
Appendix A –Traffic Volumes for 2025 and AM and PM Intersection Level of Service

Table A-1: Level of Service (LOS) and Critical Volume-to-Capacity Ratios for the 2025 Recommended Alternative along the I-94 Corridor

Intersection	Peak Hour LOS		Critical Volume-to-Capacity	
	AM	PM	AM	AM
West Grand & WB I-94 Service Dr.	B	B	0.24	0.30
West Grand & EB I-94 Exit Ramp	A	A	0.16	0.34
Grand River & WB I-94 Service Dr.	B	C	0.00	0.00
Grand River & Kirby (EB I-94 SD)	C	C	0.00	0.00
Linwood & WB I-94 Service Drive	A	B	0.25	0.54
Linwood & Kirby (EB I-94 SD)	B	B	0.65	0.67
14th & Kirby (EB I-94 SD)	B	B	0.51	0.61
Rosa Parks & Kirby (EB I-94 SD)	B	B	0.36	0.36
Trumbull & Kirby (EB I-94 SD)	B	C	0.00	0.00
3rd & Antoinette (WB I-94 SD)	A	B	0.18	0.48
2nd & Antoinette (WB I-94 SD)	B	A	0.53	0.45
Cass & Antoinette (WB I-94 SD)	A	A	0.54	0.46
<i>Cass & Palmer</i>	A*	A*	-	-
Woodward & Antoinette (WB I-94 SD)	C	C	0.00	0.00
Woodward & Palmer	A	A	0.40	0.35
John R & WB I-94 Service Drive	A	B	0.53	0.48
Brush & WB I-94 Service Drive	B	C	0.00	0.00
Brush & EB I-94 Service Drive	B	C	0.00	0.00
Beaubien & WB I-94 Service Drive	C	B	0.93	0.72
Beaubien & EB I-94 Service Drive	A	B	0.35	0.79
Russell & EB I-94 Service Drive	A	B	0.65	0.91
Chene & East Grand	B	B	0.00	0.00
<i>Chene & Harper (EB I-94 SD)</i>	C*	D*	-	-
SB East Grand & EB Harper (SD)	B	C	0.30	0.60
NB East Grand & EB Harper (SD)	A	C	0.28	0.99
Lucky & WB Harper (I-94 SD)	A	C	0.61	0.97
Lucky & EB Harper (unsignalized) (I-94 SD)	B	D	0.00	0.00
Mt. Elliott & WB Harper (I-94 SD)	C	C	0.90	0.00
Mt. Elliott & EB Harper (I-94 SD)	B	D	0.00	0.95
Concord & Harper (WB I-94 SD)	A	A	0.59	0.50
Frontenac & Harper	B	B	0.67	0.42

Intersection	Peak Hour LOS		Critical Volume-to-Capacity	
	AM	PM	AM	AM
Van Dyke & Harper	B	B	0.73	0.85
Van Dyke & WB I-94 Service Drive	B	B	0.00	0.00
Van Dyke & EB I-94 Service Drive	B	C	0.58	0.00
McClellan & Harper	B	B	0.24	0.31
<i>McClellan & Gratiot (changed to unsignalized)</i>	<i>B*</i>	<i>F*</i>	-	-
Gratiot & Harper	B	B	0.00	0.00
<i>Gratiot & WB Exit/Entrance Ramp</i>	<i>C*</i>	<i>B*</i>	-	-
Gratiot & EB Exit/Entrance Ramp	B	D	0.57	1.05
<i>Cadillac & Harper</i>	<i>B*</i>	<i>B*</i>	-	-
French & WB I-94 Service Drive	B	A	0.35	0.32
French & EB I-94 Service Drive	B	B	0.15	0.43
<i>Conner & WB I-94 Exit Ramp</i>	<i>B*</i>	<i>B*</i>	-	-
Conner & Harper	B	C	0.00	0.00

SD=service drive; Critical V/C=0.00 occurs when there was no critical movement identified by HCS; X* – Synchro version 5 result; 90th percentile queue results: Synchro results do not provide a 90th percentile queue; they provide only a 95th percentile queue which is a higher value than the 90th percentile queue. **3-Lane eastbound service drive for highlighted intersection**

Table A-2: Level of Service and Critical Volume-to-Capacity Ratios for the 2025 Recommended Alternative along the M-10 Corridor

Intersection	Peak Hour Level of Service		Critical Volume-to-Capacity	
	AM	PM	AM	AM
NB M-10 Service Drive @ Forest	B	B	0.55	0.48
SB M-10 Service Drive @ Forest	C	B	0.71	0.63
NB M-10 Service Drive @ Warren	B	C	0.73	0.92
SB M-10 Service Drive @ Warren	<i>B*</i>	<i>C*</i>	-	-
NB M-10 Service Drive @ Milwaukee	B	B	0.60	0.50
SB M-10 Service Drive @ Milwaukee	<i>B*</i>	<i>B*</i>	-	-
Forsyth @ Milwaukee	A	B	0.25	0.49
<i>NB M-10 Service Drive @ West Grand</i>	B	C	0.63	0.84
<i>SB M-10 Service Drive @ West Grand</i>	<i>C*</i>	<i>D*</i>	-	-
NB M-10 Service Drive @ Pallister	B	B	0.28	0.53
SB M-10 Service Drive @ Pallister	B	B	0.68	0.56

Intersection	Peak Hour Level of Service		Critical Volume-to-Capacity	
	AM	PM	AM	AM
NB M-10 Service Drive @ Seward	A	A	0.27	0.50
SB M-10 Service Drive @ Seward	B	B	0.31	0.35
Kirby @ Anthony Wayne Drive	B	B	0.10	0.42

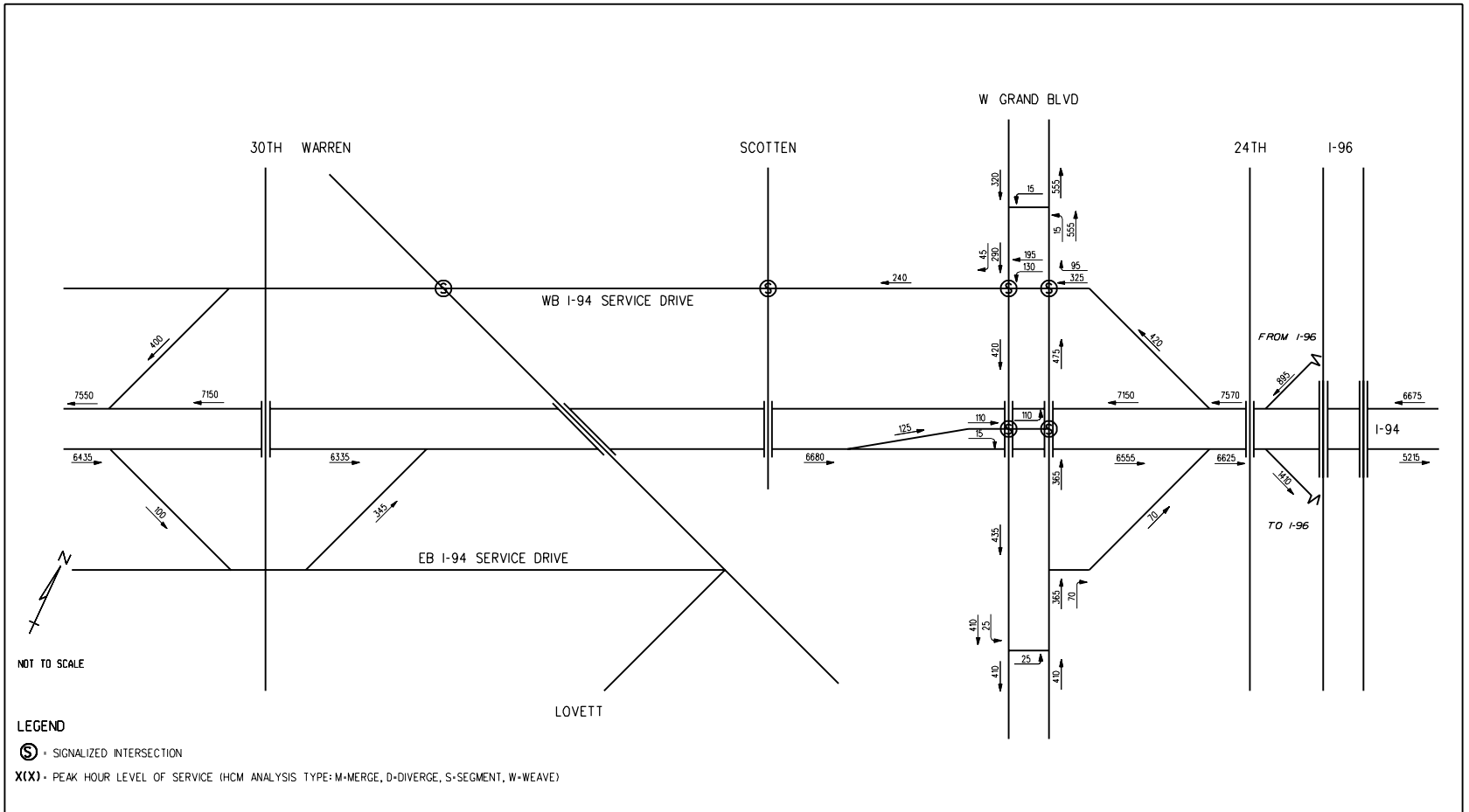
Critical V/C=0.00 occurs when there was no critical movement identified by HCS; X* – *Synchro version 5 result*; 90th percentile queue results: Synchro results do not provide a 90th percentile queue; they provide only a 95th percentile queue which is a higher value than the 90th percentile queue.

Table A-3: Level of Service (LOS) and Critical Volume-to-Capacity Ratios for the 2025 Recommended Alternative along the I-75 Corridor

Intersection	Peak Hour LOS		Critical Volume-to-Capacity	
	AM	PM	AM	AM
NB I-75 Service Drive @ Warren	C*	C*	-	-
SB I-75 Service Drive @ Warren	C*	C*	-	-
NB I-75 Service Drive @ Ferry	B	B	0.25	0.63
SB I-75 Service Drive @ Ferry	A	B	0.67	0.68
NB I-75 Service Drive @ Milwaukee	B*	B*	-	-
SB I-75 Service Drive @ Milwaukee (changed to signalized)	B	B	0.23	0.36
NB I-75 Service Drive @ East Grand	B	B	0.24	0.60
SB I-75 Service Drive @ East Grand	B	B	0.46	0.59
NB I-75 Service Drive @ Clay Avenue	B	B	0.26	0.43
SB I-75 Service Drive @ Clay Avenue	B	B	0.53	0.49

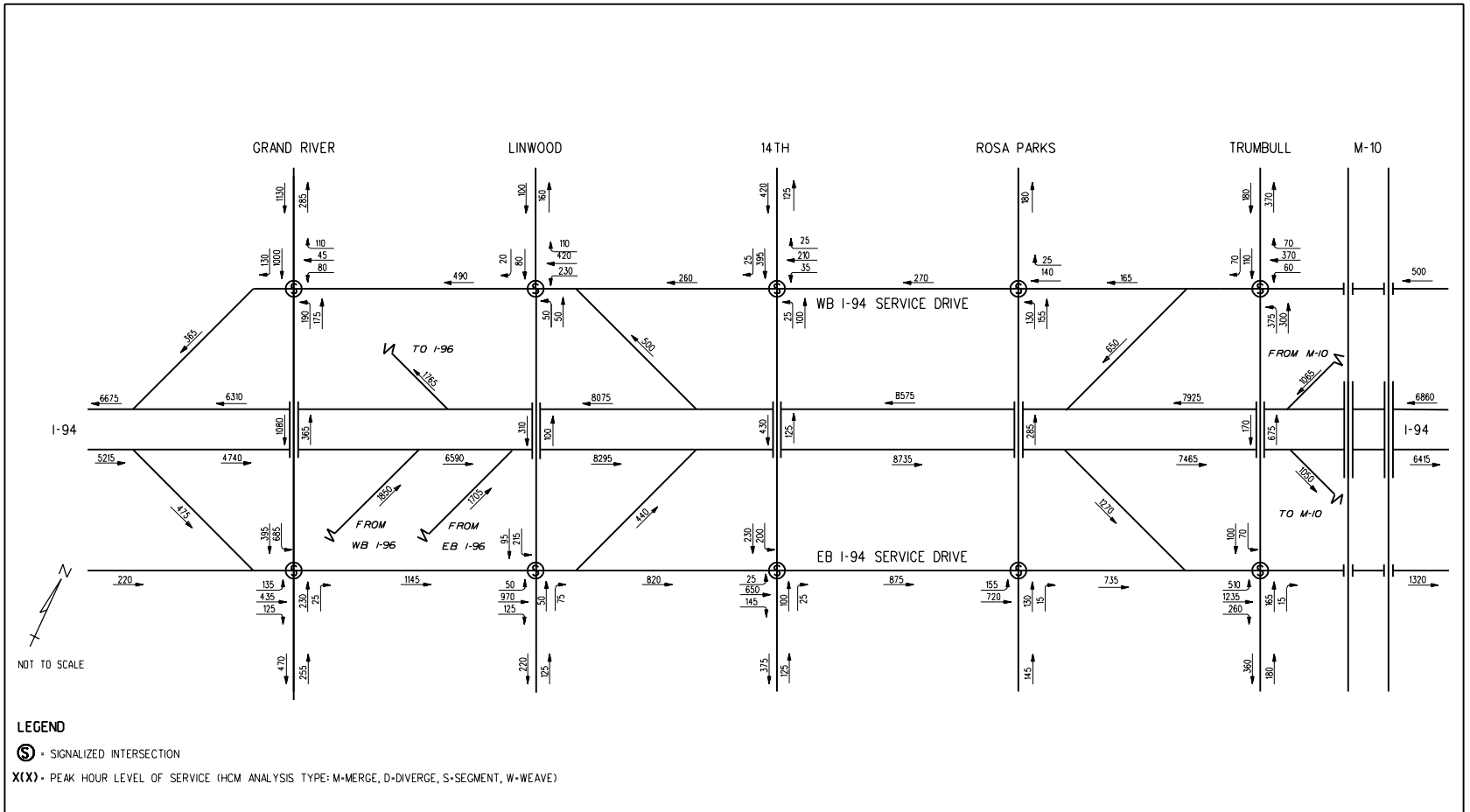
Critical V/C=0.00 occurs when there was no critical movement identified by HCS; X* – *Synchro version 5 result*; 90th percentile queue results: Synchro results do not provide a 90th percentile queue; they provide only a 95th percentile queue which is a higher value than the 90th percentile queue.

