

MICHIGAN DEPARTMENT OF TRANSPORTATION

# 2013-2017 FIVE-YEAR TRANSPORTATION PROGRAM

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## INTRODUCTION: "REINVESTING IN TRANSPORTATION"



Jobs and economic growth depend on a modern, efficient and safe transportation system.

For manufacturing, agriculture, tourism and other industries to grow and create jobs, Michigan needs to reinvest in all modes of transportation: roads and bridges, bus and rail, aviation and ports.

Roads and bridges are the lifblood of Michigan commerce. Although Michigan is a national leader in managing its transportation assets for the long term, the overall condition of the state's road and bridges will deteriorate quickly without reforms and an influx of new revenue.

At the same time, rapid and reliable bus service is vital to get people to their jobs. That is why so many job providers support transit services. Commuter rail and accelerated rail can help revitalize cities by attracting young people who are urban-based and want mobility without a car.

Modern airports are gateways to Michigan and foster international trade. Ports help move goods inexpensively

through the Great Lakes, and support job opportunities, such as renewed mining and the timber industry in the Upper Peninsula.

Reinvesting in transportation will build a foundation for reinventing Michigan's economy. The results will be new growth, job creation and a brighter economic future for Michigan children.

The 2013-2017 Five-Year Transportation Program continues Gov. Rick Snyder's road map to enhancing all of Michigan's transportation assets. It is the Michigan Department of Transportation's (MDOT) plan to create the greatest value from available funds. The goal is to preserve and maintain a comprehensive transportation system that moves people and goods efficiently, reliably and safely.

The performance measures on MI Dashboard will continue to help gauge progress in improving Michigan's transportation system. Following is a description of these measures.

## OPEN MICHIGAN

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](http://www.michigan.gov/openmichigan).

The Infrastructure Dashboard and Scorecard draw upon many of the measures MDOT was already using in its investment and programming decisions. However, it's important to note that the Dashboard looks at the transportation system as a whole, including measures of both federal-aid-eligible local and state-owned roads (also known as "state trunkline"). For the Five-Year Transportation Program, MDOT focuses solely on the condition of the transportation infrastructure it is directly responsible for. MDOT has been actively implementing performance-based program development and asset management since 1997, when the State Transportation Commission (STC) established state

trunkline pavement and bridge goals. MDOT measures were expanded several years ago to include internal performance measures relating to the trunkline infrastructure and multi-modal facilities. These measures have been historically reported in the Five-Year Program.

Michigan's road and bridge condition affects citizens, businesses, and tourists, and potentially affects future economic development for the state. Rough roads drive up the cost of owning a car through increased costs for vehicle maintenance. It is expensive to improve the pavement condition once "good" condition drops to "poor" condition. Costs for these improvements are four to five times greater than returning a "fair" condition road to "good" condition.

MDOT uses performance standards and measures to guide and evaluate its annual investment in the transportation system. Many of the measures MDOT uses to determine the condition of the transportation system are presented in the department's Web-based Transportation System Condition Report, which is updated twice a year.



For information about these measures and others, including the standard and current condition ratings, please see our Transportation System Condition report at: [www.michigan.gov/documents/mdot/MDOT-Performance\\_Measures\\_Report\\_289930\\_7.pdf](http://www.michigan.gov/documents/mdot/MDOT-Performance_Measures_Report_289930_7.pdf)

## 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's citizens.

The highway portion is a rolling program; each year, the first year is dropped, a new fifth year is added, and program/project adjustments are made to other years. This document only pertains to that portion of the programs that MDOT delivers. 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 continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement and rehabilitation, and preservation of existing service levels.

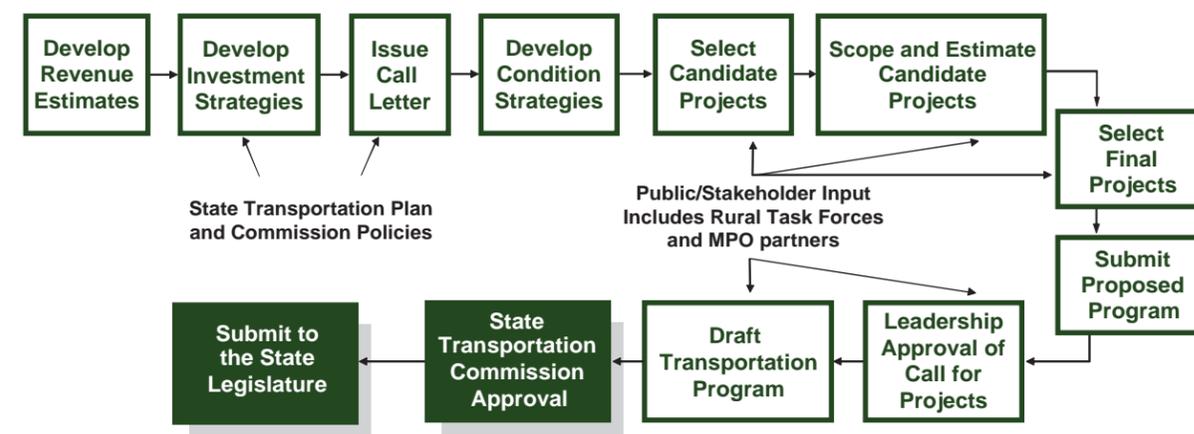
MDOT continues to emphasize and strengthen partnering efforts with transportation stakeholders and the general public to maximize resources. MDOT also will continue to implement processes developed at workshops and stakeholder meetings to incorporate Context-Sensitive Solutions (CSS) into transportation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

local communication and following 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 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 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.

Michigan faces many challenges in delivering sustainable transportation infrastructure improvements and services over the next five years. The most significant challenges are declining state transportation revenue. Although the federal transportation bill, Moving Ahead for Progress in the 21st Century, or MAP-21, provides funding for two years, a long-term funding solution has yet to be identified. This 2013-2017 Five-Year Transportation Program identifies strategies that efficiently utilize the state and federal funds that MDOT estimates to be available over a five-year time frame.



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

## 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, 23 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, road commissions, local officials, tribal governments, businesses, local non-profit groups and the general public.

MDOT will work with urban Metropolitan Planning Organizations (MPOs), rural transportation agencies and the public over the next several months to arrive at a list of projects to guide MDOT's 2014-2017 investment decisions. The public review and comment period for the Preliminary Draft of the MDOT 2013-17 Five-Year Transportation Program was Dec. 10, 2012, through Jan. 9, 2013. On Dec. 10, MDOT placed the document on the MDOT Web site, issued a news release and 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 Web site 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 Web site received 1,007 visits.

MDOT received a total of 37 comments on the draft program. Statewide, 11 of the comments received were related to areas where road conditions, traffic safety or congestion is a concern. Five comments requested the status of projects, including three urging MDOT to complete the US-31/I-94 interchange in Berrien County. Five comments advocated for additional nonmotorized transportation, walkable communities and Complete Streets. Four comments advocated for improved passenger rail service or public transit service. Three comments expressed displeasure with MDOT construction zones. Two comments urged the department to stop sprawl and dependency on roads by expanding public transportation options. Two comments related to local roads. One comment supported the I-75 project but did not approve of the high-occupancy vehicle (HOV) lane. The remaining comments included two comments relating to signing issues, a request for noise mitigation, and a comment on the document itself.

Information and comments received were directed to appropriate MDOT project areas or MDOT region planners. Response letters to individuals were generated to address the area of concern 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 Web site and social media outlets.

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.

