

# Milford Area

## Working Group

### Meeting No. 8

May 16, 2005





# Working Group Members

**Scott Adkisson**  
*Milford Area Resident*

**Robert Burris**  
*Burris Logistics*

**I.G. Burton, III**  
*Businessman*

**Richard Carmean**  
*City Manager, City of Milford*

**F. Brooke Clendaniel**  
*Milford Historical Society*

**Mark Davis**  
*Delaware Dept. of Agriculture*

**David Edgell**  
*Office of State Planning Coordination*

**Terry Feinour**  
*Bayhealth Medical Center*

**Scott Fitzgerald**  
*Lincoln Area Businessman*

**Connie Fox**  
*Farmer, Realtor*

**Dean Geyer**  
*Geyer's Restaurant*

**Wyatt Hammond**  
*Chamber of Commerce for  
Greater Milford*

**E. Keith Hudson**  
*Milford Police Chief*

**Carl King, Jr.**  
*Lincoln Area Farmer*

**Lawrence Lank**  
*Sussex County Planning &  
Zoning Commission*

**Michael Levensgood**  
*Perdue Farms*

**Mark Mallamo**  
*Milford Resident*

**Randy Marvel**  
*Milford Planning Commission*

**William Matthews, Jr.**  
*Sussex County Emergency  
Medical Services*

**Michael Petit de Mange**  
*Kent County Department of  
Planning Services*

**David Mick**  
*Carlisle Fire Company*

**Skip "Michael" Pikus**  
*Downtown Milford Incorporated*

**Trawana Porter**  
*First State Community Action  
Agency*

**Ronald Robbins**  
*Farm Bureau*

**Mike Simmons**  
*DelDOT, Project Development*

**Glen Stevenson**  
*Milford School District*

**Elliot Workman**  
*Delaware Nature Society  
Abbots Mill Nature Center*



# Agenda

- 5:30 Call Meeting to Order **Bob Kramer**
- 5:35 Opening Remarks **Monroe Hite, III**
- 5:40 Brief Review of Last Meeting **Monroe Hite, III**
- 5:50 Traffic Analysis Status Report **Jeff Riegner**
- 6:20 Review of Alternatives and Impacts **Project Team**
  - On-alignment Alternatives
  - Eastern Bypass Alternatives
  - Western Bypass Alternatives
- 7:30 Group Discussion **Working Group**
- 8:45 Summary of Group Discussion **Bob Kramer**
- 8:55 Next Steps / Closing Remarks **Monroe Hite, III**
- 9:00 Adjourn **Bob Kramer**



# Project Notebook

- **Tab 1: PowerPoint Slides**
- **Tab 2: Updated Matrix**



## Recent Meetings

- **Apr. 20, 2005:** Environmental resource agency meeting
- **Apr. 21, 2005:** Georgetown area working group meeting no. 7
- **Apr. 25, 2005:** Milford area working group meeting no. 7
- **Apr. 26, 2005:** Ellendale area working group meeting no. 5
- **Apr. 27, 2005:** Millsboro-South area working group meeting no. 8

## Upcoming Meeting

- **May 18, 2005:** Georgetown area working group meeting no. 8



## Upcoming Public Workshops

- **May 17, 2005:**                   **Ellendale**
  - 4:00 – 7:00 PM at Ellendale Fire Company,  
302 Main Street, Ellendale
  
- **May 23, 2005:**                   **Millsboro**
  - 4:00 – 7:00 PM at Millsboro Fire Company  
109 East State Street, Millsboro
  
- **May 24, 2005:**                   **Selbyville**
  - 4:00 – 7:00 PM at Selbyville Fire Company  
31 North Main Street, Selbyville
  
- **June 6, 2005:**                   **Milford**
  - 4:00 – 7:00 PM at Carlisle Fire Company  
615 NW Front Street, Milford
  
- **June 13, 2005:**                   **Georgetown**
  - 4:00 – 7:00 PM at CHEER Community Center  
20520 Sand Hill Road, Georgetown



## Brief Review of Last Meeting

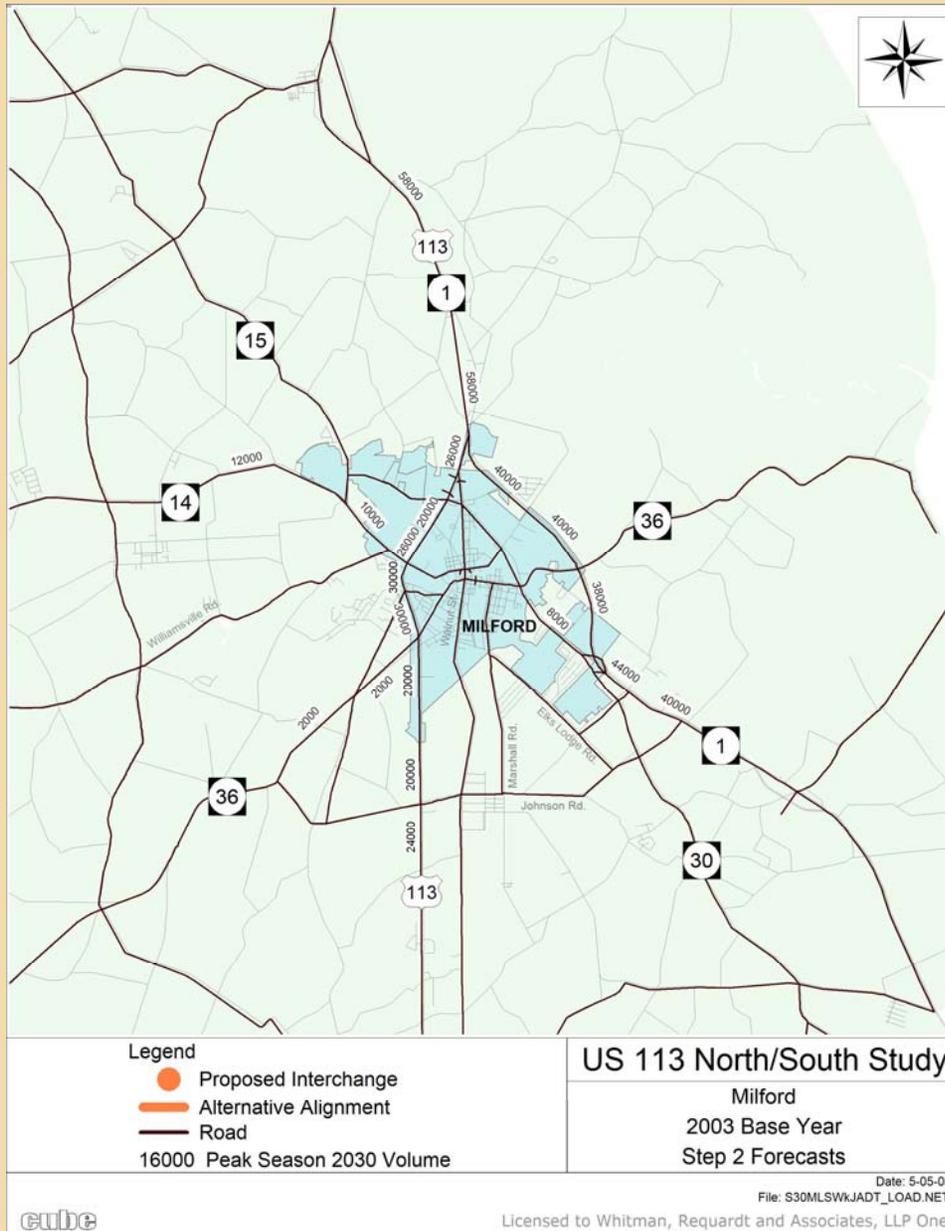
- One on-alignment alternative must be retained for detailed study
- All small groups agreed to drop Alternative B
- General consensus to drop Alternative 1 (impacts Whitehead farm)
- No consensus yet regarding C, D, E, F, 2, and 3
  - Avoid historic properties
  - Provide compact interchange at SR 1
- West side is generally less desirable than east.  
Possible candidates to drop:
  - Alternative J (although one group suggested retaining it)
  - Alternative L (rendered infeasible by new Veterans Home)
  - Alternative 5 (more impacts than Alternatives 4 and 6)



## Traffic Analysis

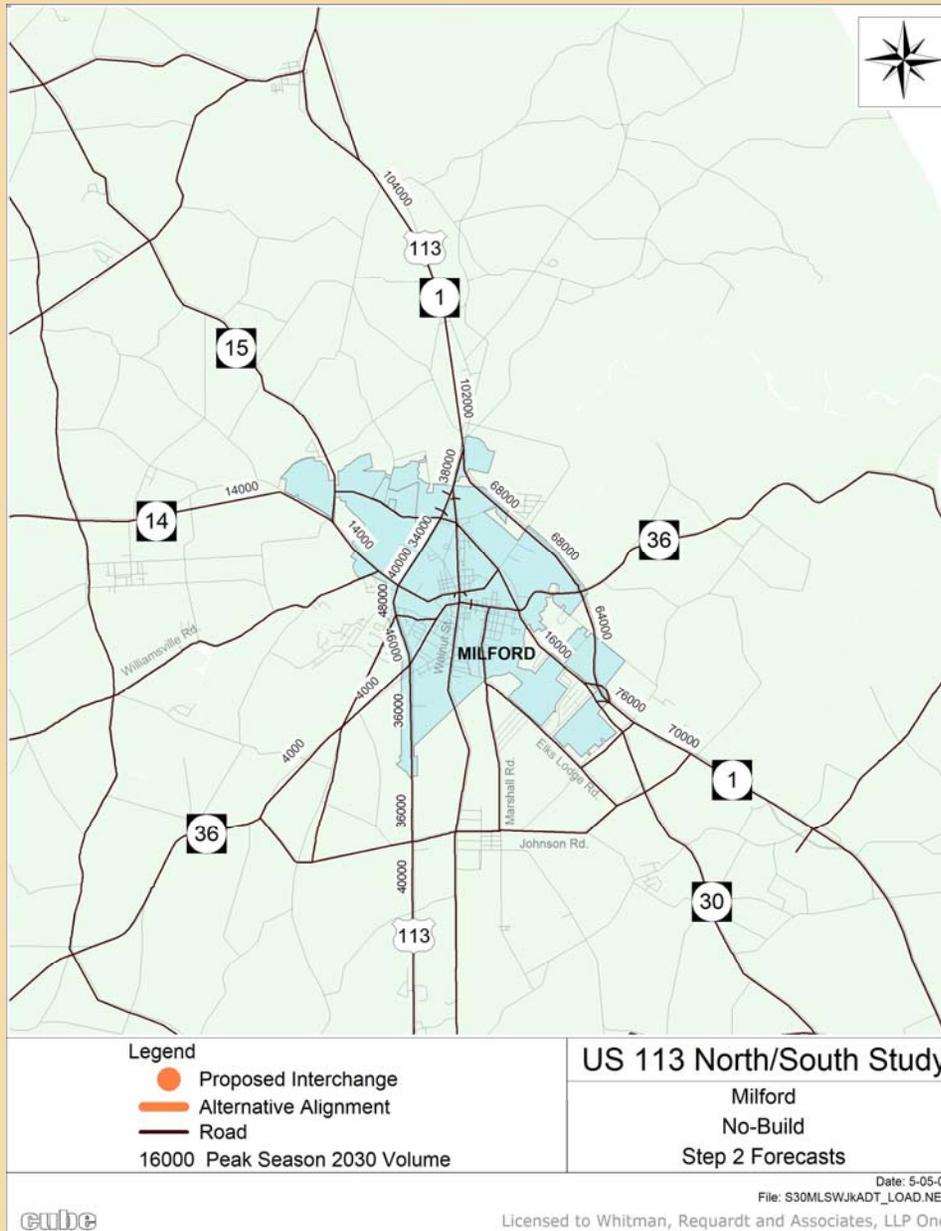
- **The traffic projections presented tonight are preliminary. This means that they can be used to:**
  - **Make comparisons among off-alignment alternatives, determining which best meet anticipated traffic needs**
  - **Determine approximate benefits along existing US 113**
- **They are NOT yet sufficient to:**
  - **Compare off-alignment to on-alignment alternatives**
  - **Determine specific interchange configurations**
  - **Determine specific intersection designs**
  - **Identify specific traffic composition (e.g. local/through, north/south, east/west, etc.)**
- **More detailed forecasts will be developed as the project progresses to allow us to perform more detailed analyses.**





