MICHIGAN DEPARTMENT OF TRANSPORTATION

2014-2018 FIVE-YEAR TRANSPORTATION PROGRAM

Approved by the State Transportation Commission January 23, 2014

MDOT
Michigan Department of Transportation

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Global Transportation Network

Today's global economy requires a safe and efficient global transportation network to move people and goods. The network includes a variety of transportation modes: aviation, rail, marine, highways, transit, and pathways for bicyclists and pedestrians. The Michigan Department of Transportation (MDOT) is working to improve the state's portion of the global transportation network to further bolster Michigan's position as a major player in the world economy. This effort aligns with Gov. Rick Snyder's strategy to reinvent Michigan by stimulating economic growth and job creation.

Moving Goods

Michigan is a prominent exporter, ranking eighth in the United States. In 2011, Michigan exports totaled more than $51 billion, a record high for the state. Almost half of Michigan's economy depends on foreign trade.

In addition to producing and exporting goods, Michigan plays an important role in moving them. In 2012, more than 35 percent of total U.S.-Canada trade passed through Michigan, and more than 51 percent of total Canada-Mexico trade. Another $275.4 billion in trade between the United States and the rest of the world moved through Michigan.

By improving Michigan's infrastructure and the interfaces between transportation modes, the state will become increasingly attractive as a site for logistics and supply chain assets. These assets are vital to helping businesses move goods effectively, efficiently and on time.

Several bridge, highway, rail and airport projects in the 2014-2018 Five-Year Transportation Program will enhance Michigan's capabilities as a key logistical link in the global economy.

A linchpin is the New International Trade Crossing (NITC) connecting Detroit and Windsor, Ontario. The bridge will feature freeway-to-freeway connections between the United States and Canada, and provide needed redundancy at a critical link in the cross-border logistical chain for goods hauled by truck. On the U.S. side, NITC will connect to I-75, which along with I-94 has the highest truck volumes in the state. Major improvements planned for I-75 and I-94 will ease the flow of traffic through these two corridors.

Rail also is crucial to Michigan. The state has the 12th-largest rail network in the country with almost 3,600 miles of track, and is part of freight corridors that pass through Canada, Ohio, and Chicago. The proposed Continental Rail Gateway would provide a new rail tunnel underneath the Detroit River to handle modern rail cars that cannot navigate within the existing rail tunnel under the Detroit River. This project would help solidify Michigan's role as a logistics hub when new ships designed to take advantage of the Panama Canal's recent enlargement begin delivering cargo to Halifax and Montreal. Another project, the Detroit Intermodal Freight Terminal (DIFT), will consolidate several intermodal freight terminals in southeast Michigan and improve the efficiency of shifting cargo from one rail line to another, and from rail to truck.

Airports are important links in the global transportation network. In 2012, Michigan airports moved about 4 million tons of cargo. MDOT is partnering with the state's busiest air freight airport, Willow Run, to reconstruct both of its principal runways. Numerous improvements also are planned for Michigan's other cargo airports.

Michigan has about 90 port facilities, 40 of which primarily move freight. Most of these facilities are privately owned and operated, but MDOT ensures that highway access to them is maintained and efficient.

As Michigan continues to reinvent itself to create new jobs and economic growth, a key component remains a modern and well-maintained transportation network that moves both people and goods dependably and efficiently.

Moving People

Giving people more transportation options is a high priority for MDOT. Increased connectivity between modes provides more choices and a more effective transportation network.

MDOT continues to partner with Amtrak on the Wolverine, Blue Water and Pere Marquette passenger rail lines that connect to 22 Michigan communities and Amtrak's national network. Over 800,000 passengers traveled on Amtrak trains in Michigan in 2013, setting a ridership record for the three lines. MDOT recently began the process of updating 135 miles of state-owned track that will enable Amtrak trains to travel at higher speeds between Detroit and Chicago. Other planned improvements include new intermodal stations in East Lansing, Dearborn, and Grand Rapids, providing connections for rail, intercity bus and local transit.

Many people rely on buses for transportation. MDOT works with 117 public transit providers across the state who served more than 97 million passengers in 2012. To move people more quickly, bus rapid transit systems are under development in Grand Rapids and in the planning stages in the Lansing-East Lansing area. In southeast Michigan, the newly created Regional Transit Authority will provide regional transit services in Wayne, Oakland, Macomb and Washtenaw counties. The M-1 streetcar project along Detroit's Woodward Avenue also is progressing.

Improvements will continue for Michigan's commercial airports, which served more than 37 million passengers in 2012. Michigan currently has 17 airports with air carrier commercial service. The department is working with the airports to recruit and retain more airlines and more flights through its Air Service Grant program.

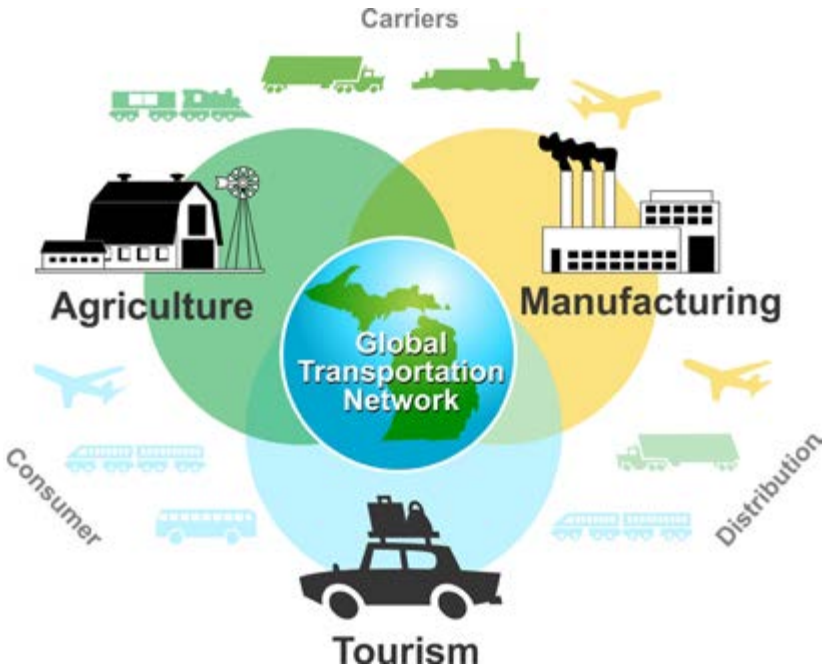
The Complete Streets program is a blueprint for reinventing Michigan's road and highway network with an emphasis on increasing opportunities for those who travel by bike or foot. Michigan has 177 trails totaling 2,645 miles, and work continues on creating new recreational opportunities through pathways that link parks and community facilities to residential neighborhoods. The Detroit RiverWalk and Dequindre Cut Greenway are two recent examples of providing additional pathways for pedestrians and bicyclists in an urban setting. Bike lanes are being incorporated into road projects across the state, and even along highways like Northwestern Highway in Oakland County.

Every day, travelers in Michigan utilize MDOT's 31,000 lane miles of roadways. At MDOT, we are not just fixing the roads, we are working to ease delays on roadways through use of technology and policy. The MDOT website and Mi Drive, a comprehensive, up-to-date traffic website that includes construction information, traffic incident updates, live traffic web cams, and weather information, provide Michigan drivers with important information for their commute. MDOT's Work Zone Safety and Mobility Policy, in place for over five years, was designed to move drivers safely through work zones by reducing congestion and delays due to traffic incidents.

Reinventing Infrastructure For Tomorrow: Major Projects and Initiatives

Improving Michigan's portion of the global transportation network is vital to the future of the state's economy. Michigan's three largest industries – manufacturing, agriculture and tourism – depend on good transportation networks, as do the workers in those industries. What's needed is a holistic approach to transportation: a network of air, rail, port, highway and transit systems all linked together and working efficiently with one another. One example is illustrated in the graphic on the right.

MDOT is striving to promote and build this highly integrated transportation network that will produce efficiencies and maximize the investment of public funds. There are large infrastructure needs for all transportation modes, and funding these needs will continue to be challenging.



Top 3 Michigan Economic Sectors

Following are some of the projects that will create a more integrated and modernized transportation system that will enhance connectivity and mobility.

Detroit Intermodal Freight Terminal

Intermodal capacity in southeast Michigan is inadequate and rail freight movement is inefficient. Freight destined for Detroit sometimes passes through the city by rail and then is trucked back to Detroit from other cities like Chicago.

The Detroit Intermodal Freight Terminal (DIFT) project in southwest Detroit will help correct this situation by enhancing truck-to-rail and rail-to-truck intermodal freight operations at the Livernois-Junction Rail Yard.

The DIFT project comprises many individual projects that will be constructed over a 10-to-15-year time frame. Work on the first set of projects is well under way. Design work on the West Detroit Connection project is complete and construction will begin in 2014.

The Delray interlocking improvement is the top-priority DIFT project. Early preliminary engineering work is ongoing. Detail design work will be done in 2014, with construction starting shortly thereafter.

These two projects will greatly improve rail freight transportation in Michigan.

New International Trade Crossing

The New International Trade Crossing (NITC) project is a new freeway-to-freeway border crossing system between Detroit and Windsor, Ontario, to improve the flow of international trade between the United States and Canada at the busiest border crossing between the two countries.

The project has three primary elements: a new Detroit River crossing (bridge), new state-of-the-art border inspection areas on each side of the river for the U.S. and Canadian border services agencies (plazas), and direct connections to highway systems in each country (I-75 in the United States and Highway 401 in Canada).

Canada has agreed to finance Michigan's NITC project components. This investment would be used for real estate purchases, utility work, construction of an I-75 interchange, and local road improvements. The agreement ensures that at least $550 million is spent in Michigan and that the funds are eligible to help match federal aid for other critical highway projects across the state that are part of MDOT's 2014-2018 Five-Year Transportation Program. The funds will be repaid from toll revenue generated after the new bridge opens.

On June 15, 2012, an interlocal Crossing Agreement was signed by Gov. Rick Snyder and Canadian officials to provide a framework for a Canadian Crossing Authority to finance the new crossing under the oversight of a jointly established International Authority. The International Authority will have three members appointed by Canada and the Crossing Authority, and three members appointed by Michigan. Design, construction, operation and maintenance of the NITC will be performed by a private entity through a public-private partnership (P3) agreement.

All environmental clearances in the United States and Canada have been secured. A presidential permit for the proposed bridge was applied for in June 2012 and issued by the State Department on April 12, 2013. The Federal Highway Administration (FHWA) authorized right-of-way activities for the NITC project in September 2013. Implementation of this project will be complex and lengthy. It must comply with the Crossing Agreement, and procurement for the P3 concessionaire will take approximately two years, with construction taking another four to five years.

Modernizing the I-94 and I-75 Corridors

The I-94 and I-75 corridors are crucial segments of Michigan's portion of the global transportation network. I-94 carries more than 20 million tons of freight annually valued at $28.7 billion, while I-75 carries 18.5 million tons of freight annually valued at more than $26 billion. The corridors are major trade routes for goods moving across the Ambassador Bridge in Detroit and the Blue Water Bridge in Port Huron. The flow of commodities through these corridors is expected to increase with the completion of the NITC, DIFT and Continental Rail Gateway tunnel projects.

I-94 through midtown Detroit needs to be reconstructed to improve safety, traffic flow, pavement and bridge condition, freight mobility, and local access to the freeway.

The project will modernize a 6.7-mile section of critical infrastructure that was built in segments more than 55 years ago. It will add continuous service drives linking the community with sidewalks along the service drives and across bridges. The 2014-2018 Five-Year Transportation Program invests $227 million to begin program manager

contracts, utility easements, opportunity right of way purchases, the design of nine modernized bridges, and construction of eight of these bridges within the corridor. Design, utility relocation and right of way purchases also will begin on the roadwork from Conner Avenue to Chene Street. Eighty percent of the project cost is for preservation, including reconstructing existing freeway, overpasses and utilities.

Similarly, I-75 in Oakland County has an 18-mile section that was built in segments 40 to 56 years ago. These sections of freeway have never been reconstructed and need drainage, geometric and modernization upgrades to improve safety. In the 2014-2018 Five-Year Transportation Program, $195 million will begin program manager contracts, right of way purchases and reconstruction from Wattles Road to M-59. Ninety-eight percent of the project costs are for road and bridge preservation.

M-1 RAIL Streetcar

Working with the state and community partners, M-1 RAIL – a 501c3 nonprofit – is developing a streetcar line that will become the centerpiece for economic development and future connectivity in the Detroit region. The project is an unprecedented P3, funded by $110 million from private philanthropic investments, $10 million from MDOT and $25 million in Federal Transit Administration funds.

M-1 RAIL will be a 3.3-mile, 11-station light rail/streetcar system connecting key points and destinations along Woodward Avenue in Detroit's Central Business District to the New Center/North End district. The Woodward Avenue corridor provides a direct link to 125,000 jobs and 275,000

residents. The streetcar will improve mobility and be a catalyst for continued economic growth and job creation. It will connect to multiple modes of transportation, including the Amtrak station, and become the first piece of a more robust, coordinated transit strategy for Detroit and the region.

Construction will occur in two segments: the first from Larned Street to Adams Street in 2013, and the second from Adams Street to West Grand Boulevard in 2014. Costs are estimated at $135 million to $145 million. MDOT's investment in M-1 RAIL includes technical assistance and coordinating design and engineering with the department's planned Woodward Avenue reconstruction project from Chandler Street to Sibley Street in 2013. Streetcar operations are expected to begin in early 2016.

M-1 RAIL supports initiatives and strategic investments in infrastructure and transit-related economic development, including enabling support for mass transit through a well-funded Regional Transportation Authority (RTA). In addition, prior legislative support has enabled M-1 RAIL to maximize and leverage the private investment in the streetcar line for other connected and coordinated transit projects. M-1 RAIL is working with federal, state, regional and city partners to identify transportation projects that can receive up to $60 million federal match, and fully supports efforts to develop a coordinated regional transit system.

Grand Rapids Area Bus Rapid Transit

The Silver Line is expected to open for service in August 2014 along the Division Avenue corridor operating from downtown Grand Rapids through the south side of the city into the cities of Wyoming and Kentwood. It will be operated by the Interurban Transit Partnership, also known as the "The Rapid," which operates transit services in Grand Rapids and five adjacent communities. Once operational, the project will be Michigan's first bus rapid transit (BRT) line. BRT is designed to have the feel and speed of light rail at one-tenth the cost.

The Silver Line will operate as an express service, with traffic signal priority and minimal stops. It will coordinate with local buses and intercity buses at the Rapid Central Station. Electronic signs in shelters will provide riders with real-time information. Traffic signals will hold green so that the BRT can move through the signal if the light is changing.

A planning study is under way for an additional BRT line, called the "Laker Line," that would run from Grand Rapids to Grand Valley State University in Allendale.

Willow Run Airport

Willow Run Airport is located in Wayne County and, like Detroit Metropolitan Airport, is governed by the Detroit/Wayne County Airport Authority. Long neglected, it is now being recognized as a valuable complement to Detroit Metro. Willow Run has a good location, on I-94 west of Metro Airport, and is an important part of the proposed Aerotropolis. Making Willow Run of greater value to the Aerotropolis requires modernizing and repairing its runways, taxiways and aprons, plus other airport capital improvements.

In 2013, Willow Run received approximately $23.5 million in federal, state and local Airport Improvement Program (AIP) funding to repair the airport's primary runway. Although construction began in 2012, the new grant funds will enable the airport to continue through the 2014 construction season and complete the repairs a year ahead of schedule.

An additional $20 million in AIP funding will be requested in FY 2014-2016 to build a new parallel taxiway for the repaired runway. Starting in FY 2016, the airport is requesting an additional $33 million in AIP funds over three years to repair an additional runway. These projects will elevate the handling of air freight in southeast Michigan to new heights, creating new job opportunities and making Michigan a leader in air freight to Europe and East Asia.

Future Initiatives

Regional Transit Authority

A Regional Transit Authority (RTA) was recently established for southeast Michigan, organized under Public Act 387 of 2012. The RTA comprises Wayne, Oakland, Macomb, and Washtenaw counties. It is governed by a 10-member board, with two representatives from each of the participating counties, one representative from the City of Detroit, and one non-voting member appointed by the governor who acts as chairperson. The RTA is charged with coordinating public transit services in the four counties. This includes developing a single master transit plan, and coordinating the operating and capital plans of all transportation agencies and authorities in the southeast Michigan region.

Continental Rail Gateway

The Continental Rail Gateway project is a P3 that would build a new rail tunnel under the Detroit River to handle modern rail cars that existing tunnels cannot. The existing tunnels were built in 1909 and are unable to accommodate double-stacked rail cars.

This project would help solidify Michigan's role as a logistics hub when new ships designed to take advantage of the Panama Canal's recent enlargement begin delivering cargos to Halifax and Montreal. Together, the Gateway and DIFT projects will enhance freight movement in the Detroit area. These two projects also have the potential to reduce road congestion by minimizing delays at grade crossings, and improve the efficiency of shifting cargo from one rail line to another, and from rail to truck.

Five-Year Transportation Program Process

The Five-Year Transportation Program is an essential part of the governor's plan for economic growth for Michigan, and includes planned investments for highways, bridges, public transit, rail, aviation, marine, and nonmotorized transportation. Investments in all of these transportation modes provide important jobs to the Michigan economy, accessibility to urban and rural development, improved safety and efficiency of the transportation network, and enhanced quality of life for Michigan citizens.

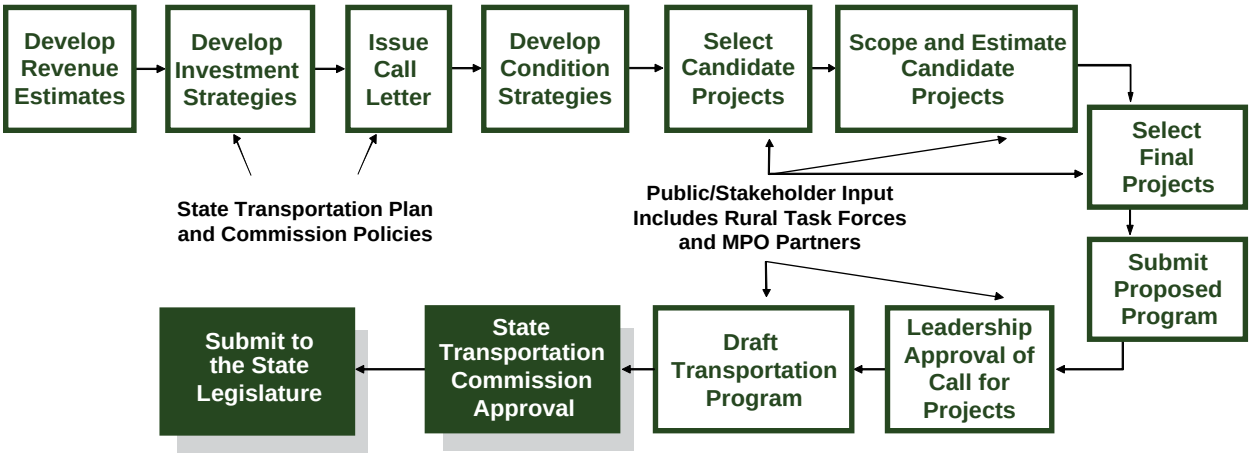
The highway portion is a rolling program; each year, the first year is implemented, a new fifth year is added, and program/project adjustments are made to the other years. This document only pertains to that portion of the programs that MDOT delivers. It does not account for those portions delivered locally with state and federal funds that are directly controlled by local agencies, such as transit agencies or county road commissions. The Multi-Modal Program focuses largely on the continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement and repair, and preservation of existing service levels.

The Highway Program development process is a yearlong, multi-stage process as shown in the flowchart below.

MDOT continues to emphasize and strengthen partnering efforts with transportation stakeholders and the general public to maximize resources. MDOT also will continue to implement processes developed at workshops and stakeholder meetings to incorporate Context-Sensitive Solutions (CSS) into transportation projects, and request public comment on future Five-Year Transportation programs. MDOT is committed to improving its process of tracking public engagement at the regional level to enhance communication with transportation industry partners and the public.

Complete Streets legislation (Public Acts 134 and 135), signed on Aug. 1, 2010, gives new project planning and coordination responsibilities to city, county and state transportation agencies across Michigan. The legislation defines Complete Streets as "roadways planned, designed, and constructed to provide appropriate access to all legal users... whether by car, truck, transit, assistive device, foot or bicycle."

The law further requires Complete Streets policies to be sensitive to the local context, and consider the functional class, cost, and mobility needs of all legal users. The primary purpose of these new laws is to encourage development of Complete Streets as appropriate to the context and cost of a project. The State Transportation Commission (STC) approved a Complete Streets policy in July 2012. MDOT is committed to working with local communities to ensure its projects implement this policy as appropriate.



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Public Involvement

MDOT strives to continually involve the public and stakeholders in the development of its programs and projects. The Five-Year Transportation Program process is an important opportunity to implement the vision that citizens and businesses have for Michigan. Transportation projects are often many years in the making, so it is important to engage stakeholders early so that public participation can help shape mutually desired outcomes. The Five-Year Transportation Program creates a continuous, interactive dialogue with the users of the state transportation system to anchor MDOT's project development and delivery systems. MDOT's seven region offices, 22 Transportation Service Centers (TSC) and statewide planning staff work throughout the year to share project lists with local agencies, stakeholders and the public. Information is presented at rural elected officials meetings, TSC transportation summits, Rural Task Force meetings, and meetings with legislators. In addition to formal presentations, MDOT staff members informally discuss individual projects within the plan with economic development and tourism agencies, rural planning agencies, metropolitan planning organizations (MPOs), road commissions, local officials, tribal governments, businesses, local nonprofit groups and the general public.

Public participation in MDOT's Five-Year Transportation Program feeds into the biennial State Transportation Improvement Program (STIP). The Five-Year Transportation Program serves as an opportunity for the public to be notified and provide local input to the upcoming STIP. The road and bridge projects proposed in years one through four of the Five-Year Program will be incorporated into MDOT's 2014-2017 STIP. Michigan is required to complete this planning process to receive federal transportation funding. MDOT will work with urban MPOs, rural transportation agencies to implement the identified projects and to guide MDOT's 2014-2017 investment decisions.

The public review and comment period for the preliminary draft of the MDOT 2014-18 Five-Year Transportation Program was Dec. 10, 2013, through Jan. 10, 2014. Prior to Dec. 10, MDOT placed the document on the MDOT website, issued a news release and sent out an e-mail notification to invite comments. The e-mail notice went to state transportation advocacy groups, regional planning agencies, Rural Task Force members, and other interested groups. Also available on the MDOT website was an interactive state map feature, which encouraged users to view the Five-Year Transportation Program project list geographically and quickly locate projects by year. The interactive state map website containing the document and the interactive maps received 2,500 visits and the document was downloaded more than 500 times within the comment period.

MDOT received a total of 25 comments on the draft program. Statewide, five of the comments received were related the US-23/I-96 interchange project in the University Region. Five comments were related to particular motorist concerns and requests for traffic mitigation or studies in certain areas. Comments indicated support for the plan, two comments expressed concern regarding the future of transportation funding, and two comments requested more public involvement and information on how projects are selected. Two comments concerned road or bridge condition. One comment requested more pedestrian travel options in Macomb County on M-53 and M-59 and one suggested adding mass transit within the I-375 corridor in Detroit. Two comments submitted opposed the proposed project on the I-75 corridor in Oakland County. One comment expressed disapproval of the recently opened Latson Road interchange. The remaining two comments included a comment on the document itself and a comment on the interactive project list map on the public website. One comment concerned a local road.

Information and comments received were directed to appropriate MDOT project areas or MDOT region planners. Response letters were written to individuals to address their concerns or recognize a comment. Local road comments were forwarded to the appropriate local offices.

MDOT appreciates receiving this feedback and looks forward to providing more avenues for public involvement through enhancements to the MDOT website and social media outlets.

State Trunkline

Performance Measurement And System Condition

Performance Measurement

Maintaining and growing Michigan's economy depends on the preservation, modernization, and efficient operation of its transportation system. To achieve the goals that have been set forth, it is necessary to benchmark and monitor the performance of the system. As a part of the Moving Ahead for Progress in the 21st Century Act (MAP-21), a national system for measuring performance is focusing on addressing national goals in many areas, including safety, infrastructure condition, congestion, and system reliability. A performance-driven approach to investment decisions represents a significant shift in the focus of the federal program. MAP-21 will likely lead to additional measures linked to federal funding. These federal performance measures are yet to be released.

In 2012, Gov. Snyder launched Open Michigan, a Web-based service that provides information to track state government performance. The site contains performance information for all departments, including the State of Michigan Infrastructure Dashboard, as well as MDOT's scorecard. The dashboard and scorecard are updated regularly, and can be found at www.michigan.gov/openmichigan.

