



113

US 113 North / South Study

November 2004

Millsboro - South Area

• General Comments

- ▶ Please pave the shoulder on Armory Road - Dagsboro - Thank you.
- ▶ Money was just spent on 113 & also on new businesses in Millsboro - just leave that alone.
- ▶ Yes, there is a traffic problem. A bypass is better than the potential alignment access. The alignment access will take away that hometown feeling.
- ▶ Yes, there is a traffic problem, but limited access, bypasses, & interchanges, will make local towns concrete ghosts towns.
- ▶ Will this help East West 24?
- ▶ Add (3) third lane to North and South.
- ▶ Create additional relief on Rt #24 and 113.
- ▶ Create a North-South Road on both sides of town to help locals.
- ▶ When / if you have to go to the off-corridor option, do not go thru existing homes / developments. There is plenty of open space to use / farm land.
- ▶ Please pave the shoulder on the Evacuation Route from Bethany to Route #113. Every road should be bicycle friendly!
- ▶ Build a Park & Ride lot for parking north of Millsboro

General Comments - Environmental

- ▶ The state has bypassed other towns up 113 and gone into "Nature Reserves" - why is Sussex County any different.
- ▶ Limit development to preserve environment.
- ▶ Nesting Birds will be affected.
- ▶ Connect Millsboro to Rehoboth using a monorail system, electric powered, using local electric plant. No environmental problem
- ▶ Connect all beaches to the same system
- ▶ Note: Millsboro is a bird sanctuary. Spend some time on Indian River and you will see.
- ▶ There are ways to move people to & from the beaches. Do not destroy this area!
- ▶ Two signed petitions, "Troubled Roads Headed for Indian River Wild Life". Summary: Concern for wildlife sanctuary being destroyed by a bridge crossing of the Indian River south of Route 24 (noise, air pollution, light pollution). Also, concern for businesses that depend on summer traffic.



COMMENTS FROM JUNE 7, 2004 PUBLIC WORKSHOP

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November 2004

Millsboro - South Area

• On-Alignment Option

- ▶ On-alignment is totally unacceptable. It makes businesses on NB 113 too hard to access from West of 113. Bypass
- ▶ The potential on alignment access is not acceptable. Baker's Hardware has been in business since 1962. With the alignment access people will not have proper access to many of the main parts of Millsboro. New development is coming on the other side of highway and they will be accessible to Ace. My feeling is for a bypass. It will not affect our business as much as many others.
- ▶ Proposed local access road connecting Div. Ave. with Mid-Sussex Shopping Ctr. not favorable for existing businesses. In fact, it could put these businesses into bankruptcy.
- ▶ Much more thought needs to be done here.
- ▶ This study should have been done at least 10 years ago when the beach area growth exploded. It's too late now to consider an on-alignment plan through Millsboro.
- ▶ On-alignment scenarios would require cutting down lots of big beautiful trees for access roads.
- ▶ The service road along #113 is a good idea. Service road is needed on #113. Service road is a must.
- ▶ I think an on-alignment plan is a bad idea for Millsboro, and I would prefer a bypass of some kind. The on-alignment scenario would cut our community in half and be a huge barrier to the vitality of Millsboro. I can't imagine that an on-alignment plan would be a benefit to the town in any way, especially with our short term and long term growth. In 100 years, Rt 113 will be needed for local use.
- ▶ The limited access drawing on Rt 113 through Millsboro is just ridiculous. It will divide Millsboro in half. Most all businesses in town area will die.
- ▶ My family has owned a business, "Baker's Hardware," for 42 years, and will go out of business if this happens. All the new development is on the west side of Rt 113. People on the west side will not crossover this "mess," to get to us.
- ▶ I am concerned about the Millsboro access thru town. Limited N/S access will not address our E/W Rt 24 problems. This access will be a burden to our business along Rt 113. Access of and on is a necessity.
- ▶ If you close all access to businesses on Rt 113, they'll all be out of business. The way you have it there will be no more Millsboro. It needs to be bypassed.
- ▶ Bypass Millsboro - East or West. Leave thru alone. Don't destroy our town.

Off-Alignment - Western Bypass Option

- ▶ I would prefer a western by pass around Millsboro, but east/west corridors must be considered with Rt. 113 Plans. Not everyone just passes through to get to Ocean City Rt. 113 is used to get to the east/west routes in Delaware.
- ▶ The western bypasses around the towns make no sense. They don't address the problem that people are headed to the eastern resorts.



