

Memorandum of Meeting

Date: May 29, 2007

Time: 5:30 p.m. to 8:30 p.m.

Location: Millsboro Fire Hall, Millsboro, Delaware

Topic: Millsboro-South Working Group Meeting # 16

Attendees: See page 6

Bob Kramer called the meeting to order. He explained to the Working Group that we are at the part of the process where motions can be made by the Working Group as we move towards a Working Group recommended preferred alternative. He stated that for the working group to provide their final recommendation to DelDOT on a recommended preferred alternative, it would have to be by a super majority which would mean 19 of the 25 members of the Working Group. Monroe Hite then reviewed the agenda and discussed the meeting held on May 15th with the town councils of Dagsboro and Frankford. Approximately 45 people attended the meeting including three working group members (Mr. Baker, Mr. Johnson and Mr. Bennett). The attendees expressed concern over the On-Alignment alternative splitting the towns, the east-west traffic and the impact of the alignments on the agricultural community. Mr. Hite then invited Joe Wutka and Todd Oliver to discuss the alternatives retained for detailed study.

Joe Wutka stated that the decision taken by the working groups of Milford and Georgetown would not affect a decision in Millsboro. The area from Millsboro through Frankford was discussed separately from Selbyville area due to graphic constraints. Joe Wutka started the alternatives discussion by explaining the On-Alignment alternative and listing its advantages and disadvantages. He then proceeded to explain the Eastern Bypass alternatives, their advantages and disadvantages.

Lynn Bullock asked why the wetland impacts are high for the Orange alternative when compared to the Red alternative. Joe Wutka replied that the Orange alternative ties into the On-alignment alternative immediately south of the town of Millsboro. The on-alignment has high wetland impacts. The Orange alternative also has a high impact on wetlands since a major portion of the alternative is on-alignment. Greg Johnson asked if the Red alternative had three wetland crossings south of Indian River. Joe replied that the Red and Pink alternatives have two crossings – Indian River and Pepper Creek whereas the Aqua and Blue alternatives have three crossings – Indian River, Pepper Creek and Vines Creek. A question was raised regarding where the Brown alternative joins existing US 113 at the north end, if it was north or south of the High School and the location where it crosses the Stockley property.

Bob Kramer then clarified for the group that there are three different tie-in points south of the Indian River and two different tie-in points north of the Indian River.

Todd Oliver explained the two Western Bypass alternatives, their advantages and disadvantages. John Thoroughgood asked how far west the purple alternative bypasses the town of Millsboro. Todd replied that it passes approximately a mile west of existing US 113. Preston Dyer asked if it was fair to state that one of the disadvantages of the Western Bypass alternatives is that they do not connect as many roads as the Eastern Bypass alternatives, particularly SR 24 and SR 26. Monroe said that it would be a disadvantage compared to the Eastern Bypass alternatives.

Joe Wutka explained the characteristics of the On-alignment alternative through Selbyville and listed its advantages and disadvantages. Todd Oliver then explained the Gold alternative which bypasses the town of Selbyville to the west.

Gary Taylor stated that the SR 54 bypasses pass through two proposed developments and a graveyard in Selbyville instead of following the existing Polly Branch Road. He also said that the Town of Selbyville did not like any option other than on-alignment through the town. He suggested that the SR 54 connector alignments pass around the town's anticipated expansion as indicated in its Comprehensive Plan rather than pass through it.

Jim Bennett made a request of the Project Team to bring back a modified on-alignment alternative for the next working group meeting. For the benefit of the working group members and the public present, Bob Kramer explained the general characteristics of a modified on-alignment as developed for the area of Georgetown. Joe Wutka mentioned that the current on-alignment option in Millsboro would have a minimum impact on the town by building the limited access facility in the median and utilizing the existing northbound and southbound lanes for local access. He explained that the modified on-alignment option through Georgetown eliminates all the traffic lights adding 8 interchanges at all the major intersections thereby eliminating all left turn movements. If a modified on-alignment similar to Georgetown is adopted in Millsboro with interchanges at SR 24 and Delaware Avenue, there would be a greater impact on the properties along existing US 113 in these areas when compared to the current on-alignment.

Jim Bennett asked if the modified on-alignment would be beneficial in the Frankford-Dagsboro area. Joe replied that it would require an addition of a frontage road. Jim Bennett said that he was just trying to address the concerns that some people in the area have.