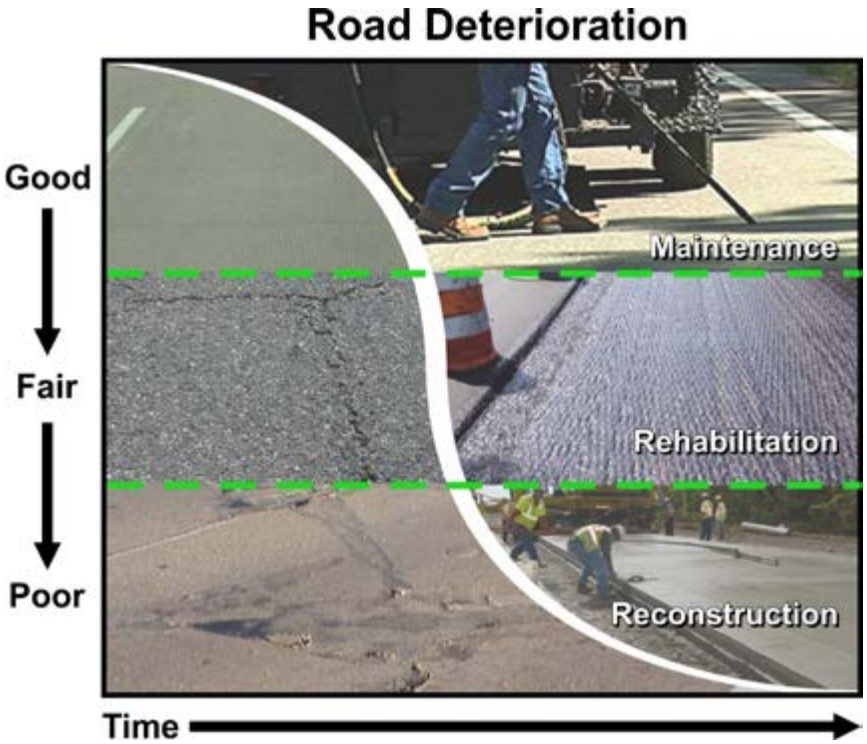
MDOT formalized its approach to improving, measuring, and reporting the condition of its transportation networks with the STC's 1997 adoption of pavement condition goals. Since then, MDOT has developed performance measures to reflect a broader range of the transportation system. The following sections reflect a representative sample of the performance measures that MDOT is using to track the highway, aviation, and passenger transportation modes of travel. A broader suite of measures can be found online at www.michigan.gov/mdotperformance, including the document. Driven by Excellence: A Report on Transportation Performance Measurement at MDOT.

This section of the document only pertains to the state trunkline routes that MDOT has jurisdiction over - I, M, and US routes - which carry 51 percent of passenger traffic and 64 percent of commercial traffic in the state. These routes are important trade routes, business corridors, and keys to economic development.

Asset Management at MDOT

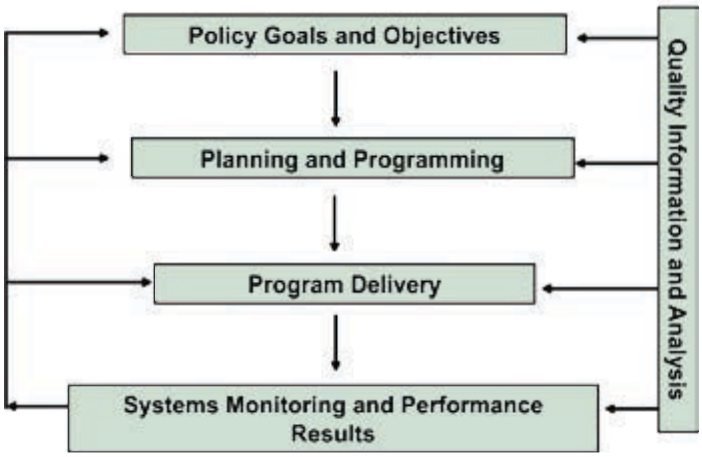
Asset management provides a solid foundation that allows transportation professionals to monitor the transportation system and optimize the preservation, improvement, and timely replacement of assets through cost-effective management, programming, and resource allocation decisions. Asset management is a continuous process that enables transportation professionals to evaluate various scenarios, determine trade-offs between different actions, and select the best method for achieving specified goals and objectives.

The Five-Year Transportation Program is based on implementation of the goals and policies outlined by the STC, emphasizing an asset management approach to preserving the transportation system and providing safe mobility to travelers. Road and bridge preservation projects included in the five-year program are prioritized based on approved asset management strategies, with a specific focus on doing the right repair at the right time to extend the life of Michigan roads and bridges and keep them in good condition. MDOT programs include a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/repair), an aggressive Capital Preventive Maintenance (CPM) Program, and routine maintenance of the system.



The following flow chart highlights the important characteristics of transportation asset management.

Asset Management Concept



Asset management is an ongoing process within MDOT. By using tools such as performance measures and the Road Quality Forecasting System (RQFS), MDOT continues developing annual programs and projects targeted toward achieving systemwide goals.

The Transportation Asset Management Council, along with coordination and collaboration among state and local transportation agencies, continues to work on refining more cost-effective and innovative ways to implement the principles of asset management to the statewide transportation system.

Internationally it is accepted that the "fix the worst-first" approach is not the best way to achieve the desired outcome nor is it the best way to be good stewards of the resources provided. Asset management has enabled MDOT to make proactive decisions, which has resulted in better programs and better utilization of resources.

- Condition and traffic data drives the fix needed so we can develop the appropriate mix of fix strategy and implement the right fix at the right time on the right pavement.
- Environmental data minimizes impacts and cost to the community, people, and natural environment.
- Forecasting tools assist in getting the biggest return on the dollar.
- Detailed scoping and estimating reduces future extras and overruns, resulting in delivery of more projects each year.

Pavement Condition

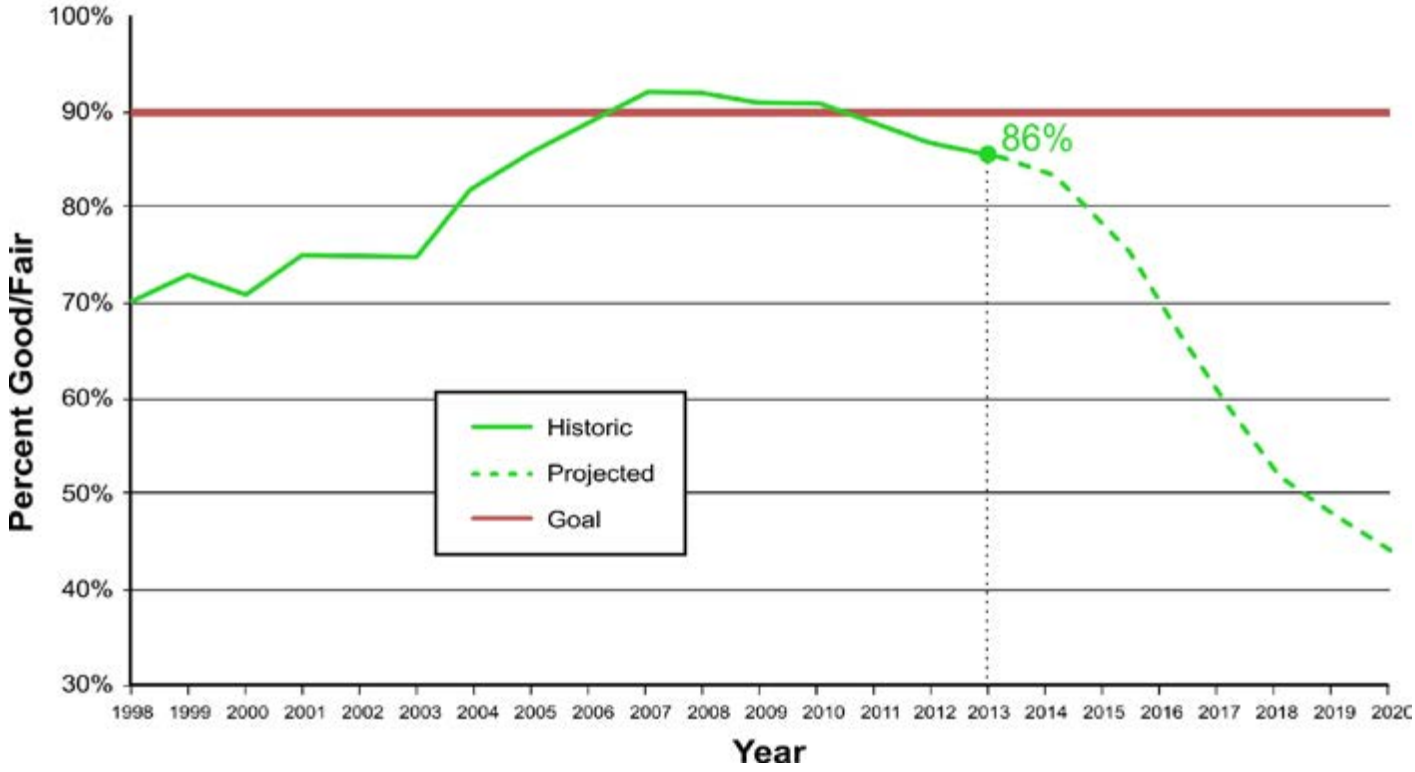
MDOT made substantial progress since adopting a pavement condition goal of having 90 percent of the trunkline system in good condition by 2007. In addition to federal and state transportation revenue, bond initiative investments (Preserve First and Jobs Today) and federal initiatives (the American Recovery and Reinvestment Act) have provided for improvement in the condition of state roads and bridges to protect the investments of Michigan taxpayers and meet the pavement goals established by STC. However, funding is not keeping pace with system deterioration and needs. Projections reveal 50 percent of the trunkline system, Michigan's most traveled roads, will be in poor condition by 2018 with the current funding level.

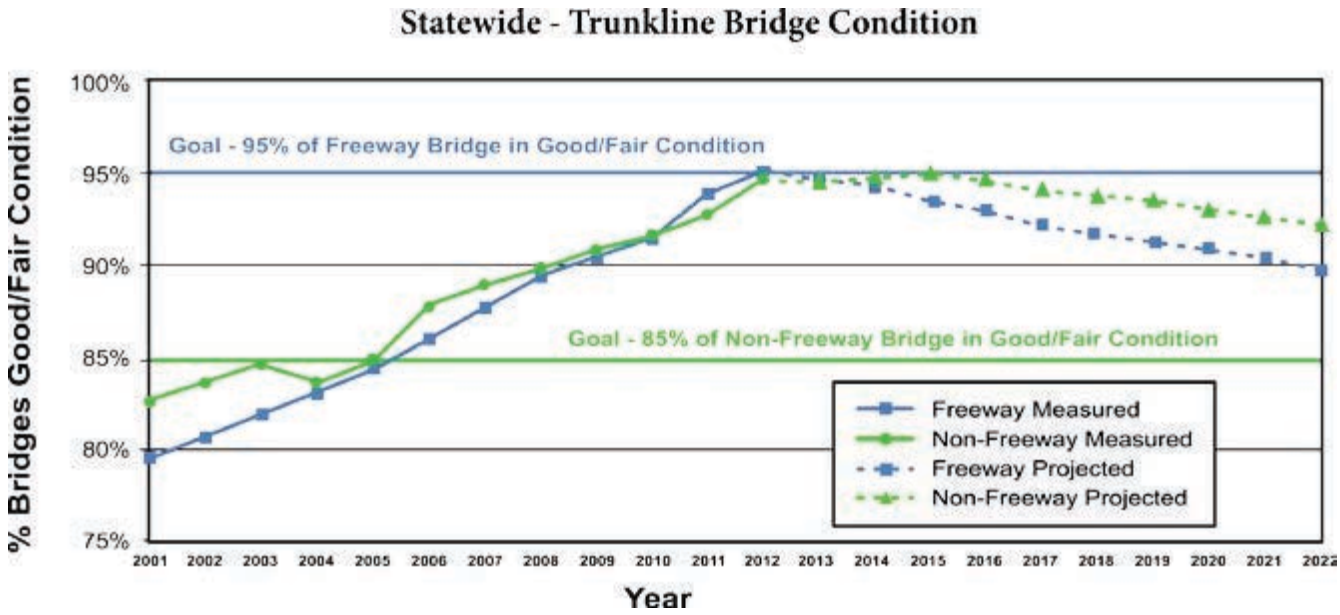
How Long Will the Pavement Last?

MDOT continues to make program development and project selection decisions based on the pavement's Remaining Service Life (RSL). RSL is a measure of the pavement's overall health. It is defined as the estimated remaining time in years until a pavement's most cost-effective treatment requires either reconstruction or major repair. Pavements with an RSL of two years or less are considered to be in the "poor" pavement category. MDOT uses an asset management approach of short, medium, and long-term improvements to maintain overall pavement health. Once pavements deteriorate into the "poor" category, it is more costly to bring them back into "good" condition.

The following graph shows the state trunkline system condition based on RSL. MDOT has been able to maintain its goal of 90 percent of pavement in good or fair condition from 2007 to 2011. Unfortunately, unless the shortfall in transportation revenue is addressed, the significant progress made over the last several years in improving the pavement service life will be lost, as depicted in the following graph. Even if enough state transportation revenues become available to match all federal highway funds, the state trunkline system condition is forecasted to decline at an alarming rate.

MDOT Historic and Projected RSL Pavement Condition





Bridge Condition

MDOT's Bridge Management System (BMS) is an important part of the 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 conditions, bridge deterioration rates, project costs, expected inflation, and fix strategies, BCFS estimates the future condition of the state trunkline bridge system.

As shown in the chart below, MDOT has met and is projecting to sustain the non-freeway bridge goal of 85 percent good or fair condition.

Projections show that Michigan will peak with a freeway bridge condition of more than 94 percent good or fair at the end of 2013. MDOT has made steady progress toward its freeway bridge goal but projections indicate that, without additional funding, Michigan will fall short of achieving the freeway bridge goal of 95 percent in good or fair condition. After 2014, freeway bridge condition is projected to decline.

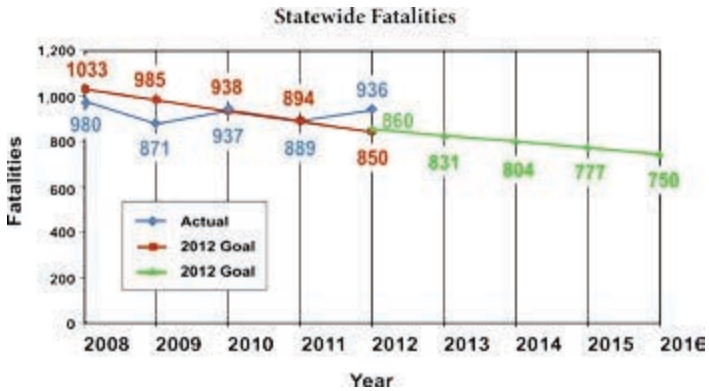
Safety Goals

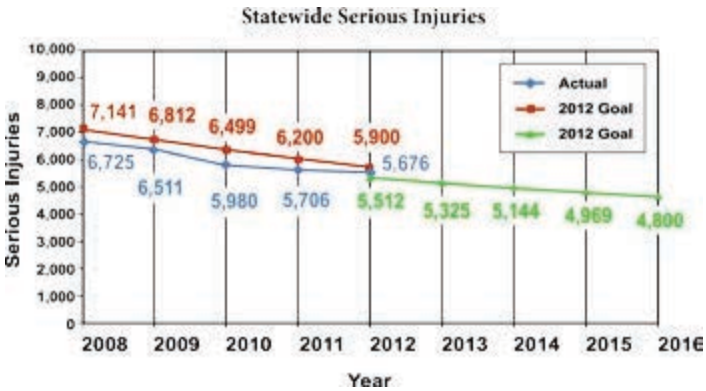
To meet the department's safety goal, the strategy of the Safety Program is to select cost-effective safety improvements, as identified in Michigan's Strategic Highway Safety Plan (SHSP), to address trunkline locations with correctable fatality (K) and serious injury (A) crashes. The goals of the 2008 SHSP was to reduce traffic fatalities and serious injuries on all roadways from 1,084 and 7,485, respectively, in 2007 to 850 and 5,900, respectively, in 2012. In 2012, there were 936 fatalities and 5,676 serious injuries reported statewide. While the fatality goal was not met in 2012, when combining the goals for both fatalities and serious injuries, the actual value of 6,612 Ks and As is below the overall total goal of 6,750.

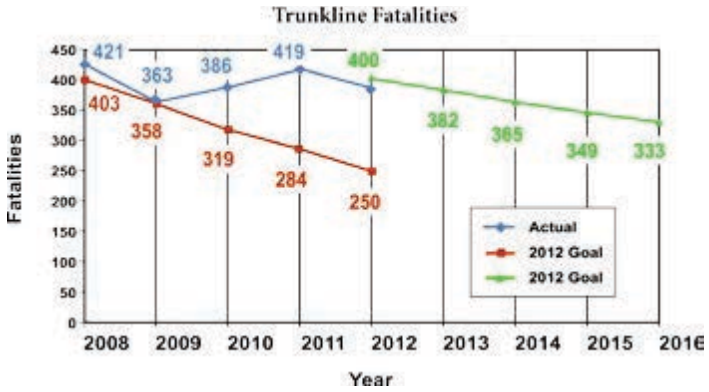
Late in 2012, under the direction of the Governor's Traffic Safety Advisory Commission (GTSAC), the SHSP was revised with new emphasis areas and revised goals. The revised goals are to reduce traffic fatalities and serious injuries on all roadways from 889 and 5,706, respectively, in 2011 to 750 and 4,800, respectively, in 2016.

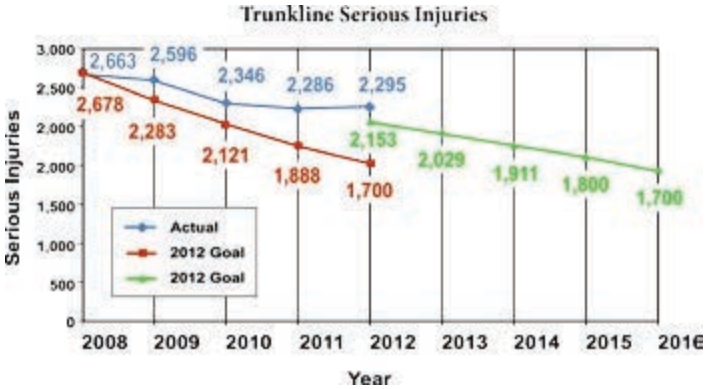
On the state trunkline system, the department's goal was to reduce fatalities and serious injuries from 453 and 3,009, respectively, in 2007 to no more than 250 and 1,700, respectively, in 2012. While this was the goal for 2012 on the state trunkline, MDOT's ultimate goal is "Toward Zero Deaths": to reduce fatalities to zero and minimize serious injuries. The 2012 goal was an interim goal of that vision. In 2012, there were 384 fatalities and 2,295 serious injuries reported on the state trunkline system; therefore the goals were not met. With a new SHSP for 2012, the department took its lead from GTSAC and has revised the trunkline interim goals for 2016. The revised goals are to reduce traffic fatalities and serious injuries from 419 and 2,286, respectively, in 2011 to no more than 333 and 1,700, respectively, in 2016.

Below are statewide and trunkline graphs that compare the actual values of fatalities and serious injuries with the required values to meet the 2012 and 2016 interim goals.









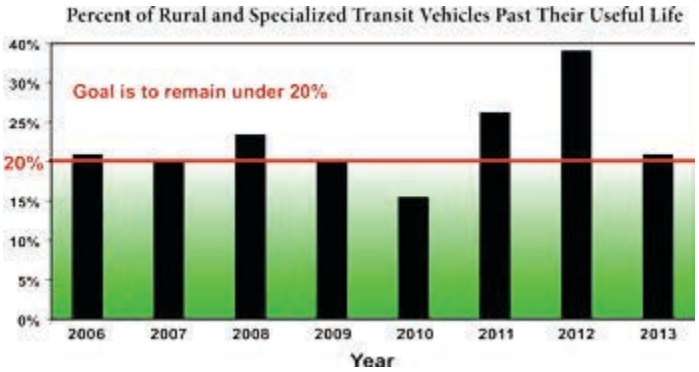
To achieve this vision, MDOT has scheduled 82 safety projects for the fiscal year (FY) 2014-2018 program consisting of intersection, lane departure, and pedestrian safety-related improvements, all specific action areas in the SHSP. Included in safety improvements are the installation of cable median barrier along 45 miles of freeways, safety improvements to address wrong-way crashes on freeway ramps, seven roundabouts, and two pedestrian projects. Overall, the 82 safety projects will address 58 fatalities and 235 serious injuries during FY 2014-2018, for an annual average of 12 and 47, respectively.

Multi-Modal Performance Measures

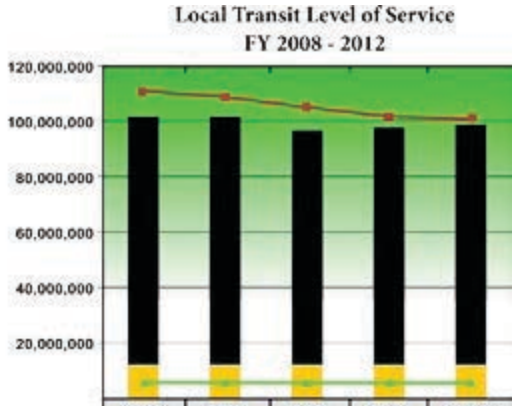
Local Transit Performance Measures

The Office of Passenger Transportation considers many factors when planning the investment strategy for local transit. Two primary performance measures considered are the condition of the rural transit fleet and the local transit level of service.

- The condition of the rural transit fleet is based on the percent of vehicles past their useful life. The goal is to have less than 20 percent of the rural fleet beyond its useful life. Although Michigan made great strides toward this goal in FY 2013 due to a large federal State of Good Repair Grant, these transit programs did not reach the goal. Unfortunately, this program is no longer available, nor is any discretionary funding, making Michigan very likely to fall further from this goal over the course of this five-year program.



- The local transit level of service is measured using total annual hours and miles of service and total annual passenger trips (considering elderly/ disabled passenger trips as a subset of the total). The goal is to preserve service levels and continue providing service in all 83 counties. Service levels peaked in 2008 when gas prices soared, then started to return to lower levels as gas prices stabilized. For the last two years, service levels have increased slightly, and service is still available in all 83 counties of the state. However, with the anticipated funding reduction in FY 2015 and beyond, there will likely be cuts to service at the local level either due to decreased operating assistance or the inability to replace buses that are no longer safe to operate.



	2008	2009	2010	2011	2012
Passenger Trips Total	101,849,957	101,217,334	97,526,236	98,215,584	99,051,688
Elderly & Disabled Passenger Trips (as subset of Total)	13,222,791	13,287,532	12,909,367	12,637,176	13,254,147
Miles of Service	110,382,367	108,816,524	105,102,288	101,387,039	100,781,091
Hours of Service	6,811,329	6,673,897	6,548,547	6,361,853	6,188,611

Intercity Bus Performance Measure

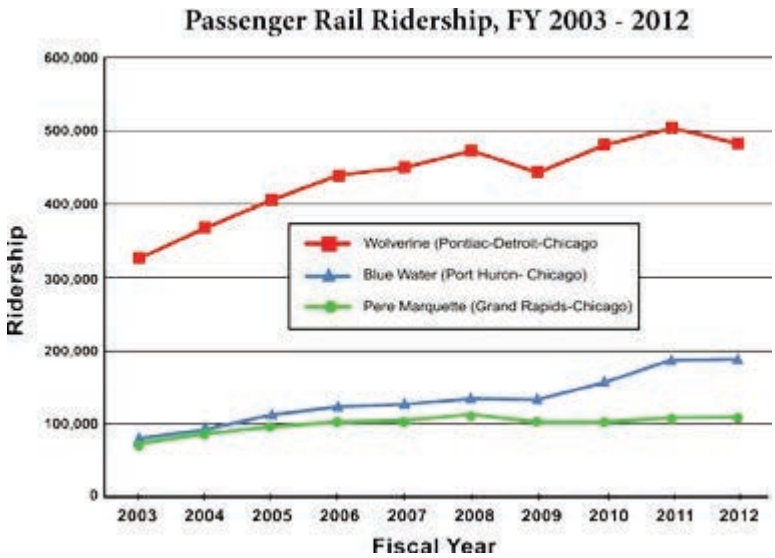
The factor used to determine the investment strategy for intercity bus service is to provide reasonable access to intercity bus service in rural areas where connectivity to the national transportation network is often difficult to attain. MDOT's goal is to preserve the existing level of service, which has 81 percent of the rural population within 25 miles of an intercity bus stop. The national average is 78 percent.

