



## COMMENTS FROM NOVEMBER 16, 2004 PUBLIC WORKSHOP

113

### US 113 North / South Study

November 2004

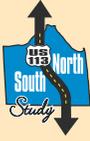
## Selbyville Area

### • Selbyville Workshop Summary

- ▶ Map comments dealt, almost exclusively, with specific plan or labeling issues.
- ▶ Written comments ran the full range of emotions from hate to love for each of the options presented.
- ▶ Based on volume of responses, a Western Bypass option was preferred by most of the comment form respondents in the Selbyville Area. North of Selbyville, respondents supported both Eastern and Western Bypass options about equally. Of the Eastern Bypass options B3, that goes from north of Millsboro to south of Frankford, appeared to be the favorite. Some respondents questioned the benefit of B3 over B2 once you made the connection with Routes 20 and 26. The On-alignment option had generally acceptable responses.
- ▶ A number of respondents supported the entire bypassing of Route 113, either east or west, solving the problem as it was solved from Dover north.
- ▶ Comments about an East/West Route 54 bypass around Selbyville were numerous in the comment forms.
- ▶ Comments regarding continuation of the Western Bypass options south and west of US 113 were also prevalent.

### • Millsboro-South Area Working Group Summary

- ▶ With the exception of south of Frankford, there is a general dislike, magnified in the Millsboro area, for the On-alignment options.
- ▶ The third lane option needs to be developed and presented in a balanced fashion but there is concern that it will not solve the problem in the Millsboro area and may make the US 113 corridor less safety by not fully addressing the congestion problem.
- ▶ The Western Bypass options might be easier to implement (less expensive, fewer impacts) than the Eastern Bypass options but with less benefit (addressing east/west issues along with the north/south, getting beach traffic out of the towns).
- ▶ The Eastern Bypass options appeared to have broad support from US 113 to Route 24 and mixed feelings further to the south because of concerns about the doability (getting the environmental approvals) for these options. There was agreement that beach traffic would be better served east of US 113 rather than west of US 113. The alignment of the Eastern Bypass options outside of the anticipated growth areas of Millsboro, Dagsboro and Frankford was also seen as a positive for the Eastern options.



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### • Agency Summary

- ▶ Avoid taking wetlands wherever possible, alternatives to avoid and minimize wetland impacts will need to be evaluated. (Corps)
- ▶ Is the Project Team trying to address east-west issues at SR 24 in the current study? (Corps)
- ▶ Review the Western Bypass options for conflicts with known archaeological sites (especially the location of the Colonial Period "Indian Reservation"). (SHPO)

### • County

- ▶ The approval of an Eastern Bypass option (building it in sections to get it in place as quickly as possible) is probably more than the County would have expected out of the study in this area.

### • "Big Picture" Summary

- ▶ East/west issues need to be addressed for the towns to position the study to receive support for the ultimate solution. In conjunction with this, alternatives for a Route 54 bypass around Selbyville needs to be investigated.
- ▶ There is still the lingering concern of the locals taking it on the chin to solve beach traffic problems.
- ▶ Is it possible to advance some portions of the options (specifically, the connection from US 113 north of Millsboro to Route 24) to begin to address problems recognized today to build support for a solution for the future?
- ▶ Is the third lane option a viable interim improvement rather than the long term solution?

### • Overall Summary / Recommended Action

- ▶ Evaluate and recommend ways to get local east/west improvements implemented in the near-term.
- ▶ Develop one On-alignment, one Eastern Bypass and one Western Bypass option for recommendation to the Working Group to consider to carry to the next stage.