

## Agenda

- Introduction
- Report on May 15 meeting with Dagsboro and Frankford
- Review of Alternatives Retained for Detailed Study
- Status of resource agency coordination
- Review of Working Group purpose, role, and guidelines
- Schedule and next steps

## Millsboro-South Area Working Group Members

**Wayne Baker**  
Mayor, Dagsboro

**Lynn Bullock**  
President, Millsboro  
Volunteer Fire Company

**Bryan Hall**  
Office of State Planning  
Coordination

**Jim Bennett**  
Bennett Orchards

**Donald Collins**  
Sussex County Farm Bureau

**Daryl Houghton**  
Townsend, Inc.

**Joe Brake**  
First State Community Action  
Agency

**Mark Davis**  
Delaware Department of  
Agriculture

**Greg Johnson**  
President, Frankford Town  
Council

**Frances Bruce**  
Greater Millsboro Chamber  
of Commerce

**Lt. Gregory Donaway**  
Delaware State Police

**Pret Dyer**  
Developer

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## Millsboro-South Area Working Group Members

**Richard Kautz**  
Sussex County Planning and  
Zoning Commission

**James T. Norwood**  
Chief, Nanticoke Indian  
Association

**Walter Smith, Jr.**  
Indian River School District

**Faye Lingo**  
Town Manager, Millsboro

**Clifton Parker**  
Farmer

**Gary Taylor**  
Town Manager, Selbyville

**Roger Marino**  
Mountaire Farms, Inc.

**Bill Pfaff**  
Delaware Small Business  
Development Center

**Josh Thompson**  
Center for the Inland Bays

**Pamela McComas**  
Bethany/Fenwick Chamber  
of Commerce

**Mike Simmons**  
DeIDOT

**John Thoroughgood**  
Millsboro Town Council,  
Planning Commission;  
businessman

**Robert Stuart**  
Sussex County Emergency  
Medical Service

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**May 15, 2007**  
**Dagsboro/Frankford Meeting**

- Joint meeting of Dagsboro and Frankford Town Councils
- About 45 people attended
- Working Group members in attendance:
  - Wayne Baker, Dagsboro Mayor
  - Gregory Johnson, Frankford Town Council President
  - Jim Bennett, Bennett Orchards

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**May 15, 2007**  
**Dagsboro/Frankford Meeting**

- Selected general comments:
  - On-alignment splits the towns and hurts businesses
  - East-west traffic must be addressed
  - Dagsboro and Frankford are growing together
  - Agriculture is the livelihood of many residents – how will it be impacted?

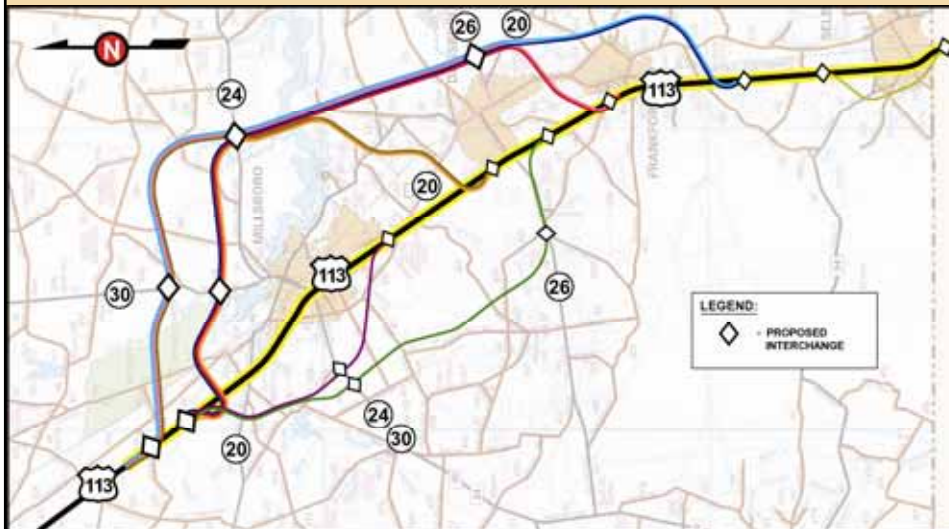
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## Review of Alternatives Retained for Detailed Study

- The area from Millsboro through Frankford will be discussed separately from the Selbyville area
  - One does not depend on the other
- Some advantages/disadvantages are still being calculated
  - Wetlands – field views this week
  - Cultural resources
  - Farmland

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## Millsboro-South Area Alternatives