FIGURE A.1A



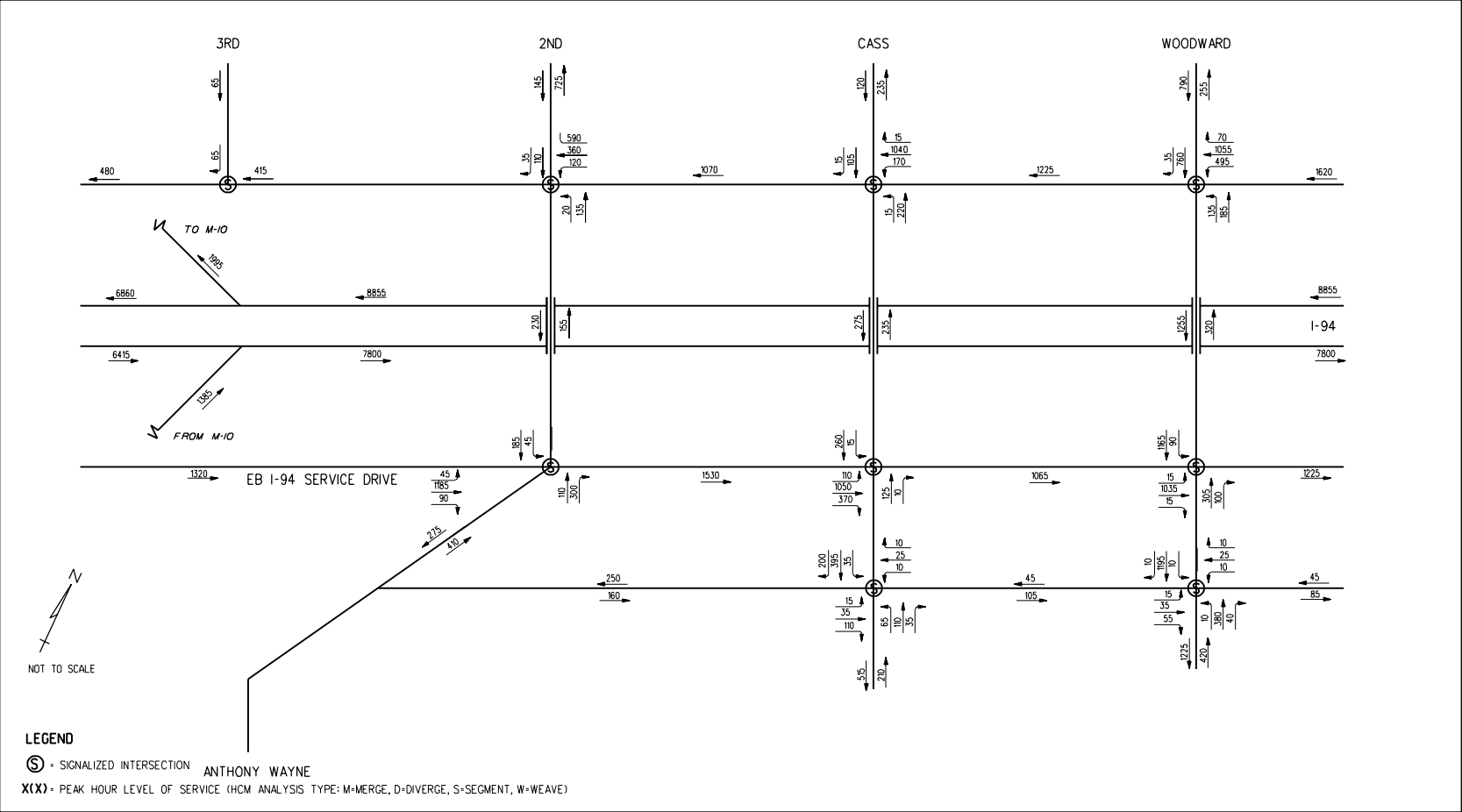
I-94 REHABILITATION PROJECT
 AM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.1B



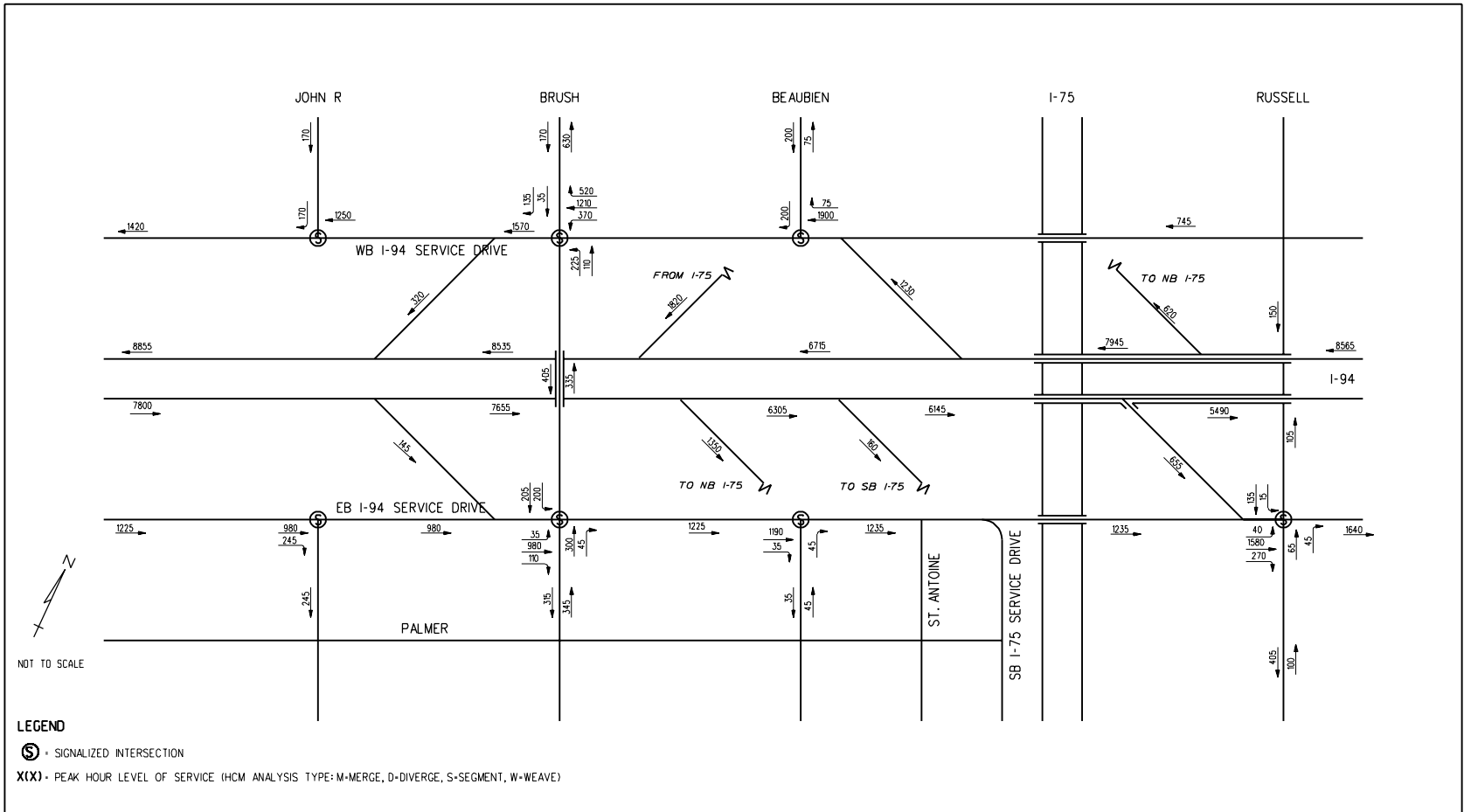
I-94 REHABILITATION PROJECT
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FIGURE A.1C



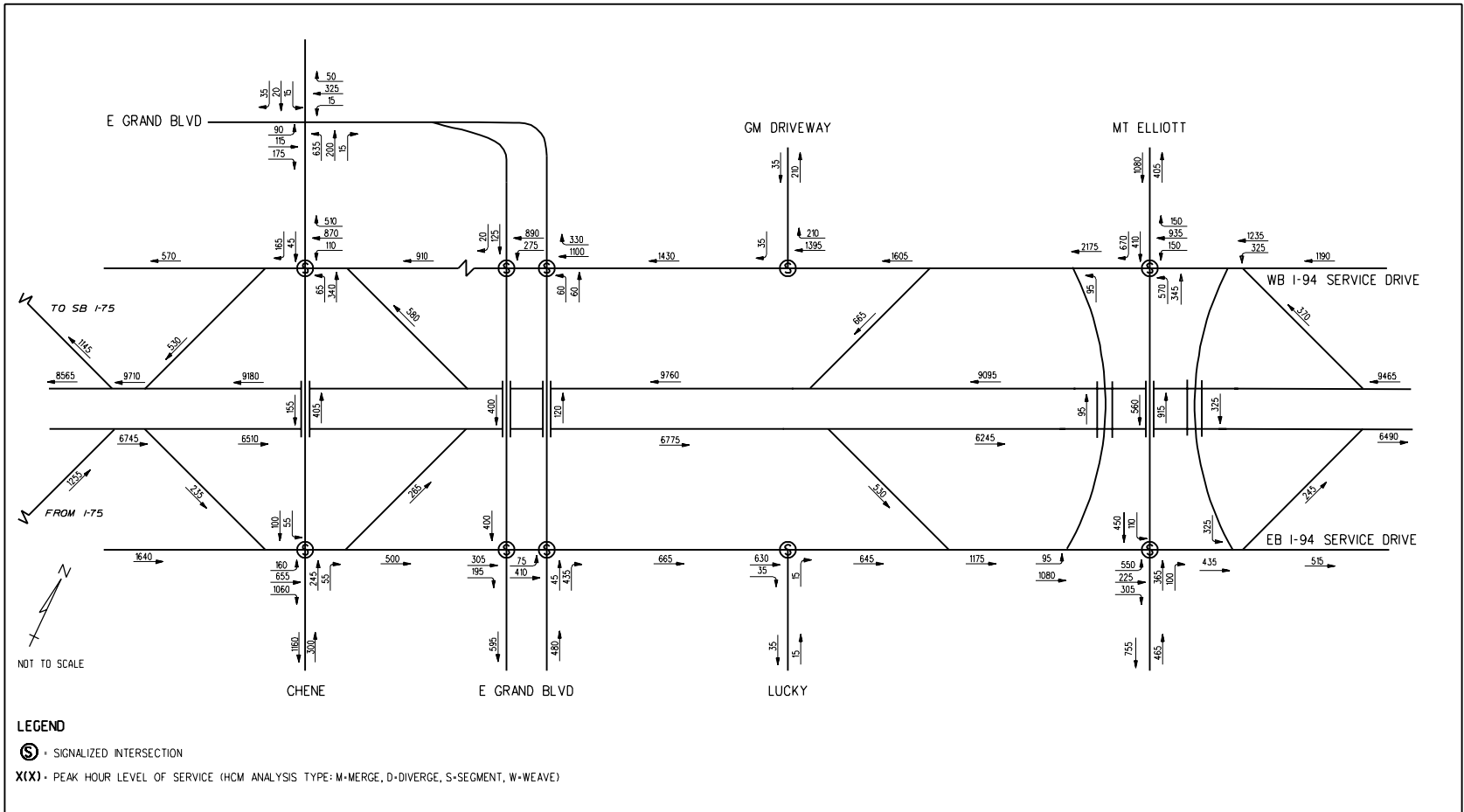
I-94 REHABILITATION PROJECT
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 RECOMMENDED ALTERNATIVE

FIGURE A.1D



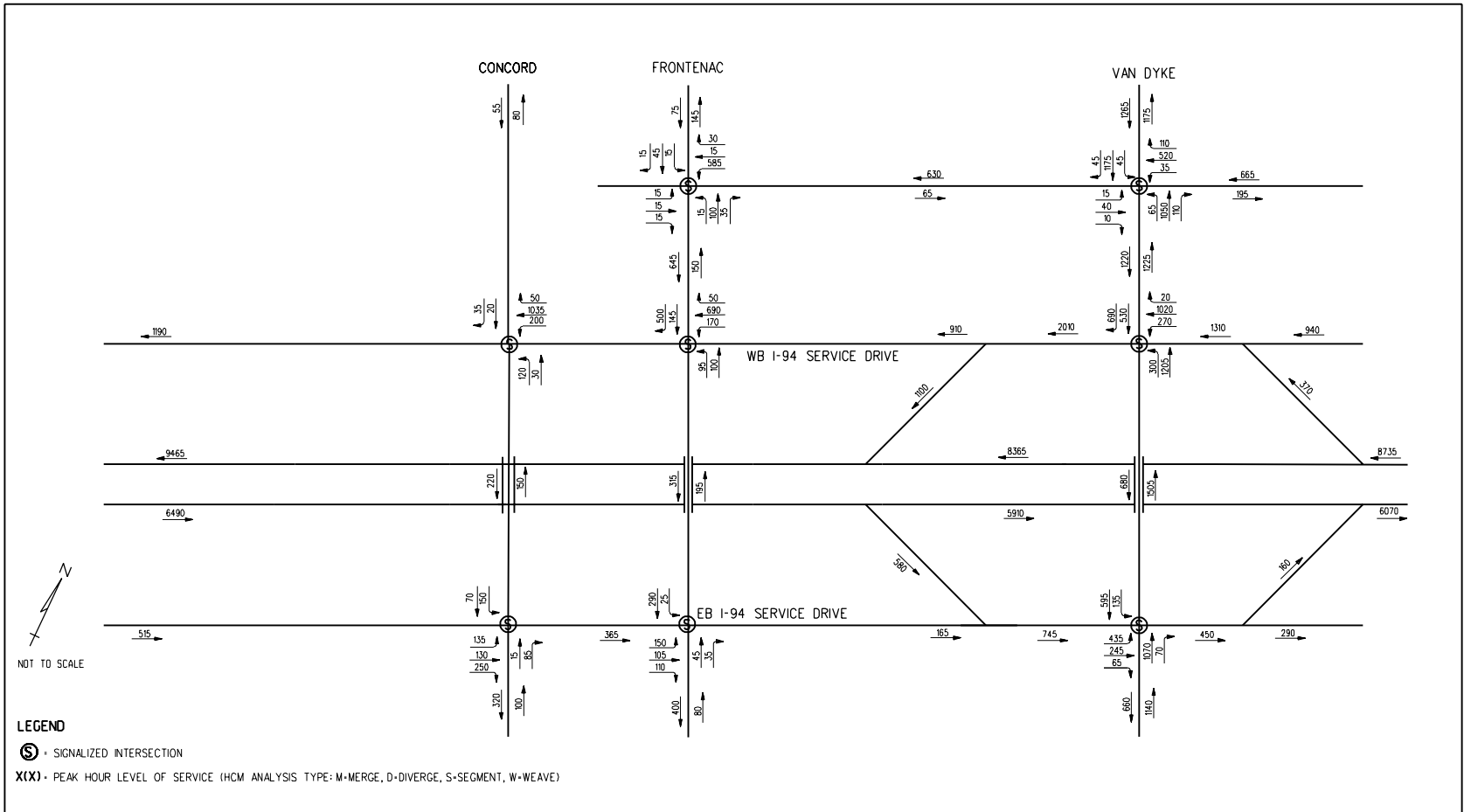
I-94 REHABILITATION PROJECT
 AM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.1E



