





Memo

TO:

Thomas Forster – Varnum LLP

Attorney-Client Privilege

FROM:

Timothy J. Likens, PE, PTOE

DATE:

December 20, 2023

PROJECT NO .:

230233

SUBJECT: Traffic Impact Study – Field Site

Alternative Routes (M-59)

Overview

Fishbeck has been providing traffic engineering services for the Levy site in Springfield Township, Oakland County, Michigan. Per our conference call on October 4, 2023 the following routes have been evaluated:

2a. Ormond Road 🕽 Davisburg Road 🕽 Milford Road 📢 Clyde Road 📢 Hickory Ridge 😝 M-59

2b. Ormond Road Davisburg Road Milford Road M-59

Along these alternative haul routes, the following intersections will experience truck turning movements and are therefore included in this evaluation:

- a. Ormond Road and Davisburg Road (minor stop-control);
- b. Davisburg Road and Milford Road (minor stop-control);
- c. Milford Road and Clyde Road East (all-way stop-control);
- d. Milford Road and Clyde Road West (all-way stop-control);
- e. Clyde Road and Hickory Ridge Road (all-way stop-control);
- f. Hickory Ridge Road and M-59 (signalized boulevard);
- g. M-59 and WB to EB Crossover at Hickory Ridge Road (signalized); and
- h. M-59 and EB to WB Crossover at Hickory Ridge Road (signalized).

Evaluation of these alternative haul routes included completion of the following keytasks:

- 1. Visit the site and drive these alternative routes, while recording photos and videos. General observation of pavement conditions were noted and PASER ratings were evaluated based on current conditions.
- 2. Review current Road Commission for Oakland County (RCOC) and Michigan Department of Transportation (MDOT) maps to identify currently published PASER ratings, classifications, and truck operator designations (seasonal restrictions).
- 3. Develop maps to highlight key observations from the field review including areas of interest that may relate to hauling operations.

- 4. Collect turning movement count data at each of the study intersections on a single weekday from 7:00to 9:00 a.m. and 4:00 to 6:00 p.m. and identify the peak hour volumes at each intersection.
- Model the study intersections along the alternative routes in Synchro traffic analysis software and evaluate operations (vehicle delay, Level of Service, queues) with and without the proposed hauling activity.

Field Review

Fishbeck engineers visited the site and drove the alternative haul routes on October 18, 2023. Field notes, photos, and videos were condensed into PDF maps and Google Earth KMZ files that provide an overview of physical elements along the alternative haul routes. Recorded observations include intersection traffic controls, speed limits, PASER ratings, centerline corrugations, and shoulder widths. A secure cloud file location has been established to deliver these materials for review by Levy.

Operations

Operational results were calculated based on Highway Capacity Manual (HCM) methodologies based on the recorded traffic volumes, intersection geometries, and traffic controls. Overall, the network operates acceptably and will continue to do so with the proposed hauling operation. Changes to vehicle delay and Level of Service are negligible. Current intersection operations are not expected to inhibit hauling operations. Results for future conditions with and without the proposed project are outlined in tables on the following pages of this memo.

Two operational deficiencies were noted in the analyses of future conditions. These issues are currently present and are respective of movements not on the proposed haul routes:

Haul Route 2a (Hickory Ridge Road Route)

At the intersection of M-59 (Highland Road) and Hickory Ridge Road, the NB right turn movement and the NB approach operate at LOS F in the p.m. peak hour. Additionally, significant queueing occurs on this approach, with 95th percentile queues of 991 feet (40 vehicles) in the northbound direction. Currently, there is 100 feet of storage for the right turn movement (4-5 vehicles). During the p.m. peak hour, the NB right turn movement is approximately 2 times heavier than the NB thru movement. The NB right turn movement exceeds the provided storage length for the majority of the peak hour, leading to the queueing issues for northbound traffic. It is not uncommon for thru traffic to be stuck behind a right turning vehicle waiting to merge into the right turn lane and missing the green phase due to these delays.

Haul Route 2b (Milford Road Route)

At the intersection of M-59 (Highland Road) and Milford Road, the EB right turn movement operates at a LOS E in the a.m. and p.m. peak hours. Review of the 95th percentile queue lengths indicates that the 95th percentile queue does not exceed 152 feet (6 vehicles) in the a.m. peak hour and 152 feet (6 vehicles) in the p.m. peak hour. Both of these queue lengths are typical for a signalized intersection.

