

113 US 113 NORTH/SOUTH STUDY

Public Workshop

Milford Area

June 9, 2004



Milford Area



Georgetown Area



Millsboro-South Area



**Displays
at Tonight's
Workshop**

- 1 **Welcome / Workshop Purpose / Community Involvement**
- 2 **Study Background**
- 3 **Study Schedules / Study Process / Agency Coordination**
- 4 **Study Areas Purpose and Need / Range of Alternatives**
- 5 **Working Group Process**
- 6 **US 113 Corridor - Vision, Goals and Objectives**
- 7 **US 113 Corridor - Working Group Focus Areas**
- 8 **US 113 Corridor - Cultural Resources**
- 9 **Population Growth & Land Use Changes**
- 10 **Current Travel Patterns and Future Travel Forecasting**
- 11 **Sussex County Transit Services**
- 12 **Milford Area Resources**
- 13 **Milford Area Conceptual Alternatives**
- 14 **Georgetown Area Resources**
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- 16 **Millsboro-South Area Resources**
- 17 **Millsboro-South Area Conceptual Alternatives**
- 18 **Southern Kent / Sussex Transportation Projects**
- 19 **Next Steps / Thank You**



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Welcome / Public Outreach

■ Public Outreach Effort

- Listening Tour and Stakeholder Interviews
- Public Workshops
- 3 Working Groups Appointed
 - Milford
 - Georgetown
 - Millsboro-South
- Meeting with various interest groups
- Subsequent meetings with those most affected by alternatives

■ Video

■ Website

- www.deldot.net/static/projects/us113

■ Phone number / Fax Number

- 1-800-652-5600 (in DE) or 302-760-2080
- Fax: 302-739-2092

■ E-mail address

- public-relations@mail.dot.state.de.us

See Display Board Nos.  and 



Summary of Interviews & Workshops

- Extensive development is planned along US 113
- Development is way ahead of our highways
- Development and transportation need to be better coordinated
- The towns and counties want to work closer with DeIDOT to address issues
- If we don't act now, US 113 could end up with problems like those on Route 1
- As a result of the rapid pace of development, highway options will become fewer and more expensive

See Display Board No. **1** and Handouts



Summary of Interviews & Workshops

- Improvements to US 113 should be kept as close to current US 113 as possible
- Balance local, through and resort traffic
- There are serious congestion and safety problems on east-west routes
- Different solutions need to be applied in different locations
- Address impacts on existing businesses
- Identify and protect needed rights-of-way
- Decide on a plan and stick to it!

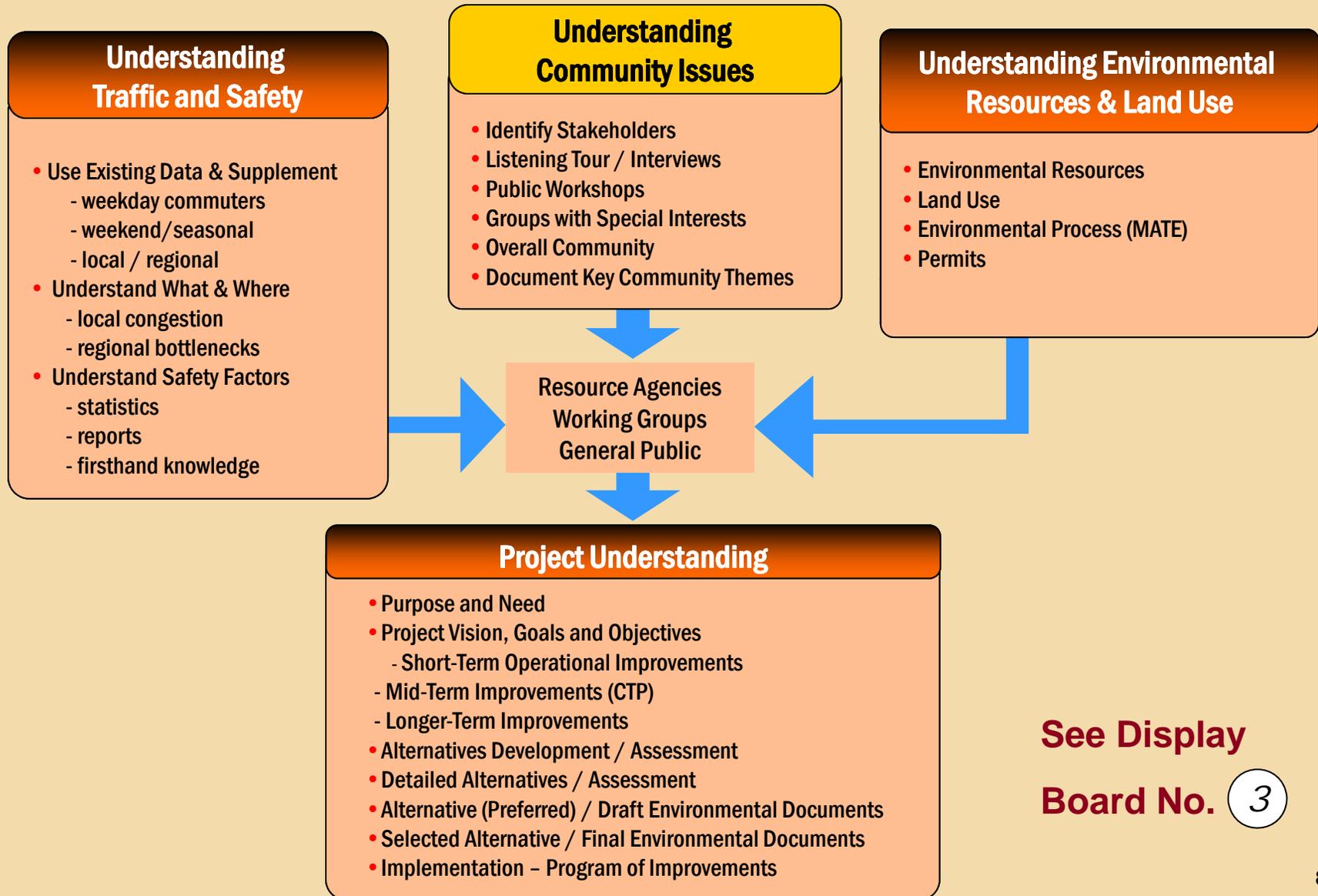
See Display Board No.  and Handouts



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Traffic & Safety – Community – Environmental & Land Use



See Display

Board No.