Faye Lingo said that the Town of Millsboro does not want to see any kind of on-alignment option through the town. She said that the Eastern Bypass options would be more advantageous to the town and for evacuating people from the beach in case of an emergency. She also mentioned that in 20-30 years, there would not be any land available to build a road if they do not plan today. The Eastern Bypass would also help the east-west traffic through the interchange at SR 24.

Gary Taylor asked the team if the Eastern Bypass options intersect SR 20. Joe Wutka mentioned that the Blue, Aqua, Red and Pink alternatives do intersect SR 20 by means of a split diamond interchange between SR 26 and SR 20.

Josh Thompson requested that the project team develop an on-alignment option so that the working group members can take a look at it. He said that the Eastern Bypass alternatives have major environmental impacts in the Cow Bridge Branch area and the Indian River. He also said that all the alternatives impact the Cow Bridge Branch area with the connection to SR 24.

Bob Kramer clarified with the Project Team that the current on-alignment alternative in the Millsboro area joins the modified on-alignment alternative in Georgetown. Bob told the group that the team can definitely look at options along on-alignment.

Lynn Bullock asked how long the group would be looking at adding alternatives to the table. Monroe indicated to the group that there might be slight shifts to the Alternatives Retained for Detailed Study and that any other alignment other than the modified on-alignment is not likely to be added to the retained alternatives.

Bob Kramer then said that the Project Team would like to schedule another meeting on June 12th so that the group can reach a conclusion by the end of June.

Joe Wutka said that the current on-alignment is a modified on-alignment since it was developed as a result of the negative reaction received regarding the previous version of on-alignment. He said that the on-alignment received strong resistance from the business community in Millsboro.

When Jim Bennett asked if the on-alignment would be beneficial to the towns of Frankford and Dagsboro, Greg Johnson replied that it would divide the towns into half.

Wayne Baker said that he was opposed to on-alignment as the annexation area of Dagsboro extends to the west of US 113. He mentioned that land in the future will not be cheaper than it is today. He acknowledged that the Eastern Bypass alternatives have environmental impacts but said that the Western bypasses have environmental impacts too. He also mentioned that the interchanges on the Eastern bypasses with SR 20, SR 26 and SR 54 are an advantage.

Greg Johnson mentioned that the Red and Pink alternatives that pass between the towns of Dagsboro and Frankford pass through an industrial area proposed in Frankford's Comprehensive Plan. Faye Lingo asked Mr. Johnson if that meant that he did not favor the Red and Pink alternatives. Mr. Johnson replied that he did not like them.

Following the above discussion, the status of Resource Agency Coordination was discussed. The final field views for the wetlands, streams and RTEs have been scheduled and the National Register Eligibility of most of the Cultural Resources in the area has been determined. The Agencies expressed concern over the impact that all the alternatives had on the Nature Preserve along Cow Bridge Branch. The level of federal

and state protection is currently under review and a possible shift to the Eastern Bypass alternatives to the north is being considered.

Bob Kramer said that for the next meeting, the Project Team would provide the working group with a comparative matrix of the different alternatives in the Millsboro-South area, feedback from the Resource Agencies regarding the alternatives and any modifications/improvements to the on-alignment alternative.

He then discussed the working group guidelines previously presented in the second working group meeting.

Preston Dyer asked if the super majority considered the percentage of number of members present at the meeting or the total number of working group members in the Millsboro-South area. Bob replied that it is a percentage of the total number of people in the working group.

Fran Bruce suggested that the working group take a poll to eliminate some alternatives as the group has been attending meetings for a long time now. She said that the poll would make the next meeting easier.

Bob Kramer replied that the Project Team was waiting for feedback from the Agencies regarding the alternatives. He said that the Agencies had certain concerns on some of the alternatives and unless the Project Team receives input from them, an alternative cannot be selected. The Project Team expects to provide the same to the working group during the next meeting. Monroe Hite said that while the agencies recognize the environmental impacts of the Eastern Bypass alternatives, they also understand the traffic issues in the area. Bob Kramer mentioned that the on-alignment alternative has significant wetland impact too. Andrew Bing said that every alternative retained for detailed study has an impact on the Cow Bridge Branch area due to the SR 24 connector. He also said that the public and the Resource Agencies are waiting for the working group's opinion on the alternatives too.

