US 113 NORTH/SOUTH STUDY

Millsboro-South Area

Working Group

Meeting No. 2

March 10, 2004

Working Group Members

Ronald Atherton
Business Owner

Thea Becton
First State Community Action Agency

Jim Bennett
Bennett Orchard

Joan Boyce
Millsboro / Dagsboro Chamber of Commerce

Lynn Bullock
Millsboro Volunteer Fire Company

Donald Collins
Sussex County Farm Bureau

S. Bradley Connor
Mayor, Dagsboro

Robert Daisey
Business Owner

Mark Davis
Delaware Dept. of Agriculture

Charles Dismuke
Frankford Planning Commission

Preston Dyer
Developer

Peter Frederick
Mayor, Fenwick Island

Richard Kautz
Sussex County Planning & Zoning Commission

Faye Lingo
Town Manager, Millsboro

Roger Marino
Mountainaire Farms, Inc.

Karen McGrath
Bethany/Fenwick Chamber of Commerce

John Mitchell
Indian River School District

Margaret Mitchell
Millsboro Historical Society

Tran Norwood
Nanticoke Indian Assoc.

Clifton Parker
Farmer

Bill Pfaff
Delaware Small Business Development Center

Dr. Bruce Richards
Center For the Inland Bays

Mike Simmons
Project Development DelDOT (South Region)

Robert Stuart
Sussex County Emergency Medical Services

Gary Taylor
Town Manager, Selbyville

John Thoroughgood
Millsboro Town Council Planning Commission

Ann Marie Townshend
Office of State Planning Coordination

Marissa VonVille
La Esperanza, Inc.

Michael Warrington
Delaware State Police, Troop 4

George White
Townsends, Inc.

Agenda

5:45	Call to Order	Bob Kramer
5:50	Opening Remarks	Carolann Wicks Monroe Hite, III
5:55	Working Group Guidelines	Bob Kramer
6:05	Draft Vision, Goals and Objectives	Bob Kramer
6:30	Constraints Map	Tom Heil
7:00	Break	
7:10	Corridor Studies	Project Team
8:20	Meeting Summary	Monroe Hite, III
8:25	Next Meeting	Bob Kramer
8:30	Adjourn	

Project Notebook

- **Tab 1:** PowerPoint Slides
- **Tab 2:** Draft Meeting No. 1 Notes
- **Tab 3:** Study Schedule

Recent Project Team Meetings

- **February 27, 2004:** Cultural Resources Coordination Meeting with State Historic Preservation Office Staff
- **March 1, 2004:** Make-up meeting for members of all three Working Working Groups who were unable to attend their initial meeting (CHEER Center – Georgetown - abbreviated presentation by Project Team)

Upcoming Meetings

- **April 8, 2004:** Update Environmental Resources Agencies – Quarterly Meeting
- **May 2004:** Field Tour with Environmental Resource Agencies

Working Group Guidelines

- **How We Treat Each Other**
- **How We Make Recommendations**
- **How We Communicate with Those Outside the Working Group**

Working Group Guidelines

- **How We Treat Each Other**
  - Each member has an equal right to speak and ask questions. There are no "dumb questions."
  - Each member is encouraged to share individual viewpoints. Individual opinions are valid whether others agree with them or not.
  - We will listen to, respect and seek to understand the views of others, particularly those perspectives that differ from our own.
  - Disagreements will be explored not suppressed. In some instances, however, disagreements may be discussed outside of meetings so that we are not distracted from achieving the purpose of the meetings.
  - We will be courteous when addressing other members, staff and consultants.
  - We will refrain from interrupting each other, staff or consultants.
  - We will keep our comments relevant to the topic under discussion.
  - Draft materials, plans and reports shared by and among members, staff, and consultants shall be treated as working papers.

Working Group Guidelines

- **How We Make Recommendations**
  - **The Working Group will operate by consensus whenever possible. Consensus does not necessarily mean agreement or active support by each member. Those not objecting are not necessarily indicating that they favor the proposal under consideration, but merely that they can "live with it."**
  - **In the absence of consensus, a super majority of three-quarters (75%) of the members present is required for approval of an action.**
  - **The facilitator will seek the sense of the Working Group on an issue/action. If there is not unanimity and if a clear super majority does not exist, written ballots will be used.**
  - **Members may designate an alternate to attend and participate in discussions in his or her absence. Alternates may vote in the absence of the member, except on the vote to adopt final recommendations.**
  - **The vote to adopt final recommendations will be by super majority. Only members can vote and written "absentee" ballots will be accepted.**
  - **Non-members shall attend meetings as observers and may be invited to offer comments if time allows.**

Working Group Guidelines

- **How We Communicate with Those Outside the Working Group**
  - **Ideas discussed within the Working Group should not be presented as representing the position of the group without the agreement of the group.**
  - **When speaking about the work of the Working Group outside of meetings, members are speaking for themselves only unless speaking from approved documents or positions of the Working Group.**
  - **Draft materials, plans and reports shared by and among members, staff and consultants shall be treated as working papers.**

Draft - Vision, Goals and Objectives

- **Vision = Desired Future**
- **Goals and Objectives = Guide for Developing and Evaluating Alternatives**
- **Draft Vision, Goals and Objectives considered:**
  - **Results of Listening Tour and Workshops**
  - **Millsboro, Dagsboro, Frankford and Selbyville Comprehensive Plans**
  - **Sussex County Comprehensive Plan**
  - **Sussex County Long Range Transportation Plan**
  - **DelDOT's Long Range Transportation Plan**
  - **Delaware's Strategies for State Policies and Spending**
  - **Livable Delaware Initiatives**

Draft Vision

- **The US 113 Working Group for the greater Millsboro, Dagsboro, Frankford, Selbyville Area envisions a future for the area where:**
  - The movement of people and goods in the study area is not hampered by traffic congestion as experienced today in parts of Sussex County.
  - The character and quality of life in the greater Millsboro, Dagsboro, Frankford, Selbyville Area have been maintained and the area continues to be a safe and attractive place for residents to live, work and play in and for visitors to enjoy.
  - Mobility and accessibility for local residents, police, fire emergency services and businesses have been preserved and improved.
  - The historic, archaeological, agricultural and natural resources in the greater Millsboro, Dagsboro, Frankford, Selbyville Area have been preserved while growth, both economic and residential, has been sustained.
- **We expect realization of this vision for the future of the Millsboro, Dagsboro, Frankford, Selbyville Area will require efforts at two levels.**
  - First, a comprehensive outreach effort with community, business and other stakeholder groups.
  - Second is strengthened communication and coordination among municipal, county, state and federal governments.

Draft Goals

- **The end result will be an efficient transportation infrastructure for the greater Millsboro, Dagsboro, Frankford, Selbyville Area that meets the following goals:**
  - Supports responsible and sustainable land development and economic growth while accommodating the anticipated growth in local, seasonal and through traffic.
  - Avoids negative impacts from transportation improvements to natural, cultural and historic resources.
  - Respects private property rights of owners on US 113 and along any new or bypass alignment.
  - Includes a limited access, through traffic route to points north and south of the study area
  - Allows for the separation of through (regional) and seasonal traffic from local traffic
  - Preserves and enhances capacity on existing US Route 113
  - Includes improved connections between east-west and north-south routes
  - Enhances the local road network and creates a comprehensive transportation system that accommodates the needs of all modes of transportation serving the residents of the greater Millsboro, Dagsboro, Frankford, Selbyville Area

Draft Objectives

- **Mobility/Accessibility**
  - Separate local traffic from through and seasonal traffic
  - Provide more travel options for residents
  - Develop a broader range of transportation options (bus, bike and pedestrian ways)
  - Improve the connections between east/west and north/south routes
  - Preserve or increase, where possible, traffic capacity on existing US 113
- **Congestion**
  - Reduce traffic congestion by providing additional capacity where needed
  - Reduce, where possible, traffic through neighborhoods
  - Improve traffic ingress/egress for businesses
- **Safety**
  - Improve safety of residents-pedestrians, bicyclists, children, drivers and transit users in the greater Millsboro, Dagsboro, Frankford, Selbyville Area
  - Separate through traffic from local traffic, where feasible
  - Improve accessibility for emergency services
  - Enhance safe access to schools, parks and recreation sites, community facilities, businesses and institutions

Draft Objectives

- **Land Use Planning**
  - Accommodate planned growth and the resulting traffic
  - Coordinate transportation improvements with approved land use patterns
  - Be consistent with Delaware's Livable Delaware Initiatives and Strategies for State Policies and Spending and Kent, Sussex and municipal comprehensive plans
- **Environment**
  - Conduct a comprehensive assessment of environmental resources and impacts on those resources
  - Avoid adverse affects to farmland, historic, archaeological and natural resources
  - Develop minimization and mitigation measures where avoidance is not feasible
- **Aesthetics**
  - Improve the view to and from the road
  - Maintain and enhance the character of the greater Millsboro, Dagsboro, Frankford, Selbyville Area
  - Use context sensitive design and construction techniques
  - Employ a full range of aesthetic options in addressing transportation needs and congestion in the greater Millsboro, Dagsboro, Frankford, Selbyville Area Land Use Planning

Draft Objectives

- **Intergovernmental Coordination**
  - Increase the level of cooperation and coordination among Sussex County, towns along the US 113 Corridor and DelDOT and other State agencies regarding the linkages between land use and transportation
  - Comply with federal and state agency environmental and historic resource regulations and requirements
- **Public Outreach**
  - Undertake comprehensive public outreach efforts including, public workshops; meetings with community, business and interest groups; newspaper articles; a project web site and other appropriate outreach techniques to obtain citizen input
  - Consider citizen input, ideas, suggestions, concerns and solutions before developing options and recommending solutions

Constraints Map Comments

- Homework Assignment
- General Feedback
  - Items that were omitted
  - Areas of Concern / Interest
- Significance of Identifying Constraints
- Presentation of Each Constraint Layer

Planning Information and Resources

US 113 North/South Study Area

- Planning Information
- Land Use
- Community Facilities
- Socio-Economic Resources
- Wetlands / Aquatic Resources
- Protected Lands & Resources
- Cultural & Historic Resources
- Terrestrial Resources

DelDOT

SUSSEX COUNTY, DELAWARE

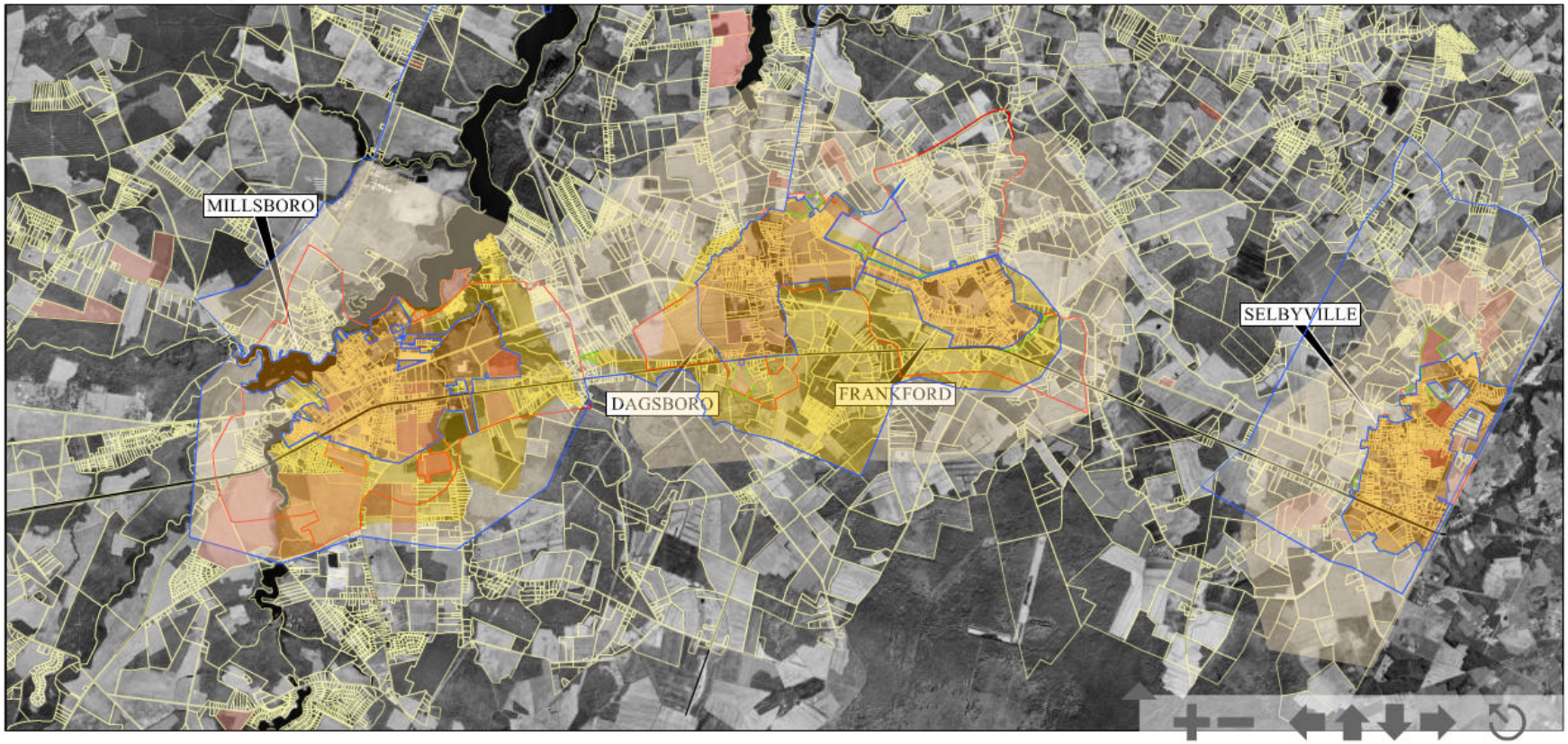
MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



March 10, 2004

PLANNING INFORMATION

- EXISTING LAND USE
- EXISTING COMMUNITY FACILITIES
- SOCIO-ECONOMIC RESOURCES
- WETLANDS / AQUATIC RESOURCES
- PROTECTED LANDS & RESOURCES
- CULTURAL & HISTORICAL RESOURCES
- TERRESTRIAL RESOURCES
- ENVIRONMENTAL INVENTORY SUMMARY

Mapping - Dated 2002

- Road Network
- Property Lines

Planning Resources

- Towns
- Municipal Boundaries (OSPC)
- Future Development (Municipal Comp Plans)

OSP - Strategies for Policy and Spending

- Community
- Developing Area
- Secondary Growth
- Rural (Everything Else)

- Municipal Water / Wastewater
- Imminent Development

New Construction

▶ NEXT SLIDE

X CLOSE

Planning Information

- **Mapping**
  - **Date of Mapping – 2002**
  - **Road Network (US Routes, State Routes, Local Roads and Traffic Signals)**
  - **Property Lines (Sussex County Tax Assessment Files)**
- **Planning Resources**
  - **Towns**
    - Municipal Boundaries
    - Future Development (Municipal Comprehensive Plans)
  - **Office of State Planning (OSP) – Strategies for Policy and Spending**
    - Community (similar to Municipal boundaries near term)
    - Developing Area (similar to Future Development and Comprehensive Plan - next 20 years)
    - Secondary Growth (50 years – Long-Term)
    - Rural (everything else)
    - Sensitive Areas
  - **Municipal Water (Existing / Future)**
  - **Municipal Sewer**
  - **Imminent Development**
    - Development Under Construction (since Spring 2002)
    - Development Approved – Construction not yet initiated
    - Development In Process of Approval – Pending

