

Senate Transportation Hearing

November 1, 2011

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Michigan Senate Transportation Committee Hearing

Ford Road/I-275/Haggerty Intersection

Phil LaJoy, Canton Supervisor
Tim Faas, Municipal Services Director

Background

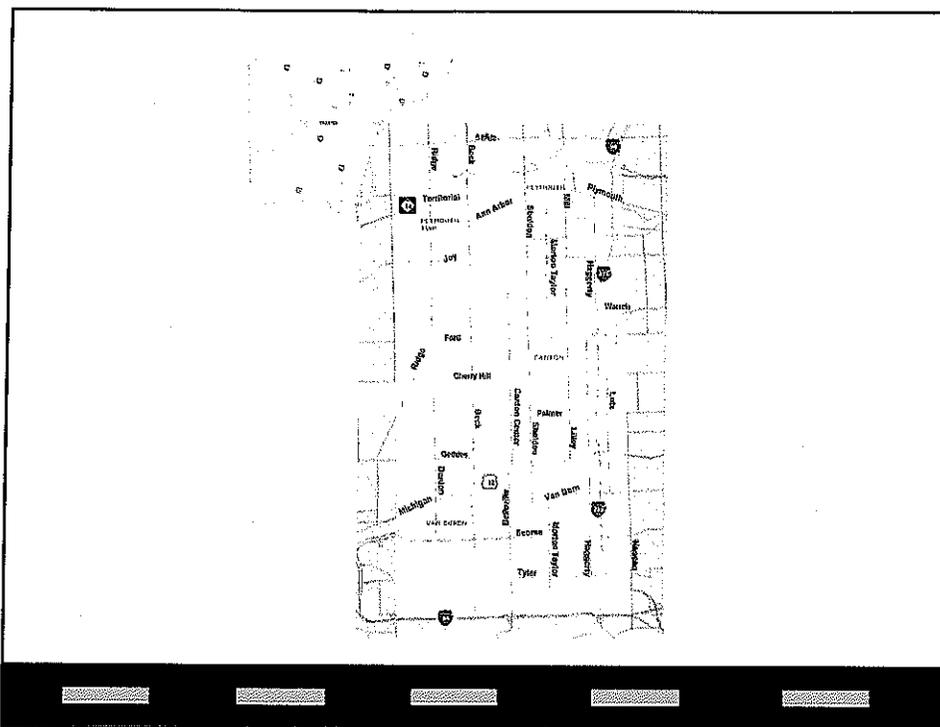


Background

- Safety
- Economic Development
- Regional impact

2003/2004

- Canton met with MDOT to request help with the I-275/Ford/Haggerty interchange area
- Committee established including Wayne County, SEMCOG, Westland, Van Buren Township, Plymouth Township and MDOT.
- MDOT says that a study is needed. Canton funds \$150,000 of the cost.



2005

- Canton steps up police patrols
- Ford Road continues to have the highest accident frequency in the entire state of Michigan

2006

- Canton, MDOT, FHWA, SEMCOG, Wayne County and adjacent communities complete a \$450,000 comprehensive Western Wayne County Transportation Improvement Study.
- The study identifies three projects totaling \$22.5 million to improve safety and reduce congestion.

2006

- Once the study comes out, Canton has many meeting with MDOT to figure out how to get the project done.
- Asks MDOT to add the recommendations of the study to the 30-year Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP)

2009

- Canton meets with Kirk Steudle to request MDOT consider a TIGER (Transportation Investment Generating Economic Recovery) application to fund the interchange improvements recommended by the study.
- Canton hires an engineering consultant for \$10,000 to prepare and submit application for TIGER grant funding on behalf of MDOT

2009

- Canton, Wayne County and SEMCOG meet with U.S. Senators Stabenow and Levin's staff, as well as U.S. Representative Ehlers, Schauer, Peters, Miller and McCotter's staff in Washington, D.C. to explain the need for safety improvements at the interchange.

2010

- TIGER I Grant application is not accepted.
- Canton meets with MDOT Director to request the interchange improvements become a priority, citing continued safety concerns
- Canton applies for TIGER II Grant funding
- TIGER II Grant is not accepted

2010

- MDOT advises that it did not support Canton's request for interchange improvements
- Canton requests that MDOT include interchange improvements in the RTP as soon as possible, given the failure of TIGER I and II
- We are told to meet with MDOT's planner

2011

- MDOT Regional staff sets up a meeting to begin the Environmental Clearance process.
- MDOT informs Canton that the next step is to have MDOT's Lansing office initiate the planning process
- Canton requests that MDOT initiate the planning process

October 2011

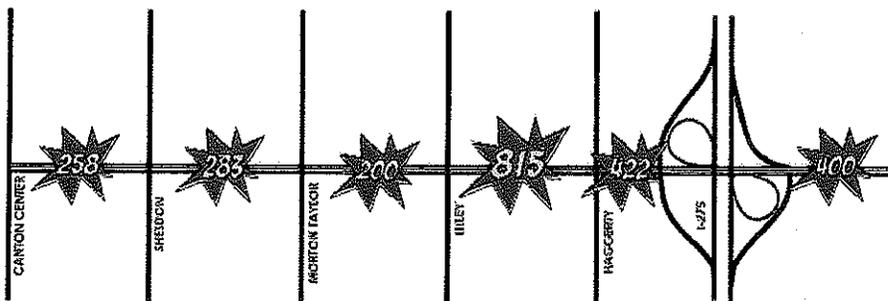
- Canton has again applied for the TIGER III pre-application on MDOT's behalf

Technical Data and Solution

- Accident Data
- Congestion and Delay Impacts
- Proposed solution

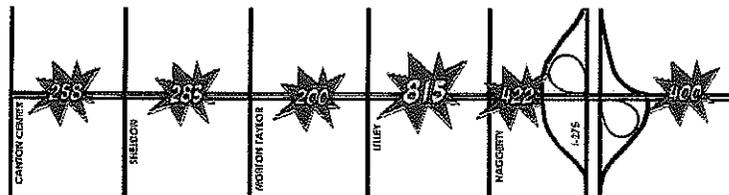
SEMCOG Accident Statistics

- Three-mile stretch of Ford Road (M-153) between Canton Center Road and the Westland border had over 2,400 accidents during the past six years.



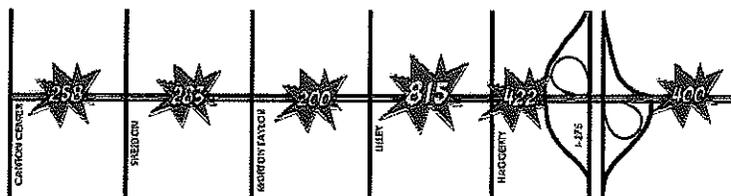
SEMCOG Accident Statistics

- Half-mile segment of Ford Road (M-153) between Lilley Road and Haggerty Road had 815 accidents during the past six years.
 - Translates to 1,630 accidents **per mile**
 - Represents **34%** of total accidents along segment
 - **WORST** segment in southeast Michigan



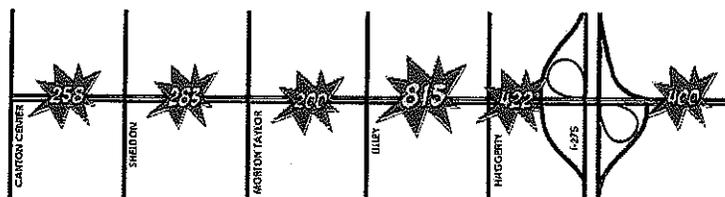
SEMCOG Accident Statistics

- Quarter-mile segment of Ford Road (M-153) between Haggerty Road and the I-275 northbound off ramp had 422 accidents during the past six years.
 - Translates to 1,688 accidents **per mile**
 - Represents **17%** of total accidents along segment
 - **Similar rate** of accidents to the segment between Lilley Road



SEMCOG Accident Statistics

- Three-quarter mile segment of Ford Road (M-153) between the I-275 northbound off ramp and the Westland border had 400 accidents during the past six years
 - Translates to 533 accidents per mile
 - Represents 17% of total accidents along segment
 - Together with two prior segments, there were 1,637 accidents over a 1.5-mile stretch



Congestion and Delay Impacts

- Four of the five signalized intersections will operate at LOS-F (worst) during AM and PM peak periods if improvements are not made.
- None of the above five signalized intersections will operate beyond LOS-D if the improvements are made.

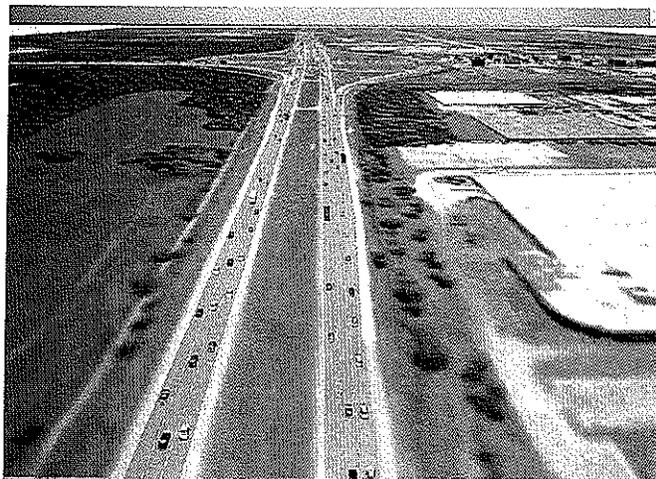
Solution Proposed

- 2006 Western Wayne Transportation Improvement Study cited three projects, that if constructed concurrently, would help solve the safety problems along Ford Road at I-275.
- The three projects are estimated to cost \$22.5 million including the Environmental Clearance Process, design, right-of-way (ROW) acquisitions and construction.

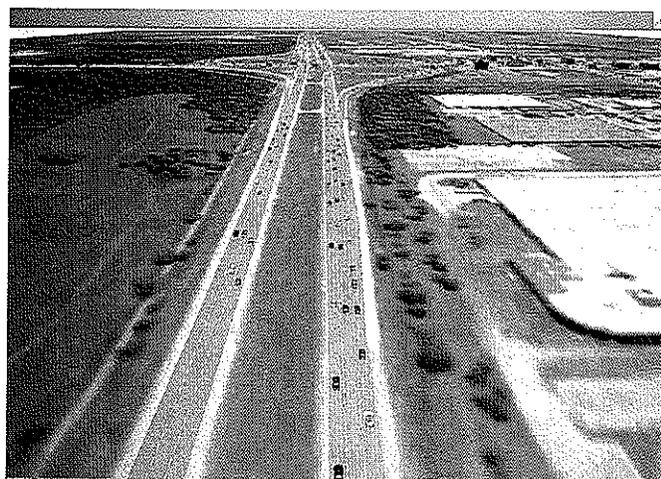
Solution Proposed



Slip Ramp for NB Haggerty



Slip Ramp for SB Haggerty



NB Service Drive



**WE NEED YOUR
SUPPORT!**



Robert A. Ficano
County Executive

October 25, 2011

The Honorable Patrick Colbeck
Michigan State Senate
P.O. Box 30036
Lansing, MI 48909-7536

RE: I-275/Ford Road TIGER III Grant

Dear Senator Colbeck:

The Wayne County Department of Public Services (WCDPS) supports the Michigan Department of Transportation's TIGER III grant application to the United States Department of Transportation for the I-275/Ford Road project in Canton, Michigan.

WCDPS has witnessed major traffic congestion issues that often result in crashes at this particular intersection system. This project will significantly ease congestion and improve safety for vehicular and pedestrian traffic. Additionally, these improvements vastly improve long-term maintenance of the area as well.

Wayne County is an important component for economic recovery in Southeast Michigan. Improvements to this area will assist with business retention, job creation, and new business attraction.

Please do not hesitate to contact me if you have any questions or comments.

Sincerely,

Hassan A. Saab

Hassan A. Saab
Director
Wayne County Department of Public Services

cc: Tony Kratofil, MDOT Metro Engineer
Tim Faas, Canton Township Municipal Services Director



PLYMOUTH-CANTON

Community • Schools

Jeremy M. Hughes, Ph.D., Superintendent
454 S. Harvey Street • Plymouth, Michigan 48170
(734) 416-3049 • FAX (734) 416-4932

October 24, 2011

Mr. Kirk Steudle, MDOT Director
State Transportation Building
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909

RE: Transportation Investment Generating Economic Recovery Grant for I-275/Ford Road

Dear Mr. Steudle:

The Plymouth-Canton Community Schools (P-CCS) has great interest in the I-275/Ford Road Interchange Project and ask for your support of the TIGER grant application.

As the Superintendent of P-CCS, my main concern is for the safety of our students. We transport over 11,000 students daily in our district. Many of our bus routes pass through the I-275/Ford Road interchange or travel down Haggerty Road which parallels I-275. The proposed improvements would reduce congestion and greatly increase the safety of what has become one of Michigan's most dangerous intersections. Your support for this project will help us further insure the efficient and safe transport of our students.

Thank you for your consideration. Feel free to contact me if further information is needed.

Sincerely,



Jeremy M. Hughes, PhD.
Superintendent of Schools

MEMBERS OF THE BOARD OF EDUCATION

Adrienne Davis • Nancy Eggenberger • Dianne Gonzalez • John Jackson
Judy Mardigian • Barry Simescu • Steven Snelderman



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

October 26, 2011

The Honorable Raymond LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary LaHood:

The purpose of this letter is to offer our support for Canton Township's application for federal grant funding through the U.S. Department of Transportation TIGER 3 Discretionary Grant Program for the I-275 at M-153 (Ford Road) Interchange Improvement Project.

This project will improve traffic access, safety, and mobility in Canton Township in Wayne County, and will enhance economic development opportunities in this expanding commercial district.

The Michigan Department of Transportation (MDOT) has been working with Canton Township in their efforts to develop an effective solution to transportation challenges in this area. This project is presently unfunded by MDOT due to our emphasis on system preservation efforts. However, we are supportive of Canton Township's efforts to advance the project.

Thank you for your consideration. If you have any questions regarding this, please contact either me or David E. Wresinski, Director, Bureau of Transportation Planning, at 517-373-0343.

