MDOT
Michigan Department of Transportation

Five-Year Transportation Program 2007-2011



STATE OF MICHIGAN

JENNIFER M. GRANHOLM
GOVERNOR

DEPARTMENT OF TRANSPORTATION

LANSING

KIRK T. STEUDLE
DIRECTOR

January 2007

Dear Friend:

The 2007-2011 Five-Year Transportation Program embodies our department's commitment to its mission of providing the highest quality integrated transportation services for economic benefit and improved quality of life. Contained in these pages, you will find a detailed accounting of our stewardship of highways, bridges, public transit, rail, aviation, marine, and non-motorized programs. Information on statewide and region-specific programs also is presented.

The Five Year Transportation Program represents a yearlong, multistage process that involves many partners. Each year, as the previous year is completed, a new fifth year is added with updates and adjustments to projects and programs in the other years. The Michigan Department of Transportation (MDOT) considers the Five-Year Transportation Program to be a living document that allows us to take advantage of new opportunities as well as to manage and mitigate situations that were unknown or unclear the previous year.

As you know, transportation is the backbone of all economic activity in our state. This investment provides residents and businesses with a variety of services and modes, mobility options, and moves products to market. Transportation supports travel and tourism, provides access to Michigan's natural beauty, and spurs Michigan's economy. Ours is a transportation system with national and international significance. It is our responsibility to provide Michigan taxpayers and businesses with the greatest return on their investment and to improve the quality of life for everyday citizens. On behalf of the department, I would like to say that we are up to the challenge!

Public involvement is essential to making the process work. For this reason, we hold "Listening Sessions" across the state to encourage public comment on the draft Five-Year Transportation Program and make this document available on the MDOT Web site to reach as many citizens as possible. We value your input.

If you have questions about the Five Year Transportation Program and its impact on your community, I encourage you to contact one of MDOT's 26 local Transportation Service Centers (TSCs). A map with our seven regions and TSCs appears on page 49 of this report. Specific TSC addresses and phone numbers can be found in your local telephone directory or online at *www.michigan.gov/mdot*. To communicate directly with us, please call our toll-free telephone number at 1-888-296-4546, or send an e-mail to mdotdirector@michigan.gov.

We look forward to hearing from you.

Sincerely,

Kirk T. Steudle
Director

MDOT
Michigan Department of Transportation

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January 11, 2007

Introduction

2007-2011

Five-Year Transportation Program

The 2007-2011 Five-Year Transportation Program marks the beginning of the Michigan Department of Transportation's second century. MDOT's mission, as we begin our second 100 years, is to preserve, manage and fully integrate our transportation system into the context of a 21st century economy.

The Five-Year Transportation Program is a continuous, interactive, transparent dialogue with our customers and stakeholders that has become the anchor of MDOT's project development and delivery systems. The 2007-2011 Transportation Program anticipates Michigan's evolving economic and transportation needs by first ensuring that MDOT will substantially achieve the State Transportation Commission's 1997 system preservation goal of 90 percent of state roads and bridges in good condition by 2007 and 2008 respectively.

The 2007-2011 Five-Year Transportation Program preserves and improves Michigan's transportation network in a fiscally responsible manner. It also implements Governor Jennifer M. Granholm's Jobs Today initiative, as well as congressionally designated funds from the recently passed federal transportation reauthorization (SAFETEA-LU), to help grow Michigan's economy, make travel safer and improve the quality of life in Michigan communities.

Transportation Funding

The Five-Year Transportation Program is cyclical in nature. Program development is a year-long, multi-stage process where a new fifth year is added and program/project adjustments are made to other years. A substantial portion of the Five-Year Transportation Program is finalized near the end of each summer. The revenue estimates are reviewed and updated in cooperation with the Department of Treasury in the spring and fall of each year. Our most recent discussions indicate that revenues are declining. Contributing factors to declining revenues include increase in fuel costs which can potentially affect the frequency and length of trips and a corresponding reduction in gallons of fuel sold. Also, smaller, more fuel efficient vehicles are being purchased and driven than in the recent past which can also have a dampening effect on fuel sales and a direct impact on revenue dedicated for highway construction. As a result, we may need to make program adjustments during 2008, to constrain the program to current revenue estimates.

In total, this transportation program represents an approximately $8.89 billion investment in MDOT's transportation system. More than $6.6 billion of those funds will be invested in system preservation through the repair and maintenance of Michigan's roads and bridges. Approximately $780 million will be invested in the aviation program and nearly $1.5 billion will be invested in the bus, rail and marine/port programs.

The Fiscal Year (FY) 2007-2011 Five Year Transportation Program investments for the highway program total $6.63 billion. This total reflects investments for the major program categories of preservation, capacity improvement and new roads, and routine maintenance.

The annual investments range from $1.624 billion in FY 2007 to $1.228 billion in FY 2011. The first two years investments are higher than the remaining years as a result of the funding enhancement supported by the Preserve First and Jobs Today initiatives.

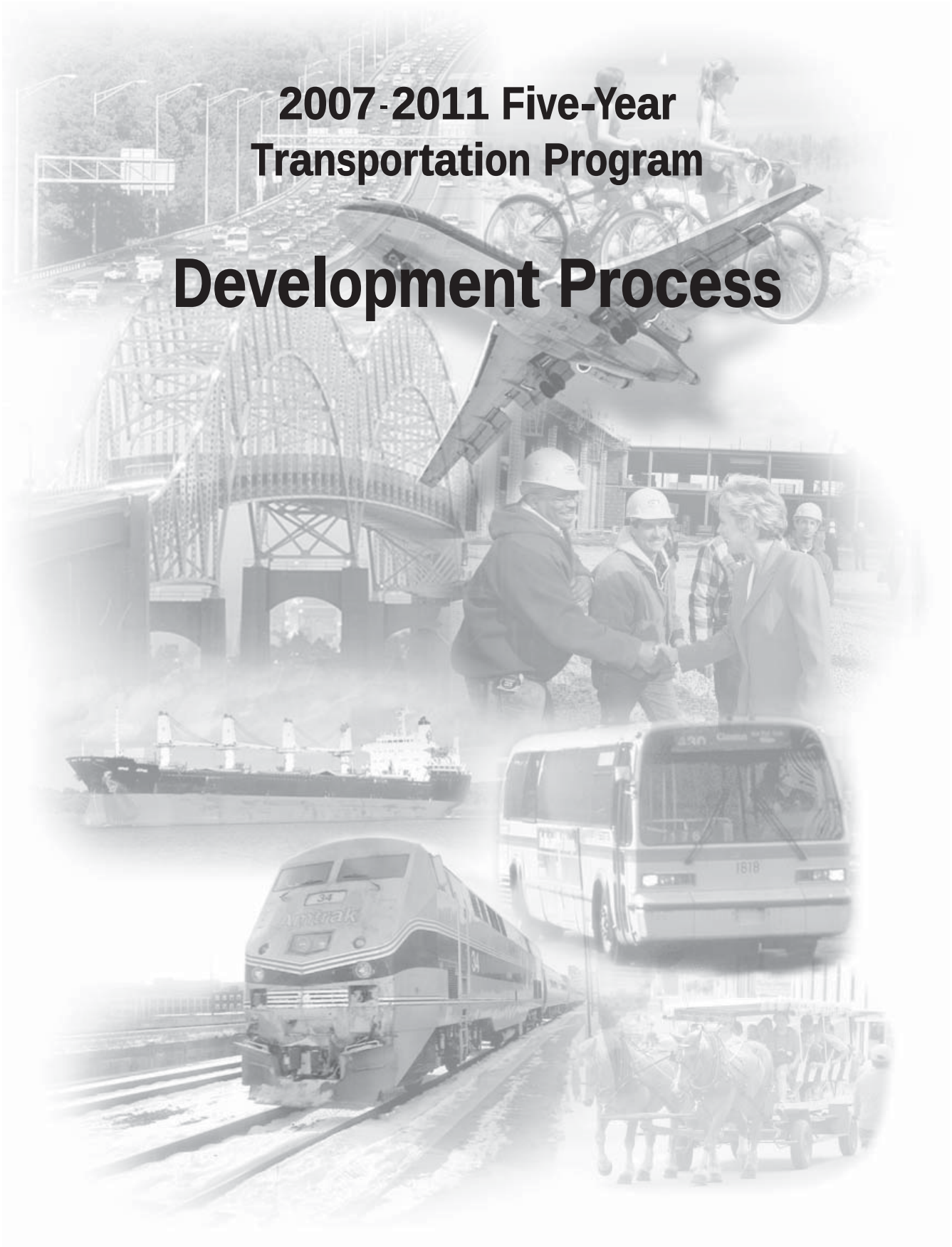
In 2003, MDOT announced the Preserve First program, a five-year program, placing emphasis on our transportation system. Funding under Preserve First allowed MDOT to advance projects from future years, therefore making progress towards system condition goals. The Preserve First program will be in place until the end of the 2007 fiscal year.

In support of Governor Granholm's Jobs Today Initiative, in 2006, MDOT began implementing a three-year construction program to stimulate job growth. This was done by advancing preservation projects and addressing critical capacity needs. The Jobs Today initiative will be in place through the end of the 2008 fiscal year.

As part of this Five-Year Transportation Program, MDOT will invest over $290 million in preservation and capacity improvements statewide, utilizing Jobs Today and SAFETEA-LU earmarks. These projects will support more than 5,000 Michigan jobs, and improve approximately 145 miles of pavement and five bridges.

2007-2011 Five-Year Transportation Program

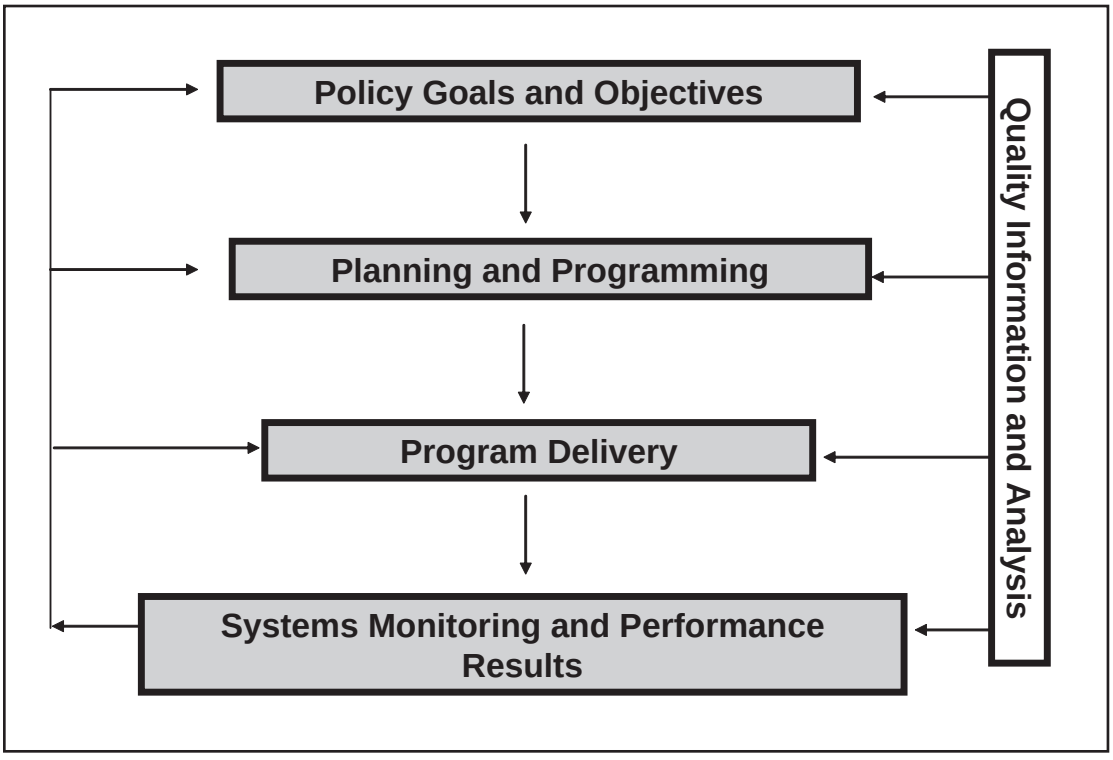
Development Process



Development Process

Michigan Department of Transportation (MDOT) will use the 2007-2011 Five-Year Transportation Program to communicate its capital program to Michigan citizens, to maintain stable program delivery, manage financing strategies, and ensure that the department meets its commitments to the motoring public. The program focuses on making government effective, efficient, and inclusive. It provides a safe and secure transportation system, protects natural resources and air quality, improves land use practices, and provides economic development opportunities as set forth in Governor Jennifer M. Granholm's vision for improving the quality of life and growing Michigan's economy.

The program is developed based on implementation of the goals and policies outlined by the State Transportation Commission (STC), emphasizing an asset management approach to preserving the transportation system and providing safe mobility to travelers. Transportation asset management is a strategic approach to maximizing the benefits from resources used to manage the transportation infrastructure. It involves collecting data for the physical inventory of our surface transportation system and managing current conditions based on strategic goals and sound investments. The following flowchart highlights the important characteristics of transportation asset management.



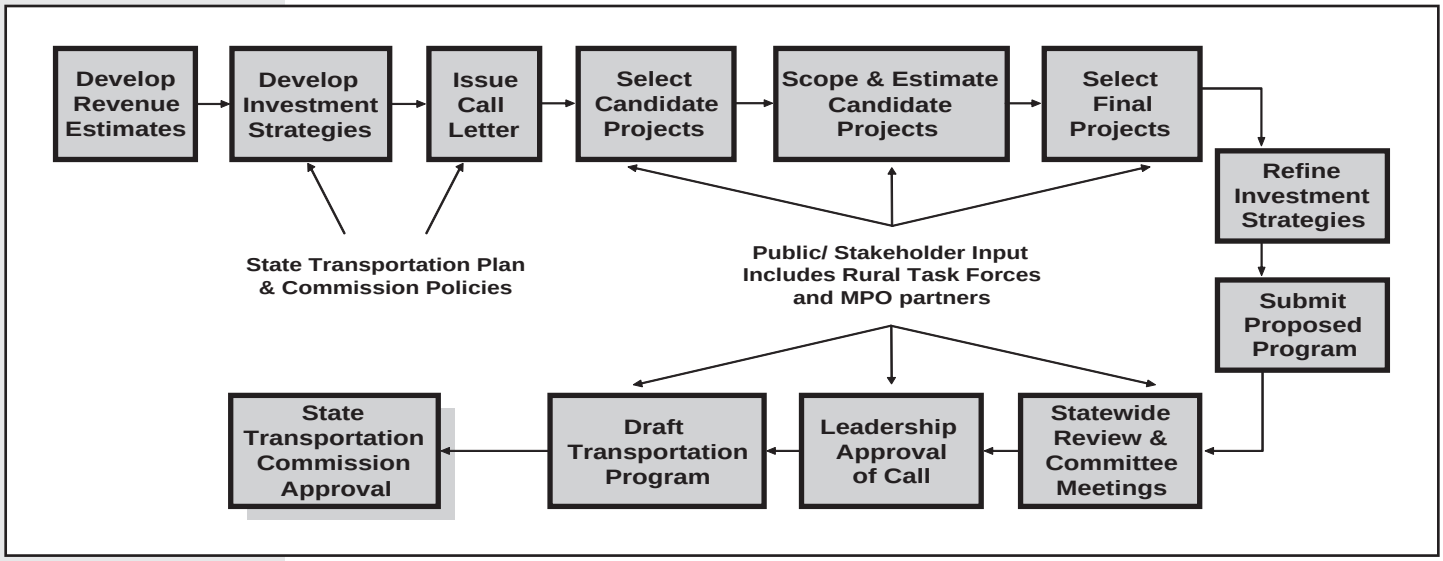
Five-Year Transportation Program

Development Process

Overall guidance for asset management is provided through explicit policy goals and objectives established by the STC. Integrated analysis of options and tradeoffs investigates how best to meet the needs of customers while responding to policy goals and objectives. Decisions on resource allocation among programs and investment options are made consistent with policy guidance and the results of alternative analyses. Once decisions on resource allocation are made, they are implemented through delivery of services and projects. The entire process is supported by continual system monitoring and performance measurement. This information is used to update each step of the process in future years, through a feedback mechanism. Quality information and analysis supports each step of the process.

The Five-Year Transportation Program is an integrated program that includes highways, bridges, public transit, rail, aviation, marine, and non-motorized transportation. The highway portion is a rolling program; each year, a new fifth year is added and program/project adjustments are made to other years. This document only pertains to that portion of the programs that MDOT delivers, and does not account for those portions that are delivered locally with state and federal funds that are directly controlled by local agencies, such as transit agencies or county road commissions.

The program development process is a year-long, multi-stage process as shown in the following flowchart.



Determine Estimated Federal and State Revenue Available

Total estimated revenue for the transportation program is a combination of federal and state revenue. Federal revenue for public transportation and roads comes from the new federal bill entitled: The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which was passed by Congress on July 29, 2005 and signed into law by President George W. Bush on August 10, 2005. Federal revenue for airport development is authorized through the "Vision 100" legislation which authorizes Airport Improvement Program spending through 2007.

State revenue used to develop the Transportation Program comes from the Michigan Transportation Fund (MTF), as estimated by MDOT and the Michigan Department of Treasury, Economic and Revenue Forecasting Division. The MTF collects state revenue mainly generated from fuel taxes and vehicle registration. Future year state revenue is forecasted using a long range forecasting model. The estimated state revenue also includes available bond proceeds and sales tax revenues. Estimated revenue for the other modal programs including aviation, bus, marine and rail do not include bond proceeds.

Develop Investment Strategies

Once revenue is estimated, MDOT allocates funding to ensure the effective usage of financial resources (federal and state revenues) on Michigan's transportation program.

The State Transportation Commission (STC) establishes policies, goals, and objectives that provide the basis for funding allocation decisions in the Five-Year Transportation Program. For example, in 1997 and 1998, the STC established ten-year pavement and bridge condition goals to be achieved by the end of 2007 and 2008, respectively. After goals are established, improvement strategies are developed and funding is allocated annually in order to achieve these goals. MDOT's current investment strategy focuses investments on the preservation of the existing transportation system and on the delivery of a limited number of capacity improvement projects.

The investment levels outlined in the program support the direction established by the STC and facilitate the accomplishment of program priorities. In addition to policies established by the STC, the Michigan Aeronautics Commission establishes policies and goals for Michigan's aviation program. Public Act 51, which is Michigan's enabling legislation for the Michigan Transportation Fund and the Comprehensive Transportation Fund, also provides policies and guidance for the overall transportation program.

For the Highway Capital Program, the process for allocating funding to individual program categories is based on an approved transportation improvement strategy and needs analysis. Major program categories include: Repair and Rebuild Roads, Bridge, Maintenance, Capacity Increase/New Roads, and Safety. Other program categories pertain to specific federal

programs, such as Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancement, and Wetland Pre-Mitigation, as well as state programs, such as Program Development/Scoping, Advance Right-of-Way Acquisition, and State Railroad Crossings.

Each program category is monitored to ensure that the program is constrained within the department's anticipated revenue. The funding target development and monitoring process assist in setting the level of funding to achieve transportation improvement goals and provide a tool to constrain the overall statewide program to available revenues.

The investment strategy development process is different for the multi-modal programs that include public transit, rail, aviation, and marine/port. Annual budget development is determined based on federal formula funds and capital funding earmarks from the federal transportation bills (SAFETEA-LU and Vision 100), as well as annual state appropriations as guided by state law (for transit, requirements in Act 51 of 1951 pre-determine to a large extent how funds will be invested) and as determined each year by the Michigan Legislature. These earmarks and appropriations guide the type and levels of investments in the multi-modal programs.

In an effort to recognize the needs of pedestrians and bicyclists, Section 10K of Act 51 has been revised to require one percent of Act 51 be used to fund non-motorized projects. Counties, cities and villages have the option of spending one percent of their Act 51 funds for non-motorized projects on an annual basis or they can spend an average of one percent of these funds over a ten-year period.

Issue Call for Projects

MDOT issues an internal Call for Preservation Projects (Call) annually in January for the Highway Program. The Call letter and instructions are issued to all seven MDOT regions which are responsible for proposing preservation projects. The Call process guides the technical process of preservation project identification and is the mechanism used to implement STC policies and align the department with strategic direction. Key emphasis areas and strategic objectives are outlined and detailed technical instructions are issued. Target funding levels derived from the investment strategy are also included in the instructions to MDOT regions.

The Call currently includes the following preservation work programs: Road Rehabilitation and Reconstruction (R and R), Bridge R and R, Road and Bridge Capital Preventive Maintenance, Safety, Guardrail Replacement, Type II Traffic Noise Abatement, Carpool Parking Lot, Intelligent Transportation Systems, and Pump Station Capital Rehabilitation (new to this Call). MDOT regions are responsible for proposing all preservation projects, with the exception of Noise Abatement.

Capacity increase and new roads projects are selected and advanced through project development on the basis of statewide priorities. They are not handled through the annual call for projects.

Multi-modal programs follow a similar Call process, although not identical to the Highway Program. Annual programs are developed, because investment strategies are largely dependent on annual budget appropriations determined by the legislature. Program development is not initiated until the funding level is known. The Call process generally involves MDOT soliciting transit, rail, airport, and marine agencies and providers to submit improvement needs for the next year.

Candidate Project Submittal

For the Highway Capital Program, regional improvement strategies for the road and bridge networks are developed by MDOT region staff using the Road Quality Forecasting System (RQFS) and Bridge Condition Forecasting System (BCFS) tools, as well as input from partners/stakeholders who keep in touch with MDOT regarding their needs. The RQFS and BCFS systems are software programs that forecast future pavement and bridge conditions based on certain pavement and bridge funding levels and strategies and are an important part of our asset management strategy. Once a recommended strategy is identified, candidate road and bridge projects are selected that are consistent with the strategy and funds available. Road and bridge candidate projects are identified in concert, so project timing can be coordinated.

Candidate projects are also selected for other highway program areas included in the Call process based on meeting the requirements and guidelines included in the Call letter. The other program categories include Safety, Guardrail, Noise Abatement, Carpool Parking Lot, Intelligent Transportation Systems, and Pump Station Capital Rehabilitation.

Project identification for programs that are not part of the Call is based on available revenue and needs justification.

Candidate project selection for multi-modal programs is accomplished largely at the local level. For the funds the state controls, MDOT solicits local agencies and providers by letter to develop an improvement needs list. Needs identification may also involve an application process as with certain freight programs.

Project selection decisions are guided by input received throughout the planning process and made in consultation with local, Rural Task Force, and Metropolitan Planning Organization (MPO) partners. The development of a five-year transportation program is an iterative process.

Public involvement in project selection is sought for the fifth year (with a new year being added at the beginning of each FY) and at adjustments along the way. For example, MDOT is represented at MPO meetings and presents candidate project considerations for the fifth year addition to the program and any adjustments for review and comment. MDOT regions also regularly participate in local public meetings to discuss MDOT projects.

Involving the public and local stakeholders is key to developing creative solutions to transportation issues. MDOT seeks public involvement throughout the process from corridor planning, project scoping, environmental assessment, and design.

MDOT Internal Committee Review

Candidate projects for the Highway Program are reviewed for consistency with region and statewide goals identified in the Call instructions to ensure that all relevant elements are accounted for, that the proposed fixes are realistic, and that the budget estimates to accomplish the given projects are aligned with anticipated revenue. This review is conducted by an internal interdisciplinary team with expertise in various areas of program development. Review comments and feedback are submitted back to the regions. Any necessary adjustments are made to candidate projects.

Multi-modal projects are reviewed by MDOT staff. Factors in the review process include ensuring consistency with commission policy, compliance with standards, goal achievement, meeting eligibility requirements, degree of readiness, and available funding.

Project Selection

Projects are selected as candidates for the highway program after the regions meet individually with the internal review team and MDOT leadership. The review ensures that the projects support STC policies and objectives, support MDOT strategic direction that is communicated in the Call letter, and is financially constraint to targeted funding levels. Results of this review process are summarized and presented to MDOT management and leadership for approval.

When making candidate project selections for the highway program, MDOT strives to design programs that have a balanced "mix of fixes" framework that is a program composed of various treatment alternatives, including preventive maintenance, rehabilitation, and reconstruction, as well as other strategic considerations. This may entail making adjustments to intervening year programs, not just the new fifth year of the Transportation Program.

New projects added to the program since the previous edition, remain in candidate status until the Five-Year Transportation Program is approved by the STC. For multi-modal projects, project selection differs from mode to mode, and even within modes.

For example, the two largest investments of state transit funds are done pursuant to Act 51 formula or mandate; there is no selection process per se. In contrast, project selection for state funded inter-modal terminals occurs throughout the year as potential projects become ready for funding and funds are available.

Draft Transportation Program

Assembly of the draft Five-Year Transportation Program begins after the Call process is completed for the highway program. At the same time, information about annual programs under development within the public transit, rail, aviation, marine and non-motorized transportation modes is compiled. Development of the multi-modal annual programs may be at different stages depending on the status of the annual federal and state appropriations process. MDOT strives to deliver a program for approval that clearly is consistent with STC policies and direction.

The key steps involved in the assembly and approval of the document include:

- Compiling highway projects within major improvement categories for listing within the document.
- Compiling anticipated program and project initiatives for the coming year for multi-modal programs.
- Outlining program revenue assumptions and investment strategies for utilizing the funding available.
- Documenting previous year accomplishments and progress toward approved condition and program goals.
- Identifying statewide program strategies and regional improvement strategies.
- Obtaining approval of the draft document by MDOT leadership and the STC.
- Posting of the draft document to the Web for public comment and conducting public listening sessions throughout the state for additional input on the program. Public involvement comments are documented summarized, presented at the following STC meeting and final approval of the document is requested.
- Submittal of the final Five-Year Transportation Program to the Michigan State Legislature by February 1st of each year.

Public Involvement/Outreach Efforts Throughout the Process

One of the strengths of MDOT's program development process is the accessibility afforded by the Transportation Service Centers (TSCs), where customers, partners, and stakeholders can contact MDOT at any time during the year-long process. Public listening sessions are conducted after the draft Five-Year Transportation Program is presented to the State Transportation Commission. The meetings are held at TSC locations throughout the state.

Outreach and coordination occurs very early in program development, beginning with candidate project selection and continues through final project selection and review of the draft program. Stakeholders include the public, rural task forces, MPO partners, individual units of government, and the legislature. We are also improving the process of tracking public engagement at the regional level, to enhance local communication and follow-up with transportation industry partners and the general public.

Michigan has conducted two transportation summits to gather valuable input from stakeholders and concerned citizens regarding our transportation system. As a result, we continue to build on a collective vision for transportation in our state that addresses important issues, such as the economy, protecting our environment, and improving the quality of life for our citizens.

During FY 2007, MDOT will update the State Long Range Transportation Plan. The plan will communicate MDOT's vision for our multi-modal transportation system over the next 20 years. MDOT values the input of Michigan citizens and stakeholders and will use their valuable insights gathered through public involvement meetings to shape policy and develop goals and objectives to meet our shared vision for a 21st Century transportation system that meets the needs of our customers, is safe and secure, and supports our state's economic future.

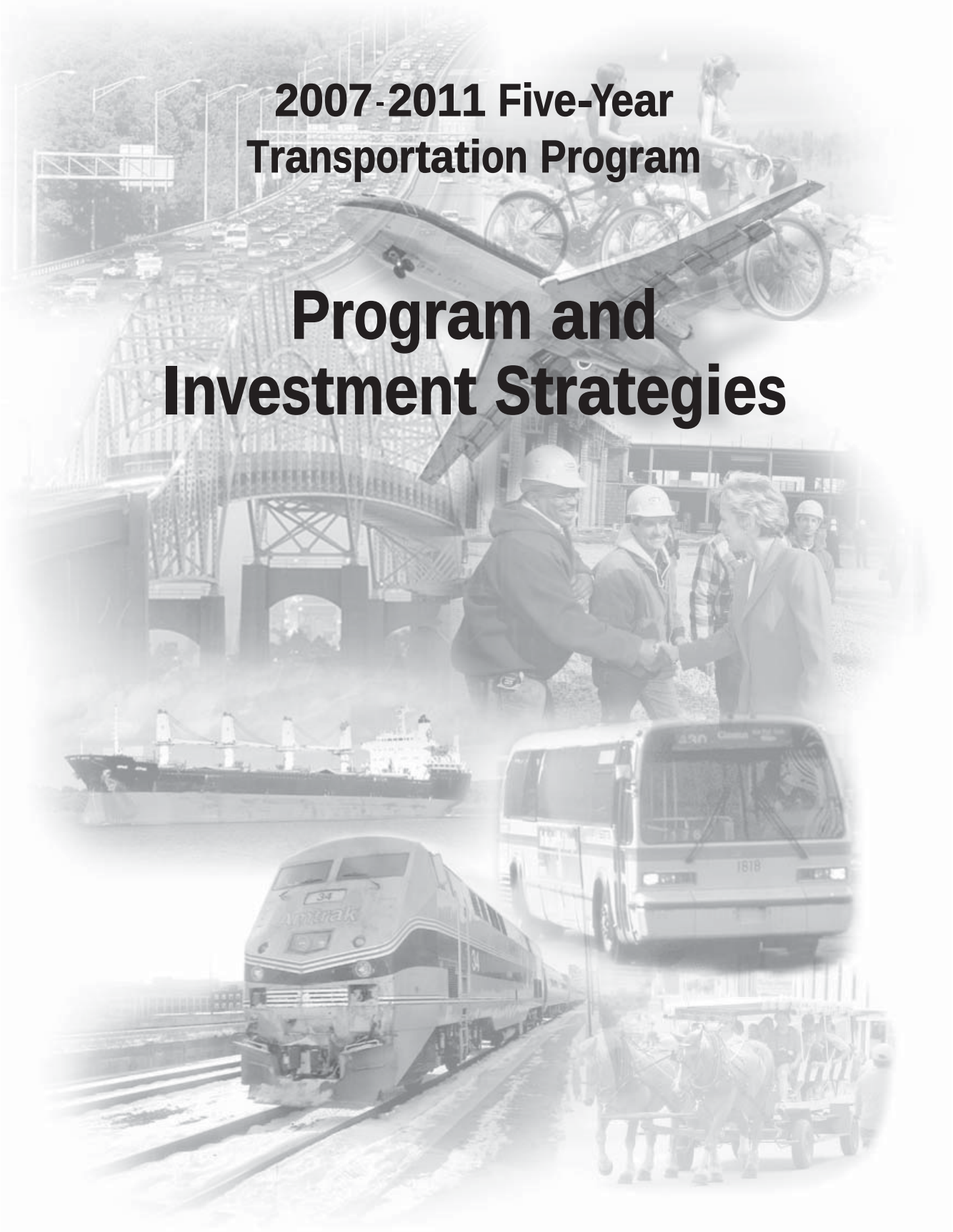
MDOT continues to emphasize and strengthen partnering efforts with transportation stakeholders and the general public throughout the program. Workshops and stakeholder meetings also are conducted to incorporate context sensitive solutions into transportation projects.

In addition, local outreach for aviation projects takes place during development and adoption of a master plan for each airport facility. A master plan must be approved by MDOT and the Federal Aviation Administration to be eligible to receive state and federal funds. Public hearings are held as part of the process of developing the plans. Funding for each project is approved in a public meeting of the Michigan Aeronautics Commission. Project selection takes place within the plan framework. For transit investments, public involvement is largely determined at the local level.

MDOT also provides over 35 online publications. Examples of some of the free publications available from our Web site include: our state road map, state truck operators map, standards for highway signs, a brochure which explains permitting requirements and the administrative rules which regulate driveways, as well as banners and parades on and over state highways. Please visit our Web site at *www.michigan.gov/mdot* .

2007-2011 Five-Year Transportation Program

Program and Investment Strategies



2007-2011

Five-Year Transportation Program

2007-2011 Five-Year Transportation Program

The Michigan Department of Transportation's (MDOT) FY 2007-2011 Transportation Program continues to implement the goals and policies outlined by the State Transportation Commission, emphasizing preservation of the transportation system and providing safe mobility to motorists. The program focuses on making government effective, efficient, and inclusive; providing a safe and secure transportation system; protecting natural resources, air quality, and improving land use practices; and providing economic development opportunities as set forth in Governor Granholm's vision for improving the quality of life and growing Michigan's economy.

MDOT will continue to emphasize and strengthen partnering efforts with transportation stakeholders and the general public throughout this program. MDOT will also continue to implement processes developed at workshops and stakeholder meetings to incorporate context sensitive solutions into transportation projects, and will hold public listening sessions on future Five-Year Transportation Programs. We are also improving the process of tracking public participation at the regional level, thereby enhancing local communication and follow-up with transportation industry partners and the general public.

Preservation of Michigan's existing transportation system and the safety of that system remain MDOT's highest priorities. This Five-Year Transportation Program will invest more than $4.9 billion on system preservation through the repair and maintenance of Michigan's roads and bridges. In addition, more than half of the investment programmed for capacity improvements will go toward preserving existing roadway adjacent to those new lanes, thereby helping to grow Michigan's economy simultaneously through both preservation and capacity enhancement. Investments in Michigan's transportation system will focus on a comprehensive safety program and increased emphasis on elderly mobility and expanded work zone safety efforts.

The 2007-2011 Five-Year Transportation Program continues the implementation of Governor Granholm's Preserve First initiative that began in 2003. The Preserve First program places an increased emphasis on preserving our transportation system rather than expanding it. Preserve First has enabled substantial progress toward the future pavement condition goal of having 95 percent of the freeways and 85 percent of the non-freeways in good condition by 2007. MDOT continues the Preserve First initiative in FY 2007, focusing on the preservation of Michigan's existing transportation infrastructure. This initiative accounts for approximately $183 million which equates to roughly 11 percent of FY 2007 Highway Program investments. These projects were selected based on a statewide needs evaluation, focusing on freeways and routes carrying high volumes of traffic. It is also important to note that the Preserve First program will end after FY 2007.

Of the $183 million total for Preserve First, $18 million is directed to safety, enhancement and noise abatement programs during FY 2007. Preserve First will help ensure continued progress and success in reaching the department's pavement and bridge condition goals.

Jobs Today – Trunkline

FY 2007 is the second year of implementation for Governor Granholm's Jobs Today initiative for the trunkline system. This initiative will create employment opportunities statewide and help stimulate the economy over the next two years. In addition to stimulating job growth, this investment will enable the department to achieve the state trunkline pavement condition goal. Of the announced Jobs Today projects, MDOT plans on investing approximately $116 million in FY 2007 for preserving roads and improving capacity and approximately $63 million in FY 2008 for improving capacity.

Nearly $180 million in trunkline investments will be added or accelerated as part of Jobs Today initiative over FY 2007 and FY 2008, and will be funded through additional bond revenue. Approximately $52 million will be for road and bridge preservation work and approximately $127 million will be for capacity improvements. From FY 2007 to FY 2008, this initiative will fund 28 projects, improving approximately 135 miles of pavement and two bridges, as well as address four capacity deficiencies.

With the Jobs Today investment, MDOT anticipates that approximately 91 percent of the freeway system and 92 percent of the non-freeway system will be in good condition by the end of 2007. Viewed as an average of the entire system, 91 percent of our roads will be in good condition by the end of 2007.

Local Jobs Today

In addition to the Jobs Today initiative, Governor Granholm also announced the Local Jobs Today program in 2006. Approximately $80 million dollars of state trunkline dollars will be used to provide grants for local match toward projects that can be advanced from a later year. The Local Jobs Today program will be administered for approximately a two-year period covering FY 2006 and FY 2007. The Local Jobs Today funding will be used to provide local match for federal aid projects, emphasizing SAFETEA-LU High Priority projects as a priority.

Funding will be used to jump-start 210 local road projects around the state in the next two years, creating nearly 5,000 jobs and stimulating economic development in communities statewide from the Upper Peninsula to Monroe County and across the state to Berrien County. The program marks the first time that state transportation dollars will be used to fund city and county transportation projects. Partnering efforts included the State Legislature, County Road Association of Michigan, Michigan Municipal League and MDOT. MDOT will continue to work with County Road Association of Michigan and Michigan Municipal League to complete the Local Jobs Today initiative in FY 2007.

The FY 2006 investment for Local Jobs Today included $47 million which enabled 47 counties and 49 cities to obtain more than $279 million in federal transportation funds. The balance of the $80 million two-year investment is programmed for FY 2007, totaling $33 million.

Economic Benefits

Transportation plays a fundamental role in growing Michigan's economy and protecting quality of life in our communities. A safe, well-maintained and efficient transportation system provides the backbone for all economic activity within the state of Michigan. Without this comprehensive transportation system, Michigan's economy would be at a great competitive disadvantage and the quality of life within our communities would greatly deteriorate. MDOT's investments to maintain Michigan's complex infrastructure network results in benefits both for Michigan's overall economy and individual industry sectors.

For the past two years, MDOT, working with the University of Michigan and the Economic Development Research Group, has completed an economic benefits assessment of its Five-Year Transportation Highway Program. These studies estimated the impact MDOT's road and bridge investments has on Michigan's economy, an economic/demographic model constructed by Regional Economic Models, Inc. (REMI) of Amherst, Massachusetts, was used and adapted by the University of Michigan to complete the analysis.

The findings of the 2006 study showed that MDOT's road and bridge system investments will support $1.83 billion of economic activity (2004 dollars), measured in terms of Gross State Product, and will support 30,824 jobs. MDOT is again in the process of working with the University of Michigan to estimate the economic benefits of its 2007-2011 Five-Year Program.

Preliminary Findings

The University of Michigan has completed preliminary findings for MDOT's 2007-2011 road and bridge system investments. It is estimated that these investments will support 24,400 jobs in 2007, and approximately $1.3 billion of economic activity (2006 dollars), measured in terms of Gross State Product. Final statistics will be completed in the spring of 2007.

- At the present time, approximately $6.5 billion of economic activity measured in Gross State Product is estimated for the 2007-2011 Five-Year Highway Program.
- Personal income is the income of Michigan residents from all sources after the deduction of contributions to social insurance programs (but before deduction of taxes). Current estimates indicate that approximately $4.4 billion in personal income will be generated from the economic activity created by the investments in the 2007-2011 Five Year Highway Program.

The following chart shows the estimated number of jobs that will be supported by the 2007 highway program. These numbers are very preliminary and subject to change once the final report is issued.

2007 Preliminary Employment Estimates	
TOTAL EMPLOYMENT	24,403
Manufacturing	624
Lodging and Food Service	1,180
Construction	8,460
Professional Services	2,042
Retail Trade	1,902
Other*	10,195

MDOT's Highway Program will Support 24,403 Jobs in 2007

** Of the jobs MDOT creates, approximately 65% are non-construction with a large portion consisting of technical jobs in the professional services and business sectors. The Other category consists of: trade (especially retail), personal services, finance, and real estate.*

Federal Legislation

On August 10, 2005, the Safe, Accountable, Flexible and Efficient Transportation Act: A Legacy for Users or SAFETEA-LU was signed into law. SAFETEA-LU is the long-awaited successor to the Transportation Equity Act for the 21st Century (TEA-21), which expired on September 30, 2003, and was extended 12 times by Congress.

SAFETEA-LU authorizes federal funding for surface transportation programs for FYs 2005 through 2009. When combined with enacted spending levels for FY 2004, the six-year nationwide transportation spending authorizations will total $286.5 billion, representing an increase of more than 31 percent over TEA-21 levels. Under SAFETEA-LU, the six-year total spending on transit programs and projects will reach $52.6 billion, while spending on highway programs and projects will reach $233.9 billion.

SAFETEA-LU continues to build on the successes of previous surface transportation acts. A few highlights of the legislation are listed below.

- Michigan's donor state status was improved through an increase in the minimum guaranteed return on taxes Michigan motorists send to Washington, D.C. States are currently guaranteed to receive a 90.5 percent on every dollar of transportation taxes sent to Washington. The minimum guaranteed return will increase under SAFETEA-LU to 91.5 percent in 2007, and 92 percent in 2008 and 2009.
- As the name suggests, one on the primary focuses of SAFETEA-LU is safety. Funding for safety programs nearly doubled when compared to TEA-21 levels. In addition, states are required to work with all major state and local safety stakeholders to implement a statewide safety plan, and empowered with new flexibility in effort to significantly improve transportation safety. Michigan is a recognized leader in this area, having already prepared a strategic highway safety plan. Much of SAFETEA-LU's focus on safety has been incorporated into the preservation element of our road and bridge program.

- A new program was created to direct funding to the nation's international border crossings. With some of the busiest international commercial and passenger traffic, Michigan will benefit from this program as we continue our work towards improving the safety, security and efficiency of these crossings.
- Enhanced opportunities for innovative finance will help leverage and maximize all available funding. SAFETEA-LU further expands available resources from non-traditional sources such as private activity bonds.
- More federal transit resources are directed toward creating additional opportunities for rural, low-income, disabled, and elderly populations. In addition, the share of capital funding going to bus systems (versus commuter rail systems) will be higher than it was under TEA-21.

Impacts to the Transportation Program

Federal revenue accounts for roughly half of the funding used to support our transportation program. The creation of new programs and the changing federal priorities included in SAFETEA-LU has presented unique challenges to our efforts to maintain continuity in the transportation program.

Within the federal highway program, there are a handful of funding categories (known as core programs) through which most federally-aided projects are funded. The funding for these core programs in SAFETEA-LU grew at a slower rate than overall funding. Consequently, the core programs' share of total highway funding declined from 86 percent in TEA-21 to less than 82 percent in SAFETEA-LU.

While core programs were being reduced, both the dollar value and total number of congressionally designated (or earmarked) highway projects increased significantly. TEA-21 contained $11 billion worth of highway earmarks. This amount nearly doubled in SAFETEA-LU to $21.6 billion. Earmarked project funding comprises 11 percent of highway authorizations in SAFETEA-LU, up from only 6 percent in TEA-21.

A sizable portion of our core program funds has been replaced with funding earmarked for specific projects and new programs. As a result, our federally available revenue has become significantly less flexible. This reduction in flexibility makes it more difficult to address needs that have been or will be identified through objective research, complicates the planning process, and also poses new challenges to attaining previously announced infrastructure goals.

FY 2007-2011

Revenue Assumptions

Federal Revenue Assumptions for Highways

Highway capital program revenues for FY 2007 to FY 2011 include an increase in federal funding based on the federal transportation bill known as SAFETEA-LU. The federal government routinely limits the percentage of federal aid that is allowed to obligate projects. The obligation limit under SAFETEA-LU was set at 86 percent for FY 2006, for all states and is estimated to average between 87 and 90 percent over the life of SAFETEA-LU (2005-2009). FY 2007 to FY 2011 federal aid revenue is based on SAFETEA-LU obligation authority estimates provided by MDOT's Bureau of Transportation Planning. It is projected that $3.9 billion in federal aid obligation authority will be made available to the highway capital program for this Five-Year Transportation Program.

The SAFETEA-LU legislation also includes federal funding rescissions at the end of the bill in 2009. At this time, we anticipate the rescission will impact only federal aid apportionments, not spending authority. If this changes, we will modify future five-year programs accordingly.

State Revenue Assumptions for Highways

The state aid revenue estimate used to develop the 2007-2011 Five-Year Transportation Program for highways is based on MDOT's share of the FY 2007 and FY 2008 Michigan Transportation Fund (MTF) as estimated by the Department of Treasury, Economic and Revenue Forecasting Division. Future year state revenue is forecasted using a Long Range Forecasting model by MDOT, Statewide Transportation Planning Division.