Outcomes

Based on our field observations, modeling, and analysis of the alternative haul routes, we believe the decision to utilize either of these routes would be based on the physical rather than operational characteristics. Factors such as pavement condition, shoulder widths, curvature/turning radii, and adjacent land uses are expected to drive decision-making rather than operational impacts or concerns. We recommend the best course of action is to review these findings with you to determine Levy's direction to select a preferred route, update the traffic impact study report, and/or conduct further investigation.

Table 1 – LOS Analysis for No-Build Conditions – Haul Route 2a (without hauling operations)

Approach	Lane Group	D LOS/Delay(s)					
	3-24(0)-201 30(0)-4(0)	a.m. F	eak Hour	p.m. Peak Hour			
Ormond Road and Davisburg Roa	d (NB Stop-Controlled)	,					
	Thru	Α	0.0	Α	0.0		
EB Davisburg Road	Right	А	0.0	Α	0.0		
	Overall	A	0.0	Α	0.0		
	Left	A	8.1	Α	7.9		
WB Davisburg Road	Thru	A	0.0	Α	0.0		
	Overall	A	4.0	Α	3.6		
NB Ormond Road	Overall	В	12.0	В	14.0		
10 1 10 11	Overall	A	4.8	Α	5.5		
Milford Road and Davisburg Road							
EB Davisburg Road	Overall	С	16.7	В	13.2		
WB Davisburg Road	Overall	В	12.4	В	13.9		
NB Milford Road	Overall	Α	0.0	Α	0.1		
SB Milford Road	Overall	Α	3.2	Α	3.6		
	Overall		4.8	Α	5.5		
Milford Road and Harvey Lake Roa		Vay Stop-Cont	rolled)				
B Milford Road	Overall	В	11.0	В	14.9		
WB White Lake Road	Overall	В	11.1	С	15.2		
	Left/Thru	Α	9.9	С	17.7		
NB Harvey Lake Road	Right	А	9.0	Α	9.5		
	Overall	А	9.5	С	16.1		
	Left/Thru	В	12.6	В	12.4		
B Milford Road	Right	А	8.5	А	9.6		
	Overall	В	11.7	В	11.7		
	Overall	В	11.0	В	14.9		
Milford Road and Clyde Road (All-	Way Stop-Controlled)						
B Clyde Road	Overall	Α	8.4	Α	9.8		
VB Milford Road	Overall	Α	9.0	В	10.6		
NB Milford Road	Overall	Α	8.3	Α	9.9		
	Overall	A	8.6	В	10.1		
lickory Ridge Road and Clyde Roa					20.1		
	Left	В	10.1	В	10.3		
B Clyde Road	Thru/Right	В	10.1	В	10.3		
* F. T. 317 F. T.	Overall	В	10.2	В	10.1		
	Left	В	11.2	В	10.5		
VB Clyde Road	Thru/Right	A	9.7	В	10.8		
	Overall	В	10.7	В	10.7		
	Left	A	9.3	A	9.6		
NB Hickory Ridge Road	Thru/Right	В	10.4	C	15.7		
is menery mage nead	Overall	В	10.3	В	15.0		
	Left	A	9.5	A	9.7		
B Hickory Ridge Road	Thru/Right	В	14.7	В	10.1		
	Overall	В	14.7	A	10.1		
	Overall	В	12.2	В	12.5		
1-59 (Highland Road) and Hickory		U	14.4	D	12.5		
. 55 (Figuratio Road) and Fickory		A	62 1		0.0		
R M EQ (Highland Band)	Thru	Α	6.3	A	8.2		
B M-59 (Highland Road)	Right	A	3.5	A	2.0		
	Overall	A	5.5	Α	7.2		
AVD AA FO (UE-bland 10 - 10	Thru	В	10.6	A	9.8		
/B M-59 (Highland Road)	Right	A	9.9	A	2.6		
	Overall	В	10.6	A	8.8		
D Hickory Did D d	Thru	С	23.8	С	32.4		
B Hickory Ridge Road	Right	C	33.1	F	158.0		
	Overall	С	31.2	F	111.9		
D. History Did - D L	Thru	С	34.3	С	26.0		
3 Hickory Ridge Road	Right	С	26.0	С	26.5		
	Overall	С	30.9	С	26.3		
NA 50 (U. 11 - 12 " " ' ' ' '	Overall	В	15.6	D	38.6		
B M-59 (Highland Road) and WB t							
3 M-59 (Highland Road)	Overall	Α	8.6	Α	6.8		
B True Value Hardware	Overall	С	24.4	С	28.1		
3 Crossover	Overall	С	27.9	С	28.0		
	Overall	В	11.5	А	9.7		
/B M-59 (Highland Road) and EB t	o WB Crossover (Signalized)						
/B M-59 (Highland Road)	Overall	А	6.6	В	15.1		
B Crossover	Overall	D	47.2	С	32.3		
D CLOSSOVEI	Overall						