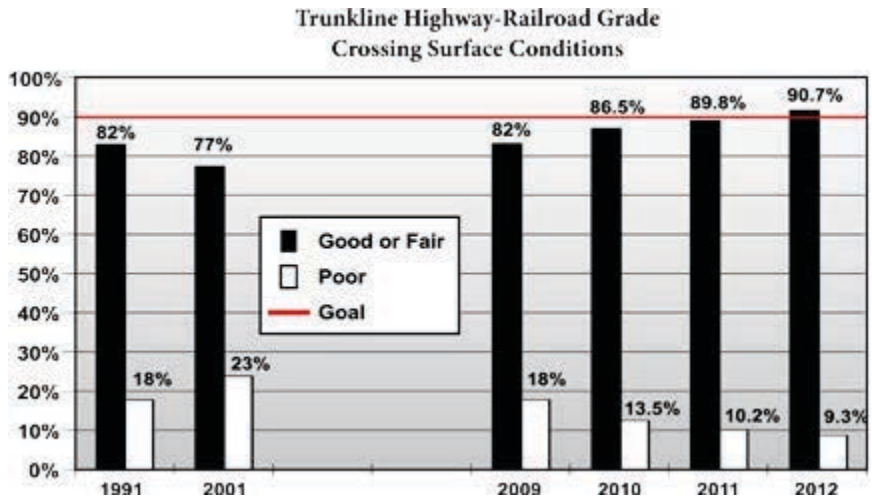
- MDOT does not own or control local transit service levels nor does it own or control the entire intercity bus network in Michigan. In addition, the state and federal funding that MDOT uses to support local transit and intercity bus is only a portion of the total cost of operating and maintaining the service. While MDOT has established performance measures for these modes, to help guide its investment decisions, MDOT cannot - on its own - ensure that the performance measures are met.

Rail Performance Measures

Two rail-related goals are included in MDOT's performance measurement efforts.

- MDOT's performance measure for passenger rail includes the goal that year-over-year changes in ridership on the state-supported routes be consistent with (within 10%) or better than national trends. Through FY2013, only the Blue Water and Pere Marquette routes were state-supported but, under provisions of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), state support must be extended to include the Wolverine Service (Pontiac/Detroit to Chicago) beginning in FY2014. MDOT has consistently met its goal.

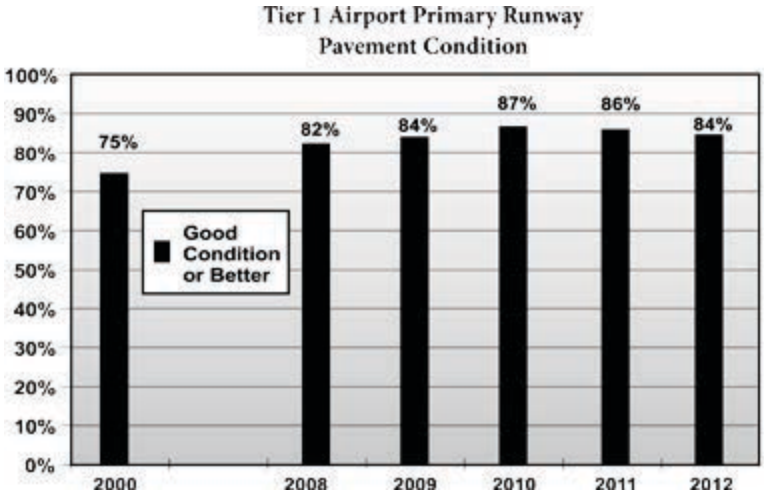




- MDOT's second goal is for at least 90 percent of the railroad crossings on the state trunkline system to be in good or fair condition. The percentage of the crossings in at least fair condition has been increasing. As of FY 2012, 90.7 percent of the crossings were in good or fair condition.

Aviation Performance Measures

Using the Airport Improvement Program funding, the Office of Aeronautics has worked hard to meet its system planning goals. Its primary goal is to keep the pavement conditions at the Tier 1 airports' primary runways at a rating of good or better according to Pavement Condition Index inspections. The goal is to have 100 percent of these pavements at good or better. The latest inspections show the system is at 84 percent. This is a reduction of 1 percent compared to last year's numbers. It is anticipated that the rate will rise in 2014 and beyond as there are many pavement improvement projects scheduled.



Key Messages about Transportation Funding

Highway Program

- The Highway Program has not had sufficient funds from gas taxes and vehicles registration fees to match federal aid for the past five years. These shortfalls have been addressed through a variety of efficiencies, budget adjustments, program reductions, Transportation Economic Development Fund shifts, toll credits, sales tax redirection, and general fund redirections.
- In addition to the expiration of MAP-21 in 2014, the Highway Trust Fund, the main source of federal highway and transit funding in Michigan, is projected to have a negative cash balance in FY 2015.
- If funding is not increased at the federal and state levels, Michigan will experience substantial decline in road and bridge system condition, service level and reliability.

Passenger Transportation Program

- The Passenger Transportation program is facing reduced revenues in this five-year program.
- Passenger transportation programs have already been cut and reduced to divert available revenues to maintain essential services. Capital investments have been deferred to maintain operating programs, yet funding has still not kept pace with the rising cost of doing business.
- Projected state revenues over the five-year timeframe are not adequate to maintain even the current level of support to local agencies.
- Reduced federal funding under MAP-21, both operating and capital, combined with the continuing shortfall of CTF, will likely lead to service cuts at the local level over the course of this five-year program.

Aviation Program

- Aviation fuel tax revenues have declined in recent years, programs have been reduced, yet funding still has not kept pace with the rising cost of doing business.
- The tax rate for aviation fuel tax has never been adjusted since its inception in 1929.
- The funding shortfall will affect the ability of the state to help airports meet their local match requirement for federal funding.

Rail Program

- The bulk of the federal and state funds will be invested to preserve and enhance intercity passenger rail services in Michigan.
- A significant portion of the rail investments in this five-year timeframe will be funded with federal grants received previously under the PRIIA.
- Beyond the funding provided by PRIIA, MDOT has very little ability to fund additional passenger rail capital improvements. In addition, it is uncertain if MDOT's revenues will be able to maintain the current operating contract for intercity passenger rail services or continue to fund rail freight programs.

Michigan faces many challenges in delivering sustainable transportation infrastructure improvements and services over the next five years. Two of the most important challenges are declining state transportation revenue and uncertainty in long-term federal funding. FY 2014 is the last year of the federal transportation bill, MAP-21. In addition to the expiration of MAP-21, the Highway Trust Fund (HTF), the main source of federal highway and transit funding in Michigan, is projected to have a negative cash balance in FY 2015.

Legislation was enacted in July 2012 to reauthorize federal surface transportation programs and funding. MAP-21 funds federal highway and transit programs through FY 2014. MAP-21 transforms highway and transit programs to focus on outcomes based on a performance-based approach to decision-making. The legislation maintains the current level of funding for highways and transit for the next year. While MAP-21 brought considerable certainty in the direction of federal programs for the foreseeable future, the opposite is true when it comes to federal highway and transit funding, the paths of which are highly uncertain beyond FY 2014.

MAP-21 did not address the long-term structural imbalance in federal transportation funding. Instead, it solidified highway and transit funding through FY 2014 by relying on one-time funding sources. Current federal highway and

transit funding levels are projected to exceed transportation revenues by an average of nearly $15 billion per year through 2020, with the HTF projected to have a negative cash balance early in FY 2015. Federal highway and transit funding have been cut in recent years to help address this structural imbalance, and the outlook for federal funding beyond 2014 is highly uncertain. In addition, there is general agreement among policymakers at all levels of government that current investment levels fall far short of what is necessary to meet the needs of the nation's transportation system. However, sharp differences exist among these same policymakers on the best way to address the nation's growing infrastructure deficit, which adds to the uncertainty surrounding the future path of federal funding. MDOT's Highway Capital Program is predicated on the availability of federal funds. The Highway Program is 68 percent federally funded, with the state providing funding only for matching and maintenance activities that are not federal-aid eligible.

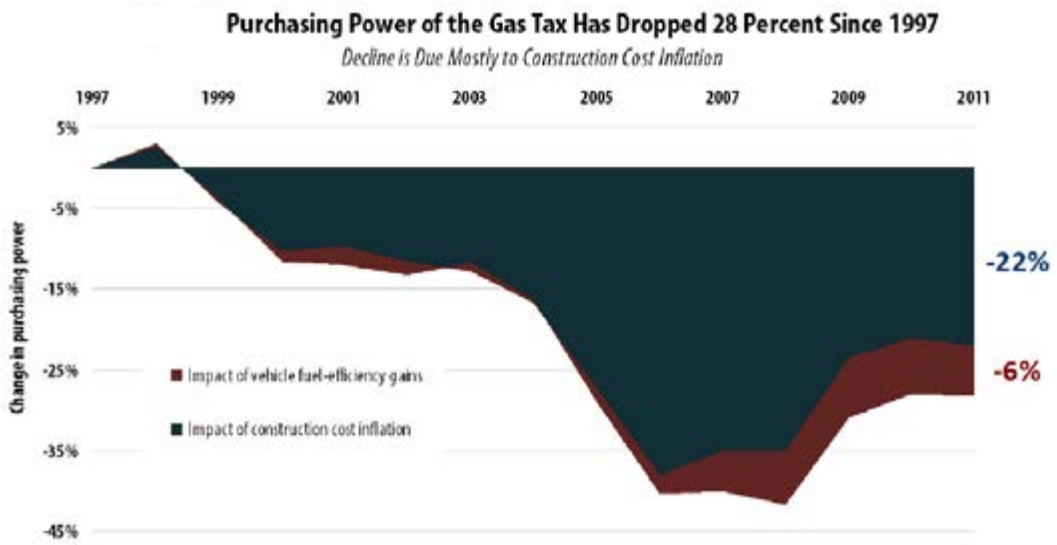
The chart below depicts the decline in purchasing power of the federal gasoline tax, which funds the HTF, due to the lack of indexing to inflation. More fuel-efficient vehicles also have contributed to declines in federal purchasing power. State gasoline and diesel tax revenues also are suffering from similar declines in purchasing power.

Transit agencies also will be focusing on measuring their performance in the areas of safety and asset condition. Similar program consolidation will simplify transit programs and provide agencies more flexibility to pursue their performance targets. MAP-21 also made changes to the transit Bus and Bus Facility Program that will have a big impact on Michigan. The program will now be formula-based, with the overall funding level cut in half. Funding to transit agencies in Michigan has dropped considerably under MAP-21. Michigan received over $50 million in discretionary bus and bus facility funding in 2012, and in 2013 received less than $5 million. Funding for state assistance for passenger rail through the Federal Railroad Administration comes from the General Fund. It is even more uncertain in the near future given the intense focus by policymakers to reduce the federal deficit.

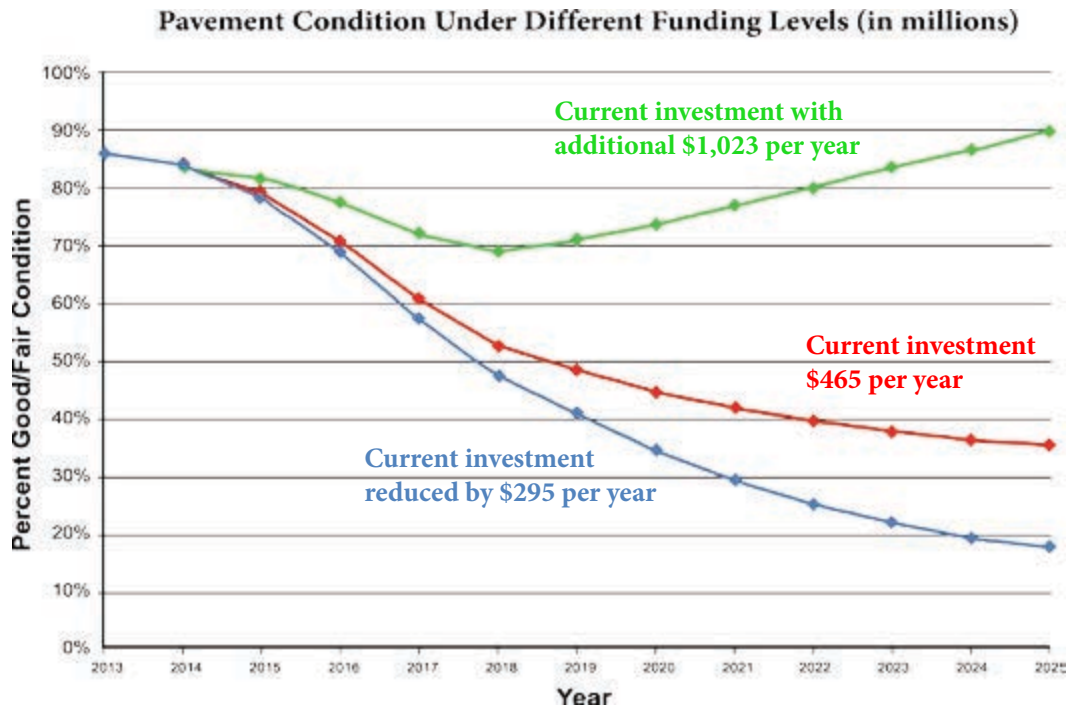
On the aviation side, the Federal Aviation Administration Modernization and Reform Act, signed into law in February 2012, is a four-year reauthorization providing stable and predictable funding through FY 2015. The funding for the largest capital program, the Airport Improvement Program, was reduced by 5 percent under the legislation. Another notable change is that the new authorization bill did not continue the 95 percent federal share for most airports, so the federal share for projects at these airports will drop back to 90 percent.

State transportation revenues have been relatively flat for the past several years. Many policymakers at the federal and state levels have acknowledged the need for additional revenues to invest in maintaining and improving transportation infrastructure. Long-term funding solutions and stability are needed to plan for capital investments for all transportation modes. Short-term budget solutions in recent years have filled the gap between the revenues generated through gasoline and vehicle registration fees, and the funding levels needed to match federal aid.

Current revenues are insufficient to meet program needs, such as the preservation of roads and bridges and the



Source: ITEP analysis of data from the Federal Highway Administration (FHWA)



The additional annual cost of $1.023 billion to achieve and maintain MDOT's trunkline 90 percent good/fair pavement condition goal is based on an update of the "Michigan's Roads Crisis: What Will It Cost to Maintain Our Roads and Bridges? 2012 Update" report. The 2012 version of that document identified an additional annual need of $917M for trunkline pavement needs. The 2013 updated amount was derived by running the Road Quality Forecasting System model with 2013 pavement condition data.

continuation of transit services and bus replacement. Many transportation projects require multiple years of planning to complete design and construction, therefore more stable funding is needed to adequately plan improvements. Increased funding and stability in funding are needed for all transportation modes to reinvent and modernize infrastructure in Michigan.

The Highway Program utilizes a pavement forecasting tool to forecast pavement conditions for the trunkline network based on funding scenarios. The funding scenarios presented in the graph above represent three possibilities for funding into the future, representing three very different paths. The blue line represents the pavement condition based on current funding levels for state gasoline and vehicle registration revenues, with no increases. MDOT's highway capital program needs and maintenance needs will outpace funding levels in this scenario, resulting in pavement conditions 20 percent good or fair. The red line represents forecasted pavement conditions based on state investment levels to match expected federal aid. However, at this investment level, pavement condition levels will fall to approximately 40 percent good or fair. The green line represents an additional $1,023 million annually to the trunkline system and would allow the pavement condition to meet and sustain pavement condition goals (90 percent good or fair) by 2025.

This Five-Year Transportation Program is based on the assumption that all federal aid will be matched. For FY 2015-2018, there is a state revenue shortfall of approximately $105 million to $120 million per year. This equates to a possible annual loss of $600 million to $680 million in federal revenues. If construction is begun on the NITC in Detroit, the programmatic match would be used to close some of the gap in matching federal aid for FY 2015-2018. However, even if the NITC programmatic match is utilized, there could still be a shortfall in match in some, if not all, of this five-year program that will need to be addressed with budgetary adjustments in order to match federal aid.

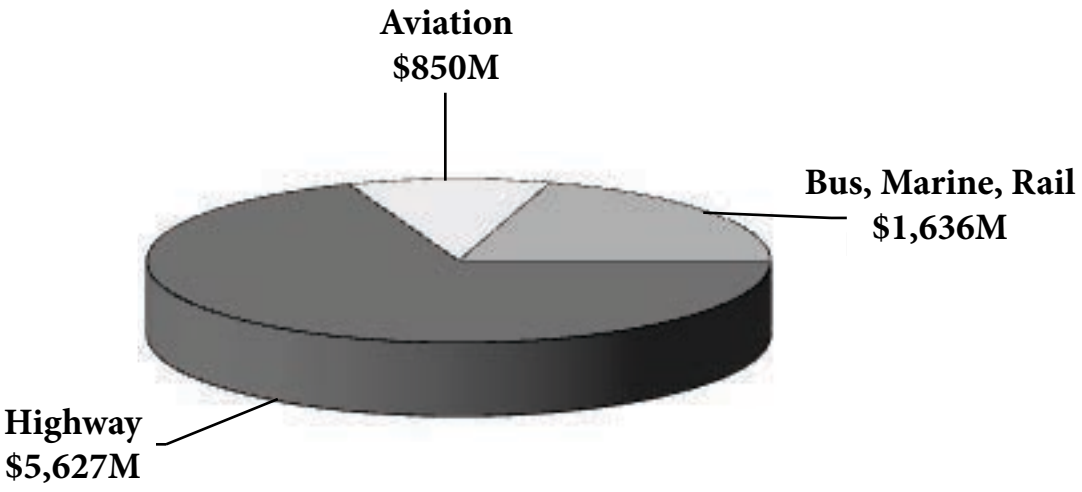
FY 2015-2018 Annual Shortfall	
State Revenue Shortfall	$105 million- $120 million per year
Federal Aid Lost to MDOT Highway Capital Program	$600 million- $680 million per year

Revenue Assumptions and Investment Strategies Overview

Enhancing economic development by preserving and maintaining a safe transportation system remains MDOT's highest priority. This Five-Year Transportation Program invests nearly $8.1 billion in MDOT's transportation system. This includes investments in the Highway, Aviation, Bus, Rail, and Marine programs. A total of $5.6 billion (including routine maintenance) will be invested in the 2014-2018 Highway Program. Over these five years, $850 million will be invested in the Aviation Program and $1.6 billion will be invested in Bus, Rail, and Marine/Port programs (see the following pie chart).

The Highway Capital Program focuses on system preservation through the repair and maintenance of Michigan's roads and bridges. The majority of the Multi-Modal Program focuses on system preservation. Investments in Michigan's transportation system focus on a comprehensive safety program and increased emphasis on mobility and expanded work zone safety efforts. The Five-Year Transportation Program documents that MDOT's investments in the state transportation system directly benefit Michigan citizens by providing them with expanded options, mobility, and access.

MDOT Five-Year Transportation Program
Total = $8.1 Billion



Highway Program Revenue Assumptions

MAP-21 legislation provided some stability for FY 2014 finances of the HTF. However, MAP-21 did not increase funding for transportation infrastructure and did not address the long-term structural imbalance for the fund. A structural imbalance will continue to be a problem for the HTF beyond FY 2014. The FY 2014-2018 federal-aid revenue estimate is based on MAP-21 estimates of federal funding available for Michigan. Federal funding is assumed to remain flat for FY 2014-2016 and then increase at a 2.5 percent rate in FY 2017-2018. It is projected that $3.9 billion in federal funding will be made available to the Highway Capital Program for this Five-Year Transportation Program.

Public Act 51 of 1951 (Act 51) mandates how transportation funds are distributed and spent between MDOT and local entities. The intent of Act 51 in regard to federal highway aid is to distribute approximately 25 percent of federal aid to local jurisdictions for use on federal-aid-eligible local roads. The remainder is to be utilized by MDOT. The funds collected from state fuel tax and vehicle registration revenues are deposited into the Michigan Transportation Fund (MTF), the distribution fund for transportation revenues. MDOT receives approximately 39 percent of this fund (known as the State Trunkline Fund, or STF), county road commissions receive 39 percent, and cities receive about 22 percent.

The state revenue estimate is based on MDOT's share of the MTF, as estimated by the Department of Treasury, Economic and Revenue Forecasting Division. Future state revenue is forecast using a long-range forecasting model managed by MDOT's Statewide Transportation Planning Division. It is estimated that $1.8 billion in state revenue will be available for MDOT's Capital and Maintenance Program. This includes $121 million in one-time General Fund redirection to the STF in FY 2014 in order to match all available federal aid. It also includes revenue for the Priority Roads Investment Program in FY 2014 funded by the "Roads and Risks Reserve Fund."

Highway Program Investment Strategy

The STC establishes policies, goals, and objectives that provide the basis for highway funding allocation decisions. MDOT developed an investment strategy process to accomplish the effective use of financial resources on the state trunkline Highway Capital Program. The process allocates an investment amount to various program categories (bridge, road, safety, etc.) annually, based on program improvement strategy, goals, and statewide priorities. It sets the level of funding to achieve highway improvement priorities and provides a tool to constrain the overall statewide program against available revenues.

MDOT adopted a pavement preservation formula that allocates funding to its seven regions. The formula weighs four overall factors: pavement condition, eligible lane miles for pavement reconstruction and repair work, usage (average daily traffic volumes), and regional cost. The formula is updated annually with current pavement condition, traffic, cost and eligible lane miles.

Bridge funding is distributed to MDOT regions using the bridge preservation allocation formula. It uses the deck area of bridges in each National Bridge Inventory condition state to allocate funds to each MDOT region. Funding is split into investment targets for replacement, repair, and preventive maintenance work.

The table on page 27 provides the Highway Capital Program investments strategy for FY 2014-2018, assuming funds are available to match federal aid.

Highway Investment Program FY 2014-2018		
In millions	**FY 2014-2018 Annual Average**	**Five-Year Total**
REPAIR AND REBUILD ROADS		
Repair and Reconstruction	$282	$1,411
Capital Preventive Maintenance	$92	$460
Operations	$26	$130
Freeway Lighting	$9	$46
Trunkline Modernization	$85	$422
Total - *Roads*	**$494**	**$2,470**
REPAIR AND REBUILD BRIDGES		
Repair and Reconstruction	$98	$492
Capital and Scheduled Preventive Maintenance	$25	$126
Big Bridges	$31	$156
Special Needs	$10	$51
Blue Water Bridge-Appropriated Capital Outlay Projects	$7	$33
TOTAL - *Bridges*	**$172**	**$859**
Priority Road Investment Program	NA	$58
Routine Maintenance	$276	$1,389
TOTAL REPAIR AND REBUILD ROADS AND BRIDGES	***$941***	***$4,776***
CAPACITY IMPROVEMENT	$3	$17
SAFETY AND SYSTEM OPERATIONS	**$118**	**$589**
TRANSPORTATION ALTERNATIVES	**$15**	**$74**
ROADSIDE FACILITES	**$3**	**$17**
WORKFORCE DEVELOPMENT	**$7**	**$35**
NON-FEDERALLY FUNDED PROGRAMS	**$24**	**$119**
TOTAL - *Five-Year Trunkline Program*	**$1,111**	**$5,627**

The FY 2014-2018 Five-Year Transportation Program estimates that investments for the Highway Program total approximately $5.6 billion. This total reflects investments for pre-construction and construction activities for the major program categories of preservation, trunkline modernization and capacity improvement, and routine maintenance. This Highway Program investment will provide Michigan travelers with approximately 100 miles of improved roads per year over the next five years, and repairs to 95 bridges per year. MDOT also will manage its road system by extending the life of approximately 1,100 miles of pavement each year through the CPM Program. Trunkline modernization includes preliminary engineering and construction for the I-75 corridor in Oakland County, and preliminary engineering and construction for the I-94 corridor in Detroit. This document includes a project listing by region for additional projects in major work categories. These projects also can be viewed on a state map and regional maps on the MDOT website at http://mdotnetpublic.state.mi.us/fyp/.

The following graph illustrates the annual Highway Program investments by program categories over the five-year time frame. The annual investments range from a high of $1.22 billion in FY 2014 to a low of $1.06 billion in FY 2017.