# Traffic Analysis: Base Year Conditions

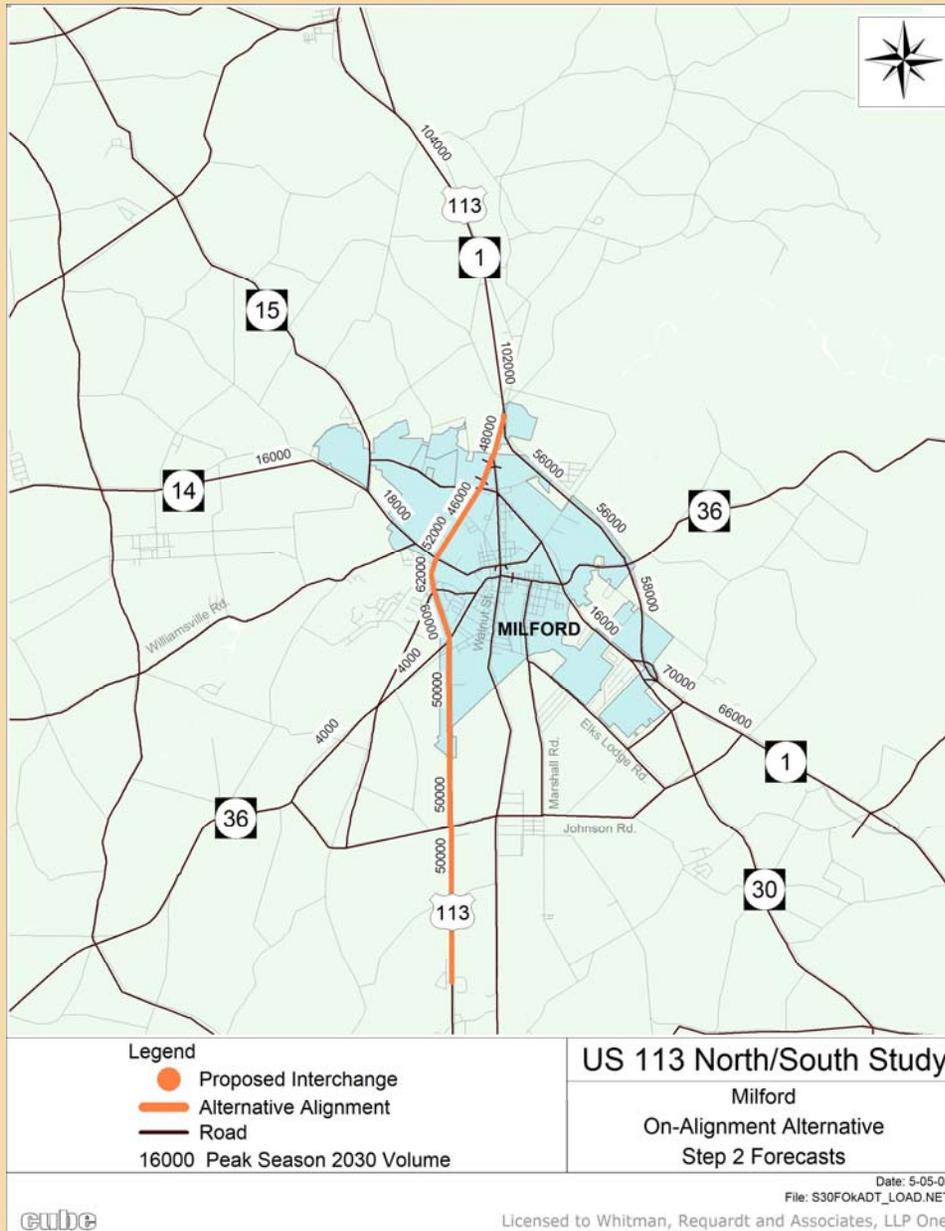




# Traffic Analysis: No-Build Alternative

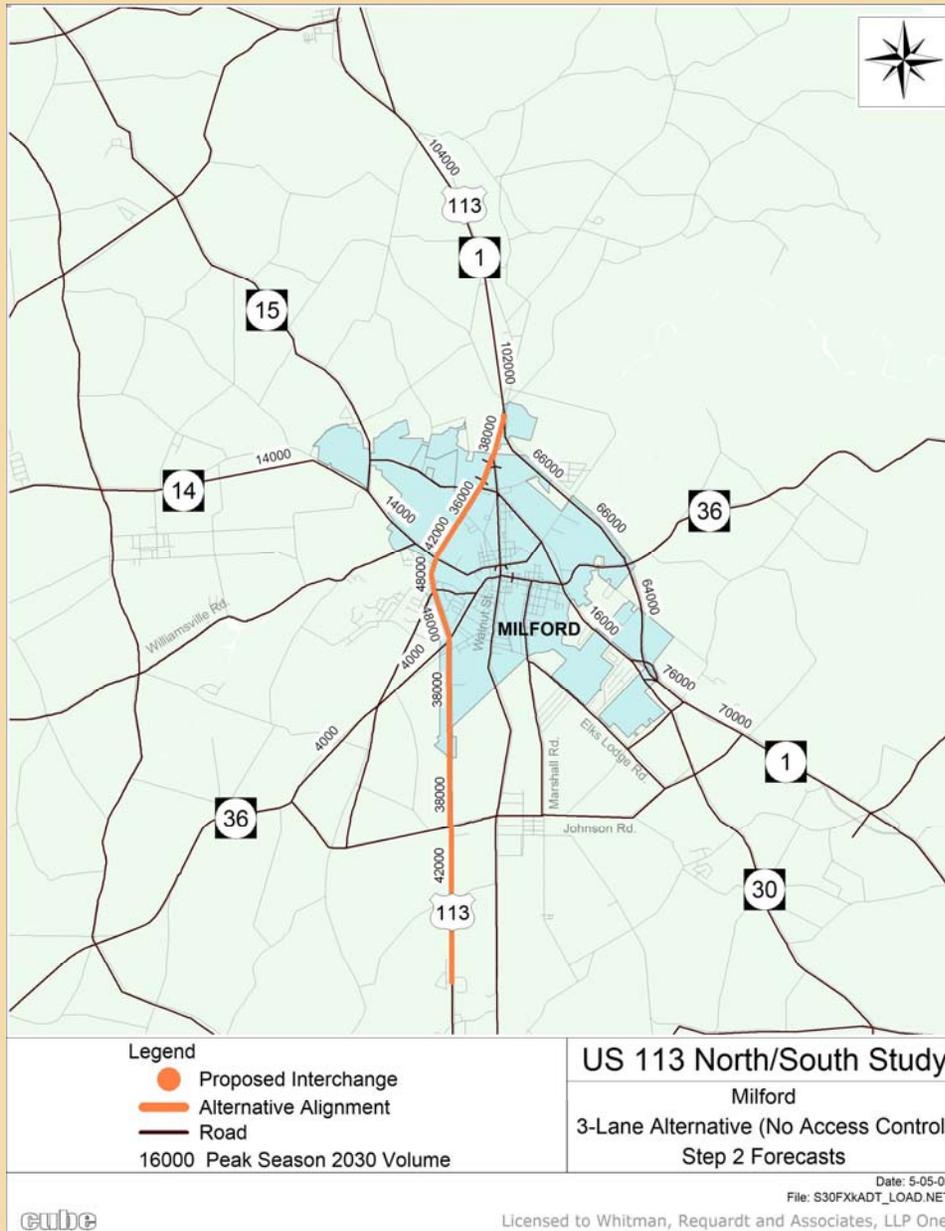
**Step 2 forecasts are preliminary; further refinements are underway.**





# Traffic Analysis: Alternative A

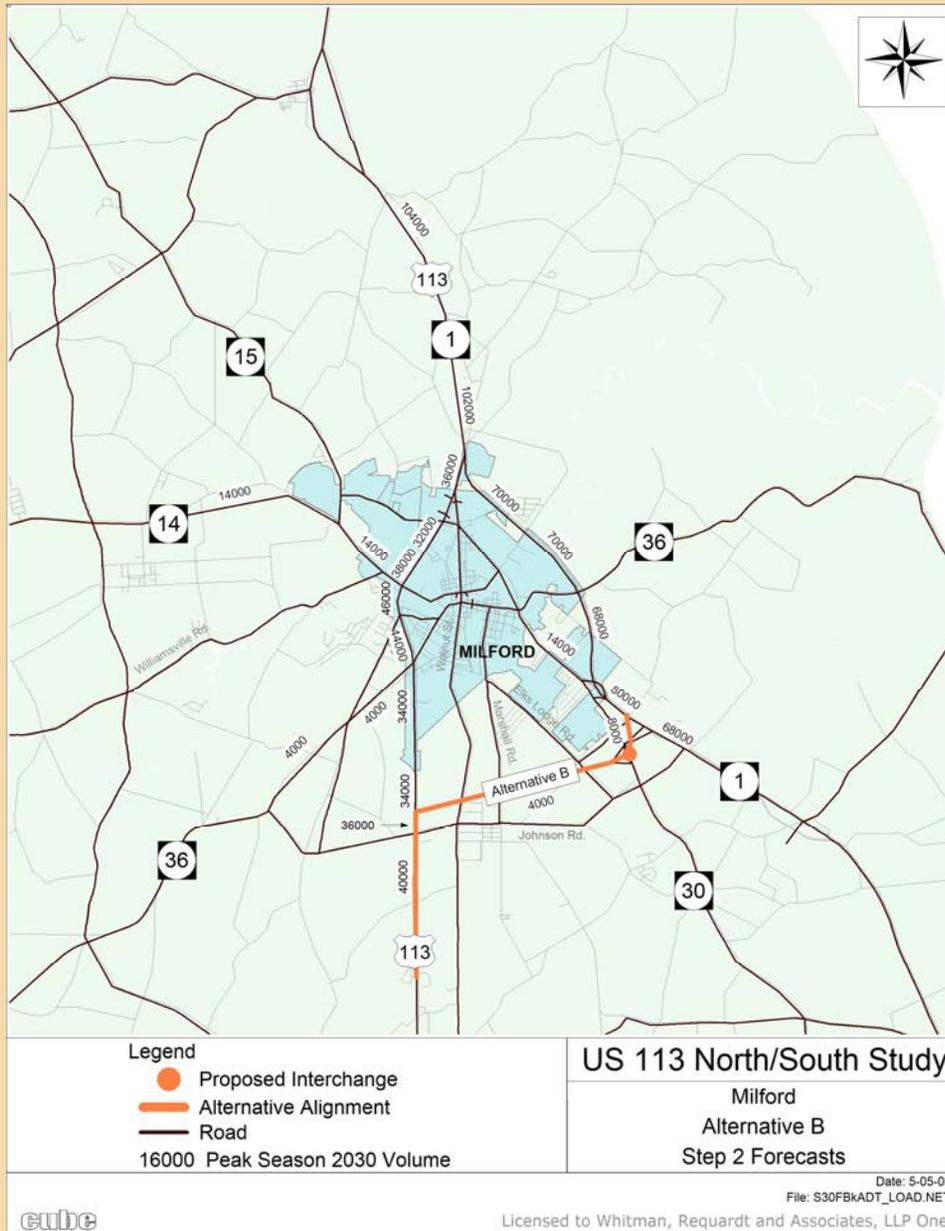
**Step 2 forecasts are preliminary; further refinements are underway.**



