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# 4. Findings

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The data reflect the many refinements made to the alternatives so that the resulting evaluations by sector are very close (Table 4-1 and Figure 4-1).

**Table 4-1  
Evaluation Results**

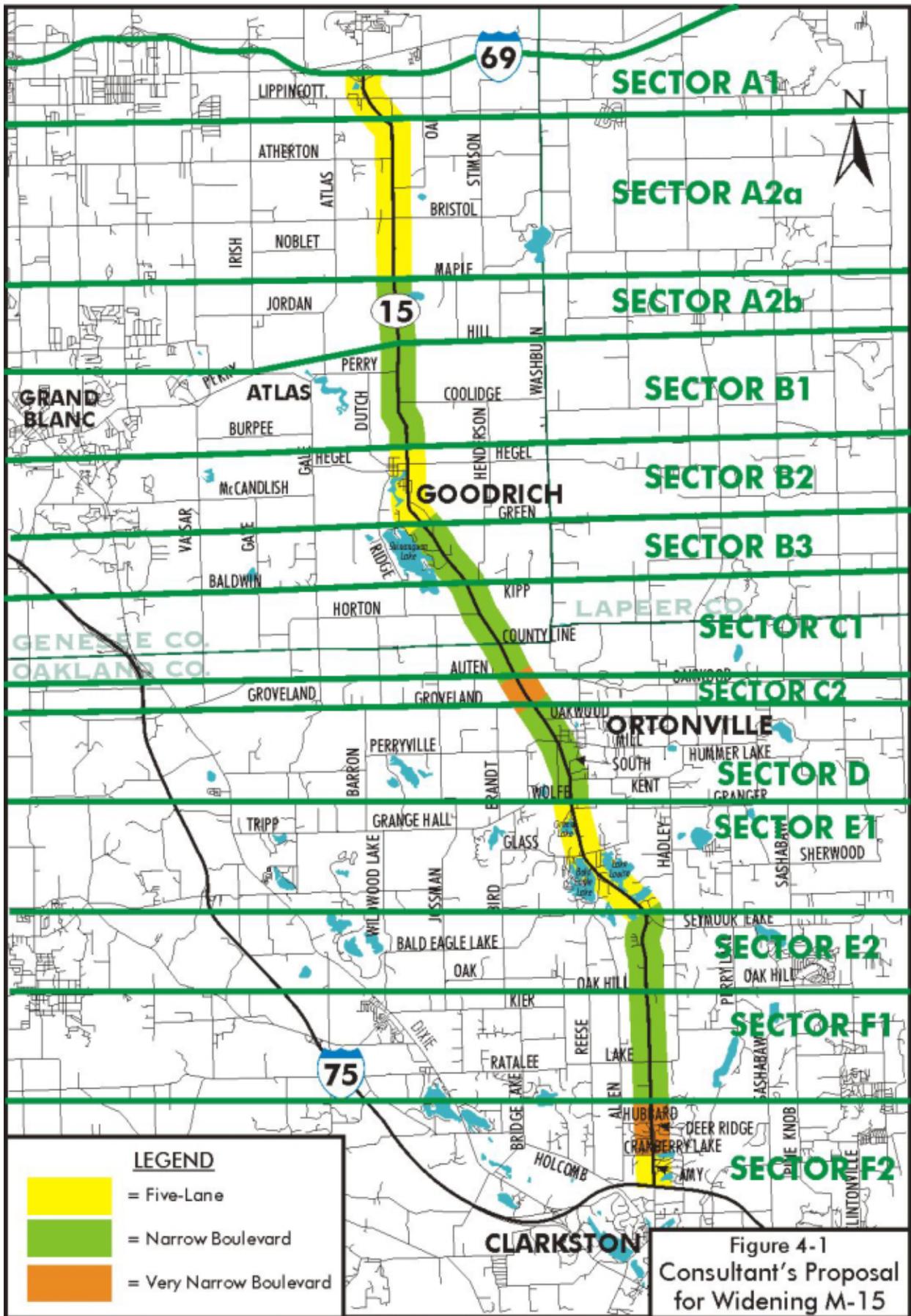
Sector	Higher Scoring Road Type	Score Difference <sup>1</sup>
A2	Five-Lane	1.82 points
B1	Narrow Boulevard	4.04 points
B2	One-Way Pair	12.06 points
B3	Narrow Boulevard	6.80 points
C1	Narrow Boulevard	5.50 points
C2	Very Narrow Boulevard	5.28 points
D	Narrow Boulevard	3.38 points
E	Five-Lane	2.53 points
F1	Narrow Boulevard	3.29 points
F2	Very Narrow Boulevard	6.89 points

Source: The Corradino Group

<sup>1</sup>Average of Citizen and Consultant Scores

Following the evaluation, the results and the data from which they are derived were reviewed again to determine if there were yet other refinements in road type to reduce impacts. In doing so, the consultant offers the following modifications to the higher scoring option in Sectors A2, B2, and E.

In Sector A2 it is proposed to continue the five-lane section of Sector A1 south to Maple Road where the narrow boulevard would begin. This five-lane extension will reduce displacements by 43 houses and one business and wetlands taken by 1.09 acres.



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In Sector B2 (Goodrich), the consultant proposes a five-lane M-15 rather than the one-way pair. Widening M-15 will encroach on the front lawn of the historic Hawes House but this is not considered a reason to stop the widening of M-15. Creating a five-lane M-15, while disruptive to those along the existing road, will not affect those in the nearby neighborhood to the east and the plans of the United Methodist Church. But, it is not certain the church's planned expansion and a senior housing development would be located in such a way to avoid interfering with the one-way northbound pair. Also, lots now vacant at the south end of the proposed one-way pair could develop with housing prior to funding becoming available to buy property for the route. Finally, the cost of the one-way pair is likely to be two-thirds more than widening M-15 to five lanes when accounting for a potential noise wall protecting houses along Rose Lane and urban design treatment along M-15. So, in Sector B2 a five-lane reconstruction of M-15 is a more definitive option with no fatal flaws.

In Sector D, the narrow boulevard scored higher. A change to a five-lane roadway was examined to reduce the possible taking of residences (four additional) and businesses (18 additional). Weighing against that are the safety benefits of a boulevard which are particularly important in this section of M-15 which directly serves the Brandon Township schools. So, the narrow boulevard remains the preferred option in Sector D.

In Sector E, a five-lane roadway is proposed to extend to Seymour Lake Road but become a boulevard south of there. This will involve taking three more residences and three more businesses than if the five-lane option went all the way to Oak Hill Road. The wetlands taken would be increased by 1.2 acres. But, the number of crashes in 2025 would be reduced by almost 25 percent from 204 to 155.

These changes result in the proposal shown on Figure 4-2. It is associated with the impacts listed on Table 4-2. In total, the proposed widening of M-15 would take up to 38 houses and 40 businesses (about two per mile) (see Appendix A for a preliminary listing of potential displacements), impact five properties potentially eligible for the *National Register*, take as much as 18 acres of wetlands, and cost about \$75 million for construction (\$3.72 million per mile).