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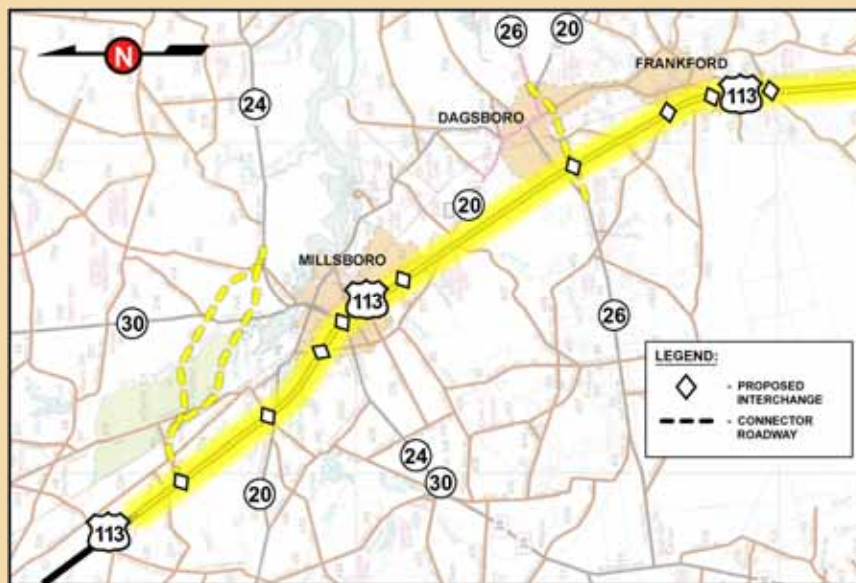
## Yellow Alternative

### ■ Features

- Existing US 113 alignment upgraded to limited access
- Elevated highway in median in Millsboro
- SR 24 connector (two options)
- SR 26 connector

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## Yellow Alternative



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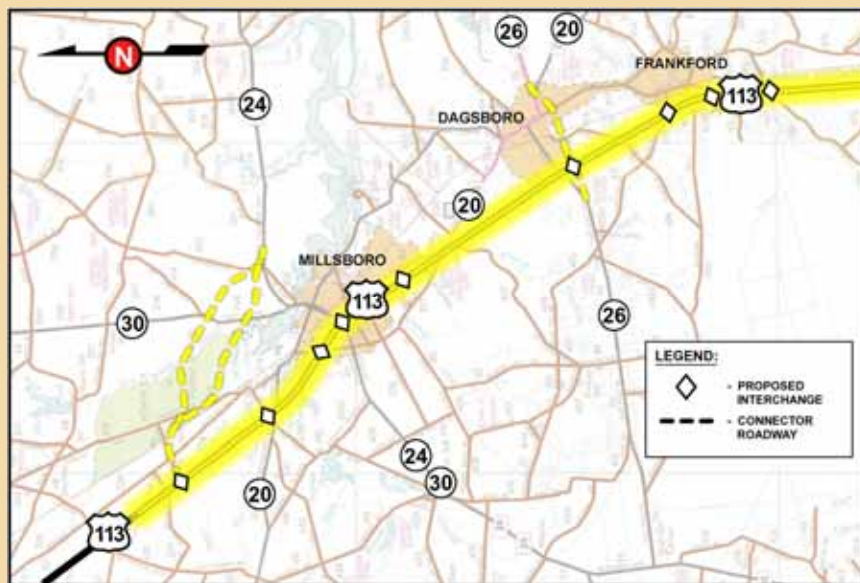
## Yellow Alternative

### ■ Advantages

- Low impacts to State Resource Areas
- Very low forest impacts
- Takes advantage of existing alignment

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## Yellow Alternative



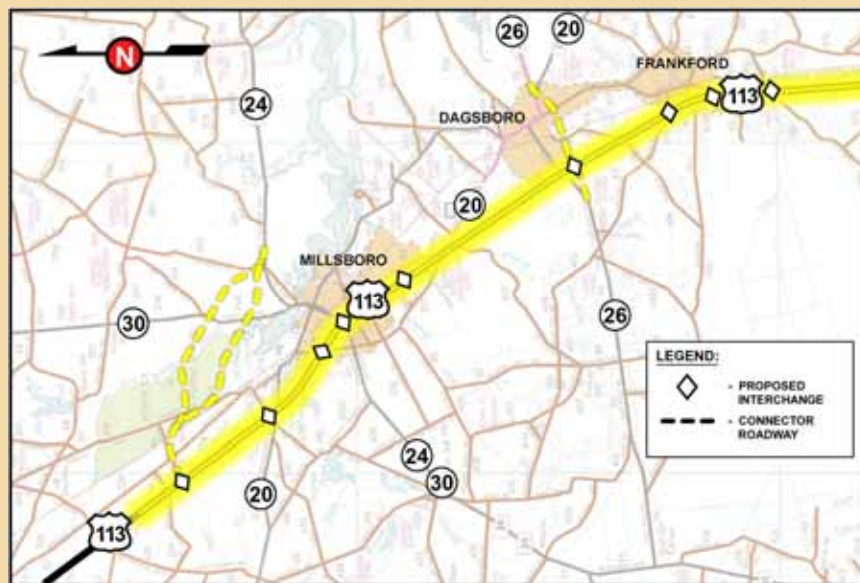
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## Yellow Alternative

