



## Memorandum of Meeting

**Date:** March 27, 2007

**Time:** 5:30 p.m. to 7:30 p.m.

**Location:** Millsboro Fire Hall, Millsboro, Delaware

**Topic:** Millsboro-South Working Group Meeting #15

**Attendees:** See Page 5

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Andrew Bing opened the meeting. He went over the ground rules of the meeting for the benefit of the public in attendance. Mr. Bing then reviewed the agenda, indicating that the bulk of the meeting would focus on starting the discussion that will lead to the Working Group's recommendation of a preferred alternative.

Mr. Bing then reviewed the summary of comments from the Public Workshops on the East/East alternative. He began with a brief history of how the alternatives evolved. He stated that significant opposition was voiced by the public at the two workshops. Mr. Bing stated that the East/East alternatives may not be carried forward but the Department of Transportation is waiting until the end of the public workshop comment period (4/13) to make a final decision. He reviewed the actual tally from the comment forms received at both workshops, stating that this was not a scientific vote but represents those people who spent the time, filled out a form and returned it. He concluded by stating that the numbers don't add up because some people addressed multiple alternatives in their responses on the comment forms.

Monroe Hite was asked to define On-alignment versus On-alignment modified. He indicated that the difference was in the amount of property access that would be allowed. The On-alignment modified would still eliminate traffic signals, close crossovers and only allow left movements via grade separated interchanges but greater access (rights in and out) to properties adjacent to the roadway would be considered.

Mr. Bing asked the Working Group members if they had any questions.

Jim Bennett asked if the Department had sent out letters to people affected by the various alternatives. He stated that he had heard from people who have not heard about this and that the Route 26 project had huge mailing.

Mr. Hite indicated that at the planning level individual mailings do not occur. The Department uses Public Notices, radio spots, newspaper ads and a FYI (for your information) announcement mailed to everyone on the project mailing list to get the word out. In the case of the East/East alternatives Workshops, the Department did do a direct mailing to the property owners within 600 feet of the proposed alternatives. This would have also been the case with the Route 26 project which is in final design and the people impacted are well defined. Bob Kramer stated that some



mailings were sent out to all addresses in applicable zip code areas, newsletters in particular, to reach a broader audience.

John Thoroughgood stated that he thought they (the Georgetown Working Group) were focusing on alternatives west of Georgetown.

Mr. Bing stated that no decision had been made by the Georgetown Working Group and as with the Millsboro-South portion of the US 113 N/S Study area several alternatives remain on the list of Alternatives Retained for Detailed Study. On the basis of the results of the recent workshops, the public doesn't want anything other than improvements along the existing US 113 corridor.

Jim Bennett asked if comments stay on the record for the project. Mr. Hite responded in the affirmative stating that the comments are part of legal record and will be maintained in DelDOT's files.

Bob Kramer stated that the purpose of the workshops was not to pick an alternative but to focus on East/East and whether those alternatives should be added to the list of Alternatives Retained for Detailed Study. The next Workshops will probably be for the public to indicate their preference for an alternative.

A question was raised about the comment form, indicating that the first two lines asked if you prefer these alternatives. The people said no. The third line asked if the alternative should stay on-alignment. How is that handled in the summary?

Bob Kramer and Ed Thomas stated that those opposing the two proposed east/east alternatives are the 317 shown opposing all Off-alignment options in the Georgetown summary.

Mr. Bing then turned the meeting over to Mr. Hite to review the results of the Department of Transportation's presentation to the Bond Bill Committee of the General Assembly. He stated that the Department of Transportation presented its fiscal '08 budget. At the presentation, a few Lincoln residents indicated their opposition to the green and purple Eastern Bypass alternatives and their preference for the Brown Eastern Bypass alternative. Secretary Wicks indicated that she had directed the Project Team to work with the environmental resource agencies to make the Brown Alternative as viable as possible. She further indicated that she would be looking to announce the Department's recommended preferred alternatives for the Milford Area in April/May. In the Georgetown Area, she indicated that the East/East alternatives will most likely be dropped and that she has asked the Project Team to develop in detail a modified On-alignment option that is to be presented to the Georgetown Working Group at their next meeting. She further stated that she would like to announce the Department's recommended preferred alternative for the Georgetown Area in May. Mr. Hite stated that in the Millsboro-South Area, the Secretary would like to reach a decision this summer. He concluded this portion of the presentation by indicating that he provided a similar update to Sussex County Council earlier in the week.

Mr. Hite then turned the meeting over to Joe Wutka who conducted a discussion on the status of the environmental documentation effort and a general review of the impacts associated with the various alternatives.



The meeting was then turned back to Mr. Bing. He briefly reviewed each of the Alternatives Retained for Detailed Study that is currently on the table in the Millsboro-South Area. He noted that the group was much smaller than usual and that there was less than a quorum.

Jim Bennett stated that after 15 meetings, the Project Team was wearing them down.

