

## What We Heard – Meeting #2

- Alternative 1 – No-Build
  - “Unacceptable, something needs to be done”*
- Alternative 2 – Operational Improvements
  - “Too short-term a fix, would offer immediate relief”*
- Alternative 3 – Boulevards
  - “Better access to businesses, restricted lefts = safer travel”*
- Alternative 4 – WWTIP Study
  - “Complicated ramp movements, too expensive”*
- Alternative 5 – New Interchanges
  - “Far too costly with major right-of-way impacts”*



# Illustrative Alternative 1 - Advanced

## Alternative 1 – No-Build

Description: Maintains existing geometry and operations along Ford Road; however, condition of pavement warrants full pavement reconstruction of Ford Road

- Advantages
  - No additional right-of-way (ROW) 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

**Carried forward** as base condition for study for comparison purposes

# Illustrative Alternative 2 - Advanced

## Alternative 2 – Operational Improvements

Description: Addition of eastbound and westbound right-turn and through-lanes.  
Condition of pavement warrants full pavement reconstruction of Ford Road

- Advantages
  - Improves traffic flow over existing conditions
  - Comparable construction costs and impacts to other options
  - Provides short-term relief and some additional safety improvements
  - No environmental impacts
- Disadvantages
  - Contains multiple failing turning movements at Ford Road intersections
  - Does not improve future safety on Ford Road
  - Traffic backups continue on southbound I-275 ramp at Ford Road
  - ROW impacts

**Carried forward** primarily due to:

- Minimal ROW and environmental impacts
- Lower construction cost
- Ability to quickly improve capacity on Ford Road

# Illustrative Alternative 3 - Advanced

## Alternative 3 – Boulevards

Description: Two-lane boulevard along Ford and Haggerty roads with restricted left turns at signals, numerous passenger vehicle turnarounds and dedicated truck turnarounds (loons)

- Advantages
  - Improved safety with restricted left turns - safer access to businesses
  - Improved level of service (LOS) at intersections and reduced backups on southbound I-275 at Ford Road
  - Minimal environmental impacts
  - Comparable construction costs and impacts to other options
  - Continuity of sidewalks and improved safety for pedestrians
- Disadvantages
  - Indirect access to businesses
  - ROW impacts at lane additions and limited truck turnarounds

**Carried forward** primarily due to:

- Minimal environmental impacts
- Lower construction costs
- Improved safety and traffic flow at intersections and along Ford Road

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

# Illustrative Alternative 4 - Dismissed

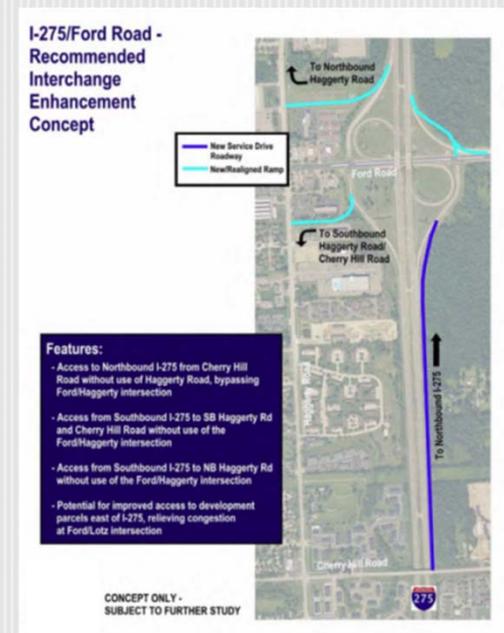
## Alternative 4 – WWTIP Study

Description: Provides direct ramps from southbound I-275 exit and entrance ramps to Haggerty Road and a frontage road from Cherry Hill Road to Ford Road along northbound I-275

- Advantages
  - Minimal construction impacts on Ford Road
  - Improvement in LOS at Haggerty and Ford Road intersection
  - Draws traffic from Haggerty Road
- Disadvantages
  - Degrades operation of I-275 and ramps
  - Many ROW and environmental impacts
  - No change in Ford Road operations, including safety and access to businesses

**Dismissed** primarily due to:

- Non-standard ramp configuration leading to unsafe condition at I-275 ramps and freeway
- Significant environmental and ROW impacts
- No improvement in safety or capacity on Ford Road or cross street intersections

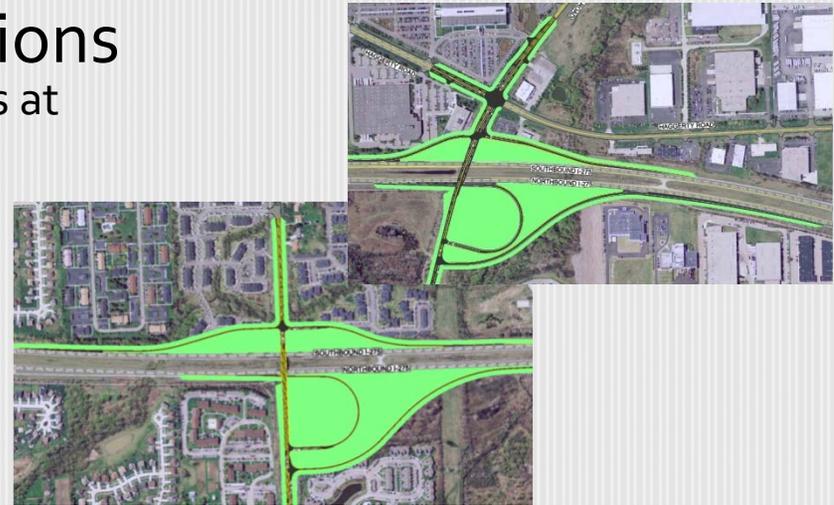


# Illustrative Alternative 5 - Dismissed

## Alternative 5 – New Intersections

Description: Provides full access interchanges at Cherry Hill and Warren roads

- Advantages
  - Offers additional freeway access from residential areas
  - Diverts traffic from Ford Road
- Disadvantages
  - High construction cost
  - Numerous ROW and environmental impacts
  - Introduces conflicts along I-275, which degrades freeway and ramp operation



**Dismissed** primarily due to:

- Excessive ROW and environmental impacts
- Very high construction cost
- Safety concerns on I-275 due to proximity of entrance and exit ramps
- No improvement in safety or capacity on Ford Road or cross-street intersections