DelDOT

SUSSEX COUNTY, DELAWARE

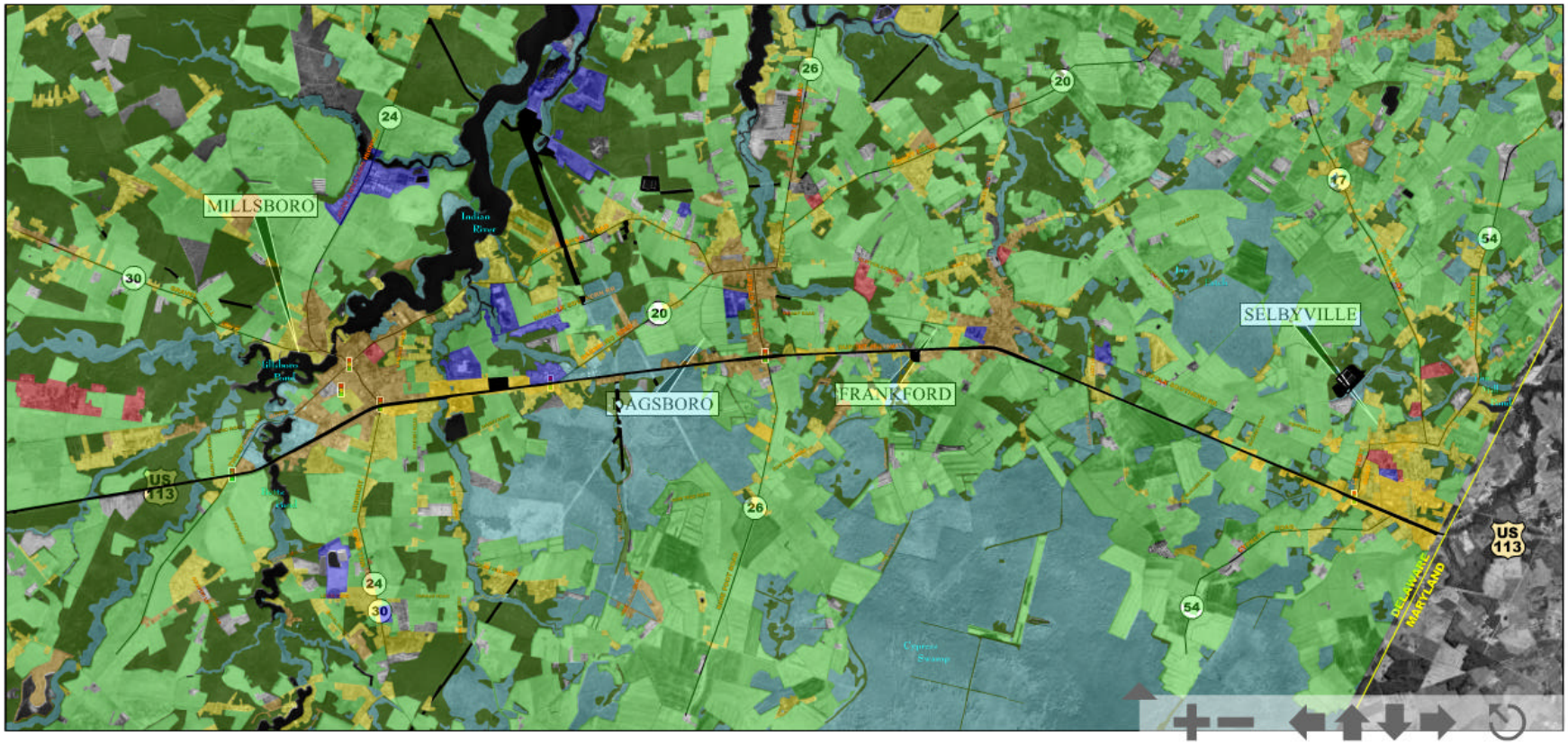
MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP

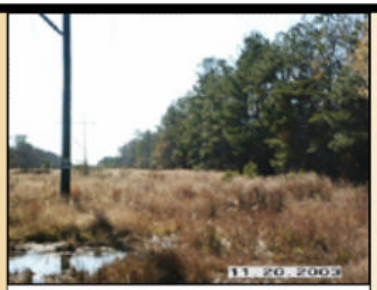


March 10, 2004

- Planning Information
- ✓ Existing Land Use
- Existing Community Facilities
- Socio-Economic Resources
- Wetlands / Aquatic Resources
- Protected Lands & Resources
- Cultural & Historical Resources
- Terrestrial Resources
- Environmental Inventory Summary

- ✓ Urban / Transition
- ✓ Residential
- ✓ Commercial
- ✓ Industrial (includes Extraction - Borrow Pits)
- ✓ Institutional / Governmental
- ✓ Agricultural
- ✓ Transportation / Communication
- ✓ Forest / Open Space
- ✓ Wetlands / Waters

▶ NEXT SLIDE



Wetlands

X CLOSE

Existing Land Use – Sussex County Comprehensive Plan

- Urban / Built-Up
  - Land Use Converting from Residential to Retail / Commercial (office) / Industrial
- Residential
- Commercial
- Industrial (Includes excavated borrow pits)
- Institutional / Governmental
- Agricultural
- Transportation / Communication
- Forest / Open Space
- Wetlands / Waters

DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP

March 10, 2004

- PLANNING INFORMATION
- EXISTING LAND USE
- ☑ EXISTING COMMUNITY FACILITIES
- SOCIO-ECONOMIC RESOURCES
- WETLANDS / AQUATIC RESOURCES
- PROTECTED LANDS & RESOURCES
- CULTURAL & HISTORICAL RESOURCES
- TERRESTRIAL RESOURCES
- ENVIRONMENTAL INVENTORY SUMMARY

- ☑ Fire Stations
- ☑ Police Stations
- ☐ Hospitals (None)
- ☑ Public Schools
- ☑ Libraries

▶ NEXT SLIDE

Frankford Library

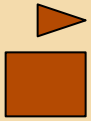
X CLOSE

Existing Community Facilities

- Fire Stations (4 sites)

- Police Stations (4 sites)

- Hospitals (None) (No sites)



- Public Schools (6 sites)

- Libraries (3 sites)

DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP

March 10, 2004

- PLANNING INFORMATION
- EXISTING LAND USE
- EXISTING COMMUNITY FACILITIES
- ☑ SOCIO-ECONOMIC RESOURCES
- WETLANDS / AQUATIC RESOURCES
- PROTECTED LANDS & RESOURCES
- CULTURAL & HISTORICAL RESOURCES
- TERRESTRIAL RESOURCES
- ENVIRONMENTAL INVENTORY SUMMARY

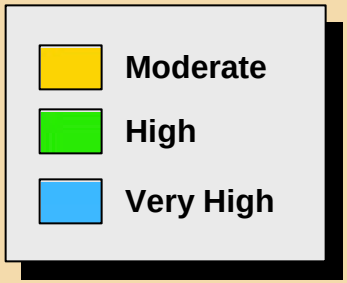
- ☑ 2000 U.S. Census Track Data
- ☑ EPA Site
- ☑ NPDES

▶ NEXT SLIDE

X CLOSE

Socio-Economic Resources

- Federal Executive Order 12898 (2/11/94)
- 2000 U.S. Housing Data (Census Tract)
  - Ethnic Distribution by Census Tract
  - Age Distributions
  - Low Income Distributions
  - Mobile Home Sites



- Environmental Protection Agency (EPA) Site

  (NCR Corporation – Brownfield Development – M&T Bank Site)
  - Hazardous Waste
  - Solid Waste
  - Liquid Underground Storage Tanks
- Non-Point Discharge Elimination System (NPDES) (Municipals and Industrial Outfalls)

DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP

March 10, 2004

- PLANNING INFORMATION
- EXISTING LAND USE
- EXISTING COMMUNITY FACILITIES
- SOCIO-ECONOMIC RESOURCES
- ☑ **WETLANDS / AQUATIC RESOURCES**
- PROTECTED LANDS & RESOURCES
- CULTURAL & HISTORICAL RESOURCES
- TERRESTRIAL RESOURCES
- ENVIRONMENTAL INVENTORY SUMMARY

Types
- ☑ - Estuarine
- ☑ - Lacustrine
- ☑ - Palustrine
- ☐ - Riverine (None)

Watersheds

☑ **100-year Floodplains (FEMA)**

▶ NEXT SLIDE

X CLOSE

Wetlands / Aquatic Resources

- **Section 404 of the Federal Clean Water Act (CWA)**
  - Army Corps of Engineers Section 404(b)1 guidelines
  - Avoid, Avoid, Avoid - Minimize, Mitigate
  - Permitted Resource
- **Wetlands defined by:**
  - Hydric Soils (Tidal Marsh)
  - Vegetation (Red Maple, Button Bush, Bull Rush)
  - Hydrology (ground or surface water source)
- **Types of Wetlands**
  - Estuarine (tidal waters, tidal wetlands, salt marshes)
  - Lacustrine (lakes, ponds)
  - Palustrine (shallow ponds, marshes, non-tidal wetlands)
  - Riverine (rivers, creeks, sloughs, streams)
- **100-year Floodplains – Federal Emergency Management Administration (FEMA)**
  - Federal Executive Order 11988

DelDOT

SUSSEX COUNTY, DELAWARE

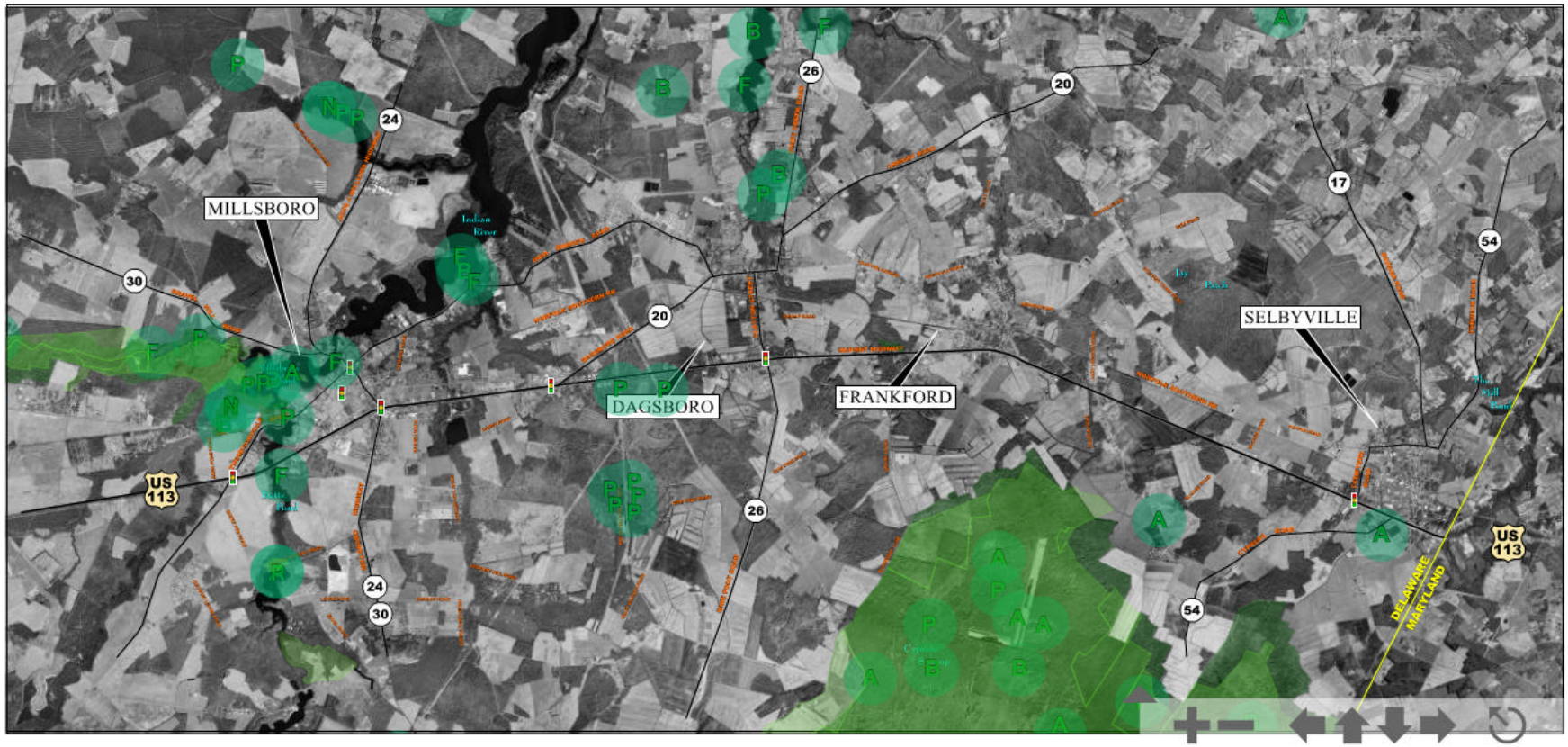
MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



March 10, 2004

- PLANNING INFORMATION
- EXISTING LAND USE
- EXISTING COMMUNITY FACILITIES
- SOCIO-ECONOMIC RESOURCES
- WETLANDS / AQUATIC RESOURCES
- ☑ **PROTECTED LANDS & RESOURCES**
- CULTURAL & HISTORICAL RESOURCES
- TERRESTRIAL RESOURCES
- ENVIRONMENTAL INVENTORY SUMMARY

- ☑ RTE's
- ☑ Natural Areas
- ☑ State Resource Areas

▶ NEXT SLIDE

X CLOSE

Protected Lands & Resources

- Section 7 of Federal Endangered Species Act
- Rare, Threatened and Endangered Species (RTE's) (State and Federal)
  - B – Birds
  - A – Animals
  - P – Plants
  - F – Fish
  - N – Natural Communities (Special Ecosystems)
- Natural Areas (State Defined Voluntary Protections)
- State Resource Areas (State Protected Lands)
  - State Parks
  - Conservation Easements
  - Nature Preserves
  - Leased Lands
  - Fish & Wildlife Areas

DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP

March 10, 2004

- PLANNING INFORMATION
- EXISTING LAND USE
- EXISTING COMMUNITY FACILITIES
- SOCIO-ECONOMIC RESOURCES
- WETLANDS / AQUATIC RESOURCES
- PROTECTED LANDS & RESOURCES
- ☑ CULTURAL & HISTORICAL RESOURCES
- TERRESTRIAL RESOURCES
- ENVIRONMENTAL INVENTORY SUMMARY

- ☑ National Register Properties
  - ☑ - Districts
- ☑ CRS Properties (State Listed)
- ☑ Previously Surveyed Areas
- ☑ Cemeteries