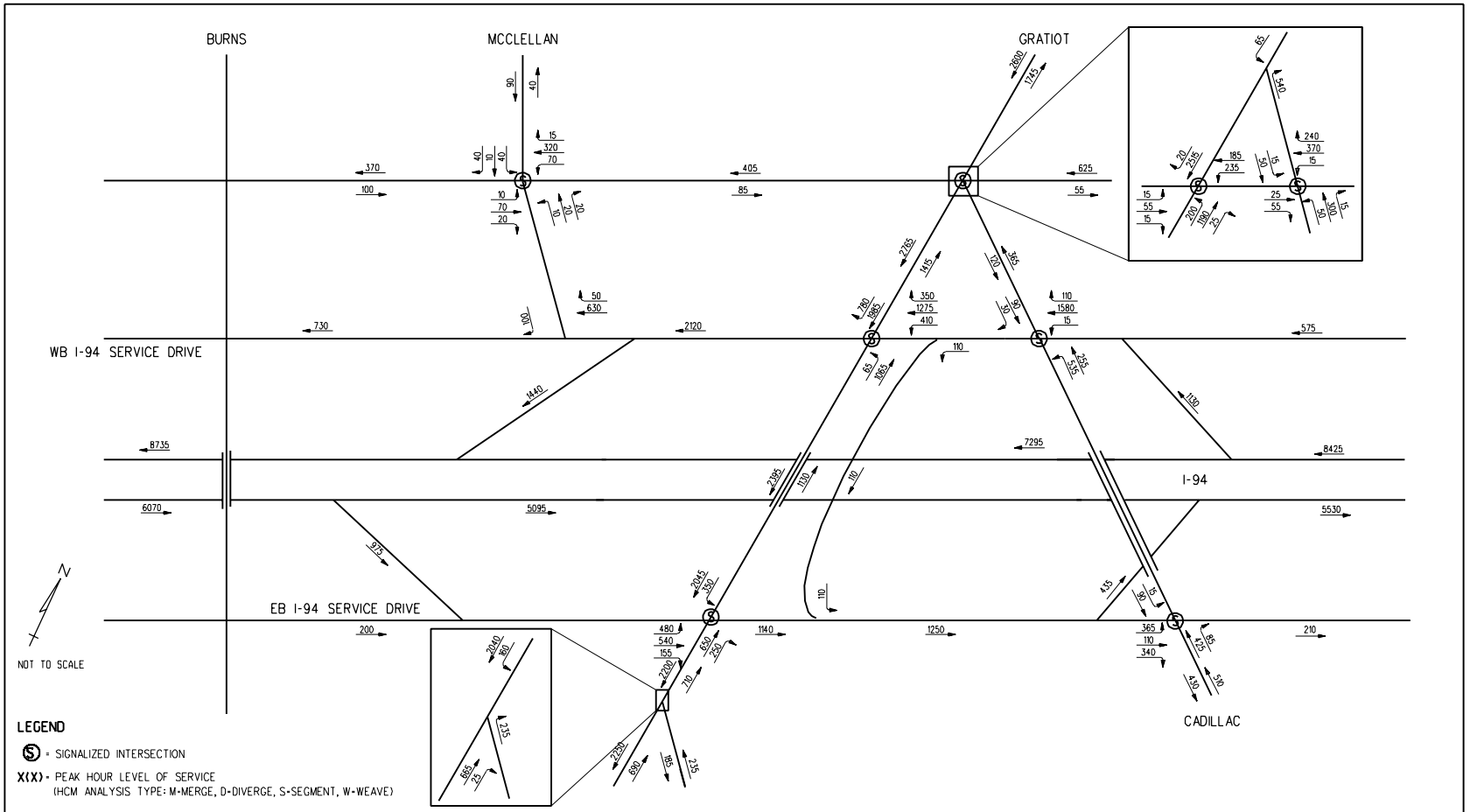
I-94 REHABILITATION PROJECT
 AM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.1F



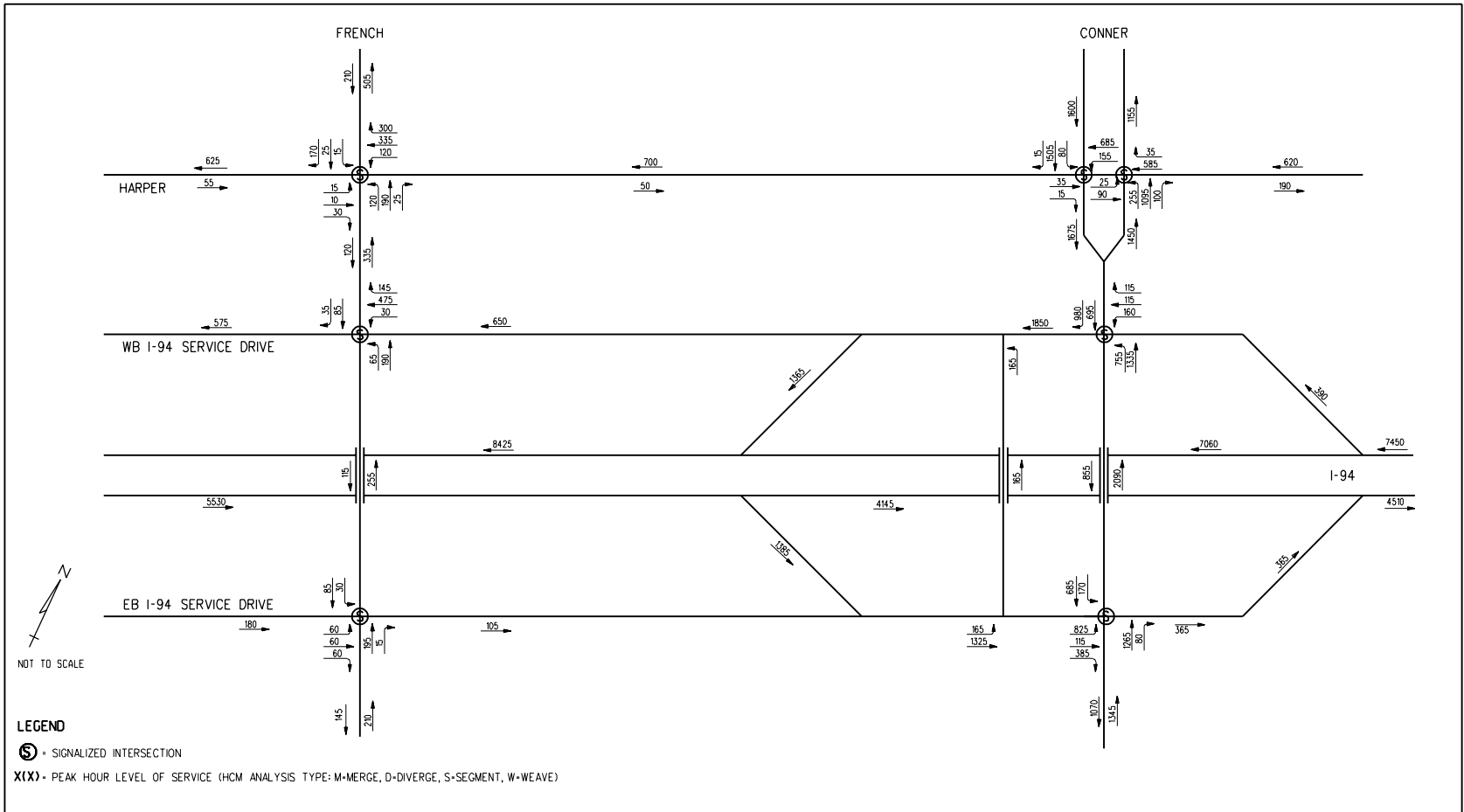
I-94 REHABILITATION PROJECT
 AM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.1G



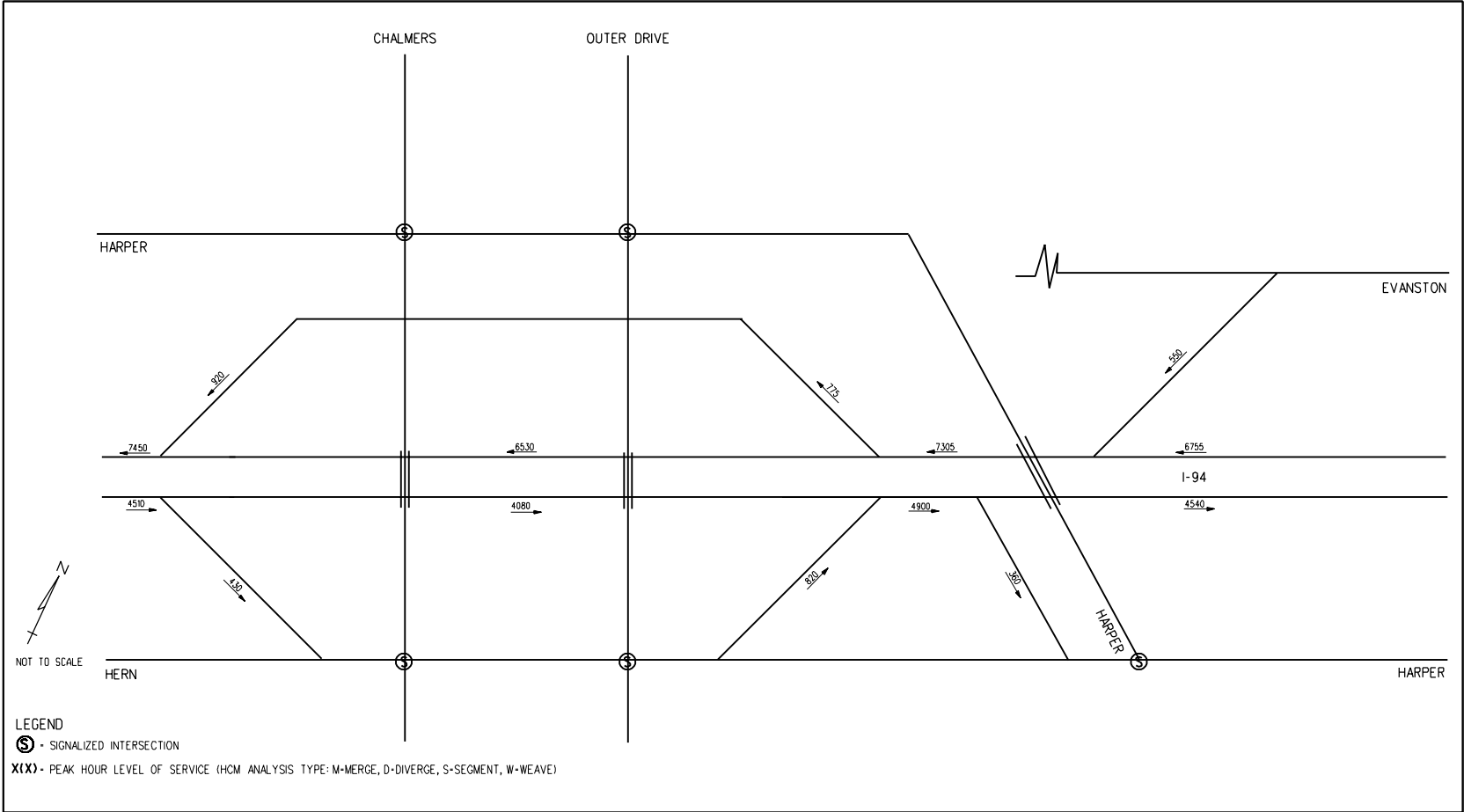
I-94 REHABILITATION PROJECT
 AM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.1H



