

## Amy Hollis

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**From:** Chris Baker <cbaker@geolyn.com>  
**Sent:** Wednesday, August 10, 2022 4:03 PM  
**To:** Planning and Zoning  
**Cc:** Scott Drumbore  
**Subject:** Board of Adjustment agenda items  
**Attachments:** SC.BOA.81522.doc

**Categories:** Amy, Mike

SUPPORT EXHIBIT

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Jamie Whitehouse,

Please find an attached letter regarding next Monday's agenda. Please don't hesitate to call with any concerns. Can this be distributed to the BOA members prior to the meeting next week?

Thank you,

*Chris Baker*

Christopher W. Baker, P.E.  
President & CEO  
George & Lynch, Inc.  
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August 4, 2022

Sussex County Board of Adjustment  
c/o Jamie Whitehouse, AICP, Planning and Zoning Director  
2 The Circle  
Georgetown, Delaware 19947

**RE: Board of Adjustment Applications  
Case Nos. 12729 & 12730**

Dear Board of Adjustment Members,

This letter is submitted in support of the aforementioned cases submitted by H & K Group, Inc. and River Asphalt II, LLC. I will not get into the details of the application, as I trust that information has already been provided, both with respect to content adequacy and accuracy. I speak to the general operating conditions of both facilities and the importance to various industries each serve. I do so as one of the managing partners of River Asphalt, the hot mix asphalt manufacturer referenced in both applications. George & Lynch, Inc. is a partner, customer and end user of infrastructure built with materials produced by River Asphalt.

First, let me point out the referenced operations have been standard procedures since the inception of both facilities. That statement is not a challenge to you, nor other regulatory authorities. It has been our intent to work within applicable local and state requirements. Our goal is to put any differing interpretations to rest. It is important to note the methods described below are typical of other such facilities, not only locally, but around the country.

An integral part of the plants is to use recycle asphalt product (RAP) in the manufacture of hot-mix asphalt (HMA). That reduces the cost to consumers by reducing the percentage of new stone and liquid asphalt. It is also more environmentally friendly reducing emissions related producing and delivering both the previously named items. And it is also safer since less trucks and rail cars are needed to produce the same end products. In order to use the RAP, it is first broken down and screened to achieve the particle size necessary to each HMA design.

**George & Lynch, Inc.**

150 Lafferty Lane / Dover, DE 19901

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The same equipment used in the above process is used to crush broken and wasted concrete. The resulting recycled material is used in many applications, including as a substitute for new graded aggregate (also known as crusher run). It has a lower cost to the consumer. It is also more environmentally friendly and safer as discussed in the preceding paragraph. Another benefit to our residents is the reduction of unsightly piles littered throughout our county.

You've likely heard the phrase 'perfect storm'. For several months, the circumstances of supply and demand for construction aggregates and HMA have been a tremendous challenge in Sussex County. The demand for both is high due to the booming economy. The vast majority of quarried aggregates arrive here by railroad. Rail service has been far below par due to a variety of workforce and track maintenance issues. Coincidentally, a series of events brought our activities related to both applications into question. All the above have resulted in deferral of projects, limited availability of materials for numerous customers, and higher costs due to less availability of recycled products.

I appeal to you to look upon both applications favorably. I believe it is also in the best interest of countless customers and residents. Thank you for your consideration.

Sincerely,  
GEORGE & LYNCH, INC.

*Christopher W. Baker*

Christopher W. Baker  
President