



US 113 Project Team

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Sussex County
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Memorandum of Meeting

Date: June 25, 2004

Date of Meeting: May 11, 2004

Time: 4:00 p.m.—8:30 p.m.

Location: Carlisle Fire Company

Topic: **Milford Area Working Group
Bus Tour and Meeting No. 3**

Attendees: See Attached

Prior to the start of the meeting, the Working Group members were taken on a tour of the US 113 corridor in the Milford area. The group stopped at five locations and reviewed options for improving US 113 on its existing alignment.

The following is a summary of the discussion at the formal Working Group meeting, which followed the bus tour:

- Bob Kramer called the meeting to order at 5:30 and thanked the Working Group members for attending and their timeliness in arriving for the bus tour. He then turned the meeting over to DeIDOT's project manager, Monroe Hite, III.
- Mr. Hite asked the group if they had received the handout for their notebook. He indicated that it included this evening's PowerPoint presentation and notes from the second Working Group meeting. He pointed out that the 400 scale plans of the on-alignment concept would be handed out later in the meeting. He discussed project team activities and the last Working Group meeting, identified upcoming activities, and explained the presence of the videographer and the possibility of a sequel to the initial project video. He then turned the meeting over to David Edgell.
- Mr. Edgell, with the Office of State Planning Coordination (OSPC), reviewed the current update regarding OSPC's Strategies for State Spending. This is a five-year update and coincides with the counties' and municipalities' and local governments update of their comprehensive plans. One proposed change to the Strategies map involves creating development levels 1-4 rather than the former Community, Developing, Secondary Growth and Rural designations associated with the previous plan. Another point of interest was the absorption analysis that was prepared for the proposed plan. Based on densities of between three and seven dwelling units per acre, the proposed plan designates between four and nine times the amount of land required for 25 years of growth. The proposed plan is available on OSPC's website at www.state.de.us/planning/strategies.
- Mr. Kramer reviewed the comments from the last meeting on the off-alignment corridors. He then turned the meeting over to Jeff Riegner to describe the entire on-alignment concept in the Milford area, from the US 113/SR 1 split to Staytonville Road south of Lincoln.
- Mr. Riegner described the on-alignment option beginning at Staytonville Road and working north. The first-cut on-alignment option includes the following features, more fully detailed in the 1"=400' scale plans distributed to the Working Group.
 - Conversion of the northbound lanes to a frontage road from just north of Fleatown Road to Haflinger

- Road. New southbound lanes would be built to the west in this area.
- A short frontage road from West Hudson Pond Road to the south.
 - A frontage road running south from Clendaniel Road past Wilson's Auction to serve Hudson Pond Acres. The existing Hudson Pond Acres access on US 113 would be closed.
 - A new frontage road on the east side just north and south of Johnson Road.
 - A potential grade separation or interchange at Johnson Road and Fitzgeralds Road.
 - Elimination of direct access to US 113 between Clendaniel Road and a point just north of Herring Branch.
 - Conversion of the northbound lanes to a frontage road from the southern limit of Milford north to Johnson Lane. New southbound lanes would be built to the west in this area.
 - Potential grade separations or interchanges at SR 36, Old Shawnee Road/Johnson Lane, and SR 14.
 - Elimination of direct access to US 113 between the Mispillion River and the US 113/SR 1 split.
 - A new access road through the Plaza at Milford to access Stevenson House from SR 14.
 - New access roads behind Masten Industrial Park, Milford Crossing, and the shopping centers to the north.
 - A frontage road connecting Roosa Road past Rogers Drive to Teal Creek Plaza.
 - An access road connecting Airport Road with Warner Road extending behind Airport Plaza and the pad sites along the west side of US 113.
 - A potential grade separation or interchange at Warner Road and Rehoboth Boulevard.
- The Working Group was then broken into groups to work on maps depicting the on-alignment options. The following comments were developed by the groups:

General comments regarding business access

- High-volume businesses need direct access
- Limited access US 113 could be a barrier for businesses on the west side
- Upgrading existing US 113 does not support future development
- Consider right-in, right-out access to some businesses instead of closing access to US 113 entirely
- Upgrading US 113 to limited access will adversely impact businesses that depend on drive-by traffic
- IN is most important for businesses
- Consider advance signing for businesses that will not have direct access

Other general comments

- Upgrading existing US 113 helps beach traffic at the expense of locals/drivers
- Ensure good emergency service access to the west side of US 113
- Cost estimates need to be developed to compare off- and on-alignment alternatives
- Make sure the selected alternative does not route trucks through downtown Milford
- Local traffic uses US 113 to cross the Mispillion River; how will limiting access on US 113 impact other crossings?
- Upgrading US 113 will put additional demand on nearby secondary roads; they will need to be improved
- Limited access US 113 may result in circuitous routes to and from several communities
- Development of currently vacant properties may either provide future opportunities for access or pose impediments for future access options
- On subsequent drawings, make acquisitions clearer