Table 2 – LOS Analysis for Future Conditions – Haul Route 2a (with hauling operations)

Approach	Lane Group		1 10/1 5/10/1	/Delay(s)	
300000 00000000000000000000000000000000		a.m. P	eak Hour	p.m. P	eak Hour
Ormond Road and Davisburg Roa	d (NB Stop-Controlled)				
	Thru	Α	0.0	A	0.0
EB Davisburg Road	Right	Α	0.0	A	0.0
	Overall	Α	0.0	A	0.0
	Left	Α	8.2	А	7.9
WB Davisburg Road NB Ormond Road	Thru	Α	0.0	A	0.0
	Overall	Α	4.1	A	3.6
	Overall	В	14.4	С	17.7
	Overall	Α	5.6	А	6.9
Milford Road and Davisburg Road	(EB/WB Stop-Controlled)				
B Davisburg Road	Overall	С	17.1	В	13.4
WB Davisburg Road	Overall	C	17.4	C	17.4
NB Milford Road	Overall	A	0.0	A	0.1
SB Milford Road	Overall	A	3.2	A	3.6
The first though	Overall	A	6.2		
Ailford Boad and Hansou Lake Boa				A	6.7
Milford Road and Harvey Lake Roa					
B Milford Road	Overall	С	15.1	С	19.0
VB White Lake Road	Overall	В	11.7	С	16.3
	Left/Thru	В	10.5	С	19.1
NB Harvey Lake Road	Right	Α	9.4	Α	9.8
	Overall	Α	10.0	С	17.3
	Left/Thru	В	13.4	В	12.9
B Milford Road	Right	А	9.2	В	10.3
	Overall	В	12.2	В	12.0
	Overall	В	12.6	C	16.6
Ailford Road and Clyde Road (All-			12.0		10.0
B Clyde Road	Overall	Λ	0.3	T 0	10.0
VB Milford Road		Α	9.2	В	10.9
	Overall	A	9.1	В	11.2
NB Milford Road	Overall	A	8.4	В	10.3
	Overall	Α	9.0	В	10.8
lickory Ridge Road and Clyde Roa	d (All-Way Stop-Controlled)				
	Left	В	10.4	В	10.5
B Clyde Road	Thru/Right	В	10.5	В	10.3
	Overall	В	10.5	В	10.4
	Left	В	12.6	В	11.9
VB Clyde Road	Thru/Right	A	9.9	В	
VB Ciyde Road					11.0
	Overall	В	11.8	В	11.4
	Left	Α	9.5	A	9.7
IB Hickory Ridge Road	Thru/Right	В	11.2	С	17.6
	Overall	В	11.1	C	16.8
	Left	Α	9.8	A	9.9
B Hickory Ridge Road	Thru/Right	C	15.5	В	10.4
	Overall	В	14.7	В	10.3
	Overall	В	12.8	В	13.6
1-59 (Highland Road) and Hickory	Ridge Road (Signalized)				
,	Thru	A	6.5	A	8.2
B M-59 (Highland Road)	Right	A	3.6	A	
5 W 35 (Highland rodd)					1.5
	Overall	A	5.6	A	7.0
	Thru	В	11.3	A	9.3
VB M-59 (Highland Road)	Right	В	12.1	A	2.9
	Overall	В	11.4	A	8.3
	Thru	С	23.8	С	32.4
B Hickory Ridge Road	Right	С	33.5	F	158.0
==	Overall	С	31.6	F	111.9
	Thru	С	34.3	С	26.0
B Hickory Ridge Road	Right	C	28.0	C	27.9
,	Overall	С	31.6	С	27.2
	Overall	В	16.4	D	38.3
B M-59 (Highland Road) and WB t					30.3
B M-59 (Highland Road)	Overall	A	9.3	A	7.4
B True Value Hardware	Overall	С	23.8	С	27.4
3 Crossover	Overall	С	29.0	С	29.1
	Overall	В	12.3	В	10.5
B M-59 (Highland Road) and EB t	o WB Crossover (Signalized)				
B M-59 (Highland Road)	Overall	A	7.4	В	16.2
B Crossover	Overall	D	46.9	С	32.0
	Overall	В	13.6	C	20.4
rmand Boad and Site Delivery /5		υ	15.0		20.4
rmond Road and Site Driveway (E					
C: 0 :		D	13.3	В	13.9
3 Site Driveway	Overall	В		U	13.3
B Ormond Road	Overall Overall	A	0.2	A	0.0
A STATE OF THE PARTY OF THE PAR					