Mr. Bing stated that he wanted to give the Working Group members who were present an opportunity to discuss the various alternatives in the larger context rather than specific alignments. However, before he did that he wanted to give the Working Group the Project Team's interpretation of what we believe we are hearing.

Mr. Hite indicated that we have consistently heard considerable opposition to On-alignment.

Mr. Bing stated that the business community generally favors an Eastern Bypass.

Jim Bennett asked if the Route 26 bypass was included with the On-alignment alternative. It was indicated that it was included with all the alternatives.

Gary Taylor asked since the East/East alternatives are gone, does that mean that the Eastern Bypass alternatives in the Millsboro area are also gone. Mr. Bing explained that the decision to drop the East/East alternatives did not necessitate the dropping of the Eastern Bypass alternatives in the Millsboro Area. Mr. Taylor asked if there were comments against a new Indian River crossing from the latest round of Workshops. Ed Thomas indicated that there were no comments against the east bypasses in Millsboro. Mr. Taylor stated that the longest East Bypass alignment in the Millsboro-South Area was preferred by the group. Mr. Bing stated that the Project Team would agree that there was support from the Working Group for an Eastern Bypass. Mr Hite reminded the group that they had not taken a formal position and some members have expressed concern with an Eastern Bypass.

The discussion moved to the Western Bypass alternatives.

Bob Stuart asked what the status of the Plantation Lakes development was relative to the Western Bypass Alternatives. Mr. Hite indicated that they were working on a land swap with the Department of Natural Resources and Environmental Control to accommodate the bypass alignments.

Lynn Bullock stated that people don't know that the Western Bypass alternatives included the Route 24 and Route 26 East/West Bypasses.

Bob Stuart stated that from the standpoint of public safety, he is in favor of an Eastern Bypass alternative.

Lynn Bullock stated that future presentations need to show each alternative separately. The general public can't understand the alignments the way they are shown.

Richard Kautz agreed that the alternatives needed to be presented one at a time.



Jim Bennett stated that the Project Team also needs to provide a list of pros/cons for each alternative.

John Thoroughgood stated that the traffic tends to be going to the East to the beaches.

Bob Stuart indicated that the Western Bypass alternatives are proposed through a development area, that development is going to grow beyond the Western Bypass alternatives and they aren't far enough west.

Jim Bennett stated that the improvements need to be in the existing corridor, since farmland and environmental impacts are concerns on the east.

Bob Stuart stated that US 113 would then be like SR1 and if the development keeps occurring, you'll sit like cars do on SR 1.

Someone pointed out that the right of way for US 113 was purchased 90 years ago. Lynn Bullock interjected that it was also for traffic 90 years ago.

Jim Bennett stated that an Eastern Bypass would create a free for all for the development of US113.

Lynn Bullock stated that On-alignment was not the way to go in Millsboro.

Jim Bennett indicated that others may not feel the same as you go south.

Lynn Bullock stated that he was comfortable commenting on Millsboro. Working Group members from Dagsboro, etc. need to speak for themselves.

Jim Bennett stated that people in Frankford were unaware.

Bob Stuart stated that you may get a ground swell like Georgetown if you notify the people along the Eastern Bypass alternatives. He also stated that he was present at the last Lincoln workshop and that public opinion is going down the wrong path. The same could happen to Millsboro.

John Thoroughgood stated that US 113 was a 60 MPH road, now its 50 MPH soon it will be 40 MPH. The land to the east is for sale. Existing US113 provides an opportunity for improvement in 50 years.

Mr. Hite pointed out that all Eastern Bypass alternatives pass through one property where they cross Indian River. He discussed the status of the Ferry Cove development proposal.

Gary Taylor stated Selbyville's concern for a bypass. The alignment for the bypass is in an area that is slated for houses in the future. If you are going to do it, strike now. Stay on-alignment. The businesses don't want traffic pulled from US113.

Mr. Hite reviewed with the Working Group the on-going dialogue with the Polly Branch community.



Gary Taylor stated that a third lane was all that Selbyville needed for the future.

Jim Bennett stated that the Planning Section was looking long range.

Mr. Bing stated that at the next meeting of the Working Group, the Project Team would be discussing an old alternative, B-6, that we had previously developed and dropped for various reasons. Because of issues that have recently arisen with the State Stockley Center property, its designation as a nature preserve and impact on Cow Bridge Branch, we would like to discuss B-6 again.

Harold Johnson, Georgetown Working Group member who was in attendance, asked if the Project Team meant Doe Bridge Branch, in reference to Cow Bridge Branch. He was not familiar with that name but thought we were talking about Doe Bridge Branch.

Mr. Hite reviewed the next steps including the next three working group meetings on May 1 (subsequently postponed), May 29 and June 26.

Mr. Bing thanked the group for the great job in expressing their feelings about the various alternatives. The meeting was adjourned at 7:30.

Attendees:

James Bennett

Lynn Bullock

Bryan Hall

Daryl Houghton

Richard Kautz

Mike Simmons

Walter Smith

Robert Stuart

Gary Taylor

John Thoroughgood

Minutes Prepared by: Joe Wutka