

2005-2009 Five-Year Transportation Program

Expanding the System

Although MDOT's main focus has been on preserving the system in order to meet non-freeway and freeway system goals for having our infrastructure in good condition by 2007 and our bridges in good condition by 2008, MDOT acknowledges the need to expand our system to accommodate growth and expansion in our state and relieve congestion on our freeways. MDOT has developed and supports several programs to expand our system in a way that is fiscally responsible and addresses the needs of our infrastructure.

The Transportation Economic Development Fund (TEDF) program supports economic development opportunities throughout our state. TEDF investments will support Michigan's target industries and help relieve urban congestion. Investment in highway capacity improvements and new roads are critical to our states economic viability, and necessary to provide a safe transportation system to the motoring public.

The Highway Capacity Improvements and New Roads Program is a \$256 million dollar program aimed at relieving congestion. The major highway projects to be let to contract in 2005 include:

- I-75 at Ambassador Bridge, a freeway reconstruction, widening and bridge replacement project
- Constructing a new interchange on I-96 at 36th Street in Grand Rapids, and
- Constructing a new interchange and bridge on I-696 at Franklin Road in Oakland County.

The Michigan Rail Loan Assistance Program (MRLAP) will continue in Fiscal Year 2005. The MRLAP is a revolving fund and is designed to help preserve and improve Michigan's rail freight infrastructure by awarding non-interest bearing loans to fund eligible rail infrastructure improvement projects.

Facility improvements to various intermodal stations and airport terminals throughout the state are also included in the Fiscal Year 2005 Transportation Program.

The following pages provide greater detailed information about the above mentioned programs. The Highway Capacity Improvements and New Roads Programs and the Multi-Modal facility improvements are organized by MDOT regions.

There is a project list at the end of each region's narrative for the **road and bridge projects**. This list includes the projects for "Expanding the System." The lists are organized first by project type, then by county, and then by route.

Since the phases involved in capacity improvements and new roads can take several years to complete, the project lists detail the following phases:

- **EPE** – early preliminary engineering, which includes preliminary corridor location work, alternative determination, and environmental clearance
- **PE** – preliminary engineering, which includes design work
- **ROW** – right-of-way acquisition
- **CON** – construction

Transportation Economic Development Fund Program (TEDF)

While it is typical to plan and fund transportation projects five years in advance, the Transportation Economic Development Funds (TEDF) is a mechanism that allows MDOT the ability to respond quickly to economic development opportunities. The fund provides a means for state government, local agencies, and business to work together to meet the urgent demands placed upon the transportation system throughout the state. Between 2006 and 2010 the TEDF, Category A (Target Industries) Program will be responsive to specific development opportunities that attract private investment and create or retain Michigan jobs.

Examples of recent TEDF State Trunkline investments include the reconstruction of cross-overs and pavement milling, and resurfacing of Fort Street/M-85 between Schaefer and Oakwood in the City of Detroit and the intersection and other improvements to Lapeer Road/M-24 at the intersection with Brown Road in Oakland County. MDOT's Metro Region will perform major repairs on Fort Street/M-85 in support of Marathon Ashland Petroleum, LLC expansion plans. The expansion project will increase plant output and comply with the new environmental regulations. Without these improvements, the facility will face closure and Michigan will face the loss of the last remaining refinery in the state. Marathon Ashland will invest nearly \$303 million in the facility and retain 302 employees. The proposed cost of transportation improvements is \$1,026,900 including \$821,520 in state TEDF funds and \$205,380 (20 percent) in MDOT Metro Region funds.

The Lapeer Road/M-24 improvements will be performed by the Road Commission of Oakland County. The extension of Dutton Road to meet Brown Road at M-24 prompted the decision of Atlas-Copco, an industrial tool manufacturer, to relocate and expand in the area. Atlas-Copco will invest \$4,640,000 and create 25 new positions. Two other companies, Delphi Corporation and Faurecia Automotive Seating Inc. will also make major investments in the area, adding another 335 jobs. The proposed cost of transportation improvements is \$1,816,751, including \$1,185,000 in state TEDF funds and \$631,751 (35 percent) in matching funds from Oakland County.

Multi-Modal Facility Improvements

The **Midwest Regional Rail System (MWRRS)** reflects a fundamental change in the delivery of intercity passenger rail service in the Midwest, primarily using existing rail rights-of-way shared with freight and commuter rail to provide increased train speeds, frequency, system connectivity and service reliability. The MWRRS, with Chicago as its hub, is a 3000-mile intercity passenger rail network serving 90 percent of the 60.3 million people living in the Midwest nine-state region. The MWRRS features a safe, reliable, comfortable and convenient service using modern trains traveling at speeds up to 110 mph to provide up to 10 daily round trips depending on the corridor. The system reduces travel time up to 50 percent, improves service reliability, expands regional travel services, improves passenger and freight train safety, and creates development opportunities.

In Michigan, this could result in up to nine daily round trips between Detroit and Chicago consisting of a mix of express and local service. Trains would travel at speeds up to 110 mph in the Detroit-Chicago corridor reducing travel times to approximately four hours. In addition, one daily round trip would be provided between Kalamazoo and Detroit and one daily round trip between Kalamazoo and Chicago. These would provide mid-Michigan communities early morning arrivals in Detroit and Chicago respectively. Service would also be upgraded from one to four daily round trips on the Grand Rapids-Chicago and Port Huron-Chicago routes. Feeder bus routes would compliment the intercity passenger rail service connecting communities from one to two hours away to selected rail stations by meeting several of the train departures and arrivals.

Regarding costs, the MWRRS is a major infrastructure project consisting of a total capital cost of \$7.7 billion (\$6.6 billion in infrastructure and \$1.1 billion in train equipment) extending over a 10-year period. Michigan's portion of this infrastructure investment would be \$1.1 billion. It is estimated that development of this system would create 2,000 permanent jobs and 8,000 construction jobs. At the same time, assuming the system becomes fully operational, the MWRRS would provide the potential for generating an additional \$2.6 billion in public/private sector benefits through improved and increased amenities in stations, and sound development and job growth in the vicinity of stations.

The Michigan Rail Loan Assistance Program (MiRLAP) is a self sustaining revolving (no interest) loan program to assist the rail industry to preserve and improve Michigan's rail infrastructure and contribute to the stability and growth of the state's business and industry. The loans are limited to one million dollars per project and can be used for track rehabilitation; bridge and culvert repair; new construction, transload facilities, and rail consolidation projects with a repayment period of up to ten years. The MiRLAP loans fund up to 90 percent of the rail portion of the project costs with at least a 10 percent funding match from the applicant. The application deadline for FY2005 call for projects is January 10, 2005.

