



US 113 NORTH/SOUTH STUDY

US 113 North/South Study Millsboro-South Area Public Workshops

**Millsboro: May 24, 2010
Selbyville: May 25, 2010**



Welcome

- Welcome to the eighth round of public workshops for the US 113 North/South Study in the Millsboro-South Area.
 - The area includes the towns of Millsboro, Dagsboro, Frankford, and Selbyville and portions of Sussex County on both sides of these towns.
- These workshops are a continuation of DelDOT's extensive consultation with the public (including the Millsboro-South Area Working Group), local officials, and federal and state environmental resource agencies.

Workshop purpose

- The purpose of this workshop is to explain:
 - Why DeIDOT is planning for improvements in the US 113 corridor
 - What has occurred since the last workshop in March 2007
 - The process used to identify a Recommended Preferred Alternative, including:
 - Which alternatives have been retained for further evaluation and which have been dropped
 - Why the Blue Alternative has been preliminarily identified as the Recommended Preferred Alternative
 - Changes that have been made to the Blue Alternative
 - What happens next

Tonight's Displays

1. Welcome / Purpose of the Workshop
2. Community Involvement / Resource Agency Coordination
3. Property Acquisition Process
4. Yellow Alternative (On-Alignment)
5. Green, Purple Alternatives (Western Bypasses)
6. Red, Blue Alternatives (Eastern Bypasses)
7. Blue Alternative
8. Status Updates
 - Milford Area
 - Ellendale Area
 - Georgetown Area
9. Next Steps
10. Thank You