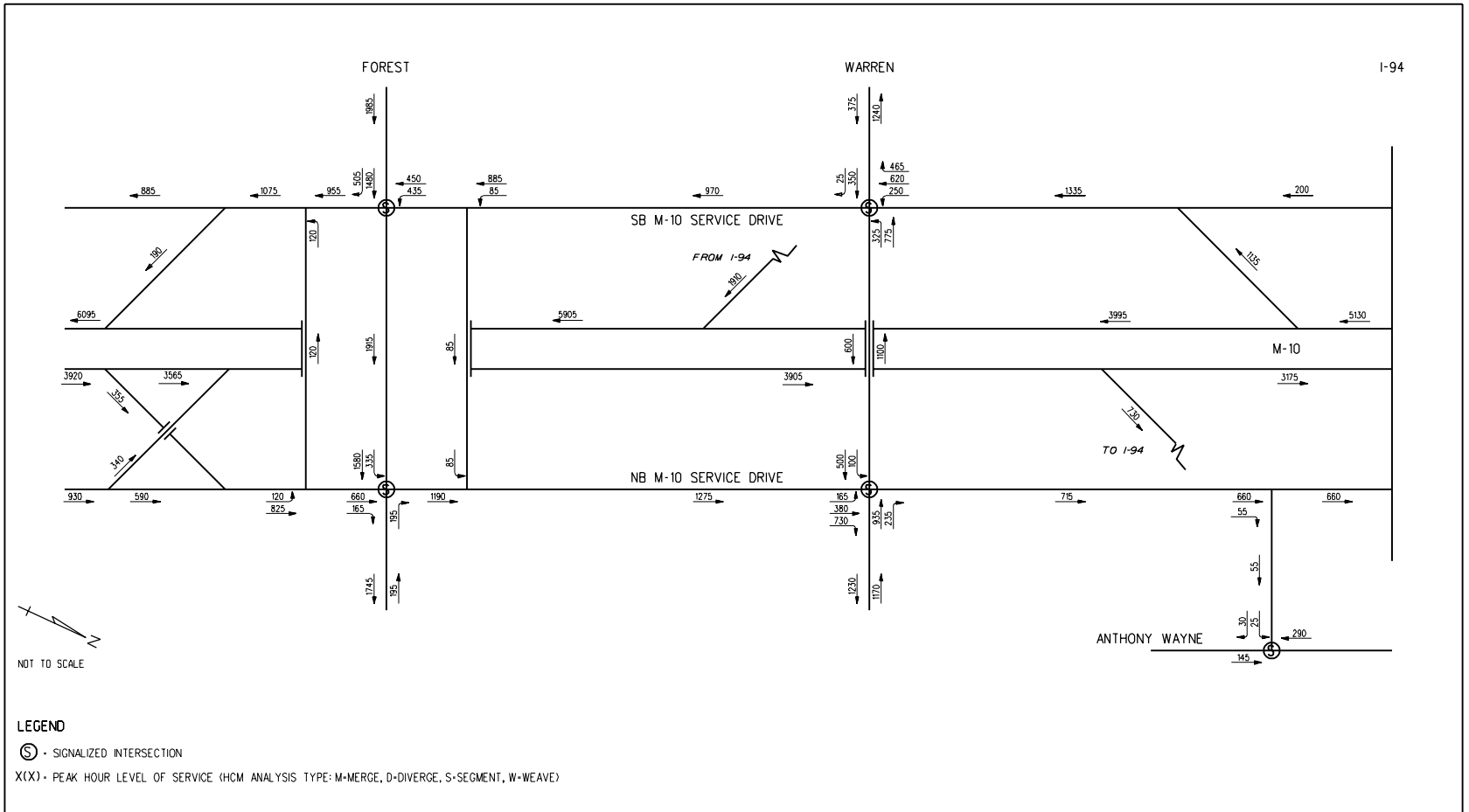
I-94 REHABILITATION PROJECT
 AM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.1 I



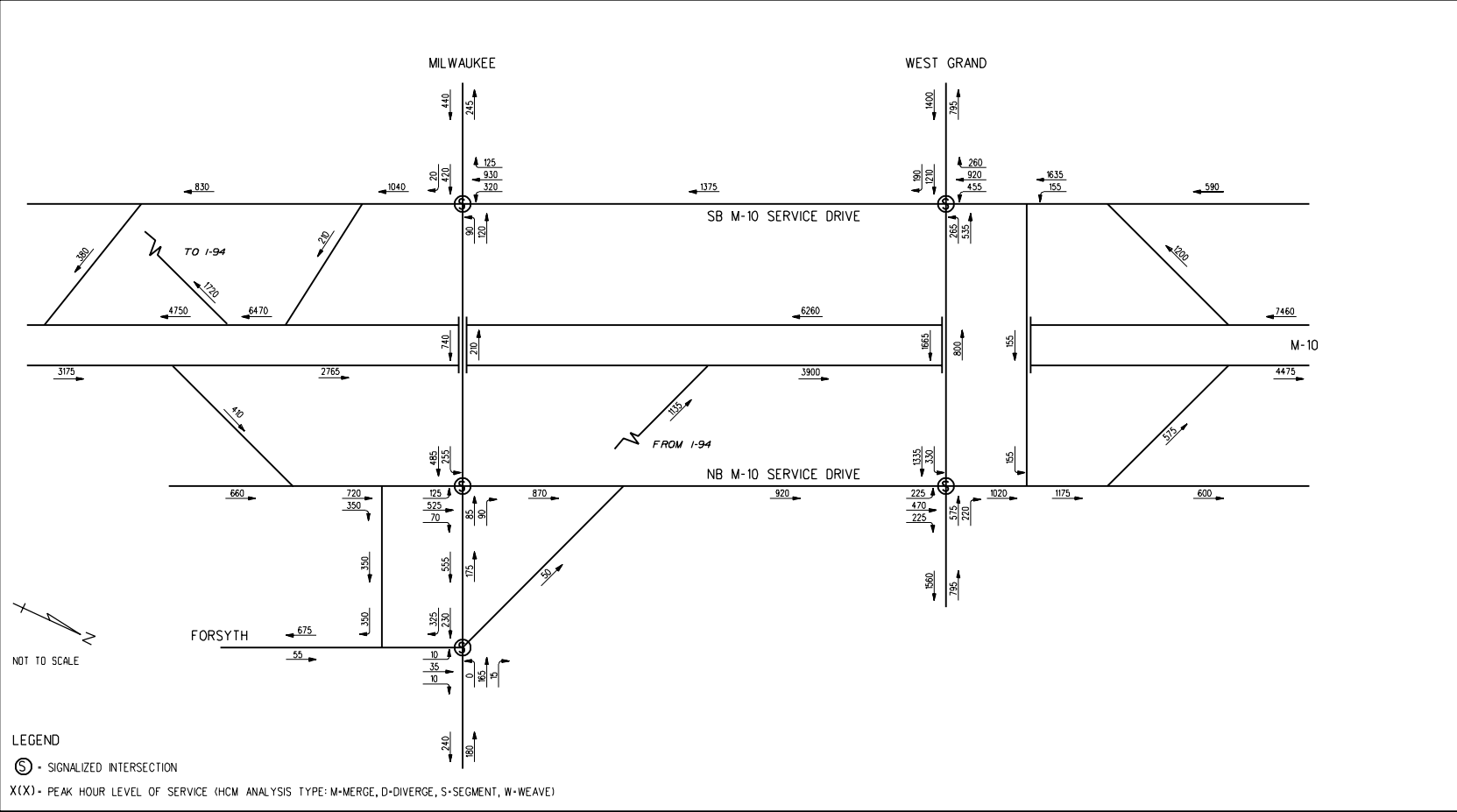
I-94 REHABILITATION PROJECT
 AM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.1J



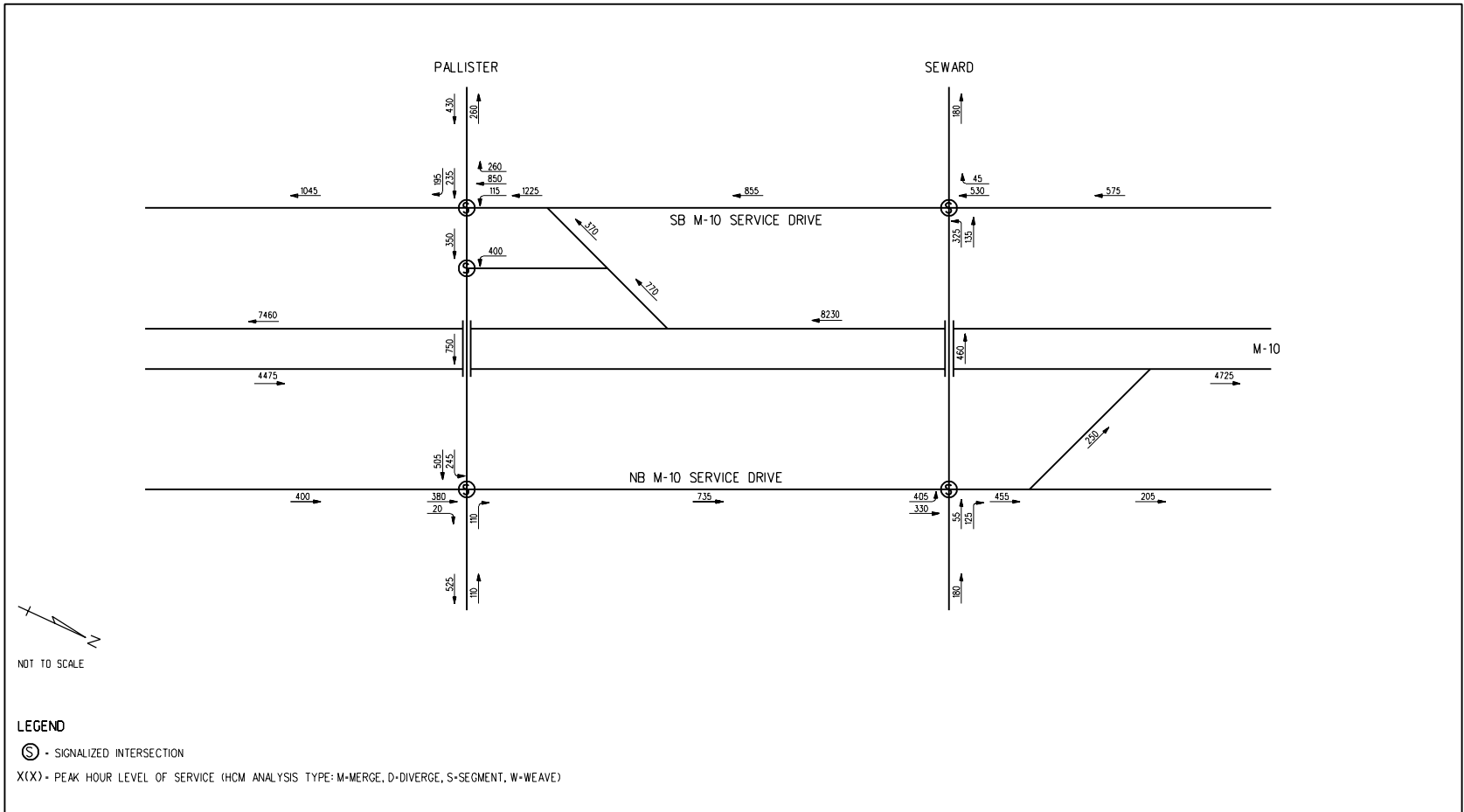
I-94 REHABILITATION PROJECT
 AM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.1K



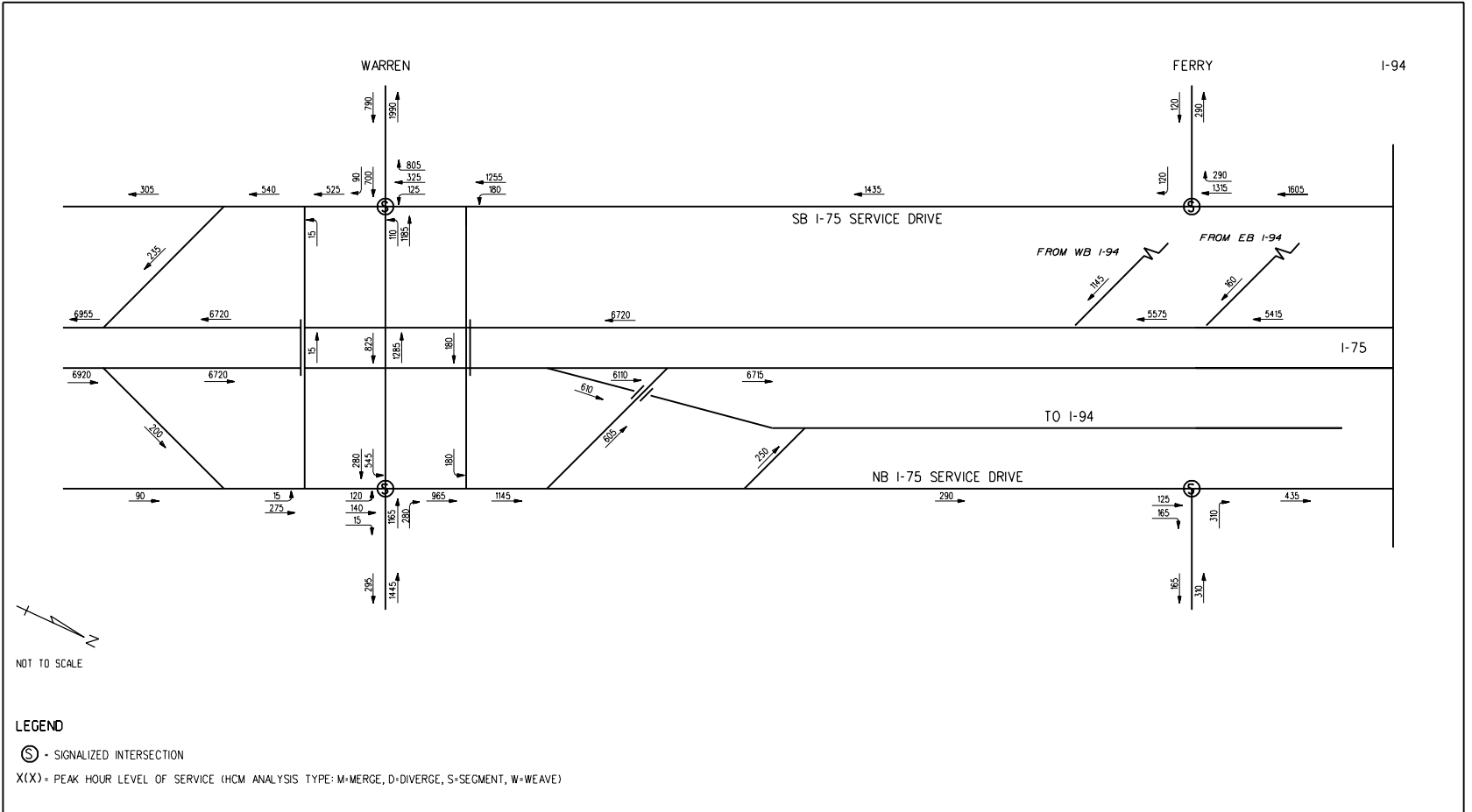
I-94 REHABILITATION PROJECT
 AM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.1L