3



"MATE" Environmental Streamlining

Process

1. Transportation Planning (Completed)
2. Scoping (Completed)
3. Purpose and Need (Draft Completed)
4. Alternatives Development (Underway)
5. Detailed Alternatives Analysis and Draft Environmental Document
6. Identification of Preferred Alternative and Conceptual Mitigation Plan
7. Final Environmental Document
8. Record of Decision
9. Project Design and Final Minimization and Mitigation Coordination
10. Final Permit Decision
11. Project Implementation and Monitoring

See Display Board No. 3

Effort	1	Transportation Planning Early coordination / information sharing with agencies, balance purpose / need with impacts to Community / environment, provides Consistency between land use / transportation.
Products	Completed: <ul style="list-style-type: none"> Sussex County North-South Transportation Feasibility Study (Presented to JPR, DNREC and SHPO) Sussex County Long Range Transportation Plan (State, County and Federal Agencies involved during plan development) Sussex County Comprehensive Land Use Plan (State Agencies involved during plan development process) 	
Effort	2	Scoping <ul style="list-style-type: none"> Agency Consultation / Roles, Critical Issues, Permits, Assessment Methodologies, Consulting Parties (Section 106), Listening Tour / Identify / Organize Community Information & Involvement, Secure and Evaluate Traffic, Safety, Environmental Resources, Land Use Data. Review range of alternatives from original study
Products	<ul style="list-style-type: none"> Understanding of US 113 Project Identification of Immediate Operational Improvements 	

Effort	3	Project Purpose and Need <ul style="list-style-type: none"> Develop Draft Purpose and Need – with Agency and Public Input and Comments Request Agency Concurrence in Purpose and Need Continue Environmental Inventory
Products	<ul style="list-style-type: none"> Approved Purpose and Need Document Criteria to Develop and Evaluate Alternatives (Goals and Objectives) Define 404 Purpose (Corps of Engineers) Identify / Review Cultural Resources in Corridor 	
Effort	4	Alternatives Development <ul style="list-style-type: none"> Develop full-range of improvement concepts Identify avoidance, minimization, mitigation measures Define Area of Potential Effects Preliminary Assessment of Effects Develop Stakeholder Consensus Narrow Range of Alternatives using criteria developed in Step 3
Products	<ul style="list-style-type: none"> Improvement Concepts for US 113 corridor and Assessment of Effects Improvement Concepts recommended in Detailed Analysis Possible “breakout” of short-term improvements – careful with compatibility with mid- and long-term improvements – accelerate to Steps 6-11 	



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Vision, Goals and Objectives

- **Vision = Desired Future**
- **Goals and Objectives = Guide for Developing and Evaluating Alternatives**
- **Vision, Goals and Objectives considered:**
 - Results of Listening Tour and Workshops
 - Georgetown Comprehensive Plan
 - Sussex County Comprehensive Plan
 - Sussex County Long Range Transportation Plan
 - DelDOT's Long Range Transportation Plan
 - Delaware's Strategies for State Policies and Spending
 - Livable Delaware Initiatives

See Display Board No. **6** and Handouts



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Cultural & Historic Resources

Section 106 of the National Historic Preservation Act - Section 4(f) of the Federal Transportation Act

-  **National Register Properties**
 - Buildings, Structures, Objects, and Archeological Sites
-  **National Register Districts**
-  **Cultural Resource Survey (CRS) Properties**
 - Buildings, Structures, Objects, and Archeological Sites
-  **CRS Properties (Inventory In Progress)**
-  **Previously Surveyed Cultural Resource Areas**
-  **Cemeteries**

See Display Board No. 



Cultural & Historic Resources

8  **US 113 CORRIDOR - CULTURAL RESOURCES**  8

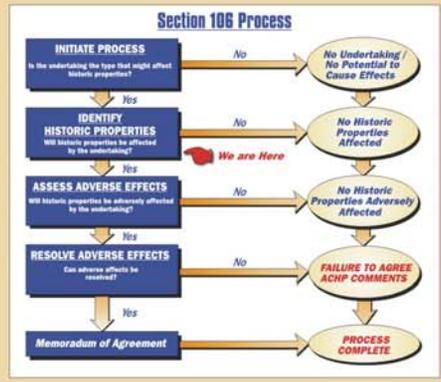
113 **US 113 North / South Study**

What are Cultural Resources?

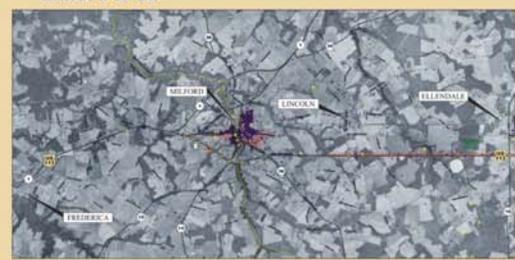
- Cultural Resources are buildings, structures, objects, sites and districts over 50 years of age
- Historic Properties are significant Cultural Resources that meet the Criteria for Evaluation for listing on the National Register of Historic Places

Why Consider Cultural Resources?

- Section 106 of the National Historic Preservation Act of 1996 requires federal agencies, including the Federal Highway Administration, to take into account the effects of their undertakings on historic properties (architectural and archaeological resources)
- The Section 106 process gives the public, other parties with an interest, the State Historic Preservation Officer, and the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on proposed undertakings



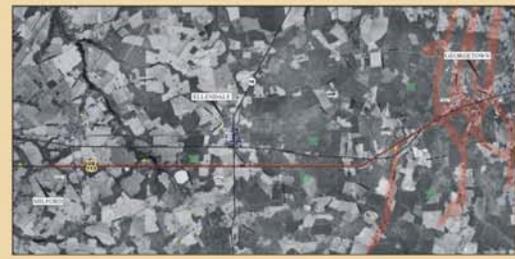
Milford Area



Georgetown Area



Elleendale Area



Millsboro-South Area



See Display Board No. 8

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Other Resources in Project Area

- **Planning Information / Community Facilities**
- **Land Use**
- **Socio-Economic**
- **Wetlands / Aquatic**
- **Protected Lands Resources**
- **Terrestrial**

See Display Boards No.   and 



Other Resources in Project Area

12 MILFORD AREA RESOURCES 12

113 US 113 North / South Study

Planning Information / Community Facilities 12-A

Socio-Economic 12-C

Protected Lands & Resources 12-E

Land Use 12-B

Wetlands / Aquatic 12-D

Terrestrial 12-F

See Display Boards No. 12 14 and 16



Environmental Inventory Summary

- **Many Significant Resources in Project Area**
- **Unfortunately, 100% Avoidance is Impossible**
- **The Challenge is to Balance Impacts to All Resources**
- **Results in “Least Impactive Alternative”**
- **Cooperative and Coordinated Effort between Working Group / DeIDOT / Sussex County / Local Governments / Environmental Resource Agencies / General Public**



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ON-Alignment - Conceptual Alternatives