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• Off-Alignment - Eastern Bypass Option

- ▶ The “only” acceptable means is an East-Side Bypass - Period.
- ▶ The objective is to basically get these people to the beach through Del, well the East bypass of Millsboro does that. They have access to all the major roads to get them to the beach. Then we don't have to destroy the town of Millsboro.
- ▶ Agree w/ the east bypass. A bypass would not affect the downtown, for people will be able to access the area easier than how it currently is.
- ▶ Create an alternate Rt #113 to East and allow access to major routes off that road
- ▶ I really don't like putting problems on other ideas but an eastern bypass of some kind is best. You can hit 30-9-24 maybe even 26-17-54. The idea of destroying Millsboro with a road thru 113 with access problems on the east side is not right. I've lived here my whole life (55 years) and I hate the idea of tearing the looks and the businesses up especially the ones on the east side (because of access) of 113. Before doing anything drastic, I would leave it as is and let traffic backup 10 miles.
- ▶ East Bypass most suitable because it keeps beach traffic East of Towns located on 113 and closer to beaches. Any changes to existing 113 would probably have a negative impact on business 113.
- ▶ I feel the Eastern Bypass is a terrible idea. It would have a major effect on the environment. It would also kill all the business in the town of Millsboro. I object to the Eastern Bypass. The impact on the town of Millsboro & the environment would be disastrous.
- ▶ A bridge across the Indian River will reduce much local traffic from having to go around the river. If you lived on the northern side of the river a bridge would reduce the traffic from having to go thru the towns and vice versa.
- ▶ Relieve the traffic backups in the towns, especially the downtowns. An Eastern Bypass would accomplish this. Traffic flows down in a southerly direction on 113, of which I would say 70% (my opinion) of the vehicles will make an eastern turn either at Millsboro, Dagsboro, or Selbyville. The same is true for returning traffic, they head east until they hit 113 and then head north. If you simply want to move traffic North & South then add two more lanes where the medians are wide. But that won't solve your problem. Traffic is heading to the resorts. Be smart and make it easier for next traffic study when they are planning stages for East-West Corridor. Then the connections will be much easier when the bypasses are much closer to the resorts.
- ▶ Eastern Bypass around towns helps solve the heavy traffic backups of the tourists heading for the resort areas. The east and west traffic from the beach to 113 to me is more important. When eastern and western projects are being drawn in the future it will be much easier & less costly to tie into the eastern bypass.
- ▶ You will create an “Environmental Nightmare” (No eastern bypass for Millsboro)



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Milford Area

• General Comments

- ▶ More highways and bypasses don't work, the bypasses around Odessa and St. Georges bridges all get bottlenecked on weekends. What we need in Delaware is mass transportation trains or trolleys. Half the people coming down from Philadelphia, Wilmington, and Baltimore on weekends are husbands coming to visit their families in Rehoboth Beach, then they go back to work on Sunday afternoon. We need trains like in Europe, not more highways that bottleneck.
- ▶ Need to lower speed limit to 45 mph on northbound lane inside Milford city limits because of new backups created by diverting traffic to 113.
- ▶ I appreciate your reaching out to the public for input. I hope that continues.
- ▶ Why not study connecting into an already existing east-west route like the road between Ellendale and Milton? Route 16 could be an option.
- ▶ I am concerned about slicing up Lincoln for the benefit of Milford and Wilmington. Convince me that our town will be respected.
- ▶ Thank you for all your hard work and excellent presentations.
- ▶ Keep up the good work! Thanks for your efforts.
- ▶ Have you considered making Route 1 an 8-lane highway? I realize the problem with traffic but I also realize small towns die with the wrong solution. I trust the "right" way will prevail and I don't have the answer.
- ▶ I hate to see the business community of Milford pay such a high price for Maryland tourism.
- ▶ It looks to me from every map I have seen that I either lose my current home, my childhood home next door or I have three dual lanes of highway in front of my house. As it is now I cannot even open my front windows in the summer due to the "beach" traffic. I have heard many comments tonight about giving Milford relief. Where I live is in the country, and I don't feel its right to impose upon my property rights of 40 years for Milford residents, all for the sake of tourists reaching our beaches that we cannot enjoy ourselves.
- ▶ Good concept - needs additional work obviously.
- ▶ Good plan - need to address health and water access as well.
- ▶ Make existing Route 1 four lanes each way, with a bypass in Rehoboth around Rehoboth. Do it now prior to all the developments are done on Route 1. This is where the traffic is going anyway. High speed train alongside Route 1.



COMMENTS FROM JUNE 9, 2004 PUBLIC WORKSHOP

113

US 113 North / South Study

November 2004

Milford Area

• General Comments - Vision/Goals/Need

- ▶ I don't see the benefit for the people of Sussex County. Anyway you run this bypass will have adverse effects on properties, farmers and the rural character of our county.
- ▶ It is good to be looking to the future for required traffic needs.
- ▶ Goal should be to improve existing before "building your way out" option.
- ▶ I don't believe the need aspect has been clearly explained. Also a better job of informing the public needs to be done. Very few people in the Lincoln area are aware of this project.
- ▶ Needed to move forward.
- ▶ Need more east/west expressway than north/south.
- ▶ I don't want Route 113 to become Route 1 at Five Points.

