



**US 113 NORTH/SOUTH STUDY
May 2010
MILLSBORO AND SELBYVILLE
PUBLIC WORKSHOPS
SUMMARY OF INPUT
7-28-10**

OVERVIEW

Two US 113 North/South Study, Millsboro-South Area Public Workshops were held in May, 2010. The first workshop was held in Millsboro on May 24 and the second was held in Selbyville on May 25. The purpose of the workshops was to obtain input from the public on DelDOT's preliminarily Recommended Preferred Alternative, the Blue Alternative, and on the other Alternatives Retained for Detailed Evaluation. The Blue Alternative consists of a long eastern bypass of Millsboro, Dagsboro and Frankford and On-alignment improvements through Selbyville. A total of 467 people signed in at the workshops. A total of 91 comment forms were submitted at the workshops and during the workshop comment period that extended to July 2, 2010. Comments were also provided via 25 email messages, faxes and letters. Two petitions signed by 686 people were received.

PETITIONS

Two petitions were received during the comment period. A petition was submitted, signed by 548 people, opposing the Blue Alternative in the Millsboro-South Area and recommending addition of lanes to US 113, additional lanes on Route 1, an elevated highway over Route 1 in bottleneck areas, and improvements to and use of existing roads to by-pass the Town of Millsboro. A copy of the petition language is appended, see Attachment 1. A second petition, signed by 138 people, was submitted opposing any plan in the Frankford/Selbyville area with the following statement, *"The Frankford/Selbyville area has no need now or in the foreseeable future of any plan that the state has proposed. Those that have pushed the proposed changes have failed to listen to the local populace. In our area your proposals will only serve to ruin our community businesses, open space, and quality of life."*

A letter was received from the Mayor and Council of the Town of Millsboro, *"to support the Blue Alternative as the best solution for traffic safety in Sussex County."* The Mayor and Council of the Town of Selbyville submitted a letter stating that *"we cannot support the project."* Furthermore 10 very similar emails were received urging protection of Cow Bridge Branch.

COMMENT FORM SUMMARY

The following table summarizes the information provided by comment form, email and fax in support or opposition to the alternatives that were submitted at the Millsboro and Selbyville workshops and during the comment period:

Alternative	Support	Oppose
Blue	68	40
Red	1	29
Yellow	10	40
Purple	6	38
Green	7	34
No Build	9	12

Note: People were encouraged to comment on each of the alternatives, thus a person could express support and/or opposition to more than one alternative. Therefore, the support and oppose numbers in the above table when added are greater than the number of people who commented. The table does not include data from the petitions.

Many reasons were given for supporting or opposing the alternatives. Some were very personal pertaining to property impacts, others were more general related to environmental impacts, business impacts, community impacts, traffic conditions, development issues, and concern over accommodation of tourists rather than meeting the needs of local residents. Views ranged from indicating that improvements are needed now to stating that improvements are not needed. Some people see the need for the full Blue Alternative, essentially a new highway, while others want to see existing roads maintained and improved. Differing views were offered regarding the importance of the environment and the impacts to people and property. Concern was expressed for the State's ability to pay for needed improvements.

Following is a summary of the comments provided by comment form, email and fax by the public at the two Public Workshops and during the ensuing comment period that ended on July 2, 2010.

■ BLUE ALTERNATIVE, EASTERN BYPASS AND ON-ALIGNMENT IMPROVEMENTS THROUGH SELBYVILLE

Many reasons were given to explain why the Blue Alternative was supported or opposed and some general comments were offered:

Reasons for Support

- Gets congestion out of the towns of Millsboro and Dagsboro; removes trucks from downtown Millsboro, fixes east side where all of the problems are
- Will keep agricultural trucks on express route, off US 113 and SR 24, and away from downtown Millsboro
- Allows greater movement in and around the Town of Millsboro

- Affected areas need this bypass, will be able to travel faster between towns and north-south
- Will meet the goals and objectives of the project, including supporting routes to the beaches, etc.
- Gets people to where they want to go, near the beach areas
- Will provide traffic relief, short and long term
- Will improve local and through traffic
- Less property and environmental impacts
- Least disruptive
- Will have least neighborhood/development impacts
- Consistent with state and local plans
- Cost effective
- Better for emergency services
- Provides evacuation route
- Will provide jobs and business opportunities
- Least impact on towns, residences and businesses
- Better connections to SR 24, 20, 26, 54, therefore, greater traffic safety and movement to and from the beach
- Provides another alternative to cross Indian River
- The impact matrix is convincing