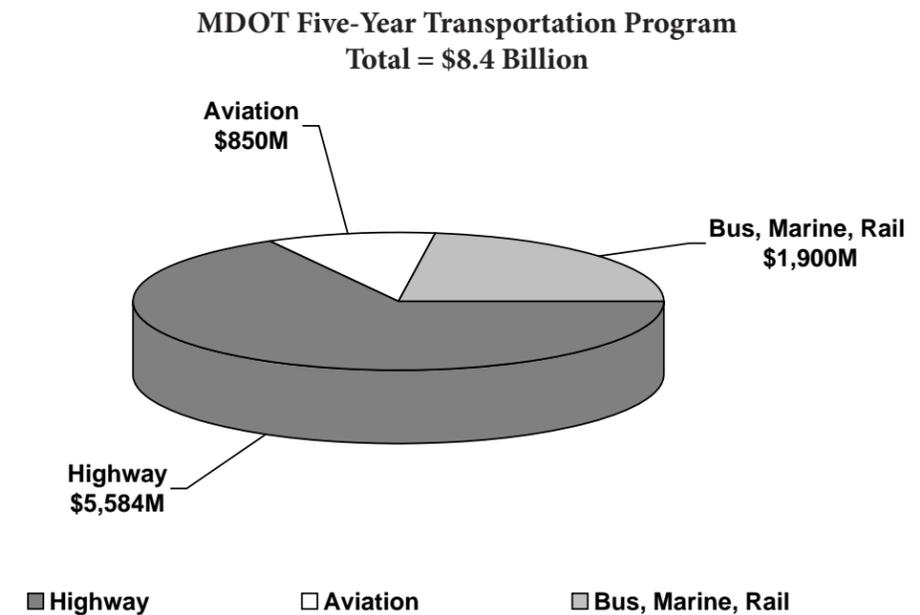
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## FIVE-YEAR PLAN OVERVIEW



This Five-Year Transportation Program invests nearly \$8.4 billion in MDOT's transportation system. This includes investments in the Highway, Aviation, Bus, Rail and Marine programs. Over the five years, \$850 million will be invested in the Aviation Program and \$1.9 billion will be invested in Bus, Rail and Marine/Port programs. A total of \$5.6 billion (including routine maintenance) will be invested in the 2013-2017 Highway Program. See the following pie chart:



### MDOT's Five-Year Transportation Program (Total = \$8.4 Billion)

Enhancing economic development by preserving and maintaining a safe transportation system remains MDOT's highest priority. This Five-Year Transportation Highway Program will invest approximately \$4.2 billion on system preservation through the repair and maintenance of Michigan's roads and bridges. The majority of the Multi-

Modal Program will focus on system preservation. Investments in Michigan's transportation system will 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 benefits Michigan citizens by providing them with expanded options, mobility and access.

## STATE TRUNKLINE PERFORMANCE MEASUREMENT AND SYSTEM CONDITION

### Performance Measurement

While MI Dashboard pertains only to roads and bridges, this section of the document only pertains to the state trunkline routes which 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.

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. MDOT formalized its approach to improving, measuring, and reporting the condition of its transportation networks with the STC's 1997 adoption of the 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 MDOT Transportation System Performance, including the document, *Driven by Excellence: A Report on Transportation Performance Measurement at MDOT*. Both resources also are available at [www.michigan.gov/mdotperformance](http://www.michigan.gov/mdotperformance). The new MAP-21 legislation will likely lead to additional measures linked to federal funding. These federal performance measures are yet to be released.

### 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 selects the best method for achieving specified goals and objectives.

The Five-Year Transportation Program is based on the 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 to keep them in good condition. MDOT's

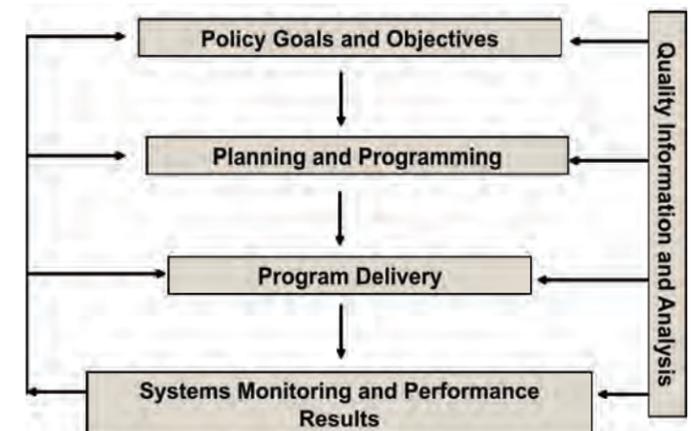
programs include a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), an aggressive Capital Preventive Maintenance (CPM) program, and routine maintenance of the system.

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

Asset management is an ongoing process within MDOT. By using tools such as performance measures and the Road Quality Forecast System, MDOT continues developing annual programs and projects targeted toward achieving system-wide goals.

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

### Asset Management Concept



MDOT has found 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, leading to getting more projects out 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 allowed improvement in the condition of state roads and bridges to protect the investments of Michigan taxpayers and meet the pavement goals established by the STC. However, projections reveal that with current funding levels, 50 percent of the trunkline system, Michigan's most traveled roads, will be in poor condition by 2017.

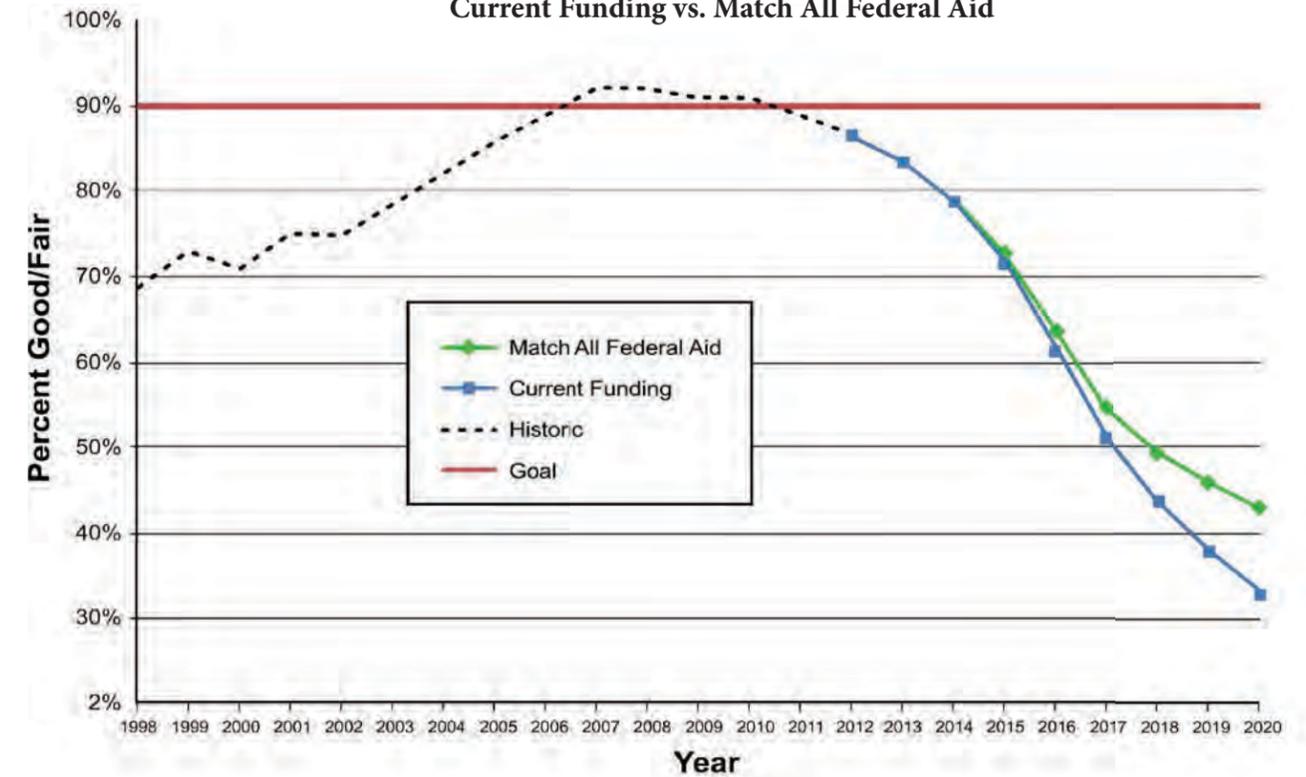
**How Long Will the Pavement Last?**

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 rehabilitation. 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  
Current Funding vs. Match All Federal Aid**



A technical team representing MDOT and the Michigan Transportation Asset Management Council has been working with State Rep. Rick Olsen to identify what it will cost to maintain Michigan's roads and bridges. For more information, go to [www.gophouse.com/Publications/55/Michigan'sRoadsCrisis.pdf](http://www.gophouse.com/Publications/55/Michigan'sRoadsCrisis.pdf).