A call for projects was held and six successful applicants were approved for contracts for interest free loans to improve and preserve Michigan's rail infrastructure. This resulted in four loans for a total of \$2.75 million.

Aeronautics and Transit facility improvements during FY2005 are mentioned on the following pages under the appropriate MDOT Region after the highway capacity improvement and new roads projects. It is important to note that most large scale transit projects are achieved using federal funds awarded directly to transit agencies via formula funds or annual congressional earmarks.

In many cases, several years of federal funding must be accumulated before a major project can begin. The manifestation of these projects reflects the diligent hard work of the local transit agencies and the federal and state agencies responsible for bringing quality services to the citizens of Michigan.

Highway Capacity Improvements and New Roads

Superior Region

The Superior Region continues to experience growth with its successful year-round tourism industry and the migration of Midwestern retirees heading to the Upper Peninsula in search of waterfront property. The very successful passing relief lane program will be continued to further alleviate congestion associated with trucks and recreational vehicles, with over 19 miles of passing relief lanes planned for the next five years. To better serve residents and the tourism industry, sanitary facilities at roadside rest areas continue to be improved, and as many rest areas as possible are being kept open year-round to better serve our winter tourists.

Major Roadway Improvements

US-2 Relocation

The region will be reconstructing and relocating 2.21 miles of US-2 between Crystal Falls and Iron River. Included in this project is a new passing and relief lane. The project involves: right of way acquisition, wetland mitigation, relocation of utilities, access management improvements and approach realignment within this segment.

I-75 Reconstruction

Over 9 miles of I-75, from the Chippewa County Line to M-80 will be reconstructed. This is a high impact project that will include the reconstruction of two off-ramps and one bridge.

A one- mile section of I-75, beginning at US-2 and heading north, will be reconstructed. The project will entail the full reconstruction of NB and SB I-75 in St. Ignace, four northerly ramps at the I-75/US-2 interchange and two ramps at the Portage Street interchange.

US-2 Iron Mountain (fourth phase)

A major reconstruction and widening project along US-2 in Iron Mountain will complete a four year corridor improvement effort. The final one-mile segment, stretching from Washington Street to Michigan Ave., will be reconstructed and expanded from four to five lanes. Construction is planned for 2005.

M-64 Bridge over the Ontonagon River

A re-located fixed-bridge on a new alignment will be built, replacing the existing swing-bridge. A reevaluation of the environmental clearance document was approved in June 2004. This reevaluation was needed after the alignment changed due to environmental issues. The design and right of way acquisition were completed in 2004 and construction will take place in 2005 and 2006.

Aeronautics and Transit

Construction of the new Aircraft Rescue and Fire Fighting storage building at **Sawyer International Airport** near Marquette will continue during FY2005.

The **Marquette County Transit Authority** is in the process of constructing a new transit facility. This facility will house administrative as well as operations and maintenance functions in a 66,000 square-foot facility. This project will be completed in FY2005.

Schoolcraft County Public Transit is relocating and constructing a new pole building structure to allow for extra administrative/dispatch space and vehicle storage. The project will be completed in FY2005.

North Region

The North Region continues to provide quality transportation services for Michigan's highly successful year-round tourism industry. Preservation of the existing system remains a high priority. The effective passing relief lane program will be continued, with more than 25 miles of passing relief lanes planned for the next five years.

MDOT continues a strategy to address operational issues and remove congestion points, wherever possible, to ensure the smooth flow of traffic. The department also continues to address recreational and daily congestion problems in specific locations such as Alpena, Cadillac, Gaylord, Grayling, Petoskey and Traverse City.

Major Roadway Improvements

M-72 from US-31 to Lautner Road, Grand Traverse County

A traffic impact and a geometric design study were recently completed for this segment of M-72 in Grand Traverse County. The purpose of the studies were to determine future traffic increases generated by proposed new development, and evaluate design options to accommodate the high volume of left-turns at the M-72/US-31 intersection. No funds have been identified at this time for intersection improvements.

Aeronautics and Transit

Bay Area Transit Authority (BATA) has received federal earmarks over the past several years to construct a transfer / administrative facility to be located in downtown **Traverse City**. The land has been acquired and construction is scheduled to begin during FY2005.

2005-2009 ROAD & BRIDGE PROGRAM

NORTH CAPACITY IMPROVEMENT

| COUNTY | ROUTE(COMMON NAME) | P.F. | LOCATION | TYPE OF WORK | LENGTH | 2005 | 2006 | 2007 | 2008 | 2009 |
|----------------|--------------------|------|-------------------------------|---------------|--------|------|------|------|------|------|
| GRAND TRAVERSE | M72 | | US-31 TO EAST OF LAUTNER ROAD | MISCELLANEOUS | | EPE | | | | |
| | | | | | 0.000 | | | | | |

Grand Region

In the Grand Region, project selection strategies focus on upgrading the system with an emphasis on freeway modernization, safety, and operational improvements. Recent economic expansion, and the resulting traffic growth, in this area has required that MDOT address system continuity needs of the freeway system by constructing the Grand Rapids South Beltline (M-6), designated as the **Paul B. Henry** freeway. M-6 is scheduled for completion by 2005.

Major Roadway Improvements

M-6 (Paul B. Henry Freeway), I-96 to I-196, Kent County

The construction of a 20-mile limited access freeway connecting I-96 and I-196 across the southern Grand Rapids metropolitan area is nearing completion. The eastern segment, from the I-96 interchange to M-37, was completed and opened to traffic in 2001. The remaining segments, from M-37 to US-131 and US-131 to I-196, were opened to traffic in late 2004, with completion of the remaining ramp movements anticipated in the Spring of 2005. A related component of this project, the widening of US-131 from 76th Street to 44th Street, is complete. Because of the great partnerships MDOT has developed with its stakeholders, the M-6 project is being completed four years ahead of schedule.

I-96 / 36th Street Interchange (I-96 Airport Area Access), Kent County

A new I-96 interchange at 36th Street received environmental clearance April 2003. This interchange will connect I-96 to the 36th Street extension in Kent County near the Gerald R. Ford International Airport. This project also includes the reconstruction of I-96 between M-11 (28th street) and Thornapple River Drive. The design and right of way acquisition phases are nearly completed.

Freeway reconstruction and interchange construction activities are planned to begin in early 2005 and be completed in 2006. Construction of 36th Street extension by the Kent County Road Commission is underway.