13



MILFORD AREA CONCEPTUAL ALTERNATIVES

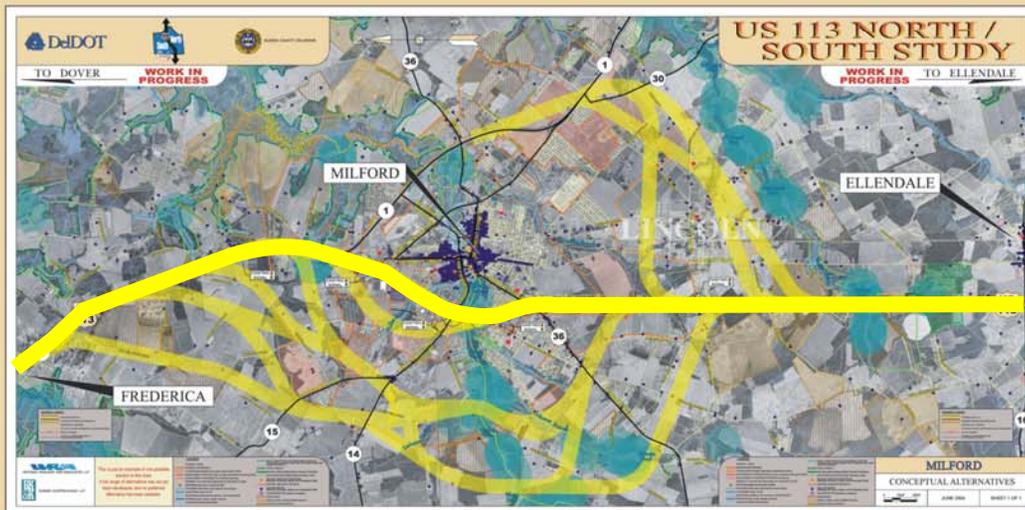


13

113 US 113 North / South Study

Conceptual Alternatives

First: Along Existing US 113 "On Alignment"
Then: If "On Alignment" Alternative Impacts are too severe-consider "Off Alignment" Corridors



Alternatives NOT Along US 113 "Off Alignment" Corridors

- Corridors=Yellow Bands=1,000'wide
- New Roadway Right-Of-Way= 250'-300'
- For those "Off Alignment" Corridors selected for further study, roadway alignments would be refined "within the 1000' corridor"



Tool Box Strategies for Improvement Concepts Along US 113, "On-Alignment"

- Strategy 1 - Access to Side Road Only**
 - Where parcels front on a roadway other than US 113, provide access only to that side of front road.
 - Depending on the location, the side road may either cross over limited access US 113 or end in a cul-de-sac.
- Strategy 2A - Two-Way Frontage Road**
 - Where there is sufficient room between existing US 113 and adjacent buildings/parking, build a two-way frontage road along each side of existing US 113.
 - Provide all property access to the frontage road rather than US 113.
 - Access to the frontage road may be from side roads, ramps to and from limited access US 113, or bridges over the highway.
- Strategy 2B - One-Way Frontage Roads**
 - Where there is sufficient room between existing US 113 and adjacent buildings/parking, build a one-way frontage road along each side of existing US 113.
 - Provide all property access to the frontage roads rather than US 113.
 - Access to the frontage road may be from side roads, ramps to and from limited access US 113, or bridges over the highway.
 - Because this option can result in longer trips to access parcels along the highway, it will be implemented only where other options appear to be not feasible.
- Strategy 3A - Frontage Road On Existing Lanes**
 - Where there is not sufficient room between existing US 113 and adjacent buildings/parking, convert the northbound lanes into a two-way frontage road.
 - Change the southbound lanes to the northbound lanes.
 - Build new southbound lanes.
 - This strategy works where there is substantial open space on the opposite side of the properties in question.
 - * Direction of travel is illustrative; this will work in the opposite direction as well.
- Strategy 3B - Frontage Road On Existing Lanes**
 - Where there is not sufficient room between existing US 113 and adjacent buildings/parking, convert the northbound lanes into a two-way frontage road.
 - Build new limited access northbound US 113 lanes to the existing US 113 median.
 - Build new limited access southbound US 113 lanes to the east of the new northbound US 113 lanes.
 - Purchase access / development rights on properties adjacent to new limited access southbound US 113 lanes.
 - Although this strategy is more expensive than 3A, it works better when there is NOT substantial open space on the opposite side of the properties in question.
 - * Direction of travel is illustrative; this will work in the opposite direction as well.
- Strategy 4 - "Rear Access" Road Behind Properties**
 - Build a new two-way road behind existing properties ("rear access" road).
 - Provide all property access to the "rear access" road rather than US 113.
 - Access to the "rear access" road may be from side roads, ramps to and from limited access US 113, or bridges over the highway.
- Strategy 5 - "Internal Access" Road Through Properties**
 - Build a new two-way "internal access" road through properties to its into side roads.
 - Provide all property access to the "internal access" road rather than US 113.
 - This strategy generally applies only to commercial properties.
- Strategy 6 - Acquisition**
 - If it is not practical and feasible to manage access by using one of the preceding strategies, purchasing property is a potential option.
 - To respect property rights, other access strategies will be examined for every property before acquisition by the government.

See Display Boards No. 13 15 and 17



US 113 Corridor Studies

- **FIRST:** Along existing US 113 – “On-Alignment”
 - Toolbox
 - Examples
- **THEN:** If “On-Alignment” impacts are deemed too severe – “Off-Alignment / Bypass”
 - Potential Corridors

See Display Boards No. 13 15 and 17





On-Alignment - Tool Box Strategies

- # 1 - Access to Side Road
- # 2 - 2-Way Frontage Road
- # 2A - 1-Way Frontage Roads
- # 3A&B - Frontage Roads on Existing Lanes
- # 4 - Rear Access Roads
- # 5 - Internal Access Roads

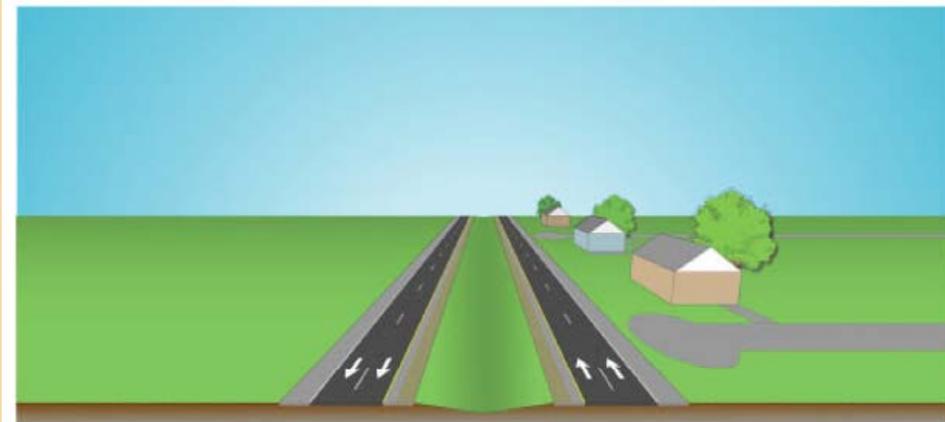
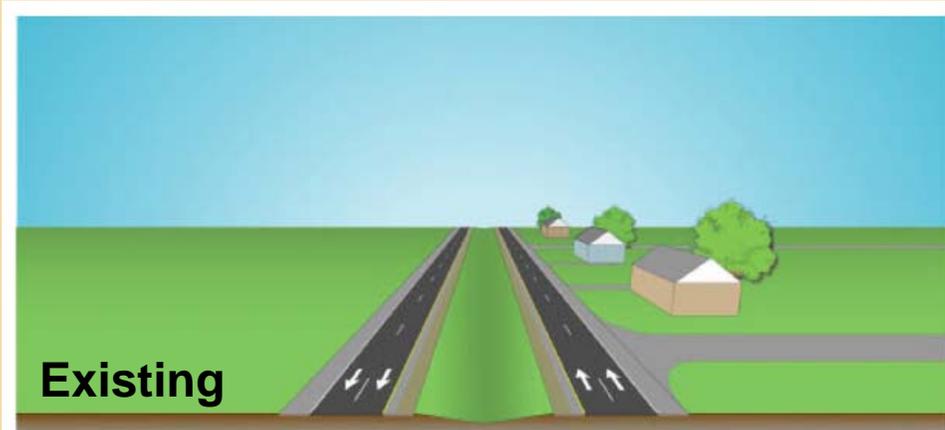