**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

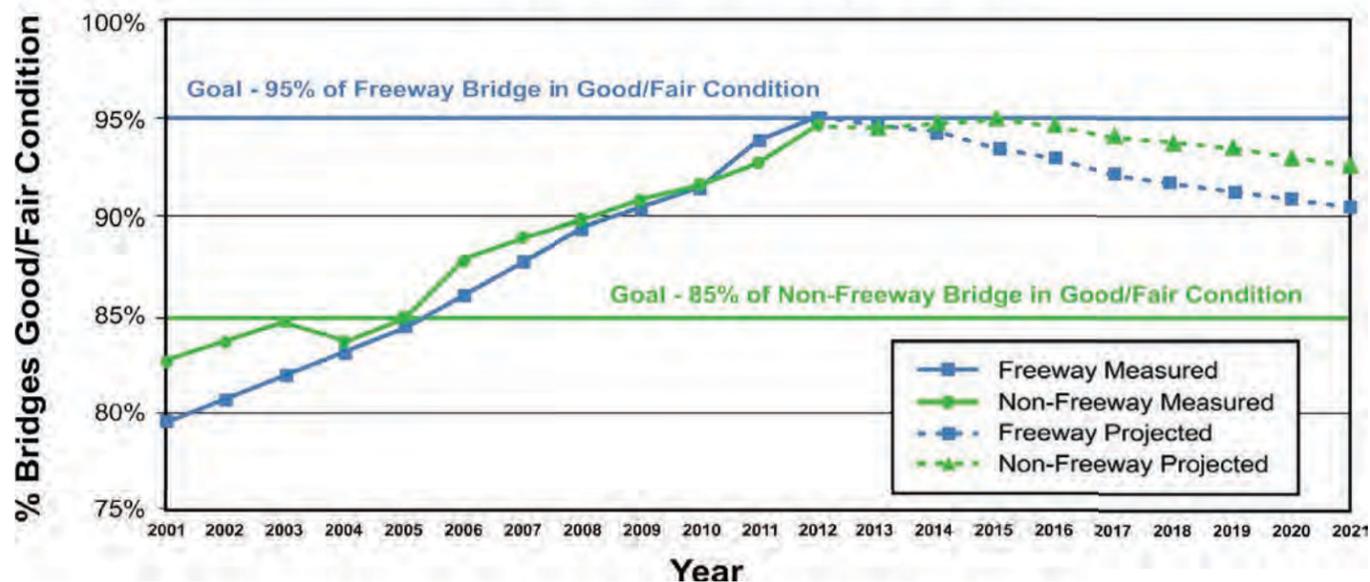
(BCFS). Working from current bridge condition, bridge deterioration rate, project cost, expected inflation, and fix strategies, BCFS estimates the future condition of the state trunkline bridge system.

As shown in the chart on Page 11, MDOT has met and is projecting to sustain the non-freeway bridge goal of 85 percent good.

Projections show that Michigan will reach a freeway bridge condition of over 94 percent good/fair by 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/fair condition. After 2013, freeway bridge condition is projected to decline.



Statewide - Trunkline Bridge Condition



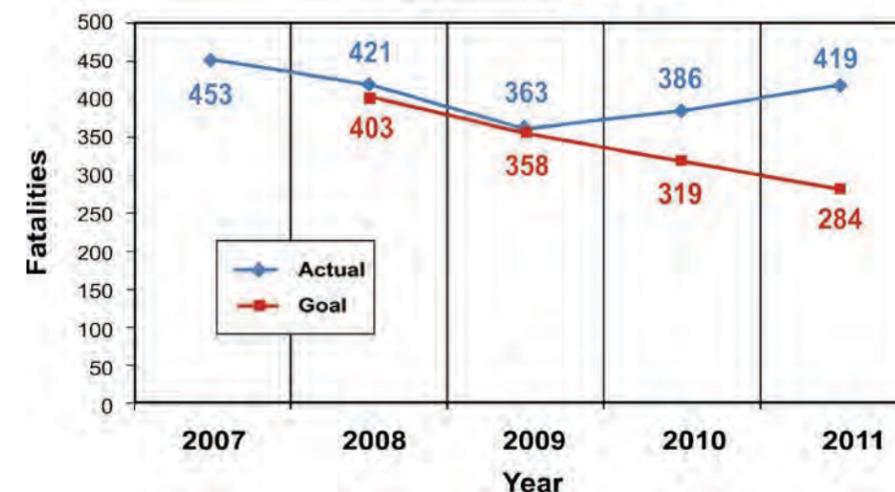
**Safety Goals**

MDOT's safety goal is to reduce fatalities and serious injuries on the state trunkline system, in support of the Michigan Strategic Highway Safety Plan (SHSP) and the department's efforts of achieving the vision Toward Zero Deaths (TZD). On the state trunkline, MDOT's goal is to reduce fatalities and serious injuries from 453 and 3,009 in 2007 to no more than 250 and 1,700 in 2012. This equates to an approximate 11 percent reduction per year. While this is the goal for 2012 on the state trunkline, MDOT's ultimate goal is to reduce fatalities to zero and minimize serious injuries. The 2012 goal is an interim goal of that vision. To meet the department's safety goal, the strategy of the Safety Program is to select cost-effective safety improvements

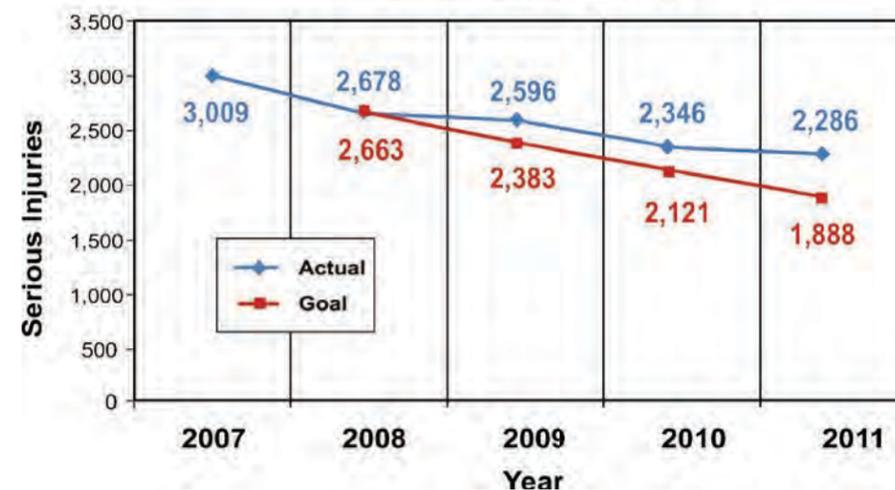
identified in the SHSP to address trunkline locations with correctable fatality (K) and serious injury (A) crashes.

To achieve this vision, MDOT has scheduled 78 safety projects for Fiscal Year (FY) 2013-2017 program consisting of intersection, lane departure, and pedestrian safety-related improvements, all specific action areas in the SHSP. Included in the safety improvements are the installation of cable median barrier along 42 miles of freeways, freeway lighting at the I-96/US-31 interchange, safety improvements to address wrong-way crashes on freeway ramps, seven roundabouts and two pedestrian projects. Overall, the 78 safety projects will address 68 fatalities and 215 serious injuries during FY 2013-2017, for an annual average of 14 and 43 respectively.

Trunkline Fatalities



Trunkline Serious Injuries



## REVENUE ASSUMPTIONS AND INVESTMENT STRATEGIES



### New Federal Legislation for Highways, Transit and Aviation

New legislation was enacted in July 2012 to reauthorize federal surface transportation programs and funding. The legislation, known as the Moving Ahead for Progress in the 21st Century Act, or MAP-21, funds federal highway and transit programs for two years, through the 2014 fiscal year. MAP-21 transforms highway and transit programs to focus on outcomes through the establishment of a performance-based approach to decision-making. The legislation maintains the current level of funding for highways and transit for the next two years.

A national system for measuring performance will be implemented to focus on addressing national goals in many areas, including safety, infrastructure condition, congestion, and system reliability. The bill consolidates a large number of programs while preserving most project eligibilities, and it includes a number of other provisions aimed at providing more flexibility in the use of federal funding to better position transportation agencies for success in a performance-driven program. A performance-driven approach to investment decisions represents a significant shift in the focus of the federal program. It is expected to take up to two years for this national system of performance measures to be fully implemented. However, flexibility in the use of federal program funding begins in FY 2013.

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. As a result, funding to transit agencies in Michigan is expected to drop consider-

ably under MAP-21.

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.

While MAP-21 provides stability in the short term, policymakers thus far have been unable to reach agreement on revenue-generating measures necessary to enact long-term authorizing legislation. State transportation revenues have been relatively flat for the past several years. Many policymakers at the federal and state level have acknowledged the need for additional revenues to invest in maintaining and improving transportation infrastructure. Current revenues are insufficient to meet program needs, such as the preservation of roads and bridges, and the continuation of transit services and bus replacement. Funding for state assistance for passenger rail through the Federal Railroad Administration comes from the General Fund, and is even more uncertain in the near future, given the intense focus by policymakers to reduce the federal deficit. The following section details revenue assumptions for each program. These federal and state assumptions are subject to change.