Sincerely,

Kirk T. Steudle
Director



October 31, 2011

Mr. Phil LaJoy, Township Supervisor
Canton Township
1150 Canton Center Road South
Canton, MI 48188

RE: Support for the I-275 @ Ford Road Interchange Improvement

Supervisor LaJoy:

I am writing you to express support by IKEA for pursuing improvements to the I-275 @ Ford Road Interchange. With more than 320 stores in 39 countries around the world, we are the world's leading home furnishings retailer and are proud that one of our 38 U.S. store locations is in Canton, Michigan. Ever since IKEA Canton opened in June 2006 at the corner of Ford and Haggerty Roads, it has consistently drawn customers from beyond the Detroit Metropolitan area and from throughout the State of Michigan.

While significant infrastructure improvements were made by IKEA/MDOT in advance of this store's opening, the growth of the local community and the successful retail corridor that has developed definitely has maximized the existing arterial roads. With our store located at such a vital intersection, we have been following the discussions focused on enhancing traffic safety and flow in the area. Based on our experience with hundreds of coworkers and millions of customers driving and walking in the area, we believe that improving the I-275 @ Ford Road Interchange would be very beneficial in terms of reducing congestion and increasing safety.

Additionally, the improved ease of traffic and flow would help boost the continued economic development efforts of the region. I know that when IKEA was considering potential locations for our Michigan store, we had strong concerns about the interchange. Indeed it has worked out quite well, but the opportunity for improvement is great too as a variety of concerns could be addressed from a big-picture perspective. Such a comprehensive approach would preempt any doubts businesses may have about opening in the Canton community because of any safety or traffic facts/issues they may have heard.

Again, on behalf of IKEA, our store's coworkers, and the millions of visitors from throughout Michigan and beyond, thank you for your interest and efforts in improving the I-275 @ Ford Road Interchange. We are thrilled to have opened IKEA Canton, and wholeheartedly welcome plans to make access safer, smoother and more efficient at this key interchange.

Sincerely,


Joseph Roth
U.S. Public Affairs Manager

cc: Anton van Dongen, IKEA Canton Store Manager
Karen Talarico, IKEA Asset Manager

CHARTER TOWNSHIP OF NORTHVILLE
Resolution 2011-154

At a regular meeting of the Board of Trustees of the Charter Township of Northville, held on Thursday, October 20, 2011 at 7:30 p.m. at the Northville Township Hall, the following resolution was offered:

WHEREAS: Northville Township is located in Western Wayne County and Wayne County along with the Michigan Department of Transportation and Canton Township initiated the Western Wayne County Transportation Improvement Study; and

WHEREAS: Northville Township is a neighbor of Canton Township and is experiencing many of the same traffic issues that Canton is experiencing; and

WHEREAS: The Western Wayne County Transportation Improvement Study identified improvements to the I-275 and Ford Road corridors that would reduce accidents and improve traffic flow in the area; and

WHEREAS: The reduction in accidents and the improvements to traffic flow in the I-275 corridor in the vicinity of Ford Road will benefit Northville Township geographically as well as benefit the residents of Northville Township who travel along I-275 and along Ford Road on their work commutes and while visiting the regional shopping facilities; and

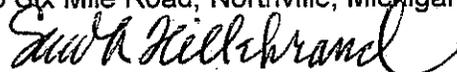
WHEREAS: The improvements identified in the Western Wayne County Transportation Improvement Study will address several of the highest rated accident intersections in the State of Michigan;

NOW THEREFORE, BE IT RESOLVED: Upon a motion by Clerk Hillebrand and a second by Trustee Banner that the Township Board of the Charter Township of Northville, Michigan does hereby support the improvements identified in the Western Wayne County Transportation Improvement Study for the I-275 & Ford Road Corridors and highly recommends that the Michigan Department of Transportation include these improvements in the State Long-Range Plan (SLRP) and in their Five-Year Transportation Program and immediately begin the next phase which is the environmental assessment process.

AYES: Abbo, Hillebrand, Banner, Gans, Herrmann, Roosen,
NAYS: None
ABSENT: Henningsen

RESOLUTION DECLARED ADOPTED:

I, Sue A. Hillebrand, Clerk of the Charter Township of Northville, County of Wayne, State of Michigan, do hereby certify that the foregoing is a true and complete copy of a resolution of action approved by the Board of Trustees at their regular meeting held on October 20, 2010 at 44405 Six Mile Road, Northville, Michigan 48168.



Sue A. Hillebrand, M.M.C.

**CANTON COMMUNITY
REQUEST FOR BOARD ACTION**

MEETING DATE: October 25, 2011

AGENDA ITEM # G-6

ITEM: Resolution of Support for Improvements Identified in Western Wayne County Transportation Improvement Study for the I-275 and Ford Rd Corridor

PRESENTER: Philip J. LaJoy, Supervisor

INDIVIDUALS IN ATTENDANCE: None

EXECUTIVE SUMMARY: Since 2003, Canton has been searching for a solution to traffic safety concerns for the I-275 & Ford Road (M-153) interchange. SEMCOG accident data repeatedly portrays Ford Road near I-275 as having the highest number of crashes in southeast Michigan. In 2006, Canton partnered with other organizations to complete a one-year-long, \$450,000 comprehensive Regional Transportation Improvement Study. This study identified three (3) projects totaling \$22.5 million to improve safety and reduce congestion along Ford Road @ I-275. These projects will benefit Canton Township as well as all those who travel along I-275 and Ford Road on their work commutes or visits to the regional shopping facilities.

Even though Canton Township has made continued efforts to get this issue resolved, we have been unsuccessful in getting these projects on any improvement plans through MDOT. We are in the process of coordinating a Senate Transportation Hearing to be held at the Summit on the Park on November 1, 2011. The Senate Transportation Committee will conduct the hearing to learn about the condition of the Ford Road/I-275 interchange. The focus will be on the need for improvement in that area, and to obtain support for a grant available through the United States Department of Transportation. The grant dollars would fund the three projects identified to improve safety and reduce congestion. In addition to putting forth this resolution, we are asking many surrounding communities to approve resolutions in support of improvements to the interchange.

STRATEGIC PLAN/GOALS: N/A

ACTION REQUESTED: Adoption of the proposed resolution

BUDGET IMPLICATIONS & ACCOUNT NUMBER: N/A

IMPLEMENTATION PLAN: N/A

FINANCE AND BUDGET DIRECTOR'S RECOMMENDATION Approval

SUPERVISOR'S RECOMMENDATION: Approval

MODEL RESOLUTION:

Whereas, Canton Township is located in Western Wayne County, Michigan; and

Whereas, Canton Township, Wayne County, SEMCOG, the Federal Highway Administration, numerous other communities, along with the Michigan Department of Transportation completed the Western Wayne County Transportation Improvement Study in 2006; and

Whereas, the Western Wayne County Transportation Improvement Study identified improvements to the I-275 and Ford Road corridors that would reduce accidents and improve traffic flow in the area; and

Whereas, SEMCOG accident data repeatedly portrays Ford Road near I-275 as having the highest number of crashes in southeast Michigan; and

Whereas, the reduction in accidents and the improvements to traffic flow in the I-275 corridor in the vicinity of Ford Road will benefit Canton Township and all those who travel along I-275 and along Ford Road on their work commutes and while visiting the regional shopping facilities; and

Whereas, the improvements identified in the Western Wayne County Transportation Improvement Study will address several of the highest rated accident intersections in the State of Michigan;

NOW THEREFORE, BE IT RESOLVED, that The Township Board of the Charter Township of Canton, Michigan does hereby support the improvements identified in the Western Wayne County Transportation Improvement Study for the I-275 and Ford Road Corridors and highly recommends that the Michigan Department of Transportation include these improvements in the State's Long-Range Plan (LRP) and in the State's Five-Year Transportation Improvement Program and immediately begin the next phase of the project which is the environmental impact statement process.

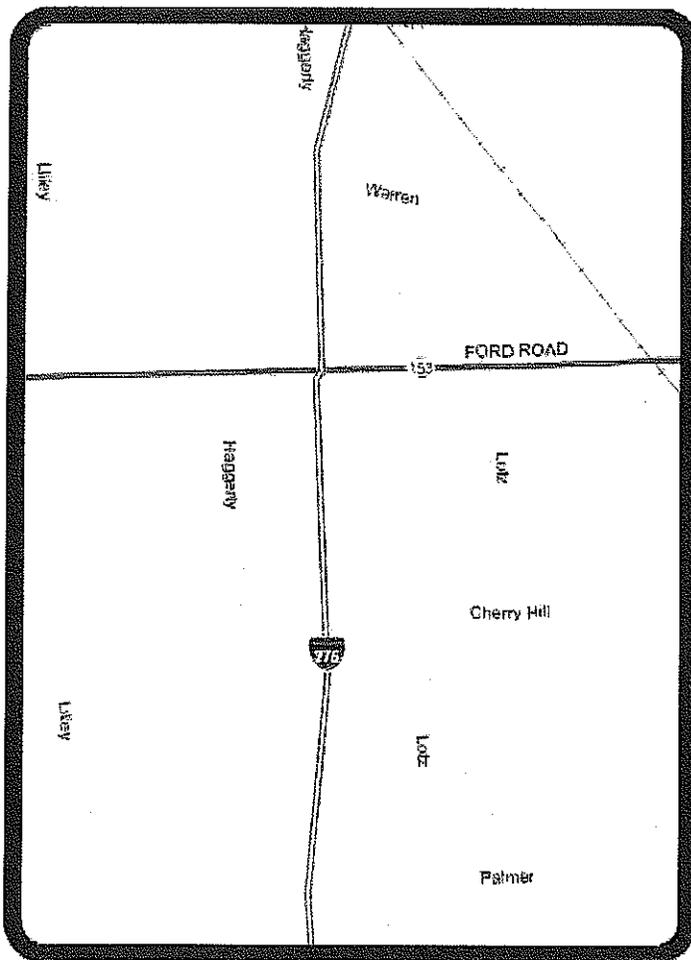
AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
GRANTS FOR TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY
September 19, 2011

I-275/FORD ROAD

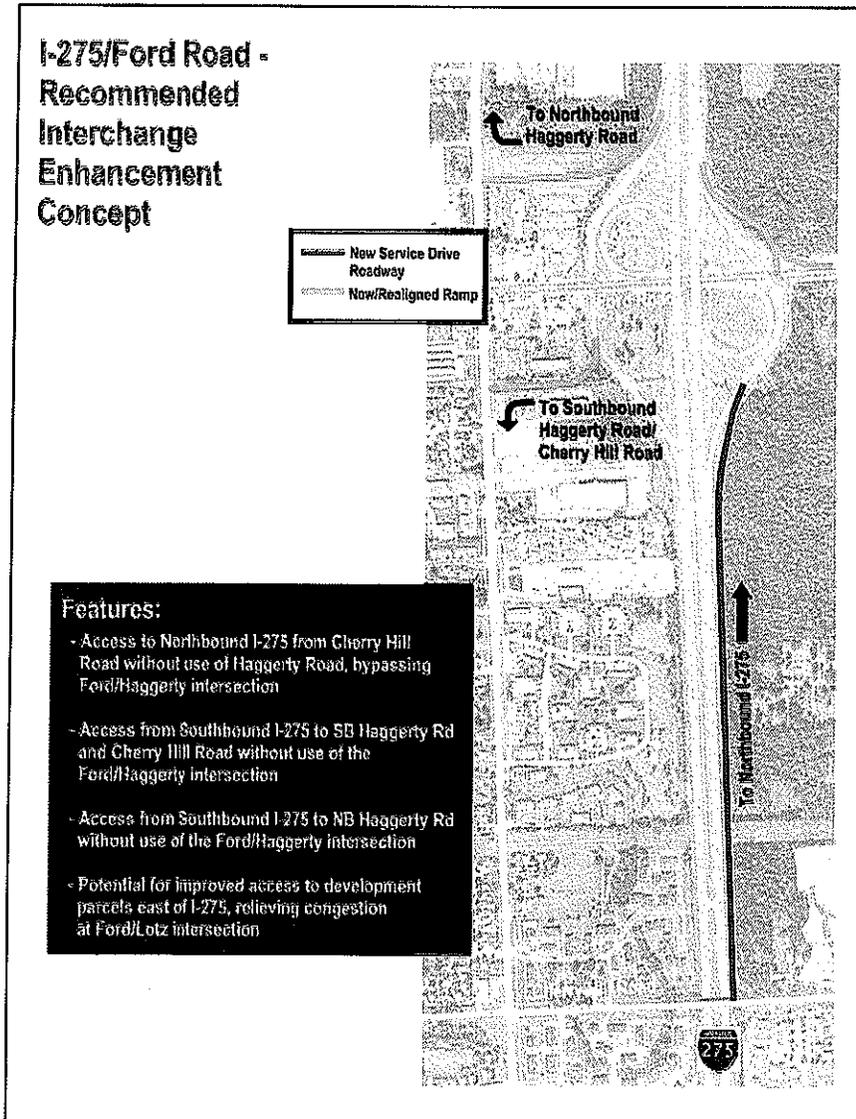
TIGER III Discretionary Grant Application

Project: I-275/Ford Road
Applicant: Canton Township
Contact: Phil LaJoy, Supervisor
1150 South Canton Center Road
Canton, MI 48188
Phone: (734) 394-5185
Email: plajoy@canton-mi.org

Co-Applicant: Michigan Department of Transportation
Contact: Kirk Steudle, Director
425 West Ottawa
P.O. Box 30050
Lansing, MI 48909
Phone: (517) 373-2114
Email: SteudleK@michigan.gov



- i. Type of project: Redesign of a freeway interchange on I-275 at Ford Road; addresses operational and safety issues
- ii. Project location: Canton Township, Wayne County, Michigan, 11th Congressional District
- iii. Is the project urban or rural? This project is located in an urban area.
- iv. Amount of TIGER grant funds requested: \$18 Million



Summary for the Grant Application: Due to the VHT and safety cost savings the \$22,500,000 project is estimated to repay itself in seven (7) to nine (9) years of the interchange improvements being built and provides a local, regional, and state benefit. There are also the benefits of sustainability, providing safety, operational function, and economic viability. The resultant statewide economic output is \$45,000,000 for a Federal investment of \$18,000,000. Otherwise stated, the interchange enhancement would generate twice the economic input of the initial investment.

