BACKGROUND

The following needs have been identified for the Millsboro – South Area of the US 113 North/South Study:

- To preserve mobility for local residents and businesses.
- To address existing safety issues in the corridor.
- To develop transportation improvements that reduce congestion and accommodate anticipated growth in local, seasonal and through traffic in the corridor.
- To accommodate planned and future economic growth in the Millsboro-South Area.
- To provide a new emergency evacuation route from the coastal areas of

PUBLIC INVOLVEMENT

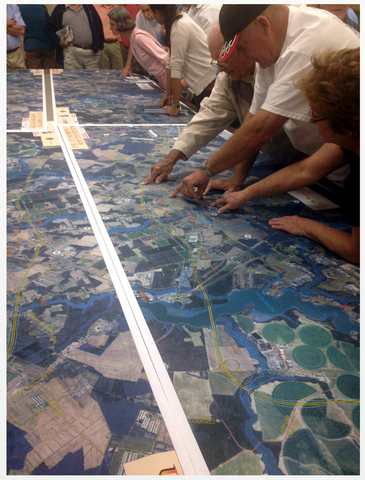
Since 2004 DelDOT has conducted nine Public Workshops and two Public Hearings

DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

A Draft Environmental Impact Statement (DEIS) was published in July 2013. The Blue Alternative was identified as the Recommended Preferred Alternative and presented at the September 2013 Public Workshops/ Hearings. The Blue Alternative is no longer being considered.

SEPTEMBER 2013 PUBLIC HEARINGS

A series of Public Workshops/Hearings were conducted on September 18 and September 19, 2013 in Millsboro and Selbyville. The comments and testimonies provided by the public showed that a majority of the attendees were strongly opposed to the Blue Alternative, and any other limited access bypass alternatives through the towns of Dagsboro, Frankford and Selbyville.



PURPOSE AND NEED - UPDATE

Following the Public Workshops/Hearings conducted in 2013, DelDOT and FHWA met with area legislators and various state and federal agencies to present and discuss the public input received at the Workshops/ Hearings.

Based on those discussions, the Purpose and Need of the Project has been updated to eliminate the “limited access” requirement for the alternatives. As a result, the Blue Alternative is no longer being considered. A modified version of the On-Alignment Alternative (Yellow) with a new SR 24 connection is now being evaluated.

Today's workshop and displays show the new alternative that is being considered. FHWA has provided direction for the project team to continue the NEPA process by developing a Supplemental Environmental Impact Statement (SEIS) to document a new recommended alternative in response to the public comment from the September 2013 hearings.