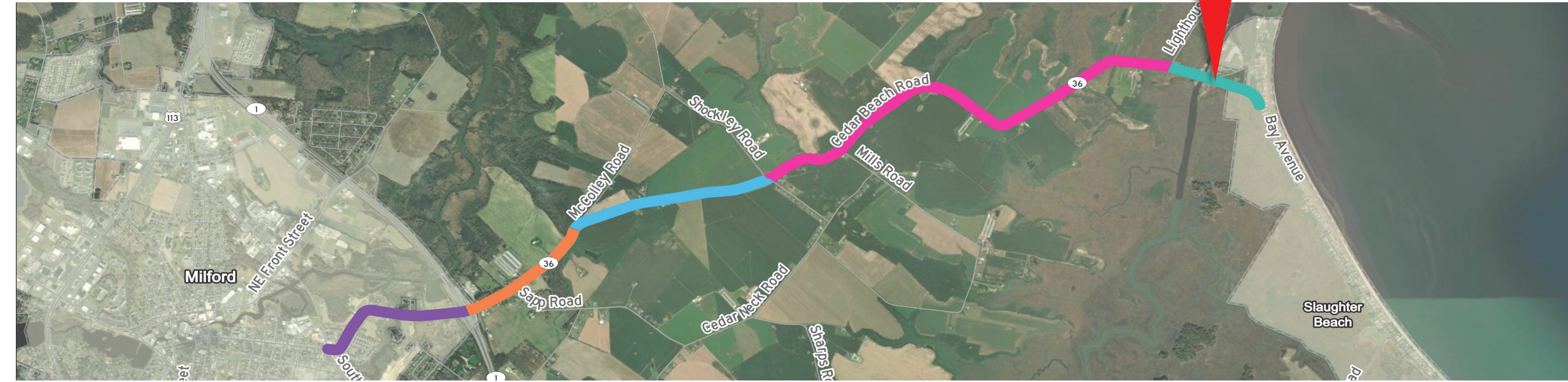
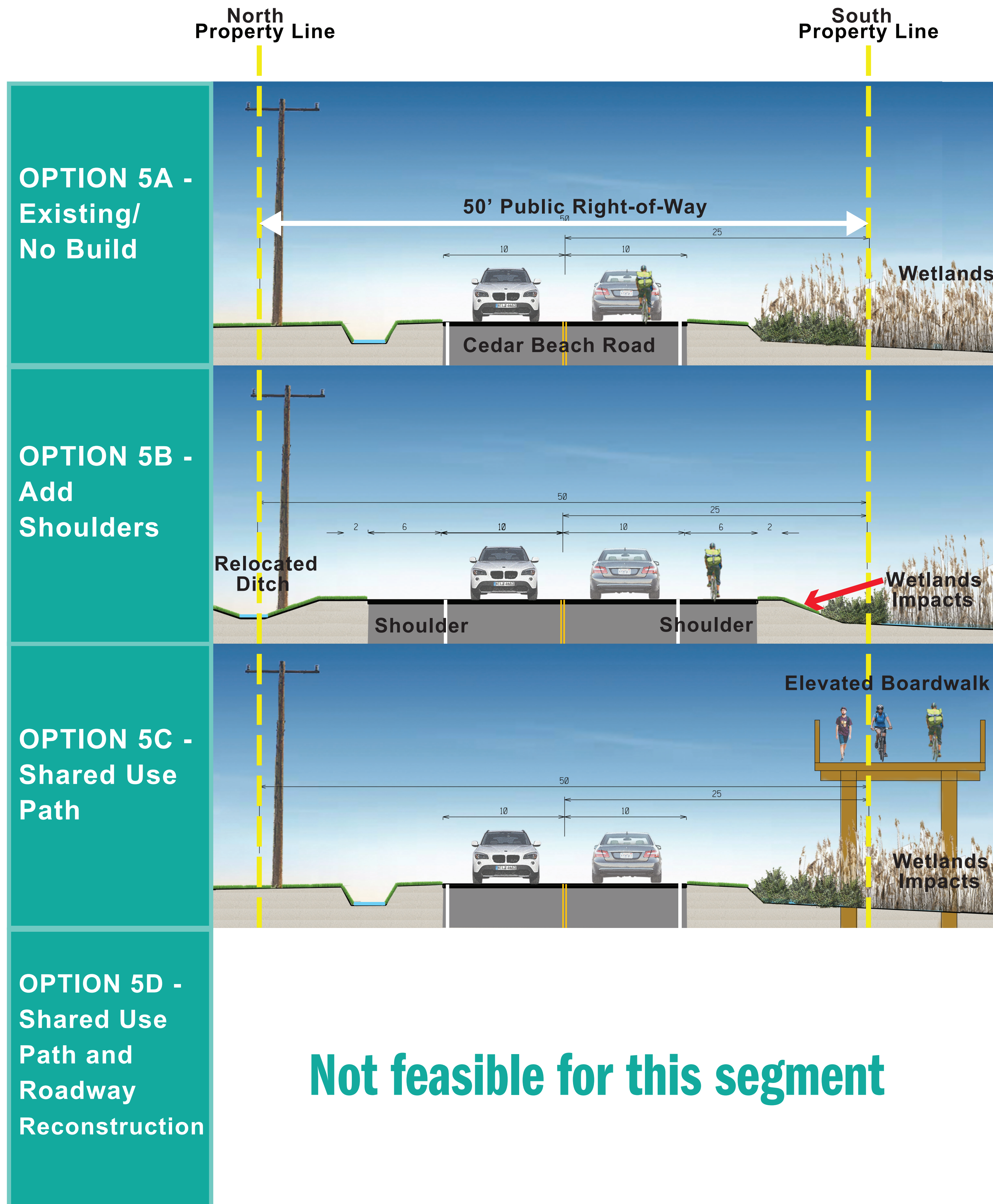
	Cedar Beach Road - North	Cedar Beach Road - South
Properties (total parcels)	16	16
Ag Land Preservation (LF/parcels)	0'	~1,300' / 1 parcel
Driveways (total number)	10	12
Road Crossings (total number)	1	1
Overhead Utility (LF)	~4,000'	~10,000'
Stream Crossing	Yes	Yes
Difficult Slope/Ditch (LF)	~290'	~440'
Wetlands (LF)	~4,500'	~3,500'
Other	Church/Cemetery In floodplain	In floodplain