MDOT's state transportation revenues available from the state trunkline fund (STF), including routine maintenance, bonds, debt service and Local Jobs Today, is estimated at $2.5 billion during the 2007-2011 Five-Year Transportation Program timeframe.

It should be noted that one of the primary sources of state transportation revenue dedicated for use on the trunkline system is fuel taxes. Fuel tax revenues are based on the number of gallons sold. Michigan's gasoline tax is currently 19 cents per gallon.

This tax is a fixed amount per gallon and is independent of the price of gasoline. The tax on diesel fuel is currently 15 cents per gallon and is also independent of the price of diesel fuel. It is also important to note that during times of high fuel costs, the number of gallons sold can drop and negatively affect state revenue available for use on the state trunkline system. Sales tax on fuel does not go toward funding state trunkline system improvements.

Bond Financing for Highways

This Five-Year Transportation Program also includes bond investments to support funding for the Governor's Jobs Today initiative and SAFETEA-LU earmarks. The new bonding will be in the form of Grant Anticipated Revenue Vehicle (GARVEE). These bonds will finance a total of $618 million worth of investments.

Total Revenue Available for Highways

The total revenue available for the 2007-2011 Highway Program is approximately $6.37 billion. This total includes estimated federal and state revenue, bond revenue, and accounts for debt service and revenue dedicated to prior year program commitments. Anticipated Highway Program investments for the 2007-2011 Five-Year Program total approximately $6.63 billion.

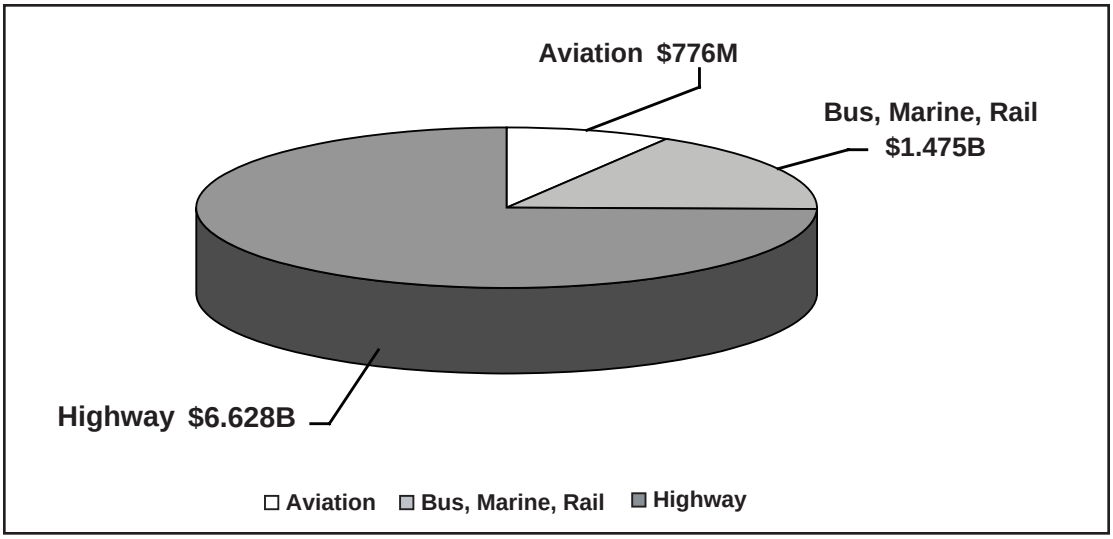
The anticipated highway program investments for this five-year program exceed estimated revenue at this time by approximately $260 million (four percent). Factors that have contributed to this overage include reduced fuel revenues due to reduced fuel consumption because of increasing fuel costs and more fuel efficient vehicles, as well as higher natural gas and oil prices that have driven up the cost of asphalt. The increased cost of other raw materials is another contributing factor.

A goal of the MDOT is to let to contract 90 percent of its construction projects in the first six months of the fiscal year. This allows us to take advantage of lower bid prices and prepare for our short construction season. Therefore, a substantial portion of the 2007 program is already under contract. Any changes necessary to align the Five-Year Program with revenues available would be implemented with the 2008-2011 programs. In addition, we anticipate revenue changes in the next federal reauthorization bill after SAFETEA-LU expires.

FY 2007-2011

Investment Strategy

This Five-Year Transportation Program invests nearly $8.89 billion in MDOT's transportation system. This includes five years of investments in the highway program (FYs 2007-2011) and five years of investments in the aviation, bus, rail and marine programs. Each year, an average of $155 million will be invested in the aviation program and $295 million will be invested in the bus, rail and marine/port programs. An annual average of $1.33 billion will be invested in the highway program over the 2007-2011 timeframe, including routine maintenance. This investment level is not only fiscally responsible, but supports a program that ensures the preservation and improvement of our transportation network. See the following pie chart:



2007-2011 Highway Program Investment Strategy

Our investment strategy is a key component of the cooperative planning process and provides the public with a longer term perspective regarding the transportation program. New technology makes it possible to combine long-term goals with current condition data to generate a five-year program as well as integrate the data to coordinate road and bridge improvements and achieve new investment efficiencies.

The Michigan Department of Transportation (MDOT) FY 2007-2011 Highway Program investments will total approximately $6.63 billion, or an average of $1.33 billion annually. This includes pre-construction phases (project scoping, environmental clearance, design, right-of-way acquisition) and construction projects. The total includes additional funds from the Governor's Jobs Today initiative and SAFETEA-LU earmarks.

This five-year transportation program will provide Michigan travelers with an average of approximately 265 miles of improved roads in each of the next five years, as well as repairs to an average of more than 300 bridges per year. We will also manage our road system by extending the life of more than 1,500 miles of pavement each year through the Capital Preventive Maintenance (CPM) program. The following charts depict MDOT's FY 2007 - 2011 Road and Bridge Program Investment Strategy.

2007-2011

Five-Year Transportation Program

MDOT's Five-Year Transportation Program

(Total = $8.879 Billion)

MDOT Five Year Highway Program

F72007 to FY2011

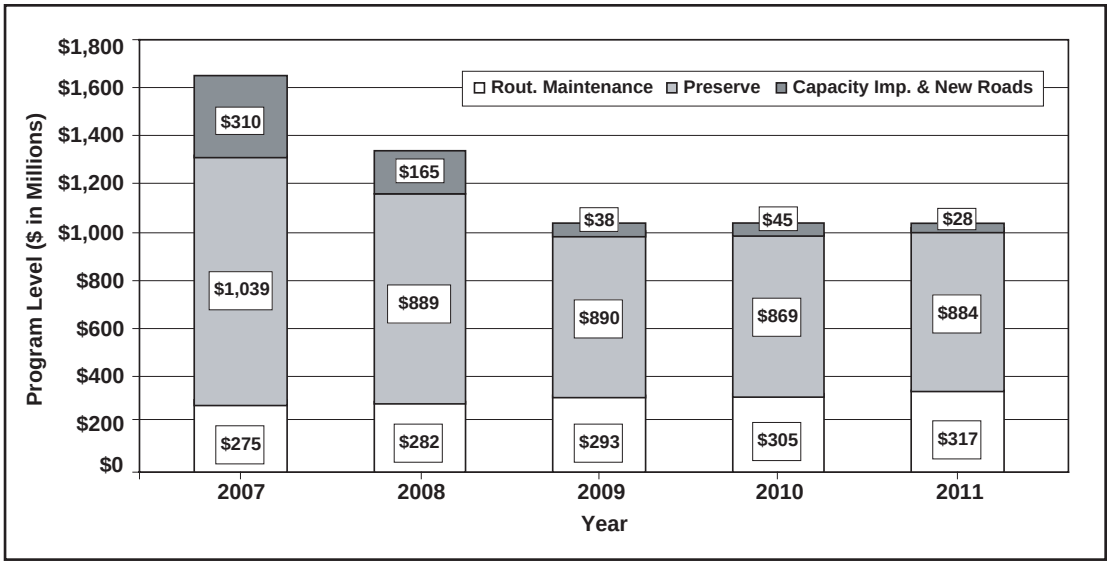
REPAIR AND MAINTAIN ROADS AND BRIDGES	Annual Average	5-Year Total
REPAIR AND REBUILD ROADS		
Preserve Rehabilitation & Reconstruction (1)	$ 386 million	$ 1,930 million
Non-Freeway Resurfacing	$ 4 million	$ 21 million
Passing Relief Lanes (1)	$ 4 million	$ 18 million
Capital Preventive Maintenance	$ 94 million	$ 468 million
TOTAL REPAIR AND REBUILD ROADS	$ **488 million**	$ **2,437 million**
REPAIR AND REBUILD BRIDGES		
Preserve Rehabilitation & Reconstruction	$ 118 million	$ 590 million
Capital and Scheduled Preventive Maintenance	$ 39 million	$ 194 million
Big Bridge	$ 26 million	$ 131 million
Special Needs (5)	$ 5 million	$ 25 million
Blue Water Bridge	$ 3 million	$ 15 million
TOTAL REPAIR AND REBUILD BRIDGES	$ **191 million**	$ **955 million**
ROUTINE MAINTENANCE	$ **294 million**	$ **1,472 million**
TOTAL REPAIR AND MAINTAIN ROADS & BRIDGES	$ **973 *million***	$ **4,864 *million***
CAPACITY IMPROVEMENT (CI) (2) AND NEW ROADS (NR)		
Capacity Improvements (1)	$ 81 million	$ 406 million
Research Capacity Improvements	$ 14 million	$ 70 million
New Road Construction (1)	$ 9 million	$ 45 million
Research New Roads	$ 7 million	$ 34 million
Border Infrastructure Program	$ 6 million	$ 30 million
TOTAL CI & NR	$ **117 million**	$ **585 million**
SAFETY PROGRAM (6)		
Signs	$ 13 million	$ 66 million
Markings	$ 13 million	$ 66 million
Guardrail and Attenuators	$ 5 million	$ 23 million
Signals	$ 9 million	$ 43 million
Safety Program	$ 20 million	$ 98 million
TOTAL SAFETY PROGRAM	$ **60 million**	$ **296 million**
CONGESTION MITIGATION AND AIR QUALITY (CMAQ)	$ **41 million**	$ **204 million**
INTELLIGENT TRANSPORTATION SYSTEM (ITS)	$ **12 million**	$ **62 million**
OTHER		
Other Federally Funded Programs (3)	$ 59 million	$ 293 million
State Programs (4)	$ 65 million	$ 324 million
TOTAL OTHER	$ **124 million**	$ **617 million**
TOTAL FIVE-YEAR TRUNKLINE PROGRAM	$ **1,327 *million***	$ **6,628 *million***

Source: Estimated Highway Program Template
1. Projects list included in the Five Year Transportation Program document. Preserve First and JobsToday projects included.
2. A substantial portion of Capacity Improvement projets includes the preservation of the existing road.
3. Other Federally Funded Program include Enhancement, Railroad Crossing, Safe Routes to Schools, Noise Abatement, and other programs
4. State programs include Transportation Economic Development Fund - Category A (TEDF A), Advanced ROW acquisition, Michigan Institutional Roads (MIR) program, Non-discretionary "M" Program, State Railroad Crossing program, Program Development and Scoping.
5. Bridge Special Needs includes emergency bridge repair items found during inspection.
6. Additional Safety funds are utilized in other programs such as road Rehab & Reconstruction, Bridges, Capacity Improvements, and New Roads.

The graph below illustrates the annual highway program investments by major work category (preservation, capacity improvement and new roads, and routine maintenance) over the five-year time frame. The annual investments range from $1.624 billion in FY 2007 to $1.228 billion in FY 2011. The first two years of investments are higher than the remaining years as a result of the funding enhancement supported by the Preserve First and Job Today initiatives. The program size declines after FY 2007 because Preserve First ends after 2007. The program size declines further after FY 2008 due to the Jobs Today initiative sun-setting after 2008.

FY2007 to FY2011 Five Year Highway Program

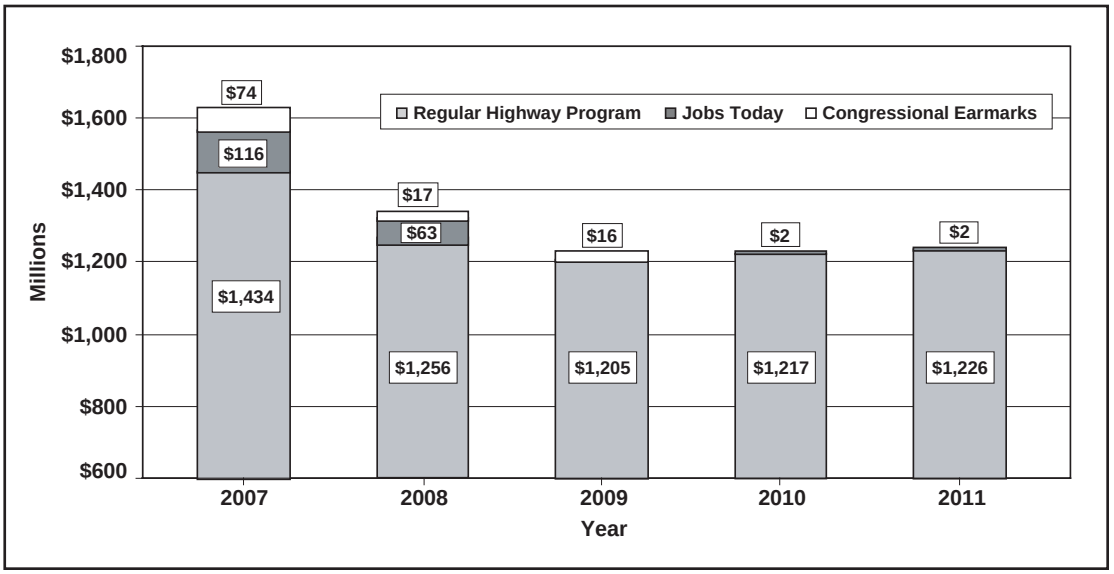
By Work Category



The following graph illustrates the distribution of the 2007-2011 Highway Program by year. It also shows how much is allocated for the regular program, as well as Jobs Today and congressional earmarks.

FY2007 to FY2011 Five Year Highway Program (1)

Jobs Today (2) & Congressional Earmarks (3)

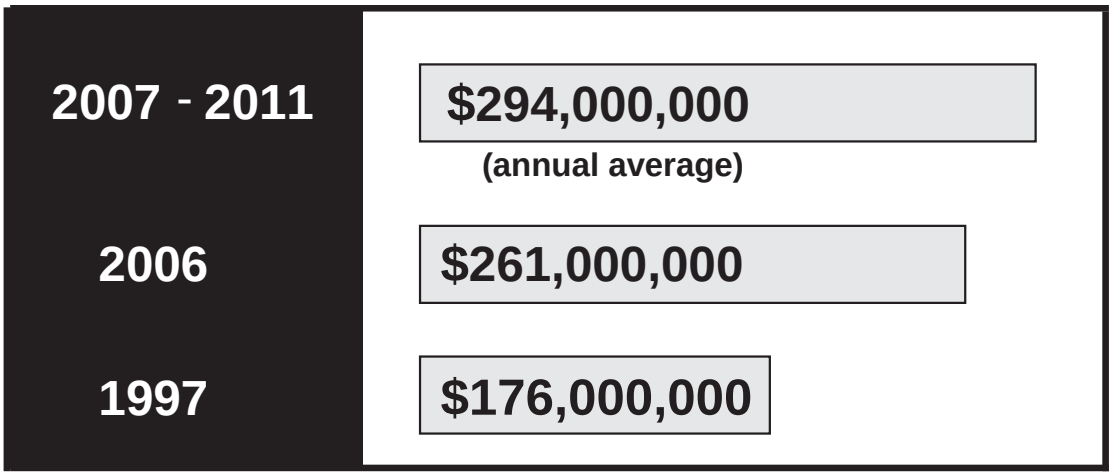


Note:
(1) MDOT Highway Capital Program investment includes routine maintenance

(2) Jobs Today ends after 2008

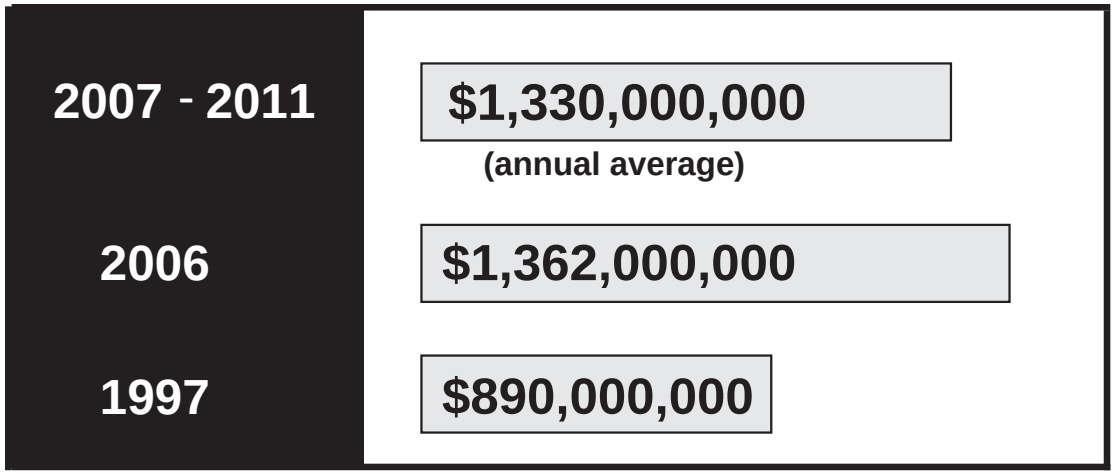
(3) Congressional Earmarks reflect 90% Obligation Limitation and State Match

Annual Routine Maintenance Budget



Beginning in 2007 and continuing through the life of this program, an average of $294 million per year will be spent for routine maintenance. Routine maintenance consists of many important day-to-day activities including pothole filling, snow plowing, sweeping, and grass cutting. This effort continues the increased funding for routine maintenance beyond the $176 million spent in 1997.

Annual Road & Bridge Investments



Each year, from 2007 to 2011, MDOT will invest an average of $1.33 billion to improve approximately 265 miles of road and approximately 300 bridges on the state highway system. Routine Maintenance activities also are included in this investment level.

Investment Strategy

MDOT's FY 2007-2011 Multi-Modal Program provides for capital and operating assistance, technical support and safety oversight of Michigan's air, rail passenger, rail freight, marine, intercity bus, charter bus, limousine and local transit sectors of the transportation system. The multi-modal program focuses on continued, safe and secure operation of the existing transportation system through routine maintenance, capital replacement/rehabilitation, and preservation of existing service levels.

MDOT faces several challenges in laying out a multi-modal program, including:

- Implementation of the program is subject to annual appropriation of state and federal funds. State appropriations for multi-modal programs, in particular the Comprehensive Transportation Fund (CTF), can be more volatile than the highway program appropriations.
- For the CTF portions of the program (Bus, Marine and Rail), annual appropriations are heavily guided by the mandates of Public Act 51 of 1951; MDOT's discretion is limited.
- Since much of the state's multi-modal infrastructure is owned and operated by local and private entities, our investment strategy is largely a function of and in response to decisions made by entities other than MDOT. As a result of these challenges, MDOT presents its multi-modal program with the strong caution that the assumptions used to develop the program are subject to significant annual influences. Also, since project level decisions are largely made outside of MDOT and are made annually based on available funding, the multi-modal program does not include project level information.

It is also important to note that the transit portion of Michigan's multi-modal program, is mainly governed by local entities. Only 20 percent of the federal transit operating and capital funding that comes to Michigan is apportioned to MDOT. The remaining 80 percent is apportioned directly to individual transit agencies; MDOT is not involved in programming or managing the funding, therefore, it is not reflected in MDOT's program.

Multi-Modal Investment Strategy

MDOT's multi-modal investment strategy is established on a program-by-program basis.

Aviation

MDOT's aviation programs will be supported by federal funds established by *Vision 100, Century of Aviation Reauthorization Act*, annual appropriations from the State Aeronautics Fund and Airport Safety and Program Preservation (ASAP) bonds issued against the State Aeronautics Funds.

The overall aviation program is largely determined annually in response to: local investment strategies established by individual airports consistent with the Michigan Aviation System Plan (MASP) and the Policy Plan for Michigan Air Service (PPMAS), both as approved by the Michigan Aeronautics Commission and federal priorities.

In general, state and federal aviation funds will be focused on:

- Preservation and maintenance of locally owned infrastructure.
- Safety and security (infrastructure and operations).
- Capacity improvement.

MDOT's investment strategy for aviation includes the following programs: Aviation Improvement, Air Service Program and All Weather Airport Access.

Airport Improvement Program

The Airport Improvement Program provides funding for approximately 236 public use airports for capital improvement projects and pavement maintenance. Of the 236 eligible airports, 93 receive federal entitlement funding as part of the National Plan of Integrated Airport Systems. As the majority of Michigan's public-use airports that receive federal entitlement funds are owned and operated by local governments, projects using these funds are selected by the airports, not MDOT.

Air Service Program

The Michigan Air Service Program is designed to attract and maintain quality air service for Michigan's 17 airports with scheduled air service. MDOT specialists work directly with the airlines and Michigan airports to increase, recruit, and maintain levels of air service throughout the state.

All Weather Airport Access Programs

The All Weather Airport Access Program enables airports to be accessible to pilots during inclement weather conditions. This includes 37 state-owned Automated Weather Observing Systems (AWOS) that provide pilots with continuous weather information via radio, telephone and computer.

Additionally, this program includes pilot information systems at 52 Michigan airports. These systems allow pilots to check weather conditions at any airport in the United States.

Also, while not specifically covered in its investment strategy, MDOT's aviation programs will also include numerous aviation safety and education initiatives.

Efforts will include: pilot safety seminars, an annual Aviation/Aerospace Teacher Workshop, licensing of public-use airports, licensing of flight schools, annual publication of the Michigan Airport Directory and Aeronautical Charts, and quarterly publication of MDOT's safety publication, *Michigan Aviation.*

Bus, Marine and Rail

MDOT's Bus, Marine and Rail programs include local transit, intercity bus, passenger rail, marine, port and rail freight. These programs will be supported by annual appropriations from the Comprehensive Transportation Fund (CTF), the transit portions of the SAFETEA-LU and various other revenues.

Because of the significant annual variations in CTF appropriations, a total program amount is provided; i.e., investment levels are not provided for the individual Bus, Marine and Rail programs. However, a discussion of MDOT's investment strategy for each of the major Bus, Marine and Rail programs is provided below.

Local Transit

Investments for Local Transit are largely determined by detailed requirements set forth in Act 51 of 1951 for annual distribution of CTF revenues and the eligible uses of federal formula apportionments in SAFETEA-LU.

In general, state and federal transit funds are focused on:

- Preservation of existing services via state and federal operating assistance to service providers.
- Preservation and maintenance of the existing locally-owned infrastructure via distribution of federal funds and state match for routine vehicle replacement in rural areas and among specialized service providers.
- Support of local capital strategies established by individual transit agencies via matching federal capital grants for infrastructure replacement and rehabilitation, and including some capacity expansion.

To the degree funds are available annually, the program will largely consist of funding for operating and capital support to local bus operators that provide service to the general public. Assistance also will be provided to support transportation services focused on the needs of senior citizens and persons with disabilities, and to help meet the transportation to work needs of low-income individuals.

A total of 119 transit providers in all 83 Michigan counties will be provided support under these programs. The two most prominent local transit programs will continue to be:

- **Local Bus Operating***:* Act 51 mandates state funding for operational support of transit systems (including ferry boat operations) and federal formula funds for operating assistance to non-urban transit agencies.
- **Bus Capital:** State funds to match federal capital grants to MDOT and transit agencies and federal capital funds that is apportioned or earmarked to MDOT and subsequently passed on to individual transit providers.

Intercity Bus and Passenger Rail

MDOT's investment strategy for Intercity Bus and Passenger Rail is largely determined by:

- Detailed requirements set forth in Act 51 of 1951 for annual distribution of CTF revenues
- Eligible uses of federal formula apportionments (intercity bus) and
- Annual state budget boilerplate (passenger rail).

State intercity bus and passenger rail funds are focused on preservation/maintenance of existing services by providing financial assistance to service providers, both operating assistance and capital assistance for maintenance and improvement of carrier-owned infrastructure.

Federal funds are focused largely on preservation of existing intercity services through operating and capital assistance.

To the degree funds are available annually, the program will include:

- **Intercity Terminals***:* State funding for intercity bus and/or rail terminals.
- **Intercity Bus Service***:* State and federal funds to support intercity bus service in the Upper Peninsula and northern Lower Peninsula and intercity bus capital needs throughout the system.
- **Passenger Rail***:* State funds to support legislatively-mandated intercity passenger rail service and federal funds (if available) for rail passenger capital improvements.

While not included in the investment strategy, the intercity program also includes regulation of the commercial business activities of intercity, charter bus and limousine services.

Marine and Port

MDOT's investment strategy for Marine and Port programs are based on the detailed requirements set forth in Act 51 of 1951 for annual distribution/use of CTF revenues and the requirements of Act 639 of 1978. The marine program is focused on preservation/maintenance of existing local-owned public ferry infrastructure as determined by the ferry authorities. The port program is defined by statutory mandate.

The programs in this category provide funding to eligible port authorities and to eligible transportation authorities which provide public ferryboat services.

To the degree that funds are available, Marine and Port services will include:

- **Port Development**: Statutory mandated operating support for the Detroit Wayne County Port Authority (DWCPA).
- **Marine Passenger*:*** Capital support to eligible transportation authorities providing for public ferry operations.

Rail Freight Services and Safety

MDOT investment strategies for rail freight are determined by a combination of:

- Detailed requirements set forth in Act 51 of 1951 for annual distribution/use of CTF revenues.
- Federal highway funds available for local grade crossing as provided for in SAFETEA-LU.
- Investment decisions made by rail-dependent industries.
- Available fund balance in the Michigan Rail Loan Assistance Program revolving fund.

Investments are focused on preservation/maintenance of the existing state-owned railroad infrastructure, safety improvements (capital) and economic development.

Under the Rail Freight Services and Safety programs, MDOT manages approximately 530 miles of state-owned rail lines operated by four railroad companies. MDOT provides loans and/or grants to railroad users to improve rail infrastructure and promote economic development.

To the degree funds are available, the Rail Freight program will include:

- **Freight Property Management and State-Owned Rail System:** Encompasses lease and tax obligations, vegetation control, and repairs to bridges, culverts, crossings and buildings on state-owned railroad property.
- **Freight Preservation and Development*:*** Capital improvements on state-owned rail infrastructure to enhance rail service in rural areas and small towns throughout Michigan. Through the Economic Development program, financial assistance is offered to rail users in the development and/or expansion of business and industries.

  The program offers financial assistance in the form of loan/grants covering up to 50 percent of the rail freight portion of the project when the rail improvements facilitate economic development.
- **Michigan Rail Loan Assistance Program (MiRLAP)*:*** 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. Loans of up to $1.0 million per project 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.

- **Local Grade Crossing Program*:*** Provides local governmental units and railroad companies assistance with developing and implementing projects that enhance motorist safety at public highway-railroad crossings, including safety enhancement, closure, and surface repair pilot projects.

  While not included in the investment strategy, the Rail Freight program will also include the regulation of public railroad grade crossings, approximately 5,000 of which are inspected biennially.

Multi-Modal Revenue Assumptions

There are several challenges to projecting out multi-modal revenues over a specific period of time, including:

- MDOT's multi-modal programs are supported by a number of state and federal revenue streams, each one of which is subject to a separate set of influences.
- State revenue sources for MDOT's multi-modal program are not constitutionally protected and therefore subject to re-direction or reversal back to the General Fund via legislative action. It should be noted that revenues allocated to the State Aeronautics Fund are legally required to be spent for aviation purposes and are not subject to re-direction.
- As noted above, the annual appropriations process plays a significant role in determining both the size and the configuration of the total program. All available revenues may not be appropriated each year.

Keeping these challenges in mind, the following assumptions were used to estimate the revenue available for MDOT's multi-modal program.

Federal Revenue Assumptions for Multi-Modal

Multi-modal federal revenue assumptions for 2007 – 2011 include the following:

- Continuation of current federal aviation funding. Federal funding for MDOT's aviation programs is based on the Vision 100, Century of Aviation Reauthorization Act of 2003.
- Moderate increases in federal transit funding apportioned to MDOT are based on SAFETEA-LU. [1]
- Federal funding for rail passenger and marine passenger programs are intermittent, based on congressional earmarks and special projects. For the purpose of this plan, no federal funding was included in the assumptions. As noted above (the footnote for the prior bullet), the New Starts earmarks in SAFETEA-LU are not included in MDOT's program because it has not yet been determined if the projects will have a state or local lead.

State Revenue Assumptions for Multi-Modal

Multi-modal state revenue assumptions for FY 2007–FY 2011 include the following:

- Slight decreases in State Aviation Revenue appropriation levels due to reduced receipt of state aviation fuel taxes.
- Annual state aviation funding from Airport Safety and Protection Program bonds is included in the multi-modal program through December 2007 at which time the bond authorization expires.
- Continuation (i.e., no growth) of the FY 2007 Comprehensive Transportation Fund (CTF) appropriation levels, which are based on full restoration of prior year sales tax reductions. However, CTF revenues may not be able to sustain the FY 2007 appropriation levels.
- Funding levels for the Michigan Rail Loan Assistance Program continue to be based on anticipated loan repayments with a modest contribution from annual legislative appropriations. (The combined total of the annual legislative appropriations is limited to $15.0 million).
- Funding levels for the local rail grade crossing program are based on federal funding levels in SAFETEA-LU and continuation of the Act 51 mandated state funding levels.

[1] Not yet included in MDOT's Five-Year Transportation Program are the two New Start earmarks provided for SAFETEA-LU, including the $100 million for the Ann Arbor to Detroit Transit Improvement Project. It has not yet been determined if these projects will be a state or local lead.

MDOT's Multi-Modal Program

(Subject to appropriation of state and federal funds)

2007-2011 Multi-Modal Program

For FY 2007 to FY 2011, MDOT estimates that it will invest an average of $450 million per year in state and federal funds its multi-modal program.

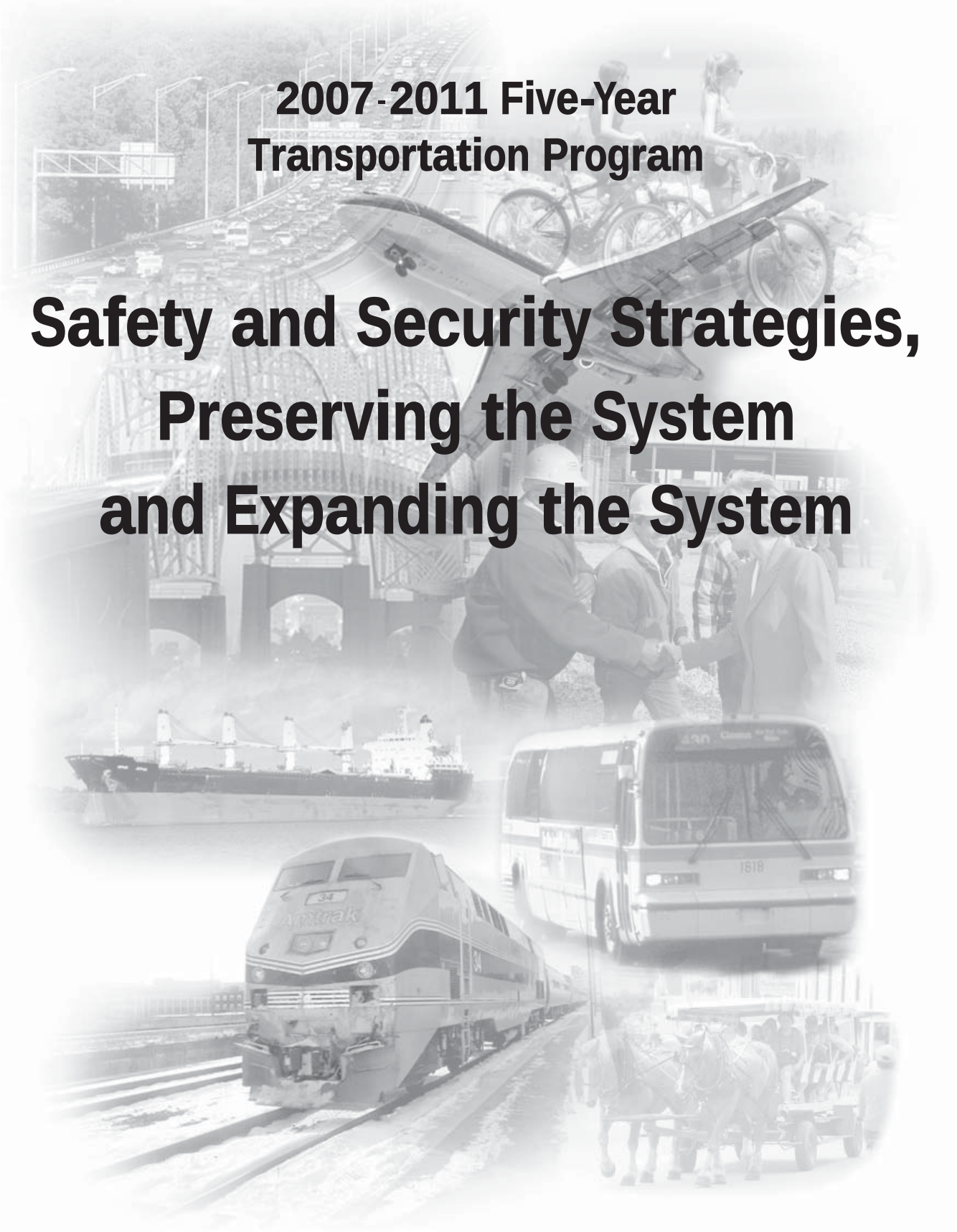
Successful implementation of these programs is dependent on the annual appropriations process and the efforts of airport authorities, transit agencies, private non-profit transportation providers, rail freight carriers, Michigan governments and businesses, intercity passenger carriers and others.

	Annual Average	Five-Year Total
AVIATION		
Aviation Improvement Program	$153.80 million	$ 769.00 million
Air Service Program	$ 0.700 million	$ 3.50 million
All Weather Airport Access Program	$ 0.600 million	$ 3.00 million
BUS and MARINE[2]	$273.02 million	$1,365.00 million
RAIL	$ 21.90 million	$ 109.50 million
TOTAL	$450.02 million	$2,251.50 million

[2] Includes $25 to $35 million a year in excess federal authority included in MDOT's annual budget bill to allow for potential congressional transit earmarks to MDOT or to transit agencies that request MDOT submit the federal application on their behalf

2007-2011 Five-Year Transportation Program

Safety and Security Strategies, Preserving the System and Expanding the System



Safety and Security

2007-2011

Five-Year Transportation Program

Traffic Safety Goals and Strategies

The Michigan Department of Transportation, working in partnership with other state agencies through the Governor's Traffic Safety Advisory Commission, has adopted the State of Michigan Strategic Highway Safety Plan. This plan includes the goal of reducing fatalities on all Michigan roadways to 1.0 per 100 million vehicle miles traveled (VMT) by 2008. During 2005, 487 fatalities occurred on Michigan state highways. The 2005 statewide fatality rate was 1.10 per 100 million VMT while the nationwide average was 1.475. On the state trunkline system, the rate in 2005 was 0.93 per 100 million VMT and 1.28 on Michigan's local road system.

In order to maintain this goal, the department will continue its comprehensive $63 million Safety Program to provide:

- Improved driver guidance,
- Warning for motorists who leave the roadway,
- Minimal consequences of leaving the roadway,
- Improved safety at identified locations and
- Uniform application and replacement of traffic control devices for the efficient and safe operation of our roadway system.

With the addition of Safety as a separate goal, the department has identified five focus areas. They include: Senior Mobility, Pedestrians, Traffic Operations, Roadway Delineation, and the Safety Improvement Program.

Studies show that by the year 2020, one in five Americans will be 65 or over. Current crash data show that older drivers were involved in only 11 percent of total Michigan crashes in 2003, but in 20 percent of the fatal Michigan crashes. If current fatality rates remain unchanged, the growth in the number of older drivers will lead to a tripling of traffic deaths among those over age 65 by 2030. MDOT recognizes the increasing number of elder drivers on Michigan highways and is actively pursuing safety and operational designs to meet their needs.

The 2006 Safety Program supports the department's continuing efforts to improve driver safety including improved driver guidance through enhanced pavement markings, signing, and traffic signal visibility. These initiatives, which include providing Clearview font and brighter sign sheeting materials for freeway guide sign legends, LED traffic signals, fluorescent yellow warning signs, wider pavement markings, and various improved traffic signal displays including box span signal displays as the standard signal design, are a direct result of the North American Elderly Mobility Conference held in Detroit two years ago.

The conference was sponsored by the Governor's Traffic Safety Advisory Commission, and featured best practices in the area of safety and traffic control devices. In continuation of these efforts, MDOT has taken on the role of AASHTO Lead State in the area of Elderly Mobility.

Brighter sign materials are continuing to be evaluated along Michigan's roadways. In the last two years, MDOT changed the standards for warning signs to incorporate the use of fluorescent yellow and brighter sign materials for legends on freeway guide to improve the recognition and legibility of both sign groups. In 2007, the emphasis of sign evaluation will be on the remaining signs used by the department, which includes stop signs, yield signs, speed limit signs, and non-freeway guide signs. MDOT's goal is to increase sign recognition with minimal or no budgetary impact.

Increased safety for pedestrians is another major concern of the department. MDOT has developed pedestrian signal guidelines for the uniform application of pedestrian notification devices including audible pedestrian signals. In addition, the department is near the completion of its evaluation of countdown pedestrian signals to determine the appropriate placement criteria. Countdown pedestrian signals provide peace of mind and additional information to pedestrians on how much time is remaining to cross the roadway, allowing them to adjust walking speed.

It is anticipated that this type of device would be targeted in central business districts, established school routes, and high volume pedestrian crossings. In 2006, 149 signals predominantly along eight corridors were re-timed. Through the use of other funding, 200 additional traffic signals on state trunkline were re-timed.

Studies have shown properly timed signal systems improve corridor travel time, reduce individual intersection delay by five to twenty percent, and result in a nine percent fuel savings. The savings in vehicle hours traveled and daily fuel consumption, results in a benefit-to-cost ratio of 22 to 1. It is important to periodically update major traffic signal corridors in order to ensure efficient operation. MDOT's proposed goal is to re-time corridors every eight years. The current re-timing cycle is 15 years. To assist in this endeavor, MDOT has committed funding to continue the re-timing of trunkline corridors.

For improvements to roadside delineation, the department will continue its efforts to install pavement markings with wider edge lines. The use of a pavement marking in a rumble strip has proven to act as a wet, night-time delineation system. Typical pavement markings do not function fully when covered by a film of water. The pavement markings installed, are designed to last for a long period of time to coincide with the installation of longer-lasting pavements.

The department has completed its pilot project of this roadside delineation method and is determining the feasibility of installing markings wherever rumble strips are close to the travel lane.

New design standards require rumble strips to be placed closer to the travel lane. The combination of closer rumble strips and improved pavement markings provides a positive night-time delineation system.

Another low-cost delineation system being evaluated by the department for wet-night conditions are Traffic Lane Conspicuity Stripes (TLCS). By using a four inch by four foot

strip of tape recessed or inlaid in the pavement at 100 foot spacing, MDOT can provide an all-weather marking with minimal maintenance.

The Safety Improvement Program has been proven successful with the construction of road improvement projects in response to traffic crash analysis. These projects typically involve improving safety at high crash intersections and short corridors. Because of this success, the department is proposing an increase to the existing $19 million budget.

The Local Safety Initiative (LSI) is an addition to the Safety Improvement Program to address the crash fatality rate on the local road system. Department staff has been dedicated to assisting interested counties and municipalities in identifying high levels of crashes on their road systems. Since its inception, LSI has performed crash analyses for 13 counties, and 13 cities and towns. A goal of the initiative is to provide matching funds to local roadway authorities beyond what is currently available from the department for safety measures. It is anticipated that 12 additional counties and two cities will be added to the program in 2007.

Infrastructure Security

MDOT's comprehensive infrastructure security plan is a compilation of several security plans. This past year, a new set of critical infrastructure protection plans for key assets was created. Interdependencies between transportation disciplines were evaluated as well.

The 2007-2011 Security report focuses on our successes and challenges in meeting these plans to balance security and mobility, given our investment and policy strategies. Why is this important? Recent events, such as the raising of the alert status from yellow to orange in the aviation sector, force us to measure our effectiveness through understanding our assets, evaluating our needs, setting our goals, and taking action to accomplish these projects. This is followed by reassessing our needs.

MDOT's Homeland Security efforts incorporate coordination, interoperability, and solutions to protect and maintain a secure transportation infrastructure while deterring threats. We have verified our protective actions and physical improvements as well as our future plans for protection through site specific plans and inspections by federal and state security specialists.

An important factor is the coordination with law enforcement (local, federal, and state), local emergency response, and federal agencies. These agencies provide our department with information in identifying and correcting communication barriers. MDOT has developed specific actions that are taken at MDOT-owned border bridges in response to the Department of Homeland Security terrorist threat level.

The ground work for successful security relationships between transportation, emergency management, and Homeland Security agencies include:

1. Recognition of the vital need for transportation during incidents
2. Responsiveness to surface transportation including highway asset protection
3. More resources and people devoted to transportation agencies for preparing and testing programs

MDOT is diligently working towards these by developing strong partnerships with other state agencies as well as federal agencies at the statewide level. With multimodal responsibilities, our department relies on flexibility to manage these key assets.

The recently created Homeland Protection Board has oversight regarding all Homeland Security issues in the state. MDOT Director, Kirk Steudle, is a member of the multi-sector board. Michigan also has a Statewide Homeland Security Strategy.***** MDOT has been successful in adding a specific goal to protect and enhance transportation capabilities in preventing, planning for, responding to, and recovery from a terrorist event.

**For security reasons, details of the strategies and plans are not being released to the public.*

Through this Board, and in support of the Strategy, MDOT has received roughly $2 million, just under six percent, of $35 million in grant dollars allocated for state use. These grants are awarded through a funding committee (created to include state agencies such as MDOT) that recommends projects to the Board.

When considering the flow of border crossing traffic, and more specifically, truck traffic, MDOT can show the importance of Michigan transportation system and its relationship to the truck flow to the rest of the country, as well as internationally. When a crisis occurs, delays and immobility can occur. During the hours and days after September 11, 2001, the backup at the borders approached 30 hours in some locations. We have made improvements to our critical infrastructure by investing in measures that will assist in maintaining or improving traffic flow across borders while increasing security measures.

MDOT completed additional security assessments for the International Bridge, the Mackinac Bridge, and the Blue Water Bridge, with our federal and state security partners. These bridges are critical to our state's economy and to national security. By comparing to our original assessments from 2002, we have moved forward on our action plan to secure and protect MDOT critical transportation assets. A review by the federal teams validated and verified the results.

As recently as August 2006, the Mackinac Bridge's overall implementation of the assessment plan was reviewed. It remains one of the strongest in the nation and is a model for others.

The next step in the protection of the infrastructure is to have the surrounding area protected as well. The Buffer Zone Protection Plans through local law enforcement and local emergency managers are designed to coordinate those efforts.

