

Table 4-2
 Evaluation Data: First-Level Screening
 Alternative No. 1: Paved Gravel Roads/M-15 Intersection Improvements

Factor	#	Per Mi.
1. Displacements		
Homes	7 ¹	NA
2. Historics		
Natural Register Property	0	
Archaeologic Site	0	
3. Waterways		
Lake	0	
Perennial Stream	0	
Drain	1	
Pond	0	
Intermittent Stream	1	
4. Farmland		
Acres	NS	--
5. Wetlands		
Acres	NS	--
6. Parks/Recreation Areas		
Public	0	
Private	0	
7. Community Cohesion		
High/Medium/Low	Medium to High	
8. Engineering Difficulty		
High/Medium/Low	Medium	
9. Traffic Flow on M-15		
Vehicles/Day in 2025	18,000 to 35,100	

¹Located along M-15 and resulting from intersection improvements.

NS – No Significant Quantity

NA – Not Applicable

Source: The Corradino Group

Alternative No. 2 - Irish Road and Bypasses

Traffic forecasts for the Irish Road alternative (No. 2A - a wide boulevard from I-69 to a connector with Dixie Highway) indicate a positive effect on M-15 from I-69 to the Genesee County line (Figure 4-3). It particularly relieves traffic in and around Goodrich where volumes are expected to drop by 15 to 30 percent. As a matter of fact, Irish Road would divert about the same amount of traffic from M-15 near Goodrich as the proposed bypass (Figure 4-4). By the same token, the proposed Lake Louise bypass is forecast to divert about 25 percent of the M-15 volume just south of Ortonville (Figure 4-5). These levels of diversion can be expected as the Genesee County Travel Model indicates that M-15 serves a strong role as an access route to local communities rather than a facility for regional trips. The traffic data developed in this evaluation demonstrate that.

The one-way pair in Goodrich is different than the proposed bypass (Figure 4-6). It is shorter, narrower (i.e., only two lanes) and closer to M-15. Traffic forecasts indicate it will carry about half the volume expected on M-15 in the core of Goodrich.

