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

JN 115379 & 115177 CS 82292

Summary of Public Information Meeting #2
October 2012

Prepared for:
Michigan Department of
Transportation

WilburSmith

### **Public Meeting Details**

**Date of Meeting:** October 11, 2012

**Location:** Summit on the Park

46000 Summit Parkway Canton, MI 48188

**Time:** 4:00 p.m.-7:00 p.m.

**Purpose:** To provide a recap of the first public meeting, share new data that has been

gathered, and unveil the Illustrative Alternatives for the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study and Evaluation Project. The meeting allowed for one-on-one interaction with Study Team members and an explanation of the study for the public through exhibits, a power point presentation, and video. Attendees were given an opportunity to provide

feedback and public comments to Study Team members.

**Total # of Meeting** 

**Attendees:** 40 signed in

### Communication

A notice for an upcoming meeting was posted in the Canton FOCUS monthly newsletter and is located at the end of this summary. At the time of printing the meeting date and time had not been determined and newsletter readers were encouraged to look for the meeting date and time using the following resources: call the Michigan Department Of Transportation (MDOT), Canton Community Television updates, Canton's Facebook page, Canton's Twitter page, and on Canton's website. As soon as the meeting date and time were determined a Press Release about the purpose and location of the meeting was posted on the Michigan Department of Transportation website on October 4, 2012 and is included at the back of this summary.

A postcard with information about the purpose and location of the meeting was mailed to all businesses within the project study area and is included at the back of this summary.

### **Public Hearing Format**

The Public Information Meeting was conducted using an open-house format. The meeting took place continuously from 4:00 p.m. to 7:00 p.m. with team members gathered to field questions and guide visitors through exhibits, a power point presentation, and a video.



Upon arrival, attendees were asked to sign the meeting register, given a project fact sheet and a comment form to fill out stating their name and contact information. Attendees were encouraged to fill out and submit the comment forms and/or speak to a Study Team member concerning any questions they had about the project and the Illustrative Alternatives presented.

The public was given the opportunity to learn about the project history, data gathered to-date, and view the Illustrative Alternatives through large exhibit boards, a power point presentation, and a traffic video. The displayed exhibits, power point slides, and video stills can be found at the back of this summary.

### **Comment Sheets**

Attendees were asked to vote and comment on their favorite Illustrative Alternative, share what factors were most important to them while the Study Team analyzes each alternative, and asked for additional comments relating to the Study.

### **Illustrative Alternative Voting**

### No Build (0 total votes):

- Martin LaForte: This is an unacceptable option
- Wendy Lukianoff: #1 (Least favorite)
- Denise Chapman: Uncommitted, see following comments below
  - Another study and more money wasted while nothing happens! I have lived at the SW corner of Ford and Lilley since 1974. You let Ford Road get away from you and I doubt anything will ever change.
  - And on another note, it really made since to close the roads just to the south (Cherry Hill) and north (Warren) of Ford Road going over 275 at the same time to put even more traffic on Ford Road! Apparently none of you live in Canton.
- Kathleen Salla: Not a desirable option; something needs to be done

### **Operational Improvements (6 total votes):**

- Andy Psilis: Time lights on Ford Road from Lotz Road to Washtenaw County line and on all main north and south roads from Ford Road.
- Cheryl Collier: With the addition of another lane and added sidewalk (provide more space)
  - Direct Access to Businesses; Property Impacts (Right of Way/Land Use); Contamination;
     Pedestrian and Bike Access
- Anonymous:
- Yong Kwon: #0 Priority. No cost trial immediately. Short term experiment with simple Haggerty/Ford intersection signal. Ford E/W timing > 2 times Haggerty N/S
  - o Pedestrian and Bike Access
- James Mastronardi: Too short term of a fix.
- Erin Ware: Incredibly inconvenient for residents who turn right on Haggerty @ current protected right due to west-bound through traffic on Ford.
- Wendy Lukianoff: #2



- Matthew Fields: Too short term.
- R. Sweikowsky: Make the left turn lane from I-275 to south bound Haggerty two left turn lanes into Haggerty to move traffic faster.
  - Noise; Property Impacts (Right of Way/Land Use); Contamination; Air Quality; Water
     Quality; Pedestrian and Bike Access; Timing of lights
- Gary Borchardt: There are many, some controversial, options to help relieve traffic and accidents on Ford Road in Canton. However, there are TWO SIMPLE, REAL and LESS EXPENSIVE solutions that will make Ford Road safer and keep the flow of traffic moving on this busy, accident prone thoroughfare.
  - Install "SMART LIGHTS" from I-275 to Canton Center Road. I don't mean just change the timing of the lights -- that won't work, but have lights cycle in relation to the amount of traffic at any given time. For instance, the southbound left turn onto Haggerty Road presently allows 3 (maybe 4) cars to legally turn left although traffic is backed up through the I-275 exit ramps. (Then another 3-4 cars go through on yellow and red). This needs to be done at Haggerty, Lilley, Sheldon and Canton Center. At the same time, if there is NO traffic on the cross roads, then why should the lights change -- for instance Morton Taylor at Ford gets a Green Light even if there is no traffic traveling on Morton Taylor. The smart lights can also ease west-east and north-south traffic depending on traffic volume and time of day by allowing added time for through traffic when needed. All these major intersections need right hand turn lanes (where space is available) and left hand turn signals. Then as east-west Ford Road has at Sheldon, allow right turns when cross traffic has left turn signals. I have spent 30+ years traveling all across the great US and most major cities and major roadways use a SMART LIGHT system. I would also recommend that left turn signals precede through traffic instead of after light like 95% of our great country. Someone needs to look at and study Ann Arbor's smart light system (although Canton needs cameras instead of weighted roads) to see how smart lights can keep traffic moving smoothly.
  - Motorists turning left into and out of White Castle or Bob Evans creates gridlock and accidents. Traffic needs to be routed to Haggerty to utilize both the North and South businesses in this area. The access road system is already in place, we just need driveway alterations to prevent illegal left hand turns. Eventually with the cooperation of businesses along Ford Road, access roads can handle traffic on other sections of Ford Road eliminating dangerous left hand turns into and out of these businesses.
  - Please look at and consider these simple proposed changes on Ford Road, at least as a temporary solution until time and money is available to make major road improvements (I like the boulevard option) possible.
- Kathleen Salla: These would be a start in better traffic movement through the Ford Road corridor

### **Boulevard (24 total votes):**

Cheryl Collier: Having a boulevard to make a turnaround will save time and add safety



- Paul LeFevre: Boulevard
  - o Noise; Pedestrian and Bike Access
    - Safer access to bike path would be great
- Kathy LeFevre: Boulevard #1
  - Natural Resources (waterways); Property Impacts (Right of Way/Land Use); Pedestrian and Bike Access
    - Lights on south bound Haggerty between Ann Arbor & Ford (and possibly south of Ford) need to be tuned better. Currently traffic is caught at each and every light!
- Martin LaForte: The sooner the better
  - Noise; Parkland/Greenspace; Contamination; Air Quality; Water Quality; Pedestrian and Bike Access
    - I usually use Michigan or Ann Arbor Road exits to avoid Ford Road
    - Study be enlarged to include Ford/Canton Center Intersection
- Anonymous:
  - o Direct Access to Businesses; Pedestrian and Bike Access
- Yong Kwon: #1 Priority. Semi-permanent solution with less costs.
  - o Traffic Jam Solution @ Ford/Haggerty
    - Please try the minimum cost experiment ( Signal S/W)
- James Mastronardi: Excellent! This combined with paving Lotz Road and traffic circles at Cherry Hill & Haggerty/Lotz
  - o Noise; Property Impacts (Right of Way/Land Use); Safety of my home
    - I live directly on Cherry Hill and have many observations over the 9 years. Cherry Hill is beyond capacity now. Diverting more traffic is dangerous for residents. I observed many accidents in front of my home. Have had cars on my lawn, in my ditch, and nearly hit me. Not counting 2 mail boxes. Widening of Cherry Hill seems risky for residents putting the volume on a residential area.
- Bill Serchak: Boulevard
- Erika A Hildalgo: Boulevard
- Erin Ware: Consistent with area (12 mile, Michigan Ave) Eliminates excessive left turns & out of business along entire corridor.
  - o Noise; Property Impacts (Right of Way/Land Use); Parkland/Greenspace
    - Very much a proponent of mixing 3 and 4 Bolevard on Ford to improve entire corridor and adding spurs for N. and S. Haggerty plus frontage for B/W Cherry Hill and Ford
- Frank Tintinalli: What happens to car out of Bedford Villa & Health, Hotel & Calabia Restaurant
  - o Direct Access to Businesses
- Paul Lakatos: Michigan turnarounds could smooth jam up @ Haggerty
  - o Noise; Contamination; Air Quality
    - This demo is not 2035, it is conditions now
- Phil LaJoy: Boulevard
  - Direct Access to Businesses; Property Impacts (Right of Way/Land Use); Safety;
     Economic Impact; Impact to area Business
    - Pave lots, Ford to Cherry Hill
- Wendy Lukianoff: #3 Don't like the turnarounds. Better with the roundabout



- Matthew Fields: Don't need another Michigan Avenue
- Marques Nelson: Boulevard
  - Property Impacts (Right of Way/Land Use); Cost; Traffic flow
    - Can a full le? Interchange be looked at I-275 at Ford Rd
    - Can the business driveways be eliminated between I-275 & Haggerty? Use existing service drives to access businesses
    - Improvements needed for surrounding roads (Warren, Cherry Hill, Lotz, Haggerty)
- Anne Naszradi: Safer/Cost effective/Innovative
  - Natural Resources; Parkland/Greenspace; Contamination; Air Quality; Water Quality;
     Pedestrian and Bike Access; Walkable Community
    - Thanks! This needs to be addressed
- Larry Lucas: Best traffic flow
  - o Natural Resources (waterways); Direct Access to Businesses; Parkland/Greenspace
- Rob Marz: Great way to manage traffic. Same volume on Ford Rd.
- Sarah Parrish: I would like to say, I support the idea of turning Ford road into a boulevard with a middle grassy area and two lanes in each direction. This was completed on Michigan Avenue and Woodward Avenue two very heavily traveled roads. It makes turning into and out of businesses much safer and allows for a high volume of traffic to go through with minimal interruptions. I understand Ford Road business owners are concerned with construction, but many people already do not shop or travel along Ford Road because of the heavy traffic. This would be the best improvement, in my opinion.
- Jack Strange: the suggestion of a boulevard with turn-a-rounds would be second, but I see that as a large project that would have a lot of road torn up in the process. The turnaround would have to be large enough to allow large tractor-trailers to turn, and that involves a lot of space, not counting a long turning lane for the turns as well as at Haggerty Road. (Visualize Michigan Avenue)
- Virginia Garner: Consider having traffic lights at turnarounds next to intersections
  - Natural Resources; Direct Access to Businesses; Property Impacts (Right of Way);
     Contamination; Air Quality; Water Quality; Pedestrian and Bike Access
- Tom Yack: I believe adding lanes or a boulevard will do little to produce a positive result (reduce traffic in the affected area). Although a boulevard may add some beauty to Ford Road, however, it will have a tremendous negative impact on businesses located along Canton's business corridor. Adding a west bound lane and reassigning an east bound lane will do little to alleviate the safety issues at Haggerty and Ford Road.
- Anthony J. Gullitti: This is a great idea. It seems to improve traffic throughout on Ford Road. Plus it deals with the issue of pavement restoration on Ford Road. The only major drawback is Ford Road would become a nightmare during construction. Only allowing one lane of travel in each direction would be horrendous. To resolve this, another I275 Interchange is needed.
  - Time to access I-275 from my house; Bypassing the businesses on Ford Road to get to I-275
    - I strongly support paving Lotz Road between Cherry Hill and Ford. That would be a workable solution for getting onto I275 from Cherry Hill as well.
    - Also paving Ridge Road from Ford north to Warren would be a great idea, if an interchange at Warren and I275 be built. I could take that interchange all the



- way to Ridge and head south to my home from there. Improvements to Beck Road could help me getting to I275 via M14 at Beck too.
- Thank you so much for the work done for this study. I appreciate the ability to provide my input. I would be willing to be involved further. I'm an engineer, so I enjoy this kind of work. Please hurry up and get this project going!!!
- Edward Petric: Boulevard
  - o Direct Access to Businesses; Quality of Life in the Township
    - The volume of traffic on Ford Road makes the road unusable during the afternoon and on weekends. As a resident of Canton I NEVER travel on Ford Road unless there is no other option. The option supported by the Township will NOT reduce the amount of traffic on Ford Road. In my opinion it simply opens up the land on the east side of I-275 for additional development.
- Kathleen Salla: Considerable concern about length of time to building and serious impact to area businesses.