The infrastructure investments in countermeasures are directed at deterrence and detection; those for retrofitting and intrusion devices are designed for protection. The breakdown by program is as follows:

Countermeasures for Deterrence and Detection

- Additional lighting
- Increased patrol during heightened awareness
- Detection system

Retro-fitting and intrusion devices for Protection

- Physical barriers for standoff
  - Fencing
  - Concrete barrier
- Electronic barriers
  - Cameras
  - Sensors

The details of the use of these measures are not being released in full, but MDOT has used our Homeland Security dollars to provide for countermeasures such as:

Night shadow binoculars and night vision goggles, body harnesses, rescue devices, portable light towers, generators, escape hoods, detection systems, retrofitting protections devices, physical barriers for standoff, fencing, concrete barrier (much of the fencing and barrier wall was not funded through DHS, but through MDOT's operational budget), intrusion devices, camera surveillance systems, and sensor devices.

Communication

The communication function in emergency management has two primary functions:

- Giving the public accurate, timely, and useful information
- Provide instructions throughout the emergency period, and operational information to staff.

The infrastructure investments for communicating with our local, state, and federal partners for the coordination with law enforcement agencies at all levels, as well as local emergency response and other state and federal agencies, begins with the interoperable communication systems and training. Additionally, messages to improve mobility during an incident need to be provided to the public. The breakdown of the communication system by program is as follows:

- Communication
  - Interoperable radios
  - Increased training for web-based incident management

- Intelligent Transportation Systems (ITS)
  - Enhanced and expanded ITS system
  - Border-related intelligent transportation systems
  - Incident management for traffic flow
  - Portable changeable message signs

As with the countermeasures, the details of the use of these measures are not being released in full, but MDOT has used Homeland Security dollars and our operational funding to provide for communication systems such as:

Interoperable radios (75 radios purchased with Homeland Security funding), repeaters, mobile telecommunication devices, web-based software for incident and resource management, training for the use of the communication systems, camera surveillance systems, sensor devises, and portable changeable message signs (10 purchased with Homeland Security funding).

Security-Enhanced Design

MDOT considers new options for transportation design which will bring all types of security enhancements and plans for future needs. Having planners and designers partner together with security specialists will strengthen our final product. Our primary design projects, such as the Blue Water Bridge Plaza, will have new integrated security measures.

Transportation design includes considerations for other functions in the department. MDOT has a primary role in hazardous materials routing. In Michigan, MDOT is the designated routing agency and the Michigan State Police is the enforcement agency. The Federal Highway Administration document entitled "Highway Routing of Hazardous Materials – Guidelines for Applying Criteria" is MDOT's tool in determining new routing restrictions or designations. This document outlines the steps and procedures that are to be followed to establish the non-radioactive hazardous material routes. Border crossings are unique and need emergency response coordination as well as environmental protective measures for these types of routes. Currently, Michigan has nine restricted routes.

The infrastructure investments for design considerations are integrating countermeasures and communications into a specific project. These programs require planning, research, and dissemination of the information to the decision makers. The breakdown by program is as follows:

- Border specific concerns
- Environmental considerations
- Re-Design
  - Hazardous Materials Routing
- Design Considerations
- Need for hardening options
- Border-related expansions
- Consideration for security layout

National Infrastructure Protection Plan (NIPP)

As part of the work for the Homeland Protection Board, Michigan looked closely at the National Infrastructure Protection Plan (NIPP) and development of the 2006 national funding process, which includes program and capability enhancement plans, investment strategies, and the application process.

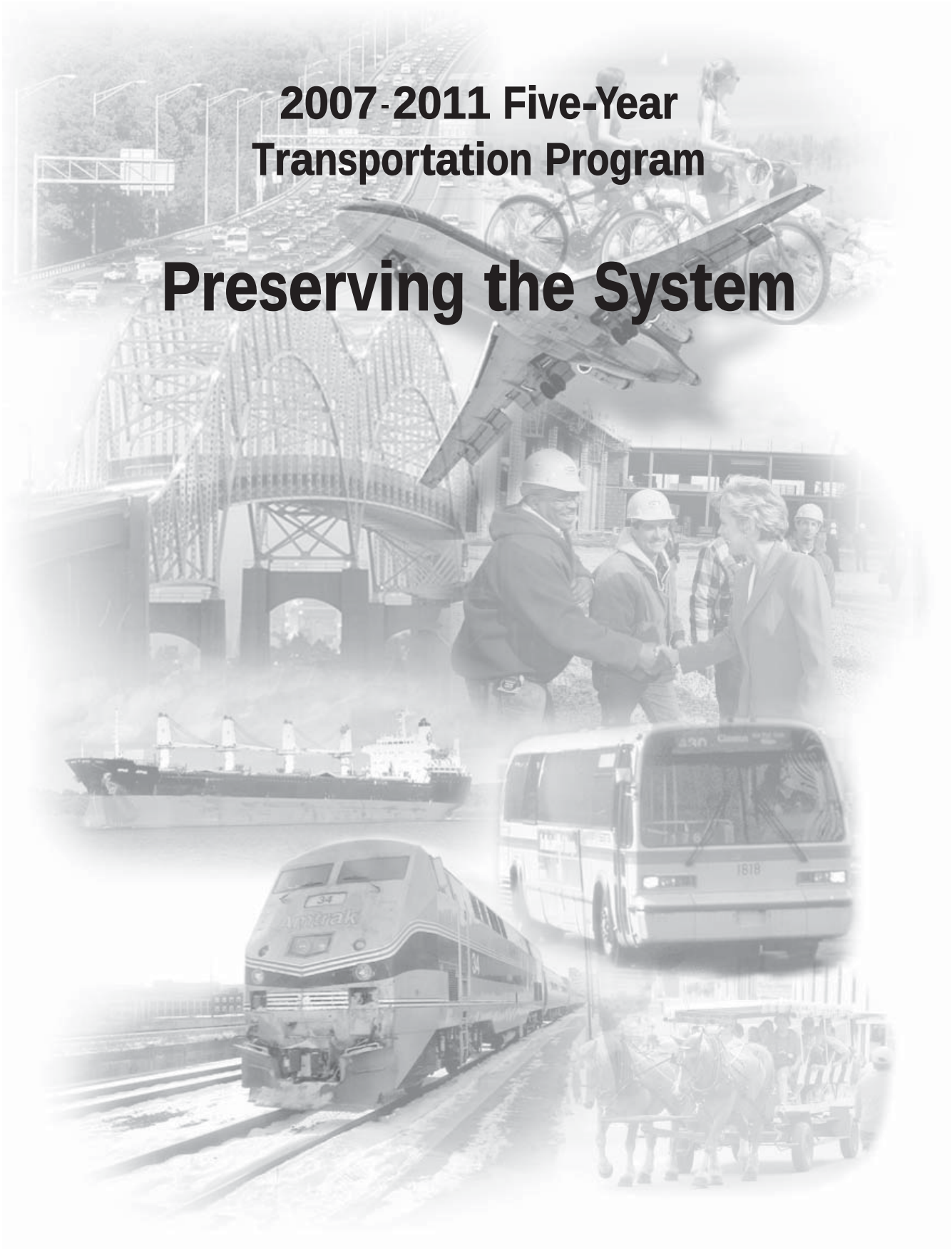
The NIPP provides the coordinated approach that will be used to establish national priorities, goals, and requirements for critical infrastructure and key resources (CI/KR) protection so that federal funding and resources are applied in the most effective manner to reduce vulnerability, deter threats, and minimize the consequences of attacks and other incidents. It establishes the over-arching concepts relevant to all CI/KR sectors identified in Homeland Security Presidential Directive-7 (HSPD-7), and addresses the physical, cyber, and human considerations required for effective implementation of comprehensive programs. The plan specifies the key initiatives, milestones, and metrics required to achieve the Nation's CI/KR protection mission. It sets forth a comprehensive risk management framework and clearly defined roles and responsibilities for the Department of Homeland Security (DHS), Federal Sector-Specific Agencies (SSAs), and other federal, state, local, tribal, and private sector security partners.

National Incident Management System and National Response Plan

MDOT's comprehensive infrastructure security plan is one component of the Michigan Emergency Management Plan (MEMP). The MEMP provides an accurate and up-to-date depiction of Michigan's emergency management / Homeland Security system and is consistent with and supports the National Incident Management System (NIMS) and National Response Plan (NRP) – two key federal documents that lay out the architecture of the federal disaster response and Homeland Security system under the Department of Homeland Security.

2007-2011 Five-Year Transportation Program

Preserving the System



Preserving the System

2007-2011

Five-Year Transportation Program

Multi-Modal Program

Investment decisions for the Multi-Modal Program are made on an annual basis, therefore, the total investment in preservation or expansion can not be projected. However, it is expected that the majority of MDOT's multi-modal program consists of preserving the existing infrastructure and service levels.

The majority of the federal and state multi-modal funding managed by MDOT will be focused on:

- Preserving, maintaining and enhancing safety for the locally-owned aviation infrastructure.
- Preservation of existing local transit services via state and federal operating assistance to service providers.
- Preservation and maintenance of the existing locally-owned transit infrastructure via distribution of federal funds and state match for routine vehicle replacement in rural areas and among specialized service providers.
- Support of local capital strategies established by individual transit agencies via matching federal capital grants. The mix of capital investment focused on infrastructure replacement and rehabilitation versus capacity expansion will be determined locally.
- Preservation/maintenance of existing intercity bus and rail services by providing financial assistance to service providers, both operating assistance and capital assistance for maintenance and improvement of carrier-owned infrastructure.
- Preservation/maintenance of existing locally-owned public ferry infrastructure as determined by the ferry authorities.
- Preservation/maintenance of the existing state-owned infrastructure, through safety improvements (capital).

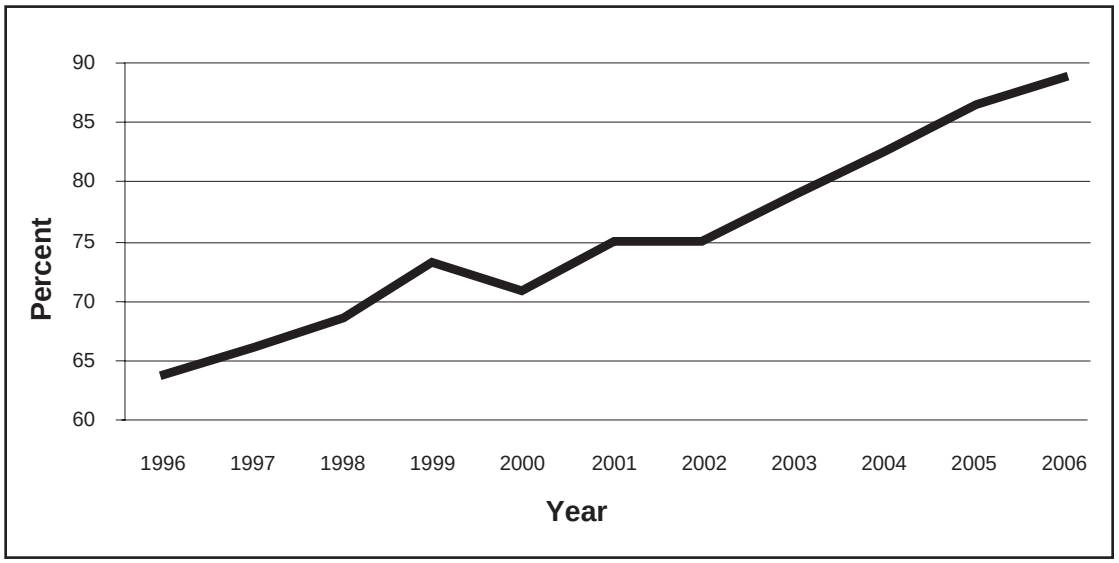
Highway Program

System Condition Goal Accomplishments

MDOT has made substantial progress since the adoption of our pavement condition goal of having 95 percent of the freeways and 85 percent of the non-freeways in good condition by 2007. The Preserve First focus allowed us to improve the condition of state roads and bridges to protect the investments of Michigan taxpayers. The Jobs Today program will enable us to substantially meet the goal. Please refer to the following graph for an illustration of the department's progress.

The road and bridge preservation projects included in the Five-Year Transportation Program are prioritized based on approved asset management strategies, with a specific focus on repairing our worst roads and bridges and extending the life of roads and bridges to keep them in good condition. Our programs include a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), an aggressive capital preventive maintenance (CPM) program, and routine maintenance of the system.

The following graph shows the progress made in improving the state trunkline combined pavement condition (freeway and non-freeway) since the implementation of our pavement condition goals nearly ten years ago. In 1996, the combined pavement condition was at approximately 64 percent good. In 2006, the combined pavement condition has improved to approximately 89 percent good.



Pavement Condition of State Trunkline

In FY 2004, MDOT began implementation of a four-year Non-Freeway Resurfacing Program (NFRP). This program will accelerate progress toward achieving the pavement preservation goal by focusing approximately $40 million on low volume, non-freeway roadways in poor condition. FY 2007 is the last year for the NFRP program.

The Road Quality Forecasting System (RQFS) is a strategic analytical tool used by MDOT to project results of pavement rehabilitation policies and proposed projects. Working from current pavement condition, age, and road type, and factoring in aging and fix strategies, RQFS estimates future condition of the state trunkline system.

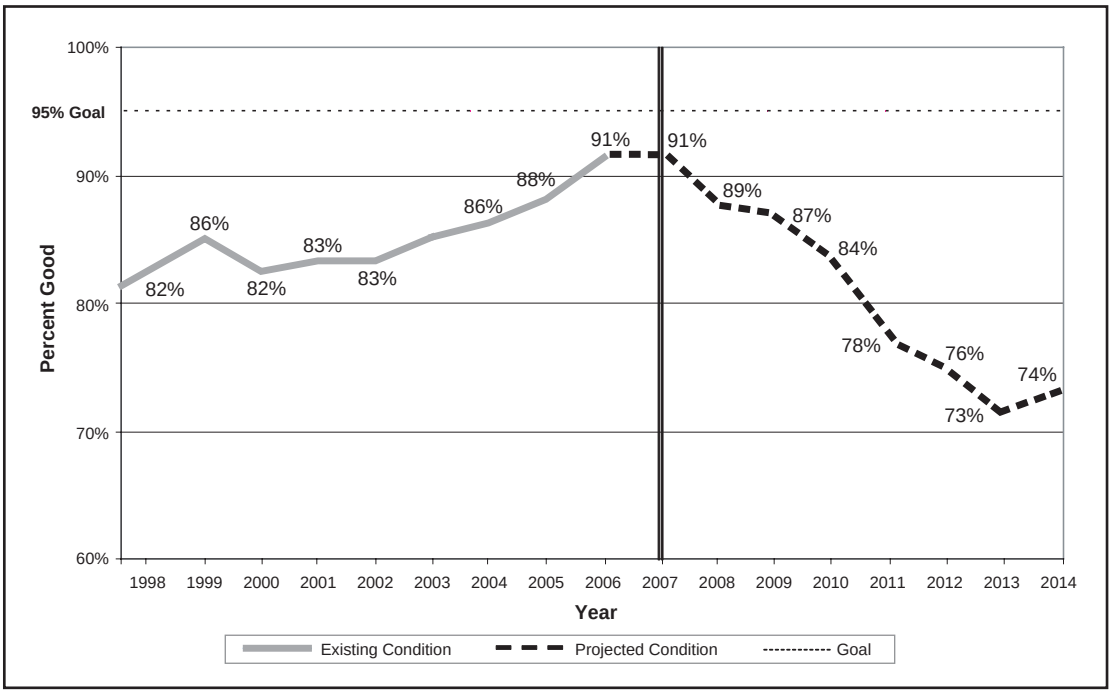
Remaining Service Life (RSL) is defined as the estimated remaining time in years until a pavement's most cost-effective treatment is either reconstruction or major rehabilitation. Pavements with an RSL of two years or less are considered to be in the "poor" pavement category.

Based upon the strategies and projects contained in this 2007-2011 Five-Year Transportation Program (including the Jobs Today initiative), we have used the RQFS tool to forecast future pavement condition.

The following graph shows that progress continues to be made in increasing the percent of good pavements on the freeway network. At the end of FY 2006, approximately 91 percent of MDOT's freeway system was in good condition.

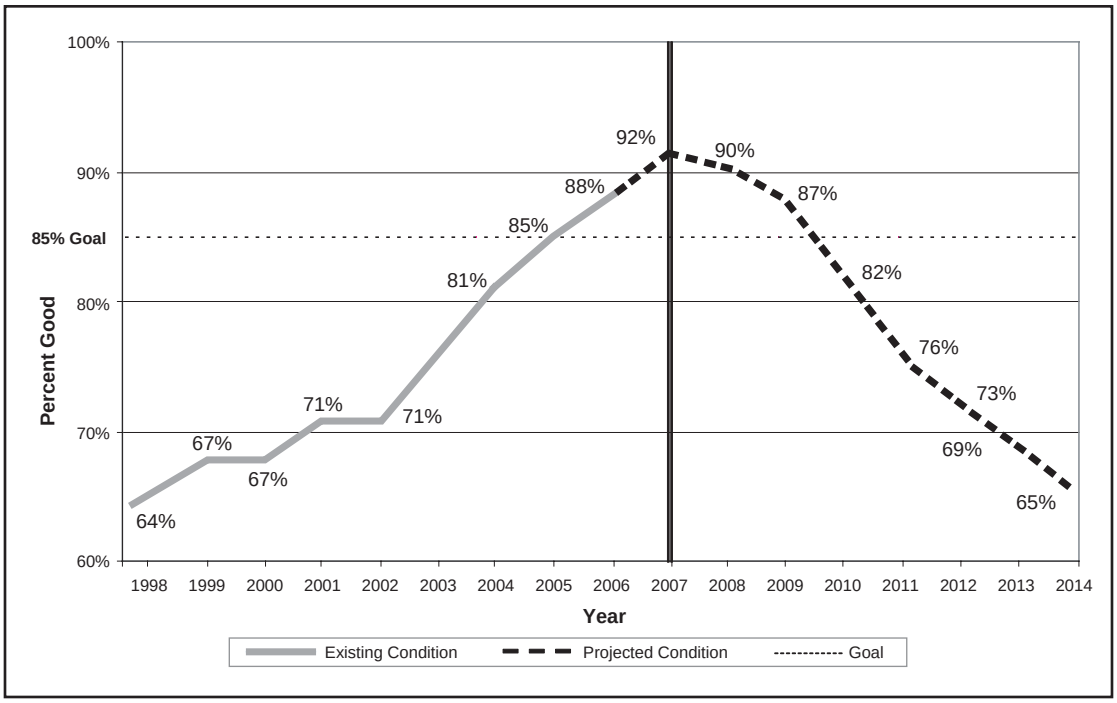
With the additional funding from the Jobs Today initiative for FY 2007, RQFS forecasts project that by the end of FY 2007, 91 percent of the freeway system will be in good condition. Beyond FY 2007, the projected freeway pavement condition will begin to decline.

Freeway Pavement Condition 1998-2014



Similarly, MDOT forecasts that progress will continue to be made on the non-freeway system to increase the percentage of those pavements in good condition by FY 2007. At the end of FY 2006, 88 percent of MDOT's non-freeway system was in good condition.

The non-freeway system condition continues to improve since achieving the department goal of 85 percent good at the end 2005. With the additional funding from the Jobs Today initiative for FY 2007, RQFS forecasts project that by the end of the year; approximately 92 percent of the non-freeway system will be in good condition. With the investment levels anticipated, beyond 2007, the projected pavement condition will begin to decline.



Non-Freeway Pavement Condition 1998-2014

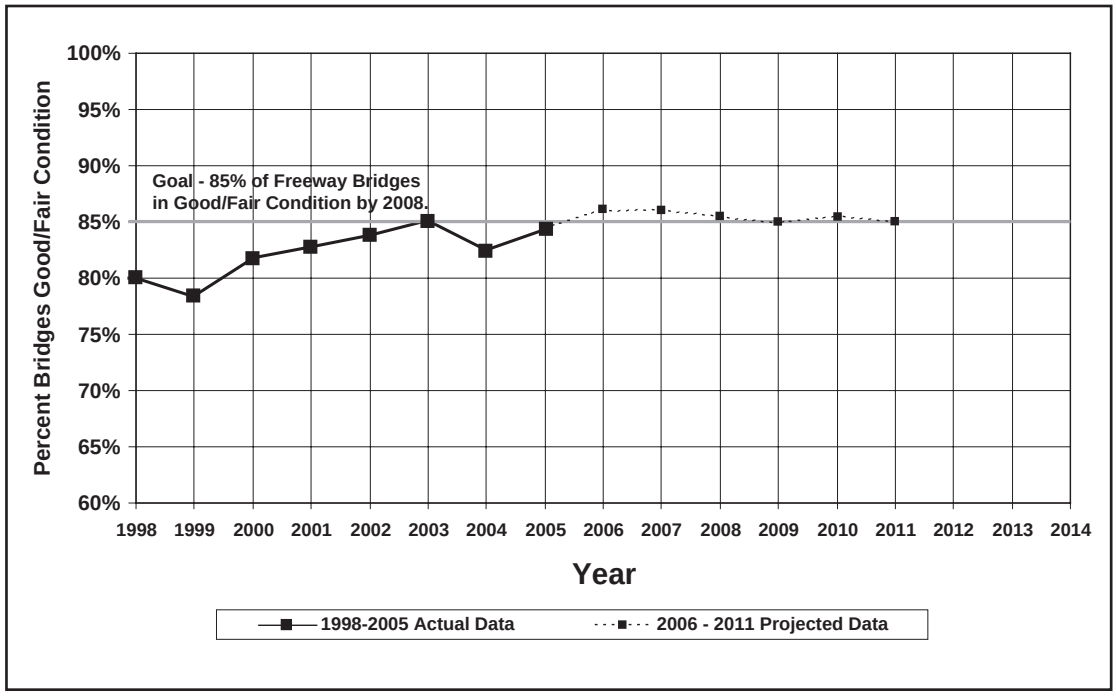
Bridge Condition Forecast

MDOT's Bridge Management System (BMS) is an important part of our overall asset management process. BMS is a strategic approach to linking data, strategies, programs and projects into a systematic process to ensure achievement of desired results.

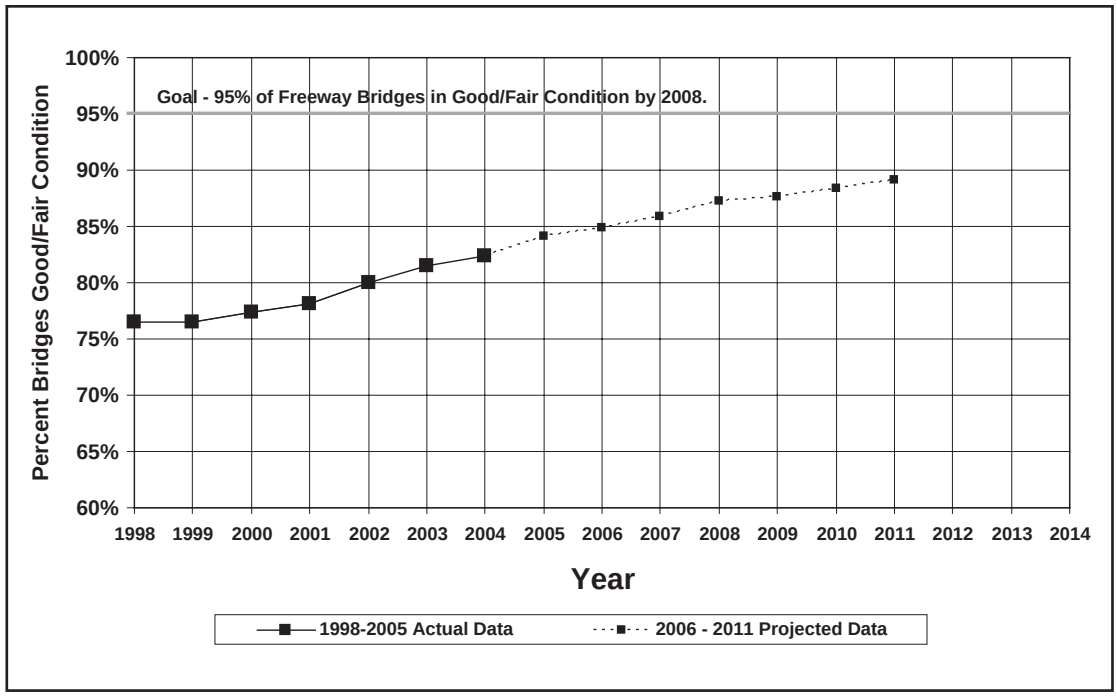
An important BMS tool used by MDOT to develop preservation policies is the Bridge Condition Forecasting System (BCFS). Working from current bridge condition, bridge deterioration rate, project cost, expected inflation, and fix strategies, BCFS estimates future condition of the state trunkline bridge system.

As shown in the charts below, we have met and are projecting to sustain the non-freeway bridge goal of 85 percent good. We are also making steady progress towards our freeway bridge goal, but projections indicate that we will fall short of achieving the freeway bridge goal of 95 percent good. Projections show that we will reach a freeway bridge condition of approximately 87 percent good by 2008.

Statewide - Bridge Condition Non-Freeway

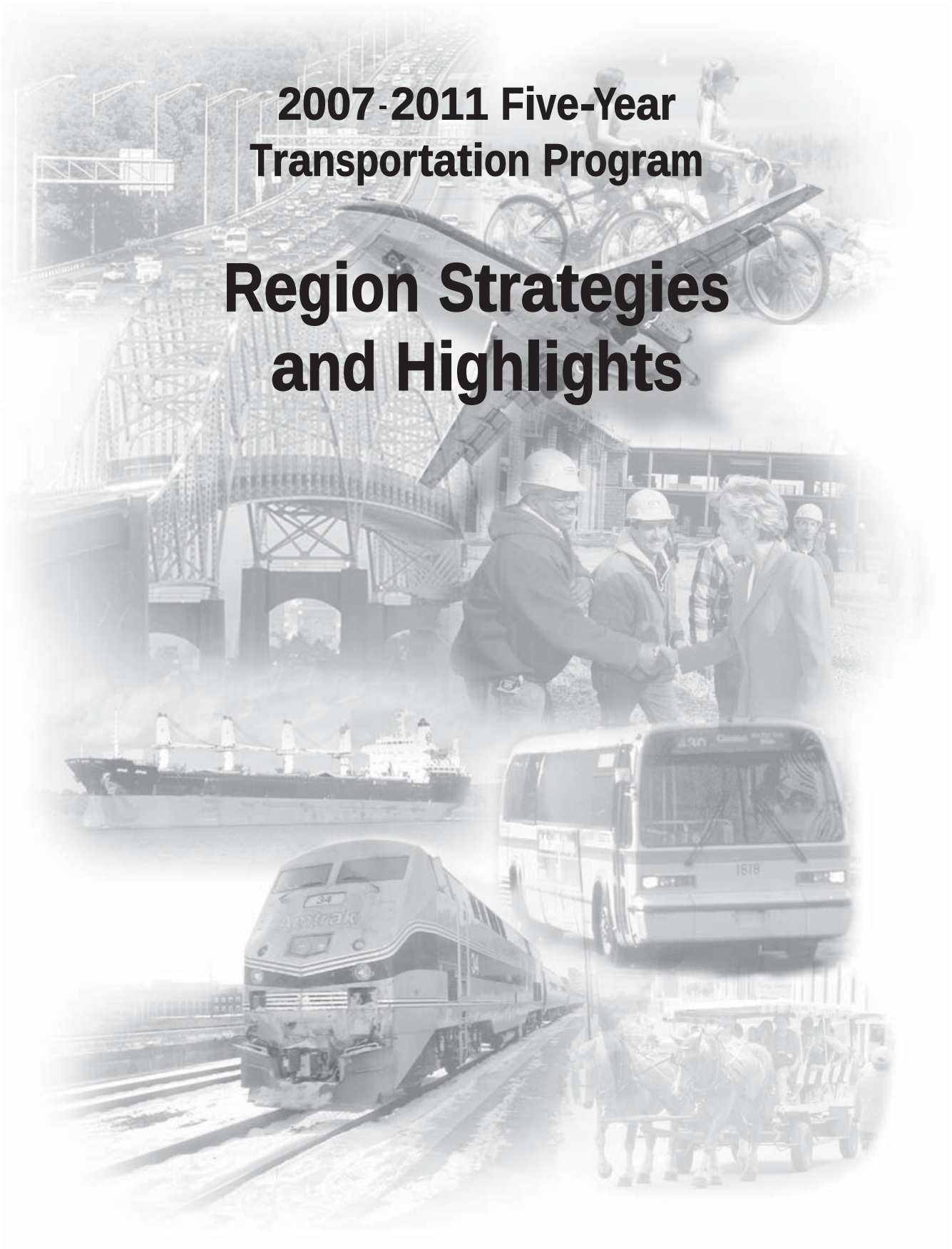


Statewide - Bridge Condition Freeway



2007-2011 Five-Year Transportation Program

Region Strategies and Highlights



Region Strategies and Highlights

2007-2011

Five-Year Transportation Program

To accomplish statewide long-range strategies, each of MDOT's seven regions has developed appropriate action strategies to identify and implement the projects necessary to achieve statewide goals. The overall program is based on achieving condition goals within annual investment targets, but the projects reflect each region's careful efforts to coordinate road and bridge work, preserve the existing system, address access and safety needs, and make the most effective use of anticipated revenue. These strategies recognize the variability in each region as to the type and age of facilities as well as the type of travel, weather, soils, etc.

Maintaining customer mobility during construction and maintenance operations is a key consideration in region project development and delivery strategies at the network, corridor and project level. Through regional cooperation with our local partners, MDOT regions strive to deliver improved roads and bridges to the traveling public statewide. The narratives on the following pages describe recent accomplishments and important activities planned for the next five years. The pages that follow provide additional details about Michigan's highway system and the strategies underlying the project selection process for the various programs described in the Transportation Program. Each region section contains the following:

- **Region Introduction**
- **2006 Accomplishments**
- **Road and Bridge Program**
  Please note: Road and Bridge Program investment levels represent the construction phase of road and bridge preservation projects and capacity improvements and new roads projects where applicable.
- **Corridor Improvement Strategies**
  Please note: The Capacity Improvement and New Roads Region highlights will be discussed separately in the "Expanding the System" section of the 2007-2011 Transportation Program.
- **Public Involvement**
  A summary of the listening sessions held in each region is included in this section of each region narrative.
- **Project Lists**
  The project list contained at the end of each region's narrative contains road and bridge rehabilitation and reconstruction projects. The lists are organized first by project type, then by county, then by route.

  There are several abbreviations and acronyms contained in the project list. The following list explains what they stand for:

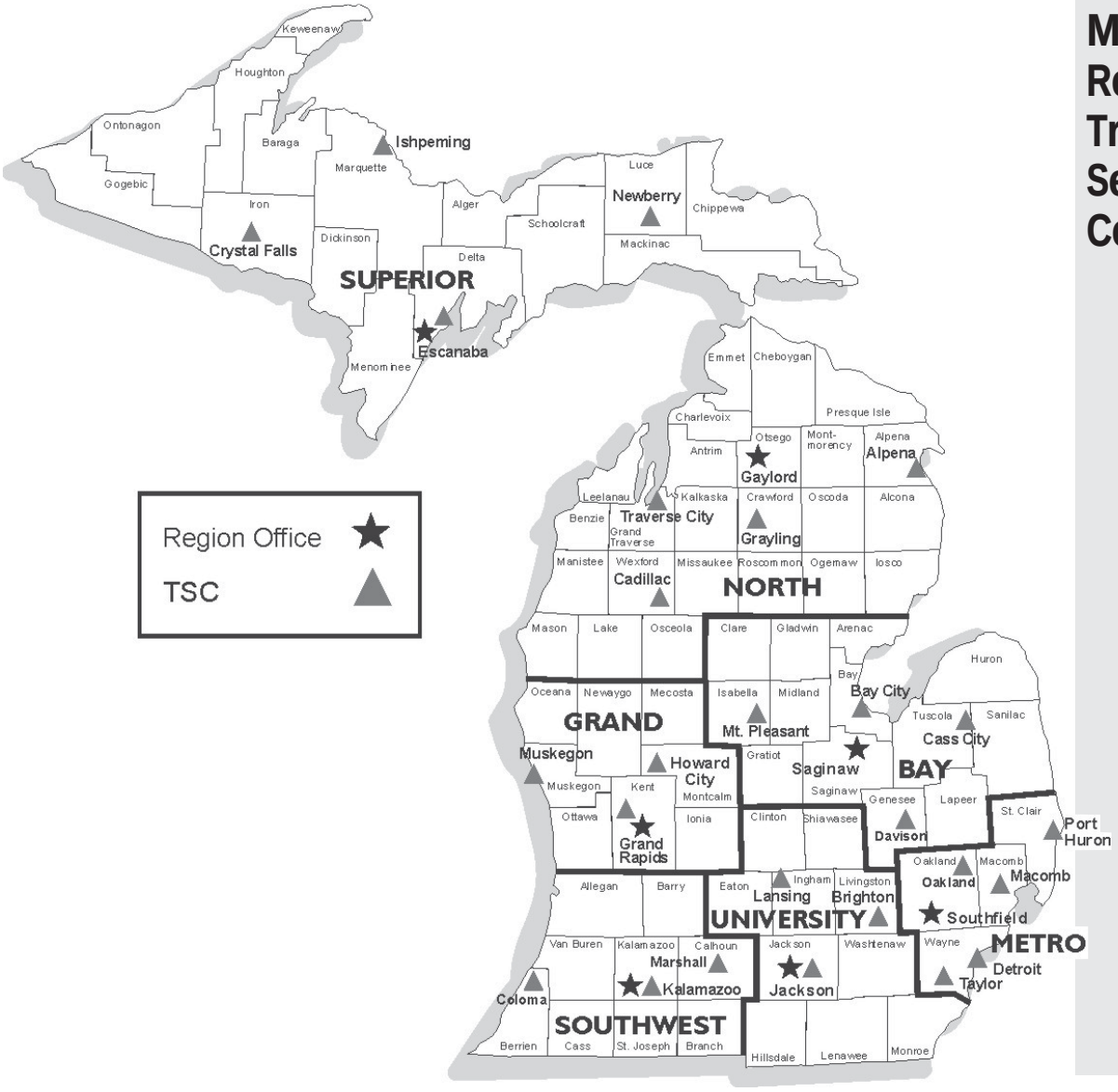
  The "DIR" column just after the route name refers to Governor Granholm's Directive for the Jobs Today and Preserve First funding initiatives. If the project has a "JT" in the column, it means that the project is being funded under the Jobs Today initiative.

If there is a "PF" in the column, it means the project is being funded under the Preserve First Initiative.

Each project phase of work being funded is shown in the appropriate region tables in the appropriate year. The phases have been abbreviated, but are explained below:

- **EPE** – Early Preliminary Engineering (refers to the study and assessment phase of a project).
- **PE** – Preliminary Engineering (refers to the design phase of a project)
- **SUB** – A sub-phase of preliminary engineering
- **ROW** – Right-of-way (refers to the real-estate purchase phase of the project)
- **CON** – Construction (refers to the actual building phase of the project).

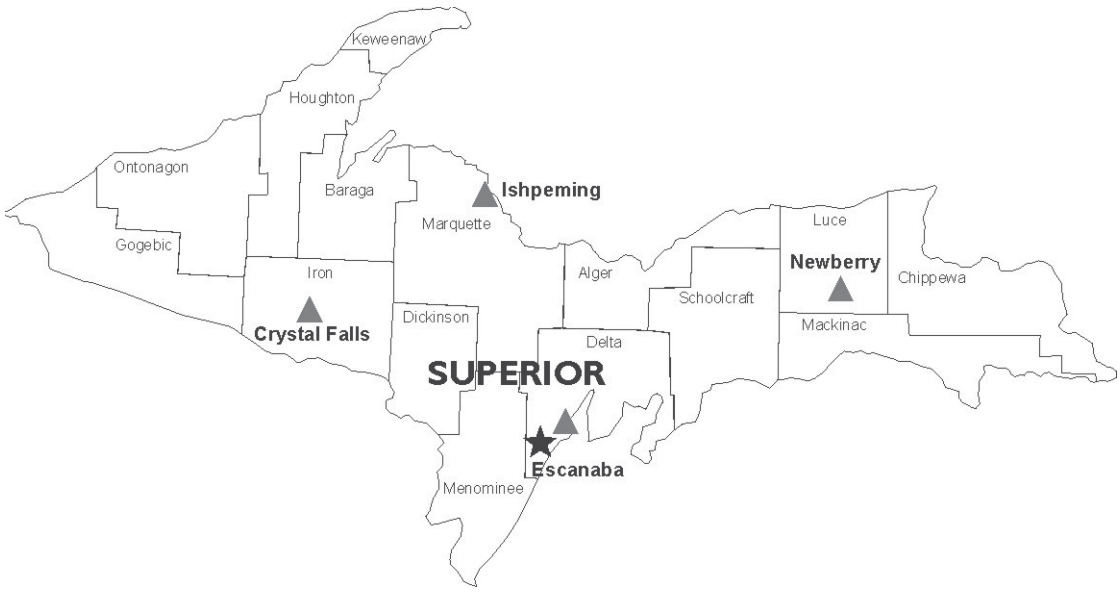
MDOT Regions and Transportation Service Centers



Superior Region

2007-2011

Five-Year Transportation Program



The Superior Region includes all 15 counties in the Upper Peninsula (Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, and Schoolcraft). Major state and federal highways include: I-75, US-41, US-45, US-2, M-26, M-35, M-117 and M-28. Connecting these state highways are six upper peninsula economic centers: Escanaba, Iron Mountain, Marquette, Houghton, Menominee, and Sault Ste. Marie.

The 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. MDOT emphasizes preservation of the existing system while addressing safety and operational issues within the region. MDOT continues to explore ways to beautify and improve entryways into the region and to address the congestion and mobility challenges in the region's major urban centers.

Regional transportation systems are also vital to the Upper Peninsula's economy. MDOT continues to coordinate road and bridge improvement projects with the Wisconsin Department of Transportation, the Mackinac Bridge Authority, and the International Bridge Authority to ensure that lower Michigan, Wisconsin, and Canadian traffic passes through the Upper Peninsula (U.P. in a safe, efficient, and economical manner.

2006 Accomplishments

The Superior Region improved 322 miles of roadway during the 2006 construction season, representing an investment of more than $67 million in the region's roads and bridges. Region achievements for the 2006 construction season include:

M-26 through South Range, Houghton County

MDOT partnered with the Village of South Range and the South Range VFW to complete a major curve re-alignment project along M-26 through the community of South Range. The re-alignment will improve safety and capacity along this busy commercial corridor. In working with local officials, MDOT was successful in relocating two baseball fields and parking areas within the Veteran's Memorial Park. A cost savings was also recognized through the utilization of several funding sources, including funds from the following MDOT programs: Rehabilitation and Reconstruction, Passing Relief Lane, and Safety.

US-41 Bagley to Powers, Menominee County

Ten miles of US-41 was reconstructed this year in Menominee County, from Bagley to Powers. The project included new curb and gutter, upgraded electrical devices, a new box culvert, and the installation of a center lane for left turns through the Village of Carney. MDOT partnered with Payne and Dolan, the Village of Carney, Menominee County Road Commission, Sem Materials Company, and Wisconsin Electric to complete this project.

US-2 Wakefield to Bessemer

Approximately 4.5 miles of US-2 was milled and resurfaced in Gogebic County this year. The project included a half-mile section at the Michigan/Wisconsin state line and a four-mile section from Wakefield to Bessemer. Additional improvements included guardrail and drainage upgrades, a box culvert replacement, [approach reconfiguration], and the paving of the Ironwood Welcome Center parking lot. The project also included bridge deck replacements at the Black River, Sunday Lake outlet, and the Little Black River.

M-64 Bridge over the Ontonagon River

The multi-year M-64 bridge relocation project was completed during the 2006 construction season. The project entailed the construction of a fixed-bridge on a new alignment of M-64, replacing the existing historic swing-bridge located downriver.

2006 activities include completion of the new bridge, construction of a new realignment for a one-mile section of M-64, removal of the old swing-bridge, and upgrading the "old M-64 and M-38" bridge prior to transferring it to the Village of Ontonagon. Context Sensitive Design elements for this project include textured simulated stone (stamped concrete), the installation of historic lighting, a multi-use pathway, a car pool lot, and numerous tree plantings. The new bridge was scheduled for an October 2006 opening. Partnerships with the Village of Ontonagon, the local snowmobile club, MEDC, and Stone Container were instrumental in the successful implementation of this project.

I-75 Grade lift

A portion of I-75, from M-134 to the Chippewa/Mackinac County line was legislatively earmarked for reconstruction this year as part of the new SAFETEA-LU Transportation Bill. The project is being phased over the next two years, with northbound lane construction in 2006 and southbound lane construction in 2007. Activities completed this year include: a grade lift and reconstruction for the northbound lanes of I-75, from M-134 to the Chippewa/Mackinac County line, overlaying the Pine River Bridge deck, and the installation of a carpool lot at M-123 and Mackinac Trail just east of I-75. Special project features include the utilization of high quality pavement markings and upgrading all permanent signs to nationally accepted standards for readability and reflectivity.

I-75 Sign Upgrade

All permanent signs along I-75 from the International Bridge to the Mackinac Bridge, including the I-75 St. Ignace and Sault Ste. Marie Business Routes, have been upgraded to current MDOT standards (excluding signs replaced with the 2006 I-75 grade lift project). The upgrades include the replacement of all existing signs using more reflective sheeting, a new Clearview font, and the replacement of all cantilever, truss, and wood post bases.

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2007 to 2011 Five-Year Transportation Program for the Superior Region total approximately $170 million. Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2007 through FY 2011			
Superior Region	**Other Funding**	**Preserve First Funds**	**Jobs Today Funds**	**Total 2007-2011**
Road Preservation	$99	$6	$0	$105
Bridge Preservation	$13	$0	$0	$13
Road and Bridge CPM	$52	$0	$0	$52
Total 2007-2011	**$164**	**$6**	**$0**	**$170**

(Road Preservation includes Passing-Relief Lanes, and Non-Freeway Resurfacing)

(Amounts are rounded to the nearest million dollars)

Capital Preventive Maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing structure condition.

Superior Region	Route Miles of Road	Number of Bridges and Structures
Total in Region	1,830	481
Scheduled Work	299	10
Percentage of Region	16%	2%

The 2007-2011 program for road preservation work reflects approximately 299 (16 percent) of the Superior Region's more than 1,830 route miles of state trunklines during the next five years. This includes over 9 route miles of new passing relief lanes. The 2007-2011 program for bridge preservation work will address 10 (2 percent) of the region's 481 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but at included in the statewide investment strategy.

Corridor Improvement Strategies

U.P. residents and tourists have enjoyed a safer and more efficient transportation system throughout the last 15 years as a direct result of the very successful Passing Relief Lane Program. A total of 50 passing relief lanes have been constructed since the program's inception in 1995. The program will be continued through 2008 to further increase passing opportunities associated with trucks and recreational vehicles. The region will utilize the funds to construct 4 (8.5 miles) additional passing relief lanes along US-2 and US-41 before the programs scheduled retirement in 2008.

The region has also actively pursued alternative methods for improving capacity and safety along designated highway corridors. One method successfully implemented throughout the past five years is Access Management. By controlling access to our highways, we can eliminate numerous issues related to capacity and safety. Access Management Corridor Plans identify current and potential future issues related to how traffic enters and exits the primary highway system. Below are several access management corridor studies being developed throughout the U.P.