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Applicant Contact Information

Canton Township
Phil LaJoy, Supervisor
1150 South Canton Center Road
Canton, MI 48188
Phone (734) 394-5185
Fax (734) 394-5234
Email: plajoy@canton-mi.org

Co-Applicant Contact Information

MDOT
Kirk Steudle, Director
425 W. Ottawa
P.O. Box 30050
Lansing, MI 48909
Phone (517) 373-2114
Fax (517) 373-6457
Email: SteudleK@michigan.gov



1 Project Description

The western portion of Wayne County has experienced significant residential and commercial growth in recent years, including major projects such as Visteon and Ikea, which have strained the area's transportation infrastructure. This growth has resulted in a substantial increase in daily traffic volume and congestion along the I-275 interstate, key commercial corridors such as Ford Road, as well as corridors of high residential growth, including Cherry Hill Road. Traffic congestion, coupled with limited transit service to the area and improved but still limited non-motorized transportation options, have necessitated transportation improvements to sustain the current and future quality of life in Western Wayne County communities. See Figure 1 for the project location within Wayne County and Canton Township, Michigan. Canton Township's population grew by 45% over the twenty year period from 1990 to 2010 to approximately 90,000. By 2030, the Township population is anticipated to grow by another 26% to approximately 113,000. Employment in the area grew by 89% in the last ten years and is anticipated to grow another 91% by the year 2030, creating over 51,000 jobs. With the adjacent community of Westland, just east of the interchange, the interchange services a population of approximately 170,000.

To address these transportation deficiencies, a task force of community representatives and transportation agencies formed to initiate a long-range transportation improvement study for Western Wayne County. While previous planning efforts, such as preparation of an access management plan for Ford Road in 2004, development of a leisure service master plan for Canton Township, and development impact studies have been completed over the past several years, the task force recognized a need for a coordinated, multi-jurisdictional planning approach. The Western Wayne Transportation Improvement Study (WWTIS) was developed under the guidance of this task force, and delivered a comprehensive identification of area-wide transportation deficiencies, identification and prioritization of improvements to safety and mobility, and realistic funding options to help achieve the plan goals. The 2006 WWTIS regional plan provided a framework for achieving a balanced, multi-modal transportation system to serve the changing needs of the Western Wayne County communities and identified the key location to be the I-275/Ford Road and Haggerty Road/Ford Road area.

There are significant crash and operational issues that constituted the need for the redesign of the I-275/Ford Road interchange, as it is too close to the Haggerty Road/Ford Road intersection. The introduction of a slip ramp to the existing I-275/Ford Road interchange could help mitigate congestion within the interchange area by enabling exiting traffic destined for Haggerty Road to bypass the busy Ford Road/Haggerty Road intersection. Exiting traffic headed to Haggerty Road would splinter off from the primary exit ramp to an auxiliary slip ramp connecting traffic directly to Haggerty Road north of Ford Road, as well as to a southbound slip ramp connecting traffic directly to Haggerty Road south of Ford Road. See Figure 2 for the I-275/Ford Road interchange concept.

The areas south and west of the interchange have been rapidly growing and developing. An origin-destination pattern analysis was performed on the traffic using the I-275/Ford Road interchange. It was identified that having a service drive connection along I-275 between Cherry Hill Road and Ford Road was a way to encourage traffic to use Cherry Hill Road as an alternative to Ford Road and have traffic entirely bypass congested Haggerty Road. Under this concept, a service drive links directly to the northbound I-275 off-ramp at Ford Road. This enables traffic from Cherry Hill Road heading to northbound I-275 to directly access the interchange via a service drive along the east side of I-275, crossing Ford Road at the interchange signal. Simulations of the interchange operation can be found at: http://www.canton-mi.org/municipalservices/wwet_study.aspx



Figure 1—Project Location

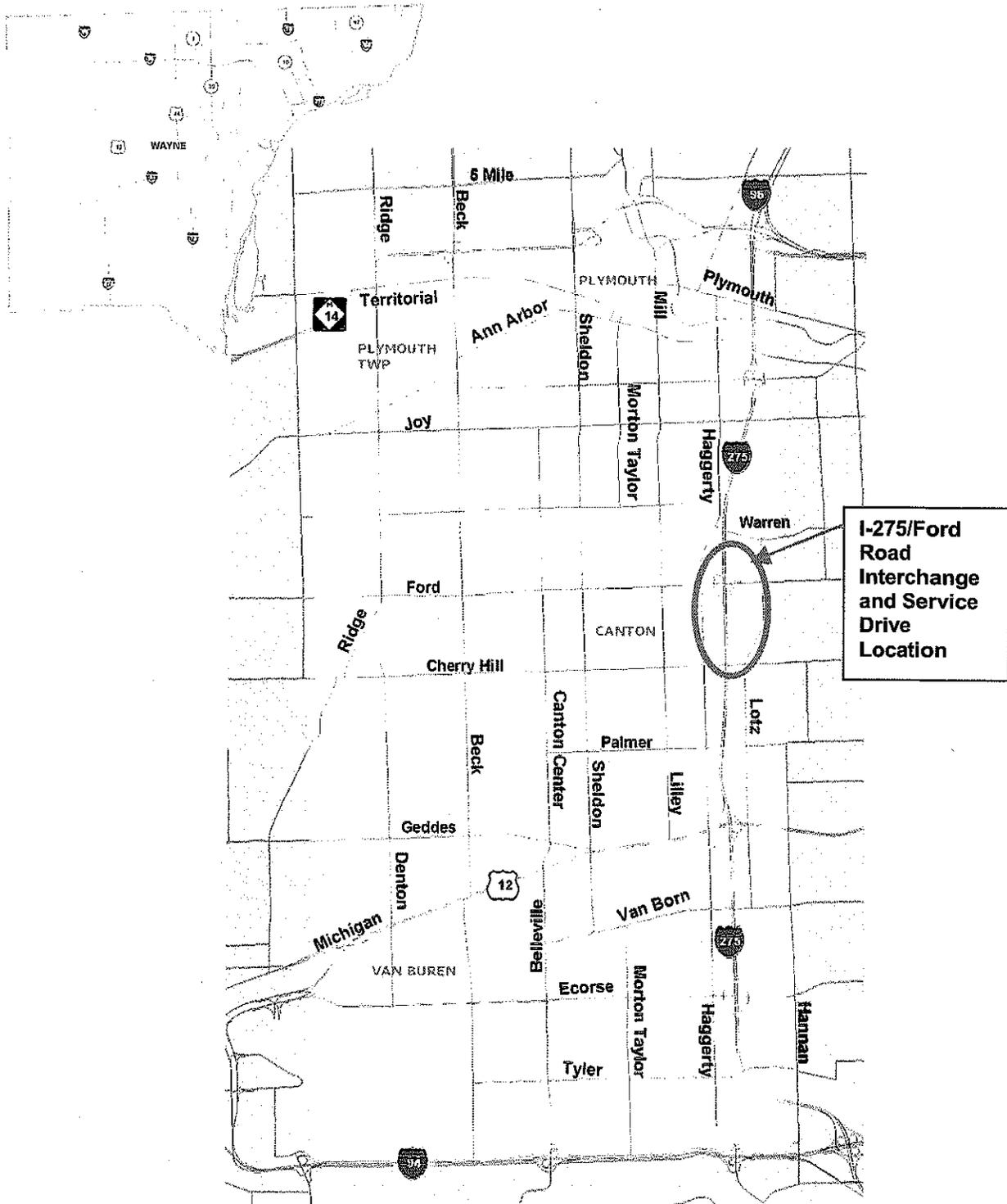
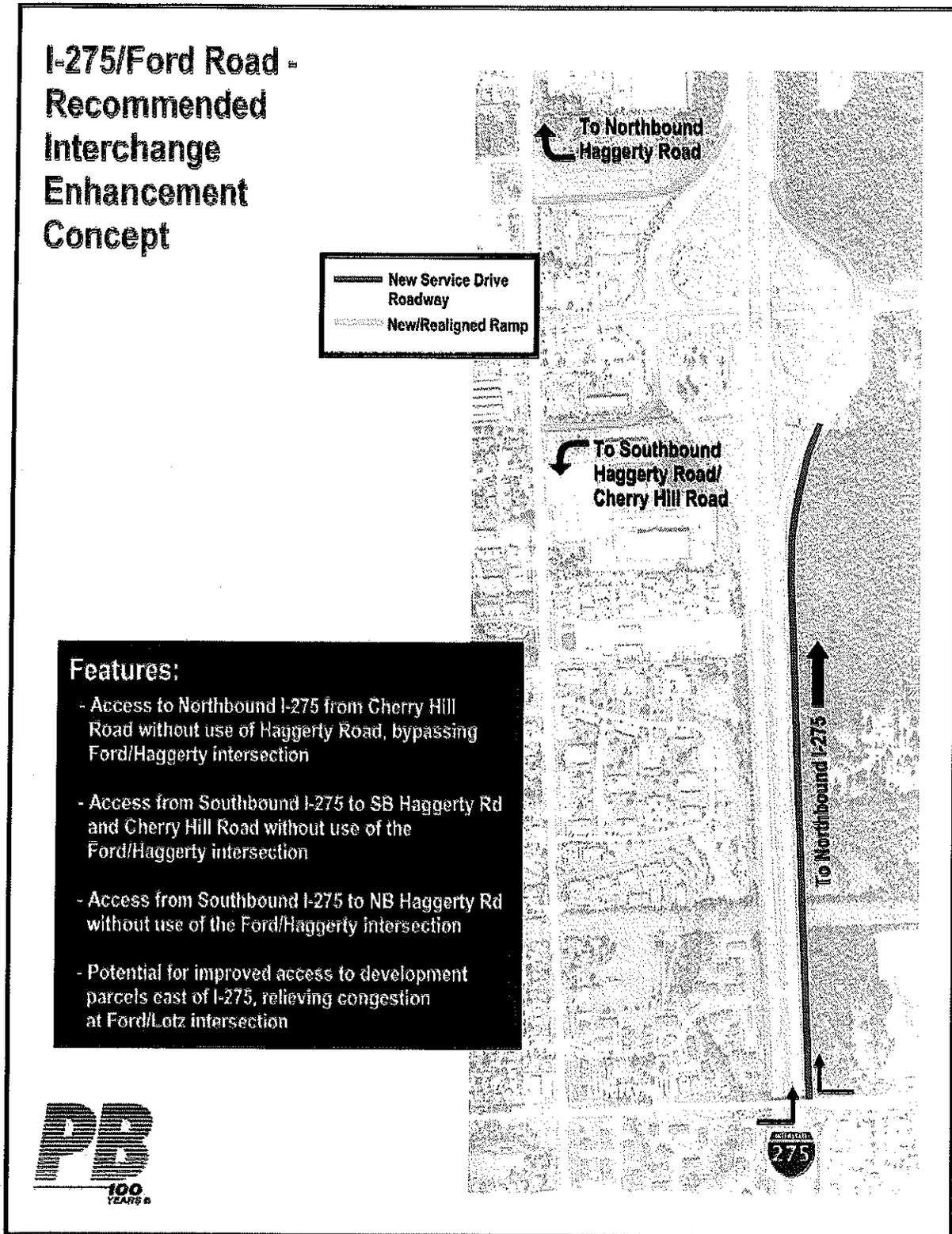


Figure 2—I-275/Ford Road Interchange Concept



Challenges addressed by Project

1.1.1 Safety and Design

I-275 is the only north-south interstate freeway in Western Wayne County and Ford Road is an east-west Principal Arterial, both under the jurisdiction of the Michigan Department of Transportation (MDOT). Cherry Hill Road, to the south of the interchange, is an east-west minor arterial. Ford Road in the vicinity of the interchange widens from five to six lanes. Haggerty Road is four lane arterial in the vicinity of Ford Road. Cherry Hill Road is a two lane facility. Ford Road carries over 50,000 vehicles a day in the vicinity of the interchange. The original interchange design was more functional when the community was smaller and could easily accommodate lesser traffic volumes.

The intersections on each side of the interchange; Haggerty Road/Ford Road and Lotz Road/Ford Road operate at a Level of Service (LOS) F in the PM peak hours of the day. The Ford Road/Haggerty Road intersection is a critical crash rate and critical crash frequency intersection. For a five-year time period ending in 2008, approximately 345 crashes occurred. The primary crash type is rear-end (40%), followed by angle crashes and head-on left-turn crashes. This location has been rated one of Southeast Michigan's most crash-prone location since 2005. In the last three years at the I-275 Northbound and Southbound ramps with Ford Road, rear-end crashes are the most prevalent (40%-90%, varying in location and year), with angle and sideswipe-same direction crashes as the next highest crash types. These crash types are due to the congestion and high volumes of vehicles trying to get through the area.

1.1.2 Congestion

The majority of traffic accessing the Ford Road interchange is heading to and from the north on I-275. Given this predominant pattern, an evaluation of the origins and destinations of this traffic was conducted using a process known as select link analysis. Using the Southeast Michigan Council of Governments (SEMCOG; the local metropolitan planning organization) regional travel demand forecasting model, individual roadway segments were selected within the model. Origins and destinations of the traffic traveling over these links are tracked throughout the network. The results showed that the majority of traffic accessing the Ford Road interchange was originating from the west and south. Therefore, Cherry Hill Road, one mile south of Ford Road, was identified as the most appropriate alternate east-west route on which to focus improvements.

Cherry Hill Road is scheduled to be widened to five lanes between Canton Center Road and Haggerty Road in 2015 due to the heavy traffic volumes and growth. Cherry Hill Road will be widened to five lanes from Canton Center Road west to Denton Road and from Haggerty Road east to Newburgh Road, in the future. Funds for these projects are already included in the 2008-2011 Transportation Improvement Program (TIP) for Wayne County.

The existing intersection level of service (LOS) for the Haggerty Road/Ford Road intersection is operating at a LOS D in the AM peak period and LOS F in the PM peak period. The interchange ramps operate at LOS F, especially the southbound off-ramp and the queues on the off-ramp spill back for three-quarters of the ramp. The high volume of traffic and the congestion, with a lower level of service, is also contributing to the safety factor.