# Traffic Analysis: Alternative A Option 3

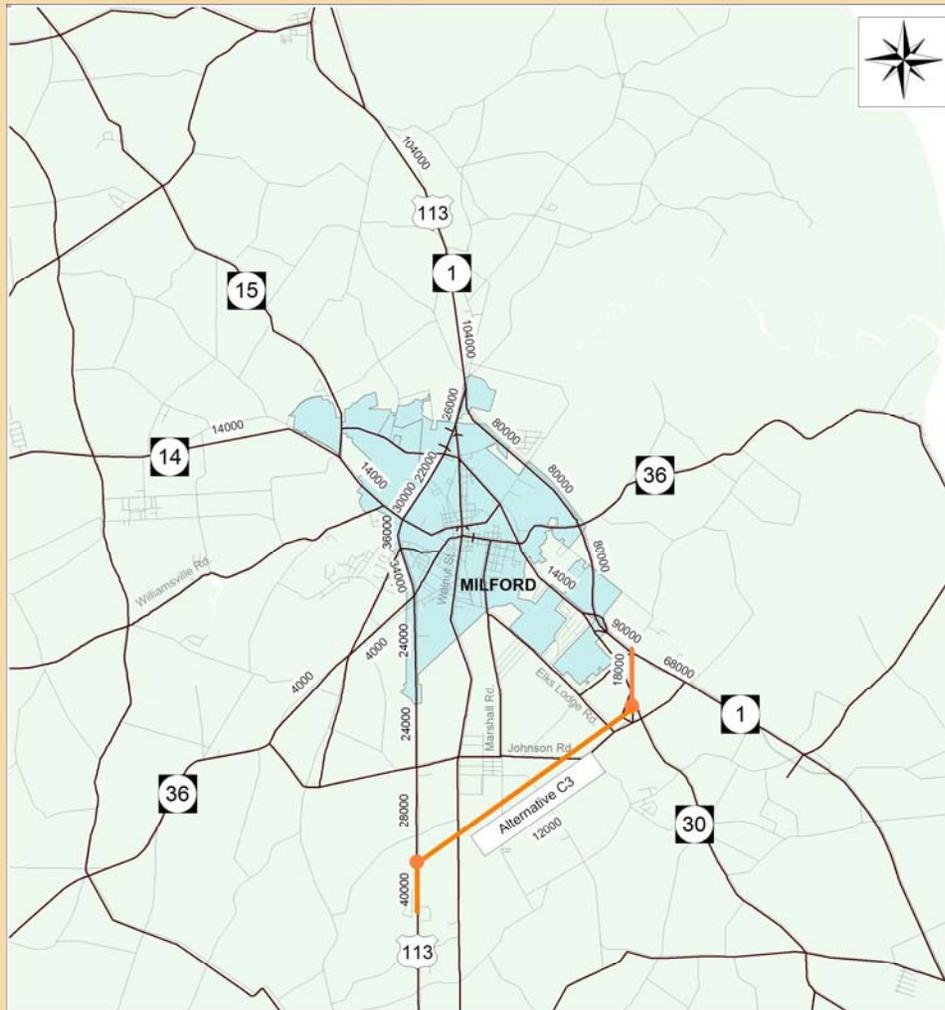
**Step 2 forecasts are preliminary; further refinements are underway.**





# Traffic Analysis: Alternative B

**Step 2 forecasts are preliminary; further refinements are underway.**



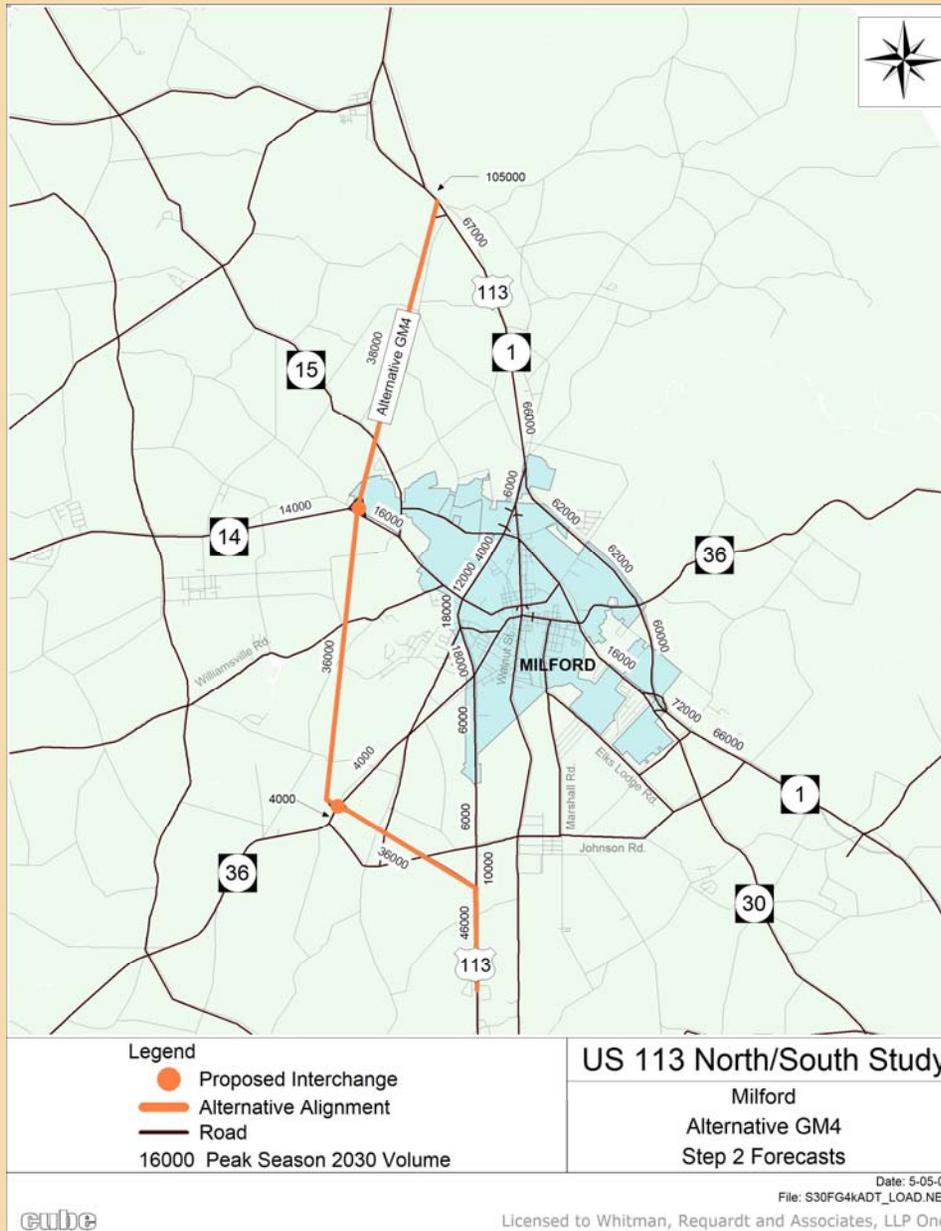
**Legend**  
 ● Proposed Interchange  
 — Alternative Alignment  
 — Road  
 16000 Peak Season 2030 Volume

**US 113 North/South Study**  
 Milford  
 Alternative C3  
 Representing Alternatives C or D 1, 2, or 3  
 Step 2 Forecasts

Date: 5-05-05  
 File: S30FC3KADT\_LOAD.NET

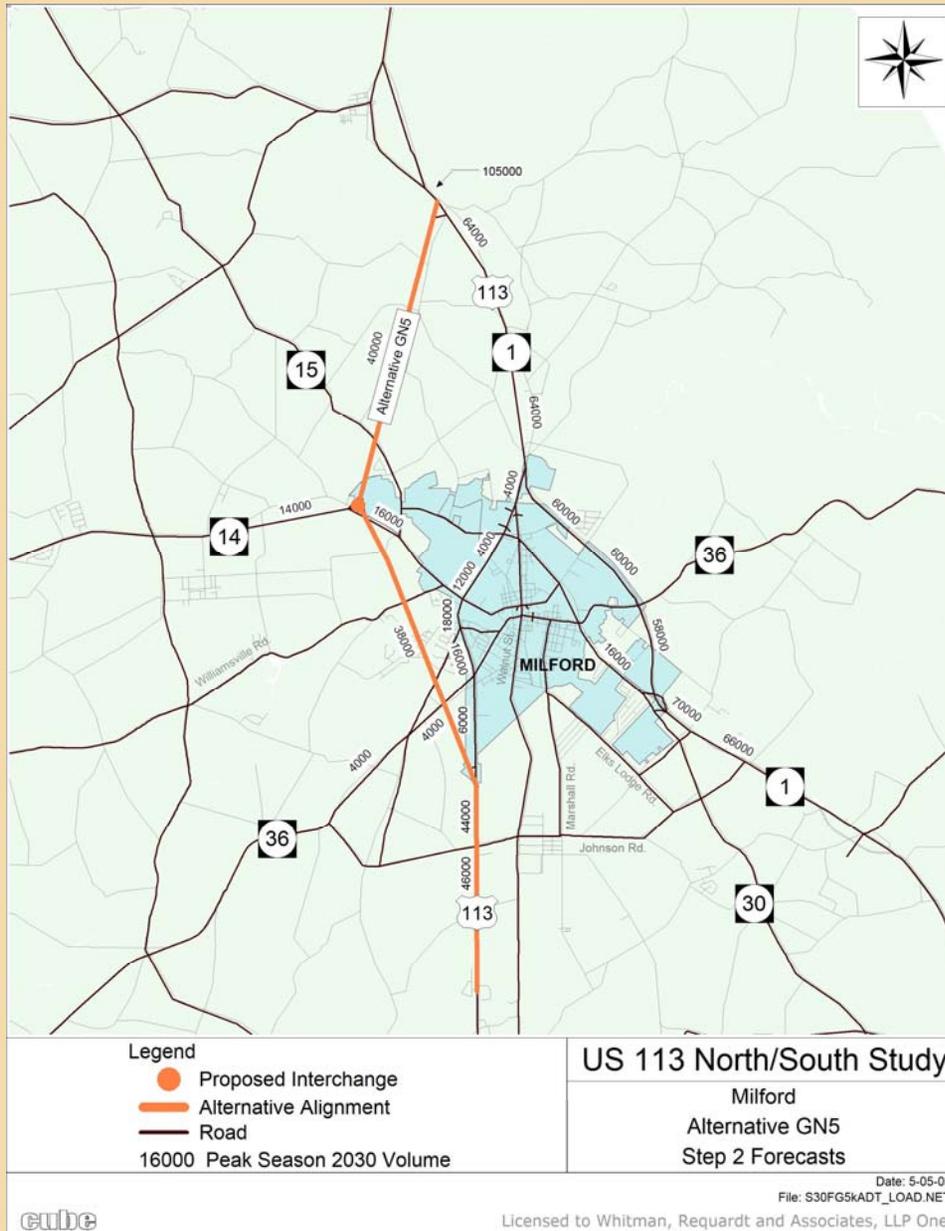
# Traffic Analysis: Alternatives C, D, E, and F