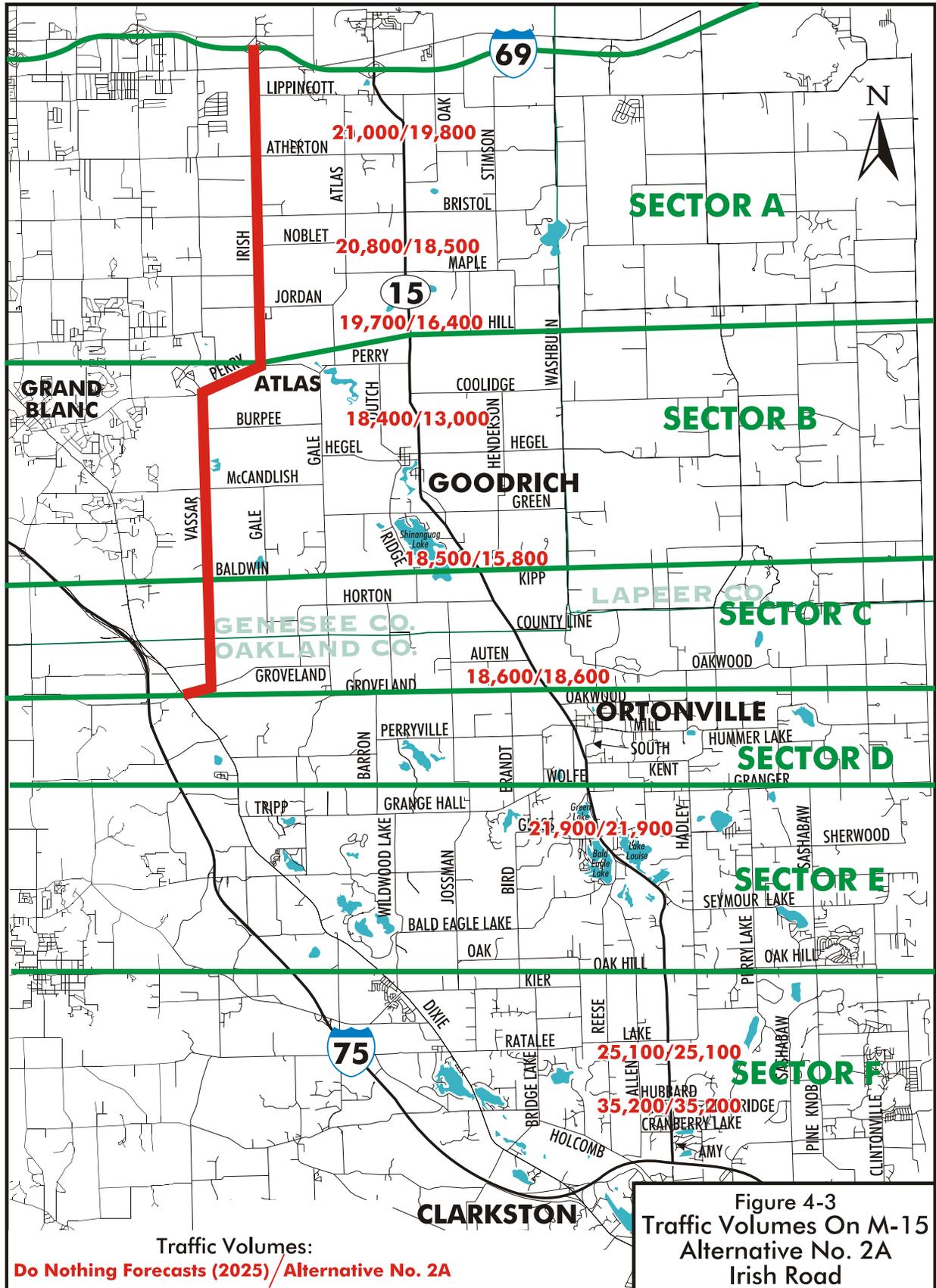
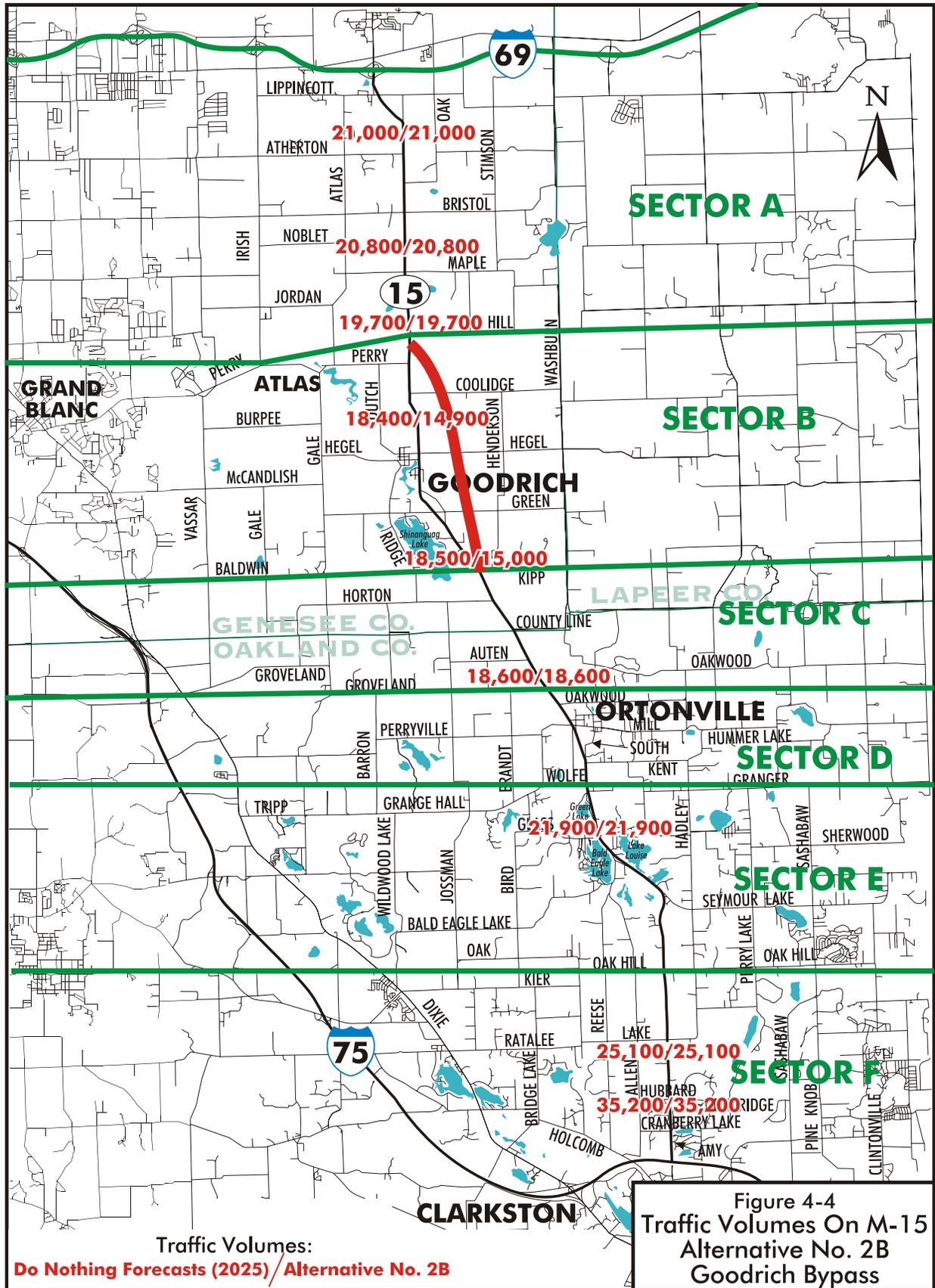


Figure 4-3
 Traffic Volumes On M-15
 Alternative No. 2A
 Irish Road

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