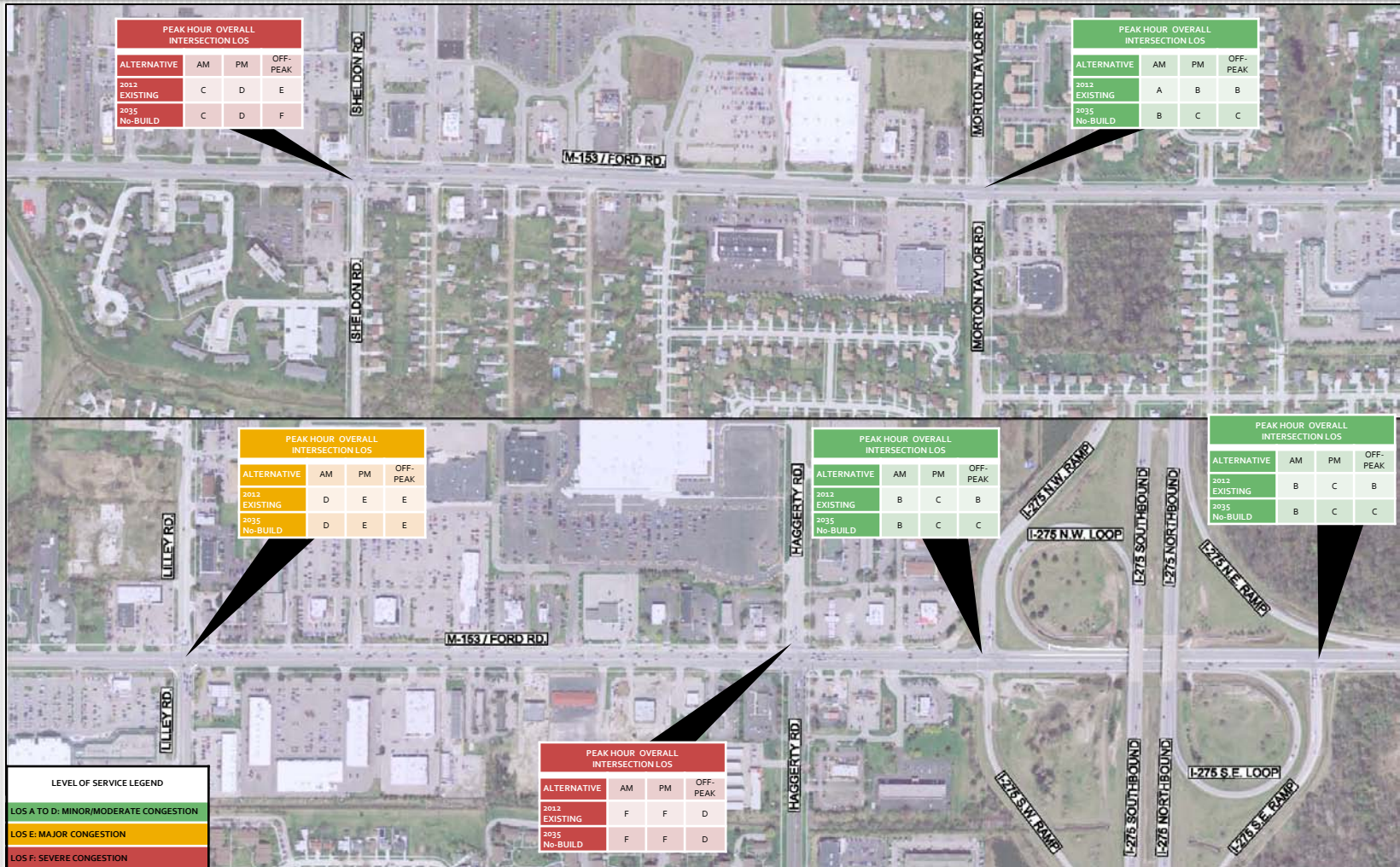


I-275 at M-153
(Ford Road) Area
Traffic and Environmental
Study

Practical Alternative 1: No-Build



Practical Alternative 1: No-Build

Description:

- No change from current traffic operations
- Reconstruct existing Ford Road from Sheldon Road to Lotz Road

Advantages:

- No additional right of way or environmental impacts
- Comparable construction costs and impacts to other options
- Provides short-term relief and some additional safety improvements, such as sidewalk and pushbutton pedestrian signals

Disadvantages:

- Does not address operational deficiencies along Ford Road
- Ford Road at capacity for 2012 traffic, which consistently gets worse through 2035 study year
- Traffic backups continue at each intersection and on southbound I-275 ramp at Ford Road

Practical Alternative 2: Operational Improvements

Description:

- Addition of westbound through-lane on Ford Road from I-275 to Sheldon Road and eastbound through-lane from Lilley Road to I-275
- Addition of numerous turn and through-lanes on side roads at intersection with Ford Road
- Reconstruct existing Ford Road from Sheldon Road to Lotz Road
- Additional pedestrian and safety improvements

Advantages:

- Improves traffic flow over existing conditions
- Comparable construction costs and impacts to other options
- Provides short-term relief and some additional safety improvements, such as sidewalk and pushbutton pedestrian signals
- No environmental impacts

Disadvantages:

- Does not improve safety on Ford Road
- Contains several failing turning movements at major Ford Road intersections
- Traffic backups continue on southbound I-275 ramp at Ford Road
- Right of way impacts

Practical Alternative 3: Boulevard

Description:

- Provides a Ford Road and Haggerty Road boulevard with at least two through-lanes in each direction, with restricted left turns at intersections, numerous passenger vehicle turnarounds, and truck turnarounds (loons)
- Additional pedestrian and safety improvements

Advantages:

- Improved level of service throughout
- Reduction in traffic backups on southbound I-275 at Ford Road due to improved Ford Road operations
- Improved safety (restricted left turns) – safer access to businesses
- Minimal environmental impacts
- Comparable construction costs and impacts to other options
- Continuity of sidewalks and improved safety by providing crossings and pedestrian islands

Disadvantages:

- Limited truck turnarounds along Ford Road and Haggerty Road
- Indirect access to businesses
- Right of way impacts

Other Potential Improvements

County road improvements that will help Ford Road traffic operations

- Pave Lotz Road
 - Realign for 45 mph design speed
 - Apply to become a federally funded road
 - Approximately 40% traffic volume increase
- Alternate Southbound Haggerty Road truck route to I-275
 - Lengthen southbound Haggerty Road left-turn lane to eastbound Warren Road
 - Upgrade Warren Road pavement
 - Realign Lotz Road to avoid pump station

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Practical Alternative Performance Measures

Alternative	Transportation Factors		Environmental Factors			Community Factors		Cost Factors	
	LOS	Safety (crashes)	Wildlife Habitat Impacts	Wetland Impacts	Noise Level Increase	Pedestrian Mobility	Access to Businesses	Estimated ROW Cost (million)	Estimated Const. Cost (million)
1 – No Build	See below	+	None	None	Barely Perceptible	++	++	\$0	\$14 - \$16
2 – Operational Improvements	See below	++	None	None	Barely Perceptible	++	+	\$5 - \$7	\$18 - \$20
3 – Boulevard	See below	+++	None	<0.1 acres	Slightly Perceptible	+++	+++	\$8 - \$40	\$19 - \$22

+, ++ and +++ are relative to one another with +++ being the greatest improvement and + being the least/no improvement

Alternative	2035 LOS at Major Ford Signals (AM/PM/OP)			
	Sheldon	Morton Taylor	Lilley	Haggerty
1 – No-Build	C/D/F	B/C/C	D/E/E	F/F/D
2 – Operational Improvements	C/D/D	B/C/C	C/D/D	D/D/C
3 – Boulevard	A/B/C	A/A/A	B/B/B	C/B/C