**Step 2 forecasts are preliminary; further refinements are underway.**



# Traffic Analysis: Alternative GM4

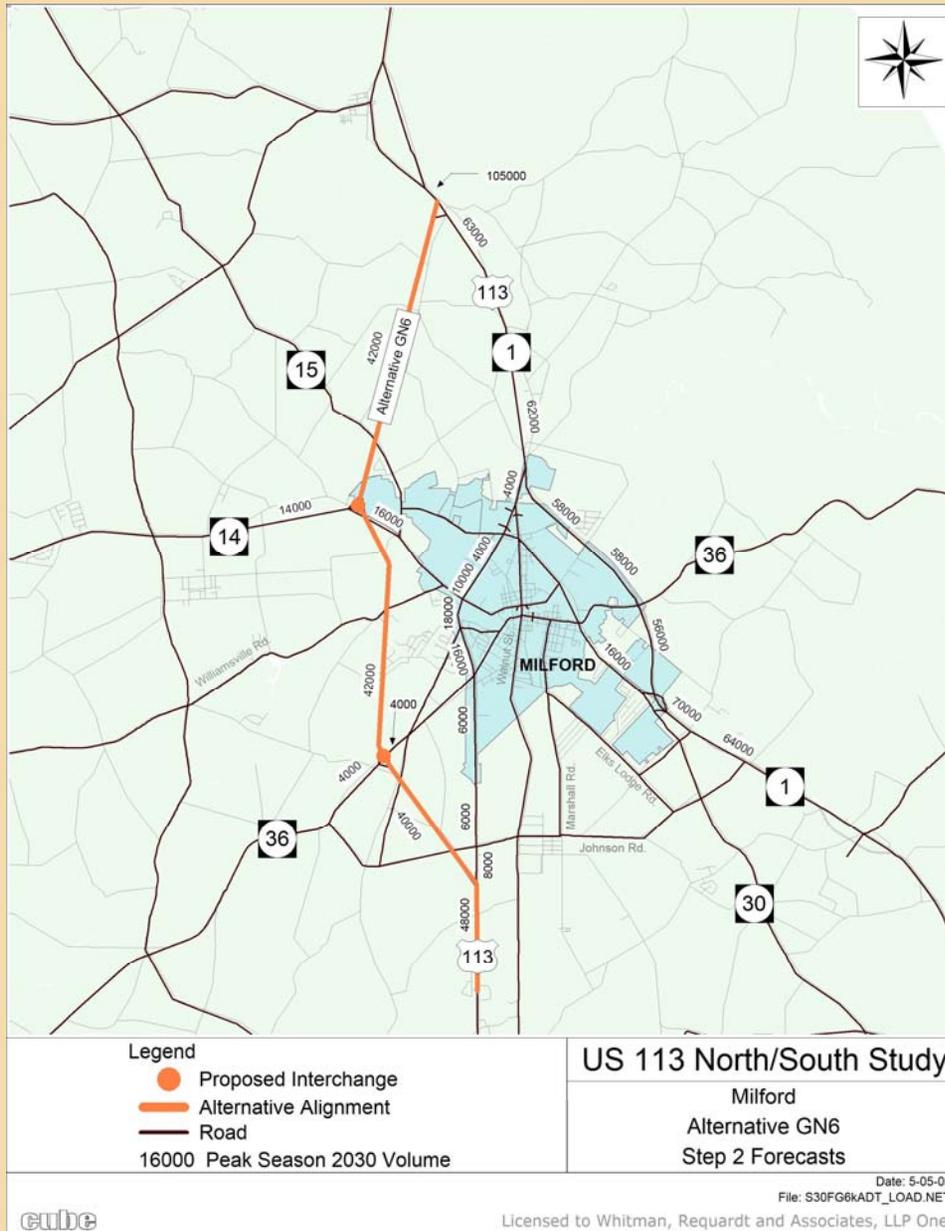
**Step 2 forecasts are preliminary; further refinements are underway.**



# Traffic Analysis: Alternative GN5

**Step 2 forecasts are preliminary; further refinements are underway.**

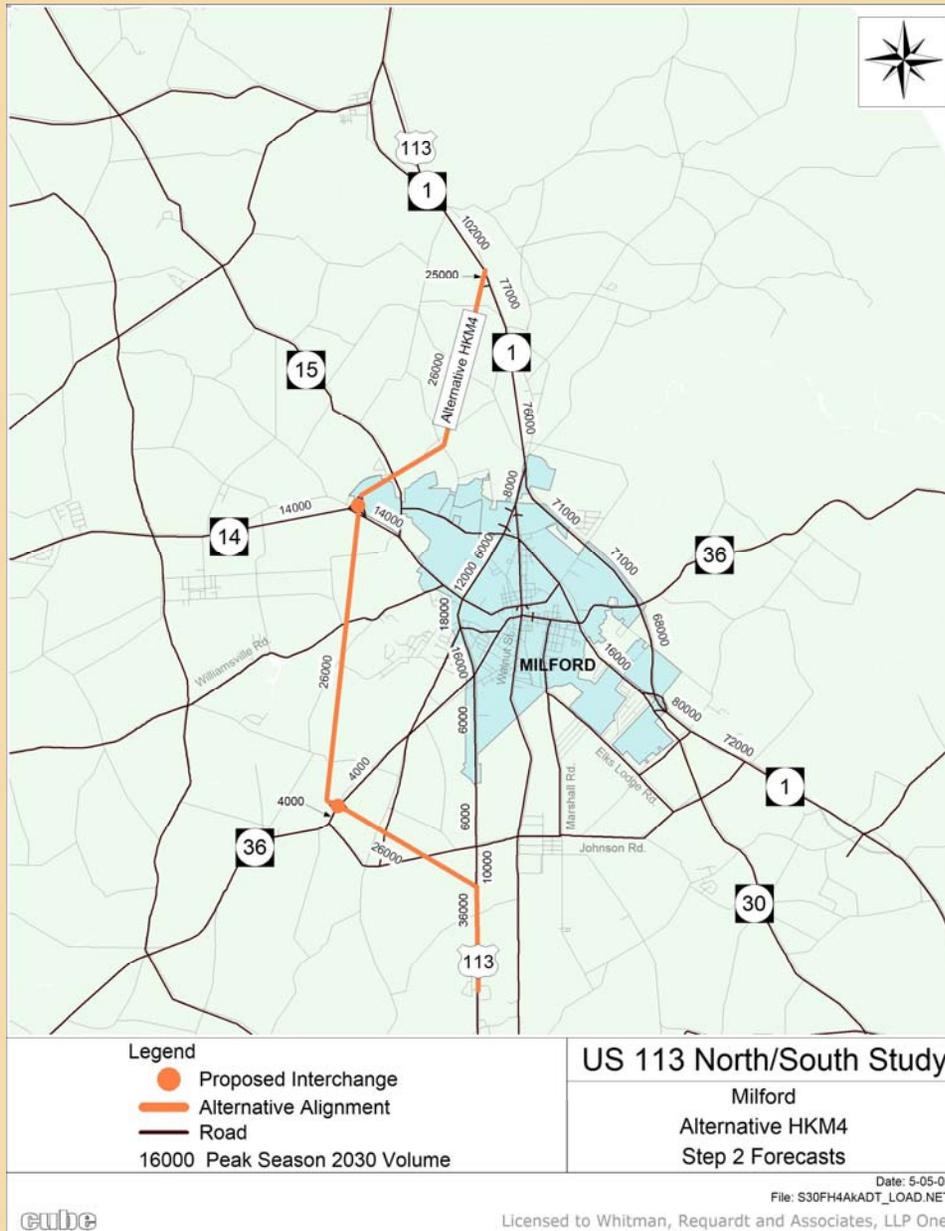




# Traffic Analysis: Alternative GN6

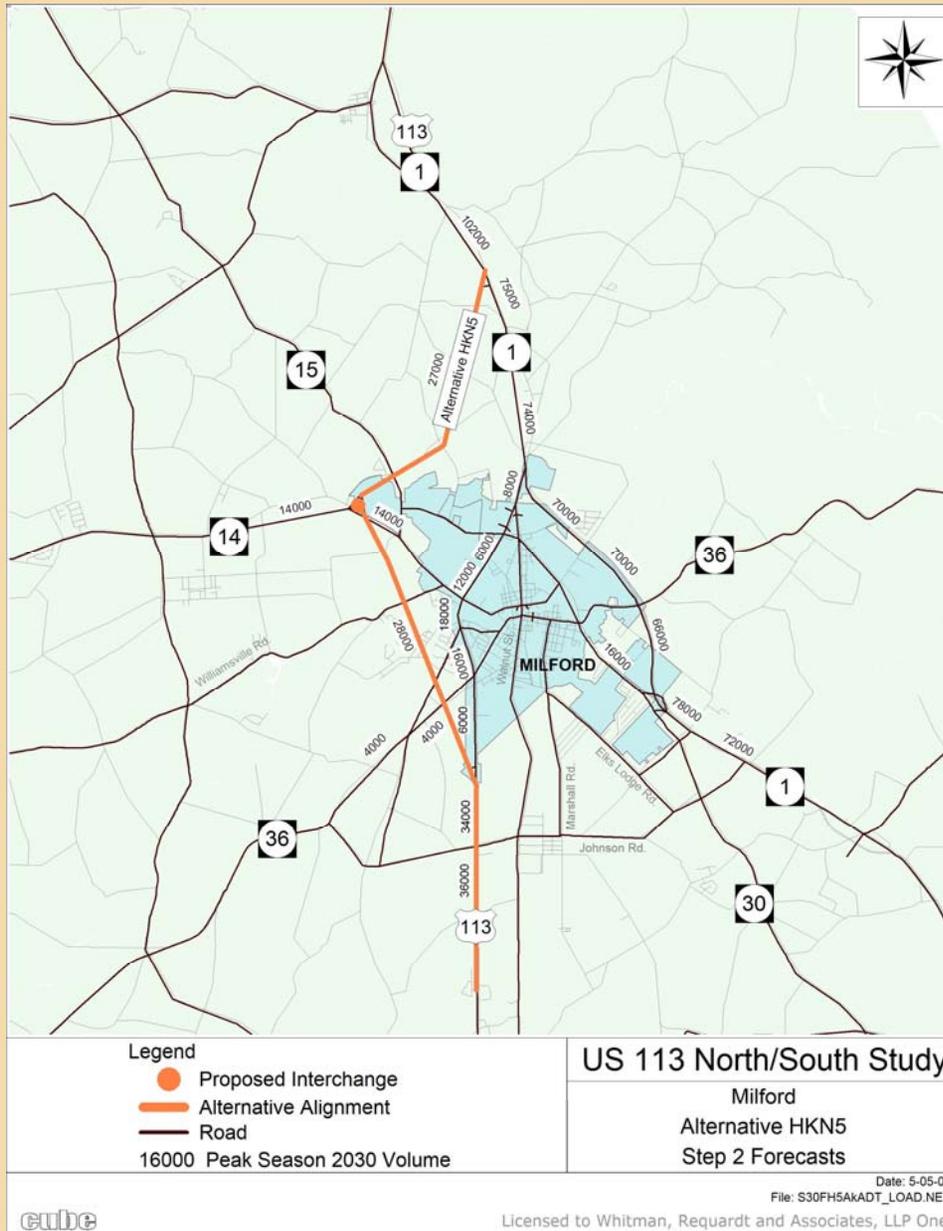
**Step 2 forecasts are preliminary; further refinements are underway.**





# Traffic Analysis: Alternative HKM4

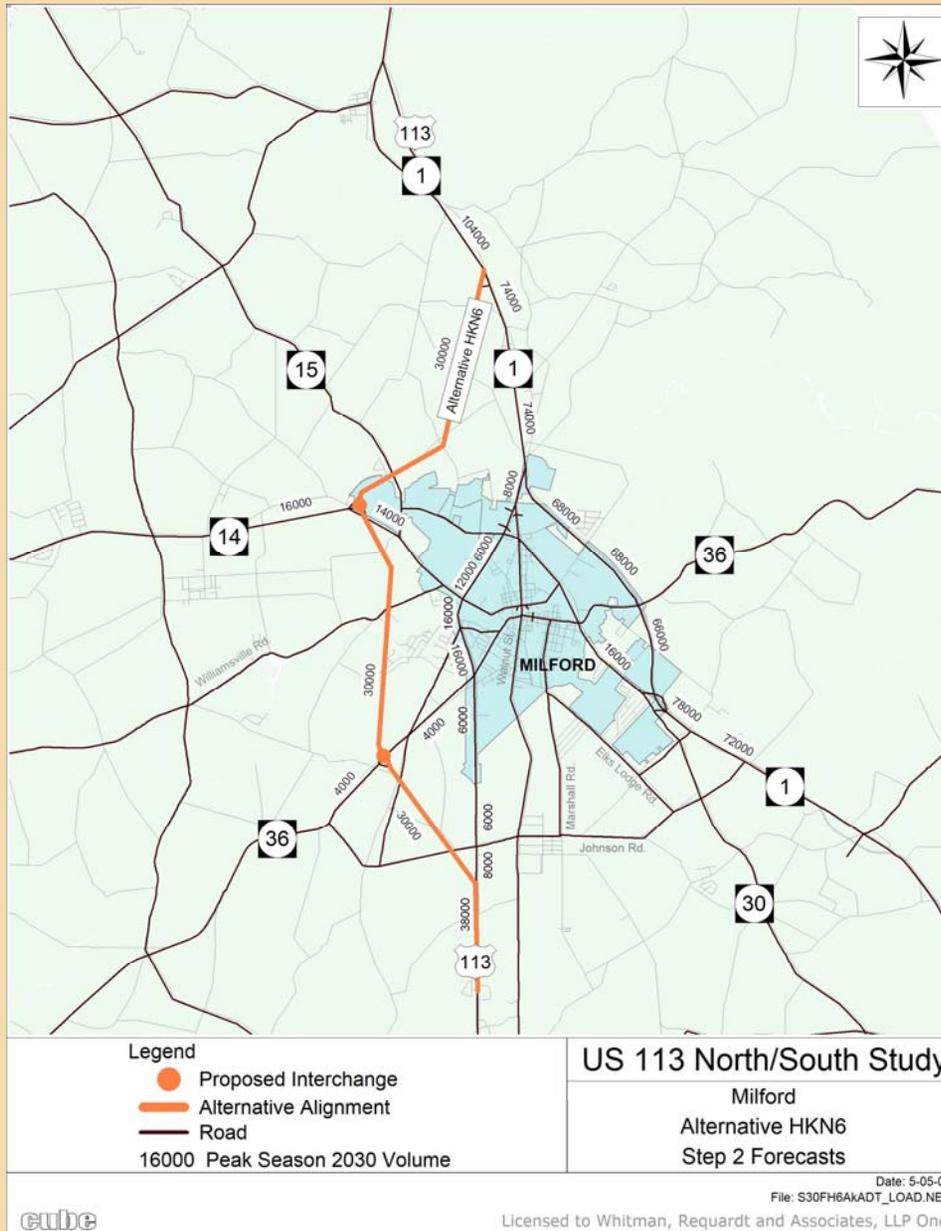
**Step 2 forecasts are preliminary; further refinements are underway.**