Table 3 – LOS Analysis for No-Build Conditions – Haul Route 2b (without hauling operations)

Approach	Lane Group	a.m. Peak Hour		relay(s)		
Ormand Road and Davishuss Boad (NB)	Stop Controlled	a.m. F	eak Hour	p.m. Peak Hour		
Ormond Road and Davisburg Road (NB S						
EB Davisburg Road	Thru	A	0.0	A	0.0	
EB Davisburg Road	Right Overall	A	0.0	A	0.0	
	Left	A	8.1	A	0.0	
WB Davisburg Road	Thru	A A	0.0	A	7.9	
AND DAVISDUIS HORD	Overall	A A	4.0		0.0	
NB Ormond Road	Overall	В	12.0	A B	3.6	
NS Official Road	Overall	A	4.8	A	14.0 5.5	
Milford Road and Davisburg Road (EB/W		A	4.0	A	3.3	
EB Davisburg Road			16.7		10.5	
WB Davisburg Road	Overall Overall	C B	16.7	В	13.2	
NB Milford Road	Overall	A	12.4	В	13.9	
SB Milford Road	Overall	A	0.0 3.2	A	0.1	
Williona Road	Overall	A	4.8	A	3.6	
Milford Road and Harvey Lake Road and				А	5.5	
		p-Controlled	1)			
EB Milford Road	Overall	В	11.0	В	14.9	
WB White Lake Road	Overall	В	11.1	С	15.3	
	Left/Thru	Α	9.9	С	17.7	
NB Harvey Lake Road	Right	Α	9.0	Α	9.5	
	Overall	Α	9.5	С	16.1	
	Left/Thru	В	12.6	В	12.5	
SB Milford Road	Right	Α	8.5	А	9.6	
	Overall	В	11.7	В	11.8	
	Overall	В	11.0	В	14.9	
Milford Road and Clyde Road (All-Way St	top-Controlled)					
B Clyde Road	Overall	Α	8.4	А	9.8	
WB Milford Road	Overall	Α	9.0	В	10.6	
NB Milford Road	Overall	Α	8.3	Α	9.9	
	Overall	Α	8.6	В	10.1	
Milford Road and E Wardlow Road/Apoll	o Center Bus Driveway (Signal	ized)				
	Left	С	20.5	Α	0.0	
B Apollo Center Bus Driveway	Thru/Right	В	19.8	В	19.8	
W 000	Overall	С	20.2	В	19.8	
	Left	С	22.6	С	21.8	
VB Wardlow Road	Thru/Right	С	20.2	С	21.0	
	Overall	С	22.2	С	21.5	
	Left/Thru	Α	8.4	В	11.6	
IB Milford Road	Right	Α	8.0	Α	8.5	
	Overall	Α	8.3	В	11.0	
	Left	Α	9.4	В	15.2	
B Milford Road	Thru/Right	В	10.2	Α	9.5	
	Overall	В	10.2	В	10.2	
	Overall	В	11.9	В	12.1	
ਮ-59 (Highland Road) and Milford Road।	(Signalized)					
	Left	В	15.9	В	18.3	
B M-59 (Highland Road)	Thru	С	24.5	С	26.0	
o we se fulkinging road)	Right	E	56.6	E	69.5	
	Overall	С	29.5	С	33.6	
	Thru	В	11.7	В	17.8	
VB M-59 (Highland Road)	Right	Α	7.9	Α	9.1	
		В	11.3	В	16.9	
5.X 95573 89	Overall	D	11.5			
33 1927 99	Thru	C	23.9	С	28.0	