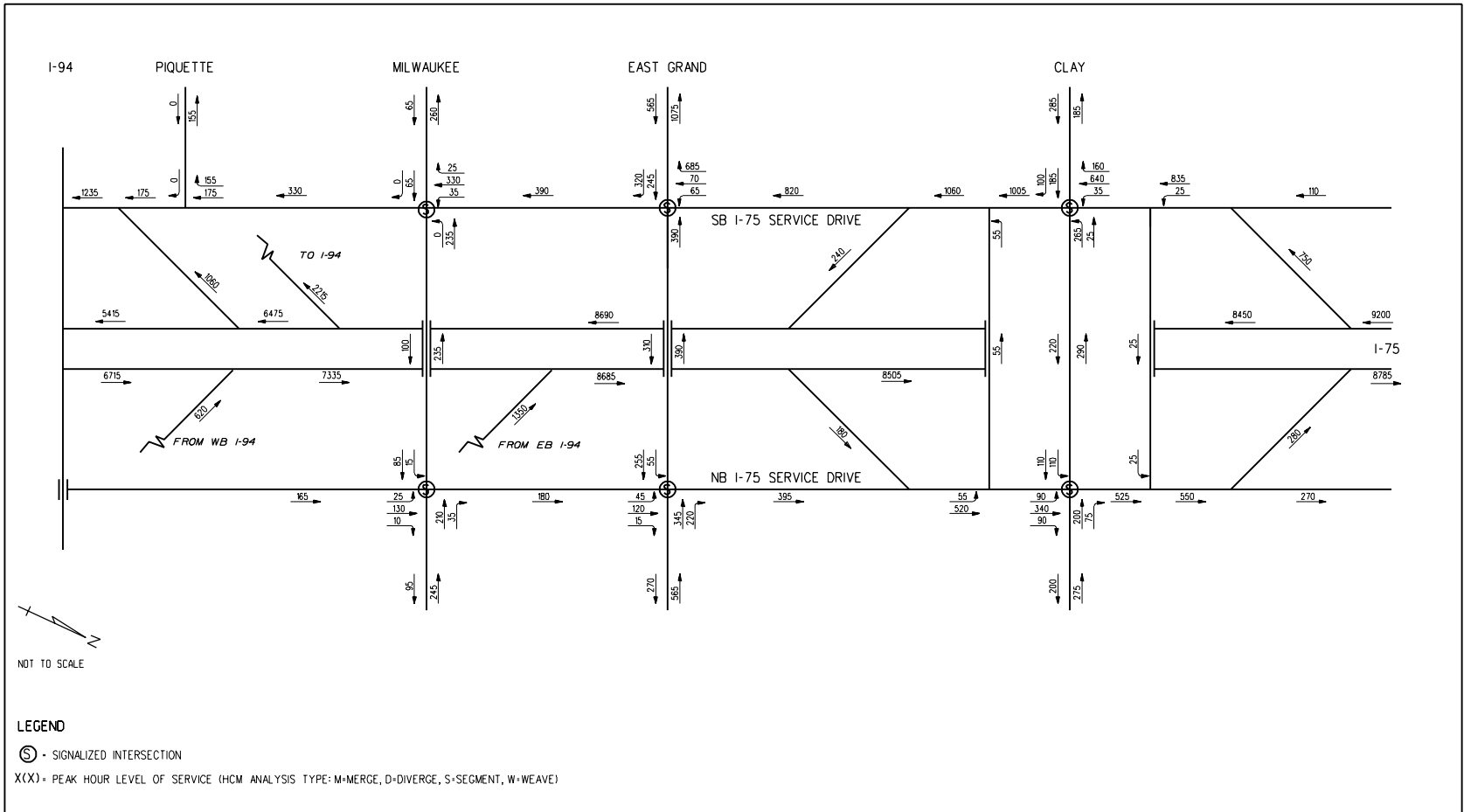
I-94 REHABILITATION PROJECT
 AM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.1M



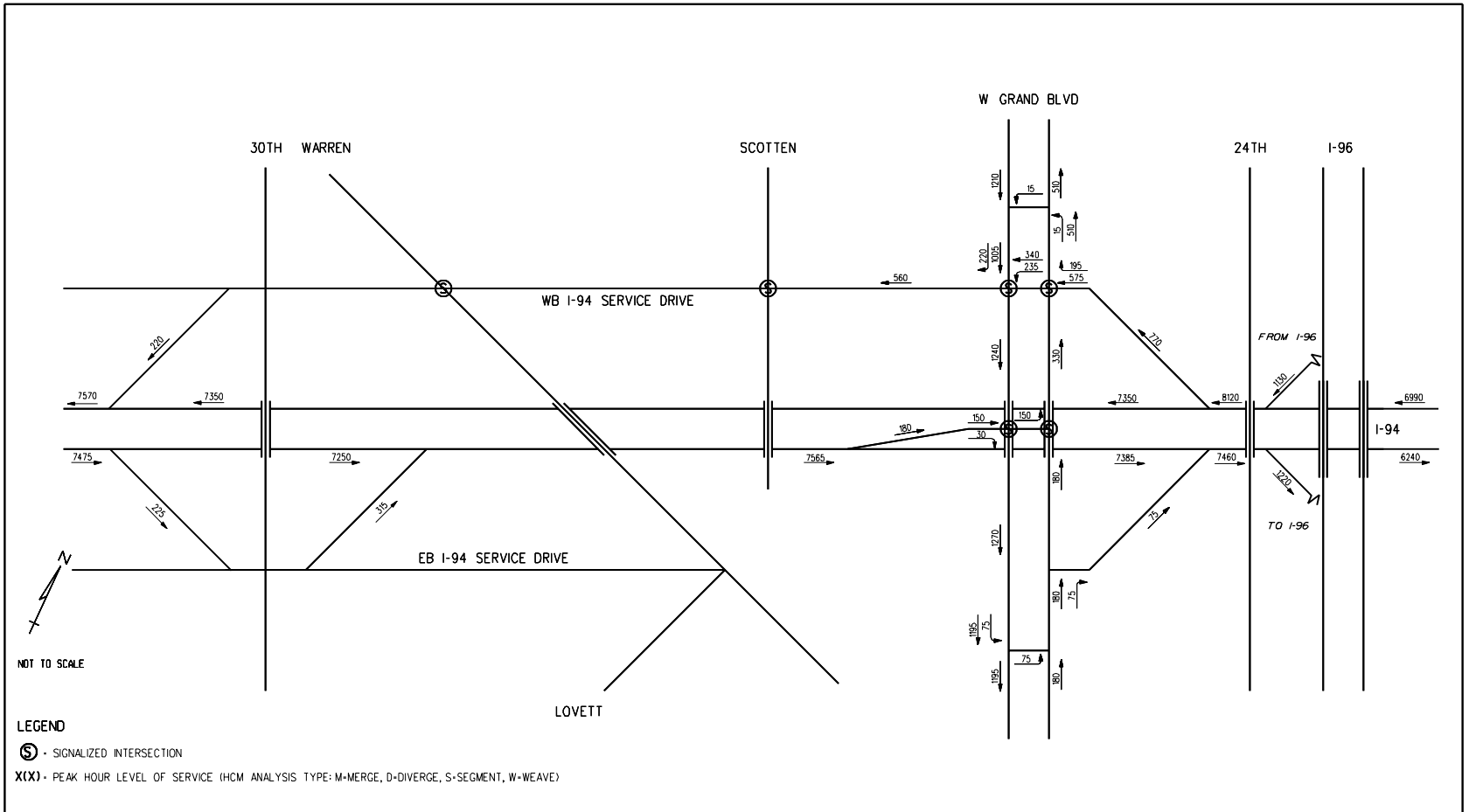
I-94 REHABILITATION PROJECT
 AM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.1N



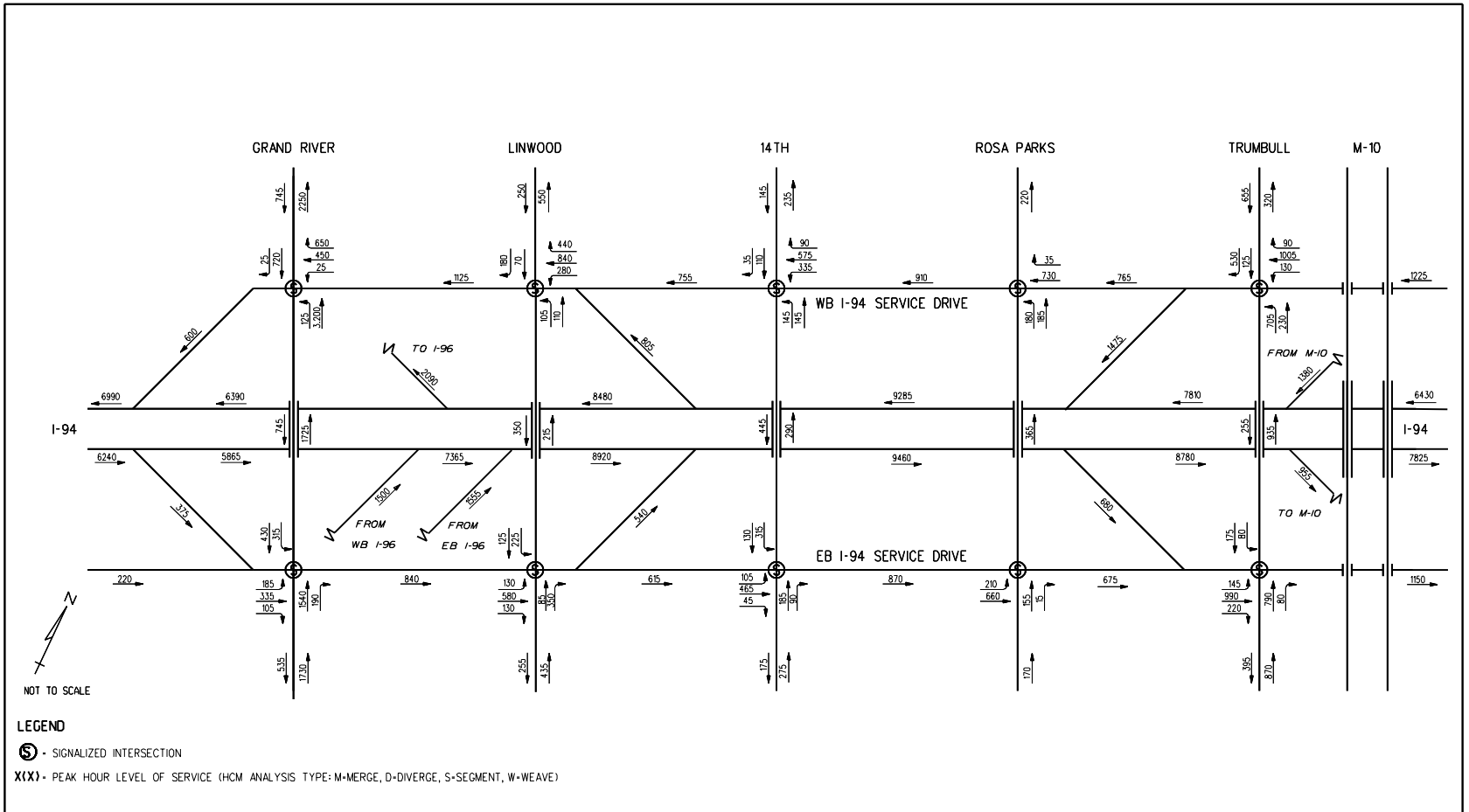
I-94 REHABILITATION PROJECT
 AM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.2A



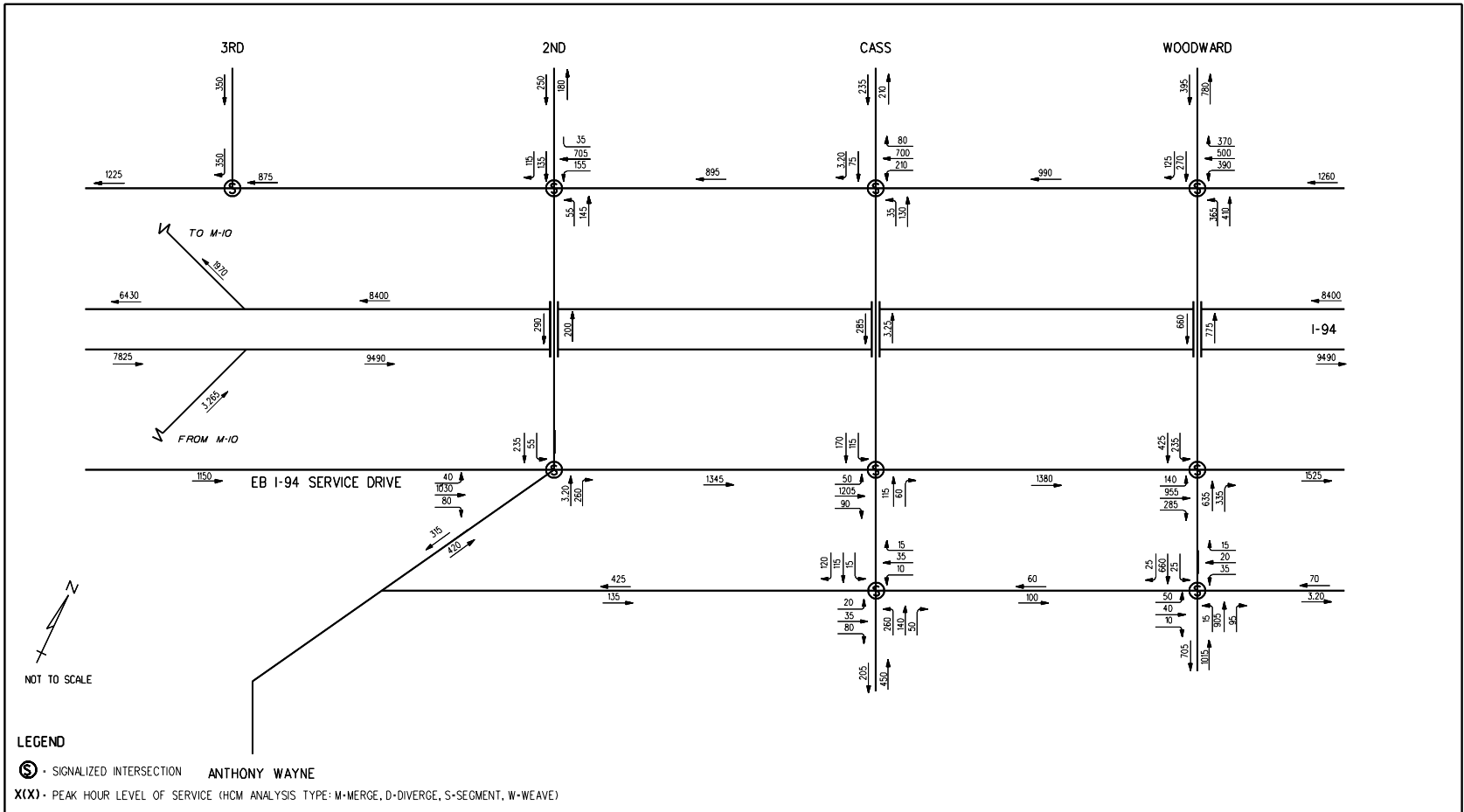
I-94 REHABILITATION PROJECT
 PM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.2B