The 2030 traffic forecasts indicated that the Haggerty Road/Ford Road intersection will operate at LOS F for both the AM and PM peak periods of the day, as well as the continued volume-to-capacity (LOS F) overloading of the southbound off-ramp from I-275 to Ford Road. The frequent and recurrent spillback



on the southbound off-ramp to the mainline southbound I-275 is a concern. The congestion is anticipated to worsen, which can only lead to further safety, congestion, and design concerns in the future. With the proposed interchange improvements, all of the movements (ramps and intersections) improve to a LOS D or better in both the AM and PM peak periods for both the existing and future (2030) years.

1.1.3 Access

While improved access to Haggerty Road has the potential to reduce congestion and delay at the Ford Road/Haggerty Road intersection, as well the I-275 southbound off-ramp to Ford Road, improvements to parallel east-west arteries are necessary to connect Haggerty Road traffic to the high-growth areas to the west of the study area and existing areas east of I-275. In order to identify the most appropriate routes for improvements, origin-destination patterns, as well as potential land use development was studied. There are also a number of planned and programmed transportation projects. The planned and programmed projects for the area include widening Haggerty Road from two to five lanes from Joy Road to Cherry Hill Road and widening Cherry Hill Road from Haggerty Road to Newburgh Road. These improvements provide accessibility to the interchange area. There are also other roadway widenings in the south and west sections of Canton Township that move the traffic to the interchange area, but do not solve the future problems of the safe operation and accessibility of the freeway itself.

The area's accessibility is good, but this interchange is a regional choke point in peak periods of the day. This new interchange concept, improves accessibility to the existing and future developments by responding to safety, operational, and accessibility issues with the ramps to Haggerty Road. The northbound service drive concept from Cherry Hill Road to Ford Road opens up a safer and more accessible section of Canton Township and Westland to the freeway.

1.1.4 Alternative Transportation and Sustainable Development

The Michigan Department of Transportation, Wayne County, and Canton Township are committed to promoting sustainable development opportunities and alternative transportation options for residents. The interchange redesign ensures accessibility for the sustainable development within the community. The project meets the key needs of sustainability; economic, social, and environment. It provides the needed transportation environment for safety, operation, and accessibility, as well as the economic benefit of supporting existing and future development, in an environmentally conscience manner.

MDOT currently has a bike path within the protected right-of-way of I-275 on the east side of the freeway. This bike path was recently rehabilitated with a design-build process in FY 2009-2010. Canton Township has a non-motorized plan, in which, Ford Road has a continuous pathway and Haggerty Road, south of Ford Road, has a planned collector trail pathway proposed. North of Ford Road, Haggerty Road has a continuous pathway. This bike path would be maintained and enhanced with the new northbound service drive component of the project and east-west connectors at Ford Road are planned.

2 Project Parties

The Michigan Department of Transportation is the project sponsor for this project. The primary cooperating entities providing support for this project include Canton Township and Wayne County. Other agencies supporting the project are listed below.



The Michigan Department of Transportation (MDOT)

The Michigan Department of Transportation (MDOT) is a constitutional government agency in the State of Michigan. MDOT's primary purpose is to maintain the Michigan State Trunkline Highway System. MDOT employees are responsible for planning, designing, and operating streets, highways, bridges, transit systems, airports, railroads and ports to provide for the safe, rapid, comfortable, economical, convenient, and environmentally safe movement of people and goods.

Canton Township

Canton Township in the State of Michigan and is located on the far western edge of Wayne County. Canton is approximately 20 miles east of Ann Arbor, 35 miles west of Detroit and 50 miles north of Toledo, Ohio. The Township of Canton was established in 1834 and is one of the fastest growing communities today in the State of Michigan. It has a population of 90,173 (2010 Census Estimate).

Wayne County

Wayne County, Michigan, as of the 2010 census and July 1, 2008 estimated population of around 1,820,000, making it the 13th most-populous county in the United States. Wayne County provides planning, design, and construction services for the roadways it maintains.

Other entities supporting the project include:

Southeast Michigan Council of Governments (SEMCOG); Wayne County Commission-District 11; Van Buren Township; Plymouth Township; City of Westland; Canton Township Downtown Development Authority; Canton Township Police; Plymouth-Canton Community School District; and Ikea.

Use the following link to access project support letters: http://www.canton-mi.org/municipalservices/pdfs_municipal/083109_TIGER_Grant_Letters_of_Support.pdf

3 Grant Funds

Table 1 provides the agencies and their funding commitments to the I-275/Ford Road interchange project. This project includes a unique blend of funding from the Michigan Department of Transportation (MDOT), Canton Township, and a private partner, Ikea. This Discretionary TIGER grant closes the funding gap in this project's financial plan by enabling the Michigan Department of Transportation to construct this project in the short-term. Based on Table 1 below, there is \$4,500,000 committed to the project in right-of-way land donation and local match, and \$18,000,000 of funding needed to get the I-275/Ford Road interchange project built. Table 2 provides a breakdown of the I-275/Ford Road interchange project cost.

Table 1—I-275/Ford Road Interchange Funding Commitment by Agency

Agency	Funding Committed	Estimated Amount
Michigan Department of Transportation	Real estate land already owned*	\$ 667,500
Canton Township	4.37 acres real estate land donation*	\$ 218,500
Ikea	10 acre real estate land donation*	\$ 500,000
MDOT Match		\$3,114,000
Total Funding Committed:		\$ 4,500,000
Total Funding Requested:		\$18,000,000
Total Costs for the I-275/Ford Road Interchange		\$22,500,000

* \$50k per acre estimated along I-275 that is undeveloped



The right-of-way has been addressed with some potential land acquisition estimates at \$50,000 per acre. The Michigan Department of Transportation, Canton Township, and Ikea have committed to donate right-of-way as estimated in Table 1 above. Figure 3 illustrates the 19 parcels that will be impacted by the project and Table 3 identifies the parcel number, acreage and property owner.

Table 2— I-275/Ford Road Interchange Project Cost

Type of Cost	Cost
Slip Ramp for Northbound Haggerty Road	\$ 1,500,000
Slip Ramp for Southbound Haggerty Road	\$ 3,900,000
Right-of-Way for Southbound Slip Ramp to Haggerty Road	\$ 800,000
I-275 Northbound Service Drive (Cherry Hill to Ford Road)	\$ 4,600,000
Right-of-Way for Service Drive	\$ 2,400,000
Widen Cherry Hill Bridge and approaches	\$ 4,500,000
Right-of-Way Land Donations	\$ 1,386,000
Construction Engineering*	\$ 2,600,000
Misc. Design	\$ 814,000
Total Cost:	\$22,500,000

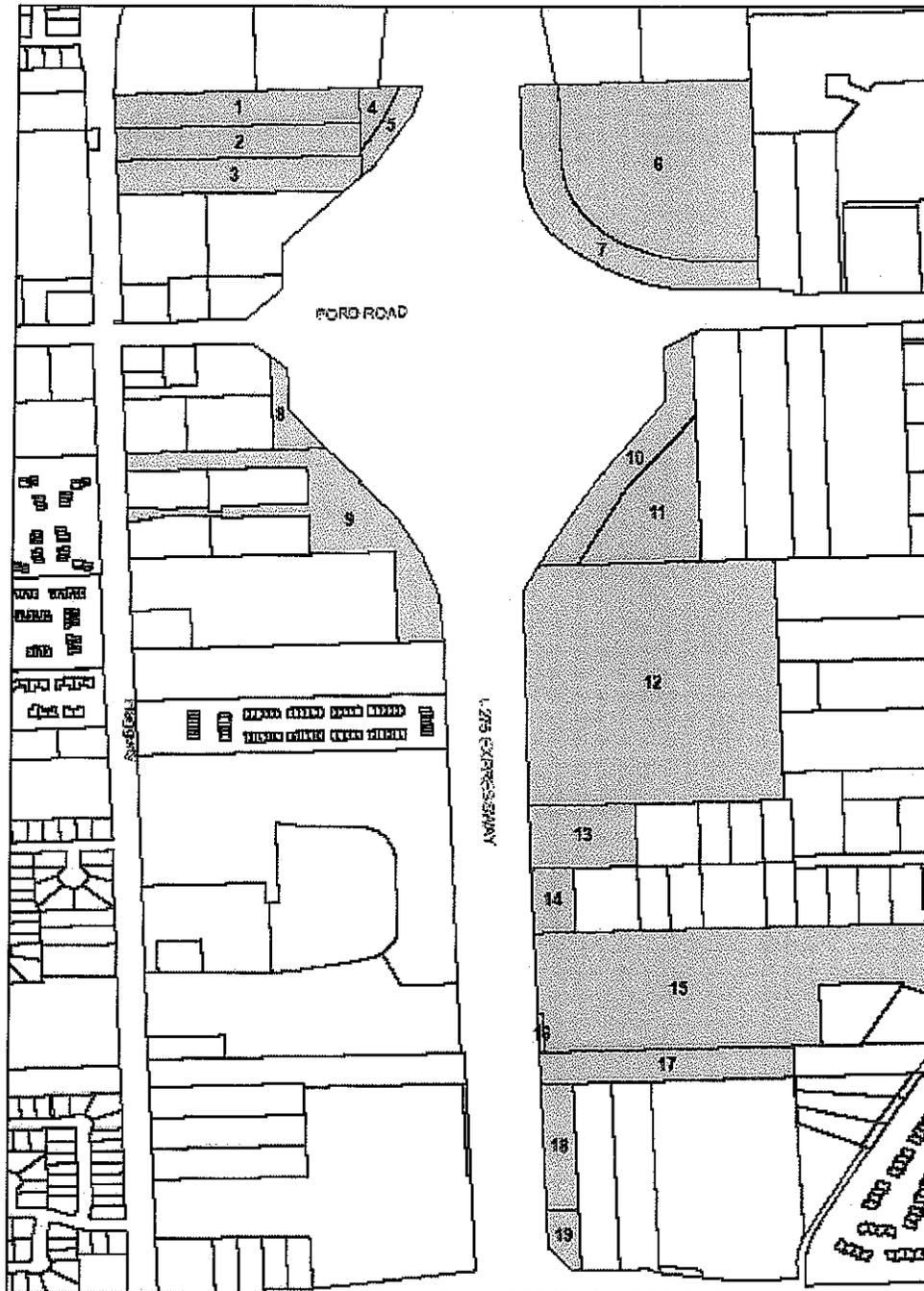
*Construction Engineering Costs includes material testing, and other miscellaneous costs

Table 3 – 19 Parcels and Total Acreage*

Parcel Number	Acres	Owner
1	4.37	Canton Township
2	4.68	Ikea Property
3	4.63	Ikea Property
4	0.77	Ikea Property
5	1.10	MDOT
6	17.36	Other
7	5.62	MDOT
8	1.06	Other
9	19.12	Other
10	4.47	MDOT
11	4.95	Other
12	31.39	Other
13	3.22	Other
14	1.25	Other
15	24.07	Other
16	0.11	MDOT
17	4.20	Other
18	2.05	MDOT
19	0.28	Other

* = Total Acreage is for the total area highlighted on Figure 5 and only a portion of these parcels are needed for the project.

Figure 3—Real Estate and Acreage



3.1 Selection Criteria: Primary

3.1.1 Long Term Outcomes

The long-term benefits of rebuilding this interchange are important to the region and state. Michigan is economically depressed with one of the highest unemployment rates in the nation. The I-275 corridor is a key corridor for commuters and commerce in Michigan. Canton Township

is one of the most prosperous and growing communities in Southeast Michigan. The continued successful sustainable development in the community rests with the accessibility, the operation, and the safety of the access to this community. Current and future projections predict congestion, delays, safety, and operational concerns if the interchange is not rebuilt to safely accommodate the existing and projected traffic volumes.

Air Quality

The benefits of the bridge replacement were estimated with a regional assessment and local intersection/corridor analysis. Using the SEMCOG regional travel demand model the vehicle-miles-traveled (VMT) were assessed for a 2.5-mile study area for existing, interim (2015) and 2035. The vehicle-miles-traveled sees a positive increase in the number of miles traveled with the interchange enhancements, which is not surprising, as the interchange will provide both operational and safety improvements. Due to the improvements the emissions appear to increase, but not significantly based on the additional vehicles that the interchange can now handle. None of the emissions changes are significant with or without the interchange enhancements. Table 4 provides a more detailed assessment of air quality.

Traffic

The existing intersection level of service (LOS) for the Haggerty Road/Ford Road intersection is operating at a LOS D in the AM peak period and LOS F in the PM peak period. The interchange ramps operate at LOS F, especially the southbound off-ramp and the queues on the off-ramp spill back for three-quarters of the ramp. The high volume of traffic and the congestion, with a lower level of service, is also contributing to the safety factor.

The 2030 traffic forecasts indicated that the Haggerty Road/Ford Road intersection will operate at LOS F for both the AM and PM peak periods of the day, as well as the continued volume-to-capacity (LOS F) overloading of the southbound off-ramp from I-275 to Ford Road. The frequent and recurrent spillback on the southbound off-ramp to the mainline southbound I-275 is a concern. The congestion is anticipated to worsen, which can only lead to further safety, congestion, and design concerns in the future. See Figure 4. With the proposed interchange improvements, all of the movements (ramps and intersections) improve to a LOS D or better in both the AM and PM peak periods for both the existing and future (2030) years. Figure 5 depicts the 2030 future levels of service with the proposed interchange improvements.

Back in 2006, the Southeast Michigan Council of Governments (SEMCOG) regional model was utilized to assess the regional impacts and local impacts of this project of vehicle-miles traveled (VMT) and vehicle-hours traveled (VHT) within the study limits shown in Figure 1 above. When the studies were conducted to assess the interchange performance options the total flows were compared with the No-Build (Programmed Improvements Only) to the various designs of the interchange. With the new interchange concept with slip ramps to Haggerty the total flows accommodated increased, the VMT increased, and the VHT decreased substantially, see Table 5. The following are definitions used in Table 5:

- **Average Daily Traffic (ADT)** within the study area of Canton Township is a measure of all traffic volume served during an average 24-hour period. ADT is an indicator of the capacity of the transportation system.

