

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

Practical Alternative Performance Measures

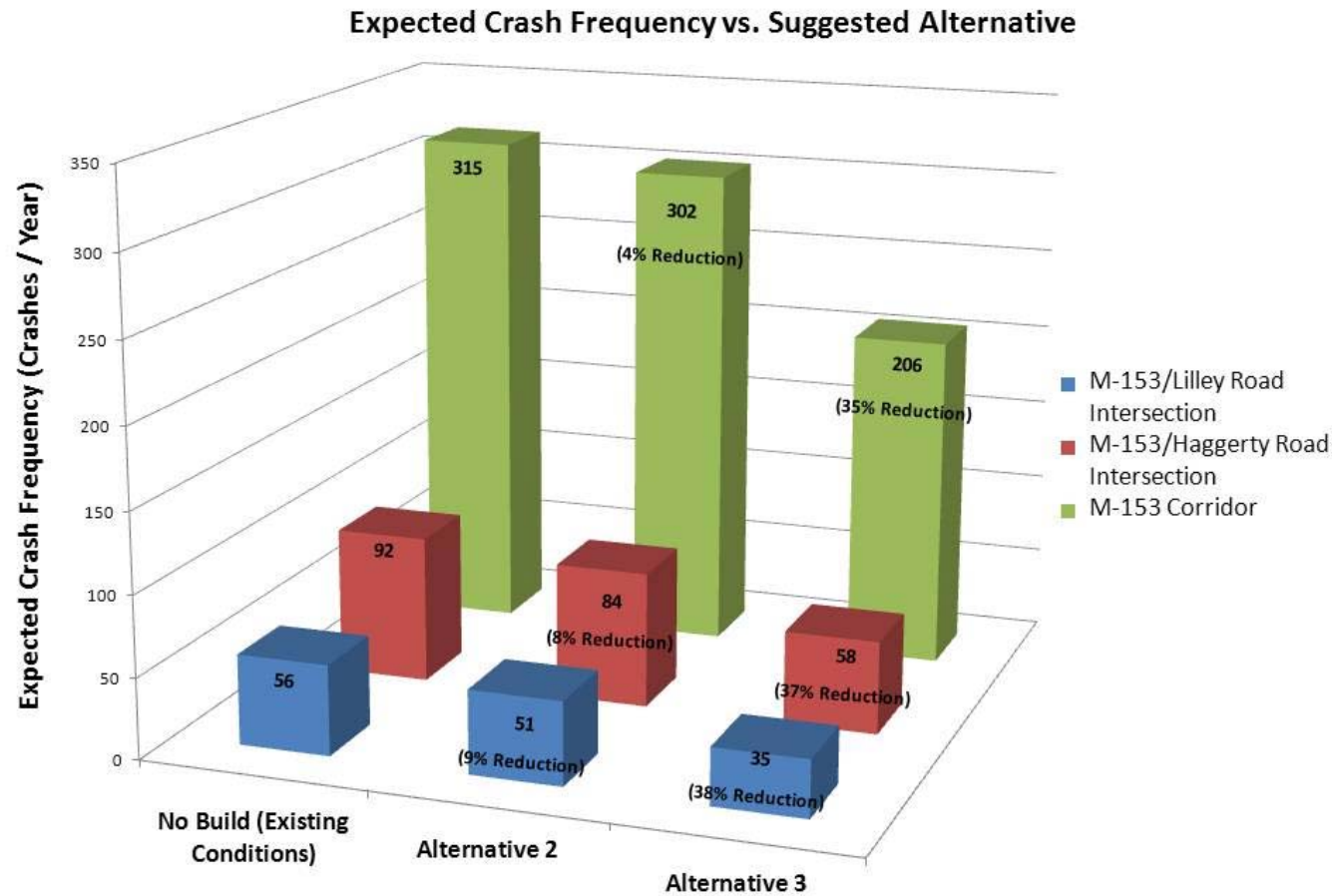
Alternative	Transportation Factors		Environmental Factors			Community Factors		Cost Factors		Benefit	Public Input
	LOS	Safety (crashes)	Wildlife Habitat Impacts	Wetland Impacts	Noise Level Increase	Pedestrian Mobility	Access to Businesses	Estimated ROW Cost (million)	Estimated Const. Cost (million)		
1 – No Build	See below	+	None	None	Barely Perceptible	++	++	\$0	\$14 - \$16	0	0
2 – Operational Improvements	See below	++	None	None	Barely Perceptible	++	+	\$5 - \$7	\$18 - \$20	15	2
3 – Boulevard	See below	+++	None	<0.1 acres	Slightly Perceptible	+++	+++	\$8 - \$40	\$19 - \$22	25+	13

+, ++ and +++ are relative to one another with +++ being the greatest improvement and + being the least/no improvement

Alternative	2035 LOS at Major Ford Signals (AM/PM/OP)			
	Sheldon	Morton Taylor	Lilley	Haggerty
1 – No-Build	C/D/F	B/C/C	D/E/E	F/F/D
2 – Operational Improvements	C/D/D	B/C/C	C/D/D	D/D/C
3 –Boulevard	A/B/C	A/A/A	B/B/B	C/B/C

