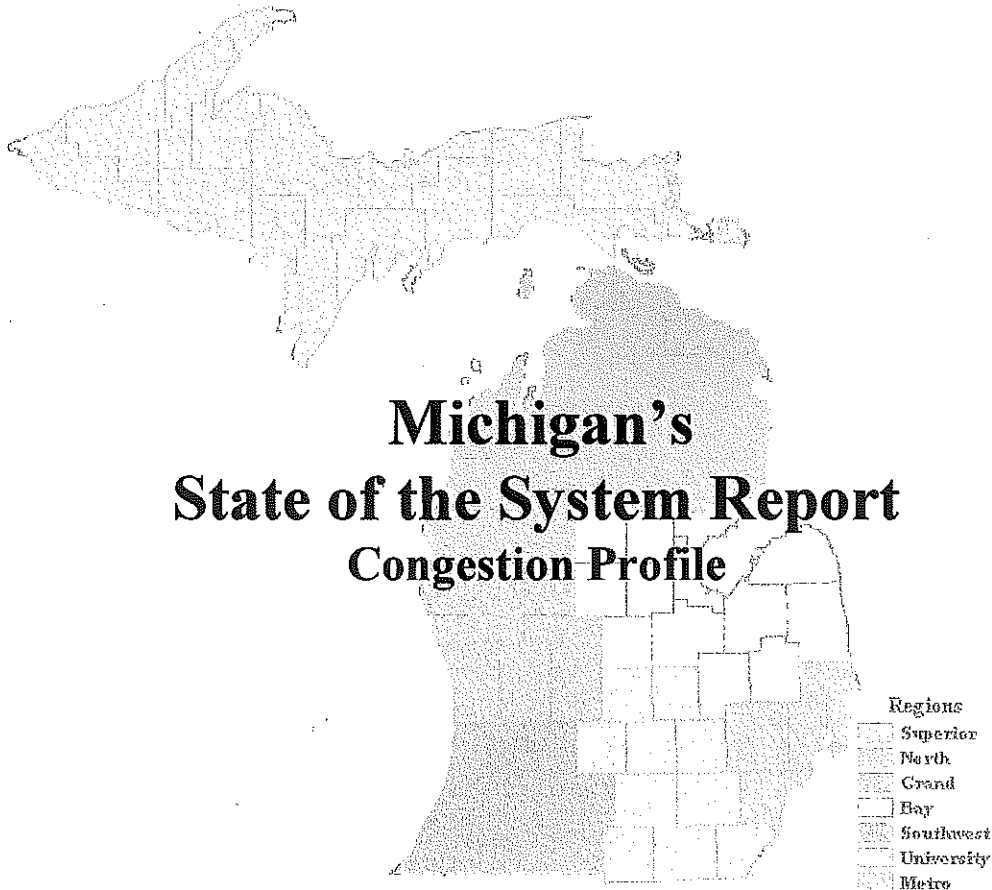




MDOT

Michigan Department of Transportation



Prepared for:
Michigan Department of Transportation

Prepared by:
Michigan Department of Transportation
Statewide Transportation Planning Division
Strategic Systems Operation & Maintenance Section
Susan A. Gorski, CMS Specialist

Revised, December 1998

I. Introduction

Introduction

The *State of the System Report* is one of the products of Michigan's Transportation Management System, Congestion Management subsystem. The Congestion Management System utilizes historic, current year and forecasted attributes to support the identification of current and future congested roadways.




The purpose of this report is to provide background information on statewide congestion. Information is drawn from the Transportation Management System(TMS) and its database. The TMS supports a systematic process designed to assist decision makers in choosing strategies and actions that are cost-effective, that will improve efficiency and safety and that will protect investments in the transportation infrastructure. Information presented in this report is for calendar year 1997 and is of a general nature, most applicable as a overview of congestion at the statewide level. This report should not be used for identifying site specific congestion problems or solutions to those problems.

II. Summary of Findings

Michigan's system of state highways, county roads and municipal streets total 119,392.77 route miles, which includes 9,629.1 miles (27,023.056 lane miles) of roads under state jurisdiction (trunkline). Approximately 870 miles of ramps, connectors, and service drives under state ownership are not included in the trunkline total.¹





This report describes the state of the system of roads under state jurisdiction, the trunkline system. Some of the most significant findings:

Congestion on Michigan's trunkline continues to increase because vehicle travel continues to grow while roadway capacity remains virtually unchanged.

-  In 1997, 12 % (3,247 lane miles) of the state trunkline system operated at or above design hour capacity, level of service (LOS) conditions of E or F.
-  From 1995 to 1997, vehicle miles traveled (VMT) operating at or above LOS conditions of E or F increased from 23.4% to 26% .
-  From 1986 to 1997, VMT increased by 24% while the number of lane-miles increased by only 1.8%.

¹ 1998 Certification of 1997 System Length by County and Legal System as of December 31, 1997. Public ACT 51 of 1951, as amended, provides for local agencies to annually certify road mileage under their jurisdiction. The Department computes state trunkline mileage conforming to federal reporting guidelines. Prepared by the Systems Condition Unit, Monitoring Section, Bureau Of Transportation Planning.

Traffic congestion is growing more rapidly on Michigan's Freeway system.

-  Michigan's Freeway system is comprised of 8,637 lane miles of which 66% are Interstate and 34% are Non-Interstate freeway. In 1997, 16.4 % (1,419 lane miles) of the Freeway system operated at or above design hour capacity, level of service (LOS) conditions of E or F. This represents 33.9% of total Freeway VMT. It is also observed that an additional 14.4 % (1,245 lane miles) of the Freeway system operated at LOS D.
-  From 1986 to 1997, VMT on the Freeway system increased by 38 % with only a 5.8 % increase in freeway lane miles (474 lane miles). Correspondingly, VMT on the non-freeway system increased 9.2% with only a 0.05% increase in lane miles.
-  Regions with the most severe Freeway capacity constraints, LOS E or F, are Metro with 959 lane miles, Bay with 230 lane miles, University with 148 lane miles, and Grand with 52 lane miles.
-  Stratifying the Freeway system into two components, Interstate system and Non-Interstate freeway we can begin to better assess the magnitude of capacity constraints on the system. Of the 2,684 Non-Interstate freeway lane miles, 9.4 % (252 lane miles) operated at an unacceptable level of service. Motorist in Michigan traveled 47.9 billion miles in 1997, with 14.6% (7.0 billion miles) of that travel on the Non-Interstate freeway system. A total of 1.8 billion miles of travel (26 %) occurred at a LOS of E or F.

III. Performance Measures

The CMS application tool provides the base for identifying deficient segments and locations based upon performance measure thresholds. The Interim Final Rule on Management and Monitoring Systems, Section 500.13 defines "performance measures" as an "*operational characteristic, physical condition, or other appropriate parameter used as a benchmark to evaluate the adequacy of transportation facilities and estimate needed improvements.*"

Performance measures need to be able to address information from both a high level (macro) of evaluation to a technical level (micro) of evaluation. The integration of performance measures within the CMS traverses the entire scale. At the macro level, (state, region), the CMS identifies the extent of congestion, monitors trends, and identifies deficiencies (needs locations), current and forecasted, based on system wide performance measures. From a micro level analysis (problem identification, strategy evaluation), the CMS will identify causes, corrective actions, and evaluate solutions (fixes) and strategies (set of solutions).

System performance indicators for various roadway types allow for identification of the extent of congestion on Michigan's roadway network from many perspectives. These include the operational CMS performance measures to identify deficiencies; LOS, person throughput, travel rate, delay rate and delay ratio.

Each performance measure offers the ability to set a threshold establishing an acceptable level of performance for the measure. Within a Metropolitan Area Boundary (MAB), Metropolitan Planning Organizations have the ability to set performance measure thresholds. Outside of a MAB, thresholds are established by the agency with jurisdiction over the roadway.

By using the performance measures in the CMS, sources of recurring congestion can be identified. The use of forecasted conditions based on land use and socioeconomic information allows for the identification of areas that may be prone to congestion in the future.

For this report, LOS was used to identify congested segments. Current year congested segments were identified by examining the volume to capacity (V/C) ratio of each system. Design Hour Volume (DHV) at the 30th high hour is used as the volume. This term represents the hourly traffic volume commonly used to guide future traffic design. Capacity at LOS E, which represents an estimate of the hourly traffic volume that a road segment can accommodate during LOS E conditions, is used as the capacity variable.

The V/C ratios are translated into the alpha letter codes for LOS as defined in the 1994 Highway Capacity Manual for inventory data and the alpha letter codes for LOS as adopted by the urban areas. The TMS defines the alpha letter codes as:

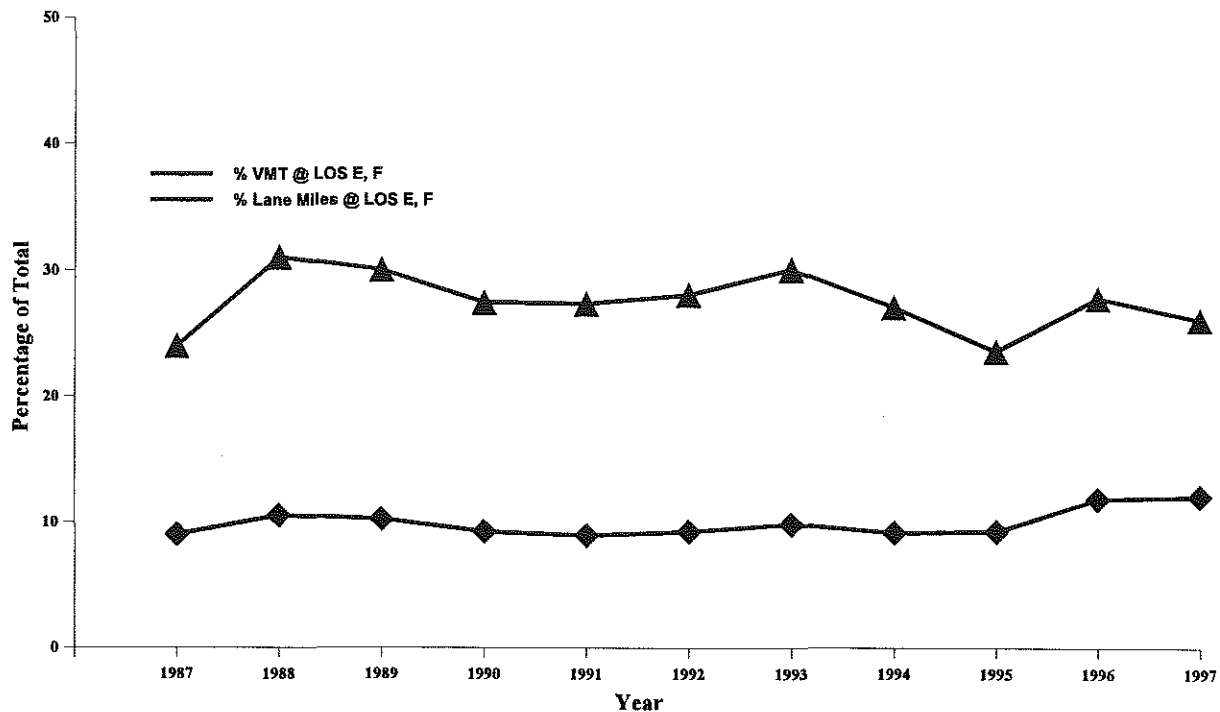
- Level of Service A: Free flow operations
- Level of Service B: Reasonably free flow
- Level of Service C: Provides for free flow with speeds still at or near free-flow. Maneuvering within traffic stream is noticeably restricted.
- Level of Service D: Level at which speeds decline slightly, density begins to increase.
- Level of Service E: Describes operation at capacity. Operations are volatile due to no usable gaps in the traffic stream.
- Level of Service F: Breakdown in vehicular flow. Volume (flow) exceeds capacity.

In the *State of the System Report, Revised April 1998* performance measure baselines were established based on the state of the system for 1995. One of the baselines for comparison is the % of VMT operating at acceptable LOS, where acceptable LOS is: LOS less than or equal to D on rural functional classified segments and LOS less than or equal to E on urban functional classified segments.

Performance Indicator Baseline comparison	Rural Acceptable Level of Service (A,B,C,D)	Urban Acceptable Level of Service (A,B,C,D,E)
Percent of Vehicle Miles Traveled baseline 1995:	90.4 %	86.0 %
Percent of Vehicle Miles Traveled 1997:	85.6 %	86.0 %

The baseline comparison reflects the trends of Vehicle Miles Traveled (VMT) and lane miles operating at an unacceptable Level of Service (LOS) as shown in *figure 1*.

Figure 1
Percentage of Vehicle Miles Traveled and Lane Miles
Operating at LOS E or F on State Trunkline, 1986 to 1997



IV. CONCLUSION

This State of the System report provides a general statewide macro-level overview of congestion on the state trunkline system.

The performance measure shown addresses one of the 6 budget measures set by the department: percent of Vehicle Miles Traveled (VMT) operating at an acceptable Level of Service (LOS) which translates to a LOS less than or equal to D on rural functional classified segments and LOS less than or equal to E on urban functional classified segments. The report highlights the fact that the percent of vehicle miles traveled operating at an acceptable level of service is on the decline.

APPENDIX

Supporting Charts, Maps and Tables

Figure 2
Changes in Vehicle Miles Traveled and Lane Miles
on State Trunkline, 1986 to 1997

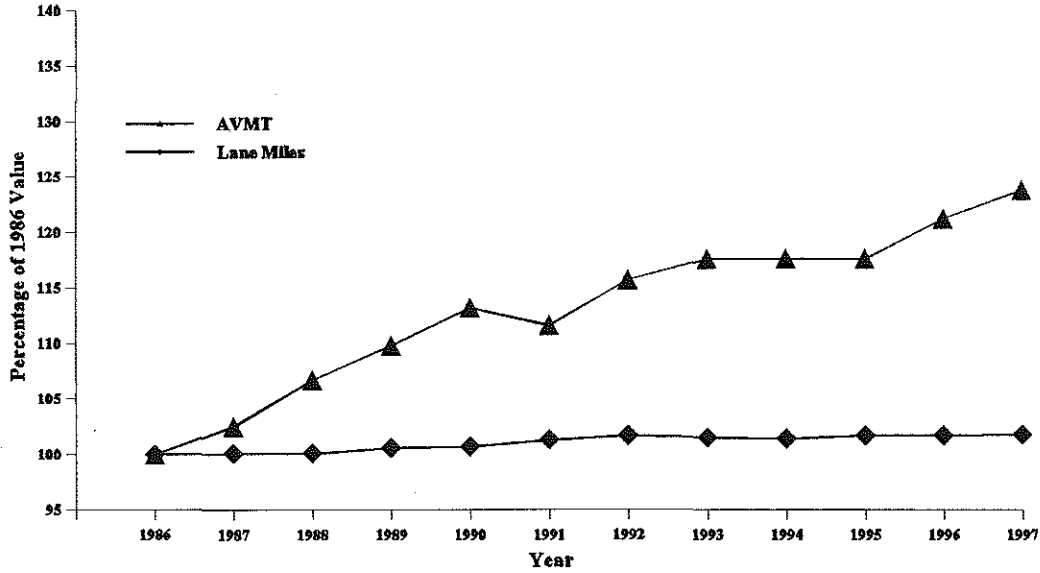


Figure 3
Changes in Vehicle Miles Traveled and Lane Miles
on Michigan's Freeway System, 1986 to 1997

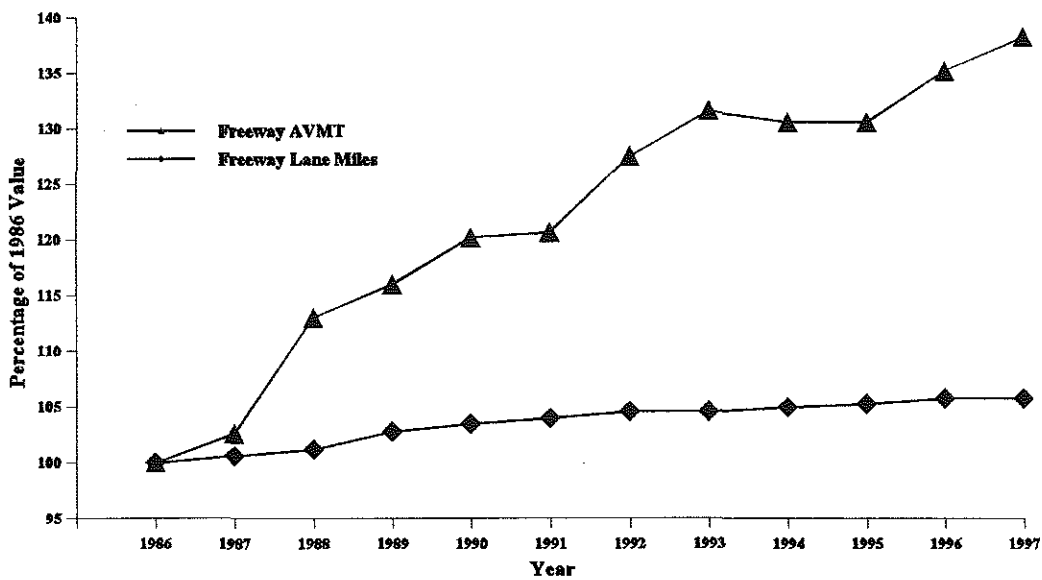


Figure 4
Changes in Vehicle Miles Traveled and Lane Miles
on Michigan's Urban Freeway System, 1986 to 1997

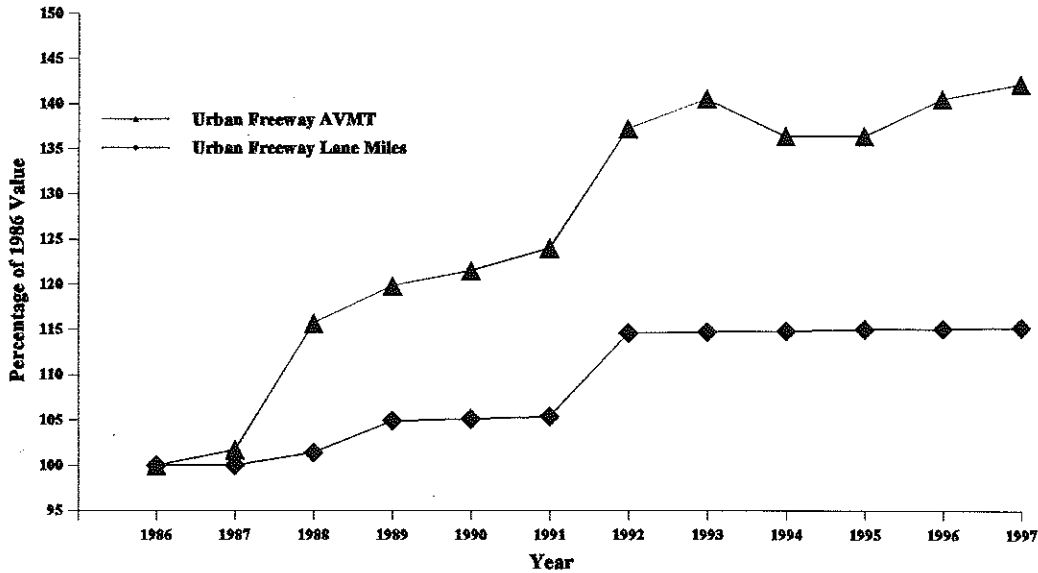
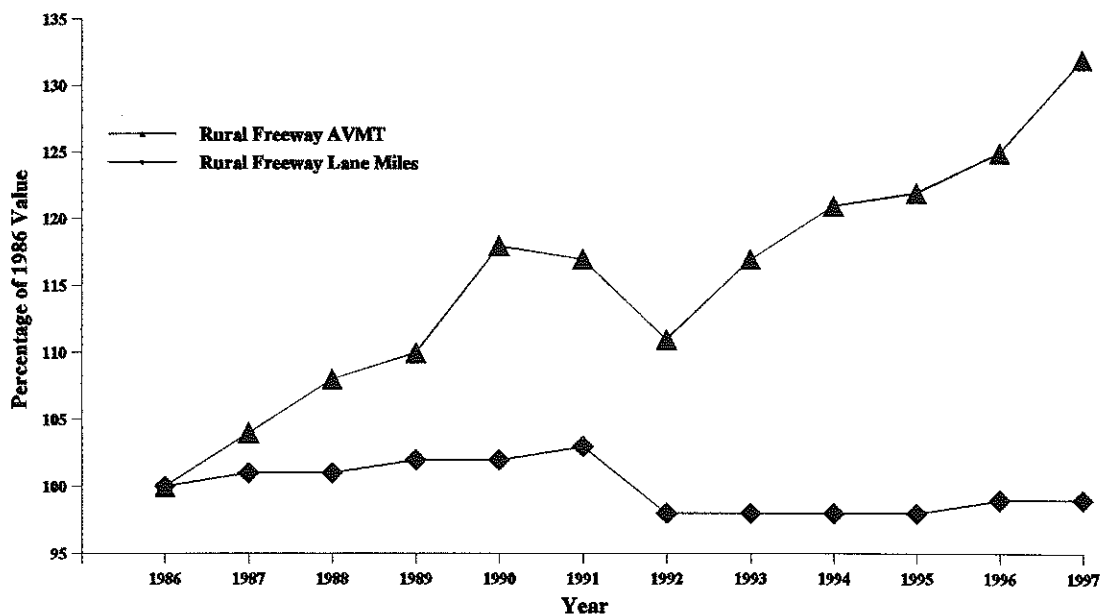
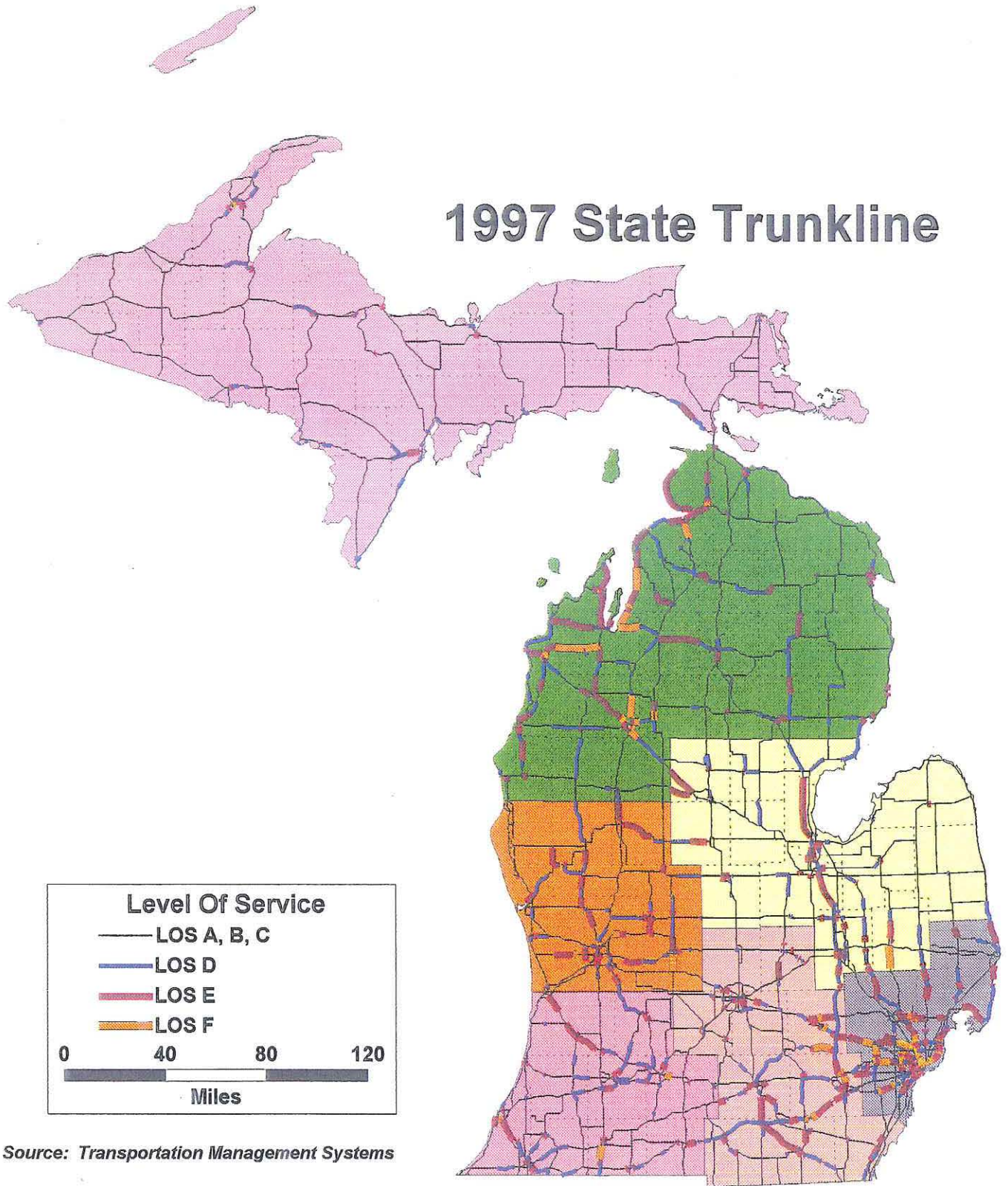


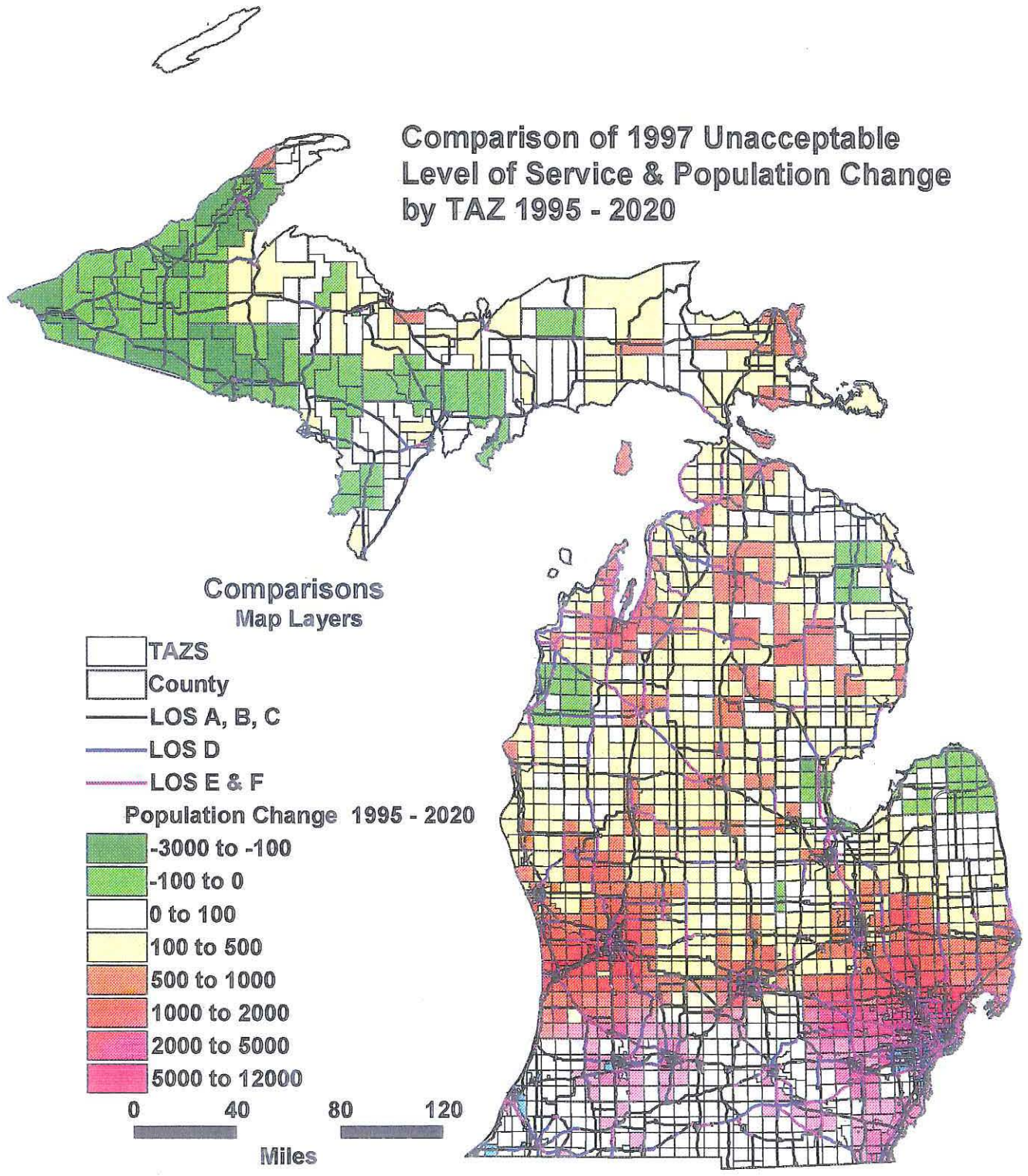
Figure 5
Changes in Vehicle Miles Traveled and Lane Miles
on Michigan's Rural Freeway System, 1986 to 1997