On-Alignment - Tool Box

Strategies

Strategy 1 - Access to Side Street Only

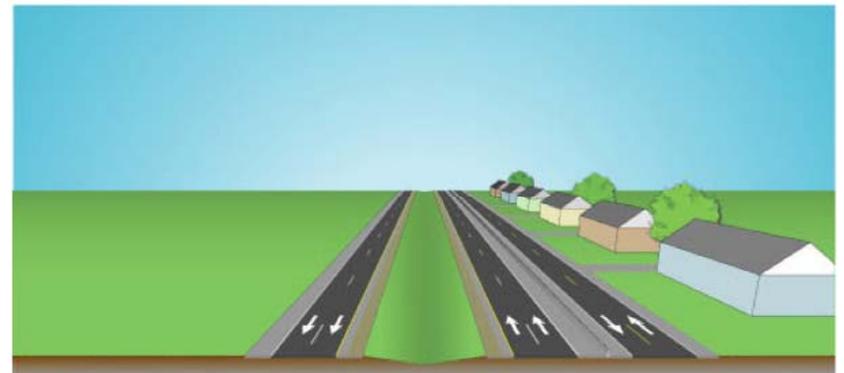
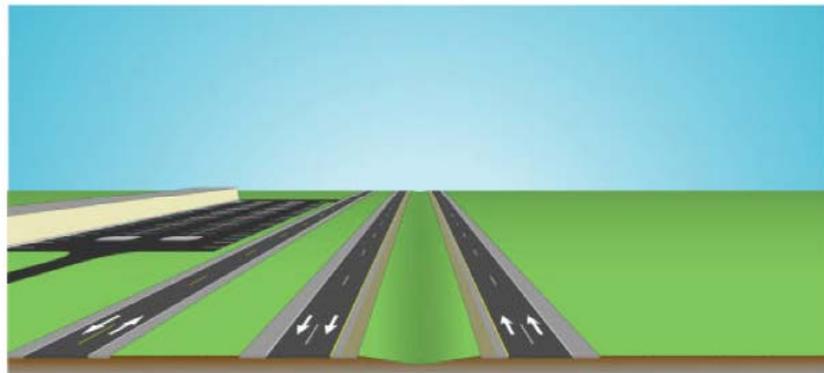
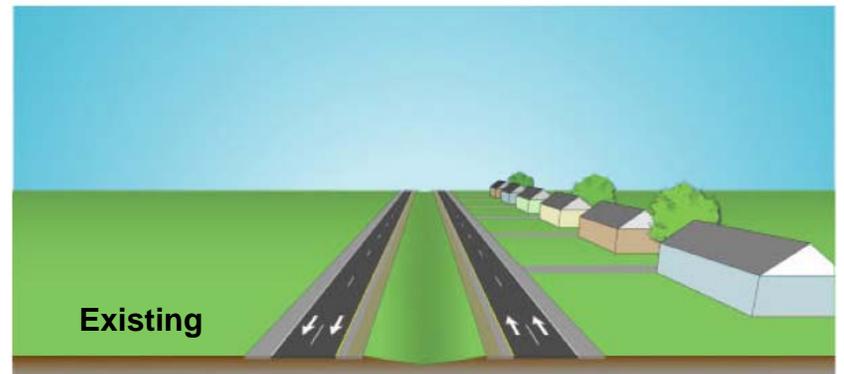
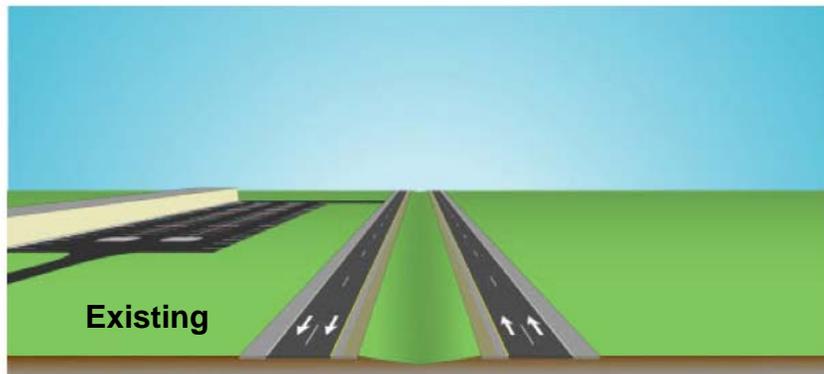