Bob Kramer asked the group if anyone prefers any Western Bypass alternative. Jim Bennett replied that the Western Bypass alternatives have to be retained because if on-alignment is dropped and the Eastern Bypass alternatives are not feasible, there has to be a build alternative. He also said that the Project Team did not provide any cost estimates as yet for any of the alternatives. He asked DelDOT how it would build any alternative if it had no funds available. Robert Stuart replied that cost should not be a factor in determining the alternative today. He said that the project would be expensive irrespective of the alignment chosen and if a corridor is not preserved today, in the future there would be a failed roadway system in the area.

Bob Kramer asked the group if they wanted to take a straw poll. Robert Stuart replied that if they took a straw poll that resulted in a third of the group supporting each of the three different alternatives, then the group would never come to a conclusion. Jim Bennett and Josh Thompson said that they would support the Western Bypass alternatives

if the on-alignment alternative was not feasible. Wayne Baker said that until he was given more information about the environmental impacts on the east he did not want to eliminate any alternative at the moment.

Josh Thompson said that most of the Eastern Bypass alternatives greatly impact the agricultural areas similar to the on-alignment alternative's impact on the businesses. Donald Collins replied that getting the traffic through the town should be addressed. Bryan Hall said that the working group should be mindful of the land use development in Sussex County. There has been a huge growth along SR 24 and the development has increased over the past 30 years consequently increasing pressure on the retention of land for agricultural purposes. He also said that with the increase in development, it has become more difficult for people to move about in the area.

Richard Kautz asked Bob Kramer if by law, no build, on-alignment and one alignment each on the east and west is to be retained, would the working group be expected to select the preferred alternative from these four alternatives. Bob replied that it was not necessarily the case and that at least one alternative on the east and one alternative on the west had to be retained when the Alternatives Retained for Detailed Study were selected. Richard Kautz said that it would be advantageous to retain one alternative on the east and one on the west because the selection on the east would take a long time. Bob replied that it can certainly be an approach the working group could consider.

Fran Bruce proposed that they continue with the straw poll to know the working group's stand on the project. Bob Kramer mentioned that the straw poll was not binding and that it was just to determine the working group's stand. The group took a straw poll to determine if they preferred the Eastern Bypass alternatives. 12 members supported the east while 2 members were opposed to it. A second straw poll was taken to determine if the group preferred the Western Bypass Alternatives. 2 members supported the Western Bypass alternatives while the rest of the group was opposed to them. A third straw poll was taken to determine if the group preferred the on-alignment option through Millsboro, Frankford and Dagsboro area. 2 members preferred the on-alignment alternative while the rest of the group was opposed to it. A fourth straw poll was taken to determine if the group preferred the on-alignment alternative in Selbyville. 16 members supported the on-alignment alternative through Selbyville.

Bill Pfaff asked the group if anyone supported the no-build option. None of the working group members supported it. Greg Johnson asked if the SR 26 connection would be built as a part of the no-build alternative. Bob Kramer said that the no-build alternative would mean building nothing. Greg Johnson asked if DelDOT makes the final decision. Bob replied that the Secretary of Transportation makes the final decision.

Preston Dyer said that getting the traffic through the town is an issue today. If the impacts are so negative that the towns express disdain for the on-alignment, would it mean that the working group has to choose between no-build and Western Bypass at that point?

Walter Smith said that On-alignment alternative would pose a problem to the buses with the amount of traffic on the road thus posing a problem for moving students on the existing transportation systems.

Bob Kramer discussed the traffic numbers in the area saying that the average daily traffic in the future would be more than the current weekend traffic on a summer day. He also said that the Project Team would provide more information on traffic in the Millsboro South area during the next meeting.

Monroe Hite discussed the schedule and next steps for the upcoming meeting before adjourning the meeting at 8:30.

Working group members in attendance:

Wayne Baker
James Bennett
Joe Brake
Frances Bruce
Lynn Bullock
Donald Collins
Preston Dyer
Bryan Hall
Greg Johnson
Gary Taylor

Richard Kautz
Faye Lingo
Pamela McComas
Bill Pfaff
James T. Norwood
Mike Simmons
Robert Stuart
Walter Smith, Jr.
Josh Thompson
John Thoroughgood