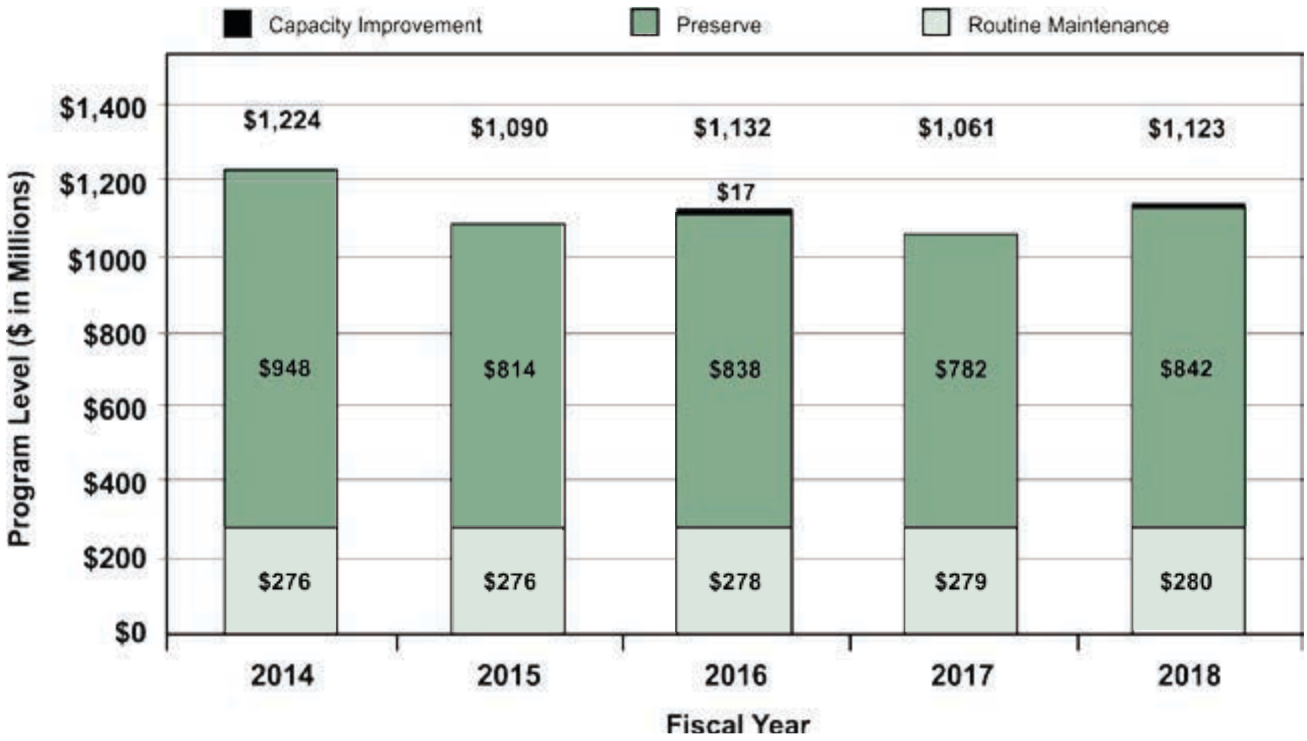
Multi-Modal Programs

MDOT's FY 2014-2018 Multi-Modal Program includes two main areas: public transportation and aviation. Public transportation programs are administered by two offices. The Office of Passenger Transportation (OPT) administers the Bus and Marine Programs while the Office of Rail administers the Rail and Port Programs. The Office of Aeronautics administers the Aviation Program. These offices provide capital and operating assistance, technical support, and safety oversight.

The Multi-Modal Program focuses largely on continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement/repair, and preservation of existing service levels. MDOT's approach to the Multi-Modal Program differs significantly from the Highway Program for two main reasons. First, the majority of the infrastructure is owned, managed, and operated by entities other than MDOT. Secondly, the state and federal funding that MDOT programs for these modes is only a portion of the total investments made.

The multi-modal portion of the five-year program contains overview information where the modes or programs have similar conditions, and mode-specific information when appropriate due to unique considerations or funding issues.

Highway Program Investment By Category FY 2014-2018



Public Transportation Revenue Assumptions (Bus, Rail, Marine, Port)

Public Transportation
Comprehensive Transportation Fund Revenue Issues
The Public Transportation Program receives most of its state funding through the Comprehensive Transportation Fund (CTF). Approximately two-thirds of CTF revenues are from the MTF, which is funded by the state motor fuel tax and vehicle registration fees. Therefore, revenue declines that affect the MTF also are felt by the CTF. The CTF also receives revenues from auto-related sales tax revenue, which varies from year to year. Neither the distribution of the MTF to the CTF nor sales taxes to the CTF are constitutionally protected. Appropriation levels vary from year to year.

For CTF revenues, this five-year program is based on the FY 2014 CTF appropriation in PA 59 and PA 102 of 2013, and the Department of Treasury's February 2013 CTF revenue estimate for FY 2015. Based on current FY 2015 revenue estimates, CTF funding available for appropriation in FY 2015 is $21.2 million below the CTF appropriated in FY 2014. The FY 2015 funds available for appropriation are projected to remain unchanged through FY 2018. This level of funding going forward is neither sufficient to maintain the current level of service for all CTF-funded programs, nor will it match the federal transportation funds the state expects to receive during this five-year period.

Office of Passenger Transportation
Program Development
In many ways, development of a five-year program for OPT's Bus and Marine Programs is not feasible. The programs cover local transit (bus), marine, and intercity bus, and the vast majority of the projects are selected at the local level, not by MDOT. MDOT makes funding decisions at the "program level." For the most part, these programs are either prescribed by Act 51, restricted due to funding levels, or a response to federal funds awarded to MDOT or local agencies each year. There is very little opportunity for the programming of funds once statutory obligations are met.

The CTF supports the bus, marine, rail and port programs, placing a high degree of financial pressure on this funding source. Decisions on how to make use of the discretionary funds to support each of these modes are made on an annual basis in reaction to the most pressing need. Because of the funding pressures, it is rare that MDOT makes a multi-year funding commitment from the CTF, other than continuation of the annual programs mandated in Act 51. Therefore, what is presented in this document is MDOT's annual program

for FY 2014, the estimated funding available for FY 2015, and a description of the factors anticipated to influence both the funding availability and the annual decisions that will be made over the life of this program.

Local Transit Revenue Assumptions
The programs in this category provide funding for operating and capital support, training, and special projects to local bus operators that service the general public. Assistance also is provided to support transportation services focused on the needs of senior citizens and persons with disabilities, and help meet the transportation-to-work needs of low income individuals. A total of 117 transit providers (78 local agencies and 39 specialized services agencies) in all 83 Michigan counties are provided support under these programs.

Federal funds for these programs include formula and discretionary funds awarded to MDOT and its sub-recipients who are generally rural transit agencies. In the past, discretionary funds have come from congressional earmarks and competitive programs through the Federal Transit Administration (FTA), and on occasion, FHWA. Under MAP-21, the majority of bus funding is from formula funds. Although nationwide transit funding levels remain about the same, Michigan's Transit Program will receive substantially less federal funding under MAP-21. This is because of Michigan's past success in obtaining discretionary funding. Unless transit systems are able to raise local funds to compensate for declining available federal revenues, the condition of the transit infrastructure will decline.

It is important to note that more than 80 percent of the FTA revenues for local bus systems go directly to transit agencies and are not reflected in MDOT's program. Therefore, when state funds are not available to match federal funds, the full

impact is not detailed in this five-year program document. The impact is largely on local programs that are dependent on state revenues to access federal funds. The magnitude and direct link between a shortfall in state revenues and loss of federal funds may not be reflected in this program, but it must be clearly understood that the impacts are significant.

Also part of local transit is the MichiVan Program. MDOT contracts with a private service provider to help organize and sustain vanpools as a commuting alternative. Federal funds for MichiVan come from the FHWA's Congestion Mitigation and Air Quality Program and are programmed under the Highway Program. A small amount of the CTF also is used each year for MichiVan.

Marine Revenue Assumptions

Under MAP-21 the FHWA Ferryboat Discretionary Program, which in the past supported major capital improvements for Michigan's two rural ferry systems, was replaced with a formula program. While the new FHWA program provides a guaranteed annual allotment to eligible ferry systems in Michigan, the annual funding level for each system is small and inadequate for major capital improvements, such as replacing ferry vessels, expanding terminals or docks, or upgrades. MDOT is working on determining the most effective way to utilize the limited funds to ensure maximum benefit. The federal funds that will come to Michigan under the FHWA program are not shown in the Bus and Marine Program, but are included in the highway portion of this five-year program.

A new FTA Ferryboat Discretionary Program was added under MAP-21; however, the FTA program is aimed at urban systems only and will not meet the needs of Michigan's two rural systems. It is not reflected in this five-year program since there is no way to ascertain if any Michigan system will receive any funding under the program.

Intercity Bus Revenue Assumption

The Intercity Bus Program provides both operating and capital assistance for the intercity network in the state, with a goal to allow residents access to the national transportation network. The Terminal Development Program pays for small projects using only state funds, while the Intercity Services Program is a combination of federal and state funds utilized for operating and capital expenses in the essential intercity network. Under MAP-21, federal funds should remain at about the same level for the duration of this five-year program. MDOT anticipates state funds to be adequate to support the continuation of the current level of service.

Office of Rail Program Development

Like OPT, the Office of Rail cannot develop a comprehensive five-year program. Much of the Office of Rail's ongoing expenditures will be for operating support, which is calculated annually. Projects funded under most other Office of Rail programs are developed annually as well; many are application-based. Therefore, the Office of Rail scales its efforts to fit available funding. This five-year program details projects that have been funded by prior federal grants and programs, assuming funding will permit continuation to some degree.

Rail Revenue Assumptions

MDOT's rail programs are funded by dedicated federal aid, MTF, and CTF dollars. Dedicated federal aid and MTF money support motorist safety at railroad crossings on local roads. CTF revenue supports the other freight and passenger rail activities.

MDOT also will compete for federal rail capital funding under PRIIA during this five-year period when it is made available. Federal funding under this program generally requires 20 percent matching funds. If state revenues are not sufficient to meet the match requirements, these opportunities would be lost.

NOTE: STF dollars and corresponding dedicated federal funds support a trunkline crossing program that also is invested as a part of the Rail Program, but those funds are accounted for as a part of the Highway Program.

Port Revenue Assumptions

The pass-through assistance provided to the Detroit-Wayne County Port Authority is expected to continue at FY 2014 levels over the next five years.

Aviation Revenue Assumptions

MDOT anticipates continued budget challenges for its Aeronautics Program in the five-year period covered by this report. The current Federal Aviation Administration (FAA) authorization signed in 2012 providing four years of funding the Airport Capital Improvement Program (ACIP) ends in 2015. The FAA Modernization and Reform Act of 2012 provides for $3.35 billion in annual federal funding for FY 2012-2015. This is $150 million less than FY 2011. While it is expected that a new authorization will be passed, it also is expected that the process will include numerous continuations until the final authorization is signed. It is anticipated that the 2014 Capital Improvement Program for the state will include approximately $78 million in federal funds. A similar amount of federal funds are expected for FY 2015. Funding levels for FY 2016-2018 may be smaller. Additional fiscal pressures are being placed on state funding for aeronautics programs with declining revenue from the aviation fuel excise tax. This revenue has been falling in real terms for over 10 years. The estimated fuel tax revenue for FY 2014 is $5.30 million. For FY 2013, the aeronautics fund received $10 million in general funds from proceeds of sales tax on aviation-related goods. Michigan Public Act 226 of 2012 provided for these general funds. It was a one-year act and not included in FY 2014-2018 estimates for this five-year program. Challenges in the federal budget process makes it difficult to estimate further levels of federal Airport Capital Improvement Program funding.

For the five-year program period, these revenues are projected out at the current level for five years, or $445 million. This is a reduction of $93 million from the previous five-year plan. Project costs under the ACIP are shared on a basis of 90 percent federal, 5 percent local, and 5 percent state.

Since 2009, certain statewide programs funded directly from the State Aeronautics Fund (SAF) were suspended or reduced. Those programs include Statewide Pavement Maintenance, Statewide Paint Marking, the All Weather Access Program, and the Air Service Program. In the case of the Pavement Maintenance, Paint Marking and All Weather Programs, these projects are now done on the same cost basis as the ACIP. The Air Service Program was reinstituted for 2012 and 2013 but may be suspended again without an increase in SAF revenue during FY 2014 and beyond.

Public Transportation Investment Strategy

MDOT's Public Transportation Program includes local transit, intercity bus, marine passenger, the MichiVan vanpool program, port, freight rail, and passenger rail. The program provides for some combination of capital and operating assistance, technical support, safety oversight, and compliance monitoring for each of the modes. This Five-Year Transportation Program represents the continuation of a program that has been steadily reduced over a number of years. These reductions are most notable in capital investment and state share of total operating cost.

The total Public Transportation Program (federal, state and local funds) for FY 2014 is $315 million, while the anticipated FY 2015 program will be $306 million if the revenue forecast does not improve. Based on the FY 2014 program with a four-year continuation of the FY 2015 program, the five-year program would be approximately $1.5 billion. An additional $111 million remaining in special federal grants, anticipated to be invested in the early years of this program, brings the 5-year total to $1.6 billion. The investment of CTF revenues in the public transportation system is determined by the detailed requirements currently set forth in Act 51, as well as the annual appropriations process. Act 51 requires the majority of CTF revenues to be used for local transit. Based on the current structure of Act 51 and current revenue stream, the investments called for in this five-year program are focused heavily on the preservation of the existing passenger transportation system. However, preservation is not possible without additional funds.

Local Transit Investment Strategy

State funds are combined with federal and local dollars, including farebox revenue and local millages, to support the operation and maintenance of the local transit network.

The state's annual investment strategy for the local transit program is largely determined by detailed requirements set forth in Act 51 of 1951 for annual distribution/use of CTF revenues and the eligible uses of federal formula apportionments or competitive grant awards. The budgeted funds for FY 2014 are sufficient for continuation; however, the Legislature appropriated $2 million more to the CTF for the FY 2014 budget than there is actual revenue according to estimates. The FY 2015 estimated CTF funds are not sufficient to maintain the current level of support for the local transit programs. Unless replacement funding is found, there will be cuts to the program over the course of the five-year program, which will likely result in a reduced level of transit services to the public and a further deterioration of the infrastructure (e.g., buses will not be replaced, facilities will not be repaired).

The MichiVan Program will be maintained with state, federal, and local funds. Demand for new vanpools increases as fuel prices go up. Federal CMAQ funds have been used to meet the increased demand in non-attainment areas and state funds have been used in other areas. It is difficult to determine if these sources will be able to meet the demand over the next five years.

MDOT's local transit investments will focus on:

- Preservation of existing services in all 83 counties via operating assistance to local transit, intercity bus, and public marine service providers.
- Preservation and maintenance of the existing infrastructure (largely locally owned) via state investment and match to federal funds for routine vehicle replacement.
- Support of local capital strategies established by individual transit agencies via matching federal capital grants for infrastructure replacement and repairs, and in very limited situations, some very minor capacity expansion.

Unfortunately, based on this model, there is no funding anticipated in the program for urban growth with projects such as M-1 RAIL, the Capital Area Transit Authority's Michigan Avenue/Grand River Avenue Bus Rapid Transit (BRT), Ann Arbor to Detroit Regional Rail, the Washtenaw and Livingston Line (WALLY), or expanded transit in the new RTA service area. Although the Grand Rapids BRT project infrastructure has been funded, once it becomes operational it will draw funding away from existing transit service throughout the state unless there is an increase in revenue to the CTF.

Intercity Bus Investment Strategy

MDOT will continue to use state and federal funds to contract with intercity bus carriers to provide route service that would not otherwise exist; i.e., service that would not be provided by the carrier absent a state subsidy. MDOT also will use state and/or federal funds to enhance the intercity passenger infrastructure. The Terminal Development Program is used to maintain intermodal/intercity terminals and infrastructure so the public can safely and conveniently access intercity services. There are no major construction projects planned in the next five years, so a minimal amount of funding has been requested to maintain the current facilities and pathfinder signs. If a carrier or community requests a new facility in the future, we will assess the need and benefit to the state to determine if funding will be allocated to the project. Both state and federal funds may be

allocated for a new construction project, but generally the federal funds received under the Section 5311f Program are used to maintain the service on the essential state network via operating grants and bus replacement.

Every three years, MDOT bids out the five routes in northern Michigan that private carriers have abandoned due to lack of profitability. Based on MAP-21 and anticipated CTF funding levels, the current level of service will be maintained for the life of this five-year program. Vehicles used on these routes and routes in the southern portion of the state deemed essential to national connectivity also are funded with a combination of state and federal funds. The number of vehicles provided was recently reduced based on the level of service being provided.

The Intercity Program also includes regulating the commercial business activities of both intercity bus and limousine services. These activities are funded through the department's operating budget and fee collections.

Marine Passenger Investment Strategy

The two state-subsidized marine passenger systems will continue to receive operating assistance under the Local Bus Operating Assistance Program in Act 51 to preserve the service they provide. Any state marine capital funds available over the life of this program will be used for routine infrastructure maintenance and improvements to ensure the integrity of the system. As with the other passenger programs, the funding for the Marine Passenger Program is not keeping up with inflation, which makes it difficult to preserve the system and impossible to meet increased demand. MDOT has not established any performance metrics for the marine passenger infrastructure. However, with changes in how federal funds are distributed under MAP-21, deterioration of the locally owned infrastructure over the life of this five-year program is possible.

Rail

The bulk of the federal and state funds will be invested to preserve and enhance intercity passenger rail services in Michigan. This five-year program will use existing funding to continue to enhance state-owned track to accommodate speeds up to 110 mph between Kalamazoo and Dearborn. In addition, MDOT will construct a new connection track at the West Detroit junction for intercity passenger rail services, eliminating existing conflicts with passenger/freight congestion. Several station projects also will be undertaken, including work at the existing station in Jackson and new stations in Dearborn, East Lansing, Grand Rapids, and Troy.

MDOT will replace existing intercity passenger train equipment on all three Michigan services through a federal grant. Michigan is participating in a joint procurement, led by the Illinois Department of Transportation, to obtain $268 million in next generation train equipment for the Midwest. The new equipment is expected to be delivered from FY 2015 through FY 2017.

MDOT also will continue to plan and assist in other passenger rail projects, including commuter and light rail in southeast Michigan.

However, beyond this funding provided from PRIIA, MDOT has very little ability to fund additional passenger rail capital improvements in FY 2014-2018. In addition, it is uncertain if MDOT's revenues will be able to maintain an operating contract for intercity passenger rail services over the next five years. The PRIIA-related requirement that shifts operating costs of the Wolverine Service (Pontiac/Detroit-Chicago) to MDOT puts the service of this line at risk, as well as the service of the Blue Water (Port Huron-Chicago) and Pere Marquette (Grand Rapids-Chicago) lines. These routes serve 22 station communities, connecting Michigan to Amtrak's national rail network.

State and federal dollars also will be invested in state-owned line preservation, freight economic development loans, rail infrastructure loans, and safety enhancements at railroad crossings on local roads. Specific projects will

be identified annually based on available funding, but generally will include:

- Preservation of freight service on 530 miles of state-owned rail system (freight-exclusive portion). Preserving the lines provides access to the national rail system for companies that would otherwise have limited transportation options.
- Low-interest loans through the Freight Economic Development Program to assist new or expanding businesses with access to the rail system.
- No-interest loans to railroads for maintenance or repair projects that preserve the track infrastructures.
- Crossing safety projects to reduce motorist risk at railroad crossings. Most potential projects will be identified by an annual analysis and require input from railroad and local road authorities. Additional projects will support road authorities and railroads that eliminate and improve crossings on state highways, which are accounted for under the Highway Program.

Port

For each of the next five years, MDOT anticipates providing $468,200 in legislatively appropriated funding to the Detroit-Wayne County Port Authority to assist with operating costs and marketing activities.

Aviation Investments

Airport Improvement Program (Capital Outlay and Maintenance Program)

The FY 2014 Airport Improvement Program provides funding for approximately 236 public-use airports for capital improvement projects and pavement maintenance. Of the 236 eligible airports, 94 receive federal entitlement funding as part of the National Plan of Integrated Airport Systems. As the majority of Michigan's public-use airports receiving federal entitlement funds are owned and operated by local governments, projects using these funds are selected by the airports themselves, not MDOT. However, projects are ranked according to a priority system and encouraged to provide not only benefit to the airport but the system as well.

In addition, MDOT can and does provide supplemental funding for many projects and makes the decision on which projects receive these funds through the state block grant program. The FAA also provides supplemental funding for projects at airports it selects. All project funding decisions

using supplemental dollars are selected on the basis of the Michigan Airport System Plan (MASP) as approved by the Michigan Aeronautics Commission or published FAA priorities, as appropriate.

Priorities are a significant part of the funding decisions that support the organizational mission and represent the overall vision driving the airport infrastructure investment strategy. For Aeronautics, these priorities have included:

- Investing resources to support economic growth throughout Michigan, particularly in the airports that respond to critical state airport system goals.
- Preserving the existing airport system infrastructure, primarily focusing on pavements, navigational aids, and airspace preservation.
- Investing in projects and programs that support primary airports and air service for passengers and cargo.
- Reducing airport facility and system deficiencies by:
  - Maximizing federal dollars returning to the state.
  - Leveraging local and private investments.
  - Providing a dedicated and adequate level of state funding.
- Utilizing a process that distributes available funding balanced appropriately between preservation and improving and expanding the airports in the system.
- Emphasizing meeting MASP development standards for airports serving business and population centers.

Priorities will continue to include integration with other modes of transportation, addressing environmental issues, and public awareness/outreach.

The current ACIP shows projects totaling $170 million, leaving a significant gap between anticipated revenues and needs of approximately $84 million per year and $420 million over the five-year period. This difference can be narrowed somewhat by discretionary funding, which is distributed by the FAA on a regional basis among various states. Michigan has competed well for these funds and, given the identified needs, will continue to aggressively pursue these opportunities. In addition, other funding options will continue to be explored.

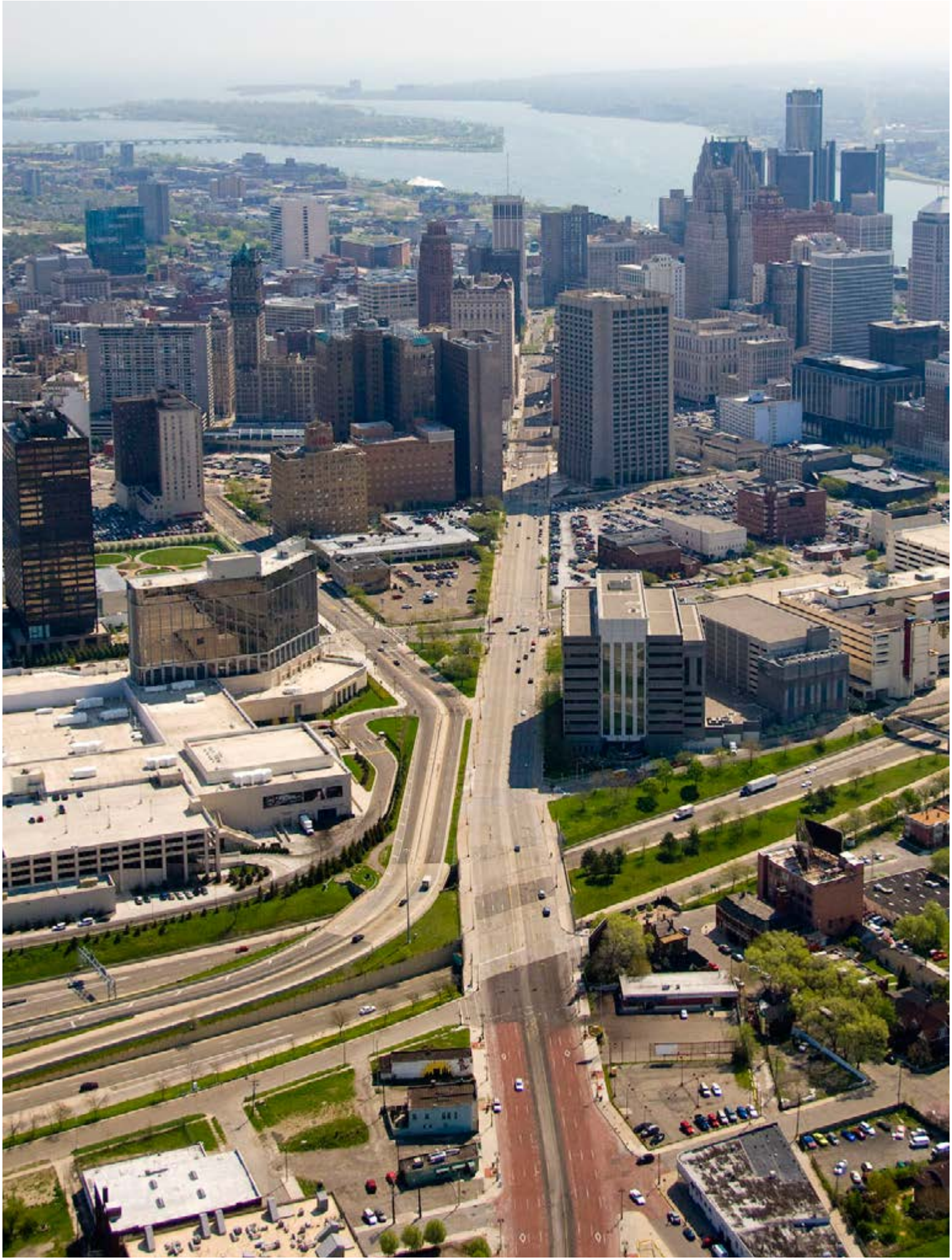
Multi-Modal Investment Summary

MDOT's Multi-Modal Investment Strategy (Subject to appropriation of state, federal and local funds)

	Annual Average	Five-Year Total
AVIATION		
Aviation Improvement Program (AIP)*	$170 million	$850 million
PUBLIC TRANSPORTATION PROGRAM (Local Transit, Intercity Bus, Passenger Rail, Rail Freight and Ports)**		$1.6 billion
TOTAL		**$2.5 billion**

* Includes planned investments for primary airports and general aviation airports. Other statewide improvement programs are not funded at this time.