### Highway Program Revenue Assumptions

The new MAP-21 legislation shores up the near-term finances of the Federal Highway Trust Fund (HTF), which adds certainty to the federal program for FY 2013 and 2014. However, MAP-21 does not increase funding for transportation infrastructure when compared to SAFETEA-LU investment levels, nor does it address the long-term

structural imbalance for the fund. A structural imbalance will continue to be a problem for the HTF beyond FY 2014. MAP-21 was passed without any earmarked projects, a contrast to its predecessor, SAFETEA-LU, which contained over 6,000 specific project earmarks. Additionally, MAP-21 eliminated the Discretionary Program but provides more flexibility for funding options.

Public Act 51 of 1951, known as “Act 51,” mandates how transportation funds are distributed and spent between MDOT and local entities. The intent of Act 51 in regards to federal highway aid is to distribute approximately 25 percent of federal aid to local jurisdictions for use on federal-aid-eligible roads. The remainder is to be utilized by MDOT. The funds collected from 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 and counties receive about 22 percent.

The FY 2013-2017 federal-aid revenue estimate is based on the MAP-21 estimates of federal funding available for Michigan. Federal funding is assumed to remain flat for 2013 and then increase at an annual average compounded rate of 2 percent in FY 2014-2017. It is projected that \$4 billion in federal funding will be made available to the Highway Capital Program for this Five-Year Transportation Program.

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 forecasted using a long-range forecasting model managed by MDOT’s Statewide Transportation Planning Division. It is estimated that \$1.7 billion in state revenue will be available for MDOT’s Capital Program. This estimate includes state transportation revenues from the STF, and bond proceeds to be used to support the Blue Water Bridge (BWB) Plaza Project. This total also includes the \$100 million in the sales tax redirection to the STF in order to match all available federal aid in FY 2013 only.

This Five-Year Transportation Program is based on the assumption that all federal aid will be matched. For FY 2014-2017, there is a state revenue shortfall of approximately \$90-115 million per year. This equates to a possible annual loss of \$500-650 million in federal revenues. If the New International Trade Crossing (NITC) in Detroit begins construction, the programmatic match would be

used to close some of the gap in matching federal aid for FY 2014-2017. However, even if the NITC programmatic match is utilized, there could be a shortfall in match in some, if not all, five years, that will need to be addressed with budgetary adjustments in order to match federal aid.

### FY 2014-2017 Annual Shortfall

State Revenue Shortfall	\$90-115 million per year
Federal Aid Lost to MDOT Highway Capital Program	\$500-650 million per year

### 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 strategies 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. As noted in the system condition section, without additional funding, pavement system condition will continue to decline.

MDOT adopted a pavement preservation formula that allocates funding into its seven regions. The formula weighs four overall factors, including: pavement condition, eligible lane miles for pavement reconstruct and rehabilitation 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 (NBI) condition state to allocate funds to each MDOT region. Funding is split into investment targets for replacement, rehabilitation and preventive maintenance work.

The table below provides the Highway Capital Program Investments strategy for FY 2013-2017 assuming funds are available to match federal aid.

Highway Investment Program FY 2013-2017		
In millions	FY 2013-2017 Annual Average	Five-Year Total
<b>REPAIR AND REBUILD ROADS</b>		
Rehabilitation and Reconstruction	\$313	\$1,566
Capital Preventive Maintenance	\$94	\$468
<b>Total - Repair and Rebuild Roads</b>	<b>\$407</b>	<b>\$2,034</b>
<b>REPAIR AND REBUILD BRIDGES</b>		
Rehabilitation and Reconstruction	\$102	\$510
Capital and Scheduled Preventive Maintenance	\$19	\$96
Big Bridges	\$31	\$154
Special Needs	\$6	\$30
Blue Water Bridge-Appropriated Capital Outlay Projects	\$3	\$15
<b>TOTAL - Bridges</b>	<b>\$161</b>	<b>\$805</b>
Routine Maintenance	\$276	\$1,381
<b>TOTAL - Repair and Rebuild Roads and Bridges</b>	<b>\$844</b>	<b>\$4,219</b>
<b>TRUNKLINE MODERNIZATION AND NEW ROADS</b>		
Trunkline Modernization*	TBD	TBD
Blue Water Bridge Plaza	\$43	\$216
New Roads	\$26	\$128
<b>TOTAL - Trunkline Modernization and New Roads</b>	<b>\$69</b>	<b>\$344</b>
<b>SAFETY AND SYSTEM OPERATIONS</b>	<b>\$147</b>	<b>\$733</b>
<b>TRANSPORTATION ALTERNATIVES</b>	<b>\$20</b>	<b>\$98</b>
<b>ROADSIDE FACILITES</b>	<b>\$4</b>	<b>\$19</b>
<b>WORKFORCE DEVELOPMENT</b>	<b>\$7</b>	<b>\$35</b>
<b>NON-FEDERALLY FUNDED PROGRAMS</b>	<b>\$27</b>	<b>\$136</b>
<b>TOTAL - Five-Year Trunkline Program</b>	<b>\$1,118</b>	<b>\$5,584</b>

\*Numbers will change once implementation and financing of I-94/I-75 projects are determined.

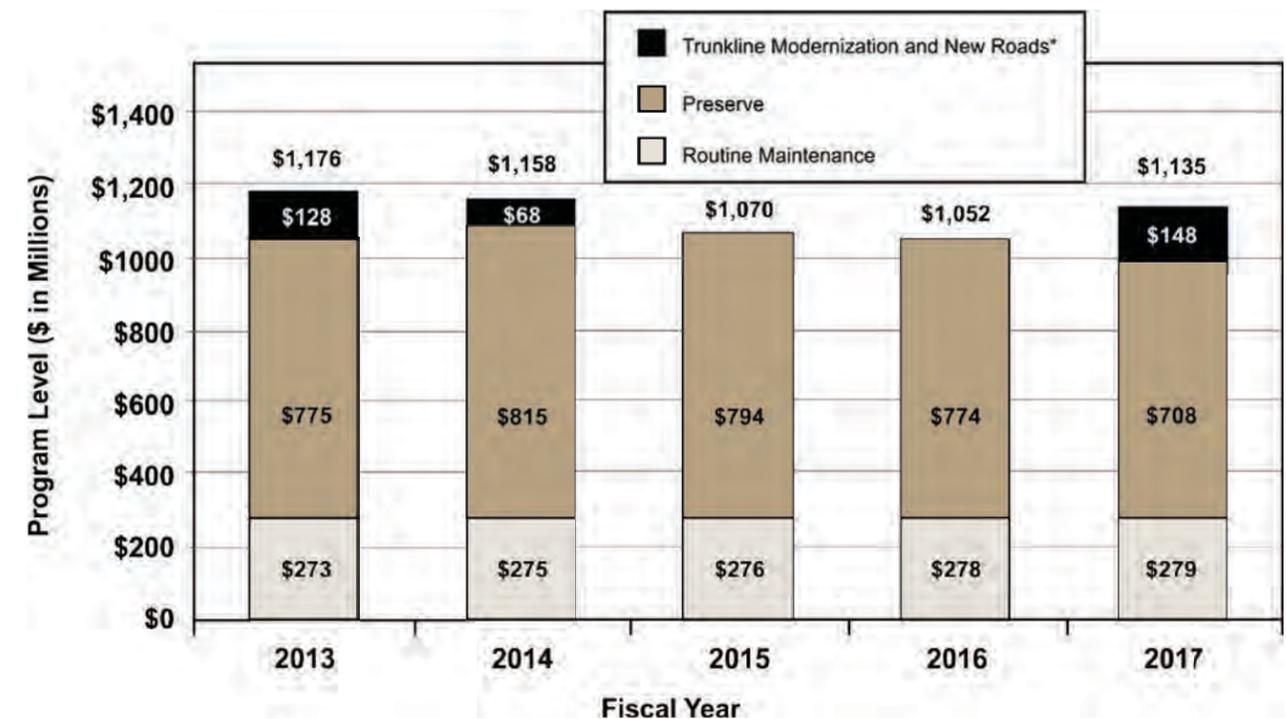


The FY 2013-2017 Five-Year Transportation Program estimated investments for the Highway Program total approximately \$5.6 billion. This total reflects investments for pre-construction and construction activities for the major program categories of preservation, trunkline modernization and new roads, 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 will also manage its road system by extending the life of approximately 1,100 miles of pavement each year through the Capital Preventive Maintenance

(CPM) Program. Trunkline Modernization and New Roads projects include the M-231 Holland-to-Grand Haven project and Blue Water Bridge project. This document includes a project listing by region for additional projects in major work categories. These projects can also be viewed on a state map and regional maps on the MDOT Web site at <http://mdotnetpublic.state.mi.us/fyp/>.