US-31, Holland to Grand Haven, Ottawa County

Environmental clearance and a conceptual phasing plan are expected to be completed in 2005. The recommended alternative includes a new freeway east of the current alignment and improvements to the existing roadway in Grand Haven and Holland. A land use study of Ottawa County was included as a part of the environmental clearance document to highlight the opportunity for local land use coordination which could help manage current and projected growth in the County along the corridor. Design has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

I-196 / Chicago Drive (Baldwin St.), Interchange Modification, Kent and Ottawa Counties The environmental clearance process to evaluate modified access to I-196 for this interchange has been initiated and is planned for completion in 2005. The design will begin immediately following the environmental clearance. Right-of-way acquisition and construction activities have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

I-196 / I-96 Corridor Improvements, Grand Rapids, Kent County

Environmental clearance activities for the I-196/I-96 corridor, including the area of I-196 from US-131 to I-96, I-96 from Leonard to Cascade, and M-37/M-44 (East Beltline) from M-21 to Knapp Street, in the City of Grand Rapids and Grand Rapids Township are underway. These activities began in 2004 and will identify needed mainline and interchange improvements and resulting impacts along some segments of the corridor. The environmental clearance is planned to be completed in 2005, and will be used in decisions regarding future corridor preservation projects and freeway modernization activities.

Aeronautics and Transit

Construction of the new 6000 foot runway at **Tulip City Airport** in Holland will be completed during FY2005.

2005-2009 ROAD & BRIDGE PROGRAM

| GRAND | | CAPACITY IMPROVEMENT | | | LENGTH | 2005 | 2006 | 2007 | 2008 | 2009 |
|--------|--------------------------------|----------------------|---|------------------------------|--------|------|------|------|------|------|
| COUNTY | ROUTE/(COMMON NAME) | P.F. | LOCATION | TYPE OF WORK | | | | | | |
| KENT | I-196 | | MARKET AVENUE TO I-96 AND LEONARD STREET TO IM-21 | MISCELLANEOUS | | EPE | | | | |
| KENT | I-196 (Gerald R. Ford Freeway) | | AT CHICAGO DRIVE INTERCHANGE | MAJOR WIDENING | | EPE | | | | |
| KENT | I-196 (Gerald R. Ford Freeway) | | AT CHICAGO DRIVE INTERCHANGE | MAJOR WIDENING | | | PE | PE | | |
| KENT | I-96 | | AT 36TH STREET | NEW INTERCHANGE OR STRUCTURE | 1,879 | CON | CON | | | |
| KENT | I-96 | | AT 36TH STREET | NEW INTERCHANGE OR STRUCTURE | | ROW | | | | |
| KENT | I-96 | | AT 36TH STREET | NEW INTERCHANGE OR STRUCTURE | | PE | | | | |
| | | | | | 1,879 | | | | | |

2005-2009 ROAD & BRIDGE PROGRAM

GRAND NEW ROADS (CAPACITY EXPANSION)

| COUNTY | ROUTE (COMMON NAME) | P. F. | LOCATION | TYPE OF WORK | LENGTH | 2005 | 2006 | 2007 | 2008 | 2009 |
|--------|---------------------|-------|---|--------------------|--------|------|------|------|------|------|
| KENT | M-6 | | DIVISION AVENUE TO WEST OF PATTERSON AVENUE | NEW ROUTES | 5.456 | CON | | | | |
| KENT | M-6 | | DIVISION AVENUE TO I-96 INTERCHANGE | NEW ROUTES | 15.188 | CON | | | | |
| KENT | M-6 | | 60TH STREET TO EAST OF THORNAPPLE RIVER DRIVE | MISCELLANEOUS | 0.622 | CON | | | | |
| KENT | M-6 | | I-96 INTERCHANGE TO WEST OF DIVISION AVENUE | NEW ROUTES | 14.833 | CON | | | | |
| KENT | M-6 (Future W M 6) | | OVER HANNA LAKE AVENUE | NEW ROUTES | 0.000 | CON | | | | |
| KENT | M-6 | | WEST OF JACKSON TO EAST OF BURLINGAME AVENUE | NEW ROUTES | 6.668 | CON | | | | |
| KENT | M-6 | | EAST OF BURLINGAME EAST AND WEST OF DIVISION | NEW ROUTES | 5.155 | CON | | | | |
| OTTAWA | M-6 | | OVER M-6 WESTBOUND AND I-96 EASTBOUND | BRIDGE REPLACEMENT | 0.140 | CON | | | | |
| OTTAWA | M-6 | | OVER M-6 WB AND I-96 EB | BRIDGE REPLACEMENT | 0.140 | CON | | | | |
| OTTAWA | US-31 | | I-96 TO I-96 | MISCELLANEOUS | | EPE | | | | |
| | | | | | 48.103 | | | | | |

Bay Region

In the Bay Region, a priority is to continue to provide transportation services to the region's agricultural industry. By doing so, the region's status is preserved as a leading producer of sugar beets and worldwide exporter of beans. The highways of the Bay Region also serve the Flint, Saginaw, Bay City and Midland industrial centers and serve as primary routes for tourism as well as international trade corridors.

Major Road Improvements

M-15 between I-75 and I-69, Oakland and Genesee Counties

Environmental clearance is nearly complete for a future widening of M-15 in northern Oakland County and eastern Genesee County. An access management study will be completed in 2005. Funding for additional project phases has not been identified to date.

US-127 / North of St. Johns to Ithaca, Clinton and Gratiot Counties

The re-evaluation of the previously approved Environmental Impact Statement and the preparation of final right-of-way plans are scheduled for completion in 2005.

The remaining design activities and the acquisition of right-of-way are being deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. No construction funds have been identified and no construction dates have been targeted.

M-84 / Pierce Road in Saginaw County to Delta Road in Bay County

This project consists of reconstruction and widening of M-84 from a two-lane road to four-lane boulevard from Pierce Road in Saginaw County to Delta Road in Bay County. Construction began in September 2003 and northbound lanes were completed in 2004. Construction of southbound lanes will be completed in 2005.

M-84 / Delta Road to Euclid Avenue in Bay County

This project is a reconstruction of the existing two-lane road as a combination five-lane and three-lane cross section, from Delta Road to M-13 (Euclid Avenue) in Bay City. This project has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. MDOT has secured the right of way for future construction.

M-24 / I-69 to Pratt Road, Lapeer County

This project is a reconstruction and widening of M-24 from a two-lane road to a four-lane boulevard, from I-69 in Lapeer Township to Pratt Road in Metamora Township, Lapeer County. Environmental clearance has been completed. Design and right of way acquisition will continue in 2005, with construction planned for 2005, 2006, and 2007.

This project will improve safety and reduce congestion on this road segment. In 2004, Lapeer and Metamora Townships adopted an access management plan, which will enable implementation of the improvements identified in the FEIS, and maintain efficient future operations along the segment from I-69 to Pratt Road.