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Practical Alternative Expected Crash Frequency



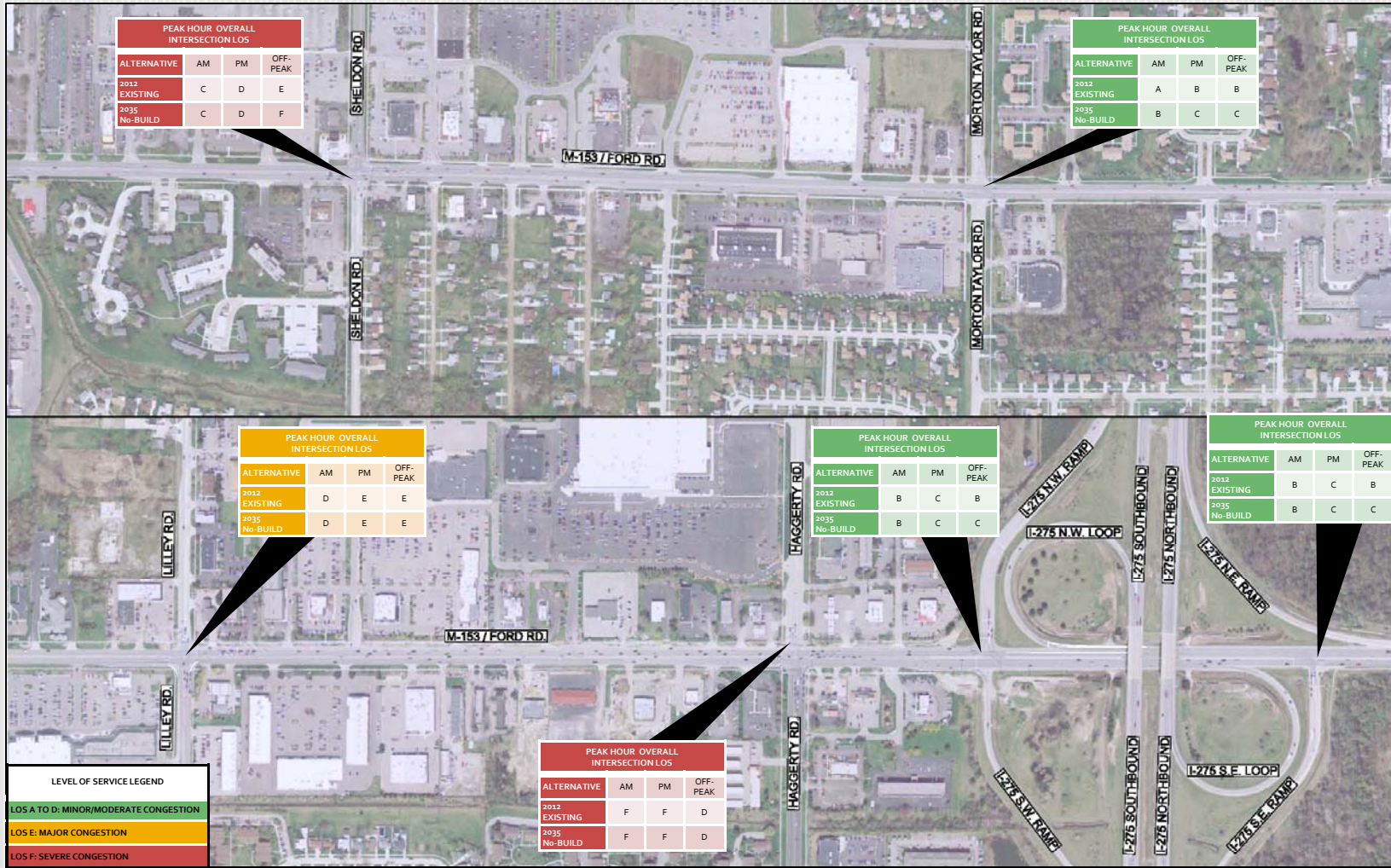
- Based on Highway Safety Manual, First Edition
- Percent reduction is from No-Build Existing Condition

What We Heard – Meeting #3

- Alternative 1 – No-Build
 - *"This one is a non-starter, something needs to be done"*
- Alternative 2 – Operational Improvements
 - *"Seems like a short-term fix"*
 - *"Improves conditions while keeping some function to the streetscape already in place"*
- Alternative 3 – Boulevards
 - *"This is, by far, the best option"*
 - *"This is the only one that will fix the left turn problem"*
 - *"This would help with flow of traffic and appears that it would make it safer"*

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Practical Alternative 1 - No-Build: Dismissed