The following graph illustrates the annual Highway Program investments by these program categories over the five-year time frame. The annual investments range from a high of \$1.17 billion in FY 2013 to a low of \$1.05 billion in FY 2015.

Highway Program Investment By Program Category FY 2013-2017



\*Numbers will change once implementation and financing of I-94/I-75 projects are determined.

## I-94 IN DETROIT AND I-75 IN OAKLAND COUNTY

I-94 and I-75 trunkline modernization projects have been in the development and planning phases for nearly 20 years. During the past several years, detailed engineering studies have been prepared for each project. The Federal Environmental Review Records of Decision for the projects were approved in 2005 and 2006, respectively. Over 100 public meetings have been held to seek input from stakeholders during the environmental clearance process and development of the engineering report.

MDOT is investigating alternative ways to deliver these two critical projects better, faster, cheaper, safer, and smarter. There are two primary options being considered at this time: the first is a more traditional “pay as you go” approach while the second is a non-traditional approach that would accelerate the project into a shorter time span. To investigate options for these projects, MDOT conducted “Success Management Workshops.” These workshops helped identify goals that are most critical to the success of each project, and then potential strategies were developed to meet those goals. Both workshops resulted in pros and cons for each option for delivery.

In the “pay as you go” approach, the projects would be delivered without additional funding and would require approximately 20 years to complete each project. This plan spreads the right-of-way and construction phases over several years in order to accommodate financial constraint. This approach recognizes that transportation revenues for

the Highway Program are not increasing, particularly when factoring in inflation, and that pavement conditions are declining given existing transportation funding. Without additional revenues for the necessary rehabilitation and modernization of I-94 and I-75, it will take several decades to fit these costly improvements into the already strapped existing investment schedule for projects, creating costly traffic delays for these crucial economic corridors.

Another option is to deliver these projects through more innovative construction techniques and on a more accelerated time schedule through the use of bonding or some other revenue option. This option would allow for a shorter time frame for construction, which would result in less long-term traffic disruption and greater near-term economic benefits. However, if the additional revenue is acquired through bonding, this would increase debt service levels for several years. These highly traveled corridors are some of the busiest in the state, and the use of bonding for the projects may minimize the negative traffic impact on the public and defray the cost of decades of road construction. Having any corridor, much less two of the most significant corridors in Michigan, under constant construction for 20 years will result in traffic back-ups and delays from detours, impacts on commerce, trade and the flow of goods and services throughout the region and state, negative impacts on adjacent properties and residents, and increased costs from separate contracts and activities that could be more efficiently coordinated if delivered concurrently.



The selection of an appropriate delivery method for these two critical projects will likely occur over the coming months.

### I-94 - City of Detroit

The modern development of the I-94 freeway began in the 1940s. Construction in this project area began in 1947 and was built in five successive phases, with the last phase completed in 1958. Although various rehabilitation projects have been performed over the years to extend its service life, major reconstruction of

this portion of roadway is needed. MDOT’s Greater Detroit Freeway Study identified I-94 between I-96 and Conner Avenue as the segment of freeway in greatest need of repair in Metro Detroit.

While I-94 was state-of-the-art when built, it no longer features the current, best available design, nor does it provide adequate capacity for current peak traffic demand and future projected traffic volumes. The project area of I-94 is a critical link in the southeast Michigan transportation system with its central location, connecting to a number of other important roadways. I-94 serves major traffic generators, and its critical role in freight and passenger networks contributes to Michigan’s economy. The I-94 freeway also links to major international border crossings and serves as a gateway to Detroit. The stretch of I-94 between I-96 and Conner Street sees about 10,300 trucks per day. In 2009, the corridor served over 20.5 million tons of freight, valued at over \$28.7 billion. Although commercial volumes are lower than in pre-recession levels, traffic levels have begun to increase over the past few years. As a result, this I-94 reconstruction project was initiated to improve the capacity and condition of the existing I-94 roadway and interchanges to support the mobility needs of local



citizens, businesses and interstate commerce. The condition and capacity problems have resulted in this section of I-94 being recognized in statewide and regional plans as the Michigan roadway section most needing action.

The project will completely reconstruct 6.7 miles of I-94 while increasing the number of lanes in each direction from three lanes to four lanes. MDOT also will replace 67 bridges over I-94 between the project limits, and new continuous service roads will be constructed along the corridor. Two major interchanges within the project limits, M-10 (Lodge Freeway) and I-75 (Chrysler Freeway), also will be redesigned.

### I-75 - Oakland County

The I-75 widening, reconstruction and modernization project from M-59 south to M-102 (8 Mile Road) has been in planning and development for nearly 20 years. It is designed to meet travel demand for personal mobility and commercial traffic, while considering future traffic. According to 2009 data, the stretch of I-75 between M-59 and M-102 saw as much as 18.5 million tons moved,

valued at over \$26 billion. The commercial volume is about 8,400 trucks per day. The project also is expected to relieve congestion, ease increased future traffic demand and improve safety, reliability and efficiency. A feasibility study in 2000 identified the corridor’s problems and offered broad solutions. An environmental study advanced the analysis by providing detailed information regarding the positive and adverse impacts of the proposed solutions. This study finished in 2006 with formal federal approval. An engineering report to further refine the selected and approved alternative of improvements with a higher level of engineering analysis was then completed in 2010.

The approved, selected alternative includes reconstructing the freeway, adding a lane to increase capacity with a High Occupancy Vehicle (HOV) lane that would operate during peak hours of travel, interchange improvements at 12 Mile Road and 14 Mile Road, ramp enhancements at M-102 and I-696, and a new drainage system for the corridor.



Immediate positive benefits attributed to the I-75 corridor improvements include an increase in safety and efficiency, and economic benefit through the creation of jobs, with the largest gains in construction, including the direct employment of highway construction workers.

#### **New International Trade Crossing Update**

The proposed New International Trade Crossing (NITC) project is a new freeway-to-freeway border crossing system between Detroit, Mich., and Windsor, Ontario, intended to improve the flow of international trade between the U.S. and Canada at the busiest border crossing on the northern border. The proposed project consists of 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 respective border services agencies of the United States and Canada (plazas); and direct connections to highway systems in each country (I-75 in the United States and Highway 401 in Canada).

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 the Michigan parties. It will operate with funding approved by Canada only (no funding by the Michigan parties). 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 already have been received. The NITC has a target goal of being “open to

traffic” within seven years of the approval of the issuance of the required Presidential Permit.

Canada has pledged \$550 million for the NITC project components in Michigan. This investment would be used for real estate purchases, utilities work, construction of an I-75 interchange and local road improvements. Canada’s \$550 million investment will be repaid from toll revenue generated after the new bridge opens. In addition, MDOT and FHWA have agreed to allow the use of the Canadian funds for the NITC to be used as matching funds for a program of federally funded highway projects across the state. While this will not bring in any new federal dollars to Michigan, the programmatic match would be used to match MDOT federal aid for FY 2014-2017.

#### **Blue Water Bridge**

This project will improve the plaza and address border security, vehicle inspection, and toll collection needs at this international border crossing. This project also will make improvements to the I-69 and I-94 corridors in the Port Huron area. Construction of the I-69/I-94 corridor improvements is expected to be completed in early 2013.

In 2011, more than \$47 billion in goods crossed the Blue Water Bridge by commercial vehicle, representing approximately 14 percent of the total commercial vehicle trade between the United States and Canada.

MDOT is continuing to work with the federal agencies at the plaza regarding their financial commitment to plaza expansion, which is needed to move the project forward. In addition, MDOT is working with the local community to provide project mitigation funds to assist with tourism and economic development.

#### **US-31/M-231 Project**

The M-231 project constructs a new route, from M-45 (Lake Michigan Drive) north to the I-96/M-104 interchange, as well as improvements to the existing US-31 roadway in the cities of Holland and Grand Haven. As part of this project, improvements to the I-96/112th Avenue interchange and M-104 were completed in 2012.

The M-231 project also includes the construction of new bridges over the Little Robinson Creek and the Grand River, in Robinson and Crockery townships, constructing a new M-231/I-96/M-104 interchange in Crockery Township, the replacement of two I-96 (eastbound and westbound) bridges over an existing railroad, reconstruction and repairs of I-96, new merge lanes, and ramps. It also includes

the construction of a two-lane roadway and bridges for 2.5 miles from the Grand River north to M-104 in Crockery Township, as well as construction of a two-lane roadway and bridges for about 5 miles from M-45 north to the Grand River. The new M-231 segment is expected to be open to traffic by 2016, depending on funding availability statewide.