General Comments - Environmental

- ▶ We have a family farm that would be seriously affected by any of the eastern bypasses. The least destructive alternative would be the route between Milford and Lincoln. Even that would drastically change the rural character of Lincoln.
- ▶ My mother's home, my childhood home has been recognized as an historic site. Also she owns and operates a childcare center four houses down from her house which will be greatly impacted. She is licensed for approximately 52 children.
- ▶ My farm is just south of Lincoln. It is an historic farm that has been in our family for eight generations. Before the American Revolution it was called the "Houston Plantation" and consisted of 10,000 acres almost up to Milford. My house was built before 1750 and has a long lane of ancient trees leading up to it. One tree has just been selected by the forestry department as the second largest tree of its type in the state of Delaware. We have a family cemetery dating back to the 18th century. In the thirties Route 113 was cut through the heart of our farm (North and South), dividing it in two sections, and now you may divide it crosswise (East and West). I have applied for century farm status (actually a 2 ½ century farm), and hope to get it on the National Register of Historical Places. Farm conservation is also an option. In a time when we are trying to preserve farmland and historical places, it is paramount to see my piece of property. Please come visit!



COMMENTS FROM JUNE 9, 2004 PUBLIC WORKSHOP

113

US 113 North / South Study

November 2004

Milford Area

• On-Alignment Option

- ▶ Do not prefer on alignment options.
- ▶ I think this will not work in Milford.
- ▶ I would prefer widening Route 113 and limiting access!
- ▶ Map #13 - Our home and business on Route 113 south of Halfinger Road - east side of 113 - own a home - 6 houses from road - own Jennie Wren Child Care Center 3rd property from my home. The traffic is very heavy all the time. The trucks are so loud during late night and early morning that they wake us from our sleep. The pollution from the vehicles is affecting our trees and shrubs. Our trees look very bad and many shrubs have died. I wonder what our lungs look like. Maybe we could have our governor pass a no smoking bill for vehicles in order to save our lives and foliage. I have lived in my home 40 some years and I never thought about selling or moving. This whole project has my nerves upset. We also cannot open out windows facing highway during the warm weather. Why should we be so inconvenienced for people who are cramming down to our precious little piece of beach from Cape Henlopen to Ocean City.
- ▶ Most of Route 113 from Frederica to Georgetown could be made into an expressway similar to Route 50 in Kent Island and Anne Arundel Co. with an access road to the highway, and an elevated section be constructed from Route 1 and 113 North to Seabury Ave. in the south for traffic through the city. This could cost less (or the same) and would not displace any residents or businesses.
- ▶ My above comments seemed to have worked in other states and cities. I think this overhead "freeway" should be given deep thought and consideration.
- ▶ Improving the existing US 113 will be the best option for the business owners along this roadway, as well as the residential property owners in the surrounding areas. Also, how is the working group selected and how do residents in our area become represented?
- ▶ Why not build this expressway overhead of existing Route 113 similar to Route 95 N/S in Philadelphia area. This would eliminate crossroad traffic problem, less disturbance of existing buildings and business. Less cost perhaps with limited access on/off ramps in non-business/home development areas.
- ▶ Though I understand the need to update our roads. Is there a way to accomplish this with minimal damage to existing businesses along the Route 113 corridor? In an effort to get our weekend visitors to their destination, do we do this at the expense of the residents of Kent County who depend on them for their livelihood? I ask that we be kept completely informed on future decisions and workshops. That way we can make more educated input throughout the process of the US 113 North/South study.



COMMENTS FROM JUNE 9, 2004 PUBLIC WORKSHOP

113

US 113 North / South Study

November 2004

Milford Area

• Off-Alignment - Eastern Bypass Option

- ▶ If a bypass has to happen, I would prefer to run the route from Milford to Lincoln.
- ▶ Want bypass on east side of Milford. This appears to be most cost effective.
- ▶ I think the bypass option is the way to go. It needs to reach south of Johnson Road.
- ▶ I feel Wilkens Road/Route 30/Route 1 intersection is changed. Route 1 should be the over road and leave Wilkens and Cedar Neck Road access under Route 1 for local use.
- ▶ Prefer none of the alternatives. Least invasive would be route north of Lincoln, south of Milford. This route encompasses more open non-farmed space.
- ▶ Take off Route 1, connect to 113 South of Ellendale. This keeps the school district intact. I heard comments about the wetlands. People's lives are more important than crossing one pond which can be done.
- ▶ Use Route 1! Bypass already.
- ▶ Perhaps this would be the best for the business community that is not affected by the improvements.
- ▶ The alternative along Haflinger Road affects several historic residences and farms. If this route is chosen, will residences be avoided if at all possible and will areas that have a new roadway run outside their front door be compensated for losing their quiet farmland?
- ▶ I think enlarging Route 1 - 4 lanes each way - If you need to connect Route 1 with 113, do it south of Ellendale. Lots of ground in Ellendale forest.
- ▶ Next priority would be the round about route between Milford & Lincoln. All open land.
- ▶ Use current bypass - enlarge.
- ▶ Only feasible bypass around Milford is east of Milford. This allows use of part of Route 1. Milford is growing very fast and will double population in next five years. If no bypass is done it will be gridlock 365 days a year in 5-10 years.
- ▶ Please keep us in touch about all plans and ideas for Wilkens Road/Route 1 intersection. It does impact us directly as does any Wilkens Road/Route 30 changes.
- ▶ Do not want limited access interested in east bypass farther south of Lincoln or west bypass.