US-45 / M-38 / M-64 Access Management Study

Due to the relocation of the M-64 swing-bridge in Ontonagon County, M-64 will be re-aligned to the east. As a result, land-use and traffic patterns are anticipated to change throughout the village of Ontonagon. With the completion of the US-45 / M-38 / M-64 Access Management Study, MDOT was able to take a proactive approach to improving existing access management issues and ensure that future developments along affected

corridors are developed with access management in mind. The study was successful in identifying access management issues along the corridor and establishing new lines of communication between MDOT, Ontonagon local officials, and the Ontonagon County Road Commission.

The final plan and implementation strategy provides MDOT and local officials with a unique opportunity to address access management, land-use, and safety-related issues before development occurs along this new segment of relocated highway.

US-2 / Ironwood Access Management Study

An access management study along US-2 from Ironwood to Bessemer was completed this year. The study was successful in identifying numerous access management issues with corresponding solutions along this seven-mile corridor. A corridor team has been established to carry out the implementation portion of this plan and to serve as an advisory committee for current and future access management-related issues along the corridor.

U.S. 41 / M-26 Corridor Access Management Study

This will be a major Access Management Study addressing capacity and safety issues throughout downtown Houghton/Hancock and surrounding areas.

A corridor study team which includes representatives from Franklin Township, Portage Township, the cities of Houghton and Hancock, Houghton County Planning Commission and Road Commission, and MDOT, has been assembled. The development of this access management plan is scheduled to begin October 1, 2006 and will be complete by September 30, 2007.

Public Involvement

The Superior Region continues to take a proactive approach with public involvement. Throughout 2006, the region has participated and/or hosted a variety of meetings related to: MDOT grant programs, MDOT initiatives and concepts, potential Enhancement and Economic Development opportunities, and future road construction projects. The following paragraphs describe the result of the listening sessions held in the Superior Region during the public comment period, which began in November 2006.

Escanaba TSC Meeting

Several of the questions and comments in the Escanaba meeting were relevant to increasing state transportation revenue and fair distribution of funds. Citizens also raised questions about MDOT process for winter maintenance and safety. There were also a few questions about upcoming bridge and enhancement projects in Escanaba and Gwinn.

Marquette Meeting

No public attended. One member of the press received a one on one interview with the MDOT representative.

Also during 2006, the region hosted the following meetings as part of our annual public involvement strategy: Transportation Service Center (TSC) summits (6 spring meetings), meetings with rural elected officials (3 fall meetings), a legislative listening session (winter), two listening sessions sponsored by Lansing MDOT staff (winter), and the annual communication exchange with the Wisconsin Department of Transportation. Additional project-update meetings were routinely held throughout the region in support of major rehabilitation and reconstruction projects.

Other Public Involvement Activities

The region has been an active participant in the update of the new State Long Range Plan. Activities include numerous public involvement meetings, attending working group meetings, and reviewing a variety of technical reports associated with the plan.

Section 1404 of Title I, Federal-Aid Highways, in the recently enacted Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Bill of 2005 provides a new program dedicated to promoting the ability of children in grades K-8 to walk and bike to school safely.

Program objectives include: (1) to enable and encourage children, including those with disabilities, to walk and bicycle to school, (2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age and (3) to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Throughout 2006, the Superior Region helped assemble the Safe Routes to School training presentation and has partnered with Lansing staff and the Governor's Council on Physical Fitness to promote this program throughout the Upper Peninsula (U.P.). The region has presented this program at public meetings and has met with schools on an individual basis to answer questions and discuss implementation strategies. The region has also partnered with our regional planning agencies to help organize future Upper Peninsula training programs.

In 2005, the region partnered with the Hannahville Indian Community to submit a Transportation Economic Development Fund Category (A) application for transportation improvements related to a major casino expansion in Delta County. The application was successful with an award of $725,000. The total project cost is $1,190,000 with participating match from the Hannahville Indian Community and MDOT. The $40,000,000 casino expansion will boost the local economy by attracting additional year-round tourists from Wisconsin, Canada, and Michigan's U.P. In total, the expansion will generate over 200 full-time jobs. The project is on schedule and will be completed during the 2007 construction season.

2007-2011 ROAD & BRIDGE PROGRAM

SUPERIOR Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
CHIPPEWA	M-129		M-129 OVER SOUTH BRANCH CHARLOTTE RIVER	BRIDGE REPLACEMENT	0.000				CON	
DELTA	US-2		US-2,US-41 OVER ESCANABA RIVER	BRIDGE REPLACEMENT	0.000			CON		
GOGEBIC	US-2 BR		US-2 BUSINESS ROUTE OVER MONTREAL RIVER	OVERLAY - DEEP	0.000	CON				
LUCE	M-123 (Falls Road)		M-123 OVER MURPHY CREEK	CULVERT REPLACEMENT	11.085		CON			
MACKINAC	I-75		M-134 OVER I-75 SB	OVERLAY - DEEP	0.120	CON				
MACKINAC	I-75		M-134 OVER I-75 NB	OVERLAY - DEEP	0.120	CON				
MACKINAC	US-2		US-2 OVER CUT RIVER	DECK REPLACEMENT	0.000		CON			
MARQUETTE	M-553 (County Road 553)		M-553 OVER CANADIAN NATIONAL RAILWAY	SUBSTRUCTURE REPLACEMENT	1.250				CON	
ONTONAGON	M-64		M-64 OVER CRANBERRY RIVER	OVERLAY - DEEP	0.000	CON				
ONTONAGON	M-64		M-64 OVER HALFWAY CREEK	OVERLAY - SHALLOW	0.000	CON				
					12.455					

SUPERIOR Passing Relief Lanes

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
BARAGA	US-41		KELSEY CREEK TO KEWEENAW BAY ROAD	MINOR WIDENING	2.042	CON				
DELTA	US-2		COUNTY ROAD L22 TO COUNTY ROAD N7 NEAR ISABELLA	MINOR WIDENING	2.110	CON				
MARQUETTE	US-41		PESHEEKEE GRADE	MINOR WIDENING	2.000		CON			
MENOMINEE	US-41		LINSMIER ROAD TO COUNTY ROAD 338	MINOR WIDENING	2.492		CON			
					8.644					

2007-2011 ROAD & BRIDGE PROGRAM

SUPERIOR Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
ALGER	M-28		FROM SHELTER BAY TO AUTRAIN	RESTORATION AND REHABILITATION	8.187			CON		
ALGER	M-28		AUTRAIN TO CHRISTMAS	RESTORATION AND REHABILITATION	6.325			CON		
ALGER	M-94		M-67 TO M-28	RESURFACE	15.510	CON				
BARAGA	M-28		JOHNSON ROAD TO M-28	RESURFACE	3.637	CON				
BARAGA	US-41 (M 28)		TIOGA CREEK TO M-28	RESURFACE	6.380				CON	
CHIPPEWA	I-75 BS (South Mackinac Trail)		FROM NORTH OF 10TH AVENUE TO ASHMUN STREET BRIDGE	RESURFACE	0.862				CON	
CHIPPEWA	M-123		7.4 MILES NORTH OF M-28 TO WHITE FISH POINT ROAD	RESURFACE	14.467	CON				
CHIPPEWA	M-129 (Pickford Road)		SOUTH OF M-80 TO NORTH OF 10 MILE ROAD	RESTORATION AND REHABILITATION	7.251			CON		
CHIPPEWA	M-28		M-221 TO MACKINAC TRAIL	RESURFACE	7.910	CON				
CHIPPEWA	M-28		6 MILES EAST OF M-123 EAST TO NEAR STRONGS ROAD	RESURFACE	5.084		CON			
DELTA	US-2	PF	FEDERAL FOREST HIGHWAY 13 TO M-183	RESURFACE	7.978	CON				
GOGEBIC	M-64		WISCONSIN STATE LINE NORTH TO MARENISSCO	RESURFACE	8.220			CON		
HOUGHTON	M-26		DOLLAR BAY TO LAURIUM	RESURFACE	7.957		CON			
HOUGHTON	M-26		TAMARACK TO HUBBEL	RECONSTRUCTION	1.220					CON
HOUGHTON	M-26		LAURIUM	RECONSTRUCTION	1.110					CON
IRON	M-189		IRON RIVER	RECONSTRUCTION	1.764					CON
IRON	M-69		US-2 TO M-95	RESURFACE	12.798	CON				
IRON	US-141		BASILIO ROAD NORTHERLY TO THE BARAGA COUNTY LINE	RESURFACE	8.870	CON				
IRON	US-141		CRYSTAL FALLS TO BASILIO ROAD	RESTORATION AND REHABILITATION	15.828				CON	
IRON	US-2		WEST OF US-141 TO EAST OF SHELDON STREET	RECONSTRUCTION	0.720				CON	
LUCE	M-123		SKYLINE TRUCK TRAIL NORTH TO CHIPPEWA COUNTY LINE	RESURFACE	13.330	CON				
LUCE	M-28		M-123 TO BORGSTROM ROAD	RESURFACE	6.997		CON			
MACKINAC	I-75 BL		FROM I-75 TO HIGH STREET	RESURFACE	0.902				CON	
MACKINAC	M-134 (North Huron Shore Drive)		FROM 3 MILE ROAD TO HILLTOP ROAD	RESURFACE	3.509	CON				
MACKINAC	US-2		EAST OF BREVORT LAKE ROAD TO MARTIN LAKE ROAD	RESURFACE	6.010			CON		
MACKINAC	US-2		BOUCHA RD TO BORGSTROM RD (OMIT BLACK RIVER AREA)	RESURFACE	5.669			CON		
MACKINAC	US-2		BORGSTROM ROAD TO HIAWATHA TRAIL	RESURFACE	8.689				CON	
MACKINAC	US-2		M-117 TO NAUBINWAY	RECONSTRUCTION	5.092					CON
MARQUETTE	M-35		M-35 THROUGH DOWNTOWN GWINN	RECONSTRUCTION	1.100	CON				
MARQUETTE	US-41		M-28(HARVEY) AND FRONT STREET INTERSECTIONS	RECONSTRUCTION	1.045				CON	
MARQUETTE	US-41 / M-28	PF	ASPEN RIDGE ROAD TO WEST OF M-95	RESURFACE	10.500	CON				
MARQUETTE	US-41 / US-28		HUMBOLDT TO THE PESHEKEE RIVER BRIDGE	RECONSTRUCTION	3.239		CON			
MARQUETTE	US-41/M-28		PURPLE ROAD NORTH 4 MILES TO BARAGA COUNTY LINE	RECONSTRUCTION	4.100			CON		
MARQUETTE	US-41/M-28		CHERRY CREEK ROAD TO US-41 BYPASS, MARQUETTE	RESTORATION AND REHABILITATION	4.400			CON		
MENOMINEE	M-69		SOUTH GABOR ROAD TO THE DELTA COUNTY LINE	RESTORATION AND REHABILITATION	9.673		CON			
MENOMINEE	US-41		C&NW RAILROAD BRIDGE NORTHERLY TO 20TH AVENUE	RECONSTRUCTION	1.071	CON				
MENOMINEE	US-41 (Bridge Street)		20TH AVENUE TO 48TH AVENUE	MINOR WIDENING	1.890				CON	
MENOMINEE	US-41		COUNTY ROAD G-12 TO BAGLEY	RESTORATION AND REHABILITATION	8.045					CON

2007-2011 ROAD & BRIDGE PROGRAM

SUPERIOR Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
ONTONAGON	M-26		US-45 NORTHESTERLY TO THE HOUGHTON COUNTY LINE	RESURFACE	15.525	CON				
ONTONAGON	US-45		M-28 TO THE BALTIMORE RIVER	RESURFACE	14.171	CON				
ONTONAGON	US-45		GOGEBIC COUNTY LINE TO M-28 NEAR BRUCE CROSSING	RESTORATION AND REHABILITATION	14.232		CON			
SCHOOLCRAFT	M-94		RIVERVIEW ROAD IN MANISTIQUE TO DODGE LAKE ROAD	RESTORATION AND REHABILITATION	9.152		CON			
					290.419					

North Region

The North Region is comprised of the 24 northernmost counties of the Lower Peninsula, which are: Alcona, Alpena, Antrim, Benzie, Charlevoix, Cheboygan, Crawford, Emmet, Grand Traverse, Iosco, Kalkaska, Lake, Leelanau, Manistee, Mason, Missaukee, Montmorency, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, and Wexford. Major routes include I-75, US-127, US-23, US-131, and US-31.

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 through 2008, with more than 12 lane miles of passing relief lanes planned for the next two years.

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

2007-2011

Five-Year Transportation Program

2006 Accomplishments

Since 2002, approximately $412 million has been invested in road, bridge and safety projects in the North Region. This translates to 509 miles of roadway reconstructed or rehabilitated, 412 non-freeway miles resurfaced, 2731 miles maintained, 25 miles of passing-relief lanes constructed, 4 new or replaced bridges, and 107 bridges preserved.

During FY 2006, the North Region worked on 77 projects worth more than $61 million. Highlights of the 2006 construction program include**:**

Continuing focus on the US-131 corridor

Work on the US-131 corridor in FY 2006 included preservation of 12 miles of southbound freeway in Osceola and Wexford counties, to continue the corridor approach to upgrading the surface condition of this busy stretch of highway. Year 2007 will bring a shift further north to reconstruction work on US-131 in Antrim and Kalkaska counties, between the villages of Kalkaska and Mancelona.

Reconstruction of M-115 in Cadillac

M-115 (Sunnyside Drive) in Cadillac was reconstructed using a detour to expedite construction and reduce impacts to the motoring public on a highly visible, extremely busy corridor. The project was complete and opened to traffic by the Memorial Day Holiday weekend.

Application of safety upgrades in the Petoskey area

Two projects funded by the safety program on US-31 in the Petoskey area were constructed to provide intersection improvements and additional left-turn lanes, on US-31 from Manvel Road to north of Pickeral Lake Road.

Major preservation work on I-75

Preservation of I-75 freeway in the Grayling TSC area includes a resurface and repair project from the Roscommon/Crawford county line northerly to the US-127 junction. This crush and shape with hot mixed-asphalt resurfacing and guardrail upgrading project was accomplished under single lane closures with both northbound lanes open on Fridays and Saturdays, and both southbound lanes open on Sundays and Mondays. Three bridges in this same stretch of road were also preserved along with freeway sign upgrading in Ogemaw, Roscommon, Crawford, Otsego, Cheboygan and Emmet counties.

Grand View Parkway in Traverse City

Almost 7 miles of this busy tourist route was preserved with milling and hot mixed asphalt resurfacing through the capital preventive maintenance program. Concrete joint repairs, drainage structure repairs and curbing were also included. Night work was allowed to expedite the project completion and lessen traffic impacts.

East Jordan reconstruction of M-32

Approximately one-quarter mile of M-32 in the Village of East Jordan is being reconstructed, including full depth pavement removal and replacement, drainage system improvements,

curb and gutter, and sidewalk work. A detour on state and county roads was provided with local traffic maintained with flag control.

M-168 reconstruction, Village of Elberta

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. The earmark for this project will be used to reconstruct M-168. Construction is anticipated to occur in 2010.

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2007 to 2011 Five-Year Transportation Program for the North Region total approximately $237 million. Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2007 through FY 2011			
North Region	**Other Funding**	**Preserve First Funds**	**Jobs Today Funds**	**Total 2007-2011**
Road Preservation	$149	$0	$0	$149
Bridge Preservation	$11	$0	$0	$11
Road and Bridge CPM	$69	$0	$8	$77
Total 2007-2011	**$229**	**$0**	**$8**	**$237**

(Road Preservation includes Passing-Relief Lanes, Roadside Facilities, and Non-Freeway Resurfacing)
(Amounts are rounded to the nearest million dollars)

Capital Preventive Maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing structure condition.

North Region	Route Miles of Road	Number of Bridges and Structures
Total in Region	1,977	457
Scheduled Work	257	9
Percentage of Region	13%	2%

The 2007-2011 program for Road Preservation work reflects approximately 257 (13 percent) of the North Region's more than 1,977 route miles of state trunklines during the next five years. This includes over seven route miles of new passing-relief lanes. The 2007-2011 program for bridge preservation work will address nine (2 percent) of the region's 457 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

Corridor Improvement Strategies

Corridor improvement strategies are being developed and implemented as individual projects. Targeted corridors are M-72, US-23, M-33, and M-115, as well as the major north-south routes of I-75/US-127, US-131, and US-31.

Access management planning, reconstruction, and passing-relief lanes have been used to improve the heavily traveled M-72 corridor between Traverse City (US-31) and Grayling (I-75). A project in 2007 at the US-31/M-72 intersection will also provide traffic flow and safety improvements in Acme, one of the major points of convergence along the M-72 corridor. Funding for this project comes through the designation as a federal high priority project.

In FY 2006, the US-131 corridor strategy was implemented with preservation of 12 miles of southbound freeway in Osceola and Wexford counties to upgrade the surface condition. Year 2007 will bring a shift further north to reconstruction work on US -131 including the section between Kalkaska and Mancelona.

The M-33 corridor work includes a crush and shape with hot mixed-asphalt resurfacing project in FY 2006, from north of M-32 to the Montmorency/Presque Isle county line. An important project was let in 2006, for 2007 construction, from Curtisville Road to Zimowski Road in Oscoda County, which will provide passing-relief as well as improved safety. A safety-funded project from Popps Road to Roman Road is planned for FY 2008, to add a center left turn lane. Other Capital Preventive Maintenance work enhances the mix-of-fixes strategy on this corridor to achieve increased remaining service life.

The US-23 corridor work in 2006 included rehabilitation by rubbilizing and hot mixed-asphalt resurfacing from Greenbush to Harrisville. Upcoming in 2007 will be a crush and shape and hot mixed-asphalt resurface of US-23 from the Alpena county line northerly to county road 638, and the removal of a bridge at the US Gypsum plant in Alabaster. 2009 work is scheduled to include rehabilitation from Everett Road to Black River Road and for 2010, rehabilitation of an existing passing-relief section in Alcona County from Lakeshore Drive northerly. Additional Capital Preventive Maintenance work is planned to keep this corridor in good condition.

Public Involvement

The following paragraphs describe the result of the listening sessions held in the North Region during the public comment period, which began in November 2006.

Cadillac TSC Meeting

During the meeting held in Cadillac, the questions raised centered around safety and realignments of some major trunklines, future MDOT plans for Old US-131 and a request to build a freeway to Traverse City.

Mackinaw City Meeting

The main topic of conversation in Mackinaw City was safety. Winter driving safety and traffic management were specifically addressed. Also, there were several questions about improved/increased non-motorized and aviation options for the region.

2007-2011 ROAD & BRIDGE PROGRAM

NORTH Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
CHEBOYGAN	M-33		M-33 OVER CHEBOYGAN RIVER	OVERLAY - DEEP	0.135	CON				
IOSCO	US-23		US-23 OVER PRIVATE RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.180	CON				
LEELANAU	M-22		M-22 OVER CEDAR CREEK	BRIDGE REPLACEMENT	0.000	CON				
LEELANAU	M-22		M-22 OVER GLEN LAKE NARROWS	BRIDGE REPLACEMENT	0.000		CON			
MONTMORENCY	M-32 BR		M-32 OVER THUNDER BAY RIVER	BRIDGE REPLACEMENT	0.000				CON	
ROSCOMMON	US-127		M-55 OVER US-127	OVERLAY - DEEP	0.306		CON			
WEXFORD	M-37		M-37 OVER PINE RIVER	DECK REPLACEMENT	1.204					CON
WEXFORD	M-37, M-115		M-37, M-115 OVER MDOT RAILROAD	DECK REPLACEMENT	0.000			CON		
WEXFORD	US-131 BR		US-131 OVER CLAM RIVER	DECK REPLACEMENT	0.292					CON
					2.117					

NORTH Passing Relief Lanes

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
EMMET	US-31		SHAW ROAD TO GRAHAM ROAD	MINOR WIDENING	1.500		CON			
GRAND TRAVERSE	M-113		FROM KINGSLEY WEST 1.4 MILES	MINOR WIDENING	1.381		CON			
LEELANAU	M-72		FROM CEDAR RUN ROAD TO GOODRICK ROAD	MINOR WIDENING	1.510	CON				
WEXFORD	M-55		WEST OF 17 ROAD TO WEST OF 21 ROAD	MINOR WIDENING	2.917	CON				
					7.308					

2007-2011 ROAD & BRIDGE PROGRAM

NORTH Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
ALCONA	US-23		EVERETT ROAD TO BLACK RIVER ROAD	RESTORATION AND REHABILITATION	4.889			CON		
ALCONA	US-23		FROM LAKE SHORE DRIVE NORTH	RESTORATION AND REHABILITATION	1.348				CON	
ALPENA	M-32		INTERSECTION AT RIPLEY STREET IN ALPENA	RECONSTRUCTION	0.456			CON		
ALPENA	M-65		SOUTH OF VANWAGNER ROAD TO M-32	RESURFACE	16.221	CON				
ALPENA	US-23		THUNDER BAY RIVER BRIDGE TO HAMILTON ROAD	RECONSTRUCTION	2.810		CON			
ANTRIM	M-88		BELLAIRE TO CENTRAL LAKE	RESTORATION AND REHABILITATION	6.861					CON
ANTRIM	US-131		FROM ELDER ROAD NORTH TO M-66	RECONSTRUCTION	2.314			CON		
ANTRIM	US-31		FROM ELK RAPIDS TO CAMPBELL ROAD	RESTORATION AND REHABILITATION	4.697				CON	
BENZIE	M-115		FROM BRIDGE STREET EAST 4 MILES	RESTORATION AND REHABILITATION	3.469			CON		
BENZIE	M-168 (Frankfort Avenue)		FROM M-22 NORTHERLY TO ELBERTA	RESURFACE	0.940				CON	
BENZIE	M-168 (Frankfort Ave)		ENTIRE LENGTH OF M-168	RECONSTRUCTION	0.953				CON	
BENZIE	M-22		MANISTEE COUNTY LINE TO ELBERTA	RESURFACE	8.559	CON				
BENZIE	US-31		FROM BEULAH BRIDGE TO M-115	RESURFACE	0.607					CON
CHEBOYGAN	I-75		FROM INDIAN RIVER TO TOPINABEE	RESTORATION AND REHABILITATION	4.690	CON				
CHEBOYGAN	I-75		TOPINABEE ROAD TO RIGGSVILLE ROAD	RESTORATION AND REHABILITATION	5.547		CON			
CHEBOYGAN	I-75 NB		FROM US-31 NORTH TO M-108	RECONSTRUCTION	2.030	CON				
CHEBOYGAN	I-75 SB		I-75 SB FROM US-31 TO M-108 AND M-108	RECONSTRUCTION	3.069				CON	
CHEBOYGAN	M-27		FROM LINCOLN ST TO US-23	RECONSTRUCTION	0.992			CON		
CHEBOYGAN	US-23 (State Street)		CORDWOOD POINT TO GARFIELD AVE	RESTORATION AND REHABILITATION	6.943				CON	
CHEBOYGAN	US-23		FROM CHEBOYGAN EAST COUNTY LINE TO CORDWOOD	RESTORATION AND REHABILITATION	6.837			CON		
CRAWFORD	I-75 BL		FROM M-72 EAST TO M-72 WEST	RECONSTRUCTION	0.805			CON		
CRAWFORD	I-75 SB		HARTWICK PINES REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000		CON			
KALKASKA	US-131		KALKASKA TO VILLAGE OF ANTRIM	RESURFACE	11.273	CON				
LAKE	M-37		US-10 (NORTH JUNCTION) TO 7 MILE ROAD	RESURFACE	10.478	CON				
LAKE	US-10		FROM BROADWAY AVENUE TO DEPOT STREET	RESTORATION AND REHABILITATION	7.740				CON	
LAKE	US-10		DEPOT STREET TO WEST OF SADDLER ROAD	RESURFACE	0.535					CON
LEELANAU	M-22		FROM M-72 NORTH TO CEDAR CREEK	RESURFACE	1.600	CON				
LEELANAU	M-22		COUNTY ROAD 675 TO M-204	RESURFACE	15.530	CON				
LEELANAU	M-22 (South Leelanau Highway)		FROM COUNTY LINE TO EMPIRE	RESTORATION AND REHABILITATION	2.693				CON	
LEELANAU	M-22 (West Bay Shore Drive)		FROM M-201 TO OMENA	RESTORATION AND REHABILITATION	5.043				CON	
MANISTEE	US-31		BETWEEN MANISTEE AND BEAR LAKE	RECONSTRUCTION	5.227	CON				
MANISTEE	US-31 (S US 31)		US-31 AT MEMORIAL DRIVE	TRAFFIC OPERATIONS OR SAFETY WORK	0.119			CON		
MANISTEE	US-31 (Chippewa Hwy)		SOUTH OF COATES HIGHWAY TO MAIDENS ROAD	RESURFACE	6.498					CON
MISSAUKEE	M-55		M-66 TO 8 MILE ROAD	RESTORATION AND REHABILITATION	8.125		CON			
MISSAUKEE	M-66		M-55 TO M-42	RESTORATION AND REHABILITATION	2.080		CON			
MONTMORENCY	BUSINESS M-32 (Business M-32)		VETERAN'S MEMORIAL HWY TO HILLMAN VILLAGE LIMIT	RECONSTRUCTION	0.757				CON	
MONTMORENCY	I-75 NB		AT VANDERBILT REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000					CON
OGEMAW	M-30		FROM THE GLADWIN COUNTY LINE TO M-55	RESURFACE	7.900	CON				

2007-2011 ROAD & BRIDGE PROGRAM

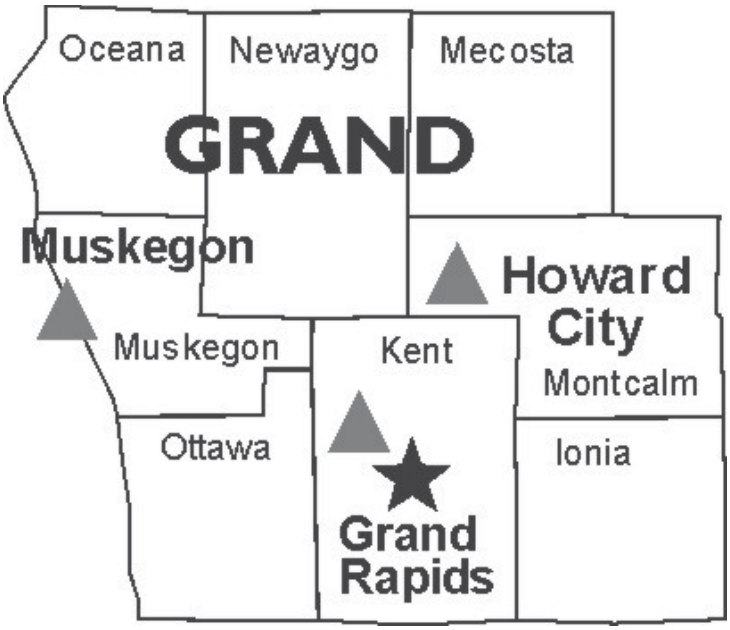
NORTH Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
OSCEOLA	M-115		50TH AVENUE TO 19 MILE ROAD	RECONSTRUCTION	3.140		CON			
OSCEOLA	M-115		M-61 TO CLARE COUNTY LINE	RESTORATION AND REHABILITATION	5.821			CON		
OSCEOLA	OLD 131		FROM SOUTH OSCEOLA COUNTY LINE TO 3 MILE RD.	RESURFACE	3.010				CON	
OSCEOLA	US-131 NB		NORTH OF LUTHER ROAD TO M-115	RESURFACE	16.875	CON				
OSCODA	M-72		FROM FAIRVIEW TO CROOKED LAKE ROAD	RESTORATION AND REHABILITATION	9.248					CON
OTSEGO	I-75		RAMPS AT OLD 27	RESTORATION AND REHABILITATION	0.000		CON			
PRESQUE ISLE	M-68		CURTIS ROAD TO US-23	RESURFACE	7.090	CON				
PRESQUE ISLE	US-23		SOUTH CO. LINE TO CO. RD. 638	RESTORATION AND REHABILITATION	11.350	CON				
ROSCOMMON	I-75		FROM MAPLE VALLEY ROAD TO NINE MILE HILL ROAD	RESTORATION AND REHABILITATION	7.010					CON
ROSCOMMON	US-127 NB		AT HOUGHTON LAKE REST AREA	ROADSIDE FACILITIES - PRESERVE	0.335				CON	
ROSCOMMON	US-127 SB		AT THE HIGGINS LAKE REST AREA	ROADSIDE FACILITIES - PRESERVE	1.193				CON	
WEXFORD	M-115		MACKINAW TRAIL TO 46 ROAD	RESURFACE	1.009		CON			
WEXFORD	M-37		M-55 TO 30 ROAD	RESURFACE	11.831	CON				
WEXFORD	US-131 BR (Mitchell Street)		PEARL STREET TO CHAPIN STREET	RECONSTRUCTION	0.912			CON		
WEXFORD	US-131BR (Mitchell St)		RIVER STREET TO NORTH OF BOON ROAD	RECONSTRUCTION	2.120					CON
					251.579					

Grand Region

2007-2011

Five-Year Transportation Program



The Grand Region serves eight counties in west Michigan: Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa. Located within the Grand Region are the metropolitan areas of Grand Rapids, Holland and Muskegon. These metropolitan areas make up one of the largest economies in the Upper Midwest, and employ over 600,000 people. Major economic sectors in the Grand Region include: manufacturing, retail, health care, agriculture and tourism. Major state trunklines include: I-96, I-196, US-31, US-131 and the new M-6 freeway.

Under Preserve First, the Grand Region will continue to prioritize road and bridge preservation needs along the major trunkline routes, to address system condition needs and support the economy of this region. Project selection strategies focus on preserving and upgrading the system with an emphasis on freeway modernization, safety, and traffic flow improvements.

2006 Accomplishments

The Grand Region's construction program over the last five years included a record level of over $302 million in construction contracts. Over 734 miles of road were resurfaced or reconstructed, and 130 bridges were upgraded over this period. As a result, surface condition improved from 70 percent good in 1997 to 92 percent good in 2006.

- **I-196 Bridges in Grand Rapids:** In 2006 reconstruction took place on three major bridges on the I-196 Corridor through downtown Grand Rapids. Two of the bridges serve the corridor as interchanges: Ottawa and Ionia. The third project which includes major repairs and widening of the bridge over the Grand Rapids Eastern Railroad near College Avenue will be completed in 2007.

These improvements will help meet the increased traffic demand in downtown Grand Rapids as a result of the major job creation in the Life Sciences Corridor. In addition, major rehabilitation and widening is underway on the I-96 bridge over the Grand Rapids Eastern Railroad near M-21 (Fulton Street).

- **I-96 Freeway between Coopersville and M-37 (Alpine Avenue) in Ottawa and Kent Counties:** In 2006, construction began on a five-mile segment between Marne (in Ottawa County) and M-37 (Alpine Avenue) in Kent County. This project, scheduled for completion in July of 2007, continues the improvement of the corridor begun in 2004 with the Coopersville to Marne reconstruction. The widening of the Walker Avenue Bridge over I-96 and the improvements to the interchange, including a new eastbound loop ramp and the widening of the westbound off-ramp to accommodate dual left turns, will enhance safety and access in cooperation with the City of Walker. This freeway corridor links Grand Rapids and Muskegon.

- **I-96 / 36th Street Interchange (I-96 Airport Area Access), Kent County**
Open to traffic in October 2006, the new interchange connects I-96 to the 36th Street extension in Kent County near the Gerald R. Ford International Airport. This project also reconstructed I-96 between M-11 (28th Street) and Thornapple River Drive. These projects will improve access to employment centers in this area, and relieve congestion at the I-96/M-11 (28th Street)/ Patterson Avenue intersection.

- **US-31 in Grand Haven and Holland Area's:** Approximately 14.5 miles of US-31 between Port Sheldon Street in Olive Township and 3rd Street in Ferrysburg was improved during the 2006 construction season. The project included concrete joint repairs, asphalt milling and resurfacing, and construction of turn lanes at the following locations: Buchanan, Lincoln, and Waverly. Joint replacement, steel repairs, partial painting, and mechanical and electrical repairs and upgrades were completed on the Bascule Bridge over the Grand River.

- **M-37 in Kent County:** The four-mile segment from southern Kent County line north to 76th Street was resurfaced in 2005. In addition, a center left turn lane was added between Glengarry and 100th Streets. Intersection safety improvements at 92nd and 100th Streets were completed, including a signal installation at 92nd in 2005 and at 100th in 2006, for the growing commercial corridor segment in the Village of Caledonia. Economic Development funds were used on M-37 south of 44th Street in Kentwood to provide improved access to a major development through the construction of a dedicated right-turn lane in 2006. In Northern Kent County a major CPM project improved the surface from Alpine Church Street to M-46.

- **M-11 (28th Street):** An important segment of this high-volume corridor received a vital improvement with the replacement of the structure over US-131 in 2005. In 2006, corridor improvements continued with resurfacing of approximately 5 miles from Church Street to US-131.

- **M-11 (Wilson Ave) at M-45 (Lake Michigan Drive):** Work continued on these important corridors in the City of Walker. Following 2004's major improvement at the M-11/M-45 intersection, M-11 and M-45 were resurfaced adjacent to the intersection in 2005. The intersection at O'Brien was upgraded in 2006. As part of this upgrade, a left-turn lane and right-turn lanes were added on M-11. In addition, M-11 was resurfaced from south of O'Brien to I-196.
- **M-66 projects** include reconstruction from M-21 north to Apple Tree Lane in the City of Ionia, as well as resurfacing and construction of median crossovers from Portland Road to Grand River Avenue in the area of the I-96/M-66 interchange. Both projects are scheduled for 2006 completion.
- **US-131 Rest Area Improvement in Kent County.** Work on the Rockford rest area on southbound US-131 was completed in spring of 2006. This $1.6 million upgrade included demolition of the existing building and construction of a new building and sidewalks. The rest area received parking area repairs and expansion, new lighting, picnic tables, grills, benches, and other amenities.
- **Intelligent Transportation Systems (ITS) for the Grand Rapids area:** An expansion of the ITS system for the GR I-96/I-196 corridor was completed in 2006, which included new dynamic message signs and traffic cameras. The West Michigan Traffic Management Center (TMC) began operations in April of 2006, providing operators during peak travel periods to provide real-time monitoring and messaging for freeway travelers. A system was implemented in 2006 to share traffic camera video with local media outlets for dissemination to the public. An update to the Region Architecture within the Grand Valley Metropolitan Council area was completed in 2006.
- **M-82 in Fremont and Newaygo:** A reconstruction project was completed between Industrial Drive and Market Street. As part of this project, the corridor now has new street lighting and streetscape improvements through the use of Enhancement funds obtained by the City of Fremont. The partnership with the city led to an important Context Sensitive Solution for this major transportation investment. Reconstructing and widening of the south intersection of M-37 and M-82 into five lanes, including center left turns was completed in 2006. The project includes asphalt pavement repairs, concrete curb and gutter improvements and drainage and safety upgrades.
- **I-196 BL in the Holland area:** From 96th Avenue to I-196, concrete pavement restoration along with improvements to the shoulders, were completed in 2006.
- **I-196:** A five-mile segment from the Allegan/Ottawa County line to 64th Avenue was resurfaced. Also, concrete pavement restoration and shoulder improvements were done from Market Avenue to Lane Avenue.

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2007 to 2011 Five-Year Transportation Program for the Grand Region total approximately $285 million. Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2007 through FY 2011			
Grand Region	**Other Funding**	**Preserve First Funds**	**Jobs Today Funds**	**Total 2007-2011**
Road Preservation	$157	$0	$4	$161
Bridge Preservation	$40	$1	$0	$41
Road and Bridge CPM	$81	$2	$0	$83
Total 2007-2011	**$278**	**$3**	**$4**	**$285**

(Road Preservation includes Non-Freeway Resurfacing)
(Amounts are rounded to the nearest million dollars)

Capital Preventive Maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing structure condition.

Grand Region	Route Miles of Road	Number of Bridges and Structures
Total in Region	939	743
Scheduled Work	109	41
Percentage of Region	12%	6%

The 2007-2011 program for road preservation work reflects approximately 109 (12 percent) of the Grand Region's more than 939 route miles of state trunklines during the next Five-Years. The 2007-2011 program for bridge preservation work will address 41 (6 percent) of the region's 743 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

Over this 2007-2011 timeframe, major freeway road and bridge work is programmed for the US-131 freeway north and south of Grand Rapids, and I-196 in the city of Grand Rapids. Pavement rehabilitation is planned for the existing US-31 corridor in the Holland area, as well as Muskegon and Oceana counties.

In addition, Capital Preventive Maintenance (CPM) projects, programmed annually, will be undertaken to improve the condition and extend the life of bridges and highway surfaces, as well as Traffic-Safety projects to improve traffic operations in the Grand Region.

Several Congestion Mitigation/Air Quality (CMAQ) projects are also planned for trunklines in Kent, Ottawa, and Muskegon counties. Some of the major CMAQ, Traffic-Safety, and CPM projects are coordinated with other rehabilitation projects.

Corridor Improvement Strategies

Major new preservation projects in the 2007 to 2011 program include:

- **I-196 (Gerald R. Ford Freeway) Bridges in Grand Rapids:** As one of the most heavily traveled and oldest freeways in Grand Region, I-196 will continue to see improvements to its bridges. In 2007, rehabilitation projects will take place on the bridge structures over the abandoned Conrail Railway Corridor, and Butterworth Avenue on the west side of Grand Rapids. These projects will address structural issues on the bridges and improve traffic operations along this core urban freeway. This freeway provides access to the downtown area including: the new convention-entertainment complex and the Life Sciences Corridor. In 2008, a major rehabilitation project is scheduled in western Kent County to improve the segment from Kenowa Avenue to Chicago Drive. This project is being coordinated with the new I-196/Chicago Drive/Baldwin Street interchange project, planned for 2007/08. 2010 will see the reconstruction of the eastbound lanes from Grand River to Fuller Avenue, as well as the westbound lanes from Monroe Avenue to Fuller Avenue, including weave/merge lanes between interchanges to improve freeway access, operations and safety.

- **US-131 Freeway, from Grand Rapids north to Rockford**: A rehabilitation project from West River Drive to 10 Mile Road is planned for both 2007 and 2008. A series of bridge repairs for the US-131 corridor will also be coordinated with road work throughout the Five-Year Transportation Program. Continuing the project started in 2005 on the southbound lanes, the northbound segment from Ann Street to North Park (I-196) will be reconstructed and a weave/merge lane will be added to improve traffic operations and safety. Also in 2007, a CPM project will resurface a five-mile segment from M-46 to the Kent/Montcalm County line. The segment between West River Drive and 10 Mile Road will also be reconstructed in 2007/08.

- **US-31 in Muskegon and Oceana Counties**: Three resurfacing projects are scheduled for US-31: Shelby Road to Polk Road in 2007; a 2008 project will reconstruct the segment from M-20 to Shelby Road; and in 2009, two major projects are scheduled in Oceana County; Winston to M-20 and Monroe Road to the northern county line.

- **US-31BR, City of Muskegon:** In 2011, the US-31 Business Route (US-31BR) in the City of Muskegon will be reconstructed from Hall to west of Division. US-31BR runs from the US-31/I-96 Interchange through the Muskegon Urban Area to M-120 and is an important commercial corridor for the region.

- **Old US-131 in Mecosta County:** Beginning at the southern Mecosta County line and going north to 14 Mile Road, Old US-131 will be resurfaced in 2007. This project will improve the road surface and ride quality for users of this rural trunkline.
- **M-20 has major rehabilitation projects scheduled in Mecosta County.** The design phase has begun for the segment from 13 Mile Road to 80th Avenue east of Big Rapids and construction will be completed in 2007. In 2009, rehabilitation of M-20 will be completed from the east city limits of Big Rapids to Remus and from 80th Avenue to Poe Avenue. In 2008, approximately four miles of road will be rehabilitated from Newcosta Road east to US-131.
- **M-21 Corridor in Ionia County:** In 2008, M-21 will be rehabilitated from M-66 to Lovell Street. A resurfacing project is also planned between Hawley Highway and Detmers Road in 2009. Resurfacing will continue for this corridor in 2010 from the eastern Kent County line east to Hawley Highway and from Detmers Road to west of Lincoln Avenue.
- **M-11 (28th Street):** The Grand Region continues to improve the heavily traveled intersections within the 28th Street corridor through concrete reconstructions. A 2008 reconstruction project will be completed from US-131 to Division Avenue, including the Division Avenue and 28th Street intersection.
- **M-91 in Ionia and Montcalm Counties:** This corridor has improvements scheduled throughout the Five-Year Transportation Program. A segment of M-91 from Wise Road to Peck Road will be resurfaced in 2008. Included with the project will be the addition of a center left-turn lane. In 2010, a reconstruction and resurfacing will be done from Gibson Road north to Wise Road. In 2011, a project will begin in Ionia County at M-44 north to Snows Lake Road, just south of the City of Greenville.
- **Chicago Drive (Old M-21) in the Jenison and Hudsonville areas** will be resurfaced in 2007, from 12th Avenue to School Street and from the Hudsonville City Limit to 12th Avenue. Work will continue on this corridor in 2010 with the resurfacing from the Hudsonville east city limit west to 40th Avenue.

  Work will continue west in 2011 with a reconstruction project from 40th Avenue to 80th Avenue that will include realigning of a segment of the roadway.
- **M-46 in Muskegon County**: In 2010, reconstruction of M-46 from the US-31 NB ramps easterly to Shonat Street will be completed. This project will improve the road surface and ride quality for users of this busy trunkline.
- **M-37/M-46 in Muskegon County:** In 2010, reconstruction will begin around this intersection. One of the concepts being considered for this major intersection improvement includes a roundabout. Work on M-37 will extend from the intersection north to Moon Road. M-46 will be improved immediately west of the intersection. M-46 will

also see concrete reconstruction from the northbound off-ramp from US-31 to east of Shonat Avenue near the City of Muskegon.

- **US-131 in Montcalm County:** The approximate five and a half-mile stretch from Cannonsville Road to M-46 will be improved with a new concrete overlay in 2011.
- **Intelligent Transportation Systems planned developments:** A freeway vehicle detection system project will begin in 2007, to be completed in 2008. This will allow real-time occupancy and travel-speed information to transmit to the Traffic Management Center (TMC) for operational use. Additional cameras and/or dynamic message signs will be installed via other reconstruction projects within the plan. 2007 should include an upgrade to an Advanced Traffic Management System software that will provide better tools for the TMC to utilize and share data and information. Regional architecture for the rural areas of the region is currently being developed and should be completed by the end of 2007.
- **GT2 (Great Transit/Grand Tomorrows) Study/Rapid Central Station:** Grand Region, Bureau of Transportation Planning and Bureau of Passenger Transportation staff, continue to participate with the Interurban Transit Partnership (the Rapid) in this major transit investment study in the Grand Rapids metro area. A locally preferred corridor and mode choice will be identified in 2006.
- **Muskegon County Airport:** Design of runway expansion is underway. The runway will be expanded to 6100 feet, and will include safety area upgrades. This major project will also relocate the fire, crash, and rescue-equipment facility. Completion is scheduled for 2008.

Public Involvement

The following paragraphs describe the result of the listening sessions held in the Grand Region during the public comment period, which began in November 2006.

Grand Rapids TSC Meeting

Comments from this meeting, and from mail and web, were generally in strong support of current intermodal projects and requests for additional rail, light rail, and carpooling options. There were also several questions about the status of capacity improvement projects on area roadways, specifically the East Beltline expansion in Grand Rapids, and the construction of a US-31 bypass around Holland.