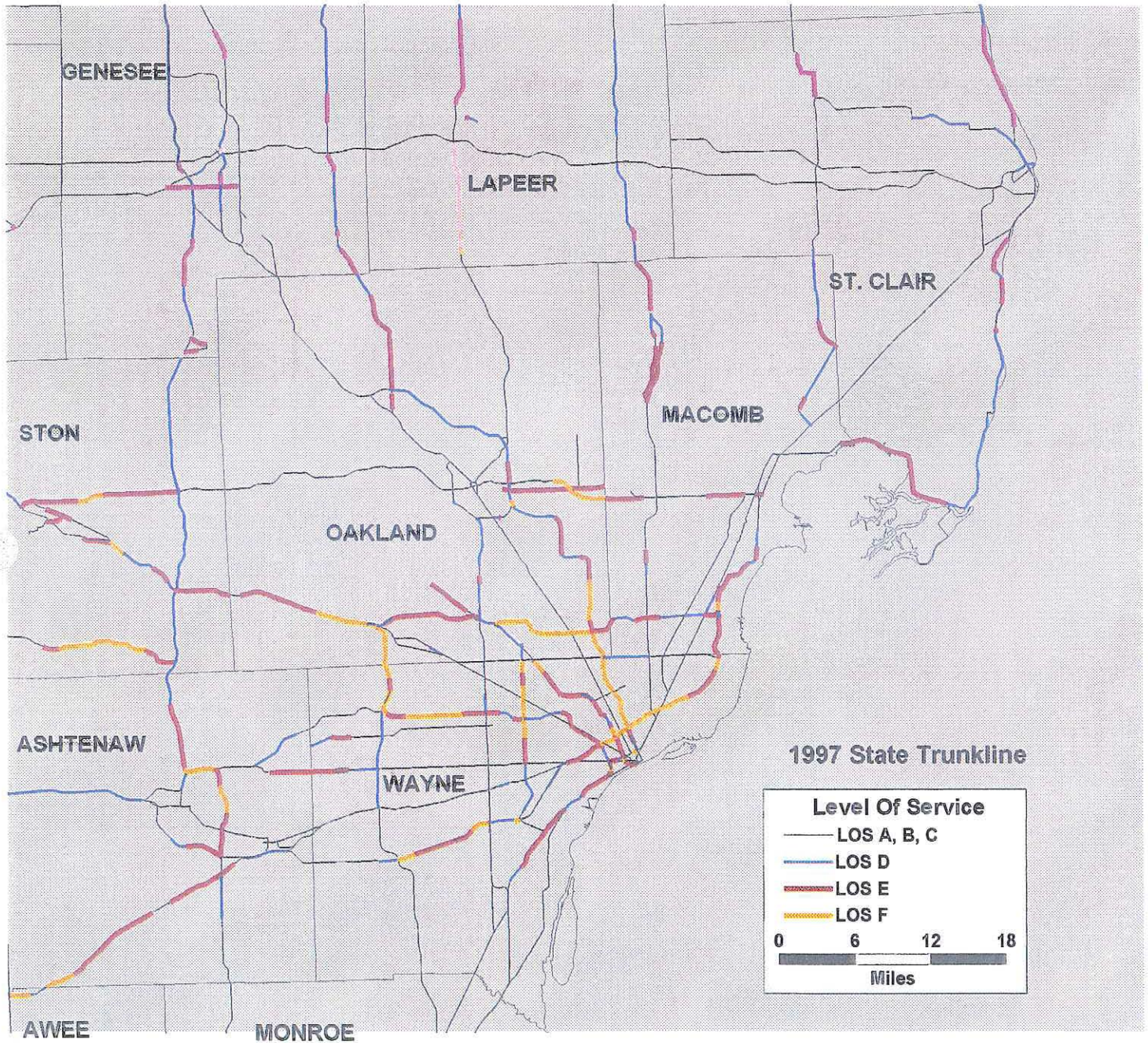
1997 State Trunkline



Source: Transportation Management Systems

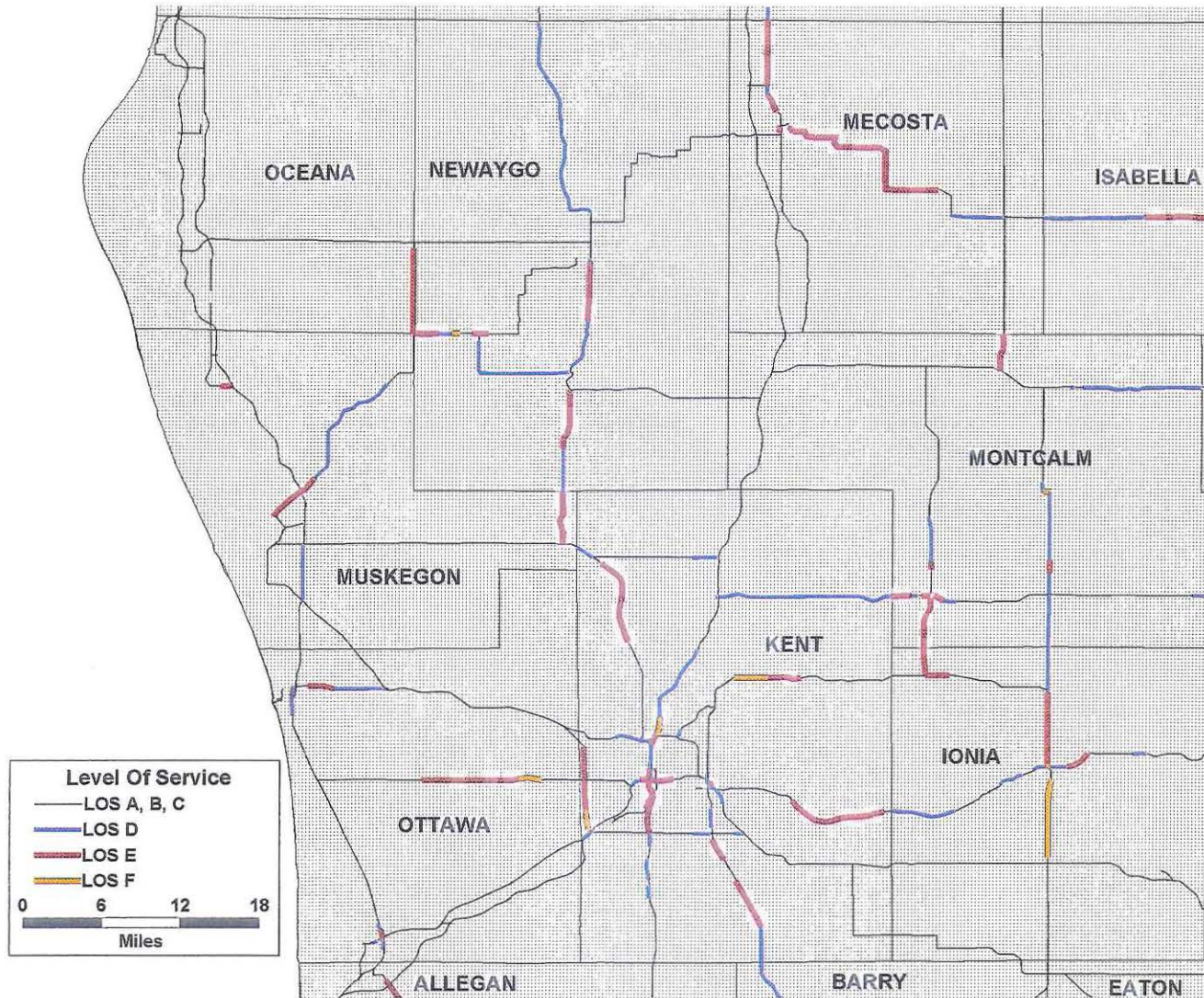


Metro Region and Surrounding Counties



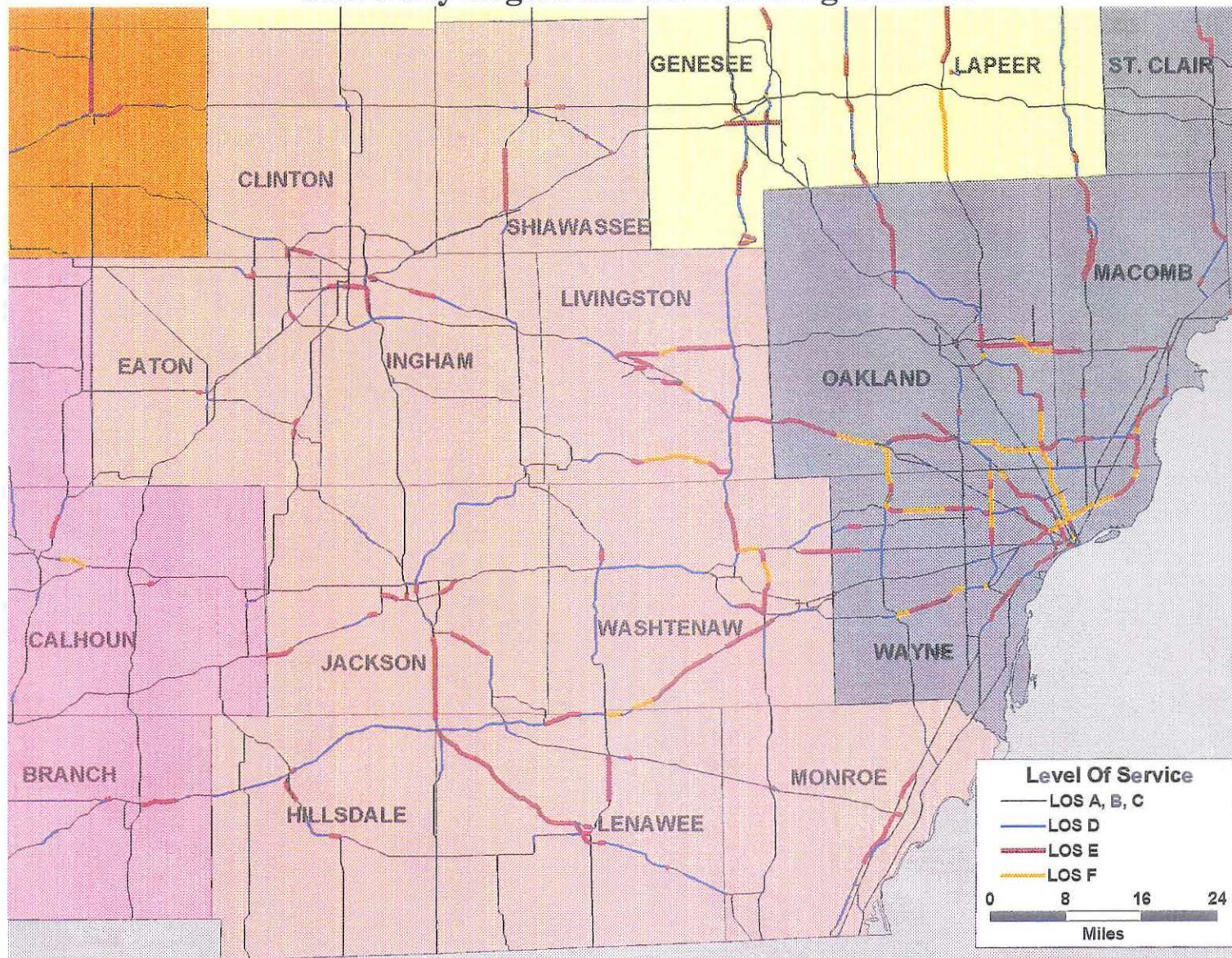
Source: Transportation Management Systems

Grand Region and Surrounding Counties



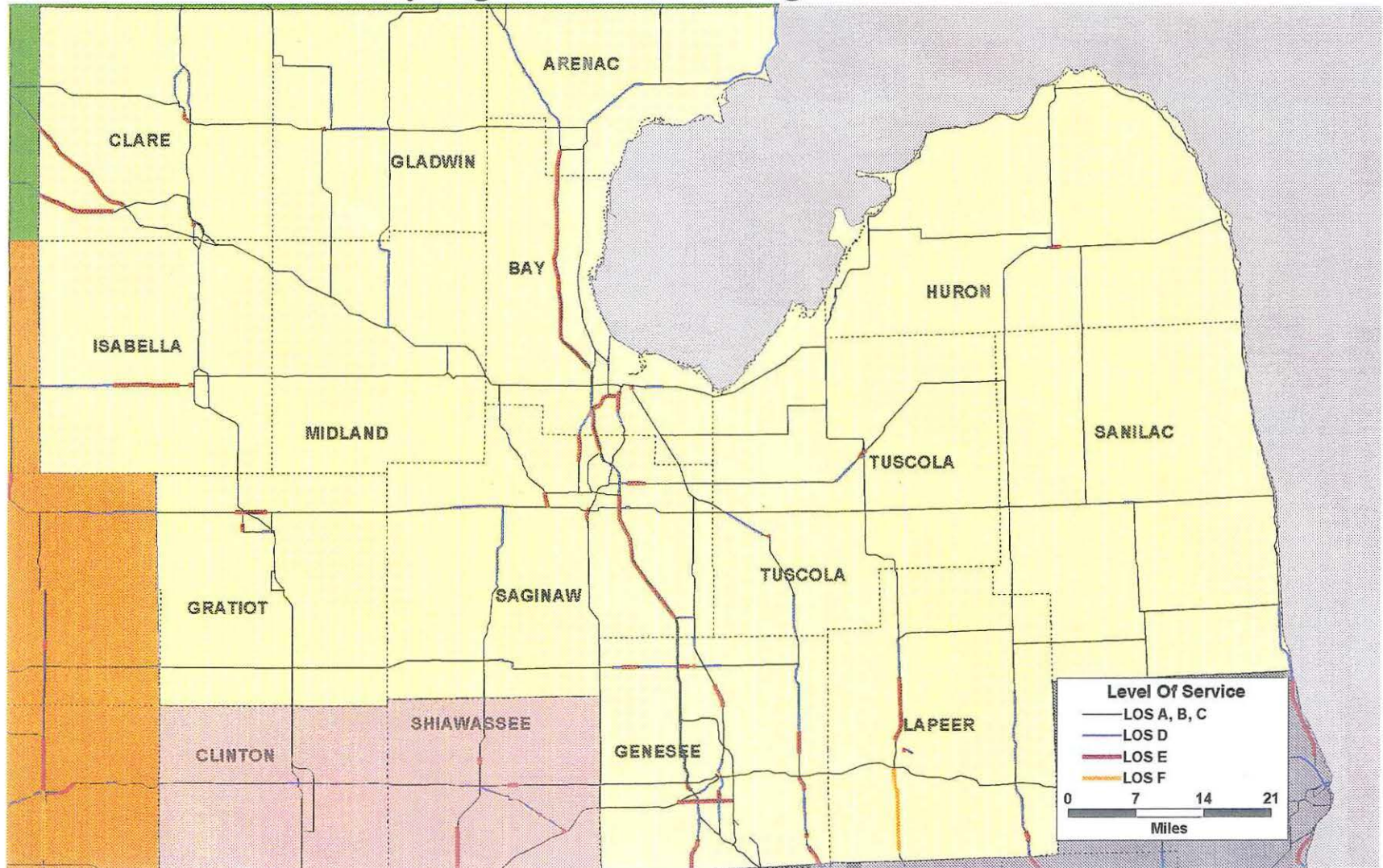
Source: Transportation Management Systems

University Region and Surrounding Counties



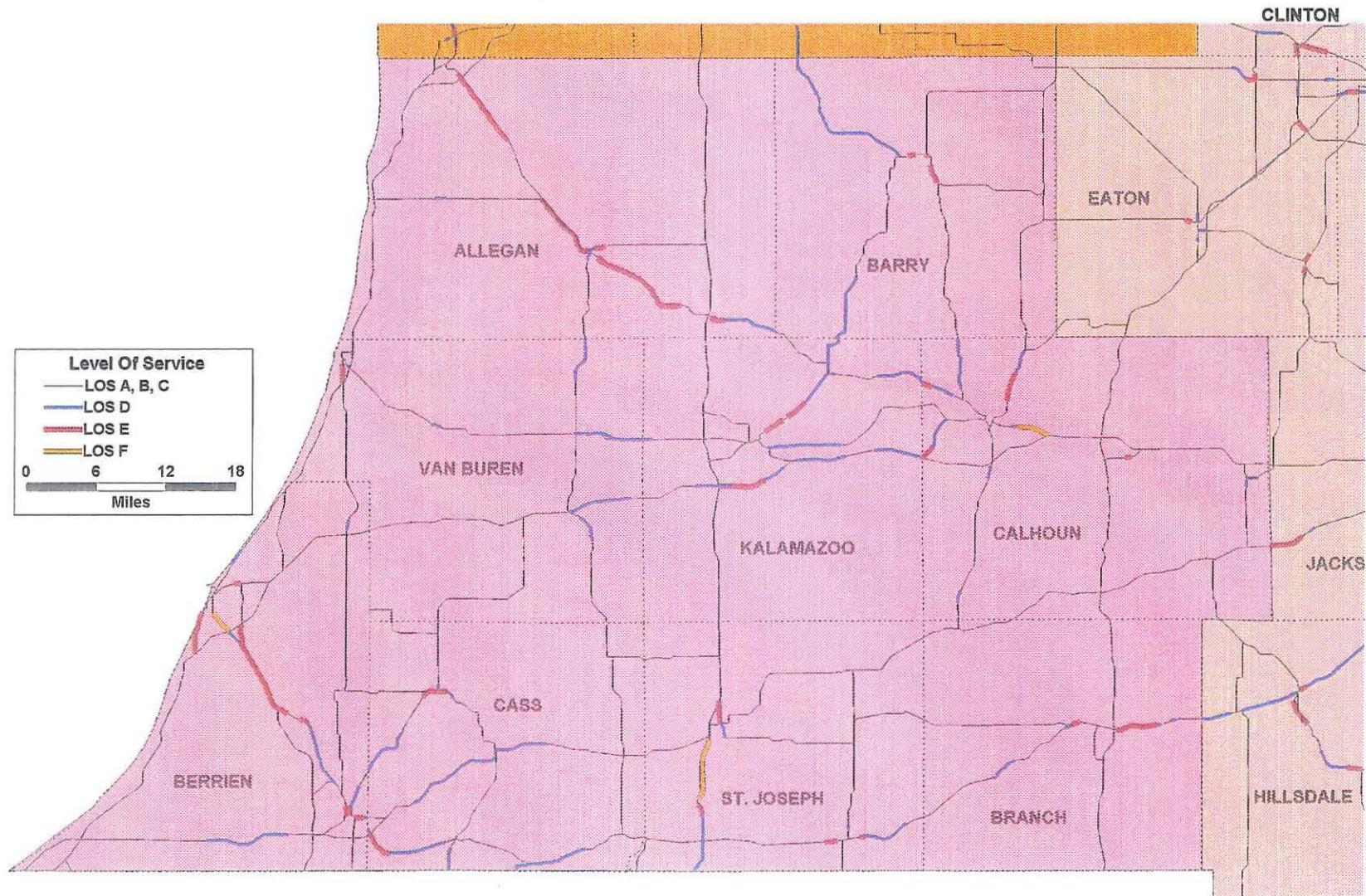
Source: Transportation Management Systems