On-Alignment - Tool Box

Strategies

Strategy 2A - Two-Way Frontage Road



Strategy 2A - Two-Way Frontage Road

March 2004

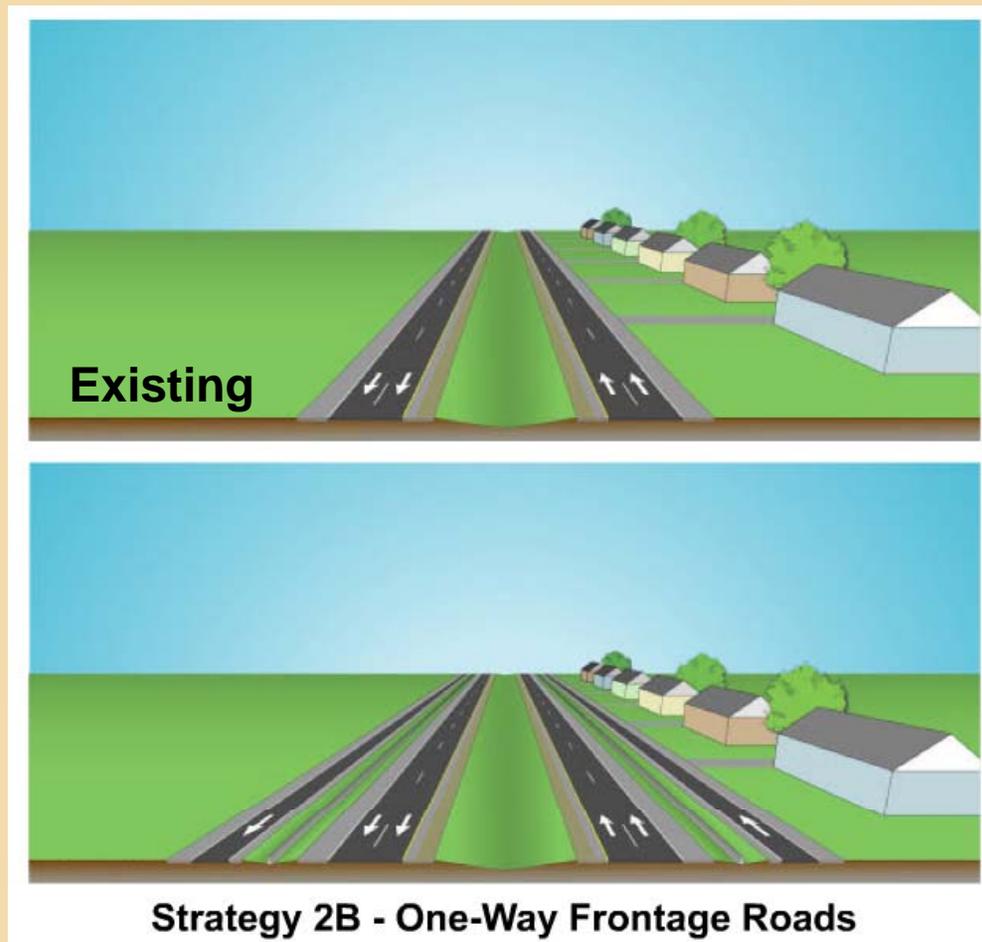




On-Alignment - Tool Box

Strategies

Strategy 2B - One-Way Frontage Roads

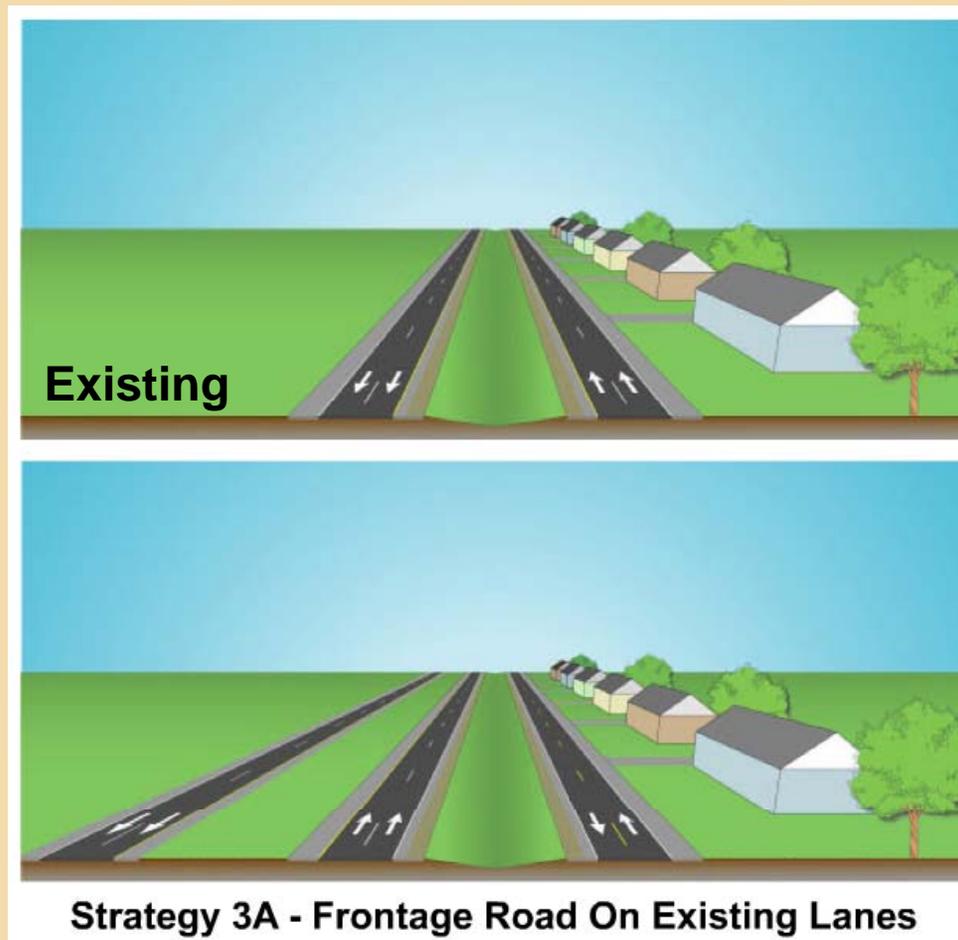




On-Alignment - Tool Box

Strategies

Strategy 3A - Frontage Road On Existing Lanes

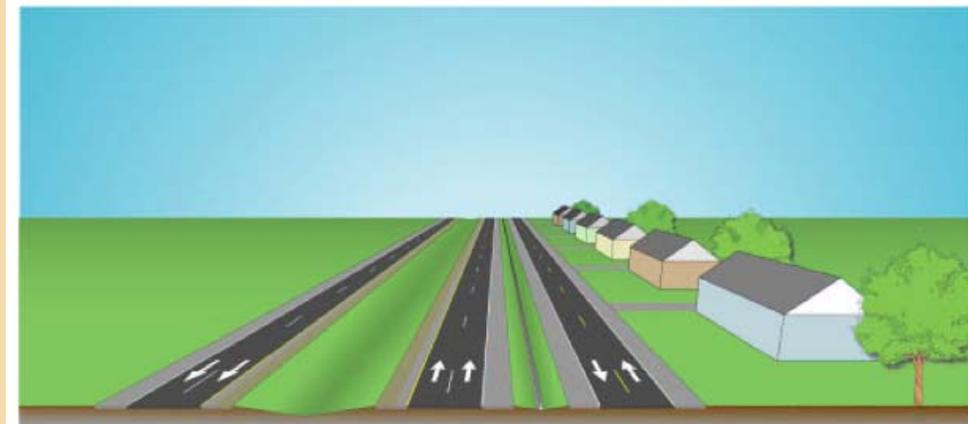
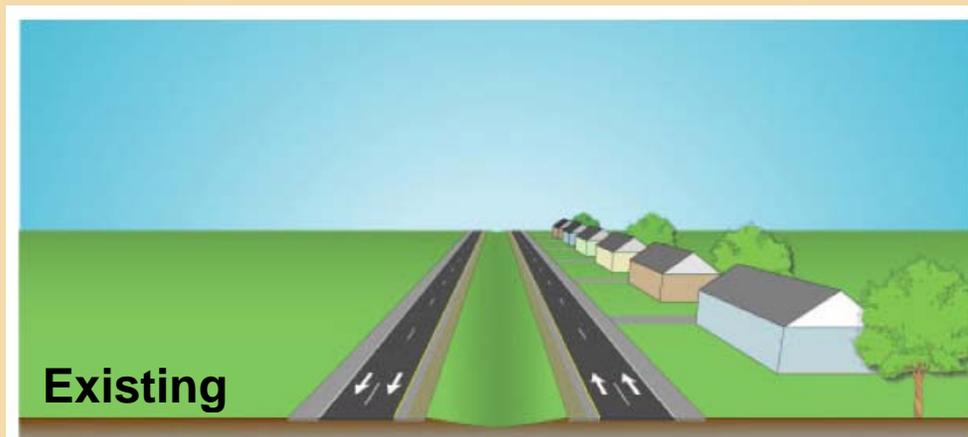




