



US 113 Project Team

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Memorandum of Meeting

Date: June 25, 2004

Date of Meeting: May 13, 2004

Time: 4:00 p.m.—8:30 p.m.

Location: CHEER Center

Topic: **Georgetown 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 Georgetown area. The group stopped at four 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 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 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 since the last Working Group meeting, identified upcoming activities, 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' 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 and Mr. Edgell then turned the meeting over to Jeff Riegner to describe the entire on-alignment concept in the Georgetown area, from SR 20 north of Millsboro to Wilson Road north of Georgetown.
- Mr. Riegner described the on-alignment option beginning at SR 20 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.

- A potential grade separation or interchange in the vicinity of SR 20 and Sheep Pen Road/Bark Pond Road.
 - Elimination of direct access to US 113 between the SR 20 area and Stockley Road.
 - A frontage road along the west side of US 113 connecting Woodlawn Memorial Park to Stockley Road.
 - A short frontage road along the east side of US 113 to the south of Stockley Road.
 - A potential grade separation or interchange at Stockley Road.
 - Conversion of the northbound lanes to a frontage road from Stockley Road to Woods Branch Road. New southbound lanes would be built to the west in this area.
 - A frontage road along the west side of US 113 from Breasure Road to Kruger Road.
 - A short frontage road along the west side of US 113 connecting Kruger Road with Alms House Road.
 - A potential grade separation or interchange where Speedway, Woods Branch, Alms House, and Kruger Roads meet US 113.
 - Elimination of direct access to US 113 between Woods Branch Road and the point south of Trap Pond Road where the wide median begins. Sussex Correctional Institution access would be to South Bedford Street or Zoar Road.
 - A potential grade separation or interchange at Shortly Road/South Bedford Street.
 - A frontage road along the west side of US 113 from Shortly Road to Calvary Baptist Church, potentially extending north to a point opposite Arrow Safety Road.
 - An access road through the State Service Center parking lot on the east side of US 113, connecting the Townsends and Department of Corrections parking lots with South Bedford Street.
 - A potential grade separation or interchange at Arrow Safety Road.
 - A west side access road from either South Bedford Street or Arrow Safety Road on the south to SR 18/SR 404 on the north. All properties on the west side would have access to this road, either directly or indirectly, rather than directly onto US 113.
 - Conversion of the northbound lanes to a frontage road from just south of Trap Pond Road through Georgetown to North Bedford Street. New northbound lanes would be built in the wide median of US 113.
 - A potential grade separation or interchange at US 9.
 - A potential grade separation or interchange at SR 18/SR 404.
 - A west side access road, using the existing Wal-Mart access on SR 18/SR 404 and continuing north past 84 Lumber.
 - Elimination of direct access to US 113 from North Bedford Street to north of Wilson Road.
 - A potential grade separation or interchange at Wilson Road.
- Mr. Wutka then described the off-alignment options as introduced during the second Working Group meeting, including a variety of both eastern and western bypasses around Georgetown.
 - The Working Group was then broken into groups to work on maps depicting both the on- and off-alignment options. The following comments were developed by the groups:

General comments, on-alignment options

- Additional emphasis is needed on east-west traffic
- Consider farm machinery when determining crossover locations/configurations
- Determine the factors that drive the decision between providing frontage roads and purchasing access rights
- Consider right-in, right-out access at some local roads and businesses
- Coordinate US 113 decisions with the upcoming Park Avenue relocation around the airport
- Interchanges on alignment would have “devastating” impacts

Town of Georgetown, on-alignment options

- Connect Gravelly Branch Road to Wilson Road, with an interchange on US 113.
- Provide access to west side properties between the WZBH radio station and Wilson Road, potentially using a rear access road
- US 113/North Bedford Street is a “dangerous intersection”
- The frontage road connection shown to Donovans Road is a good idea
- Continue west side service road north of SR 18/SR 404 to Happy Harry’s
- Consider a crossover at the main Wal-Mart entrance on US 113
- Providing all Wal-Mart access from SR 404 will cause problems at the access road/SR 404 intersection, which already operates poorly
- An interchange at SR 18/SR 404 would have “huge” impacts; just provide a crossover
- Concern about impacts to businesses and future expansion of Del Tech for a proposed conference center
- Rear access to west side properties could be used for traffic around Georgetown – it would “alleviate a lot of problems”
- Rear access to west side properties “seems OK”
- Consider a crossover at Ennis Road if impacts are not too severe
- Additional units have been added to Georgetown Self Storage since the photo was taken, blocking the service road shown
- If possible, extend new west side road south to South Bedford Street, with an interchange there (potentially north of existing intersection); provide a crossover only at Arrow Safety Road
- Connect west side service road north from Calvary Baptist Church to Arrow Safety Road crossover
- Limited-access US 113 may cause Arrow Safety Device Co. to leave the area
- Provide an interchange at South Bedford Street
- Extend Park Avenue somewhere between Arrow Safety Road and South Bedford Street, across US 113, north to US 9 and SR 18/SR 404, then north tying into US 113 again
- Accommodate DMV traffic to/from all directions; it serves the entire county