Bay Region and Surrounding Counties

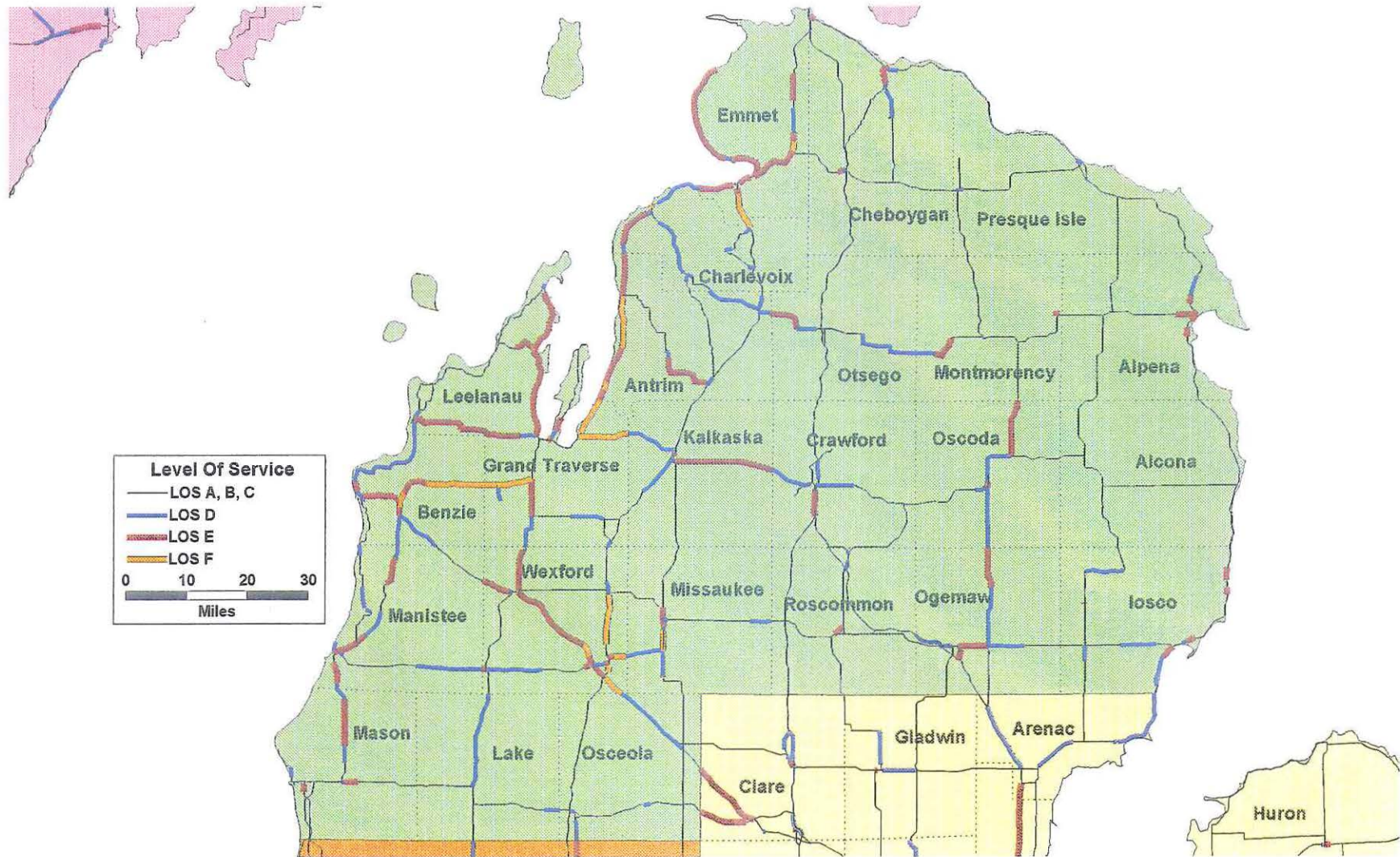


Source: Transportation Management Systems

Southwest Region and Surrounding Counties

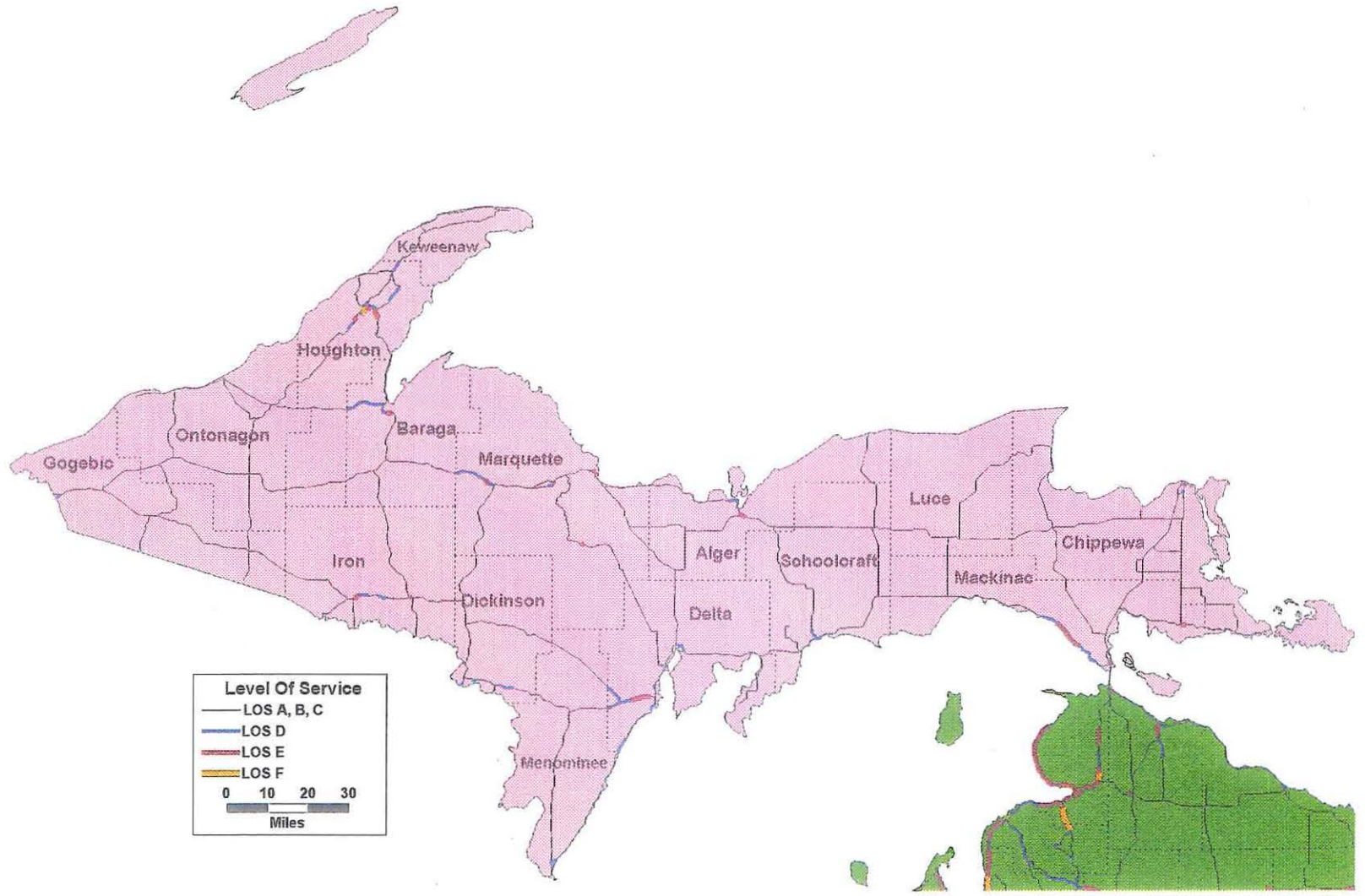


North Region and Surrounding Counties



Source: Transportation Management Systems

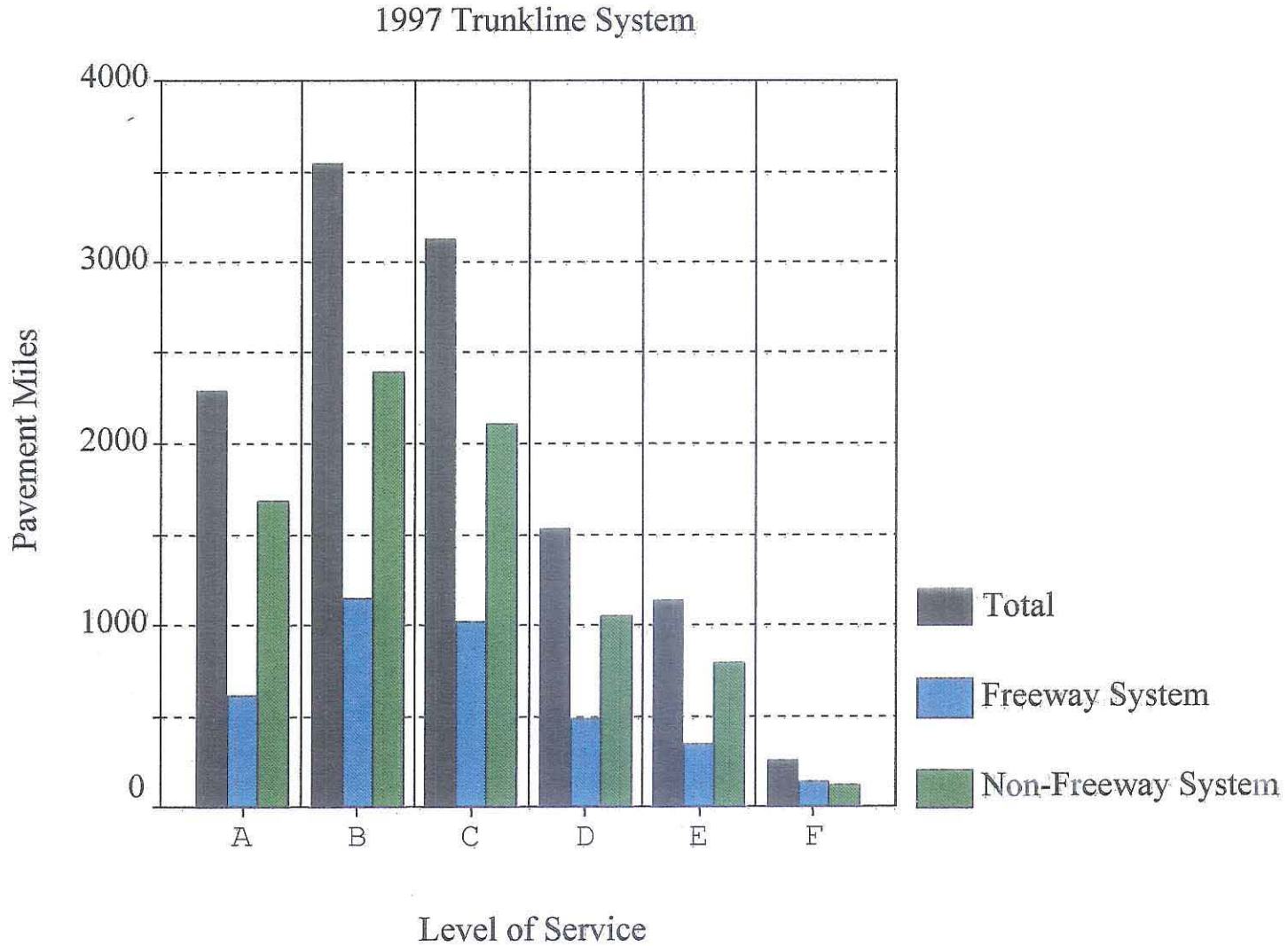
Superior Region and Surrounding Counties



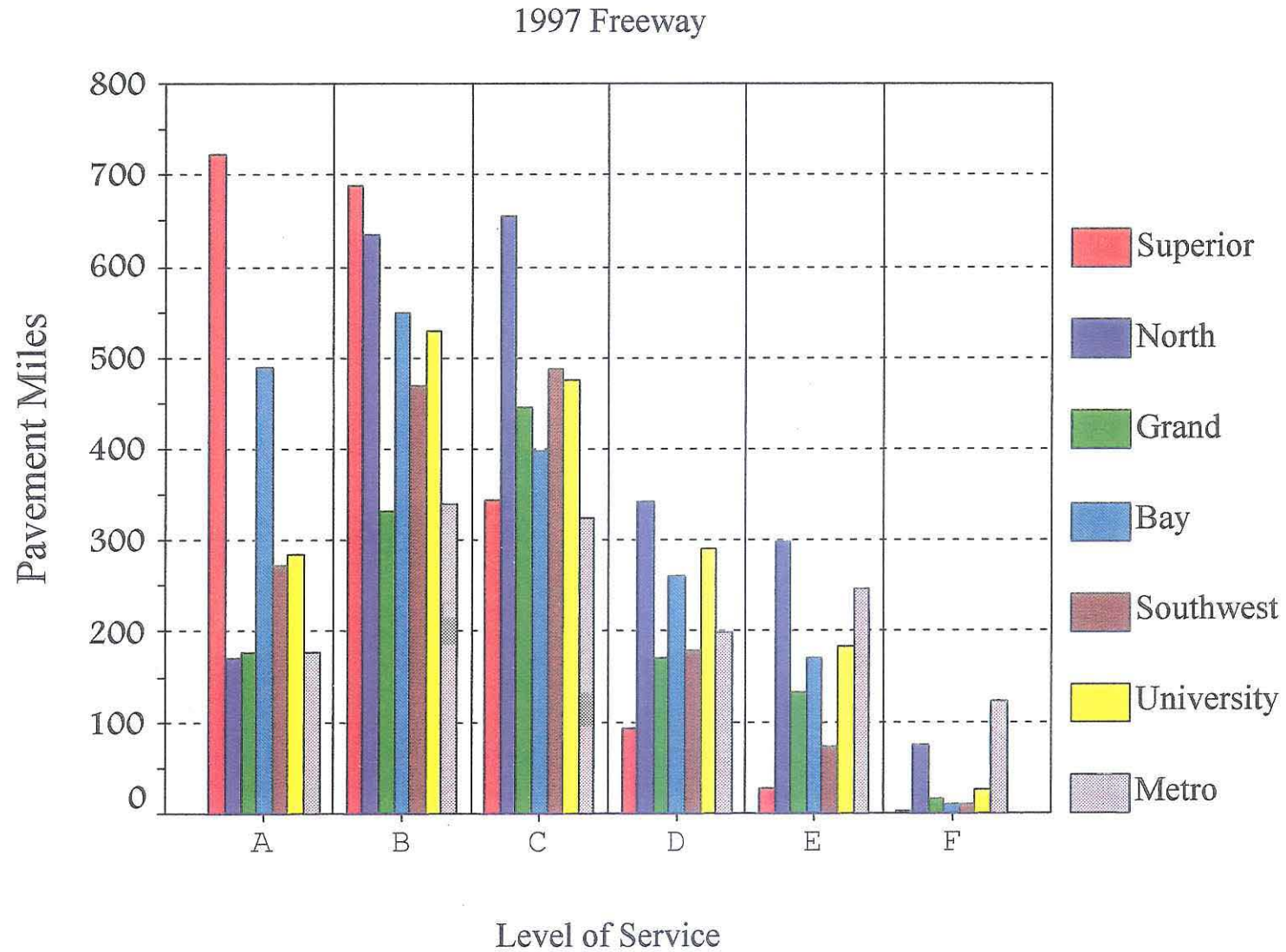
Source: Transportation Management Systems

1997 State Trunkline

Region	Level of Service	Total Trunkline System		Freeway System		Non-Freeway System	
		Pavement Miles	Percent within Region	Pavement Miles	Percent within Region	Pavement Miles	Percent within Region
Superior	A	722.354	38.4%	96.845	86.2%	625.509	35.4%
	B	688.700	36.6%	15.465	13.8%	673.235	38.1%
	C	343.766	18.3%			343.766	19.5%
	D	93.974	5.0%			93.974	5.3%
	E	28.762	1.5%			28.762	1.6%
	F	1.869	.1%			1.869	.1%
	Total	1,879.425	100.0%	112.310	100.0%	1,767.115	100.0%
North	A	171.857	7.9%	26.004	6.3%	145.853	8.3%
	B	635.797	29.2%	269.962	65.2%	365.835	20.7%
	C	654.186	30.0%	99.455	24.0%	554.731	31.4%
	D	342.560	15.7%	11.458	2.8%	331.102	18.8%
	E	298.996	13.7%	7.364	1.8%	291.632	16.5%
	F	75.170	3.5%			75.170	4.3%
	Total	2,178.566	100.0%	414.243	100.0%	1,764.323	100.0%
Grand	A	178.103	13.9%	71.381	14.7%	106.722	13.5%
	B	333.084	26.0%	134.609	27.6%	198.475	25.1%
	C	446.075	34.9%	217.021	44.6%	229.054	28.9%
	D	171.647	13.4%	43.300	8.9%	128.347	16.2%
	E	133.460	10.4%	17.992	3.7%	115.468	14.6%
	F	16.324	1.3%	2.837	.6%	13.487	1.7%
	Total	1,278.693	100.0%	487.140	100.0%	791.553	100.0%
Bay	A	489.766	26.1%	169.989	26.2%	319.777	26.0%
	B	549.883	29.3%	154.368	23.8%	395.515	32.1%
	C	398.359	21.2%	108.706	16.8%	289.653	23.5%
	D	260.305	13.9%	118.641	18.3%	141.664	11.5%
	E	170.511	9.1%	94.787	14.6%	75.724	6.2%
	F	10.095	.5%	1.428	.2%	8.667	.7%
	Total	1,878.919	100.0%	647.919	100.0%	1,231.000	100.0%
Southwest	A	272.349	18.2%	95.785	16.4%	176.564	19.4%
	B	470.389	31.5%	247.133	42.4%	223.256	24.5%
	C	486.621	32.6%	195.096	33.5%	291.525	32.0%
	D	178.759	12.0%	37.383	6.4%	141.376	15.5%
	E	74.483	5.0%	7.066	1.2%	67.417	7.4%
	F	10.365	.7%			10.365	1.1%
	Total	1,492.966	100.0%	582.463	100.0%	910.503	100.0%
University	A	283.910	15.9%	84.192	10.7%	199.718	20.0%
	B	529.407	29.6%	231.460	29.3%	297.947	29.8%
	C	476.300	26.6%	250.985	31.8%	225.315	22.6%
	D	289.677	16.2%	154.998	19.6%	134.679	13.5%
	E	183.788	10.3%	56.461	7.1%	127.327	12.8%
	F	25.169	1.4%	11.630	1.5%	13.539	1.4%
	Total	1,788.251	100.0%	789.726	100.0%	998.525	100.0%
Metro	A	177.781	12.6%	72.938	10.0%	104.843	15.3%
	B	340.042	24.1%	94.742	13.0%	245.300	35.8%
	C	325.035	23.0%	148.928	20.5%	176.107	25.7%
	D	199.667	14.1%	123.812	17.0%	75.855	11.1%
	E	246.896	17.5%	164.729	22.6%	82.167	12.0%
	F	122.554	8.7%	122.554	16.8%		
	Total	1,411.975	100.0%	727.703	100.0%	684.272	100.0%
System Totals	A	2,296.120	19.28%	617.134	16.41%	1,678.986	20.61%
	B	3,547.302	29.79%	1,147.739	30.51%	2,399.563	29.45%
	C	3,130.342	26.29%	1,020.191	27.12%	2,110.151	25.90%
	D	1,536.589	12.90%	489.592	13.02%	1,046.997	12.85%
	E	1,136.896	9.55%	348.399	9.26%	788.497	9.68%
	F	261.546	2.20%	138.449	3.68%	123.097	1.51%
	Total	11,908.795	100%	3,761.504	100%	8,147.291	100%

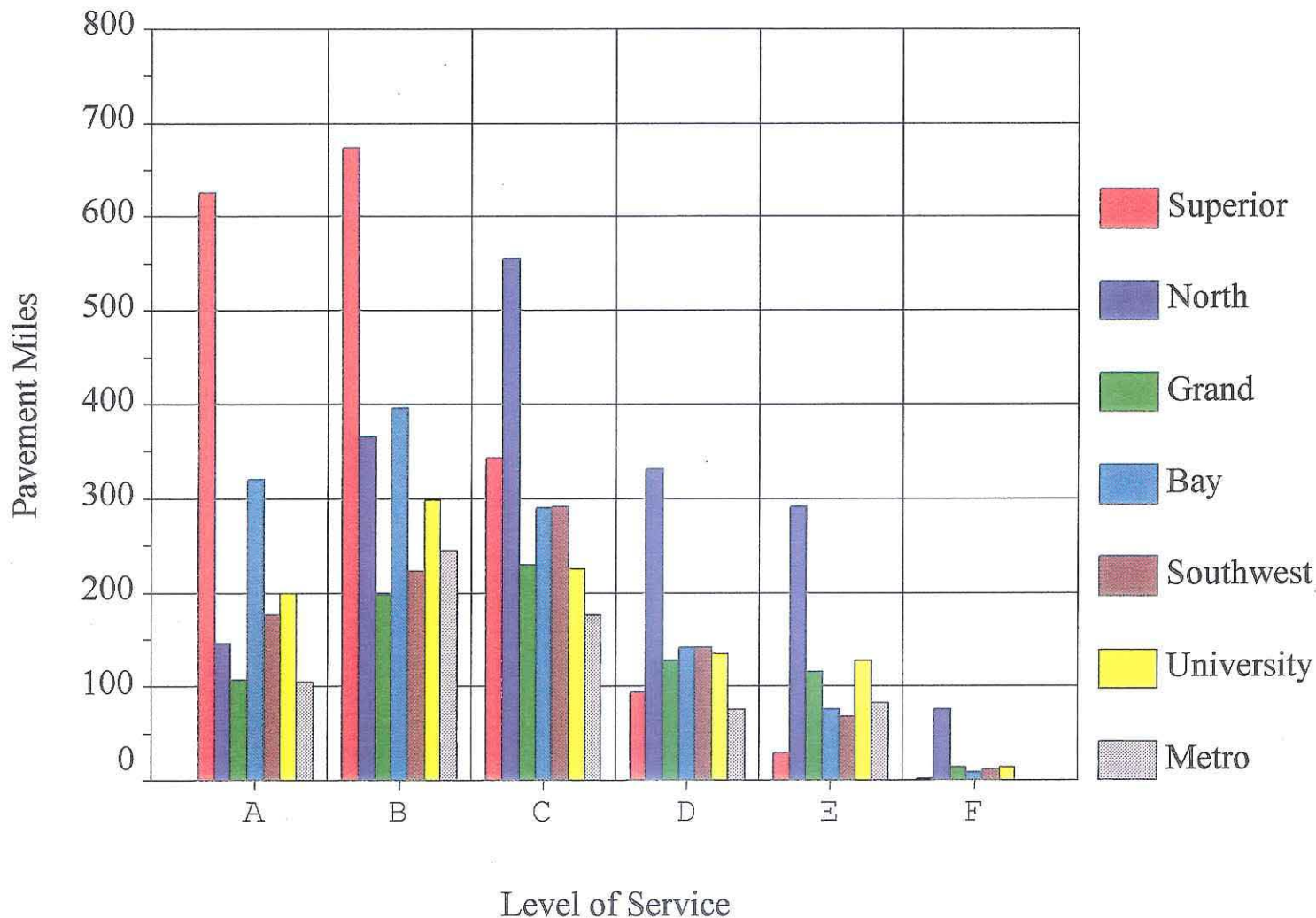


Source: Transportation Management System



Source: Transportation Management Systems

1997 Non-Freeway System

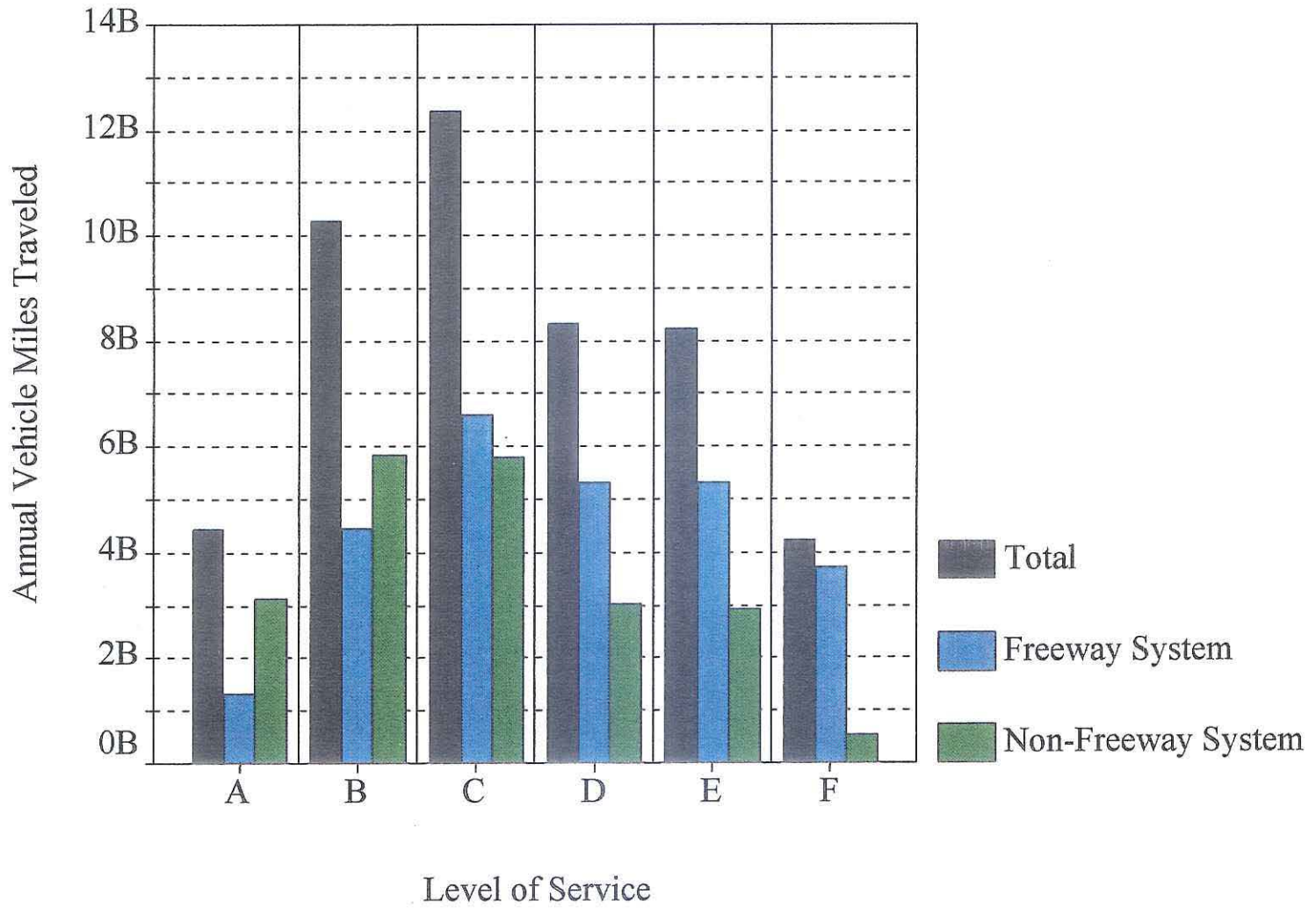


Source: Transportation Management System

1997 State Trunkline --Annual Vehicle Miles Traveled

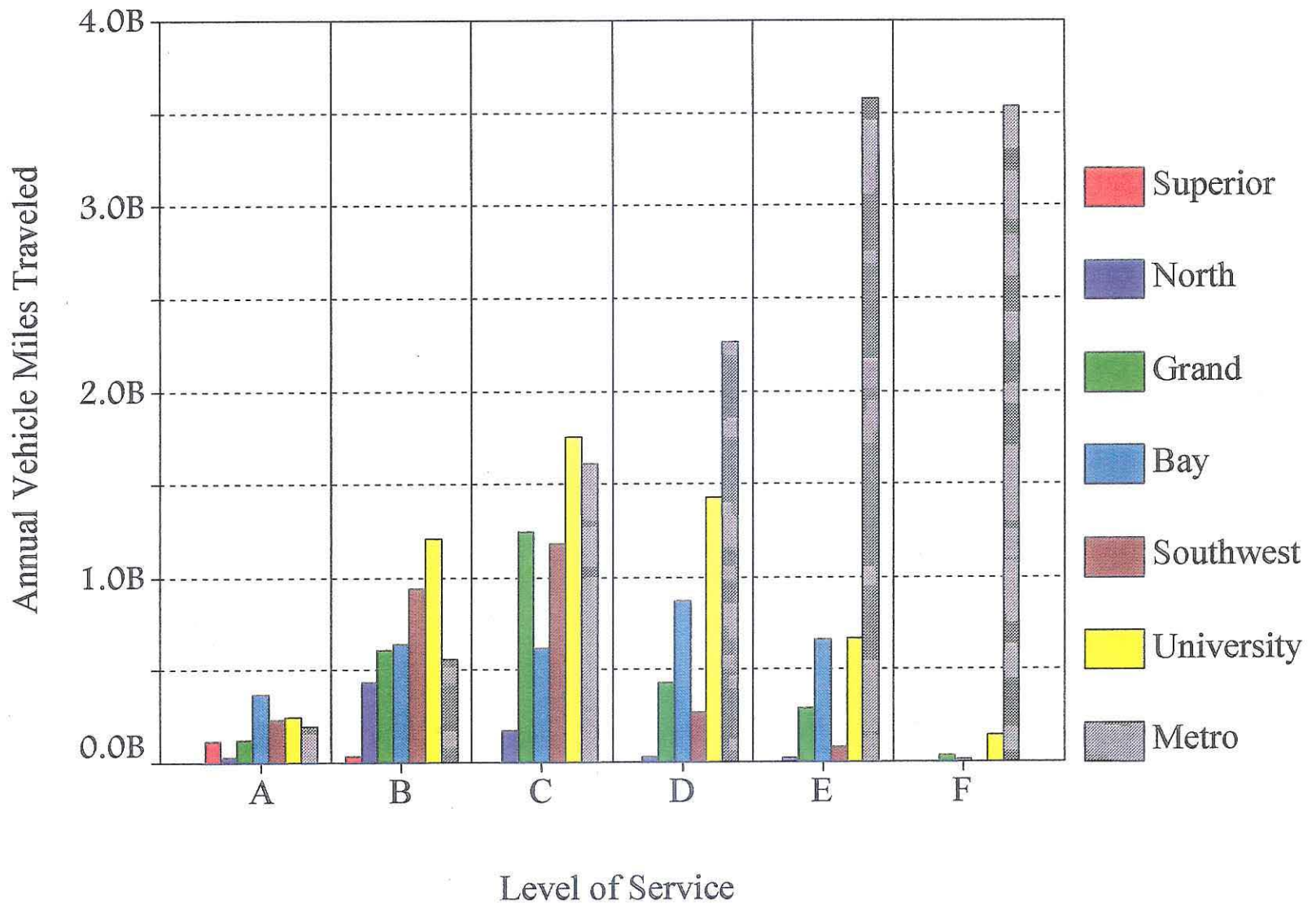
Region	Level of Service	Total Trunkline System		Freeway System		Non-Freeway System	
		Annual VMT	Percent within Region	Annual VMT	Percent within Region	Annual VMT	Percent within Region
Superior	A	657,215,401	30.6%	113,210,590	76.5%	544,004,811	27.2%
	B	700,095,933	32.5%	34,681,388	23.5%	665,414,546	33.2%
	C	499,793,350	23.2%			499,793,350	25.0%
	D	202,821,047	9.4%			202,821,047	10.1%
	E	80,239,410	3.7%			80,239,410	4.0%
	F	10,862,765	.5%			10,862,765	.5%
	Total	2,151,027,906	100.0%	147,891,978	100.0%	2,003,135,929	100.0%
North	A	200,055,693	5.4%	30,876,007	4.5%	169,179,686	5.6%
	B	891,116,785	23.9%	436,025,587	63.1%	455,091,198	15.0%
	C	1,046,401,060	28.1%	173,953,379	25.2%	872,447,681	28.8%
	D	599,135,309	16.1%	26,557,218	3.8%	572,578,092	18.9%
	E	739,143,104	19.9%	24,022,840	3.5%	715,120,264	23.6%
	F	246,199,107	6.6%			246,199,107	8.1%
	Total	3,722,051,058	100.0%	691,435,031	100.0%	3,030,616,028	100.0%
Grand	A	421,749,744	8.1%	127,169,778	4.6%	294,579,966	12.0%
	B	1,200,462,963	23.0%	612,891,028	22.3%	587,591,936	23.9%
	C	1,883,205,784	36.2%	1,245,623,309	45.4%	637,582,475	25.9%
	D	855,027,210	16.4%	433,473,818	15.8%	421,553,392	17.1%
	E	744,235,767	14.3%	292,785,845	10.7%	451,449,922	18.3%
	F	103,687,813	2.0%	33,653,913	1.2%	70,033,901	2.8%
	Total	5,208,389,280	100.0%	2,745,597,689	100.0%	2,462,791,590	100.0%
Bay	A	1,119,447,284	17.8%	368,277,700	11.6%	751,169,584	24.1%
	B	1,471,252,257	23.4%	641,588,897	20.2%	829,663,360	26.7%
	C	1,306,076,653	20.7%	622,451,035	19.5%	683,625,619	22.0%
	D	1,355,863,164	21.5%	875,532,253	27.5%	480,330,912	15.4%
	E	962,513,067	15.3%	659,634,023	20.7%	302,879,044	9.7%
	F	79,792,650	1.3%	16,523,550	.5%	63,269,100	2.0%
	Total	6,294,945,074	100.0%	3,184,007,457	100.0%	3,110,937,617	100.0%
Southwest	A	679,972,115	13.7%	230,111,275	8.5%	449,860,839	20.0%
	B	1,425,774,169	28.8%	937,502,865	34.8%	488,271,304	21.7%
	C	1,756,886,985	35.5%	1,177,746,230	43.7%	579,140,755	25.7%
	D	665,839,023	13.5%	268,128,270	10.0%	397,710,753	17.6%
	E	368,383,404	7.4%	79,377,645	2.9%	289,005,759	12.8%
	F	50,336,420	1.0%			50,336,420	2.2%
	Total	4,947,192,115	100.0%	2,692,866,285	100.0%	2,254,325,830	100.0%
University	A	756,346,532	8.9%	250,190,710	4.6%	506,155,822	16.5%
	B	2,104,791,006	24.7%	1,209,665,845	22.2%	895,125,161	29.2%
	C	2,404,740,268	28.2%	1,758,551,568	32.2%	646,188,700	21.1%
	D	1,819,397,469	21.4%	1,429,226,485	26.2%	390,170,984	12.7%
	E	1,228,350,159	14.4%	669,494,863	12.3%	558,855,296	18.3%
	F	206,477,580	2.4%	142,676,310	2.6%	63,801,270	2.1%
	Total	8,520,103,013	100.0%	5,459,805,780	100.0%	3,060,297,233	100.0%
Metro	A	612,020,065	3.6%	197,210,778	1.7%	414,809,287	7.8%
	B	2,476,572,596	14.5%	560,479,948	4.8%	1,916,092,649	36.1%
	C	3,486,268,957	20.4%	1,606,835,850	13.7%	1,879,433,107	35.4%
	D	2,842,013,151	16.7%	2,268,286,843	19.3%	573,726,309	10.8%
	E	4,096,401,643	24.0%	3,577,768,508	30.5%	518,633,136	9.8%
	F	3,536,420,760	20.7%	3,536,420,760	30.1%		
	Total	17,049,697,172	100.0%	11,747,002,685	100.0%	5,302,694,487	100.0%
System Totals	A	4,446,806,833	9.3%	1,317,046,838	4.9%	3,129,759,996	14.7%
	B	10,270,085,709	21.4%	4,432,835,557	16.6%	5,837,250,152	27.5%
	C	12,383,373,057	25.9%	6,585,161,370	24.7%	5,798,211,687	27.3%
	D	8,340,096,372	17.4%	5,301,204,865	19.9%	3,038,891,486	14.3%
	E	8,219,266,553	17.2%	5,303,083,722	19.9%	2,916,182,830	13.7%
	F	4,233,777,094	8.8%	3,729,274,532	14.0%	504,502,562	2.4%
	Total	47,893,405,617	100.0%	26,668,606,904	100.0%	21,224,798,713	100.0%