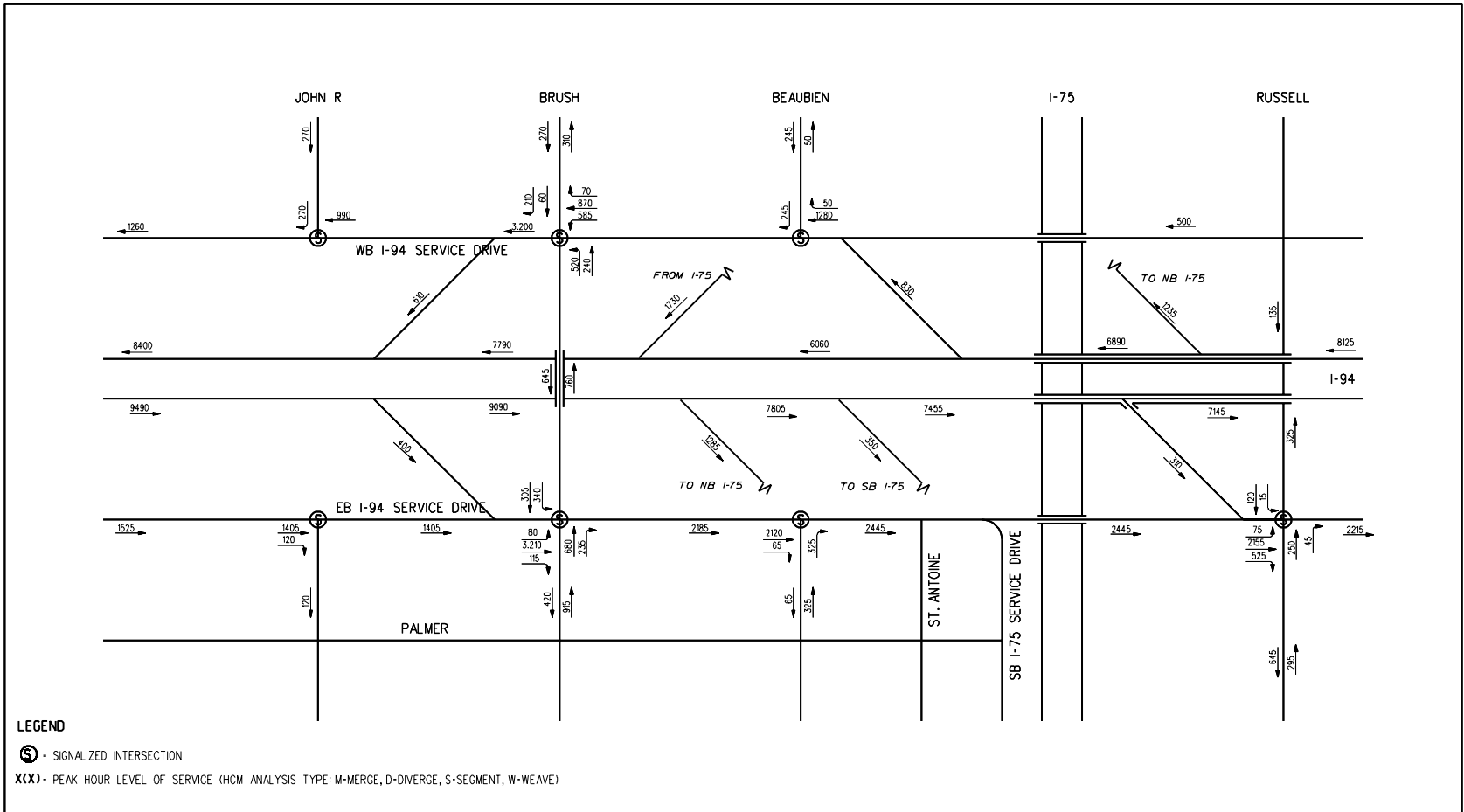
I-94 REHABILITATION PROJECT
 PM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.2C



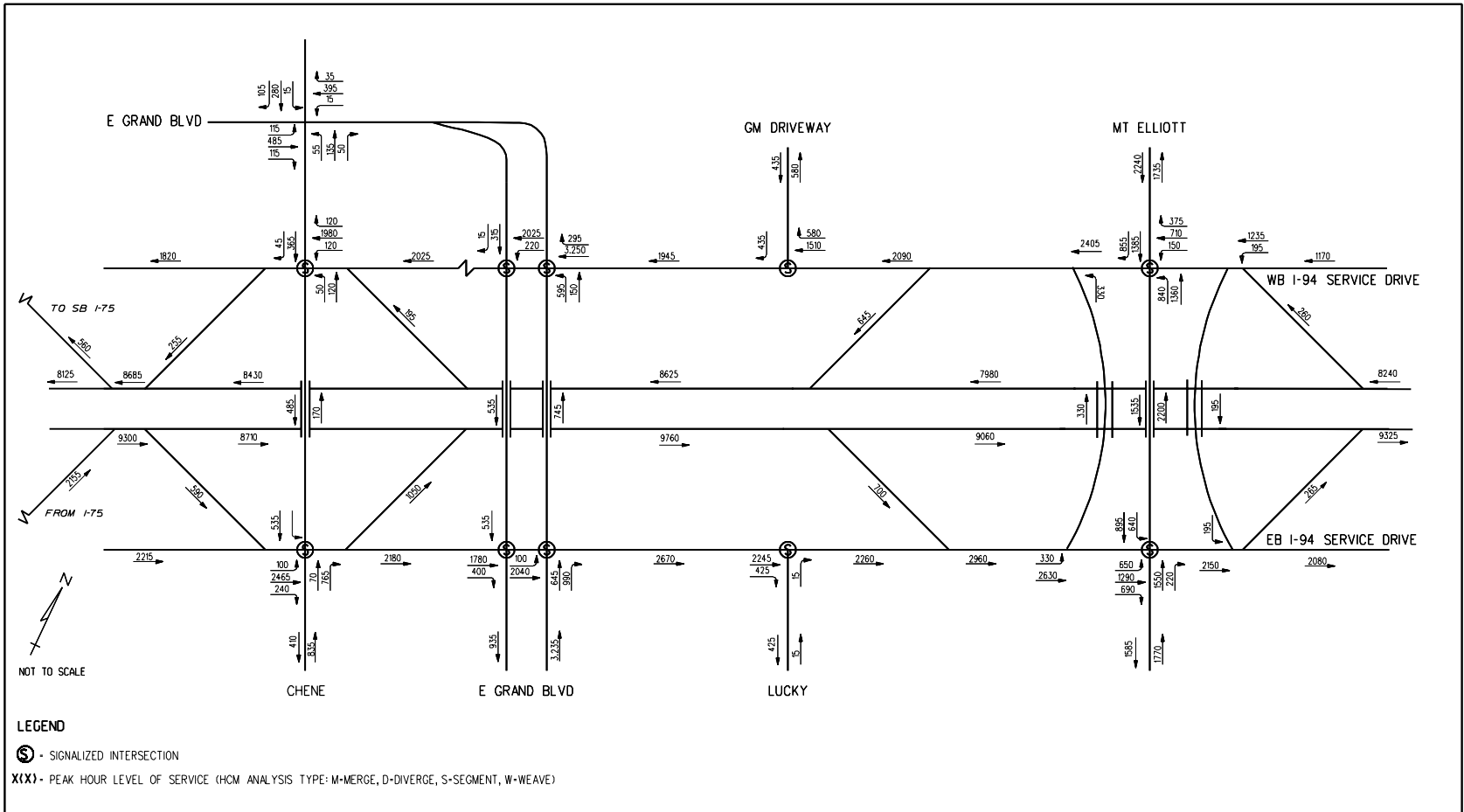
I-94 REHABILITATION PROJECT
 PM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.2D



I-94 REHABILITATION PROJECT
 PM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.2E



I-94 REHABILITATION PROJECT
 PM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.2F

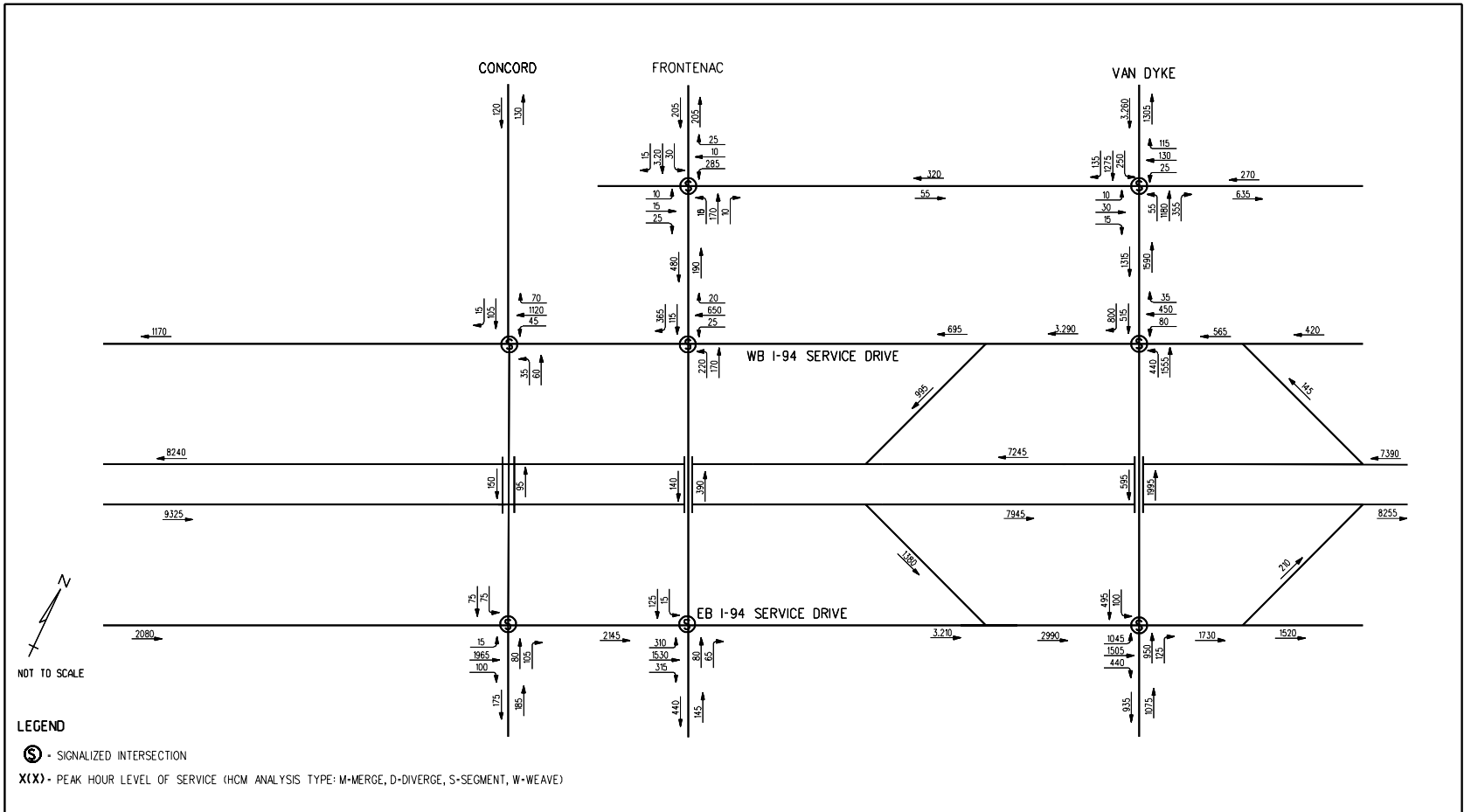
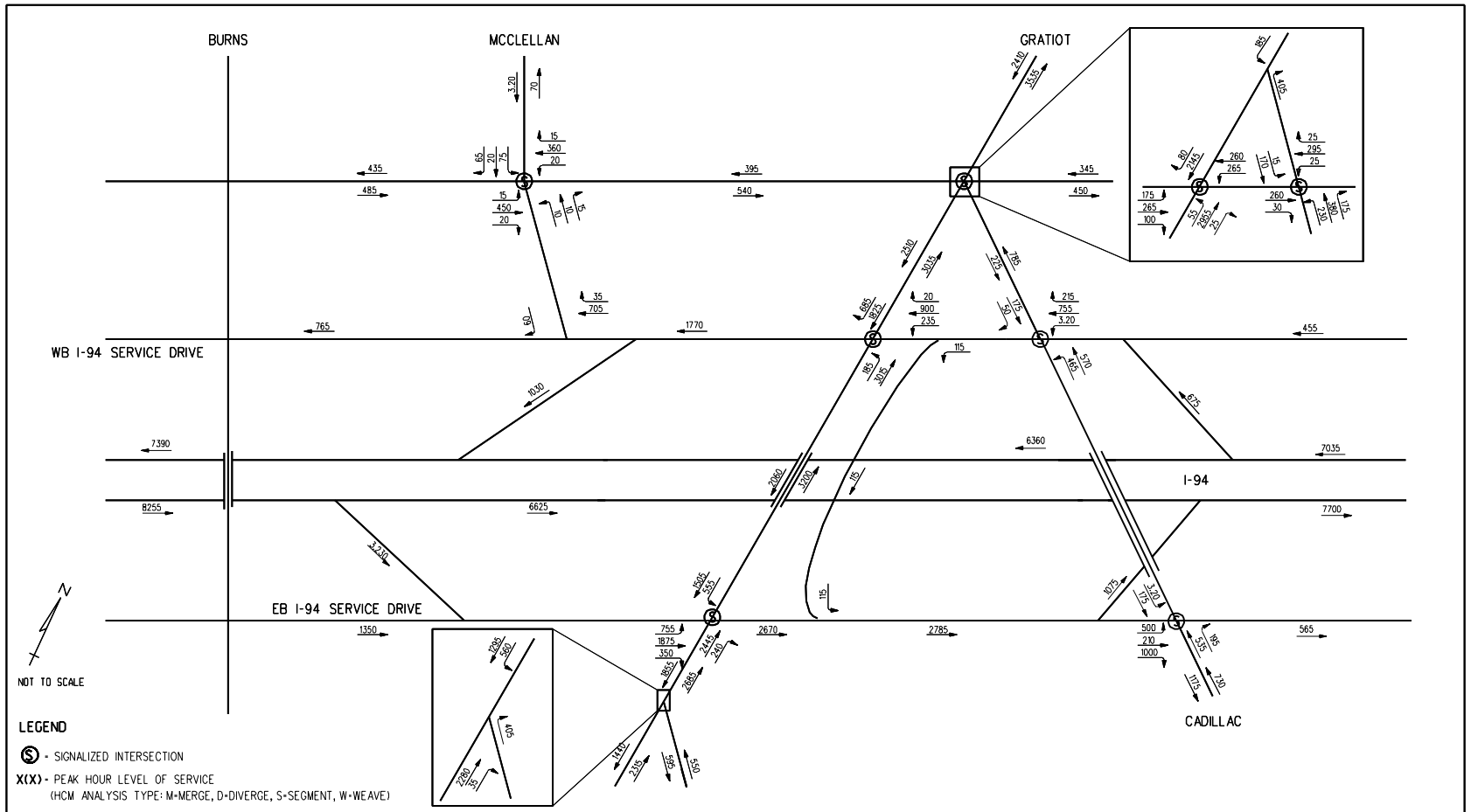
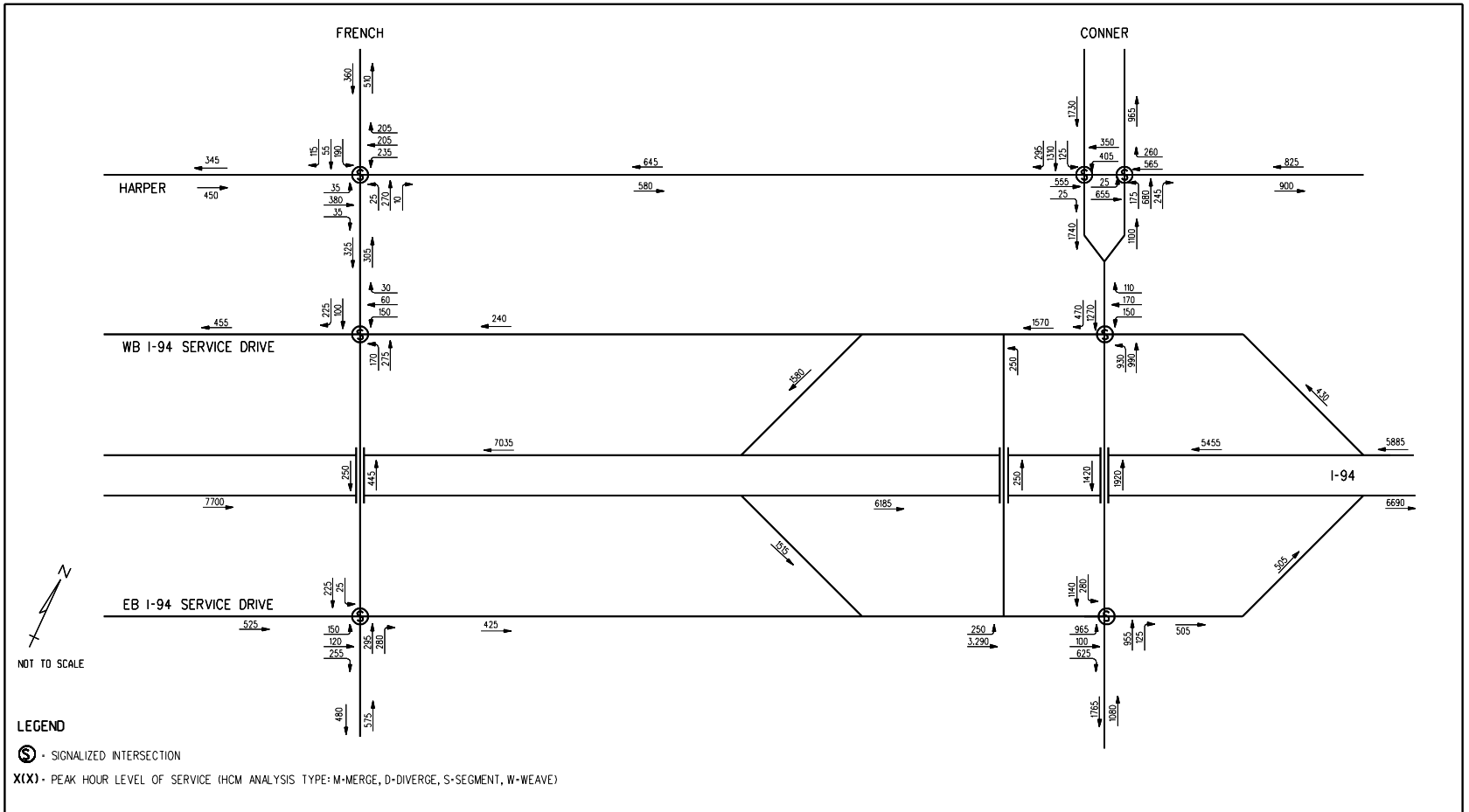