The work on the existing US-31 roadway includes about 3 miles of reconstruction and widening from Lakewood Boulevard north to Quincy Street in Holland Township, and approximately 1 mile of reconstruction and widening in Grand Haven, from Franklin Street north to Jackson Street (currently planned for 2018). This schedule also will depend on funding availability.



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

MDOT's FY 2013-2017 Multi-Modal Program includes two main areas: Public Transportation Programs and Aviation.

**Public Transportation CTF Revenue Issues**

The Public Transportation Program receives most of its state funding through the 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 and has been diverted to General Fund programs in past years. 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.



This Five-Year Program is based on the FY 2013 CTF appropriation and the Department of Treasury's February 2012 revenue estimate for FY 2014. The FY 2014 level is projected to remain unchanged through FY 2017. This level of funding going forward is neither sufficient to maintain the current level of service for all CTF programs, nor will it match the federal transportation funds the state expects to receive during this five-year period. For example, the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 mandates that the operating cost of the Wolverine service (Pontiac/Detroit to Chicago) be shifted from Amtrak to the state beginning in FY 2014. (MDOT already contracts for the other two services in the state.) The estimated operating shortfall for FY 2014-2017 is \$65.32 million. Since a revenue source has not yet been identified, the \$65.32 million operating shortfall is not reflected in this

Five-Year Program. Without new revenues, addressing the passenger rail operating shortfall will require a significant shift in the Public Transportation Program starting in 2014.

**Local Transit Revenue Assumptions**

For the local transit portion of the Public Transportation Program, federal funds include formula funds and discretionary funds awarded to MDOT and rural transit agencies. The discretionary funds have been from congressional earmarks and Federal Transit Administration competitive programs. Under MAP-21, the majority of transit funding is from formula funds. Although nationwide transit funding levels remain about the same, Michigan transit 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 federal revenues available, the condition of the transit infrastructure will decline.

- It is important to note that over 80 percent of the federal transit revenues go directly to transit agencies and are not reflected in MDOT's program. Thus, 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 the 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.

For FY 2013, \$78.9 million was appropriated for transit capital of which \$12 million is a one-time allocation from the general fund. This level of funding should provide the match for all federal grants. However, without revenues to replace the general fund allocation in future years, state funds will not be available to match all federal funds, even given the anticipated reduction in federal transit funding to Michigan. Unless transit systems are able to raise local funds to compensate for declining state revenues available for both operating and the match for federal capital funds, local transit systems will have to reduce services over the next five years.

**Rail Revenue Assumptions**

MDOT's rail programs are funded by dedicated federal aid, MTF and CTF dollars.

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

Dedicated federal aid and MTF money that support motorist



safety at railroad crossings on local roads, included as part of the Rail and Port Program, are expected to continue at FY 2013 levels during this five-year period. The other freight rail activities are supported by CTF revenue, for which revenue assumptions are based upon a combination of the FY 2013 appropriation and the Department of Treasury's February 2012 revenue estimate for FY 2014. The FY 2014 revenue projections are expected to remain unchanged through FY 2017.

MDOT will compete for federal rail capital funding under PRIIA during this five-year period when it is made avail-

able. Federal funding under this program generally requires 20 percent matching funds. If state revenues are not sufficient to meet the match requirements, this federal funding would be lost.

Since implementation of PRIIA, state funds have not been sufficient to provide the match for capital projects selected for funding under this program. Several short-term solutions have been used to prevent the loss of these federal funds to date, including in FY 2013.

Throughout this five-year period, state support is expected to continue for a daily round trip between Chicago and Port Huron (Blue Water) and between Chicago and Grand Rapids (Pere Marquette). However, PRIIA will significantly impact the cost of existing passenger rail services in Michigan by shifting the operating costs for the Wolverine service. Additional funding also will be needed for the necessary maintenance associated with the Wolverine service. Based on the FY 2013 funding levels for the passenger transportation system, the estimated shortfall for operating and maintenance for FY 2014-2017 is \$90.32 million.

Available revenues also are anticipated to fall short of needs for freight rail activities, such as enhancements to the existing 530-mile state-owned rail system and assistance for rail users in need of new or improved access to the rail network.



**Port Revenue Assumptions**

The pass-through assistance provided to the Detroit-Wayne County Port Authority is expected to continue at FY 2013 levels over the next five years.

**Marine Revenue Assumptions**

Federal funding for the marine passenger portion of the program is intermittent, based on congressional earmarks and special projects. For the purpose of this Five-Year Program, no federal funding was included in the Marine Passenger Program.

**Aviation Revenue Assumptions**

MDOT anticipates continued budget challenges for its Aeronautics Program in FY 2013. A new FAA authorization was signed in 2012 that provides for four years of funding the Airport Capital Improvement Program (ACIP). The FAA Modernization and Reform Act of 2012 (FMRA) provides for \$3.35 billion in annual federal funding for 2012 through 2015. This is \$150 million less than FY 2011. It is expected that the 2013 Capital Improvement Program for the state will include approximately \$82 million in federal funds. Similar amounts for federal funds are expected for FY 2014 and 2015. Expectations for FY 2016 and 2017 may be smaller. Additional fiscal pressures are being placed on state funding for aeronautics programs with the 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 2013 is \$5.75 million. For FY 2013, the Aeronautics fund is receiving \$10 million in general funds from proceeds of sales tax on aviation-related goods. Michigan Public Act 226 of 2012 provides for these general funds. It is a one-year act and will not be included in FY 2014-2017 estimates for this Five-Year Program.

For the Five-Year Program period, these revenues are projected out at the current level for five years, or \$536 million. Project costs under the ACIP are shared on a basis of 90 percent federal, 5 percent local, and 5 percent state. This is a significant change from the previous Five-Year Program. This increase of state and local share has placed an additional burden on state funding, which is now estimated at \$5 million per year, or \$20 million over the five-year period. These funds are used almost exclusively to match available federal dollars.

Since 2009, certain statewide programs funded directly from the State Aeronautics Funds (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 reinstated 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 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 impact between FY 2013-2017 will likely be noticeable in the condition of the public transportation systems, both in terms of maintenance of the infrastructure and transportation services available.

The total Public Transportation Program for FY 2013-2017 is approximately \$1.9 billion, with an average annual investment of \$380 million. 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 preservation of the existing passenger transportation system. While this current investment plan yields significant economic benefits, Gov. Snyder's Oct. 26, 2011 Special Message on Infrastructure laid out several legislative actions and initiatives specific to passenger transportation which could lead to new investment strategies. These new strategies, if enacted, could allow for more strategic investments that will leverage transit-related economic development. If legislation is passed to implement these new initiatives, the five-year investment strategy for passenger transportation laid out in this document will be revisited.

**Local Transit**

For local transit, the Five-Year Program will focus on the preservation of existing transit services in all 83 Michigan counties via operating and capital assistance. Through this assistance, over 80 percent of Michigan's population is provided access to some form of local transit service. As in prior five-year programs, MDOT will continue its partnership role by providing financial and technical assistance to the public, private and nonprofit transit providers who are directly responsible for the service and own the majority of



the infrastructure. In each year of the Five-Year Program, MDOT estimates issuing approximately \$200 million in operating, capital and special project contracts to support over 130 local transit providers. Depending on the availability and programming of future state transportation revenues, and the reauthorization of the federal transportation program which expires in FY 2015, the total investment could be significantly different in the out years of this plan. Regardless of funding levels, state and federal funds issued by MDOT will be focused on continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement/rehabilitation, and preservation of existing service levels.

The majority of state operating assistance is provided as a percentage of eligible costs, with the maximum state share established in Act 51. State funds are combined with fed-



eral and local dollars, including farebox revenue and local millages, to support the operation and maintenance of the local transit network. Each dollar of federal, state and local revenues invested in local transit operations results in a dollar's worth of service being delivered to consumers, specifically over 99 million riders in 2011. However, the benefits extend beyond the service being delivered. In 2010, MDOT estimated that each dollar invested in Michigan transit

operations results in \$2.40 in economic output for Michigan communities. Funds available for state operating assistance have not been keeping pace with inflation and, as such, the state's share of operating the local transit systems received has declined. The majority of state capital assistance is provided as a match to federal capital grants for routine bus replacement, facility renovation and equipment upgrades.

**Intercity Bus Services**

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, such as funding for construction/maintenance of intercity passenger terminals and motor coaches. These investments help enhance the transportation experience for intercity passengers and help reduce costs for the carriers. Depending on the availability and programming of future state transportation revenues, beginning in FY 2014 funding for intercity bus may fall short of meeting the average annual need to preserve existing services and infrastructure. It is uncertain if MDOT will be able to maintain current contracts for intercity bus services over the next five years.

