



Meeting Minutes

Project: Bridgeville Town Centre, Bridgeville, DE
Meeting No.: Pre-Submittal Meeting
Meeting Date: January 25, 2022
Meeting Time: 1:00 pm
Issue Date: Feb 15, 2022
By: Casey Rauch, Project Engineer

<u>Those Present</u>	<u>Company</u>	<u>Email</u>
John Andrescavage	DelDOT	John.Andrescavage@delaware.gov
Casey Rauch	RAUCH inc.	casey@raucheng.com
Carl Wilson	The Traffic Group	cwilson@trafficgroup.com
Bethany DeBussy	DelDOT	bdebussy@townofbridgevillede.us
Bill Williamson	DelDOT	
James Argo	DelDOT	Jame.Argo@delaware.gov
John Fiori	DelDOT	John.Fiori@delaware.gov
Jason Loar	DelDOT	
Steve McCabe	DelDOT	
Olayiwola Okesola	DelDOT	Olayiwola.Okesola@delaware.gov
Linda Osiecki	DelDOT	Linda.Osiecki@delaware.gov
Wendy Polasko	DelDOT	Matt.Schlitter@delaware.gov
Matt Schlitter	DelDOT	Wendy.Polasko@delaware.gov
John Andrescavage	DelDOT	

Items Discussed

General:

- DelDOT asked Rauch what are the town requirements. It was mentioned that the project is up for commission review. Nothing was officially submitted, per the use it may be rejected.
- The project area falls within the Investment Level 1 area.
- DelDOT recommended that the site should be served from the lower functioning of the two frontage roads. Because the site is changing use, the site qualifies for the Corridor Capacity Preservation Program (CCPP). Per the DCM, private direct access may only be permitted on an arterial if there is no other reasonable access from a lower classification roadway. The goal of this program is to close existing entrances along major arteries when a change of use provides justification to do so.

- Steve McCabe was asked his thoughts on closing the Rt. 13 entrance and he said that he could see reasons to close it and reasons to keep it open, in particularly with the vacant pad site, but that he was currently leaning towards to removing the existing US 13 access. After much discussion he would discuss internally before providing a formal recommendation.
- Carl Wilson, the applicant's traffic engineer stated that it would be short sighted to close down a fully functioning Rt. 13 entrance with decel lane simply because the site would generate less traffic. Any vehicles that would want to go southbound on Rt. 13 would simply drive up to Rifle Range Road and make the same south bound right turn. There would be no decrease in right turns or traffic counts.
- John Andrescavage suggested that the South Main Street entrance could be shifted to the North so that it lines up with the future Coastal Run apartment project. With the planning of the vacant pad site to be potentially developed into a higher trip generator and to remove a potential jog maneuver amongst developments. It was determined per shown self storage development, existing entrance location can remain.
- The proposed self storage alone would appear keeping the ex. US 13 access as not essential in order for development to happen. Since there are two existing intersections close to the site, North, and South of parcel, which are Rifle Range/US 13 and S Main St/US 13.
- Casey Rauch objected to this request and mentioned that the reason that the original site plan, that included several commercial buildings, was revised was because the required entrance improvements were not feasible. The applicant's goal is to utilize the existing entrances. Mini-storage has a very small associated trip count and can function with no major improvements to the existing entrances.
- DelDOT said that the two proposed parcels would require cross-access easements, 60' min. per DCM between cross-access easement and the entrance.
- The southern proposed lot was reviewed. DelDOT asked what the intended use was for lot #1. Rauch responded that there was no way to know what would be proposed for this lot. Lot #1 will be sold and developed by another applicant. At the time of development, the applicant would be responsible for any improvements to the DelDOT entrance(s). The plan is to consolidate parcels 7.00, 5.00, and 4.00 into one lot for 68,400 SF self storage.
- This project does not qualify for a LONC due to the fact that the entire site is planned for redevelopment.
- There is no need for additional easement.

- There will be no road abandonment.
- DelDOT asked what the design vehicle was and Rauch said that a WB-42 was the largest truck that was run through the site. DelDOT had mentioned that other similar self storage projects showed design vehicle as SU-30, so WB-42 was acceptable.
- DelDOT asked about turning movements for the site, in particular, the S. Main Street entrance to discuss acceptable encroachment. Rauch was unable to determine if the encroachment is needed to make turns of the WB-42. Will be looked at further once become available.
- The trip counts to 12 trips at Peak Hour, and the site ADT=103.
- The trip counts do not require a traffic impact study.
- No turn lanes are required.
- Sight triangles will be required along with any required sight distance easement per DCM.
- The S. Main Street entrance is in poor conditions. South Main Street will require a full road width mill and overlay for the extents of the entrance. The existing fencing will need to be removed.
- The Rt. 13 entrance is in poor conditions. It will need to be repaved and the curb will need to be replaced.
- Because the site is located within Town limits, DelDOT will defer to the Town for shared use path requirements. Since the site is within investment level 1, the direction from DelDOT would be a SUP. In accordance to the prior pre-submittal meeting, before site was reconfigured, 10' SUP was determined. SUP can be shown for the self storage lot only.
- No bike lane is recommended for Rt. 13 if no widening is occurring. However, the decel lane should be restriped.
- Applicant plans to subdivide his parcel prior to receiving development approvals.
- DTC was not interested in utilizing this site.
- Per the site plan available at pre-submittal, no further dedications required along US 13 (since it has existing 50' of ROW from outermost edge of travel lane.) As for South Main street, a 40' min. ROW from centerline needs to be shown with 15' PE.
- At time of pre-submittal mtg, not DOTS projects identified in DelDOT Gateway for coordination purposes.
- Plan needs to show SWM be located in accordance to the DCM. Min. 20' from ROW, as measure to the top of slope of facility (buffer from 100-year freq.)
- Existing frontages meet effective pavement width for each roadway classification.



- Read the standard disclaimer note as found on the meeting request form.
- DelDOT asked about the cross access easement on site plan adjacent to US 13 ROW. Rauch indicated as existing.
- Level II construction inspection agreement not req'd.
- No noise study required however site has frontage along US 13.