On-Alignment - Tool Box

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Strategy 3B - Frontage Road On Existing Lanes

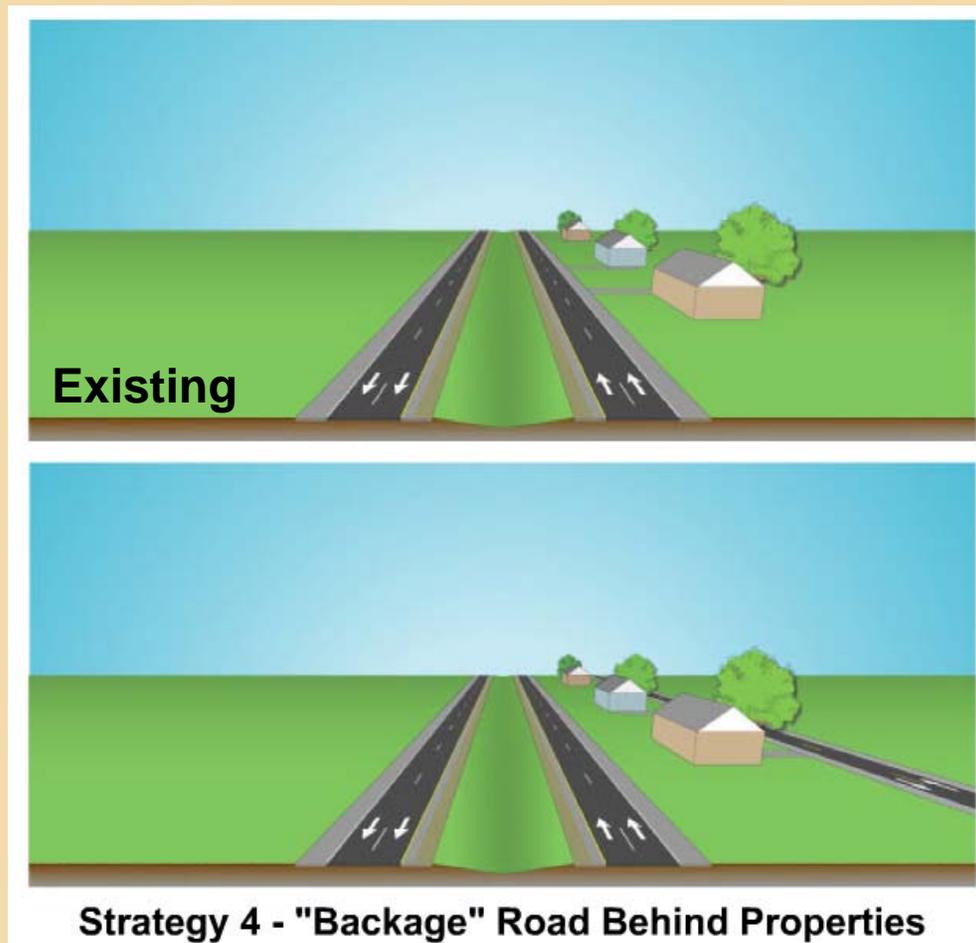




On-Alignment - Tool Box

Strategies

Strategy 4 - "Backage" Road Behind Properties



Existing

Strategy 4 - "Backage" Road Behind Properties

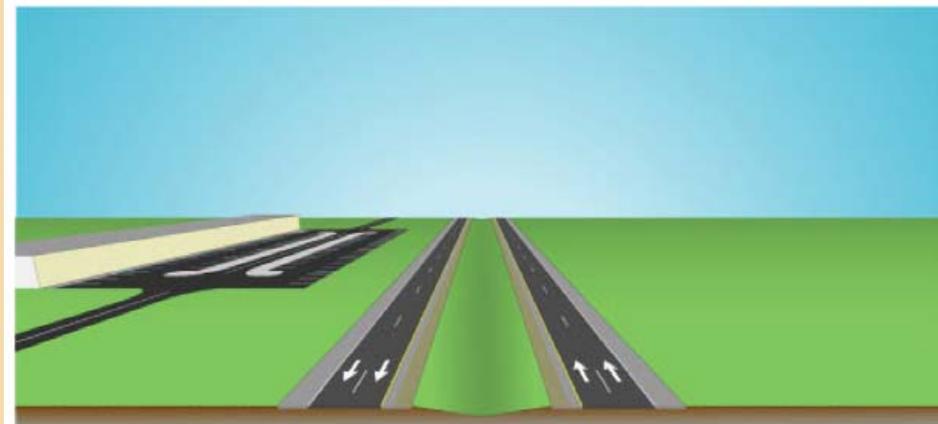




On-Alignment - Tool Box

Strategies

Strategy 5 - Access Road Through Properties





OFF-Alignment - Conceptual Alternatives

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MILFORD AREA CONCEPTUAL ALTERNATIVES



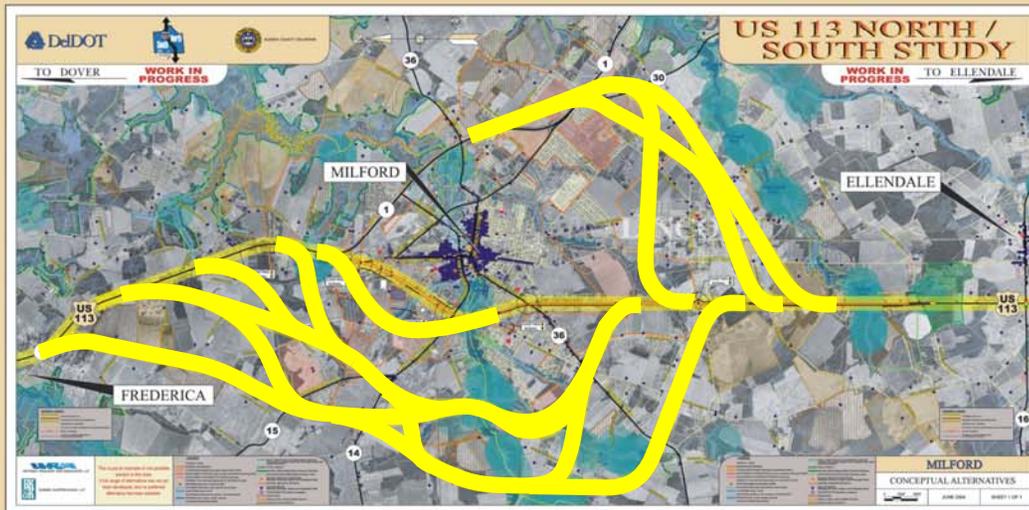
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US 113 North / South Study