- Disadvantages
  - Substantial public opposition
  - High wetland impacts
    - Interchanges
    - West side south of Molly Field Road
  - High impacts to potential RTE habitat
  - High numbers of impacted properties and acquisitions
  - Very poor consistency with Livable Delaware

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## Yellow Alternative



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# Orange Alternative

- Features
  - Eastern bypass of Millsboro
  - Passes through portion of Mountaire property
  - On-alignment upgrade through Dagsboro and Frankford
  - SR 26 connector

# Orange Alternative





## Orange Alternative

- Advantages
  - Low number of property acquisitions
- Disadvantages
  - High wetland impacts
  - High impacts to potential RTE habitat
  - High impacts to Stockley nature preserve
  - Poor consistency with Livable Delaware
  - Less effective at diverting traffic

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## Orange Alternative



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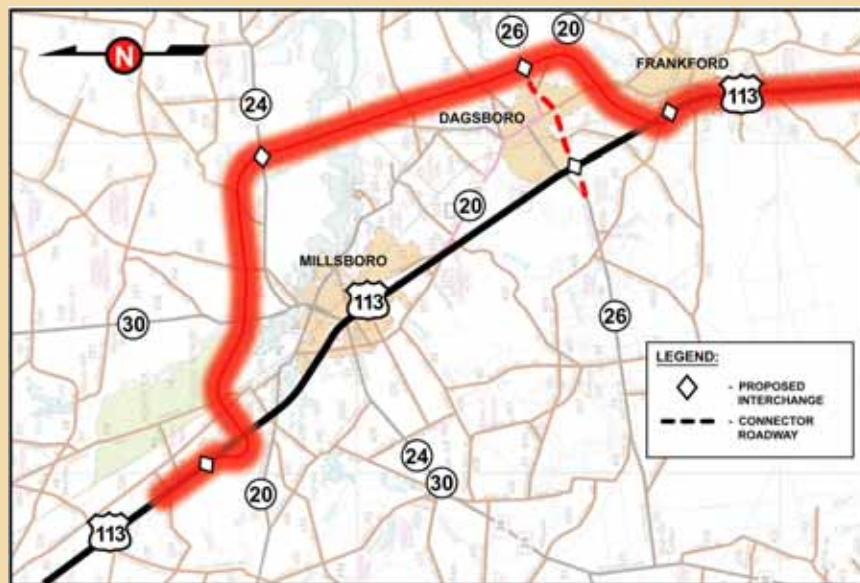
## Red Alternative

### ■ Features

- Eastern bypass of Millsboro and Dagsboro
- Passes through portion of Mountaire property
- On-alignment upgrade through Frankford
- Interchange with SR 26/SR 20
- SR 26 connector

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## Red Alternative



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## Red Alternative

### ■ Advantages

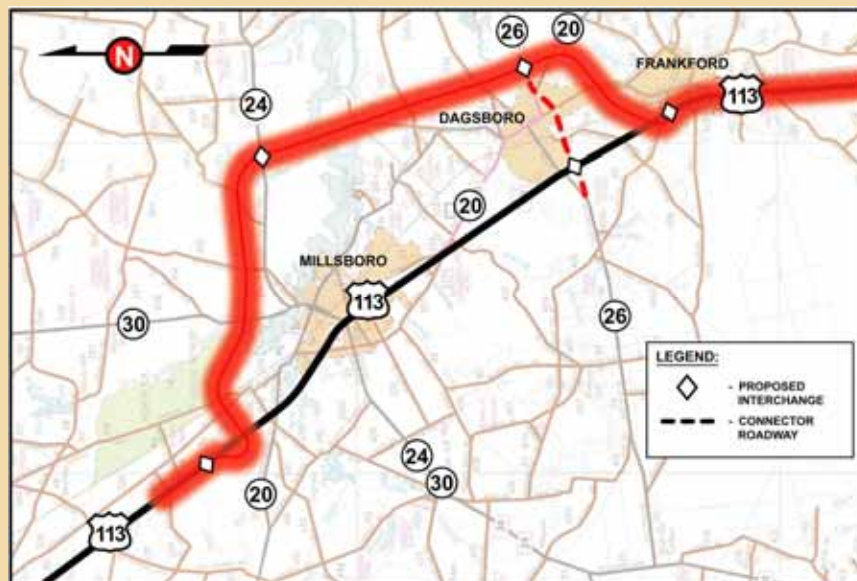
- Low wetland impacts
- Low stream impacts
- Low impacts to potential RTE habitat
- Low number of property impacts

### ■ Disadvantages

- High impacts to State Resource Areas
- High impacts to Stockley nature preserve
- Poor consistency with Livable Delaware
- Among higher cost alternatives

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## Red Alternative



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## Blue Alternative

### ■ Features

- Eastern bypass of Millsboro, Dagsboro, and Frankford
- Passes through portion of Mountaire property
- On-alignment upgrade begins south of Frankford
- Interchange with SR 26/SR 20
- SR 26 connector

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## Blue Alternative



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## Blue Alternative

### ■ Advantages

- Low stream impacts
- Good consistency with Livable Delaware

### ■ Disadvantages

- High impacts to State Resource Areas
- High forest impacts
- High impacts to Stockley nature preserve
- Among higher cost alternatives

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## Blue Alternative



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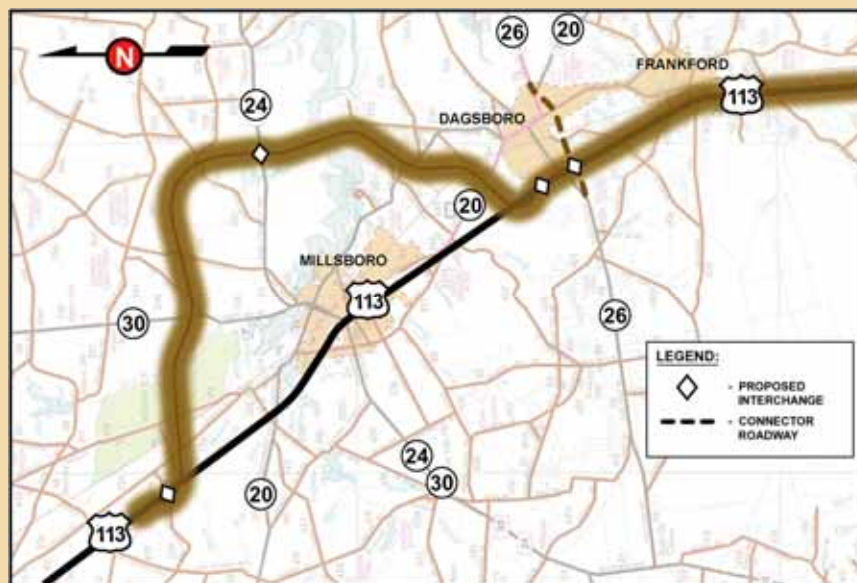
## Brown Alternative

### ■ Features

- Eastern bypass of Millsboro
- Passes around most of Mountaire property
- On-alignment upgrade through Dagsboro and Frankford
- SR 26 connector

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## Brown Alternative



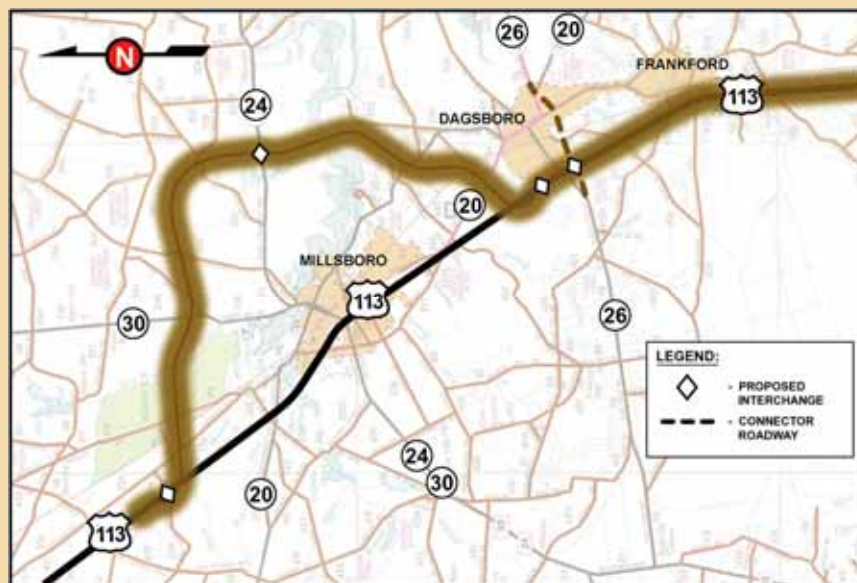
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## Brown Alternative

- Advantages
  - Low number of property acquisitions
- Disadvantages
  - High wetland impacts
  - High impacts to potential RTE habitat
  - High impacts to Stockley nature preserve
  - Very poor consistency with Livable Delaware
  - Less effective at diverting traffic

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## Brown Alternative



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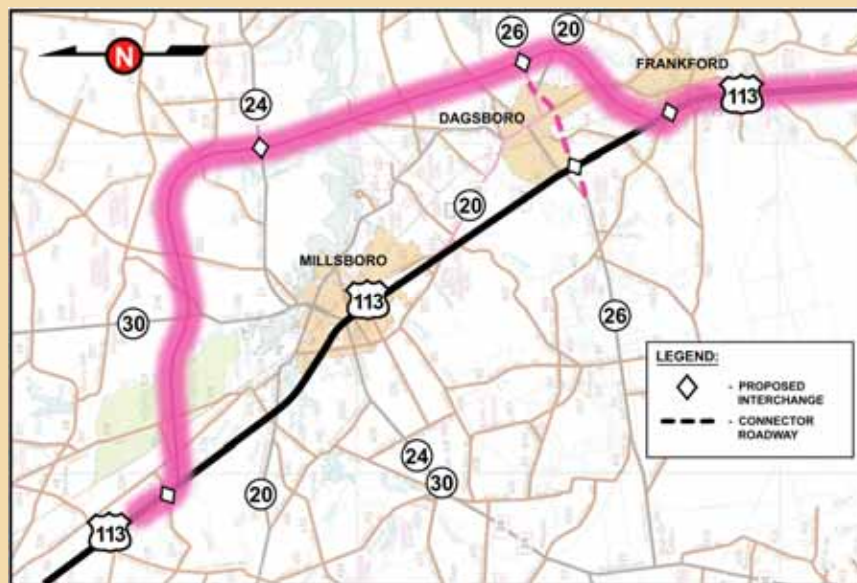
## Pink Alternative

### ■ Features

- Eastern bypass of Millsboro and Dagsboro
- Passes around most of Mountaire property
- On-alignment upgrade through Frankford
- Interchange with SR 26/SR 20
- SR 26 connector

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## Pink Alternative



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## Pink Alternative

### ■ Advantages

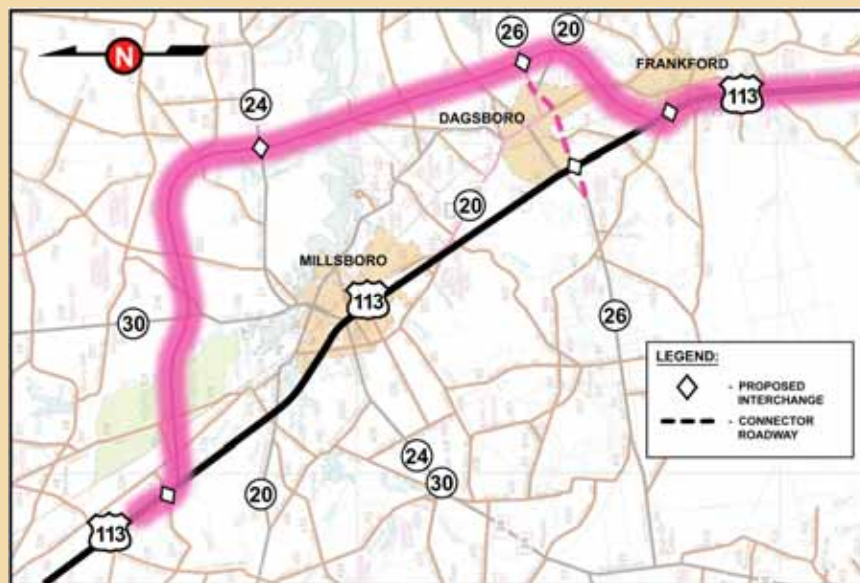
- Low wetland impacts
- Low stream impacts
- Low impacts to potential RTE habitat

### ■ Disadvantages

- High forest impacts
- High impacts to Stockley nature preserve
- Very poor consistency with Livable Delaware
- Among higher cost alternatives

