

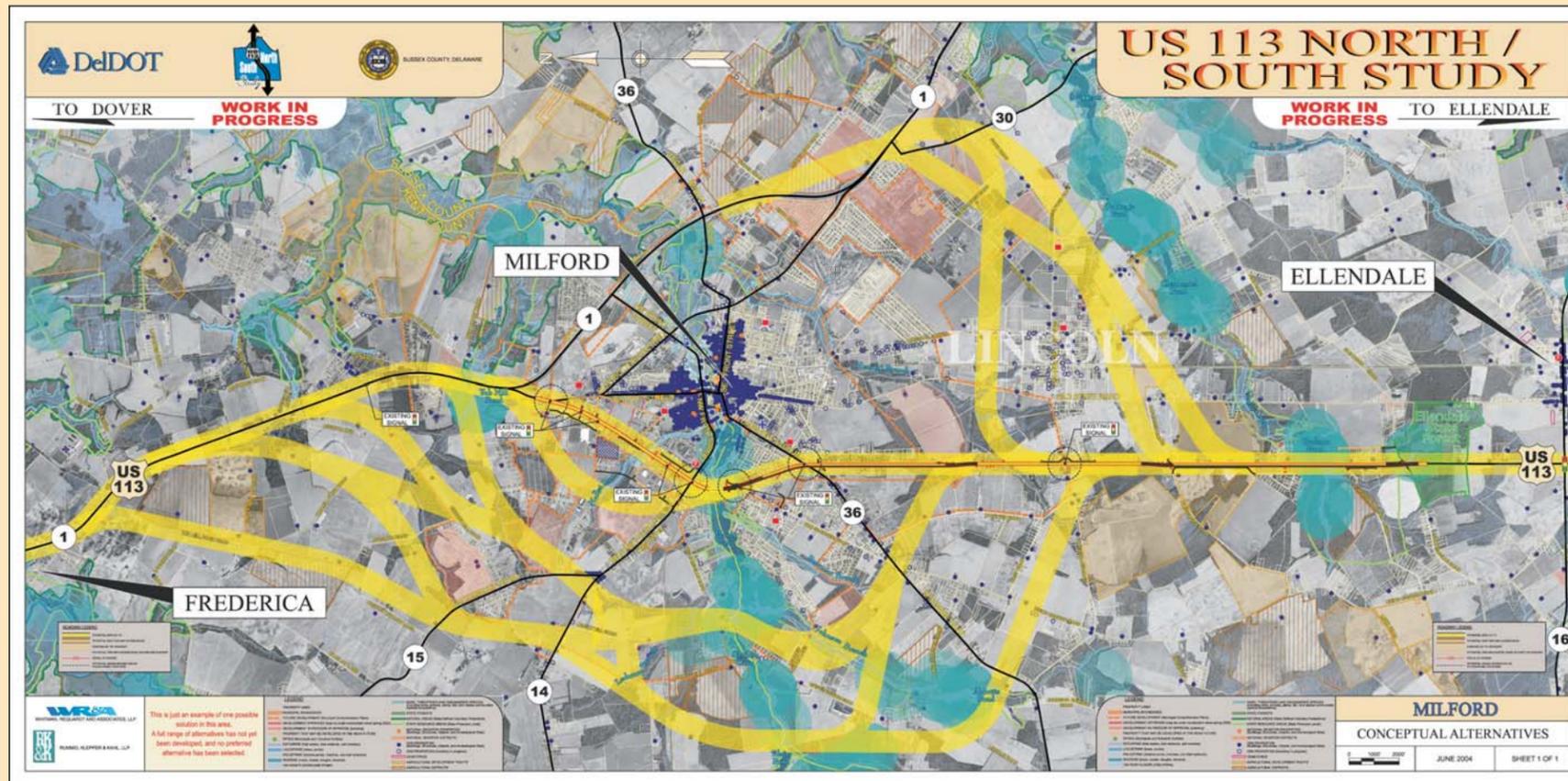
MILFORD AREA CONCEPTUAL ALTERNATIVES



113 US 113 North / South Study

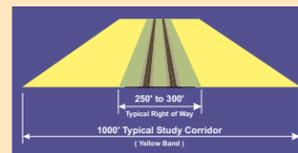
Conceptual Alternatives

First: Along Existing US 113 "On Alignment"
Then: If "On Alignment" Alternative Impacts are too severe-consider "Off Alignment" Corridors



Alternatives NOT Along US 113 "Off Alignment" Corridors

- Corridors=Yellow Bands=1,000' wide
- New Roadway Right-Of-Way= 250'-300'
- For those "Off Alignment" Corridors selected for further study, roadway alignments would be refined "within the 1000' corridor"



Tool Box Strategies for Improvement Concepts Along US 113, "On-Alignment"

- Strategy 1 - Access to Side Road Only**
 - Where parcels front on a roadway other than US 113, provide access only to that side (or rear) road
 - Depending on the location, the side road may either cross over limited-access US 113 or end in a cul-de-sac.
- Strategy 2A - Two-Way Frontage Road**
 - Where there is sufficient room between existing US 113 and adjacent buildings/parking, build a two-way frontage road next to existing US 113.
 - Provide all property access to the frontage road rather than US 113.
 - Access to the frontage road may be from side roads, ramps to and from limited-access US 113, or bridges over the highway.
- Strategy 2B - One-Way Frontage Roads**
 - Where there is sufficient room between existing US 113 and adjacent buildings/parking, build a one-way frontage road along each side of existing US 113.
 - Provide all property access to the frontage roads rather than US 113.
 - Access to the frontage road may be from side roads, ramps to and from limited-access US 113, or bridges over the highway.
 - Because this option can result in longer trips to access parcels along the highway, it will be considered only where other options appear to be not feasible.
- Strategy 3A - Frontage Road On Existing Lanes**
 - Where there is not sufficient room between existing US 113 and adjacent buildings/parking, convert the northbound lanes into a two-way frontage road.
 - Change the southbound lanes to the northbound lanes.
 - Build new southbound lanes.
 - This strategy works where there is substantial open space on the opposite side of the properties in question.
 - * - Direction of travel is illustrative; this will work in the opposite direction as well.
- Strategy 3B - Frontage Road On Existing Lanes**
 - Where there is not sufficient room between existing US 113 and adjacent buildings/parking, convert the northbound lanes into a two-way frontage road.
 - Build new limited access northbound US 113 lanes in the existing US 113 median.
 - Build new limited access southbound US 113 lanes to the west of the new northbound US 113 lanes.
 - Purchase access / development rights on properties adjacent to new limited access southbound US 113 lanes.
 - Although this strategy is more expensive than 3A, it works better when there is NOT substantial open space on the opposite side of the properties in question.
 - * - Direction of travel is illustrative; this will work in the opposite direction as well.
- Strategy 4 - "Rear Access" Road Behind Properties**
 - Build a new two-way road behind existing properties ("rear access" road)
 - Provide all property access to the "rear access" road rather than US 113
 - Access to the "rear access" road may be from side roads, ramps to and from limited-access US 113, or bridges over the highway
- Strategy 5 - "Internal Access" Road Through Properties**
 - Build a new two-way "internal access" road through properties to tie into side roads.
 - Provide all property access to the "internal access" road rather than US 113.
 - This strategy generally applies only to commercial properties.
- Strategy 6 - Acquisition**
 - If it is not prudent and feasible to manage access by using one of the preceding strategies, purchasing property is a potential option.
 - To respect property rights, other access strategies will be examined for every property before acquisition is considered.