Reasons for Opposition

- Too many environmental impacts including those related to new bridges
- Keep it away from the Millsboro Pond
- Close to my property, would render their (6 children) lots worthless
- Will kill Millsboro
- Will hurt small businesses in the towns and interfere with properties
- Most expensive, waste of tax payers money, use the money for more law-enforcement officers to reduce accidents
- Disruption to agricultural practices, transportation corridors should be in developed areas
- Overreliance on auto dependence
- Divides and damages social fabric of four communities
- Traffic problems are in the beach towns, solve those problems first
- Stop at SR 20 and 26 east of Dagsboro, enhance SR 24, 20, 26 through to 54
- Not interested in highways through rural Sussex County for beach access and tourists, disruptive to Sussex County way of life
- Takes people out of their way, makes travel times longer, resulting in more fuel use and creating more emissions
- Improve existing roads
- A new road from US 113 to Bixler Road (SR 54 relocated) is totally unnecessary
- Move relocated SR 54 & US 113 interchange to the south and provide a frontage road

General Comments

- What is the cost of the project and what has the state spent to evaluate the alternatives?
- What are your plans for personal properties that will be used for this new road?
- May impact our property (part of my farm), would need an access road, ¼ mile from Route 30 and ¼ mile from Hollyville Road
- How long do you expect the land acquisition process to take?
- Prefer Doc Frame Road (SR 314) be used as much as possible. This would cause less impact on homes on SR 30 (just north of SR 314 and homes on Doc Frame Road just off Gravel Hill Road
- Livable Delaware should be a major concern for all residents and businesses
- Wetlands sound more important than humans
- Consider moving alignment to be closer to my property lines (four properties) instead of going through the middle of them
- Move right-of-way back to the 2007 alignment
- Come down US 113 to Gumm Road take Gumm Road to SR 17 over to SR 20 to Roxana and on to SR 54 near Fenwick Island
- Route 24 needs to be widened now not 10 years from now.
- Begin farther north of Millsboro
- It is a shame it takes as long as it does

■ **RED EASTERN BYPASS ALTERNATIVE**

Few comments were provided to explain opposition to the Red Eastern Bypass Alternative:

- Don't do it
- It provides less long-term benefits
- Will drop too much traffic into the heart of Frankford
- Too close to the Indian River High School

■ **YELLOW ON-ALIGNMENT ALTERNATIVE**

Several comments were provided in support of or in opposition to the Yellow On-alignment Alternative:

Reasons for Support

- Most economical way to flow traffic
- Uses existing right-of-way and places capacity where development is located
- Will lessen congestion in Millsboro
- Not disruptive to properties or visually
- Less impact on the environment and citizens
- Least likely to encourage sprawl

Reasons for Opposition

- Would be a disaster to the Town of Millsboro, businesses would have no or limited access
- Will kill business, not acceptable to anyone

- Negative economic impact
- Just to go into town would be a nightmare
- Does nothing to relieve traffic in the towns
- Will not help east-west traffic
- Will not ease congestion
- I live on US 113

■ **PURPLE WESTERN BYPASS ALTERNATIVE**

Reasons were provided in support of and explanations were provided in opposition to the Purple Western Bypass Alternative:

Reasons for Support

- Does not impact my house
- Less intrusive

Reasons for Opposition

- Serves no purpose with impacts to many wetlands and developments
- Our home is in the path of this alternative
- Doesn't help with beach oriented traffic
- Doesn't redirect traffic around the towns
- Doesn't get people to their destination
- Goes through a new shopping center
- Too much property damage
- Too disruptive to existing and planned development
- Not smart growth
- A waste of money

■ **GREEN WESTERN BYPASS ALTERNATIVE**

Reasons were supplied to explain support for or opposition to the Green Western Bypass Alternative:

Reasons for Support

- Does not cross Indian River
- Less impact to developed areas and to the environment
- Less impact to residences in Town of Millsboro
- Affects less people
- Less expensive
- Heavy summer traffic could bypass Millsboro

