



US 113 Project Team

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Memorandum of Meeting

Date: June 25, 2004

Date of Meeting: May 19, 2004

Time: 4:00 p.m.—8:40 p.m.

Location: Millsboro Fire Hall

Topic: **Millsboro 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 Millsboro-South portion of the US 113 corridor. The group stopped at four locations and reviewed options for improving US 113 on its existing alignment. Because of rainy conditions, the group stayed in the bus and went over the options on the bus at each stop.

The following is a summary of the meeting discussion:

- Bob Kramer called the meeting to order at 5:40 and thanked the Working Group members for attending and their timeliness in arriving for the Bus Tour. He then turned the meeting over to DelDOT'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 Power Point presentation and notes from the second Working Group meeting. He pointed out that the 400 Scale plans of the On-alignment Concept, and would be handed out later in the meeting. He discussed Project Team activities since 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 Ann Marie Townshend.
- Ms. Townshend from the Office of State Planning Coordination (OSPC), the current update regarding OSPC's Strategies for State Spending. This is a 5-year update and coincides with the counties' and municipalities' 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. Hite then introduced Joe Wutka to describe the entire on-alignment concept from north of Millsboro to the Maryland State Line.
- Mr. Wutka began the discussion by describing the on-alignment option beginning at Thompsonville

Road, north of Millsboro and worked south. During his presentation, a number of comments/questions/concerns were raised including:

- By making US 113 limited access, much more traffic than today will be forced to use the proposed rear access roads such as Pine St., Northern Avenue and Mitchell St. Make sure that the service roads and rear access roads don't get too congested. Will the local roads be repaired, widened or improved as a result of their need to carry additional traffic? How do you reorient garages/driveways/business entrances/signs for rear access roads?
 - We need a good understanding of truck generators and routes. Whenever possible, we should not add unnecessary truck traffic on rear access roads. Some community roads are currently restricted to trucks; don't develop a plan that forces trucks back on those roads. Too much traffic on Route 24 east of US 113; remains even after upgrade.
 - Can 24/30 interchange handle traffic with connections to frontage roads? Elevate US 113 through Millsboro. Proposed east side rear access road through Millsboro will cause traffic problems.
 - How will emergency vehicles obtain access and get across the proposed limited access US 113? Ensure ample east-west local access. Alternate to SR 26 makes sense. A grade separation at existing SR 26 should be combined with the proposed, relocated SR 26. When is it feasible to provide access roads to only a few properties?
 - Access to/from Frankford feed mill is critical. Move Frankford interchange south. Provide east-west connections between interchanges, such as in Frankford and between Handy and Mitchell Roads south of Millsboro.
 - Provide an over pass at Parker Road/Lazy Lagoon Road. Truck access to gas, scales, etc. in Selbyville is important. Move proposed interchange north of Cemetery Road in Selbyville to the South. Need better crossovers in Selbyville.
- Mr. Wutka and Mr. Riegner then reviewed the off-alignment options that were presented at the second Working Group meeting. During their presentations, a number of comments/questions/concerns were raised including:
 - Don't cross the Indian River on the eastern bypass, but do provide a connection from US 113 to SR 24 north and east of Millsboro.
 - Upgrades to Zoar Road might serve a similar function as a short bypass to SR 24. West Millsboro bypass as shown won't work; need to move farther to the west. Consider new alignment roughly parallel to SR 20 between US 113 and Dagsboro; potentially tied into west bypass to the north. Comments on short western bypasses of Dagsboro, Frankford and Selbyville: "no enthusiasm", general support, "not acceptable", "doesn't make much sense" except possibly Selbyville. Provide general costs for on and off alignment options as a basis for comparison.
 - The Working Group was then broken into five groups to work on maps depicting both the on-and off-alignment options. The following comments were developed by the five groups:

Off-alignment Alternative Comments

- An eastern bypass of Millsboro should connect US 113 to SR 24. If an eastern connection bypass from US 113 via SR 20 to SR 24 is developed, design a boulevard style roadway as opposed to a freeway.

- Improving Zoar Road could reduce traffic within Millsboro, by diverting some of the beach traffic before it travels through Millsboro.
- Avoid crossing Indian River.
- An eastern bypass south of Millsboro could connect US 113 by SR 20 to SR 26. Could Thompsonville Road be extended to the east, avoiding impacts to Millsboro Pond, and connect into SR 24?
- A combined eastern/western bypass could be an option (with an interchange or fly-over crossing at SR 20).
- The western bypass of Millsboro has many environmental and development impacts and is not preferable.
- Labes development can it be realigned to the western bypass of Millsboro as shown cuts through the proposed Plantation Landing development, can it be realigned to avoid the development?
- Small bypasses of Dagsboro and Frankford are preferable to larger bypasses. Remaining on US 113 through Dagsboro and Frankford is preferable to smaller bypasses.
- In Selbyville, is there a way to bypass to the east to connect US 113 to SR 54 and avoid planned development? This will help keep beach-bound traffic out of Selbyville.