Practical Alternative 1 - Dismissed

Alternative 1 – No-Build

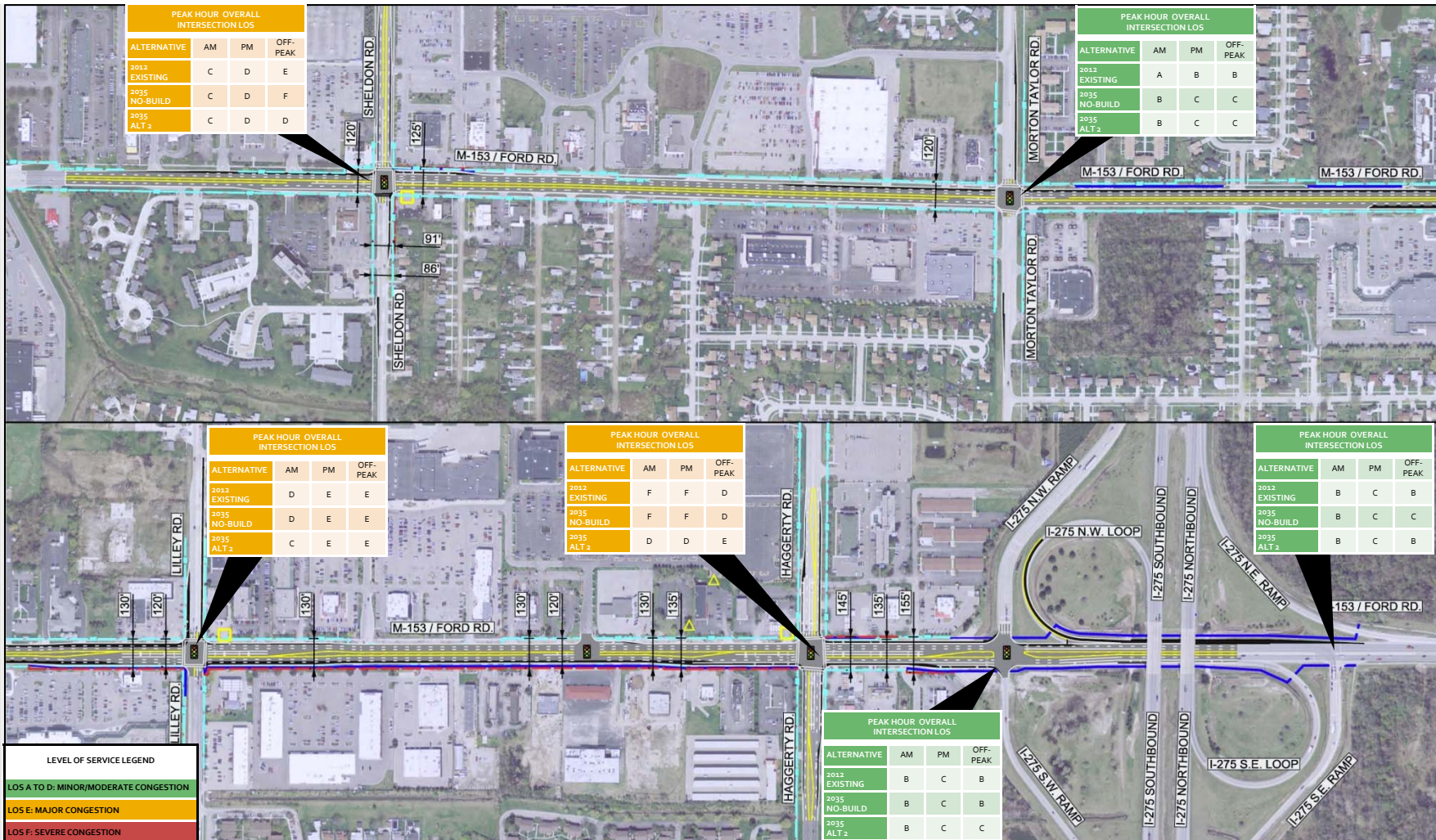
Description: Maintains existing geometry and operations along Ford Road; however, condition of pavement warrants full pavement reconstruction of Ford Road

- 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

Dismissed due to no capacity and safety improvements recognized along corridor

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Practical Alternative 2 - Operational Improvements: Dismissed



Practical Alternative 2 - Dismissed

Alternative 2 – Operational Improvements

Description: Addition of eastbound and westbound right-turn and through-lanes along Ford Road and numerous right-turn and through-lanes at side roads. 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 several failing turning movements at major Ford Road intersections
 - Does not significantly improve future safety on Ford Road
 - Traffic backups continue on southbound I-275 ramp at Ford Road
 - Right-of-way impacts

Dismissed due to comparable construction cost as Alternative 3 without the same traffic and safety improvements along corridor

Practical Alternative 3 – Selected as Preferred

Alternative 3 – Boulevards

Description: Provides a Ford Road and Haggerty Road boulevard with at least two through-lanes in each direction, with restricted left turns at intersections, numerous passenger vehicle turnarounds, and truck turnarounds (loons)

- Advantages
 - Improved level of service (LOS) at intersections and reduced backups on southbound I-275 at Ford Road
 - Improved safety with restricted left turns - safer access to businesses
 - 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 due to traffic and safety improvements recognized throughout the corridor