Table 4—Air Quality Analysis of the I-275/Ford Road Interchange Project

2005	Build	No Build	Change
VMT ¹ (avg. weekday)	1,629,123	1,619,450	9,673
Emissions per Summer Weekday (Kg)			
VOC	1,103.0	1,104.4	-1.4
CO	13,778.1	13,678.4	99.7
NOx	2,970.7	2,956.2	14.5
PM2.5	57.27	56.94	0.34
Emissions per Winter Weekday (Kg)			
VOC	1,146.3	1,146.7	-0.4
CO	29,742.1	29,549.7	192.4
NOx	3,355.1	3,337.5	17.6
PM2.5	58.68	58.39	0.29
2015	Build	No Build	Change
VMT ¹ (avg. weekday)	1,585,409	1,575,920	9,489
Emissions per Summer Weekday (Kg)			
VOC	461.3	461.0	0.3
CO	7,185.7	7,139.1	46.6
NOx	887.0	882.8	4.2
PM2.5	25.53	25.37	0.16
Emissions per Winter Weekday (Kg)			
VOC	486.1	485.6	0.5
CO	16,388.9	16,284.4	104.5
NOx	1,014.9	1,009.9	5.0
PM2.5	26.00	25.85	0.15
2035	Build	No Build	Change
VMT ¹ (avg. weekday)	1,636,082	1,625,297	10,785
Emissions per Summer Weekday (Kg)			
VOC	338.7	338.6	0.1
CO	6,401.7	6,357.4	44.3
NOx	369.5	367.9	1.6
PM2.5	204.51	203.16	1.35
Emissions per Winter Weekday (Kg)			
VOC	361.5	361.0	0.5
CO	14,911.8	14,806.1	105.7
NOx	417.9	415.4	2.5
PM2.5	204.51	203.16	1.35
1 SEMCOG Travel Demand Model (Version E5) Data within a 2.5 mile radius of the project			

Figure 4 – 2006 Existing and Future 2030 Levels of Service Without Interchange Improvements

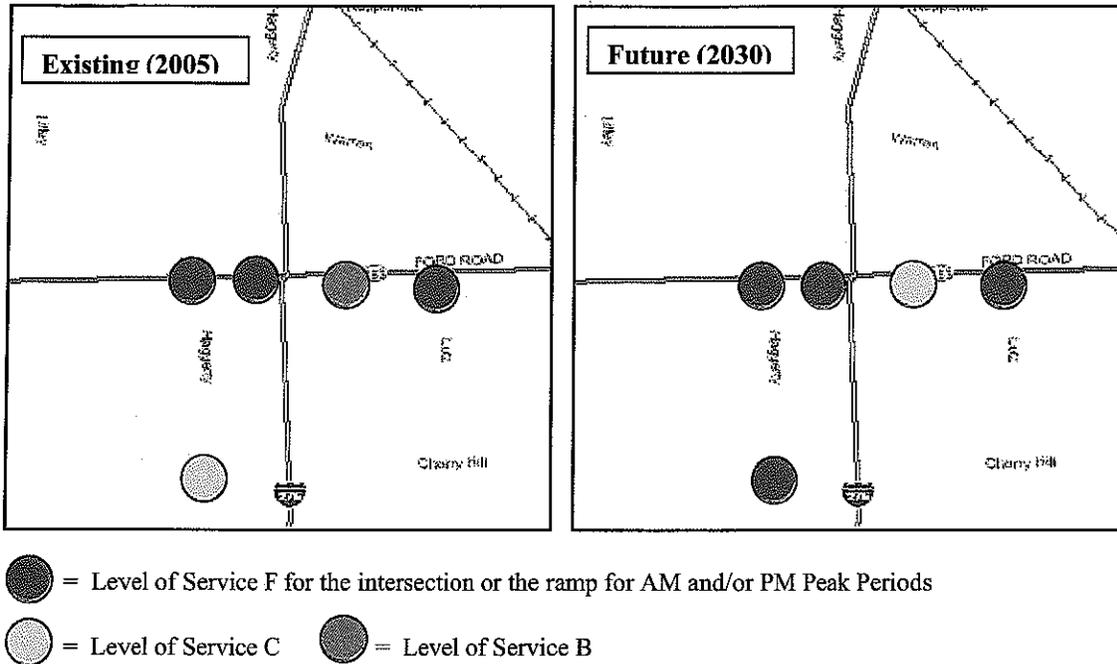
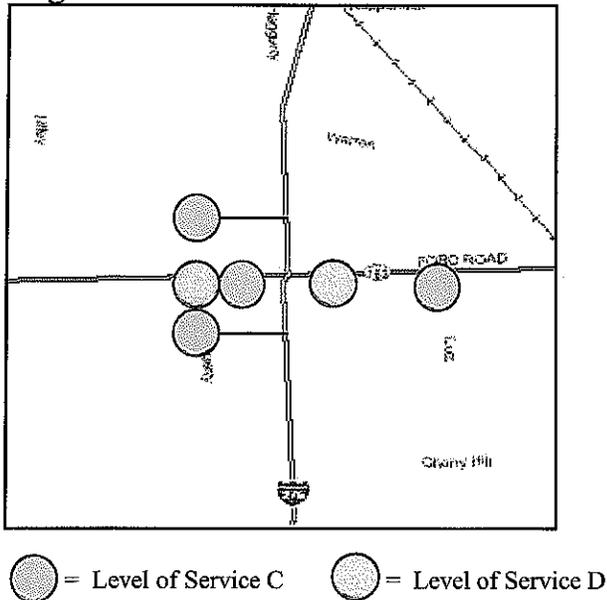


Figure 5—Future 2030 Levels of Service With the Interchange Improvements



- **Vehicle-Hours Traveled (VHT)**, derived from the SEMCOG model, is a measure of the total hours of travel undertaken by all vehicles making trips with the study area. VHT is an indicator of trip duration and congestion.
- **Vehicle-Miles Traveled (VMT)**, derived from the SEMCOG model, is a measure of the total trips multiplied by the average trip length within the study area. VMT, when compared relative to total flow, is an indicator of trip length.

Table 5—2006 Vehicle-Miles Traveled (VMT), Vehicle-Hours Traveled (VHT), and Average Daily Traffic (ADT) for the Canton Township Study Limits

Alternative	ADT	VMT	VHT
No-Build (Programmed Improvements Only)	10,751,247	5,053,223	194,219
I-275/Ford Interchange Slip Ramp & Northbound (NB) Service Drive Redesign	11,315,883 (5.3% increase)	5,274,455 (4.4% increase)	173,573 (10.6% decrease)

Table 5 shows that there is a 5.3% increase in traffic flow with the interchange improvements, while only increasing VMT by 4.4%. There is also a 10.6% decrease in VHT, which indicates the trip duration and congestion are less, thus providing a safer operation overall as well.

As previously shown in Figures 4 and 5 above, an intersection analysis was performed to identify expected impacts to the interchange area street network. The operations and safety improved significantly from unacceptable levels of service (LOS F) without the interchange improvements to acceptable levels of service (LOS C and LOS D) with the interchange improvements for the future year 2030. Synchro v6.0, a network based traffic analysis and signal optimization model, was utilized for the intersection analysis. VISSIM, a microsimulation model, was utilized to assess the flows and dynamics of the freeway with the local surrounding street network.

The interchange improvements provide economic benefit to the communities of Canton and Westland and the Region. There is a significant regional and statewide benefit to having the interchange improved to support accessibility and safety to one of the fastest growing areas in southeast Michigan.

- (i) **State of Good Repair**—The MDOT is diligent in prioritizing transportation needs having used a pavement management system since the early 1980's, and bridge monitoring systems. The interchange redesign compliments the improvements being made to the surrounding road network and addresses the needs of the community by enhancing the ramp system and adding service drives to provide accessibility. The MDOT is diligent in prioritizing the need to maintain their transportation facilities and keep it in good repair. MDOT is continuously seeking ways to improve their integrated transportation system statewide through innovative techniques such as bridge monitoring systems, rapid bridge construction, green highways, real time information (ITSOM), VII, and safety enhancements. The slip ramps, service drive, and Cherry Hill bridge enhancement will be designed to last 50-plus years and be part of an on-going asset management plan to monitor and maintain the transportation infrastructure.

- (ii) **Economic Competitiveness**—Michigan is an economically distressed state (highest national unemployment rate) and all of Michigan, including Canton Township, has suffered from declining property values and non-profit human service agencies. Canton Township also has the potential to be one of the first communities to bounce back in Michigan. The community is a great mix of residential, commercial, business, and parkland. The I-275 corridor, since its inception around 1975-1977, has opened the door for industrial and commercial development around interchange areas and residential development further west of I-275. Key corridors in the community for economic growth are the Lotz Road corridor, just east of I-275 between Cherry Hill Road and Ford Road. This is planned for mixed use; residential and commercial. The interchange improvement provides a safer, less congested operation, and also a positive economic impact.

The broad range of residential and commercial development in Canton Township has generated economic success over the years. The IKEA store opened in 2006, which has brought hundreds of thousands of people to the community; all using the I-275/Ford Road interchange. There are other large national companies that have their corporate headquarters (such as Lotus International) or corporate entities (like Advanced Communications, Inc.) with over 2,000 employees or Yazaki North America, Inc., which has over 1,600 employees. These businesses and commercial developments invested from \$1 Million to \$11 Million dollars individually each year. The remaining vacant land to be developed can add additional economic revenue to the region and state. The interchange improvements would serve to meet the needs of the existing community, as well as address the future needs for positive economic development for the region.

- (iii) **Livability**—The enhancements proposed for the interchange improve the quality of life for the residents, commercial shoppers, employers and employees, truckers, commuters, and emergency services. The proposed interchange enhancements improve safety and operational efficiency for all users of the I-275/Ford Road corridor. It provides a safer operational and connected network to and from the surrounding community and the freeway network, which is not disruptive to residents or current businesses. It contributes to a safer operational environment by maintaining the bike path on the east side of I-275 and improves safer operations for traffic on the slip ramps and using the service drive, instead of being forced through the Haggerty Road/Ford Road intersection trying to get to and from the freeway. The project also reduces congestion and as a result improves the ambient air quality.
- (iv) **Sustainability**—The enhancements of adding slip ramps and the northbound service drive from Cherry Hill to Ford Road provide a more environmentally sustainable transportation system. An analysis was performed to determine the air quality impacts to the community if the interchange enhancements were implemented and due to the increase in VMT there is an increase in emissions, as shown in Table 4 above, but none of them are significant compared to the operational and safety improvements.

As part of the roadway improvement there will be storm water detention improvements within the interchange ramps. There will be low-emitting light fixtures added to the interchange relighting. MDOT is also committed to implementing green technologies as part of transportation investment.

The interchange enhancements of slip ramps and a northbound service drive provides an overall benefit to the community for the long-term by improving safety, improving operations, reducing overall societal costs (potential from crashes and economic), reducing VHT, as well as reducing community and societal impacts.

Using EPA's Mobile6.2 emission factor program, an average fleet fuel economy was determined. As shown in Table 6, the average fleet fuel economy was estimated to be 16.8 miles per gallon (mpg) in 2005 and is predicted to be 16.3 mpg and 16.2 mpg in 2015 and 2035, respectively. These values are very conservative as they do not take into account new national fuel economy standards. Based on the current estimated fleet fuel economy, the change in fuel consumption if the interchange is enhanced compared with the No Build Conditions (existing interchange configuration) is shown in Table 6. The change in VMT corresponds to the change in fuel consumption. With the interchange improvements the fuel consumption is estimated to increase by 575 gallons per day in 2005 (210,154 gallons annually), 582 gallons per day in 2015 (212,480 gallons annually), and 665 gallons per day in 2035 (242,992 gallons annually). However, the fuel efficiency of the fleet should improve over time rather than decrease, as is currently predicted in the MOBILE6.2 model.

Table 6 – VMT Daily and Annual Estimated Fuel Consumption

Year	Build the Interchange Enhancements	No Build	Daily Change in VMT*	Daily Avg. Fleet (MPG**)	Daily (Annual) Increase in Fuel Consumption with the Interchange Enhancements (gallons)***
2005 VMT* (average weekday)	1,629,123	1,619,450	9,673	16.8	575 (210,154)
2015 VMT* (average weekday)	1,585,409	1,575,920	9,489	16.3	582 (212,480)
2035 VMT* (average weekday)	1,636,082	1,625,297	10,785	16.2	665 (242,992)

* VMT is vehicle-miles traveled within the 2.5 mile study radius for the air quality analysis

** MPG is miles per gallon

*** Assumes 261 days a year (365 days minus weekends and holidays)

Though the VMT goes up, the VHT (vehicle-hours-traveled) is drastically reduced. The daily change in VMT, VHT, and fuel consumption were also calculated to a yearly amount and cost if the interchange was enhanced. The estimated yearly per-

person cost savings due to the reduced vehicle-hours traveled and delay costs are shown in Table 7. The **annual savings** due to the reduced vehicle-hours traveled and reduced delay equates to approximately \$2.15 Million in 2005, \$2.36 Million in 2015, and \$2.84 Million in 2035. This interchange causes significant delay and costs to the community.

The annual additional fuel cost of the additional vehicle-miles traveled ranges in the near term to around \$525,000 and the long term (2035) to approximately \$1.611 Million. In addition to increased fuel costs and person costs due to delay, there are annual vehicle maintenance costs, which is approximately \$0.41/mile. This adds an additional \$1 Million to \$1.1 Million annually. Calculating the estimated annual costs of VMT and VHT, Table 9 shows that there is an estimated annual savings of \$480,000 to \$594,000 in the next ten years to society with the I-275/Ford Road interchange improvements.