Muskegon TSC Meeting

The comments received at the Muskegon meeting covered a broad spectrum of subjects. Several comments regarding plans for transit in west Michigan and likely sources of funding for transit were raised. Questions were also raised regarding MDOT's pavement rating and context sensitive solutions processes.

2007-2011 ROAD & BRIDGE PROGRAM

GRAND Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
KENT	I-196		I-196, M-21 EB OVER CONRAIL RAILROAD (ABANDONED)	SUPERSTRUCTURE REPAIR	0.000	CON				
KENT	I-196		I-196, M-21 WB OVER CONRAIL RAILROAD (ABANDONED)	SUPERSTRUCTURE REPAIR	0.000	CON				
KENT	I-196		I-196, M-21 EB OVER BUTTERWORTH AVENUE	MISCELLANEOUS BRIDGE CPM	0.000	CON				
KENT	I-196		I-196, M-21 WB OVER BUTTERWORTH AVENUE	MISCELLANEOUS BRIDGE CPM	0.000	CON				
KENT	I-196		I-196, M-21 EB OVER BRIDGE STREET	OVERLAY - DEEP	0.000	CON				
KENT	I-196		I-196, M-21 WB OVER BRIDGE STREET	OVERLAY - DEEP	0.000	CON				
KENT	I-196 (Gerald R Ford Freeway)		SCRIBNER OVER I-196 EB	OVERLAY - DEEP	0.000		CON			
KENT	I-196		I-196 UNDER COIT AVENUE	BRIDGE REPLACEMENT	0.000				CON	
KENT	I-196		I-196, M-21 EB OVER LAFAYETTE AVENUE	BRIDGE REPLACEMENT	0.000				CON	
KENT	I-196		I-196, M-21 WB OVER LAFAYETTE AVENUE	BRIDGE REPLACEMENT	0.000				CON	
KENT	I-196		FULLER AVENUE OVER I-196	SUPERSTRUCTURE REPAIR	0.000		CON			
KENT	I-196		I-196, M-21 EB OVER VALLEY AVENUE AND GARFIELD	SUPERSTRUCTURE REPAIR	1.000	CON				
KENT	I-196		I-196, M-21 WB OVER VALLEY AVENUE AND GARFIELD	SUPERSTRUCTURE REPAIR	1.000	CON				
KENT	I-196		I-196, M-21 WB OVER LANE AVENUE	OVERLAY - DEEP	1.000	CON				
KENT	I-196		I-196, M-21 EB OVER CONRAIL RAILROAD (ABANDONED)	SUPERSTRUCTURE REPAIR	0.000	CON				
KENT	I-196		I-196 WB OVER 36TH STREET	OVERLAY - DEEP	0.000		CON			
KENT	I-196		I-196 EB OVER 36TH STREET	OVERLAY - DEEP	0.000		CON			
KENT	I-96		I-96 EB OVER MID MICHIGAN RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
KENT	I-96		I-96 WB OVER MID MICHIGAN RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
KENT	M-21 (Main Street)		M-21 OVER FLAT RIVER	BRIDGE REPLACEMENT	0.000				CON	
KENT	M-21 (Main Street)		M-21 OVER FLAT RIVER	BRIDGE REPLACEMENT	0.000				CON	
KENT	M-21		M-21 OVER GRAND RIVER	BRIDGE REPLACEMENT	0.000			CON		
KENT	US-131		I-196 BS (FRANKLIN) OVER CSX RR & US-131, I-196 BS	DECK REPLACEMENT	0.000					CON
KENT	US-131		BURTON STREET OVER US-131	DECK REPLACEMENT	0.000					CON
KENT	US-131		HALL STREET OVER US-131 AND CENTURY AVENUE	DECK REPLACEMENT	0.000					CON
KENT	US-131		36TH STREET OVER US-131	BRIDGE REPLACEMENT	0.000					CON
MECOSTA	US-131		US-131 SB OVER 3 MILE ROAD	OVERLAY - DEEP	0.997	CON				
MECOSTA	US-131		US-131 NB OVER 3 MILE ROAD	OVERLAY - DEEP	0.997	CON				
MUSKEGON	I-96		RUSSELL ROAD OVER US-31	OVERLAY - DEEP	3.000			CON		
MUSKEGON	I-96		FRUITPORT ROAD OVER I-96	OVERLAY - DEEP	3.000			CON		
MUSKEGON	US-31	PF	HILE ROAD OVER US-31	OVERLAY - SHALLOW	1.000	CON				
MUSKEGON	US-31 BR		US-31 BR EB OVER SOUTH BRANCH MUSKEGON RIVER	OVERLAY - DEEP	0.000				CON	
MUSKEGON	US-31 BR		US-31 BR WB OVER SOUTH BRANCH MUSKEGON RIVER	OVERLAY - DEEP	0.000				CON	
MUSKEGON	US-31 BR		US-31 BR EB OVER MUSKEGON RIVER	BRIDGE REPLACEMENT	0.000				CON	
MUSKEGON	US-31BR (Colby Street)		US-31 BR OVER CSX RAILROAD (ABANDONDED)	DECK REPLACEMENT	0.000					CON
NEWAYGO	I-96		M-20 OVER WHITE RIVER	OVERLAY - DEEP	3.000			CON		
NEWAYGO	M-37		M-37 OVER CSX RAILROAD, PENOYER CREEK	SUPERSTRUCTURE REPLACEMENT	0.000		CON			

2007-2011 ROAD & BRIDGE PROGRAM

GRAND Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
OCEANA	US-31		US-31 SB OVER BUCHANAN ROAD	PIN & HANGER REPLACEMENT	0.000		CON			
OCEANA	US-31		US-31 NB OVER BUCHANAN ROAD	PIN & HANGER REPLACEMENT	0.000		CON			
OCEANA	US-31 (OLD) (Oceana Drive)		US-31 (OLD) OVER PENTWATER RIVER	OVERLAY - DEEP	0.000		CON			
OTTAWA	M-21 (OLD)		OLD M-21 EB OVER RUSH CREEK	MISCELLANEOUS REPLACE	2.680	CON				
					11.677					

GRAND Noise Abatement

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
KENT	M-6 EB		BETWEEN DIVISION AND EASTERN	ROADSIDE FACILITIES - IMPROVE	0.199		CON			
					0.199					

2007-2011 ROAD & BRIDGE PROGRAM

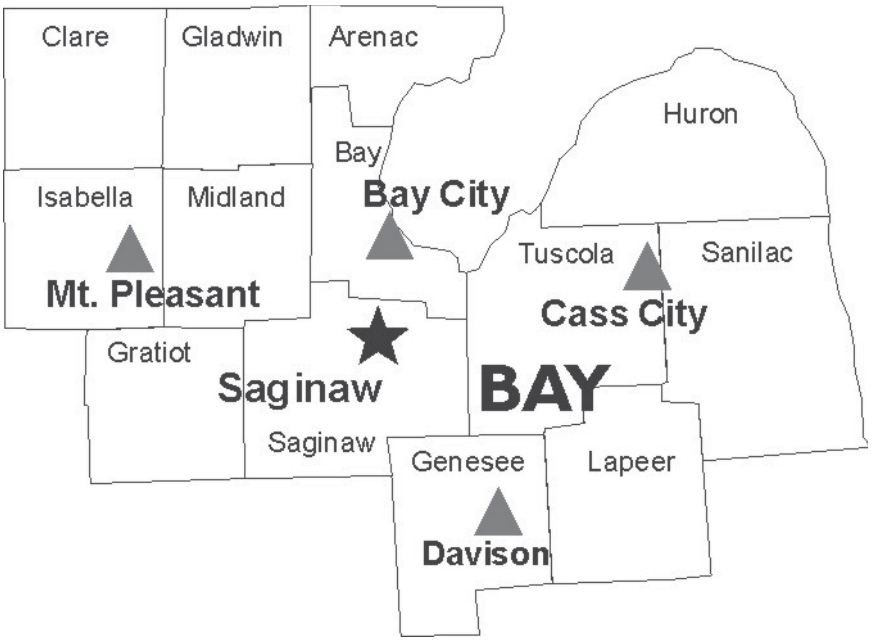
GRAND Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
IONIA	M-21 (BLUE WATER HIGHWAY)		HAWLEY HIGHWAY EAST TO DETMERS ROAD	RESURFACE	4.050			CON		
IONIA	M-21 (BLUE WATER HIGHWAY)		KENT COUNTY LINE EAST TO PINCKNEY ROAD	RESURFACE	2.648				CON	
IONIA	M-21 (BLUE WATER HIGHWAY)		PINCKNEY ROAD EAST TO HAWLEY HIGHWAY	RESURFACE	2.426				CON	
IONIA	M-21 (BLUE WATER HIGHWAY)		DETMERS ROAD EAST TO LINCOLN AVENUE	RESURFACE	3.174				CON	
IONIA	M-21 (E Lincoln Ave)		M-66 (DEXTER STREET) EAST TO LOVELL STREET	RESURFACE	1.338		CON			
IONIA	M-91		M-44 TO ELLIS ROAD	RESTORATION AND REHABILITATION	1.195					CON
KENT	I-196 (Gerald R Ford Freeway)		KENOWA AVENUE EAST TO CHICAGO DRIVE	RESTORATION AND REHABILITATION	2.116		CON			
KENT	I-196 (GERALD R FORD FREEWAY)		THE GRAND RIVER EAST TO FULLER AVENUE	RECONSTRUCTION	1.739				CON	
KENT	M-11 (28TH STREET)		US-131 EAST TO DIVISION AVENUE	RECONSTRUCTION	0.462		CON			
KENT	US-131		M-11 NORTH TO WEALTHY ST	RESTORATION AND REHABILITATION	2.914			CON		
KENT	US-131 BR (Division Avenue)	JT	UNDER MICHIGAN AVENUE	BRIDGE REPLACEMENT	0.000	CON				
KENT	US-131 BR (Division Avenue)	JT	MICHIGAN ST OVER US-131 BR	BRIDGE REPLACEMENT	0.000	CON				
KENT	US-131 BR (Division Avenue)		AT MICHIGAN AVENUE	RECONSTRUCTION	0.138	CON				
KENT	US-131 NB		WEST RIVER DRIVE NORTH TO NORTH OF 10 MILE ROAD	RESTORATION AND REHABILITATION	6.433	CON				
KENT	US-131 SB		WEST RIVER DRIVE NORTH TO NORTH OF 10 MILE ROAD	RESTORATION AND REHABILITATION	6.448	CON				
KENT	US-131/I-296 NB		ANN STREET NORTH TO NORTH PARK STREET	RECONSTRUCTION	2.144	CON				
MECOSTA	M-20 (11 Mile Road)		13 MILE ROAD EAST TO LITTLE MUSKEGON RVR	RESTORATION AND REHABILITATION	6.711	CON				
MECOSTA	M-20 (9 Mile Road)		EAST BRANCH LITTLE MUSKEGON RIVER TO MAPLE STREET	RESTORATION AND REHABILITATION	5.630			CON		
MECOSTA	M-20 (M-20)		NEWCOSTA ROAD EAST TO 200TH AVENUE	RESTORATION AND REHABILITATION	3.755		CON			
MECOSTA	US131OLD (Northland Dr)		MECOSTA SOUTH COUNTY LINE NORTH TO 14 MILE ROAD	RESURFACE	14.669	CON				
MONTCALM	M-91 (GREENVILLE ROAD)		WISE ROAD NORTH TO PECK ROAD	RESURFACE	0.330		CON			
MONTCALM	M-91 (GREENVILLE ROAD)		GIBSON ST NORTH TO WISE RD	RECONSTRUCTION	1.496				CON	
MONTCALM	M-91 (Greenville Road)		ELLIS ROAD TO SNOWS LAKE ROAD	RESURFACE	2.163					CON
MONTCALM	US-131 SB		NORTH OF CANNONSVILLE ROAD TO SOUTH OF M-46	RESTORATION AND REHABILITATION	5.433					CON
MUSKEGON	M-37 (NEWAYGO ROAD)		M37: M46 TO MOON RD; M46: M37 TO 1200 FEET WEST	RESTORATION AND REHABILITATION	1.725			CON		
MUSKEGON	M-46 (APPLE AVENUE)		US-31 EAST TO SHONAT AVENUE	RECONSTRUCTION	0.156				CON	
MUSKEGON	US-31 BR (Colby Street)		HALL STREET TO DIVISION STREET	RECONSTRUCTION	0.758					CON
OCEANA	US-31		MONROE ROAD NORTH TO OCEANA NORTH COUNTY LINE	RESTORATION AND REHABILITATION	4.357			CON		
OCEANA	US-31		SHELBY ROAD NORTH TO POLK ROAD	RESURFACE	5.011	CON				
OCEANA	US-31		WINSTON ROAD NORTH TO M-20	RESURFACE	3.973			CON		
OCEANA	US-31		M-20 NORTH TO SHELBY RD	RECONSTRUCTION	3.657		CON			
OTTAWA	I-196		ZEELAND REST AREA	ROADSIDE FACILITIES - PRESERVE	0.993		CON			
OTTAWA	M-21 OLD (CHICAGO DRIVE)		RUSH CREEK EAST TO 11TH AVENUE	RESURFACE	2.074	CON				
OTTAWA	M-21 OLD (CHICAGO DRIVE)		11TH AVENUE EAST TO MAIN STREET	RESURFACE	1.286	CON				
OTTAWA	M-21 OLD (CHICAGO DRIVE)		40TH AVENUE EAST TO RUSH CREEK	RESURFACE	2.012				CON	
OTTAWA	M-21 OLD (Chicago Drive)		80TH AVENUE TO 40TH AVENUE	RECONSTRUCTION	5.916					CON
					109.330					

Bay Region

2007-2011

Five-Year Transportation Program



The Bay Region includes 13 counties in the Saginaw Bay area: Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac, and Tuscola. Major state trunklines in the region include: I-75, I-69, US-127, US-23, and US-10.

Continuing to provide transportation services to the region's agricultural industry is a priority for the Bay Region, in order to preserve the region's status 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 are primary routes for tourism and international trade.

2006 Accomplishments

The Bay Region awarded more than $772 million in road and bridge construction contracts over the past six years. In total, over the past six years, 410 structures have been maintained, upgraded or improved and 481 centerline miles of state trunkline have been maintained, reconstructed, or resurfaced.

During 2006, there were significant improvements within the Bay Region that involved reconstruction work. These projects were:

- **I-69 freeway from Center Road to M-15**: Slightly more than six miles of freeway in Genesee County were reconstructed with a new concrete surface.
- **I-75 from Lincoln Road in Bay County northerly to the Arenac-Ogemaw County line:** Work was completed on a 13.1-mile section of the I-75 corridor. The pavement improvements included pavement rubbilization and asphalt overlay.

- **M-61 in Arenac County from US-23 easterly to Airport Road:** Over one-half mile of this segment of road was reconstructed in 2006.
- **Bridge work on M-81 over I-75**: A superstructure replacement and the construction of roundabouts at the ramp terminals in Buena Vista Township, Saginaw County, occurred during 2006.

In order to achieve the department's pavement condition goals, the Bay Region's 2006 Resurfacing Program also included the following projects:

- M-25: Livingston to Pine in Hampton Township, Bay County.
- US-10BR: Washington to US-20 in the City of Midland.
- M-47: north of Freeland to US-10, in Bay County.
- M-53 from M-46 to Severance Road, in Sanilac County.
- M-52: Saginaw/Shiawassee County line to the Village of St. Charles, Saginaw County.
- M-46: M-24 to M-53 in Tuscola County.
- US-127BR: Emerson Street to Barber Street in the City of Ithaca, Gratiot County
- M-30: south of M-61 to the Gladwin/Ogemaw County line in Gladwin County.
- M-25: Lynn Boulevard to south village limits of Lexington, in Sanilac County.

Significant bridgework also occurred during 2006. Thirty-four structures had preventive maintenance or scheduled maintenance completed on them. Six structures involved superstructure or complete structural replacement.

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2007 to 2011 Five-Year Transportation Program for the Bay Region total approximately $379 million. Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2007 through FY 2011			
Bay Region	Other Funding	Preserve First Funds	**Jobs Today Funds**	**Total 2007-2011**
Road Preservation	$216	$0	$2	$218
Bridge Preservation	$73	$2	$0	$75
Road and Bridge CPM	$86	$0	$0	$86
Total 2007-2011	**$375**	**$2**	**$2**	**$379**

(Road Preservation includes Non-Freeway Resurfacing and Roadside Facilities)

(Amounts are rounded to the nearest million dollars)

Capital Preventive Maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing structure condition.

Bay Region	Route Miles of Road	Number of Bridges and Structures
Total in Region	1,512	1,030
Scheduled Work	167	69
Percentage of Region	11%	7%

The 2007-2011 program for road preservation work reflects approximately 167 miles (11 percent) of the Bay Region's more than 1,512 route miles of state trunklines. The 2007-2011 program for bridge preservation work will address 69 (7 percent) of the region's 1,030 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

Corridor Improvement Strategies

Project selection in the Bay Region emphasizes freeway modernization, with particular attention given to I-75 as a statewide Corridor of Significance. I-75 is a major tourist route from other states and southeast Michigan to attractions in the north. The Bay Region has also systematically improved most of the US-127 corridor from the southern Gratiot County line to the north Clare County line.

I-69 has also been identified as a Corridor of Significance, for being a North American Free Trade Agreement route spanning the Bay Region through Genesee and Lapeer Counties. Accordingly, long-term fixes have been identified for this corridor.

Some major new preservation projects planed for the 2007-2011 program include:

Reconstruction Projects:

- I-69 from Elms Road westerly to the I-75 interchange will have complete reconstruction of the freeway beginning in 2007 along these four miles of freeway in Genesee County.
- I-75 from M-83/Birch Run Interchange to Dixie Highway in Saginaw County will have complete reconstruction of the freeway beginning in 2007 and is scheduled to be completed by the end of 2008.
- I-75 from just north of M-84 interchange to south of the US-10 in Bay County will be completely reconstructed in 2008.

- I-75 from north of I-675 (north interchange) to south of M-84 interchange, Saginaw and Bay Counties, will be reconstructed in 2010.
- I-69 from M-15 to M-24 in Genesee and Lapeer Counties will be reconstructed in 2009 and 2010.

Resurfacing and Restoration / Rehabilitation Projects:

- M-13 from M-21 to M-57 in Genesee County resurfacing will take place in 2008.
- I-75 from I-475 south to I-475 north, in Genesee County, will have a one coarse overlay in 2007.
- M-25 from M-142 to the south limits of Caseville, Huron County, will be resurfaced in 2007
- M-25 from Canboro Road to Stein Road, Huron County, will be resurfaced in 2010.
- 31 structures on I-675 bridges in the City of Saginaw and throughout Saginaw County will have deck treatments/rehabilitation during 2009.

Bridge Replacements:

- In Sanilac County: M-46 over the north and south branch of the Cass River (2007) and M-58 over Greenman Creek (2010).
- In Tuscola County: M-15 over the Cass River and the Sheboygan Drain (2010), M-25 over the Wiscoggins Creek in 2007.

Public Involvement

The following paragraphs describe the result of the listening sessions held in the Bay Region during the public comment period, which began in November 2006.

Davison TSC Meeting

Citizens were generally pleased with the work being done in their area (generally Lapeer County), I-69 was specifically mentioned.

Concerns were expressed over the growth occurring as southern Lapeer and Genesee counties become increasing suburban. M-15 was identified as a choke point for commuters heading into Oakland County.

Mt. Pleasant TSC Meeting

The majority of comments received at the meeting, via mail, and through the web were regarding projects along US-127. Specifically, frustration was expressed about the non-limited access portion of US-127 between St. Johns and Ithaca. The public cited improving safety and strengthening the local and regional economies by constructing a limited access freeway to replace the current roadway. There was one comment regarding the status of the M-84 project in Bay County.

2007-2011 ROAD & BRIDGE PROGRAM

BAY Bridge - Big Bridge Program

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
SAGINAW	I-675		I-675 OVER SAGINAW RIVER, GTW C&O RAILROADS & M-13	OVERLAY - DEEP	0.010			CON		
SAGINAW	I-675		M-58 EB OVER GTW, SCX RAILROAD & DAVENPORT STREET	OVERLAY - DEEP	0.010			CON		
SAGINAW	I-75 (Zilwaukee Bridge)		I-75 NB OVER SAGINAW RIVER, GTW RAILROAD & M-13	MISCELLANEOUS BRIDGE CPM	0.001	CON				
SAGINAW	I-75 (Zilwaukee Bridge)		I-75 SB OVER SAGINAW RIVER, GTW RAILROAD & M-13	MISCELLANEOUS BRIDGE CPM	0.001	CON				
					0.011					

BAY Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
BAY	I-75		I-75 NB OVER DUTCH CREEK	OVERLAY - DEEP	0.000				CON	
BAY	I-75		I-75 SB OVER DUTCH CREEK	OVERLAY - DEEP	0.000				CON	
BAY	M-13 (South Euclid Avenue)		M-13 OVER KAWKAWLIN RIVER	OVERLAY - DEEP	0.000				CON	
BAY	M-13 (South Euclid Avenue)		M-13 OVER PINCONNING RIVER	BRIDGE REPLACEMENT	0.000				CON	
BAY	M-138		M-138 OVER QUANICASSEE RIVER	OVERLAY - DEEP	0.493			CON		
BAY	M-84		M-84 OVER SQUACONNING CREEK	BRIDGE REPLACEMENT	0.509					CON
BAY	M-84		M-84 OVER DUTCH CREEK	CULVERT REPLACEMENT	0.509					CON
BAY	US-10		M-13 OVER JOHNSONS CREEK	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
BAY	US-10	PF	M-47 OVER US-10	OVERLAY - SHALLOW	0.000	CON				
BAY	US-10	PF	M-47 OVER US-10	OVERLAY - SHALLOW	0.000	CON				
CLARE	M-115 (Cadillac Drive)		M-115 OVER DOC AND TOM CREEK	SUPERSTRUCTURE REPLACEMENT	0.003		CON			
CLARE	M-115 (Cadillac Drive)		M-115 OVER NORWAY CREEK	SUPERSTRUCTURE REPLACEMENT	0.003		CON			
CLARE	US-127		US-127 NB OVER US-127 BUSINESS ROUTE AND M-61	OVERLAY - DEEP	0.001	CON				
CLARE	US-127		US-127 SB OVER US-127 BUSINESS ROUTE AND M-61	DECK REPLACEMENT	0.001	CON				
CLARE	US-127		BAILEY DRIVE OVER US-127	SUPERSTRUCTURE REPAIR	0.000	CON				
GENESEE	I-75		M-21 (CORUNNA ROAD) OVER I-75	BRIDGE REPLACEMENT	0.000					CON
GENESEE	I-75		I-75 OVER COURT STREET	OVERLAY - SHALLOW	0.000	CON				
GENESEE	I-75		GTW RAILROAD OVER I-75	BRIDGE REMOVAL	0.232	CON				
GENESEE	M-21 (Corunna Road)		M-21 OVER MISTEQUAY CREEK	DECK REPLACEMENT	0.000				CON	
GLADWIN	M-18		M-18 OVER NORTH BRANCH CEDAR RIVER	SUBSTRUCTURE REPAIR	0.000	CON				
HURON	M-25		M-25 OVER SEBEWAING RIVER	DECK REPLACEMENT	0.000	CON				
HURON	M-25		M-25 OVER PIGEON RIVER	BRIDGE REPLACEMENT	0.000	CON				
HURON	M-25 (Port Austin Road)		M-25 OVER MUD CREEK	BRIDGE REPLACEMENT	0.000	CON				
LAPEER	M-24 (South Lapeer Road)		M-24 OVER FARMERS CREEK	CULVERT REPLACEMENT	0.000				CON	
MIDLAND	US-10 EB		US-10 EB OVER SANFORD LAKE	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
MIDLAND	US-10 WB		US-10 WB OVER SANFORD LAKE	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
SAGINAW	I-675		I-675 NB OVER SCHAEFER STREET	OVERLAY - DEEP	0.069			CON		
SAGINAW	I-675		I-675 SB OVER SCHAEFER STREET	OVERLAY - DEEP	0.069			CON		

2007-2011 ROAD & BRIDGE PROGRAM

BAY Bridge - Replacement and Rehabilitation

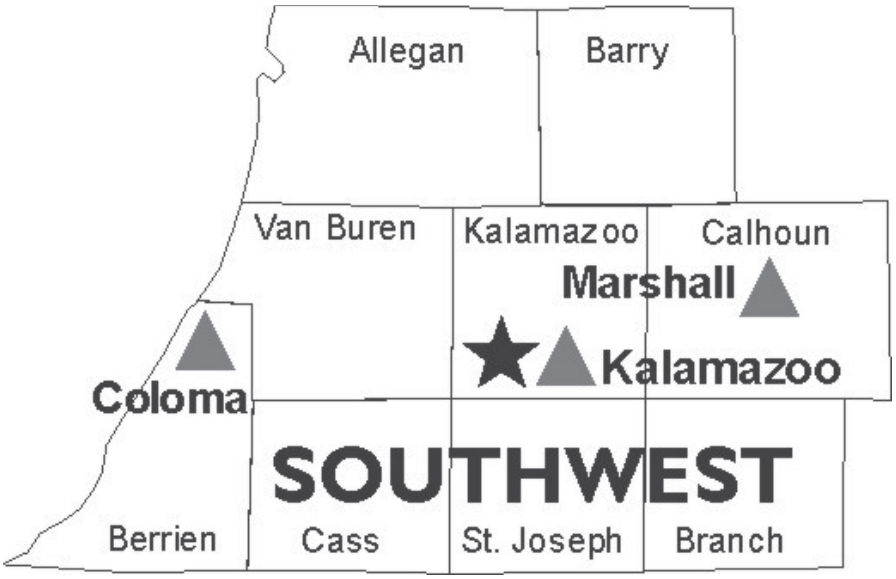
COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
SAGINAW	I-675		I-675 NB OVER CSX RAILROAD	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 SB OVER CSX RAILROAD	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		JANES ROAD OVER I-675 RAMP	SUPERSTRUCTURE REPAIR	2.059			CON		
SAGINAW	I-675		I-675 WB OVER I-75	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		OUTER DRIVE OVER I-675	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		NB VETERANS MEMORIAL PARKWAY OVER I-675	DECK REPLACEMENT	2.059			CON		
SAGINAW	I-675		SBD VETERANS MEMORIAL PARKWAY OVER I-675	DECK REPLACEMENT	2.059			CON		
SAGINAW	I-675		14TH STREET OVER I-675	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 NB OVER 6TH STREET	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 SB OVER 6TH STREET	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 NB OVER 5TH STREET	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 SB OVER 5TH STREET	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 NB OVER 2ND STREET AND WEADOCK AVENUE	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 SB OVER 2ND STREET AND WEADOCK AVENUE	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 OVER WARREN AVENUE	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 NB OVER MICHIGAN AVENUE	OVERLAY - SHALLOW	2.059			CON		
SAGINAW	I-675		I-675 SB OVER MICHIGAN AVENUE	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 NB OVER WEISS STREET	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 SB OVER WEISS STREET	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 NB OVER SHATTUCK ROAD	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 SB OVER SHATTUCK ROAD	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		TITTABAWASSEE ROAD OVER I-675	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		I-675 SB OVER KOCHVILLE ROAD	OVERLAY - SHALLOW	2.059			CON		
SAGINAW	I-675		I-675 NB OVER I-75	SUPERSTRUCTURE REPAIR	2.059			CON		
SAGINAW	I-675		I-675 NB OVER KOCHVILLE ROAD	OVERLAY - SHALLOW	2.059			CON		
SAGINAW	I-675		I-675 RAMP TO I-75 OVER I-675 AND I-75	OVERLAY - DEEP	2.059			CON		
SAGINAW	I-675		21ST STREET WALKOVER OVER I-675	BRIDGE REPLACEMENT	0.000			CON		
SAGINAW	I-675		ELEVENTH STREET WALKOVER OVER I-675	BRIDGE REPLACEMENT	0.000			CON		
SAGINAW	I-75		JANES ROAD OVER I-75	DECK REPLACEMENT	0.397					CON
SAGINAW	I-75		WADSWORTH ROAD OVER I-75	DECK REPLACEMENT	0.397					CON
SAGINAW	M-83 (Gera Road)		M-83 OVER DEAD CREEK	BRIDGE REPLACEMENT	0.000	CON				
SANILAC	M-25 (Lakeshore Road)		M-25 OVER INDIAN CREEK	SUPERSTRUCTURE REPAIR	0.000	CON				
SANILAC	M-46 (Ubley Road)		M-19 OVER BRANCH CASS RIVER	BRIDGE REPLACEMENT	0.000	CON				
SANILAC	M-46 (Ubley Road)		M-46 OVER SOUTH BRANCH CASS RIVER	BRIDGE REPLACEMENT	0.000	CON				
SANILAC	M-53		M-53 OVER GREENMAN CREEK	OVERLAY - SHALLOW	0.000				CON	
TUSCOLA	M-15 (State Road)		M-15 OVER CASS RIVER	DECK REPLACEMENT	0.000				CON	
TUSCOLA	M-15 (State Road)		M-15 OVER SHEBOYGAN DRAIN	BRIDGE REPLACEMENT	0.000				CON	
TUSCOLA	M-25		M-25 OVER WISCOGGINS CREEK	BRIDGE REPLACEMENT	0.000	CON				
TUSCOLA	M-25 (Bay City Forestville Road)		M-25 OVER QUANICASSEE RIVER	SUPERSTRUCTURE REPAIR	0.000	CON				
					3.763					

2007-2011 ROAD & BRIDGE PROGRAM

BAY Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
ARENAC	I-75 SB		AT THE ALGER REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000	CON				
BAY	I-75		HOTCHKISS ROAD TO US-10	RECONSTRUCTION	2.069		CON			
BAY	I-75		SAGINAW COUNTY LINE TO DUTCH CREEK	RECONSTRUCTION	2.480				CON	
BAY	M-25 (Center Avenue)		JOHNSON STREET TO LIVINGSTON STREET, BAY CITY	RECONSTRUCTION	0.880		CON			
CLARE	M-115 (Cadillac Drive)		OSCEOLA/CLARE COL TO LAKE STATION AVENUE	RESURFACE	5.550		CON			
CLARE	M-115 (Ludington Drive)		SOUTH HARDING ROAD TO CUNNINGHAM AVENUE	RESURFACE	7.136					CON
GENESEE	I-475		NORTH END OF CONCRETE BARRIER WALL TO I-75	RECONSTRUCTION	2.321	CON				
GENESEE	I-69		ELMS ROAD TO WEST OF I-75	RECONSTRUCTION	3.918	CON				
GENESEE	I-69 EB		SWARTZ CREEK REST AREA	ROADSIDE FACILITIES - PRESERVE	0.928			CON		
GENESEE	I-69 WB		M-24 TO M-15	RECONSTRUCTION	9.966			CON		
GENESEE	I-69 WB		I-475 TO CENTER ROAD	RECONSTRUCTION	2.323					CON
GENESEE	I-75		I-475 SOUTH JUNCTION TO I-475 NORTH JUNCTION	RESURFACE	13.964	CON				
GENESEE	M-13 (Sheridan Road)		M-21 TO M-57	RESURFACE	12.228		CON			
HURON	M-25 (Port Austin Road)		M-142 TO THE SOUTH VILLAGE LIMITS OF CASEVILLE	RESURFACE	10.252	CON				
HURON	M-25 (East Pine Street)		CANBORO ROAD TO STEIN ROAD	RESURFACE	4.109				CON	
HURON	M-25 (Beck Street)		SEBEWAING ROAD TO SEBEWAING RIVER	RESURFACE	0.460				CON	
HURON	M-53 (West Huron Avenue)		OUTER DRIVE TO M-142, BAD AXE	RECONSTRUCTION	0.779			CON		
ISABELLA	US-127 BR	JT	1570 FEET EAST AND WEST OF ISABELLA ROAD	MAJOR WIDENING	0.591	CON				
LAPEER	I-69 EB		M-15 TO M-24	RECONSTRUCTION	9.937				CON	
MIDLAND	US-10		WEST RIVER ROAD AND HOPE ROAD.	MISCELLANEOUS	1.747	CON				
MIDLAND	US-10 EB		SANFORD LAKE TO MIDLAND/BAY COL	RESTORATION AND REHABILITATION	12.608		CON			
MIDLAND	US-10 WB		SANFORD LAKE BRIDGE TO MIDLAND/BAY COL	RESTORATION AND REHABILITATION	12.608			CON		
MIDLAND	US-10 WB		M-18 TO THE SANFORD LAKE BRIDGE	RESTORATION AND REHABILITATION	6.760			CON		
SAGINAW	I-675 RAMPS		I-675 RAMPS	RESURFACE	0.564			CON		
SAGINAW	I-75 SB		JANES TO KOCHVILLE DRAIN	RECONSTRUCTION	4.473					CON
SAGINAW	M-13 (Washington Avenue)		HESS AVENUE TO NORTH OF M-46	RECONSTRUCTION	1.122				CON	
SAGINAW	M-15 (Vassar Road)		TUSCOLA/SAGINAW COL TO M-81	RESURFACE	3.880			CON		
SAGINAW	M-46 (Rust Avenue)		SHERIDAN ROAD TO LINCOLN ROAD	RECONSTRUCTION	0.875					CON
SANILAC	M-25 (Lakeshore Road)		DECKERVILLE ROAD TO HURON COUNTY LINE	RESURFACE	11.135		CON			
SANILAC	M-25 (Lakeshore Rd)		ST. CLAIR COUNTY LINE TO LYNN BOULEVARD	RESURFACE	5.689		CON			
TUSCOLA	M-138 (Fairgrove Road)		WEST TUSCOLA COUNTY LINE TO VASSAR ROAD	RESURFACE	5.934	CON				
TUSCOLA	M-15 (West Saginaw Road)		M-46 TO THE SAGINAW COUNTY LINE	RESURFACE	1.548	CON				
TUSCOLA	M-25 (Bay City - Forestville Road)		BAY/TUSCOLA COUNTY LINE TO THOMAS ROAD	RESURFACE	8.732					CON
					167.566					

Southwest Region



The Southwest Region covers nine counties in the southwestern part of the state: Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph, and Van Buren. Major state highways include: I-69, I-94, I-196, US-12, US-31, and US-131.

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 and aerospace manufacturing industry, as well as the medical/pharmaceutical industry. The Southwest Region is also home to a significant portion of the agricultural industry encompassing over 9,500 farms that annually produce agricultural products with a market value of over $900 million. To bolster industries and commerce that are important to the region and the state, project selection emphasizes freeway improvements and modernization.

2006 Accomplishments

The Southwest Region continues to work toward meeting MDOT's statewide pavement and bridge condition goals. During 2006, 18 percent of all Southwest Region route miles and six percent of bridges located in the region received some type of rehabilitation or repair. Region road rehabilitation and reconstruction efforts improved 34 miles of roads. Another 188 miles of roadways were repaired under the Capital Preventative Maintenance and Non-freeway Resurfacing Programs. Eighteen bridges were rehabilitated or replaced, and nine bridges were repaired.

Some of the projects completed during 2006 include:

- Removal of the I-94 bridges over the abandoned Conrail Railroad, Berrien County.
- Replacement of the Lovers Lane Bridge over I-94, Kalamazoo County.
- Rehabilitation of the I-94 bridges over Sawyer Road, Berrien County.

- Reconstruction of almost two miles of US-12 within the City of Sturgis, including intersection and streetscape improvements, St. Joseph County.
- Reconstruction of almost ten miles of I-94 westbound from M-51 to the Village of Mattawan, Van Buren County.
- Reconstruction of four miles of I-69 from north of A Drive North to north of I-94, Calhoun County, completing 39 miles of I-69 reconstruction from the Indiana state line to I-94, beginning in 2000.
- Rehabilitation and reconstruction projects awarded in 2006 that will be under construction in 2007 include: reconstruction and widening of I-94 from west of US-131 to east of Oakland Drive, Kalamazoo County.

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2007 to 2011 Five-Year Transportation Program for the Southwest Region total approximately $330 million. Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2007 through FY 2011			
Southwest Region	**Other Funding**	**Preserve First Funds**	**Jobs Today Funds**	**Total 2007-2011**
Road Preservation	$156	$28	$28	$212
Bridge Preservation	$34	$1	$1	$36
Road and Bridge CPM	$81	$0	$1	$82
Total 2007-2011	**$271**	**$29**	**$30**	**$330**

(Road Preservation includes Non-Freeway Resurfacing)

(Amounts are rounded to the nearest million dollars)

Capital Preventive Maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing structure condition.

Southwest Region	Route Miles of Road	Number of Bridges and Structures
Total in Region	1,228	605
Scheduled Work	155	33
Percentage of Region	13%	5%

The 2007-2011 program for road preservation work reflects approximately 155 (13 percent) of the Southwest Region's more than 1,228 route miles of state trunklines during the next five years. The 2007-2011 program for bridge preservation work will address 33 (5 percent) of the region's 605 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

Corridor Improvement Strategies

As outlined in the State Long-Range Plan 2000-2025, the Southwest Region continues to invest in the corridors of highest significance (I-94, I-69, US-131, and US-31/I-196). These corridors represent the backbone of Michigan's economy and the Southwest Region will continue to focus investments to rebuild and modernize these roadways and the transportation facilities within them.

The Southwest Region continues to use an asset management approach to analyze all of our roadway corridors. This approach groups projects from our program categories, such as rehabilitate and reconstruct, capital preventative maintenance, scheduled maintenance and safety, as well as grouping state projects with local projects. Pavement management strategies, including remaining service life and roadway condition models, are utilized to develop the type of fixes and costs necessary to preserve our roads and bridges.

MDOT has reconstructed 100 percent of the I-69 corridor from the Indiana state line to I-94 within the last six years. Work began on this 39- mile long corridor in 2000, with the last five-mile segment completed in 2006. The six reconstruction projects on the I-69 corridor in Branch and Calhoun Counties represent a $116 million investment.

Public Involvement

The following paragraph describes the result of the listening sessions held in the Southwest Region during the public comment period, which began in November 2006.

Kalamazoo Morning and Evening Meetings

The meetings held in Kalamazoo generated numerous verbal and written comments as well as several letters. The questions covered a wide range of topics from privatization and tolling to local sidewalk and street enhancements.

Most of the comments were regarding the expansion of I-94 and I-196, as well as other roads, to address increasing local and commercial traffic in the region. There were also several questions about the plans for the rail network and its connections to Chicago, Kalamazoo, and Grand Rapids.