B Hickory Ridge Road	Thru Right	C C		С		
B Hickory Ridge Road	Thru Right Overall	С	23.9		28.0 32.5 30.3	
	Thru Right	C C	23.9 25.8	С	32.5 30.3	
	Thru Right Overall	C C	23.9 25.8 25.1	C C	32.5	
	Thru Right Overall Thru	C C C	23.9 25.8 25.1 29.5	C C	32.5 30.3 23.9	
B Milford Road	Thru Right Overall Thru Right Overall Overall	C C C	23.9 25.8 25.1 29.5 26.3	C C C	32.5 30.3 23.9 23.3	
B Milford Road	Thru Right Overall Thru Right Overall Overall	C C C C	23.9 25.8 25.1 29.5 26.3 28.1	C C C	32.5 30.3 23.9 23.3 23.7	
B Milford Road B M-59 (Highland Road) and WB to EB C	Thru Right Overall Thru Right Overall Overall	C C C C	23.9 25.8 25.1 29.5 26.3 28.1	C C C	32.5 30.3 23.9 23.3 23.7	
IB Hickory Ridge Road B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road)	Thru Right Overall Thru Right Overall Overall crossover (Signalized)	C C C C C	23.9 25.8 25.1 29.5 26.3 28.1 25.2	C C C C	32.5 30.3 23.9 23.3 23.7 29.8	
B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road)	Thru Right Overall Thru Right Overall Overall Overall Overall Overall	C C C C C C	23.9 25.8 25.1 29.5 26.3 28.1 25.2	C C C C C	32.5 30.3 23.9 23.3 23.7 29.8	
B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road) B Crossover	Thru Right Overall Thru Right Overall Overall Overall Overall Overall Overall Overall	C C C C C C B B B B	23.9 25.8 25.1 29.5 26.3 28.1 25.2 12.4 19.7	C C C C C C C C C C C C C C C C C C C	32.5 30.3 23.9 23.3 23.7 29.8 12.3 24.5	
B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road) Crossover B M-59 (Highland Road) and EB to WB	Thru Right Overall Thru Right Overall Overall Overall Overall Overall Overall Overall	C C C C C C C C C C C C C C C C C C C	23.9 25.8 25.1 29.5 26.3 28.1 25.2 12.4 19.7 13.9	C C C C C C C B	32.5 30.3 23.9 23.3 23.7 29.8 12.3 24.5 14.9	
B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road)	Thru Right Overall Thru Right Overall	C C C C C C B B B B	23.9 25.8 25.1 29.5 26.3 28.1 25.2 12.4 19.7	C C C C C C C C C C C C C C C C C C C	32.5 30.3 23.9 23.3 23.7 29.8 12.3 24.5	

Table 4 – LOS Analysis for Future Conditions – Haul Route 2b (with hauling operation

