



Status Update: Milford / Ellendale / Georgetown Areas

What is happening within the rest of the US 113 North / South Study?

In June 2008, the Federal Highway Administration (FHWA) agreed with DeIDOT's recommendation to divide the US 113 North / South Study into four geographic areas rather than three. At the start of the project, the three geographic areas were the Milford Area, the Ellendale Area, and the Georgetown-South Area. The Georgetown-South Area was divided into the Georgetown Area and the Millsboro-South Area. Environmental studies are required by FHWA as part of the National Environmental Policy Act of 1969 (NEPA). NEPA ensures that proper study of potential human, cultural, and natural environmental impacts is conducted for each alternative under consideration. The studies describe the proposed US 113 alternatives, as well as ways to minimize and mitigate negative environmental impacts. The current status of activities in the areas noted above is summarized below:

Milford Area

As of July 1, 2007, the General Assembly removed funding for the Milford Area and requested that DeIDOT work to achieve consensus on an alignment. After further analysis and consultation with local leaders, Secretary Wicks informed the General Assembly on January 23, 2008 that "there is no community consensus for a compromise alternative." No work is currently underway in the Milford Area.

Ellendale Area

The Ellendale Area Environmental Assessment (EA) was submitted to FHWA. The document will be available for public review and comment in June. Approval of the document, with a Finding of No Significant Impact (FONSI) by FHWA, is anticipated this summer. The On-alignment Alternative is the Recommended Preferred Alternative in the Ellendale Area.

Georgetown Area

The EA is currently under review by FHWA. Public availability of the document is anticipated for late summer. The Modified On-alignment Alternative is the Recommended Preferred Alternative in the Georgetown Area.

Each section of the US 113 North / South Study is independent of any other section. Consideration has been given, where sections meet, to assure transition from one section to the next.