2007-2011 ROAD & BRIDGE PROGRAM

SOUTHWEST Bridge - Big Bridge Program

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
BERRIEN	M-63		M-63 OVER ST JOSEPH RIVER	MISCELLANEOUS BRIDGE	0.189	CON				
					0.189					

2007-2011 ROAD & BRIDGE PROGRAM

SOUTHWEST Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
ALLEGAN	I-196		I-196 AND US-31 OVER 71ST STREET	OVERLAY - DEEP	1.399				CON	
ALLEGAN	I-196		I-196 AND US-31 OVER 71ST STREET	OVERLAY - DEEP	1.399				CON	
ALLEGAN	M-40	PF	M-40 OVER RABBIT RIVER	SUPERSTRUCTURE REPAIR	0.153	CON				
ALLEGAN	US-131		M-222 OVER US-131	BRIDGE REPLACEMENT	0.001					CON
BARRY	M-66		M-66 OVER MUD CREEK	BRIDGE REPLACEMENT	0.000				CON	
BERRIEN	I-94		I-94 EB OVER GALIEN RIVER	DECK REPLACEMENT	0.080		CON			
BERRIEN	I-94		I-94 WB OVER GALIEN RIVER	DECK REPLACEMENT	0.080		CON			
BERRIEN	M-51		M-51 OVER MCKINZIE CREEK	BRIDGE REPLACEMENT	0.011			CON		
BERRIEN	M-63		M-63 OVER HIGMAN PARK	DECK REPLACEMENT	0.000	CON				
BRANCH	M-86 (Colon Road)		M-86 OVER MATTESON CREEK	BRIDGE REPLACEMENT	0.000				CON	
BRANCH	US-12		US-12 OVER PRAIRIE RIVER	SUPERSTRUCTURE REPLACEMENT	0.682					CON
CALHOUN	I-69		I-69 SB COLLECTOR OVER I-94	OVERLAY - DEEP	0.000		CON			
CALHOUN	I-69		I-69 NB COLLECTOR OVER I-94	OVERLAY - DEEP	0.000		CON			
CALHOUN	I-94	JT	I-94 EB OVER RICE CREEK	OVERLAY - SHALLOW	0.445	CON				
CALHOUN	I-94	JT	I-94 WB OVER RICE CREEK	OVERLAY - SHALLOW	0.445	CON				
CALHOUN	I-94		17 1/2 MILE ROAD OVER I-94	SUBSTRUCTURE PATCHING	0.445	CON				
CALHOUN	I-94		I-94 EB OVER RIVERSIDE DRIVE	BRIDGE REPLACEMENT	0.000			CON		
CALHOUN	I-94		I-94 WB OVER RIVERSIDE DRIVE	BRIDGE REPLACEMENT	0.000			CON		
CALHOUN	I-94		I-94 EB OVER GTW RAILROAD	PAINTING COMPLETE	0.000		CON			
CALHOUN	I-94		I-94 WB OVER GTW RAILROAD	PAINTING COMPLETE	0.000		CON			
CALHOUN	I-94	PF	VERONA ROAD OVER I-94	OVERLAY - SHALLOW	0.000	CON				
CALHOUN	M-99		M-99 (SUPERIOR STREET) OVER KALAMAZOO RIVER	SUPERSTRUCTURE REPLACEMENT	0.558					CON
KALAMAZOO	M-96		M-96 OVER MILL RACE	BRIDGE REPLACEMENT	0.000				CON	
KALAMAZOO	US-131		PARKVIEW (M AVENUE) OVER US-131	BRIDGE REPLACEMENT	0.000		CON			
ST. JOSEPH	M-86		M-86 OVER ST JOSEPH RIVER TAILRACE	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
ST. JOSEPH	M-86 (Colon Road)		M-86 OVER SWAN CREEK	BRIDGE REPLACEMENT	0.000		CON			
VAN BUREN	BLUE STAR HIGHWAY		BLUE STAR HIGHWAY OVER BLACK RIVER	DECK REPLACEMENT	0.000				CON	
VAN BUREN	I-196		I-196 OVER DEERLICK CREEK	BRIDGE REPLACEMENT	1.399	CON				
VAN BUREN	I-196		I-196 NB OVER KALHAVEN TRAIL AND BLACK RIVER	OVERLAY - SHALLOW	1.399	CON				
VAN BUREN	I-196		I-196 SB OVER KALHAVEN TRAIL AND BLACK RIVER	OVERLAY - SHALLOW	1.399	CON				
VAN BUREN	I-196 BL (Phoenix Road)		I-196 BL EB (PHOENIX ROAD) OVER I-196	DECK REPLACEMENT	0.000	CON				
VAN BUREN	I-196 BL (Phoenix Road)		I-196 BL WB (PHOENIX ROAD) OVER I-196	DECK REPLACEMENT	0.000	CON				
					4.728					

2007-2011 ROAD & BRIDGE PROGRAM

SOUTHWEST Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
ALLEGAN	I-196 NB		SOUTH OF 71ST STREET TO NORTH OF 118TH AVENUE	RESTORATION AND REHABILITATION	6.980				CON	
ALLEGAN	I-196 SB		SOUTH OF 71ST STREET NORTH TO 118TH AVENUE	RESTORATION AND REHABILITATION	6.980					CON
ALLEGAN	M-40 / M-89 (Lincoln Road)	JT	WEST CITY LIMITS OF ALLEGAN TO 124TH AVENUE	RESURFACE	5.341	CON				
ALLEGAN	M-89 (West Allegan Street)		OTSEGO WEST CITY LIMITS TO WILMOTT STREET	RESURFACE	0.937			CON		
ALLEGAN	M-89 (Allegan Street)		28TH STREET EAST TO KALAMAZOO STREET	RECONSTRUCTION	7.519					CON
ALLEGAN	US-131 NB		MARTIN TOWNSHIP, ALLEGAN COUNTY	ROADSIDE FACILITIES - PRESERVE	1.000				CON	
BARRY	M-43		BUSH STREET TO DELTON ROAD, VILLAGE OF DELTON	RECONSTRUCTION	0.520	CON				
BARRY	M-43 (South Broadway Street)		M-37/M-43 (STATE STREET) TO NORTH STREET	RESTORATION AND REHABILITATION	1.014				CON	
BARRY	M-79 (E Quimby Rd)	JT	M-37 TO EAST OF BARRYVILLE ROAD	RESURFACE	5.380	CON				
BERRIEN	I-94 EB		EAST OF I-196 TO WEST OF M-140	RESTORATION AND REHABILITATION	4.895		CON			
BERRIEN	I-94 BL (E Main Street)		FAIR AVENUE TO RIVER STREET	RECONSTRUCTION	1.756			CON		
BERRIEN	M-140 (N Main St)		DAN SMITH ROAD TO WATERVLIET NORTH CITY LIMITS	RECONSTRUCTION	2.400					CON
BERRIEN	M-63 (Niles Ave)		MIDWAY AVENUE TO WINCHESTER AVENUE	RESTORATION AND REHABILITATION	1.084					CON
BERRIEN	M-63		HIGMAN PARK ROAD UNDER M-63	RESURFACE	0.020	CON				
BERRIEN	US-12 (W Pulaski Hwy)	JT	EAST CITY LIMITS OF THREE OAKS TO DAYTON ROAD	RESURFACE	7.747	CON				
BERRIEN	US-31 NB		STATE LINE TO US-12	RESTORATION AND REHABILITATION	3.305			CON		
BERRIEN	US-31 SB		STATE LINE TO US-12	RECONSTRUCTION	3.268				CON	
BRANCH	US-12		RIDGE ROAD TO BROWN STREET, QUINCY	RESURFACE	2.097			CON		
CALHOUN	I-69		TURKEYVILLE REST AREA	ROADSIDE FACILITIES - IMPROVE	0.440	CON				
CALHOUN	I-94		11 MILE ROAD TO 17 1/2 MILE ROAD	RESTORATION AND REHABILITATION	7.264		CON			
CALHOUN	I-94 BL (E Michigan Ave)		29 MILE ROAD/CLARK STREET TO I-94	RESURFACE	1.964					CON
CALHOUN	I-94 EB	JT	17 1/2 MILE ROAD EAST TO 23 MILE ROAD	RESTORATION AND REHABILITATION	5.460	CON				
CALHOUN	I-94 WB		23 MILE ROAD TO 29 MILE ROAD	RESURFACE	6.199					CON
CALHOUN	I-94BL (E Michigan Ave)		MARSHALL AVENUE TO I-94	RESURFACE	2.230				CON	
CALHOUN	M-294 (Beadle Lake Rd)		SOUTH OF GOLDEN AVENUE TO M-96 (COLUMBIA AVENUE)	RESURFACE	0.715		CON			
CALHOUN	M-60		KALAMAZOO RIVER IN HOMER TO JACKSON COUNTY LINE	RESURFACE	4.988	CON				
CALHOUN	M-66		M-78 TO ASSYRIA ROAD	RESURFACE	10.095	CON				
CALHOUN	M-78		M-66 TO THE EATON COUNTY LINE	RESURFACE	3.548	CON				
CASS	M-60	JT	EAST VILLAGE LIMITS OF VANDALIA TO COREY LAKE ROAD	RESURFACE	7.542	CON				
CASS	US-12		MASON STREET IN UNION EAST TO M-40	RESURFACE	3.737				CON	
KALAMAZOO	I-94		40TH STREET TO HELMER ROAD	RESURFACE	5.625		CON			
KALAMAZOO	M-331 (Westnedge Avenue)		KILGORE ROAD AND WHITES ROAD INTERSECTIONS	RESURFACE	0.150					CON
KALAMAZOO	M-43 (West Main Street)		SECOND STREET TO WEST CITY LIMITS OF KALAMAZOO	RESURFACE	7.190	CON				
KALAMAZOO	M-96 (East Michigan Avenue)		MICHIGAN AVENUE TO 35TH STREET	RESURFACE	3.868			CON		
KALAMAZOO	US-131		NORTH VILLAGE LIMITS OF SCHOOLCRAFT TO U AVENUE	RESURFACE	1.507		CON			
ST. JOSEPH	M-60 (Niles-Three Rivers Road)	JT	CASS COUNTY LINE EAST TO US-131	RESURFACE	6.080	CON				
VAN BUREN	I-196	PF	SOUTH OF M-140 TO SOUTH OF 71ST STREET	RESTORATION AND REHABILITATION	6.973	CON				
VAN BUREN	I-94 EB		EAST OF M-40 TO EAST OF KALAMAZOO COUNTY LINE	RECONSTRUCTION	5.961	CON				
VAN BUREN	M-40 (North State Street)		VAN BUREN STREET TO MILL LAKE ROAD	RESURFACE	1.227	CON				
VAN BUREN	M-40 (North Kalamazoo Street)		ST. JOSEPH AVENUE TO POWER PLANT ROAD	RESURFACE	1.441			CON		
					156.447					

University Region

2007-2011

Five-Year Transportation Program

The University Region serves ten counties in the heart of south-central Michigan: Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, Monroe, Shiawassee, and Washtenaw. The University Region's central location makes it the crossroads of the Lower Peninsula, with eight corridors of highest significance (I-69, I-75, I-94, I-96, I-275, US-12, US-23 and US-127) passing through the region as part of the national and statewide network of highways that support commerce and international trade.

Three Transportation Service Centers (TSCs) conduct core business activities of the department in the region. The Brighton TSC serves Livingston, Washtenaw, and Monroe Counties; the Lansing TSC, serves Clinton, Eaton, Ingham and Shiawassee Counties; and the Jackson TSC serves Jackson, Hillsdale, and Lenawee Counties. The University Region is a part of and works closely with four Metropolitan Planning Organizations (MPOs) and one study area, including: the Southeast Michigan Council of Governments, the Capital Area Regional Transportation Study, the Jackson Area Comprehensive Transportation Study, the Toledo Metropolitan Area Council of Governments, and the Washtenaw Area Transportation Study.

The University Region is home to the state capitol and governmental functions; institutions of higher learning, including the state's two largest universities- 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 the University Region to continually find better ways to understand and meet their customers' most important needs.

2006 Accomplishments

In 2006, the University Region continued to address freeway and non-freeway safety, operations and pavement condition, and freeway bridge reconstruction and rehabilitation. The region focused on continuing to address bridge needs along its primary freeway corridors, including: I-69, I-75, I-94 and I-96. Furthermore, the region continued to expand its customer base to accommodate a wide variety of customers' needs.

- **M-99 Corridor in Jackson County:** The University Region reconstructed M-99 in the Village of Springport from Main Street to Railroad Street. The project included removal and reconstruction of the existing pavement, new storm sewers, new concrete curb and gutter, new sidewalks, and streetscape enhancements. The streetscape enhancements are located on M-99 from Main Street to Pearl Street and include decorative lighting, brick pavers, and sitting benches.

  The streetscape project received Transportation Enhancement Activity (TEA) funds from MDOT. As part of the application process, University Region staff worked directly with local village officials and members of the public to develop a streetscape plan that was sensitive to the local vision. Additionally, the project included resurfacing 12 miles of M-99 from I-94 to M-50 and resurfacing the ramps at the I-94 and M-99 interchange.

- **M-99 Corridor in Hillsdale County:** In addition to the reconstruction of a half-mile of M-99, this project included a partnership with the City of Hillsdale to rehabilitate Hillsdale Street, which is city owned. The work on M-99 included the addition of a left-turn lane to improve safety and the reconstruction of a railroad crossing. This project will also address some of the storm water drainage issues experienced by the City of Hillsdale.

- **US-223 Corridor in Lenawee County:** This bridge replacement project of the US-223 bridge structure over M-34 and the Adrian and Blissfield Railroad required extensive public coordination from University Region staff. The bridge replacement required a detour of US-223 traffic onto M-34 and M-52. The coordination was accomplished through public meetings, brochures, and Internet Web-casting. This project included the addition of 10-foot shoulders on the bridge.

  As part of the corridor management strategy and due to the close proximity of the US-223 bridge structure over the south branch of the Raisin River, the University Region also rehabilitated this structure under the same detour.

  The region resurfaced four miles of US-223 from Industrial Drive to Ogden Road as a part of this project. The work near the busy commercial district in the City of Adrian was completed at night to minimize the disruption to businesses. By combining bridge and road projects, the University Region was able to maximize funding and minimize disruption to the motoring public.

- **M-52 Corridor in Lenawee County:** Within two separate work zones, the University Region rehabilitated approximately 10 miles of roadway in northern and southern Lenawee County while replacing six culverts and one bridge and rehabilitating one

other structure. These projects completed the upgrade of the M-52 corridor from the Ohio state line to the Lenawee County line.

- **I-69 from Shiawassee River to M-13 in Shiawassee County**: The University Region, improved pavement, drainage and interchange ramps along 8.3 miles of I-69. Safety improvements included ramp extension, under clearance upgrades, guardrail upgrades and super elevation corrections. The region also constructed a new carpool parking lot. The Lansing TSC coordinated closely with emergency services organizations and local businesses and held public meetings to keep the public and local agencies well informed.
- **US-127 from Trowbridge to I-69 in Ingham and Clinton Counties**: During 2006, the University Region restored the concrete pavement along US-127 and improved the shoulder pavement between Grand River Avenue and I-69. The Lansing TSC coordinated with emergency services and Michigan State University and held local agency and public meetings to keep the public and local agencies well informed.
- **M-78 over Battle Creek River in Eaton County:** The University Region replaced the bridge and approach pavement on M-78 over the Battle Creek River in the Village of Bellevue, Eaton County. Extensive coordination with local agencies took place during the design and construction phase of this project because of the detour routes required to perform portions of the work. The Lansing TSC also held informal public meetings to inform stakeholders about the project.
- **M-52 from M-36 to Howell Road in Ingham County:** In 2006, the University Region restored the hot mix-asphalt pavement and improved intersections and drainage along six miles of M-52. The Lansing TSC coordinated with emergency services and local agencies to keep the public informed. This project was made possible as part of the Governor's Jobs Today initiative.
- **I-69 Potterville Rest Area Truck Parking Expansion:** In 2006, the University Region completed grading, drainage, hot mix-asphalt paving, and lighting modifications to double the truck parking at the I-69 Potterville rest area in Eaton County. This increase in truck parking will not only improve safety and decrease maintenance costs, but will also have a positive economic impact on manufacturers who implement just-in-time inventory and delivery strategies.

  The just-in-time strategy allows manufacturers to increase efficiency and decrease waste by receiving goods only as they are needed in the production process.
- **I-94 at US-23 in Washtenaw County:** In 2005, the University Region completed the rehabilitation of nine bridges along the heavily-traveled I-94 commercial corridor. To complete this I-94 corridor bridge project, the region completed a deck replacement and deck rehabilitation of the two US-23 bridges over I-94 in 2006. This project also included bridge rehabilitation work on Carpenter Road over I-94 and ramp improvements at the I-94 and US-23 interchange. The Brighton TSC held meetings with local officials, schools, emergency management, and businesses to get input on the construction staging for this project.

- **Eastbound I-94 Rest Area near the City of Chelsea in Washtenaw County**: The University Region completed the construction of a new rest area to take the place of the existing eastbound rest area east of Baker Road along I-94. The existing rest area was closed to accommodate the I-94 at Baker Road interchange reconstruction that will be completed in 2007.
- **I-75 from Dixie Highway to I-275 in Monroe County**: The University Region repaired and rehabilitated eight bridges and completed concrete repairs on I-75 in Monroe County. As a part of this project, the region also repaired the guardrail from Erie Road to Newport Road.
- **I-94 Noise Wall Construction in Washtenaw County:** The University Region constructed a 1.2-mile noise wall and addressed drainage and tree replacement for a section of eastbound I-94 from Coleman Road to Harris Road and on westbound I-94/US-12 from Emerick Road to Gillin Road. The Brighton TSC coordinated with Ypsilanti Township on noise wall design and aesthetics and held a public meeting to vote on the noise wall color and texture.

In the area of access management, the University Region accomplished the following:

- In 2006, the University Region began working with the Charter Township of Green Oak, Putnam Township, and Hamburg Township to initiate an access management study of the M-36 corridor through these communities.
- In 2005, the University Region began working with the Cities of Ann Arbor and Ypsilanti and the Townships of Pittsfield and Ypsilanti to initiate an access management study. The corridor that will be studied includes: Jackson and Huron Avenues, Washtenaw and Michigan Avenues, and Ecorse Road (I-94BL/US-23BR/M-17/US-12BR). This study will begin in 2007.
- In 2006, the University Region continued to work with local agencies located along the US-24 corridor to implement the findings of the US-24 Access Management Study in the City of Monroe and Frenchtown and Ash Townships.

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2007 to 2011 Five-Year Transportation Program for the University Region total approximately $441 million. Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2007 through FY 2011			
University Region	**Other Funding**	**Preserve First Funds**	**Jobs Today Funds**	**Total 2007-2011**
Road Preservation	$266	$4	$3	$273
Bridge Preservation	$69	$4	$0	$73
Road and Bridge CPM	$90	$0	$5	$95
Total 2007-2011	**$425**	**$8**	**$8**	**$441**

(Road Preservation includes passing relief lanes and non-freeway resurfacing.)

(Amounts are rounded to the nearest million dollars.)

Capital Preventive Maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing structure condition.

University Region	Route Miles of Roads	Number of Bridges and Structures
Total in Region	1,344	986
Scheduled Work	154	60
Percentage of Region	11%	6%

The 2007-2011 program for road preservation work reflects approximately 154 (11 percent) of the University Region's more than 1,344 route miles of state trunklines during the next five years. The 2007-2011 program for bridge preservation work will address 60 (6 percent) of the region's 986 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

Corridor Improvement Strategies

The University Region continues to use a corridor approach to develop construction projects. All elements of the transportation system within a corridor are evaluated and repaired or rebuilt when work is planned. This reduces the number of times major construction occurs in a given area and focuses major construction activity to a few locations, leaving other routes available to motorists wishing to avoid construction zones.

In 2007, the University Region will continue to address the freeway system, including the road condition needs along the US-23 corridor in Washtenaw County and the I-69 corridor in Ingham County. In 2007, the I-94 at Baker Road interchange in Washtenaw County will be reconstructed to accommodate the increased traffic within this area.

A corridor bridge rehabilitation project will also be completed in 2007 and will address the condition needs of the bridges along the M-14 corridor. Interchanges along the I-96 and I-94 corridors in Livingston and Washtenaw Counties will also be improved in 2007.

The region will come very close to meeting the pavement condition goal of 85 percent good condition for the non-freeway system with 84.6 percent of the non-freeway system in good condition. In 2007, the University Region will invest 61 percent of the region's road and bridge program to improve the condition of the region's non-freeway system. Notably, the M-59 corridor will be reconstructed and widened to a four-lane boulevard between I-96 and Michigan Avenue in Livingston County.

The region will continue its commitment to improve operations, manage congestion, and maximize capacity along the existing highways at or near the region's high-growth areas. Region and TSC staff will continue to work proactively with local units of government to identify ways, such as access management, to improve operational efficiency and safety, and get the most out of the current surface transportation system.

Consistent with the State Transportation Commission policy, region and TSC staffs are proactively investigating opportunities to improve the aesthetics of our highways and bridges. If practical, aesthetic treatments are included in the design features of bridge structures and roadsides. In the planning stages of urban reconstruction projects, MDOT works with local communities to identify and pursue funding for streetscape and landscape improvements.

Public Involvement

The following paragraphs describe the result of the listening sessions held in the University Region during the public comment period, which began in November 2006.

Pittsfield Township Meeting (Ann Arbor)

The comments received at this meeting were generally about plans to improve traffic and roadway conditions on several of the areas' main commuter and freight routes. Specifically mentioned were proposed or requested improvements on US-12, US-23, and M-14. The citizens were interested in the status of these projects and the results of completed or ongoing studies in the corridors. There were also questions about the feasibility of developing commuter rail or transit options in SE Michigan and possible funding sources for such a system.

Mason Meeting

The public raised questions about MDOT's plans to address congestion on I-94 and the I-96/US-127 interchange in Lansing. There were also several comments thanking MDOT for work done on recent projects.

In addition to holding listening sessions for the projects in the Five-Year Transportation Program, the University Region hosts traffic summits for each of the ten counties in the region. The purpose of the meetings are to discuss upcoming projects, give opportunities for local public agency input into our programs and coordinate upcoming construction programs with local construction projects. This is one of the first steps in the region's Context Sensitive Solutions process.

In addition, University Region TSCs hold utility/permit summits with utility companies and local units of government to better understand and coordinate construction and utility permit activities, and to develop ways to improve access management.

University Region and TSC staff continue to maintain an on-going relationship with the region's MPOs and study area agencies.

The region is a member of the technical committees within these organizations and provides information and receives input regarding region projects.

During 2006, the University Region also provided public involvement opportunities for specific projects, including:

US-127 / US-12 Roadway Improvements

University Region and MDOT Planning staff members coordinated and directed several meetings to determine improvements that would assist traffic movements entering and exiting the Michigan International Speedway.

The results of this public/private cooperation include $7.5 million in safety and access improvements to the speedway, including roadway improvements and signing.

I-94 Modernization Study

The University Region, with input from the local and regional agencies in the Jackson area, investigated ways to expend the $12.8 million High Priority Funds earmarked in SAFETEA-LU. With the assistance of the local and regional agencies, the University Region determined that the best use of these funds would be to invest in the Hawkins Road and Dettman Road bridge crossings and the Sargent Road interchange. These funds will be used to reconstruct the two local bridges over I-94 and to reconstruct a portion of the Sargent Road interchange. The I-94/I-94BL interchange will also be closed in conjunction with this work.

US-223 Corridor Safety Committee

Members of the University Region staff have participated on the US-223 Corridor Safety Committee to communicate with local stakeholders regarding public safety along this busy route in Lenawee County. This committee allowed MDOT staff to directly discuss operational and construction issues along US-223 with local government officials, law enforcement members, concerned citizens, business owners, and others. The results of the committee included additional signing, speed studies, accident analyses, and improved pavement markings completed by MDOT staff.

US-223 Orange Barrel Committee

This committee was established to facilitate discussion between local stakeholders regarding the US-223 bridge replacement and associated detour in the City of Adrian.

The goal of the committee was to ensure that the businesses affected by the project were not significantly impacted financially. The committee met bi-weekly during construction so that region staff could provide project updates. The region was able to implement some of the committee's ideas, including additional signage, advertisements and Internet Web casting.

2007-2011 ROAD & BRIDGE PROGRAM

UNIVERSITY Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
CLINTON	I-69		US-127 BUSINESS ROUTE OVER I-69	DECK REPLACEMENT	0.000				CON	
CLINTON	I-96		I-96 EB OVER GRANGE ROAD	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
CLINTON	I-96		I-96 WB OVER GRANGE ROAD	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
CLINTON	US-127		US-127 SB OVER CONRAIL (ABANDONED)	OVERLAY - DEEP	1.321			CON		
CLINTON	US-127		US-127 NB OVER CONRAIL (ABANDONED)	OVERLAY - DEEP	1.321			CON		
CLINTON	US-127		STATE ROAD OVER US-127	OVERLAY - DEEP	1.321			CON		
CLINTON	US-27 BR		US-27 BUSINESS ROUTE OVER LOOKING GLASS RIVER	BRIDGE REPLACEMENT	0.000				CON	
CLINTON	US-27 BR		US-27 BUSINESS ROUTE OVER CM RAILROAD (ABANDONED)	BRIDGE REPLACEMENT	0.000				CON	
EATON	OLD-27		OLD-27 NB OVER THORNAPPLE RIVER	DECK REPLACEMENT	0.100		CON			
EATON	OLD-27		OLD-27 SB OVER THORNAPPLE RIVER	DECK REPLACEMENT	0.100		CON			
HILLSDALE	M-49		M-49 OVER ST JOSEPH RIVER	OVERLAY - DEEP	0.000		CON			
INGHAM	I-496		DUNCKEL DRIVE OVER I-496	OVERLAY - DEEP	0.000			CON		
INGHAM	I-496 SB		SB I-496 TO EB 96 OVER I-96WB	BRIDGE REPLACEMENT	0.000			CON		
INGHAM	M-43		M-43 WB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.010				CON	
INGHAM	US-127		US-127 NB OVER CONRAIL RAILROAD AND HUNTOON CREEK	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
INGHAM	US-127		US-127 SB OVER CONRAIL RAILROAD AND HUNTOON CREEK	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
INGHAM	US-127		I-496 WB OVER JOLLY ROAD	OVERLAY - DEEP	1.321			CON		
INGHAM	US-127		I-496 EB OVER JOLLY ROAD	OVERLAY - DEEP	1.321			CON		
INGHAM	US-127		LAKE LANSING ROAD OVER US-127	OVERLAY - DEEP	1.321			CON		
INGHAM	US-127		KIPP ROAD OVER US-127	SUPERSTRUCTURE REPLACEMENT	0.001					CON
JACKSON	I-94		I-94 OVER SANDSTONE RIVER	DECK REPLACEMENT	0.000		CON			
JACKSON	M-50 / US-127 BR (West Avenue)		M-50,US-127BR OVER CONRAIL	REPLACE BRIDGE, ADD LANES	0.000			CON		
JACKSON	US-127		US-127 NB OVER CONRAIL RAILROAD	OVERLAY - DEEP	0.000		CON			
JACKSON	US-127		US-127 SB OVER CONRAIL RAILROAD	OVERLAY - DEEP	0.000		CON			
JACKSON	US-127		US-127 NB OVER BERRY ROAD	OVERLAY - DEEP	0.000		CON			
JACKSON	US-127		US-127 SB OVER BERRY ROAD	OVERLAY - DEEP	0.000		CON			
JACKSON	US-127		US-127 NB OVER TERRITORIAL ROAD	OVERLAY - DEEP	0.000		CON			
JACKSON	US-127		US-127 SB OVER TERRITORIAL ROAD	OVERLAY - DEEP	0.000		CON			
JACKSON	US-127		SPRINGPORT ROAD OVER US-127	OVERLAY - DEEP	0.000		CON			
JACKSON	US-127		M-50 OVER US-127	DECK REPLACEMENT	0.000				CON	
LENAWEE	US-223		US-223 OVER GALL COUNTY DRAIN	CULVERT REPLACEMENT	0.000				CON	
LIVINGSTON	I-96		PLEASANT VALLEY ROAD OVER I-96	OVERLAY - DEEP	0.000			CON		
LIVINGSTON	I-96		KENSINGTON ROAD OVER I-96	OVERLAY - DEEP	0.000			CON		
LIVINGSTON	M-155		M-155 OVER SOUTH BRANCH SHIAWASSEE RIVER	BRIDGE REPLACEMENT	0.000	CON				
MONROE	I-275		I-275 SB OVER CN RAILROAD	OVERLAY - DEEP	0.000	CON				
MONROE	I-275		I-275 NB OVER CN RAILROAD	OVERLAY - DEEP	0.000	CON				
MONROE	I-275		I-275 SB OVER TELEGRAPH ROAD (US-24)	OVERLAY - DEEP	0.000		CON			
MONROE	I-275		I-275 NB OVER TELEGRAPH ROAD (US-24)	OVERLAY - DEEP	0.000		CON			

2007-2011 ROAD & BRIDGE PROGRAM

UNIVERSITY Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
MONROE	I-275 SB		I-275 SB (RAMP) OVER I-75	OVERLAY - DEEP	0.100				CON	
MONROE	I-75		SOUTH HURON RIVER DRIVE OVER I-75	BRIDGE REPLACEMENT	0.000		CON			
MONROE	I-75		STERNS ROAD OVER I-75	BRIDGE REPLACEMENT	0.000			CON		
MONROE	I-75		I-75 NB OVER PLUM CREEK	OVERLAY - DEEP	0.000				CON	
MONROE	I-75		I-75 SB OVER PLUM CREEK	OVERLAY - DEEP	0.000				CON	
MONROE	I-75		I-75 OVER INDUSTRIAL TRACKS	OVERLAY - DEEP	0.000				CON	
MONROE	I-75		I-75 OVER CONRAIL INDUSTRIAL TRACKS	OVERLAY - DEEP	0.000				CON	
MONROE	I-75		LAPLAISANCE ROAD OVER I-75	OVERLAY - SHALLOW	0.000				CON	
MONROE	US-24		US-24 OVER LITTLE SANDY CREEK	CULVERT REPLACEMENT	0.010				CON	
SHIAWASSEE	I-69		M-71 OVER I-69	BRIDGE REPLACEMENT	0.000					CON
SHIAWASSEE	M-21		M-21 OVER THOMPSON DRAIN	BRIDGE REPLACEMENT	0.000			CON		
SHIAWASSEE	M-21		M-21 OVER LIMBARD COUNTY DRAIN	CULVERT REPLACEMENT	0.000			CON		
SHIAWASSEE	M-71		M-71 OVER HOLLY DRAIN	OVERLAY - DEEP	0.000					CON
SHIAWASSEE	OLD M-78		OLD M-78 EB OVER SOUTH BRANCH LOOKING GLASS RIVER	BRIDGE REPLACEMENT	0.000			CON		
WASHTENAW	M-14		GOTFREDSON ROAD OVER M-14	DECK REPLACEMENT	0.000	CON				
WASHTENAW	M-14	PF	M-14 OVER FLEMING CREEK	OVERLAY - DEEP	0.000	CON				
WASHTENAW	M-14	PF	M-153 CONNECTOR RAMP C OVER M-14	DECK REPLACEMENT	0.000	CON				
WASHTENAW	M-14	PF	M-153 CONNECTOR RAMP B OVER M-14	DECK REPLACEMENT	0.000	CON				
WASHTENAW	M-14	PF	CURTIS ROAD OVER M-14	OVERLAY - DEEP	0.000	CON				
WASHTENAW	M-14	PF	JOY ROAD OVER M-14	OVERLAY - EPOXY	0.000	CON				
WASHTENAW	M-52		M-52 OVER RAISIN RIVER	DECK REPLACEMENT	0.000		CON			
WASHTENAW	US-12 BR		US-12 BUSINESS ROUTE, M-17 OVER HURON RIVER	SUPERSTRUCTURE REPAIR	0.000	CON				
					2.863					

2007-2011 ROAD & BRIDGE PROGRAM

UNIVERSITY Passing Relief Lanes

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
LENAWEE	US-223		WEST OF RODISILER ROAD TO LENAWEE EAST COUNTY LINE	MINOR WIDENING	1.561		CON			
					1.561					

2007-2011 ROAD & BRIDGE PROGRAM

UNIVERSITY Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
CLINTON	I-96 (W I 96)		WACOUSTA ROAD TO M-43	RECONSTRUCTION	5.716					CON
CLINTON	I-96		I-96 AT GRANGE ROAD	RESTORATION AND REHABILITATION	0.000	CON				
CLINTON	US-127 BR		TOWNSEND TO US-127	RESURFACE	4.116	CON				
EATON	M-50		C01 OF 23052	BRIDGE MISCELLANEOUS	0.000		CON			
EATON	M-50		M-50 OVER PRATT DRAIN		0.000		CON			
EATON	M-99 / M-50 (Main Street)		WEST OF HALLAWOOD LANE TO KIMBARK AVENUE	RESURFACE	1.955			CON		
EATON	US-27 OLD (Lansing Road)		I-69 TO GUINEA ROAD	RESTORATION AND REHABILITATION	9.190		CON			
HILLSDALE	I-196 (Glenn Rest Area)		GLENN REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000					CON
HILLSDALE	M-49		READING CITY LIMITS	RECONSTRUCTION	1.496			CON		
HILLSDALE	M-49		US-12 TO M-99	RESURFACE	6.005		CON			
HILLSDALE	M-99		HILLSDALE SOUTH CITY LIMITS TO BACON STREET	RESURFACE	0.890		CON			
HILLSDALE	M-99		BACON STREET TO RAILROAD CROSSING	RECONSTRUCTION	0.693	CON				
HILLSDALE	M-99		SOUTH OF STEAMBURG ROAD TO M-34	RESURFACE	4.261					CON
HILLSDALE	US-12		MOSCOW ROAD TO LENAWEE COUNTY LINE	RESURFACE	8.660	CON				
HILLSDALE	US-12		JONESVILLE EAST CITY LIMITS TO MOSCOW ROAD	RESURFACE	8.772			CON		
INGHAM	I-96		COLLEGE ROAD TO MERIDIAN ROAD	RECONSTRUCTION	6.213				CON	
INGHAM	M-36		US-127 TO DEXTER TRAIL	RESURFACE	3.112	CON				
INGHAM	M-52 (Stockbridge Road)		NOBLE ROAD TO M-43	RESURFACE	0.889				CON	
JACKSON	I-94		DEARING ROAD INTERCHANGE	RECONSTRUCTION	0.015		CON			
JACKSON	I-94 BUSINESS LOOP (Ann Arbor Rd	PF	US-127 TO I-94	RESURFACE	2.081	CON				
JACKSON	I-94 EB		AT THE SANDSTONE REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000	CON				
JACKSON	I-94 WB		AT THE GRASS LAKE REST AREA	ROADSIDE FACILITIES - IMPROVE	0.270	CON				
JACKSON	I-94BL (MICHIGAN AVENUE) (Michig		M-60 EASTERLY TO WASHINGTON/LOUIS GLICK	RESURFACE	3.206					CON
JACKSON	M-106 (Copper Road)		ROSEHILL ROAD TO SOUTH OF ELLIOTT ROAD	RESURFACE	2.552		CON			
JACKSON	M-50 (Clinton Road)		JACKSON N CO LINE TO W OF RIVES JUNCTION ROAD	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	12.146	CON				
JACKSON	M-50 / US-127 BR		JACKSON SOUTH CITY LIMITS TO US-127	RESTORATION AND REHABILITATION	1.318			CON		
LENAWEE	M-50 (Monroe Road)		HAND HIGHWAY TO NORTLEY HIGHWAY	RESURFACE	5.761	CON				
LENAWEE	M-50 (Monroe Road)		NORTLEY TO M-52	RESURFACE	4.851		CON			
LENAWEE	M-50 (W Chicago Blvd)		RIDGE HWY TO THE EVL OF BRITTON, LENAWEE COUNTY	RESURFACE	2.460				CON	
LENAWEE	US-223		ADRIAN/BLISSFIELD RAILROAD TO W OF SILBERHORN HWY	MINOR WIDENING	0.302				CON	
LENAWEE	US-223		EAST OF SILBERHORN HWY TO WEST OF RODESILER ROAD	RESURFACE	2.706				CON	
LIVINGSTON	I-96		PINCKNEY, SPENCER, KALMBACH, OLD 12	RESTORATION AND REHABILITATION	0.020	CON				
LIVINGSTON	I-96		FROM US-23 TO LIVINGSTON/OAKLAND COUNTY LINE	RECONSTRUCTION	3.977			CON		
LIVINGSTON	I-96 WB		AT THE FOWLERVILLE WEIGH STATION	ROADSIDE FACILITIES - RELOCATION	0.000			CON		
LIVINGSTON	M-59	PF	M-59 FROM I-96 TO CSX RR	RESURFACE	0.373	CON				
LIVINGSTON	US-23		SILVER LAKE ROAD TO CSX RAILROAD	RESURFACE	0.000		CON			
LIVINGSTON	US-23		US-23 NB OVER HURON R	WIDEN-MAINT LANES	0.000		CON			
LIVINGSTON	US-23		US-23 SB OVER HURON R	WIDEN-MAINT LANES	0.000		CON			

2007-2011 ROAD & BRIDGE PROGRAM

UNIVERSITY Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
MONROE	US-23		BRANCH OF MACON RIVER TO PLANK	RESURFACE	6.850	CON				
MONROE	US-24 (Telegraph Road)		US-24 FROM STEWART RD TO MALL RD	RESURFACE	0.527					CON
SHIAWASSEE	I-69		PEACOCK ROAD TO SHAFTSBURG ROAD	RESTORATION AND REHABILITATION	4.422	CON				
SHIAWASSEE	M-52		ARDELEAN TO NORTH COUNTY LINE	RESURFACE	6.919		CON			
SHIAWASSEE	M-52 (Shiawassee)		M-21, CHESTNUT TO M-52, M-52, M-21 TO ARDELEAN	RESURFACE	3.272					CON
SHIAWASSEE	M-71 (Corunna Ave)		WOODWORTH TO LEGION	RESURFACE	0.774				CON	
WASHTENAW	I-94		FREER ROAD TO PARKER ROAD, LIMA TOWNSHIP	RESURFACE	5.500				CON	
WASHTENAW	I-94 BL (Jackson)		I-94BL FROM WEST JUNCTION I-94 TO MAIN STREET	RESURFACE	2.622					CON
WASHTENAW	M-153 (Ford Road)		FRAINS LAKE ROAD TO EAST COUNTY LINE	RESURFACE	3.524	CON				
WASHTENAW	M-17 (Ecorse Road)	JT	US-12 BR TO US-12	RESURFACE	1.862	CON				
WASHTENAW	M-52		AUSTIN TO MAIN AND MAIN TO DUTCH	RECONSTRUCTION	1.680		CON			
WASHTENAW	M-52		DUTCH DRIVE TO I-94	RESURFACE	9.981			CON		
WASHTENAW	US-12 (East Michigan Avenue)		US-12 FROM B01 TO MAPLE ROAD	RECONSTRUCTION	0.940				CON	
WASHTENAW	US-23		NORTHFIELD CHURCH REST AREA, WASHTENAW COUNTY	ROADSIDE FACILITIES - IMPROVE	0.554			CON		
					153.433					

Metro Region

The Metro Region serves four counties in southeastern Michigan: Wayne, Oakland, Macomb and St. Clair. 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 of the vehicle miles traveled on Michigan's freeway system occurs 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 right-of-way. Widening of existing freeway right-of-way to increase capacity is becoming increasingly difficult without costly residential or commercial displacements.

In order to successfully address the challenging needs of the region, alternatives have and will be considered for all modes of transportation in order to maximize mobility. Cooperative efforts between the department and the local and regional planning agencies may allow the state to address transportation needs in coordination with land use planning and through transportation demand management techniques.

Partnerships with other agencies are critical to share knowledge and resources, and to coordinate activities.

MDOT is currently engaged in numerous partnerships to evaluate transportation solutions, and will continue to pursue new partnerships into the future to provide the best transportation solutions for the Metro Region.

A few examples of current partnerships include the I-696 at Franklin Road project with the City of Southfield, the I-75 at Ambassador Bridge–Gateway Project with the Detroit International Bridge Company, the Western Wayne Transportation Improvement Study with Canton Township, and the US-24 (Telegraph Road) project with Brownstown Township.

Intelligent Transportation Systems (ITS) are used throughout the Metro Region to maximize the existing system capacity in maintaining a safe and efficient trunkline system. ITS

is used to communicate construction detours and roadway incidents to travelers. It is used in conjunction with standard construction signing on road projects in order to help alleviate inconveniences to the motoring public.

The use of cameras also assists police and emergency vehicles in responding to incidents along the roadway and helps minimize delays. Another component of ITS is the Freeway Courtesy Patrol (FCP) that assists stranded motorists or those in need of minor repairs or gasoline. The FCP Program expanded to operate 24 hours a day, seven days a week with reduced service on the midnight shift. The patrol also operates during special events and major public community events. In 2006, the program assisted over 28,000 stranded motorists.

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.

Project selection emphasizes corridor work and freeway modernization through bridge, pavement, safety, and operational improvements throughout the Metro Region. MDOT will also continue to improve customer access in coordination with economic development in the City of Detroit and other growing areas of the region, and continue to eliminate trunkline choke points, address system continuity issues, and improve corridors within the region.

MDOT and the Michigan Economic Development Corporation will continue to work together to meet current economic needs, reduce congestion, and improve safety along several freeways, local roads, and state trunklines.

The program makes significant contributions to addressing safety and congestion, responding to immediate economic development needs, and supporting and fostering the state's continued economic expansion.

2006 Accomplishments

The Metro Region awarded more than $300 million in construction contracts in 2006. These contracts allowed the motoring public to move around the region in a safer and more efficient manner as the projects were completed. In 2006, 142 miles of road were improved with 32 miles resurfaced or reconstructed and 110 miles rehabilitated. Of the region's 1,545 bridges, more than 109 bridges were rehabilitated in 2006.

Several major construction accomplishments in the four counties include:

- **I-696 from Dequindre Road to Hayes Road in the City of Warren, Macomb County** was rehabilitated in 2006. This section of I-696 carries approximately 159,000 vehicles per day.
- The resurfacing of **M-3 (Gratiot Avenue) from M-102 (8 Mile Road) to 14 Mile Road in the Cities of Eastpointe and Roseville, Macomb County,** was completed in 2006. M-3 carries about 26,000 vehicles per day along this section of roadway.
- New interchange ramps and a new bridge at **I-696 at Franklin Road in the City of Southfield, Oakland County,** was completed this year. The addition of the ramps completes the traffic access to the I-696/US-24/M-10 interchange area. The pavement was also replaced on I-696 in this area. This interchange area carries approximately 100,000 vehicles per day.
- In the **City of Southfield, M-10 from Lahser Road to Beck Road** was reconstructed with the rehabilitation of three bridges. M-10 in this vicinity carries approximately 150,000 vehicles per day.
- The resurfacing **of I-75 from 8 Mile Road to 12 Mile Road in the Cities of Hazel Park, Ferndale, Madison Heights, and Oak Park, Oakland County,** was started in 2005 and completed this year. This section of the I-75 freeway carries approximately 175,000 vehicles per day.
- **US-24 (Telegraph Road) from Orchard Lake Road to Elizabeth Lake Road in Sylvan Lake, Bloomfield, and Waterford Townships and the City of Pontiac, Oakland County,** were reconstructed. Two bridges over the Clinton River were also rehabilitated. An average of 36,000 vehicles travel this roadway daily.
- **I-94 from I-94BL (Gratiot Avenue) to Griswold Street in St Clair, Kimball, and Port Huron Townships, St Clair County,** was completed in 2006. The interchange at I-94BL was reconstructed and the bridges were replaced. The remainder of the roadway received a concrete overlay and a bridge was rehabilitated. Approximately 28,000 vehicles per day use this section of I-94.
- Mainline construction on **M-14 in Plymouth Township, Wayne County,** was completed this year. M-14 from Sheldon Road to Haggerty Road was rehabilitated, and from the west county line to Sheldon Road, the roadway was reconstructed. In addition, 23 bridges were rehabilitated in the corridor. M-14 carries approximately 80,000 vehicles per day. Ramp reconstruction at Sheldon Road will be completed in 2007.
- The bridge that carries **M-153 (Ford Road) over Fellows Creek in Canton Township, Wayne County,** was replaced this year. Approximately 30,000 vehicles per day travel over this bridge.
- **M-1 (Woodward Avenue) from Winchester Road to Tuxedo Street in the Cities of Detroit and Highland Park, Wayne County,** was resurfaced. M-1 in this area carries approximately 26,000 vehicles per day.

- Four bridges on **M-39 (Southfield Freeway) in the Cities of Dearborn and Detroit, Wayne County,** were completed. The Paul Avenue and Tireman Avenue bridges were replaced. The Warren Avenue and Rotunda Drive bridges received major rehabilitations. M-39 in this area carries about 128,000 vehicles per day.
- The **I-75 Bridge over M-85 (Fort Street) in the City of Detroit** was rehabilitated in 2006 and carries approximately 110,000 vehicles per day over M-85.
- The I-75 freeway was resurfaced from **M-102 (8 Mile Road) to Piquette Street in the City of Detroit, Wayne County**. I-75 in this area carries about 170,000 vehicles per day.
- **Ambassador Bridge/Gateway Project in the City of Detroit** This project will continue to access improvements between the privately owned Ambassador Bridge and the freeway system (I-75 and I-96). The third of four phases of construction began in April 2005 and is scheduled for completion in the spring of 2007. This includes construction of the I-96/I-75 southbound service drive from north of Michigan Avenue to Vernor Highway and a new highway ramp under the existing railroad bridge south of Michigan Avenue.

In addition to the numerous and successful construction projects, the Metro Region received some important approvals and completed several studies and plans. Some of these planning accomplishments include:

- A Record of Decision (ROD) was issued in January 2006 for **I-75 from M-102 to M-59 in Oakland County**. The study recommends the addition of a fourth lane in those sections where there are currently only three lanes. The additional lane will operate as a high occupancy vehicle (HOV) lane during peak hours (approximately four hours a day) and a general lane during the remaining hours.
- A ROD was also issued for the **I-94 rehabilitation project in the City of Detroit, Wayne County,** in December 2005. The study recommends the addition of a fourth lane so there will be four consistent through-lanes in this section of I-94. The project will also include improved geometrics and continuous service drives in the corridor.
- The Draft Environmental Impact Statement (DEIS) for the **Detroit Intermodal Freight Terminal** project was approved in May 2005. The study includes the proposed enhancement of intermodal operations by four Class I railroads at intermodal terminals in the future. The Final EIS is expected to be completed in 2007.
- An extensive Context Sensitive Solutions (CSS) phase was conducted and completed for the **M-1 (Woodward Avenue) and M-102 (Eight Mile Road) intersection**, located at the border of Wayne and Oakland Counties. CSS and design activities were completed in June 2006, and construction began in September 2006.
- A Finding of No Significant (FONSI) was issued by the Federal Highway Administration in May 2005 for the **Fort Street (M-85) Bascule Bridge replacement over the**

Rouge River in the City of Detroit. The improvement will also include an alignment shift to improve the Fort Street/Oakwood Boulevard intersection. Construction is expected to begin in 2008.

- MDOT is finalizing an agreement with the Mexicantown Community Development Corporation to lease a portion of their proposed building for the welcome center in Detroit and Mexicantown near the entrance of the Ambassador Bridge.

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2007 to 2011 Five- Year Transportation Program for the Metro Region total approximately $1,159 million. Investment is allocated in the following manner:

	Amount in Millions of Dollars FY 2007 through FY 2011			
Metro Region	**Other Funding**	**Preserve First Funds**	**Jobs Today Funds**	**Total 2007-2011**
Road Preservation	$572	$120	$0	$692
Bridge Preservation	$308	$5	$0	$313
Road and Bridge CPM	$154	$0	$0	$154
Total 2007-2011	**$1,034**	**$125**	**$0**	**$1,159**

(Amounts are rounded to the nearest million dollars)

Capital Preventive Maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing structure condition.

Metro Region	Route Miles of Road	Number of Bridges and Structures
Total in Region	865	1,538
Scheduled Work	154	269
Percentage of Region	18%	17%

The 2007-2011 program for road preservation work reflects approximately 154 (18 percent) of the Metro Region's more than 865 route miles of state trunklines during the next five years. The 2007-2011 program for bridge preservation work will address 269 (17 percent) of the region's 1,538 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

The aging infrastructure in the Metro Region requires extensive work. This region is home to the highest density of population in the state. Therefore, the roads continue to be well traveled by commercial carriers, residents, and visitors alike.