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## Pink Alternative



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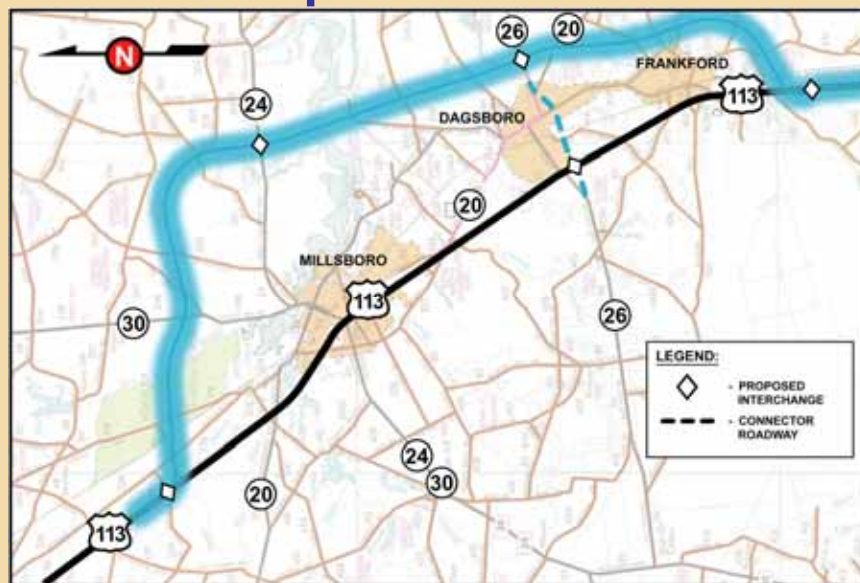
## Aqua Alternative

### ■ Features

- Eastern bypass of Millsboro, Dagsboro, and Frankford
- Passes around most of Mountaire property
- On-alignment upgrade begins south of Frankford
- Interchange with SR 26/SR 20
- SR 26 connector

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## Aqua Alternative



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## Aqua Alternative

### ■ Advantages

- Low wetland impacts
- Low impacts to potential RTE habitat
- Fair consistency with Livable Delaware

### ■ Disadvantages

- High forest impacts
- High number of property acquisitions
- High impacts to Stockley nature preserve
- Among higher cost alternatives

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## Aqua Alternative



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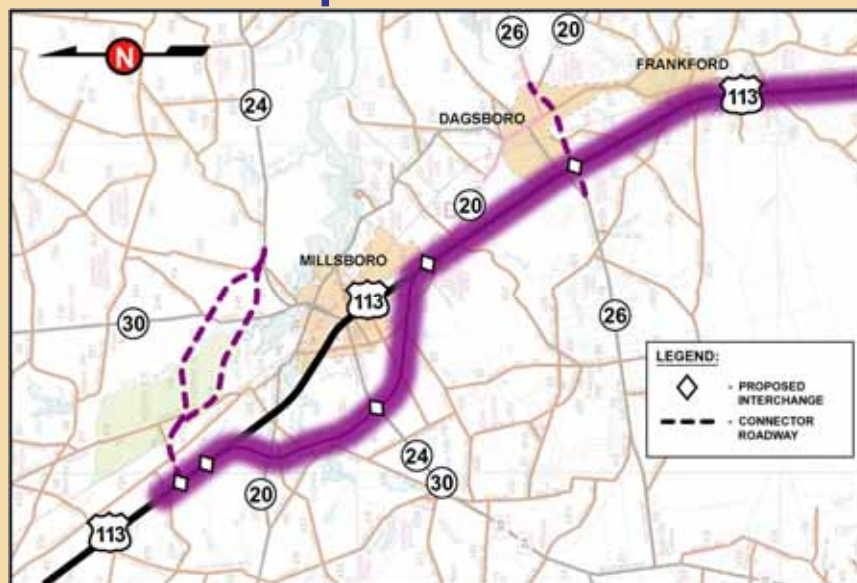
## Purple Alternative

### ■ Features

- Western bypass of Millsboro
- On-alignment upgrade through Dagsboro and Frankford
- SR 24 connector (two options)
- SR 26 connector