### WWTIP (18 total votes):

- Paul LeFevre: WWTIP
- Kathy LeFevre: WWTIP #2,
- Martin LaForte: Some items might work to improve situation
- Anonymous:
- Yong Kwon: Too complicated for Haggerty SB from I-275 SB exit.
- James Mastronardi: Slip/frontage road to get on I-275 is good but worry about volume on Cherry Hill.
- Bill Serchak: WWTIP
- Erin Ware: Both spurs & frontage roads seem like great ideas. Perhaps combining with Boulevard.
- Glenna Drennan: WWTIP
  - o Direct Access to Businesses; Traffic Flow
    - Barriers need to be constructed between westbound Ford Rd and the S/B ramp to I-275 to prevent cars from jumping from ramp and cutting in the W/B lane of Ford Rd. This happens daily when S/B I-275 ramp is open.
- Frank Tintinalli: Stop light at Haggerty –go left and right coordinate with Ford Rd. Close IKEA roadway at North Ford. No left going west Ford to South Haggerty.
- Andrew Valinski: WWTIP
- Phil LaJoy: WWTIP
- Wendy Lukianoff: #4
- Matthew Fields: Too expensive, not enough access
- Larry Lucas: Pave Lotz Road to four lane. Eliminate N. Frontage Rd.
- Keith Hansen: Alt#4 Best- Rolling South Bound on I-275 Slip ramp split, one sign Haggerty only/one sign Ford Road only Light at Haggerty Cross with new ramp into IKEA
  - They can exit #22 Michigan Avenue or Ann Arbor Rd #28
  - No thru trucks over 3-axles unless delivering
  - No left turns on Ford Rd, Canton Center to I-275
  - No left turns on to Ford Rd from businesses



- West Bound right turn lane has to stop travel lane only not must turn right
- Definitely computerized lights no sense stopping if all traffic didn't show at intersection
- Rob Marz: Remove traffic on Ford Rd. Reduce volume & improve flow
  - o Mobility; Cost; Timeframe; Return on investment (Value)
    - Paving Lotz Road is beneficial for each alternative. I would include this once the Practical Alternatives are determined (In Each One). This will be well received by the community.
- Virginia Garner: Consider having both Cherry Hill & Haggerty be widened to 5 lanes, especially in the areas that would have more traffic.
- Tom Yack: To fully address the problems at the Ford/Haggerty/I275 area the following offer the only viable solutions; Implement the Western Wayne Transportation Improvement Plan Study. Canton with a population of 90,000+ resident has but two points of access to I-275. Ford Road not only serves as the primary ingress and egress point to I-275, it is also Canton's major commercial corridor. It is essential to separate, as much as possible, commercial traffic from commuter traffic. The only option that accomplishes this is the WWTIP. Canton residents have waited years for improvements to be made to this area.
  - o Direct Access to Businesses; Property Impacts (Right of Way/Land Use)
    - Approximately five years ago MDOT conducted a very comprehensive Ford Road traffic study. As I recall the study cost approximately \$500,000. The study area was Ford north to Warren, south to Cherry Hill, Wayne Road to the east and Canton Center Road to the west. The included a number of public meetings, some soliciting public comment and others sharing findings. The study produced a number of findings and recommendations. The most significant finding described a series of modifications and additions to the I-275 ramps. The modifications included slip ramps both north and south of Ford and Haggerty and two new access points, one at Cherry Hill and another at Warren.
    - The Canton administration recognized that this study was but the first step in a series of steps leading to the ultimate "fix" for the Ford/Haggerty/I-275 area. As you are well aware this area is very dangerous for the motoring public. In fact, it has been identified as one of the most dangerous in Michigan.
    - I understand the need to conduct an environmental study. However, I do not understand why MDOT is "putting on the table" new options to be studied.
    - The issue in my mind is removing as much traffic from Ford and Haggerty intersection as possible. The distance from the I-275 ramps to Haggerty Road is unacceptable (poorly designed). There is too little stacking space for the volume of traffic either leaving or entering I-275 east of Haggerty.
    - Pave Lotz Road (this would provide a new access option to I-275 for traffic moving west on Cherry Hill (to access I-275) and for traffic east wishing to avoid the Ford/Haggery intersection.
    - Canton has been aggressive in its efforts to implement access management along Ford Road. More can be done.
    - Widening Cherry Hill would improve traffic flow and provide improved access to the Cherry Hill access identified in the WWTP.



- Kathleen Salla: Would like to see these improvements considered, perhaps in combination with some of the other alternatives.
  - Direct Access to Businesses; Property Impacts (Right of Way/Land Use); Economic Impact to Ford Road Businesses during Construction
    - Would like to see the Other Improvements implemented as soon as possible;
       especially paving of Lotz Road

### **New Interchanges (12 total votes):**

- Frank Morelli: Warren Avenue and Cherry Hill Road
  - o Direct Access to Businesses; Traffic Flow; Minimize Auto Accidents
    - Raise gas tax .10per gallon we need more money to improve roads. It will also put a lot of people back to work.
- Allen Moody: Have fought the congestion at Ford & I-275 for 24+ years. Traffic is being diverted to Saltz & other ½ parallel roads.
- Kathy LeFevre: Do not like New Interchanges option
- Martin LaForte: But funding from Feds are probably No-No
- Yong Kwon: #2 Priority. Permanent, Cherry Hill exit may have more population than Warren
  - o Property Impacts (Right of Way/Land Use)
    - Moderate improvement may be better than ramp project that may be disapproved by federal government eventually?
- James Mastronardi: No! Tear up is huge, costs and only diverts a % of the problem.
- Robert F. Rosol: Cherry Hill is not a viable option. Too narrow and no place to widen. An exit at Warren taking people.
  - o Property Impacts (Right of Way/Land Use); Pedestrian and Bike Access; Traffic on Cherry Hill.
    - West on Warren to Tubby Subs would take a lot of traffic off of Ford Rd. Heading south on I-275 you have traffic from I-96, I-696, and M-14 all coming off on Ford Road . North bound you pull from I-94
- Glenna Drennan: New Interchanges
- Andrew Valinski: Need to also look at adding exit ramps (only) to Warren and Cherry Hill
- Paul Lakatos: Cherry Hill is, Warren is too close to Ann Arbor Rd exit
- Wendy Lukianoff: #5 (Favorite) This will help the best. It will separate those going to businesses on Ford Rd and those trying to get home. Start with Warren Rd, see if you need Cherry Hill. Split the cost through more budget years.
  - o Noise; Parkland/Greenspace; Air Quality; Water Quality
- Matthew Fields: This is the most forward thinking solution that combines safety, long term congestion relief, and additional I-275 access. We need long term solutions
  - Roundabouts at Lilley Rd and Haggerty Rd with extended turn lanes.
- Hussam Jawadie: I support plan to have exit from I-275 to Warren Rd. I live close to the mall and it's much easier to drive on Warren to I-275 rather than go to Ford Rd and take exit there.
- Jack Strange: I do not like the idea involving adding a North bound service drive. There would be a traffic conflict at the North end with cars turning East off North bound I-275 and the Northbound drivers coming off the service drive wanting to continue North on I-275. Instead of a service drive being put in, I'd rather see an entrance directly onto I-275 North at Cherry Hill



Road with an extra lane to the right of existing lanes allowing cars to come onto I-275 (from Cherry Hill) and exit I-275 (to Ford Road). In that same plan, the South bound I-275 traffic needs to exit to Haggerty (South of Ford Road) without having to go through the Ford Road traffic light at the current exit. In other words, I don't like their idea of the exit on the South side of Ford Road, in the current ramp area. This would be confusing to the traffic turning South bound off East bound Ford Road. I don't know of any other Interstate connections that have a cross street at an entrance/exit, though I guess traffic could do that if needed. That exit (East bound Ford to South bound I-275) would have to have an additional traffic light to prevent accidents from the traffic going straight across to the other entrance. Is there anything wrong with South bound Haggerty Road traffic exiting at the same exit North of Ford Road? What difference does it make if they have to go straight through the light at Ford Road to be South of Ford Road? I just never understood why they wanted a separate exit on the South side of Ford Road for entrance onto Haggerty Road. Time the lights differently if needed.

- Tom Yack: Adding an interchange at Cherry Hill or Warren is unrealistic. At the Cherry Hill all four quadrants are fully developed with apartment complexes. As an aside I personally communicate to MDOT in the early 90's that Canton was prepared to purchase all four quadrants at Cherry Hill if MDOT would pay for construction of the interchange. MDOT rejected this offer and indicated that even if we could promise \$1 billion of new development MDOT would not support our offer. A Warren Road interchange is also out of the question because the Yazaki Corporation has a major research facility in the southwest quadrant. Two office buildings in the northwest quadrant. The two east quadrants are heavily impacted by wetlands. As a result of the above interchanges at these two locations are out of the question.
- Anthony J. Gullitti: But only at Cherry Hill Road. The interchange proposed for Warren is too close to Ann Arbor Road. The next interchange south of Ford is Michigan Ave. That is too far to go to be useful to getting to many of the houses in Canton. So the Cherry Hill interchange is needed. This could help alleviate traffic problems while building the boulevard on Ford Road.
- Edward Petrick: New Interchanges
- Kathleen Salla: Far too costly with detrimental impact on existing development.
- William Campbell: New Interchanges

### **Important Factors for Analyzing Alternatives**

Noise	8
Natural Resources (waterways)	5
Direct Access to Businesses	12
Property Impacts (Right of Way/Land Use)	13
Parkland/Greenspace	5
Contamination	6
Air Quality	6
Water Quality	6
Pedestrian and Bike Access	10
Other: Value	1
Other: Time Frame	1
Other: Traffic Flow	13
Other: Minimize Auto Accidents	1
Other: Safety	2



Other: Economic Impact	2
Other: Impact to Area Businesses	1
Other: Cost	2
Other: Mobility	1
Other: Bypass Ford Rd business to access I-275	1
Other: Quality of Life in the Township	1

Comment sheets and written comments received at the Public Information Meeting are included in full at the back of this summary.

### **Exhibit Boards**

Welcome

**Project Schedule** 

Study Area

What We Heard

DRAFT Project Purpose and Need

Crash History (2006 – 2011)

Road Safety Audit

**Project Constraints** 

Alternative 1 - No-Build

No-Build Illustrative Alternative

Alternative 2 – Operational Improvements

Operational Improvements Illustrative Alternative

Alternative 3 – Boulevard

**Boulevard Illustrative Alternative** 

Boulevard Details/Options

Alternative 4 – Western Wayne Transportation Improvement Plan (WWTIP) (2 boards)

Western Wayne Transportation Improvements Plan (WWTIP) Illustrative Alternative

Alternative 5 – New Interchanges (2 boards)

New Interchanges Illustrative Alternative

Additional Improvements (Alt's 1-5)

**Draft Project Costs** 

Possible Factors For Further Consideration

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

### **Project Articles**

Canton FOCUS Newsletter - October 2012

MDOT Official Press Release – October 4, 2012

Canton Observer/Hometown Life Article – October 11, 2012



Canton Observer/Hometown Life Article – October 14, 2012

(Full articles are attached.)

### **Public Meeting Photos**











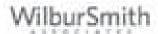


### **Attachments**

Press Release
Postcard Mailing
Meeting Register
Fact Sheet
Blank Comment Form
Exhibits
PowerPoint Presentation
Completed Comment Forms
Project Articles



### **Press Release**



www.michigan.gov (To Print: use your browser's print function)

Contact: Rob Morosi, MDOT Office of Communications,

morosir@michigan.gov

248-483-5127

**Agency:** Transportation

Release Date: October 04, 2012 Last Update: October 04, 2012

### Second MDOT public meeting on I-275/M-153 (Ford Road) area study in Wayne County

**WHAT:** A second open house-style meeting to provide an overview of the ongoing I-275/M-153 (Ford Road) Area Traffic and Environmental Study and Evaluation Project in Canton Township. Interested parties will get a recap of the first meeting, receive new data that has been gathered, and have an opportunity to review illustrations of various proposed project designs.

**WHO:** Michigan Department of Transportation (MDOT) staff Engineering consultants
Residents, business owners and interested stakeholders

WHEN: Thursday, Oct. 11, 2012

4-7 p.m.

WHERE: Summit on the Park 46000 Summit Parkway Canton Township

Special accommodations: 734-394-5460

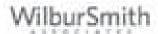
**BACKGROUND:** MDOT and its consulting team are studying existing traffic patterns and roadway features while recognizing the needs of the local municipalities and commercial businesses in the area.

Don't Barrel Through Work Zones! - Drive Smart to Stay Alive.

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### Postcard Mailing





### **Public Meeting** I-275 at M-153 (Ford Road) Area Traffic and Environmental Study and Evaluation









recap the first public meeting, share new data that has been gathered, and unveil and Evaluation on Thursday, October 11 from 4:00pm to 7:00pm. MDOT plans to meeting for the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study the Illustrative Alternatives for the project. Public input and participation at this The Michigan Department of Transportation (MDOT) will hold the second public meeting are strongly encouraged. The meeting will be in an open house format. There will be no formal presentation but numerous information stations will be set up around the meeting room and project team members will be available to answer questions.

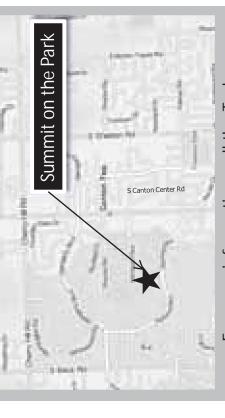
We encourage you to give us feedback and voice your concerns. Please stop by anytime between 4:00pm and 7:00pm.

## We hope to see you there!



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

Thursday, October 11 4:00pm – 7:00pm Please join us at the Summit on the Park 46000 Summit Parkway, Canton, MI 48188



For more information, call the Taylor Transportation Service Center at (313) 375-2400

### **Fact Sheet**



### **FACT SHEET**

### I-275 and M-153 (Ford Road) Area

### <u>Traffic and Environmental Study and Evaluation</u>

Public Information Meeting – Oct. 11, 2012 Summit on the Park, Canton, MI

### **Purpose**

The Michigan Department of Transportation (MDOT) is investigating improvements to existing traffic and roadway features while recognizing the needs of local municipalities and commercial businesses in the study area. Today, MDOT will share new data that has been gathered, recap the first public meeting, and unveil the illustrations of various alternate designs for the project.