Approach	Lane Group			elay(s)	
		a.m. Peak Hour		p.m. Peak Hour	
Ormond Road and Davisburg Road (NB					
	Thru	Α	0.0	Α	0.0
EB Davisburg Road	Right	Α	0.0	A	0.0
	Overall	Α	0.0	A	0.0
	Left	Α	8.2	A	8.0
WB Davisburg Road	Thru	Α	0.0	Α	0.0
	Overall	Α	4.1	А	3.7
NB Ormond Road	Overall	В	13.6	В	17.8
	Overall	Α	5.3	Α	6.7
Milford Road and Davisburg Road (EB/V	/B Stop-Controlled)				
B Davisburg Road	Overall	С	17.1	В	13.4
WB Davisburg Road	Overall	C	17.4	В	17.4
NB Milford Road	Overall	A	0.0	A	0.1
B Milford Road	Overall	A	3.2	A	3.6
Timera nega	Overall	A	6.2	A	6.7
Milford Road and Harvey Lake Road and				A	0.7
B Milford Road	Overall	С	15.1	С	19.0
VB White Lake Road	Overall	В	11.7	С	16.3
	Left/Thru	В	10.5	С	19.1
IB Harvey Lake Road	Right	Α	9.4	Α	9.8
	Overall	Α	10.0	С	17.3
	Left/Thru	В	13.4	В	12.9
B Milford Road	Right	Α	9.2	В	10.3
	Overall	В	12.2	В	12.0
	Overall	В	12.6	C	16.6
Ailford Road and Clyde Road (All-Way S		U	12.0		10.0
B Clyde Road	Overall Overall		0.5	-	
VB Milford Road		A	8.6	В	10.1
	Overall	В	10.1	В	12.1
IB Milford Road	Overall	Α	8.5	В	10.5
	Overall	Α	9.2	В	11.0
Ailford Road and E Wardlow Road/Apoll	o Center Bus Driveway (Signaliz	red)			
	Left	С	20.5	A	0.0
B Apollo Center Bus Driveway	Thru/Right	В	19.8	В	19.8
	Overall	C	20.2	В	19.8
	Left	C	22.6	C	
VB Wardlow Road	Thru/Right	C			21.8
AP Margiom Koad			20.2	С	21.0
	Overall	С	22.2	С	21.5
	Left/Thru	Α	8.8	В	12.2
B Milford Road	Right	Α	8.0	Α	8.5
	Overall	Α	8.6	В	11.4
	Left	Α	9.9	В	16.1
B Milford Road	Thru/Right	В	10.7	Α	9.9
	Overall	В	10.7	В	10.6
	Overall	В	12.1	В	12.5
I-59 (Highland Road) and Milford Road	(Signalized)				
, ,	Left	D	16.0	D	10.2
	Thru	B C	16.0	В	18.3
3 M-59 (Highland Road)		STATE WHEN SHE	24.8	С	26.1
9000 (800)	Right	E	56.0	E	68.4
	Overall	С	29.5	С	33.3
	Thru	В	11.9	В	17.8
DALES (1) 11 - 12 - 11				A	
/B M-59 (Highland Road)	Right	Α	8.2	A	9.4
/B M-59 (Highland Road)	Right Overall	В		В	9.4 16.9
/B M-59 (Highland Road)	Right		8.2		
	Right Overall	В	8.2 11.4	В	16.9
	Right Overall Thru	B C	8.2 11.4 23.7	B C	16.9 28.0 32.5
	Right Overall Thru Right	B C C	8.2 11.4 23.7 25.6 25.0	B C C	16.9 28.0 32.5 30.3
B Hickory Ridge Road	Right Overall Thru Right Overall Thru	B C C C	8.2 11.4 23.7 25.6 25.0 29.1	B C C C	16.9 28.0 32.5 30.3 23.9
B Hickory Ridge Road	Right Overall Thru Right Overall Thru Right	B C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9	B C C C	16.9 28.0 32.5 30.3 23.9 24.8
B Hickory Ridge Road	Right Overall Thru Right Overall Thru Right Overall Overall Overall	B C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0	B C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3
B Hickory Ridge Road Milford Road	Right Overall Thru Right Overall Thru Right Overall Overall Overall	B C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9	B C C C	16.9 28.0 32.5 30.3 23.9 24.8
B Hickory Ridge Road Milford Road B M-59 (Highland Road) and WB to EB C	Right Overall Thru Right Overall Thru Right Overall Overall Overall Overall	B C C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0 25.3	B C C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3 29.7
B Hickory Ridge Road Milford Road M-59 (Highland Road) and WB to EB C	Right Overall Thru Right Overall Thru Right Overall Overall Overall Overall Overall Overall Overall	B C C C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0 25.3	B C C C C C C C C C C C C C C C C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3 29.7
B Hickory Ridge Road B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road)	Right Overall Thru Right Overall Thru Right Overall Overall Overall Overall Overall Overall Overall Overall	B C C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0 25.3	B C C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3 29.7
B Hickory Ridge Road B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road)	Right Overall Thru Right Overall Thru Right Overall Overall Overall Overall Overall Overall Overall Overall Overall	B C C C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0 25.3	B C C C C C C C C C C C C C C C C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3 29.7