** Includes federal, local and sub-fund expenditure authority, which is often overstated to account for potential revenue; annual investment amounts are expected to vary widely over the five years, so no annual average is provided.

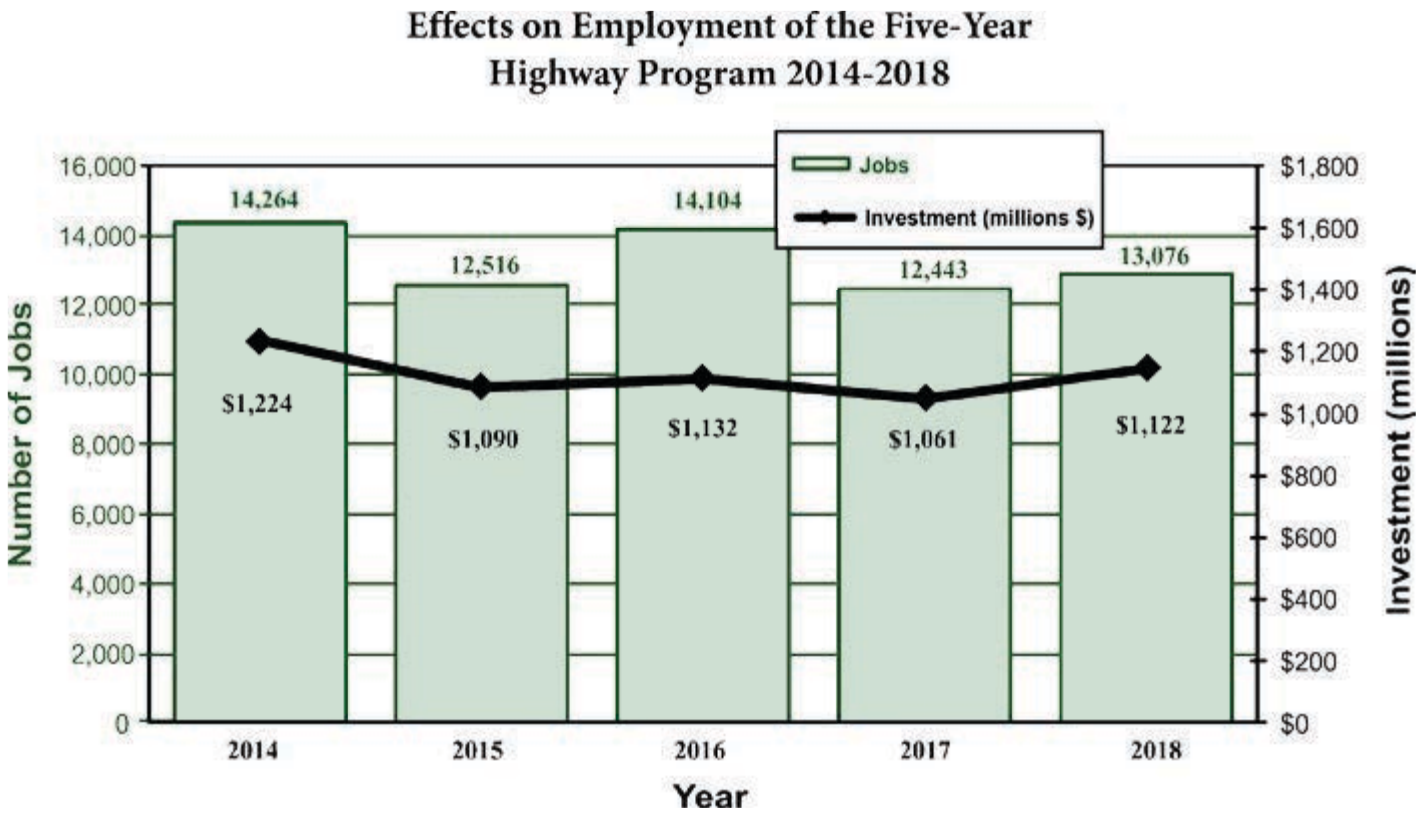


Economic Benefits and Impacts: Highway Economic Benefits

It has been well documented that an efficient highway system in good condition plays an integral role in supporting the economy of a state. Highway infrastructure investments are a vital part of the state's overall economic development strategy. In order to assess the economic impacts of the 2014-2018 Highway Program, the Michigan Benefits Estimation System for Transportation (MI BEST) Tool was utilized.

The MI BEST Tool is designed to estimate economic impacts for transportation investments like the Five-Year Transportation Program down to individual transportation projects. The economic model chosen to use for this analysis is the Regional Economic Models Incorporated Policy Insight module, version 3.3.1 (build 2694).

The table and charts below show the employment impact of the 2014-2018 Highway Program. The resulting analysis is the total statewide economic impacts of spending plus amenities on the Highway Program.



Employment impacts of the FY 2014-2018 Highway Program					
	2014	2015	2016	2017	2018
Investment (current million $)	$1,224	$1,090	$1,132	$1,061	$1,122
Employment Impact (jobs)	14,264	12,516	14,104	12,443	13,076

545
TOWN LANSING
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Multi-Modal Economic Benefits

Public Transportation Economic Benefits

Local Transit

More than 99 million trips are made annually on local public transit in Michigan. While the direct benefits of transit to its users are clear, it can be shown that the overall benefits of these trips extend beyond transit riders. Through improved mobility, safety, air quality and economic development, public transit also benefits users of the roadway network and the community at large. Many of these trips satisfy the mobility needs of numerous households for whom owning and driving a vehicle is not an effective or affordable transportation option. As a result, there are social benefits resulting from providing essential mobility.

Based on an Economic and Community Benefits of Transit model produced specifically for MDOT, the state's annual investment in local transit operations yields specific economic benefits. In 2010, the total cost per trip based on total operating expenses for all Michigan transit agencies was $5.96; the state share of this cost was $1.73. As shown in the chart below, this investment resulted in a social benefit per trip valued at $8.85 and an economic output per trip of $14.49.

Using the 2010 model results, the investments called for in this Five-Year Program, when combined with additional investments on the local level, will yield about $3.7 billion in social benefit and about $6.86 billion in economic output. The social benefits of transit calculated by this model derive from transportation cost savings and low-cost mobility benefits, and the economic output-associated transit operations include job creation, as well as re-spending of a portion of out-of-pocket savings.

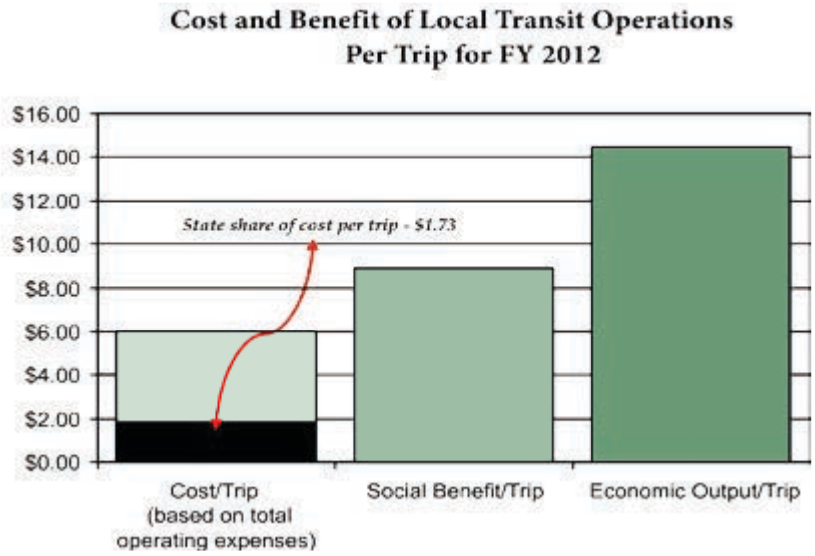
Although the model attempts to assess the benefits of transit in a comprehensive manner, it does not account for the considerable additional benefits that can arise from rapid transit investments in our urban areas. Therefore, the results of the model can be considered conservative. National models have shown that a dollar invested in light rail or rapid transit can return up to $6.00 in economic benefits, including local economic development around transit stops.

Rail Benefits

Michigan's rail system has approximately 3,600 miles of track, operated by 24 railroads. It carries about 33 percent of all the state's freight tonnage. These commodities totaled over $41.4 billion in 2009. Rail is particularly important for the movement of heavy and bulky commodities, as well as hazardous materials. A single train can carry the load of over 280 trucks. The rail system saves an estimated $250 million of annual investment in Michigan's roadway system.

Growing healthy rail corridors is good for Michigan's economy, whether a corridor is specifically freight, passenger or both. For the federally designated Chicago-Detroit/Pontiac accelerated rail corridor, MDOT will purchase and improve nearly 135 miles between Kalamazoo and Dearborn. MDOT will have an opportunity to encourage and expand economic development along this corridor for both passenger and freight rail interests.

Overall, the freight rail system will have limited support. However, a significant portion of MDOT's efforts will support economic development in rural and urban areas by preserving and providing access to the system. MDOT will work with the Michigan Economic Development Corp., as well as the Michigan Department of Agriculture and Rural Development, to provide support to rail-reliant businesses, most directly through Freight Economic Development loans. On average, Freight Economic Development loans are typically about $250,000 and aid in the creation/retention of approximately 90 jobs. In addition, the state-owned rail lines directly service approximately 80 shippers, moving commodities like agricultural products, forest products, and sand. In 2010, over 15,000 carloads were shipped via the lines.



Aviation Program Benefits

In order to maintain a competitive advantage in a global economic environment, access to convenient and efficient air travel is essential. While commercial airline services are often the most recognizable facet of aviation, the fact is that general aviation accounts for 97 percent of the nation's airports. These airports support a variety of aviation activities that employ thousands of people and create millions of dollars in economic impact and benefit.

Aviation, both commercial and general, is big business in Michigan.

- Aviation contributes more than $20 billion annually to the Michigan economy
- Michigan airports serve more than 36 million passengers each year
- Michigan airports move more than 500 million pounds of air cargo each year
- Michigan is in the top 10 states for the number of registered business aircraft

Businesses throughout the state depend on airports for the movement of goods and personnel. Benefits associated with airports include direct and indirect jobs, wages and expenditures. They also include the economic ripple effects in the community, enhancing economic activity far from the airport itself. In a state like Michigan, airports serve a vital role in supporting rural communities, particularly in the Upper Peninsula.

Economic benefits also include expenditures made by transient passengers who use the airport and spend money throughout the region.

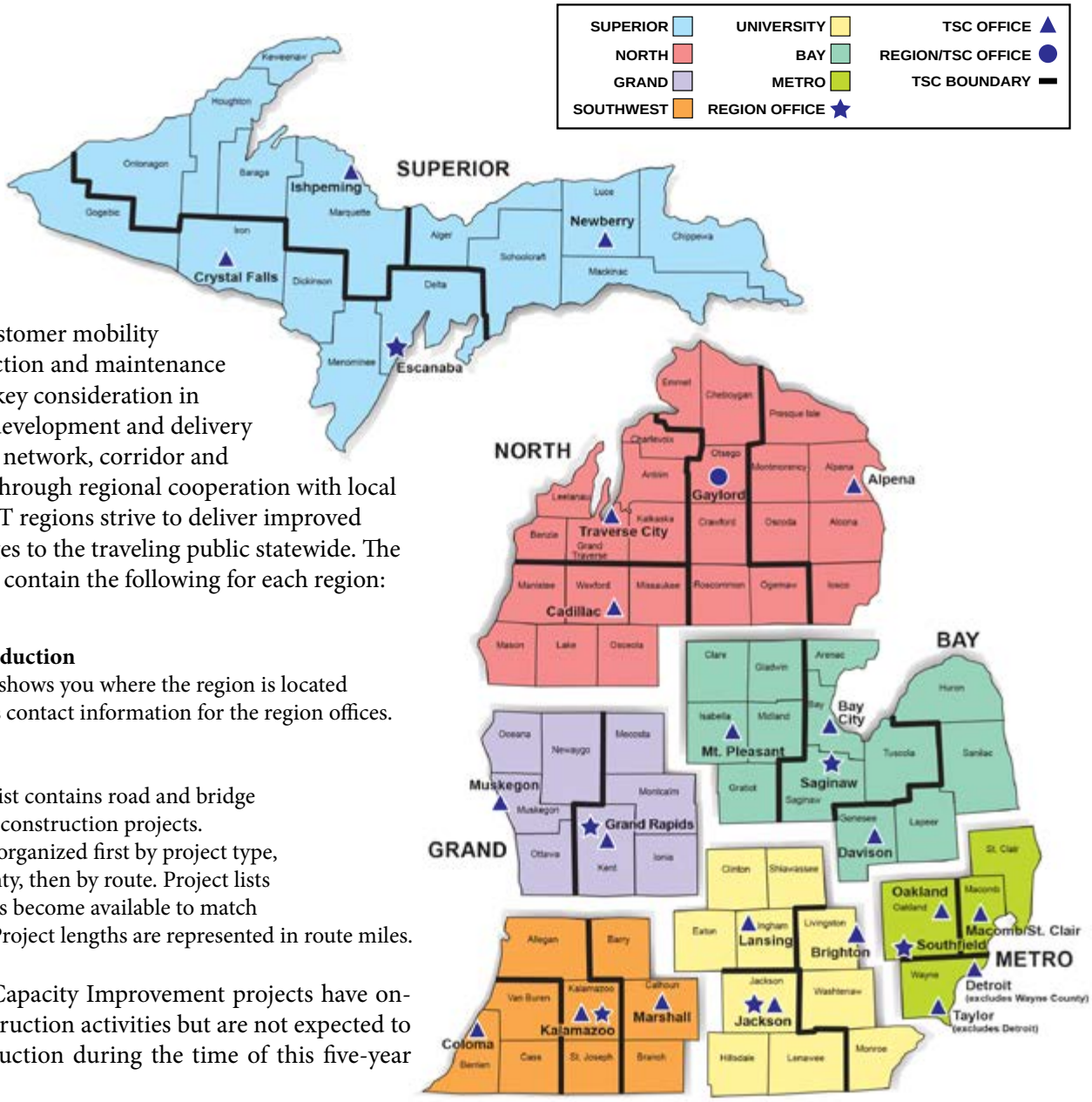
Airports also provide savings in time and money as a result of the travel efficiencies they create. In addition, economic benefits include the intangible effect an airport has on business decisions to locate or remain in a specific area. Finally, and somewhat less tangible, are "quality of life benefits" provided by an airport. Examples include: police and firefighting support, search and rescue, recreation, emergency medical flights, on-demand charter services, and flight instruction for future pilots.

Whether through serving airline passengers at commercial service airports, accommodating corporate aviation at general aviation airports, or enhancing quality of life for residents and businesses in the state of Michigan, aviation remains one of the key links to continued and future prosperity. A strategic approach to invest in, maintain, and grow aviation is essential to Michigan's multi-modal transportation system and its economic future.

Visit www.michigan.gov/aero for more information.

2014-2018 Road And Bridge Project Lists

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. The projects chosen 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.



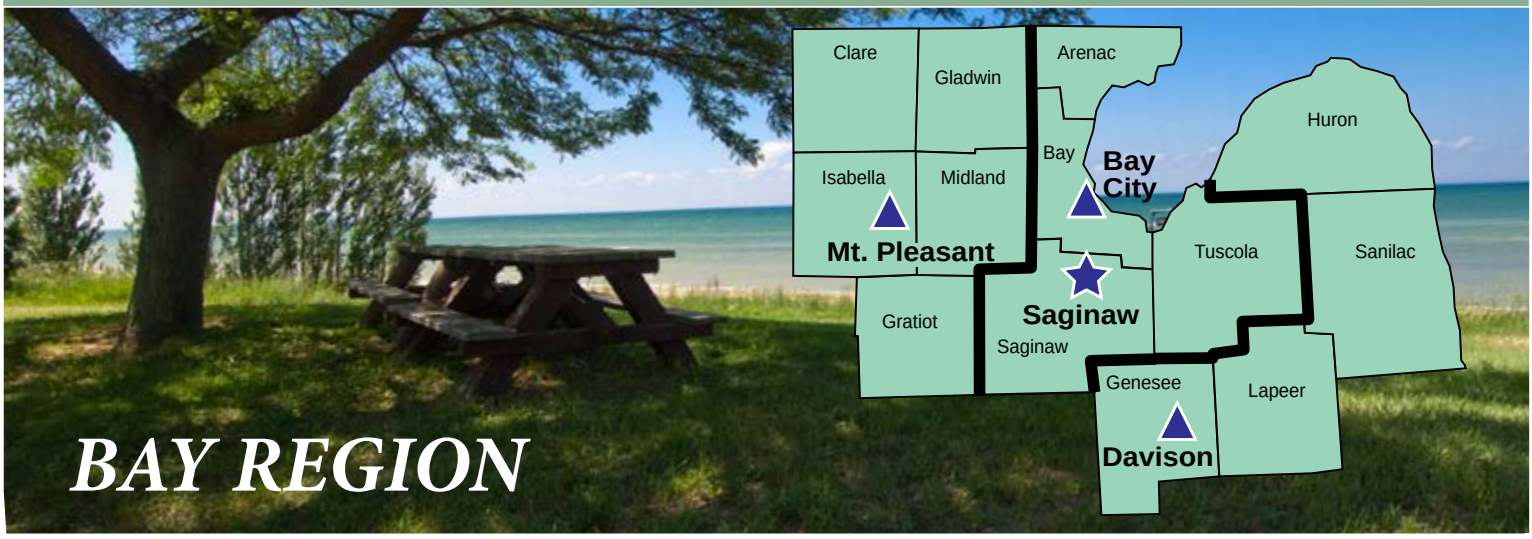
Maintaining customer mobility during construction and maintenance operations is a key consideration in region project development and delivery strategies at the network, corridor and project levels. Through regional cooperation with local partners, MDOT regions strive to deliver improved roads and bridges to the traveling public statewide. The following pages contain the following for each region:

- **Region Introduction**
  This section shows you where the region is located and provides contact information for the region offices.

- **Project Lists**
  The project list contains road and bridge repair and reconstruction projects.
  The lists are organized first by project type, then by county, then by route. Project lists assume funds become available to match federal aid. Project lengths are represented in route miles.

The following Capacity Improvement projects have on-going pre-construction activities but are not expected to move to construction during the time of this five-year program.

- I-94 in Kalamazoo County – Design and Right of Way
- US-131 in Berrien County – Design
- US-127 in Gratiot County – Right of Way



Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
ARENAC	US-23 (West Huron Road)	US-23 OVER RIFLE RIVER	OVERLAY - DEEP	0.147		CON				
ARENAC	US-23 (E Huron Rd)	US-23 OVER AU GRES RIVER	OVERLAY - DEEP	0.182				CON		
BAY	US-10	M-47 NB OVER US-10	BRIDGE REMOVAL	0.016		CON				
BAY	US-10	M-47 SB OVER US-10	BRIDGE REPLACEMENT	0.016		CON				
BAY	US-10	NINE MILE ROAD OVER US-10	BRIDGE REPLACEMENT	0.608			CON			
CLARE	US-10	US-10 OVER CHIPPEWA CREEK	BRIDGE REPLACEMENT	0.229				CON		
CLARE	US-10	US-10 WB OVER US-127	OVERLAY - DEEP	0.027				CON		
CLARE	US-10	US-10 WB OVER M-115	OVERLAY - DEEP	0.361				CON		
CLARE	US-10	US-10 EB OVER M-115	OVERLAY - DEEP	0.361				CON		
CLARE	US-27	US-127 NB OVER TOWNLINE CREEK	OVERLAY - DEEP	1.567				CON		
CLARE	US-27	US-127 SB OVER TOWNLINE CREEK	OVERLAY - DEEP	1.567				CON		
GENESEE	I-475	I-475 OVER ATHERTON ROAD	SUPERSTRUCTURE REPAIR	0.075				CON		
GENESEE	I-475	I-475 OVER LEFT TURN LANE NO 3	SUBSTRUCTURE REPAIR	0.075				CON		
GENESEE	I-69	LAPEER ROAD OVER I-69	DECK REPLACEMENT	0.248				CON		
GENESEE	I-69	I-69 OVER CSX RAILROAD	WIDEN - MAINT LANES	0.639		CON				
GENESEE	I-69	I-69 EB OVER AVERILL AVENUE	WIDEN - MAINT LANES	0.639		CON				
GENESEE	I-69	I-69 WB OVER AVERILL AVENUE	WIDEN - MAINT LANES	0.639		CON				
GENESEE	I-69	I-69 OVER M-54 (DORT HIGHWAY)	BRIDGE REPLACEMENT	0.360		CON				
GENESEE	I-69	I-69 EB OVER CENTER ROAD	BRIDGE REPLACEMENT	0.360		CON				
GENESEE	I-69	I-69 WB OVER CENTER ROAD	BRIDGE REPLACEMENT	0.360		CON				
GENESEE	I-69	I-69 EB OVER HAMMERBERG ROAD	WIDEN - MAINT LANES	0.339					CON	
GENESEE	I-69	I-69 WB OVER HAMMERBERG ROAD	WIDEN - MAINT LANES	0.339					CON	
GENESEE	M-15 (State Road)	M-15 OVER PADDISON CO DRAIN	CULVERT REPLACEMENT	0.308				CON		
GLADWIN	M-30	M-30 OVER NO NAME DRAIN	CULVERT REPLACEMENT	0.218				CON		
GRATIOT	M-57 (West Cleveland Road)	M-57 OVER BRADLO DRAIN	CULVERT REPLACEMENT	0.963				CON		
GRATIOT	US-127	US-127 BR OVER US-127	MISCELLANEOUS REHABILITATION	0.030			CON			
ISABELLA	US-127	BASELINE ROAD OVER US-127	OVERLAY - DEEP	0.320			CON			
ISABELLA	US-127	BEAL CITY ROAD OVER US-127	OVERLAY - DEEP	0.914			CON			
ISABELLA	US-127	ROSEBUSH ROAD OVER US-127	SUPERSTRUCTURE REPAIR	0.914			CON			
LAPEER	I-69	LAKE NEPESSING ROAD OVER I-69	DECK REPLACEMENT	0.359			CON			
LAPEER	I-69	BLACKS CORNERS ROAD OVER I-69	BRIDGE BARRIER RAILING REPLACE	0.021		CON				
LAPEER	M-24 (South Lapeer Road)	M-24 OVER FARMERS CREEK	CULVERT REPLACEMENT	0.000		CON				
MIDLAND	M-20 (East Isabella Road)	M-20 OVER TITABAWASSEE RIVER AND CSX RR (ABNDN)	BRIDGE REPLACEMENT	1.036						CON
SAGINAW	I-75	I-75 NB OVER KOCHVILLE DRAIN	DECK REPLACEMENT	0.621				CON		
SAGINAW	I-75	I-75 SB OVER KOCHVILLE DRAIN	DECK REPLACEMENT	0.621				CON		
SAGINAW	I-75	KING ROAD OVER I-75	BRIDGE REPLACEMENT	3.498			CON			
SAGINAW	I-75	HESS ROAD OVER I-75	BRIDGE REPLACEMENT	3.498			CON			
SAGINAW	I-75	BAKER ROAD OVER I-75	BRIDGE REPLACEMENT	0.736			CON			
SAGINAW	I-75	M-54 AND M-83 OVER I-75	SUBSTRUCTURE REPAIR	0.200			CON			
SAGINAW	M-13 (East Road)	M-13 OVER FLINT RIVER	BRIDGE REPLACEMENT	0.494			CON			
SAGINAW	M-13 (East Road)	M-13 OVER BIRCH RUN OUTLET DRAIN	BRIDGE REPLACEMENT	0.494			CON			
SAGINAW	M-13 (East Road)	M-13 OVER KOEPKE DRAIN	OVERLAY - DEEP	1.040			CON			
SAGINAW	M-13 (East Road)	M-13 OVER MILKS DRAIN	BRIDGE REPLACEMENT	1.321			CON			
SAGINAW	M-13 (East Road)	M-13 OVER MESSNER DRAIN	CULVERT REPLACEMENT	1.321			CON			
SAGINAW	M-46 (Gratiot Road)	M-46 EB OVER SWAN CREEK	OVERLAY - DEEP	0.334			CON			
SAGINAW	M-46 (Gratiot Road)	M-46 WB OVER SWAN CREEK	OVERLAY - SHALLOW	0.334			CON			
SAGINAW	M-57 (West Broad Street)	M-57 OVER BRANCH OF DEER CREEK	CULVERT REPLACEMENT	0.131		CON				
SAGINAW	M-57 (East Broad Street)	M-57 OVER SHIAWASSEE RIVER	BRIDGE REPLACEMENT	0.120				CON		