### Study Area

The study area for the project is bordered by Sheldon Road, Warren Road, Lotz Road, and Cherry Hill Road as indicated on the map located on the back side of this fact sheet.

### **Illustrative Alternative Quick Facts**

- 1. No-Build: Assumes no changes from current conditions.
- 2. *Operational Improvements\**: Addition of a westbound through-lane on Ford Road from I-275 to Sheldon Road and conversion of the existing eastbound right turn lane at Haggerty Road to a shared right through lane.
- 3. Ford Road Boulevard\*: Provides a Ford Road boulevard with two through-lanes in each direction, with restricted left turns at intersections, numerous passenger vehicle turnarounds, and truck turnarounds where necessary.
- 4. Western Wayne Transportation Improvement Plan Study\*: Provides direct southbound I-275 ramp access to Haggerty Road north and south of Ford Road, reducing congestion at the Ford and Haggerty intersection. Includes a frontage road from Cherry Hill Road north to Ford Road and a modification of the northbound I-275 entrance ramp.
- 5. Warren and Cherry Hill Interchanges\*: This option presents full-access interchanges at Cherry Hill Road and Warren Road to alleviate traffic at the Ford Road/Haggerty Road intersection as well as the Ford Road/I-275 interchange.

### \*Additional Improvements:

- Intersection improvements along Cherry Hill Road
- Pave Lotz Road
- Additional pedestrian crossings with pushbuttons
- Provide bike crossings at bike path
- Provide overhead lighting at signals
- Access management (shared drives)

### **Next Steps**

- Determine the practical alternatives
- Begin traffic and environmental studies
- Present the practical alternatives at the next public meeting in early 2013

### MDOT Project Manager

Gorette Yung, P.E. MDOT Taylor TSC 6510 Telegraph Road, Taylor, MI 48180

Phone: 313-375-2400

E-mail questions to: <a href="mailto:yungg@michigan.gov">yungg@michigan.gov</a> E-mail comments to: MDOT-ford275@michigan.gov

More information can be found at: <a href="https://www.michigan.gov/mdotstudies">www.michigan.gov/mdotstudies</a>



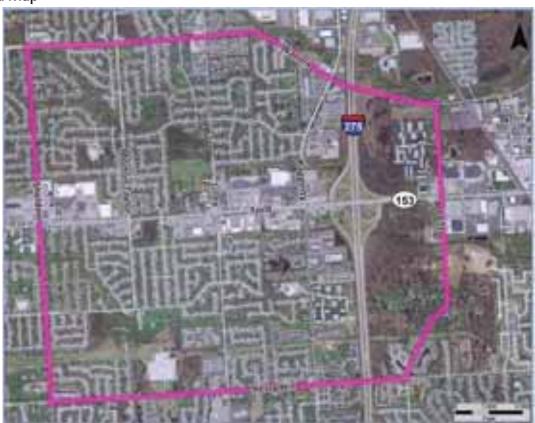
### **FACT SHEET**

### I-275 and M-153 (Ford Road) Area

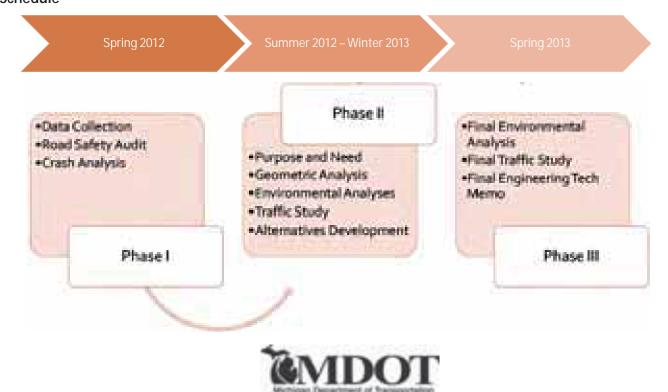
### <u>Traffic and Environmental Study and Evaluation</u>

Public Information Meeting – Oct. 11, 2012 Summit on the Park, Canton, MI

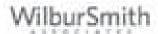
### Study Area Map



### Schedule



### **Blank Comment Form**



### I-275 at M-153 (Ford Road) Area

### Traffic and Environmental Study

### **Public Information Meeting Comment Form**

Name:				
Address:				
City:	State:	Zip Code:	Phone #:	
E-mail Address:				

### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	X	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard		
WWTIP		
New Interchanges		

Comments and questions may also be sent to:

Gorette Yung, Project Manager MDOT Taylor TSC 6510 Telegraph Road Taylor, MI 48180 313-375-2400

Please place this form in a comment box.

E-mail questions to: <a href="mailto:yungg@michigan.gov">yungg@michigan.gov</a>
E-mail comments to: <a href="mailto:MDOT-ford275@michigan.gov">MDOT-ford275@michigan.gov</a>
More information at: <a href="mailto:www.michigan.gov/mdotstudies">www.michigan.gov/mdotstudies</a>
Comments will be accepted through Oct. 25, 2012.



What factors are the most important to you in analyzing the alternatives? (Check all that apply)

Noise	
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	
Other:	
Other:	
Other:	
Other:	

Other comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:					

Thank you for your valuable input!

### **Exhibits**



## raffic and Environmental Study -275 at M-153 (Ford Road) Area

## S S S S





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

## **Project Schedule**

Spring 2012

Data Collection

Road Safety Audit

Crash Analysis

Phase I

Phase II

Purpose and Need

Geometric Analysis

Environmental Analyses

Traffic Study

Alternatives Development

Final Environmental

 Final Traffic Study Analysis

Final Engineering Tech

Phase III



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

## Study Area



## What We Heard

congestion on Ford Road to make traffic Overwhelming desire to reduce the flow "efficiently and safely"

A number of comments received expressed desire for:

- Alternate access on/off I-275 (30)
- Limit left turns on Ford Road(10)
- Additional travel/turn lanes on Ford Road(8)
- Access road/service drive behind businesses (8)
- Improve other roads within study area (numerous)

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

## DRAFT Project Purpose and Need

### Project Purpose:

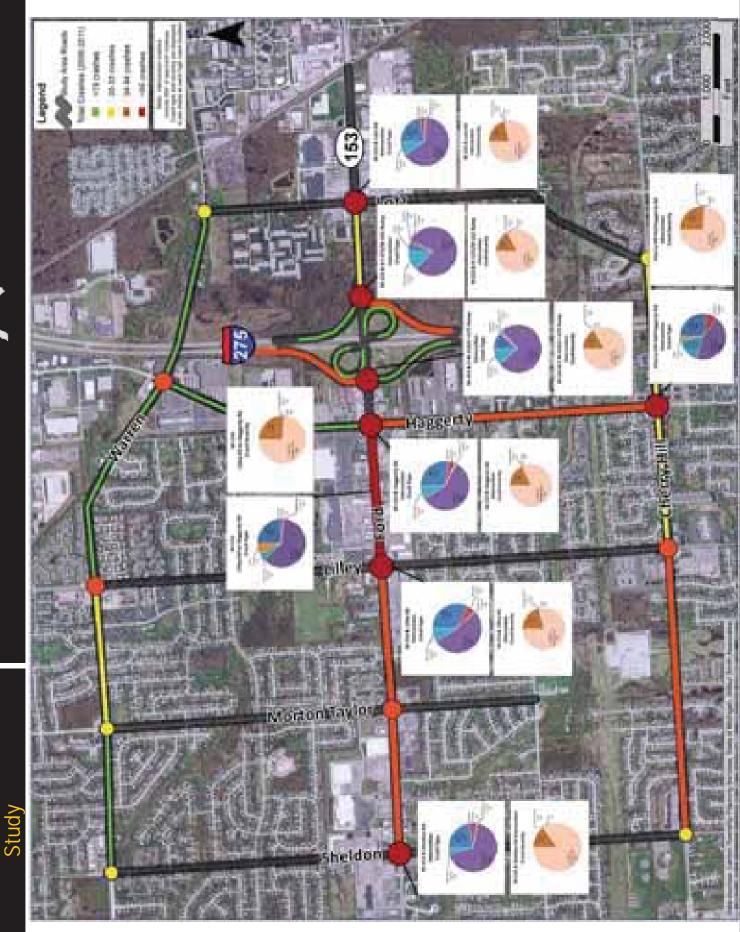
within the study area by improving traffic operation at the I-275 interchange and at key intersections along the M-153 corridor, as well as other existing and future traffic along M-153 in the study area. The project will also support smart, sustainable destinations; and better separate and prioritize commuter, business, and residential The project purpose is to improve existing operational service on M-153 (Ford Road) transportation needs. The project will promote safe, convenient travel; serve key growth and access management principles in the study area's development and redevelopment

### Project Need:

terminals along the M-153 corridor. Project needs include improved access and egress from M-153 to I-275, and improved safety, traffic flow and mobility along M-153. Project alternatives will investigate study area system signal timing optimization, limiting left turns to and from M-153 to major intersections, and connecting business parking areas and driveways as potential short-term solutions. Investigating the addition of throughand turning lanes to M-153 and the surrounding road network could be part of a long-The project need is based on the growing demand for the use of M-153 (Ford Road) for commuter, business, and residential access within the study area, and the need to term solution to alleviate exit ramp queues from I-275 to M-153, as well as improve Mimprove traffic operational levels of service at key intersections and I-275 ramp 153 safety, efficiency, and capacity

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

## Crash History (2006 – 2011)



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

independent, multidisciplinary team. examination of an existing or future A Road Safety Audit (RSA) is the formal safety performance road or intersection by an

opportunities for safety improvements It estimates and reports on potential road safety issues and identifies for all road users.

STATE SPACE

### WHEN

Ongoing

### WHERE

M-153 / I-275 interchange and surrounding area

### **BENEFITS of RSA**

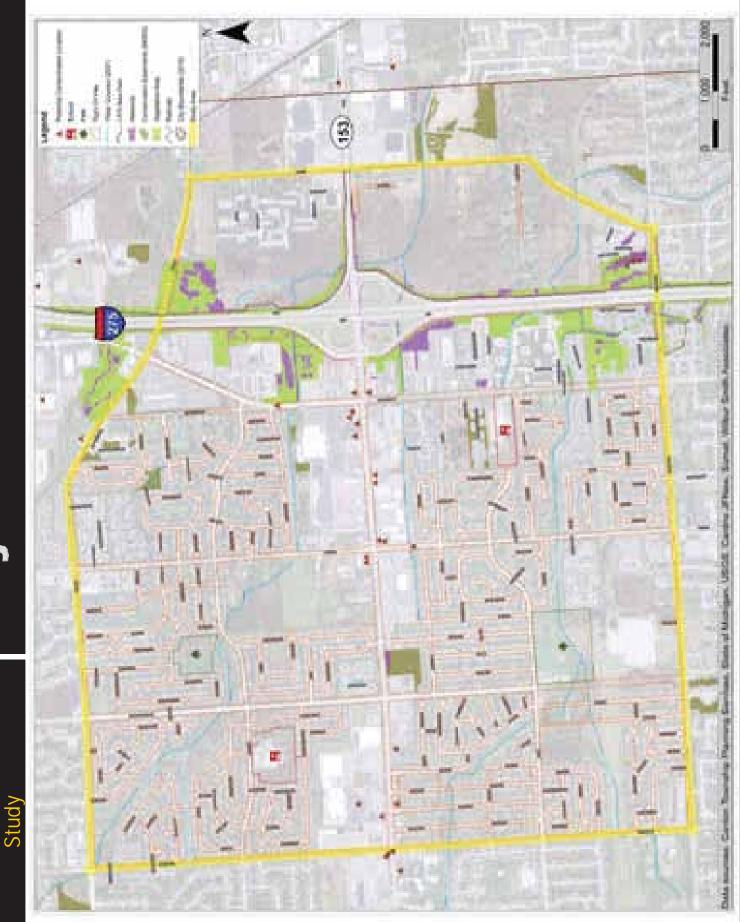
- ·May help produce designs that reduce the number and severity of crashes
- May reduce costs by identifying safety issues and correcting them before
  - Promote awareness of safe design projects are built
- Consider human factors in all facets of Integrate multimodal safety concerns



