



Memorandum of Meeting

Date: October 19, 2004

Time: 7 p.m. to 9 p.m.

Location: Main Hall, Ellendale Volunteer Fire Company, Ellendale, DE.

Topic: **Ellendale Area Working Group Meeting No. 3**

Attendees: See Attached

Bob Kramer called the meeting to order at 7:05 p.m. Mr. Kramer welcomed everyone to the meeting, and then introduced himself to the general public in attendance. Everyone was asked to sign-in and to provide not just their names but to provide their contact information as well. Mr. Kramer explained that everyone would have an opportunity to review the maps and provide their comments and questions to the Project Team members at the tables. After the comments were provided, they would then be shared with the Working Group and everyone else in the audience. Mr. Kramer encouraged the general public to attend the public workshop on November 18, 2004 from 4 p.m. to 7p.m in the same facilities. Mr. Kramer specified that no decisions will be made during the Working Group Meeting and that the process will recycle again. Mr. Kramer then introduced Monroe Hite III, DelDOT Project Manager for the U.S. 113 North/South Study.

Mr. Hite welcomed everyone and introduced himself. He then gave a formal summary of where the project currently stands in the planning process and reviewed the handout material including the agenda, the previous meeting minutes, and the impact matrix. Mr. Hite emphasized that this evening's meeting was a Working Group meeting, not a public meeting but the public was welcome to stay. The next meeting, a Public Workshop on November 18, 2004 from 4 p.m-7 p.m., would be open to everyone. Mr. Hite then introduced Ms. Anne Marie Townshend and gave an overview of her presentation.

Ms. Townshend first apologized for having technological problems and for being unable to display an updated map. However, she started her presentation by explaining that the effects of the U.S. 113 corridor study on Ellendale would remain within the context of the Ellendale Comprehensive Plan and Governor Minner's Livable Delaware initiative. She emphasized that controlling sprawl is part of the Livable Delaware initiative and that the Ellendale Comprehensive Plan is being tailored to its guidelines. According to House Bill 255, towns in Delaware are required to develop comprehensive plans. The 2004 Plan is currently undergoing revisions from its 1999 predecessor. The Plan is the basis for the state's growth strategy and financial policy, where to spend the money and how to plan for development.



Ms. Townshend then reviewed the former nomenclature for development designations in OSPC's plan, indicated the current nomenclature (Level A, etc.) in the new plan and compared the designations as they relate to Ellendale specifically. According to Ms. Townshend, there are four levels, one through four, which identifies the extent of development. Level one identifies the existing community and the redeveloping areas located throughout Ellendale. Level two and three are between the existing town of Ellendale and U.S. 113, where Level two identifies the vacant land and water and sewer upgrades, Level three shows agricultural soils, wetlands, streams, and long-term growth. Level four identifies the state investment areas for preserving the health and safety of agricultural resources. Ms. Townshend then concluded her segment by announcing that the Delaware Office of State Planning Coordination is scheduled to meet with the Town of Ellendale on November 3, 2004. Mr. Kramer asked Ms. Townshend about the status of the Ellendale Comprehensive Plan. Ms. Townshend replied that growth west of U.S. 113, as proposed in their Comprehensive Plan, and the expansion of the sewer capacity, which was planned for the area east of U.S. 113, would be part of the focus of the meeting. Mr. Hite declared that the Ellendale Comprehensive Plan and the U.S. 113 corridor study must work in cooperation with one-another. Mr. Harold Truxon reserved his inquiry for the meeting on November 3, 2004. Mr. Kramer then turned over the audience to Mr. Joe Wutka. Mr. Kramer indicated that there were changes to the plans and that Mr. Wutka's would review those changes. He then added that there were options and he encouraged the public to provide input.

Mr. Wutka introduced the chart, which was included in the handout package to the Working Group, which incorporated comments from the September 13, 2004, Working Group Meeting. He specified that the left column included comments from the participants at the last meeting and that the right column included actions implemented on the plans. Such actions included adjusting the alignment at Staytonville Road, applying the standards to Staytonville Road, tightening the interchange at SR 16 to limit the impacts to the surrounding parcels, tying in VFW road with an overpass connecting back to SR 16, and opening emergency access ramps at SR 565.