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## Purple Alternative



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## Purple Alternative

### ■ Advantages

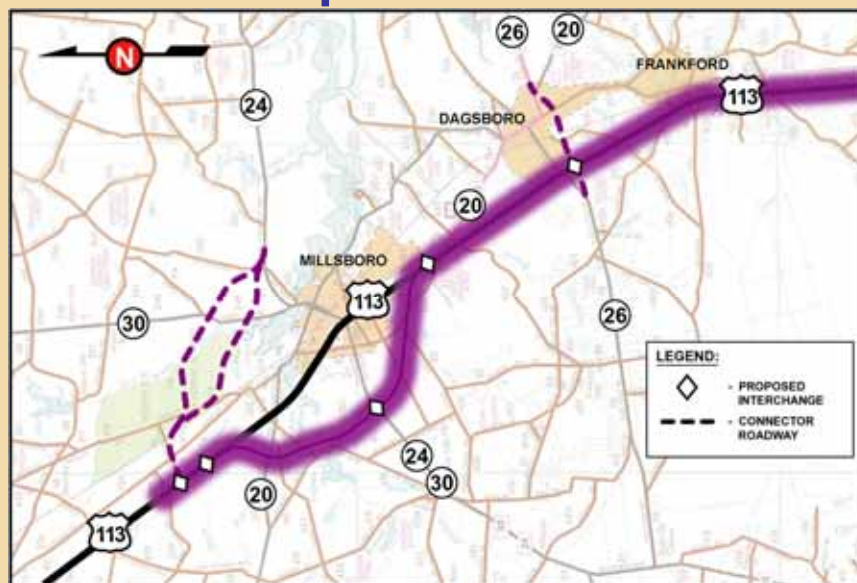
- Low impacts to State Resource Areas
- Low impacts to Stockley nature preserve
- Lowest cost alternative

### ■ Disadvantages

- High wetland impacts
- High impacts to potential RTE habitat
- High number of impacted properties
- Very poor consistency with Livable Delaware

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## Purple Alternative



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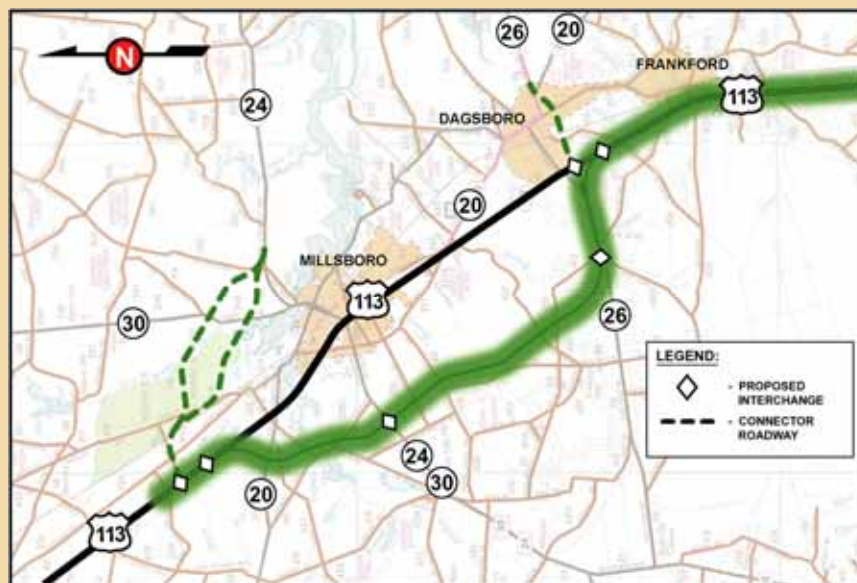
## Green Alternative

### ■ Features

- Western bypass of Millsboro and Dagsboro
- On-alignment upgrade through Frankford
- SR 24 connector (two options)
- SR 26 connector

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## Green Alternative

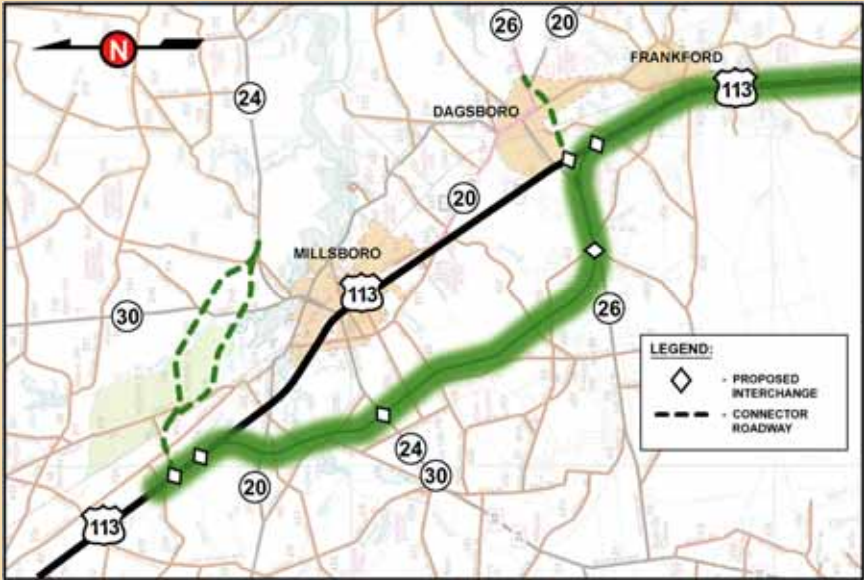


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# Green Alternative

- Advantages
  - Low impacts to State Resource Areas
  - Low impacts to Stockley nature preserve
- Disadvantages
  - High stream impacts
  - Fairly high number of impacted properties
  - Poor consistency with Livable Delaware
  - Among higher cost alternatives