Woodlawn Memorial Park

▶ NEXT SLIDE

X CLOSE

Cultural & Historic Resources

- Section 106 of the National Historic Preservation Act - Section 4(f) of the Federal Transportation Act
- National Register Properties
  - Buildings, Structures, Objects
  - Archeological Sites
  - Districts
- Cultural Resource Survey Properties (State Listed Sites)
  - Buildings, Structures, Objects
  - Archeological Sites
- Previously Surveyed Cultural Resource Areas
- Cemeteries

DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP

March 10, 2004

- PLANNING INFORMATION
- EXISTING LAND USE
- EXISTING COMMUNITY FACILITIES
- SOCIO-ECONOMIC RESOURCES
- WETLANDS / AQUATIC RESOURCES
- PROTECTED LANDS & RESOURCES
- CULTURAL & HISTORICAL RESOURCES
- ☑ TERRESTRIAL RESOURCES
- ENVIRONMENTAL INVENTORY SUMMARY

- ☑ Agricultural Development Rights
- ☑ Agricultural Districts
- ☑ Agricultural Suitability / LESA / Prime Farm Soils
- ☑ Domestic Farm Wells

▶ NEXT SLIDE

X CLOSE

Terrestrial Resources

- Delaware Agricultural Lands Preservation Act
- Federal Farmland Protection Policy Act (FPA)
- Agricultural Development Rights (26 parcels)
- Agricultural Districts (21 parcels)
- Agriculture Suitability / Prime Farm Soils / Land Evaluation Site Assessment (LESA)
  - Quality of Land for Agricultural Purposes
  - Agricultural Preservation Suitability
    - Very High
    - High
    - Low (not shown)
    - Very Low (not shown)
- Domestic Farm Wells

DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP

March 10, 2004

PLANNING INFORMATION
EXISTING LAND USE
EXISTING COMMUNITY FACILITIES
SOCIO-ECONOMIC RESOURCES
WETLANDS / AQUATIC RESOURCES
PROTECTED LANDS & RESOURCES
CULTURAL & HISTORICAL RESOURCES
TERRESTRIAL RESOURCES

ENVIRONMENTAL INVENTORY SUMMARY

X CLEAR MAP

X CLOSE

Environmental Inventory Summary

- Many Significant Resources in Project Area
- Unfortunately, 100% Avoidance is Impossible
- The Challenge is to Balance Impacts to All Resources
- Results in “Least Impactive Alternative”
- Cooperative and Coordinated Effort between Working Group / DelDOT / Sussex County / Local Governments / Environmental Resource Agencies / General Public

DelDOT

SUSSEX COUNTY, DELAWARE

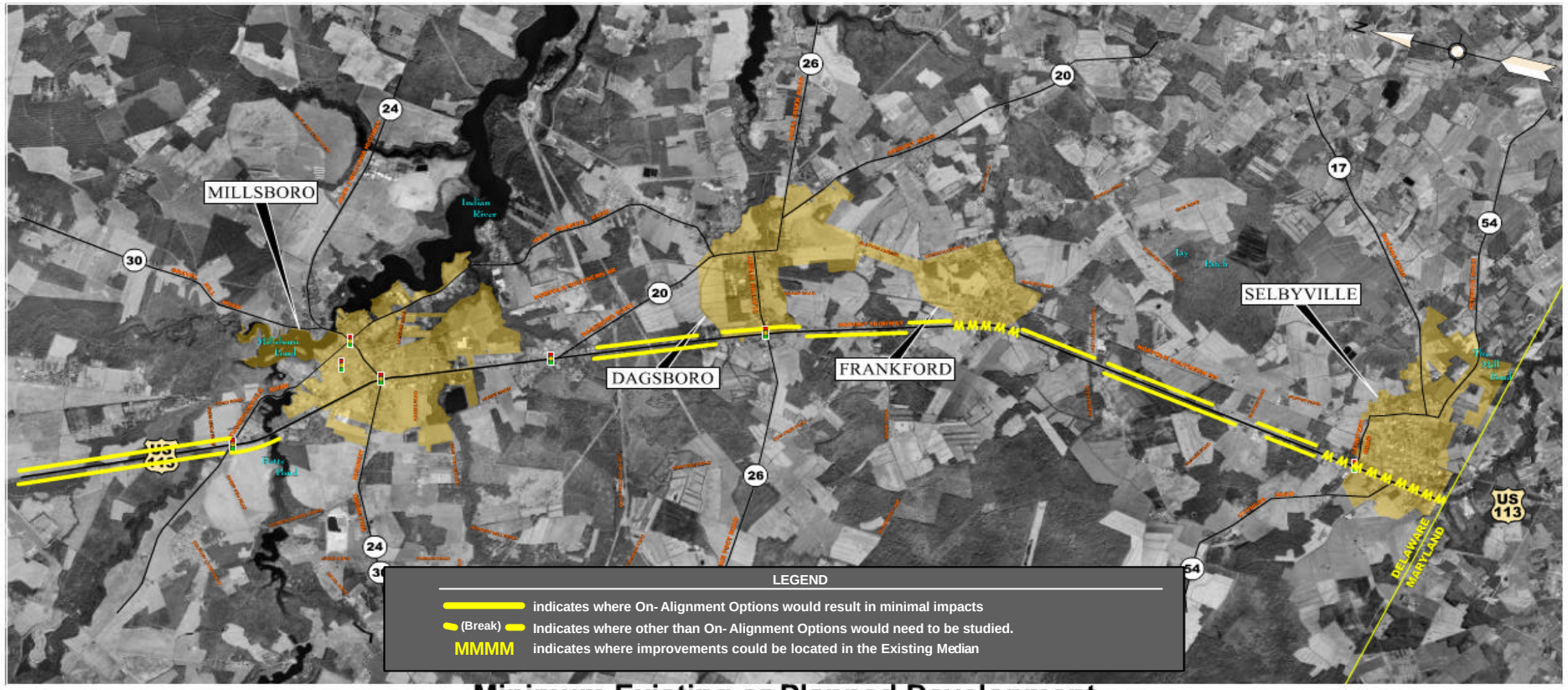
MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



Minimum Existing or Planned Development

March 10, 2004

- MINIMUM EXISTING DEVELOPMENT
- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- OFF ALIGNMENT - POTENTIAL CORRIDORS

X CLEAR MAP

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

X CLOSE

Corridor Studies

- **FIRST:** On-Alignment (along existing US 113)
  - Toolbox
  - Examples

- **THEN:** Off-Alignment (on new location (bypass) – if on alignment impacts are deemed too severe)
  - Potential Corridors

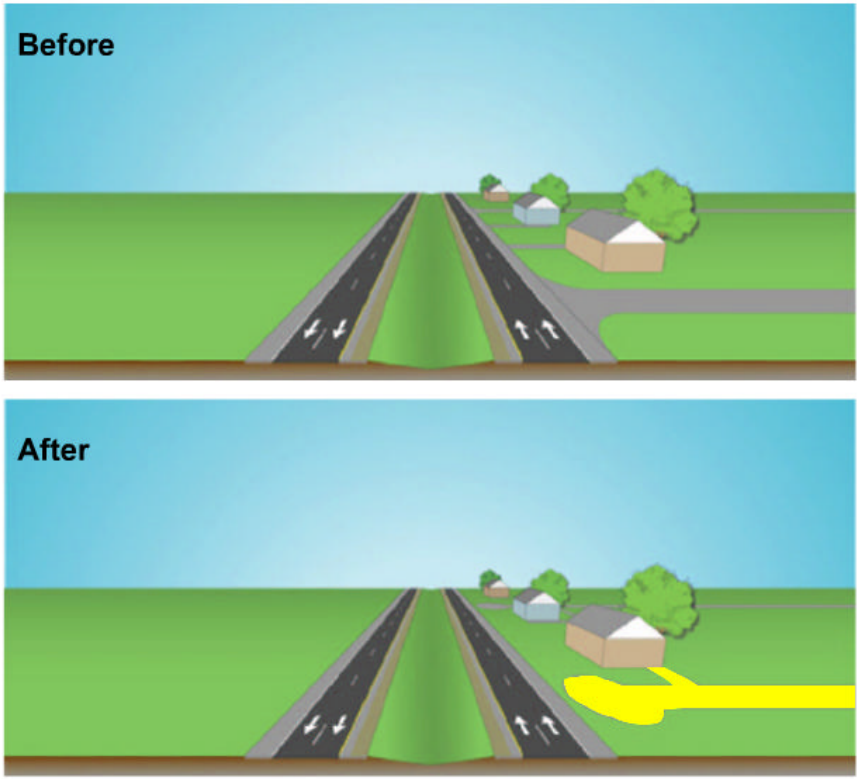
DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

CONSTRAINTS MAP | CORRIDOR STUDIES



Strategy 1 - Access to Side Street Only

March 2004

- ☑ ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- ☑ **Strategy 1** - Access to Side Street Only
- ○ **Strategy 2A** - Two-Way Frontage Road
- ○ **Strategy 2B** - One-Way Frontage Roads
- ○ **Strategy 3A** - Frontage Road On Existing Lanes
- ○ **Strategy 3B** - Frontage Road On Existing Lanes
- ○ **Strategy 4** - "Backage" Road Behind Properties
- ○ **Strategy 5** - Access Road Through Properties
- ○ **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 1 – Access to Side road Only

- Where parcels front on a roadway other than US 113, provide access only to that side (or rear) road
- Depending on the location, the side road may either cross over limited-access US 113 or end in a cul-de-sac.

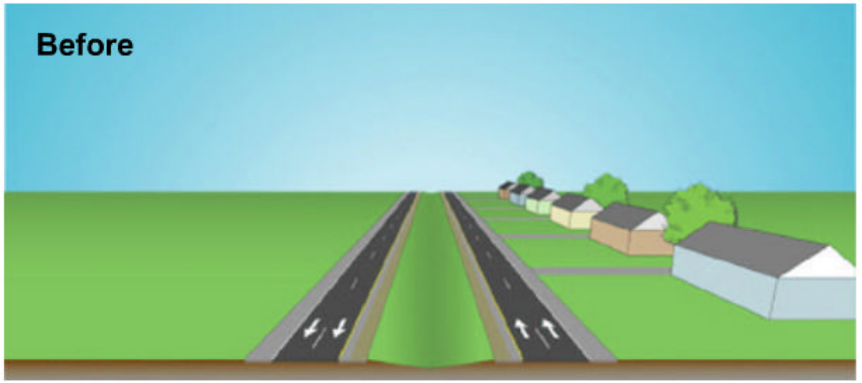
DelDOT

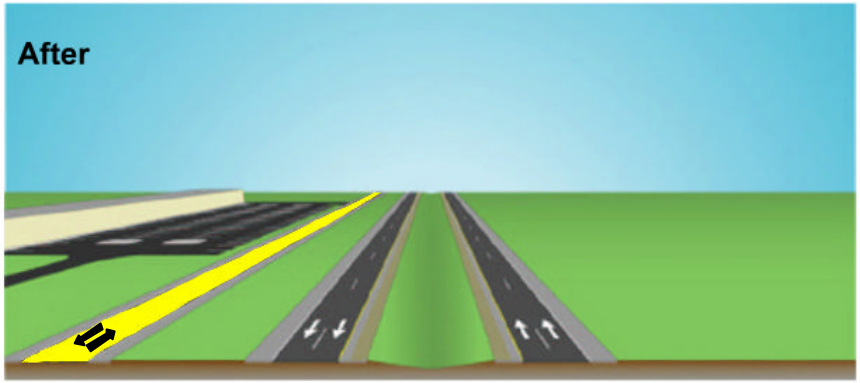
SUSSEX COUNTY, DELAWARE

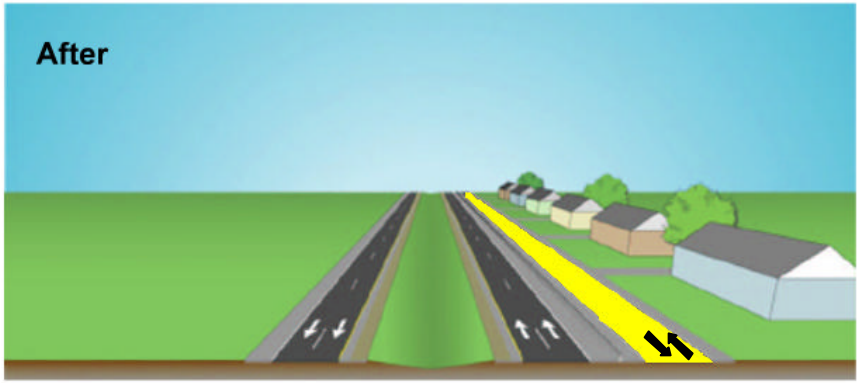
MILLSBORO - SOUTH

WORK IN PROGRESS

CONSTRAINTS MAP | CORRIDOR STUDIES







Strategy 2A – Two-Way Frontage Road – West Side

Strategy 2A – Two-Way Frontage Road – East Side

- ☑ ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- ☑ **Strategy 1** - Access to Side Street Only
- ☑ **Strategy 2A** - Two-Way Frontage Road
- ○ **Strategy 2B** - One-Way Frontage Roads
- ○ **Strategy 3A** - Frontage Road On Existing Lanes
- ○ **Strategy 3B** - Frontage Road On Existing Lanes
- ○ **Strategy 4** - "Backage" Road Behind Properties
- ○ **Strategy 5** - Access Road Through Properties
- ○ **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 2A – Two-Way Frontage Road

- Where there is sufficient room between existing US 113 and adjacent buildings/parking, build a two-way frontage road next to existing US 113.
- Provide all property access to the frontage road rather than US 113.
- Access to the frontage road may be from side roads, ramps to and from limited-access US 113, or bridges over the highway.

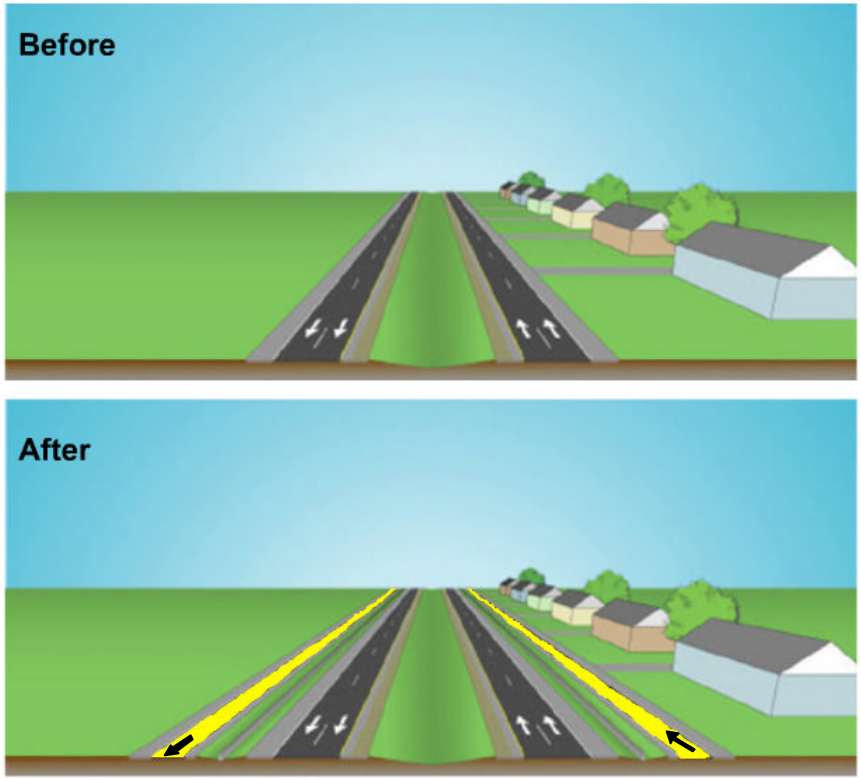
DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

CONSTRAINTS MAP | CORRIDOR STUDIES



Strategy 2B - One-Way Frontage Roads

March 2004

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- [x] **Strategy 1** - Access to Side Street Only
- [x] **Strategy 2A** - Two-Way Frontage Road
- [x] **Strategy 2B** - One-Way Frontage Roads
- [ ] **Strategy 3A** - Frontage Road On Existing Lanes
- [ ] **Strategy 3B** - Frontage Road On Existing Lanes
- [ ] **Strategy 4** - "Backage" Road Behind Properties
- [ ] **Strategy 5** - Access Road Through Properties
- [ ] **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 2B – One-Way Frontage Roads

- Where there is sufficient room between existing US 113 and adjacent buildings/parking, build a one-way frontage road along each side of existing US 113.
- Provide all property access to the frontage roads rather than US 113.
- Access to the frontage road may be from side roads, ramps to and from limited-access US 113, or bridges over the highway.
- Because this option can result in longer trips to access parcels along the highway, it will be considered only where other options appear to be not feasible.