B Hickory Ridge Road B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road)	Right Overall Thru Right Overall Thru Right Overall Overall Overall Overall Overall Overall Overall Overall Overall	B C C C C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0 25.3	B C C C C C C C C C C C C C C C C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3 29.7
B Hickory Ridge Road Milford Road M-59 (Highland Road) and WB to EB C M-59 (Highland Road) Crossover B M-59 (Highland Road) and EB to WB	Right Overall Thru Right Overall Thru Right Overall	B C C C C C C C C C C C C C C C C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0 25.3 12.4 20.8 14.2	B C C C C C C C C C C C C C C C C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3 29.7 12.4 25.0 15.1
B Hickory Ridge Road B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road) Crossover B M-59 (Highland Road) and EB to WB B M-59 (Highland Road)	Right Overall Thru Right Overall Thru Right Overall Overall rossover (Signalized) Overall	B C C C C C C C C C C C C C C C C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0 25.3 12.4 20.8 14.2	B C C C C C C C C C C C C C C C C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3 29.7 12.4 25.0 15.1
B Hickory Ridge Road B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road) Crossover B M-59 (Highland Road) and EB to WB B M-59 (Highland Road)	Right Overall Thru Right Overall Thru Right Overall Overall rossover (Signalized) Overall	B C C C C C C C C C C C C C C C C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0 25.3 12.4 20.8 14.2	B C C C C C C C C C C C C C C C C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3 29.7 12.4 25.0 15.1
B Hickory Ridge Road B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road) B Crossover B M-59 (Highland Road) and EB to WB B M-59 (Highland Road) B Crossover	Right Overall Thru Right Overall Thru Right Overall	B C C C C C C C C C C C C C C C C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0 25.3 12.4 20.8 14.2	B C C C C C C C C C C C C C C C C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3 29.7 12.4 25.0 15.1
B Hickory Ridge Road B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road) Crossover B M-59 (Highland Road) and EB to WB B M-59 (Highland Road) Crossover Crossover	Right Overall Thru Right Overall Thru Right Overall	B C C C C C C C C C C C C C C C C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0 25.3 12.4 20.8 14.2 0.0 15.3 0.5	B C C C C C C C C C C C C C C C C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3 29.7 12.4 25.0 15.1 0.0 20.1 1.2
/B M-59 (Highland Road) B Hickory Ridge Road B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road) Crossover B M-59 (Highland Road) and EB to WB B M-59 (Highland Road) Crossover Crossover Crossover Crossover Crossover Crossover Crossover Crossover	Right Overall Thru Right Overall Thru Right Overall	B C C C C C C C C C C C C C C C C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0 25.3 12.4 20.8 14.2 0.0 15.3 0.5	B C C C C C C C C C C C C C C C C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3 29.7 12.4 25.0 15.1 0.0 20.1 1.2
B Hickory Ridge Road B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road) B Crossover B M-59 (Highland Road) and EB to WB of B M-59 (Highland Road) B Crossover The mond Road and Site Driveway (EB Stop B Site Driveway B Ormond Road)	Right Overall Thru Right Overall Thru Right Overall Thru Right Overall Overall Overall Overall Overall Overall Overall Overall Overall Overall Overall Overall Overall Overall Overall Overall Overall Overall Overall Overall Overall Overall	B C C C C C C C C C C C C C C C C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0 25.3 12.4 20.8 14.2 0.0 15.3 0.5	B C C C C C C C C C C C C C C C C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3 29.7 12.4 25.0 15.1 0.0 20.1 1.2
B Hickory Ridge Road B Milford Road B M-59 (Highland Road) and WB to EB C B M-59 (Highland Road) B Crossover B M-59 (Highland Road) and EB to WB B B M-59 (Highland Road) B Crossover Thrond Road and Site Driveway (EB Stop	Right Overall Thru Right Overall Thru Right Overall	B C C C C C C C C C C C C C C C C C C C	8.2 11.4 23.7 25.6 25.0 29.1 28.9 29.0 25.3 12.4 20.8 14.2 0.0 15.3 0.5	B C C C C C C C C C C C C C C C C C C C	16.9 28.0 32.5 30.3 23.9 24.8 24.3 29.7 12.4 25.0 15.1 0.0 20.1 1.2

By email

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