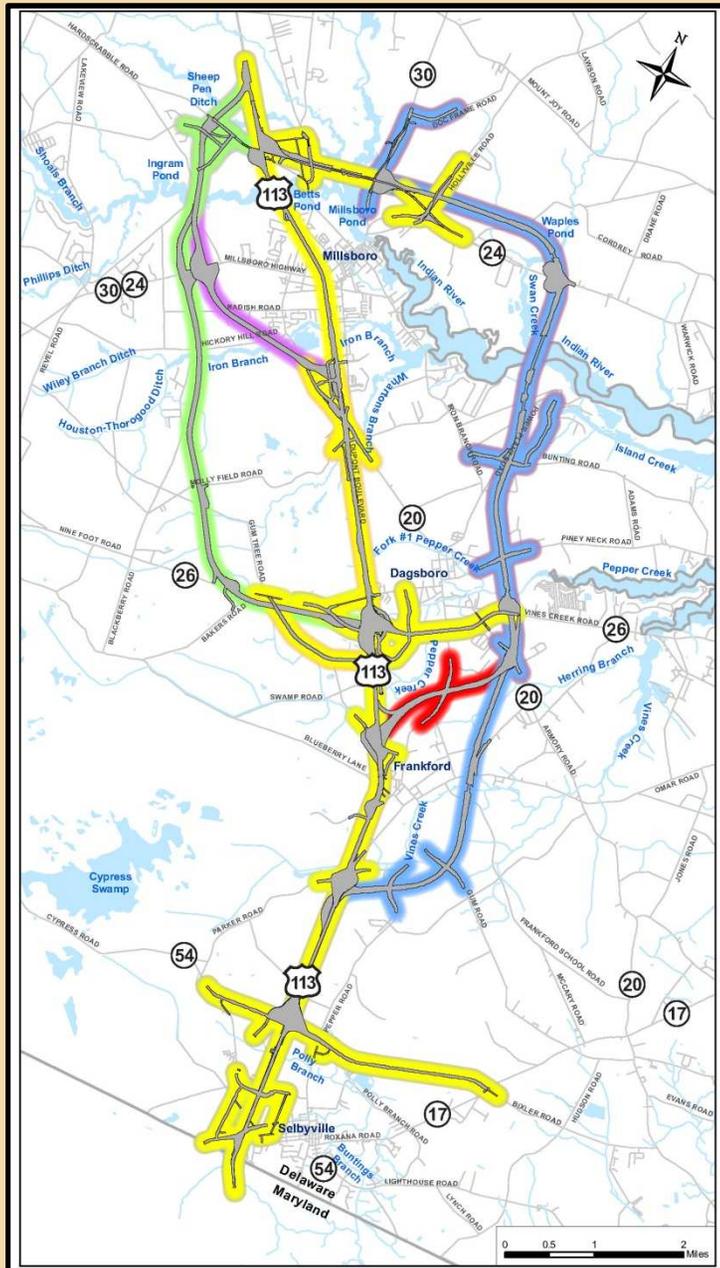
Purpose and Need for the US 113 Project

- To identify, select, and protect an alignment for a limited-access US 113 through Sussex County to:
 - Address current and future transportation needs
 - Minimize impacts to natural and cultural resources
 - Accommodate planned economic growth
 - Provide property owners impacted by the alignment with a path forward
 - Have a protected alignment when it is time for construction

Progress since the spring 2007 workshops

- Eliminated from further consideration potential alternatives connecting the Georgetown and Millsboro areas
- Held multiple meetings with the resource agencies to evaluate potential impacts to natural and cultural resources
- Evaluated and compared impacts associated with each alternative
- Refined alternatives to reduce and mitigate potential impacts as much as possible
- Reduced the number of alternatives to be presented and evaluated in the Draft Environmental Impact Statement (DEIS)
- Preliminarily identified a Recommended Preferred Alternative

We retained and evaluated six alternatives:



- No-Build Alternative
- On-Alignment
 - Yellow Alternative
- Western Bypasses
 - Green Alternative
 - Purple Alternative
- Eastern Bypasses
 - Blue Alternative
 - Red Alternative

We evaluated the alternatives using the following criteria:

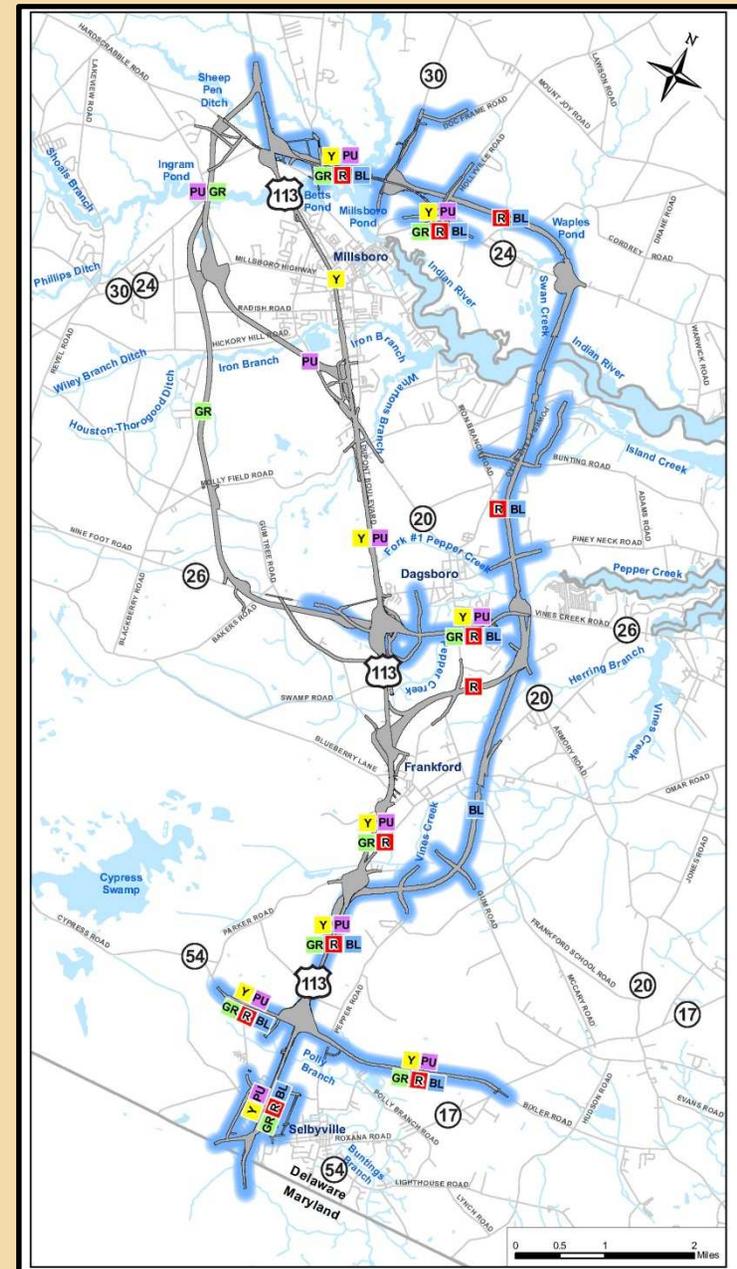
- **Public/Community Involvement**
 - Public, Working Group, and resource agency input
 - Socio-economic impacts
 - Acquisitions and relocations
 - Changes in access
 - Agricultural districts and easements
- **Natural Resources**
 - Wetlands
 - Streams and tax ditches
 - Rare, threatened and endangered species
 - Forests
- **Cultural Resources**
 - Historic properties
 - Archaeological sites and sensitivity
 - Cemeteries
- **Noise**
- **Air Quality**
- **Engineering**
 - Effectiveness at meeting project needs (including traffic, safety, and emergency evacuation)
 - Consistency with State and Local Comprehensive Plans
 - Construction impacts
 - Cost