Corridor Improvement Strategies

Major upcoming preservation projects in the Metro Region are considered strategically due to the mobility demands of the motoring public in Wayne, Oakland, Macomb, and St. Clair Counties. Businesses and motorists rely on both the freeway and non-freeway system in the Metro Region to conduct their daily activities. The economy of the local counties, as well as the state, relies on the ability to move resources, goods, and services safely and expeditiously within and through the Metro Region.

However, due to the complex interdependent freeway and non-freeway systems that serve the four county area, single specific corridor analysis and planning are not sufficient to adequately address the needs of this region. The addition of increased funding for project development and construction projects has further accelerated the need to examine options beyond a simple corridor approach and to analyze the system as a whole. Corridor identification is an incomplete step in determining how the entire network will function in its entirety. Since the network of both freeway and non-freeway needs must work together, particularly for maintenance of traffic requirements that are demanded by the public, a network analysis is the most applicable approach to the development and identification of preservation projects. A network analysis has yielded the best results for recognition of mobility needs and future planning.

It should be noted that network analysis will need to continually evolve due to the varied implementation schedules of programs and construction schedules associated with each specific project.

The Metro Region has planned projects on a majority of the major freeways in the next five years and several on the non-freeway routes. These projects are simply a part of the entire network and were developed through a systematic approach. Some specific projects by year for 2007-2011 include the following:

2007

- **M-10 from Lahser Road to I-94** in the Cities of Southfield and Detroit, in Oakland and Wayne Counties will be reconstructed from Lahser Road to Meyers Road. The roadway from Meyers Road to I-94 will be rehabilitated and will also include rehabilitation of approximately 50 bridges.
- **I-94 from Masonic Boulevard to M-29 (23 Mile Road)** in the City of St. Clair Shores and Clinton Township, Macomb County - this project will rehabilitate the roadway, install a concrete median barrier, and rehabilitate ten bridges.
- **I-69 from Taylor Drive to Range Road** in Kimball Township, St. Clair County will consist of rehabilitating the roadway and four bridges.

- **I-75 from I-696 to M-3 (Gratiot Avenue)** in the Cities of Madison Heights, Royal Oak, Hazel Park, Ferndale, Detroit, Highland Park, and Hamtramck in Oakland and Wayne Counties will include the rehabilitation of 47 bridges.

2008

- **I-696 / I-96 from Orchard Lake Road to west of Novi Road** in the Cities of Farmington Hills and Novi, Oakland County - this project will rehabilitate the roadway and eight bridges.
- **I-696 at Mound Road in the City of Warren**, Macomb County, will consist of the reconstruction of the ramps and the rehabilitation of ten bridges.
- **I-75 from the south Wayne County line to Gibraltar Road** in the Cities of Rockwood and Flat Rock, Wayne County, will include the reconstruction of the roadway and bridge rehabilitations.

2009

- **I-696 from M-97 (Groesbeck Highway) to I-94** in the City of Roseville, Macomb County, will include the rehabilitation of the roadway and six bridges.
- **M-39 from McNichols Road to M-10** in the Cities of Detroit and Southfield, Oakland and Wayne Counties, will consist of the rehabilitation of the roadway and 17 bridges.
- **M-53 from 18 Mile Road to 27 Mile Road** in the Cities of Sterling Heights, Utica, and Shelby Township, Macomb County, will include the rehabilitation of the roadway and replacement of the 26 Mile Road Bridge.
- **I-94 from Allington Street to south of Gratiot Avenue** in St. Clair Township, St. Clair County, will include the reconstruction of the roadway and the rehabilitation of five bridges.

2010

- **I-275 from south Wayne County line to south of M-14** in the City of Romulus and the Townships of Huron, VanBuren, Canton, and Plymouth, Wayne County, will include the rehabilitation of 51 bridges.
- **M-59 from Crooks Road to Widetrack** in the Cities of Rochester Hills, Auburn Hills, and Pontiac, Oakland County, will consist of the rehabilitation of the roadway and four bridges.
- **I-94 from County Line Road to Allington Street in Casco**, Columbus and St. Clair Townships in St. Clair County, will include the reconstruction of the roadway and rehabilitation of two bridges.

2011

- **I-94 / I-275 interchange** in the City of Romulus, Wayne County, will include the reconstruction of ramps.
- **I-94 / I-69 interchange** in Port Huron Township, St. Clair County, will consist of the reconstruction of ramps and the rehabilitation of eight bridges.

Public Involvement

The following paragraphs describe the result of the listening sessions held in the Metro Region during the public comment period, which began in November 2006.

Detroit TSC Meeting

Questions from the meeting held at the Detroit TSC were regarding the extent and time-frame of projects on Fort St. and I-94. Citizens expressed a desire to see additional non-motorized paths and sidewalks constructed in conjunction with major rehabilitation projects in the city. There was also discussion about the overlay project near the Bascule Bridge over the Rouge River.

Macomb TSC Meeting

At the meeting in Macomb County, several comments were raised regarding safety of traffic movements in general, and at railroad crossings. There were also several questions about the use of preventive maintenance techniques to maintain road surface quality until M-53 is reconstructed.

Oakland County TSC Meeting

MDOT received praise for several completed projects in the area and for the reinstatement of the I-96/Wixom Rd project. The remainder of questions and comments were generally regarding the cost and schedule of upcoming projects such as M-59 and Crooks Rd.

Port Huron TSC Meeting

There was a wide variety of comments at this meeting; the general theme was safety related. Safety comments included pedestrian facilities on reconstructed bridges and assessing the need for adjusted speed limits and increased lighting. Questions about the placement and timeframe of the new Blue Water Bridge Plaza were also addressed.

Taylor TSC Meeting

The majority of questions in Taylor were directed towards innovation. Citizens raised questions about ongoing transportation studies, roundabouts, research in alternative fuels, and lessons learned from around the world regarding pavement advances.

2007-2011 ROAD & BRIDGE PROGRAM

METRO Bridge - Big Bridge Program

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
OAKLAND	I-696 (W P Reuther Freeway)		I-696 OVER I-75 AND 4 RAMPS	PAINTING COMPLETE	0.001	CON				
WAYNE	I-75		I-75 OVER ROUGE RIVER	SPECIAL NEEDS	0.449	CON				
WAYNE	M-85 (Fort Street)		M-85 OVER ROUGE RIVER	BRIDGE REPLACEMENT	0.000		CON			
					0.450					

2007-2011 ROAD & BRIDGE PROGRAM

METRO Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
MACOMB	I-696 (W P Reuther Freeway)		RAMP G AT MOUND ROAD OVER I-696	SUBSTRUCTURE REPAIR	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		11 MILE ROAD EB OVER MOUND ROAD & RAMPS C & D	SUBSTRUCTURE REPAIR	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		11 MILE ROAD WB OVER MOUND ROAD & RAMPS C & D	SUBSTRUCTURE REPAIR	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		SHERWOOD AVENUE OVER I-696 & RAMPS B, C, H, & F	OVERLAY - SHALLOW	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		RAMPS E AND F OVER MOUND AND SERVICE RD OVER I-696	OVERLAY - DEEP	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		10.5 MILE ROAD OVER MOUND ROAD & RAMPS A & B	SUBSTRUCTURE REPAIR	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		FAIRFIELD AVENUE OVER I-696	DECK REPLACEMENT	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		NB SERVICE ROAD OVER I-696	OVERLAY - DEEP	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		SB SERVICE ROAD OVER I-696	OVERLAY - DEEP	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		SB SERVICE ROAD OVER RAMPS D & H	SUBSTRUCTURE REPAIR	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		GRANDMONT WALKOVER OVER I-696 AND SERVICE ROADS	OVERLAY - EPOXY	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		FERNWOOD WALKOVER OVER I-696 AND SERVICE ROADS	OVERLAY - EPOXY	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		NIEMAN STREET OVER I-696	OVERLAY - SHALLOW	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		SOUTH SERVICE ROAD OVER I-696	OVERLAY - DEEP	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		NORTH SERVICE ROAD OVER I-696	OVERLAY - DEEP	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		SERVICE ROAD OVER I-696 RAMP N TO W	OVERLAY - DEEP	0.000			CON		
MACOMB	I-696 (W P Reuther Freeway)		I-696 RAMP E TO N OVER I-94, 11 MILE ROAD & RAMPS	OVERLAY - DEEP	0.001					CON
MACOMB	I-696 (W P Reuther Freeway)		11 MILE ROAD OVER I-94	OVERLAY - DEEP	0.001					CON
MACOMB	I-94		I-94 EB OVER USAF SPUR TRACK	OVERLAY - DEEP	0.000	CON				
MACOMB	I-94		I-94 WB OVER USAF SPUR TRACK	OVERLAY - DEEP	0.000	CON				
MACOMB	I-94		I-94 EB OVER HARPER ROAD	DECK REPLACEMENT	0.000	CON				
MACOMB	I-94		21 MILE ROAD OVER I-94	OVERLAY - DEEP	0.000	CON				
MACOMB	I-94		COTTON ROAD OVER I-94	OVERLAY - DEEP	0.000	CON				
MACOMB	I-94		I-94 WB OVER HARPER ROAD	DECK REPLACEMENT	0.000	CON				
MACOMB	I-94		I-94 EB OVER CROCKER ROAD	OVERLAY - DEEP	0.000	CON				
MACOMB	I-94		I-94 WB OVER CROCKER ROAD	OVERLAY - DEEP	0.000	CON				
MACOMB	I-94		I-94 EB OVER JOY ROAD	SUPERSTRUCTURE REPAIR	0.000	CON				
MACOMB	I-94		I-94 WB OVER JOY ROAD	SUPERSTRUCTURE REPAIR	0.000	CON				
MACOMB	M-29		M-29 OVER FISH CREEK	OVERLAY - DEEP	0.000		CON			
MACOMB	M-29		M-29 OVER SALT RIVER	OVERLAY - DEEP	0.000		CON			
MACOMB	M-3 (Gratiot avenue)		M-3 SB OVER CLINTON RIVER	MISCELLANEOUS BRIDGE	0.000		CON			
MACOMB	M-3 (Gratiot avenue)		M-3 NB OVER CLINTON RIVER	DECK REPLACEMENT	0.000		CON			
MACOMB	M-53		26 MILE ROAD OVER M-53	BRIDGE REPLACEMENT	0.310			CON		
OAKLAND	I-696		EAST OF ORCHARD LAKE ROAD WALKOVER OVER I-696	BRIDGE REPLACEMENT	0.000			CON		
OAKLAND	I-696 (W P Reuther Freeway)		M-102 OVER I-696 EB	DECK REPLACEMENT	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		TEN MILE ROAD OVER I-96	SUBSTRUCTURE REPAIR	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		EB I-696 OVER N-S SERVICE ROAD	OVERLAY - EPOXY	0.001	CON				
OAKLAND	I-696 (W P Reuther Freeway)		I-696 EB AND WB OVER N-S SERVICE ROAD	CRACK SEALING	0.001	CON				
OAKLAND	I-696 (W P Reuther Freeway)		I-696 TO I-75 RAMP OVER N-S SERVICE ROAD	OVERLAY - EPOXY	0.001	CON				
OAKLAND	I-696 (W P Reuther Freeway)		I-696 RAMPS AF AND EF OVER NORTH SERVICE ROAD	DECK REPLACEMENT	0.001	CON				
OAKLAND	I-696 (W P Reuther Freeway)		I-696 OVER NORTH SERVICE ROAD	OVERLAY - DEEP	0.001	CON				

2007-2011 ROAD & BRIDGE PROGRAM

METRO Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
OAKLAND	I-696 (W P Reuther Freeway)		I-696 TURN ROADWY EB OVER I-696&RAMPS FROM I-75NB	OVERLAY - DEEP	0.001	CON				
OAKLAND	I-696 (W P Reuther Freeway)		I-696 TURN RDWY AF OVER I-696&RAMPS FROM I-75 SB	OVERLAY - DEEP	0.001	CON				
OAKLAND	I-696 (W P Reuther Freeway)		I-696 RAMP EB OVER I-75 & RAMPS TO I-75 NB	OVERLAY - DEEP	0.001	CON				
OAKLAND	I-696 (W P Reuther Freeway)		I-696 RAMP WB OVER I-75 & RAMPS TO I-75 SB	OVERLAY - DEEP	0.001	CON				
OAKLAND	I-696 (W P Reuther Freeway)		HALSTEAD ROAD OVER I-696	BRIDGE REPLACEMENT	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		ORCHARD LAKE ROAD OVER I-696	OVERLAY - SHALLOW	0.000		CON			
OAKLAND	I-75		DALLAS DOUBLE U TURN OVER I-75	OVERLAY - DEEP	0.001	CON				
OAKLAND	I-75		MYERS ROAD OVER I-75	OVERLAY - SHALLOW	0.001	CON				
OAKLAND	I-75	PF	I-696 RAMPS GH AND GD OVER NORTH SERVICE ROAD	OVERLAY - DEEP	0.002	CON				
OAKLAND	I-75	PF	JOHN R SB TURN RAMP OVER I-75	OVERLAY - SHALLOW	0.002	CON				
OAKLAND	I-75	PF	JOHN R OVER I-75	OVERLAY - SHALLOW	0.002	CON				
OAKLAND	I-75	PF	JOHN R NB TURN RAMP OVER I-75	OVERLAY - DEEP	0.002	CON				
OAKLAND	I-75	PF	NINE MILE ROAD TURN RAMP OVER I-75	OVERLAY - SHALLOW	0.002	CON				
OAKLAND	I-75	PF	NINE MILE ROAD OVER I-75	OVERLAY - SHALLOW	0.002	CON				
OAKLAND	I-75	PF	WOODWARD HEIGHTS BOULEVARD OVER I-75	OVERLAY - SHALLOW	0.002	CON				
OAKLAND	I-75		BERNHARD STREET WALKOVER OVER I-75	DECK PATCHING	0.010	CON				
OAKLAND	I-75		HARRY AVENUE WALKOVER OVER I-75	DECK PATCHING	0.010	CON				
OAKLAND	I-75		HIGHLAND AVENUE WALKOVER OVER I-75	DECK PATCHING	0.010	CON				
OAKLAND	I-75		BROWNING AVENUE WALKOVER OVER I-75	DECK PATCHING	0.010	CON				
OAKLAND	I-75		ORCHARD STREET WALKOVER OVER I-75	DECK PATCHING	0.010	CON				
OAKLAND	I-75		I-75 CONNECTOR EB OVER M-24	SUPERSTRUCTURE REPAIR	1.272				CON	
OAKLAND	I-75		I-75 SB OVER JOSLYN ROAD	OVERLAY - DEEP	1.272				CON	
OAKLAND	I-75		I-75 NB OVER ROCHESTER ROAD	OVERLAY - DEEP	1.272				CON	
OAKLAND	I-75		I-75 SB OVER ROCHESTER ROAD	OVERLAY - DEEP	1.272				CON	
OAKLAND	I-75		I-75 NB OVER LIVERNOIS ROAD	SUBSTRUCTURE REPAIR	1.272				CON	
OAKLAND	I-75		WATTLES ROAD OVER I-75	SUBSTRUCTURE REPAIR	1.272				CON	
OAKLAND	I-75		I-75 NB OVER MAPLE ROAD	OVERLAY - DEEP	1.272				CON	
OAKLAND	I-75		I-75 SB OVER MAPLE ROAD	OVERLAY - DEEP	1.272				CON	
OAKLAND	I-75		I-75 NB OVER JOSLYN ROAD	OVERLAY - DEEP	0.000				CON	
OAKLAND	I-75		I-75 NB OVER EAST LONG LAKE ROAD	OVERLAY - DEEP	0.000				CON	
OAKLAND	I-75		I-75 SB OVER EAST LONG LAKE ROAD	OVERLAY - DEEP	0.000				CON	
OAKLAND	I-75		RAMP CONNECTOR TO CHRYSLER OVER I-75	OVERLAY - DEEP	0.001				CON	
OAKLAND	I-96		I-96 EB OVER GTW RAILROAD (ABANDONED)	BRIDGE REPLACEMENT	0.000			CON		
OAKLAND	I-96		I-96 WB OVER GTW RAILROAD (ABANDONED)	BRIDGE REPLACEMENT	0.000			CON		
OAKLAND	I-96		I-96 EB OVER CSX RAILROAD	BRIDGE REPLACEMENT	0.000			CON		
OAKLAND	I-96		I-96 WB OVER CSX RAILROAD	BRIDGE REPLACEMENT	0.000			CON		
OAKLAND	I-96		I-96 OVER KENT LAKE ROAD	DECK REPLACEMENT	0.000			CON		
OAKLAND	I-96		NOVI ROAD OVER I-96	SUBSTRUCTURE REPAIR	0.000		CON			
OAKLAND	I-96		MEADOWBROOK ROAD OVER I-96	OVERLAY - DEEP	0.001		CON			
OAKLAND	I-96		I-96 OVER HURON RIVER	SUPERSTRUCTURE REPAIR	0.000			CON		
OAKLAND	I-96		I-96EB OVER MILFORD ROAD	WIDEN-MAINT LANES	0.030			CON		

2007-2011 ROAD & BRIDGE PROGRAM

METRO Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
OAKLAND	I-96		I-96WB OVER MILFORD ROAD	WIDEN-MAINT LANES	0.030			CON		
OAKLAND	M-10 (Northwestern Highway)		M-39 (RAMP H) OVER M-10 NB (RAMP G)	OVERLAY - DEEP	0.329	CON				
OAKLAND	M-10 (Northwestern Highway)		M-10 (RAMP B) OVER M-10 RAMP	OVERLAY - DEEP	0.329	CON				
OAKLAND	M-10 (Northwestern Highway)		M-10 RAMP H OVER M-39	DECK REPLACEMENT	0.329	CON				
OAKLAND	M-10 (Northwestern Highway)		M-39 NB OVER M-10	DECK REPLACEMENT	0.329	CON				
OAKLAND	M-10 (Northwestern Highway)		10 MILE ROAD OVER M-10	SUPERSTRUCTURE REPAIR	0.329	CON				
OAKLAND	M-10 (Northwestern Highway)		LEFT TURN STRUCTURE OVER M-10	DECK REPLACEMENT	0.329	CON				
OAKLAND	M-10 AT M-39 (Northwestern Highwa		9 MILE ROAD OVER M-10 RAMP	SUBSTRUCTURE REPAIR	0.140	CON				
OAKLAND	M-10 AT M-39 (Northwestern Highwa		M-39 SB OVER M-10 RAMP C	DECK REPLACEMENT	0.140	CON				
OAKLAND	M-59		OPDYKE ROAD OVER M-59	BRIDGE REPLACEMENT	0.000				CON	
OAKLAND	M-59		CROOKS ROAD OVER M-59	SUBSTRUCTURE REPAIR	0.000				CON	
OAKLAND	M-59		LIVERNOIS ROAD OVER M-59	OVERLAY - SHALLOW	0.000				CON	
OAKLAND	M-59		AUBURN ROAD OVER M-59	SUBSTRUCTURE REPAIR	0.000				CON	
OAKLAND	TROWBRIDGE ROAD		TROWBRIDGE ROAD OVER GTW RAILROAD	SUPERSTRUCTURE REPAIR	0.010			CON		
OAKLAND	US-24		US-24 OVER CLINTON RIVER	BRIDGE REPLACEMENT	0.000			CON		
ST. CLAIR	I-69		I-69 EB OVER CSX RAILROAD	OVERLAY - DEEP	0.000	CON				
ST. CLAIR	I-69		I-69 WB OVER CSX RAILROAD	OVERLAY - DEEP	0.000	CON				
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-69	BRIDGE REPLACEMENT	0.485					CON
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-69 WB	BRIDGE REPLACEMENT	0.485					CON
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-94	BRIDGE REPLACEMENT	0.485					CON
ST. CLAIR	I-69		RAMP D I-94 EB TO M-21 OVER I-69 EB	BRIDGE REPLACEMENT	0.485					CON
ST. CLAIR	I-69		I-69 EB OVER GTW RAILROAD	OVERLAY - DEEP	0.000	CON				
ST. CLAIR	I-69		I-69 WB OVER GTW RAILROAD	OVERLAY - DEEP	0.000	CON				
ST. CLAIR	I-94		WADHAMS ROAD OVER I-94	DECK REPLACEMENT	0.000			CON		
ST. CLAIR	I-94		CHURCH ROAD OVER I-94	OVERLAY - DEEP	0.000	CON				
ST. CLAIR	I-94		MELDRUM ROAD OVER I-94	OVERLAY - DEEP	0.000	CON				
ST. CLAIR	I-94		I-94 EB OVER PINE RIVER	OVERLAY - DEEP	0.000			CON		
ST. CLAIR	I-94		I-94 WB OVER PINE RIVER	OVERLAY - DEEP	0.000			CON		
ST. CLAIR	I-94		ALLINGTON ROAD OVER I-94	OVERLAY - DEEP	0.000			CON		
ST. CLAIR	I-94		RATTLE RUN ROAD OVER I-94	OVERLAY - DEEP	0.000			CON		
ST. CLAIR	I-94		MEISNER ROAD OVER I-94	OVERLAY - DEEP	0.000	CON				
ST. CLAIR	I-94		I-69 EB OVER I-94	BRIDGE REPLACEMENT	0.000					CON
ST. CLAIR	I-94		I-69 WB OVER I-94	BRIDGE REPLACEMENT	0.000					CON
ST. CLAIR	I-94		I-94 EB OVER LAPEER ROAD	BRIDGE REPLACEMENT	0.000					CON
ST. CLAIR	I-94		I-94 WB OVER LAPEER ROAD	BRIDGE REPLACEMENT	0.000					CON
ST. CLAIR	I-94		I-94 EB OVER BELLE RIVER	DECK REPLACEMENT	0.001				CON	
ST. CLAIR	I-94		I-94 WB OVER BELLE RIVER	DECK REPLACEMENT	0.001				CON	
ST. CLAIR	M-19		M-19 OVER MILL CREEK	BRIDGE REPLACEMENT	0.000		CON			
ST. CLAIR	M-19		M-19 OVER COWHEY CREEK	BRIDGE REPLACEMENT	0.000		CON			
ST. CLAIR	M-19		M-19 OVER PINE RIVER	DECK REPLACEMENT	0.000		CON			
WAYNE	I-275		HURON RIVER DRIVE OVER I-275	DECK REPLACEMENT	0.572				CON	

2007-2011 ROAD & BRIDGE PROGRAM

METRO Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
WAYNE	I-275		PENNSYLVANIA ROAD OVER I-275	SUBSTRUCTURE REPAIR	0.572				CON	
WAYNE	I-275		GRANT ROAD OVER I-275	SUBSTRUCTURE REPAIR	0.572				CON	
WAYNE	I-275		I-94 EB OVER I-275	SUBSTRUCTURE REPAIR	0.572				CON	
WAYNE	I-275		HANNAN ROAD OVER I-275	SUBSTRUCTURE REPAIR	0.572				CON	
WAYNE	I-275		I-275 SB OVER MIDDLE ROUGE RIVER	OVERLAY - DEEP	0.572				CON	
WAYNE	I-275		I-275 NB OVER MIDDLE ROUGE RIVER	OVERLAY - DEEP	0.572				CON	
WAYNE	I-275		I-94 WB OVER I-275 SB TO I-94 EB RAMP	OVERLAY - DEEP	2.298				CON	
WAYNE	I-275		I-94 WB COLLECTOR OVER I-275 SB TO I-94 EB RAMP	DECK REPLACEMENT	2.298				CON	
WAYNE	I-275		I-275 SB EXIT RAMP OVER LOWER ROUGE RIVER	OVERLAY - DEEP	2.298				CON	
WAYNE	I-275		I-275 SB OVER LOWER ROUGE RIVER	OVERLAY - DEEP	2.298				CON	
WAYNE	I-275		I-275 NB OVER LOWER ROUGE RIVER	OVERLAY - DEEP	2.298				CON	
WAYNE	I-275		I-275 RAMP OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	2.298				CON	
WAYNE	I-275		I-275 SB OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	2.298				CON	
WAYNE	I-275		I-275 NB OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	2.298				CON	
WAYNE	I-275		I-275 RAMP OVER MCCLAUGHERY DRAIN	OVERLAY - DEEP	2.298				CON	
WAYNE	I-275		TYLER ROAD OVER I-275	OVERLAY - DEEP	2.298				CON	
WAYNE	I-275		ANN ARBOR TRAIL OVER I-275	OVERLAY - DEEP	2.298				CON	
WAYNE	I-75		PIQUETTE OVER I-75	SUBSTRUCTURE REPAIR	0.001	CON				
WAYNE	I-75		COMMER AVENUE OVER I-75	DECK REPLACEMENT	0.001	CON				
WAYNE	I-75		WARREN AVENUE OVER I-75	DECK REPLACEMENT	0.002	CON				
WAYNE	I-75		I-94 WB TO SB RAMP OVER I-94 EB TO I-75 NB RAMP	DECK REPLACEMENT	0.002	CON				
WAYNE	I-75		MILWAUKEE AVENUE OVER I-75	OVERLAY - SHALLOW	0.002	CON				
WAYNE	I-75		EAST GRAND BOULEVARD OVER I-75	DECK REPLACEMENT	0.002	CON				
WAYNE	I-75		CLAY AVENUE OVER I-75	DECK REPLACEMENT	0.002	CON				
WAYNE	I-75		I-75 E N TURN ROAD OVER I-375	PAINTING COMPLETE	0.000	CON				
WAYNE	I-75		I-75 SOUTHEAST TURN ROAD OVER I-375	PAINTING COMPLETE	0.000	CON				
WAYNE	I-75		M-3 CONNECTOR OVER I-75 AND I-375	PAINTING COMPLETE	0.000	CON				
WAYNE	I-75		M-3 CONNECTOR OVER I-75 AND I-375	PAINTING COMPLETE	0.000	CON				
WAYNE	I-75		M-3 TO I-375 SOUTH RAMP OVER I-75	SUBSTRUCTURE REPAIR	0.000	CON				
WAYNE	I-75		WILKINS STREET AND RAMP OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		MACK AVENUE OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		CANFIELD AVENUE OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		WARREN ENT TO I-75 OVER I-75 NB TO E & W TURN RDWY	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		I-75 SB EXIT RAMP OVER I-75 E&W TO SB TURN ROADWAY	OVERLAY - SHALLOW	0.000	CON				
WAYNE	I-75		HOLBROOK AVENUE OVER I-75	OVERLAY - DEEP	0.000	CON				
WAYNE	I-75		DEQUINDRE AVENUE OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		CANIFF AVENUE AND TURN OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		DEQUINDRE U-TURN OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		I-75 SB OVER I-96 WB	DECK REPLACEMENT	0.400	CON				
WAYNE	I-75		I-75 RAMP WB TO SB OVER RAMP TO WB I-96	DECK REPLACEMENT	0.400	CON				
WAYNE	I-75	PF	M-102 WB SERVICE ROAD OVER I-75	OVERLAY - DEEP	0.002	CON				

2007-2011 ROAD & BRIDGE PROGRAM

METRO Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
WAYNE	I-75		M-102 EB SERVICE ROAD OVER I-75	OVERLAY - DEEP	0.010	CON				
WAYNE	I-75		I-75 OVER NORTH HURON RIVER DRIVE	OVERLAY - DEEP	0.000		CON			
WAYNE	I-75		CASS AVENUE OVER I-75	DECK REPLACEMENT	0.123	CON				
WAYNE	I-94		I-94 EB OVER ECORSE CREEK	BRIDGE REPLACEMENT	0.000				CON	
WAYNE	I-94		I-94 WB OVER ECORSE CREEK	BRIDGE REPLACEMENT	0.000				CON	
WAYNE	I-94		SB WEST GRAND BOULEVARD OVER I-94	DECK REPLACEMENT	0.000		CON			
WAYNE	I-94		I-94 TO WEST GRAND BOULEVARD OVER OPEN AREA	DECK REPLACEMENT	0.000		CON			
WAYNE	I-94		NB WEST GRAND BOULEVARD OVER I-94	DECK REPLACEMENT	0.000		CON			
WAYNE	I-94		TRUMBULL AVENUE OVER I-94	OVERLAY - SHALLOW	0.000		CON			
WAYNE	I-94		I-94 EB RAMP TO M-10 OVER M-10 SB AND I-94 WB	OVERLAY - SHALLOW	0.000		CON			
WAYNE	I-94		CSX RAILROAD OVER I-94	SUBSTRUCTURE REPAIR	0.000		CON			
WAYNE	I-94		CONRAIL OVER I-94	SUBSTRUCTURE REPAIR	0.000		CON			
WAYNE	I-94		GTW & CONRAIL OVER I-94	PAINTING COMPLETE	0.000		CON			
WAYNE	I-94		WEST GRAND BOULEVARD U-TURN OVER OPEN AREA	OVERLAY - DEEP	0.001		CON			
WAYNE	I-94		SECOND BOULEVARD OVER I-94	SUBSTRUCTURE REPAIR	0.202		CON			
WAYNE	I-94		CASS AVENUE OVER I-94	SUBSTRUCTURE REPAIR	0.202		CON			
WAYNE	I-94		BRUSH STREET OVER I-94	SUBSTRUCTURE REPAIR	0.202		CON			
WAYNE	I-94		BEAUBIEN STREET OVER I-94	SUBSTRUCTURE REPAIR	0.202		CON			
WAYNE	I-94		CHENE STREET OVER I-94	SUBSTRUCTURE REPAIR	0.202		CON			
WAYNE	I-94		MOUNT ELLIOT STREET OVER I-94	SUBSTRUCTURE REPAIR	0.202		CON			
WAYNE	I-94		CONCORD AVENUE OVER I-94	SUBSTRUCTURE REPAIR	0.202		CON			
WAYNE	I-94		M-53 (VAN DYKE STREET) OVER I-94	SUBSTRUCTURE REPAIR	0.202		CON			
WAYNE	I-94		MCCLELLAN AVENUE OVER I-94	SUBSTRUCTURE REPAIR	0.202		CON			
WAYNE	I-94		M-3 (GRATIOT) OVER I-94	SUBSTRUCTURE REPAIR	0.202		CON			
WAYNE	I-94		CADILLAC AVENUE OVER I-94	SUBSTRUCTURE REPAIR	0.000		CON			
WAYNE	I-94		FRENCH ROAD OVER I-94	SUBSTRUCTURE REPAIR	0.000		CON			
WAYNE	I-96		MAPLEWOOD AVENUE OVER I-96	MISCELLANEOUS BRIDGE	0.011	CON				
WAYNE	I-96		SELDEN AVENUE WALKOVER OVER I-96	DECK REPLACEMENT	0.011	CON				
WAYNE	I-96		GTW RAILROAD OVER I-96	PAINTING COMPLETE	0.011	CON				
WAYNE	I-96		CONRAIL RAILROAD OVER I-96	PAINTING COMPLETE	0.011	CON				
WAYNE	I-96		JOY ROAD OVER I-96	DECK REPLACEMENT	0.000	CON				
WAYNE	I-96		M-8 WB TO I-96 EB RAMP OVER M-8	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96		FULLERTON AVENUE OVER I-96	OVERLAY - EPOXY	0.000		CON			
WAYNE	I-96		ELMHURST AVENUE OVER I-96	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96		U-TURN NORTH OF GRAND RIVER AVENUE OVER I-96	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96		GRAND RIVER AVENUE OVER I-96	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96		LIVERNOIS AVENUE OVER I-96	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96		LIVERNOIS AVENUE LEFT TURN OVER I-96	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96		WB DAVISON TO EB I-96 OVER I-96	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96		OAKMAN BOULEVARD EB OVER I-96	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96		OAKMAN BOULEVARD WB OVER I-96	DECK PATCHING	0.000		CON			

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METRO Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
WAYNE	M-10 (Northwestern Highway)		M-102 WB SERVICE ROAD OVER M-10	SUBSTRUCTURE REPAIR	0.329	CON				
WAYNE	M-10 (Northwestern Highway)		M-102 EB SERVICE ROAD OVER M-10	SUBSTRUCTURE REPAIR	0.329	CON				
WAYNE	M-10 (Northwestern Highway)		GREENFIELD ROAD LEFT TURN OVER M-10	DECK REPLACEMENT	0.329	CON				
WAYNE	M-10 (Lodge Freeway)		DEXTER-BELDEN AVENUE OVER M-10	SUBSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		PEMBROKE AVENUE OVER M-10	DECK REPLACEMENT	0.000	CON				
WAYNE	M-10 (M-10)		GLENDALE AVENUE OVER M-10	SUPERSTRUCTURE REPLACEMENT	0.100	CON				
WAYNE	M-10 (M-10)		M-10 NB OVER DAVISON (M-8)	SUBSTRUCTURE REPAIR	0.100	CON				
WAYNE	M-10 (M-10)		LIVERNOIS AVENUE OVER M-10	DECK REPLACEMENT	0.100	CON				
WAYNE	M-10 (M-10)		PURITAN AVENUE OVER M-10	DECK REPLACEMENT	0.100	CON				
WAYNE	M-10 (M-10)		MYERS ROAD OVER M-10	SUBSTRUCTURE REPAIR	0.100	CON				
WAYNE	M-10 (M-10)		MYERS ROAD TURNAROUND OVER M-10	DECK REPLACEMENT	0.100	CON				
WAYNE	M-10 (M-10)		MCNICHOLS ROAD OVER M-10	DECK REPLACEMENT	0.100	CON				
WAYNE	M-10 (M-10)		OUTER DRIVE EB OVER M-10	DECK REPLACEMENT	0.100	CON				
WAYNE	M-10 (M-10)		OUTER DRIVE WB OVER M-10	DECK REPLACEMENT	0.100	CON				
WAYNE	M-10 (M-10)		7 MILE ROAD OVER M-10	DECK REPLACEMENT	0.100	CON				
WAYNE	M-10 (Lodge Freeway)		CANFIELD AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		HOLDEN AVE WALKOVE OVER M-10	SUPERSTRUCTURE REPAIR	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		GLADSTONE AVENUE WALKOVER OVER M-10	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		MONTEREY AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		HIGHLAND AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		FORD AVENUE WALKOVER OVER M-10	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		LOG CABIN AVENUE WALKOVER OVER M-10	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		ALDEN AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		MUIRLAND AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		TULLER AVENUE WALKOVER OVER M-10	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		NORTHLAWN AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		WISCONSIN AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		MARGARETA AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000	CON				
WAYNE	M-10 (Lodge Freeway)		NB TO WB DAVISON OVER M-10 SB	DECK REPLACEMENT	0.000	CON				
WAYNE	M-153 (Ford Road)		EVERGREEN ROAD NB OVER M-153	OVERLAY - DEEP	0.521			CON		
WAYNE	M-153 (Ford Road)		EVERGREEN ROAD SB OVER M-153	OVERLAY - DEEP	0.521			CON		
WAYNE	M-39		JOY ROAD OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.140			CON		
WAYNE	M-39		WEST CHICAGO ROAD OVER M-39	DECK REPLACEMENT	0.140			CON		
WAYNE	M-39		PLYMOUTH ROAD OVER M-39	DECK REPLACEMENT	0.140			CON		
WAYNE	M-39		FENKELL AVENUE OVER M-39	DECK REPLACEMENT	0.140			CON		
WAYNE	M-39		6 MILE ROAD OVER M-39	DECK REPLACEMENT	0.140			CON		
WAYNE	M-39		7 MILE ROAD OVER M-39	DECK REPLACEMENT	0.140			CON		
WAYNE	M-39		M-102 WB OVER M-39	DECK REPLACEMENT	0.140			CON		
WAYNE	M-39		FITZPATRICK ROAD OVER M-39	DECK REPLACEMENT	0.646			CON		
WAYNE	M-39		FULLERTON AVENUE OVER M-39	OVERLAY - SHALLOW	0.646			CON		
WAYNE	M-39		LYNDON AVENUE OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.646			CON		

2007-2011 ROAD & BRIDGE PROGRAM

METRO Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
WAYNE	M-39		CURTIS AVENUE OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.646			CON		
WAYNE	M-39		PEMBROKE AVENUE OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.646			CON		
WAYNE	M-39		SCHOOLCRAFT AVENUE OVER M-39	DECK REPLACEMENT	0.318			CON		
WAYNE	M-39		PURITAN AVENUE OVER M-39	DECK REPLACEMENT	0.318			CON		
WAYNE	M-39		M-102 LEFT TURN RAMP OVER M-39	DECK REPLACEMENT	0.318			CON		
WAYNE	M-39		M-102 EB OVER M-39	DECK REPLACEMENT	0.318			CON		
WAYNE	M-39		OUTER DRIVE OVER M-39	SUPERSTRUCTURE REPAIR	0.013			CON		
WAYNE	M-8 (Davison Highway)		JOSEPH CAMPAU OVER M-8	DECK REPLACEMENT	0.000			CON		
WAYNE	M-8 (Davison Highway)		GODDARD AVENUE OVER M-8	DECK REPLACEMENT	0.000			CON		
WAYNE	M-85 (Fort Street)		M-85 (FORT STREET) OVER NS RAILROAD AND CONRAIL	BRIDGE REPLACEMENT	0.000			CON		
WAYNE	M-85 (Fort Street)		M-85 (FORT STREET) OVER PLEASANT STREET	BRIDGE REPLACEMENT	0.000			CON		
WAYNE	M-85 (Fort Street)		M-85 (FORT STREET) OVER SANDERS STREET	BRIDGE REMOVAL	0.000			CON		
WAYNE	M-85		CONRAIL AND C&O RAILROADS OVER M-85 (FORT STREET)	SUPERSTRUCTURE REPAIR	0.000					CON
WAYNE	M-85		NORFOLK AND WEST RAILROAD OVER M-85 (FORT STREET)	SUPERSTRUCTURE REPAIR	0.000					CON
WAYNE	M-85		CONRAIL OVER M-85 (FORT STREET)	SUBSTRUCTURE REPAIR	0.000					CON
WAYNE	US-12 (Michigan Avenue)		GREENFIELD ROAD OVER US-12	SUPERSTRUCTURE REPLACEMENT	0.001	CON				
WAYNE	US-12 (Michigan Avenue)		US-12 EB OVER ROUGE RIVER	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	US-12 (Michigan Avenue)		US-12 WB OVER ROUGE RIVER	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	US-12 (Michigan Avenue)		US-12 EB OVER M-39	OVERLAY - DEEP	0.000			CON		
WAYNE	US-12 (Michigan Avenue)		US-12 WB OVER M-39	OVERLAY - DEEP	0.000			CON		
					8.284					

METRO Noise Abatement

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
MACOMB	I-94 EB (Ford Freeway)		10 MILE ROAD TO FRAZO ROAD	ROADSIDE FACILITIES - IMPROVE	0.514	CON				
MACOMB	I-94 EB (Ford Fwy)		MARTIN ROAD TO 12 MILE ROAD	ROADSIDE FACILITIES - IMPROVE	0.510	CON				
					1.024					

2007-2011 ROAD & BRIDGE PROGRAM

METRO Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
MACOMB	I-696 (Reuther Freeway)		RAMPS AT MOUND ROAD	RECONSTRUCTION	0.001		CON			
MACOMB	I-696 (W P Reuther Fwy)		M-97 TO I-94	RESTORATION AND REHABILITATION	2.740			CON		
MACOMB	I-696		AT I-94	RECONSTRUCTION	0.816					CON
MACOMB	I-94	PF	JOY TO M-29	RESURFACE	4.853	CON				
MACOMB	I-94	PF	MASONIC TO JOY	RESURFACE	6.830	CON				
MACOMB	M-29 (23 Mile Road)		I-94 TO BAKER	RECONSTRUCTION	2.740		CON			
MACOMB	M-3 NB (Gratiot Avenue)		REMICK TO SANDPIPER	RESURFACE	3.037		CON			
MACOMB	M-3 SB (South Gratiot Avenue)		WELLINGTON STREET TO SUNNYVIEW ROAD	RESURFACE	1.679		CON			
MACOMB	M-3 SB (Gratiot Avenue)		CLINTON TO SANDPIPER	RESURFACE	2.364		CON			
MACOMB	M-53 (Earle Memorial Highway)		34 MILE ROAD TO NORTH MACOMB COUNTY LINE	RECONSTRUCTION	4.436				CON	
MACOMB	M-53 (VanDyke)		24 MILE ROAD TO 27 MILE ROAD	RESURFACE	3.268			CON		
MACOMB	M-53 (Van Dyke Road)		15 MILE ROAD TO 18 MILE ROAD	RECONSTRUCTION	3.244					CON
MACOMB	M-53 (VanDyke)		18 MILE ROAD TO 24 MILE ROAD	RESURFACE	6.161			CON		
OAKLAND	I-696 (Reuther Freeway)		NOVI ROAD EASTERLY TO HALSTED ROAD	RESURFACE	2.835		CON			
OAKLAND	I-96		3 RAMPS AT NOVI ROAD	RECONSTRUCTION	0.029		CON			
OAKLAND	M-1 (US 24 BR/I 75 BL)	PF	BIG BEAVER TO AND INCLUDING THE WIDETRACK LOOP	RESURFACE	8.105	CON				
OAKLAND	M-10 (Northwestern Highway)	PF	M-39 TO LAHSER	RECONSTRUCTION	2.790	CON				
OAKLAND	M-10 (Lodge Freeway)		M-102 TO M-39	RECONSTRUCTION	2.049	CON				
OAKLAND	M-150 (Rochester Road)		2ND STREET TO TIENKEN	RECONSTRUCTION	1.204					CON
OAKLAND	M-59		OPDYKE TO CROOKS	RESURFACE	4.940				CON	
OAKLAND	M-59 (Huron St)		WIDETRACK TO OPDYKE	RESURFACE	2.090				CON	
OAKLAND	M-59 (East Huron Street)	PF	NB WIDE TRACK TO SB WIDE TRACK	RESURFACE	0.379	CON				
OAKLAND	US-24 (Telegraph Road)		NORTH OF 12 MILE ROAD TO WEST QUARTON ROAD	RESURFACE	3.897		CON			
ST. CLAIR	COUNTYWIDE		BLACK RIVER WATERSHED	MISCELLANEOUS	0.000				CON	
ST. CLAIR	I-69 (W I 69)		TAYLOR TO RANGE ROAD	RESURFACE	4.001	CON				
ST. CLAIR	I-69		AT I-94 INTERCHANGE	RECONSTRUCTION	3.707					CON
ST. CLAIR	I-94		ALLINGTON TO S/GRATIOT INTERCHANGE	RECONSTRUCTION	6.900			CON		
ST. CLAIR	I-94 (W I 94)		COUNTY LINE ROAD TO NORTH OF ALLINGTON ROAD	RECONSTRUCTION	9.810				CON	
ST. CLAIR	M-136 (Glyshaw / Beard)		KINGSLEY TO KEEWAHDIN	RESURFACE	6.203	CON				
ST. CLAIR	M-19 (Avoca Road)		KILGORE TO M-19 THEN TO SOUTH CITY LIMITS OF YALE	RESURFACE	10.181		CON			
ST. CLAIR	M-19 (Main Street)		NORTH OF BURT ROAD TO OLD M-21	RECONSTRUCTION	0.696		CON			
WAYNE	I-275		NORTHLINE ROAD TO KING ROAD	ROADSIDE FACILITIES - PRESERVE	4.008		CON			
WAYNE	I-75		SOUTH WAYNE COUNTY LINE TO GIBRALTER	RECONSTRUCTION	2.565		CON			
WAYNE	I-94		5 RAMPS AT I-275	RECONSTRUCTION	1.358					CON
WAYNE	I-96 (Jeffries Freeway)	PF	I-75 TO WARREN AVENUE	RECONSTRUCTION	1.040	CON				
WAYNE	M-1 (Woodward Avenue)		I-94 TO SIBLEY	RESURFACE	2.069			CON		
WAYNE	M-1 (Woodward Avenue)		TUXEDO TO I-94	RESURFACE	2.321			CON		
WAYNE	M-10		MEYERS TO LIVERNOIS	RESTORATION AND REHABILITATION	2.030	CON				
WAYNE	M-10 (Lodge Freeway)	PF	GREENFIELD TO MEYERS	RECONSTRUCTION	2.225	CON				
WAYNE	M-10 (Lodge Freeway)		LIVERNOIS TO M-8 (DAVISON FREEWAY)	RESTORATION AND REHABILITATION	1.746	CON				
WAYNE	M-10 (Lodge Freeway)		M-8 (DAVISON FREEWAY) TO I-94	RESTORATION AND REHABILITATION	2.805	CON				