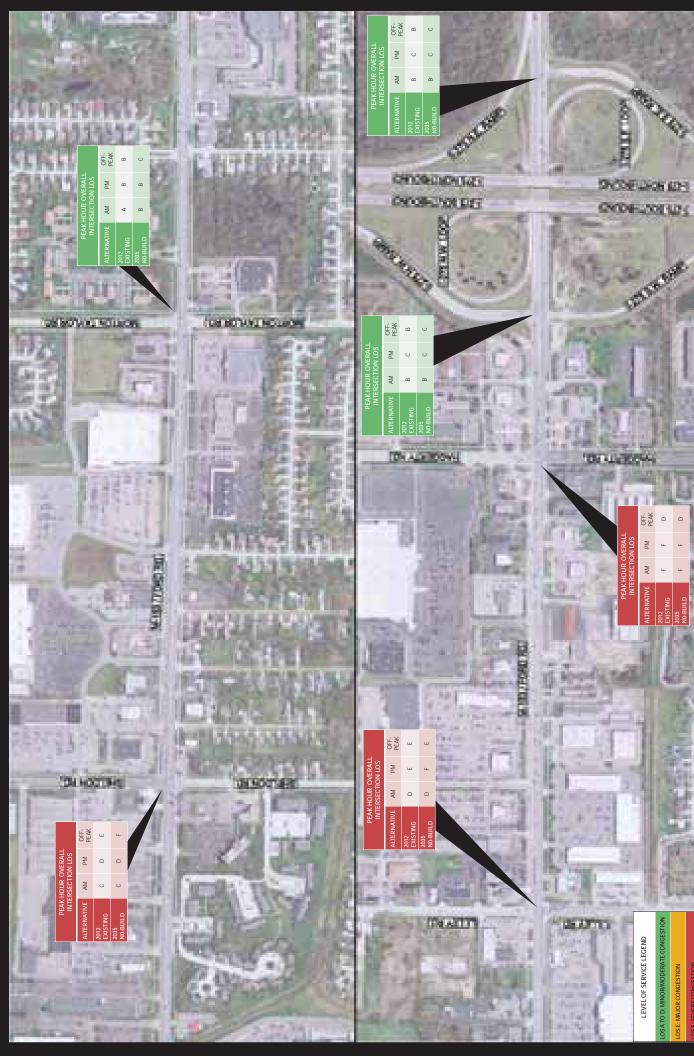


I-275 at M-153 (Ford Road) Area Traffic and Environmental

## **Project Constraints**



## Alternative 1 - No-Build





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

### Illustrative Alternative No-Build

### Description:

No change from current traffic operations

### Advantages:

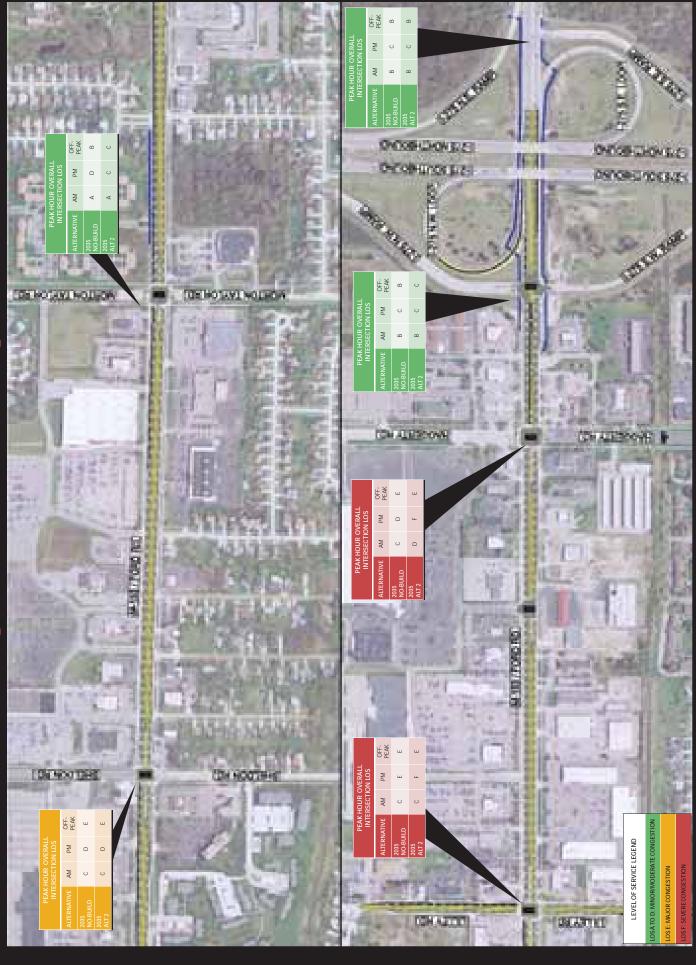
No additional right of way or environmental impacts

### 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
- Does not improve existing Ford Road pavement condition



# Alternative 2 – Operational Improvements





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

### Operational Improvements **Illustrative Alternative**

### Description:

- Addition of westbound through-lane on Ford Road from I-275 to Sheldon Road and conversion of existing eastbound right-turn lane at Haggerty Road to shared right through-lane
- Additional pedestrian and safety improvements

### Advantages:

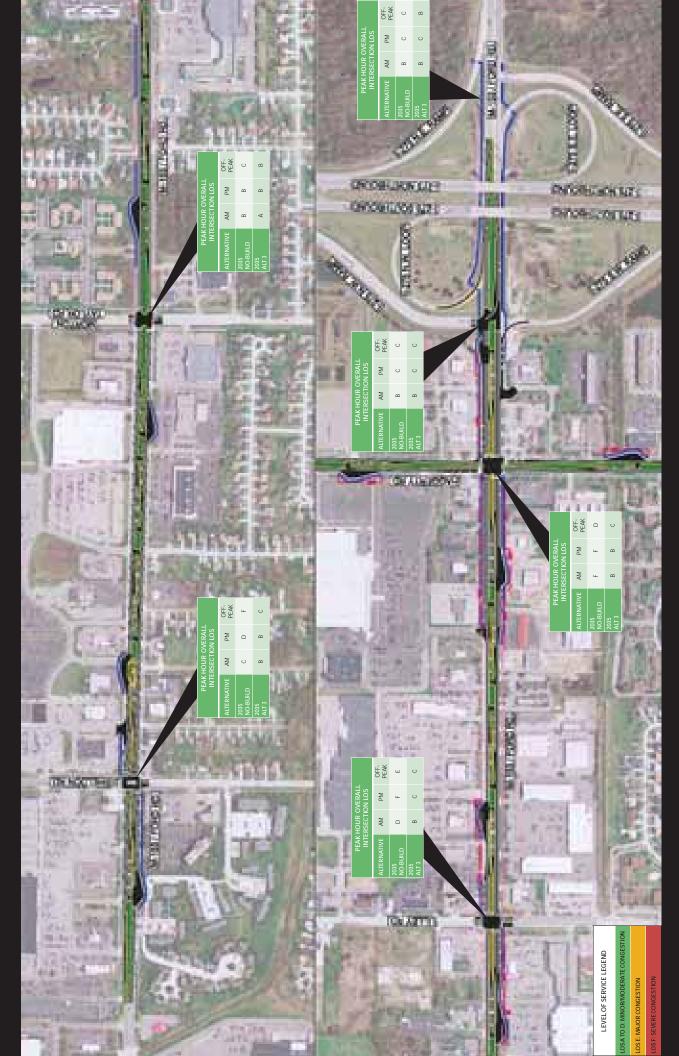
- Low construction impact relative to other options
- Low construction cost relative to other options
- Provides short-term relief and some additional safety improvements, such as sidewalk and pushbutton pedestrian signals

### Disadvantages:

- Attracts approximately 15 to 25 percent more vehicles with an added lane on Ford Road
- Quickly reaches capacity and only achieves minor levels of service improvement relative to existing condition
- Traffic backups continue on southbound I-275 ramp at Ford Road
- Does not improve existing Ford Road pavement condition



## Alternative 3 – Boulevard





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

### Illustrative Alternative Boulevard

### Description:

- Provides a Ford Road and/or Haggerty Road boulevard with two through-lanes in each direction, with restricted left turns at intersections, numerous passenger vehicle turnarounds, and truck turnarounds (loons) where necessary
- Additional pedestrian and safety improvements
- Other boulevard options may also be investigated, such as adding boulevards to other major north/south crossings, limiting truck turnárounds, or a módified roadway alignment

### Advantages:

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

### Disadvantages:

- Limited truck turnarounds along Ford Road and/or Haggerty Road
- Indirect access to businesses



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

## **Boulevard Details/Options**

### Boulevard Details

Commercial Vehicle Turnaround



Passenger Vehicle Turnaround



### Boulevard Options

 Restrict commercial turnarounds to specified locations along the corridor

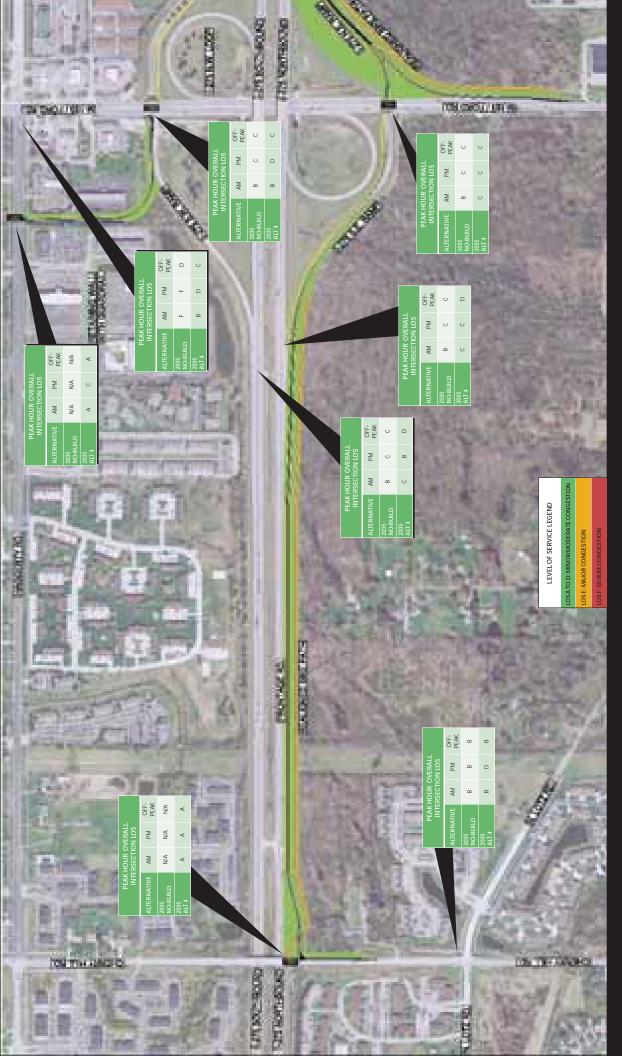
**Modified Alignment Boulevard** 





# Alternative 4 – Western Wayne Transportation

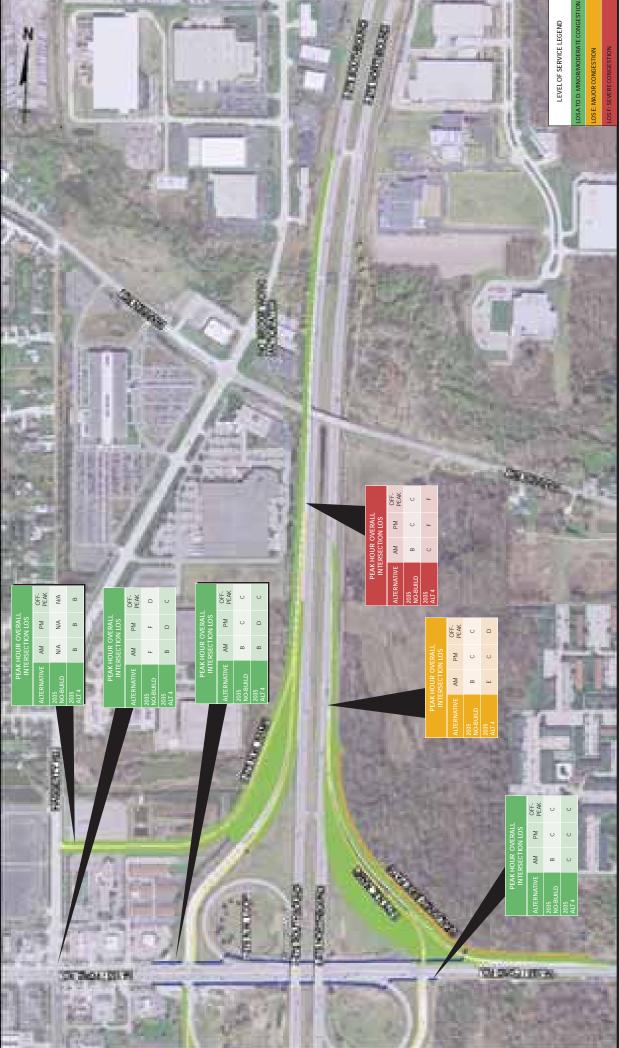
## mprovement Plan (WWTIP)





# Alternative 4 – Western Wayne Transportation

## Improvement Plan (WWTIP)





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

Western Wayne Transportation Improvement Plan (WWTIP) **Illustrative Alternative** 

### Description:

- reducing congestion at the Ford Road/Haggerty Road intersection. Includes a frontage road from Cherry Hill Road north to Ford Road and a modification of the northbound I-275 entrance ramp Provides direct southbound I-275 ramp access to Haggerty Road north and south of Ford Road,
  - Additional pedestrian and safety improvements

### Advantages:

- Minimal construction impacts to Ford Road(off alignment)
- Improvement in level of service at Ford Road/Haggerty Road
- Draws traffic away from Haggerty Road
- Safety improvements, such as sidewalk and pushbutton pedestrian signals along Ford Road

### Disadvantages:

- Many right of way and environmental impacts anticipated
- Moderate to high construction cost compared to other alternatives
- Does not address congestion on Ford Road except at Haggerty Road
- All other intersections similar to no-build
- No change to Ford Road relative to safety, difficult access to businesses during peak times, etc.
- Confusing interchange ramp operations and geometric configuration with multiple decision points
- Increased maintenance costs due to addition of pavement, retaining walls, and bridge widening
- Does not improve existing Ford Road pavement condition



## Alternative 5-New Interchanges





## Alternative 5-New Interchanges





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

### Illustrative Alternative New Interchanges

### Description:

- Provides full access interchanges at Cherry Hill Road and Warren Road to alleviate traffic at the Ford Road/Haggerty Road intersection as well as the Ford Road/I-275 interchange
- Additional pedestrian and safety improvements