Note: Section views are shown looking east toward Slaughter Beach

Milford-Slaughter Beach Shared Use Path Feasibility Study

Section 4 Alternatives

Lighthouse Road to Canal Bridge



Section 5 Alternatives - Lighthouse Road to Bay Avenue				
50' Width of Public Right-of-Way; 40 MPH Speed Limit				
	Option A - Existing/No Build	Option B - Add Shoulders	Option C - Shared Use Path	Option D - Shared Use Path and Roadway Reconstruction
Travel Width Lane	10'	11'	10'	N/A
Shoulder Width	0'	6'	0'	
Bicycle Facility Type	On-Road in travel lanes High-stress	On-road in shoulders High-stress	Elevated walkway structure Low-stress	
Pedestrian Facility Type	N/A	N/A	Elevated walkway structure	
Private Property Impacts	No	Likely	Yes	
Stormwater Management	No	Relocating existing swale	No	
Major Overhead Utility Impacts	No	Yes	Likely	
Environmental Constraints	Total area in floodplain Canal crossing			
Cost	N/A	High	High	
Elevated Structure in Wetlands	N/A	No	Yes	

1. Total roadway width increase may encourage higher speeds.
2. Stormwater facility type and size to be determined in engineering design if project should advance to next phase.
3. Utility pole relocation anticipated. All utilities too to be verified with survey should the project advance to next phase.
4. Roadway widths match existing to reduce property impacts. Shoulder may be needed to meet DelDOT standards.
5. Opportunity to elevate roadway to reduce current and future flooding.

Existing Conditions

	Cedar Beach Road - North	Cedar Beach Road - South
Properties	10	5
Ag Land Preservation (LF)	0	0
Driveways (total)	11	2
Intersection crossings (total)	1	0
Overhead Utility (LF)	~975'	~113'
Stream Crossing (total)	Need to verify and canal	Need to verify and canal
Difficult Slope/Ditch (LF)	Yes	Yes
Wetlands (LF)	200'	710'
Other	All in floodplain	All in floodplain

Note: Section views are shown looking east toward Slaughter Beach