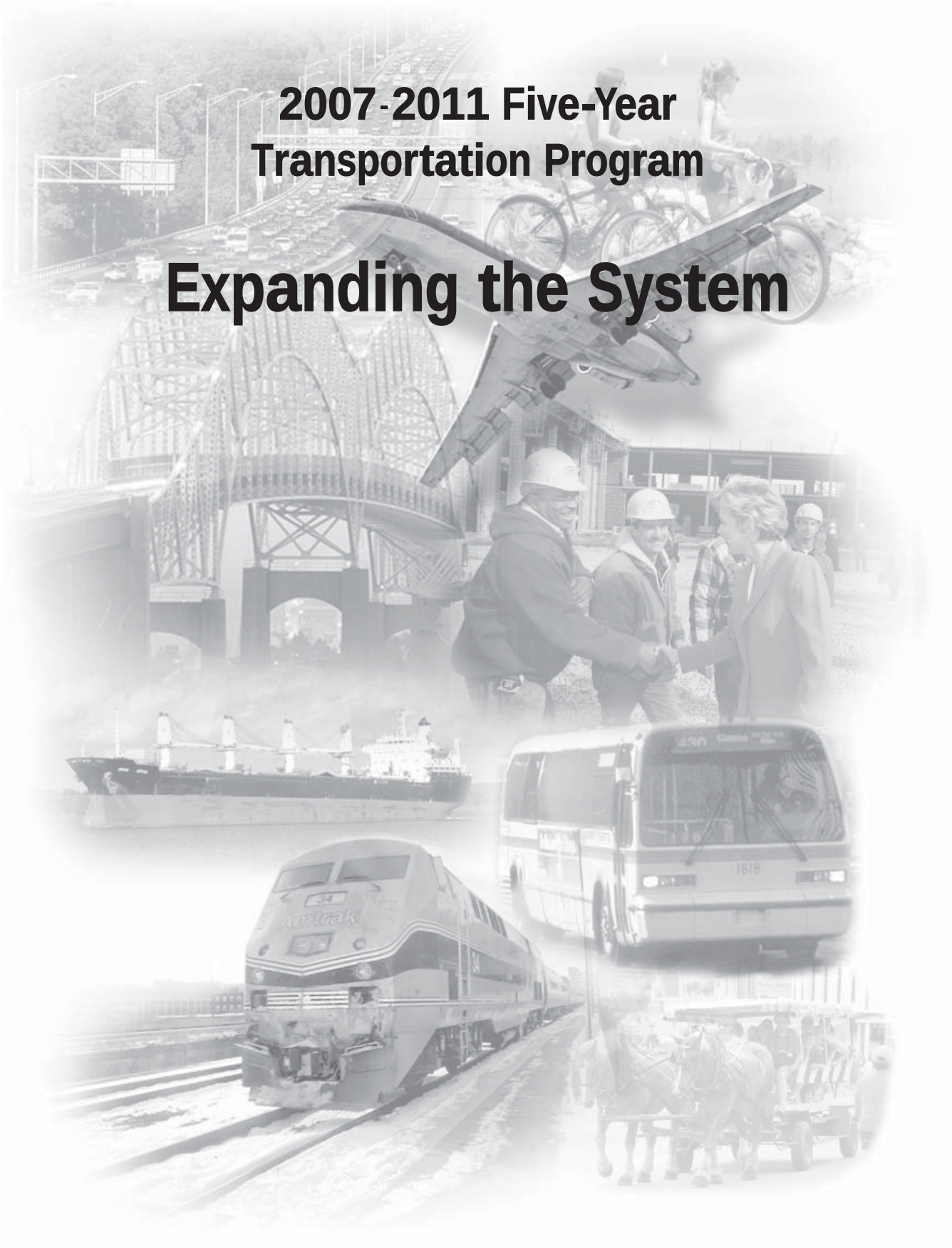
2007-2011 ROAD & BRIDGE PROGRAM

METRO Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
WAYNE	M-10 (Lodge Freeway)		GREENFIELD TO MEYERS	MISCELLANEOUS	2.231	CON				
WAYNE	M-153 (Ford Road)		VENOY ROAD TO ARCOLA AVENUE	RESURFACE	2.673				CON	
WAYNE	M-39 (State Hwy 39 / M-39 Fwy)		PORTER TO PINECREST	RECONSTRUCTION	1.742			CON		
WAYNE	M-39 (Southfield Freeway)		MC NICHOLS TO M-10	RESURFACE	3.221			CON		
WAYNE	M-8 (Davison Avenue)		OAKLAND AVENUE TO CONANT	RESURFACE	1.432			CON		
WAYNE	M-85 (Fort Street)		I-75/SCHAEFER TO OAKWOOD	RECONSTRUCTION	1.336			CON		
WAYNE	M-85 (Fort Street)		MILLER TO WEST OF SPRINGWELLS	RECONSTRUCTION	1.149					CON
WAYNE	US-12 (Michigan Avenue)		OUTER DRIVE TO WEST OF EVERGREEN	RESTORATION AND REHABILITATION	2.029			CON		
WAYNE	US-12 (Michigan Avenue)		LIVERNOIS TO 28TH STREET	RECONSTRUCTION	0.835				CON	
WAYNE	US-12 (Michigan Avenue)		28TH STREET TO ROSA PARKS	RECONSTRUCTION	1.676					CON
WAYNE	US-24 (Telegraph Road)		VREELAND TO WEST ROAD	MAJOR WIDENING	2.210		CON			
WAYNE	US-24 (Telegraph Road)		CARTER TO PENNSYLVANIA	RECONSTRUCTION	2.632					CON
					157.318					

2007-2011 Five-Year Transportation Program

Expanding the System



Highway Capacity Improvements and New Roads

2007-2011

Five-Year Transportation Program

The following section identifies the highway capacity improvement and new roads projects that have been part of MDOT's regular program, received funding from the Jobs Today initiative, or received an earmark from the SAFETEA-LU transportation reauthorization bill. All projects listed have been developed in accordance with the department's Five-Year Transportation Program development process and are listed by region.

This 2007-2011 transportation program will provide Michigan travelers with an average of approximately 265 miles of improved roads in each of the next five years. Program investments for the highway program total $6.63 billion. This total reflects investments for the major program categories of preservation, capacity improvement and new roads, and routine maintenance. The first two years of investments are higher than the remaining years as a result of the funding enhancement supported by the Preserve First and Jobs Today initiatives. The program size declines after FY 2007 because Preserve First ends after 2007. The program size declines further after FY 2008 due to the Jobs Today initiative sun-setting after 2008.

For those projects that received a SAFETEA-LU earmark and are new to MDOT's program, the department will work with transportation stakeholders to develop strategies to implement these earmarks consistent with the description contained within the bill.

Superior Region

The Superior Region continues to experience growth in its successful year-round tourism industry and the relocation of midwestern retirees heading to the Upper Peninsula. The very successful Passing-Relief Lane Program will be continued through the year 2008 to further increase passing opportunities associated with trucks and recreational vehicles. The region is planning to construct an additional 8.5 miles of passing relief lanes on US-2 and US-41 in 2007-2008.

Major Roadway Improvements

M-64 Bridge over the Ontonagon River

A fixed-bridge on a new alignment has been constructed to replace the existing swing-bridge. Activities for 2006 included completion of the bridge and road, removal of the old swing-bridge, and upgrade of the "old M-64 and M-38" prior to transferring it to the Village of Ontonagon.

Context Sensitive Design elements for this project included textured simulated stone (stamped concrete), installation of historic lighting, a multi-use pathway, a car pool lot, and numerous tree plantings. The new bridge was opened in the fall of 2006.

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 about nine miles of new passing relief lanes planned for 2007 and 2008.

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

Major Roadway Improvements

M-72 at US-31, Grand Traverse County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding to make improvements to the intersection of M-72 and US-31 in Acme, north of Traverse City. A second left-turn lane will be added on M-72 and a dedicated right-turn lane will be added to NB US-31. Signal upgrades will be made as well. Construction will be completed by late June 2007.

M-55 passing relief lanes between M-37 and M-115, Wexford County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. The earmark for this project will be used to design and construct a 2.9-mile passing relief project along M-55 in Wexford County. Construction is anticipated to begin in 2007.

US-131 Manistee River bridge widening, Wexford County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. The earmark for this project will be used to complete environmental clearance and design activities associated with replacing and widening the US-131 Bridge over the Manistee River to match the cross-sections north and south of the existing bridge. These activities will begin in 2008.

US-31 from Manistee Bascule Bridge to Lincoln Street, Manistee

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. The earmark for this project will be used to implement operational improvements identified as part of a recently completed access management study along US-31. Construction will take place in 2009.

Petoskey Transportation Needs Study, Emmet County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. This earmark was a re-designation of a TEA-21 high priority earmark. A portion of this earmark will initially be used by the Northwest Michigan Council of Government to conduct a transportation needs study of the Petoskey area beginning in late 2006.

Grayling Transportation Needs Study, Crawford County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. This earmark was a re-designation of a TEA-21 high priority earmark. This earmark initially will be used by the Northeast Michigan Council of Governments to complete a transportation needs study in Grayling beginning in late 2006.

2007-2011 ROAD & BRIDGE PROGRAM

NORTH Capacity Improvement

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
CRAWFORD	AREAWIDE		GRAYLING AREA	PLANNING & RESEARCH		EPE				
					0.000					

Grand Region

The Grand Region continues to experience significant growth and economic expansion that has resulted in increased traffic growth across the region. Through the implementation of the following capacity increase projects, the department will continue to address capacity increase and operational issues in order to remove congestion points, as well as provide improved access to support the economic growth occurring across the region. Many of the following projects are part of Governor Granholm's Jobs Today program.

Major Road Improvements

I-196 / Chicago Drive (Baldwin Street) Interchange modification, Kent and Ottawa Counties

The environmental clearance process for this interchange received federal approval March 2006. The I-196/Chicago Drive interchange modification project will utilize Jobs Today funding as well as multiple SAFETEA-LU earmarks to construct this project in Georgetown Township and the City of Grandville. Jobs Today funds, earmarked funds, and a local agency contribution will be used to complete right-of-way acquisition and construction activities. The project is currently in the design and property acquisition phase. Construction is anticipated to begin in 2007.

US-131 BR / Michigan Street Improvements, Grand Rapids

Funding from the Jobs Today program and the Transportation Economic Development Fund will be used to construct operational improvements on US-131 BR (Division Avenue) near Michigan Street, and to lengthen and widen the Michigan Street Bridge over US-131 BR in downtown Grand Rapids. These improvements will support over 2,000 new medical service jobs associated with the Life Science Corridor currently under construction in downtown Grand Rapids. Environmental clearance and design activities are ongoing, with funding provided from the developer and the City of Grand Rapids. Construction will begin in early 2007, with completion expected in late 2007.

US-31, Holland to Grand Haven, Ottawa County

The 2005 SAFETEA-LU transportation reauthorization bill provided some funding for this project. Based on meetings with various local officials, the priorities identified within this project area included a new route and Grand River crossing near 120th Avenue between M-45 and I-96, and some limited improvements to existing US-31 in the Holland and Grand Haven areas. The environmental clearance should be complete in 2007, at which time the design and right-of-way acquisition process will begin. The construction phase for the priority segments identified has been added to the Holland and Muskegon Metropolitan Planning Organization Long-Range Plans.

Design and right-of-way acquisition will take approximately five years to complete. After completion of these activities, MDOT will be in a position to begin construction, pending funding availability.

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

Environmental clearance activities for the I-196/I-96 corridor, including I-196 from US-131 to I-96, I-96 from Leonard Street to Cascade Road, and M-37/M-44 (East Beltline) from M-21 to Knapp Street, in the City of Grand Rapids and Grand Rapids Township, have been completed. The Federal Highway Administration issued a Finding of No Significant Impact in December 2005. Weave/merge lanes will be added between interchanges as part of the major rehabilitation project along I-196 between Grand River and Fuller Avenue planned for 2010, as well as several bridge widening projects to accommodate future improvements. The I-196 corridor also provides access to the developing Life Science Corridor in downtown Grand Rapids.

US-131 / 44th Street Interchange Improvement, Wyoming

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. MDOT and the City of Wyoming have been working together for several years to develop improvement plans and funding strategies for this interchange. MDOT will use a portion of this SAFETEA-LU earmark to rehabilitate and improve the 44th Street interchange bridge over US-131. The remainder of the earmark will be used by the City of Wyoming to assist in the funding of their portion of the interchange improvements. The design phase has started and construction is planned to begin by 2009, pending funding availability for the remainder of the project.

US-31 / M-46 Transportation System Alternatives Study, Muskegon County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project that will study and identify traffic operational improvements on state and local roads in the US-31/M-46 (Apple Avenue) area. MDOT will coordinate with transportation stakeholders in Muskegon to develop an appropriate strategy to spend this earmark consistent with the language contained within SAFETEA-LU. An additional study of state and local transportation needs in the area is currently underway through the Muskegon Metropolitan Planning Organization.

I-96 / US-31 – Sternberg Area Interchange Study, Muskegon County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project that will enhance traffic operations and access in the I-96/US-31/Sternberg Road area. MDOT has begun discussions with our transportation partners and stakeholders in the study area to develop feasible alternatives to address the transportation needs identified, and develop an appropriate strategy to spend this earmark consistent with the language contained within SAFETEA-LU.

2007-2011 ROAD & BRIDGE PROGRAM

GRAND Capacity Improvement

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
OTTAWA	BALDWIN STREET		MAIN ST EAST TO KENT/OTTAWA COUNTY LINE	INTERCHANGE REDESIGN & UPGRADING	0.001	CON	CON			
OTTAWA	BALDWIN STREET		MAIN ST EAST TO KENT/OTTAWA COUNTY LINE	INTERCHANGE REDESIGN & UPGRADING		ROW				
KENT	BALDWIN STREET		KENT/OTTAWA COUNTY LINE EAST TO I-196	INTERCHANGE REDESIGN & UPGRADING	0.122	CON	CON			
KENT	I-196 (Gerald R Ford Freeway)	JT	AT CHICAGO DRIVE INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING	2.868		CON	CON		
KENT	I-196 (Gerald R Ford Freeway)		AT CHICAGO DRIVE INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING		PE				
KENT	I-196		EB AND WB OVER CSX RAILROAD	INTERCHANGE REDESIGN & UPGRADING	0.000		CON	CON		
MUSKEGON	I-96		AT US-31 AND STERNBERG RD VICINITY	INTERCHANGE REDESIGN & UPGRADING	0.000		CON	CON		
MUSKEGON	I-96		AT US-31 AND STERNBERG RD VICINITY	INTERCHANGE REDESIGN & UPGRADING		ROW				
MUSKEGON	I-96		AT US-31 AND STERNBERG RD VICINITY	INTERCHANGE REDESIGN & UPGRADING		PE				
OTTAWA	M-231		M-231(NEW ROUTE) OVER THE GRAND RIVER	NEW STRUCTURE ON NEW ROUTE	0.001				CON	CON
OTTAWA	M-231		M-231(NEW ROUTE) OVER THE GRAND RIVER	NEW STRUCTURE ON NEW ROUTE	0.001					CON
KENT	US-131		UNDER 44TH STREET	REPLACE BRIDGE, ADD LANES	0.000			CON	CON	CON
KENT	US-131		UNDER 44TH STREET	REPLACE BRIDGE, ADD LANES		ROW	ROW			
KENT	US-131		UNDER 44TH STREET	REPLACE BRIDGE, ADD LANES		PE	PE			
MUSKEGON	US-31		AT M-46	INTERCHANGE REDESIGN & UPGRADING			EPE			
					2.993					

GRAND New Roads (Capacity Expansion)

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
OTTAWA	M-231 (US-31 Bypass)		M-45 NORTH TO I-96/M-104	STUDIES		EPE				
OTTAWA	M-231 (US-31 Bypass)		M-45 NORTH TO I-96/M-104	NEW ROUTES		PE	PE	PE	PE	PE
OTTAWA	REGIONWIDE (US-31 Bypass)		M-45 NORTH TO I-96/M-104	NEW ROUTES			ROW	ROW	ROW	
					0.000					

Bay Region

The Bay Region's 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 are primary routes for tourism as well as international trade corridors.

Major Road Improvements

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

This project will improve safety and reduce congestion by widening M-24 from a two-lane road to a four-lane boulevard, from I-69 in Lapeer Township southerly to Pratt Road in Metamora Township. In 2004, Lapeer and Metamora Townships adopted an access management plan to help maintain efficient future operations along the segment from I-69 to Pratt Road. Construction began in 2006. Work will continue through 2007, with anticipated completion in 2008. This project will utilize both Jobs Today initiative funds and the SAFETEA-LU earmark to construct the proposed improvements.

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

This project is also 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 was completed 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. Metamora Township has adopted an access management plan as a precursor to the improvements identified in the environmental document to help optimize traffic operations along M-24.

I-675 at M-13, City of Saginaw, Saginaw County

This project received earmarks in SAFETEA-LU to build a new ramp from I-675 to M-13. MDOT will complete a federally required interstate access justification study to determine the appropriate access improvements between I-675 and M-13. This study and final report will be completed in late 2006 and submitted to the Federal Highway Administration for approval. If an alternative is approved and adequate funding is available, subsequent phases will begin.

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 for the US-127 corridor from St. Johns to Ithaca are expected to be completed in 2007.

Additional funding has been provided from the 2005 SAFETEA-LU transportation reauthorization bill and will be used for partial right-of-way acquisition or a possible grade separation consistent with ongoing design along the US-127 corridor. Final design activities and the acquisition of any remaining right-of-way have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

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

This project includes reconstruction of the existing two-lane road to a five-lane road with intersection improvements from Delta Road to M-13 (Euclid Avenue) in Bay City. MDOT has completed design and secured the right-of-way for future construction. MDOT will reconstruct the bridges over Squaconning and Dutch Creeks immediately east and west of I-75 in 2011. Remaining portions of this project have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

US-127 BR / Isabella Road Extension, Mount Pleasant

The Jobs Today initiative provided funding to improve access to US-127 by extending Isabella Road to the south. It is anticipated that this project will relieve congestion on Mission Street and support economic development in the area. Environmental clearance is expected in late 2006 and construction will take place in 2007.

2007-2011 ROAD & BRIDGE PROGRAM

BAY Capacity Improvement

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
SAGINAW	I-675		AT M-13	NEW INTERCHANGE-EXISTING ROUTE		EPE				
LAPEER	M-24 (South Lapeer Road)	JT	PRATT ROAD TO SOUTH OF I-69	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	4.894	CON	CON			
LAPEER	M-24 (South Lapeer Road)		FROM PRATT ROAD TO SOUTH OF I-69 LAPEER COUNTY	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	4.894	CON				
LAPEER	M-24 (South Lapeer Road)		FROM PRATT ROAD TO SOUTH OF I-69 IN LAPEER COUNTY	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	4.894	CON				
MIDLAND	US-10 BR (North Eastman Road)		FROM EASTMAN ROAD TO SYLVAN LANE, CITY OF MIDLAND	CONSTRUCT ROADWAY LIGHTING		PE				
MIDLAND	US-10 BR (North Eastman Road)		FROM EASTMAN ROAD TO SYLVAN LANE, CITY OF MIDLAND	CONSTRUCT ROADWAY LIGHTING		UTL				
					14.682					

BAY New Roads (Capacity Expansion)

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
GRATIOT	US-127		NORTH OF ST. JOHNS TO ITHACA	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M			ROW			
					0.000					

Southwest Region

The Southwest Region is home to many industries, particularly those supporting automobile and aerospace manufacturing and medical/pharmaceutical industries. Tourism and agriculture are also significant industries in southwest Michigan. The department will continue to address capacity increase and operational issues in order to remove congestion points, as well as provide improved access to support the economic growth occurring across the region.

Major Road Improvements

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

The 2005 SAFETEA-LU transportation reauthorization bill provided multiple earmarks for this project. These earmarks will be used to reconstruct and widen I-94 from west of US-131 to east of Oakland Drive, including the I-94/US-131 interchange. Construction for this segment began in 2006 and will be completed in 2009. The remaining segments will be constructed as funding becomes available.

I-94 Business Loop, Battle Creek, Calhoun County

The planned realignment of I-94 BL includes reconstructing Dickman Road east of I-94 to five lanes from I-194 to facilitate the relocation of this segment of the business loop. A re-evaluation of the Environmental Impact Statement is underway. Design activities for this project resumed in 2006 as part of the Jobs Today initiative. Jobs Today funding will also be used for right-of-way acquisition and construction. Construction is anticipated to begin in 2008.

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

The design phase for the last segment of this major US-31 improvement is complete and partial right-of-way acquisition is ongoing. 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 current traffic demands.

US-131, Bypass of Constantine, St. Joseph County

Environmental clearance activities will be completed in 2007. The preferred alternative in this corridor will be a bypass of the Village of Constantine. Design for the new Constantine bypass will begin in late 2007 or early 2008, and construction will follow.

2007-2011 ROAD & BRIDGE PROGRAM

SOUTHWEST Capacity Improvement

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF US-131	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	1.630	CON	CON	CON	CON	
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE	SUPERSTRUCTURE REPLACEMENT	1.000	CON				
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE	BRIDGE REPLACEMENT	0.000	CON				
KALAMAZOO	I-94		FROM EAST OF US-131 TO EAST OF OAKLAND DRIVE	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	0.980	CON				
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	2.610	CON				
CALHOUN	I-94 BL (East Dickman Road)	JT	I-194 EAST TO ELM STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	0.076		CON	CON		
CALHOUN	I-94 BL (East Dickman Road)	JT	I-194 EAST TO ELM STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	0.076		CON			
CALHOUN	I-94 BL (East Dickman Road)	JT	I-194 EAST TO ELM STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW			
CALHOUN	I-94 BL (East Dickman Road)	JT	I-194 EAST TO ELM STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE				
					6.372					

SOUTHWEST New Roads (Capacity Expansion)

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
BERRIEN	I-94		BRITAIN AVENUE TO I-196	NEW ROUTES		PE				
BERRIEN	REGIONWIDE		NORTH OF NAPIER ROAD TO I-94	RELOCATION OF EXISTING ROUTE		ROW				
BERRIEN	REGIONWIDE		NORTH OF NAPIER ROAD TO I-94	RELOCATION OF EXISTING ROUTE						
ST. JOSEPH	US-131		STATE LINE TO NORTH OF THREE RIVERS	RELOCATION OF EXISTING ROUTE		EPE				
ST. JOSEPH	US-131		STATE LINE TO NORTH OF THREE RIVERS	RELOCATION OF EXISTING ROUTE	16.400				CON	CON
ST. JOSEPH	US-131		STATE LINE TO NORTH OF THREE RIVERS	RELOCATION OF EXISTING ROUTE				ROW	ROW	
ST. JOSEPH	US-131		STATE LINE TO NORTH OF THREE RIVERS	RELOCATION OF EXISTING ROUTE			PE	PE		
					16.400					

University Region

The University Region serves 10 counties in the heart of south-central Michigan: Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, Monroe, Shiawassee and Washtenaw. The University Region's central location makes it the crossroads of the Lower Peninsula, with six major freeway corridors (I-69, I-75, I-94, I-96, US-23 and US-127) passing through the region as part of the national network of highways supporting commerce and international trade. The department will continue to address capacity increase and operational issues in order to remove congestion points, as well as provide improved access to support the economic growth occurring across the region.

Capacity Improvements and New Roads

M-59 / I-96 to Michigan Avenue, Livingston County

This project will reconstruct and widen the M-59 corridor in Livingston County. The Jobs Today initiative provided funding for the construction of this segment east of I-96 to Michigan Avenue in Howell. Design was completed in 2006 and construction is anticipated to begin in 2007.

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

MDOT is completing the design phase and right-of-way acquisition to reconstruct and widen M-59 between Michigan Avenue and Old US-23 in Livingston County. Construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

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. Funding to construct this improvement has been provided by the Jobs Today initiative. Construction began in the fall of 2006 and is expected to be completed in 2007.

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

Environmental clearance for this segment of I-94 was completed in 2006. The recommended alternative established a corridor improvement strategy for modernizing and ultimately widening the I-94 freeway through the urban area. The 2005 SAFETEA-LU transportation reauthorization bill provided funding which will be used to advance priority improvements identified in the I-94 Modernization Study. No additional funding has been identified to undertake recommended improvements.

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

A re-evaluation of the previously approved Environmental Impact Statement and the preparation of final right-of-way plans for the US-127 corridor from St. Johns to Ithaca are expected to be completed in 2007. The 2005 SAFETEA-LU transportation reauthorization bill provided funding that will be used for additional right-of-way acquisition and a possible grade separation consistent with ongoing design along the US-127 corridor. Final design activities and the acquisition of any remaining right-of-way have been deferred to a future program when funding becomes available. No construction funds have been identified and no construction dates have been targeted.

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

MDOT will conduct a feasibility study from M-14 in Washtenaw County to I-96 in Livingston County. The study will develop a long-range master plan for the US-23 corridor that can be used to guide near-term investment decisions relating to preservation needs and ongoing and future private development proposals along the corridor. The study will also identify future phasing opportunities for longer-term corridor widening improvements. The feasibility of adding dedicated transit facilities within the existing right-of-way limits, as well as adjacent to the corridor will also be assessed. Finally, this study will provide an assessment of possible innovative financing techniques and methods to implement identified improvements.

This feasibility study will provide a portion of the analysis and alternative revisions that will be required within an environmental clearance document for this project. The study will be a useful step in streamlining future environmental clearance activities.

I-96 / Latson Road Interchange, Livingston County

The environmental clearance and design phases have been completed. Available funding will be used to acquire a portion of the necessary right-of-way and construct a new bridge over I-96 at Latson Road. Design plans are being modified to include only bridge and local road improvements. The design and right-of-way activities will be initiated in 2007 and construction will follow.

2007-2011 ROAD & BRIDGE PROGRAM

UNIVERSITY Capacity Improvement

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
WASHTENAW	I-94	JT	BAKER ROAD, WEST OF ANN ARBOR	INTERCHANGE REDESIGN & UPGRADING	0.000	CON	CON			
LIVINGSTON	M-59 (West Highland Road)	JT	EAST OF I-96 TO EAST OF MICHIGAN AVENUE	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	4.190	CON	CON	CON	CON	
LIVINGSTON	M-59 (Highland Road)		MICHIGAN AVENUE TO WHITMORE LAKE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW			
LIVINGSTON	M-59 (Highland Road)		MICHIGAN AVENUE TO WHITMORE LAKE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE				
LIVINGSTON	M-59		OVER CSX (R01), HOWELL	RELOCATION OF RAILROAD FACILITIES	0.168	CON				
					4.358					

Metro Region

The Metro Region serves four counties in southeastern Michigan: Wayne, Oakland, Macomb, and St. Clair. 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 of the vehicle miles traveled on Michigan's freeway system occurs 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 right-of-way. Widening of existing freeway right-of-way to increase capacity is becoming increasingly difficult without costly residential or commercial displacements. 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 five international border crossings. These include the three roadway crossings of 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 is the second busiest passenger crossing on the United States-Canada border. There are also two rail tunnels in the region, the Port Huron- Sarnia rail tunnel and the Detroit-Windsor rail tunnel.

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-96 / Wixom Road, Wixom, Oakland County

This project was developed in conjunction with the I-96/Beck Road project. This interchange will be reconstructed as a Single Point Urban Interchange (SPUI). 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.

Funding from the Jobs Today initiative and a SAFETEA-LU earmark will be used to improve the I-96/Wixom Road interchange. These improvements will reduce congestion and improve access to the Cities of Wixom and Novi. These funds will be used to complete design, acquire a portion of the right-of-way, and construct the proposed interchange improvements. Design work on this project resumed in 2006. Acquisition of additional right-of-way and construction is expected to begin in 2007, and the project is expected to be completed in 2009.

I-696 / Franklin Road, Southfield, Oakland County

This 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 activities were completed in 2005. Design activities and right-of-way acquisition for this project were completed by the City of Southfield. This project includes several locally funded components. One component of this project was the relocation of Franklin Road. The relocation was completed in 2003 and was funded locally. Construction of the project began in 2006 and is scheduled to be completed in 2007.

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

This project would rehabilitate, widen, and provide safety improvements and continuous service roads along a seven-mile segment of I-94, including reconstruction of the I-94 interchanges with I-75 and M-10, and 67 bridges. The environmental clearance has been completed and a Record of Decision was issued in 2005. An engineering study is being conducted to help further minimize the project's impacts and refine other engineering issues within the corridor. This study should be completed in 2008. 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.

I-75 and I-96 Environmental clearance for the project was obtained in 1997.

Construction has been completed on the first two phases of the project, involving road and bridge elements. The third phase that includes a new eastbound I-96 service drive from Michigan Avenue (US-12) southerly to Vernor Highway is currently under construction and will be completed by early 2007. Construction on the remaining phase, which includes reconstruction of the mainline freeway and direct plaza access ramps, will begin in 2007.

These phases will also include construction of a signature pedestrian bridge connecting east and west Mexicantown across I-75/I-96, along with extensive landscaping and architectural treatments as part of the context sensitive design. Construction is scheduled to be completed in 2009.

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 but will need to be re-evaluated. 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 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.

US-24, Brownstown Township, Wayne County

This segment of US-24 (Telegraph Road), between Vreeland Road and West Road, is to be reconstructed and widened from four to five lanes to improve safety in this corridor. Environmental clearance was completed but a review of project additions is underway. Design and right-of-way acquisition activities are underway. Design plan completion is scheduled for May 2007. Construction letting is scheduled for November 2007, with construction to take place in 2008.

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

Design is underway to replace the existing two-lane bridge 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 was completed through the plan review stage in 2006. 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

This project will widen the M-59 corridor from a four-lane to a six-lane freeway between Crooks Road and Ryan Road in Oakland and Macomb Counties. Funding has been made available for the preparation of design plans and completion of an environmental re-evaluation. These activities will start in 2007 and are expected to be completed in 2008. Construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

I-75 / M-59 Interchange, Oakland County

Environmental clearance has been completed (a re-evaluation may be needed) and initial design activities to determine specific right-of-way requirements were completed in early 2005. Right-of-way required in the southeast quadrant has been acquired. 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. Funding, to acquire the remaining right-of-way and construct the project, has not been identified.

The Northwestern Connector, Oakland County

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

Road. Environmental clearance for this project was completed in November 2002. The RCOC began design work in 2003 that continues into 2007, and they are currently acquiring right-of-way.

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. The earmark for this project will be used to construct roundabouts at the intersections of Maple/Drake, Maple/Farmington, and Farmington/14 Mile Road. RCOC currently plans to begin construction in late 2006 or early 2007.

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

Environmental clearance activities for the widening of this segment of I-75 in Oakland County were completed in 2006. This project will add an additional directional lane to I-75 that will operate as a high occupancy vehicle lane during the peak hours and a general purpose lane during the remaining hours. Access from I-696 to northbound I-75 will be modified to improve traffic flow and safety.

This project also includes the reconstruction of the 12 Mile and 14 Mile Road interchanges and improvements to the storm water system throughout the corridor. An engineering study will be conducted in 2007 to help further minimize the project's impacts and refine other engineering issues 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 improve the operation of the existing interchange and provide better access to the area by modifying the existing intersection of Crooks Road and the I-75 entrance/exit ramps and Corporate Drive. Design and construction activities are deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

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

This 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 since the original clearance was completed in 1987. Some right-of-way has been acquired, but the remainder of right-of-way acquisition is deferred. No funds have been identified to construct the project.

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

The relocation of the M-59/Adams Road interchange was 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. This project is being 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 2005. Phase three, which includes two ramps for future traffic growth, is deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

The I-94 Bridge over Black River & Blue Water Bridge Plaza, St. Clair County

The I-94 Bridge over Black River, built in 1950, is in poor condition and inadequate to meet the demands of future traffic volumes. 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 U.S. side of the Blue Water Bridge.

Actions are being taken to address both of these needs.

The Black River Bridge project is undertaking an environmental assessment (EA) to widen I-94 to the Lapeer Connection and reconstruct the Water Street interchange. This EA is scheduled to be completed in 2007. An environmental impact statement is being prepared for the Blue Water Bridge Plaza. Increasing commercial traffic and border inspection and security requirements will require an expansion to the plaza. Practical alternatives now under evaluation include at-grade or off-site plaza layouts and related road improvements. MDOT expects to complete an environmental impact statement for a preferred alternative in 2008.

A Special Experimental Project-15 (SEP-15), an FHWA program to speed delivery of critical transportation projects, has been applied for. Under SEP-15, FHWA will provide approval for MDOT to use federal aid funds for advanced acquisition of voluntarily available residential and commercial properties that are located within the I-94/I-69/Black River Bridge corridor and the Blue Water Bridge Plaza footprint, prior to receiving federal environmental clearance. We will be able to acquire properties beginning in calendar year 2007 if SEP-15 is approved for this project.

Detroit Intermodal Freight Terminal (DIFT), Wayne County

This project would develop a regional intermodal freight terminal complex to serve shippers and industries in southeastern Michigan. The six intermodal facilities currently located in southeast Michigan are inadequate to accommodate growing demand.

The DIFT would consolidate some of these facilities at one site in southwest Detroit. The preferred alternative would consolidate three Class I Railroads at the Livernois-Junction Yard and provide direct truck access to the yard from major roadways.

The final EIS is expected to be completed in 2008. Identification of funding is being investigated.

Detroit River International Crossing Study (DRIC), Wayne County

The Canada-U.S.-Ontario-Michigan Border Transportation Partnership (the Partnership) consists of the U.S. Federal Highway Administration, Transport Canada, the Michigan Department of Transportation and the Ontario Ministry of Transportation. In January 2004, the Partnership completed a Planning/Need and Feasibility Study Report 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 Detroit/Windsor area.

The DRIC Study was undertaken in early 2005 with a schedule that calls for completion of environmental clearance by 2008. Illustrative alternatives were developed and evaluated within an area from Belle Isle, Detroit, to the City of Wyandotte. The area of focus has been narrowed to locations generally from Zug Island to the Ambassador Bridge area. Several practical alternatives have been developed and are in the process of being evaluated.

The 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) to handle security concerns and support trade and tourism between Canada and the United States for the long-term.

Van Dyke Road Improvements from I-696 to Red Run Drain, City of Warren

MDOT will coordinate with our transportation stakeholders in the City of Warren to develop an appropriate strategy to spend this earmark funding consistent with the language contained in the 2005 SAFETEA-LU reauthorization bill.

M-85 Railroad Grade Separation, north of Van Horn Road, Trenton

MDOT will coordinate with our transportation stakeholders in Wayne County and Trenton to develop an appropriate strategy to spend this earmark funding consistent with the language contained in the 2005 SAFETEA-LU reauthorization bill.

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

An environmental assessment for the Bascule Bridge on M-85 over the Rouge River was completed in 2005. The design phase of the project is underway and will be completed in 2007. Construction is scheduled to begin in 2008.

M-1 / M-102 Environmental Assessment Study, Wayne and Oakland County.

The environmental assessment was completed in 2004 for the Woodward Avenue (M-1) Bridge over Eight Mile Road (M-102). A Finding of No Significant Impact was issued in 2005 by FHWA. The construction of a new bridge began in 2006 and will be complete in 2007.

2007-2011 ROAD & BRIDGE PROGRAM

METRO Capacity Improvement

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
OAKLAND	11 MILE ROAD		FROM FRANKLIN ROAD TO EAST OF INKSTER ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	0.000	CON				
WAYNE	COUNTYWIDE		LIVERNOIS JUNCTION YARD	STUDIES		EPE				
OAKLAND	I-696		AT FRANKLIN ROAD INTERCHANGE	NEW INTERCHANGE-EXISTING ROUTE	0.000	CON				
OAKLAND	I-696 (Reuther Freeway)		AT FRANKLIN ROAD INTERCHANGE	GENERAL MISCELLANEOUS	1.637	CON				
WAYNE	I-75		AT THE AMBASSADOR BRIDGE	INTERCHANGE REDESIGN & UPGRADING	0.664	CON	CON			
OAKLAND	I-75 (Walter P Chrysler Freeway)		M-102 (8 MILE ROAD) TO NORTH OF 12 MILE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		EPE				
OAKLAND	I-75 (Walter P Chrysler Freeway)		AT CROOKS ROAD, CITY OF TROY, OAKLAND COUNTY.	STUDIES		EPE	EPE			
WAYNE	I-75		BRIDGES AT LAFAYETTE BLVD, PORTER ST & VERNOR AVE	BRIDGE REPLACEMENT	0.392	CON	CON			
WAYNE	I-75		3 NEW BRIDGES OVER I-75 AT THE AMBASSADOR BRIDGE	NEW STRC-EXTG RTE	0.001	CON	CON			
OAKLAND	I-75		12 MILE ROAD TO M-59	BLANKET PE (SCOPING AND/OR DESIGN)		EPE				
WAYNE	I-75 (Detroit Toledo Freeway)		AT THE AMBASSADOR BRIDGE	GENERAL MISCELLANEOUS		ROW				
WAYNE	I-94		I-96 TO CONNER AVE IN DETROIT	STUDIES		EPE	EPE			
ST. CLAIR	I-94		BLUE WATER BRIDGE PLAZA, PORT HURON	WARRANTY INSPECTION ON NEW ROADS		ROW	ROW			
WAYNE	I-94		X02-82023, X02-82024, X01-82025, X01-82112	RAILROAD OVERSIGHT	0.124	CON				
WAYNE	I-94		X02-82023, X01-82112	RAILROAD OVERSIGHT	0.124	CON				
ST. CLAIR	I-94 BLUE WATER BRIDGE		PORT HURON, ST. CLAIR COUNTY	GENERAL MISCELLANEOUS		ROW	ROW	ROW		
ST. CLAIR	I-94 BLUE WATER BRIDGE		PORT HURON, ST. CLAIR COUNTY	GENERAL MISCELLANEOUS			PE	PE		
ST. CLAIR	I-94/BLUE WATER BRIDGE		BLUE WATER BRIDGE PLAZA	STUDIES		EPE	EPE			
ST. CLAIR	I-94/BLUE WATER BRIDGE		BLUE WATER BRIDGE PLAZA	STUDIES		ROW	ROW	ROW		
ST. CLAIR	I-94/BLUE WATER BRIDGE		BLUE WATER BRIDGE PLAZA	STUDIES			PE	PE	PE	
OAKLAND	I-96	JT	AT WIXOM ROAD INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING	0.000		CON	CON	CON	
OAKLAND	I-96	JT	AT GRAND RIVER AVENUE AND WIXOM ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	0.250		CON	CON		
OAKLAND	I-96	JT	AT GRAND RIVER AVENUE AND WIXOM ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW				
OAKLAND	I-96		AT WIXOM ROAD INTERCHANGE	INTERCHANGE RECONSTRUCT	0.827		CON	CON		
OAKLAND	I-96		AT WIXOM ROAD INTERCHANGE	INTERCHANGE RECONSTRUCT		ROW	ROW			
OAKLAND	I-96		AT WIXOM ROAD INTERCHANGE	INTERCHANGE RECONSTRUCT		ROW	ROW			
OAKLAND	I-96		AT WIXOM ROAD INTERCHANGE	INTERCHANGE RECONSTRUCT	0.827		CON	CON		
OAKLAND	I-96	JT	WIXOM ROAD INTERCHANGE	INTERCHANGE RECONSTRUCT		ROW	ROW			
MACOMB	M-53		AT 18 1/2 MILE ROAD & VAN DYKE	NOISE BARRIER TYPE I ON EXISTING ROUTE	0.720				CON	CON
MACOMB	M-53		AT 18 1/2 MILE ROAD & VAN DYKE	NOISE BARRIER TYPE I ON EXISTING ROUTE		PE	PE	PE		
OAKLAND	M-59		AT CROOKS ROAD INTERCHANGE	REPLACE BRIDGE, ADD LANES		PE				
OAKLAND	M-59		CROOKS TO RYAN	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE	PE			
					5.566					

2007-2011 ROAD & BRIDGE PROGRAM

METRO New Roads (Capacity Expansion)

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
WAYNE	DETROIT RIVER INTNTL CROSSING		SE MICHIGAN & SW ONTARIO	NEW ROUTES		EPE	EPE			
OAKLAND	M-5 (Haggerty Connector)		12 MILE ROAD TO NORTH OF 14 MILE ROAD	NEW ROUTES				ROW		
					0.000					

Multi-Modal Expansion Program

Within the multi-modal program, expansion efforts will depend on annual funding levels and local investment decisions. Only a small portion of the multi-modal program is focused on expansion, including:

- The Airport Improvement Program, which supports capital projects at locally-owned airports.
- Economic development loans and grants for rail-dependent business and industry.

Expansion may also result from increased federal transit funding under SAFETEA-LU, both in terms of increased formula apportionments and High Priority Project earmarks. However, the increased funding will also serve to keep up with the increased costs of operating and maintaining existing systems.

Transit expansion may be facilitated with the $114.4 million in earmarks from the Federal Transit Administration New Starts program included in SAFETEA-LU. Earmarks from this program include $14.4 million for the Grand Rapids area and $100 million for the Ann Arbor to Detroit corridor, but these dollars have not been included in MDOT's transportation program yet. Final implementation timelines have not been set for these two projects, and it has not yet been determined if the projects will have a state or local lead.

Another transit expansion effort under way is the Midwest Regional Rail System (MWRRS) initiative. The initiative reflects a fundamental change in the delivery of intercity passenger rail service in the Midwest, primarily using existing rail right-of-way shared with freight and commuter rail to provide increased train speeds, frequency, system connectivity and service reliability. 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.

The MWRRS initiative would be 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 ten-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 an average of 6,000 construction jobs per year during the construction period. At the present time, no state or federal funds for this project have been included in MDOT's Five-Year Transportation Program.

Transportation Economic Development Fund Program (TEDF)

2007-2011

Five-Year Transportation Program

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 2007 and 2011, the TEDF Category A (Target Industries) program will be responsive to specific development opportunities that attract private investment and create or retain Michigan jobs.

An example of a recent TEDF state trunkline investment is a grant for $415,900 to improve traffic safety and access to the Van Andel Institute and the Life Sciences Corridor in the City of Grand Rapids.

The project on Division Avenue/US-131 BR will provide left and right-turn lanes into the new parking ramp adjacent to the Van Andel Institute. The ramp will be used by the Van Andel Institute for employee, visitor, and delivery vehicle parking. The proposed project will be coordinated with the construction of the $4.0 million Jobs Today/Greenlight Michigan Street Bridge improvement project, scheduled for 2007. The Michigan Street bridge project is directly over the proposed US-131 BR project and both will need to be constructed concurrently. These projects will support the creation of 300 new jobs and private investment of $120 million.