### Advantages:

- Provides full access to and from Cherry Hill Road and Warren Road
- Diverts traffic away from Haggerty Road
- Safety improvements, such as sidewalk and pushbutton pedestrian signals along Ford Road

### Disadvantages:

- High construction cost and future maintenance costs
- Major right of way impacts
- Many environmental impacts anticipated
- Introduces conflicts with existing ramps to Ford Road which makes the freeway less safe
- Cherry Hill Rest Area entrance ramp to northbound I-275 too close to proposed exit ramp to Cherry
- Minimal diversion of traffic from Ford Road and Haggerty Road
- Does not improve existing Ford Road pavement condition



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

### Additional Improvements (Alt's 1-5)

- Intersection improvements along Cherry Hill Road
- Pave Lotz Road and improve Lotz Road/Ford Road intersection
- Additional pedestrian crossings with pushbuttons
- Provide bike crossings at bike path
- Provide overhead lighting at signals
- Access management (shared drives)



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

### Draft Project Costs

Alternative	Est. Construction Cost	Potential ROW Impacts/Costs	Est. Additional Maintenance Cost
1 – No-Build	Moderate	Moderate	Low
2 – Operational Improvements	Moderate	Moderate	Low
3 – Boulevard	Moderate	Moderate	Low
4 – WWTIP Study	High	High	Moderate
5 – New Interchanges	High	High	High



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

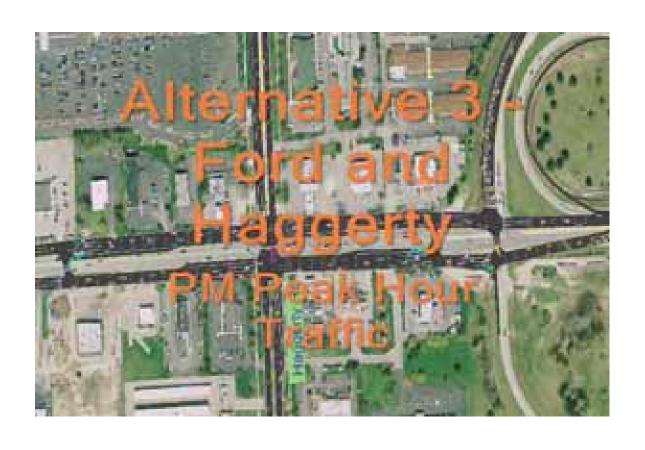
### **Further Consideration** Possible Factors For

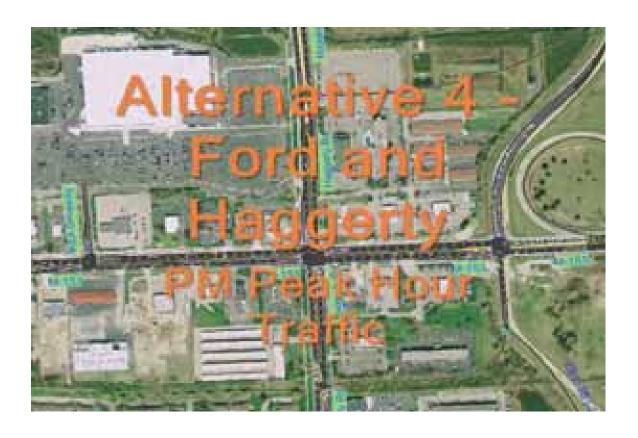
Alternative	Transportation Factors (Mobility, Safety)	Enviro (Hab Wetla	Environmental Factors (Habitat Protection, Wetlands, Air Quality)	actors ion, ality)	Comn (Title VI/En	Community Factors (Title VI/Environmental Justice)	rs ustice)	Cost F (Cost Effecti	Cost Factors (Cost, Cost Effectiveness)	Other
	LOS Crashes	Wildlife Habitat Impacts	Wetland	Air & Water Ouality	Pedestrian and Bike Access	Emergency Resp. Time	Property Impacts	Approx Const. Cost	Benefit Cost Analysis	
1 – No-Build										
2 – Operational Improvements										
3 – Boulevard										
4 – WWTIP Study										
5 – New Interchanges										
								4		

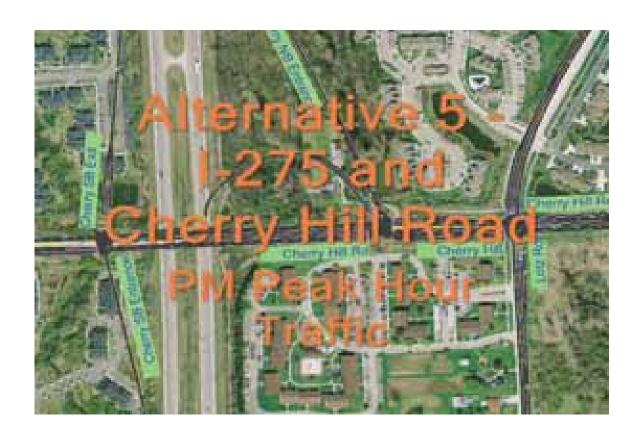


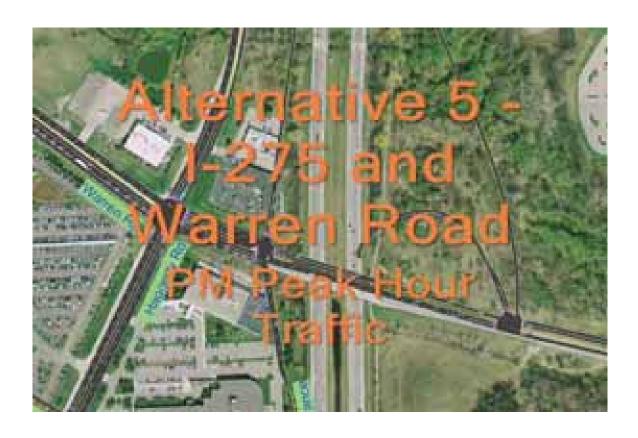




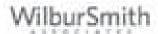








### **PowerPoint Presentation**



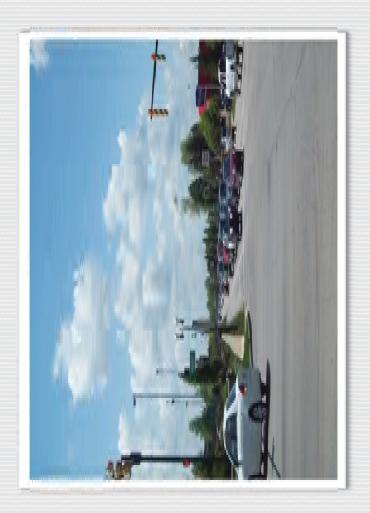
### **Traffic and Environmental Study** I-275 at M-153 (Ford Road) Area

Public Information Meeting October 11, 2012 4pm-7pm Summit on the Park



### **Meeting Purpose**

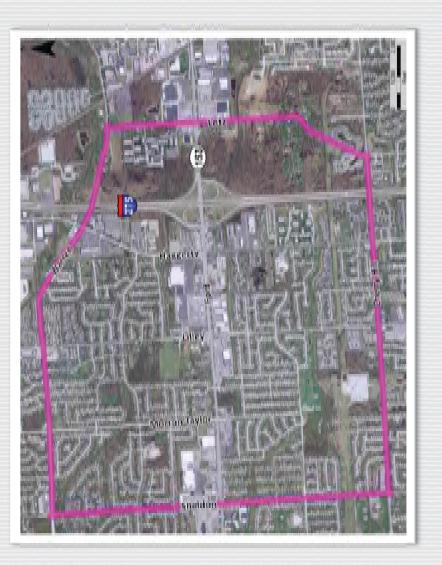
- Discuss project history
- Present what we heard and Draft Purpose and Need
- Present recently gathered data
- Crash Data
- Road Survey
- Present known environmental constraints
- Present the Illustrative Alternatives





### Introduction

- Study Area
- Warren Road south to Cherry Hill Road
- Sheldon Road east to Lotz Road
- Why are we here?
- Complete a Traffic and Environmental Study
- Propose safety improvements





## Prior and Current Work

- Western Wayne Transportation Improvement Plan (WWTIP) - 2006
- Traffic Operations Study, focused on improvements within I-275 at Ford Road interchange
- alternatives are working toward all requirements Per federal guidelines, we are assessing whether an environmental study is required and ensure for the environmental process

## What Have We Done?

- Data collection
- Utilities, traffic data, crash history, environmental constraints
- Traffic Analysis
- Road Safety Audit
- Public Information Meeting #1 (June 7, 2012)
- Received and documented public comments for goals of project
- Established draft project purpose and need
- Developed Illustrative Alternatives





### Next Steps...

- Soliciting comments on the **Mustrative Alternatives**
- Recommending Practical Alternatives for further analysis/evaluation
- Upcoming Public Information Meetings
- Early 2013
- Present Practical Alternatives
- Present Traffic and Environmental Studies





## Contact Information

- We want to hear from you
- Write your comments on a comment sheet today, email, or contact us at the Taylor Transportation Service Center (TSC)

Gorette Yung, Project Manager MDOT Taylor TSC 6510 Telegraph Road Taylor, MI 48180 313-375-2400 E-mail questions to: yungg@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies



### Conclusion

Your feedback is important and appreciated

Please remember to sign in and comment before leaving today or email

Thank you for coming!



### **Completed Comment Forms**



### I-275 at M-153 (Ford Road) Area

### Traffic and Environmental Study

<b>Public Informat</b>	ion Meeting Con	nment Form		
Name: Address:				
City:	State:	Zip Code:	_ Phone #:_	
E-mail Address			10	

### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments	
No-Build	×	Alternative will be carried forward to compare against other alternatives.	
Operational Improvements	N	ON FORD RO TIME LIGHTS.	F,
Boulevard			
WWTIP			
New Interchanges			

Please place this form in a comment box.

Comments and questions may also be sent to:

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313-375-2400

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Comments will be accepted through Oct. 25, 2012.



What factors are the most important to you in analyzing the alternatives? (Check all that apply)

Noise	
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	
Other:	
Other:	
Other:	
Other:	

Other comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:

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	Main								

Thank you for your valuable input!

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

lame:				
ddress:_			1120	
ity:	State:	Zip Code:	Phone #:	

### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard		
WWTIP		
New Interchanges	*	WARREN AND AND CHERRY HILL RA-

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Noise	
Natural Resources (waterways)	
Direct Access to Businesses	-X-
Property Impacts (Right of Way/Land Use)	1
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	
Other: TRAFFIC FLOW	
Other: MINIMIZE AUTO ACCIDENT.	9
Other:	
Other:	

Other comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:

Raise gas tox .10 per gallom - we need more money to emprove roads. It will also put alst of people back 10 work

Thank you for your valuable input!

### I-275 at M-153 (Ford Road) Area

### Traffic and Environmental Study

Name:_				
Address:	The same of the sa		Marine Managaria	
City:	State:	Zip Code:	Phone #:	

### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard		
WWTIP		
New Interchanges	X	HAVE FOUNDE THE CONSESTER HE FIRST + 1-275 for 244 YEAR. TRAFFIC IS BEING DIVERTED TO SAUTZ & STHER

12 Parallel Rong
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What factors are the most important to you in analyzing the alternatives? (Check all that apply)

Noise	
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	
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Other:	
Other:	

r comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:		

Thank you for your valuable input!

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

Public Informatio		ment Form		
Name:_ Address-				
City:	State	Zip Code:	Phone #:	
E-mail Address:			280	

### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements	yes	With the addition of another face and addited sidewark
Boulevard	1/25	Having a Birleyard to preate a town around will save time and ad Dajety.
WWTIP		772
New Interchanges		

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What factors are the most important to you in analyzing the alternatives? (Check all that apply)

Noise	
Natural Resources (waterways)	
Direct Access to Businesses	X
Property Impacts (Right of Way/Land Use)	X
Parkland/Greenspace	
Contamination	X
Air Quality	
Water Quality	
Pedestrian and Bike Access	X
Other:	
Other:	
Other:	
Other:	


Thank you for your valuable input!

### I-275 at M-153 (Ford Road) Area

### Traffic and Environmental Study

Public Informat	ion Meeting Con	ment Form		
Name: Address:				
City:	State:	Zip Code:	Phone #:_	
E-mail Address:				

### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard	×	
WWTIP	×	
New Interchanges		

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Please place this form in a comment box.

What factors are the most important to you in analyzing the alternatives? (Check all that apply)

Noise	×
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	×
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7		

Thank you for your valuable input!

## Traffic and Environmental Study

Public Information Meeting Comment Form

Name:\_ Address:\_

City:	State: Zip Code:_	Phone #:
E-mail Address:		
Please Vote Below and o	n reverse!!	
Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard	J.	
WWTIP	2	
		Do not like this option.

Please place this form in a comment box.

New Interchanges

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Comments will be accepted through Oct. 25, 2012.



Noise	
Natural Resources (waterways)	X
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	X
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	II mose
Pedestrian and Bike Access	T X
Other:	1
Other:	
Other:	
Other:	

Other comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:

The state of the s	exty Delween Chulling
Ford (and possibly spith	of Ford) need to be
at each and every light!	affec is caught

## Traffic and Environmental Study

ublic Informati	on Meeting Cor	nment Form		
Name: Address:				
City	State	Zip Code:	Phone #	
-mail Address			900000000	

### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build THIS IS 1	Yor Ail 14	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		F.
Boulevard	× -	THE SOONER THE
WWTIP	- 4.	SOME ITOMS MICHT WORK TO IMPROVO STOP
New Interchanges		FEDS ARE PROBABY NO-NO

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Please place this form in a comment box.