On-alignment Alternative Comments

- Upgrading US 113 will put additional demand on nearby secondary roads. Local access roads will need to be improved, including Pine Street, Mitchell Street and West State Street.
- What happens to front of houses when access is removed from US 113? i.e., garages facing wrong directions.
- Need to determine present and future number of trucks coming from local businesses. Make sure the truck traffic is taken into consideration (Dagsboro Road, Cemetery Road, Hoosier Street and Daisy Avenue). How will trucks get to Mountaire and Vlasic? Local trucking services include Delmarva Power, Wyoming Concrete and Blue Rock.
- Consider widening of Betts Pond Bridge.
- Limited access US 113 may result in circuitous routes to and from several communities. Consider right-in, right-out access to businesses instead of closing access to US 113 entirely.
- Consider advance signing for businesses that will not have direct access. Many depend on drive-thru business.
- If no interchange is planned for US 113 with Handy and Mitchell Roads, then an overpass to connect Handy and Mitchell should be developed.
- If no interchange is planned for US 113 with Delaware Avenue, then consider a right-in, right-out from SB US 113.
- Ensure that traffic can cross US 113 at Delaware Avenue and Parker Road. If no interchange is developed, then an overpass to connect should be provided.
- At Delaware Avenue and Lazy Lagoon Road, the proposed local access road should be designed to minimize wetland impacts.
- The frontage road at Lazy Lagoon Road could be in front of the houses keeping the frontage road right next to US 113.
- Ensure access from local access roads to US 113 and across US 113 in Selbyville near MD-DE state line.
- How will NB US 113 traffic get to downtown Millsboro?
- The proposed local access road connecting Division Avenue with Mid-Sussex Shopping Center is a connection that the town of Millsboro has been looking to develop.
- Ensure that proposed access road through Mid-Sussex Shopping Center does not conflict with

parking lot traffic.

- Relocate the proposed interchange at Gum Tree Road south to Berry Road/Dover Street as a possible "Gateway to Frankford".
- Tie service roads together rather than short segments, including connecting the two-way local access road to Gum Tree Road and proposed access road to Cemetery Road.
- The proposed realignment of SR 26 makes sense.
- Can the proposed access road between McCabe Road and Cemetery Road be shifted closer to the Norfolk Southern Railroad?
- An interchange may be needed at Cemetery Road, rather than the interchange located just north of the present US 113/Cemetery Road intersection.
- Improving West Monroe Street would be better than improving Northern Blvd.

General Comments

- Need easily visible and understood access.
 - Need good, clear signage throughout corridor.
 - Increased traffic on local access roads will increase noise in neighborhoods.
 - Cost estimates need to be developed to compare off- and on-alignment alternatives.
 - In subsequent meetings, future traffic numbers and levels of service should be presented.
 - All alignments should be developed to minimize wetland, stream and RTE impacts.
 - If a parcel is shown with no access, does that mean the parcel will be acquired?
 - On subsequent drawings, make acquisitions clearer.
 - Ensure good emergency service access, including access to medical centers.
 - On subsequent drawings, provide more interchange details and crossover locations.
 - On-alignment preferable to bypasses.
 - Ensure farm equipment has access across US 113.
 - The Working Group is concerned with large east/west traffic at the US 113 and SR 24 intersection and mentioned improving Zoar Road as a possible alternative.
 - A mixture of On-alignment and Off-alignment seems to be the best course of action.
- During the discussion of the various comments from the small groups, the 400 Scale plans for the complete alignment of existing US 113 from Millsboro to the state line were handed out.
 - Bob Kramer indicated that the comments would be compiled and distributed to the Working Group members prior to presenting those comments at the upcoming Public Workshops.
 - Mr. Hite then went through the next steps in the process including the up-coming Public Workshops (June 7 in Millsboro) and the next Working Group meeting September 29, 2004 in Millsboro.
 - Bob Kramer closed the meeting by asking the Working Group members to help in distributing posters and flyers for the upcoming Public Workshop and asked them to spend an hour at the Workshop to listen/react to comments from the general public.
 - The meeting adjourned at 8:40.

Meeting Summary Prepared by Bill Hellmann.



US 113 NORTH SOUTH STUDY

MILLSBORO-SOUTH AREA WORKING GROUP

MEETING NO. 3

May 19, 2004

4:00 PM – 8:00 PM

Millsboro Volunteer Fire Hall

ATTENDANCE (Indicated by √)	WORKING GROUP MEMBERS	REPRESENTING
√	Atherton, Ronald	Frankford Town Council
√	Brake, Joe	First State Community Action Agency
√	Bennett, Jim	Bennett Orchard
√	Boyce, Joan	Millsboro/Dagsboro Chamber of Commerce
√	Bullock, Lynn	Millsboro Volunteer Fire Company
√	Collins, Donald	Sussex County Farm Bureau
	Connor, S. Bradley	Mayor, Dagsboro
	Daisey, Robert	Business Owner
	Davis, Mark	Delaware Department of Agriculture
	Dismuke, Charles	Frankford Planning Commission
	Dyer, Preston	Developer
	Frederick, Peter	Councilman, Fenwick Island
√	Kautz, Richard	Sussex County Planning & Zoning Commission
√	Lingo, Faye	Town Manager, Millsboro
√	Marino, Roger	Mountaire Farms, Inc.
√	McGrath, Karen	Bethany/Fenwick Chamber of Commerce
	Mitchell, John	Indian River School District
√	Mitchell, Margaret	Millsboro Historical Society
√	Norwood, Tran	Nanticoke Indian Association
√	Parker, Clifton	Farmer
√	Pfaff, Bill	Delaware Small Business Development Center
√	Richards, Bruce	Center for the Inland Bays
√	Simmons, Mike	Project Development (South Region), DelDOT
√	Stuart, Robert	Sussex County Emergency Medical Services
√	Taylor, Gary	Town Manager, Selbyville
√	Thoroughgood, John	Millsboro Town Council, Planning Commission
√	Townshend, Ann Marie	Office of State Planning Coordination
√	VonVille, Marissa	La Esperanza, Inc.
√	Warrington, Michael	Delaware State Police, Troop 4
√	White, George	Townsend, Inc.
	Daryl Houghton for	