M-24 / Pratt Road to south Lapeer County Line, Lapeer County

This project is a reconstruction and widening of M-24 from a two-lane road to a four-lane boulevard, from Pratt Road to Brauer Road in southern Lapeer County. Design will continue for this project in 2005, with right of way and construction phases deferred pending reasonable assurance of achieving and sustaining system condition goals, and identification of additional funding. An access management study was conducted in 2004 and adopted by the two townships along the corridor. The access management plan is a precursor to implementing the improvements identified in the environmental document, as well as maintaining efficient operations along the segment from I-69 to Pratt Road.

Aeronautics and Transit

In addition to the more traditional uses, the **Flint Mass Transportation Authority (MTA)** intends to purchase Intelligent Transportation System (ITS) support equipment in FY2005 and install a robotic fueling system.

2005-2009 ROAD & BRIDGE PROGRAM

BAY CAPACITY IMPROVEMENT

| COUNTY | ROUTE (COMMON NAME) | P.F. | LOCATION | TYPE OF WORK | LENGTH | 2005 | 2006 | 2007 | 2008 | 2009 |
|--------|---------------------|------|---|----------------|--------|------|------|------|------|------|
| BAY | M-84 | | NORTH DELTA ROAD TO EUCLID AVENUE | MAJOR WIDENING | | ROW | | | | |
| BAY | M-84 | | NORTH OF PIERCE ROAD TO SOUTH OF DELTA ROAD | MAJOR WIDENING | 2,980 | CON | CON | | | |
| LAPEER | M-24 | | PRATT ROAD TO SOUTH OF I-69 | MAJOR WIDENING | 4,884 | CON | CON | CON | CON | |
| LAPEER | M-24 | | PRATT ROAD TO SOUTH OF I-69 | MAJOR WIDENING | | ROW | | | | |
| LAPEER | M-24 | | PRATT ROAD TO SOUTH OF I-69 | MAJOR WIDENING | | PE | | | | |
| LAPEER | M-24 | | BRAUER ROAD TO PRATT ROAD | MAJOR WIDENING | | PE | | | | |
| | | | | | 7,874 | | | | | |

2005-2009 ROAD & BRIDGE PROGRAM

BAY NEW ROADS (CAPACITY EXPANSION)

| COUNTY | ROUTE(COMMON NAME) | P.F. | LOCATION | TYPE OF WORK | LENGTH | 2005 | 2006 | 2007 | 2008 | 2009 |
|---------|--------------------|------|------------------------------|----------------|--------|------|------|------|------|------|
| GRATIOT | US-127 | | NORTH OF ST. JOHNS TO ITHACA | MAJOR WIDENING | | PE | | | | |
| | | | | | 0.000 | | | | | |

Southwest Region

The Southwest Region is the state's fruit basket, thanks to the moderating climate effect of Lake Michigan. The region is traversed by I-94, an important international trade corridor linking Port Huron and Detroit to Chicago and Toronto. This makes the Southwest Region an ideal location for many industries, particularly those supporting the automobile manufacturing industry. To bolster industries and commerce important to the region and the state, project selection emphasizes freeway improvements and modernization.

The Southwest Region also boasts a significant tourist trade. To welcome visitors to Michigan, MDOT's Southwest Region has improved most highway entrances into Michigan, with an additional entrance improvement on US-31 scheduled for 2006.

Major Road Improvements

US-31, Napier Road to I-94/I-196, Berrien County

The final segment of this new limited access freeway received environmental clearance from the Federal Highway Administration in 2004. The design phase is underway and will continue through 2006. Right of way acquisition is also ongoing and will continue until the approved funding amount is expended.

The construction phase and any remaining right of way acquisitions are deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. Napier Avenue, the temporary connection between US-31 and I-94, is adequately handling traffic demands.

I-94, US-131 to Sprinkle Road, Kalamazoo County

The segment of I-94 between US-131 and Sprinkle Road in the Cities of Kalamazoo and Portage was identified in the 2000 Kalamazoo Area Freeway Needs Study as the section most in need of widening. Environmental clearance and the design phase were completed in 2004. Funding for the construction phase has not yet been identified.

US-131, State Line to North of Three Rivers, St. Joseph County

The environmental clearance is underway and is expected to be complete in 2005. A public hearing will be held in early 2005. MDOT is actively soliciting input from the local units of government regarding their willingness to participate in an effort to update land use plans and zoning requirements to improve the safety for the entire corridor. Upon completion of the environmental clearance phase, MDOT will review funding opportunities for subsequent project phases along the corridor.

I-94 Business Loop, Battle Creek, Calhoun County

Proposed improvements to I-94 BL include the widening of Dickman Road (relocated I-94 BL) to 5 lanes from I-94 to Main Street and to 3 lanes between Main Street and Elm Street. The intersection of Elm Street (relocated I-94BL) and Michigan Avenue would receive minor geometric improvements as part of this plan. The design, right of way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

Aeronautics and Transit

During FY2005, wetland mitigation and the right-of-way acquisition near the **Southwest Michigan Regional Airport** in Benton Harbor will continue in preparation for the construction of a runway extension to 6000 feet and standard runway safety areas.

2005-2009 ROAD & BRIDGE PROGRAM

SOUTHWEST NEW ROADS (CAPACITY EXPANSION)

| COUNTY | ROUTE (COMMON NAME) | P. F. | LOCATION | TYPE OF WORK | LENGTH | 2005 | 2006 | 2007 | 2008 | 2009 |
|------------|---------------------|-------|-------------------------------------|--------------|--------|------|------|------|------|------|
| BERRIEN | I-64 EB | | BRITAIN AVENUE TO I-196 | NEW ROUTES | | PE | | | | |
| BERRIEN | US-31 REL | | NORTH OF NAPIER ROAD TO I-84 | RELOCATION | | ROW | ROW | ROW | | |
| BERRIEN | US-31 REL | | NORTH OF NAPIER ROAD TO I-84 | RELOCATION | | PE | PE | | | |
| BERRIEN | US-31 REL | | NORTH OF NAPIER ROAD TO I-84 | NEW ROUTES | | PES | PES | | | |
| ST. JOSEPH | US-131 | | STATE LINE TO NORTH OF THREE RIVERS | RELOCATION | | EPE | | | | |
| | | | | | 0.000 | | | | | |

University Region

The University Region is home to the state capitol and governmental functions, institutions of higher learning, including the state's two largest - the University of Michigan and Michigan State University, industrial and commercial centers and agricultural lands. This wide array of customers who depend on the surface transportation system provide exciting challenges for MDOT to continually find better ways to understand and meet their most important needs.

Major Road Improvements

M-59 / I-96 to Old US-23 (Whitmore Lake Road), Livingston County

The Final Environmental Impact Statement for widening this segment of M-59 was completed in 2004, and the Record of Decision approval from the Federal Highway Administration is expected in 2005. Also, in 2005, MDOT will proceed with the design phase and continue right-of-way acquisition. Right-of-way preservation has been ongoing for several years in this rapidly developing corridor. Construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

I-94 / from M-60 to Sargent Road, Jackson County

The Final Environmental Impact Statement is currently under way and is scheduled to be completed in 2005. The recommended alternative will establish a corridor improvement strategy and recommend a plan of action for modernizing and ultimately widening the I-94 freeway throughout the urban area. No funds have been identified to undertake these improvements.