Noise	
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	
Contamination	/
Air Quality	/
Water Quality	/
Pedestrian and Bike Access	/
Other:	
Other:	
Other:	
Other:	

Other comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:

1. OSUMLY	038 M	CHIKAN OR	15-Rd	EXITS
10 Avois	FOCO F	Emol.		
TUDY RE.	BHLARUM	to INCLU	03 FD.	en/
41701 6	M SECTION	morset		-

## Traffic and Environmental Study

# Public Information Meeting Comment Form Name:\_\_\_\_\_\_\_ Address:\_\_\_\_\_\_ City:\_\_\_\_\_\_\_ State:\_\_\_\_ Zip Code:\_\_\_\_\_ Phone #:\_\_\_\_\_\_\_ E-mail Address:

#### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements	×	
Boulevard	×	
WWTIP	×	
New Interchanges		

Please place this form in a comment box.

Comments and questions may also be sent to:

Gorette Yung, Project Manager MDOT Taylor TSC 6510 Telegraph Road Taylor, MI 48180 313-375-2400

E-mail questions to: <a href="mailto:yungg@michigan.gov">yungg@michigan.gov</a> E-mail comments to: <a href="mailto:MDOT-ford275@michigan.gov/mdotstudies">MDOT-ford275@michigan.gov/mdotstudies</a> More information at: <a href="mailto:www.michigan.gov/mdotstudies">www.michigan.gov/mdotstudies</a> Comments will be accepted through Oct. 25, 2012.



Noise	
Natural Resources (waterways)	
Direct Access to Businesses	X
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	X
Other:	4
Other:	Ü
Other:	
Other:	

Other comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:					

## Traffic and Environmental Study

ublic information	on Meeting Con	nment Form		
ame:				
ddress:				
ity:	State:_	Zip Code:_	_ Phone #:	
-mail Address:				

### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
<b>N</b> Operational Improvements	# O PEIORITY	SHORT TERM EXPERIMENT WITH SIMPLE HAMERTY/FARD INTERSECTION SIGN FORD E/W TIMING STANCS HEGERT NO
Boulevard	#1 PRIORITY	SEMI-PERNAMENT SOLLIFION WHILLESS COSTS.
WWTIP		TOO COMPLICATED FOR HAGGERTY SB FROM I295 SB AX
New Interchanges	the Prioring	CHERRY EXTY MAY HAVE MORE

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Noise			
Natural Resources (waterways)		İ	
Direct Access to Businesses			
Property Impacts (Right of Way/Land Use)	#2		
Parkland/Greenspace	1		
Contamination			
Air Quality			
Water Quality	1		
Pedestrian and Bike Access	#3		
Other: TRAFFIC JAM SOLUTION @ FO	RB/HA	FRTY	76
Other:		1	#
Other:	i) i		
Other:			

Other comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:

1 PLEASE	TRY	THE MIN	THUM COS	r Exte	RIMENT	(5161MAL	GW
2 Movel	Age 1	MPROVENE	NT MAY	BE BETT	ER THAI	J	-
40	P AMP	PROTECT	140 /40	Y SE DI	SAMPROVE)	57	7.7

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

Name: Address:				
City:	State:	Zip Code:	Phone #:_	
E-mail Address				

#### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		Tas short term of afix
Boulevard	X	Excellent! This componed with Paving lotz rd and traffic civcles at charry hill & hoggerty
WWTIP	X	1-275 is good but worry about
New Interchanges		No! tear up is huge, costs and only divorts a % of the problem.

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Noise	X
Natural Resources (waterways)	
Direct Access to Businesses	Ü.,
Property Impacts (Right of Way/Land Use)	X
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	1
Pedestrian and Bike Access	
Other: SAFETY OF MY home	×
Other:	
Other:	
Other:	

Other comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:

obsev	Watron	s budy	the "	Pyeons.	Charry	hill
15 K	elyona	1 capa	city no	W. DA	11 tira m	CVE
Many	acido	nds TV	front	of my	home.	Have
nad '	Cors	on m	y lawr	t com	my dit	noil boxes

Thank you for your valuable input! Widening of charry hill seams risky for residents putting the volume on a residential aveu.

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

Public Informat	ion Meeting Com	ment Form		
Name:				
Address: City:	State:	Zip Code:_	Phone #:	
E-mail Address:				

#### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard		
WWTIP		
New Interchanges	X	CHERRY HILL IS NOT A VIABLE OF DE PEREN TO WIRKOW AND DE PEREN TO WIRED TAKES PEOPLE AND TAKES PEOPLE

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Noise	
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	X
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	×
Other: TRAFFIL ON CHEAR HIM	
Other:	
Other:	
Other:	

			RA				FFIC	T TAA	Ü	Lon
91	FROM	FIC	TRAI	1144	yar	275	40	SUUTH	o c	HEAD.
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# I-275 at M-153 (Ford Road) Area Traffic and Environmental Study

Public Informat	0.557401			
Name:				
Address:				
City:	State:	Zip Code:	Phone #:	
E-mail Address:_				

#### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard	X	
WWTIP	X	
New Interchanges		

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Noise	
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	
Other:	
Other:	
Other:	
Other:	

Other comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:						
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# I-275 at M-153 (Ford Road) Area Traffic and Environmental Study

<b>Public Information</b>	Meeting	Comment	Form
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Name:				
Address:_				
City:	State:	Zip Code:	Phone #:	
E-mail Address:				

### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard	×	
WWTIP		
New Interchanges		

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Noise	
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	
Other:	
Other:	
Other:	
Other:	

ther comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:					

## Traffic and Environmental Study

### **Public Information Meeting Comment Form**

Name:			
Address:			
City	State: Zip Code:	Phone #:_	
E-mail Address:			

#### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		INCREDIBLY INCONVENIENT FOR PERDENTS WITH THEN P. OH HEALTERY BRUND THEOLOGY TOAFFICON FORD
Boulevard	×	COLSISTERT WINDER (12 mile, MICH, PLE) ELIMINATES EXPESSIVE L. TUPLKIN & OUT OF BUSINESSES ALONG FLAIRE COOSLECT
WWTIP	X	CETTY SPURS & FROMARE ROADS CEEM LIKE GOEAT IDEAS - PERINOS CENTIANIANA WITH BRUD
New Interchanges		

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Noise	V
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	1
Parkland/Greenspace	1
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	
Other:	
Other:	
Other:	
Other:	

Other comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:

VETEN	me	A Ho	Pas	PONEN	TOF	MIXIN	a 3	AND L	-6	SLVD ON
								ADDING		
508	N.	AND	S.	HAGGE	2 Thy	PLUS	FROM	MACRE	FOR	B/W
				o FORD						

## Traffic and Environmental Study

Public Information	on Meeting Con	nment Form		
Name Address:				
City!	State	Zip Code:_	_ Phone #:_	
E-mail Address			95	

#### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard		
WWTIP	X	
New Interchanges	*	

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MDOT Taylor TSC 6510 Telegraph Road Taylor, MI 48180

313-375-2400

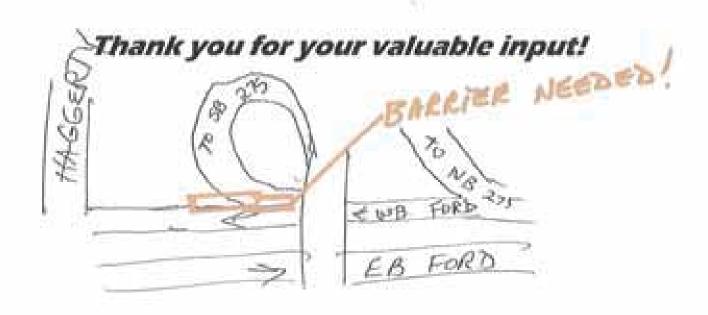
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Noise	
Natural Resources (waterways)	L
Direct Access to Businesses	V
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	11000
Other: TRAFFIC FLOW.	1
Other:	
Other:	
Other:	

Other comments relating to the 1-275 at M-153 (Ford Read) Area Traffic and Environmental Study:

BARRIERS NEED to BE CONSTRUCTED BETWEEN WESTBOWND FORD Red AND THE S/B RAMP TO 275 TO PREVENT CARS FROM JUMPING FROM RAMP AND CUTTING IN TO THE W/B LANE OF FORD REJ. THIS HAPPENS DAILY WHEN THE S/B 275 RAMP IS OPEN



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

Public Information	n Meeting Con	nment Form		
Name: Address:				
City:_	State:	Zip Code:	_ Phone #:	
E-mail Address:				

#### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard	X	9 OF BEDEOLD VILLA & HEALTH, HOTE COLDSIN YESTERAL.
WWTIP	*	CORNDINGTE WITH FORD RD 6570P LIGHT AT HAGGERTY - CO- LALTS O CLOSE IKE & QUOCLUM AT NONTH FO NO LEFT GOING WEST FORD TO COUTH
New Interchanges		

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Noise	
Natural Resources (waterways)	
Direct Access to Businesses	×
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	
Other:	
Other:	
Other:	
Other:	

dy:

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

<b>Public Information</b>	Meeting Com	nment Form		
Name:				
Address: City:	State:	Zip Code:_	Phone #:_	
E-mail Address:				

#### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard		
WWTIP	X	
New Interchanges		

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Noise	
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	Ų.
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	
Other: Traffit Folia	
Other:	
Other:	
Other:	

Other comments relating to the I-275 a	t M-153 (Ford Road) Area	Traffic and Environmental Study:
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## Traffic and Environmental Study

Name:	in weeting Con	iment roim		
Address:				
City:	State:	Zip Code:	Phone #:_	
E-mail Address:			-	

#### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard	×	Michigan-hun-arounds
WWTIP		
New Interchanges	×	Cherry Hill as Warren is

Please place this form in a comment box.

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Noise	X
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	
Contamination	×
Air Quality	×
Water Quality	1
Pedestrian and Bike Access	
Other:	
Other:	
Other:	
Other:	

this	DEMO	IS NOT	2035	17 40	conditions
no	w.				

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

Public Information Meeting Comment Forn	blic Information Meeting C	Comment F	orm
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Name: Address:	33			
City:_	State:	_ Zip Code:	Phone #:	
E-mail Address:				

### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard	*	
WWTIP	×	
New Interchanges		

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Noise	
Natural Resources (waterways)	
Direct Access to Businesses	V
Property Impacts (Right of Way/Land Use)	V
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	
Other: Safety	V
Other: ECONOMIC IMPACT	V
Other: Impact to area Business	V
Other:	

1000	to Cherry	57111	

## Traffic and Environmental Study

<b>Public Information</b>	Meeting	Comment	Form
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Name: Address:				
City:_	State:	_ Zip Code:_	Phone #:	
E-mail Address:				

### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard		Don't like the turn arounds. Better with the round abouts.
WWTIP		
New Interchanges	×	This will help the best. It will separal those going to businesses on Ford and those trying to get home, short with Women &

Continents and questions may also be sent to:

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Noise	X
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	X
Contamination	
Air Quality	X
Water Quality	X
Pedestrian and Bike Access	1
Other:	
Other:	
Other:	
Other:	

ther comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:		

## Traffic and Environmental Study

### **Public Information Meeting Comment Form**

Name:_				
Address:				-5
City:	State:_	_ Zip Code:_	Phone #:	
E-mail Address:				

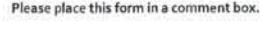
#### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		TOO SHORT THERIN
Boulevard		DON'T NEED HWOTHER MICHAUE,
WWTIP		TOO EXPENSIVE, NOT ENOUGH MASK
New Interchanges	X	THIS IS THE MOST FORWARD THINKING SOLUTION THAT COMBINES SAFETY, LONGTERM CONTESTION RELEAF AIN ADITIONAL I-275 ACCES. INE NEED LONG TERM SOLUTION

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Noise	
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	
Other:	
Other:	
Other:	
Other:	

Other comments relating t ROUND A BOD			
TURKI LANGE		41	

## Traffic and Environmental Study

Public Information Meeting Comment Form

Nam Address:

Boulevard

WWTIP

New Interchanges

City:S E-mail Address:	State: Zip Code:	Phone #:
Please Vote Below and o	n reverse!!	
Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		

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Noise	V
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	V
Parkland/Greenspace	
Contamination	140
Air Quality	4
Water Quality	14
Pedestrian and Bike Access	V
Other: timing if Lighte	
Other:	
Other:	į.
Other:	

Other comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:

Make	the	Loft	turn	Lane	from	275	+0
South	bound	Higg	erty -	2	1054	turn	Lones
1n 41	Hagger	ty 4	1 100	ur -1	ralf;	6	
Sasty	1	· ·			1-1 1//		

## Traffic and Environmental Study

Name:				
Address:				
City:_	State:_	_ Zip Code:	Phone #:	
E-mail Address:				

#### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard	×	
WWTIP		
New Interchanges		

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Noise	
Natural Resources (waterways)	
Direct Access to Businesses	
Property Impacts (Right of Way/Land Use)	X
Parkland/Greenspace	
Contamination	
Air Quality	i
Water Quality	
Pedestrian and Bike Access	
Other: Los r	×
Other: Trassic from	×
Other:	1 -12/11
Other:	1

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A POST SECTION AS A SECTION AS	Daws To Access	The state of the s	**************************************		- 5-005 IN100IN
3) INDINUEM	ins Neisen Fon S	MADONISHO ROASS	KWADEN, EHERRY H	IL LOTZ HASGRATY)	l

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

ime: idress:		16	
ty:	State:	_ Zip Code:_	Phone #:

### Please Vote Below and on reverse!!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
No-Build	×	Alternative will be carried forward to compare against other alternatives.
Operational Improvements		
Boulevard	X	Soled Cost Effective I I mounting
WWTIP		
New Interchanges		

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Noise	
Natural Resources (waterways)	1
Direct Access to Businesses	11.0
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	_/
Contamination	V
Air Quality	
Water Quality	
Pedestrian and Bike Access - Weller Commet	/
Other:	
Other:	
Other:	
Other:	

### I-275 at M-153 (Ford Road) Area

### Traffic and Environmental Study

<b>Public Infor</b>	mation	Meeting	Comment	Form
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Name:				
Address:City:	State:	Zip Code:	_ Phone #:	
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Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
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New Interchanges		

Comments and questions may also be sent to:

Gorette Yung, Project Manager MDOT Taylor TSC 6510 Telegraph Road Taylor, MI 48180

313-375-2400

E-mail questions to: yungg@michigan.gov E-mail comments to: MDOT-ford275@michigan.gov More information at: www.michigan.gov/mdotstudies Comments will be accepted through Oct. 25, 2012.