Reasons for Opposition

- Does not help traffic
- Does not get people to the beach, takes traffic farther from beach areas
- Too big an impact on existing and planned communities/development
- Not smart growth
- Not a good emergency evacuation route

■ NO-BUILD ALTERNATIVE

Comments were provided in support of and in opposition to the No-build Alternative:

Reasons for Support

- By far the favorite of Selbyville businesses and residents
- Less farmland will be affected as well as residences

Reasons for Opposition

- Does not meet traffic needs
- Will only work if construction is stopped in Sussex County
- Not necessary to build new roads, should improve existing roads
- A waste of money

■ GENERAL COMMENTS

Following is a list of general comments and concerns regarding the alternatives:

- You are making it convenient for vacationers and ruining it for residents
- Why should we suffer because of the tourists
- This project does nothing for the people of Delaware, only benefits Ocean City merchants
- Pleased to see US 113 & SR 24 connector moved closer to Millsboro having less impact on the environment, school, Stockley Center, and the VA Cemetery
- Blue route is superior overall, benefits deserve support
- I like the plans and wish they could start soon
- Time for action, process has taken too long
- Consider going farther west to help US 113 and US 13
- There should be a fee charged to help pay for this project. We all need to pay for the improvements, especially the people who moved here and add to the congestion
- What would the changes be to existing roads that will become entrance/exit roads? Will you be bringing people into the area to work on the project that will need rental housing?
- Consider people in northern Millsboro and their quality of life and property values as well as wetland concerns
- Please, please, please consider established families in the area first
- Add lanes to US 113 and improve signage
- What about traffic now, need to get the chicken trucks out of Millsboro
- Something needs to be done
- A train system is needed
- Another casino is not needed nor is another highway to nowhere
- Greed and politics caused this traffic gridlock dilemma
- Concern for small business owners along US 113, property values will drop, the economic future for the US 113 area is dim
- Milford Area route is not resolved and could impact the other three areas
- Cost will increase, so build it (Blue Alternative) now while we need jobs, stimulus funds may be available

- State doesn't have the money to build this project
- Build along and improve existing roads instead of destroying farm land
- Oppose any proposed highway
- Do not care how long it takes the beach traffic to get to the ocean. Tourists will keep coming no matter how long it takes
- Traffic backups are in Millsboro, making improvements in Selbyville will not solve that problem
- Widen US 113 north and south, one lane each way
- Speeding up traffic on SR 54 will do nothing because of limited movement to the east
- DeIDOT and its paid consultants have moved forward with their agenda with no regard for the opinions of the locals it will affect, even though they proclaim that they have
- Thank you for your help in providing us with this explanation
- Thank you for the workshop
- The study team has been consistent, conscientious and informative to the public

ATTACHMENT 1

PETITION (Dated June 1, 2010)

We the undersigned are strongly opposed to the Blue Alternative as its Recommended Preferred Alternative for the Millsboro-South Area. We feel the course to take is the following:

- 1) Improve and add lanes to the State's existing Rt. 113 right-of-way
- 2) Improve and add lanes to the State's existing Rt. 1 right-of-way
- 3) Direct all beach traffic from the North onto Rt. 1 and add an elevated highway over Rt. 1 in bottleneck areas.
- 4) Improve and use existing roads to by-pass the Town of Millsboro to alleviate the environmental impact on Millsboro Pond, wetlands and connecting bodies of water.

This proposal is in direct conflict with former **Governor Ruth Ann Minner's "Livable Delaware"** agenda where some of her guiding principals are:

- 1) Preserve farmland and open space
- 2) Protect our Quality of Life while slowing sprawl

We feel this proposal will do irreversible damage to people's lives, livelihoods, property, farming communities, wetlands and ponds. This is one of the last areas in Eastern Sussex County that has significant open spaces and wetlands, which are enjoyed by all the residents at no cost to the State. We do not feel that the residents of this area, some of which have been here for many generations, should be uprooted in order to allow transients to get to the beaches when the bottlenecks are at the beaches, or to accommodate politicians or big businesses with their own agendas.

Each of the undersigned should be counted as individual letters of opposition to this "Blue Alternative" East By-Pass: