

**US 113  
Project Team**

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## Working Group Meeting Summary

**Date:** November 29, 2004  
**Date of Meeting:** October 25, 2004  
**Time:** 5:30 p.m. to 8:00 p.m.  
**Location:** Carlisle Fire Company Banquet Hall  
**Topic:** **Milford Area Working Group  
Meeting No. 5**  
**Attendees:** See Attached

**DRAFT**

The following is a summary of the discussion at the Working Group meeting:

The meeting was called to order at 5:35 by Mr. Robert Kramer.

- ▶ Bob thanked those Working Group members in attendance for coming. He indicated that the Project Team would be back here in two weeks for a Public Workshop. He further indicated that part of this evening's meeting was to correctly capture the comments of the Working Group so that those comments could be shared with the public in two weeks. He held up a copy of a flyer advertising the upcoming Public Workshops and asked that the members of the Working Group help to get the word out to the public so that the upcoming meetings would attract a large turnout.
- ▶ Bob then introduced Mr. Monroe Hite, III, DelDOT's Project Manager for the US 113 N/S Study, to continue the meeting.
- ▶ Monroe reviewed the purpose of the meeting and provided an overview of the entire meeting. Monroe referred the Working Group members to their hand-out package. He indicated the correction from East to West on the Western Bypass options map. He noted and emphasized the first draft of the alternatives Matrix included in their package. He reviewed the comments from the breakout groups at the last Milford Area Working Group meeting on September 20, 2004. Finally, he discussed the details of the Third Lane option that would graphically be presented at the upcoming Public Workshops.
- ▶ Monroe then introduced Mr. Jeff Riegner to review the changes that were made to the Eastern Bypass and On-alignment options, as a result of the comments from the previous Working Group meeting.
- ▶ Jeff went over minor changes that were suggested from the previous Working Group meeting. He briefly reviewed the alternatives Matrix and indicated that the Project Team would be adding information including costs, traffic, economic and additional environmental data over the next few months and would be presenting that information at the next Working Group meeting.
- ▶ Jeff then introduced Mr. Joseph Wutka to review the changes to the Western Bypass options.

- Interfere with development plans, right-of-way costs will be high.
- Growth is happening so fast in the east that it may make an east bypass unfeasible.
- Impacts expansion of the Christian School.
- There is more pending development than shown on the map.
- Options B or C-1 are the least objectionable and will serve as a development boundary.
- Options 1, 2 and 3 have negative farm land impacts.
- Access issues from the east side of Route 1 near Route 30 appear to have been addressed.
- How bypasses cut roads and change access to and from for emergency response is important in the development of an Eastern Bypass, particularly at Route 1.

#### ***West Off-alignment***

- Right-of-way cost will be less than an east bypass on a per acre basis but more land will be required.
- Westernmost option has fewer impacts on active farms and on environmental resources and will form a development boundary, allowing more westerly growth. This is an undesirable consequence, according to one team member. Westernmost option will serve as an incentive for Milford to expand more, with negative agricultural land impacts.
- Westernmost option could be modified north of Route 14 by departing from US 113 at the proposed Thompsonville Road interchange and going west on existing roads farther to the west than the mapped options show.
- Western option will have a positive effect on truck traffic.
- Be aware that the northernmost options may impact the regional wastewater treatment facility.
- Westernmost option has significant negative farm land consumption impacts.
- West Bypass options require too much "new" road.
- Growth is happening much more slowly on the west; thus, protection of right-of-way on the west may be more likely.

#### ***On-alignment, add a lane in each direction***

- This option may have some possibilities, depending on how it is done; may be faster and less costly. May have some of the same "divide-the-town" consequences as the main On-alignment options.

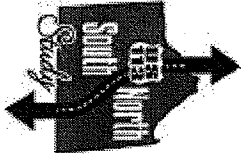
#### ***General***

- Overall much more information is needed regarding costs and economic impacts of all the options.
  - Emergency services coordination needed for any option.
- ▶ Bob Kramer reviewed what he had heard floating among the breakout groups and listening to the summaries: the differences, between the summary of comments from the last Working Group meeting that Monroe went over earlier, do not seem significant. More costly going west, most viable option going east, biggest concerns with on-alignment but some interest in pieces of on-alignment to improve local circulation.
- ▶ David Edgell asked about the origin of the third lane option. Bob responded that it had evolved out of a project briefing for legislative officials and would be looked at in more detail by the Project Team.
- ▶ David Mick asked when will we know how the options will work relative to one another from a traffic standpoint. It was indicated that general traffic information would be presented at the next Working Group meeting after the first of the year and comparisons as to which options might attract more traffic than others would be part of that presentation. Tom Hannan indicated that development on the east side

- ▶ Don Plows indicated that the Working Group members need to understand that generally, the public only provides negative feedback and that the Department needs positive feedback as well.
- ▶ Bob indicated that posters and flyers were available for Working Group members to help get out the word about the upcoming Public Workshop.

The meeting adjourned at 8:00 pm.

This draft Meeting Summary was prepared by Joe Wutka. Please forward any comments or corrections to him at 302-672-7800 or [jwutka@rkkengineers.com](mailto:jwutka@rkkengineers.com).



# MILFORD WORKING GROUP

## MEETING NO. 5

October 25, 2004

5:30 PM – 8:30 PM

Carlisle Fire Company Banquet Hall

<b>CITIZENS</b>	<b>REPRESENTING (if applicable)</b>	<b>ADDRESS</b>
Joseph L. Warmell		9261 Clendaniel Pond Road Lincoln, DE 19960
John Scarborough		1103 N. DuPont Boulevard Milford, DE 19963
Carolyn Hill		1243 Holly Hill Road Milford, DE 19963
Diana Kelly	Milford Beacon	
Gwen Guerke	Milford Chronicle	
Paul Mills	Mills Bros. Markets	508 Cedar Neck Milford, DE 19967
Jim Wyatt	South District/DeDOT	