Please place this form in a comment box.

Noise	
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Direct Access to Businesses	X
Property Impacts (Right of Way/Land Use)	
Parkland/Greenspace	×
Contamination	
Air Quality	
Water Quality	
Pedestrian and Bike Access	
Other:	
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Other comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:				

### I-275 at M-153 (Ford Road) Area

### Traffic and Environmental Study

Public Information Meeting Comment Form

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Please place this form in a comment box.

E-mail questions to: <u>yungg@michigan.gov</u>
E-mail comments to: <u>MDOT-fordz75@michigan.gov</u>
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### Traffic and Environmental Study

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Gorette Yung, Project Manager MDOT Taylor TSC 6520 Telegraph Road Taylor, Mt 48180 313-375-1400

E-mail questions to: <u>yungo@michigan.gov</u>
E-mail comments to: <u>MOOT-fordz.ys@michigan.gov</u>
More information at: <u>www.michigan.gov/indotstudins</u>.
Comments will be occepted through Oct. 25, 2012.





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From: MDOT-Ford275
To:

Cc:

Subject: FW: Ford/I-275 Comments

Date: Thursday, October 18, 2012 5:17:52 PM

Please see the comment below.

I already submitted a response to this resident.

Thanks.

From:

Sent: Thursday, October 18, 2012 3:40PM

To: MDOT-Ford275

Subject: Ford/I-275 Comments

I do not like the idea involving adding a North bound service drive. There would be a traffic conflict at the North end with cars turning East off North bound I-275 and the Northbound drivers coming off the service drive wanting to continue North on I-275. Instead of a service drive being put in, I'd rather see an entrance directly onto I-275 North at Cherry Hill Road with an extra lane to the right of existing lanes allowing cars to come onto I-275 (from Cherry Hill) and exit I-275 (to Ford Road).

In that same plan, the South bound I-275 traffic needs to exit to Haggerty (South of Ford Road) without having to go through the Ford Road traffic light at the current exit. In other words, I don't like their idea of the exit on the South side of Ford Road, in the current ramp area. This would be confusing to the traffic turning South bound off East bound Ford Road. I don't know of any other Interstate connections that have a cross street at an entrance/exit, though I guess traffic could do that if needed. That exit (East bound Ford to South bound I-275) would have to have an additional traffic light to prevent accidents from the traffic going straight across to the other entrance. Is there anything wrong with South bound Haggerty Road traffic exiting at the same exit North of Ford Road? What difference does it make if they have to go straight through the light at Ford Road to be South of Ford Road? I just never understood why they wanted a separate exit on the South side of Ford Road for entrance onto Haggerty Road. Time the lights differently if needed.

If this isn't feasible, the suggestion of a boulevard with turn-a-rounds would be second, but I see that as a large project that would have a lot of road torn up in the process. The turn around would have to be large enough to allow large tractor-trailers to turn, and that involves a lot of space, not counting a long turning lane for the turns as well as at Haggerty Road. (Visualize Michigan Avenue)

Thank you for consideration.



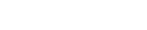
### Maki, Lindsay

From:

Sent: Thursday, October 18, 2012 4:23 PM

To:

Subject: FW: Ford Road



From: MDOT-Ford275

Sent: Thursday, October 18, 2012 1:00 PM

To: Stroupe, Adrian

Cc: Yung, Gorette (MDOT); Wendling, Matthew D.; Smith, Brian David

Subject: FW: Ford Road



Please see the comment below.

I already submitted a response to this resident.

Thanks, Mike

From:

Sent: Thursday, October 18, 2012 12:38PM

To: MDOT-Ford275 Subject: Ford Road

Hello,

I am a Canton resident and just read the Observer article about the Ford Road improvements.

I would like to say, I support the idea of turing Ford road into a boulevard with a middle grassy area and two lanes in each direction. This was completed on Michigan Avenue and Woodward Avenue - two very heavily traveled roads. It makes turning into and out of businesses much safer and allows for an high volume of traffic to go through with minimal interruptions. I understand Ford Road business owners are concerned with construction, but many people already to not shop or travel along Ford Road because of the heavy traffic. This would be the best improvement, in my opinion.

Please keep us updated on the status and timing of the Ford Road project.

Thank you,

### I-275 at M-153 (Ford Road) Area

### Traffic and Environmental Study

Public Informat	tion Meeting Comment Form	
Name	LIGHT LOOK	
City	State Zip Code	Phone #

E-mail Address:

### Please Vote Below and on reversel!

Illustrative Alternative	Which alternative do you feel needs to be studied in the next phase (maximum of two additional)	Comments
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Operational Improvements		
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WWTIP	X	REDUCE VOLVINE & IMPROVE FLOW
New Interchanges		

Please place this form in a comment box.

Comments and questions may also be sent to:

Gorette Yung, Project Manager MDGT Taylor TSC 6530 Telegraph Road Taylor, MI 48180 313-375-2400

E-mail questions to: yungg@michigan.gov
E-mail comments to: MDOT-fordzzs@michigan.gov
More information at: www.michigan.gov/mdotstudies
Comments will be accepted through Oct. 25, 2012.



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Parkland/Greenspace	
Contamination	
Air Quality	
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Other comments relating to the 1-275 at M-153 (Ford Road) Area Traffic and Environmental Study:

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### Wendling, Matthew D.

From: MDOT-Ford275 [MDOT-Ford275@michigan.gov]

**Sent:** Tuesday, October 16, 2012 3:57 PM

To:

Cc: FW: from from

### FYI from Ford & 275 project email address

From:

Sent: Tuesday, October 16, 2012 1:05PM

To: MDOT-Ford275

Subject: from from

hi

i support the plan to have an exit from 275 to warren rd.

i live close to the mall and its much easier to drive on warren to 275 raither than go to ford rd and take the exit there

thank you

from



## I-275 at M-153 (Ford Road) Area

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### Traffic and Environmental Study

### **Public Information Meeting Comment Form**

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Name:				
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Please place this form in a comment box.

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Gorette Yung, Project Manager MDOT Taylor TSC 6510 Telegraph Road Taylor, MI 48180 313-375-2400

E-enail questions to: yungg@michigan.gov E-enail comments to: MDOT-fordzzs@michigan.gov More information at: yoww.michigan.gov/mdotstudies Comments will be accepted through Oct. 25, 2012.



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Direct Access to Businesses	V
Property Impacts (Right of Way/Land Use)	1
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Contamination	V
Air Quality	V
Water Quality	V
Pedestrian and Bike Access	V
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Other comments relating to the I-275 at M-153 (Ford Road) Area Traffic and Environmental Study:		

From: MDOT-Ford275
To:

Cc: Subject:

FW: Ford Road

Date: Monday, October 22, 2012 1:12:23 PM

Please see the comment below.

I already submitted a response to this resident.

Thanks,

From:

Sent: Sunday, October 21, 2012 2:39PM

To: MDOT-Ford275 Subject: Ford Road

Another study and more money wasted while nothing happens! I have lived at the SW corner of Ford and Lilley since 1974. You let Ford Road get away from you and I doubt anything will ever change.

And on another note, it really made since to close the roads just to the south (Cherry Hill) and north (Warren) of Ford Road going over 275 at the same time to put even more traffic on Ford Road! Apparently none of you live in Canton.

From: MDOT-Ford275
To: MDOT-Ford275

Subject: FW: Ford Road in Canton Easy Solutions
Date: Wednesday, October 24, 2012 6:53:52 AM

Please see the comment below.

Thanks, Mike

From: Sent: Tuesday, October 23, 2012 5:32PM

**To**: MDOT-Ford275 **Cc**: plajoy@canton-mi.org

Subject: Ford Road in Canton Easy Solutions

There are many, some controversial, options to help relieve traffic and accidents on Ford Road in Canton. However, there are TWO SIMPLE, REAL and LESS EXPENSIVE solutions that will make Ford Road safer and keep the flow of traffic moving on this busy, accident prone thoroughfare.

- 1. Install "SMART LIGHTS" from I-275 to Canton Center Road. I don't mean just change the timing of the lights -- that won't work, but have lights cycle in relation to the amount of traffic at any given time. For instance, the southbound left turn onto Haggerty Road presently allows 3 (maybe 4) cars to legally turn left although traffic is backed up through the I-275 exit ramps. (Then another 3-4 cars go through on yellow and red). This needs to be done at Haggerty, Lilley, Sheldon and Canton Center. At the same time, if there is NO traffic on the cross roads, then why should the lights change -- for instance Morton Taylor at Ford gets a Green Light even if there is no traffic traveling on Morton Taylor. The smart lights can also ease west-east and north-south traffic depending on traffic volume and time of day by allowing added time for through traffic when needed. All these major intersections need right hand turn lanes (where space is available) and left hand turn signals. Then as east-west Ford Road has at Sheldon, allow right turns when cross traffic has left turn signals. I have spent 30+ years traveling all across the great US and most major cities and major roadways use a SMART LIGHT system. I would also recommend that left turn signals precede through traffic instead of after light like 95% of our great country. Someone needs to look at and study Ann Arbor's smart light system (although Canton needs cameras instead of weighted roads) to see how smart lights can keep traffic moving smoothly.
- 2. NO LEFT TURNS into or out of any business between I-275 and Haggerty. Motorists turning left into and out of White Castle or Bob Evans creaets gridlock and accidents. Traffic needs to be routed to Haggerty to utilize both the North and South businesses in this area. The access road system is already in place, we just need

driveway alterations to prevent illegal left hand turns. Eventually with the cooperation of businesses along Ford Road, access roads can handle traffic on other sections of Ford Road eliminating dangerous left hand turns into and out of these businesses.

Please look at and consider these simple proposed changes on Ford Road, at least as a temporary solution until time and money is available to make major road improvements (I like the boulevard option) possible.



From: MDOT-Ford275
To:

Subject: FW: Ford road study comments

Date: Wednesday, October 24, 2012 6:53:07 AM

Hi 🎞 ,

Please see the comment below.

Thanks,

----Original Message-----

From:

Sent: Tuesday, October 23, 2012 10:03AM

To: MDOT-Ford275

Subject: Re: Ford road study comments

Let me begin my comments by identifying myself as Tom Yack, former Supervisor of Canton Township. I wish to share some general comments before referencing the Ford Road options presented by the Michigan Department of Transportation (MDOT).

Approximately five years ago MDOT conducted a very comprehensive Ford Road traffic study. As a I recall the study cost approximately \$500,000. The study area was Ford north to Warren, south to Cherry Hill, Wayne Road to the east and Canton Center Road to the west. The included a number of public meetings, some soliciting public comment and others sharing findings. The study produced a number of findings and recommendations. The most significant finding described a series of modifications and additions to the I-275 ramps. The modifications included slip ramps both north and south of Ford and Haggerty and two new access points, one at Cherry Hill and another at Warren.

The Canton administration recognized that this study was but the first step in a series of steps leading to the ultimate "fix" for the

Ford/Haggerty/I-275 area. As you are well aware this area is very dangerous for the motoring public.In fact, it has been identified as one of the most dangerous in Michigan.

I understand the need to conduct an environmental study. However, i do not understand why MDO is "putting on the table" new options to be studied.

The issue in my mind is removing as much traffic from Ford and Haggerty intersection as possible. The distance from the I-275 ramps to Haggerty Road is unacceptable (poorly designed). There is too little stacking space for the volume of traffic either leaving or entering I-275 east of Haggerty.

I believe adding lanes or a boulevard will do little to produce a positive result (reduce traffic in the affected area). Although a boulevard may add some beauty to Ford Road, however, it will have a tremendous negative impact on businesses located along Canton's business corridor. Adding a west bound lane and reassigning an east bound lane will do little to alleviate the safety issues at Haggerty and Ford Road.

Adding an interchange at Cherry Hill or Warren is unrealistic. At the Cherry Hill all four quadrants are fully developed with apartment complexes. As an aside I personally communicate to MDOT in the early 90's that Canton was prepared to purchase all four quadrants at Cherry Hill if MDOT would pay for construction of the interchange. MDOT rejected this offer and indicated that even if we could promise

\$1 billion of new development MDOT would not support our offer. A Warren Road interchange is also out of the question because the Yazaki Corporation has a major research facility in the southwest quadrant.