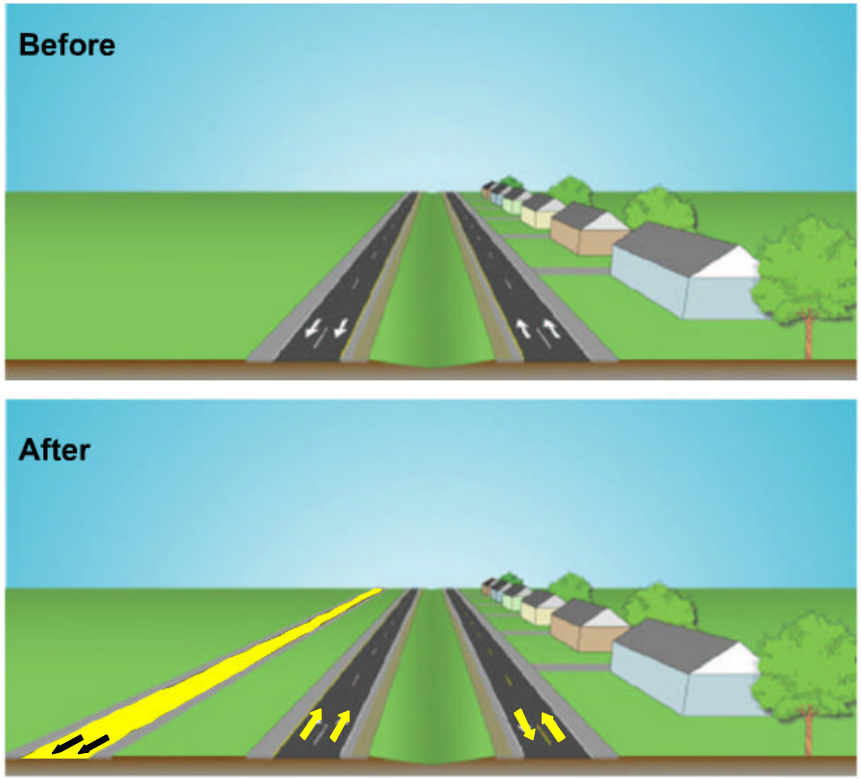
DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

CONSTRAINTS MAP | CORRIDOR STUDIES



Strategy 3A - Frontage Road On Existing Lanes

March 2004

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- ☑ **Strategy 1** - Access to Side Street Only
- ☑ **Strategy 2A** - Two-Way Frontage Road
- ☑ **Strategy 2B** - One-Way Frontage Roads
- ☑ **Strategy 3A** - Frontage Road On Existing Lanes
- ○ **Strategy 3B** - Frontage Road On Existing Lanes
- ○ **Strategy 4** - "Backage" Road Behind Properties
- ○ **Strategy 5** - Access Road Through Properties
- ○ **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 3A – Frontage Road On Existing Lanes

- Where there is not sufficient room between existing US 113 and adjacent buildings/parking, convert the northbound* lanes into a two-way frontage road.
- Change the southbound lanes to the northbound lanes.
- Build new southbound lanes.
- This strategy works where there is substantial open space on the opposite side of the properties in question.

* - Direction of travel is illustrative; this will work in the opposite direction as well.

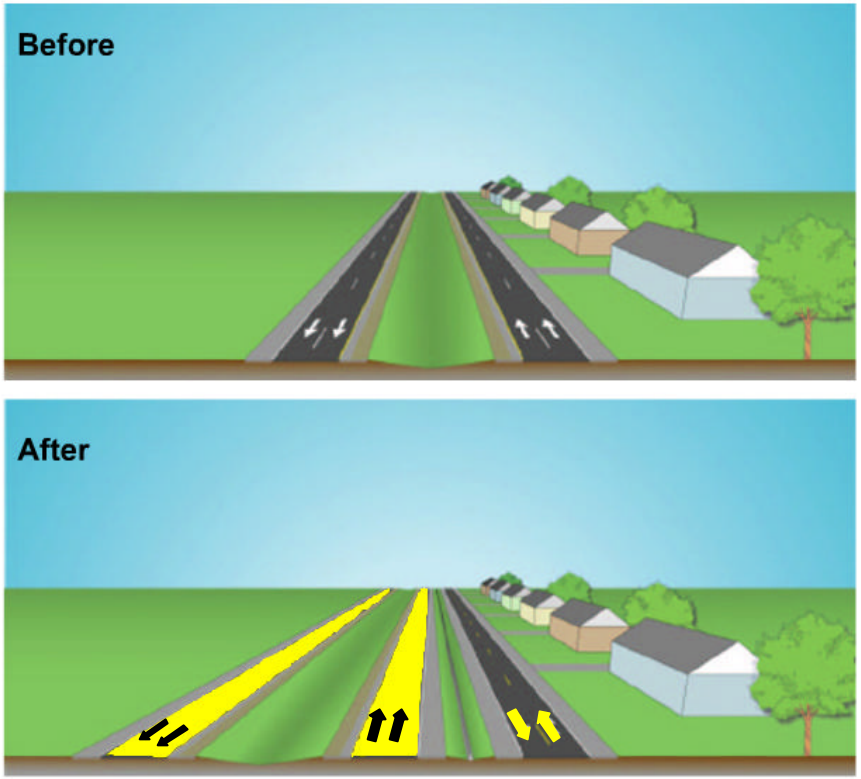
DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

CONSTRAINTS MAP | CORRIDOR STUDIES



Strategy 3B - Frontage Road On Existing Lanes

March 2004

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- **Strategy 1** - Access to Side Street Only
- **Strategy 2A** - Two-Way Frontage Road
- **Strategy 2B** - One-Way Frontage Roads
- **Strategy 3A** - Frontage Road On Existing Lanes
- **Strategy 3B** - Frontage Road On Existing Lanes
- **Strategy 4** - "Backage" Road Behind Properties
- **Strategy 5** - Access Road Through Properties
- **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 3B – Frontage Road On Existing Lanes

- Where there is not sufficient room between existing US 113 and adjacent buildings/parking, convert the northbound* lanes into a two-way frontage road.
- Build new limited access northbound US 113 lanes in the existing US 113 median.
- Build new limited access southbound US 113 lanes to the west of the new northbound US 113 lanes.
- Purchase access / development rights on properties adjacent to new limited access southbound US 113 lanes.
- Although this strategy is more expensive than 3A, it works better when there is NOT substantial open space on the opposite side of the properties in question.

* - Direction of travel is illustrative; this will work in the opposite direction as well.

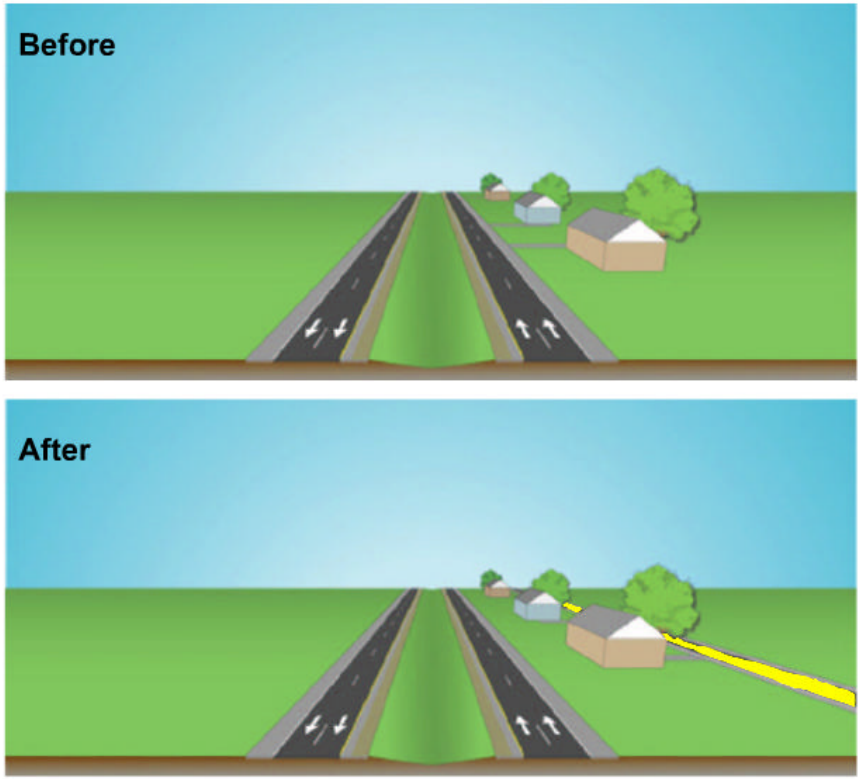
DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

CONSTRAINTS MAP | CORRIDOR STUDIES



Strategy 4 – Rear Access Road Behind Properties

March 2004

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- [x] **Strategy 1** - Access to Side Street Only
- [x] **Strategy 2A** - Two-Way Frontage Road
- [x] **Strategy 2B** - One-Way Frontage Roads
- [x] **Strategy 3A** - Frontage Road On Existing Lanes
- [x] **Strategy 3B** - Frontage Road On Existing Lanes
- [x] **Strategy 4** - "Backage" Road Behind Properties
- [ ] **Strategy 5** - Access Road Through Properties
- [ ] **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 4 – "Rear Access" Road Behind Properties

- Build a new two-way road behind existing properties ("rear access" road)
- Provide all property access to the "rear access" road rather than US 113
- Access to the "rear access" road may be from side roads, ramps to and from limited-access US 113, or bridges over the highway

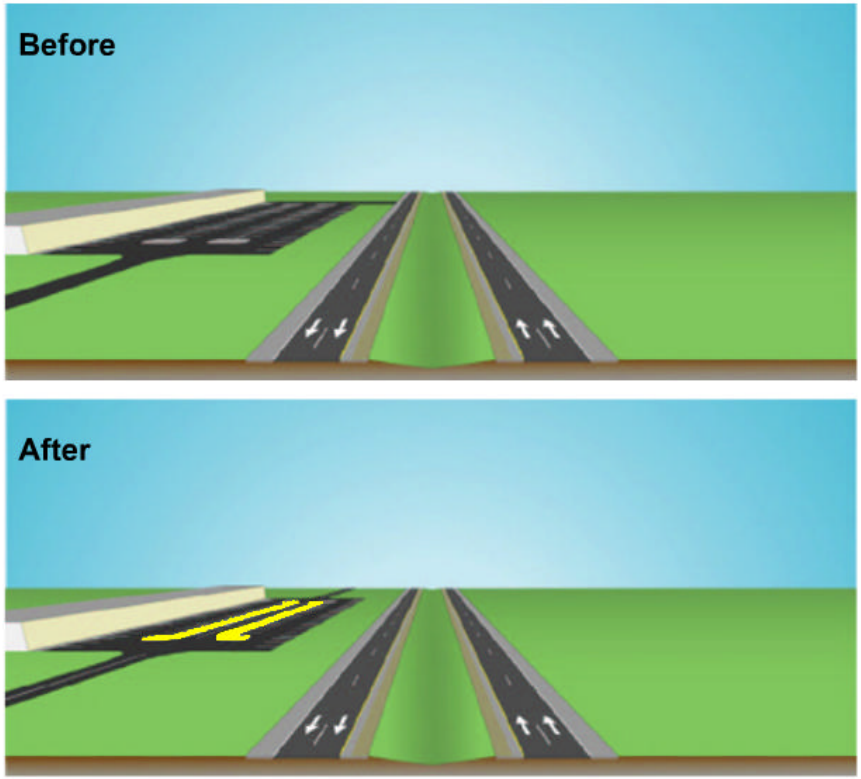
DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

CONSTRAINTS MAP | CORRIDOR STUDIES



Strategy 5 - Access Road Through Properties

March 2004

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- ☑ **Strategy 1** - Access to Side Street Only
- ☑ **Strategy 2A** - Two-Way Frontage Road
- ☑ **Strategy 2B** - One-Way Frontage Roads
- ☑ **Strategy 3A** - Frontage Road On Existing Lanes
- ☑ **Strategy 3B** - Frontage Road On Existing Lanes
- ☑ **Strategy 4** - "Backage" Road Behind Properties
- ☑ **Strategy 5** - Access Road Through Properties
- ○ **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 5 – "Internal Access" Road Through Properties

- Build a new two-way "internal access" road through properties to tie into side roads.
- Provide all property access to the "internal access" road rather than US 113.
- This strategy generally applies only to commercial properties.

DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

CONSTRAINTS MAP | CORRIDOR STUDIES

Strategy 6 - Acquisition

March 2004

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- **Strategy 1** - Access to Side Street Only
- **Strategy 2A** - Two-Way Frontage Road
- **Strategy 2B** - One-Way Frontage Roads
- **Strategy 3A** - Frontage Road On Existing Lanes
- **Strategy 3B** - Frontage Road On Existing Lanes
- **Strategy 4** - "Backage" Road Behind Properties
- **Strategy 5** - Access Road Through Properties
- **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 6 – Acquisition

- If it is not prudent and feasible to manage access by using one of the preceding strategies, purchasing property is a potential option.
- To respect property rights, other access strategies will be examined for every property before acquisition is considered.