Table 7 – Annual Person Cost Savings Due to Reduced Vehicle-Hours Traveled and Delay With the Interchange Improvements

HYear	Decreased VHT With the Interchange Improvements Daily/Annually (hrs)*	Living Wage Rate for Canton Township**	Daily Delay Savings	Annual VHT Delay Savings***
2005	632 / 164,952	\$13.06	\$ 8,254	\$2,154,294
2015	568 / 148,248	\$15.92	\$ 9,043	\$2,360,223
2035	561 / 146,421	\$19.40	\$10,883	\$2,840,463

* VHT

is vehicle-hours traveled

** Living Wage Rate assumed a conservative 2-percent annual increase

*** Assumes 261 days a year (365 days minus weekends and holidays)

Table 8—Estimated Annual Cost Due to Additional Vehicle-Miles Traveled With the I-275/Ford Road Interchange Improvements

Year	Daily VMT* Change	VMT*/Year	Annual Gallons	Average Gallon Cost**	Annual Fuel Cost of VMT* Change	Annual Maintenance Cost	Total VMT Cost (Fuel and Maintenance)
2005	9,673	2,524,653	210,154	\$2.50	\$525,385	\$1,035,108	\$1,560,493
2015	9,489	2,476,629	212,480	\$4.07	\$864,793	\$1,015,418	\$1,880,211
2035	10,785	2,814,885	242,992	\$6.63	\$1,611,036	\$1,154,109	\$2,765,145

* VMT is vehicle-miles traveled

** Average Gallon Cost is estimate to increase 5-percent per year

Table 9—Annual Overall Savings from VMT and VHT for the I-275/Ford Road Interchange Improvements

Year	Total VMT Cost	Annual VHT Delay Savings	Total Annual Savings with the Interchange Improvements
2005	\$1,560,493	\$2,154,294	\$593,801
2015	\$1,880,211	\$2,360,223	\$480,012
2035	\$2,765,145	\$2,840,463	\$75,318

Rebuilding and enhancing the safety and operation of the I-275/Ford Road interchange provides an overall benefit to the community for the long-term by improving safety, improving operations, reducing overall societal costs (potential from crashes and economic), and reducing VHT.

- (v) **Safety**—The proposed enhancements to the I-275/Ford Road interchange improves the safety of the transportation facilities and systems by having safer operations and a more functional roadway linkage. From 1997 to 2002, the Haggerty Road/Ford Road intersection had an average of 50 crashes per year. The number of crashes per year has increased due to the increased congestion at the interchange and adjacent intersections. Reviewing the last three years of crash data (2006-2008), the Haggerty Road/Ford Road intersection averaged over 90 crashes per year (an increase of 80-percent). The existing configuration of the interchange and adjacent intersections has an estimated \$6,000,000 societal cost due to the property damage and injury costs (based on a SEMCOG crash study of costs and severity). With the interchange enhancements, the congestion and severity of some of the intersections may be reduced by 15% or more. The project has the potential to reduce the potential number, rate and consequences of surface transportation related crashes, injuries and fatalities by approximately \$2,500,000 per year (see Table 10). It is understood that there would be three additional intersections in the future that do not exist today: Southbound I-275 Slip Ramp/Haggerty Road north of Ford Road; Southbound I-275 Slip Ramp/Haggerty Road south of Ford Road; and Cherry Hill/Northbound I-275 Service Drive. Due to removing the congestion hot spot and allowing traffic to flow safely, it is assumed at least a 15-percent reduction in the type and severity of the crashes. **The cost savings from the crash reduction, along with the fuel and societal costs, provide an estimated annual savings of \$3.07 Million to \$2.56 with the interchange enhancements. This societal and fuel cost savings provides a benefit within seven (7) to nine (9) years of the interchange improvements being built and provides a local, regional, and state benefit.**

Table 10—Crash Costs and Potential Savings Based on Last Three Year Crash History (2006-2008)

Location	Average Crashes Per Year	Type of Crash	Cost of Crashes	Crash Costs/Year
Haggerty Road/Ford Road	84	Property Damage Only	\$ 35,100	\$2,948,400
Haggerty Road/Ford Road	10	Injury	\$216,720	\$2,167,200
I-275 Southbound Exit Ramp/Ford Road	30	Property Damage Only	\$ 35,100	\$1,053,000
Existing Total	124			\$6,168,600
With Enhancements*	105	Property Damage Only	\$35,100	\$3,685,500
Potential Annual Crash Reduction Savings	19			\$2,483,100

* 15% Reduction assumed due to less congestion and Property Damage Only

3.1.2 Evaluation of Expected Project Costs and Benefits

There are a number of quantitative and qualitative benefits associated with the interchange enhancements of I-275 Southbound Slip Ramps to Haggerty Road (both north and south of Ford Road), as well as the northbound two-lane service drive from Cherry Hill Road to Ford Road. There are travel time savings and VHT reduction, which equates to the reduction of CO₂. There are significant safety and operational benefits with the interchange enhancements.

Based on Figures 4 and 5, the level of service improves and the delay is greatly reduced by providing the slip ramps and the northbound service drive. Even though the VMT increases with the interchange improvements, the VHT substantially decreases, which indicates the trip duration and congestion are less, thus providing a safer operation overall as well. The overall savings due to the improvements regarding VMT and VHT are shown in Table 9 and equate to an annual savings of \$593,801 (2005) to \$75,318 (2035). The safety cost savings are shown in Table 10 to be approximately \$2,483,100. **Thus, due to the VHT and safety cost savings the \$22,500,000 project is estimated to repay itself in seven (7) to nine (9) years.** There are also the benefits of sustainability, providing safety, operational function, and economic viability.

3.1.3 Evaluation of Project Performance

The project will have short and long term performance benefits with respect to the economic recovery measures and long-term outcomes.

(a) Job Creation & Economic Stimulus

The Canton project is expected to create significant near-term economic benefits for the Wayne County area, the State of Michigan, in addition to other regions of the United States. Michigan's economic benefits from the project would be driven by an increase in construction spending in the region. These project expenditures would generate a short term increase in demand for engineering and technical services, as well as construction-related labor and materials.

To quantify the near-term economic benefits of this project an analysis was conducted utilizing Bureau of Economic Analysis (BEA) Regional Input-Output Modeling System (RIMS II) multipliers. RIMS II multipliers classify each capital cost category according to industrial sectors, using North American Industry Classification System (NAICS) industry codes, and can vary widely depending on the geographic region being analyzed. This particular analysis utilizes RIMS II data for the State of Michigan and Wayne County¹. The multipliers were used to determine the quantity and industry composition of benefits generated by the project resulting in estimations of short-term job creation, earnings, and economic output as a result of the project. The multipliers estimate two types of impacts:

- **Direct Impacts:** Direct impacts represent new spending, hiring, and production by civil engineering construction companies to accommodate the demand for resources in order to complete the project.
- **Indirect/Induced Impacts:** Indirect impacts result from the quantity of inter-industry purchases necessary to support the increase in production from the construction industry experiencing new demand for its goods and services. All industries that produce goods and services consumed by the construction industry will also increase production and, if necessary, hire new workers to meet the additional demand. The level of inter-industry trade within the area will determine the size of the indirect impact. Induced impacts stem from the re-spending of wages earned by workers benefitting from the direct and indirect activity within area. For example, if an increase in demand leads to new employment and earnings in a set of industries, workers in these industries will spend some proportion of their increased earnings at local retail shops, restaurants, and other places of commerce, further stimulating economic activity.

In addition to measuring the effects of the project on the Wayne County economy, the economic impacts that will accrue to the rest of the state due to the project were also quantified. These impacts, referred to as “spillover” benefits, reflect the inter-county trade that occurs to supply industries in Wayne County with the goods and services it needs to increase production.

The degree of these out-of-county “spillover” benefits depend on the size and composition of the local economy for a given county. Counties that have large, diverse workforces and a broad industry base often rely less on inter-county trade to support local production than smaller, less diverse county economies.

The results of the short term economic impacts are shown below in Table 11.

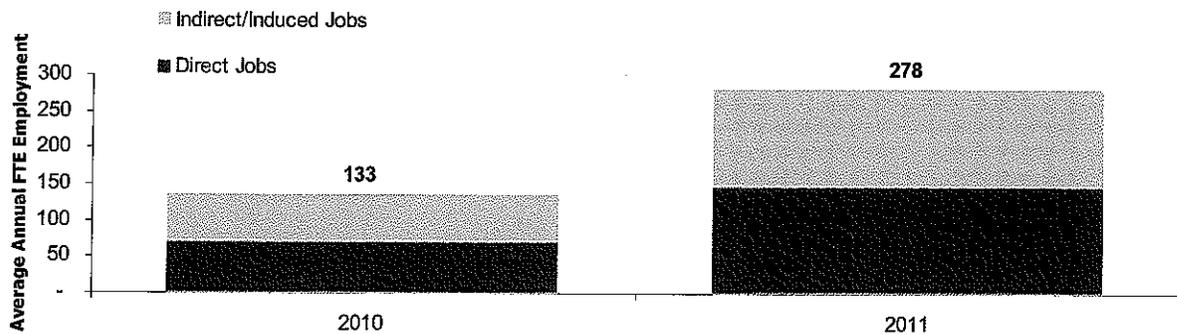
Beginning in 2010, the Canton project is expected to generate significant economic benefits for the region. An estimated average of 216 jobs will be created annually by the project, including an average of 113 direct jobs per year. Figure 6 shows the profile of average annual full-time equivalent (FTE) employment generated by the project’s expenditures. At the peak of spending, in the second quarter of 2011, approximately 300 FTE persons are employed as a result of the project, including 158 direct jobs.

¹ RIMS II industry codes 7 (*Construction*), 16 and 47 (*Professional, Scientific, and Technical Services*) were utilized in this analysis.

Table 11—Summary of Near-Term Economic Impacts Resulting From the Project

Direct Impacts	
Employment (Average Annual FTE Employment)	113
Earnings (2009 \$)	\$8,760,000
Output (2009 \$)	\$17,197,000
Indirect/Induced Impacts	
Employment (Average Annual FTE Employment)	103
Earnings (2009 \$)	\$6,062,000
Output (2009 \$)	\$27,648,000
Total Impacts	
Employment (Average Annual FTE Employment)	216
Earnings (2009 \$)	\$14,822,000
Output (2009 \$)	\$44,845,000

Figure 6—Average Annual Employment per Year During Construction



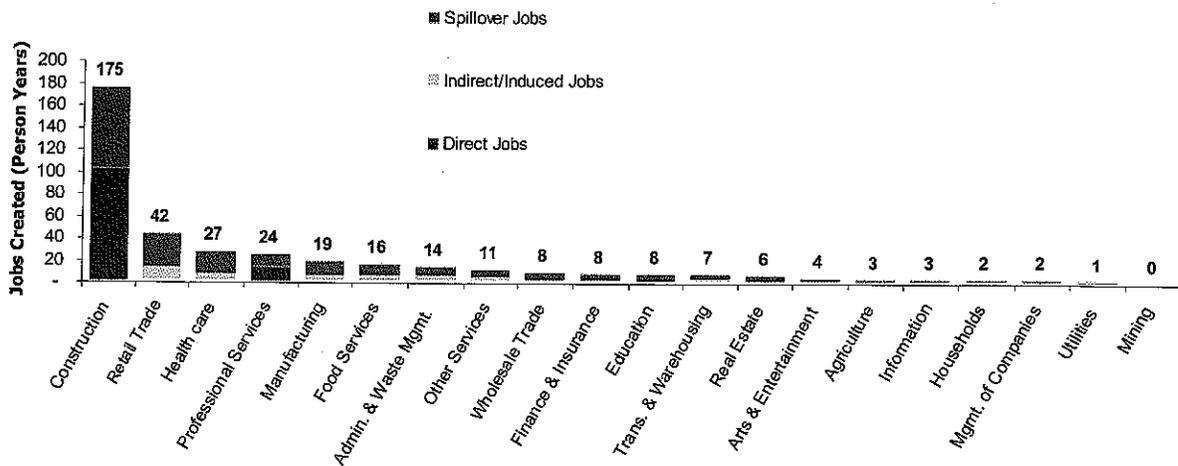
In total, the project is projected to create 378 person years of employment, including 198 direct job person years. Table 12, below, shows the number of persons employed on the project per quarter.

Table 12—Direct (On-Project) Jobs by Quarter

	2010			2011			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Direct Jobs	38	87	83	139	158	158	131

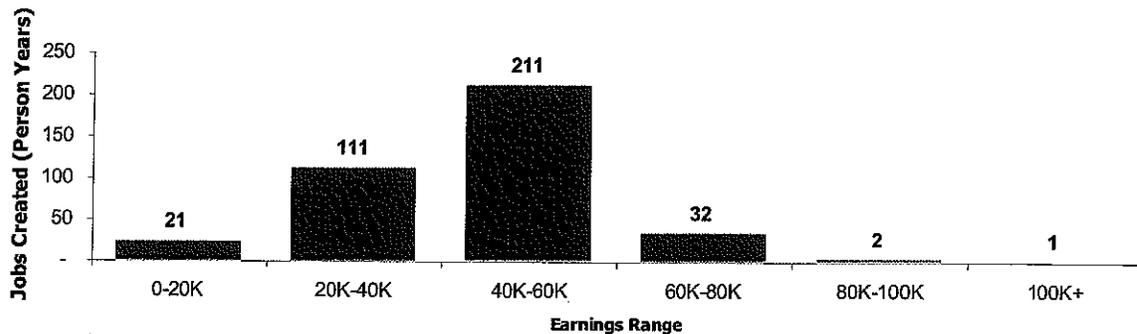
Figure 7 shows the breakdown of jobs created by industry and type of impact. As expected, the civil engineering construction industry is estimated to receive the largest increase in jobs from the project (175 person years), almost all of which are direct jobs created. The industries that will see the largest number of indirect jobs created include retail trade (42 person years), health care (27 person years), professional services (24 person years), manufacturing (19 person years), food services (16 person years), administration and waste management (14 person years), and other services (11 person years).

Figure 7—Breakdown of Job Creation by Industry and Type of Impact



It is also important to consider the quality of the jobs that would be created by the project, which can be most easily measured by the number of jobs created at various levels of compensation. Figure 8 shows that the majority of jobs generated by the project would receive compensation above \$40,000/year, which is above the average US per capita income. This indicates that the project would help stimulate the regional economy.