FIGURE A.2G



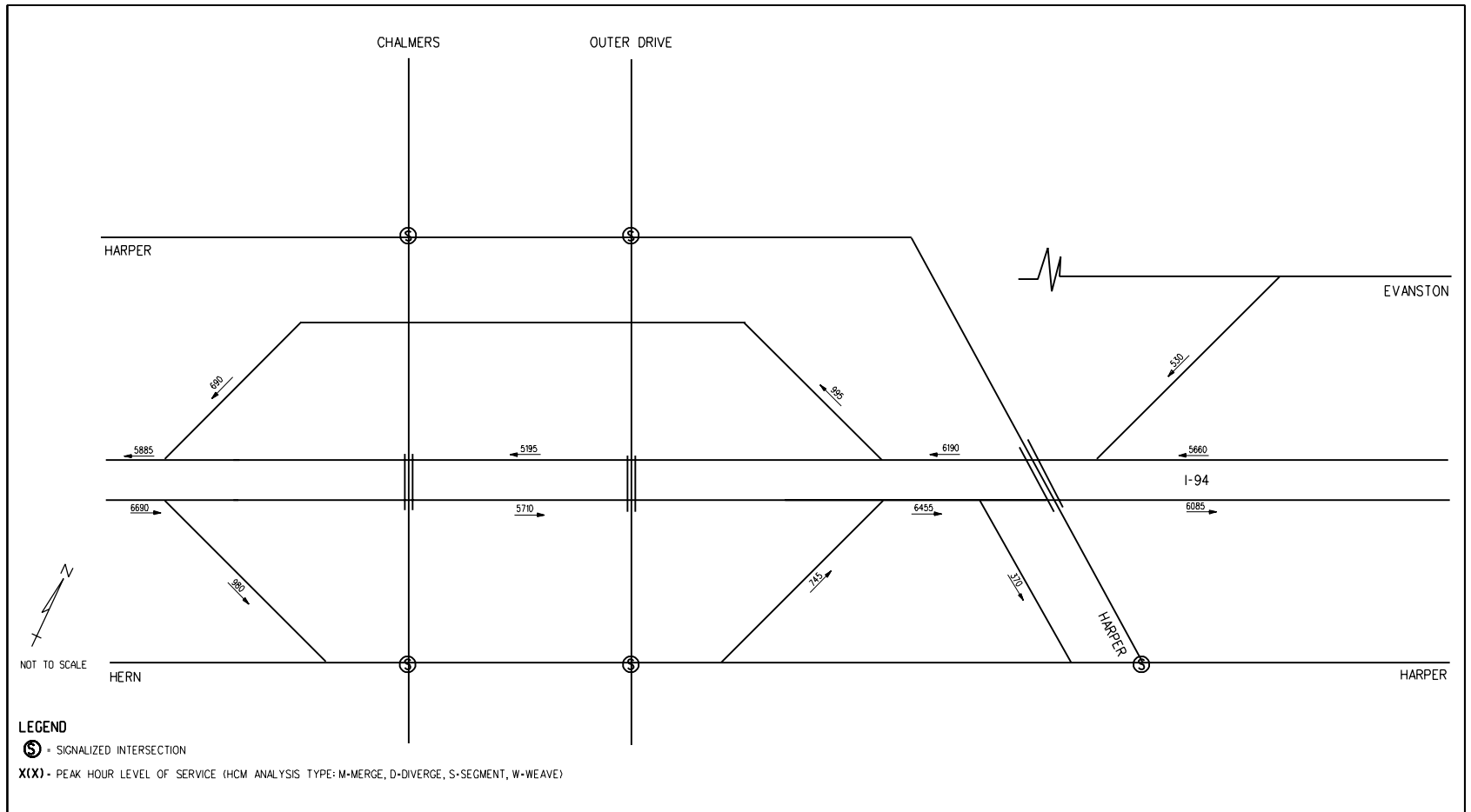
I-94 REHABILITATION PROJECT
 PM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.2H



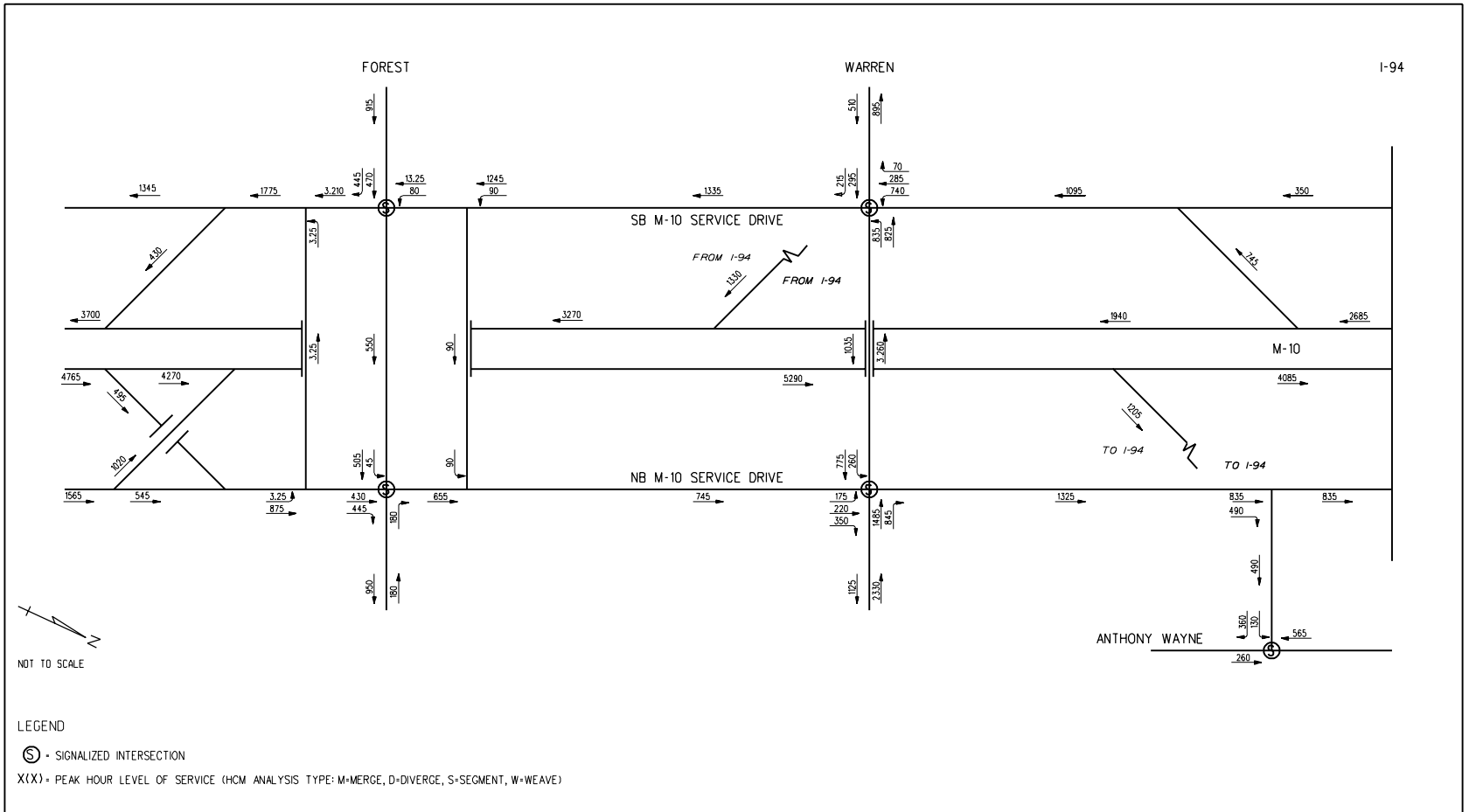
I-94 REHABILITATION PROJECT
 PM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.21