North of Selbyville

Millsboro

Millsboro
Betts Pond

All photos taken facing north

Corridor Studies ◆ On-Alignment Examples

DelDOT

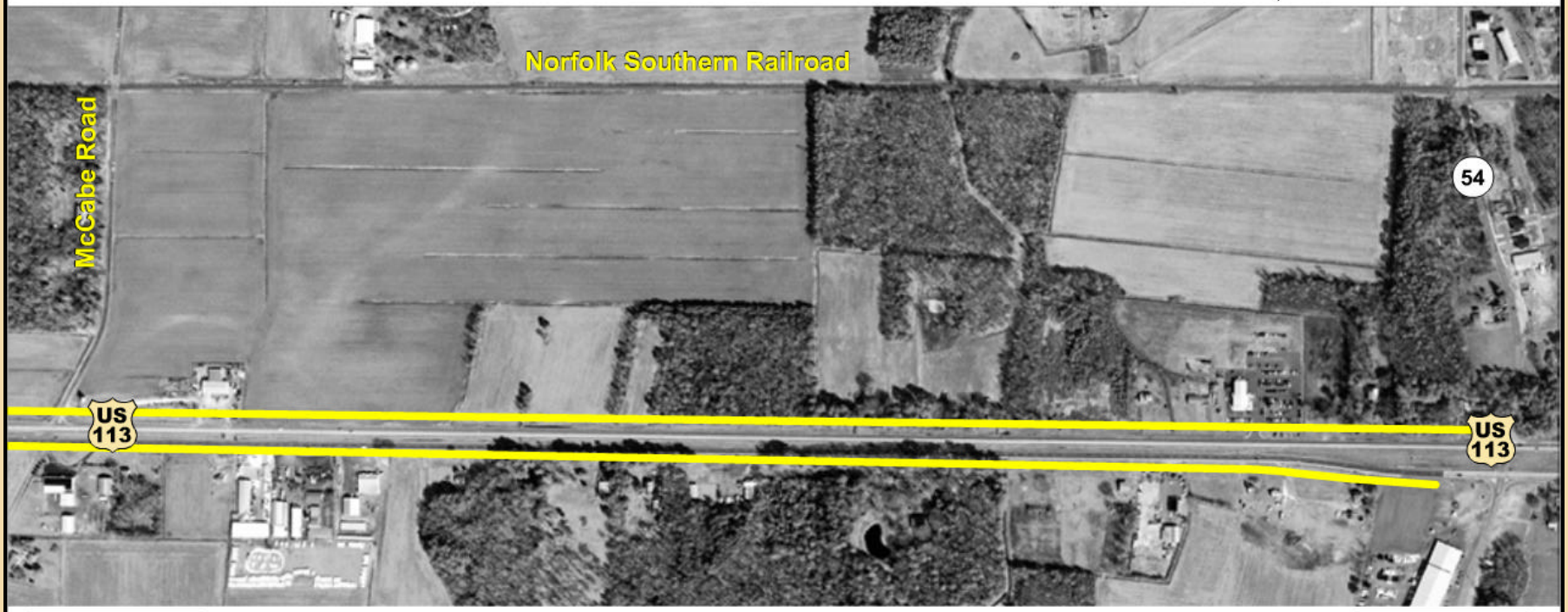
SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES



TO FRANKFORD

TO SELBYVILLE

NEXT SLIDE

Example 1 - North of Selbyville

March 10, 2004

MINIMUM EXISTING DEVELOPMENT

ON ALIGNMENT "TOOLBOX"

ON ALIGNMENT EXAMPLES

OFF ALIGNMENT - POTENTIAL CORRIDORS

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

- [x] Example 1 - North of Selbyville
- [ ] Example 2 - Millsboro, Betts Pond to SR 24

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment Examples

Example 1 – North of Selbyville

Engineering

- Build a new two- way frontage road (strategy 2A) on the west side, within existing right-of-way, to provide access for properties on the west side.
- Control access along west side of US 113
- Provide access to SR 54 or McCabe Road (strategy 1) on the east side, where feasible.
- For east side properties not fronting on a side road, either build a frontage road (strategy 2A), build a rear access road from SR 54 or McCabe Road (strategies 4 & 5), or acquire the properties (strategy 6).
- Control access along east side of US 113
- In this particular area, strategies 2A or 5 would likely be considered to support proposed commercial growth.

Environmental / Land Use

- Hydric soils (possible wetlands) in wooded right-of-way and areas adjacent to right-of-way
- Farm with agricultural development rights fronting US 113
- Documented potential cultural resources along west side of US 113
- Secondary growth area for Selbyville
- Crossing of Polly Branch
- Very high and high agricultural preservation suitability for lands east of US 113

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

DelDOT

SUSSEX COUNTY, DELAWARE

MILLSBORO - SOUTH

WORK IN PROGRESS

CONSTRAINTS MAP | CORRIDOR STUDIES

Example 2 - Millsboro, Betts Pond to SR 24

March 10, 2004

- MINIMUM EXISTING DEVELOPMENT
- ON ALIGNMENT "TOOLBOX"
- ☑ ON ALIGNMENT EXAMPLES
- OFF ALIGNMENT - POTENTIAL CORRIDORS

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

- ○ Example 1 - North of Selbyville
- ☑ Example 2 - Millsboro, Betts Pond to SR 24

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment Examples

Example 2 – Millsboro, Betts Pond to SR 24

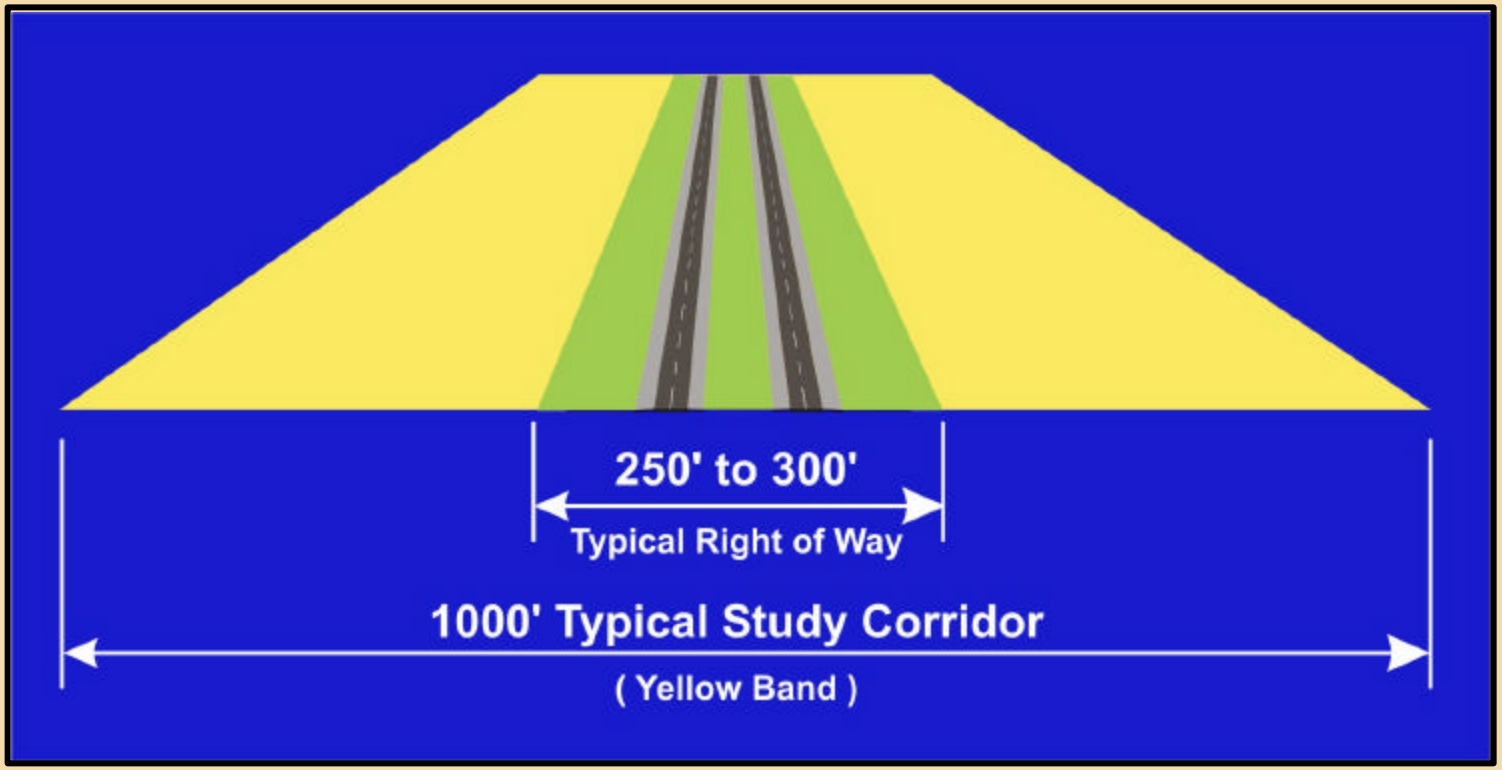
Engineering	Environmental / Land Use
▪ Provide rear access (strategy 4) to Northern Avenue and Pine Street for properties on the east side. ▪ Convert the southbound lanes to a frontage road for the west side properties (strategy 3B). ▪ Build new southbound lanes in the median (also part of strategy 3B). ▪ The frontage roads and existing "rear access" roads would be tied to US 113 and the rest of Millsboro using ramps and grade separations.	▪ Potential impact on elderly housing complex ▪ Possible rare, threatened and endangered species (RTE's) around Betts Pond

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

Corridor Studies ◆ Off-Alignment

- 1,000-foot Corridor Study Width vs. Potential Roadway Right-of-Way width

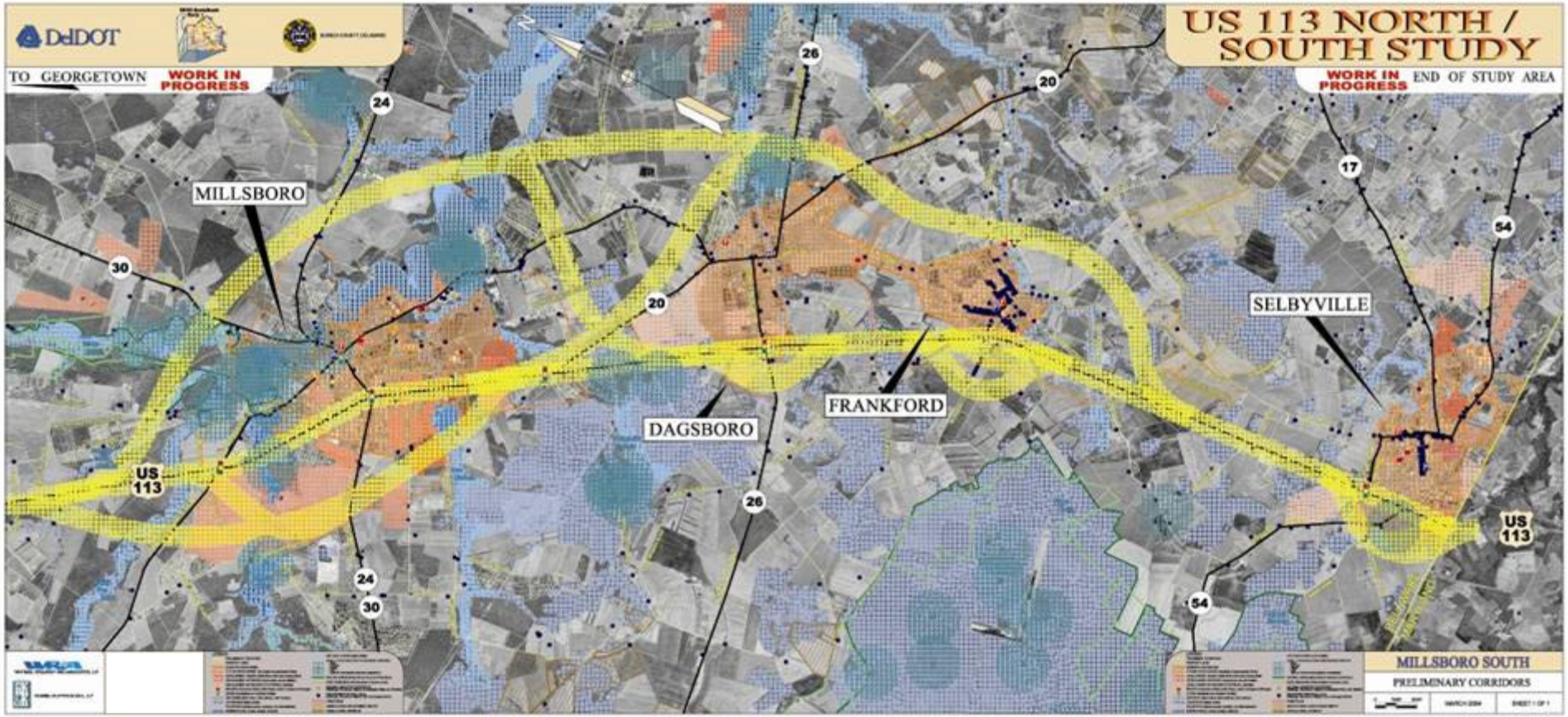


- Straight/Tangent Roadway Shown – Roadway could be curvilinear and shifted within the study corridor to minimize impacts

Corridor Studies ◆ Off-Alignment

- Corridors = Yellow Bands = 1000’ width
- New Roadway Right-of Way = 250’ to 300’
- For those corridors selected for detailed study – roadway alignments would be refined “within” the 1000’ corridor

Millsboro-South Area



This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

Shown on Table Top Map

- Routes/Labels
- Traffic Lights
- Schools
- Libraries
- Hospitals (none in Millsboro)
- Fire
- Police
- Property Lines
- Preliminary Corridors
- Development Under Construction
- Development Approved – Construction Not Started
- Development in Process of Approval
- (NRHP) Buildings, Structures and Objects and Archeological Sites
- National Register Historic Districts
- Buildings, Structures and Objects and Archeological Sites – Cultural Resource Survey (CRS) Areas
- Cemeteries
- EPA Sites – Environmental Protection Agency
- NPDES (outfalls) – National Pollution Discharge Elimination System
- Municipal Boundaries
- Future Development (Municipal Comprehensive Plans)
- Agricultural Easements
- Agricultural Districts
- Wetland (Estuarine, Lacustrine, Palustrine, Riverine)
- 100 Yr. Floodplain
- Natural Areas
- State Resource Areas
- State Forests (none in Millsboro)
- Rare, Threatened, and Endangered (RTE's) Species (Birds, Animals, Plants, Fish, Natural Community)

Not Shown on Table Top Map

- Municipal Water/Wastewater
- OSP – Office of State Planning Coordination – Strategies for Policy and Spending
- Land Use
- Environmental Justice (Census Data, Population/Housing)
- Previously Surveyed Areas
- LESA (Agriculture Suitability/Prime Farm Soils)
- Farm Wells