Kent County section

- Between SR 1 and SR 14, lack of access will hurt businesses
- SR 14 will become a bottleneck if direct property access to US 113 is removed
- Provide an interchange at SR 14, but minimize impact to viable businesses
- Consider crossing Mullet Run on a frontage road rather than the alignment shown, reducing wetland impacts

- It will be hard to provide a bridge at Warner Road/Rehoboth Boulevard
- Consider school access, especially buses, to the high school and Banneker Elementary; may require right-in, right-out access at North Street and Buccaneer Boulevard
- Upgrade Masten Circle; sometimes trucks stop on the road for deliveries
- Improvements will be needed at the intersection of SR 14 and Williamsville Road
- Remove Milford Plaza crossover (north of SR 14) soon due to high accident rate
- Consider a connection from the end of Tub Mill Pond Road over Tub Mill Pond to the existing frontage road for local business access; there used to be a bridge at that location
- There are too many signals (four) between Warner Road and Airport Road; consolidate access

Sussex County section, within City of Milford

- Provide an interchange at SR 36
- New homes on west side of US 113 south of Old Shawnee Road need access
- Current access to the hospital from the north is via a left turn onto Kings Highway
- How will Royal Farms have access?
- On-alignment alternative requires relocation of the City of Milford pump station at Shawnee Road
- Acquisitions on west side of US 113 south of Seabury Avenue make sense unless there is a continuous frontage road
- Consider a continuous frontage road on the east side of US 113 from Seabury Avenue to Johnson Road

Sussex County section, outside City of Milford

- Provide an interchange at Johnson and Fitzgeralds Roads
 - Clendaniel and Haflinger Roads are used by farm equipment crossing US 113
 - Limited access US 113 will block direct access between Hudson Pond Acres and Hudson Mill
 - Access to and from Hudson Pond Acres and Hudson Mill is too circuitous
 - Plan shows no access for proposed DSWA transfer station, which will generate 100 truck trips a day
 - Consider a crossover or right-in, right-out access at Clendaniel and Haflinger Roads
 - No crossover needed at Hudson Pond Road
 - Consider a crossover or right-in, right-out access at Staytonville and Fleatown Roads
- Mr. Kramer indicated that the comments would be developed and distributed to the Working Group members prior to presenting those comments at the upcoming public workshops.
 - Mr. Hite then reviewed the next steps in the process, including the upcoming public workshops (June 9 in Milford, as well as June 7 in Millsboro and June 14 in Georgetown) and the next Milford working group meeting to be held September 20, 2004. An additional public workshop will likely be held before Thanksgiving.
 - Mr. Kramer closed the meeting by asking the Working Group members to help in distributing posters and flyers for the upcoming public workshop and to spend an hour at the workshop to listen and react to comments from the public.
 - The meeting adjourned at 8:30 PM.

Meeting Summary Prepared by Bill Hellmann.

MILFORD AREA WORKING GROUP

MEETING NO. 3

May 11, 2004

4:00 PM – 8:00 PM

Carlisle Fire Company Banquet Hall

ATTENDANCE (Indicated by √)	WORKING GROUP MEMBERS	REPRESENTING
√	Adkisson, Scott	Milford Area Resident
	Barriga, Irma	St. John the Apostle Roman Catholic Church
√	Hardy, Ava	First State Community Action Agency
√	Burris, Robert	Burris Logistics
√	Burton, III, I. G.	Businessman
	Carmean, Richard	City Manager, City of Milford
√	Clendaniel, F. Brooke	Milford Historical Society
√	Davis, Mark	Delaware Department of Agriculture
	Downes, Gary	Milford Area Resident
√	Edgell, David	Office of State Planning Coordination
√	Feinour, Terry	Bayhealth Medical Center
	Fox, Connie	Farmer, Realtor
	Geyer, Dean	Geyer's Restaurant
	Hammond, Wyatt	Milford Chamber of Commerce
√	Hudson, E. Keith	Milford Police Chief
	Lank, Lawrence	Sussex County Planning & Zoning Commission
√	Levengood, Michael	Perdue Farms, Inc.
√	Mallamo, Mark	Milford Resident
√	Marvel, Randy	Milford Planning Commission
√	Matthews, Jr., William	Sussex County Emergency Medical Services
√	Petit de Mange, Michael	Kent County Department of Planning Services
√	Pikus, Skip "Michael"	Downtown Milford Incorporated
√	Robbins, Ronald	Farm Bureau
√	Simmons, Mike	Project Development (South Region), DelDOT
√	Stevenson, Glen	Milford School District
√	Workman, Elliott	Abbott's Mill Nature Center