Area south of Georgetown, on-alignment options

- Provide prison access from Zoar Road or South Bedford Street
- Can access for the property across from the prison be provided to Alms House Road?
- Speedway Road may be either an interchange or crossover
- An interchange may be needed at Speedway for residential properties to the south
- There needs to be a good connection from US 113 at Speedway Road to Zoar Road
- Consider a frontage road along the west side of US 113 from Kruger Road to Stockley Road
- Consider an interchange or crossover at Stockley Road
- Upgrade local roads to access the new high school (this may indicate the need for an interchange at Stockley Road)
- Melvin Joseph Const. Co. consists of several parcels, some of which have access only on US 113
- Break west side frontage road so it doesn’t cross Mirey Branch; Woodlawn Memorial Park would then access SR 20 through a frontage road to the south
- Provide a continuous west side service road south to SR 20

Comments on off-alignment options

- Look for opportunities to use the north-south bypasses to solve east-west problems
- A close-in west side bypass has many benefits
- Consider a “beltway” concept: extend Park Avenue somewhere between Arrow Safety Road and South Bedford Street, across US 113, north to US 9 and SR 18/SR 404, then north tying into US 113 again
- Far eastern bypass is too far out of the way
- Far eastern bypass conflicts with Tunnel development
- Do not tie a western bypass back into US 113 north of South Bedford Street – that intersection is already a problem

- Provide connections to the new Sussex Central high school at the Stockley Center
- Near eastern bypass is too close to town; it will divide the town from new developments

- 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 14 in Georgetown, as well as June 7 in Millsboro and June 9 in Milford) and the next Georgetown Working Group meeting to be held September 30, 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.

GEORGETOWN AREA WORKING GROUP

MEETING NO. 3

May 13, 2004

4:00 PM – 8:00 PM

CHEER Community Center

ATTENDANCE (Indicated by √)	WORKING GROUP MEMBERS	REPRESENTING
√	Abbott, Jr., Howard	Georgetown Resident
	Abbott, Shane	Sussex County Planning & Zoning Commission
√	Adams, Kenneth	Melvin Joseph Contractors
√	Baird, David	Town Manager
	Barlow, Sue	Georgetown Planning Commission
√	Buehl, Eric	Center for the Inland Bays
√	Burris, Allison	La Esperanza, Inc.
√	Campbell-Hansen, R. Carol	Sussex County Board of Realtors
T	Cooper, Mitch	Delaware State Police
	Davis, Mark	Delaware Department of Agriculture
	Diehl, David	Bayhealth Medical Center
T	Dryden, Lit	Greater Georgetown Chamber of Commerce
	Dukes, Harry	First State Poultry, Sussex County Airport Board
	Edwards, Bernice	First State Community Action Agency
√	Gibbs, Matthew	Georgetown Resident
√	Johnson, Harold	Sussex County Farm Bureau
√	Johnson, Terry	Delaware Technical & Community College
	Jones, Wesley	Georgetown Historical Society
√	Messick, Lynda	Delaware National Bank
Martin Donovan for		
	Mitchell, John	Indian River School District
√	Moore, Sr., Carlton	Historic Georgetown Association
	Moore, Keith	Perdue Farms, Inc.
	Moore, Merrill	Georgetown Area Resident
	O'Neill, Karen	Southern Delaware Tourism
√	Phillips, Guy	Sussex County Farm Bureau
√	Simmons, Mike	Project Development (South Region), DeIDOT
	Thomas, Joe	Sussex County Emergency Management Services
	Townshend, Ann Marie	Office of State Planning Coordination
√	Edgell, David	
Guests/Visitors		
	Adam Huber	Resident, Georgetown, Sussex County