1997 Trunkline System



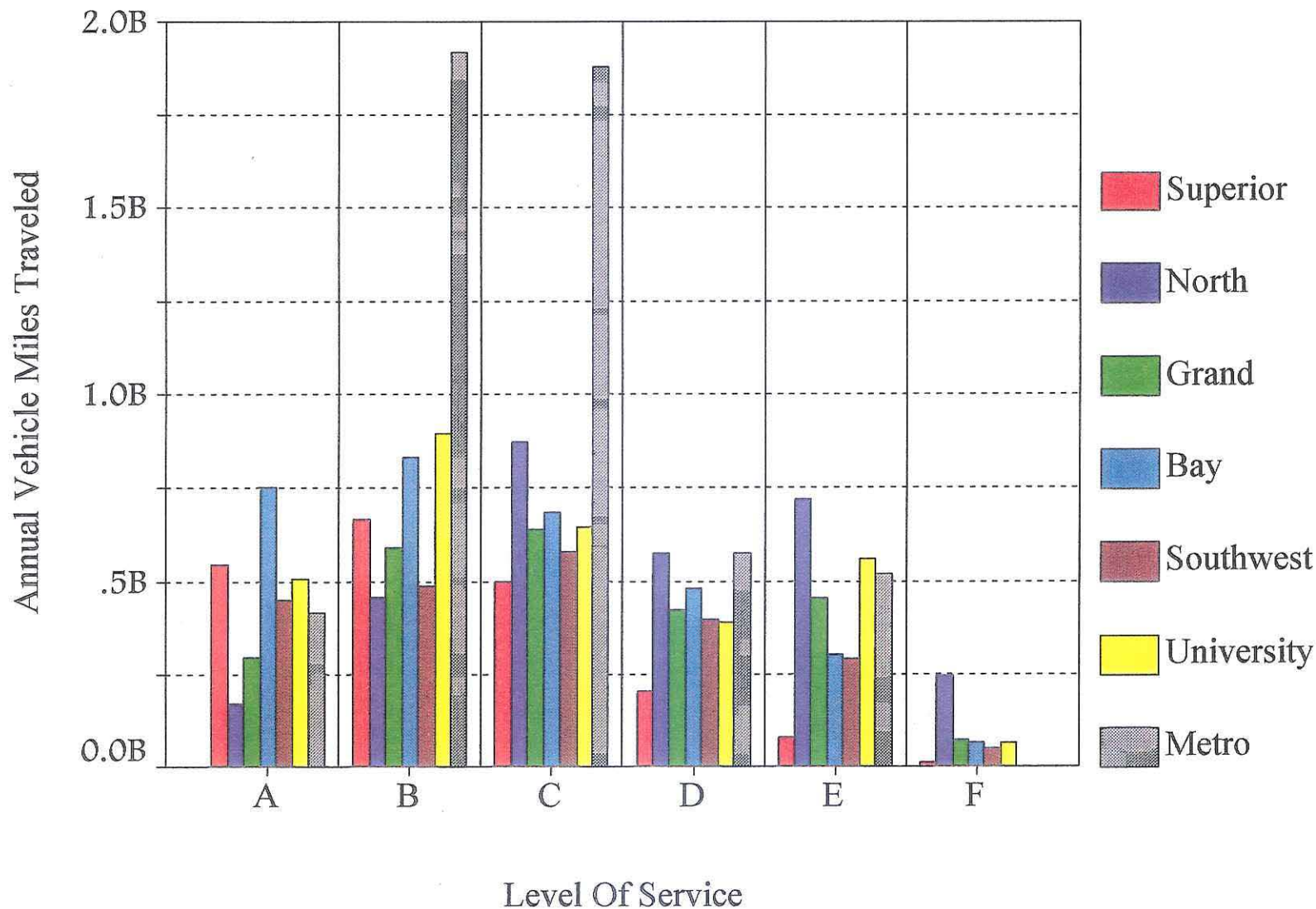
Source: Transportation Management System

1997 Freeway System



Source: Transportation Management System

1997 Non-Freeway System

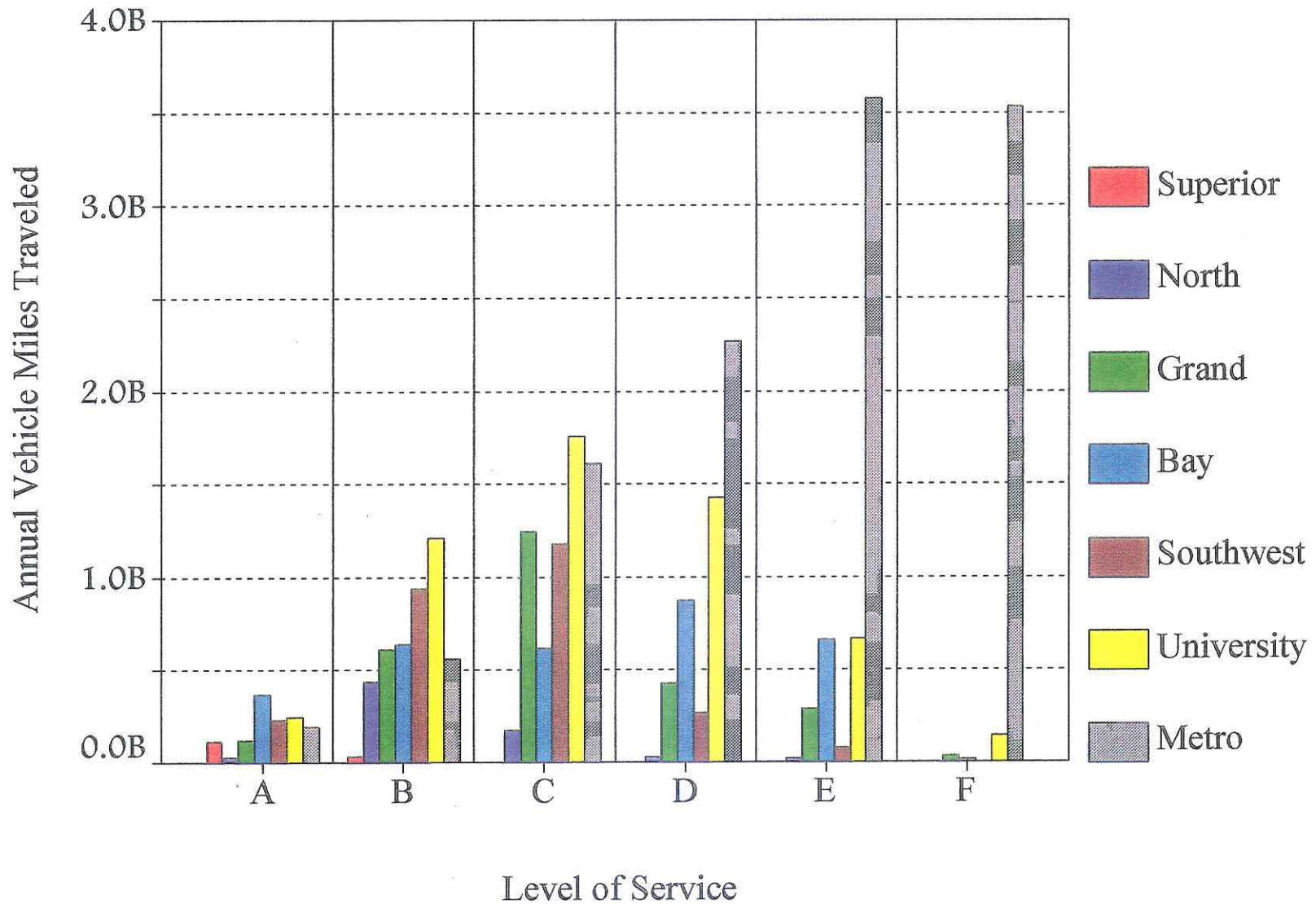


Source: Transportation Management System

1997 Annual Vehicle Miles Traveled

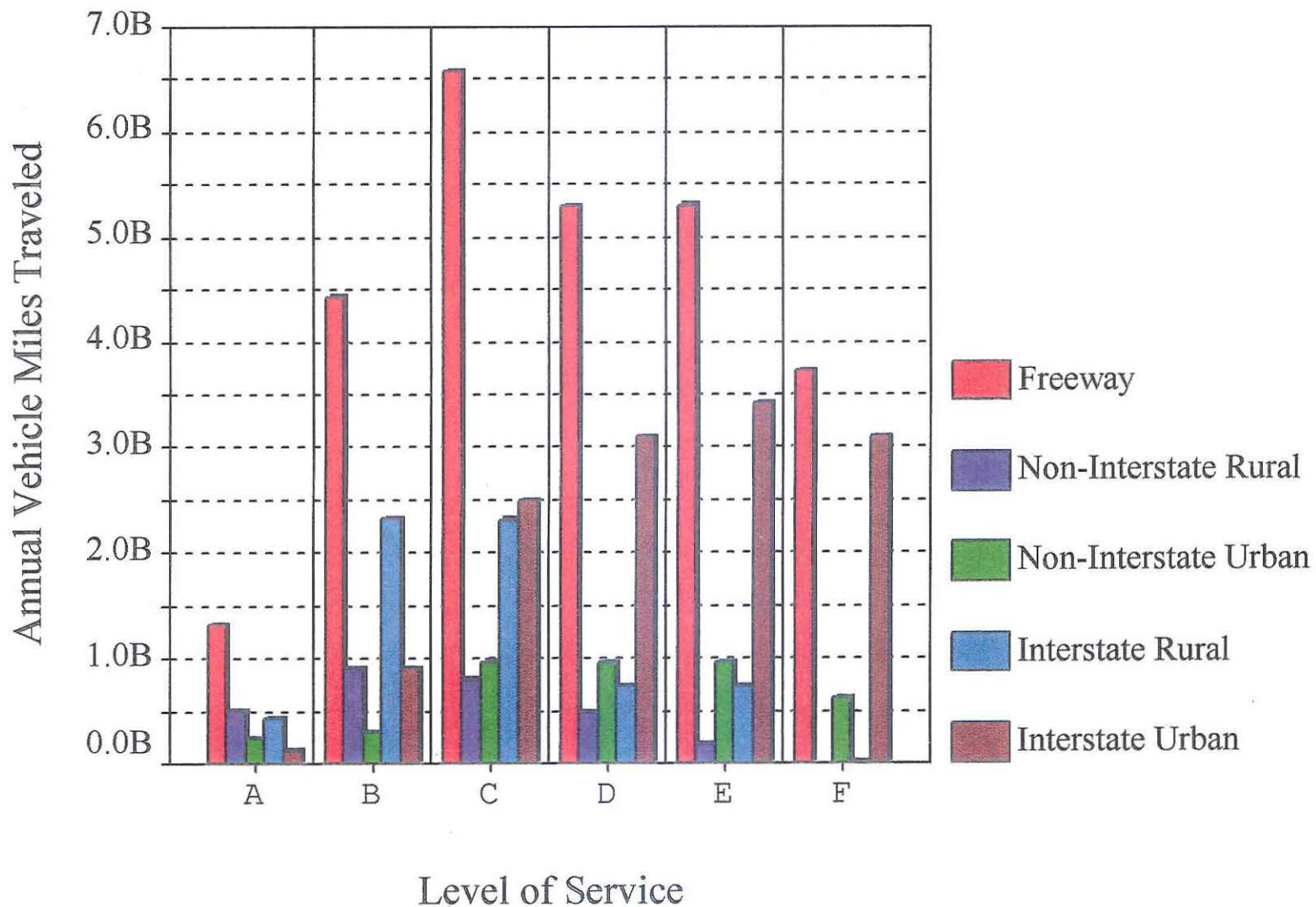
Region	Level of Service	Freeway System		Interstate Rural		Interstate Urban		Non-Interstate Freeway Rural		Non-Interstate Urban	
		Annual Vehicle Miles Traveled	Percent of Annual Vehicle Miles Traveled	Annual Vehicle Miles Traveled	Percent of Annual Vehicle Miles Traveled	Annual Vehicle Miles Traveled	Percent of Annual Vehicle Miles Traveled	Annual Vehicle Miles Traveled	Percent of Annual Vehicle Miles Traveled	Annual Vehicle Miles Traveled	Percent of Annual Vehicle Miles Traveled
Superior	A	113,210,590	.4%	99,889,090	1.5%	13,541,500	.1%				
	B	34,881,358	.1%	34,881,358	.5%						
	Total	147,891,978	.6%	134,350,478	2.0%	13,541,500	.1%				
North	A	30,876,007	.1%	11,534,767	.2%			19,341,241	.7%		
	B	436,025,587	1.6%	284,061,111	4.0%			171,964,476	6.0%		
	C	173,953,379	.7%	156,165,287	2.4%			17,788,093	.6%		
	D	26,557,217	.1%	25,381,370	.4%			1,175,848	.0%		
	E	24,022,840	.1%	24,022,840	.4%						
	Total	691,435,031	2.6%	481,165,374	7.3%			210,269,656	7.3%		
Grand	A	127,169,778	.5%					127,169,778	4.4%		
	B	612,891,027	2.3%	194,283,285	3.0%	176,266,613	1.3%	203,627,285	7.0%	38,681,825	1.0%
	C	1,245,623,309	4.7%	486,160,655	7.4%	336,606,656	2.6%	243,526,029	8.4%	179,329,975	4.4%
	D	433,473,818	1.6%			173,482,855	1.3%			259,980,923	6.4%
	E	292,785,845	1.1%			106,355,155	.8%			187,429,690	4.6%
	F	33,653,913	.1%							33,653,913	.8%
	Total	2,745,587,688	10.3%	680,443,950	10.4%	791,744,313	6.0%	574,323,102	19.9%	699,086,325	17.2%
Bay	A	368,277,700	1.4%	77,317,950	1.2%	13,602,090	.1%	159,203,711	5.5%	118,153,949	2.9%
	B	641,588,897	2.4%	121,955,625	1.9%	207,174,365	1.6%	271,277,052	9.4%	41,181,855	1.0%
	C	622,451,034	2.3%	85,465,480	1.3%	442,216,115	3.4%	83,580,190	2.8%	31,188,250	.8%
	D	875,632,253	3.3%	207,281,053	3.2%	523,337,730	4.0%	39,659,988	1.4%	105,273,483	2.6%
	E	699,634,023	2.6%	433,440,603	6.6%	143,017,220	1.1%	83,176,200	2.9%		
	F	16,523,550	.1%	5,732,325	.1%	10,791,225	.1%				
	Total	3,184,007,457	11.9%	931,173,035	14.2%	1,340,138,745	10.2%	618,897,140	21.4%	295,798,537	7.3%
Southwest	A	230,111,275	.9%	114,414,725	1.7%	31,792,413	.2%	64,700,758	2.2%	19,203,380	.5%
	B	937,562,885	3.5%	742,271,848	11.3%	65,052,308	.5%	104,292,910	3.6%	25,885,800	.6%
	C	1,177,746,230	4.4%	506,632,410	7.7%	338,982,070	2.6%	219,035,770	7.6%	113,095,980	2.8%
	D	268,128,270	1.0%	155,913,400	2.4%	112,214,870	.9%				
	E	79,377,645	.3%			79,377,645	.6%				
	Total	2,692,866,285	10.1%	1,519,232,362	23.1%	627,419,305	4.8%	368,029,438	13.4%	158,185,160	3.9%
University	A	250,190,710	.9%	29,635,080	.5%	23,280,795	.2%	136,234,060	4.7%	61,040,775	1.5%
	B	1,209,665,845	4.5%	694,785,530	10.6%	286,776,120	2.2%	151,535,590	5.2%	76,568,605	1.9%
	C	1,758,551,567	6.6%	848,677,012	12.8%	539,263,593	4.1%	256,887,000	8.9%	113,723,963	2.8%
	D	1,429,226,485	5.4%	349,230,540	5.3%	399,547,980	3.0%	482,838,710	15.7%	227,609,255	5.6%
	E	689,494,862	2.5%	96,739,600	1.5%	338,087,198	2.6%	101,892,285	3.3%	132,985,780	3.3%
	F	142,876,310	.5%	14,012,350	.2%					128,663,960	3.2%
	Total	5,459,805,780	20.5%	2,033,080,113	30.9%	1,586,935,685	12.1%	1,099,187,645	38.1%	740,602,338	18.2%
Metro	A	197,210,777	.7%	106,448,478	1.6%	40,732,905	.3%			50,029,485	1.2%
	B	560,479,947	2.1%	267,723,485	4.1%	170,176,688	1.3%			122,378,775	3.0%
	C	1,606,835,850	6.0%	230,599,335	3.5%	841,990,395	6.4%			534,248,120	13.1%
	D	2,288,288,843	8.5%			1,893,749,027	14.4%			374,537,815	8.2%
	E	3,577,768,507	13.4%	187,510,000	2.9%	2,753,451,960	20.9%			636,706,548	15.7%
	F	3,536,420,760	13.3%			3,083,749,403	23.6%			452,671,358	11.1%
	Total	11,747,002,685	44.0%	792,391,238	12.1%	6,783,850,378	66.8%			2,170,771,070	53.4%
Total	A	1,317,048,838	4.9%	439,020,028	6.7%	122,949,703	.9%	506,649,547	17.5%	248,427,559	6.1%
	B	4,432,835,557	16.6%	2,318,762,281	35.3%	905,468,053	6.9%	902,897,323	31.2%	304,907,880	7.5%
	C	6,585,161,370	24.7%	2,313,760,179	35.2%	2,499,058,823	19.0%	600,817,081	27.7%	971,585,287	23.9%
	D	5,301,204,885	19.9%	737,886,363	11.2%	3,102,342,503	23.6%	493,674,545	17.1%	987,401,475	23.8%
	E	5,303,083,722	19.9%	741,813,042	11.3%	3,419,270,178	26.0%	184,868,485	6.4%	957,132,017	23.5%
	F	3,729,274,532	14.0%	19,744,675	.3%	3,094,540,628	23.5%			614,989,230	15.1%
	Total	26,668,805,304	100.0%	6,571,826,370	100.0%	13,143,628,925	100.0%	2,888,708,381	100.0%	4,064,443,429	100.0%

1997 Freeway System



Source: Transportation Management System

1997 Freeway



Source: Transportation Management System

1997 State Trunkline Summary

COUNTY	Level of Service	Lane Miles		Pavement Miles		Annual Vehicle Miles Traveled	
			Percent of State Total		Percent of State Total		Percent of State Total
Alcona	A	9.972	.04%	2.493	.02%	3,815,126	.01%
	B	129.496	.48%	64.748	.54%	34,925,003	.07%
	C	27.930	.10%	13.965	.12%	14,370,415	.03%
	Total	167.398	.62%	81.206	.68%	53,110,544	.11%
Alger	A	105.368	.39%	50.970	.43%	28,762,686	.06%
	B	70.858	.26%	35.429	.30%	36,468,318	.08%
	C	27.930	.10%	13.965	.12%	18,247,080	.04%
	D	6.292	.02%	3.146	.03%	5,741,450	.01%
	E	3.876	.01%	1.938	.02%	4,173,483	.01%
	Total	214.324	.79%	105.448	.89%	93,393,017	.20%
Allegan	A	48.498	.18%	19.983	.17%	56,276,394	.12%
	B	162.662	.60%	78.625	.66%	290,559,710	.61%
	C	118.982	.44%	59.491	.50%	203,591,817	.43%
	D	13.690	.05%	6.845	.06%	21,247,344	.04%
	E	49.466	.18%	24.646	.21%	90,272,238	.19%
	Total	393.298	1.46%	189.590	1.59%	661,947,502	1.38%
Alpena	A	54.587	.20%	24.557	.21%	27,447,854	.06%
	B	46.720	.17%	23.060	.19%	37,379,431	.08%
	C	31.438	.12%	15.719	.13%	36,991,436	.08%
	D	6.698	.02%	3.349	.03%	10,390,273	.02%
	E	16.334	.06%	8.167	.07%	34,483,302	.07%
	Total	155.777	.58%	74.852	.63%	146,692,296	.31%
Antrim	A	7.240	.03%	3.620	.03%	2,774,730	.01%
	B	1.100	.00%	.550	.00%	782,925	.00%
	C	88.962	.33%	44.481	.37%	51,491,207	.11%
	D	33.840	.13%	16.920	.14%	19,853,810	.04%
	E	49.294	.18%	24.647	.21%	41,798,632	.09%
	F	20.446	.08%	10.223	.09%	23,459,353	.05%
	Total	200.882	.74%	100.441	.84%	140,160,657	.29%
Arenac	A	35.706	.13%	11.375	.10%	31,364,395	.07%
	B	15.784	.06%	7.892	.07%	12,759,451	.03%
	C	45.664	.17%	22.832	.19%	51,008,020	.11%
	D	86.896	.32%	43.448	.36%	125,143,170	.26%
	E	10.460	.04%	5.230	.04%	18,135,025	.04%
	Total	194.510	.72%	90.777	.76%	238,410,061	.50%
Baraga	A	19.112	.07%	9.556	.08%	4,534,322	.01%
	B	65.092	.24%	32.546	.27%	36,825,945	.08%
	C	43.860	.16%	21.930	.18%	27,643,166	.06%
	D	23.630	.09%	11.815	.10%	18,708,185	.04%
	E	2.620	.01%	1.310	.01%	4,112,090	.01%
	Total	154.314	.57%	77.157	.65%	91,823,707	.19%
Barry	A	46.196	.17%	19.106	.16%	29,212,519	.06%
	B	76.022	.28%	38.011	.32%	52,287,163	.11%
	C	58.516	.22%	29.258	.25%	40,993,807	.09%
	D	38.500	.14%	19.250	.16%	52,245,662	.11%
	E	5.098	.02%	2.549	.02%	8,666,852	.02%
	Total	224.332	.83%	108.174	.91%	183,406,003	.38%
Bay	A	178.280	.66%	65.452	.55%	153,594,646	.32%
	B	74.448	.28%	32.001	.27%	166,511,175	.35%
	C	18.691	.07%	8.551	.07%	31,808,655	.07%
	D	29.886	.11%	12.434	.10%	72,534,954	.15%
	E	113.536	.42%	54.154	.45%	252,335,085	.53%
	Total	414.841	1.54%	172.592	1.45%	676,784,515	1.41%

1997 State Trunkline Summary

COUNTY	Level of Service	Lane Miles		Pavement Miles		Annual Vehicle Miles Traveled	
			Percent of State Total		Percent of State Total		Percent of State Total
Benzie	A	1,910	.01%	.955	.01%	627,435	.00%
	B	.970	.00%	.485	.00%	460,265	.00%
	C	17,260	.06%	8,630	.07%	5,191,578	.01%
	D	65,258	.24%	32,629	.27%	31,518,480	.07%
	E	28,660	.11%	14,330	.12%	28,385,831	.06%
	F	24,152	.09%	12,076	.10%	38,517,647	.08%
	Total	138,210	.51%	69,105	.58%	104,701,236	.22%
Berrien	A	182,962	.68%	75,268	.63%	168,153,785	.35%
	B	136,991	.51%	62,921	.53%	191,221,858	.40%
	C	263,299	.97%	97,994	.82%	499,165,423	1.04%
	D	39,088	.14%	19,544	.16%	50,053,618	.10%
	E	32,392	.12%	16,196	.14%	82,905,260	.17%
	F	4,404	.02%	2,202	.02%	12,055,950	.03%
	Total	659,136	2.44%	274,125	2.30%	1,003,555,893	2.10%
Branch	A	104,512	.39%	48,340	.41%	118,580,580	.25%
	B	65,348	.24%	30,560	.26%	75,503,280	.16%
	C	20,016	.07%	10,008	.08%	22,494,111	.05%
	D	7,586	.03%	3,793	.03%	9,339,073	.02%
	E	8,566	.03%	4,283	.04%	21,099,373	.04%
	Total	206,028	.76%	96,984	.81%	247,016,414	.52%
Calhoun	A	93,677	.35%	32,729	.27%	108,597,373	.23%
	B	234,792	.87%	115,826	.97%	404,534,464	.84%
	C	105,658	.39%	52,829	.44%	273,964,839	.57%
	D	35,869	.13%	15,661	.13%	45,319,166	.09%
	E	10,462	.04%	5,231	.04%	21,500,690	.04%
	F	5,812	.02%	2,906	.02%	19,092,420	.04%
	Total	486,270	1.80%	225,182	1.89%	873,008,953	1.82%
Cass	A	17,244	.06%	8,167	.07%	13,031,340	.03%
	B	57,218	.21%	28,609	.24%	39,204,833	.08%
	C	106,264	.39%	53,132	.45%	93,756,309	.20%
	D	67,276	.25%	33,638	.28%	89,830,442	.19%
	E	9,710	.04%	4,855	.04%	21,562,740	.05%
	Total	257,712	.95%	128,401	1.08%	257,385,663	.54%
Charlevoix	B	16,116	.06%	6,296	.05%	16,834,421	.04%
	C	48,294	.18%	24,147	.20%	34,401,944	.07%
	D	52,244	.19%	26,122	.22%	50,766,682	.11%
	E	14,684	.05%	7,342	.06%	23,425,773	.05%
	F	5,250	.02%	2,625	.02%	8,036,388	.02%
	Total	136,588	.51%	66,532	.56%	133,465,207	.28%
Cheboygan	A	21,584	.08%	10,792	.09%	12,661,522	.03%
	B	171,300	.63%	85,650	.72%	118,109,383	.25%
	C	135,140	.50%	67,570	.57%	88,537,868	.18%
	D	14,892	.06%	7,446	.06%	13,864,270	.03%
	E	10,476	.04%	5,238	.04%	20,127,268	.04%
	Total	353,392	1.31%	176,696	1.48%	253,300,309	.53%
Chippewa	A	317,436	1.17%	157,425	1.32%	117,812,744	.25%
	B	138,064	.51%	67,349	.57%	69,790,898	.15%
	C	51,352	.19%	25,676	.22%	32,596,909	.07%
	D	2,498	.01%	1,249	.01%	2,772,102	.01%
	E	.938	.00%	.469	.00%	2,567,775	.01%
	Total	510,288	1.89%	252,168	2.12%	225,540,428	.47%

