



COMMENTS FROM JUNE 9, 2004 PUBLIC WORKSHOP

113

US 113 North / South Study

November 2004

Milford Area

• General Comments

- ▶ More highways and bypasses don't work, the bypasses around Odessa and St. Georges bridges all get bottlenecked on weekends. What we need in Delaware is mass transportation trains or trolleys. Half the people coming down from Philadelphia, Wilmington, and Baltimore on weekends are husbands coming to visit their families in Rehoboth Beach, then they go back to work on Sunday afternoon. We need trains like in Europe, not more highways that bottleneck.
- ▶ Need to lower speed limit to 45 mph on northbound lane inside Milford city limits because of new backups created by diverting traffic to 113.
- ▶ I appreciate your reaching out to the public for input. I hope that continues.
- ▶ Why not study connecting into an already existing east-west route like the road between Ellendale and Milton? Route 16 could be an option.
- ▶ I am concerned about slicing up Lincoln for the benefit of Milford and Wilmington. Convince me that our town will be respected.
- ▶ Thank you for all your hard work and excellent presentations.
- ▶ Keep up the good work! Thanks for your efforts.
- ▶ Have you considered making Route 1 an 8-lane highway? I realize the problem with traffic but I also realize small towns die with the wrong solution. I trust the "right" way will prevail and I don't have the answer.
- ▶ I hate to see the business community of Milford pay such a high price for Maryland tourism.
- ▶ It looks to me from every map I have seen that I either lose my current home, my childhood home next door or I have three dual lanes of highway in front of my house. As it is now I cannot even open my front windows in the summer due to the "beach" traffic. I have heard many comments tonight about giving Milford relief. Where I live is in the country, and I don't feel its right to impose upon my property rights of 40 years for Milford residents, all for the sake of tourists reaching our beaches that we cannot enjoy ourselves.
- ▶ Good concept - needs additional work obviously.
- ▶ Good plan - need to address health and water access as well.
- ▶ Make existing Route 1 four lanes each way, with a bypass in Rehoboth around Rehoboth. Do it now prior to all the developments are done on Route 1. This is where the traffic is going anyway. High speed train alongside Route 1.



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• General Comments - Vision/Goals/Need

- ▶ I don't see the benefit for the people of Sussex County. Anyway you run this bypass will have adverse effects on properties, farmers and the rural character of our county.
- ▶ It is good to be looking to the future for required traffic needs.
- ▶ Goal should be to improve existing before "building your way out" option.
- ▶ I don't believe the need aspect has been clearly explained. Also a better job of informing the public needs to be done. Very few people in the Lincoln area are aware of this project.
- ▶ Needed to move forward.
- ▶ Need more east/west expressway than north/south.
- ▶ I don't want Route 113 to become Route 1 at Five Points.

General Comments - Environmental

- ▶ We have a family farm that would be seriously affected by any of the eastern bypasses. The least destructive alternative would be the route between Milford and Lincoln. Even that would drastically change the rural character of Lincoln.
- ▶ My mother's home, my childhood home has been recognized as an historic site. Also she owns and operates a childcare center four houses down from her house which will be greatly impacted. She is licensed for approximately 52 children.
- ▶ My farm is just south of Lincoln. It is an historic farm that has been in our family for eight generations. Before the American Revolution it was called the "Houston Plantation" and consisted of 10,000 acres almost up to Milford. My house was built before 1750 and has a long lane of ancient trees leading up to it. One tree has just been selected by the forestry department as the second largest tree of its type in the state of Delaware. We have a family cemetery dating back to the 18th century. In the thirties Route 113 was cut through the heart of our farm (North and South), dividing it in two sections, and now you may divide it crosswise (East and West). I have applied for century farm status (actually a 2 ½ century farm), and hope to get it on the National Register of Historical Places. Farm conservation is also an option. In a time when we are trying to preserve farmland and historical places, it is paramount to see my piece of property. Please come visit!