I-94 / Baker Road, Washtenaw County

This project involves the reconstruction of the existing interchange and the addition of new ramps in response to traffic congestion at this interchange. Heavy truck traffic combined with recent growth in the area generated the need for this project. The environmental clearance and right-of-way acquisition work for this project have been completed. Construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. An adjacent improvement, the I-94 Interchange at Zeeb Road was completed in 2003.

US-12 / Saline East City Limits to Munger Road, Washtenaw County

US-12 is predominantly two-lanes in this location and congestion is increasing due to development in south-central Washtenaw County. MDOT has worked with local communities and citizens to evaluate potential improvements, and completed an environmental assessment, which identified a preferred alternative. The proposed improvement is a combination of a four-lane boulevard and a five-lane roadway along the current US-12 alignment. In late 2004, FHWA issued a Finding of No Significant Impact (FONSI) for MDOT's recommended alternative.

MDOT will continue working on developing mitigation plans for the required wetland mitigation for this project. No further funding has been identified for future phases of this project.

US-127 / North of St. Johns to Ithaca, Clinton and Gratiot Counties

The re-evaluation of the previously approved Environmental Impact Statement and the preparation of final right-of-way plans are scheduled for completion in 2005. The remaining design activities and the acquisition of right-of-way are being deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. No construction funds have been identified and no construction dates have been targeted.

US-23 / M-14 to I-96, Washtenaw and Livingston Counties

In 2002, the department initiated a study of the US-23 corridor between I-96 and Ann Arbor. Environmental clearance activities were subsequently deferred in 2003. When re-initiated, the study will examine existing conditions and future needs within the corridor. Environmental clearance and design have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

Aeronautics and Transit

Construction of the new 5000 ft. runway at **Livingston County Airport** in Howell will begin in 2005.

The extension of the primary runway at Lansing's **Capital City Airport** to 8000 ft. is also scheduled to begin in 2005.

The City of Adrian will begin design and construction of a transit facility. They plan to award the design contract in spring of 2005. They have an option agreement to purchase property they have earmarked for the facility, and have been awarded an Environmental Protection Agency (EPA) grant to clean up contamination on the site.

Ann Arbor Transportation Authority (AATA): AATA will be modifying and expanding services in 2005 to provide the groundwork for a county-wide transit service and funding initiative in 2006. Service changes will include unlimited access to the University of Michigan; the A-Ride service, which provides door-to-door service for people with disabilities and seniors, will be provided through a contractor; and the implementation of a pilot subscription bus service oriented to commuters. Efforts will also be initiated for the development of a comprehensive long-range plan for the development of five to ten park and ride lots outside of Ann Arbor.

Capital Area Transportation Authority (CATA): CATA's ridership has doubled -- providing more than 8 million rides a year, since it took over service at Michigan State University a few years ago. To meet passenger demand, CATA plans to purchase three 60-foot articulated buses for its most heavily traveled routes. CATA also plans a major facility renovation. The agency currently houses about 17 paratransit employees in a temporary trailer on its site. The renovation would bring the paratransit staff into the main facility, as well as remodel to provide administrative efficiencies.

City of Jackson Transportation Authority (JTA): More than a third of JTA's fleet of 58 vehicles have reached or exceeded their expected service life. In FY2005, the agency will replace seven medium-duty buses and seven minivans.

2005-2009 ROAD & BRIDGE PROGRAM

UNIVERSITY CAPACITY IMPROVEMENT

| COUNTY | ROUTE (COMMON NAME) P. F. | LOCATION | TYPE OF WORK | LENGTH | 2005 | 2006 | 2007 | 2008 | 2009 |
|------------|-----------------------------|---|----------------|--------|------|------|------|------|------|
| JACKSON | I-94 (E I 94) | M-60 TO SARGENT ROAD | MAJOR WIDENING | | EPE | | | | |
| LIVINGSTON | M-59 | MICHIGAN AVENUE TO WHITMORE LAKE ROAD | MAJOR WIDENING | | PE | PE | PE | | |
| LIVINGSTON | M-59 | EAST OF I-96 TO MICHIGAN AVENUE | MAJOR WIDENING | | PE | | | | |
| LIVINGSTON | M-59 | MICHIGAN AVENUE TO WHITMORE LAKE ROAD | MAJOR WIDENING | | | ROW | ROW | | |
| LIVINGSTON | M-59 | I-96 TO OLD US-23 | MISCELLANEOUS | | EPE | | | | |
| WASHTENAW | US-12 (E Michigan Ave) | EAST CITY LIMITS OF SALINE TO WUNGER ROAD | MAJOR WIDENING | | EPE | | | | |
| | | | | 0.000 | | | | | |

Metro Region

The Metro Region serves four counties in southeastern Michigan, including, Wayne, Oakland, Macomb and St. Clair counties. These four counties encompass 161 cities and townships that are served by state trunklines. The state's largest population and the oldest and busiest freeways are within the Metro Region. Forty-three percent (43 percent) of the Vehicle Miles Traveled (VMT) on Michigan's freeway system occur in this region. Since the Metro Region has the largest population concentration in the state, much of the land is being developed or re-developed at a rapid pace to accommodate growth. This includes increasing densities of land use adjacent to existing freeway rights of way. Widening of existing freeway right-of-way to increase capacity are becoming increasingly difficult without costly residential or commercial displacements. Therefore, the department must be able to consider alternatives to address congestion to meet long term demand and move people and commerce safely and efficiently.

The Metro Region is unique in that although it is composed of only four counties, it is the home to three international border crossings that include the Ambassador Bridge in Detroit, the Blue Water Bridge in Port Huron and the Detroit-Windsor tunnel in Detroit.

The Ambassador Bridge is the busiest commercial border crossing in North America, the Blue Water Bridge is the second busiest commercial crossing in North America and the Detroit-Windsor Tunnel continues to be the second busiest passenger crossing on the United States-Canada border. MDOT will continue to improve international border crossings in the region to facilitate the flow of trade across the Canadian border and bordering states.