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Bridge Replacement and Rehabilitation, continued

SAGINAW	M-81 (East Washington Road)	M-81 OVER WEAVER DRAIN	CULVERT REPLACEMENT	0.871				CON		
SAGINAW	M-83 (North Gera Road)	M-83 OVER CHEBOYGANING CREEK	SUBSTRUCTURE REPAIR	0.426		CON				
SAGINAW	M-83 (S Main St)	M-83 OVER CASS RIVER	MISCELLANEOUS REHABILITATION	0.271				CON		
SANILAC	M-25 (Lakeshore Road)	M-25 OVER MILL CREEK	BRIDGE REPLACEMENT	0.124				CON		
SANILAC	M-46 (West Sanilac Road)	M-46 OVER MIDDLE BRANCH OF CASS RIVER	CULVERT REPLACEMENT	0.987				CON		
SANILAC	M-53 (North Van Dyke Road)	M-53 OVER GREENMAN CREEK	OVERLAY - SHALLOW	0.000				CON		
SANILAC	M-53 (South Ubly Road)	M-53 OVER SOUTH BRANCH CASS RIVER	OVERLAY - DEEP	1.501				CON		
SANILAC	M-53 (South Ubly Road)	M-19 OVER SOUTH FORK CASS RIVER	OVERLAY - SHALLOW	1.501				CON		
SANILAC	M-90 (East Peck Road)	M-90 OVER POTTS DRAIN	DECK REPLACEMENT	1.499			CON			
TUSCOLA	M-15 (Huron Street)	M-15 OVER CASS RIVER	BRIDGE REPLACEMENT	0.098		CON				
				23.733						

Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
BAY	I-75	PINCONNING ROAD TO BAY/ARENAC COUNTY LINE	RESTORATION AND REHABILITATION	3.510		CON				
BAY	I-75	COTTAGE GROVE ROAD TO LINWOOD ROAD	RESTORATION AND REHABILITATION	1.801					CON	
BAY	M-13 (Bay City Rd)	ZILWAUKEE BRIDGE TO BAY CITY SOUTH CITY LIMITS	RESURFACE	6.268					CON	
BAY	N M-47/W US-10 RAMP	US-10 AND M-47	RECONSTRUCTION	0.116		CON				
GENESEE	I-475	SAGINAW STREET TO CLIO ROAD	RESTORATION AND REHABILITATION	1.401				CON		
GENESEE	I-475	CARPENTER RD TO SAGINAW ST	RESTORATION AND REHABILITATION	1.788						CON
GENESEE	I-69	M-54 TO CENTER ROAD	RECONSTRUCTION	1.002		CON				
GENESEE	I-69	BALLENGER HIGHWAY TO FENTON ROAD	RECONSTRUCTION	1.556					CON	
GRATIOT	US-127	WASHINGTON ROAD TO VAN BUREN ROAD	RESURFACE	5.492				CON		
GRATIOT	US-127	VAN BUREN ROAD TO BEGOLE ROAD	RESTORATION AND REHABILITATION	3.000					CON	
ISABELLA	US-10	LEATON ROAD BRIDGE TO MIDLAND/ISABELLA COUNTY LINE	RESTORATION AND REHABILITATION	5.805						CON
LAPEER	M-24 (S Lapeer Rd)	I-69 TO NEPESSING STREET, LAPEER	RECONSTRUCTION	2.057		CON				
SAGINAW	I-75	I-675 NORTH JUNCTION TO SAGINAW/BAY COUNTY LINE	RECONSTRUCTION	0.838				CON		
SAGINAW	I-75	DIXIE HIGHWAY TO HESS	MAJOR WIDENING	3.765			CON			
SAGINAW	M-46 (Gratiot Rd)	WEST LIMITS OF MERRILL TO BRENNAN ROAD	RESURFACE	4.785						CON
SAGINAW	M-46 (Gratiot Road)	BRENNAN ROAD TO M-52	RESURFACE	5.975					CON	
SAGINAW	M-57 (W Brady Rd)	SAGINAW/GRATIOT COUNTY LINE TO M-52	RESTORATION AND REHABILITATION	10.194						CON
SANILAC	M-46 (Main St)	M-46, WHITNEY TO M-25, M-25, OAKWOOD TO HURON	RECONSTRUCTION	1.076						CON
TUSCOLA	M-25 (Bay City Forestville Road)	BAY PARK ROAD TO THE HURON COUNTY LINE	RESURFACE	3.911			CON			
TUSCOLA	M-46 (Sanilac Road)	VASSAR ROAD TO SHERIDAN ROAD	RESURFACE	4.939		CON				
				69.279						

Capacity Improvement

M-24, SOUTH LAPEER COUNTY LINE TO I-69

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
LAPEER	M-24	0.26 MILES NORTH OF NEWARK ROAD	CULVERT REPLACEMENT	0.000		CON				

US-127, I-69 TO ITHACA

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
GRATIOT	US-127	GRATIOT COUNTY LINE NORTH TO BAGLEY ROAD	NEW ROUTES			ROW	ROW			
				0.000						

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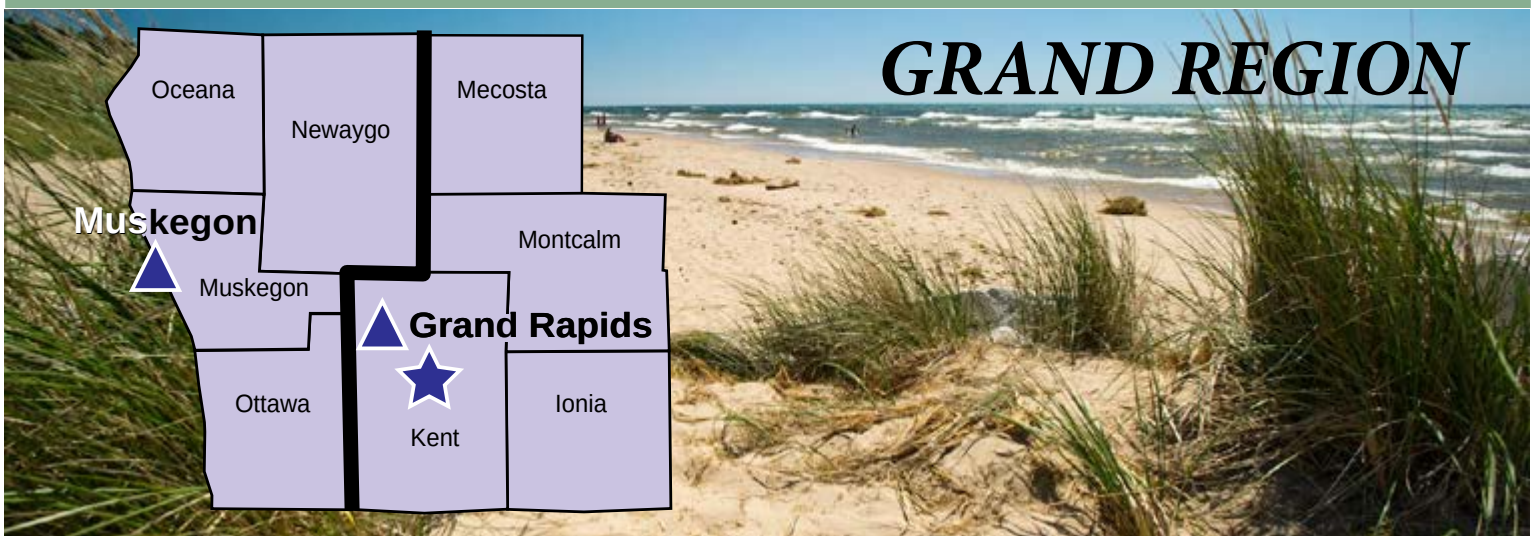

Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
IONIA	I-96	CUTLER ROAD OVER I-96	BRIDGE REPLACEMENT	0.604						CON
IONIA	I-96	I-96 EB OVER GRAND RIVER AND MARKET ROAD	SUBSTRUCTURE REPLACEMENT	0.459		CON				
IONIA	I-96	I-96 WB OVER GRAND RIVER AND MARKET ROAD	SUBSTRUCTURE REPLACEMENT	0.459		CON				
KENT	I-196 (Gerald R Ford Freeway)	I-196 EB OVER M-45 WB RAMP TO I-196 WB	OVERLAY - SHALLOW	0.000			CON			
KENT	I-196	I-196 M-21 WB OVER PLYMOUTH RD	BRIDGE REPLACEMENT	0.326						CON
KENT	I-196	I-196 WB RAMP TO M-11 OVER I-196 EB	OVERLAY - DEEP	0.001				CON		
KENT	I-196 EB	I-196 EB OVER M-45	OVERLAY - SHALLOW	0.000			CON			
KENT	I-96	M-50 OVER I-96	BRIDGE REPLACEMENT	0.000		CON				
KENT	I-96	CHENEY AVENUE OVER I-96	DECK REPLACEMENT	0.000				CON		
KENT	I-96	CASCADE ROAD OVER I-96	BRIDGE REPLACEMENT	0.000			CON			
KENT	I-96	MORSE LAKE AVENUE OVER I-96	OVERLAY - SHALLOW	0.982				CON		
KENT	M-21	M-21 OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.087			CON			
KENT	US-131 SB	US-131 SB OVER BRIDGE STREET	OVERLAY - DEEP	0.101		CON				
MECOSTA	US-131	US-131 SB OVER 3 MILE ROAD	SUPERSTRUCTURE REPLACEMENT	0.169		CON				
MECOSTA	US-131	US-131 NB OVER 3 MILE ROAD	SUPERSTRUCTURE REPLACEMENT	0.169		CON				
OTTAWA	I-96	I-96 EB OVER BRANCH OF CROCKERY CREEK	MISCELLANEOUS REHABILITATION	1.495				CON		
OTTAWA	US-31	US-31 OVER BARRMAN DRAIN	CULVERT REPLACEMENT	0.520				CON		
OTTAWA	US-31	US-31 NB OVER BLACK RIVER	OVERLAY - DEEP	0.344				CON		
OTTAWA	US-31	US-31 SB OVER BLACK RIVER	OVERLAY - DEEP	0.344				CON		
OTTAWA	US-31	US-31 OVER I-196 BL	OVERLAY - DEEP	0.035				CON		
				5.123						

Bridge - Big Bridge Program

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
KENT	I-196	I-196 WB OVER GRAND RIVER, US-131, LOCAL STREETS	OVERLAY - DEEP	0.070			CON			
OTTAWA	US-31	US-31 OVER GRAND RIVER	MISCELLANEOUS REHABILITATION	0.133		CON				
				0.203						

Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
IONIA	M-66 (State Road)	S IONIA COUNTY LINE TO PORTLAND RD	RESTORATION AND REHABILITATION	6.994					CON	
KENT	I-196 (Gerald R Ford Freeway)	FULLER AVE TO I-96	RECONSTRUCTION	2.051						CON
KENT	I-196 (Gerald R Ford Freeway)	I-196 (EB) OVER PLYMOUTH AVENUE	BRIDGE REPLACEMENT	2.051						CON
KENT	M-11 (28th Street)	INDIAN MOUNDS DR EAST TO CHURCH AVE	RECONSTRUCTION	0.230			CON			
KENT	M-11	HAYES ST TO WILSON AVE	RESURFACE	2.209			CON			
KENT	M-11 (Wilson Avenue)	REMEMBRANCE RD TO M-45	RESURFACE	2.494			CON			
KENT	M-11 (Wilson Avenue)	M-45 SOUTH TO THE GRAND RIVER	RESURFACE	4.000		CON				
KENT	M-11 (28th Street)	KALAMAZOO AVE TO BRETON AVE	RESURFACE	0.923		CON				
KENT	M-37 (Alpine Avenue)	3 MILE RD NORTH TO ALPENHORN DR	RESURFACE	1.464		CON				
KENT	M-44 (Belding Road)	RAMSDELL DR TO KENT E COUNTY LINE	RESTORATION AND REHABILITATION	7.156		CON				
KENT	M-44 (Belding Road)	WOLVERINE BLVD EAST TO BLAKELY DR	RECONSTRUCTION	1.044					CON	
KENT	US-131	10 MILE RD TO M-46 (S JUNCTION)	MISCELLANEOUS	7.513			CON			
KENT	US-131	KENT SOUTH COUNTY LINE TO 76TH ST	MISCELLANEOUS	4.053						CON
KENT	US-131 NB	10 MILE ROAD TO M-46 (S JUNCTION)	RECONSTRUCTION	7.422					CON	
KENT	US-131 SB	10 MILE ROAD TO M-46	RECONSTRUCTION	7.403						CON
MECOSTA	US-131	MECOSTA S COUNTY LINE TO 6 MILE RD	RESTORATION AND REHABILITATION	6.061		CON				

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Repair and Rebuild Roads

MECOSTA	US-131 NB	6 MILE ROAD NORTH TO 13 MILE ROAD	RESTORATION AND REHABILITATION	7.373				CON		
MUSKEGON	US-31 BR (Colby Street)	HALL STREET TO DIVISION STREET	RECONSTRUCTION	0.768					CON	
MUSKEGON	US-31 BR (Seaway Drive)	US-31 NORTH TO SHORELINE DRIVE	RESURFACE	5.343			CON			
MUSKEGON	US-31 BR (Seaway Drive)	US-31 BR OVER LITTLE BLACK CREEK	OVERLAY - EPOXY	5.343			CON			
NEWAYGO	M-37 (State Road)	M-82 (S JUNCTION) NORTH TO THE MUSKEGON RIVER	RESURFACE	1.541						CON
NEWAYGO	M-37 (Maple Street)	COMMERCE STREET TO STATE STREET	RESURFACE	0.332						CON
OCEANA	US-31	FRUITVALE ROAD NORTH TO WINSTON ROAD	RESURFACE	5.366				CON		
OTTAWA	US-31	8TH ST TO LAKEWOOD BLVD	RECONSTRUCTION	1.184				CON		
OTTAWA	US-31	LAKEWOOD BLVD TO QUINCY ST	MAJOR WIDENING	2.787				CON		
OTTAWA	US-31	OTTAWA/ALLEGAN CO LINE NORTH TO 8TH ST	RESURFACE	1.425		CON				
				87.136						

Capacity Improvement

US-31, HOLLAND TO GRAND HAVEN

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
OTTAWA	US-31	LAKEWOOD BLVD NORTH TO QUINCY ST	RECONSTRUCT AND ADD LANE(S) OVER 0.5	2.787				CON	CON	CON
OTTAWA	US-31	LAKEWOOD BLVD NORTH TO QUINCY ST	RECONSTRUCT AND ADD LANE(S) OVER 0.5			PE	PE	PE		
				2.787						

New Roads

US-31, HOLLAND TO GRAND HAVEN

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
OTTAWA	M-231	M-45 TO LITTLE ROBINSON CREEK	NEW ROUTES	4.476		CON	CON			
OTTAWA	M-231	M-45 TO LITTLE ROBINSON CREEK	NEW ROUTES			PE				
OTTAWA	M-231	M-231 (NB) OVER BEELINE DRAIN	NEW STRUCTURE ON NEW ROUTE			PE-B				
OTTAWA	M-231	M-231 (SB) OVER BEELINE DRAIN	NEW STRUCTURE ON NEW ROUTE			PE-B				
OTTAWA	M-231	M-231 SB OVER STEARN'S CREEK	NEW STRUCTURE ON NEW ROUTE			PE-B				
OTTAWA	M-231	M-45 TO LITTLE ROBINSON CREEK	NEW ROUTES			UTL	UTL	UTL	UTL	
OTTAWA	M-231	OVER THE GRAND RIVER (RIVER SPAN)	NEW STRUCTURE ON NEW ROUTE	0.000		CON	CON	CON		
OTTAWA	M-231	OVER THE GRAND RIVER (APPROACH SPANS)	NEW STRUCTURE ON NEW ROUTE	1.328		CON	CON	CON		
OTTAWA	M-231	THE GRAND RIVER NORTH TO M-104	NEW ROUTES	1.996		CON	CON			
OTTAWA	M-231	THE GRAND RIVER NORTH TO M-104	NEW ROUTES			UTL	UTL			
OTTAWA	I-96	OVER ABANDONED GTW RAILROAD	BRIDGE REMOVAL	0.000		CON	CON	CON		
OTTAWA	I-96	OVER ABANDONED GTW RAILROAD	BRIDGE REMOVAL			UTL				
OTTAWA	M-231	OVER LEONARD STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON	CON			
OTTAWA	I-96	AT M-231	NEW STRC-EXTG RTE	2.237		CON	CON	CON		
OTTAWA	I-96	UNDER 112TH AVENUE	REPLACE BRIDGE, ADD LANES	1.974		CON				
OTTAWA	M-231	OVER RICH STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON	CON	CON	CON	
OTTAWA	M-231	M-231 SB OVER RICH STREET	NEW STRUCTURE ON NEW ROUTE			PE-B				
OTTAWA	M-231	OVER BUCHANAN STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON	CON	CON	CON	
OTTAWA	M-231	M-231 SB OVER BUCHANAN STREET	NEW STRUCTURE ON NEW ROUTE			PE-B				
OTTAWA	M-231	OVER SLEEPER STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON	CON	CON	CON	
OTTAWA	M-231	M-231 SB OVER SLEEPER STREET	NEW STRUCTURE ON NEW ROUTE			PE-B				
OTTAWA	M-231	OVER LITTLE ROBINSON CREEK	NEW STRUCTURE ON NEW ROUTE	0.000		CON	CON			
OTTAWA	M-104 (Cleveland Street)	124TH AVE TO I-96 (EB)	RECONSTRUCT AND ADD LANE(S) OVER 0.5	0.724		CON	CON			
				12.735						

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METRO REGION

Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
OAKLAND	I-75	JOHN R SB TURNAROUND RAMP OVER I-75	MISCELLANEOUS REHABILITATION	0.000			CON			
OAKLAND	TROWBRIDGE ROAD	TROWBRIDGE ROAD OVER GTW RAILROAD	SUPERSTRUCTURE REPAIR, CONCRETE	0.010						CON
ST. CLAIR	I-69	MICHIGAN ROAD OVER I-69, I-94	NEW STRUCTURE ON RELOCATED ROUTE	0.000		CON				
WAYNE	I-275	I-275 SB OVER M-14	SUBSTRUCTURE REPLACEMENT	0.204			CON			
WAYNE	I-75	I-75 EAST-NORTH RAMP OVER M-10	DECK REPLACEMENT	0.214					CON	
WAYNE	I-75	I-94 WEST-SOUTH RAMP OVER I-75 AND RAMP	MISCELLANEOUS REHABILITATION	0.123			CON			
WAYNE	I-75	I-75 SOUTH-WEST RAMP OVER NORTH SERVICE ROAD	MISCELLANEOUS REHABILITATION	0.010			CON			
WAYNE	I-75	I-75 NB OVER ALLEN RD	SUPERSTRUCTURE REPAIR, STEEL	0.205						CON
WAYNE	I-75	I-75 SB OVER ALLEN RD	SUPERSTRUCTURE REPAIR, STEEL	0.205						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 AND CONRAIL OVER I-94	PAINTING COMPLETE	0.000						CON
WAYNE	I-94	I-94 WB OVER WAYNE ROAD	SUBSTRUCTURE REPAIR	0.070					CON	
WAYNE	I-94	I-94 WB OVER ECORSE ROAD	BRIDGE REPLACEMENT	0.375					CON	
WAYNE	I-94	I-94 EB RAMP TO M-10 OVER I-94 WB & M-10 SB	OVERLAY - SHALLOW	0.000						CON
WAYNE	I-96	CARDWELL ROAD OVER I-96	OVERLAY - DEEP	0.407		CON				
WAYNE	I-96	RACE TRACK ENTRANCE OVER I-96	DECK REPLACEMENT	0.048		CON				
WAYNE	I-96	INKSTER ROAD OVER I-96	BRIDGE REPLACEMENT	0.048		CON				
WAYNE	I-96	MIDDLEBELT ROAD OVER I-96	OVERLAY - SHALLOW	0.068		CON				
WAYNE	I-96	BREAKFAST U-TURN OVER I-96	BRIDGE REPLACEMENT	0.068		CON				
WAYNE	I-96	GARFIELD STREET U-TURN OVER I-96	DECK REPLACEMENT	0.068		CON				
WAYNE	I-96	BEECH DALY RD OVER I-96	DECK REPLACEMENT	0.193		CON				
WAYNE	I-96	NB SERVICE ROAD OVER I-96	DECK REPLACEMENT	0.193		CON				
WAYNE	I-96	SB SERVICE ROAD OVER I-96	DECK REPLACEMENT	0.193		CON				
WAYNE	I-96	BERWYN STREET OVER I-96	DECK REPLACEMENT	0.193		CON				
WAYNE	I-96	LEFT TURN WEST OF MIDDLEBELT OVER I-96	DECK REPLACEMENT	0.193		CON				
WAYNE	I-96	LEFT TURN WEST OF INKSTER OVER I-96	WIDEN - MAINT LANES	0.193		CON				
WAYNE	I-96	LEFT TURN E INKSTER OVER I-96	BRIDGE REPLACEMENT	0.193		CON				
WAYNE	I-96	FENTON STREET OVER I-96	DECK REPLACEMENT	0.065		CON				
WAYNE	I-96	LEFT TURN EAST OF MIDDLEBELT OVER I-96	DECK REPLACEMENT	0.065		CON				
WAYNE	I-96	STARK ROAD OVER I-96	DECK REPLACEMENT	1.390		CON				
WAYNE	I-96	BROOKFIELD AVENUE OVER I-96	DECK REPLACEMENT	1.390		CON				
WAYNE	I-96	BERWICK ROAD DOUBLE LEFT TURN OVER I-96	OVERLAY - DEEP	1.390		CON				
WAYNE	I-96	WARNER COURT OVER I-96	DECK REPLACEMENT	1.390		CON				
WAYNE	I-96	MELVIN OVER I-96	MISCELLANEOUS REPLACE	1.390		CON				
WAYNE	I-96	WAYNE ROAD OVER I-96	DECK REPLACEMENT	1.390		CON				
WAYNE	I-96	SCHOOLCRAFT ROAD OVER I-96	DECK REPLACEMENT	0.933		CON				
WAYNE	I-96	NEWBURGH ROAD OVER I-96	DECK REPLACEMENT	0.933		CON				
WAYNE	I-96	FARMINGTON ROAD OVER I-96	OVERLAY - DEEP	0.933		CON				
WAYNE	I-96	MERRIMAN ROAD OVER I-96	DECK REPLACEMENT	0.933		CON				
WAYNE	I-96	MERRIMAN ROAD W LEFT TURN OVER I-96	DECK REPLACEMENT	0.933		CON				
WAYNE	I-96	MERRIMAN ROAD E LEFT TURN OVER I-96	DECK REPLACEMENT	0.933		CON				
WAYNE	I-96	LEVAN RD W LEFT TURN OVER I-96	DECK REPLACEMENT	0.933		CON				
WAYNE	I-96	LEVAN RD E LEFT TURN OVER I-96	DECK REPLACEMENT	0.933		CON				
WAYNE	I-96	NEWBURGH DOUBLE U-TURN OVER I-96	OVERLAY - DEEP	0.933		CON				
WAYNE	I-96	CHERRYLAWN PEDESTRIAN STRUCTURE OVER I-96	DECK REPLACEMENT	0.311				CON		
WAYNE	M-10	RAILROAD PEDESTRIAN WALK OVER M-10	BRIDGE REMOVAL	0.079					CON	
WAYNE	M-14 OLD	OLD M-14 OVER MIDDLE ROUGE RIVER	BRIDGE REPLACEMENT	0.139					CON	
WAYNE	M-14 OLD	HINES DRIVE OVER OLD M-14 (ANN ARBOR ROAD)	BRIDGE REPLACEMENT	0.139					CON	
WAYNE	M-3	M-3 CONNECTOR OVER I-75 AND I-375	MISCELLANEOUS REHABILITATION	0.000			CON			

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Metro Region: Bridge Replacement and Rehabilitation, continued