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• On-Alignment Option

- ▶ Do not prefer on alignment options.
- ▶ I think this will not work in Milford.
- ▶ I would prefer widening Route 113 and limiting access!
- ▶ Map #13 - Our home and business on Route 113 south of Halflinger Road - east side of 113 - own a home - 6 houses from road - own Jennie Wren Child Care Center 3rd property from my home. The traffic is very heavy all the time. The trucks are so loud during late night and early morning that they wake us from our sleep. The pollution from the vehicles is affecting our trees and shrubs. Our trees look very bad and many shrubs have died. I wonder what our lungs look like. Maybe we could have our governor pass a no smoking bill for vehicles in order to save our lives and foliage. I have lived in my home 40 some years and I never thought about selling or moving. This whole project has my nerves upset. We also cannot open out windows facing highway during the warm weather. Why should we be so inconvenienced for people who are cramming down to our precious little piece of beach from Cape Henlopen to Ocean City.
- ▶ Most of Route 113 from Frederica to Georgetown could be made into an expressway similar to Route 50 in Kent Island and Anne Arundel Co. with an access road to the highway, and an elevated section be constructed from Route 1 and 113 North to Seabury Ave. in the south for traffic through the city. This could cost less (or the same) and would not displace any residents or businesses.
- ▶ My above comments seemed to have worked in other states and cities. I think this overhead "freeway" should be given deep thought and consideration.
- ▶ Improving the existing US 113 will be the best option for the business owners along this roadway, as well as the residential property owners in the surrounding areas. Also, how is the working group selected and how do residents in our area become represented?
- ▶ Why not build this expressway overhead of existing Route 113 similar to Route 95 N/S in Philadelphia area. This would eliminate crossroad traffic problem, less disturbance of existing buildings and business. Less cost perhaps with limited access on/off ramps in non-business/home development areas.
- ▶ Though I understand the need to update our roads. Is there a way to accomplish this with minimal damage to existing businesses along the Route 113 corridor? In an effort to get our weekend visitors to their destination, do we do this at the expense of the residents of Kent County who depend on them for their livelihood? I ask that we be kept completely informed on future decisions and workshops. That way we can make more educated input throughout the process of the US 113 North/South study.



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• Off-Alignment - Eastern Bypass Option

- ▶ If a bypass has to happen, I would prefer to run the route from Milford to Lincoln.
- ▶ Want bypass on east side of Milford. This appears to be most cost effective.
- ▶ I think the bypass option is the way to go. It needs to reach south of Johnson Road.
- ▶ I feel Wilkens Road/Route 30/Route 1 intersection is changed. Route 1 should be the over road and leave Wilkens and Cedar Neck Road access under Route 1 for local use.
- ▶ Prefer none of the alternatives. Least invasive would be route north of Lincoln, south of Milford. This route encompasses more open non-farmed space.
- ▶ Take off Route 1, connect to 113 South of Ellendale. This keeps the school district intact. I heard comments about the wetlands. People's lives are more important than crossing one pond which can be done.
- ▶ Use Route 1! Bypass already.
- ▶ Perhaps this would be the best for the business community that is not affected by the improvements.
- ▶ The alternative along Haflinger Road affects several historic residences and farms. If this route is chosen, will residences be avoided if at all possible and will areas that have a new roadway run outside their front door be compensated for losing their quiet farmland?
- ▶ I think enlarging Route 1 - 4 lanes each way - If you need to connect Route 1 with 113, do it south of Ellendale. Lots of ground in Ellendale forest.
- ▶ Next priority would be the round about route between Milford & Lincoln. All open land.
- ▶ Use current bypass - enlarge.
- ▶ Only feasible bypass around Milford is east of Milford. This allows use of part of Route 1. Milford is growing very fast and will double population in next five years. If no bypass is done it will be gridlock 365 days a year in 5-10 years.
- ▶ Please keep us in touch about all plans and ideas for Wilkens Road/Route 1 intersection. It does impact us directly as does any Wilkens Road/Route 30 changes.
- ▶ Do not want limited access interested in east bypass farther south of Lincoln or west bypass.

Off-Alignment - Western Bypass Option

- ▶ I prefer using the west side of 113 for bypass. Using SR 1 to connect to 113 (near 30) takes too much land.
- ▶ The western bypass may be longer and more expensive, and affect more resources, but it will be more beneficial in the long run because traffic will leave Route 1 before reaching Milford and leave the current 113 exit for those travelers that want to enter the business district of Route 113. I feel that travelers that want to bypass town should have that option before reaching or passing the town.
- ▶ Do not want limited access interested in east bypass farther south of Lincoln or west bypass.