**Marine Passenger**

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. This makes it difficult to preserve the system and impossible to meet increased demand.



**Van Pooling**

The MichiVan program will be maintained with state, federal and local funds. Demand continues to increase as fuel prices go up, so expansion of the program will be considered if funding becomes available.

**Rail**

Under this Five-Year Program, MDOT expects to invest over \$585 million in freight and passenger rail projects.

State and federal dollars will be invested in state-owned line preservation, freight economic development loans, rail infrastructure loans, and safety enhancements at railroad crossings on local roads. A significant portion of MDOT's freight rail efforts will support economic development in rural and urban areas by preserving the rail system and providing access to it. This work will be coordinated with the Michigan Economic Development Corp., as well as the Michigan Department of Agriculture and Rural Development. Specific projects will be identified on an annual basis, based on available funding.

Projects on the 530-mile, state-owned rail system will include culvert repair/replacement and track upgrades. Preserving the lines provides access to the national rail system for companies that would otherwise have limited transportation options.

Funding should be sufficient to also support approximately 20 Freight Economic Development projects and at least eight infrastructure loans within this five-year timeframe. The Freight Economic Development Program provides new or expanding businesses low-interest loans to assist with access to the rail system. Through a revolving-loan fund, the infrastructure loan program provides no-interest loans to preserve railroad infrastructure through track maintenance or rehabilitation projects.

To reduce motorist risk at railroad crossings on local roads, approximately 40 safety enhancement projects also will be undertaken each year, with specific projects identified by an annual analysis. Additional projects to enhance safety will include working with local road authorities to eliminate crossings where feasible and projects on state highways, which are accounted for under the Highway Program.

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 this existing funding to acquire 135 miles of track between Kalamazoo and Dearborn from Norfolk Southern Railway and enhance the track to accommodate speeds up to 110 mph. 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. This existing funding also will complete several station projects, including stabilization work in Jackson, completion of preliminary engineering/environmental work for a new station in Ann Arbor, and building new stations in Dearborn, Troy and Grand Rapids.

MDOT also will continue to plan and assist in other passenger rail projects, including commuter and light rail in southeast Michigan and replacing existing train equipment on all three Michigan services. Through a federal grant, Michigan will participate in a joint procurement, led by Illinois DOT, to obtain \$268 million in Next Generation train equipment for the Midwest. This equipment will replace all equipment on existing Michigan services.

However, beyond this funding provided from PRIIA, MDOT has very little ability to fund additional passenger rail capital improvements in FY 2013-2017. 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.

**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 in the Port Authority's operating costs and marketing activities.

**Aviation Investments**

**Airport Improvement Program (Capital Outlay and Maintenance Program)**

The FY 2013 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 (NPIAS). As the majority of Michigan's public-use airports that receive federal entitlement funds are owned and operated by local governments, projects using these funds are selected by the airports 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 they select. 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 decision that support the organizational mission and represent the overall vision driving the airport infrastructure investment strategy. For Aeronautics, these priorities have included:

- Invest resources to support economic growth throughout Michigan, particularly in the airports that respond to critical state airport system goals.
- Preserve the existing airport system infrastructure, primarily focusing on pavements, navigational aids, and airspace preservation.
- Invest in projects and programs that support primary airports and air service for passengers and cargo.
- Reduce airport facility and system deficiencies by:
  - o Maximizing federal dollars returning to the state
  - o Leveraging local and private investments
  - o Providing a dedicated and adequate level of state funding
- Utilize a process that distributes available funding balanced appropriately between preservation, improving and expanding the airports in the system.
- Emphasize 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 \$63 million per year and \$315 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 successfully competed 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
<b>AVIATION</b>		
Aviation Improvement Program (AIP)	\$170 million	\$850 million
<b>PUBLIC TRANSPORTATION PROGRAM</b> (Local Transit, Intercity Bus, Passenger Rail, Rail Freight and Ports)**		
	\$380 million	\$1.9 billion
<b>TOTAL</b>	<b>\$550 million</b>	<b>\$2.7 billion</b>

\* 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.



**Alternative Revenue Sources**

As traditional transportation revenues, such as gasoline tax revenues, decline due to increased vehicle fuel efficiency, many states are looking to alternative revenue sources or alternative taxing models to supplement increasing costs. The following shares some highlights of these alternative revenue practices. While none of these are recommended within this document, the future may bring continued need to augment existing revenue sources. Theoretically any of these options could add funds to the Michigan Transportation Fund (MTF). Under current law, funds added to the MTF would fund highway improvements as well as transit improvements (through the Comprehensive Transportation Fund.)

At the state level, the Transportation Funding Task Force report, entitled “Transportation Solutions: A Report on Needs and Funding Alternatives,” was developed in 2008. It has many suggestions regarding alternative transportation funding mechanisms for all modes. These mechanisms include many options, including eliminating vehicle registration discounting, increasing vehicle registration fees, adjusting motor vehicle

taxes, and redirecting sales taxes on fuel to fund transportation. More information can be found at [http://www.michigan.gov/documents/mdot/08-16188\\_Sec\\_8\\_255511\\_7.pdf](http://www.michigan.gov/documents/mdot/08-16188_Sec_8_255511_7.pdf).

Increased fuel efficiency is not the only factor decreasing transportation revenues. Flat tax rates on gasoline and diesel gallons sold translates into lost purchasing power year after year. Indexing transportation taxes to the Consumer Price Index is one idea to try to capture inflation increases into the tax rate and therefore capture more revenues to keep up with rising costs. Also allowing for state or local sales taxes to be utilized for transportation would create an additional mechanism to generate transportation match revenues for roads or transit. Local sales taxes are a common source of federal match for local transit agencies in other states, but in Michigan they could only be added through a constitutional change allowing local sales tax.

Alternative revenue sources that have been studied or implemented at the national level, outside of gasoline taxes and vehicle registration fees, include tolling, vehicle miles traveled fees, congestion pricing, and impact fees. The new federal surface transportation authorization bill, MAP-21,

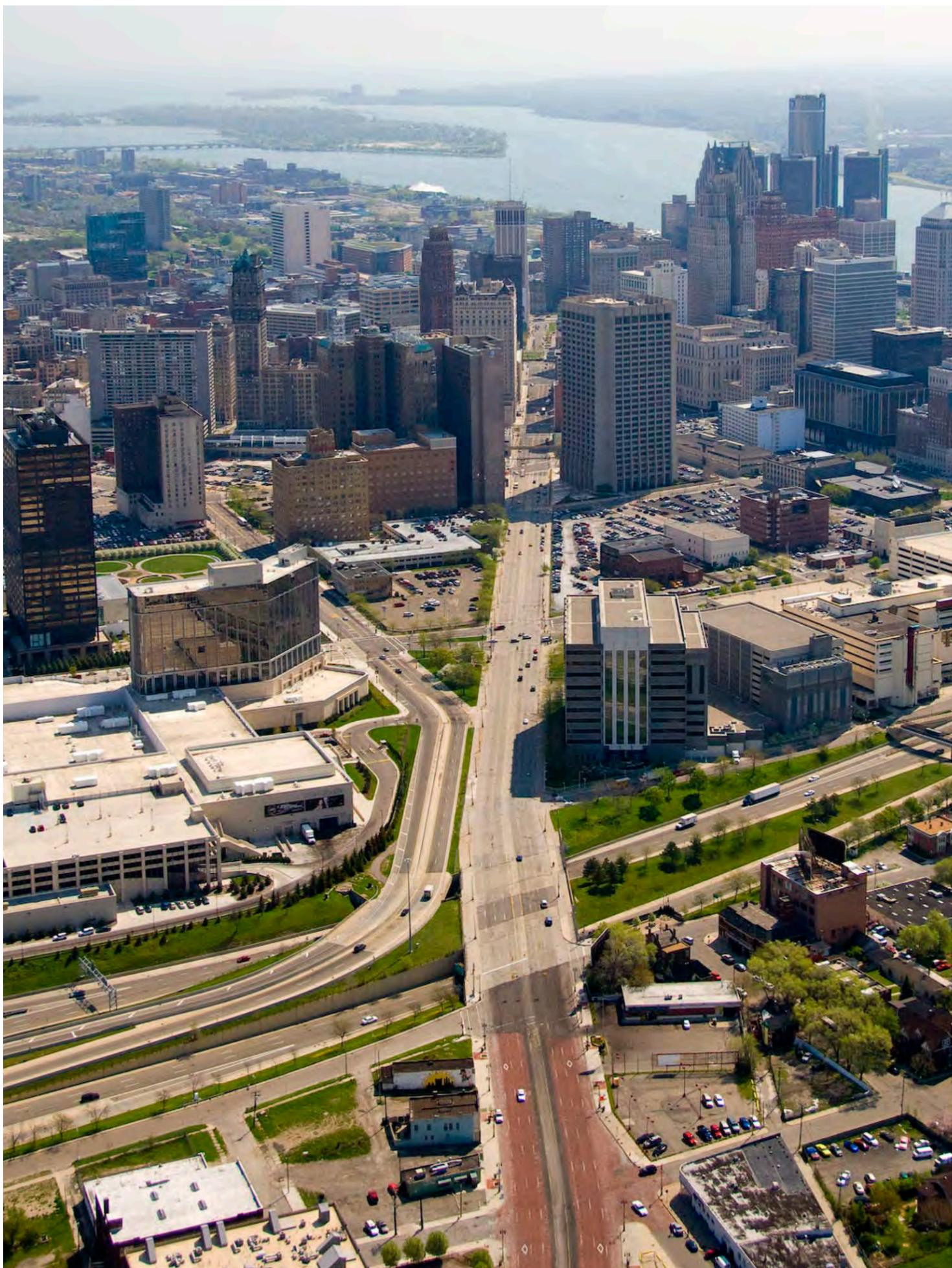
attempts to encourage greater use of tolling by expanding the opportunities to toll and by eliminating regulatory barriers. Under MAP-21, new segments of the interstate system can be constructed as toll roads. Newly added capacity on existing segments of the interstate also can be constructed as toll lanes as long as the number of toll-free lanes is not reduced. Toll-free bridges and tunnels on the interstate can be reconstructed as toll roads, and all toll-free, non-interstate federal-aid roads can be reconstructed as toll roads. Several states, such as Colorado, Texas, and Washington, have implemented high-occupancy/toll (HOT) lanes, which provide additional capacity and additional revenues and are eligible for federal funding. These lanes are designed to provide excess capacity for high-occupancy vehicles (usually vehicles with two or more persons) but require a toll from single-occupant vehicles. Other states, such as California, Minnesota, and Virginia, have constructed new lanes on congested limited-access highways with tolls that vary according to the time of day and level of congestion on the road. The tolls levied on the users of these facilities are intended not only to raise revenue to cover the cost of constructing and operating the facilities, but also to manage the demand for use of the facility in order to reduce congestion and increase travel-time reliability.