Conceptual Alternatives

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Alternatives NOT Along US 113 "Off Alignment" Corridors

- Corridors=Yellow Bands=1,000' wide
- New Roadway Right-Of-Way= 250'-300'
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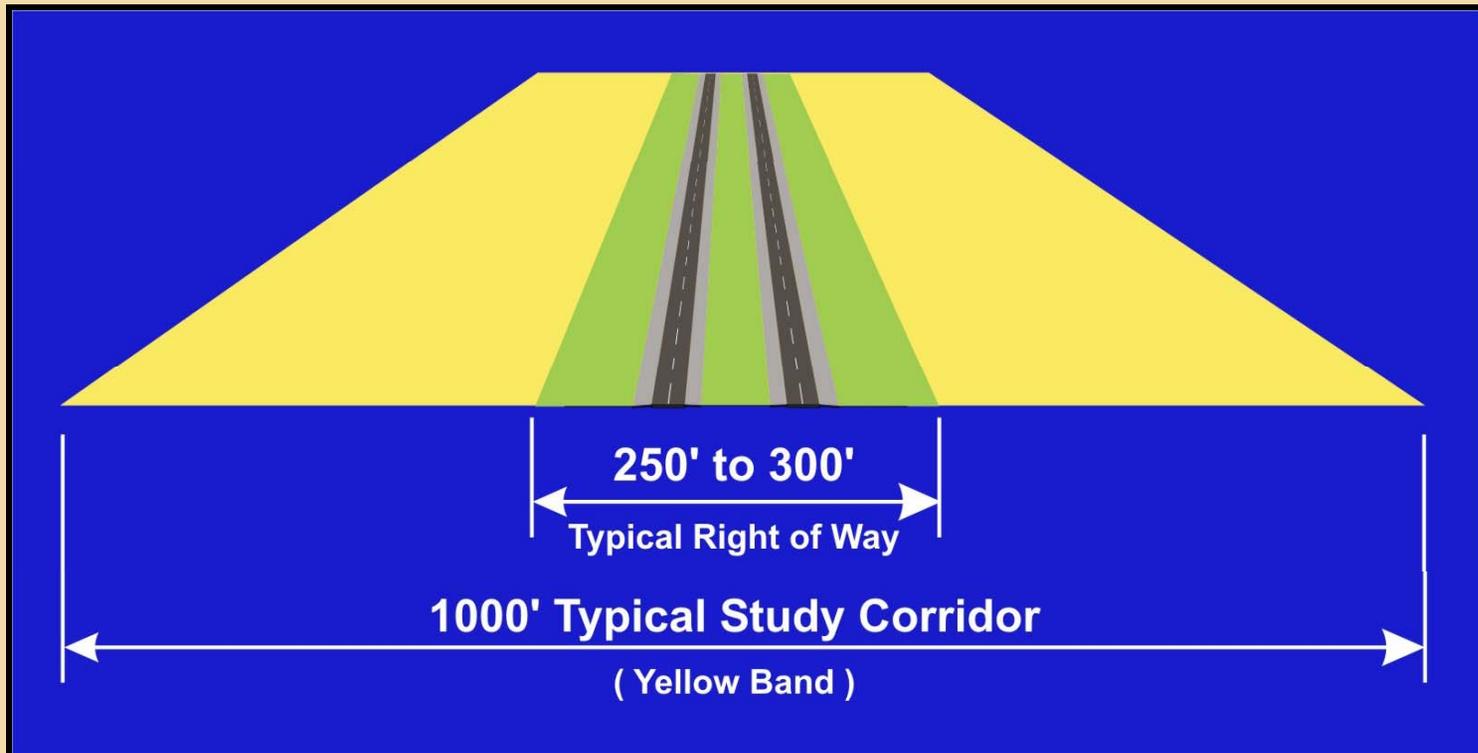
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 - Where access from a roadway other than US 113, provide access only to that side or rear road
 - Depending on the location, the side road may either cross over limited access US 113 or be in a cut-de-ear.
- Strategy 2A - Two-Way Frontage Road**
 - Where there is sufficient room between existing US 113 and adjacent buildings/parking, build a two-way frontage road along each side of existing US 113.
 - Provide all property access to the frontage road rather than US 113.
 - Access to the frontage road may be from side roads, ramps to and from limited access US 113, or bridges over the highway.
- Strategy 2B - One-Way Frontage Roads**
 - Where there is sufficient room between existing US 113 and adjacent buildings/parking, build a one-way frontage road along each side of existing US 113.
 - Provide all property access to the frontage roads rather than US 113.
 - Access to the frontage road may be from side roads, ramps to and from limited access US 113, or bridges over the highway.
 - Because this option can result in longer trips to access parcels along the highway, it will be considered only where other options appear to be not feasible.
- Strategy 3A - Frontage Road on Existing Lanes**
 - Where there is not sufficient room between existing US 113 and adjacent buildings/parking, convert the northbound lanes into a two-way frontage road.
 - Change the southbound lanes to the northbound lanes.
 - Build new southbound lanes.
 - This strategy works where there is substantial open space on the opposite side of the properties in question.
 - Identify of travel to determine this will work in the opposite direction as well.
- Strategy 3B - Frontage Road on Existing Lanes**
 - Where there is not sufficient room between existing US 113 and adjacent buildings/parking, convert the northbound lanes into a one-way frontage road.
 - Build new limited access northbound US 113 lanes in the existing US 113 median.
 - Build one limited access southbound US 113 lanes to the west of the new northbound US 113 lanes.
 - Purchase access / development rights on properties adjacent to new limited access southbound US 113 lanes.
 - Although this strategy is more expensive than 3A, it works better when there is NOT substantial open space on the opposite side of the properties in question.
 - Identify of travel to determine this will work in the opposite direction as well.
- Strategy 4 - "Rear Access" Road Behind Properties**
 - Build a new two-way road behind existing properties ("rear access" road)
 - Provide all property access to the "rear access" road rather than US 113
 - Access to the "rear access" road may be from side roads, ramps to and from limited access US 113, or bridges over the highway.
- Strategy 5 - "Internal Access" Road Through Properties**
 - Build a new two-way "internal access" road through properties to the side roads.
 - Provide all property access to the "internal access" road rather than US 113.
 - This strategy generally applies only to commercial properties.
- Strategy 6 - Acquisition**
 - If it is not practical and feasible to manage access by using one of the preceding strategies, purchasing property is a potential option.
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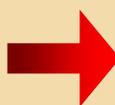
Corridor Studies ♦ Off-Alignment

- 1,000-foot Corridor Study Width vs. Potential Roadway Right-of-Way width



- Straight/Tangent Roadway Shown – Roadway could be curvilinear and shifted within the study corridor to minimize impacts



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Other Transportation Projects

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SOUTHERN KENT / SUSSEX TRANSPORTATION PROJECTS



18

113 US 113 North / South Study

Capital Transportation Program (CTP)

DelDOT's Capital Transportation Program is the capital spending plan for the next six years. The plan for Fiscal Year's '05 to '10 will be adopted this Summer. This program supports the Governor's Livable Delaware initiative and fulfills DelDOT's mission:

To provide a safe, efficient and environmentally sensitive transportation network that offers a variety of convenient and cost-effective choices for the movement of people and goods.

