



# COMMENTS FROM JUNE 14, 2004 PUBLIC WORKSHOP

113

## US 113 North / South Study

November 2004

### Georgetown Area

#### • General Comments

- ▶ I think this was very informative
- ▶ Thank you for helping to explain the problems
- ▶ Be sure to protect property rights
- ▶ Make sure the 113 project doesn't use so much money that it would make it impossible to do needed improvements between 113 & 1
- ▶ I have discussed with several DelDOT folks the concepts of a bridge over Indian River at the power plant high tension wires. I am willing to discuss this at any time
- ▶ In my opinion, use the existing Rt 113 through Georgetown. There is adequate land between the North and South lanes to build another roadway - maybe an overpass at Rts 113 and 18 could be considered.
- ▶ Do something for the citizens of Delaware
- ▶ According to your "Destination / origin" study there were No surveys conducted around the affected Milford area. Wouldn't it be great to survey those who are affected?
- ▶ Any non-access Rd through the towns would greatly hurt the businesses and residents of the towns. If you need to put a bypass route, you need to bypass the towns east or west as not to disturb the town's people or businesses.
- ▶ If the speed limit is not going to change on Rt 113, why change?
- ▶ Very much needed
- ▶ Where is any acknowledgement of public transportation? We need a n-s rail line or an efficient way to get up and down the state. Development follows road improvement, so these new highways will eventually become as congested as the other ones - both at the northern sections of the new Rt 1
- ▶ This bypass road would be approximately 1 to 1 ½ miles from my house. This would cause more traffic than we already have in a small agricultural area. Our children will be catching buses in this location. There will be a lot more strangers in our area. This would give any idiot a quick way to take a child and be on a main road and gone.
- ▶ When we moved to this private location our children were our only reason. This would take a small quiet area and change it to a high traffic fast paced area. We might as well move back to the city!
- ▶ As a landowner along Zoar Road, I'm concerned about the Alt Route 24. Zoar Road is residential from Georgetown to Rt 30 and is already busy. It has no shoulders, which makes it more dangerous in the 16 years we have lived here on Zoar Road. There has been many accidents in front of our house, including 1 fatality. What will more traffic bring?
- ▶ Build Toll Road: Eastern bypass of Milford, Ellendale and Georgetown, then western bypass of Millsboro to Maryland Line.



# COMMENTS FROM JUNE 14, 2004 PUBLIC WORKSHOP

113

## US 113 North / South Study

November 2004

### Georgetown Area

#### • General Comments - Environmental

- ▶ I hate to see more farmland taken
- ▶ Most of the land is already there, why take more rural land
- ▶ Of minimal concern
- ▶ Good workshop, good public outreach
- ▶ Do not destroy the Indian River
- ▶ Two signed petitions were received concerning Millsboro, but distributed at the Georgetown workshop - "Troubled roads headed for Indian River Wildlife" (included in Millsboro-South comments - see attached copies)

#### On-Alignment Option

- ▶ I think this is probably the best choice due to most of the land and right-a-ways that are already there.
- ▶ I would like our entrance & exit to stay the same. We are convenient to 113 and that is the reason we bought here.
- ▶ Existing 113 can be aesthetically improved
- ▶ Intersection of 113 and Arrow Safety Road is very dangerous - consider traffic light (Second person agreed)

#### Off-Alignment - Western Bypass Option

- ▶ I don't like this due to the fact that I am a land owner

#### Off-Alignment - Eastern Bypass Option

- ▶ I don't like this due to the fact that I am a land owner
- ▶ Really need to keep in mind E-W road around Georgetown. However, a bypass should not be too good that people speed up when they get to Georgetown. Compare Bridgeville's bypass with Denton's. The former is not so good that it takes all traffic out of town, but it does lessen burden. In Denton, however, people never go through town.