DelDOT

SUSSEX COUNTY, DELAWARE

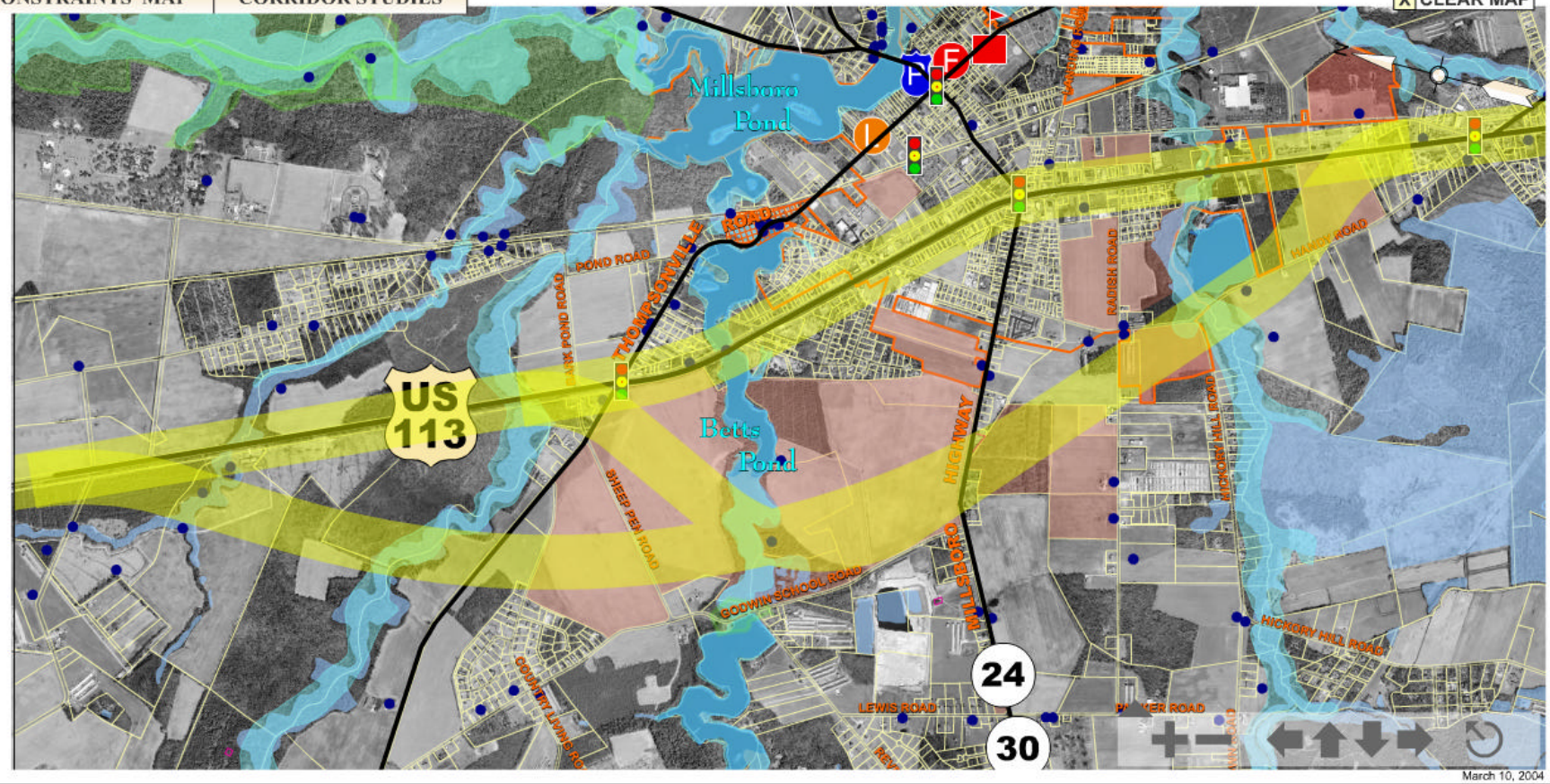
MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



March 10, 2004

- MINIMUM EXISTING DEVELOPMENT
- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ☑ OFF ALIGNMENT - POTENTIAL CORRIDORS

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

- ☑ Millsboro - Western Bypass
- ○ Millsboro - Eastern Bypass
- ○ Dagsboro - Western Bypass
- ○ Frankford - Western Bypass
- ○ Dagsboro / Frankford - Eastern Bypass
- ○ Selbyville - Western Bypass

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Millsboro – Western Bypass

Engineering

- Development of town and location of Betts Pond, Millsboro Pond and Indian River not conducive to short eastern bypass
- Short western bypass provides impact trade-off for on-alignment options
- Grade separations at both ends of corridor should be designed to not encourage undesirable development
- Environmental constraints dictate limits of a close-in corridor (wetlands/ floodplains)

Environmental / Land Use

- Floodplains (Betts Pond, Wiley Branch Ditch, Sheep Pen Ditch, Wharton's Branch Ditch)
- Wetlands between Molly Field Road and Hickory Hill Road; Betts Pond and Ingram Pond
- Generally prime farm soils south of SR 24 and high agricultural suitability north of SR 24
- Documented potential cultural resources along SR 24 and Handy Road
- Cemetery on south side of SR 24, west of Handy Road
- Millsboro developing area and future municipal boundary

DelDOT

SUSSEX COUNTY, DELAWARE

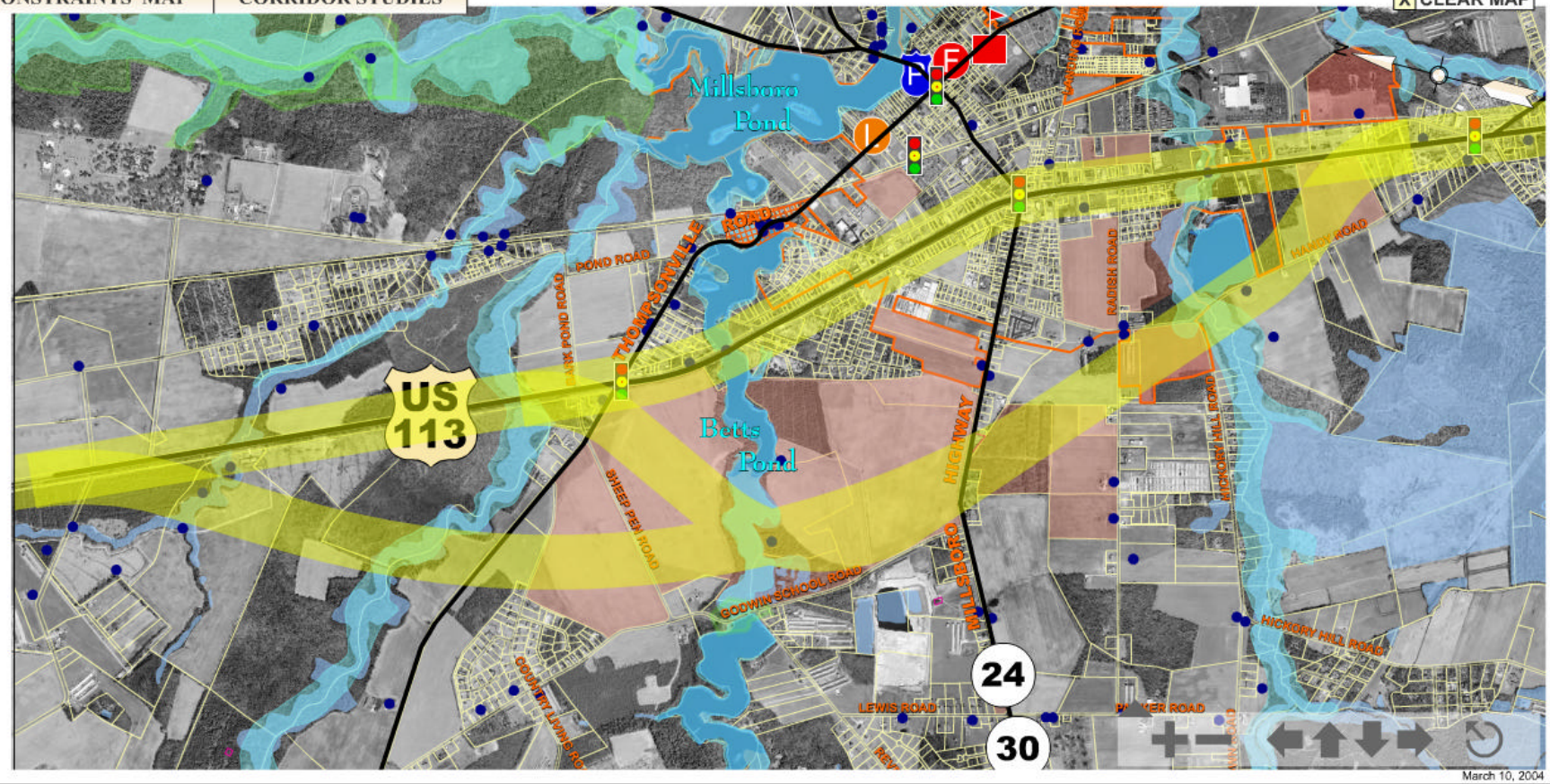
MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



- MINIMUM EXISTING DEVELOPMENT
- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ☑ OFF ALIGNMENT - POTENTIAL CORRIDORS

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

- ☑ Millsboro - Western Bypass
- ○ Millsboro - Eastern Bypass
- ○ Dagsboro - Western Bypass
- ○ Frankford - Western Bypass
- ○ Dagsboro / Frankford - Eastern Bypass
- ○ Selbyville - Western Bypass

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Millsboro – Western Bypass

Engineering	Environmental / Land Use
	▪ Possible rare, threatened and endangered species (RTEs) around Betts and Ingram Ponds ▪ Many properties proposed for future development throughout the corridor ▪ Area is generally agricultural with residential areas along SR 24, Radish Road, Handy Road, and Hickory Hill Road

DelDOT

SUSSEX COUNTY, DELAWARE

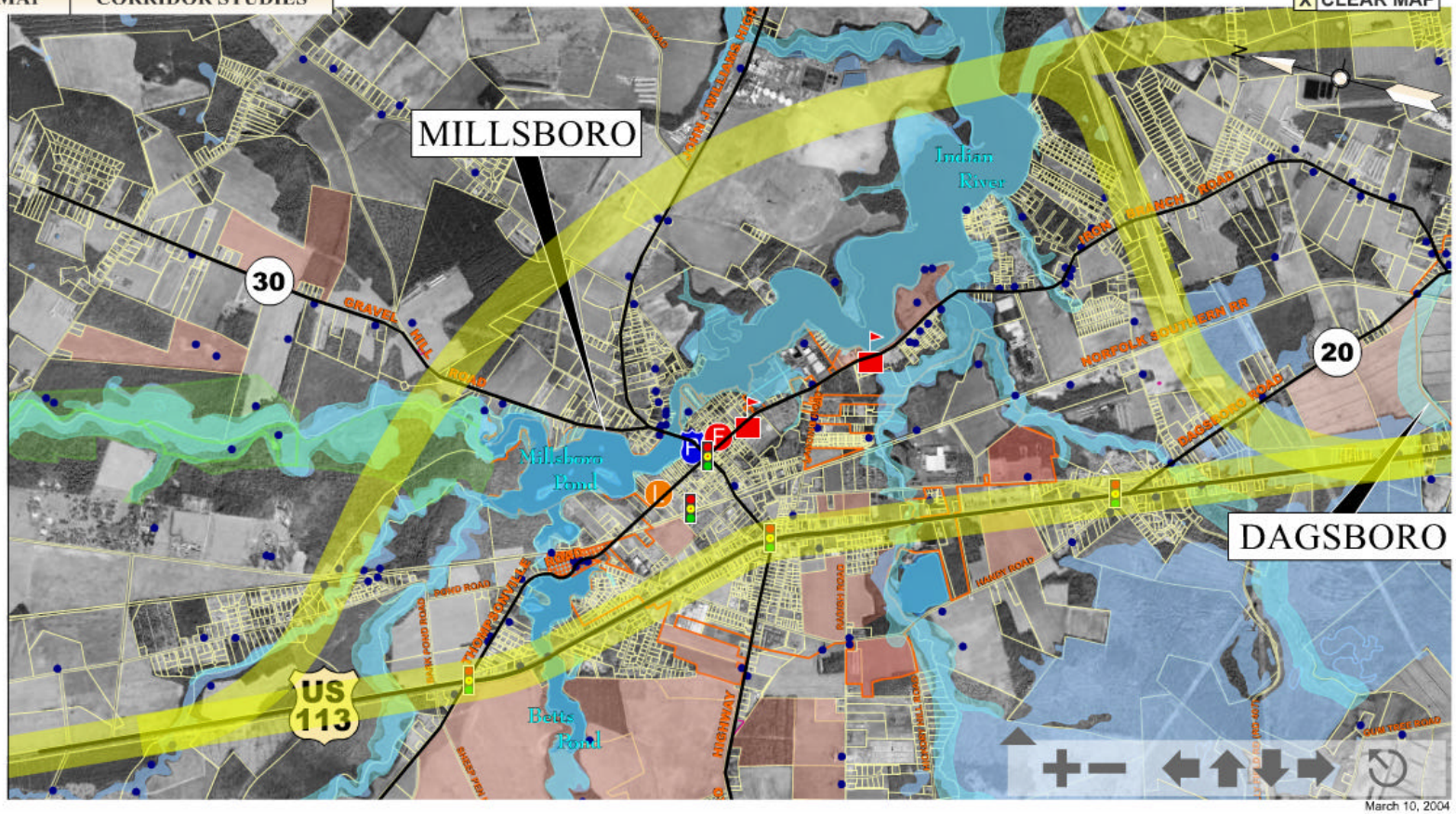
MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



March 10, 2004

- MINIMUM EXISTING DEVELOPMENT
- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ☑ OFF ALIGNMENT - POTENTIAL CORRIDORS

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

- ○ Millsboro - Western Bypass
- ☑ Millsboro - Eastern Bypass
- ○ Dagsboro - Western Bypass
- ○ Frankford - Western Bypass
- ○ Dagsboro / Frankford - Eastern Bypass
- ○ Selbyville - Western Bypass

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Millsboro – Eastern Bypass

Engineering	Environmental / Land Use
▪ Development of town and location of Betts Pond, Millsboro Pond and Indian River not conducive to short eastern bypass ▪ Grade separations at both ends of corridor should be designed to preclude new development / keep development where it is planned ▪ Railroad crossings require grade separations ▪ Indian River crossing chosen to minimize length of bridge ▪ Corridor parallels utility easements and railroad spur to power plant to minimize impacts	▪ Floodplain and wetland impacts associated with Mirey Branch, Cow Bridge Branch, and Indian River ▪ Wetlands also associated with Wharton's Branch ▪ Agriculture district north of SR 24 and east of SR 30 ▪ Soils north of Indian River are prime farm soils with high agricultural suitability ▪ Minority populations north and west of Millsboro Pond ▪ Indian River is a unique resource in Delaware; crossing it with a new highway is likely to be infeasible from a public and resource agency standpoint