The program is grouped into four major funding categories:

- ▲ **Road System** (improvements to the state's roads and bridges)
- ▲ **Grants and Allocations** (includes *Municipal Street Aid Fund* allocated to all 57 municipalities in the state for a variety of maintenance work and the *Community Transportation Fund* allocated by legislators for various projects in their districts)
- ▲ **Transit System** (investments in transit services including buses, rail rolling stock, maintenance and other facilities, transit shelters and other assets supporting all modes of operation)
- ▲ **Support Systems** (all other investments in the transportation network including facilities, equipment, information systems, etc.).

The Fiscal Year '04-'09 CTP includes over \$376 Million for Southern Kent and Sussex Counties.

CTP Project Locations

Sussex County Transportation Projects



DelDOT March 2004

CTP Projects

CONSTRUCTION	
1	PHILTON TRUCK BYPASS, SR 5 TO SR 30
2	US 13 AND DISCOUNT LAND RD (DAR) INTERSECTION IMPROVEMENTS
DESIGN	
3	INDIAN RIVER BRIDGE AND AREA IMPROVEMENTS
4	SR 24 ANGOLA ROAD IMPROVEMENTS
5	SR 24 BANKS ROAD IMPROVEMENTS
6	SR 24 SR 30 TO SR 1 MAINLINE IMPROVEMENTS
7	SR 24 MAIN STREET INTERSECTION IMPROVEMENTS, OAKSBORO
8	SR 24 LOCAL ROAD IMPROVEMENTS
9	SR 24 MAINLINE IMPROVEMENTS
10	SR 24 IMPROVEMENTS - HUGSON ROAD, SOUTH
11	SR 54 IMPROVEMENTS - CENTRAL AVENUE
12	US 13 AND SR 404 INTERSECTION REALIGNMENT & BRIDGEVILLE SERVICE ROAD
13	US 15 LAUREL INTERSECTION IMPROVEMENTS
14	LAUREL FIVE POINTS INTERSECTION IMPROVEMENTS
15	US 13 SEAFORD INTERSECTION IMPROVEMENTS
16	US 13/US 130/46 INTERSECTION IMPROVEMENTS
PROJECT DEVELOPMENT	
17	SR 24 MAINLINE IMPROVEMENTS
18	PARK AVENUE IMPROVEMENTS, GEORGETOWN (SUSSEX COUNTY PROJECT)
19	SR 1 AND SR 30 INTERCHANGE, SOUTH OF MILFORD
20	ZDAR ROAD INTERSECTION IMPROVEMENTS
21	US 113 NORTH / SOUTH IMPROVEMENTS
22	US 13 AND 24/2 SIGNAL REMOVAL AND SERVICE ROAD, EAST OF LAUREL
23	SR 9 AND AIRPORT ROAD REALIGNMENT, GEORGETOWN
PLANNING	
24	BETHANY BEACH PEDESTRIAN AND BICYCLE PLAN
25	FENWICK ISLAND PEDESTRIAN AND BICYCLE PLAN
26	GEORGETOWN PEDESTRIAN AND BICYCLE PLAN
27	RAIL PRESERVATION, GEORGETOWN TO LEWES
28	SUSSEX COUNTY EAST-WEST IMPROVEMENTS (NOT SHOWN)
29	SR 1 CORRIDOR CAPACITY PRESERVATION, DOWER AFB TO SOUTH OF HASSAU
30	US 113 CORRIDOR CAPACITY PRESERVATION, MILFORD TO DEPT. STATE LINE (NOT SHOWN)
31	US 13 CORRIDOR CAPACITY PRESERVATION, CAMDEN TO DEPT. STATE LINE
OTHER PROJECTS	
32	ROUTE 1 BEACH AREA IMPROVEMENTS (SEE ROUTE 1 BEACH AREA MAP)
33	US 13, DELMAR SERVICE ROAD (BY OTHERS)
34	US 13, GREENWOOD SERVICE ROAD (BY OTHERS)



- 1 Welcome / Workshop Purpose / Community Involvement
- 2 Study Background
- 3 Study Schedules / Study Process / Agency Coordination
- 4 Study Areas Purpose and Need / Range of Alternatives
- 5 Working Group Process
- 6 US 113 Corridor - Vision, Goals and Objectives
- 7 US 113 Corridor - Working Group Focus Areas
- 8 US 113 Corridor - Cultural Resources
- 9 Population Growth & Land Use Changes
- 10 Current Travel Patterns and Future Travel Forecasting
- 11 Sussex County Transit Services
- 12 Milford Area Resources
- 13 Milford Area Conceptual Alternatives
- 14 Georgetown Area Resources
- 15 Georgetown Area Conceptual Alternatives
- 16 Millsboro-South Area Resources
- 17 Millsboro-South Area Conceptual Alternatives
- 18 Southern Kent / Sussex Transportation Projects
- 19 Next Steps / Thank You**



Next Steps

- **Jun:** Public Workshops (3)
- **Jul – Sep:** Project Team develops Preliminary Alternatives and Assessment of Effects
- **Jul:** Project Team updates the Resource Agencies on Public Workshop Results and Conceptual Alternatives
- **Sep:** Working Groups Reconvene – provide input on Preliminary Alternatives / Assessment of Effects
- **Oct:** Resource Agencies provide input on Preliminary Alternatives and Assessment of Effects
- **Nov:** Public Workshops – Preliminary Alternatives / Assessment of Effects



Tonight's Workshop

■ Handouts available

- Listening Tour & October 2003 Public Workshop Comments
- Vision, Goals & Objectives
- Project Purpose and Need
- Working Groups' comments on Conceptual Alternative

■ Work Tables – Conceptual Alternatives

- Your input and comments are encouraged
- Do you like or dislike the Conceptual Alternative presented?
- What are the reasons for your preference?
- Do you have a better solution?
- Draw your own alternative



THANK YOU!

for
Your Participation
in Tonight's
Workshop

US 113 North / South Study

Thank You!

We thank you for taking the time to review our materials for the US 113 North / South Study.

Your insights and suggestions are valuable and greatly appreciated. DeIDOT will carefully consider all of your comments and looks forward to showing you the results of your input at future Public Workshops.

Next Steps

Through Community Input, Engineering & Environmental Studies and Consultation with the Resource Agencies, the Project Team anticipates the following:

- Continue Engineering and Traffic Studies over the summer in the Development of Preliminary Alternatives
- Present Preliminary Alternatives to the Resource Agencies, the Working Groups, and the Public in the Fall