Major Road Improvements

I-94 / East of I-96 to east of Conner Avenue, Detroit, Wayne County

Environmental clearance is near completion for the rehabilitation of a seven-mile segment of I-94, including reconstruction of the I-94 interchanges with I-75 and M-10 and 67 bridges. In response to concerns expressed at a series of public hearings, the recommended alternative has been modified to require less land, while providing an eight lane cross section and continuous service drives in each direction. Design has been deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

I-75/I-96/Ambassador Bridge Gateway, Detroit, Wayne County

The Ambassador Bridge handles the largest volume of international freight of any border crossing in North America. This project will reconstruct I-75 and I-96 from south of West Grand Boulevard to just north of Michigan Avenue, in the City of Detroit, and provide new direct access ramps from the Ambassador Bridge to I-75 and I-96. Environmental clearance for the project was obtained in 1997.

While construction has been completed on the first two phases of this project, the remaining two phases of construction on the direct access ramps and the mainline freeways are expected to begin by late 2005.

This will include construction of a “signature” pedestrian bridge connecting East and West Mexicantown across I-75/I-96, along with extensive landscaping and other architectural treatments as part of the context sensitive design elements. Completion of the project is expected in 2007.

Detroit Intermodal Freight Terminal (DIFT), Wayne County

Several options for the development of a regional freight terminal or terminals to support the economic competitiveness of southeast Michigan currently are being explored in collaboration with local communities and other stakeholders. The existing terminals are at, or near, capacity and demand is expected to grow during the next 20 years. A draft environmental impact statement for the project, known as the Detroit Intermodal Freight Terminal (DIFT), is being prepared for release in 2005. The project is being considered as a means of ensuring that southeast Michigan has a facility to provide for existing and future intermodal needs and for improving freight transportation opportunities and efficiencies. Of the several alternatives being studied, one is to do nothing.

I-375 / East Detroit Riverfront Access, Detroit, Wayne County

The environmental clearance for a new interchange connecting I-375 to the East Riverfront Area has been completed. The new interchange will improve access between the Interstate system and the area just east of General Motor’s World Headquarters in the Renaissance Center.

Final design was completed in 2004. Right-of-way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

US-24, Brownstown Township, Wayne County

US-24 between Vreeland Road and West Road will be reconstructed and widened to include a center left turn lane. Environmental clearance, design and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

M-59 / Crooks Road, Rochester Hills, Oakland County

Design is being completed for reconstruction of the M-59/Crooks Road interchange. The existing two-lane bridge is proposed to be replaced with a dual span six-lane bridge to match the new cross section proposed for Crooks Road. In addition, two new loop ramps will be constructed to alleviate congestion caused by left turns to ramps onto M-59. Design is expected to be completed in 2005. Right-of-way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

M-59 / Crooks Road to Ryan Road, Oakland and Macomb Counties

The environmental clearance phase for widening M-59 from a four-lane to a six-lane freeway from Crooks Road to Ryan has been completed. Design and construction activities have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

I-96 / Beck Road, Novi and Wixom, Oakland County

This project involves the reconstruction of this interchange utilizing a Single Point Urban Interchange (SPUI) design. This project will convert the existing interchange from a partial to a full access interchange and correct operational problems associated with the existing design. Construction of the project began in 2004 and it is expected to be completed in 2005.

I-75 / M-59 Interchange, Oakland County

Environmental clearance has been completed. Initial design activities to determine specific right-of-way requirements are being conducted and will be completed in early 2005. The remainder of the design phase of the project has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

The Northwestern Connector, Oakland County

In 2005, MDOT and the Road Commission for Oakland County (RCOC) will continue work on improved connections between M-10 (Northwestern Highway) and M-5 (the Haggerty Connector). The project will rebuild one mile of Orchard Lake Road as a six-lane boulevard with three modern roundabout intersections, realign 14 Mile Road east of Northwestern highway, and construct a series of six additional modern roundabouts along Fourteen Mile Road and Maple Road.

Environmental clearance for this project was completed in November 2002. Design work began in 2003 and will continue through 2005. The RCOC plans to acquire right-of-way in 2005 and construct the project in 2005 and 2006.

I-96 / Wixom Road, Wixom, Oakland County

This project was developed in conjunction with the I-96/Beck Road project. This interchange will be reconstructed with a Single Point Urban Interchange (SPUI) design. The existing interchange is congested due to growth in the area. Environmental clearance for this project has been completed. The department is working with the local communities and developers regarding right-of-way donations for this project. Final design and subsequent project phases have been deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

I-696 / Franklin Road, Southfield, Oakland County

This proposed project will modify the existing interchange at I-696/US-24/M-10 and add two new ramps at Franklin Road to improve access to the area. Environmental clearance, design activities and right-of-way acquisition for this project will be completed by the city of Southfield. This project includes several locally funded components. One of those components, the relocation of Franklin Road, was completed in 2003. There are several design and right of way issues that the city must resolve before this project can be completed. MDOT cannot proceed with the construction phase of the project, which includes the new ramps and reconstruction of the freeway in the project area until these issues have been resolved.

I-75 / 8 Mile Road to M-59, Oakland County

Environmental clearance is anticipated in 2005 for the widening of this segment of I-75 in Oakland County. This project will add an additional directional lane to I-75 and improve several interchanges within the corridor. Design activities have been deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

I-75 /Crooks Road, Troy, Oakland County

This project will reconstruct the existing interchange and provide additional ramps at Long Lake Road. Preliminary right-of-way plans have been completed. Due to the development of a local controversy regarding this project, the FHWA has requested that the department conduct some additional environmental review. Subsequent design work will resume following the completion of the environmental process. Right-of-way is to be acquired by the City of Troy.

I-75 / South of Chrysler Dr. to M-24, Auburn Hills, Oakland County

The project will add collector-distributor roads adjacent to I-75, and reconstruct and modify the I-75/University Drive interchange. Environmental clearance is currently being re-evaluated due to the elapsed time since the original clearance was completed in 1987. Design work is planned to be completed in early 2005. Some right-of-way has been acquired, but the remainder of right-of-way acquisition is deferred.

M-59 / Adams Road, Auburn Hills and Rochester Hills, Oakland County

The relocation of the M-59/Adams Road interchange is required to provide proper spacing between this interchange and the new interchange at M-59/Squirrel Road that was constructed to improve access to this area of Oakland County. The environmental clearance process for this project has been completed, and the majority of the necessary right-of-way has been acquired.

This project will be constructed in three phases. Construction of phases one and two of this project was initiated in 2004, and the interchange was opened to traffic in 2004. Phase 3, which includes two ramps for future traffic growth, is currently being designed, but the construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

M-15 / between I-75 and I-69, Oakland and Genesee Counties

Environmental clearance is nearly complete for a future widening of M-15 in northern Oakland County and eastern Genesee County. An access management study will be completed in 2005. Funding for additional project phases has not been identified to date.