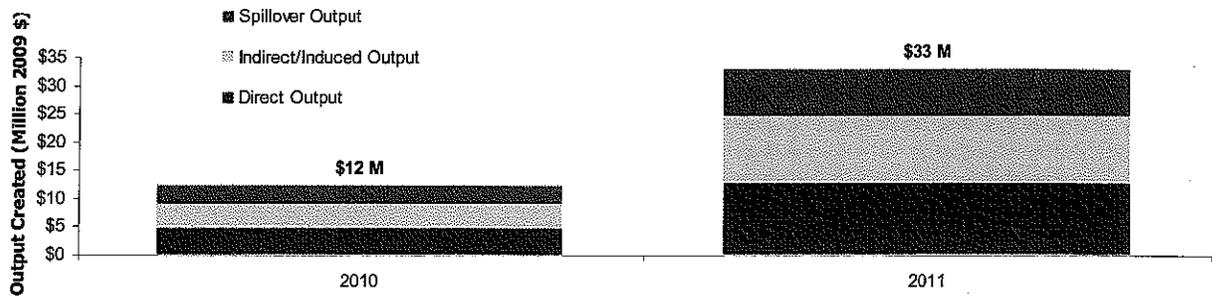
Figure 8—Breakdown of Job Creation by Earnings Range



The amount of short-term economic activity generated by the project is shown in Figure 9. In total, the project would generate \$45 million in real economic output (measured in 2009 dollars), with over \$12 million dollars of economic output generated in 2010. Consistent with job creation, the majority of economic activity would be generated in 2011.

This shows that the resultant statewide economic output is \$45,000,000 for a Federal investment of \$18,000,000. Otherwise stated, the interchange enhancement would generate twice the economic input of the initial investment.

Figure 9—Breakdown of Statewide Economic Output Generated by Contract



(b) Job Creation in Economically Distressed Areas

MDOT promotes job opportunities for Disadvantaged Business Enterprises (DBE), minority-owned enterprises (MBE), and women-owned businesses (WBE). This also includes veteran-owned small businesses. MDOT is an extremely progressive and fair agency and it works to connect disadvantaged workers with the appropriate business enterprises. MDOT has sound labor practices and compliance for workers safety, as well as firms that work for the State. The MDOT contracts with firms that provide equal opportunity to their employees. The enhancements to the I-275/Ford Road interchange project will be an economic stimulus to the economically distressed Michigan economy, plus it will provide the benefits of job creation with appropriate accessibility to Western Wayne County, and the communities of Canton Township and Westland.

(i) Project Schedule—The I-275/Ford Road interchange enhancement project is estimated to be completed by January 2012. The project would be moved forward with a design/build procurement. Construction would begin in the second quarter of 2010 and be completed by the first quarter of 2012.

(ii) Environmental Approvals—Michigan Department of Environmental Quality permits are anticipated.

(iii) Legislative Approvals—No legislative approvals are anticipated.

(iv) State and Local Planning—The project is included in the 2006 planning document:

Western Wayne County Transportation Improvement Study, 2006-2030

The MDOT, Wayne County, Canton Township, Westland, Plymouth Township, SEMCOG, and Federal Highway (FHWA) formed a Western Wayne Transportation Task Force and hired a consultant that studied, planned and prioritized long-range transportation improvements to provide policy guidance aimed at maintaining and improving the efficiency of the area’s transportation resources.

Click on the link:

http://www.canton-mi.org/municipalservices/pdfs_municipal/2006_wwtip_report.pdf

Regional Transportation Plan (RTP) for Southeast Michigan

The RTP has included improvements along I-275 and will be amended accordingly upon receipt of funding for the interchange.

<http://www.semcog.org/Long-Range/TransportationPlan.aspx>

(v) **Technically Feasible**—The project is technically feasible and mitigates the safety, congestion, and operational concerns.

(vi) **Financially Feasible**—The MDOT has a history of collaboration with various agencies, such as Canton Township, Westland, Wayne County, and is very experienced in managing grants. The financial commitments are described in Table 1. MDOT collaborates continuously with the local communities to effectively plan, manage, and construct their projects.

The State of Michigan and its communities are vigilant in their administration of economic stimulus funding from the U.S. government. The MDOT will implement an extensive performance monitoring program for this project to track and report on factors such as:

- Project construction job creation
- Participation by minorities and other disadvantaged groups
- Efforts to include small and disadvantaged contractors in the project's construction phases

Similarly, the MDOT will monitor changes in the regional economy resulting from the project, including but not limited to:

- Development of new businesses resulting from the project
- Total private investment and private sector employment of those businesses
- Percentage of minorities and other disadvantaged groups in new job creation
- Efforts to use community development agencies to promote job opportunities and increase employment of disadvantaged individuals

3.2 Selection Criteria: Secondary

3.2.1 Innovation

The MDOT has always been committed to long-term operations, safety, and maintenance. MDOT is continuously seeking ways to improve our integrated transportation system statewide through innovative techniques such as bridge monitoring systems, rapid bridge construction, green highways, real time information (ITSOM), vehicle infrastructure interface (VII), traffic signal coordination and retiming, and safety enhancements.

3.2.2 Partnership

The MDOT has always shown a strong collaborative effort with the local communities of Canton Township and Westland, Wayne County, SEMCOG, and FHWA. The MDOT actively engages all planning, design, and construction activities with the affected local communities. All the agencies collaborate and work to share costs on joint venture type projects.

Federal Wage Rate Requirement

The Michigan Department of Transportation complies with Subchapter IV of Chapter 31 of Title 40 of the United States Code, regarding the Federal Wage Rate.

3.2.3 NEPA Requirement

This project is a "Categorical Exclusion".

3.2.4 Environmentally Related Federal, State and Local Actions

The project will obtain a state Environmental Protection Agency (EPA) stormwater construction permit.

4 Confidential Information

There is no confidential information associated with this application.



CHARTER TOWNSHIP OF PLYMOUTH

9955 N HAGGERTY RD • PLYMOUTH, MICHIGAN 48170-4673
www.plymouthtwp.org

August 14, 2009

Mr. Kirk T. Steudle, Director
Michigan Department of Transportation
425 West Ottawa Street
P.O. Box 30050
Lansing, MI 48909

RE: Ford Road & I-275 TIGER Grant Application

Dear Kirk:

On behalf of the Charter Township of Plymouth, we support MDOT applying for grant funding under the TIGER program to construct the interchange improvements needed for Ford Road at the I-275 expressway in Western Wayne County.

These improvements are not currently otherwise funded and would greatly improve safety and reduce congestion along the Ford Road corridor and all interconnected roads within Western Wayne County including major arteries that pass through Plymouth Township.

Please contact me if you have any additional questions.

Respectfully,

Richard M. Reaume
Supervisor

cc: Carmine Palombo, SEMCOG
Kim Avery, MDOT – Taylor TSC
Phil LaJoy, Canton Township
Tim Faas, Canton Township

SUPERVISOR
Richard M. Reaume
(734) 354-3201

CLERK
Joe Bridgman
(734) 354-3224

TREASURER
Ron Edwards
(734) 354-3214

TRUSTEES
Kay Arnold, Robert Doroshewitz
Michael Kelly, Steven Mann



August 24, 2009



GENERAL OFFICES

1150 Canton Center S.
Canton, MI 48188-1699
734/394-5100
734/394-5128 FAX

Philip J. LaJoy
Supervisor

394-5185
394-5234 FAX

Terry G. Bennett
Clerk

394-5120
394-5128 FAX

Melissa McLaughlin
Treasurer

394-5130
394-5139 FAX

John Anthony
Todd Caccamo
Syed S. Taj
Pat Williams
Trustees

Mr. Kirk Steudle, Director
Michigan Department of Transportation
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909

Dear Mr. Steudle,

As a major thoroughfare in one of the fastest growing communities in Southeast Michigan, Canton's Ford Road continues to be burdened by higher than expected traffic volumes. In order to improve vehicular and pedestrian traffic safety, as well as reduce congestion on Ford Road, I am asking for your support on the I-275 at Ford Road Interchange Project – TIGER grant application.

The project was recommended as a result of a regional transportation study completed by the Michigan Department of Transportation in partnership with the FHWA, SEMCOG, Wayne County, Plymouth Township, VanBuren Township, City of Westland and Canton Township. The study was done in an effort to maximize the efficiency of area roadways, promote a safe roadway system, develop transportation that minimizes negative impacts to the environment, plan roadway improvements, and develop transportation based on realistic financial resources. Video simulations of the effect this project would have on the I-275/Ford Road exchange can be viewed at www.canton-mi.org/municipalservices/wwct_study.aspx.

By supporting this project, you will be helping to improve Canton's overburdened I-275/Ford Road interchange and ease congestion at the Ford/Haggerty intersection. The Ford/Haggerty intersection is one of Michigan's highest accident-prone intersections with a reported 345 crashes occurring during a five-year period.

In addition to promoting safety, this project will also create an estimated 235 to 705 jobs. Area businesses would also benefit from the dollars those workers would spend. Businesses in Canton, Plymouth, Van Buren and Westland would also benefit from improved economic competitiveness in the region, job preservation and business retention.

Thank you for your consideration of this project and please feel free to contact me if further information is needed.

Sincerely,


Philip J. LaJoy
Canton Supervisor



SEMCOG . . . Equipping local government leaders for the future

established 1968

Southeast Michigan Council of Governments

535 Griswold Street, Suite 300 • Detroit, Michigan 48226-3602 • 313-961-4266 • Fax 313-961-4869

www.semco.org

August 10, 2009

Kirk T. Steudle, Director
Michigan Department of Transportation
425 West Ottawa Street, PO Box 30050
Lansing, MI 48909

Dear Director Steudle:

The purpose of this letter is to support the Michigan Department of Transportation, Wayne County and Canton Township application for TIGER funding to improve the interchange at Ford Road and I-275. As you know, this area was the subject of a sub-regional study in 2006. The study report identified both congestion and safety issues in the corridor. In fact, Ford Road in this corridor contains four of the highest crash sites in Wayne County and in all of Southeast Michigan.

The study recommended improvements at the interchange as part of an overall strategy to improve traffic flow and enhance safety in the corridor. SEMCOG, as an active participant in the study, supports the improvements and the application for TIGER funding.

Please contact me if you have questions or need additional information.

Sincerely,



Carmine Palombo, P.E.
Director, Transportation Programs

cc: Tim Faas, Charter Township of Canton

CP:sw

Robert Hlean
Chairperson
Mayor,
City of St. Clair Shores

Robert J. Cannon
First Vice Chair
Supervisor,
Canton Township

Gretchen Driokell
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Green Oak Township

Mary Blackmon
Immediate Past Chair
Secretary, Wayne County
Regional Educational
Service Agency

Paul E. Tait
Executive Director

PLYMOUTH-CANTON

Community • Schools

Craig A. Fiegel, Ph.D., Superintendent
454 S. Harvey Street • Plymouth, Michigan 48170
(734) 416-3045 • FAX (734) 416-4932

August 7, 2009

Mr. Kirk Steudle, MDOT Director
State Transportation Building
425 W. Ottawa Street
P. O. Box 30050
Lansing, MI 48909

RE: Transportation Investment Generating Economic Recovery Grant for the
I-275/Ford Road

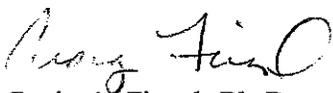
Dear Mr. Steudle:

The Plymouth-Canton Community Schools (P-CCS) are greatly interested in the I-275/Ford Road Interchange Project and ask for your support of the TIGER grant application.

As the Superintendent of P-CCS, my concern is for the safety of my students. This intersection had a reported 345 crashes occurring during a five-year period. By supporting this project you will be helping to improve Canton's overburdened I-275/Ford Road interchange and ease congestion at the Ford/Haggerty Road intersection, which is one of Michigan's highest accident prone intersections. We have two schools that are directly on Haggerty Road and as I understand, this project will be impacted by this improvement. This would greatly improve safety for student busing and pedestrian traffic safety at these sites as well as impact traffic flow at some of our other sites.

Thank you for your consideration of this project and please feel free to contact me if further information is needed.

Sincerely,



Craig A. Fiegel, Ph.D.
Superintendent of Schools

CF/la

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July 31, 2009

Mr. Kirk Steudle, Director
Michigan Department of Transportation
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909

RE: Support for the I-275 @ Ford Road Interchange Project -- TIGER grant application.

Dear Mr. Steudle:

I am writing you to express support by IKEA for the I-275 @ Ford Road Interchange Project – TIGER grant application. With more than 300 stores in 37 countries around the world, we are the world's leading home furnishings retailer and are proud that one of our 37 U.S. store locations is in Canton, Michigan. The IKEA Canton store opened in June 2006 at the corner of Ford and Haggerty Roads, off I-275 in western Wayne County and has consistently drawn customers beyond the Detroit Metropolitan area and from throughout the State of Michigan.

While significant infrastructure improvements were made by IKEA and MDOT in advance of this store's opening, the growth of the local community and the successful retail corridor that has developed definitely has maximized the existing arterial roads. Since our store is located at such a vital intersection, we have been following the analysis of possible options for improving traffic safety and flow in the area. Based on our experience with hundreds of coworkers and millions of customers driving and walking in the area, it is our opinion that the proposed I-275 Ford Road Interchange project would be very beneficial in terms of reducing congestion and increasing safety.

Additionally, the improved ease of traffic and flow would help enhance the continued economic development efforts of the region. I know that when IKEA was considering potential locations for our Michigan store, we had strong concerns about some interchanges and believed that I-275 and Ford was one of the best ones for our specific needs. Indeed it has worked out quite well, but the opportunity for improvement is great too. This proposal represents a chance to address a variety of concerns from a big-picture perspective. Such a comprehensive approach to congestion and safety around the interchange would preempt any doubts businesses may have about opening in the Canton community because of any safety or traffic facts/issues they may have heard.

Again, on behalf of IKEA, our store's coworkers, and the millions of visitors from throughout Michigan and beyond, thank you for your consideration of I-275 @ Ford Road Interchange Project -- TIGER grant application. We are thrilled to have opened IKEA Canton, and wholeheartedly endorse this plan to make access and traffic flow even more efficient at such a key interchange.