The floor was turned back to Mr. Kramer. He specified that there were color foldout maps of the draft design concepts located on each of the four breakout tables. The Working Group members were instructed to provide their comments and to draw their ideas on the plans. Mr. Kramer mentioned that an overview of the past alternatives would be given at each table for those community members who were seeing the plans for the first time. Mr. Hite then directed the members to their designated breakout tables.

The members then divided into groups to review the draft design plans. When the group reconvened, Project Team members reported summaries of what was discussed in each group. The following issues were discussed:

- Combine the VFW overpass with option 2 (option 1)
- Concerns about property development along Sharon's Road and CR 213



- Might be able to close Staytonville Road during the construction.
- The connections are better to VFW Road, but still need rights in and rights out to U.S. 113.
- Improve the overall access for agricultural vehicles, more specifically between SR 16 and Robbins Road.
- The changes to Staytonville Road are better.
- Need improvements to VFW Road.
- The changes to S.R. 16 are better.
- A sidewalk is currently needed along CR 213 and SR 16.
- Need improvements to SR 213 and Old State Road before the implementation of U.S. 113
- No preference was asserted for the SR 16 interchange.
- The SR 16 service road to VFW Road needs the connection to extend further south
- Need to reduce the design speed of service road from SR 16 to VFW Road.
- Need to keep the service road from SR 16 to VFW Road closer to the existing roads.
- Must look into the sudden speed limit reduction along the SR 16 overpass into town.
- Move the overpass from Redden Road north to Road 40.
- Provide access along U.S. 113 to connect back to VFW Road.
- There is a general consensus that the U.S. 113 improvements will be needed for the future, "Something needs to be done."
- At the SR 16 and U.S. 113 interchange, consider relocating SR 16 to the north so the ramps do not eliminate so many businesses. This new arrangement will create good business opportunities.
- Improve the connection to VFW Road.
- Remove the access road which is north of Fleatown Road and perpendicular to U.S. 113 to the east as it duplicates an existing road that is a few hundred feet farther to the north (i.e. Hudson Pond Road).
- Move the realignment of Fleatown Road to the south side to reduce the impact on residential properties.
- Realign access road south of SR 16 and west of U.S. 113 as it currently splits a farmhouse from the barn.
- Consider adding a third lane to U.S. 113 in each direction.
- Unclear on how service roads near U.S. 113 connect roads farther back (off the map) from U.S. 113.
- Are there enough service roads to meet the needs of the local residents?
- Both options results in longer (time and distance) and circuitous routes for current residents.
- Concern was expressed regarding the credibility of long range traffic, growth, and development projections.



- Concerns were raised about the proposed SR16/U.S. 113 interchange options.
- There was concern about safety issues resulting from the lights that would be needed on SR 16.
- Concerns about access issues especially at VFW Road. The public likes the ease of accessing U.S. 113 and fears that trips will become much longer with the proposed new travel pattern.
- Questions as to when all of this will happen.
- Concerns and questions regarding DelDOT's acquisition process.
- Concern that upgrading U.S. 113 may increase development.
- Concern that all of this was being done to get people to the beach faster at the expense of the locals.
- Some roads have incorrect names – Marsh Road and Maple Branch Road (both on the maps and on the roads); these roads are now Sammons and Robbins Roads.

After the comments were presented, Mr. Kramer reviewed in general what he heard as he circulated among the breakout tables. He mentioned that Working Group Members were “okay” with the plans. He emphasized that the public was concerned about the community and not the through traffic. He encouraged the Working Group Members to attend the Public Workshops and to help themselves to the posters and brochures for their own use. Mr. Hite then specified that both long-term and some short-term plans would be available at the Public Workshop on November 18th, 2004. Mr. Kramer summarized the meeting and announced that the Working Group Members would meet again after the first of the year. He then called the Working Group meeting to a close.



Members who attended the Ellendale Working Group Meeting 10/19/2004

Clendaniel, F. Brooke
Davis, Mark
Foster, Bishop Major
Garey, Robert
Horton, Karen (in place of Kimberly Brockenbrough)
Hughes, Kimberly
Ransom, Rev. Richard
Short, Robert
Toomey, Floyd
Townshend, Ann Marie
Truxon, Harold

Prepared by: Tim DeSchepper