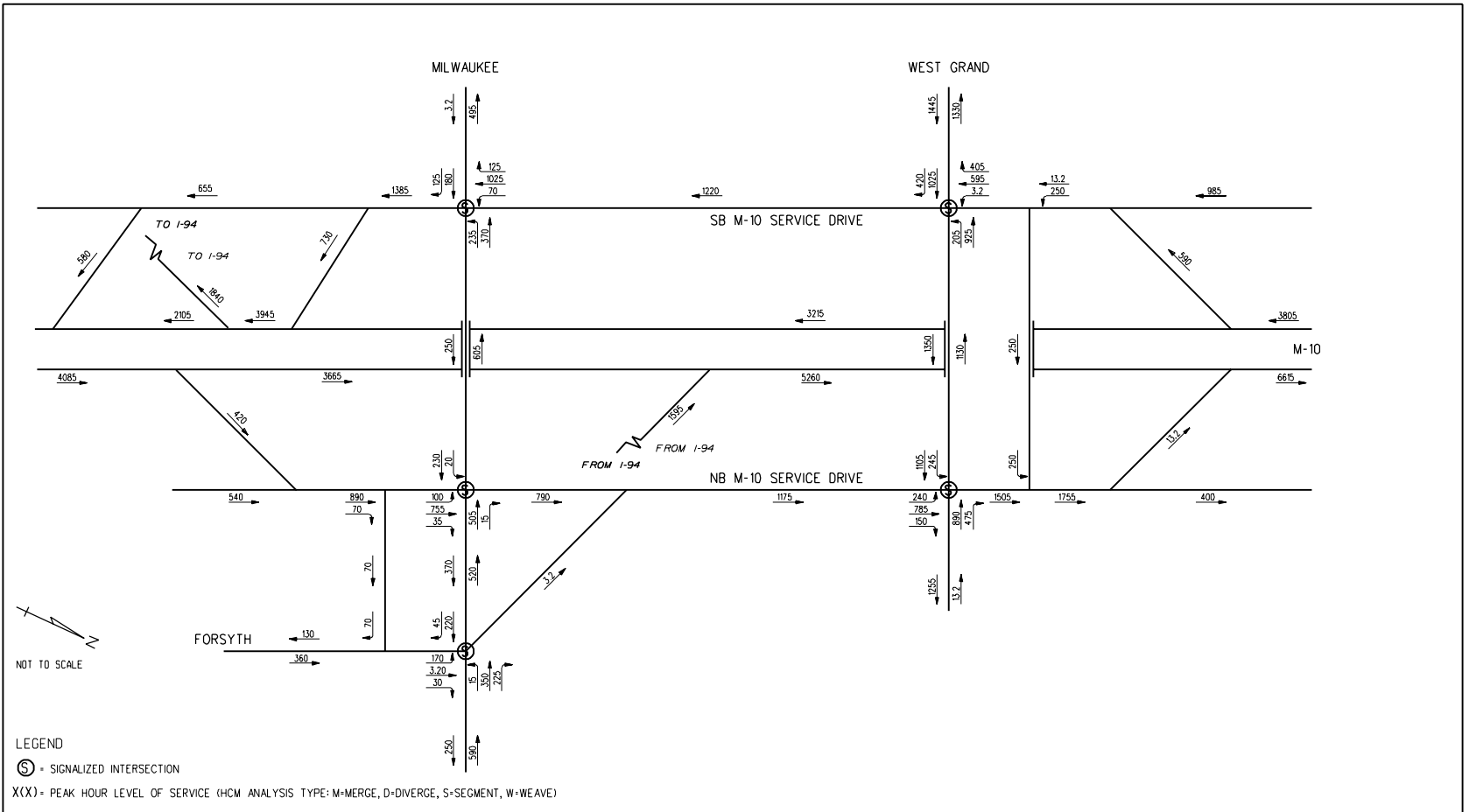
I-94 REHABILITATION PROJECT
 PM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.2J



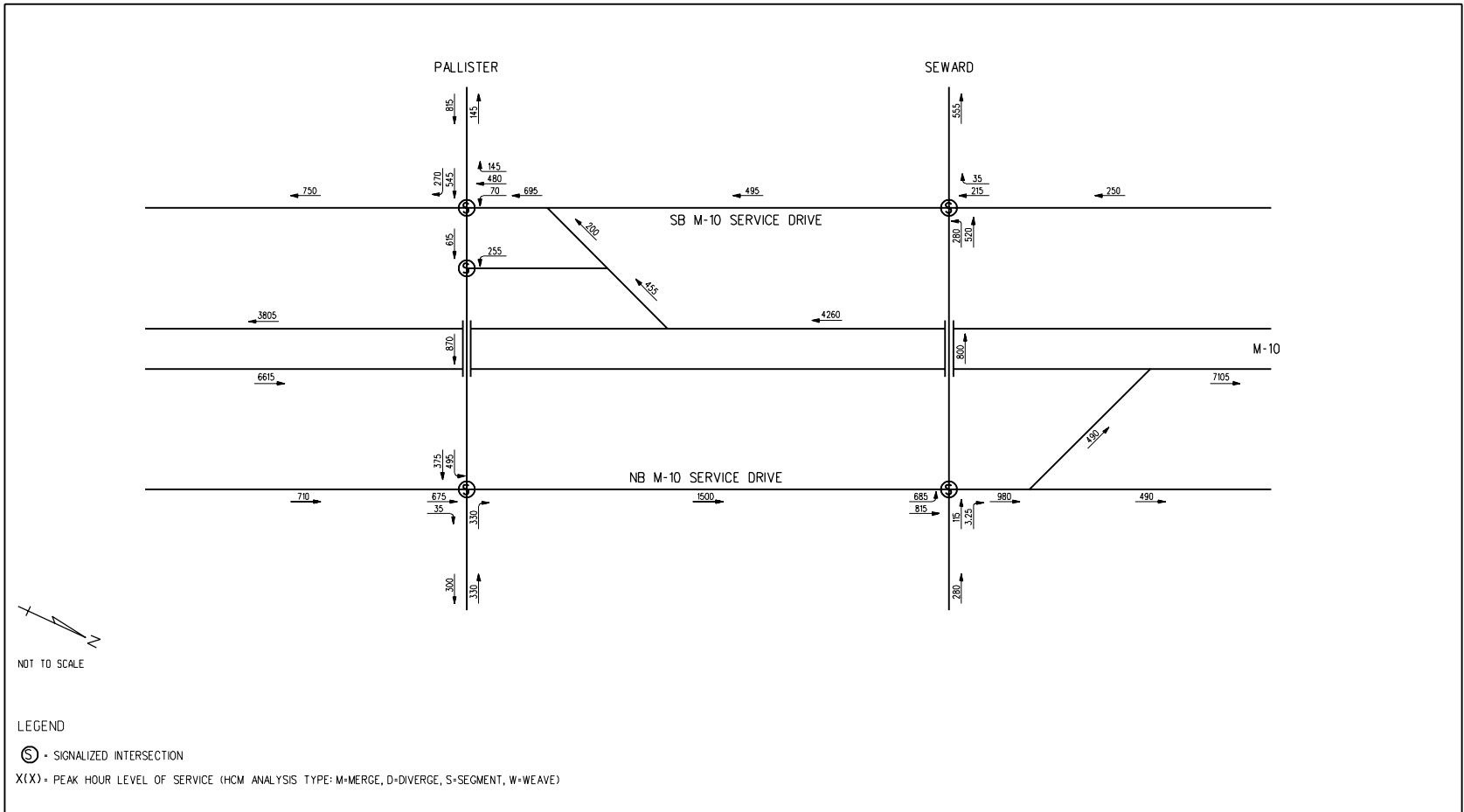
I-94 REHABILITATION PROJECT
 PM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.2K



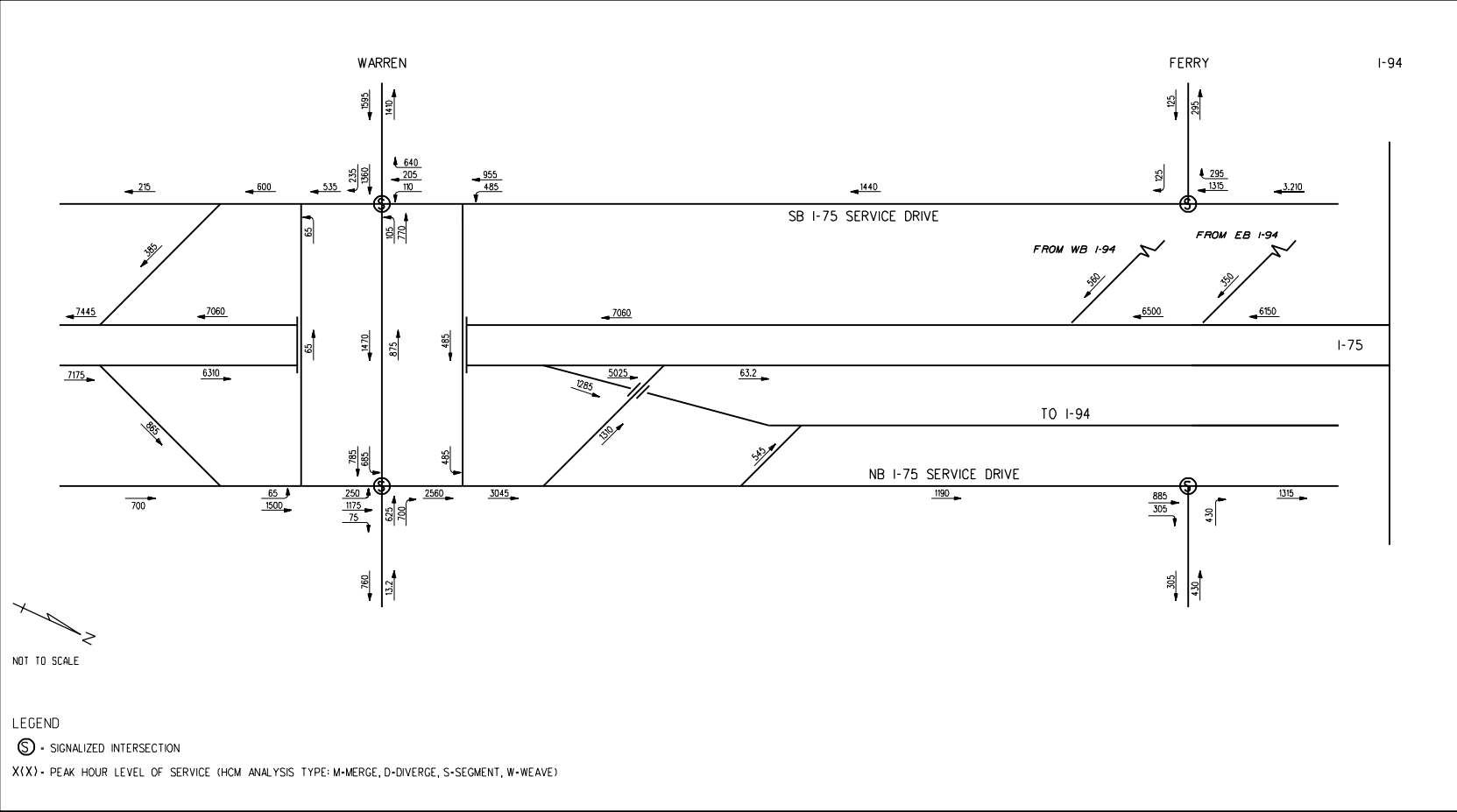
I-94 REHABILITATION PROJECT
 PM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.2L



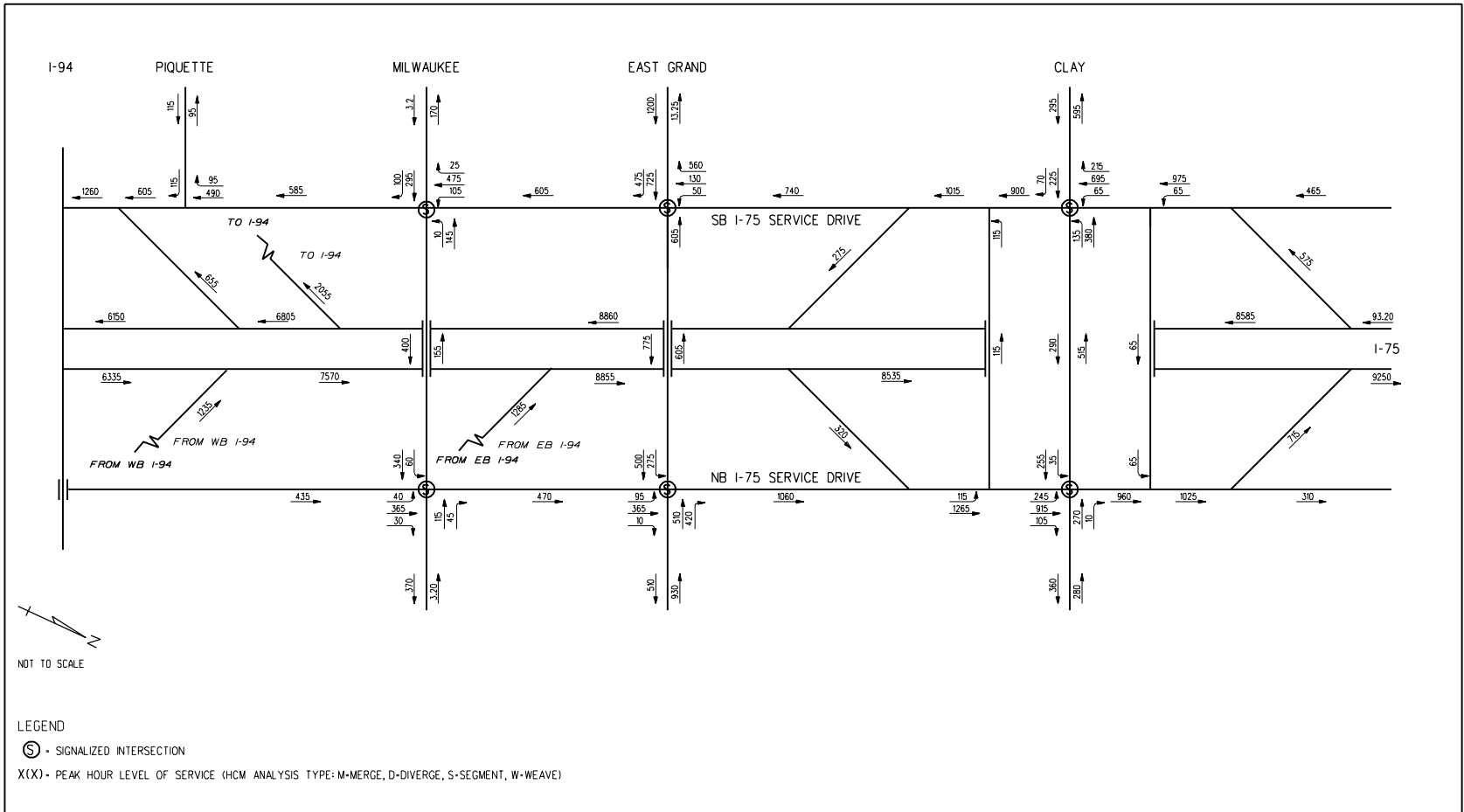
I-94 REHABILITATION PROJECT
 PM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.2M



I-94 REHABILITATION PROJECT
 PM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE

FIGURE A.2N



I-94 REHABILITATION PROJECT
 PM 2025 PEAK HOUR TRAFFIC
 RECOMMENDED ALTERNATIVE