DelDOT

SUSSEX COUNTY, DELAWARE

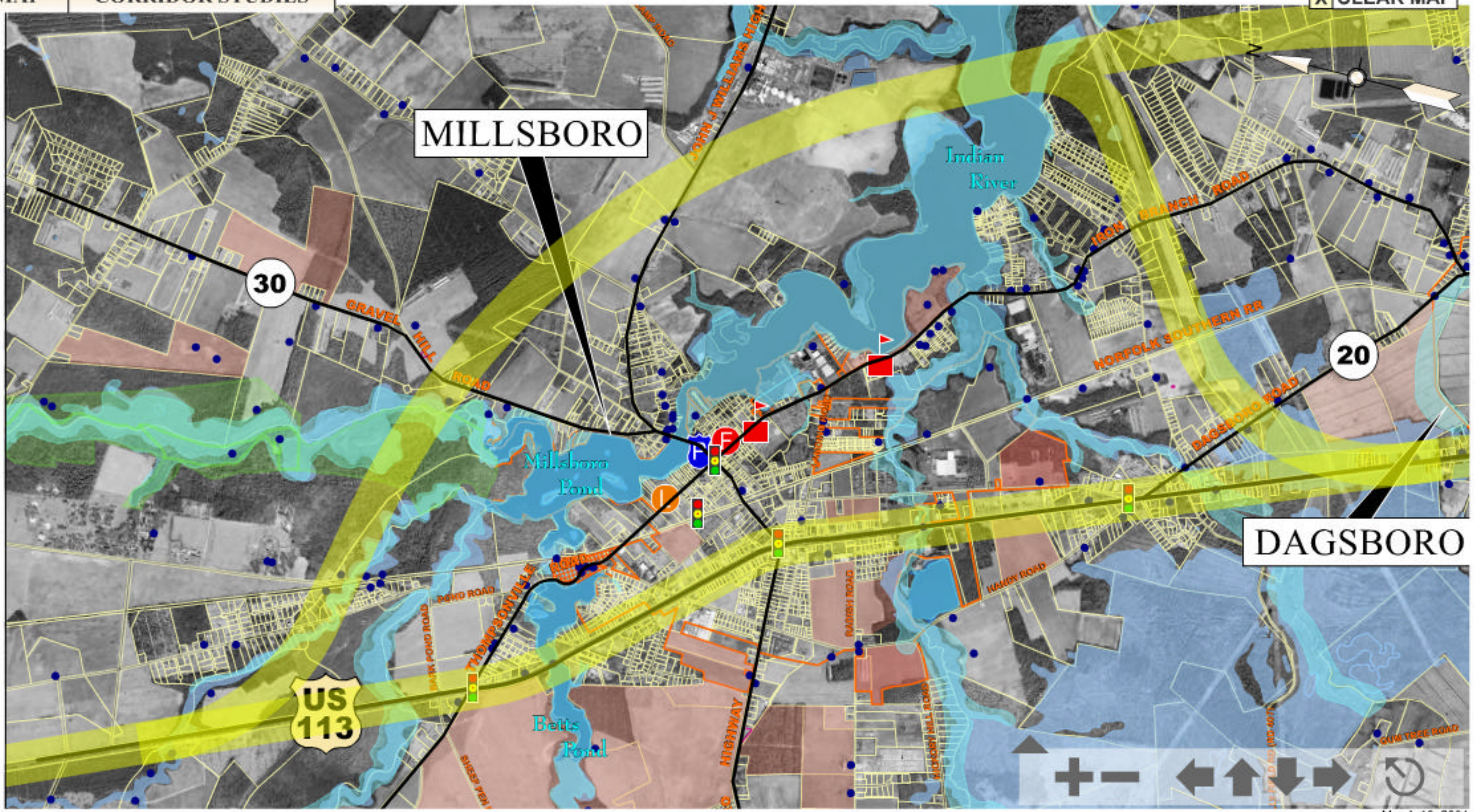
MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



March 10, 2004

Minimum Existing Development

On Alignment "Toolbox"

On Alignment Examples

☑ **Off Alignment - Potential Corridors**

- ○ Millsboro - Western Bypass
- ☑ Millsboro - Eastern Bypass
- ○ Dagsboro - Western Bypass
- ○ Frankford - Western Bypass
- ○ Dagsboro / Frankford - Eastern Bypass
- ○ Selbyville - Western Bypass

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Millsboro – Eastern Bypass

Engineering

- Corridor developed to minimize impacts yet balance the impacts that are unavoidable
- Eastern Bypass would help address US 113 to SR 24 traffic movement and vice versa

Environmental / Land Use

- Trailer parks north and south of railroad spur
- Documented cultural resources along Colony Road, SR 30, SR 24, Iron Branch Road, and Thoroughgoods Road
- Cemetery south of Thoroughgoods Road and west of the rail line
- Corridor in vicinity of SR 24 and to the south through secondary growth area
- Possible RTEs in vicinity of Cow Bridge Branch, Indian River, and Wharton Branch
- Built up and residential developments north of Milllsboro Pond and south of Indian River

DelDOT

SUSSEX COUNTY, DELAWARE

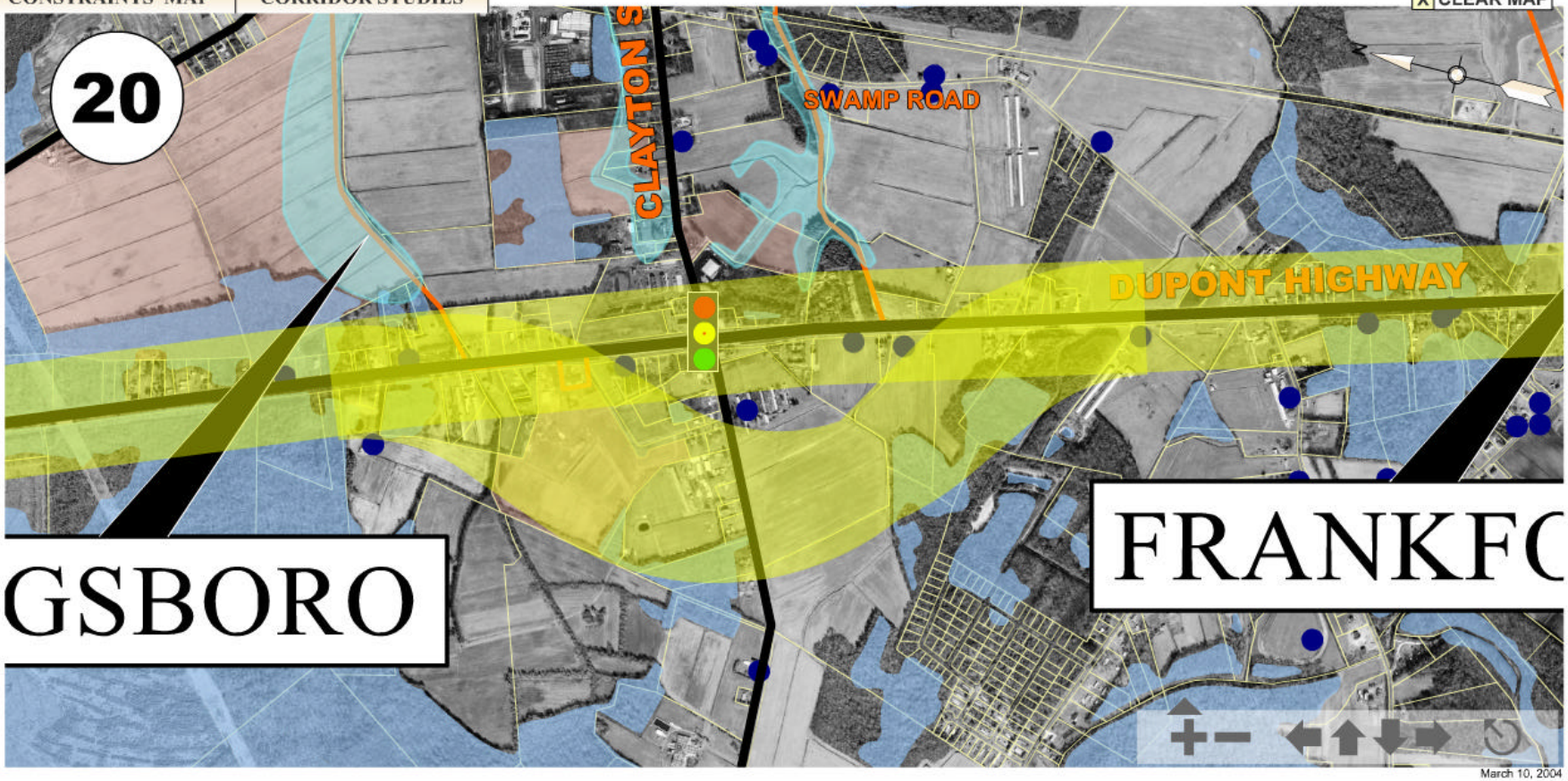
MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



MINIMUM EXISTING DEVELOPMENT
ON ALIGNMENT "TOOLBOX"
ON ALIGNMENT EXAMPLES
☑ OFF ALIGNMENT - POTENTIAL CORRIDORS

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

- ○ Millsboro - Western Bypass
- ○ Millsboro - Eastern Bypass
- ☑ Dagsboro - Western Bypass
- ○ Frankford - Western Bypass
- ○ Dagsboro / Frankford - Eastern Bypass
- ○ Selbyville - Western Bypass

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Dagsboro –Western Bypass

Engineering	Environmental / Land Use
▪ Environmental constraints (wetlands, floodplains) suggest bypass close to existing US 113 ▪ Grade separations at both ends of corridor should be designed to preclude new development / keep development where it is planned ▪ Short bypass provides impact trade-off for on-alignment options ▪ Both eastern and western bypasses of Dagsboro may be considered; along with a comparison of their relative impacts	▪ Wetlands along / within western side of corridor ▪ Hydric soils throughout area ▪ Small pockets of prime farm soils, particularly in northern end of corridor ▪ High agricultural suitability of lands south of SR 26 ▪ Documented potential cultural resources along periphery of corridor ▪ Dagsboro developing area and future municipal boundary

DelDOT

SUSSEX COUNTY, DELAWARE

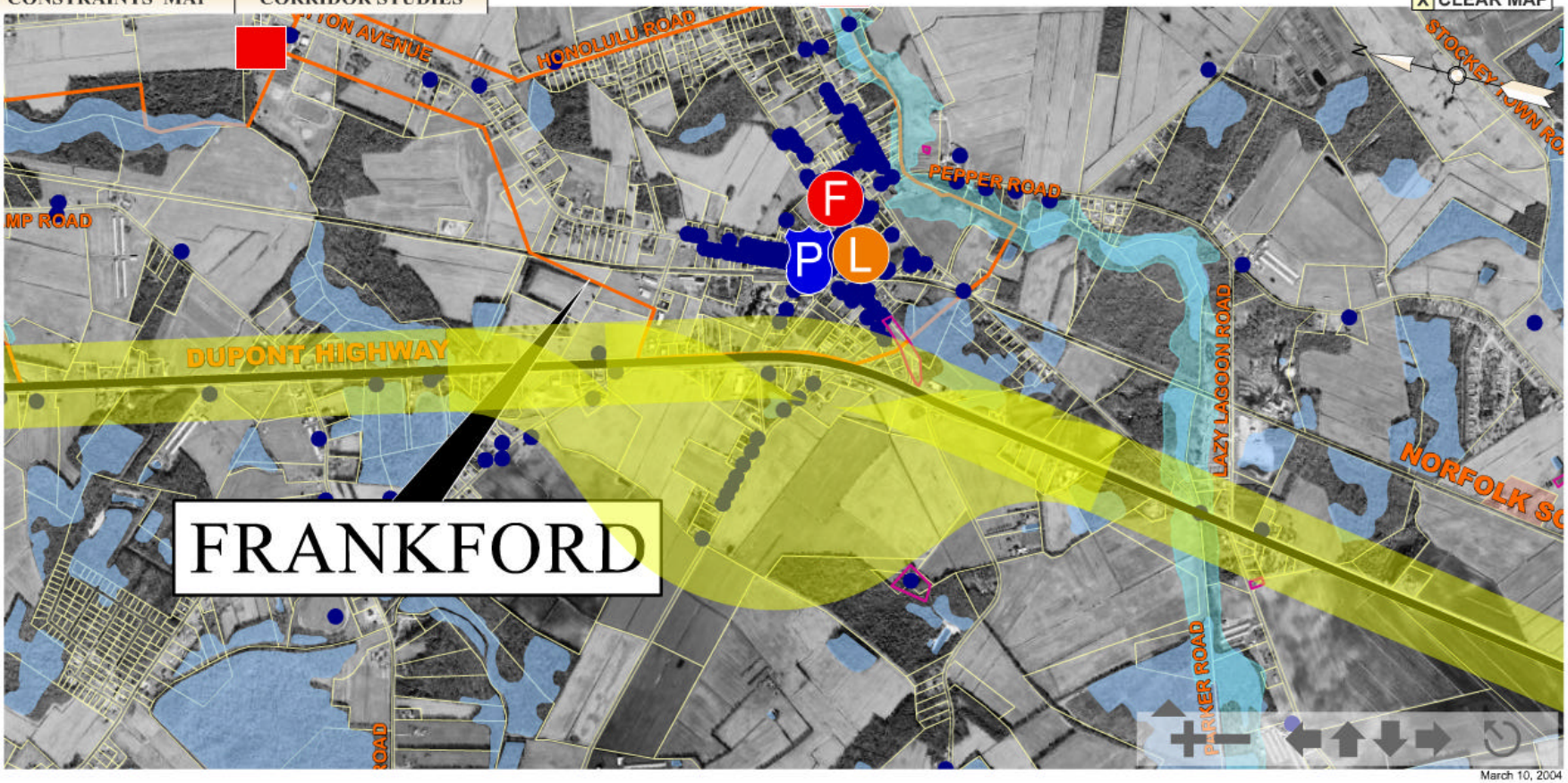
MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



- MINIMUM EXISTING DEVELOPMENT
- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ☑ OFF ALIGNMENT - POTENTIAL CORRIDORS

- ○ Millsboro - Western Bypass
- ○ Millsboro - Eastern Bypass
- ○ Dagsboro - Western Bypass
- ☑ Frankford - Western Bypass
- ○ Dagsboro / Frankford - Eastern Bypass
- ○ Selbyville - Western Bypass

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Frankford –Western Bypass

Engineering

- Development of town not conducive to short eastern bypass
- Wetland / floodplain pockets at either end of corridor establish limit for short westerly bypass
- Grade separations at both ends of corridor should be designed to preclude new development / keep development where it is planned
- Power line right of way through westernmost corridor
- Short western bypass provides impact trade-off for on-alignment options

Environmental / Land Use

- Hydric soils throughout area
- Small wetland pocket between Blueberry Lane and Berry Road
- Some prime farm soils throughout area
- Large minority population west of US 113 near Frankford
- Concentration of potential historic buildings along Blueberry Lane, Berry Road and Gum Tree Road
- Frankford developing and secondary growth area
- Cemetery south of corridor on Cat Mans Road
- Possible future development in conjunction with Dagsworthy Park