1997 State Trunkline Summary

JNTY	Level of Service	Lane Miles		Pavement Miles		Annual Vehicle Miles Traveled	
			Percent of State Total		Percent of State Total		Percent of State Total
Clare	A	77.146	.29%	36.044	.30%	51,321,519	.11%
	B	9.580	.04%	4.131	.03%	9,390,720	.02%
	C	95.780	.35%	47.727	.40%	91,514,917	.19%
	D	42.432	.16%	21.216	.18%	50,482,749	.11%
	E	44.928	.17%	22.464	.19%	48,733,997	.10%
	Total	269.866	1.00%	131.582	1.10%	251,443,901	.53%
Clinton	A	59.102	.22%	24.936	.21%	56,819,879	.12%
	B	132.463	.49%	61.419	.52%	232,158,323	.48%
	C	133.794	.50%	58.059	.49%	327,449,420	.68%
	D	11.190	.04%	5.595	.05%	36,047,948	.08%
	E	7.020	.03%	3.510	.03%	18,162,765	.04%
	Total	343.569	1.27%	153.519	1.29%	670,638,335	1.40%
Crawford	A	33.308	.12%	15.320	.13%	11,129,799	.02%
	B	57.160	.21%	28.114	.24%	47,417,844	.10%
	C	77.963	.29%	38.711	.33%	66,269,181	.14%
	D	39.133	.14%	19.756	.17%	46,913,778	.10%
	E	14.728	.05%	7.364	.06%	24,022,840	.05%
	Total	222.292	.82%	109.265	.92%	195,753,442	.41%
Delta	A	113.592	.42%	50.314	.42%	91,943,573	.19%
	B	125.164	.46%	60.690	.51%	80,083,774	.17%
	C	10.432	.04%	5.216	.04%	7,915,828	.02%
	D	45.674	.17%	22.837	.19%	76,114,801	.16%
	E	10.096	.04%	5.048	.04%	25,795,280	.05%
	Total	304.958	1.13%	144.105	1.21%	281,853,256	.59%
Dickson	A	70.368	.26%	22.241	.19%	70,366,452	.15%
	B	60.712	.22%	29.506	.25%	31,395,110	.07%
	C	54.242	.20%	27.121	.23%	24,345,391	.05%
	D	12.512	.05%	6.256	.05%	13,410,100	.03%
	Total	197.834	.73%	85.124	.71%	139,517,053	.29%
Eaton	A	133.609	.49%	54.095	.45%	127,780,602	.27%
	B	200.570	.74%	97.213	.82%	301,987,677	.63%
	C	113.556	.42%	53.391	.45%	159,218,767	.33%
	D	20.016	.07%	7.716	.06%	52,305,084	.11%
	E	11.082	.04%	5.541	.05%	36,101,785	.08%
	Total	478.833	1.77%	217.956	1.83%	677,393,915	1.41%
Emmet	A	4.366	.02%	1.426	.01%	3,220,267	.01%
	B	11.524	.04%	4.569	.04%	13,229,808	.03%
	C	27.700	.10%	12.870	.11%	25,168,867	.05%
	D	10.400	.04%	5.200	.04%	8,823,656	.02%
	E	98.954	.37%	49.477	.42%	127,268,382	.27%
	F	11.702	.04%	5.851	.05%	17,275,414	.04%
	Total	164.646	.61%	79.393	.67%	194,986,395	.41%
Genesee	A	137.849	.51%	40.136	.34%	147,807,298	.31%
	B	149.531	.55%	60.413	.51%	288,542,866	.60%
	C	179.892	.67%	70.170	.59%	549,145,785	1.15%
	D	200.868	.74%	79.040	.66%	671,153,021	1.40%
	E	58.374	.22%	28.093	.24%	201,532,560	.42%
	F	1.460	.01%	.730	.01%	10,791,225	.02%
	Total	727.974	2.69%	278.582	2.34%	1,868,972,754	3.90%

1997 State Trunkline Summary

COUNTY	Level of Service	Lane Miles		Pavement Miles		Annual Vehicle Miles Traveled	
			Percent of State Total		Percent of State Total		Percent of State Total
Gladwin	A	2,914	.01%	.823	.01%	2,885,584	.01%
	B	86,366	.32%	43,183	.36%	43,089,199	.09%
	C	50,426	.19%	25,213	.21%	52,448,128	.11%
	D	22,824	.08%	11,412	.10%	32,747,362	.07%
	E	.876	.00%	.438	.00%	2,398,050	.01%
	Total	163,406	.60%	81,069	.68%	133,568,323	.28%
Gogebic	A	137,398	.51%	57,534	.48%	56,911,563	.12%
	B	83,182	.31%	40,906	.34%	22,493,771	.05%
	C	25,798	.10%	12,899	.11%	13,253,734	.03%
	D	2,254	.01%	1,127	.01%	1,918,258	.00%
	E	.280	.00%	.140	.00%	439,460	.00%
	Total	248,912	.92%	112,606	.95%	95,016,785	.20%
Grand Traverse	B	45,668	.17%	18,023	.15%	45,843,854	.10%
	C	84,880	.31%	32,526	.27%	140,415,865	.29%
	D	34,248	.13%	17,124	.14%	33,185,983	.07%
	E	18,316	.07%	9,158	.08%	41,063,230	.09%
	F	45,682	.17%	22,841	.19%	89,844,714	.19%
	Total	228,794	.85%	99,672	.84%	350,353,645	.73%
Gratiot	A	43,866	.16%	15,161	.13%	42,708,431	.09%
	B	144,588	.54%	71,919	.60%	183,396,988	.38%
	C	40,418	.15%	20,209	.17%	45,108,415	.09%
	D	3,182	.01%	1,591	.01%	4,104,717	.01%
	E	8,156	.03%	4,078	.03%	18,978,540	.04%
	Total	240,210	.89%	112,958	.95%	294,297,091	.61%
Hillsdale	A	63,686	.24%	28,539	.24%	33,155,943	.07%
	B	85,338	.32%	42,110	.35%	48,446,341	.10%
	C	27,868	.10%	13,934	.12%	22,975,363	.05%
	D	53,930	.20%	26,965	.23%	66,900,668	.14%
	E	9,746	.04%	4,873	.04%	20,695,719	.04%
	Total	240,568	.89%	116,421	.98%	192,174,033	.40%
Houghton	A	18,234	.07%	9,007	.08%	7,129,508	.01%
	B	94,298	.35%	46,955	.39%	34,862,566	.07%
	C	93,046	.34%	46,523	.39%	63,375,060	.13%
	D	28,430	.11%	14,215	.12%	26,169,551	.05%
	E	9,760	.04%	4,880	.04%	14,907,586	.03%
	F	3,738	.01%	1,869	.02%	10,862,765	.02%
Total	247,506	.92%	123,449	1.04%	157,307,036	.33%	
Huron	A	104,496	.39%	50,892	.43%	29,679,245	.06%
	B	167,866	.62%	82,928	.70%	97,025,213	.20%
	C	34,904	.13%	17,452	.15%	31,188,411	.07%
	D	3,098	.01%	1,549	.01%	5,377,728	.01%
	E	1,940	.01%	.970	.01%	4,956,700	.01%
	Total	312,304	1.16%	153,791	1.29%	168,227,296	.35%
Ingham	A	133,637	.49%	53,839	.45%	149,775,064	.31%
	B	176,580	.65%	69,576	.58%	318,651,898	.67%
	C	120,712	.45%	56,746	.48%	343,052,842	.72%
	D	47,024	.17%	23,512	.20%	168,198,388	.35%
	E	31,822	.12%	15,681	.13%	149,560,758	.31%
	Total	509,775	1.89%	219,354	1.84%	1,129,238,949	2.36%

1997 State Trunkline Summary

COUNTY	Level of Service	Lane Miles		Pavement Miles		Annual Vehicle Miles Traveled	
			Percent of State Total		Percent of State Total		Percent of State Total
Ionia	A	4.936	.02%	2.117	.02%	4,337,952	.01%
	B	20.744	.08%	9.072	.08%	41,152,947	.09%
	C	172.773	.64%	86.044	.72%	338,274,591	.71%
	D	28.076	.10%	14.038	.12%	35,459,750	.07%
	E	22.834	.08%	11.417	.10%	38,033,986	.08%
	F	13.006	.05%	6.503	.05%	29,847,583	.06%
	Total	262.369	.97%	129.191	1.08%	487,106,808	1.02%
Iosco	A	13.800	.05%	3.450	.03%	12,763,393	.03%
	B	12.812	.05%	5.109	.04%	13,716,627	.03%
	C	87.884	.33%	43.942	.37%	73,624,552	.15%
	D	41.490	.15%	20.745	.17%	39,912,239	.08%
	E	13.828	.05%	6.914	.06%	33,838,420	.07%
	Total	169.814	.63%	80.160	.67%	173,855,231	.36%
Iron	A	55.390	.20%	23.404	.20%	16,726,088	.03%
	B	109.064	.40%	54.532	.46%	35,871,612	.07%
	C	23.662	.09%	11.831	.10%	18,151,377	.04%
	D	10.538	.04%	5.269	.04%	9,927,562	.02%
	E	3.282	.01%	1.641	.01%	3,617,114	.01%
	Total	201.936	.75%	96.677	.81%	84,293,753	.18%
Isabella	A	88.670	.33%	37.016	.31%	91,490,188	.19%
	B	107.022	.40%	49.213	.41%	152,285,702	.32%
	C	4.876	.02%	1.954	.02%	7,427,750	.02%
	D	15.512	.06%	7.756	.07%	15,003,982	.03%
	E	14.412	.05%	7.206	.06%	22,747,238	.05%
	Total	230.492	.85%	103.145	.87%	288,954,860	.60%
Jackson	A	97.447	.36%	45.747	.38%	121,113,461	.25%
	B	87.416	.32%	39.706	.33%	132,810,725	.28%
	C	134.520	.50%	67.260	.56%	367,669,793	.77%
	D	69.426	.26%	34.713	.29%	132,396,560	.28%
	E	45.316	.17%	22.658	.19%	110,492,727	.23%
	Total	434.125	1.61%	210.084	1.76%	864,483,264	1.81%
Kalamazoo	A	78.034	.29%	30.371	.26%	76,279,908	.16%
	B	72.855	.27%	26.069	.22%	139,093,762	.29%
	C	125.224	.46%	62.612	.53%	334,497,060	.70%
	D	90.490	.33%	44.645	.37%	257,663,355	.54%
	E	21.464	.08%	10.732	.09%	101,521,465	.21%
	Total	388.067	1.44%	174.429	1.46%	909,055,550	1.90%
Kalkaska	A	18.568	.07%	9.284	.08%	4,405,258	.01%
	B	13.194	.05%	5.684	.05%	11,627,221	.02%
	C	25.698	.10%	12.849	.11%	28,045,834	.06%
	D	34.770	.13%	17.385	.15%	54,164,175	.11%
	E	32.928	.12%	16.464	.14%	33,859,043	.07%
	Total	125.158	.46%	61.666	.52%	132,101,530	.28%
Kent	A	42.276	.16%	15.046	.13%	51,286,551	.11%
	B	158.063	.58%	66.543	.56%	338,585,279	.71%
	C	288.277	1.07%	131.526	1.10%	867,303,729	1.81%
	D	135.808	.50%	61.840	.52%	513,998,439	1.07%
	E	105.248	.39%	47.353	.40%	427,765,692	.89%
	F	14.356	.05%	7.178	.06%	59,250,633	.12%
	Total	744.028	2.75%	329.486	2.77%	2,258,190,322	4.72%
Keweenaw	B	78.358	.29%	39.179	.33%	9,458,409	.02%
	C	35.724	.13%	17.862	.15%	12,166,381	.03%
	Total	114.082	.42%	57.041	.48%	21,624,790	.05%

1997 State Trunkline Summary

COUNTY	Level of Service	Lane Miles		Pavement Miles		Annual Vehicle Miles Traveled	
			Percent of State Total		Percent of State Total		Percent of State Total
Lake	A	3,084	.01%	.771	.01%	2,504,594	.01%
	B	24,572	.09%	12,286	.10%	18,634,017	.04%
	C	34,970	.13%	17,485	.15%	26,601,054	.06%
	D	37,026	.14%	18,513	.16%	22,767,678	.05%
	Total	99,652	.37%	49,055	.41%	70,507,342	.15%
Lapeer	A	68,750	.25%	33,419	.28%	85,721,637	.18%
	B	81,000	.30%	36,474	.31%	149,581,818	.31%
	C	40,642	.15%	20,321	.17%	53,594,483	.11%
	D	38,622	.14%	19,311	.16%	84,789,318	.18%
	E	16,452	.06%	8,226	.07%	46,843,370	.10%
	F	17,334	.06%	8,667	.07%	63,269,100	.13%
	Total	262,800	.97%	126,418	1.06%	483,799,726	1.01%
Leelanau	A	3,526	.01%	1,574	.01%	1,183,242	.00%
	B	19,884	.07%	9,942	.08%	4,849,886	.01%
	C	72,290	.27%	36,145	.30%	20,092,345	.04%
	D	16,116	.06%	8,058	.07%	9,599,500	.02%
	E	97,112	.36%	48,556	.41%	106,272,889	.22%
	F	1,180	.00%	.590	.00%	3,230,250	.01%
	Total	210,108	.78%	104,865	.88%	145,228,113	.30%
Lenawee	A	48,416	.18%	16,947	.14%	49,967,624	.10%
	B	56,944	.21%	25,712	.22%	52,462,144	.11%
	C	67,072	.25%	33,536	.28%	74,646,479	.16%
	D	77,164	.29%	38,582	.32%	112,431,680	.23%
	E	67,242	.25%	33,621	.28%	109,386,376	.23%
	F	3,270	.01%	1,635	.01%	8,354,850	.02%
	Total	320,108	1.18%	150,033	1.26%	407,249,152	.85%
Livingston	A	5,512	.02%	1,378	.01%	6,035,640	.01%
	B	40,076	.15%	17,365	.15%	75,234,092	.16%
	C	73,996	.27%	30,291	.25%	161,242,656	.34%
	D	150,796	.56%	71,239	.60%	607,197,940	1.27%
	E	78,650	.29%	33,206	.28%	279,910,543	.58%
	F	21,600	.08%	10,800	.09%	56,683,770	.12%
	Total	370,630	1.37%	164,279	1.38%	1,186,304,641	2.48%
Luce	A	73,026	.27%	35,521	.30%	19,394,312	.04%
	B	45,590	.17%	22,795	.19%	21,203,434	.04%
	C	11,454	.04%	5,727	.05%	8,391,168	.02%
	Total	130,070	.48%	64,043	.54%	48,988,913	.10%
Mackinac	A	204,024	.75%	93,742	.79%	85,917,518	.18%
	B	48,938	.18%	24,469	.21%	15,993,106	.03%
	C	94,510	.35%	47,255	.40%	67,999,208	.14%
	D	21,182	.08%	10,591	.09%	13,812,914	.03%
	E	21,002	.08%	10,501	.09%	16,745,799	.03%
	Total	389,656	1.44%	186,558	1.57%	200,468,545	.42%
Macomb	A	51,524	.19%	11,679	.10%	70,984,397	.15%
	B	183,486	.68%	49,774	.42%	453,972,035	.95%
	C	163,554	.61%	57,784	.49%	587,947,402	1.23%
	D	103,854	.38%	33,725	.28%	424,527,485	.89%
	E	135,994	.50%	51,940	.44%	706,691,465	1.48%
	Total	642,714	2.38%	206,336	1.73%	2,283,237,279	4.77%

1997 State Trunkline Summary

COUNTY	Level of Service	Lane Miles		Pavement Miles		Annual Vehicle Miles Traveled	
			Percent of State Total		Percent of State Total		Percent of State Total
Manistee	B	33.772	.12%	15.055	.13%	19,462,238	.04%
	C	55.288	.20%	27.644	.23%	25,159,669	.05%
	D	55.662	.21%	27.831	.23%	33,913,026	.07%
	E	28.604	.11%	14.302	.12%	39,374,083	.08%
	Total	173.326	.64%	84.832	.71%	117,909,016	.25%
Marquette	A	61.998	.23%	22.002	.18%	71,217,632	.15%
	B	176.850	.65%	81.181	.68%	139,994,911	.29%
	C	74.266	.27%	37.133	.31%	88,231,633	.18%
	D	21.342	.08%	10.671	.09%	16,662,323	.03%
	E	5.670	.02%	2.835	.02%	7,880,825	.02%
	Total	340.126	1.26%	153.822	1.29%	323,987,322	.68%
Mason	A	84.118	.31%	34.549	.29%	62,941,348	.13%
	B	31.484	.12%	13.898	.12%	29,951,590	.06%
	C	19.236	.07%	9.618	.08%	18,835,131	.04%
	D	14.446	.05%	7.223	.06%	14,719,027	.03%
	E	21.546	.08%	10.773	.09%	23,204,182	.05%
	Total	170.830	.63%	76.061	.64%	149,651,278	.31%
Mecosta	A	13.506	.05%	4.570	.04%	12,712,549	.03%
	B	59.812	.22%	27.152	.23%	52,270,986	.11%
	C	143.698	.53%	71.849	.60%	143,846,974	.30%
	D	9.460	.04%	4.730	.04%	9,731,411	.02%
	E	47.256	.17%	23.087	.19%	68,280,915	.14%
	Total	273.732	1.01%	131.388	1.10%	286,842,835	.60%
Menominee	A	25.448	.09%	10.500	.09%	14,352,092	.03%
	B	150.422	.56%	72.651	.61%	100,690,360	.21%
	C	56.200	.21%	28.100	.24%	48,691,438	.10%
	D	6.536	.02%	3.268	.03%	7,948,532	.02%
	Total	238.606	.88%	114.519	.96%	171,682,422	.36%
Midland	A	206.653	.76%	81.487	.68%	266,839,711	.56%
	B	16.778	.06%	7.189	.06%	16,612,209	.03%
	D	19.404	.07%	9.702	.08%	34,124,580	.07%
	Total	242.835	.90%	98.378	.83%	317,576,499	.66%
Missaukee	B	40.274	.15%	20.137	.17%	13,117,516	.03%
	C	34.780	.13%	17.390	.15%	24,078,831	.05%
	D	29.646	.11%	14.823	.12%	26,324,822	.05%
	E	6.600	.02%	3.300	.03%	11,570,719	.02%
	F	6.746	.02%	3.373	.03%	7,976,710	.02%
	Total	118.046	.44%	59.023	.50%	83,068,598	.17%
Monroe	A	91.201	.34%	29.455	.25%	98,327,496	.21%
	B	250.799	.93%	94.946	.80%	584,693,719	1.22%
	C	144.595	.54%	65.253	.55%	373,523,078	.78%
	D	17.150	.06%	8.575	.07%	29,017,865	.06%
	E	20.918	.08%	10.459	.09%	45,037,131	.09%
	Total	524.663	1.94%	208.688	1.75%	1,130,599,290	2.36%
Montcalm	A	12.362	.05%	4.691	.04%	15,869,105	.03%
	B	76.754	.28%	37.533	.32%	106,608,689	.22%
	C	102.674	.38%	51.100	.43%	103,679,564	.22%
	D	54.686	.20%	27.090	.23%	71,189,600	.15%
	E	23.700	.09%	11.850	.10%	42,791,505	.09%
	F	.950	.00%	.475	.00%	1,529,898	.00%
	Total	271.126	1.00%	132.739	1.11%	341,668,361	.71%

1997 State Trunkline Summary

COUNTY	Level of Service	Lane Miles		Pavement Miles		Annual Vehicle Miles Traveled	
			Percent of State Total		Percent of State Total		Percent of State Total
Montmorency	B	50.100	.19%	25.050	.21%	17,416,121	.04%
	C	41.590	.15%	20.795	.17%	27,848,369	.06%
	D	6.480	.02%	3.240	.03%	3,074,760	.01%
	E	12.960	.05%	6.480	.05%	7,080,270	.01%
	Total	111.130	.41%	55.565	.47%	55,419,520	.12%
Muskegon	A	86.052	.32%	28.673	.24%	105,607,056	.22%
	B	114.082	.42%	53.898	.45%	227,151,946	.47%
	C	61.964	.23%	29.419	.25%	131,855,776	.28%
	D	37.532	.14%	18.766	.16%	100,679,191	.21%
	E	18.934	.07%	9.467	.08%	46,772,852	.10%
	Total	318.564	1.18%	140.223	1.18%	612,066,821	1.28%
Newaygo	A	24.012	.09%	9.228	.08%	12,672,216	.03%
	B	67.284	.25%	32.200	.27%	35,291,609	.07%
	C	42.764	.16%	21.382	.18%	24,228,481	.05%
	D	69.832	.26%	34.916	.29%	66,717,292	.14%
	E	37.310	.14%	18.655	.16%	51,302,137	.11%
	F	1.092	.00%	.546	.00%	3,587,220	.01%
	Total	242.294	.90%	116.927	.98%	193,798,955	.40%
Oakland	A	66.431	.25%	20.791	.17%	95,183,970	.20%
	B	229.032	.85%	67.518	.57%	550,110,663	1.15%
	C	350.702	1.30%	112.527	.94%	1,240,228,207	2.59%
	D	206.121	.76%	67.076	.56%	1,049,223,525	2.19%
	E	214.216	.79%	72.368	.61%	1,223,915,263	2.56%
	F	169.892	.63%	52.952	.44%	1,487,242,322	3.11%
	Total	1236.394	4.58%	393.232	3.30%	5,645,903,950	11.79%
Oceana	A	157.380	.58%	76.752	.64%	99,582,822	.21%
	B	45.956	.17%	22.978	.19%	28,419,995	.06%
	C	12.512	.05%	6.256	.05%	10,518,497	.02%
	Total	215.848	.80%	105.986	.89%	138,521,314	.29%
Ogemaw	A	4.108	.02%	1.027	.01%	5,247,970	.01%
	B	62.526	.23%	31.263	.26%	48,990,483	.10%
	C	41.546	.15%	20.773	.17%	35,118,074	.07%
	D	46.720	.17%	23.360	.20%	44,972,416	.09%
	E	26.918	.10%	13.459	.11%	38,925,389	.08%
	Total	181.818	.67%	89.882	.75%	173,254,331	.36%
Ontonagon	A	188.980	.70%	94.490	.79%	37,008,175	.08%
	B	122.590	.45%	61.295	.51%	38,821,688	.08%
	C	11.884	.04%	5.942	.05%	6,319,975	.01%
	Total	323.454	1.20%	161.727	1.36%	82,149,838	.17%
Osceola	A	13.974	.05%	5.688	.05%	5,941,945	.01%
	B	151.426	.56%	75.713	.64%	101,669,655	.21%
	C	55.034	.20%	27.517	.23%	60,252,667	.13%
	D	38.014	.14%	19.007	.16%	44,787,398	.09%
	Total	258.448	.96%	127.925	1.07%	212,651,665	.44%
Oscoda	B	16.492	.06%	8.246	.07%	4,213,706	.01%
	C	21.960	.08%	10.980	.09%	8,015,400	.02%
	D	40.942	.15%	20.471	.17%	32,491,570	.07%
	E	20.672	.08%	10.336	.09%	14,352,676	.03%
	Total	100.066	.37%	50.033	.42%	59,073,352	.12%

1997 State Trunkline Summary

COUNTY	Level of Service	Lane Miles		Pavement Miles		Annual Vehicle Miles Traveled	
			Percent of State Total		Percent of State Total		Percent of State Total
Otsego	A	10.936	.04%	2.734	.02%	11,371,721	.02%
	B	79.174	.29%	38.597	.32%	71,520,436	.15%
	C	44.240	.16%	20.780	.17%	44,019,000	.09%
	D	29.580	.11%	14.790	.12%	27,574,290	.06%
	E	13.340	.05%	6.670	.06%	10,712,020	.02%
	Total	177.270	.66%	83.571	.70%	165,197,467	.34%
Ottawa	A	89.268	.33%	37.026	.31%	119,681,492	.25%
	B	169.958	.63%	83.708	.70%	371,001,513	.77%
	C	96.998	.36%	48.499	.41%	263,498,172	.55%
	D	22.228	.08%	10.267	.09%	57,251,528	.12%
	E	23.262	.09%	11.631	.10%	69,288,680	.14%
	F	3.244	.01%	1.622	.01%	9,472,480	.02%
	Total	404.958	1.50%	192.753	1.62%	890,193,865	1.86%
Presque Isle	A	66.038	.24%	33.019	.28%	18,144,442	.04%
	B	59.728	.22%	29.864	.25%	22,172,217	.05%
	C	82.288	.30%	41.144	.35%	60,318,623	.13%
	D	4.486	.02%	2.243	.02%	5,798,390	.01%
	Total	212.540	.79%	106.270	.89%	106,433,672	.22%
Roscommon	A	40.890	.15%	19.621	.16%	11,430,789	.02%
	B	201.570	.75%	91.877	.77%	161,826,145	.34%
	C	92.880	.34%	46.440	.39%	72,464,362	.15%
	D	4.132	.02%	2.066	.02%	2,672,311	.01%
	E	3.966	.01%	1.983	.02%	5,500,842	.01%
	Total	343.438	1.27%	161.987	1.36%	253,894,449	.53%
Saginaw	A	135.826	.50%	45.539	.38%	158,409,124	.33%
	B	138.340	.51%	57.968	.49%	206,594,636	.43%
	C	130.962	.48%	61.040	.51%	185,307,653	.39%
	D	78.053	.29%	32.128	.27%	192,413,509	.40%
	E	107.937	.40%	38.455	.32%	338,685,362	.71%
	F	.698	.00%	.698	.01%	5,732,325	.01%
	Total	591.816	2.19%	235.828	1.98%	1,087,142,609	2.27%
Sanilac	A	80.844	.30%	39.552	.33%	33,877,037	.07%
	B	116.172	.43%	58.086	.49%	75,878,098	.16%
	C	96.162	.36%	48.081	.40%	97,457,300	.20%
	D	16.574	.06%	8.287	.07%	28,024,408	.06%
	Total	309.752	1.15%	154.006	1.29%	235,236,843	.49%
Schoolcraft	A	173.606	.64%	85.648	.72%	35,138,736	.07%
	B	20.970	.08%	10.485	.09%	5,425,360	.01%
	C	73.172	.27%	36.586	.31%	62,465,005	.13%
	D	7.060	.03%	3.530	.03%	9,635,270	.02%
	Total	274.808	1.02%	136.249	1.14%	112,664,371	.24%
Shiawassee	A	27.884	.10%	6.971	.06%	28,897,598	.06%
	B	121.122	.45%	58.041	.49%	247,131,463	.52%
	C	80.272	.30%	40.136	.34%	113,768,018	.24%
	D	10.006	.04%	5.003	.04%	15,734,420	.03%
	E	17.548	.06%	8.774	.07%	31,733,976	.07%
	Total	256.832	.95%	118.925	1.00%	437,265,474	.91%
St. Clair	A	194.571	.72%	88.033	.74%	202,388,558	.42%
	B	149.356	.55%	71.217	.60%	261,920,131	.55%
	C	53.174	.20%	25.116	.21%	82,846,423	.17%
	D	55.518	.21%	27.482	.23%	81,881,326	.17%
	E	57.810	.21%	28.905	.24%	137,507,436	.29%
	Total	510.429	1.89%	240.753	2.02%	766,543,873	1.60%