# Traffic Analysis: Alternative HKN5

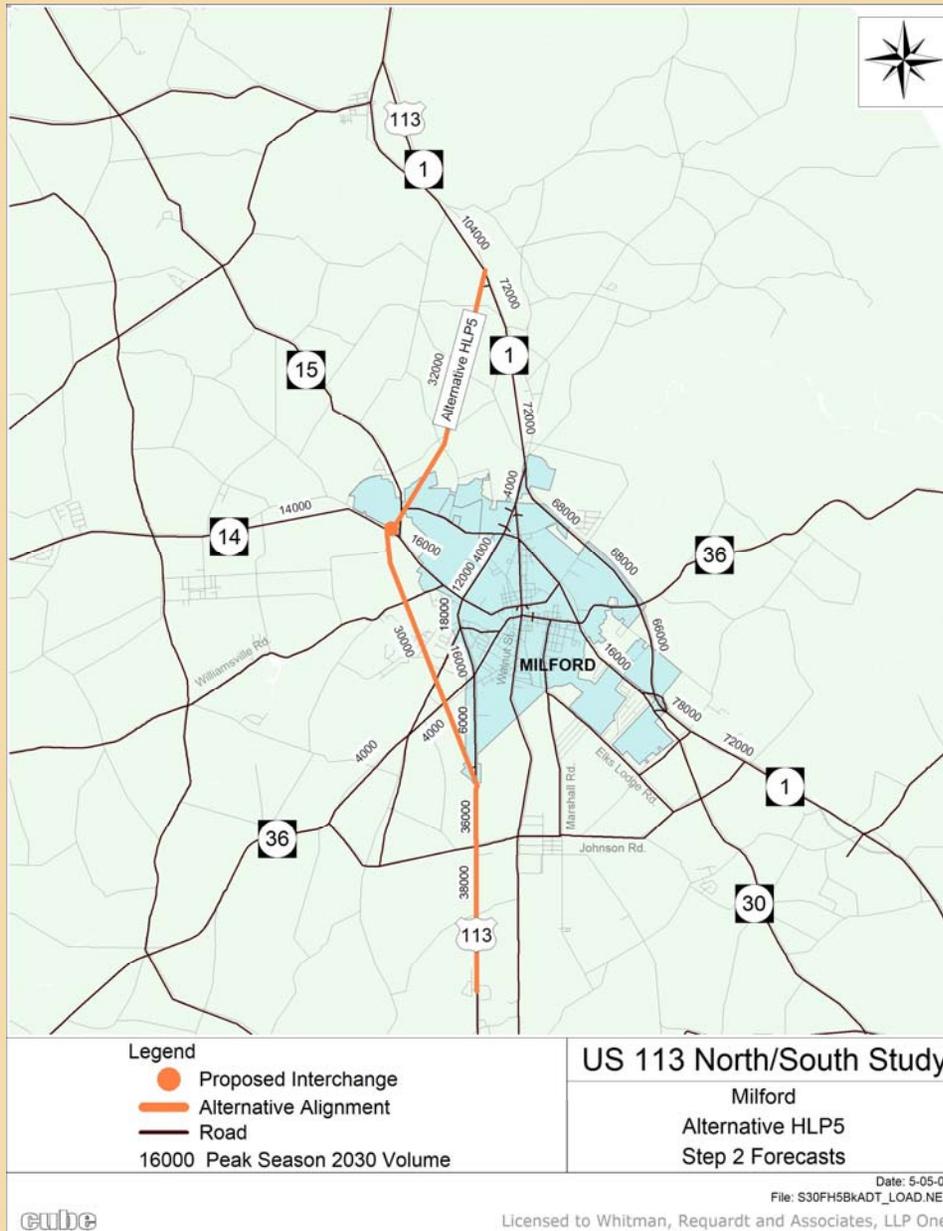
**Step 2 forecasts are preliminary; further refinements are underway.**





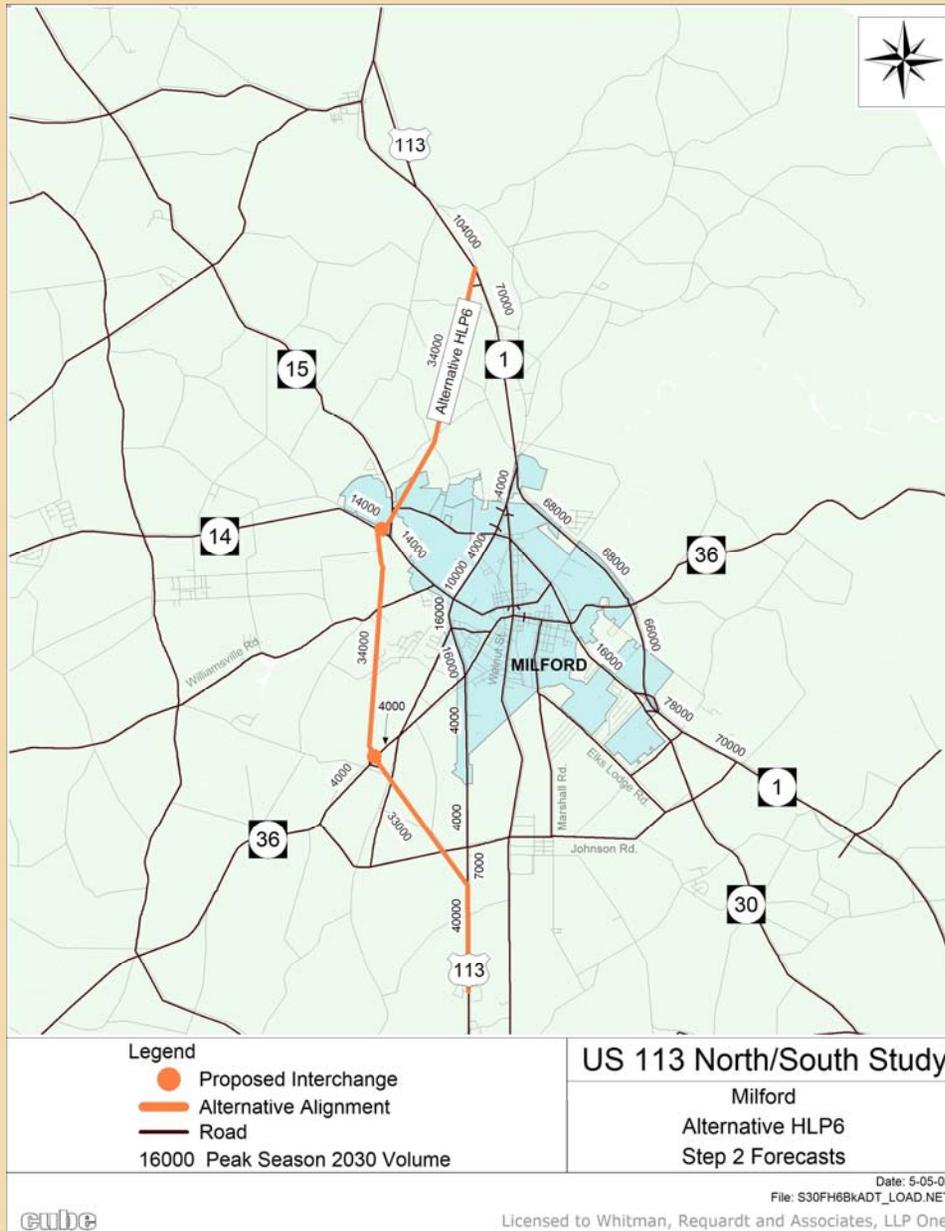
# Traffic Analysis: Alternative HKN6

**Step 2 forecasts are preliminary; further refinements are underway.**



# Traffic Analysis: Alternative HLP5

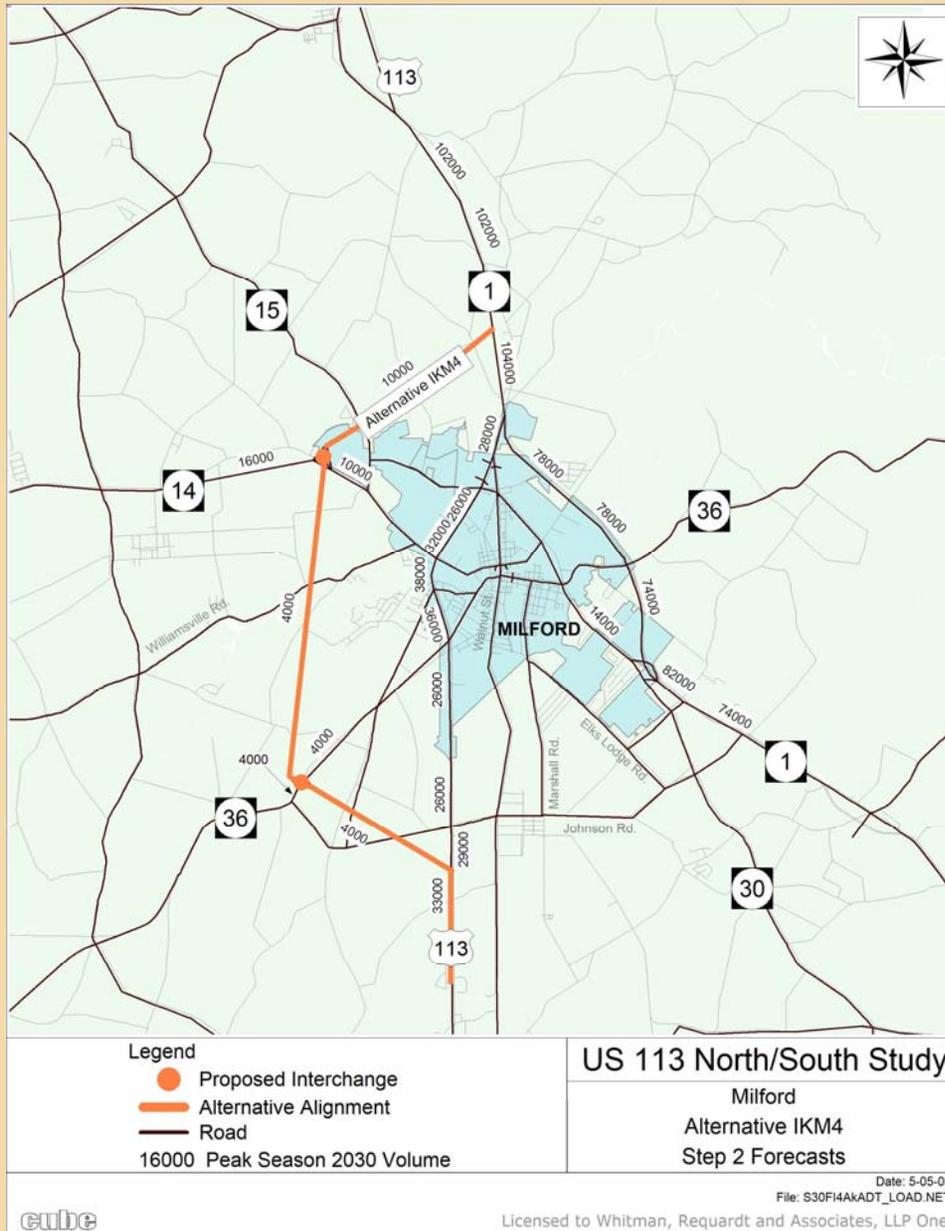
**Step 2 forecasts are preliminary; further refinements are underway.**



# Traffic Analysis: Alternative HLP6

**Step 2 forecasts are preliminary; further refinements are underway.**

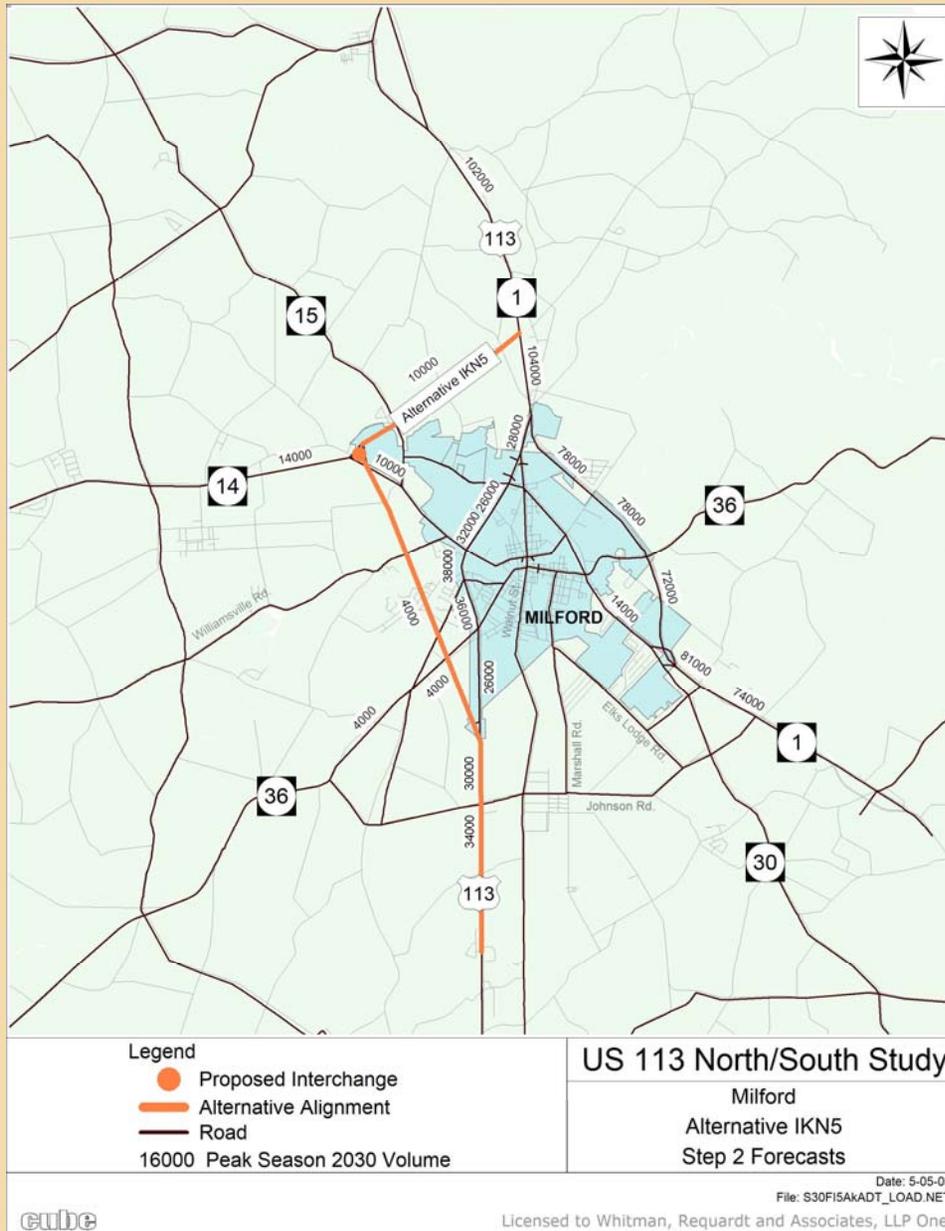




# Traffic Analysis: Alternative IKM4

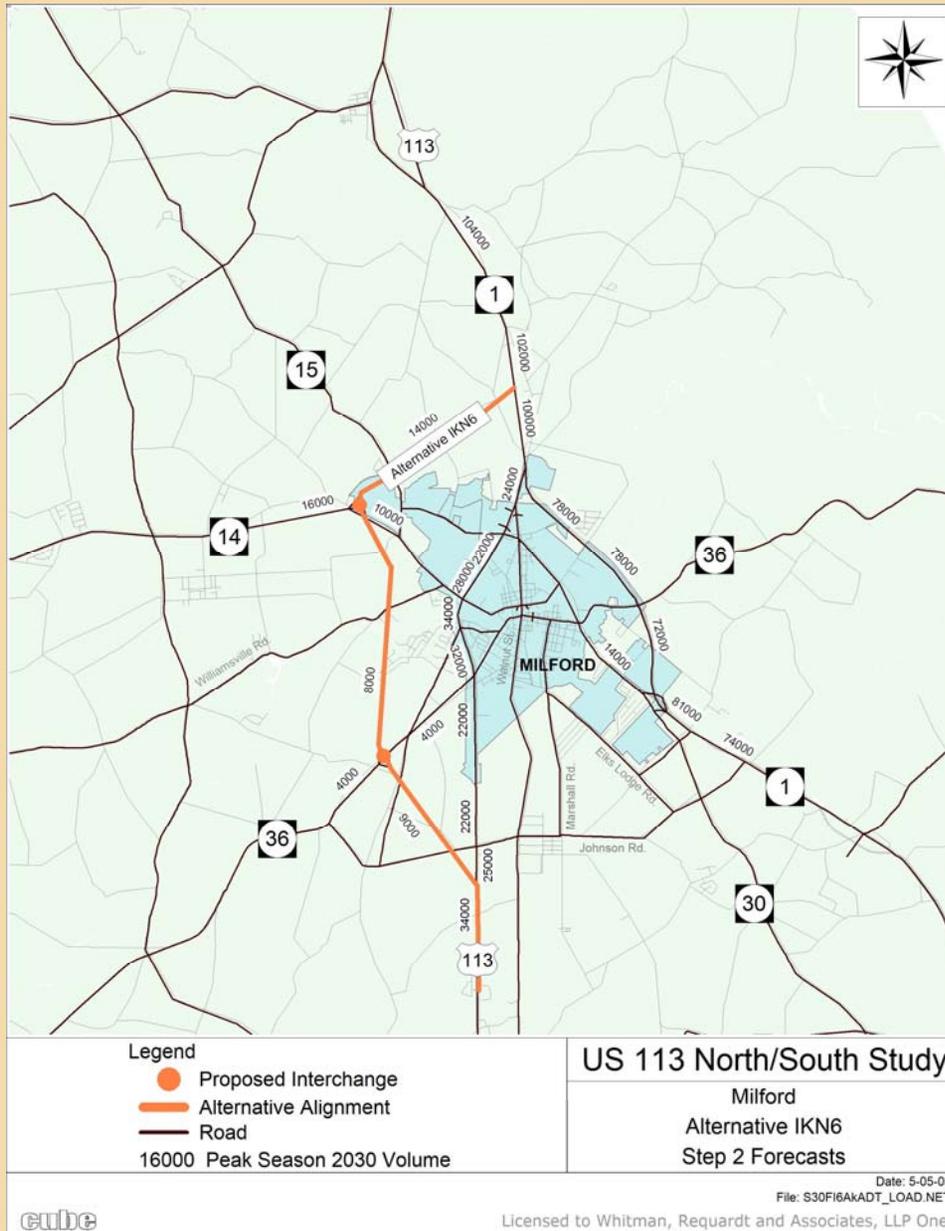
**Step 2 forecasts are preliminary; further refinements are underway.**





# Traffic Analysis: Alternative IKN5

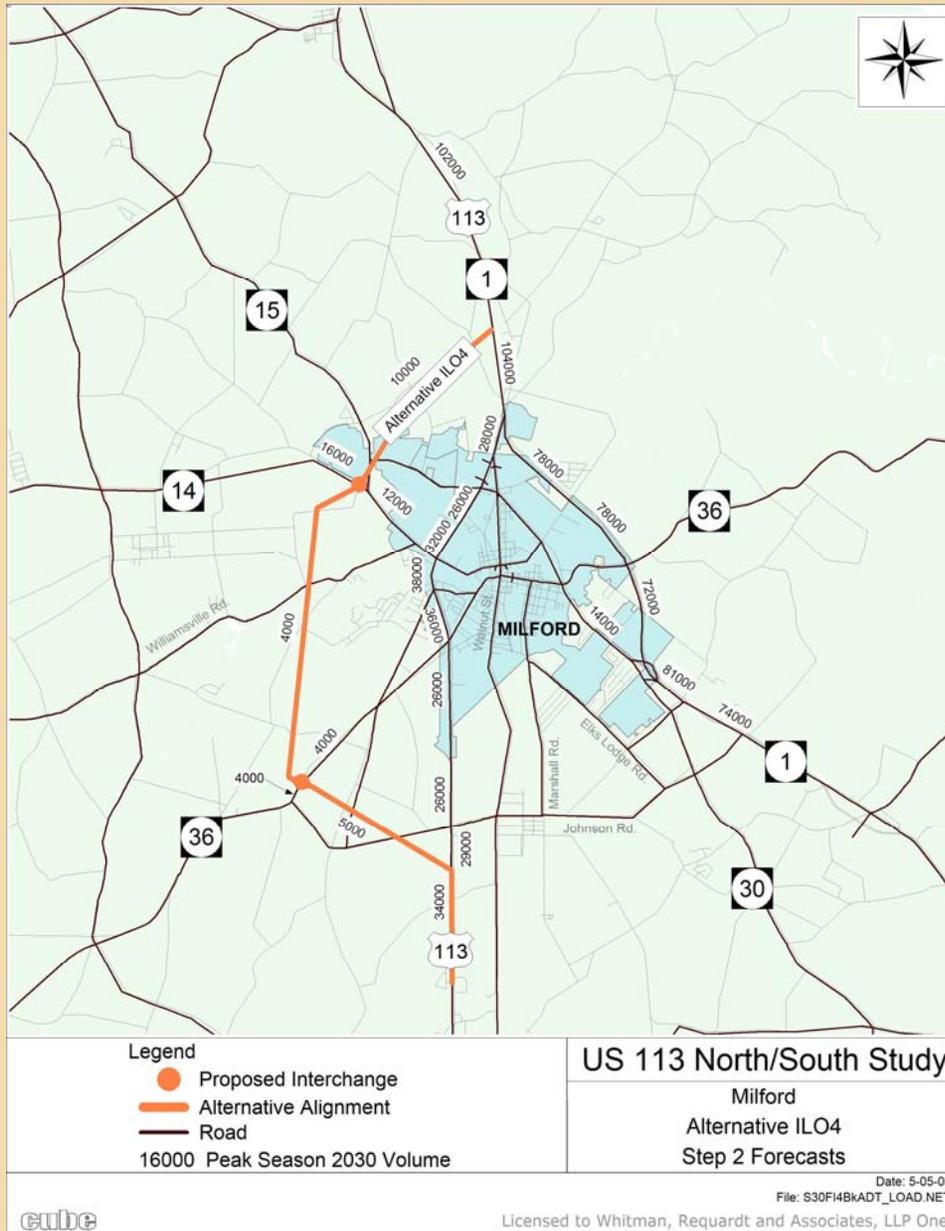
**Step 2 forecasts are preliminary; further refinements are underway.**



# Traffic Analysis: Alternative IKN6

**Step 2 forecasts are preliminary; further refinements are underway.**

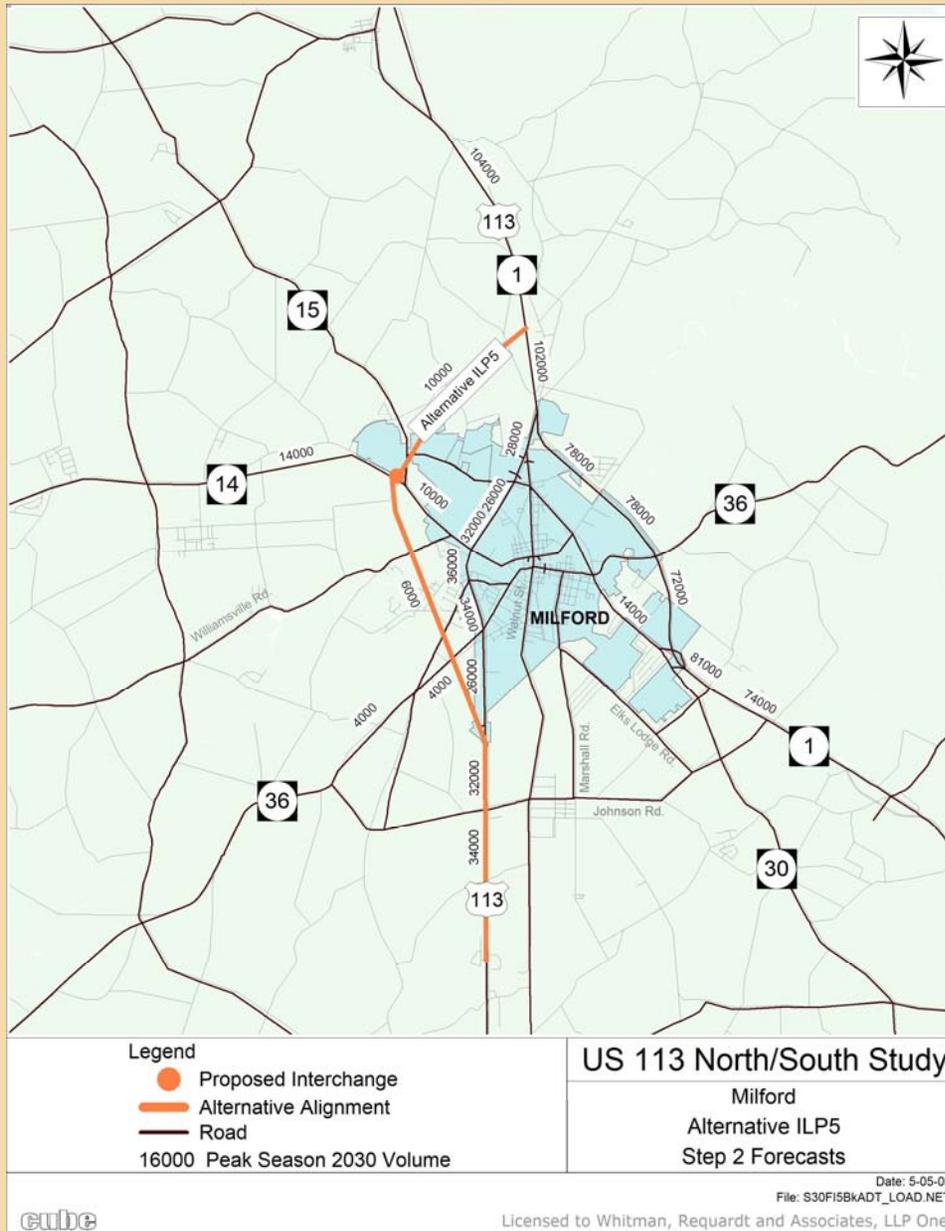




# Traffic Analysis: Alternative ILO4

**Step 2 forecasts are preliminary;  
further refinements are underway.**

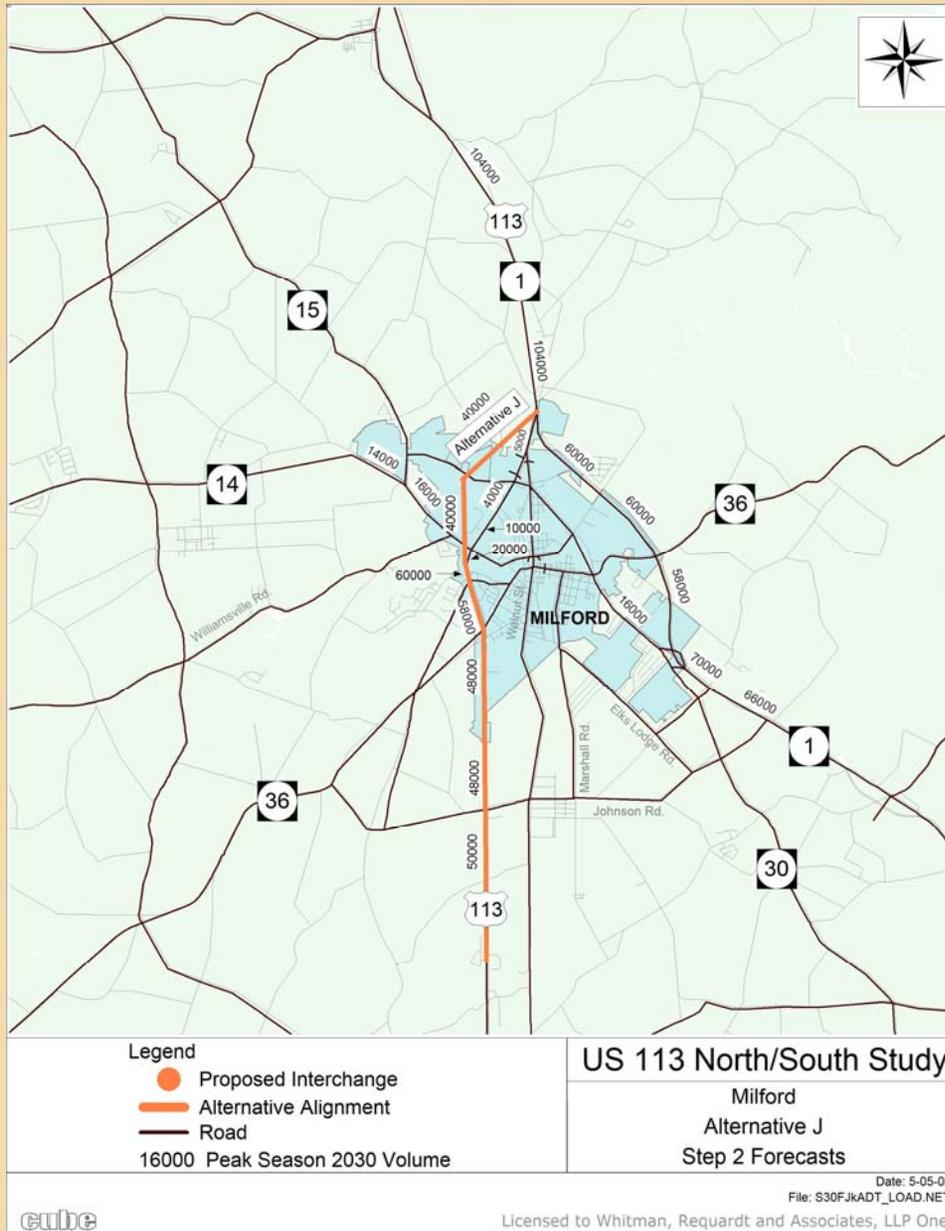




# Traffic Analysis: Alternative ILP5

**Step 2 forecasts are preliminary; further refinements are underway.**





# Traffic Analysis: Alternative J

**Step 2 forecasts are preliminary; further refinements are underway.**

# Traffic Analysis Summary

Alternative	US 113 Volumes (at County Line)	Bypass Volumes	Volumes Beyond Limits of Alternatives		Comments
			North	South	
<b>Base Year</b>	30,000	N/A	58,000	24,000	2003 volumes
<b>No Build</b>	48,000	N/A	102,000	40,000	
<b>A (on-alignment)</b>	62,000	N/A	102,000	50,000	Additional traffic due to diversion from SR 1
<b>Eastern Bypass Alternatives</b>					
<b>B</b>	46,000	4,000 – 8,000	102,000	40,000	
<b>C, D, E, F</b>	36,000	12,000 – 18,000	104,000	40,000	
<b>Western Bypass Alternatives</b>					
<b>G</b>	18,000	36,000 – 42,000	105,000	46,000 – 48,000	
<b>H</b>	16,000 – 18,000	26,000 – 34,000	102,000 – 104,000	36,000 – 40,000	
<b>I</b>	34,000 – 38,000	4,000 – 14,000	102,000 – 104,000	33,000 – 34,000	
<b>J</b>	N/A	40,000	104,000	50,000	



## **Traffic Analysis**

### **What Conclusions Can We Draw?**

- **On-alignment (Alt. A)**
  - Carries more traffic than no-build due to diversions from other routes, primarily SR 1
- **Eastern bypass alternatives (Alts. B-F)**
  - B is ineffective, carrying much less traffic than C-F due to its greater length
  - C-F divert about one-third of the traffic from existing US 113, resulting in slightly more traffic on US 113 than exists today



## **Traffic Analysis**

### **What Conclusions Can We Draw?**

- **Western bypass alternatives (Alts. G-J)**
  - **G and H are most effective, diverting about two-thirds of the traffic from existing US 113, resulting in much less traffic on US 113 than exists today**
  - **I diverts about one-quarter of the traffic from existing US 113, resulting in slightly more traffic on US 113 than exists today**
  - **J diverts 80 to 90 percent of the traffic from existing US 113 in Kent County, but relies on on-alignment improvements south of Haven Lake**



### Traffic and Safety

- Existing Data & Supplement / Update
  - weekday commuters
  - weekend / seasonal
  - local / regional
- What & Where
  - local congestion
  - regional bottlenecks
- Safety Factors
  - statistics
  - reports
  - firsthand knowledge

### Stakeholder Input

- Listening Tour / Interviews
- Working Groups
- Elected and Government Officials
- Public Workshops
- Groups with Special Interests
- Those Most Directly Affected
- Document Key Issues

# Retaining Alternatives for Detailed Study

### Environmental Resources & Land Use

- Environmental Resources Inventory
- Land Use - Recent Trends & Projections
- Environmental Process (MATE)
- Permits



### Products

- Purpose and Need
- Project Vision, Goals and Objectives
- Alternatives Development / Assessment
- Detailed Alternatives / Assessment
- Alternatives (Preferred) / Draft Environmental Documents
- Selected Alternative / Final Environmental Documents
- Implementation -
  - Protect Selected Alignments
  - Program / Prioritization of Improvements
    - Short-Term Operational Improvements
    - Mid-Term Improvements (CTP)
    - Longer-Term Improvements



## **Retaining Alternatives for Detailed Study**

- **The no-build alternative and at least one on-alignment alternative will be retained for detailed study.**
- **The matrix, traffic information, and public opinion are the tools we have available to narrow down the list of alternatives.**
- **By the end of this meeting, we would like the group to recommend:**
  - **which on-alignment alternative(s) be retained**
  - **which east bypass alternative(s) be retained, if any**
  - **which west bypass alternative(s) be retained, if any**



## **On-Alignment Alternatives**

- **Options 1 and 2 have been combined based on public input.**
  - **Full control of access along existing US 113**
  - **Grade separations and frontage roads used for access**
- **Option 3 adds one lane in each direction at grade.**
  - **Grade separations at Airport Road and SR 14**
  - **All other existing signals will remain**
  - **This option is being evaluated to determine whether it addresses purpose and need**
- **Public/working group opinions:**
  - **There is little support for an on-alignment alternative, at least north of Johnson Road / Fitzgerald Road.**
  - **An on-alignment alternative is perceived to have negative community and economic impacts to the City of Milford.**
- **Resource and property impacts:**
  - **See matrix for details.**