Off-Alignment - Western Bypass Option

- ▶ I prefer using the west side of 113 for bypass. Using SR 1 to connect to 113 (near 30) takes too much land.
- ▶ The western bypass may be longer and more expensive, and affect more resources, but it will be more beneficial in the long run because traffic will leave Route 1 before reaching Milford and leave the current 113 exit for those travelers that want to enter the business district of Route 113. I feel that travelers that want to bypass town should have that option before reaching or passing the town.
- ▶ Do not want limited access interested in east bypass farther south of Lincoln or west bypass.



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November 2004

Georgetown Area

• General Comments

- ▶ I think this was very informative
- ▶ Thank you for helping to explain the problems
- ▶ Be sure to protect property rights
- ▶ Make sure the 113 project doesn't use so much money that it would make it impossible to do needed improvements between 113 & 1
- ▶ I have discussed with several DelDOT folks the concepts of a bridge over Indian River at the power plant high tension wires. I am willing to discuss this at any time
- ▶ In my opinion, use the existing Rt 113 through Georgetown. There is adequate land between the North and South lanes to build another roadway - maybe an overpass at Rts 113 and 18 could be considered.
- ▶ Do something for the citizens of Delaware
- ▶ According to your "Destination / origin" study there were No surveys conducted around the affected Milford area. Wouldn't it be great to survey those who are affected?
- ▶ Any non-access Rd through the towns would greatly hurt the businesses and residents of the towns. If you need to put a bypass route, you need to bypass the towns east or west as not to disturb the town's people or businesses.
- ▶ If the speed limit is not going to change on Rt 113, why change?
- ▶ Very much needed
- ▶ Where is any acknowledgement of public transportation? We need a n-s rail line or an efficient way to get up and down the state. Development follows road improvement, so these new highways will eventually become as congested as the other ones - both at the northern sections of the new Rt 1
- ▶ This bypass road would be approximately 1 to 1 ½ miles from my house. This would cause more traffic than we already have in a small agricultural area. Our children will be catching buses in this location. There will be a lot more strangers in our area. This would give any idiot a quick way to take a child and be on a main road and gone.
- ▶ When we moved to this private location our children were our only reason. This would take a small quiet area and change it to a high traffic fast paced area. We might as well move back to the city!
- ▶ As a landowner along Zoar Road, I'm concerned about the Alt Route 24. Zoar Road is residential from Georgetown to Rt 30 and is already busy. It has no shoulders, which makes it more dangerous in the 16 years we have lived here on Zoar Road. There has been many accidents in front of our house, including 1 fatality. What will more traffic bring?
- ▶ Build Toll Road: Eastern bypass of Milford, Ellendale and Georgetown, then western bypass of Millsboro to Maryland Line.



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Georgetown Area

• General Comments - Environmental

- ▶ I hate to see more farmland taken
- ▶ Most of the land is already there, why take more rural land
- ▶ Of minimal concern
- ▶ Good workshop, good public outreach
- ▶ Do not destroy the Indian River
- ▶ Two signed petitions were received concerning Millsboro, but distributed at the Georgetown workshop - "Troubled roads headed for Indian River Wildlife" (included in Millsboro-South comments - see attached copies)

On-Alignment Option

- ▶ I think this is probably the best choice due to most of the land and right-a-ways that are already there.
- ▶ I would like our entrance & exit to stay the same. We are convenient to 113 and that is the reason we bought here.
- ▶ Existing 113 can be aesthetically improved
- ▶ Intersection of 113 and Arrow Safety Road is very dangerous - consider traffic light (Second person agreed)

Off-Alignment - Western Bypass Option

- ▶ I don't like this due to the fact that I am a land owner

Off-Alignment - Eastern Bypass Option

- ▶ I don't like this due to the fact that I am a land owner
- ▶ Really need to keep in mind E-W road around Georgetown. However, a bypass should not be too good that people speed up when they get to Georgetown. Compare Bridgeville's bypass with Denton's. The former is not so good that it takes all traffic out of town, but it does lessen burden. In Denton, however, people never go through town.