1997 State Trunkline Summary

COUNTY	Level of Service	Lane Miles		Pavement Miles		Annual Vehicle Miles Traveled	
			Percent of State Total		Percent of State Total		Percent of State Total
St. Joseph	A	85.714	.32%	32.257	.27%	95,656,207	.20%
	B	60.158	.22%	29.869	.25%	47,557,602	.10%
	C	103.362	.38%	51.681	.43%	98,588,946	.21%
	D	21.904	.08%	10.952	.09%	30,992,369	.06%
	E	8.768	.03%	4.384	.04%	16,284,183	.03%
	F	10.514	.04%	5.257	.04%	19,188,050	.04%
	Total	290.420	1.07%	134.400	1.13%	308,267,356	.64%
Tuscola	A	67.962	.25%	32.870	.28%	23,748,470	.05%
	B	78.536	.29%	38.486	.32%	69,584,184	.15%
	C	109.618	.41%	54.809	.46%	110,067,137	.23%
	D	24.862	.09%	12.431	.10%	39,963,668	.08%
	E	2.394	.01%	1.197	.01%	7,167,140	.01%
	Total	283.372	1.05%	139.793	1.17%	250,530,598	.52%
Van Buren	A	21.512	.08%	6.128	.05%	14,184,009	.03%
	B	122.304	.45%	59.899	.50%	185,811,499	.39%
	C	139.232	.52%	69.616	.58%	189,834,675	.40%
	D	48.862	.18%	24.431	.21%	109,147,994	.23%
	E	3.214	.01%	1.607	.01%	4,570,603	.01%
	Total	335.124	1.24%	161.681	1.36%	503,548,780	1.05%
Washtenaw	A	65.537	.24%	22.003	.18%	84,473,227	.18%
	B	65.702	.24%	23.319	.20%	111,214,624	.23%
	C	128.806	.48%	57.694	.48%	461,193,852	.96%
	D	142.836	.53%	67.777	.57%	599,166,918	1.25%
	E	90.930	.34%	45.465	.38%	427,268,380	.89%
	F	25.468	.09%	12.734	.11%	141,438,960	.30%
	Total	519.279	1.92%	228.992	1.92%	1,824,755,961	3.81%
Wayne	A	218.774	.81%	57.278	.48%	243,463,140	.51%
	B	565.686	2.09%	151.533	1.27%	1,210,569,768	2.53%
	C	429.905	1.59%	129.608	1.09%	1,575,246,925	3.29%
	D	261.507	.97%	71.384	.60%	1,286,380,815	2.69%
	E	316.154	1.17%	93.683	.79%	2,028,287,480	4.24%
	F	227.876	.84%	68.168	.57%	2,010,063,942	4.20%
	Total	2019.902	7.47%	571.654	4.80%	8,354,012,070	17.44%
Wexford	A	3.908	.01%	.977	.01%	2,444,259	.01%
	B	46.492	.17%	21.581	.18%	36,965,996	.08%
	C	87.618	.32%	42.065	.35%	59,088,792	.12%
	D	28.518	.11%	14.259	.12%	21,046,776	.04%
	E	68.072	.25%	34.036	.29%	73,877,314	.15%
	F	35.182	.13%	17.591	.15%	57,858,632	.12%
	Total	269.790	1.00%	130.509	1.10%	251,281,768	.52%
Mackinac Bridge	B	17.464	.06%	8.732	.07%	20,716,670	.04%
	Total	17.464	.06%	8.732	.07%	20,716,670	.04%
Statewide Total	A	5554.331	20.55%	2296.120	19.28%	4,446,806,833	9.28%
	B	7962.754	29.47%	3547.302	29.79%	10,270,085,709	21.44%
	C	6857.175	25.38%	3130.342	26.29%	12,383,373,057	25.86%
	D	3402.327	12.59%	1536.589	12.90%	8,340,096,372	17.41%
	E	2567.113	9.50%	1136.896	9.55%	8,219,266,553	17.16%
	F	679.356	2.51%	261.546	2.20%	4,233,777,094	8.84%
	Total	27023.056	100.00%	11908.795	100.00%	47,893,405,617	100.00%

**1997 Freeway Segments
Deficient Segments RURAL**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
North											
I-075	S	20014	0.000	0.920	JCT US-27	4 MILE RD	E	3.0	8,500	76	2
I-075	N	20014	0.920	4.142	4 MILE RD	S JCT I-75BL GRAYLING	E	1.0	9,000	126	2
I-075	S	20014	0.920	4.142	4 MILE RD	S JCT I-75 BL GRAYLING	E	2.5	9,000	126	2
Bay											
I-075	N	06111	0.000	2.615	S CO L	JCT US-23	E	4.0	9,500	94	2
I-075	S	06111	0.000	2.615	S CO L	JCT US-23	E	4.0	9,500	94	2
I-075	N	09034	0.000	2.614	S CO L	JCT M-84 UAL BAY CITY	E	3.5	26,500	46	3
I-075	N	09035	2.070	6.230	WILDER RD UAL BAY CITY	BEAVER RD	E	3.5	15,000	94	2
I-075	S	09035	2.070	6.230	WILDER RD UAL BAY CITY	BEAVER RD	E	3.0	15,000	94	2
I-075	S	09034	0.000	2.614	S CO L	JCT M-84 UAL BAY CITY	E	3.5	26,500	46	3
I-075	S	09035	6.230	11.20	BEAVER RD	LINWOOD RD	E	4.0	10,000	94	2
I-075	N	09035	11.20	19.22	LINWOOD RD	PINCONNING RD	E	4.0	10,000	94	2
I-075	S	09035	11.20	19.22	LINWOOD RD	PINCONNING RD	E	4.0	10,000	94	2
I-075	N	09035	19.22	23.16	PINCONNING RD	N CO L	E	4.0	9,500	94	2
I-075	S	09035	19.22	23.16	PINCONNING RD	N CO L	E	4.0	9,500	94	2
I-075	N	09035	6.230	11.20	BEAVER RD	LINWOOD RD	E	3.5	10,000	94	2
US-023	N	25031	5.926	9.724	THOMPSON RD	GRAND BLANC RD UAL FLINT	E	1.0	30,000	48	2
US-023	S	25031	5.927	9.725	THOMPSON RD	GRAND BLANC RD UAL FLINT	E	1.0	30,000	48	2
I-075	N	73112	2.345	4.076	N JCT I-675	N CO L	E	4.0	26,500	46	3
I-075	N	73112	1.996	2.345	NCL ZILWAUKEE @ KOCHVILLE RD	N JCT I-675	F	3.0	22,500	26	1
I-075	S	73112	1.996	2.345	NCL ZILWAUKEE @ KOCHVILLE RD	N JCT I-675	F	3.0	22,500	26	1
I-075	S	73112	2.345	4.076	N JCT I-675	N CO L	E	4.0	26,500	46	3
I-075	S	73171	2.020	2.689	JCT M-83 SCL BIRCH RUN	NCL BIRCH RUN	E	2.5	27,500	46	3
I-075	S	73171	2.689	10.50	NCL BIRCH RUN	DIXIE HWY	E	2.0	27,500	46	3
I-075	N	73171	2.689	10.50	NCL BIRCH RUN	DIXIE HWY	E	2.0	27,500	46	3
University											
I-096	E	47064	2.050	3.629	PLEASANT VALLEY RD, UAL BRIGHTO	KENSINGTON RD	E	3.5	44,000	36	3
I-096	W	47064	2.050	3.629	PLEASANT VALLEY RD, UAL BRIGHTO	KENSINGTON RD	E	3.5	44,000	36	3
I-096	E	47064	3.629	4.479	KENSINGTON RD	E CO L	E	3.5	45,000	36	3
I-096	W	47064	3.629	4.479	KENSINGTON RD	E CO L	E	3.0	45,000	36	3
I-096	W	47065	5.580	7.834	BEGIN NEWER SURF @ CHILSON RD	E JCT I-96BL HOWELL	E	1.0	22,000	70	2
I-096	W	47065	7.834	9.230	E JCT I-96BL HOWELL	NEWER SURFACE @ DORR RD	F	1.0	27,500	70	2
US-023	N	81075	2.100	5.591	UAL ANN ARBOR @ WARREN RD	NORTH TERRITORIAL RD	E	2.5	30,500	46	2
US-023	S	81075	2.100	5.591	UAL ANN ARBOR @ WARREN RD	NORTH TERRITORIAL RD	E	3.0	30,500	46	2
US-023	N	81075	5.591	6.650	NORTH TERRITORIAL RD	6 MILE RD	E	3.0	31,000	46	2

**1997 Freeway Segments
Deficient Segments RURAL**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
University											
US-023	S	81075	5.591	6.650	NORTH TERRITORIAL RD	6 MILE RD	E	3.0	31,000	46	2
Metro											
I-096	W	63022	0.850	2.850	KENT LAKE RD	MILFORD RD	E	3.0	45,500	36	3
I-096	E	63022	2.850	6.170	MILFORD RD	WCL WIXOM	E	3.5	50,000	36	3
I-096	W	63022	2.850	6.170	MILFORD RD	WCL WIXOM	E	3.0	50,000	36	3
I-096	E	63022	0.850	2.850	KENT LAKE RD	MILFORD RD	E	3.5	45,500	36	3

**1997 Freeway Segments
Deficient Segments URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
Grand											
I-096	E	41025	6.643	6.969	ECL GRAND RAPIDS	JCT M-21	E	2.0	32,500	48	2
I-196	N	41027	0.000	0.589	JCT I-296, US-131	JCT US-131 BR GRAND RAPIDS	E	4.5	37,500	46	2
I-196	S	41027	0.000	0.589	JCT I-296, US-131	JCT US-131 BR GRAND RAPIDS	E	3.0	37,500	46	2
I-196	N	41027	0.589	1.129	JCT US-131 BR GRAND RAPIDS	COLLEGE AVE	E	3.0	37,000	42	2
I-196	S	41027	0.589	1.129	JCT US-131 BR GRAND RAPIDS	COLLEGE AVE	E	3.5	37,000	42	2
I-196	N	41027	1.129	2.000	COLLEGE AVE	FULLER ST	E	3.0	33,500	42	2
I-196	S	41027	1.129	2.000	COLLEGE AVE	FULLER ST	E	3.5	33,500	42	2
I-196	S	41029	8.995	9.678	LANE AVE	JCT I-296, US-131	E	4.0	31,000	42	2
I-196	N	41029	8.995	9.694	LANE AVE	JCT I-296, US-131	E	3.5	31,000	42	2
US-131	N	41131	10.15	10.68	JCT M-11 28TH ST	NCL WYOMING, SCL GRAND RAPIDS	E	3.5	52,500	26	3
US-131	S	41131	10.15	10.68	JCT M-11 28TH ST	NCL WYOMING, SCL GRAND RAPIDS	E	4.0	52,500	26	3
US-131	N	41131	10.68	11.19	SCL GRAND RAPIDS, NCL WYOMING	BURTON ST	E	3.0	52,500	26	3
US-131	N	41131	11.19	12.17	BURTON ST	HALL ST	E	3.5	56,000	12	3
US-131	S	41131	11.19	12.17	BURTON ST	HALL ST	E	3.5	56,000	12	3
US-131	N	41131	12.17	12.69	HALL ST	JCT I-196 BL @ FRANKLIN ST	E	3.0	60,000	12	3
US-131	S	41131	12.17	12.69	HALL ST	JCT I-196 BL @ FRANKLIN ST	E	3.5	60,000	12	3
US-131	N	41131	12.69	13.12	JCT I-196 BL @ FRANKLIN ST	WEALTHY ST	E	3.0	54,000	12	3
US-131	S	41131	12.69	13.12	JCT I-196 BL @ FRANKLIN ST	WEALTHY ST	E	3.5	54,000	12	3
US-131	N	41131	13.12	13.26	WEALTHY ST	JCT US-131 BR GRAND RAPIDS	E	3.5	52,500	26	3
US-131	S	41131	13.12	13.26	WEALTHY ST	JCT US-131 BR GRAND RAPIDS	E	3.0	52,500	26	3
US-131	S	41131	10.68	11.19	SCL GRAND RAPIDS, NCL WYOMING	BURTON ST	E	4.0	52,500	26	3
US-131	S	41131	13.26	13.66	JCT US-131 BR GRAND RAPIDS	MARKET ST	E	2.5	50,500	26	3
US-131	N	41131	13.66	13.93	MARKET ST	PEARL ST	E	4.0	52,500	26	3
US-131	S	41131	13.66	13.93	MARKET ST	PEARL ST	E	3.0	52,500	26	3
US-131	N	41131	13.93	14.50	PEARL ST	JCT I-196	E	4.0	50,500	26	3
US-131	S	41131	13.93	14.50	PEARL ST	JCT I-196	E	3.5	50,500	26	3
I-296	N	41131	14.50	15.42	JCT I-196	JCT US-131 BR, LEONARD ST	E	3.0	50,500	26	3
I-296	S	41131	14.50	15.42	JCT I-196	JCT US-131 BR, LEONARD ST	E	3.5	50,500	26	3
US-131	N	41131	13.26	13.66	JCT US-131 BR GRAND RAPIDS	MARKET ST	E	3.5	50,500	26	3
US-131	N	41132	0.000	0.871	N JCT I-296	JCT I-96	E	4.0	25,500	70	2
US-131	S	41132	0.000	0.871	N JCT I-296	JCT I-96	E	4.0	25,500	70	2
US-131	N	41132	0.871	1.452	JCT I-96	NCL WALKER	F	2.5	32,500	70	2
US-131	S	41132	0.871	1.453	JCT I-96	NCL WALKER	F	3.0	32,500	70	2
US-131	N	41132	1.452	2.289	NCL WALKER	WEST RIVER DRIVE	F	2.5	32,500	70	2
US-131	S	41132	1.453	2.290	NCL WALKER	WEST RIVER DRIVE	F	3.0	32,500	70	2

1997 Freeway Segments
Deficient Segments URBAN

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
Bay											
I-075	N	25032	0.000	1.094	MILLER RD	JCT M-21	E	3.0	35,500	12	3
I-075	S	25032	0.000	1.094	MILLER RD	JCT M-21	E	3.0	35,500	12	3
I-475	S	25132	3.940	4.360	BRISTOL RD	HEMPHILL RD NCL BURTON	E	3.0	28,500	26	2
I-475	N	25132	3.940	4.359	BRISTOL RD	HEMPHILL RD NCL BURTON	E	3.0	28,500	26	2
I-475	N	25132	6.595	6.960	JCT I-69	JCT M-21 COURT ST	F	3.0	40,500	26	2
I-475	S	25132	6.595	6.960	JCT I-69	JCT M-21 COURT ST	F	3.5	40,500	26	2
I-475	N	25132	4.359	4.850	HEMPHILL RD SCL FLINT	ATHERTON RD	E	2.5	28,500	26	2
I-075	N	73111	0.000	4.696	DIXIE HWY	JCT M-46	E	2.5	22,500	22	3
I-075	S	73111	0.000	4.696	DIXIE HWY	JCT M-46	E	2.0	22,500	22	3
I-075	S	73111	4.696	5.637	JCT M-46	S JCT I-675	E	2.0	34,500	22	3
I-075	N	73111	4.696	5.637	JCT M-46	S JCT I-675	E	2.5	34,500	22	3

**1997 Freeway Segments
Deficient Segments URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
Southwest											
I-094	E	39022	0.000	1.640	WESTNEDGE AVE	PORTAGE RD NCL PORTAGE	E	4.0	30,000	26	2
I-094	W	39022	0.000	1.640	WESTNEDGE AVE	PORTAGE RD NCL PORTAGE	E	4.0	30,000	26	2
I-094	E	39024	6.801	7.401	JCT US-131	BEGIN OLDER SURFACE	E	2.5	33,500	70	2
I-094	E	39024	7.401	8.001	BEGIN OLDER SURFACE	OAKLAND DR	E	3.0	33,500	70	2
I-094	E	39024	8.001	8.628	OAKLAND DR	BEGIN OLDER SURFACE	E	3.0	30,500	70	2
I-094	W	39024	8.001	8.628	OAKLAND DR	BEGIN OLDER SURFACE	E	2.5	30,500	70	2
I-094	W	39024	8.628	9.294	BEGIN OLDER SURFACE	WESTNEDGE AVE	E	4.0	30,500	26	2
I-094	E	39024	8.628	9.294	BEGIN OLDER SURFACE	WESTNEDGE AVE	E	3.5	30,500	26	2

**1997 Freeway Segments
Deficient Segments URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
University											
I-096	E	19022	9.074	10.16	JCT I-96 BL LANSING	S CO L	E	3.0	23,500	46	2
I-096	E	23152	5.579	6.753	S JCT I-69	LANSING RD	E	3.5	25,000	70	2
I-096	W	23152	5.579	6.753	JCT I-69	LANSING RD	E	3.5	25,000	70	2
I-496	W	33044	0.880	1.119	LANSING RD, OLD US-27	WCL LANSING	E	3.0	23,500	70	2
I-496	E	33044	0.961	1.119	LANSING RD, OLD US-27	WCL LANSING	E	3.0	23,500	70	2
I-496	E	33044	1.119	1.873	WCL LANSING	JCT M-99, CONN #81	E	3.0	23,500	46	2
I-496	W	33044	1.119	1.873	WCL LANSING	JCT M-99, CONN #81	E	3.0	23,500	46	2
I-496	E	33044	2.410	2.878	WALNUT - PINE ST	W OF I-96 BL, CEDAR ST	E	3.0	28,000	45	2
I-496	W	33044	2.410	2.878	WALNUT - PINE ST	W OF I-96BL, CEDAR ST	E	3.0	28,000	45	2
I-496	E	33045	0.000	1.675	W OF I-96 BL, CEDAR ST	ECL LANSING	E	3.0	30,500	70	2
I-496	W	33045	0.000	1.675	W OF I-96BL, CEDAR ST	ECL LANSING	E	3.0	30,500	70	2
I-496	E	33045	1.675	1.801	ECL LANSING	WCL E. LANSING @ RED CEDAR RIV	E	3.0	30,500	70	2
I-496	W	33045	1.675	1.801	ECL LANSING	WCL E. LANSING @ RED CEDAR RIV	E	2.0	30,500	70	2
I-496	E	33045	1.801	2.138	WCL E.LANSING @ RED CEDAR RIV	TROWBRIDGE RD	E	3.5	30,500	70	2
I-496	W	33045	1.801	2.138	WCL E.LANSING @ RED CEDAR RIV	TROWBRIDGE RD	E	3.0	30,500	70	2
I-496	E	33045	2.138	2.914	TROWBRIDGE RD	SCL E. LANSING @ MT HOPE	E	2.5	30,500	70	2
I-496	W	33045	2.138	2.914	TROWBRIDGE RD	SCL E. LANSING @ MT HOPE	E	2.5	30,500	70	2
I-496	E	33045	2.914	4.480	NCL LANSING @ MT. HOPE RD	DUNCKEL RD	E	2.5	30,500	70	2
I-496	W	33045	2.914	4.480	NCL LANSING @ MT HOPE RD	DUNCKEL RD	E	2.5	30,500	70	2
I-096	W	47064	0.000	0.826	JCT US-23	BEGIN BIT SURFACE	E	4.0	40,500	36	3
I-096	E	47064	0.637	2.050	BEGIN BIT SURFACE	PLEASANT VALLEY RD UAL BRIGHTO	E	3.5	40,500	36	3
I-096	W	47064	0.826	2.050	BEGIN BIT SURFACE	PLEASANT VALLEY RD UAL BRIGHTO	E	3.0	40,500	36	3
I-096	E	47064	0.000	0.637	JCT US-23	BEGIN BIT SURFACE	E	4.5	40,500	36	3
I-096	E	47065	11.83	13.47	GRAND RIVER AVE UAL BRIGHTON	SPENCER RD	E	1.0	32,000	26	3
I-096	W	47065	11.83	13.47	GRAND RIVER AVE UAL BRIGHTON	SPENCER RD	E	1.0	32,000	26	3
I-094	E	81062	4.410	6.294	STATE RD WCL ANN ARBOR	ECL ANN ARBOR	E	2.0	37,500	26	2
I-094	W	81062	4.410	6.294	STATE RD WCL ANN ARBOR	ECL ANN ARBOR	E	3.0	37,500	26	2
I-094	W	81062	6.294	7.433	ECL ANN ARBOR	JCT US-23	E	2.0	37,500	26	2
I-094	E	81062	6.294	7.433	ECL ANN ARBOR	JCT US-23	E	2.5	37,500	26	2
US-023	S	81074	0.000	1.995	JCT I-94	JCT M-17, I-94 BL ANN ARBOR	E	2.0	34,000	70	2
US-023	N	81074	1.995	3.601	JCT M-17, JCT I-94 BL ANN ARBOR	GEDDES RD	E	3.0	32,000	70	2
US-023	S	81074	1.995	3.601	JCT M-17, I-94 BL ANN ARBOR	GEDDES RD	E	2.5	32,000	70	2
US-023	N	81074	3.601	5.875	GEDDES RD	PLYMOUTH RD	F	3.0	35,000	70	2
US-023	S	81074	3.601	5.875	GEDDES RD	PYLMOUTH RD	F	2.5	35,000	70	2
US-023	N	81074	5.875	7.444	PLYMOUTH RD	S JCT M-14	E	2.5	28,000	70	2
US-023	S	81074	5.875	7.444	PLYMOUTH RD	S JCT M-14	E	2.5	28,000	70	2

**1997 Freeway Segments
Deficient Segments URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
US-023	N	81074	0.000	1.995	JCT I-94	JCT M-17, JCT I-94 BL ANN ARBOR	E	3.0	34,000	70	2
US-023	S	81075	1.476	2.100	N JCT M-14	UAL ANN ARBOR @ WARREN RD	E	2.5	30,500	46	2
US-023	N	81075	1.476	2.100	N JCT M-14	UAL ANN ARBOR @ WARREN RD	E	2.5	30,500	46	2
US-023	N	81103	0.000	2.843	S JCT M-14	N JCT M-14	F	2.5	34,000	70	2
US-023	S	81103	0.000	2.843	S JCT M-14	N JCT M-14	F	2.5	34,000	70	2

**1997 Freeway Segments
Deficient Segments URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
Metro											
M-059	W	50023	0.000	2.003	DEQUINDRE RD, W CO L	MOUND RD, END FREEWAY	E	2.0	26,000	70	2
M-059	E	50023	0.000	2.003	DEQUINDER RD, W CO L	MOUND RD, END FREEWAY	E	2.5	26,000	70	2
Conn-010	N	50051	14.45	14.96	JCT I-94	JCT M-3	E	4.0	16,500	38	1
I-696	E	50061	0.000	0.508	DEQUINDRE RD, W CO L	11 MILE RD	E	2.0	68,500	26	4
I-696	W	50061	0.000	0.508	DEQUINDRE RD, W CO L	11 MILE RD	E	2.0	68,500	26	4
I-696	W	50062	1.510	2.740	JCT M-3	JCT I-94	E	1.5	36,000	26	3
I-696	E	50062	1.510	2.683	JCT M-3	JCT I-94	E	2.0	36,000	26	3
I-696	E	50061	2.308	2.749	MOUND RD	WCL WARREN, ECL CENTER LINE	E	2.0	70,000	26	4
I-696	W	50061	2.308	2.749	MOUND RD	WCL WARREN, ECL CENTERLINE	E	2.0	70,000	26	4
I-696	E	50061	2.749	3.290	WCL CENTERLINE, ECL WARREN	JCT M-53	E	2.0	70,000	26	4
I-696	W	50061	2.749	3.290	WCL CENTERLINE, ECL WARREN	JCT M-53	E	2.5	70,000	26	4
I-696	E	50061	3.290	3.889	JCT M-53	ECL CENTERLINE, WCL WARREN	E	2.5	60,000	26	4
I-696	W	50061	3.290	3.889	JCT M-53	ECL CENTERLINE, WCL WARREN	E	2.5	60,000	26	4
I-696	E	50061	3.889	4.389	WCL WARREN, ECL CENTERLINE	HOOVER RD	E	2.5	60,000	26	4
I-696	W	50061	3.889	4.389	WCL WARREN, ECL CENTERLINE	HOOVER RD	E	2.0	60,000	26	4
I-094	E	50111	0.000	1.203	S CO L, SCL ST. CLAIR SHORES	9 MILE RD	E	3.5	61,500	26	3
I-094	W	50111	0.000	1.203	S CO L, SCL ST. CLAIR SHORES	9 MILE RD	E	3.5	61,500	26	3
I-094	E	50111	1.203	2.281	9 MILE RD	10 MILE RD	E	3.5	68,500	26	3
I-094	W	50111	1.203	2.281	9 MILE RD	10 MILE RD	E	3.5	68,500	26	3
I-094	E	50111	2.281	3.055	10 MILE RD	JCT I-696	F	3.5	74,500	26	3
I-094	W	50111	2.281	3.652	10 MILE RD	JCT I-696	E	3.5	74,500	26	4
I-094	W	50111	3.652	4.312	JCT I-696	12 MILE RD, NCL ST. CLAIR SHOR	F	3.5	75,000	26	3
I-094	W	50111	4.312	4.976	12 MILE RD, SCL ROSEVILLE	JCT CONN # 10, TO M-3	E	4.0	68,500	26	3
I-094	E	50111	4.312	5.082	12 MILE RD, SCL ROSEVILLE	JCT CONN # 10 TO M-3	E	4.0	68,500	26	3
I-094	W	50111	4.976	5.721	JCT CONN # 10 TO M-3	LITTLE MACK AVE	E	4.5	50,000	26	3
I-094	E	50111	5.082	5.720	JCT CONN # 10 TO M-3	LITTLE MACK AVE	E	3.5	50,000	26	3
I-094	E	50111	5.720	6.217	LITTLE MACK AVE	ECL ROSEVILLE,WCL ST CLAIR S.	E	3.5	47,000	26	3
I-094	W	50111	5.721	6.217	LITTLE MACK AVE	ECL ROSEVILLE,WCL ST. CLAIR S.	E	4.0	47,000	26	3
I-094	E	50111	6.217	7.358	WCL ST CLAIR SHORES	NCL ST CLAIR SHORES @ 14 MILE	E	1.5	47,000	26	3
I-094	W	50111	6.217	7.358	WCL ST CLAIR SHORES	NCL ST CLAIR SHORES @ 14 MILE	E	2.5	47,000	26	3
I-094	W	50111	7.358	8.570	NCL ST CLAIR SHORES @ 14 MILE	HARPER RD	E	2.0	47,000	26	3
I-094	E	50111	9.222	10.26	SHOOK RD	METROPOLITAN PARKWAY	E	2.5	44,000	26	3
I-094	W	50111	9.222	10.26	SHOOK RD	METROPOLITAN PARKWAY	E	2.0	44,000	26	3
I-094	E	50111	7.358	8.570	NCL ST CLAIR SHORES @ 14 MILE	HARPER RD	E	2.0	47,000	26	3
I-096	E	63022	6.170	7.180	WCL WIXOM	WIXOM RD	E	3.0	50,000	36	3
I-096	W	63022	6.170	7.180	WCL WIXOM	WIXOM RD	E	3.0	50,000	36	3

**1997 Freeway Segments
Deficient Segments - URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
I-096	E	63022	7.180	8.128	WIXOM RD	ECL WIXOM, WCL NOVI	F	3.0	58,000	36	3
I-096	W	63022	7.180	8.128	WIXOM RD	ECL WIXOM, WCL NOVI	F	2.5	58,000	36	3
I-096	E	63022	8.128	8.330	ECL NOVI, WCL WIXOM	BECK RD	F	3.0	58,000	36	3
I-096	W	63022	8.128	8.330	WCL NOVI, ECL WIXOM	BECK RD	F	2.5	58,000	36	3
I-096	W	63022	8.330	10.33	BECK RD	NOVI RD	F	2.5	61,000	36	3
I-096	E	63022	10.33	11.29	NOVI RD	JCT I-696	F	2.5	76,000	36	4
I-096	W	63022	10.33	11.94	NOVI RD	JCT I-696	F	2.5	76,000	36	4
I-096	E	63022	8.330	10.33	BECK RD	NOVI RD	F	3.0	61,000	36	3
M-059	W	63043	6.148	7.669	CROOKS RD	HPMS @ AUBURN RD	F	3.0	32,500	46	2
M-059	E	63043	7.669	8.590	HPMS @ AUBURN RD	JCT M-150	F	3.5	32,500	70	2
M-059	W	63043	7.669	8.590	HPMS @ AUBURN RD	JCT M-150	F	3.0	32,500	70	2
M-059	E	63043	8.590	10.67	JCT M-150	DEQUINDER RD E CO L	F	2.5	32,500	70	2
M-059	W	63043	8.590	10.67	JCT M-150	DEQUINDER RD E CO L	F	3.0	32,500	70	2
I-696	E	63101	0.570	1.342	WCL FARMINGTON HILLS, ECL NOVI	BEGIN 4-LANE @ E RAMP I-96	E	4.0	21,500	70	2
I-696	E	63101	1.342	4.691	BEGIN 4 LANES @ E RAMP I-96	ORCHARD LAKE RD	E	1.5	66,000	22	4
I-696	W	63101	4.691	6.785	ORCHARD LAKE RD	ECL FARMINGTON HILLS @ INKSTER	E	1.5	71,500	22	4
I-696	E	63101	4.691	6.785	ORCHARD LAKE RD	ECL FARMINGTON HILLS @ INKSTER	E	1.5	71,500	22	4
I-696	E	63101	6.785	8.263	WCL SOUTHFIELD @ INKSTER RD	JCT M-10	E	1.5	71,500	22	4
I-696	W	63101	6.785	8.283	WCL SOUTHFIELD @ INKSTER RD	JCT M-10	E	1.5	71,500	22	4
I-696	E	63101	8.263	8.730	JCT M-10	JCT US-24	E	3.5	45,000	22	3
I-696	W	63101	8.283	8.730	JCT M-10	JCT US-24	E	4.5	45,000	22	3
I-696	E	63102	1.283	2.245	LAHSER RD	EVERGREEN RD	F	2.5	74,500	26	3
I-696	W	63101	1.483	4.691	BEGIN 4-LANES @ E RAMP I-96	ORCHARD LAKE RD	E	1.5	66,000	22	4
I-696	W	63102	4.930	5.719	WCL OAK PARK	COOLIDGE RD	F	1.5	90,000	26	4
I-696	W	63102	5.719	7.222	COOLIDGE RD	ECL OAK PARK, WCL PLEASANT RIDG	F	1.5	93,500	26	4
I-696	E	63102	5.719	7.222	COOLIDGE RD	ECL OAK PARK, WCL PLEASANT RIDG	F	1.0	93,500	26	4
I-696	E	63102	7.222	7.625	WCL PLEASANT RIDGE, ECL OAK PK	JCT M-1	F	1.5	93,500	26	4
I-696	W	63102	7.222	7.625	WCL PLEASANT RIDGE, ECL OAK PK	JCT M-1	F	1.5	93,500	26	4
I-696	E	63102	7.625	8.143	JCT M-1	NCL PLEASANT RIDGE, SCL R. OAK	F	1.5	97,500	26	4
I-696	W	63102	7.625	8.143	JCT M-1	NCL PLEASANT RIDGE, SCL ROY. OAK	F	2.0	97,500	26	4
I-696	E	63102	8.143	8.253	SCL ROYAL OAK, NCL PLEASANT RID	BERMUDA-MOHAWK	F	2.0	97,500	26	4
I-696	W	63102	8.143	8.253	SCL ROYAL OAK, NCL PLEASANT RID	BERMUDA-MOHAWK	F	1.0	97,500	26	4
I-696	E	63102	4.930	5.719	WCL OAK PARK	COOLIDGE RD	F	1.5	90,000	26	4
I-696	E	63102	8.253	9.010	BERMUDA-MOHAWK	W RAMPS I-75 @ CHESTER	F	2.0	95,500	26	4
I-696	E	63102	2.245	2.737	EVERGREEN RD	ECL SOUTHFIELD, WCL LATHRUP V.	F	2.0	78,500	26	3
I-696	W	63102	2.245	2.737	EVERGREEN RD	ECL SOUTHFIELD, WCL LATHRUP V.	F	1.5	78,500	26	3
I-696	E	63102	2.737	3.288	WCL LATHRUP V., ECL SOUTHFIELD	SOUTHFIELD RD	F	2.0	78,500	26	3
I-696	W	63102	2.737	3.288	WCL LATHRUP V., ECL SOUTHFIELD	SOUTHFIELD RD	F	1.5	78,500	26	3

**1997 Freeway Segments
Deficient Segments URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
I-696	E	63102	3.288	3.485	SOUTHFIELD RD	ECL LATHRUP V., WCL SOUTHFIELD	F	2.0	85,000	26	3
I-696	W	63102	3.288	3.485	SOUTHFIELD RD	ECL LATHRUP V., WCL SOUTHFIELD	F	1.0	85,000	26	3
I-696	E	63102	3.485	4.687	WCL SOUTHFIELD, ECL LATHRUP V.	GREENFIELD RD, WCL SOUTHFIELD	F	2.0	85,000	26	4
I-696	W	63102	3.485	4.687	WCL SOUTHFIELD, ECL LATHRUP V.	GREENFIELD RD, ECL SOUTHFIELD	F	1.0	85,000	26	4
I-696	E	63102	4.687	4.930	GREENFIELD RD, ECL SOUTHFIELD	WCL OAK PARK	F	1.5	90,000	26	4
I-696	W	63102	4.687	4.930	GREENFIELD RD, ECL SOUTHFIELD	WCL OAK PARK	F	1.0	90,000	26	4
I-696	W	63102	1.283	2.245	LAHSER RD	EVERGREEN RD	F	1.5	74,500	26	3
I-696	E	63103	0.000	0.341	W RAMPS I-75 @ CHESTER	JCT I-75	F	2.0	95,500	26	4
I-696	W	63103	0.000	0.341	W RAMP I-75 @ CHESTER	JCT I-75	F	1.5	95,500	26	4
I-696	W	63103	0.341	0.880	JCT I-75	COUZENS ROAD	E	1.5	83,000	26	4
I-696	E	63103	0.341	0.880	JCT I-75	COUZENS ROAD	E	1.5	83,000	26	4
I-696	E	63103	0.880	1.954	COUZENS ROAD	DEQUINDRE RD, E CO L	E	3.0	75,500	26	4
I-696	W	63103	0.880	1.954	COUZENS ROAD	DEQUINDRE RD, E CO L	E	3.0	75,500	26	4
I-696	W	63102	8.253	9.010	BERMUDA-MOHAWK	W RAMPS I-75 @ CHESTER	F	2.0	95,500	26	4
I-075	S	63172	0.000	1.100	JCT M-59	CHRYSLER DRIVE	E	2.5	64,500	22	4
I-075	N	63172	0.000	1.100	JCT M-59	CHRYSLER DRIVE	E	2.5	64,500	22	4
I-075	N	63172	1.100	1.691	CHRYSLER DRIVE	UNIVERSITY DRIVE	E	3.0	64,500	22	4
I-075	S	63172	1.100	1.690	CHRYSLER DRIVE	UNIVERSITY DRIVE	E	2.5	64,500	22	4
I-075	N	63174	0.000	1.100	JCT M-102,S CO L,SCL HAZEL PK	NINE MILE RD	F	3.0	120,500	26	4
I-075	N	63174	1.100	2.337	NINE MILE RD	JCT I-696 NCL HAZEL PARK	F	3.5	126,000	26	4
I-075	S	63174	1.100	2.337	NINE MILE RD	JCT I-696 NCL HAZEL PARK	F	3.5	126,000	26	4
I-075	S	63174	2.337	3.200	JCT I-696, SCL ROYAL OAK	11 MILE RD	E	3.5	85,500	26	4
I-075	N	63174	2.337	3.200	JCT I-696, SCL ROYAL OAK	11 MILE RD	E	3.5	85,500	26	4
I-075	N	63174	3.200	4.054	11 MILE RD	NCL ROYAL OAK, SCL MADISON HTS	F	3.5	81,000	26	3
I-075	S	63174	3.200	4.054	11 MILE RD	NCL ROYAL OAK, SCL MADISON HTS	F	3.5	81,000	26	3
I-075	N	63174	4.054	4.340	SCL MADISON HTS, NCL ROYAL OAK	12 MILE RD	F	3.0	81,000	46	3
I-075	S	63174	4.054	4.340	SCL MADISON HTS, NCL ROYAL OAK	12 MILE RD	F	3.0	81,000	46	3
I-075	S	63174	0.000	1.100	JCT M-102,S CO L,SCL HAZEL PK	NINE MILE RD	F	3.5	120,500	26	4
I-075	S	63174	4.340	6.398	12 MILE RD	14 MILE RD, NCL MADISON HTS.	F	2.5	75,000	46	3
I-075	N	63174	6.398	8.601	14 MILE RD, SCL TROY	ROCHESTER RD	E	2.5	61,000	46	3
I-075	S	63174	6.398	8.601	14 MILE RD, SCL TROY	ROCHESTER RD	E	2.5	61,000	46	3
I-075	N	63174	10.11	13.23	BIG BEAVER RD	CROOKS RD	E	2.5	54,000	46	3
I-075	S	63174	10.11	13.23	BIG BEAVER RD	CROOKS RD	E	2.0	54,000	46	3
I-075	N	63174	4.340	6.398	12 MILE RD	14 MILE RD, NCL MADISON HTS.	F	2.5	75,000	46	3
I-075	N	63174	16.63	17.23	S JCT I-75 BL PONTIAC	WIDER SURFACE @ SQUARE LAKE RD	F	2.0	65,500	46	2
I-075	S	63174	16.63	17.23	S JCT I-75 BL PONTIAC	WIDER SURFACE @ SQUARE LAKE RD	F	2.0	65,500	46	3
I-096	E	63191	0.000	1.251	JCT I-696	ECL NOVI, WCL FARMINGTON HILLS	F	1.5	84,500	46	2
I-096	W	63191	0.000	0.583	JCT I-696	ECL NOVI, WCL FARMINGTON HILLS	F	1.0	84,500	46	2

**1997 Freeway Segments
Deficient Segments URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
I-096	W	63191	0.583	1.351	WCL FARMINGTON HILLS, ECL NOVI	JCT M-5 @ WIDER SURFACE	F	1.0	84,500	70	2
I-096	W	63191	1.351	2.347	JCT M-5 @ WIDER SURFACE	BEGIN NEWER SURFACE	F	3.0	84,500	70	2
I-096	E	63191	1.646	4.060	BEGIN WIDER, OLDER SURFACE	EIGHT MILE RD S CO L	F	3.0	84,500	70	4
I-096	W	63191	2.347	4.100	BEGIN NEWER SURFACE	EIGHT MILE RD S CO L	F	3.0	84,500	70	4
I-096	E	63191	1.251	1.646	WCL FARMINGTON HILLS, ECL NOVI	BEGIN WIDER, OLDER SURFACE	F	1.0	84,500	70	2
I-094	E	82022	0.633	2.060	JCT I-275	WAYNE RD	F	2.5	59,000	116	3
I-094	W	82022	0.633	2.060	JCT I-275	WAYNE RD	F	2.5	59,000	116	3
I-094	E	82022	2.060	4.451	WAYNE RD	MERRIMAN RD	E	2.5	59,500	116	3
I-094	W	82022	2.060	4.451	WAYNE RD	MERRIMAN RD	E	2.5	59,500	116	3
I-094	E	82022	4.451	5.180	MERRIMAN RD	MIDDLEBELT RD	E	2.5	61,500	116	3
I-094	W	82022	4.451	5.180	MERRIMAN RD	MIDDLEBELT RD	E	2.5	61,500	116	3
I-094	W	82022	5.180	6.209	MIDDLEBELT RD	ECL ROMULUS @ INKSTER RD	E	2.5	64,000	116	3
I-094	E	82022	6.209	6.929	WCL TAYLOR @ INKSTER RD	ECORSE RD	E	2.5	64,000	116	3
I-094	W	82022	6.209	6.929	WCL TAYLOR @ INKSTER RD	ECORSE RD	E	2.5	64,000	116	3
I-094	E	82022	6.929	8.534	ECORSE RD	JCT US-24	F	2.5	68,500	116	3
I-094	W	82022	6.929	8.534	ECORSE RD	JCT US-24	F	2.5	68,500	116	3
I-094	E	82022	10.54	10.96	WCL ALLEN PARK, ECL TAYLOR	JCT M-39 SOUTHFIELD HWY	F	2.0	75,500	116	3
I-094	W	82022	10.54	10.96	WCL ALLEN PARK, ECL TAYLOR	JCT M-39 SOUTHFIELD HWY	F	2.0	75,500	116	3
I-094	E	82023	0.320	0.610	ADDISON AVE	LONYO AVE	E	2.5	58,500	14	3
I-094	W	82023	0.320	0.610	ADDISON AVE	LONYO AVE	E	2.5	58,500	14	3
I-094	W	82023	0.610	1.220	LONYO AVE	CECIL AVE	E	2.0	62,000	14	3
I-094	E	82023	0.610	1.220	LONYO AVE	CECIL AVE	E	2.5	62,000	14	3
I-094	E	82023	1.220	1.750	CECIL AVE	LIVERNOIS	E	2.5	64,500	14	3
I-094	W	82023	1.220	1.750	CECIL AVE	LIVERNOIS	E	2.0	64,500	14	3
I-094	E	82023	4.370	4.691	TRUMBULL	JCT M-10	F	3.5	77,000	14	3
I-094	W	82023	4.370	4.691	TRUMBULL	JCT M-10	F	4.0	77,000	14	3
I-094	E	82023	4.691	4.942	JCT M-10	2ND AVE	F	3.5	85,000	14	3
I-094	W	82023	4.691	4.942	JCT M-10	2ND AVE	F	4.0	85,000	14	3
I-094	E	82024	0.000	0.241	2ND AVE	JCT M-1	F	4.0	85,000	14	3
I-094	W	82024	0.000	0.241	2ND AVE	JCT M-1	F	4.0	85,000	14	3
I-094	W	82024	0.241	0.570	JCT M-1	BEAUBIEN	F	4.0	80,000	14	3
I-094	E	82024	0.241	0.570	JCT M-1	BEAUBIEN	F	3.5	80,000	14	3
I-094	E	82024	0.570	0.888	BEAUBIEN	JCT I-75	F	4.0	85,500	14	3
I-094	W	82024	0.570	0.888	BEAUBIEN	JCT I-75	F	4.0	85,500	14	3
I-094	W	82023	4.131	4.370	12TH ST	TRUMBULL	F	4.0	83,000	14	3
I-094	W	82023	1.750	2.251	LIVERNOIS	30TH ST	E	2.0	64,500	14	3
I-094	E	82023	2.251	2.780	30TH ST	WEST GRAND BLVD	E	2.5	64,000	14	3
I-094	W	82023	2.251	2.780	30TH ST	WEST GRAND BLVD	E	2.0	64,000	14	3

**1997 Freeway Segments
Deficient Segments URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
I-094	E	82023	2.780	3.360	WEST GRAND BLVD	JCT I-96	E	2.5	68,500	14	3
I-094	W	82023	2.780	3.360	WEST GRAND BLVD	JCT I-96	E	2.0	68,500	14	3
I-094	E	82023	3.360	3.650	JCT I-96	LINWOOD	F	2.5	79,500	14	3
I-094	W	82023	3.360	3.650	JCT I-96	LINWOOD	F	2.0	79,500	14	3
I-094	E	82023	3.650	4.131	LINWOOD	12TH ST	F	3.5	83,000	14	3
I-094	W	82023	3.650	4.131	LINWOOD	12TH ST	F	4.0	83,000	14	3
I-094	E	82023	4.131	4.370	12TH ST	TRUMBULL	F	4.0	83,000	14	3
I-094	E	82023	1.750	2.251	LIVERNOIS	30TH ST	E	2.5	64,500	14	3
I-094	W	82024	0.888	1.501	JCT I-75	DUBOIS ST	F	3.0	80,000	14	3
I-094	E	82024	1.501	1.620	DU BOIS ST	CHENE ST	F	3.5	73,000	14	3
I-094	W	82024	1.501	1.620	DU BOIS ST	CHENE ST	F	4.0	73,000	14	3
I-094	E	82024	1.620	2.350	CHENE ST	MT ELLIOTT	F	4.5	77,000	14	3
I-094	W	82024	1.620	2.350	CHENE ST	MT. ELLIOTT	F	4.5	77,000	14	3
I-094	E	82024	2.350	3.236	MT. ELLIOTT	JCT M-53 VAN DYKE	F	4.5	76,500	14	3
I-094	W	82024	2.350	3.236	MT. ELLIOTT	JCT M-53 VAN DYKE	F	4.5	76,500	14	3
I-094	E	82024	3.236	4.022	JCT M-53 VAN DYKE	JCT M-3 GRATIOT AVE	F	4.5	72,000	14	3
I-094	W	82024	3.236	4.022	JCT M-53 VAN DYKE	JCT M-3 GRATIOT AVE	F	4.0	72,000	14	3
I-094	E	82024	0.888	1.501	JCT I-75	DUBOIS ST	F	1.0	80,000	14	3
I-094	W	82025	0.000	0.560	JCT M-3 GRATIOT AVE	FRENCH RD	F	4.0	72,000	14	3
I-094	E	82025	0.560	1.035	FRENCH RD	CONNER AVE	F	4.0	67,500	14	3
I-094	W	82025	0.560	1.035	FRENCH RD	CONNER AVE	F	4.0	67,500	14	3
I-094	E	82025	1.035	2.390	CONNER AVE	CHALMERS	F	3.5	62,500	14	3
I-094	W	82025	1.035	2.390	CONNERS AVE	CHALMERS	F	4.0	62,500	14	3
I-094	E	82025	2.390	2.620	CHALMERS	OUTER DRIVE	E	3.5	49,500	14	3
I-094	W	82025	2.390	2.620	CHALMERS	OUTER DRIVE	E	4.0	49,500	14	3
I-094	W	82025	2.620	3.290	OUTER DRIVE	HARPER AVE	E	4.0	55,000	14	3
I-094	E	82025	2.620	3.290	OUTER DRIVE	HARPER AVE	E	4.0	55,000	14	3
I-094	E	82025	3.290	4.080	HARPER AVE	CADIEUX	E	4.0	49,500	14	3
I-094	E	82025	0.000	0.560	JCT M-3 GRATIOT AVE	FRENCH RD	F	4.0	72,000	14	3
I-094	E	82025	4.080	4.750	CADIEUX RD	MOROSS RD	E	4.0	53,000	14	3
I-094	W	82025	4.080	4.750	CADIEUX RD	MOROSS RD	E	4.0	53,000	14	3
I-094	E	82025	4.750	4.872	MOROSS RD	ECL DETROIT, WCL HARPER WOODS	E	4.0	62,500	14	3
I-094	W	82025	4.750	4.872	MOROSS RD	ECL DETROIT, WCL HARPER WOODS	E	3.5	62,500	14	3
I-094	E	82025	4.872	5.420	WCL HARPER WOODS, ECL DETROIT	ALLARD AVE	E	4.0	62,500	14	3
I-094	W	82025	4.872	5.420	WCL HARPER WOODS, ECL DETROIT	ALLARD AVE	E	4.0	62,500	14	3
I-094	E	82025	5.420	6.378	ALLARD AVE	JCT M-102	F	4.0	63,500	14	3
I-094	W	82025	5.420	6.378	ALLARD AVE	JCT M-102	F	4.0	63,500	14	3
I-094	E	82025	6.378	6.691	JCT M-102	N CO L NCL HARPER WOODS	E	4.0	61,500	14	3

**1997 Freeway Segments
Deficient Segments URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
I-094	W	82025	3.290	4.080	HARPER AVE	CADIEUX	E	4.0	49,500	14	3
I-094	W	82025	6.378	6.691	JCT M-102	N CO L NCL HARPER WOODS	E	3.5	61,500	14	3
M-010	W	82111	0.000	0.163	N SIDE MERRICK PEDEST. BRIDGE	FOREST	E	1.0	62,000	14	3
M-010	E	82111	0.163	1.190	FOREST	GRAND RIVER AVE	E	1.5	49,500	14	3
M-010	W	82111	0.163	1.190	FOREST	GRAND RIVER AVE	E	1.5	49,500	14	3
M-010	E	82111	1.190	1.538	GRAND RIVER AVE	JCT I-75	E	1.5	49,500	14	3
M-010	W	82111	1.190	1.538	GRAND RIVER AVE	JCT I-75	E	1.5	49,500	14	3
M-010	E	82111	1.538	1.833	JCT I-75	JCT US-12	F	4.0	47,000	16	3
M-010	W	82111	1.538	1.833	JCT I-75	JCT US-12	F	3.5	47,000	16	3
M-010	E	82111	1.833	2.254	JCT US-12	JCT M-3 FORT ST	E	3.0	37,000	16	3
M-010	W	82111	1.833	2.254	JCT US-12	JCT M-3 FORT ST	E	3.5	37,000	16	3
M-010	E	82111	2.254	2.883	JCT M-3	JCT US-12 WOODWARD AVE	E	2.5	34,000	14	3
M-010	W	82111	2.254	2.883	JCT M-3 FORT ST	JCT US-12 WOODWARD AVE	E	2.5	34,000	14	3
M-010	E	82112	0.000	0.221	JCT M-102 N CO L, NCL DETROIT	GREENFIELD RD	E	4.0	49,500	14	3
M-010	W	82112	0.000	0.221	JCT M-102 N CO L, NCL DETROIT	GREENFIELD RD	E	4.0	49,500	14	3
M-010	E	82112	0.221	1.283	GREENFIELD RD	7 MILE RD	F	3.5	61,500	14	3
M-010	W	82112	0.221	1.283	GREENFIELD RD	7 MILE RD	F	3.5	61,500	14	3
M-010	E	82112	1.283	2.716	7 MILE RD	GROVE & MEYERS	E	3.5	61,500	14	3
M-010	W	82112	1.283	2.716	7 MILE RD	GROVE & MEYERS	E	3.5	61,500	14	3
M-010	E	82112	2.716	3.538	GROVE & MEYERS	WYOMING AVE	E	1.5	75,000	14	3
M-010	W	82112	2.716	3.538	GROVE & MEYERS	WYOMING AVE	E	1.5	75,000	14	3
M-010	W	82112	3.538	4.520	WYOMING AVE	LIVERNOIS AVE	E	1.5	74,500	14	3
M-010	E	82112	3.538	4.520	WYOMING AVE	LIVERNOIS AVE	E	1.5	74,500	14	3
M-010	E	82112	4.520	5.197	LIVERNOIS AVE	LINWOOD AVE	E	1.5	74,000	14	3
M-010	W	82112	4.520	5.197	LIVERNOIS AVE	LINWOOD AVE	E	1.5	74,000	14	3
M-010	E	82112	5.197	6.212	LINWOOD AVE	JCT M-8 DAVISON FREEWAY	E	1.5	75,000	14	3
M-010	E	82112	6.212	6.480	JCT M-8 DAVISON FREEWAY	GLENDALE	E	1.0	69,500	26	3
M-010	W	82112	6.212	6.480	JCT M-8 DAVISON FREEWAY	GLENDALE	E	1.5	69,500	26	3
M-010	E	82112	6.480	7.029	GLENDALE	WEBB	E	1.5	74,000	14	3
M-010	W	82112	6.480	7.029	GLENDALE	WEBB	E	1.5	74,000	14	3
M-010	E	82112	7.029	7.577	WEBB	CHICAGO BLVD	E	1.5	73,000	14	3
M-010	W	82112	7.029	7.577	WEBB	CHICAGO BLVD	E	1.5	73,000	14	3
M-010	E	82112	7.577	7.897	CHICAGO BLVD	CLAIRMOUNT	E	1.5	68,500	14	3
M-010	W	82112	7.577	7.897	CHICAGO BLVD	CLAIRMOUNT	E	1.5	68,500	14	3
M-010	E	82112	8.496	8.875	SEWARD	WEST GRAND BLVD	E	1.5	60,000	14	3
M-010	E	82112	8.875	8.949	WEST GRAND BLVD	MILWAUKEE	E	1.5	62,000	14	3
M-010	W	82112	8.875	8.949	WEST GRAND BLVD	MILWAUKEE	E	1.0	62,000	14	3
M-010	E	82112	8.949	9.499	MILWAUKEE	JCT I-94	E	1.5	74,500	14	4

**1997 Freeway Segments
Deficient Segments URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
M-010	W	82112	8.949	9.499	MILWAUKEE	JCT I-94	F	1.5	74,500	14	3
M-010	W	82112	9.499	9.739	JCT I-94	N SIDE MERRICK PEDEST. BRIDGE	E	2.0	62,000	20	3
M-010	E	82112	9.499	9.739	JCT I-94	N SIDE MERRICKS PEDEST. BRIDGE	E	1.5	62,000	20	3
I-096	E	82122	0.000	0.943	JCT I-275	BEGIN WIDER SURFACE	F	2.5	67,000	26	2
I-096	W	82122	0.193	0.794	JCT I-275	BEGIN WIDER SURFACE	F	3.5	67,000	26	2
I-096	W	82122	0.794	1.870	BEGIN WIDER SURFACE	NEWBURGH RD	E	4.0	67,000	26	4
I-096	E	82122	0.943	1.870	BEGIN WIDER SURFACE	NEWBURGH RD	E	1.0	67,000	26	4
I-096	E	82122	1.870	2.374	NEWBURGH RD	LEVAN RD	E	3.0	67,000	26	4
I-096	W	82122	1.870	2.374	NEWBURGH RD	LEVAN RD	E	3.0	67,000	26	4
I-096	E	82122	2.374	3.870	LEVAN RD	FARMINGTON RD	F	3.5	75,000	26	4
I-096	W	82122	2.374	3.870	LEVAN RD	FARMINGTON RD	F	3.0	75,000	26	4
I-096	E	82122	3.870	4.873	FARMINGTON RD	MERRIMAN RD	F	3.0	84,000	26	4
I-096	W	82122	3.870	4.873	FARMINGTON RD	MERRIMAN RD	F	4.0	84,000	26	4
I-096	E	82122	4.873	5.879	MERRIMAN RD	MIDDLEBELT RD	F	3.5	87,500	26	4
I-096	W	82122	4.873	5.879	MERRIMAN RD	MIDDLEBELT RD	F	4.0	87,500	26	4
I-096	E	82122	5.879	6.876	MIDDLEBELT RD	INKSTER ROAD, ECL LIVONIA	F	3.5	92,500	26	4
I-096	W	82122	5.879	6.876	MIDDLEBELT RD	INKSTER ROAD, ECL LIVONIA	F	3.0	92,500	26	4
I-096	W	82122	6.876	7.856	INKSTER ROAD, ECL LIVONIA	BEECH DALY RD	E	3.5	93,000	26	5
I-096	E	82122	6.876	7.856	INKSTER ROAD, ECL LIVONIA	BEECH DALY RD	E	3.0	93,000	26	5
I-096	E	82122	7.856	8.833	BEECH DALY RD	JCT US-24 WCL DETROIT	E	3.0	89,500	26	5
I-096	W	82122	7.856	8.833	BEECH DALY RD	JCT US-24 WCL DETROIT	E	2.5	89,500	26	5
I-096	E	82122	8.833	9.845	JCT US-24 WCL DETROIT	OUTER DRIVE	E	3.5	85,000	26	5
I-096	W	82122	8.833	9.845	JCT US-24 WCL DETROIT	OUTER DRIVE	E	3.5	85,000	26	5
I-096	E	82122	10.99	12.05	EVERGREEN RD	JCT M-39	E	3.5	89,500	26	6
I-096	W	82122	10.99	12.05	EVERGREEN RD	JCT M-39	E	3.5	89,500	26	6
I-096	E	82123	3.019	4.160	WYOMING AVE	DAVISON	E	2.5	69,000	26	4
I-096	W	82123	3.019	4.160	WYOMING AVE	DAVISON	E	2.5	69,000	26	4
I-096	E	82123	4.160	4.515	DAVISON	GRAND RIVER AVE	E	2.5	62,500	26	4
I-096	W	82123	4.160	4.515	DAVISON	GRAND RIVER AVE	E	2.0	62,500	26	4
I-096	E	82123	4.515	4.900	GRAND RIVER AVE	LIVERNOIS	E	2.5	58,500	26	4
I-096	W	82123	4.515	4.900	GRAND RIVER AVE	LIVERNOIS	E	2.0	58,500	26	4
I-096	W	82123	4.900	5.330	LIVERNOIS	JOY RD	E	2.0	58,000	26	4
I-096	E	82123	4.900	5.330	LIVERNOIS	JOY RD	E	2.5	58,000	26	4
I-096	E	82123	5.330	6.560	JOY RD	WEST GRAND BLVD	E	2.0	61,500	26	4
I-096	W	82123	5.330	6.560	JOY RD	WEST GRAND BLVD	E	2.5	61,500	26	4
I-096	E	82123	6.560	7.228	WEST GRAND BLVD	JCT I-94	E	2.0	56,000	26	4
I-096	W	82123	6.560	7.228	WEST GRAND BLVD	JCT I-94	E	2.5	56,000	26	4
I-096	E	82123	7.228	7.559	JCT I-94	WARREN AVE	E	2.5	50,500	26	4

**1997 Freeway Segments
Deficient Segments: URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
I-096	W	82123	7.228	7.559	JCT I-94	WARREN AVE	E	2.0	50,500	26	4
I-096	E	82125	0.000	1.100	8 MILE RD, N CO L	7 MILE RD	F	3.0	95,500	70	4
I-096	W	82125	0.000	1.100	8 MILE RD, N CO L	7 MILE RD	F	3.5	95,500	70	4
I-096	E	82125	1.100	2.015	7 MILE RD	6 MILE RD	F	2.5	96,500	70	4
I-096	W	82125	1.100	2.015	7 MILE RD	6 MILE RD	E	2.5	96,500	70	5
I-096	E	82125	2.015	3.117	6 MILE RD	JCT I-275	F	3.0	97,000	46	4
I-096	W	82125	2.015	3.310	6 MILE RD	JCT I-275	F	4.5	97,000	46	4
I-075	N	82191	10.56	11.73	NORTH LINE RD	NCL SOUTHGATE SCL ALLEN PARK	E	1.5	42,000	36	3
I-075	S	82191	10.56	11.73	NORTH LINE RD	NCL SOUTHGATE SCL ALLEN PARK	E	1.0	42,000	36	3
I-075	N	82191	11.73	12.57	SCL ALLEN PARK, NCL SOUTHGATE	ECL ALLEN PARK,WCL LINCOLN PK	E	2.0	42,000	36	3
I-075	S	82191	11.73	12.57	SCL ALLEN PARK, NCL SOUTHGATE	ECL ALLEN PARK,WCL LINCOLN PK	E	1.5	42,000	26	3
I-075	N	82191	12.57	13.12	WCL LINCOLN PARK	TOLEDO-DIX HWY, ECL ALLEN PARK	E	2.0	42,000	26	3
I-075	S	82191	12.57	13.12	WCL LINCOLN PARK, ECL ALLEN PK	TOLEDO-DIX HWY	E	2.0	42,000	26	3
I-075	N	82191	13.12	13.95	TOLEDO-DIX HWY	JCT M-39, SOUTHFIELD HWY	E	2.5	44,500	26	3
I-075	S	82191	13.12	13.97	TOLEDO-DIX HWY	JCT M-39 SOUTHFIELD HWY	E	2.0	44,500	26	3
M-039	N	82192	7.111	7.610	JCT M-153	NCL DEARBORN @ PAUL AVE	E	3.0	65,500	16	3
M-039	S	82192	7.111	8.111	JCT M-153	WARREN RD	E	4.0	65,500	16	3
M-039	N	82192	7.610	8.111	SCL DETROIT @ PAUL AVE	WARREN RD	E	3.0	65,500	16	3
M-039	N	82192	8.111	9.101	WARREN RD	JOY RD	E	3.5	69,500	16	3
M-039	S	82192	8.111	9.101	WARREN RD	JOY RD	E	4.0	69,500	16	3
M-039	N	82192	9.101	10.10	JOY RD	PLYMOUTH RD	F	3.5	81,500	16	3
M-039	S	82192	9.101	10.10	JOY RD	PLYMOUTH RD	F	4.0	81,500	16	3
M-039	S	82192	10.10	10.53	PLYMOUTH RD	JCT I-96	F	3.5	76,000	16	3
M-039	N	82192	10.10	10.53	PLYMOUTH RD	JCT I-96	F	3.5	76,000	16	3
M-039	N	82192	10.53	11.11	JCT I-96	SCHOOLCRAFT RD	F	3.5	76,500	16	3
M-039	S	82192	10.53	11.11	JCT I-96	SCHOOLCRAFT RD	F	3.5	76,500	16	3
M-039	N	82193	0.000	0.945	SCHOOLCRAFT RD	JCT M-5	F	4.0	87,000	16	3
M-039	S	82193	0.000	0.945	SCHOOLCRAFT RD	JCT M-5	F	3.5	87,000	16	3
M-039	N	82193	0.945	2.020	JCT M-5	6 MILE RD, McNICHOLS	F	4.0	83,500	16	3
M-039	S	82193	0.945	2.020	JCT M-5	6 MILE RD, McNICHOLS	F	4.0	83,500	16	3
M-039	N	82193	2.020	3.020	6 MILE RD, McNICHOLS	7 MILE RD	E	3.5	77,000	16	3
M-039	S	82193	2.020	3.020	6 MILE RD, McNICHOLS	7 MILE RD	E	3.5	77,000	16	3
M-039	N	82193	3.020	3.966	7 MILE RD	JCT M-102 N CO L, NCL DETROIT	F	3.5	71,500	16	3
M-039	S	82193	3.020	3.966	7 MILE RD	JCT M-102 N CO L, NCL DETROIT	F	3.5	71,500	16	3
I-075	N	82194	0.000	1.123	JCT M-39 SOUTHFIELD HWY	OUTER DR NCL LINCOLN PARK	E	2.0	41,500	26	3
I-075	S	82194	0.000	1.123	JCT M-39 SOUTHFIELD HWY	OUTER DR NCL LINCOLN PARK	E	2.5	41,500	26	3
I-075	N	82194	1.123	1.710	OUTER DRIVE SCL MELVINDALE	ECL MELVINDALE, WCL DETROIT	E	2.0	41,500	26	3
I-075	S	82194	1.123	1.710	OUTER DRIVE SCL MELVINDALE	ECL MELVINDALE, WCL DETROIT	E	2.5	41,500	26	3

**1997 Freeway Segments
Deficient Segments URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
I-075	N	82194	1.710	2.437	WCL DETROIT, ECL MELVINDALE	N JCT M-85	E	1.5	41,500	26	3
I-075	S	82194	1.710	2.437	WCL DETROIT, ECL MELVINDALE	N JCT M-85	E	2.5	41,500	26	3
I-075	N	82194	4.144	4.891	DEARBORN ST	SPRINGWELLS ST	E	3.5	48,000	26	4
I-075	S	82194	4.144	4.891	DEARBORN ST	SPRINGWELLS ST	E	3.0	48,000	26	4
I-075	N	82194	4.891	5.790	SPRINGWELLS ST	LIVERNOIS	E	4.0	52,500	26	4
I-075	S	82194	4.891	5.790	SPRINGWELLS ST	LIVERNOIS	E	4.0	52,500	26	4
I-075	N	82194	5.790	6.700	LIVERNOIS	JCT M-3 CLARK ST.	E	4.0	53,000	26	4
I-075	S	82194	5.790	6.700	LIVERNOIS	JCT M-3 CLARK ST	E	4.0	53,000	26	4
I-075	N	82194	6.700	7.338	JCT M-3 CLARK ST	AMBASSADOR BRIDGE @ PORTER	E	4.0	54,500	26	4
I-075	S	82194	6.700	7.338	JCT M-3 CLARK ST	AMBASSADOR BRIDGE @ PORTER	E	4.0	54,500	26	4
I-075	N	82194	7.338	7.960	AMBASSADOR BRIDGE @ PORTER	JCT I-96 @ RR TRACKS	F	1.5	50,500	26	3
I-075	S	82194	7.338	7.960	AMBASSADOR BRIDGE @ PORTER	JCT I-96 @ RR TRACKS	F	1.5	50,500	26	3
I-075	N	82194	7.960	8.076	JCT I-96 @ RR BRIDGE	JCT US-12	E	2.5	50,500	26	3
I-075	S	82194	7.960	8.077	JCT I-96 @ RR BRIDGE	JCT US-12	E	1.5	50,500	26	3
I-075	N	82194	8.076	8.477	JCT US-12	14TH ST	E	2.5	50,500	26	3
I-075	S	82194	8.077	8.534	JCT US-12	14TH ST	E	2.0	50,500	26	3
I-075	N	82195	0.000	0.206	14TH ST	12TH ST	E	2.5	50,500	26	3
I-075	S	82195	0.000	0.206	14TH ST	12TH ST	E	2.0	50,500	26	3
I-075	N	82195	1.511	1.891	JOHN R	JCT I-375	F	4.5	45,000	26	2
I-075	S	82195	1.511	1.891	JOHN R	JCT I-375	F	5.0	45,000	26	2
I-075	N	82251	0.867	1.596	MACK AVE	WARREN	E	1.5	67,000	26	4
I-075	N	82251	1.596	2.107	WARREN	JCT I-94	E	1.5	61,500	26	3
I-075	S	82251	1.596	2.107	WARREN	JCT I-94	E	1.0	61,500	26	3
I-075	N	82251	2.107	2.308	JCT I-94	JCT I-94 N RAMP	F	1.5	98,000	26	3
I-075	S	82251	2.107	2.308	JCT I-94	JCT I-94 N RAMP	F	1.0	98,000	26	3
I-075	N	82252	0.000	0.568	JCT I-94 N RAMP	CLAY AVENUE	F	1.0	98,000	26	4
I-075	S	82252	0.000	0.568	JCT I-94 N RAMP	CLAY AVE	F	1.0	98,000	26	4
I-075	N	82252	0.568	1.211	CLAY AVE	HOLBROOK AVE	F	1.0	103,000	26	4
I-075	S	82252	0.568	1.211	CLAY AVE	HOLBROOK AVE	F	1.0	103,000	26	4
I-075	S	82252	1.211	1.667	HOLBROOK AVE	ECL DETROIT @ RR BRIDGE	F	1.0	94,000	26	4
I-075	N	82252	1.211	1.667	HOLBROOK AVE	ECL DETROIT @ RR BRIDGE	F	1.0	94,000	26	4
I-075	N	82252	1.667	1.942	WCL HAMTRAMCK @ RR BRIDGE	CANIFF AVE	F	1.0	94,000	26	4
I-075	S	82252	1.667	1.942	WCL HAMTRAMCK @ RR BRIDGE	CANIFF AVE	F	1.0	94,000	26	4
I-075	N	82252	1.942	2.416	CANIFF AVE	NCL HAMTRAMCK @ CARPENTER	F	1.0	105,000	26	4
I-075	S	82252	1.942	2.416	CANIFF AVE	NCL HAMTRAMCK @ CARPENTER	F	1.0	105,000	26	4
I-075	N	82252	2.416	2.985	SCL DETROIT @ CARPENTER	JCT M-8 DAVISON HWY	F	1.0	105,000	26	4
I-075	S	82252	2.416	2.985	NCL DETROIT @ CARPENTER	JCT M-8 DAVISON HWY	F	1.0	105,000	26	4
I-075	N	82252	2.985	3.755	JCT M-8 DAVISON HWY	MC NICHOLS RD	F	1.0	114,500	26	4

**1997 Freeway Segments
Deficient Segments URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
I-075	S	82252	2.985	3.755	JCT M-8 DAVISON HWY	MC NICHOLS RD	F	1.0	114,500	26	4
I-075	S	82252	3.755	4.824	MC NICHOLS RD	7 MILE RD	F	1.0	108,500	26	4
I-075	N	82252	3.755	4.824	MC NICHOLS RD	7 MILE RD	F	1.0	108,500	26	4
I-075	N	82252	4.824	5.326	7 MILE RD	STATE FAIR	F	1.0	103,000	26	4
I-075	S	82252	4.824	5.326	7 MILE RD	STATE FAIR	F	1.0	103,000	26	4
I-075	N	82252	5.326	5.834	STATE FAIR	JCT M-102, N CO L, NCL DETROIT	F	1.0	103,000	26	3
I-075	S	82252	5.326	5.834	STATE FAIR	JCT M-102, N CO L, NCL DETROIT	F	1.0	103,000	26	4

**1997 Non-Interstate Freeway Segments
Deficient Segments - RURAL**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
Bay											
US-023	N	25031	5.926	9.724	THOMPSON RD	GRAND BLANC RD UAL FLINT	E	1.0	30,000	48	2
US-023	S	25031	5.927	9.725	THOMPSON RD	GRAND BLANC RD UAL FLINT	E	1.0	30,000	48	2

**1997 Non-Interstate Freeway Segments
Deficient Segments - RURAL**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
University											
US-023	N	81075	2.100	5.591	UAL ANN ARBOR @ WARREN RD	NORTH TERRITORIAL RD	E	2.5	30,500	46	2
US-023	S	81075	2.100	5.591	UAL ANN ARBOR @ WARREN RD	NORTH TERRITORIAL RD	E	3.0	30,500	46	2
US-023	N	81075	5.591	6.650	NORTH TERRITORIAL RD	6 MILE RD	E	3.0	31,000	46	2
US-023	S	81075	5.591	6.650	NORTH TERRITORIAL RD	6 MILE RD	E	3.0	31,000	46	2

**1997 Non-Interstate Freeway Segments
Deficient Segments - URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
Grand											
US-131	N	41132	0.871	1.452	JCT I-96	NCL WALKER	F	2.5	32,500	70	2
US-131	S	41132	0.871	1.453	JCT I-96	NCL WALKER	F	3.0	32,500	70	2
US-131	N	41132	1.452	2.289	NCL WALKER	WEST RIVER DRIVE	F	2.5	32,500	70	2
US-131	S	41132	1.453	2.290	NCL WALKER	WEST RIVER DRIVE	F	3.0	32,500	70	2

**1997 Non-Interstate Freeway Segments
Deficient Segments - URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
University											
US-023	N	81074	3.601	5.875	GEDDES RD	PLYMOUTH RD	F	3.0	35,000	70	2
US-023	S	81074	3.601	5.875	GEDDES RD	PYLMOUTH RD	F	2.5	35,000	70	2
US-023	N	81103	0.000	2.843	S JCT M-14	N JCT M-14	F	2.5	34,000	70	2
US-023	S	81103	0.000	2.843	S JCT M-14	N JCT M-14	F	2.5	34,000	70	2

**1997 Non-Interstate Freeway Segments
Deficient Segments - URBAN**

Route	Dir	CS	Beg MP	End MP	From	To	LOS	Surface Condition	AADT	Median Width	# Lanes
Metro											
M-059	W	63043	6.148	7.669	CROOKS RD	HPMS @ AUBURN RD	F	3.0	32,500	46	2
M-059	E	63043	7.669	8.590	HPMS @ AUBURN RD	JCT M-150	F	3.5	32,500	70	2
M-059	W	63043	7.669	8.590	HPMS @ AUBURN RD	JCT M-150	F	3.0	32,500	70	2
M-059	E	63043	8.590	10.67	JCT M-150	DEQUINDER RD E CO L	F	2.5	32,500	70	2
M-059	W	63043	8.590	10.67	JCT M-150	DEQUINDER RD E CO L	F	3.0	32,500	70	2
M-010	E	82111	1.538	1.833	JCT I-75	JCT US-12	F	4.0	47,000	16	3
M-010	W	82111	1.538	1.833	JCT I-75	JCT US-12	F	3.5	47,000	16	3
M-010	E	82112	0.221	1.283	GREENFIELD RD	7 MILE RD	F	3.5	61,500	14	3
M-010	W	82112	0.221	1.283	GREENFIELD RD	7 MILE RD	F	3.5	61,500	14	3
M-010	W	82112	8.949	9.499	MILWAUKEE	JCT I-94	F	1.5	74,500	14	3
M-039	N	82192	9.101	10.10	JOY RD	PLYMOUTH RD	F	3.5	81,500	16	3
M-039	S	82192	9.101	10.10	JOY RD	PLYMOUTH RD	F	4.0	81,500	16	3
M-039	S	82192	10.10	10.53	PLYMOUTH RD	JCT I-96	F	3.5	76,000	16	3
M-039	N	82192	10.10	10.53	PLYMOUTH RD	JCT I-96	F	3.5	76,000	16	3
M-039	N	82192	10.53	11.11	JCT I-96	SCHOOLCRAFT RD	F	3.5	76,500	16	3
M-039	S	82192	10.53	11.11	JCT I-96	SCHOOLCRAFT RD	F	3.5	76,500	16	3
M-039	N	82193	0.000	0.945	SCHOOLCRAFT RD	JCT M-5	F	4.0	87,000	16	3
M-039	S	82193	0.000	0.945	SCHOOLCRAFT RD	JCT M-5	F	3.5	87,000	16	3
M-039	N	82193	0.945	2.020	JCT M-5	6 MILE RD, McNICHOLS	F	4.0	83,500	16	3
M-039	S	82193	0.945	2.020	JCT M-5	6 MILE RD, McNICHOLS	F	4.0	83,500	16	3
M-039	N	82193	3.020	3.966	7 MILE RD	JCT M-102 N CO L, NCL DETROIT	F	3.5	71,500	16	3
M-039	S	82193	3.020	3.966	7 MILE RD	JCT M-102 N CO L, NCL DETROIT	F	3.5	71,500	16	3

1997 Interstate

Region	Level of Service	Total Pavement Miles		RURAL		URBAN	
		Number of Miles	Percent of Number of Miles	Number of Miles	Percent of Number of Miles	Number of Miles	Percent of Number of Miles
Superior	A	96.845	3.9%	89.437	6.0%	7.408	.7%
	B	15.465	.6%	15.465	1.0%		
	Total	112.310	4.5%	104.902	7.1%	7.408	.7%
North	A	8.902	.4%	8.902	.6%		
	B	155.881	6.3%	155.881	10.5%		
	C	85.072	3.4%	85.072	5.7%		
	D	11.079	.4%	11.079	.7%		
	E	7.364	.3%	7.364	.5%		
	Total	268.298	10.8%	268.298	18.1%		
Grand	B	76.751	3.1%	41.192	2.8%	35.559	3.6%
	C	127.410	5.1%	80.808	5.5%	46.602	4.7%
	D	16.087	.6%			16.087	1.6%
	E	7.544	.3%			7.544	.8%
	Total	227.792	9.2%	122.000	8.2%	105.792	10.6%
Bay	A	33.283	1.3%	27.985	1.9%	5.298	.5%
	B	62.516	2.5%	26.430	1.8%	36.086	3.6%
	C	72.107	2.9%	18.916	1.3%	53.191	5.3%
	D	91.000	3.7%	38.802	2.6%	52.198	5.2%
	E	87.191	3.5%	72.399	4.9%	14.792	1.5%
	F	1.428	.1%	.698	.0%	.730	.1%
	Total	347.525	14.0%	185.230	12.5%	162.295	16.2%
Southwest	A	51.369	2.1%	37.884	2.6%	13.485	1.3%
	B	214.095	8.6%	197.910	13.4%	16.185	1.6%
	C	140.350	5.7%	92.558	6.2%	47.792	4.8%
	D	37.383	1.5%	23.247	1.6%	14.136	1.4%
	E	7.066	.3%			7.066	.7%
	Total	450.263	18.1%	351.599	23.7%	98.664	9.9%
University	A	13.492	.5%	6.766	.5%	6.726	.7%
	B	181.014	7.3%	138.688	9.4%	42.326	4.2%
	C	193.592	7.8%	124.110	8.4%	69.482	7.0%
	D	77.056	3.1%	40.006	2.7%	37.050	3.7%
	E	35.773	1.4%	7.112	.5%	28.661	2.9%
	F	1.396	.1%	1.396	.1%		
	Total	502.323	20.2%	318.078	21.5%	184.245	18.4%
Metro	A	56.281	2.3%	43.460	2.9%	12.821	1.3%
	B	78.652	3.2%	52.440	3.5%	26.212	2.6%
	C	96.029	3.9%	24.732	1.7%	71.297	7.1%
	D	104.661	4.2%			104.661	10.5%
	E	135.009	5.4%	10.640	.7%	124.369	12.4%
	F	101.819	4.1%			101.819	10.2%
	Total	572.451	23.1%	131.272	8.9%	441.179	44.1%
Total Interstate Freeway	A	260.172	10.5%	214.434	14.5%	45.738	4.6%
	B	784.374	31.6%	628.006	42.4%	156.368	15.6%
	C	714.560	28.8%	426.196	28.8%	288.364	28.8%
	D	337.266	13.6%	113.134	7.6%	224.132	22.4%
	E	279.947	11.3%	97.515	6.6%	182.432	18.3%
	F	104.643	4.2%	2.094	.1%	102.549	10.3%
	Total	2480.962	100.0%	1481.379	100.0%	999.583	100.0%

Pavement Miles at Unacceptable Level Of Service: 497.724 miles 20 %

1997 Non-Interstate Freeway

Region	Level of Service	Total Pavement Miles		RURAL		URBAN	
		Number of Miles	Percent of Number of Miles	Number of Miles	Percent of Number of Miles	Number of Miles	Percent of Number of Miles
North	A	17.102	1.3%	17.102	2.0%		
	B	114.081	8.9%	114.081	13.4%		
	C	14.383	1.1%	14.383	1.7%		
	D	.379	.0%	.379	.0%		
	Total	145.945	11.4%	145.945	17.2%		
Grand	A	71.381	5.6%	71.381	8.4%		
	B	57.858	4.5%	52.436	6.2%	5.422	1.3%
	C	89.611	7.0%	67.387	7.9%	22.224	5.2%
	D	27.213	2.1%			27.213	6.3%
	E	10.448	.8%			10.448	2.4%
	F	2.837	.2%			2.837	.7%
	Total	259.348	20.3%	191.204	22.5%	68.144	15.8%
Bay	A	136.706	10.7%	90.304	10.6%	46.402	10.8%
	B	91.852	7.2%	83.746	9.9%	8.106	1.9%
	C	36.599	2.9%	32.161	3.8%	4.438	1.0%
	D	27.641	2.2%	16.073	1.9%	11.568	2.7%
	E	7.596	.6%	7.596	.9%		
	Total	300.394	23.5%	229.880	27.1%	70.514	16.4%
Southwest	A	44.416	3.5%	32.645	3.8%	11.771	2.7%
	B	33.038	2.6%	25.158	3.0%	7.880	1.8%
	C	54.746	4.3%	37.757	4.4%	16.989	3.9%
	Total	132.200	10.3%	95.560	11.2%	36.640	8.5%
University	A	70.700	5.5%	51.216	6.0%	19.484	4.5%
	B	50.446	3.9%	33.446	3.9%	17.000	3.9%
	C	57.393	4.5%	42.178	5.0%	15.215	3.5%
	D	77.942	6.1%	50.994	6.0%	26.948	6.3%
	E	20.688	1.6%	9.100	1.1%	11.588	2.7%
	F	10.234	.8%			10.234	2.4%
	Total	287.403	22.4%	186.934	22.0%	100.469	23.3%
Metro	A	16.657	1.3%			16.657	3.9%
	B	16.090	1.3%			16.090	3.7%
	C	52.899	4.1%			52.899	12.3%
	D	19.151	1.5%			19.151	4.4%
	E	29.720	2.3%			29.720	6.9%
	F	20.735	1.6%			20.735	4.8%
	Total	155.252	12.1%			155.252	36.0%
Total Non-Interstate Freeway	A	356.962	27.9%	262.648	30.9%	94.314	21.9%
	B	363.365	28.4%	308.867	36.4%	54.498	12.6%
	C	305.631	23.9%	193.866	22.8%	111.765	25.9%
	D	152.326	11.9%	67.446	7.9%	84.880	19.7%
	E	68.452	5.3%	16.696	2.0%	51.756	12.0%
	F	33.806	2.6%			33.806	7.8%
	Total	1280.542	100.0%	849.523	100.0%	431.019	100.0%

Pavement Miles at Unacceptable Level Of Service: 169.704 miles 13%

1997 Non-Interstate Freeway

Region	Level Of Service	Non-Interstate Freeway		Non-Interstate Rural		Non-Interstate Urban	
		Annual Commercial Vehicle Miles Traveled	Percent Of ACVMT	Annual Commercial Vehicle Miles Traveled	Percent Of ACVMT	Annual Commercial Vehicle Miles Traveled	Percent Of ACVMT
North	A	1,148,564	.2%	1,148,564	.3%		
	B	25,741,620	4.3%	25,741,620	7.3%		
	C	2,200,764	.4%	2,200,764	.6%		
	D	53,951	.0%	53,951	.0%		
	Total	29,144,898	4.8%	29,144,898	8.3%		
Grand	A	14,452,157	2.4%	14,452,157	4.1%		
	B	18,514,625	3.1%	16,354,153	4.6%	2,160,472	.9%
	C	36,770,301	6.1%	23,845,906	6.8%	12,924,394	5.2%
	D	20,636,297	3.4%			20,636,297	8.2%
	E	11,249,519	1.9%			11,249,519	4.5%
	F	2,278,111	.4%			2,278,111	.9%
	Total	103,901,009	17.2%	54,652,216	15.5%	49,248,793	19.6%
Bay	A	22,833,540	3.8%	14,364,604	4.1%	8,468,936	3.4%
	B	25,624,208	4.2%	22,804,711	6.5%	2,819,497	1.1%
	C	9,816,332	1.6%	5,323,218	1.5%	4,493,114	1.8%
	D	15,637,914	2.6%	3,604,302	1.0%	12,033,612	4.8%
	E	7,901,739	1.3%	7,901,739	2.2%		
	Total	81,813,733	13.6%	53,998,574	15.3%	27,815,159	11.1%
Southwest	A	14,817,255	2.5%	12,955,522	3.7%	1,861,734	.7%
	B	22,368,660	3.7%	19,780,080	5.6%	2,588,580	1.0%
	C	36,055,613	6.0%	28,142,011	8.0%	7,913,601	3.2%
	Total	73,241,528	12.1%	60,877,613	17.3%	12,363,915	4.9%
University	A	19,963,898	3.3%	12,004,354	3.4%	7,959,544	3.2%
	B	32,171,629	5.3%	25,194,819	7.2%	6,976,811	2.8%
	C	65,137,188	10.8%	52,821,887	15.0%	12,315,301	4.9%
	D	79,128,569	13.1%	53,066,182	15.1%	26,062,387	10.4%
	E	23,425,043	3.9%	10,462,725	3.0%	12,962,318	5.2%
	F	16,228,703	2.7%			16,228,703	6.5%
	Total	236,055,030	39.1%	153,549,967	43.6%	82,505,064	32.9%
Metro	A	2,591,597	.4%			2,591,597	1.0%
	B	6,374,835	1.1%			6,374,835	2.5%
	C	26,107,216	4.3%			26,107,216	10.4%
	D	12,707,000	2.1%			12,707,000	5.1%
	E	15,899,418	2.6%			15,899,418	6.3%
	F	15,212,744	2.5%			15,212,744	6.1%
	Total	78,892,810	13.1%			78,892,810	31.5%
Total Non-Interstate Freeway	A	75,807,011	12.6%	54,925,200	15.6%	20,881,811	8.3%
	B	130,795,576	21.7%	109,875,382	31.2%	20,920,194	8.3%
	C	176,087,414	29.2%	112,333,787	31.9%	63,753,627	25.4%
	D	128,163,731	21.3%	56,724,435	16.1%	71,439,297	28.5%
	E	58,475,719	9.7%	18,364,464	5.2%	40,111,255	16.0%
	F	33,719,558	5.6%			33,719,558	13.4%
	Total	603,049,009	100.0%	352,223,268	100.0%	250,825,741	100.0%

Commercial Vehicle Miles Traveled at Unacceptable Level Of Service: 149 Million 24.7 %