### On-Alignment Alternatives: Resource Impacts

	No-Build	A, opt. 1/2	A, opt. 3
<b>Wetlands and Waters of the US</b>			
Wetlands (acres)	0	227	0
Waters of the US (linear feet)	0	1,800	400
<b>Historic and Archeological Resources</b>			
Number of Known Historic Buildings, Structures, Objects, and Districts	0	2	TBD
Number of Known Archeological Sites	0	0	TBD
Number of Potentially Historic Buildings, Structures, Objects, and Districts - currently being evaluated	0	17	TBD
Number of Potentially Significant Archeological Sites - currently being evaluated	0	2	TBD
Number of Cemeteries	0	3	TBD
<b>Section 4(f) Properties</b>			
Number of Publicly-Owned Parks and Recreation Areas	0	0	0
Number of Publicly-Owned Wildlife and Waterfowl Refuges	0	0	0
Number of Historic Properties - same as number of Known Historic Buildings, Structures, Objects and Districts (above)	0	2	TBD
<b>Section 6(f) Properties</b>			
Properties purchased by Land & Water Conservation Fund (LWCF) (number)	0	0	0
Area (acres)	0	0	0
<b>Rare, Threatened and Endangered Species</b>			
Potential Rare, Threatened and Endangered Species Areas (acres)	0	TBD	TBD
<b>Other Considerations</b>			
Agricultural Districts (Ten-Year) (number of properties)	0	0	0
(acres within properties)	0	0	0
Agricultural Preservation Easements (Permanent) (number of properties)	0	1	1
(acres within properties)	0	17	1
Forestland: 2002 Land Use (acres)	0	14	1



**On-Alignment  
Alternatives:  
Property  
Impacts**

	No-Build	A, opt. 1/2	A, opt. 3
<b>Properties (numbers of, total acres)</b>			
<i>Properties affected (numbers of)</i>	0	218	135
<i>Properties affected (total acres)</i>	0	97	30
<b>Access Rights (numbers of affected properties)</b>			
<i>Denial of Access (numbers of)</i>	0	35	7
Residential	0	23	3
Agricultural	0	3	0
Commercial	0	9	4
Industrial	0	0	0
<i>Modified Access (numbers of)</i>	0	331	30
Residential	0	231	6
Agricultural	0	13	0
Commercial	0	72	10
Industrial	0	15	14



## **On-Alignment Conclusions**

- **Option 1/2 will be retained for further study.**
- **Option 3 must still be evaluated to determine whether it meets the purpose of and need for the project.**



## **Eastern Bypass Alternatives**

- **Alternative B passes north of Lincoln.**
- **Alternatives C-F and 1-3 pass south of Lincoln.**
- **Each has an interchange (or interchanges) with SR 1 and SR 30 at the northeast end, and with US 113 at the southwest end.**
- **Each includes the addition of a third lane in each direction on the existing Milford bypass.**
- **Public/working group opinions:**
  - **Take advantage of existing Milford bypass.**
  - **Eastern bypasses have fewer resource impacts than western.**
  - **Needs to be coordinated with extensive development in progress.**



## **Eastern Bypass Alternatives**

### **■ Length:**

- The existing length of US 113 in the study area is 11.2 miles.
- Alternative B is 14.7 miles long.
- Alternatives C through F vary from 13.6 to 14.2 miles long.
- Each eastern bypass alternative includes between 4.0 and 4.7 miles of new highway.

### **■ Resource and property impacts:**

- See matrix for details.



### Eastern Bypass Alternatives: Resource Impacts

	B	C1	C2	C3	D1	D2	D3	E1	E2	E3	F1	F2	F3
<b>Wetlands and Waters of the US</b>													
Wetlands (acres)	8	4	4	5	3	3	3	5	5	5	4	4	4
Waters of the US (linear feet)	4,300	2,700	2,700	3,000	2,500	2,500	2,900	1,800	1,800	2,100	1,500	1,500	1,800
<b>Historic and Archeological Resources</b>													
Number of Known Historic Buildings, Structures, Objects, and Districts	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of Known Archeological Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of Potentially Historic Buildings, Structures, Objects, and Districts - currently being evaluated	6	9	14	14	7	12	12	11	16	14	11	16	14
Number of Potentially Significant Archeological Sites - currently being evaluated	1	0	0	0	0	0	0	1	1	1	1	1	1
Number of Cemeteries	1	2	1	0	3	2	1	2	2	1	2	2	1
<b>Section 4(f) Properties</b>													
Number of Publicly-Owned Parks and Recreation Areas	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of Publicly-Owned Wildlife and Waterfowl Refuges	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of Historic Properties - same as number of Known Historic Buildings, Structures, Objects and Districts (above)	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Section 6(f) Properties</b>													
Properties purchased by Land & Water Conservation Fund (LWCF) (number)	0	0	0	0	0	0	0	0	0	0	0	0	0
Area (acres)	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Rare, Threatened and Endangered Species</b>													
Potential Rare, Threatened and Endangered Species Areas (acres)	TBD												
<b>Other Considerations</b>													
Agricultural Districts (Ten-Year) (number of properties)	0	1	1	1	1	1	1	1	1	1	0	0	0
(acres within properties)	0	15	15	15	15	15	15	15	15	15	0	0	0
Agricultural Preservation Easements (Permanent) (number of properties)	1	3	3	2	3	3	2	2	3	2	2	3	2
(acres within properties)	13	7	15	41	7	15	41	7	15	28	7	15	28
Forestland: 2002 Land Use (acres)	38	34	30	22	38	33	25	22	20	19	17	15	14



**Eastern  
Bypass  
Alternatives:  
Property  
Impacts**

	B	C1	C2	C3	D1	D2	D3	E1	E2	E3	F1	F2	F3
<b>Properties (numbers of, total acres)</b>													
<i>Properties affected (numbers of)</i>	109	101	114	125	81	93	107	94	108	118	94	109	118
<i>Properties affected (total acres)</i>	265	270	272	276	259	260	264	246	248	252	255	257	262
<b>Access Rights (numbers of affected properties)</b>													
<i>Denial of Access (numbers of)</i>	6	2	2	2	2	2	2	2	2	2	2	2	2
Residential	1	0	0	0	0	0	0	0	0	0	0	0	0
Agricultural	2	2	2	2	2	2	2	2	2	2	2	2	2
Commercial	3	0	0	0	0	0	0	0	0	0	0	0	0
Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Modified Access (numbers of)</i>	110	78	73	67	78	73	67	78	73	67	78	73	67
Residential	100	75	71	67	75	71	67	75	71	67	75	71	67
Agricultural	6	2	1	0	2	1	0	2	1	0	2	1	0
Commercial	4	1	1	0	1	1	0	1	1	0	1	1	0
Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0



## **Eastern Bypass Alternatives**

### **■ Traffic benefits:**

- **All eastern bypasses will result in somewhat lower traffic on existing US 113 than the no-build condition.**
- **Alternative B is less effective than the others.**
- **Alternatives C through F are so similar that they were modeled as one alternative at this preliminary level.**



## **Eastern Bypass Conclusions**

- **All eastern bypasses will reduce traffic on US 113 in Milford.**
- **All have limited resource impacts compared to the western bypasses.**
- **Alternative B is longer and affects more aquatic resources than Alternatives C through F.**
- **Of the 84 public comments received on the eastern bypasses, 57 were positive. Sections F and 3 received the most public support, C and 1 the least.**



## Western Bypass Alternatives

- Most western bypass alternatives pass well west of Milford.
- Alternative alignments chosen to minimize natural resource impacts associated with ponds west of Milford.
- All alternatives include an interchange with SR 14.
- Alternatives 4 and 6 also include an interchange with SR 36.
- Alternative J forms a very close-in bypass of the Kent County portion of Milford.
- Public/working group opinions:
  - “Requires too much new road.”
  - Greater resource impacts than eastern bypass alternatives.
  - May encourage more development west of Milford.



## **Western Bypass Alternatives**

### **■ Length:**

- The existing length of US 113 in the study area is 11.2 miles.
- Alternative J is 11.8 miles long, including 3.1 miles of new highway.
- The other western alternatives vary in length from 12.3 to 14.5 miles, including between 8.3 and 11.5 miles of new highway.

### **■ Resource and property impacts:**

- See matrix for details.



# 113 US 113 NORTH/SOUTH STUDY

## Milford Area

### Western Bypass Alternatives: Resource Impacts

	G M4	GN 5	GN 6	HK M4	HK N5	HK N6	HL O4	HL P5	HL P6	IK M4	IK N5	IK N6	IL O4	ILP 5	ILP 6	J
<b>Wetlands and Waters of the US</b>																
Wetlands (acres)	13	8	5	17	12	9	19	16	13	16	11	8	18	15	12	3
Waters of the US (linear feet)	2,400	2,300	400	2,400	2,300	400	2,300	2,300	400	2,400	2,300	400	2,400	2,300	400	2,200
<b>Historic and Archeological Resources</b>																
Number of Known Historic Buildings, Structures, Objects, and Districts	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0
Number of Known Archeological Sites	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of Potentially Historic Buildings, Structures, Objects, and Districts	21	15	17	24	20	18	25	20	22	32	26	28	33	28	30	7
Number of Potentially Significant Archeological Sites	2	0	1	3	1	2	3	1	2	3	1	2	3	1	2	0
Number of Cemeteries	2	1	2	3	2	3	3	2	3	1	0	1	1	0	1	0
<b>Section 4(f) Properties</b>																
Number of Parks and Recreation Areas	4	1	1	4	1	1	4	1	1	4	1	1	4	1	1	3
Number of Wildlife and Waterfowl Refuges	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of Historic Properties	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0
<b>Section 6(f) Properties</b>																
Properties purchased by LWCF (number)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Area (acres)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Rare, Threatened and Endangered Species</b>																
Potential Species Areas (acres)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
<b>Other Considerations</b>																
Agricultural Districts (number)	3	3	5	0	0	2	2	2	2	1	1	3	3	3	5	0
(acres within properties)	23	23	23	0	0	10	37	37	37	2	2	2	39	39	39	0
Agricultural Preservation Easements (number)	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1
(acres within properties)	16	13	16	13	13	13	13	13	13	13	13	13	13	13	13	13
Forestland: 2002 Land Use (acres)	83	65	26	98	81	42	109	98	58	92	75	35	103	92	52	33



**Western  
Bypass  
Alternatives:  
Property  
Impacts**

	G M4	G N5	G N6	HK M4	HK N5	HK N6	HL O4	HL P5	HL P6	IK M4	IK N5	IK N6	IL O4	IL P5	IL P6	J
<b>Properties (numbers of, total acres)</b>																
<i>Properties affected (numbers of)</i>	88	82	75	91	80	73	97	96	91	78	72	66	88	89	83	52
<i>Properties affected (total acres)</i>	480	398	441	485	404	447	483	388	431	413	333	375	409	333	357	140
<b>Access Rights (numbers of affected properties)</b>																
<i>Denial of Access (numbers of)</i>	27	39	26	32	44	31	42	55	42	23	35	22	33	46	33	27
Residential	17	31	19	16	30	18	22	37	25	16	30	18	22	37	25	20
Agricultural	5	3	2	8	6	5	9	7	6	3	1	0	4	2	1	0
Commercial	5	5	5	3	3	3	6	6	6	4	4	4	7	7	7	5
Industrial	0	0	0	5	5	5	5	5	5	0	0	0	0	0	0	2
<i>Modified Access (numbers of)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Agricultural	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



## **Western Bypass Alternatives**

### **■ Traffic benefits:**

- Preliminary results indicate that all western bypass alternatives are effective at diverting traffic from US 113.
- In general, the western bypass alternatives starting with section I are less effective than the others.
- Alternative J is particularly effective, but only bypasses the Kent County portion of Milford.



## **Western Bypass Conclusions**

- **All western bypasses appear to be effective in reducing traffic on US 113 in Milford.**
- **All except J have substantial resource impacts compared to the eastern bypasses.**
- **Of the 51 public comments received on the western bypasses, 38 were negative. Few were directed toward specific alternatives.**



# DISCUSSION



## **Next Steps**

- **June: Public Workshop #4 – Present recommendations on Alternatives to be Retained for Detailed Study and those alternatives recommended to be dropped (June 6, 2005)**

## **Next Working Group Meeting**

- **In the fall; schedule to be determined**