DelDOT

SUSSEX COUNTY, DELAWARE

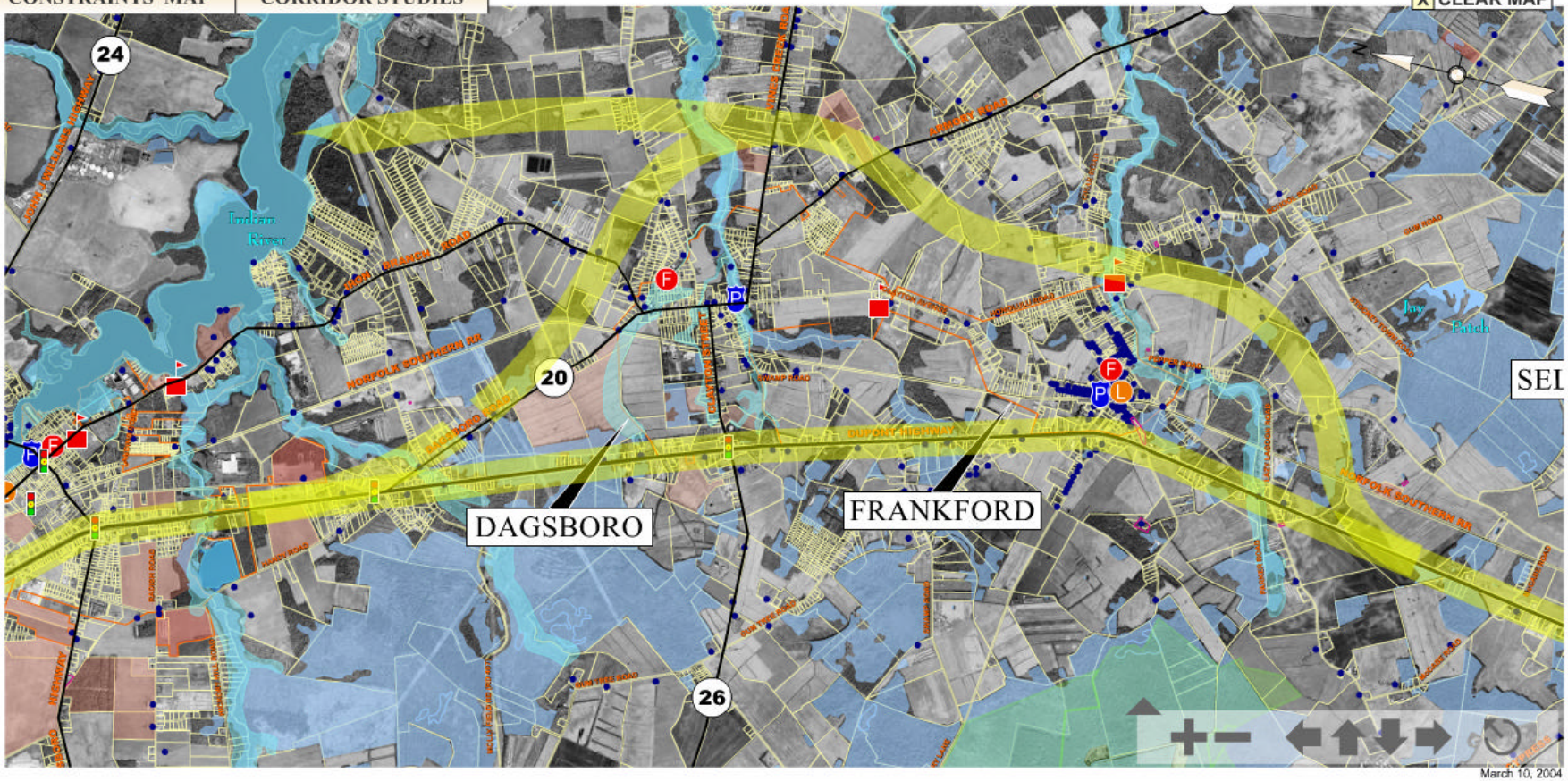
MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



- MINIMUM EXISTING DEVELOPMENT
- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ☑ OFF ALIGNMENT - POTENTIAL CORRIDORS

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

- ○ Millsboro - Western Bypass
- ○ Millsboro - Eastern Bypass
- ○ Dagsboro - Western Bypass
- ○ Frankford - Western Bypass
- ☑ Dagsboro / Frankford - Eastern Bypass
- ○ Selbyville - Western Bypass

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Dagsboro / Frankford – Eastern Bypass

Engineering

- Development of towns not conducive to close-in eastern bypass
- Grade separations at both ends of bypass should be designed to preclude new development / keep development where it is planned
- Railroad crossings require grade separations
- Corridor developed to minimize impacts and balance the impacts that are unavoidable

Environmental / Land Use

- Wetlands and floodplain associated with Pepper Creek, Wharton's Branch, and Vines Creek
- Additional wetlands near the southern end of the area
- Hydric soils throughout area
- Prime farm soils generally south of SR 26
- Concentration of minority populations near northern and southern ends of area
- Mobile home parks near southern end of area
- Concentrations of documented potential cultural resources along Dagsboro Road, Iron Branch Road, Piney Neck Road, SR 26, Armory Road, Frankford School Road, and Gum Road

DelDOT

SUSSEX COUNTY, DELAWARE

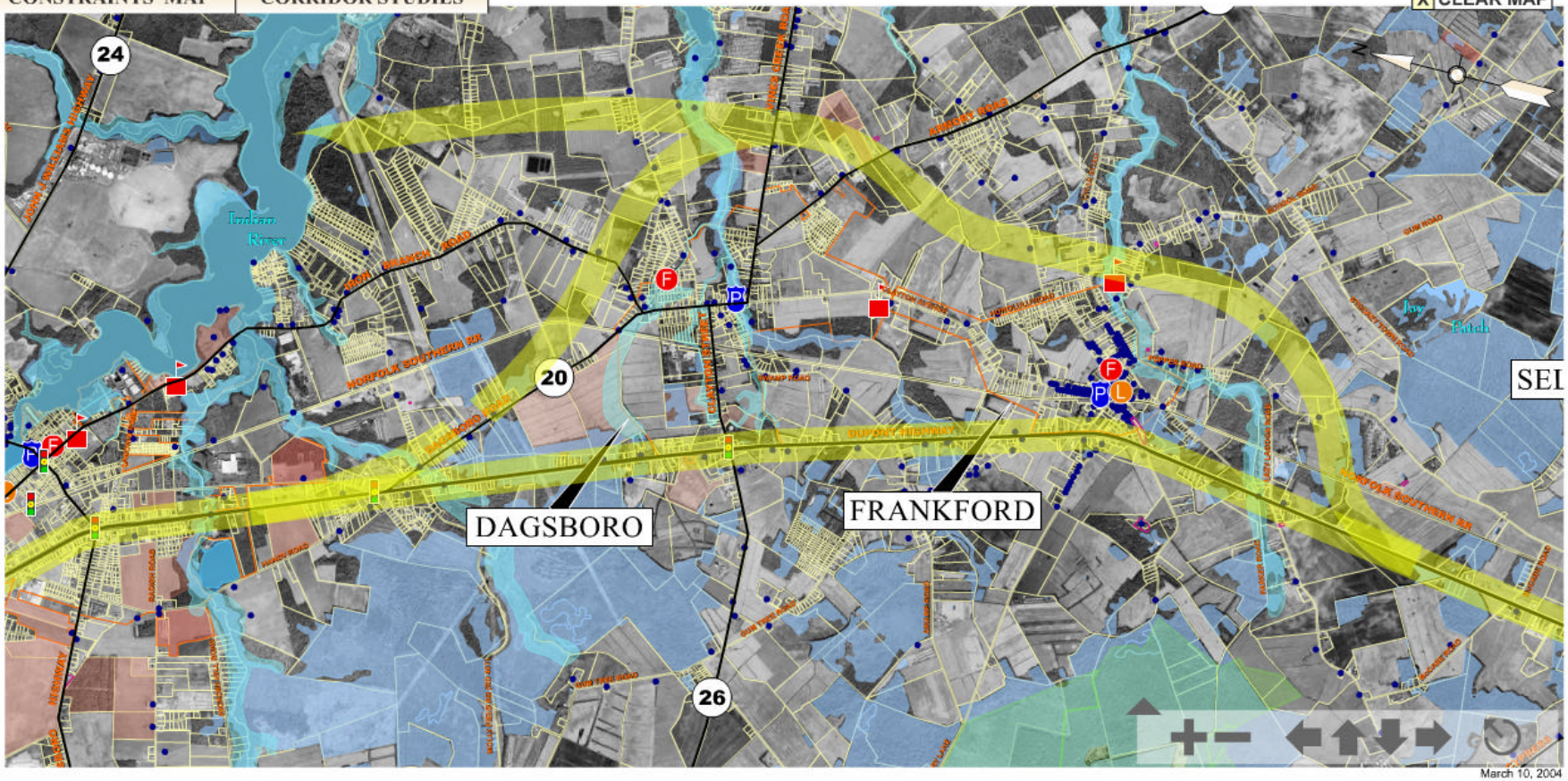
MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



- MINIMUM EXISTING DEVELOPMENT
- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ☑ OFF ALIGNMENT - POTENTIAL CORRIDORS

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

- ○ Millsboro - Western Bypass
- ○ Millsboro - Eastern Bypass
- ○ Dagsboro - Western Bypass
- ○ Frankford - Western Bypass
- ☑ Dagsboro / Frankford - Eastern Bypass
- ○ Selbyville - Western Bypass

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Dagsboro/Frankford – Eastern Bypass

Engineering	Environmental / Land Use
	▪ Secondary growth area for both Dagsboro and Frankford ▪ Future growth boundary for Frankford ▪ RTEs in vicinity of Pepper Creek and Whartons Branch ▪ Archeological potential along Pepper Creek ▪ Several small cemeteries along periphery of corridor south of SR 26 ▪ Agricultural development rights district at southern end of the corridor

DelDOT

SUSSEX COUNTY, DELAWARE

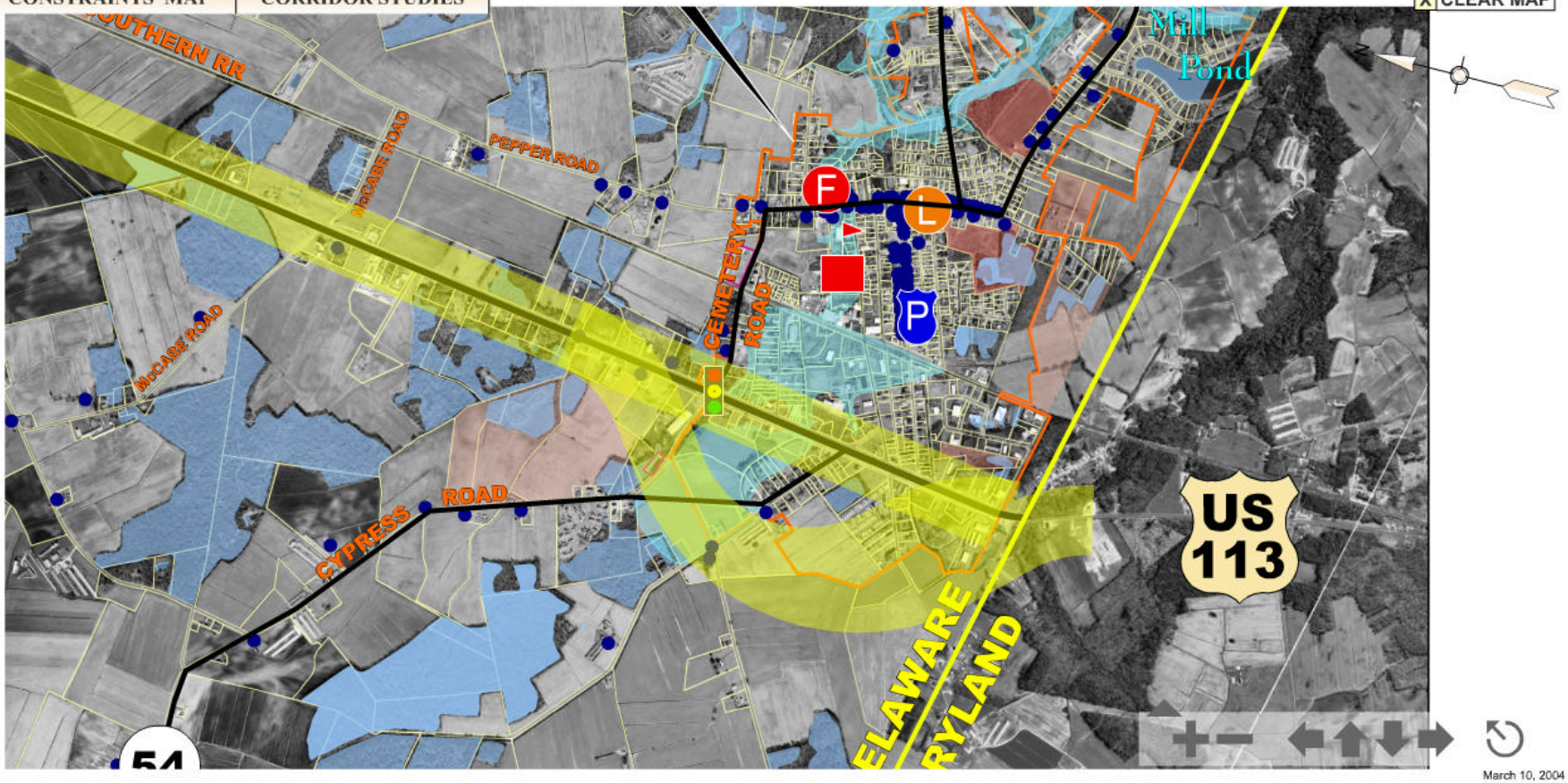
MILLSBORO - SOUTH

WORK IN PROGRESS

US113 North/South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



MINIMUM EXISTING DEVELOPMENT

ON ALIGNMENT "TOOLBOX"

ON ALIGNMENT EXAMPLES

☑ OFF ALIGNMENT - POTENTIAL CORRIDORS

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

- ○ Millsboro - Western Bypass
- ○ Millsboro - Eastern Bypass
- ○ Dagsboro - Western Bypass
- ○ Frankford - Western Bypass
- ○ Dagsboro / Frankford - Eastern Bypass
- ☑ Selbyville - Western Bypass

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Selbyville – Western Bypass

Engineering	Environmental / Land Use
▪ Development of town not conducive to short eastern bypass ▪ Grade separations at both ends of bypass should be designed to preclude new development / keep development where it is planned ▪ Fairly high concentration of commercial/industrial uses along both sides of US 113 in the area ▪ Short western bypass provides impact trade-off for on-alignment options ▪ Avoidance of most developed commercial properties would require extending the bypass about ½ mile into Maryland	▪ Floodplain and hydric soils associated with Sandy Branch ▪ Cemetery along north side of SR 54 west of US 113 ▪ Mix of prime and high agricultural suitable farm soils throughout area ▪ Possible RTE's south of Baker Road and west of US 113 ▪ Documented potential cultural resources at intersection of Baker Road and Road 378

Corridor Studies

Suggested Next Working Group Meeting

- Move April 28, 2004 Meeting to May 19, 2004
- Conduct Combination Field Tour / Fire Hall Meeting
- Tentative Agenda
  - Quickly review On-Alignment Tool Box Strategies
  - Field tour of existing US 113 alignment with discussion of:
    - Tool box strategies applicable to each sub-area
    - Traffic issues at each intersection or other key areas
    - Resource constraints where appropriate
  - Brainstorming session of studies to be undertaken in each sub-area

Summer – Fall Calendar

- **Jun – Aug:** Working Groups take summer off
- **Jun – Sep:** Project Team continues to develop conceptual alternatives
- **May - Jul:** Project Team conducts field tour with Resource Agencies (May) and updates the Resource Agencies on Conceptual Alternatives (July 8, 2004)
- **Sep – Oct:** Project Team presents public workshop materials (conceptual alternatives) to Working Groups in September and to Resource Agencies on October 14, 2004
- **Oct:** Public Workshops conducted in late October with Working Group Members participating

Study Schedule

Third Working Group Meeting

- **Date: May 19, 2004 – 4:00 PM (Field Tour)**
- **Location: Millsboro Volunteer Fire Company Banquet Hall**

Project Web Site: www.deldot.net/static/projects/us113