M-53 Roundabout Interchange at Van Dyke and 18-1/2 Mile Road, Sterling Heights, Macomb County This project, cooperatively undertaken by MDOT, Macomb County, and the city of Sterling Heights, includes new ramps to and from the north on M-53, grade separation of the M-53/Van Dyke intersection, a modern roundabout connecting the M-53 ramps to Van Dyke and 18 ½ Mile, and widening of 18 ½ Mile from 2-5 lanes between Mound and Van Dyke. Construction will be completed in early 2005, and the City of Sterling Heights will complete the landscaping.

The I-94 Bridge over Black River, St. Clair County

The I-94 Bridge over Black River, built in 1950, is obsolete and inadequate to meet the demands of increasing traffic. Replacement is needed to provide a modern structure which will meet current and future traffic requirements.

MDOT completed a deck overlay in 2002 to extend the life of the bridge, and began design work for a replacement bridge, but the planning effort was placed on hold pending a decision on the preferred design of the adjacent Blue Water Plaza. When the preferred plaza layout has been determined, planning will resume for a compatible Black River Bridge design.

The Blue Water Bridge Plaza Study, St. Clair County

U.S. and Canadian partners, including MDOT, the Department of Homeland Security, and the General Services Administration, are evaluating options to accommodate inspection and toll collection activities on the US side of the Blue Water Bridge through the year 2030. Rapidly increasing commercial traffic and increased border inspection and security requirements necessitated this cooperative effort. Practical alternatives now under evaluation include elevated, at-grade, and off-site plaza layouts and related road improvements. MDOT expects to complete environmental clearance for a preferred alternative in 2005 or 2006.

Detroit River International Crossing Study (formerly the Ontario-Michigan Border Transportation Partnership), Wayne County, In January, 2004, the Ontario-Michigan Border Transportation Partnership completed a Planning, Need and Feasibility Study that documented the need for additional cross border capacity and recommended the pursuit of environmental clearance for a new or upgraded border crossing in the Windsor/Detroit area.

The Ontario-Michigan Partnership will continue oversight of the environmental clearance process, ensuring that federal, state and provincial governments jointly plan border improvements. The environmental study will result in the identification of a recommended alternative(s) which will handle security concerns and support trade and tourism between Canada and the United States in the long term. The schedule calls for completion of environmental clearance by the end of 2007.

Other Major Studies

In urban areas, major preservation activities may require significant environmental review. In the Metro Region, two environmental studies are underway associated with future trunkline preservation work. They include:

M-85 Fort St. / Bascule Bridge Project, Wayne County

An Environmental Assessment to study alternatives for the Bascule Bridge on M-85 over the Rouge River in the City of Detroit has been completed. A public hearing was held in late 2004 to announce the recommended alternative. The project is scheduled for construction to begin in 2007.

M-102 / M-1 Woodward Bridge Environmental Clearance Study, Wayne County and Oakland County. An Environmental Assessment of the Woodward Avenue (M-1) bridge over Eight Mile Road (M-102) was completed in 2004. The design phase of the project is scheduled to begin in 2005.

Aeronautics and Transit

Detroit Department of Transportation (DDOT): DDOT is currently working on the development of a downtown Detroit Transit Center. The state-of-the-art terminal will include an enclosed waiting area, retail stores, and ticket sales. The facility will be constructed at Times Square and will provide transit users safe, secure, convenient access to the Detroit People Mover, the Suburban Mobility Authority for Regional Transportation (SMART) buses and Transit Windsor. DDOT has completed building design and is currently in negotiations with the property owner to purchase the land. Once the land is purchased, DDOT intends to begin construction. The construction is scheduled to take approximately one year.

DDOT is also undergoing an extensive set of repairs to its aging maintenance facilities. Project items include, but are not limited to, demolition and rehabilitation of existing structures, construction of new structures, asphalt and concrete pavement replacement, traffic and parking studies, lighting and electrical upgrades, new emergency generators, hoist and bay repair and replacement. DDOT has completed work on the Gilbert Terminal which has reopened and DDOT has closed Shoemaker. Work will begin soon at the Shoemaker Terminal and should last for a period of 18 months. The Shoemaker Terminal will not re-open until early in 2006.

Suburban Mobility Authority for Regional Transportation (SMART): SMART serves the urban areas throughout the southeast Michigan region. SMART's ridership has increased over the past year. SMART has been able to increase productivity by re-focusing its resources to key service areas. During FY2005, SMART will be developing an 800 phone number and will be concentrating on marketing its Web site. Also, SMART is conducting a study in north Macomb County to see what type of service enhancements it can do there to satisfy its surging population.

