

Illustrative Alternative 1 - Advanced

Alternative 1 – No-Build

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

- Advantages
 - No additional right of way (ROW) or environmental impacts
 - Comparable construction costs and impacts to other options
 - Provides short-term relief and some additional safety improvements, such as sidewalk and pushbutton pedestrian signals
- Disadvantages
 - Does not address operational deficiencies along Ford Road
 - Ford Road at capacity for 2012 traffic, which consistently gets worse through 2035 study year
 - Traffic backups continue at each intersection and on southbound I-275 ramp at Ford Road

Carried forward as base condition for study for comparison purposes

Illustrative Alternative 2 - Advanced

Alternative 2 – Operational Improvements

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

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

Carried forward primarily due to:

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

Illustrative Alternative 3 - Advanced

Alternative 3 – Boulevards

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

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

Carried forward primarily due to:

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

Illustrative Alternative 4 - Dismissed

Alternative 4 – WWTIP Study

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

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

Dismissed primarily due to:

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

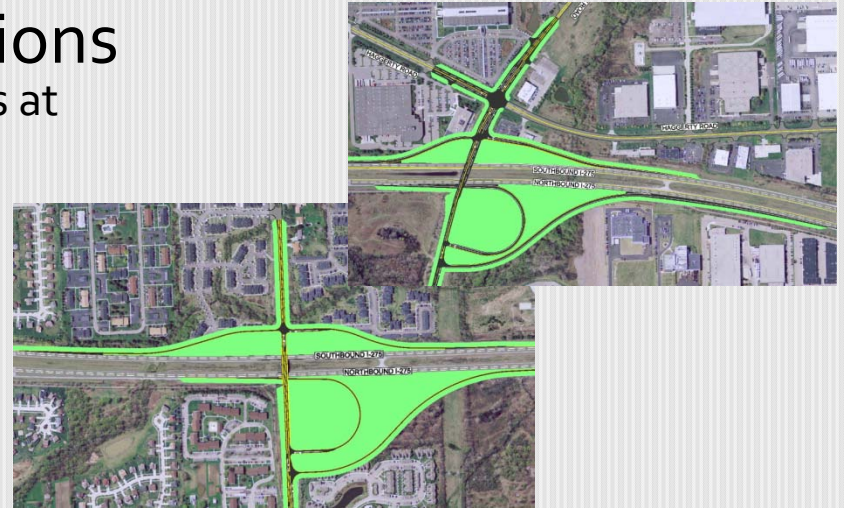


Illustrative Alternative 5 - Dismissed

Alternative 5 – New Intersections

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

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



Dismissed primarily due to:

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