# Green Alternative



## **Yellow Alternative in Selbyville**

- Existing US 113 alignment upgraded to limited access
- SR 54 connector
- Takes advantage of existing US 113 alignment
- Direct impact to businesses along US 113
- Minimal natural resource impacts

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## **Yellow Alternative in Selbyville**

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## Gold Alternative

- Short western bypass of Selbyville
- SR 54 connector
- Potential indirect impact to businesses along US 113 due to traffic diversion
- Minimal natural resource impacts

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## Gold Alternative

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**STATUS OF  
AGENCY**

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**RESOURCE  
COORDINATION**

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## Status of Resource Agency Coordination

- Wetlands, streams, RTEs
  - Final field views scheduled for the next few weeks, starting this Thursday
  - Alternatives may shift slightly based on findings

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## Status of Resource Agency Coordination

- Cultural resources
  - National Register eligibility of many directly-impacted properties has been determined
  - Coordination with SHPO continues
  - Properties along the SR 54 connector are being evaluated

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## Status of Resource Agency Coordination

- Stockley nature preserve – Cow Bridge Branch
  - Impacted by all alternatives
    - East bypasses
    - SR 24 connector
  - Level of federal and state protection is under review – this could be a substantial issue
  - Brown, pink, and aqua shifts to the north are being considered to avoid the preserve

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## Status of Resource Agency Coordination

- Property impacts
  - Numbers to be adjusted and confirmed based on any alignment shifts requested by agencies
  - Access modifications to be determined
  - Farmland impacts to be calculated

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**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 DeIDOT 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.

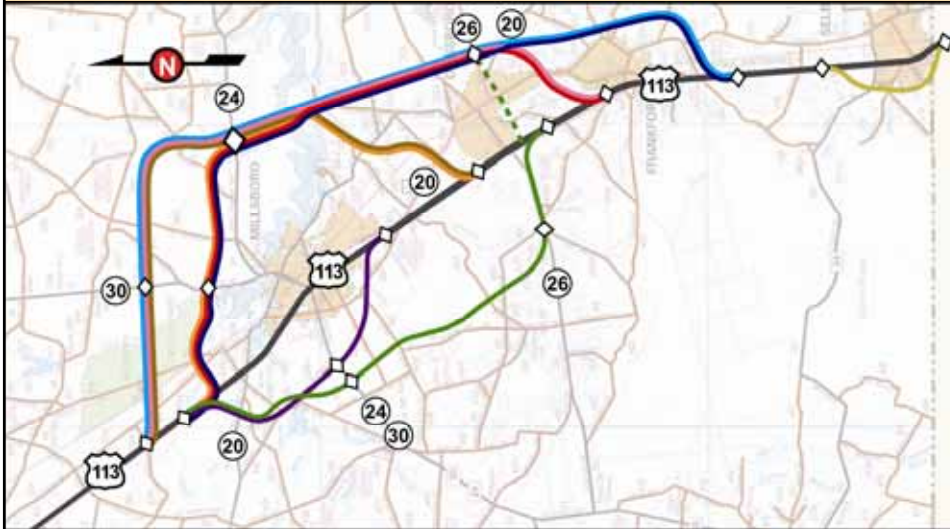
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## Role

Assist DeIDOT 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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## Millsboro-South 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

Milford Area		Georgetown-South Area	
Agencies	Working Groups/Workshops	Agencies	Working Groups/Workshops
December 12		December 12	
January 11		January 25	
	January 31 WG	February 8	February 6 (Millsboro) and 8 (Georgetown) WGs
		February 22	
	February 26 (Lincoln) and 27 (Milford) workshops to present update and brown alternative		
	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 5	
	April 11 WG		
			May 3 (Georgetown) WG
		May 10	
			May 29 (Millsboro) WG
		June 20	
			June 26 (Millsboro) WG

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## Next Steps – Upcoming Meetings

- Working Group meetings
  - Wednesday, June 27  
(was originally scheduled for June 26)
- DEIS public hearings
  - January 2008 (TBD)

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