Above all, we've listened!

- 17 Working Group meetings
 - The Millsboro-South Area Working Group recommended the Blue Alternative, which includes the On-Alignment segment through Selbyville.
- 7 rounds of public workshops
 - The potential alternatives connecting the Georgetown and Millsboro areas, which were shown at the last round of public workshops in 2007, were removed from consideration based on your comments.
- Multiple meetings with the environmental resource agencies, including extensive field views
 - The Aqua, Brown, Pink, and Orange Alternatives were removed from consideration based on agency coordination.
- Meetings with elected and appointed officials from the State, Sussex County and Towns in the project area
 - The Gold Alternative was removed from consideration based on consultation with the Town of Selbyville.

Why the Blue Alternative?

- Most effectively meets current and future needs
 - Attracts the greatest volume of traffic
 - Can be constructed with the least impact to the traveling public
 - Provides the best option for creating a new corridor to facilitate emergency evacuations from the coastal areas of Delaware and Maryland
 - Improves local emergency vehicle access
- Recommended by the Working Group; preferred by the towns, county and state elected officials, and general public
- Better opportunity to mitigate natural resource impacts
- Lowest potential impact to historic properties
- Fewest properties impacted
- Most compatible with State Strategies and Local Comprehensive Plans



Potential Project Phasing

- Based on current need, the East-West Connector Roads (SR 24, SR 26, SR 54) would likely be constructed first.
- The remaining off-alignment segments would likely be constructed north to south; however, construction priorities would be based on demand, as determined by traffic monitoring, and on funding availability.
- It is anticipated that the on-alignment segment south of Frankford (through Selbyville) to the state line would be constructed last.

Next steps

- Consider public comments and continue to refine alternatives.
- Revise the Draft Environmental Impact Statement (DEIS) based on Federal Highway Administration (FHWA) and resource agency comments.
- Finalize the DEIS and provide it to FHWA for approval and publication.
- Publish the DEIS for public review and comment in late 2010.
- Conduct a public hearing in early 2011.
- Publish Final Environmental Impact Statement.
- Secure Record of Decision from FHWA, completing the environmental process.
- Protect the selected alignment until it is needed.

What you can do to be heard!

- Ask questions and provide comments
 - The Project Team is here to answer your questions.
 - Tonight: Submit your comment form in the boxes provided.
 - Before July 2, 2010, send your comments to DelDOT by:
 - **Mail:** DelDOT Public Relations at the address on the form
 - **Fax:** DelDOT Public Relations at 302-739-2092
 - **Phone:** 800-652-5600 (in DE) or 302-760-2080
 - **Email:** dot-public-relations@state.de.us
 - **Online:** <http://www.deldot.gov/information/projects/us113>

**Thank you
for your interest
and participation!**