2005-2009 ROAD & BRIDGE PROGRAM

METRO CAPACITY IMPROVEMENT

| COUNTY | ROUTE/COMMON NAME | P.F. | LOCATION | TYPE OF WORK | LENGTH | 2005 | 2006 | 2007 | 2008 | 2009 |
|-----------|-----------------------------|------|--|----------------------------------|--------|------|------|------|------|------|
| MACOMB | M-53 | | 27 1/2 MILE ROAD TO 34 MILE ROAD | ROADSIDE FACILITIES - NEW ROUTES | 0.000 | | | CON | | |
| MACOMB | M-53 | | AT 18 1/2 MILE ROAD AND VANDYKE ROAD | MAJOR WIDENING | 0.050 | CON | | | | |
| MACOMB | M-53 | | 27 1/2 MILE ROAD TO 34 MILE ROAD | MAJOR WIDENING | 7.504 | CON | | | | |
| MACOMB | M-53 | | 27 1/2 MILE ROAD TO 34 MILE ROAD | ROADSIDE FACILITIES - NEW ROUTES | | | PE | | | |
| MACOMB | M-53 | | AT 18 1/2 MILE ROAD & VANDYKE | ROADSIDE FACILITIES - IMPROVE | | | PE | PE | | |
| OAKLAND | 11 MILE ROAD | | FROM FRANKLIN ROAD TO EAST OF KNISTER ROAD | MAJOR WIDENING | 0.000 | | CON | CON | | |
| OAKLAND | ADAMS ROAD RELOCATED | | EXISTING ADAMS ROAD TO M-59 | RELOCATION | 10.111 | CON | | | | |
| OAKLAND | AT RELOCATED ADAMS | | EXISTING ADAMS ROAD TO NORTH OF M-59 | ROADSIDE FACILITIES - NEW ROUTES | 10.111 | CON | | | | |
| OAKLAND | I-96 (Rte 101 Freeway) | | AT FRANKLIN ROAD INTERCHANGE | NEW INTERCHANGE OR STRUCTURE | 1.085 | | CON | CON | | |
| OAKLAND | I-75 | | AT CROOKS ROAD INTERCHANGE | MAJOR WIDENING | | | PE | | | |
| OAKLAND | I-75 | | NORTH PERMETER ROAD INTERCHANGE TO NORTH OF M-24 | MAJOR WIDENING | | | PE | | | |
| OAKLAND | I-75 | | AT CROOKS ROAD INTERCHANGE | MAJOR WIDENING | | | ROW | | | |
| OAKLAND | I-75 | | AT M-59 INTERCHANGE | MAJOR WIDENING | | | EFE | | | |
| OAKLAND | I-75 | | 8 MILE ROAD (M-102) NORTHERLY TO M-29 | MAJOR WIDENING | | | EFE | | | |
| OAKLAND | I-86 | | WEST OF M-5 AND SOUTH OF 12 MILE ROAD | MISCELLANEOUS | 0.000 | CON | | | | |
| OAKLAND | I-86 | | AT BECK ROAD INTERCHANGE | MAJOR WIDENING | 0.250 | CON | | | | |
| OAKLAND | I-86 | | AT RELOCATED BECK ROAD | BRIDGE REPLACEMENT | 0.000 | CON | | | | |
| OAKLAND | I-86 | | AT WISDOM ROAD INTERCHANGE | MAJOR WIDENING | | | | | | |
| OAKLAND | I-86 | | AT WISDOM ROAD INTERCHANGE | MAJOR WIDENING | | | | | | |
| OAKLAND | M-59 | | AT RELOCATED ADAMS ROAD | RELOCATION | 0.000 | CON | | | | |
| OAKLAND | M-59 | | AT CROOKS ROAD INTERCHANGE | BRIDGE - IMPROVE | | PE | | | | |
| OAKLAND | M-59 | | AT CROOKS ROAD INTERCHANGE | BRIDGE REPLACEMENT | | FES | | | | |
| OAKLAND | M-59 | | AT ADAMS ROAD | RELOCATION | | ROW | | | | |
| OAKLAND | M-59 | | AT ADAMS ROAD | RELOCATION | | PE | | | | |
| OAKLAND | M-59 EB | | AT SQUIRREL ROAD | ROADSIDE FACILITIES - IMPROVE | 0.248 | CON | CON | CON | | |
| OAKLAND | NORTHWESTERN CONNECTOR (M-) | | AT MAPLE & DRAKE, AND AT MAPLE & FARMINGTON ROADS | MAJOR WIDENING | | ROW | | | | |
| OAKLAND | NORTHWESTERN CONNECTOR (M-) | | AT 14 MILE, ALONG ORCHARD LAKE AND OTHERS | MAJOR WIDENING | 0.154 | | CON | CON | | |
| OAKLAND | NORTHWESTERN CONNECTOR (M-) | | AT 14 MILE & HUGGERTY, & DRAKE, & FARMINGTON ROADS | MINOR WIDENING | 0.000 | | CON | CON | | |
| OAKLAND | NORTHWESTERN CONNECTOR (M-) | | AT MAPLE & DRAKE, AND AT MAPLE & FARMINGTON ROADS | MAJOR WIDENING | 0.000 | CON | | | | |
| OAKLAND | NORTHWESTERN CONNECTOR (M-) | | AT 14 MILE & HUGGERTY, & DRAKE, & FARMINGTON ROADS | MINOR WIDENING | | ROW | | | | |
| OAKLAND | NORTHWESTERN CONNECTOR (M-) | | AT 14 MILE & HUGGERTY, & DRAKE, & FARMINGTON ROADS | MINOR WIDENING | | PE | | | | |
| OAKLAND | NORTHWESTERN CONNECTOR (M-) | | AT MAPLE & DRAKE, AND AT MAPLE & FARMINGTON ROADS | MAJOR WIDENING | | PE | | | | |
| OAKLAND | NORTHWESTERN CONNECTOR (M-) | | AT 14 MILE, ALONG ORCHARD LAKE AND OTHERS | MAJOR WIDENING | | ROW | | | | |
| ST. CLAIR | I-94 BLUE WATER BRIDGE | | BLUE WATER BRIDGE PLAZA | MISCELLANEOUS | | EFE | | | | |

2005-2009 ROAD & BRIDGE PROGRAM

METRO CAPACITY IMPROVEMENT

| COUNTY | ROUTE(COMMON NAME) | P. F. | LOCATION | TYPE OF WORK | LENGTH | 2005 | 2006 | 2007 | 2008 | 2009 |
|--------|----------------------------------|-------|---|----------------|--------|------|------|------|------|------|
| WAYNE | COUNTYWIDE | | L MERNOIS JUNCTION YARD | MISCELLANEOUS | | EPE | | | | |
| WAYNE | I-75 | | JEFFERSON AVENUE WEST TO SOUTH OF I-75 | MAJOR WIDENING | | PE | | | | |
| WAYNE | I-75 | | 14TH STREET TO MARTIN LUTHER KING BOULEVARD | MAJOR WIDENING | | ROW | | | | |
| WAYNE | I-75 | | 14TH STREET TO MARTIN LUTHER KING BOULEVARD | MAJOR WIDENING | | PE | | | | |
| WAYNE | I-75 | | CORRAL RAILROAD OVER I-75 IN DETROIT | MAJOR WIDENING | 0.000 | CON | | | | |
| WAYNE | I-75 (Edward J. Jeffers Freeway) | | CORRAL AND CANADIAN PACIFIC RAILROADS OVER I-75 | MISCELLANEOUS | 0.000 | CON | | | | |
| WAYNE | I-75 | | 14TH STREET TO MARTIN LUTHER KING BOULEVARD | MAJOR WIDENING | 1.728 | CON | | | | |
| WAYNE | I-75 | | AT THE AMBASSADOR BRIDGE | MAJOR WIDENING | 1.046 | CON | | | | |
| WAYNE | I-75 | | AT THE AMBASSADOR BRIDGE | MAJOR WIDENING | | ROW | | | | |
| WAYNE | I-75 | | AT THE AMBASSADOR BRIDGE | MAJOR WIDENING | | PE | | | | |
| WAYNE | I-94 | | I-94 TO CORNER AVE IN DETROIT | MISCELLANEOUS | | EPE | EPE | | | |
| | | | | | 15.736 | | | | | |

2005-2009 ROAD & BRIDGE PROGRAM

METRO NEW ROADS (CAPACITY EXPANSION)

| COUNTY | ROUTE(COMMON NAME) | P.F. | LOCATION | TYPE OF WORK | LENGTH | 2005 | 2006 | 2007 | 2008 | 2009 |
|----------|------------------------------|------|---------------------------------------|--------------|--------|------|------|------|------|------|
| CHARLAIN | M-5 (Hagerly Connector) | | 12 MILE ROAD TO NORTH OF 14 MILE ROAD | NEW ROUTES | | ROW | | | | |
| WAYNE | DETROIT RIVER INTNL CROSSING | | SE MICHIGAN & SW ONTARIO | NEW ROUTES | | EFE | EFE | EFE | EFE | |
| | | | | | 0.000 | | | | | |