Two office buildings in the northwest quadrant. The two east quadrants are heavily impacted by wetlands. As a result of the above interchanges at these two locations are our of the question.

To fully address the problems at the Ford/Haggerty/I275 area the following offer the only viable solutions:

- 1. The Western Wayne Transportation Improvement Plan Study.
- 2. Pave Lotz Road (this would provide a new access option to to I-275 for traffic moving west on Cherry Hill (to access I-275) and for traffic east wishing to avoid the Ford/Haggery intersection.
- 3, Canton has been aggressive in its efforts to implement access management along Ford Road. More can be done.
- 4. Widening Cherry Hill would improve traffic flow and provide improved access to the Cherry Hill access identified in the WWTP.

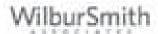
What factors are the most important to you in analyzing the alternatives?

- 1. Direct access to businesses
- 2. Property impacts (Right of Way/Land Use)

Other comments:

Canton with a population of 90,000+ resident has but tow points of access to I-275. Ford Road not only serves as the primary ingress and egress point to I-275, it is also Canton's major commercial corridor. It is essential to separate, as much as possible, commercial traffic from commuter traffic. The only option that accomplishes this is the WWTIP. Canton residents have waited years for improvements to be made to this area.

### **Project Articles**





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## FOCUS on Leisure Services

### Halloween Trick or Treat Parade returns

Little ghouls and goblins are invited to join Canton Leisure Services for our acmual Halloween Trick or Treat Parade through the Summit on the Park, located at 46000 Summit Parkway, on Tuesday, October 30 from 4 -7 p.m. Children ages 10 and younger are encouraged to attend in costume and follow the spookfacular path from room to room, each filled with special surprises and little goodies.

Two "path" options will once again be available featuring a "friendly" or "scary" choice. Parents are responsible for the direct supervision of their children during this special event. Admission is \$2 per child in advance or \$5 per child at the door. Tickets are on sale now at the Summit Front Desk. Canton residents only please. Proof of Canton residency will be required to purchase tickets.

For more information about any of Canton Leisure Services upcoming fall activities and events, visit Cantonfun.org or call 394-5460

### 3rd annual Soundgarden Event

Enjoy an afternoon of live music set against the beautiful natural backdrop of the Lower Rouge Trail on Saturday, October 6 from 12-3p.m. Several stations will be set up for a few hours of music and art demonstrations along the trail between Sheldon and Lilley Roads. While you enjoy the arts, a local vendor will be onsite with some deficious eats!

This FREE event is also a dog friendly event – but dogs must be on a leash at all times. The Lower Rouge Trail head is located at Michigan Ave. and Morton Taylor Road.

The Family Biking event scheduled prior to the Soundgarden event on Saturday. October 6 has been cancelled due to the construction at the I-275 bike path and Lower Rouge Recreation Trail.

For additional information, visit cantonfun.org.

### See what's on stage at The Village Theater

Take in some great entertainment all monthlong. Check out "Country Lovin": A Sweetest Day Concert featuring Annabelie Road" on Saturday, Oct. 13 at 8 p.m. Sponsored by MSA Delivery Service and the Rozum Family, this special performance will benefit the Partnership for the Arts and Humanities, a non-profit organization that supports the growth of cultural arts in the Canton community. Doors open at 7 p.m. with a welcome reception that will include a few sample size treats from local restaurants, as well as specials from a local jeweler, day spa and florist. Then at 8 p.m., dance your way up the aisle as Annabelie Road gets your cowboy boots tapping. Tickets to fundraiser are \$30.

Enjoy the "chamber folk" music of Ann Arbonbased acoustic trio Cairin to Cairin in the Biltmore Studio on Friday, Oct. 19 at 8 p.m. for just \$15 per ticket.

Spotlight on Youth presents Disney's classic story of Beauty and the Beast, in Oct. 18-20 at 7 p.m. and Oct. 20-21 at 2 p.m. Watch as Belle tames the unfortunate Beast and expedites his ultimate transformation. Tickets are \$15-\$13.

Doctor Scream's Spook Show Revival will take place on Friday, Oct. 26 and Saturday, Oct. 27 at 8 p.m. Experience thrills and chills from the frightening combination of a live comedy magic show, a few ghosts, and Tod Browning's "Freaks," a controversial cult classic from 1932 that brings the world of the circus freakshow to the silver screen. Content is considered PG-13 Tickets are \$15 or \$12 for groups.

Haunted Horns 8 returns on Saturday, October 27 at 2 p.m. The Canton Concert Band will perform this spook-tacular concert to benefit First Step, a safe and secure haven for victims of family violence. Donations will be accepted at the door.

The 20th Annual Fine Arts Exhibition is now on display at the Gallery@VT through October 29 bringing together works of some of the best artists throughout southeast Michigan. The exhibit contains works in a variety of media, including: paintings, sculptures; mixed media, charcoal drawings; pastels, ceramics; and photography.

To purchase tickets or for more information about any of these exciting performances, visit Cantonvillagetheater.org or call 394-5300.

## FOCUS on Leisure Services

### "Canton Gets Dressed Up!" historical fashion show

The Canton Historical Society hosts the "Canton Gets Dressed Up1" fashion show on Sunday, October 21, at the Summit on the Park. This historical and multi-cultural special occasion fashion show will raise funds to be used for preservation and educational efforts by the Society.

Doors open at 2 p.m., and guests will be treated to displays of items and clothing representing special occasion wear and accessories through the years. A slient auction will include original artwork by local artists, gift items and some historical memorabilia. Books detailing Canton's history will also be for sale. At 2:30, doors to the ballroom will be opened for guests to take their seats for the fashion show. Light refreshments will be served.

Tickets are \$15 and are available at the Summit on the Park, 394-5460; the ticket office at the Village Theater at Cherry Hill, 394-3530 or online at www. cantonvillagetheater.org. Canton Historical Society members can receive a \$1 discount off their membership if they mail their ticket stub with their dues renewal.

### Summit on the Park Membership Appreciation

To show our members just how much they're appreciated, the Summit on the Park is hosting a special Membership Appreciation Event on Monday, October 8 from 6 – 9 p.m.

Stop by and enjoy light refreshments, and take part in a good old-fashioned square dance. No partner or experience required. The caller will teach you all the moves and tell you what to do. Just come on in and dance the night away!

Plus, enter for a chance to win Village Theater tickets and Summit on the Park gift cards. The first 150 guest will also receive a Western Bandana.

For more information, please visit. Cantonfun.org.

### Salute our service men and women

Canton will honor all generations of service men and women at our annual Salute to Service event on Sunday, November 11 at The Village Theater at Cherry Hill. Doors open at. 2 p.m. for draplays and reception.

The program will begin at 3 p.m., with featured guest speaker Robert H. Miller, author of "My Father's Hidden Hell," detailing the story of his father's experiences as a World War II POW.

Residents are encouraged to send their 4x6 photos of active duty soldiers for Canton's Tree of Liberty that will be exhibited during the event. Please submit photos along with name and rank to Sean Fletcher at sean fletcher@canton-mi.org.

To support our military personnel, we're also asking residents to submit: Name, Rank, mailing/ email addresses of active duty military personnel for our Adopt-A-Soldier program. Patrons at the event will be able to Adopt-A-Soldier.

### **Canton Dog Park news**

Canton Dog Park members are invited to attend a FREE Dog Park Etiquette Class on Saturday, October 20 from 10 - 11:30 a.m., and Tuesday, October 23 from 5 - 6:30 p.m. at the Canton Dog Park, located off of Denton Road, north of Cherry Hill.

Presented by a Huron Valley Humane Society's canine behavior specialist, these sessions will cover issues related to canine aggressiveness and socialization. A lot of great information and dog handling tips will be offered, as well as \$15 microchip coupons.

No pre-registration is required. For additional information, please call the Canton Parks Office at 394-5310.

### Christmas in Action applications now available

Elderly or disabled homeowners in Canton may apply to receive free home repairs from Christmas in Action on Saturday, April 27, 2013. Eligible applicants must live in Canton and own a single family home or condominium. They must also be over age 55 or disabled. Application deadline is December 14, 2012. Applications are available at www.cantonfun.org.

# A "GST" that will last a Medime!

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# MDOT pleas second public meeting for 1-275 at M-153 (Ford Read)

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RICK SNYDER



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September 26, 2012

To: All Business Owners and Residents located near the 1-275 and M-153 (Ford Road) Interchange

Dear Business Owners and Residents,

This letter is written to inform you of the continuing I-275 at M-153 (Ford Road) Area Traffic and Environmental Study and Evaluation Project. The study area for the project is bordered by Sheldon Road, Warren Road, Lotz Road, and Cherry Hill Road.

The Michigan Department of Transportation (MDOT) invites you to attend public information meeting #2 on Thursday, October 11, 2012 from 4:00pm to 7:00pm. The meeting will be held at Summit on the Park in Canton, Michigan. The address is 46000 Summit Parkway, Canton, MI 48188.

MDOT plans to recap the first public meeting, share new data that has been gathered, and unveil the Illustrative Alternatives for the project.

The meeting will be an open house format. There will be no formal presentation but numerous stations for you to get information on the project and to talk with project team members. We encourage you to give us feedback and voice your concerns. Your input and participation with MDOT will help to identify the goals and solutions which is a critical element of the project process.

If available, please plan to attend this important meeting. Should you have any questions, please feel free to contact the MDOT Taylor Transportation Service Center at 313-375-2400.

Respectfully,

Kimberly Avery, P.E. Taylor TSC Manager

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By Darrell Clem Observer Staff Writer

Inching closer to a potential solution to Ford Road traffic woes in Canton, the Michigan Department of Transportation has unveiled five alternate plans amid an ongoing study that could have far-reaching implications for area motorists, residents and businesses.

MDOT officials and a consulting firm, Wilbur Smith Associates, rolled out the proposals Thursday evening and sought public opinion during an informal meeting inside Summit on the Park — the second state-led Ford Road session since June.

Though a project timeline and the money to pay for it remain elusive, MDOT project manager Gorette Yung said officials have made strides with traffic and environmental studies in hopes of choosing the best alternative by next spring.

- "We're definitely making progress," she said, as residents pored over maps and data to understand the following five proposals:
- Seemingly the least popular, one plan suggests doing nothing to tackle Ford Road traffic problems that led to 2,378 crashes between Lotz and Canton Center during a six-year period.
- "I think something needs to be done because traffic flow is bad," said Cheryl Collier, a White Castle district supervisor who struggles to get to the chain's restaurant on Ford east of Haggerty.
- A second proposal involves adding a westbound lane on Ford Road from I-275 to Sheldon Road, partly by converting turn lanes to one long through-lane. The eastbound lane at Haggerty also would be improved to ease traffic flow.

Mark Fisher, MDOT transportation engineer, said this proposal's main drawback is that a new westbound lane likely would usher in 15-20 percent more traffic on Ford Road.

- "This plan would work, but for how long?" he asked.
- A third plan, one that seemed to fuel some support, calls for making Ford Road a boulevard by turning the middle turn lane into a grassy area and maintaining two lanes in each direction from I-275 to west of Sheldon. It involves restricting left turns at intersections and incorporating vehicle and large-truck turnarounds similar to those on Michigan Avenue.

"I like the boulevard (option)," said Erin Ware, who lives near the IKEA store at Ford and Haggerty.

Officials say one potential detriment is that a boulevard could limit access to Ford Road businesses, though some local leaders have said traffic bottlenecks already threaten to choke off Canton's core shopping district.

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Though the boulevard concept would force a slight widening of Ford Road, Canton Municipal Services Director Tim Faas said the proposal on the surface has appeal.

"It moves the most amount of traffic and reduces the most accidents from a pure engineering standpoint," he said.

• The fourth option involves the long-discussed proposal to add access ramps from the southbound I-275 exit ramp to north and south Haggerty Road, allowing drivers to avoid Ford Road. It also entails adding a northbound service drive east of the interstate from Cherry Hill to just north of Ford Road.

"I could almost never have to drive on Ford Road again," Ware said with a smile.

Canton and MDOT had submitted this proposal four times for a federal grant dubbed TIGER, Transportation Investment Generating Economic Recovery, only to face disappointment.

However, officials say the major flaw of the so-called TIGER plan is that it would mostly address traffic congestion in the Ford-Haggerty area, rather than in a broader area. Moreover, this plan is costlier and could have a more far-reaching environmental impact.

• The fifth and final proposal — and by far the most expensive and intrusive on the environment, residents and businesses — centers on building two new interchanges along I-275 at Cherry Hill and Warren Road. Some residents said the magnitude of this proposal is daunting.

Canton resident Andy Psilis told Matt Wendling, a civil senior engineer for Wilbur Smith Associates, that until MDOT chooses one option, other traffic-easing measures could be adopted such as having traffic lights better timed along Ford Road.

Wendling agreed. "That's one of the easier fixes, and that's going to be one of our short-term fixes."

MDOT and consultants say the ultimate plan has to include consideration of waterways, the I-275 bike path, wetlands and other issues. Any solution isn't easy, they say, in an area that is largely developed.

Psilis said he is encouraged that MDOT has taken its study seriously.

"I'm hopeful," he said. "I drive Ford Road every day."

Yung, meanwhile, said MDOT hopes within the next few days to have the proposals online at www.michigan.gov/mdotstudies. She said residents are invited to send their comments to MDOT-ford275@michigan.gov.

"We want feedback to know what people are thinking," she said.

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