WAYNE	M-3	M-3 CONNECTOR OVER I-75 AND I-375	MISCELLANEOUS REHABILITATION	0.000			CON			
WAYNE	M-39	SAWYER AVENUE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542					CON	
WAYNE	M-39	CATHEDRAL AVENUE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542					CON	
WAYNE	M-39	GLENDALE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542					CON	
WAYNE	M-39	CSX RAILROAD OVER M-39	PAINTING COMPLETE	1.542					CON	
WAYNE	M-39	TOURNIER AVENUE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542					CON	
WAYNE	M-39	VASSAR AVENUE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542					CON	
WAYNE	M-8	SB OAKLAND AVENUE OVER M-8, DAVISON FREEWAY	DECK REPLACEMENT	0.100			CON			
WAYNE	M-8	NB OAKLAND AVENUE OVER M-8, DAVISON FWY	PAINTING COMPLETE	0.100			CON			
WAYNE	M-8 EAST-SOUTH RAMP	M-8 EAST-SOUTH RAMP OVER GTW RAILROAD	OVERLAY - DEEP	2.687			CON			
WAYNE	M-85	M-85 OVER MICHIGAN CENTRAL RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.070			CON			
WAYNE	S I 75/WARREN RAMP	I-75 SB EXIT RAMP OVER I-75 E&W TO SB TURN RDWY	DECK REPLACEMENT	0.000						CON
				9.382						

Bridge - Big Bridge Program

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
WAYNE	I-75	I-75 OVER ROUGE RIVER, DEARBORN STREET AND RR	DECK REPLACEMENT	0.080					CON	
WAYNE	I-75	I-75 NB OFF RAMP OVER ROUGE RIV, RR, MAINT RD	DECK REPLACEMENT	0.080					CON	
WAYNE	I-75	I-75 SB ON RAMP OVER ROUGE RIVER AND PLEASANT ST	DECK REPLACEMENT	0.080					CON	
WAYNE	I-75	I-75 OVER FORT STREET	DECK REPLACEMENT	0.369					CON	
				0.449						

Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
MACOMB	I-94	STEPHENS DRIVE TO 11 MILE ROAD	RECONSTRUCTION	1.641				CON		
MACOMB	M-53 (Van Dyke Road)	15 MILE ROAD TO 18 MILE ROAD	RECONSTRUCTION	3.244			CON			
MACOMB	M-59 (Hall Rd)	M-53 TO HAYES ROAD	RECONSTRUCTION	1.807					CON	
OAKLAND	I-96	FROM NORTHOF 5 MILE ROAD TO I-696/I-96 INTERCHANGE	RESURFACE	12.994				CON		
OAKLAND	M-24	HARMON ROAD TO GOLDENGATE AVENUE	RESURFACE	4.989				CON		
OAKLAND	M-5	RR CROSSING N OF MAPLE ROAD	MISCELLANEOUS	0.034		CON				
ST. CLAIR	I-69	TAYLOR ROAD TO WALES CENTER - EB ONLY	RECONSTRUCTION	6.067			CON			
ST. CLAIR	I-69 BL	E OF JCT I-69/I-94 (RR BRIDGE) TO 32ND STREET	RECONSTRUCTION	0.625			CON			
ST. CLAIR	I-69 EB	WALES CENTER ROAD TO M-19 (EB ONLY)	RECONSTRUCTION	4.507			CON			
ST. CLAIR	M-29	GREEN STREET / MAIN STREET TO PALMS ROAD	RECONSTRUCTION	5.406				CON		
WAYNE	I-275	US-12 TO M-153	RESURFACE	3.121					CON	
WAYNE	I-275 AND I-96	FROM M-153 TO 5 MILE ROAD	RESURFACE	5.308				CON		
WAYNE	I-75 (Walter P Chrysler Fwy)	N OF CANFIELD STREET TO S OF PIQUETTE STREET	RESURFACE	0.999					CON	
WAYNE	I-96	MELVIN STREET TO US-24 (TELEGRAPH ROAD)	RECONSTRUCTION	3.480		CON				
WAYNE	I-96 (Jeffries)	NEWBURGH ROAD TO MELVIN STREET	RECONSTRUCTION	3.610		CON				
WAYNE	M-1 (Woodward Avenue)	CHANDLER STREET TO ADAMS AVENUE	RECONSTRUCTION	2.870		CON				
WAYNE	M-14 OLD	NEWBURGH ROAD TO MARKET STREET	RECONSTRUCTION	0.393				CON		
WAYNE	W JEFFERSON AVE	EB JEFFERSON ON RAMP TO SB M-10	RECONSTRUCTION	0.000		CON				
				61.095						

Capacity Improvement

BLUE WATER BRIDGE PLAZA AND I-94 / I-69 AT THE BLACK RIVER BRIDGE, PORT HURON

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
ST. CLAIR	I-94/I-69	I-94/I-69 FREEWAY	WELCOME CENTER ON RELOCATED ROUTE	0.000		CON	CON			
ST. CLAIR	I-94/I-69	I-94/I-69 FREEWAY	WELCOME CENTER ON RELOCATED ROUTE			PE				
ST. CLAIR	MANSFIELD STREET	PINE GROVE TO 10TH STREET	RECNST EXIST, NO WIDEN	0.052		CON				
ST. CLAIR	I-94	CITY OF PORT HURON	GENERAL MISCELLANEOUS	0.001		CON				
ST. CLAIR	I-94	CITY OF PORT HURON	GENERAL MISCELLANEOUS			PE				
ST. CLAIR	I-94/I-69	ALONG WB I-94/I-69, NEW PORT HURON WELCOME CENTER	WEIGH STATION ON RELOCATED ROUTE	0.000		CON	CON			
				0.053						

New Roads

NEW INTERNATIONAL TRADE CROSSING (NITC)

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
WAYNE	I-75 (NITC)	AT I-75 AND TO THE NITC	NEW ROUTES			EPE	EPE			
WAYNE	I-75 (NITC)	AT I-75 AND TO THE NITC	NEW ROUTES	1.755				CON	CON	CON
WAYNE	I-75 (NITC)	AT I-75 AND TO THE NITC	NEW ROUTES			ROW	ROW	ROW		
WAYNE	I-75 (NITC)	AT I-75 AND TO THE NITC	NEW ROUTES					PE		
WAYNE	I-75 (NITC)	AT I-75 AND TO THE NITC	NEW ROUTES					UTL	UTL	
				1.755						

EPE= Study/Environmental PE=Preliminary Engineering/Design PE-B=Preliminary Engineering/Design for Bridges
UTL=Utility work ROW=Right of way/Real Estate CON=Construction

Metro Region: Trunkline Modernization

I-75, FROM M-59 TO 8 MILE ROAD

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
OAKLAND	I-75	FROM NORTH OF ADAMS ROAD TO SOUTH OF M-59	RECONSTRUCT AND ADD LANE(S) OVER 0.5	2.882				CON	CON	CON
OAKLAND	I-75	FROM M-102 TO M-59	STUDIES			EPE				
OAKLAND	I-75	FROM M-102 TO M-59, OAKLAND COUNTY	STUDIES			EPE				
OAKLAND	I-75	8 MILE TO M-59, OAKLAND COUNTY	PLANNING & RESEARCH			EPE				
OAKLAND	I-75	FROM 8 MILE TO M-59, OAKLAND COUNTY	PROJECT MANAGEMENT CONTRACT			EPE	EPE	EPE	EPE	EPE
OAKLAND	I-75	FROM 8 MILE TO M-59, OAKLAND COUNTY	REAL ESTATE ACTIVITIES					ROW	ROW	ROW
OAKLAND	I-75	FROM NORTH OF WATTLES ROAD TO SOUTH OF ADAMS ROAD	MAJOR REHABILITATION	1.582						CON

I-94, I-96 TO EAST OF CONNER AVENUE IN DETROIT

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
WAYNE	I-94 (Ford Freeway)	VAN DYKE (M-53) OVER I-94 IN THE CITY OF DETROIT	BRIDGE REPLACEMENT	0.283		CON	CON			
WAYNE	I-94 (Ford Freeway)	M-3 OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.001					CON	CON
WAYNE	I-94 (Ford Freeway)	M-3 OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE				
WAYNE	I-94 (Ford Freeway)	M-3 OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE-B				
WAYNE	I-94 (Ford Freeway)	CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.339					CON	CON
WAYNE	I-94 (Ford Freeway)	CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT				ROW	ROW	ROW	
WAYNE	I-94 (Ford Freeway)	CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE	PE	PE		
WAYNE	I-94 (Ford Freeway)	CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE-B	PE-B	PE-B		
WAYNE	I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT	0.074					CON	CON
WAYNE	I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT				ROW	ROW	ROW	
WAYNE	I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			PE	PE	PE		
WAYNE	I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE-B	PE-B	PE-B		
WAYNE	I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT	0.010					CON	CON
WAYNE	I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT				ROW	ROW	ROW	
WAYNE	I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			PE	PE	PE		
WAYNE	I-94 (Ford Freeway)	CADILLAC AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE-B	PE-B	PE-B		
WAYNE	I-94 (Ford Freeway)	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT				ROW	ROW	ROW	
WAYNE	I-94 (Ford Freeway)	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE	PE	PE		
WAYNE	I-94 (Ford Freeway)	CONCORD AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT				ROW	ROW	ROW	
WAYNE	I-94 (Ford Freeway)	CONCORD AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE	PE	PE		
WAYNE	I-94 (Ford Freeway)	MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT	0.074					CON	CON
WAYNE	I-94 (Ford Freeway)	MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT				ROW	ROW	ROW	
WAYNE	I-94 (Ford Freeway)	MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT			PE	PE	PE		
WAYNE	I-94 (Ford Freeway)	MOUNT ELLIOT STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE-B	PE-B	PE-B		
WAYNE	I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT	0.130					CON	CON
WAYNE	I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT				ROW	ROW	ROW	
WAYNE	I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			PE	PE	PE		
WAYNE	I-94 (Ford Freeway)	CASS AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE-B	PE-B	PE-B		
WAYNE	I-94 (Ford Freeway)	BRUSH STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT				ROW	ROW	ROW	
WAYNE	I-94 (Ford Freeway)	BRUSH STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE	PE	PE		
WAYNE	I-94 (Ford Freeway)	TRUMBULL AVE OVER I-94, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT	0.179						CON
WAYNE	I-94 (Ford Freeway)	TRUMBULL AVE OVER I-94, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT			PE	PE	PE	PE	PE
WAYNE	I-94 (Ford Freeway)	TRUMBULL AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT			PE-B	PE-B	PE-B	PE-B	PE-B
WAYNE	M-1 (Woodward Ave)	WOODWARD AVENUE (M-1) OVER I-94	BRIDGE REPLACEMENT	0.073		CON	CON			
WAYNE	M-1 (Woodward Ave)	WOODWARD AVENUE (M-1) OVER I-94	BRIDGE REPLACEMENT			PE				
WAYNE	I-94 (Ford Freeway)	NORTHEAST QUADRANT OF I-94 AND I-75	REAL ESTATE ACTIVITIES	0.131		CON	CON			
WAYNE	I-94 (Ford Freeway)	NORTHEAST QUADRANT OF I-94 AND I-75	REAL ESTATE ACTIVITIES			ROW	ROW			
WAYNE	I-94 (Ford Freeway)	I-96 TO CONNER AVENUE, WAYNE COUNTY	PROJECT MANAGEMENT CONTRACT			EPE	EPE	EPE	EPE	EPE
WAYNE	I-94 (Ford Freeway)	FROM I-96 TO EAST OF CONNER AVENUE	REAL ESTATE ACTIVITIES			ROW	ROW	ROW	ROW	ROW
WAYNE	I-94 (Ford Freeway)	FROM CONNER AVENUE TO CHENE STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5							PE
				5.758						

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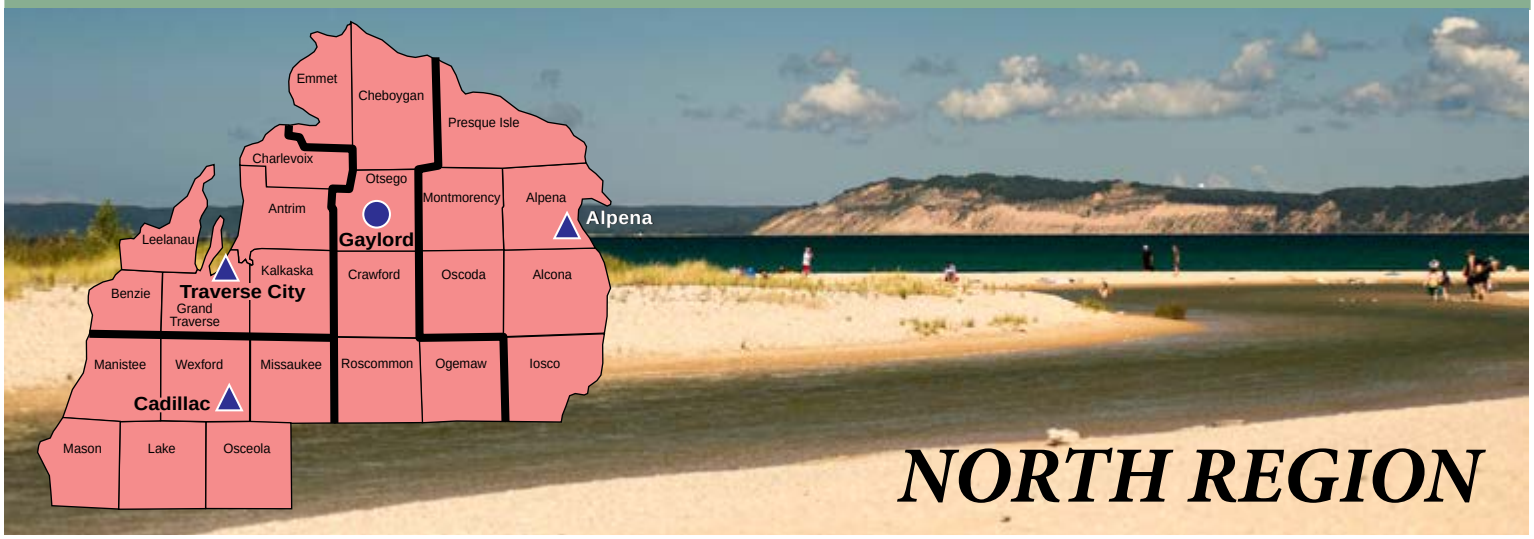

Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
CHEBOYGAN	I-75	I-75 SB OVER M-27	BRIDGE BARRIER RAILING REPLACE	0.369				CON		
CHEBOYGAN	I-75	I-75 NB OVER M-27	BRIDGE BARRIER RAILING REPLACE	0.369				CON		
CHEBOYGAN	US-23	US-23 OVER LITTLE BLACK RIVER	BRIDGE REPLACEMENT	0.374			CON			
CRAWFORD	M-72	I-75 BL, M-72 OVER AU SABLE RIVER	BRIDGE BARRIER RAILING REPLACE	0.133			CON			
GRAND TRAVERSE	US-31	US-31 OVER BOARDMAN RIVER	OVERLAY - DEEP	0.271					CON	
ROSCOMMON	I-75	M-18 OVER I-75	OVERLAY - DEEP	0.360						CON
				1.507						

Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
ANTRIM	US-131	NORTH JUNCTION OF M-32 TO THUMB LAKE ROAD	RECONSTRUCTION	7.647				CON		
BENZIE	M-115	FROM US-31 WEST APPROX. 2.4 MILES	RECONSTRUCTION	2.381				CON		
BENZIE	M-115	FROM BRIDGE STREET EAST 4 MILES	RESTORATION AND REHABILITATION	4.109					CON	
CRAWFORD	M-72	KALKASKA COUNTY LINE TO M-93 INTERSECTION	RESTORATION AND REHABILITATION	6.048					CON	
EMMET	US-31 (Charlevoix Avenue)	CAMP DAGGETT RD TO US-131	RESTORATION AND REHABILITATION	4.189			CON			
EMMET	US-31	FROM DOUGLAS LAKE ROAD TO E LEVERING ROAD	RESTORATION AND REHABILITATION	4.190						CON
EMMET	US-31	FROM LIBERTY STREET TO ROSEDALE AVENUE	RECONSTRUCTION	1.339						CON
GRAND TRAVERSE	M-113	N OF M-186 SOUTH TO US-131	RESTORATION AND REHABILITATION	5.088				CON		
GRAND TRAVERSE	US-31	3 MILE ROAD TO HOLIDAY HILLS ROAD	RECONSTRUCTION	1.482			CON			
IOSCO	US-23	E POINT ROAD TO AU SABLE RIVER BRIDGE	RECONSTRUCTION	4.881		CON				
IOSCO	US-23	SOUTH OF KIRKLAND DRIVE TO NORTH OF POINT ROAD	RESTORATION AND REHABILITATION	1.961		CON				
IOSCO	US-23 (Huron Road)	TAWAS BEACH ROAD TO KIRKLAND DRIVE	RECONSTRUCTION	5.628					CON	
KALKASKA	M-72	GRAND TRAVERSE COUNTY LINE EAST TO KALKASKA ROAD	RESTORATION AND REHABILITATION	7.731						CON
LEELANAU	M-22 (West Bay Shore Drive)	FROM M-201 TO OMENA	RESTORATION AND REHABILITATION	5.043		CON				
MISSAUKEE	M-66/55	JENNINGS ROAD TO 1ST STREET	RECONSTRUCTION	0.968				CON		
MONTMORENCY	M-32	JEROME STREET TO HAAS ROAD	RESTORATION AND REHABILITATION	3.381						CON
OSCEOLA	US-131	SOUTH OF US-10 INTERCHANGE TO NORTH OF US-10	RESTORATION AND REHABILITATION	2.270			CON			
OSCEOLA	US-131	SOUTH COUNTY LINE TO SOUTH OF US-10	RESTORATION AND REHABILITATION	3.362			CON			
ROSCOMMON	US-127	MUSKEGON RIVER NORTH 3.7 MILES	RESTORATION AND REHABILITATION	5.105		CON				
ROSCOMMON	US-127	M-55 TO MUSKEGON RIVER BRIDGE	RESTORATION AND REHABILITATION	10.751				CON		
WEXFORD	US-131 OLD	N OF US-131 S CROSSING TO M-42	RECONSTRUCTION	5.127					CON	
WEXFORD	US-131 OLD	N OF BOON RD TO S OF S US-131 S CROSSING	RECONSTRUCTION	2.870					CON	
				95.551						

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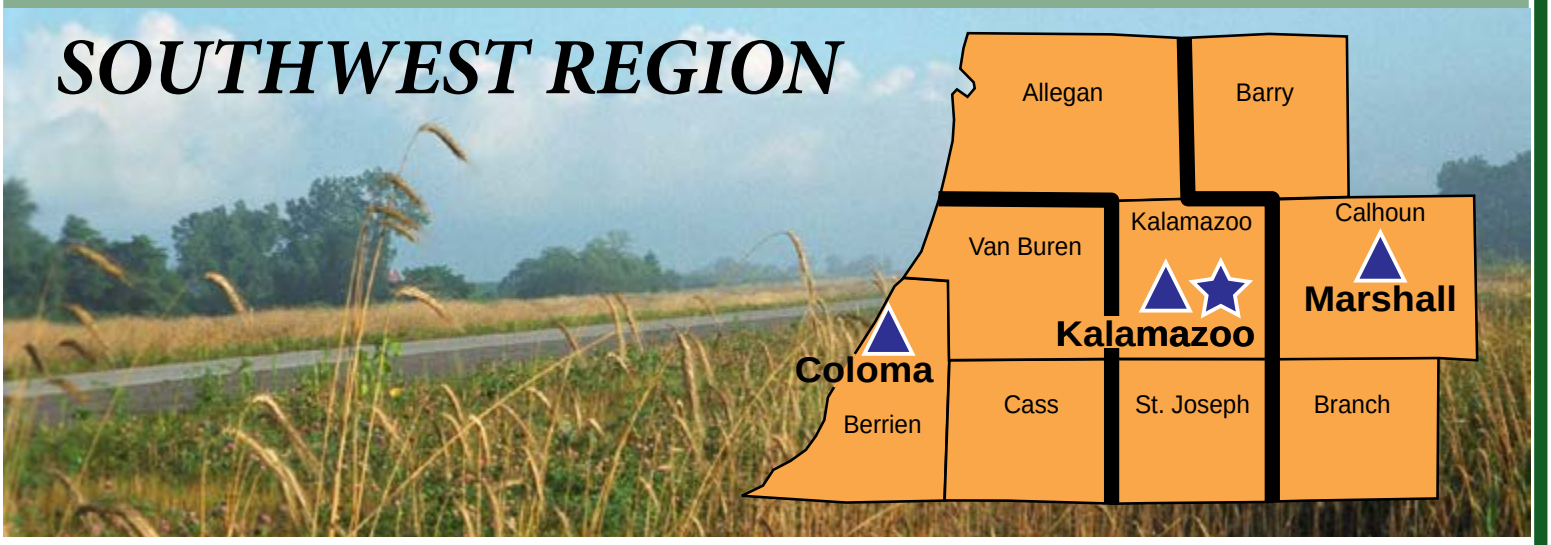
SOUTHWEST REGION



Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
ALLEGAN	I-196 AND US-31 NB	I-196 AND US-31NB OVER OLD ALLEGAN ROAD	OVERLAY - DEEP	0.326			CON			
ALLEGAN	I-196 AND US-31 SB	I-196 AND US-31SB OVER OLD ALLEGAN ROAD	OVERLAY - DEEP	0.319			CON			
ALLEGAN	I-196 AND US-31 SB	I-196 / US-31 SB OVER KUIPERS DRAIN	CULVERT REPLACEMENT	0.804			CON			
ALLEGAN	M-89	M-89 OVER KALAMAZOO RIVER OVERFLOW	SUPERSTRUCTURE REPLACEMENT	1.504						CON
ALLEGAN	US-131	M-222 OVER US-131	BRIDGE REPLACEMENT	0.001			CON			
ALLEGAN	US-131 SB	US-131 SB OVER GRAND ELK RAILROAD	BRIDGE BARRIER RAILING REPLACE	0.400		CON				
BERRIEN	I-196	M-63 OVER I-196	BRIDGE REPLACEMENT	0.300						CON
BERRIEN	I-94	EMPIRE ROAD OVER I-94	OVERLAY - SHALLOW	2.643			CON			
BERRIEN	I-94	CARMODY ROAD OVER I-94	OVERLAY - SHALLOW	2.643			CON			
BERRIEN	I-94	COUNTY LINE ROAD OVER I-94	OVERLAY - SHALLOW	2.643			CON			
BERRIEN	I-94 EB AND WB	I-94 EB OVER PUETZ ROAD	OVERLAY - DEEP	1.477				CON		
BERRIEN	I-94 EB AND WB	I-94 WB OVER PUETZ ROAD	SUBSTRUCTURE REPAIR	1.477				CON		
BERRIEN	I-94 EB AND WB	I-94 EB OVER CSX RAIL ROAD SPUR (ABANDONED)	OVERLAY - DEEP	1.508				CON		
BERRIEN	I-94 EB AND WB	I-94 WB OVER CSX RAIL ROAD SPUR (ABANDONED)	OVERLAY - DEEP	1.508				CON		
BERRIEN	M-139 (Main Street)	M-139 (MAIN STREET) OVER ST JOSEPH RIVER	BRIDGE REPLACEMENT	0.140		CON				
BRANCH	US-12	US-12 OVER MICHIGAN SOUTHERN RAILROAD	BRIDGE REPLACEMENT	0.189				CON		
BRANCH	US-12	US-12 OVER SWAN CREEK	BRIDGE REPLACEMENT	0.928				CON		
CALHOUN	I-69	L DRIVE NORTH OVER I-69	OVERLAY - DEEP	0.973			CON			
CALHOUN	I-94	I-94 BL (MARTIN LUTHER KING) OVER I-94	BRIDGE REPLACEMENT	0.073		CON				
KALAMAZOO	I-94	CORK STREET OVER I-94	BRIDGE REMOVAL	0.063			CON			
KALAMAZOO	I-94	I-94 OVER EAST MICHIGAN AVENUE (40TH STREET)	BRIDGE REPLACEMENT	1.028				CON		
KALAMAZOO	US-131	I-94 BL (STADIUM DRIVE) OVER US-131	BRIDGE REPLACEMENT	0.040		CON				
ST. JOSEPH	M-86	M-86 OVER PRAIRIE RIVER	BRIDGE REPLACEMENT	0.999				CON		
VAN BUREN	BLUE STAR HIGHWAY	BLUE STAR HIGHWAY OVER BLACK RIVER	SUPERSTRUCTURE REPLACEMENT	0.001				CON		
VAN BUREN	I-94	64TH ST (CR687) OVER I-94	OVERLAY - SHALLOW	1.979			CON			
VAN BUREN	I-94	62ND STREET OVER I-94	OVERLAY - SHALLOW	1.979			CON			
VAN BUREN	I-94	52ND STREET (CR 365) OVER I-94	OVERLAY - SHALLOW	1.979			CON			
VAN BUREN	I-94	50TH STREET OVER I-94	OVERLAY - SHALLOW	1.979			CON			
VAN BUREN	I-94	I-94 EB OVER PINE CREEK	OVERLAY - SHALLOW	1.010		CON				
VAN BUREN	I-94	I-94 EB OVER EAST BRANCH OF PAW PAW RIVER	SUPERSTRUCTURE REPLACEMENT	2.413			CON			
VAN BUREN	I-94	I-94 WB OVER EAST BRANCH OF PAW PAW RIVER	SUPERSTRUCTURE REPLACEMENT	2.413			CON			
				19.118						

Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
ALLEGAN	I-196	SB ONLY 130TH AVENUE NORTH TO US-31	RESTORATION AND REHABILITATION	7.375			CON			
ALLEGAN	US-31	I-196 NORTH TO NORTH OF WASHINGTON AVENUE	RECONSTRUCTION	3.264						CON
BARRY	M-66	M-66: PEARL ST-BRUMM RD, M-79: M-66-WVL NASHVILLE	RESTORATION AND REHABILITATION	1.478		CON				
BARRY	M-66	M-66 OVER QUAKER BROOK	HMA OVERLAY W/WATERPROOFING MEMBR	1.478		CON				
BERRIEN	I-196	I-94 TO 0.5 MILES SOUTH OF M-63 (EXIT 7)	RESURFACE	8.089						CON
BERRIEN	I-94	FROM I-196 TO HENNESEY RD	RESURFACE	5.816					CON	
BERRIEN	I-94 WB	RED ARROW HIGHWAY (EXIT 16) TO I-94 BL (EXIT 23)	RESURFACE	7.391				CON		
BERRIEN	I-94 WB	WATERVLIET REST AREA	ROADSIDE FACILITIES - IMPROVE	0.392		CON				
BERRIEN	M-63 (Niles Road)	M-139 TO I-94	RESURFACE	1.609						CON
BRANCH	M-60	ST. JOSEPH COUNTY LINE TO CALHOUN COUNTY LINE	RECONSTRUCTION	7.989						CON
CALHOUN	I-94	17 1/2 TO 21 1/2 MILE ROAD	RESURFACE	4.445					CON	
CALHOUN	I-94	I-94 EB OVER RICE CREEK	SUPERSTRUCTURE REPLACEMENT	4.445					CON	

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UTL=Utility work ROW=Right of way/Real Estate CON=Construction

Southwest Region: Repair and Rebuild Roads, continued

CALHOUN	I-94	I-94 WB OVER RICE CREEK	SUPERSTRUCTURE REPLACEMENT	4.445					CON	
CALHOUN	I-94 BL (E Michigan Ave)	29 MILE ROAD/CLARK STREET TO I-94	RESURFACE	1.964				CON		
CALHOUN	I-94 BL (Columbia Ave W)	I-94 TO COLUMBIA AVENUE	RESURFACE	1.599		CON				
CALHOUN	I-94 BL	COLUMBIA AVE TO DICKMAN RD AND AT SKYLINE DR	RESURFACE	3.127		CON				
CALHOUN	M-66	GLEN CROSS ROAD TO I-94	RESURFACE	1.153				CON		
CALHOUN	M-96 (Helmer Road South)	NORTH OF M-96 (COLUMBIA AVENUE)	MISCELLANEOUS	0.010		CON				
CALHOUN	M-99 (Superior Street)	M-99 (SUPERIOR STREET)	RECONSTRUCTION	0.374					CON	
CASS	M-40	ONE MILE SOUTH OF M-60	RESTORATION AND REHABILITATION	0.500						CON
KALAMAZOO	AZO COURT	ON AZO COURT	RELOCATION	0.001		CON				
KALAMAZOO	I 94	UNDER SPRINKLE ROAD IN KALAMAZOO	BRIDGE REPLACEMENT	0.848			CON			
KALAMAZOO	I 94	SPRINKLE ROAD OVER I-94	BRIDGE REPLACEMENT	0.848			CON			
KALAMAZOO	I-94 (E Michigan Ave. (40th Street))	AT E MICHIGAN AVENUE (40TH STREET)	RECONSTRUCTION	1.028				CON		
KALAMAZOO	I-94 BL	11TH STREET TO SENECA LANE, KALAMAZOO	RECONSTRUCTION	0.695		CON				
KALAMAZOO	I-94 BL (Stadium Dr)	SENECA TO RAMBLING ROAD	RECONSTRUCTION	0.609				CON		
KALAMAZOO	US-131	FROM MILHAM AVE TO SHAVER ROAD	RECONSTRUCTION	6.026				CON		
ST. JOSEPH	M-60	IN THE VILLAGE OF MENDON	RECONSTRUCTION	1.086		CON				
ST. JOSEPH	US-131	FROM BROADWAY ROAD TO COON HOLLOW ROAD	RECONSTRUCTION	1.169					CON	
VAN BUREN	I-94 EB	BERRIEN COUNTY LINE TO 0.8 MILES EAST OF CR 681	RECONSTRUCTION	8.107		CON				
VAN BUREN	M-140	CITY OF WATERVLIET TO CR 378	RESURFACE	7.218			CON			
				83.362						

Capacity Improvements

I-94 IN KALAMAZOO

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
KALAMAZOO	I-94	EAST OF OAKLAND DRIVE TO WEST OF SPRINKLE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5			ROW	ROW	ROW	ROW	ROW
KALAMAZOO	I-94	EAST OF LOVERS LANE TO EAST OF PORTAGE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5			ROW	ROW	ROW	ROW	ROW
KALAMAZOO	I-94	EAST OF LOVERS LANE TO EAST OF PORTAGE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5			PE	PE	PE	PE	PE
KALAMAZOO	I-94	I-94 OVER PORTAGE ROAD	REPLACE BRIDGE, ADD LANES			PE-B	PE-B	PE-B	PE-B	PE-B
KALAMAZOO	I-94	KILGORE ROAD OVER I-94	REPLACE BRIDGE, ADD LANES			PE-B	PE-B	PE-B	PE-B	PE-B
KALAMAZOO	I-94	PORTAGE ROAD TO SPRINKLE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5			ROW	ROW	ROW	ROW	ROW
KALAMAZOO	I-94	PORTAGE ROAD TO SPRINKLE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5			PE	PE	PE	PE	PE
KALAMAZOO	I-94	I-94 EB OVER GTW RAILROAD	REPLACE BRIDGE, ADD LANES			PE-B	PE-B	PE-B	PE-B	PE-B
KALAMAZOO	I-94	I-94 OVER NORFOLK SOUTHERN	REPLACE BRIDGE, ADD LANES			PE-B	PE-B	PE-B	PE-B	PE-B
KALAMAZOO	I-94	I-94 OVER OLMSTEAD CREEK	REPLACE BRIDGE, ADD LANES			PE-B	PE-B	PE-B	PE-B	PE-B
KALAMAZOO	I-94	I-94 WB OVER GTW RAILROAD	REPLACE BRIDGE, ADD LANES			PE-B	PE-B	PE-B	PE-B	PE-B
				0.000						

New Roads

US-131 RELOCATED, BERRIEN COUNTY

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
BERRIEN	I-94	BRITAIN AVENUE TO I-196	RELOCATION OF EXISTING ROUTE			PE	PE	PE	PE	PE

US-131, STATE LINE TO LOCKPORT TOWNSHIP LINE

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
ST. JOSEPH	US-131	ST. JOSEPH COUNTY	RELOCATION OF EXISTING ROUTE	10.294		CON				
				10.294						

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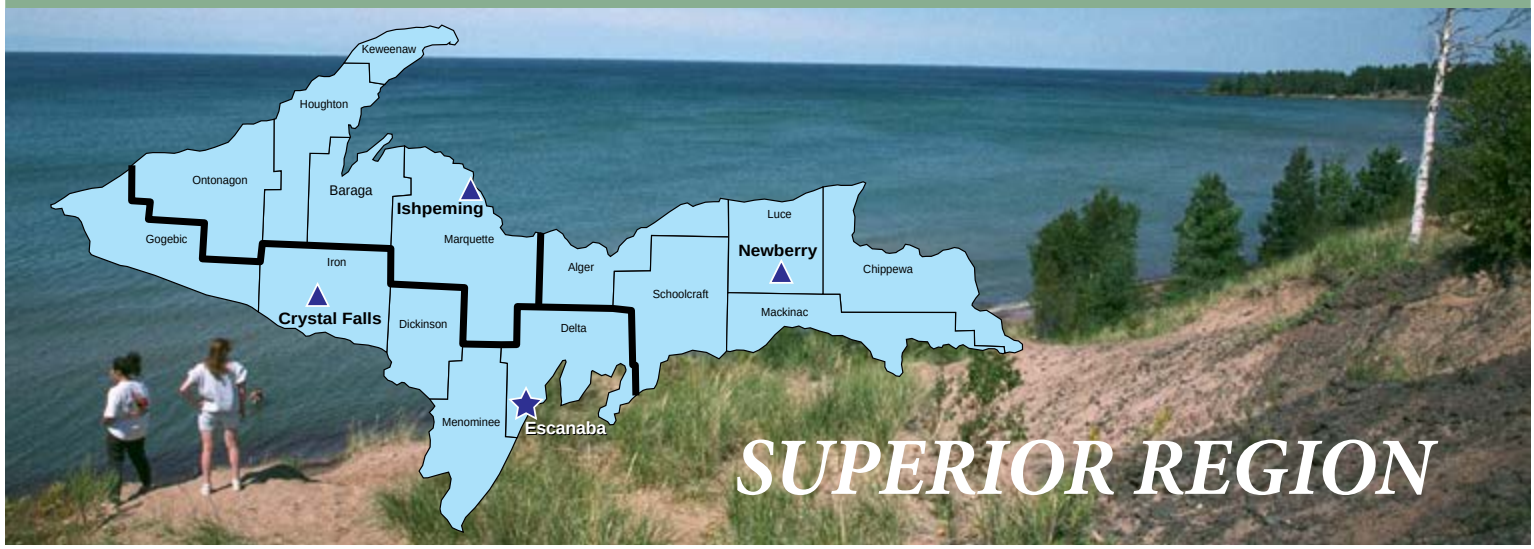

Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
DELTA	US-2	US-2, US-41 OVER ESCANABA RIVER	BRIDGE REPLACEMENT	0.357					CON	
DELTA	US-2	E&LS RAILROAD OVER US-2	BRIDGE REPLACEMENT	0.357					CON	
DELTA	US-2	US-2 OVER OGONTZ RIVER	BRIDGE REPLACEMENT	0.983			CON			
HOUGHTON	M-38	M-38 OVER SILVER RIVER	BRIDGE REPLACEMENT	1.400			CON			
MACKINAC	I-75	I-75 BL OVER I-75	OVERLAY - DEEP	0.190			CON			
MACKINAC	US-2	US-2 OVER BREVORT RIVER	DECK REPLACEMENT	5.617						CON
MARQUETTE	M-35	M-35 OVER BRANCH WARNER CREEK	CULVERT REPLACEMENT	3.669			CON			
ONTONAGON	US-45	US-45 OVER EAST BRANCH BALTIMORE RIVER	CULVERT REPLACEMENT	0.496			CON			
				12.712						

Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
BARAGA	US-41	US-41, BARAGA TOWNSHIP, BARAGA COUNTY	RESTORATION AND REHABILITATION	6.946						CON
CHIPPEWA	I-75	STA 966+00 AND STA 1012+00	RESTORATION AND REHABILITATION	0.081		CON				
CHIPPEWA	I-75	I-75 OVER UNNAMED DRAIN	CULVERT REPLACEMENT	0.081		CON				
CHIPPEWA	I-75 BS (Ashmun St)	FROM I-75/3 MILE RAMPS TO M-129	RECONSTRUCTION	1.739						CON
CHIPPEWA	I-75BS	I-75 BS FROM EASTERDAY AVE TO POWER CANAL	RECONSTRUCTION	0.253			CON			
DICKINSON	M-95	M-95 FROM CHANNING NORTH TO COUNTY LINE	RESTORATION AND REHABILITATION	9.494						CON
DICKINSON	US-2	US-2 FROM DAWN'S LAKE ROAD TO BALER ROAD	RECONSTRUCTION	0.950				CON		
GOGEBIC	US-2 (Cloverland)	TOURIST PARK RD TO CURRY STREET	RECONSTRUCTION	1.263		CON				
GOGEBIC	US-2 (Cloverland)	CURRY STREET TO ROOSEVELT ROAD	RECONSTRUCTION	0.956			CON			
HOUGHTON	M-26	M-26, HOUGHTON COUNTY	RESURFACE	3.130		CON				
HOUGHTON	US-41	US-41, HANCOCK	RECONSTRUCTION	0.929				CON		
IRON	US-2	US-2 FROM URBAN ST TO COUNTY RD 424	RESTORATION AND REHABILITATION	2.390			CON			
IRON	US-2	US-2 FROM OSS ROAD EASTERLY TO CRYSTAL FALLS	RESURFACE	5.165					CON	
LUCE	M-123	FROM M-28 / M-123 TO SOUTH OF TRUMAN ST	RESTORATION AND REHABILITATION	3.479				CON		
MACKINAC	I-75 BL	FROM THE N SP OF MACK TRAIL TO N END OF I-75 BL	RECONSTRUCTION	0.333			CON			
MACKINAC	I-75 BL	GRONDEN ROAD TO MACKINAC TRAIL	RECONSTRUCTION	1.108					CON	
MARQUETTE	M-35	M-35, NEGAUNEE TOWNSHIP, MARQUETTE COUNTY	RECONSTRUCTION	0.400						CON
MARQUETTE	US-41	US-41, MARQUETTE COUNTY	RECONSTRUCTION	2.907					CON	
MARQUETTE	US-41/M-28	US-41/M-28 MARQUETTE COUNTY	RESURFACE	0.750			CON			
MENOMINEE	M-35	JIMTOWN ROAD SOUTH 9.42 MILES	RESURFACE	9.462		CON				
MENOMINEE	M-35	NCL OF MENOMINEE NORTH 6 MILES	RESURFACE	6.000			CON			
SCHOOLCRAFT	M-94	CHIPPEWA AVE TO US-2	RESURFACE	1.281			CON			
SCHOOLCRAFT	US-2	EAST OF DELTA / SCHOOLCRAFT LINE EAST TO M-149	RESURFACE	4.100				CON		
				63.116						

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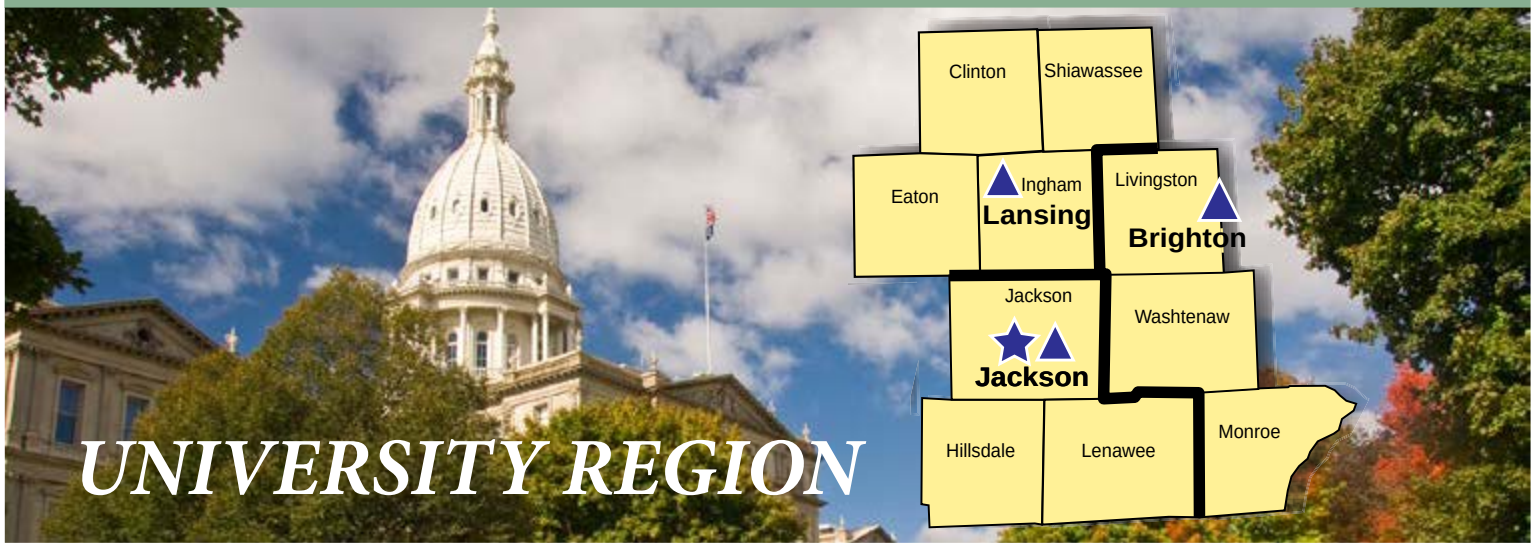

UNIVERSITY REGION

Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
EATON	I-69	AINGER ROAD OVER I-69	OVERLAY - DEEP	0.348						CON
EATON	M-100	M-100 OVER COUNTY DRAIN	BRIDGE REPLACEMENT	0.715		CON				
EATON	M-100	M-100 OVER SHARP DRAIN	CULVERT REPLACEMENT	0.715		CON				
EATON	M-100	M-100 OVER GTW RAILROAD	BRIDGE REPLACEMENT	0.715		CON				
INGHAM	I-496	I-496 WB OVER I-496 EB RAMP TO I-96 EB	MISCELLANEOUS REHABILITATION	0.688			CON			
INGHAM	I-496	I-496 AND US-127 SB OVER I-96 EB	MISCELLANEOUS REHABILITATION	0.688			CON			
INGHAM	I-96	I-96 EB OVER I-96 BL RAMPS	OVERLAY - DEEP	0.150			CON			
INGHAM	I-96	I-96 WB OVER I-96 BL RAMPS	OVERLAY - DEEP	0.150			CON			
INGHAM	I-96	I-96 EB OVER CEDAR STREET	SUPERSTRUCTURE REPAIR	1.376			CON			
INGHAM	I-96	I-96 WB OVER CEDAR STREET	SUPERSTRUCTURE REPAIR	1.376			CON			
INGHAM	I-96	I-96 EB OVER M-99	MISCELLANEOUS REHABILITATION	1.413			CON			
INGHAM	I-96	I-96 WB OVER M-99	MISCELLANEOUS REHABILITATION	1.413			CON			
INGHAM	I-96	I-96 EB OVER SYCAMORE CREEK	MISCELLANEOUS REHABILITATION	1.413			CON			
INGHAM	I-96	I-96 WB OVER SYCAMORE CREEK	MISCELLANEOUS REHABILITATION	1.413			CON			
INGHAM	I-96	I-96 EB OVER CONRAIL	MISCELLANEOUS REHABILITATION	1.413			CON			
INGHAM	I-96	I-96 WB OVER CONRAIL	MISCELLANEOUS REHABILITATION	1.413			CON			
INGHAM	I-96	AURELIUS ROAD OVER I-96	DECK REPLACEMENT	0.244			CON			
JACKSON	I-94	I-94 OVER PARMA ROAD	OVERLAY - SHALLOW	1.171			CON			
JACKSON	I-94	BLACKMAN ROAD OVER I-94	OVERLAY - DEEP	1.171			CON			
JACKSON	I-94	GIBBS ROAD OVER I-94	OVERLAY - SHALLOW	1.171			CON			
JACKSON	I-94	I-94 OVER CONRAIL AND GRAND RIVER	BRIDGE REPLACEMENT	0.404				CON		
JACKSON	I-94	M-106 NB OVER I-94	BRIDGE REPLACEMENT	0.159				CON		
JACKSON	I-94	M-106 SB OVER I-94	BRIDGE REPLACEMENT	0.159				CON		
JACKSON	US-127	US-127 NB OVER I-94	DECK REPLACEMENT	0.160		CON				
JACKSON	US-127	US-127 SB OVER I-94	DECK REPLACEMENT	0.160		CON				
LIVINGSTON	I-96	US-23 NB OVER I-96 WB	BRIDGE REPLACEMENT	0.159		CON				
LIVINGSTON	I-96	I-96 EB OVER US-23 SB	BRIDGE REPLACEMENT	0.417		CON				
LIVINGSTON	I-96	I-96 WB OVER US-23 SB	BRIDGE REPLACEMENT	0.417		CON				
LIVINGSTON	I-96	I-96 EB OVER US-23 NB	BRIDGE REPLACEMENT	0.417		CON				
LIVINGSTON	I-96	I-96 EB OVER OLD US-23	BRIDGE REPLACEMENT	0.417		CON				
LIVINGSTON	I-96	I-96 WB OVER OLD US-23	BRIDGE REPLACEMENT	0.417		CON				
MONROE	I-75	I-75 OVER SANDY CREEK	BRIDGE REPLACEMENT	0.946			CON			
MONROE	I-75	I-75 OVER GTW AND CR RAILROAD	DECK REPLACEMENT	0.946			CON			
MONROE	I-75	I-75 OVER CN, GTW AND NS RAILROADS	DECK REPLACEMENT	0.946			CON			
MONROE	I-75	I-75 OVER SANDY CREEK ROAD	OVERLAY - SHALLOW	0.946			CON			
MONROE	I-75	I-75 NB OVER STONY CREEK	BRIDGE REPLACEMENT	0.724			CON			
MONROE	I-75	I-75 SB OVER STONY CREEK	BRIDGE REPLACEMENT	0.724			CON			
MONROE	US-23	SUMMERFIELD ROAD OVER US-23	BRIDGE REPLACEMENT	0.210						CON
WASHTENAW	I-94	SALINE ROAD OVER I-94	SPECIAL NEEDS	0.020		CON				
WASHTENAW	US-23	NORTH TERRITORIAL ROAD OVER US-23	BRIDGE REPLACEMENT	0.605			CON			
WASHTENAW	US-23	6 MILE ROAD OVER US-23	BRIDGE REPLACEMENT	0.605			CON			
WASHTENAW	US-23	8 MILE ROAD OVER US-23	BRIDGE REPLACEMENT	0.605			CON			
				9.909						

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Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
EATON	I-69	VERMONTVILLE HWY TO I-96	RECONSTRUCTION	5.559					CON	
INGHAM	M-43 (Grand River Ave)	PARK LAKE RD TO DOBIE RD	RESURFACE	2.070					CON	
JACKSON	I-94 BL (Michigan Avenue)	BROWN TO LOUIS GLICK	RECONSTRUCTION	1.154					CON	
JACKSON	M-50 (West Avenue)	GANSON STEET TO NORTH STREET	RECONSTRUCTION	0.284					CON	
LIVINGSTON	I-96	I-96 AND US-23 INTERCHANGE	RECONSTRUCTION	3.776		CON				
LIVINGSTON	I-96	I-96 EB OVER US-23 SB	NEW STRUCTURE ON RELOCATED ROUTE	3.776		CON				
LIVINGSTON	I-96	I-96 WB OVER US-23 SB	NEW STRUCTURE ON RELOCATED ROUTE	3.776		CON				
LIVINGSTON	I-96	I-96 EB OVER US-23 NB	NEW STRUCTURE ON RELOCATED ROUTE	3.776		CON				
LIVINGSTON	I-96	I-96 WB OVER US-23 NB	NEW STRUCTURE ON RELOCATED ROUTE	3.776		CON				
LIVINGSTON	I-96	I-96 EB OVER OLD US-23	NEW STRUCTURE ON RELOCATED ROUTE	3.776		CON				
LIVINGSTON	I-96	I-96 WB OVER OLD US-23	NEW STRUCTURE ON RELOCATED ROUTE	3.776		CON				
MONROE	I-75	DIXIE HIGHWAY TO I-275	RECONSTRUCTION	5.609			CON			
WASHTENAW	M-17/US-12BR (Cross St)	NORMAL TO MICH, I-94 TO MICH, HAMILTON TO ECORSE	RESURFACE	2.588						CON
WASHTENAW	US-12 (East Michigan Avenue)	US-12 FROM B01 TO MAPLE ROAD	RECONSTRUCTION	0.940						CON
WASHTENAW	US-23 BR (Main Street)	I-94 BL TO M-14	RESURFACE	1.242						CON
				23.222						

Capacity Improvements

I-96 ACCESS IMPROVEMENTS, HOWELL

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
LIVINGSTON	I-96	AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE	0.000		CON				
LIVINGSTON	I-96	AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE			UTL				

US-127, I-69 TO ITHACA

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	DIRECTIVE	2014	2015	2016	2017	2018
CLINTON	US-127	NORTH OF ST. JOHNS TO THE CLINTON COUNTY LINE	NEW ROUTES			ROW	ROW			
				0.000						

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MICHIGAN DEPARTMENT OF TRANSPORTATION

2014-2018 FIVE-YEAR TRANSPORTATION PROGRAM

VOLUME XVI

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MDOT
Michigan Department of Transportation

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