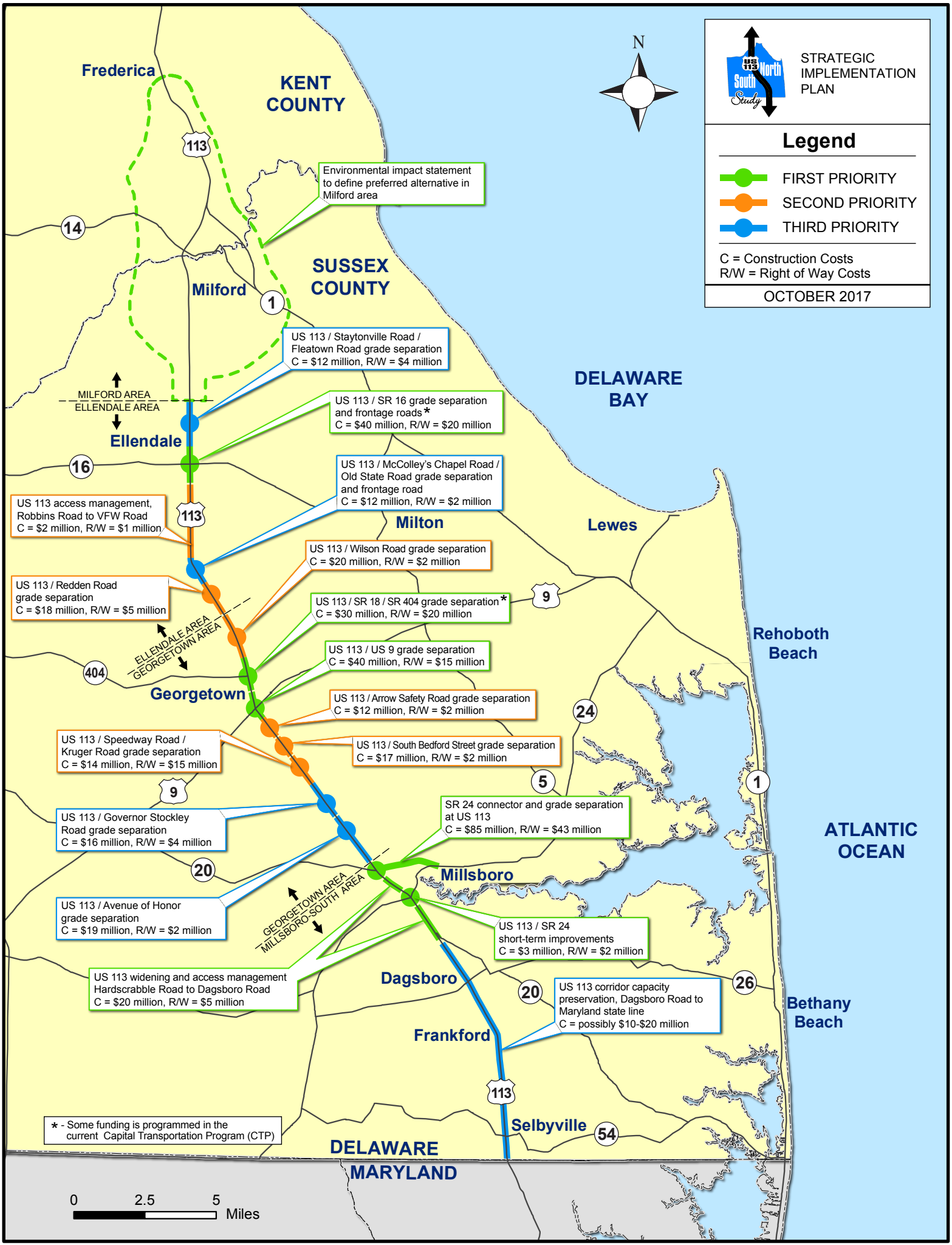


Legend

- FIRST PRIORITY
- SECOND PRIORITY
- THIRD PRIORITY

C = Construction Costs  
R/W = Right of Way Costs

OCTOBER 2017



US 113 access management, Robbins Road to VFW Road  
C = \$2 million, R/W = \$1 million

US 113 / Redden Road grade separation  
C = \$18 million, R/W = \$5 million

US 113 / Speedway Road / Kruger Road grade separation  
C = \$14 million, R/W = \$15 million

US 113 / Governor Stockley Road grade separation  
C = \$16 million, R/W = \$4 million

US 113 / Avenue of Honor grade separation  
C = \$19 million, R/W = \$2 million

US 113 widening and access management Hardscrabble Road to Dagsboro Road  
C = \$20 million, R/W = \$5 million

Environmental impact statement to define preferred alternative in Milford area

US 113 / Staytonville Road / Fleatown Road grade separation  
C = \$12 million, R/W = \$4 million

US 113 / SR 16 grade separation and frontage roads\*  
C = \$40 million, R/W = \$20 million

US 113 / McColley's Chapel Road / Old State Road grade separation and frontage road  
C = \$12 million, R/W = \$2 million

US 113 / Wilson Road grade separation  
C = \$20 million, R/W = \$2 million

US 113 / SR 18 / SR 404 grade separation\*  
C = \$30 million, R/W = \$20 million

US 113 / US 9 grade separation  
C = \$40 million, R/W = \$15 million

US 113 / Arrow Safety Road grade separation  
C = \$12 million, R/W = \$2 million

US 113 / South Bedford Street grade separation  
C = \$17 million, R/W = \$2 million

SR 24 connector and grade separation at US 113  
C = \$85 million, R/W = \$43 million

US 113 / SR 24 short-term improvements  
C = \$3 million, R/W = \$2 million

US 113 corridor capacity preservation, Dagsboro Road to Maryland state line  
C = possibly \$10-\$20 million

\* - Some funding is programmed in the current Capital Transportation Program (CTP)