Sincerely,


Joseph Roth
Director of U.S. Public Affairs

cc: Phil LaJoy, Canton Township Supervisor
Kelly Frieze, IKEA Canton Store Manager
Karen Talarico, IKEA Asset Manager



Canton Public Safety

1150 S. Canton Center Road, Canton, MI 48188 • 734/394-5400 • fax 734/394-5450
www.cantonpublicsafety.org

John R. Santomauro, Director
734/394-5445

Nationally Accredited Law Enforcement Agency



August 6, 2009

Mr. Kirk Steudle, Director
MDOT, State Transportation Building
425 W. Ottawa Street
P.O. Box 30050
Lansing, Michigan 48909

Dear Mr. Steudle:

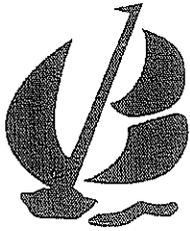
I am currently in charge of the Canton Police Department's Selective Enforcement Unit. This unit focuses on traffic issues within the community, and one of my responsibilities is to review traffic crash data on a semi-annual basis. A recent review of the 2008 Michigan State Police high crash traffic data showed that the segment of roadway between Ford Road and Lilley Road in Canton had 89 crashes which, when averaged to a per mile rate, calculates to 280 crashes per mile last year. The same review showed the segment of Ford Road between Haggerty and I-275 had 70 crashes, or 445 crashes per mile. The report reflects the ranking of these two segments of road as #1 and #2 for crashes within the four Michigan counties of Macomb, Oakland, Washtenaw and Wayne. As shown in that same four county area report, the intersection of Ford Road and Haggerty also leads in the comparison of traffic crashes occurring in intersections.

Further analysis of this data has indicated that the major cause of these crashes can be contributed to a heavy traffic density. This data clearly shows that this is a very dangerous section of roadway, and I believe that roadway improvements as suggested in the Ford Road Interchange Project would significantly improve vehicular and pedestrian safety.

Sincerely,

Lt. Scott Hilden
Special Services Lieutenant

SH/lcg



Charter Township of Van Buren

BOARD OF TRUSTEES

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TREASURER
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Phillip C. Hart

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Jeffrey L. Jahr

TRUSTEE
Albert H. Ostrowski

TRUSTEE
Denise R. Partridge

Monday, August 24, 2009

Mr. Philip LaJoy, Supervisor
Canton Township
1000 Canton Center Road
Canton, MI 48188

RE: Ford Road @ I-275 TIGER Grant Application

Dear Phil:

On behalf of the Charter Township of Van Buren, we support MDOT applying for grant funding under the TIGER program to construct the interchange improvements needed for Ford Road at I-275 in Western Wayne County.

These improvements are not currently otherwise funded and would greatly improve safety and reduce congestion along the Ford Road corridor.

Please contact me if you have any additional questions.

Yours truly,

Paul D. White, Supervisor
Charter Township of Van Buren



DOWNTOWN
DEVELOPMENT
AUTHORITY

August 14, 2009

1150 Canton Center S.
Canton, MI 48188-1699
734/394-5186
734/394-5234 FAX

Melissa McLaughlin
Chair

Mark Waldbauer
Vice-Chair

Janet Volante
Treasurer/Secretary

Mr. Kirk Steudle, MDOT Director
State Transportation Building
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909

Re: Transportation Investment Generating Economic Recovery
Grant (TIGER) for the I-257/Ford Road Interchange Project

Dear Mr. Steudle,

On behalf of the Canton Downtown Development Authority (DDA), I am writing to request your support of the TIGER grant application for the I-275/ Ford Road Interchange Project in Canton. The Canton DDA District is located along 3 miles of the Ford Road corridor and includes the I-275/Ford Road interchange and the nearby Ford/Haggerty intersection, which has been identified as one of Michigan's most congested and highest accident-prone intersections. The regional transportation study for the area completed by the State of Michigan indicates that this project would alleviate much of the congestion in the area.

The Canton DDA District on Ford Road is home to over 300 retail and commercial establishments serving residents from Canton, Plymouth, Westland and other neighboring communities, as well as over a million visitors who come to the IKEA Canton store each year. The proposed project would significantly improve safety for both motorists and pedestrians in Canton's primary gateway to the DDA District, thereby attracting those shoppers who often tend to avoid the congested area altogether and do their shopping elsewhere.

Also, the opportunity to create a safer corridor would enhance our economic competitiveness in the region for new development in the DDA District and positively impact business retention. In addition to the estimated 235 to 705 jobs that would be created by the project, the businesses in the DDA District would realize a considerable benefit from the dollars spent at restaurants and other



Mr. Kirk Steudle
MDOT Director

-2-

August 14, 2009

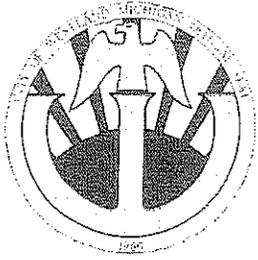
businesses during the project. Job retention and creation in Canton's primary commercial district would result as businesses provide staffing for the increased activity.

Thank you very much for your consideration of this project. Please feel free to contact me at (734) 394-5186 if you should need further information.

Sincerely,

A handwritten signature in cursive script that reads "Kathleen Salla".

Kathleen Salla
Canton Downtown Development Coordinator



Office of the Mayor

William R. Wild - Mayor

36601 Ford Road ■ Westland, Michigan 48185-2298 ■ www.cityofwestland.com
(734) 467-3200 ■ Fax (734) 721-2310 ■ mayorsofc@cityofwestland.com

**CITY OF
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An All AMERICAN City
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August 14, 2009

Mr. Kirk T. Steudle, Director
Michigan Department of Transportation
425 West Ottawa Street
P.O. Box 30050
Lansing, MI 48909

RE: Ford road @ I-275 TIGER Grant Application

Dear Kirk:

On behalf of the City of Westland, we support MDOT applying for grant funding under the TIGER program to construct the interchange improvements needed for Ford Road at I-275 in Western Wayne County.

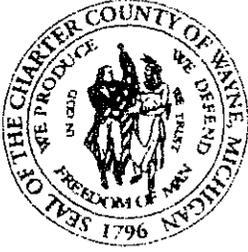
These improvements are not currently otherwise funded and would greatly improve safety and reduce congestion along the Ford Road corridor.

Please contact me if you have any additional questions.

Yours truly,

William Wild
Mayor

cc: Carmine Palombo, SEMCOG
Kim Avery, MDOT
Phil LaJoy, Canton
Tim Faas, Canton



Robert A. Ficano
County Executive

Wayne County Building
600 Randolph - Suite 349
Detroit, Michigan 48226
(313) 224-0286
Fax (313) 967-6558

September 15, 2009

Kirk T. Steudle, Director
Michigan Department of Transportation
425 West Ottawa Street
P.O. Box 30050
Lansing, MI 48909

RE: I-275 @ Ford Road TIGER Grant Support

Dear Director Steudle:

The purpose of this letter is to indicate my support to MDOT for its application to the Federal Secretary of Transportation for the above grant.

For many years now the communities in Western Wayne County have endured significant congestion on local roads. This project will relieve congestion and improve traffic safety in the region, especially at the intersection of Ford Road at Haggerty Road.

Western Wayne County is an important component in our economic recovery in southeast Michigan. This project will certainly aid in retaining existing businesses, create jobs and stimulate new business growth.

Please contact me if you need any further information.

Sincerely,



Robert A. Ficano
Wayne County Executive

cc: James Jackson, DPS Director
Cindy Dingell, DPS Chief Operating Officer
Kim Avery, MDOT Taylor TSC Manager
Carmine Palombo, SEMCOG
Phil LaJoy, Canton Township Supervisor
Tim Faas, Canton Township Municipal Services Director

DEBBIE STABENOW
MICHIGAN

COMMITTEES:
AGRICULTURE, NUTRITION, AND FORESTRY
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ENERGY AND NATURAL RESOURCES
FINANCE

United States Senate

133 HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510-2204

September 25, 2009

The Honorable Raymond L. LaHood
U. S. Department of Transportation
1200 New Jersey Ave SW
Washington, DC 20590

Dear Mr. Secretary,

I am writing in support of the Transportation Investment Generating Economic Recovery (TIGER) Program Grant application being submitted by the Charter Township of Canton, Michigan.

Traffic congestion at the I-275 and Ford Road interchange is particularly dangerous. This funding will enable the Township to redesign this interchange and construct new service drives and ramps. These improvements will relieve congestion, enhance community mobility and safety and ensure future economic development in Southeast Michigan.

I am impressed by the efforts of Canton Township to address the need for infrastructure and transportation improvements. I hope you will give their proposal your strong consideration.

Sincerely,



Debbie Stabenow
United States Senator

221 W. LAKE LANSING ROAD
SUITE 100
EAST LANSING, MI 48823
(517) 203-1760

243 W. CONGRESS STREET
SUITE 550
DETROIT, MI 48226
(313) 961-4330

482 N. SAGINAW STREET
SUITE 301
FLINT, MI 48302
(810) 720-4172

3335 S. AIRPORT ROAD W
SUITE 6B
TRAVERSE CITY, MI 49684
(231) 929-1031

3280 BELTLINE COURT
SUITE 400
GRAND RAPIDS, MI 49525
(616) 875-0052

1801 W. RIDGE
SUITE 7
MARQUETTE, MI 49855
(906) 228-8756

CARL LEVIN
MICHIGAN

RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510-2202
(202) 224-6221

United States Senate

WASHINGTON, DC 20510-2202

COMMITTEES:
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SMALL BUSINESS
INTELLIGENCE

October 1, 2009

Honorable Raymond LaHood
Secretary
United States Department of Transportation
400 7th Street S.W.
Washington, DC 20590

Dear Secretary LaHood:

I am writing in strong support of a funding application submitted by the Michigan Department of Transportation under the TIGER grant program. This application requests funds to redesign the I-275 freeway interchange at the Ford Road exit in Canton Township, Michigan.

I am told the I-275 interchange at Ford Road and the nearby intersection at Haggerty Road ranks among the worst congested in Southeastern Michigan. This congestion contributes to an increased incidence of traffic crashes, necessitating the proposed reconfiguration of the exit ramps. It is my understanding this project enjoys the support of Canton Township, neighboring communities, and the businesses located in the vicinity of this project. Ford Road is a successful retail corridor and draws many visitors from outside the region and the state. In addition to creating local construction jobs, this project will improve the traffic flow of this heavily traveled corridor which will encourage even more commercial investment and visitors to this area. I urge you to give this application every appropriate consideration.

Best Wishes.

Sincerely,



Carl Levin

CL/gg

STATE OFFICES

DETROIT
477 MICHIGAN AVENUE
SUITE 1000
DETROIT, MI 48226
(313) 225-6026

ESCANABA
524 LUMINGTON STREET
SUITE LL-103
ESCANABA, MI 49829
(906) 789-0052

GRAND RAPIDS
FEDERAL BUILDING
SUITE 720
110 MICHIGAN STREET, N.W.
GRAND RAPIDS, MI 49503
(616) 456-2531

LANSING
124 WEST ALLEGAN STREET
SUITE 1810
LANSING, MI 48933
(517) 377-1508

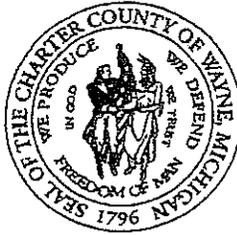
SAGINAW
ROOM 402
516 NORTH WASHINGTON AVENUE
SAGINAW, MI 48907
(889) 754-2494

TRAVERSE CITY
107 CASS STREET
SUITE E
TRAVERSE CITY, MI 49684
(231) 947-9569

WARREN
30500 VAN DYKE AVENUE
SUITE 205
WARREN, MI 48093
(586) 573-9145

Wayne County Commission

Kevin M. McNamara
Commissioner
11th District



September 3, 2009

Kirk R. Steudle, Director
Michigan Department of Transportation
425 West Ottawa Street, PO Box 30050
Lansing, MI 48909

Dear Director Steudle:

I and the County of Wayne whole-heartedly support the Michigan Department of Transportation, Wayne County and Canton Township application for TIGER funding to improve the interchange at Ford Road and I-275. As you know, this area was the subject of a sub-regional study in 2006. The study report identified both congestion and safety issues in the corridor. In fact, Ford Road in this corridor contains four of the highest crash sites in Wayne County and in all of Southeast Michigan.

The study recommended improvements at the interchange as part of an overall strategy to improve traffic flow and enhance safety in the corridor. Wayne County supports the improvements and the application for TIGER funding.

Please contact me should you require additional information.

Sincerely,

Kevin McNamara
Wayne County Commissioner, District 11

cc: Tim Faas, Charter Township of Canton

KM:hd





October 27, 2010

GENERAL OFFICES

1150 Canton Center S.
Canton, MI 48188-1699
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734/394-5128 FAX

Philip J. LaJoy
Supervisor
394-5185
394-5234 FAX

Terry G. Bennett
Clerk
394-5120
394-5128 FAX

Melissa McLaughlin
Treasurer
394-5130
394-5139 FAX

John Anthony
Todd Caccamo
Syed S. Taj
Pat Williams
Trustees

Kirk T. Steudle, Director
Michigan Department of Transportation
425 West Ottawa St.
PO Box 30050
Lansing, MI 48909

Re: Ford Road at I-275 Interchange Improvements

Dear Kirk,

After two (2) unsuccessful attempts to secure grant funding for work on the above project through both TIGER I and TIGER II, respectively, Canton feels very strongly that MDOT should petition to have this project included in SEMCOG's Regional Transportation Plan (RTP) as soon as possible.

As our economy continues to creep out of this deep recession, the traffic safety concerns that we both share will only continue to be exacerbated.

I sincerely hope you will make every effort to ensure this project receives the attention and priority it deserves.

Sincerely,

Philip J. LaJoy
Township Supervisor

Cc: Senator Bruce Patterson
Representative Dian Slavens
Representative Marc Corriveau
Senator Thaddeus McCotter
Carmine Palombo, SEMCOG
Kevin McNamara, Wayne County Commissioner-District II
Hassan Saab, Wayne County DPS Director
Ken Kucel, Wayne County DPS Roads Engineering Director
Tim Faas, Canton Municipal Services Director