Continued growth in electric cars may be in Michigan’s future as their ownership has increased in other states. As these technological changes become more popular, changes in taxing structures may be needed to accommodate vehicles that will not be paying per gallon. Future revenue collection at charging stations may be needed to address these vehicles, or perhaps collecting taxes by vehicle miles traveled.

While a number of methods may be employed in pursuit of equitable revenue for essential aviation safety and infrastructure programs, there continues to be a significant shortfall between identified need and existing revenues to support these activities. Continued efficiencies within both the airline and general aviation industries will result in a constantly dwindling revenue source for the State Aeronautics Fund (SAF) and new revenues will be needed for Michigan to remain an aviation leader. Securing adequate investment in aviation will promote economic development and allow the State of Michigan to meet the safety and security needs of the future.

Additional revenues could be secured for aviation through modifications of existing fuel taxes or indexing of existing taxes to inflation. Additional modifications could be made to aircraft license fees, transfer fees or airport licensing fees.





## *ECONOMIC BENEFITS AND IMPACTS: HIGHWAY ECONOMIC BENEFITS*



### **Highway Economic Impacts**

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 FY 2013-2017 Highway Program, the Michigan Benefits Estimation System for Transportation Tool (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.

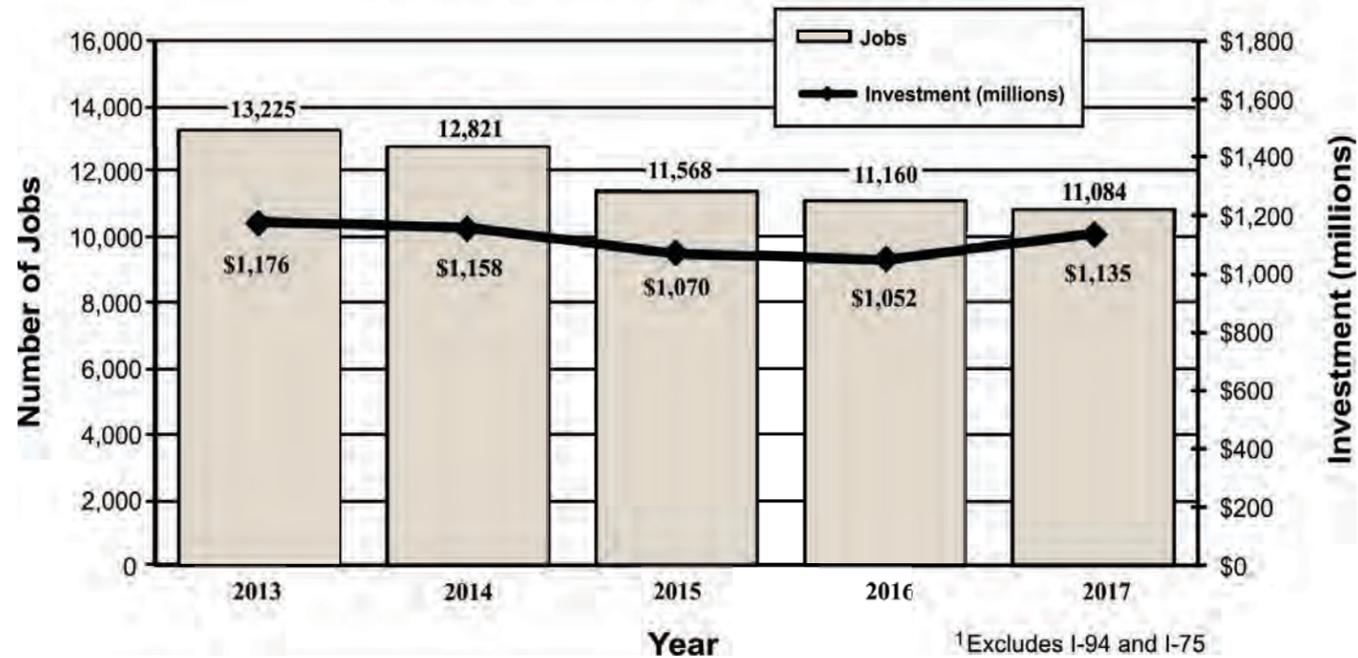
### **Employment Impacts of the current FY 2013-2017 Highway Program**

The table and charts below show the employment impact of the FY 2013-2017 Highway Program. The resulting analysis is the total statewide economic impacts of spending only on the Highway Program, excluding I-75 and I-94 improvements.

<b>Employment impacts of the current FY 2013-2017 Highway Program</b>					
	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Investment (current million \$)*</b>	<b>\$1,176</b>	<b>\$1,158</b>	<b>\$1,070</b>	<b>\$1,052</b>	<b>\$1,135</b>
<b>Employment Impact (jobs)</b>	<b>13,225</b>	<b>12,821</b>	<b>11,568</b>	<b>11,160</b>	<b>11,084</b>

\* Excludes I-75 and I-94

Effects on Employment of the  
FY 2013-2017 Five-Year Highway Program<sup>1</sup>



## 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 state/federal/local investment in transit operations of \$2.9 billion called for in this Five-Year Program will yield about \$3.7 billion in



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.

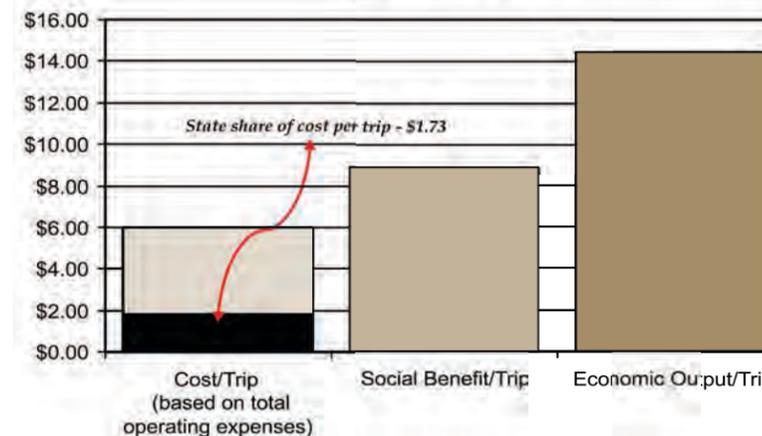
#### Rail Benefits

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

Cost and Benefit of Local Transit Operations  
Per Trip for FY2010



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

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.

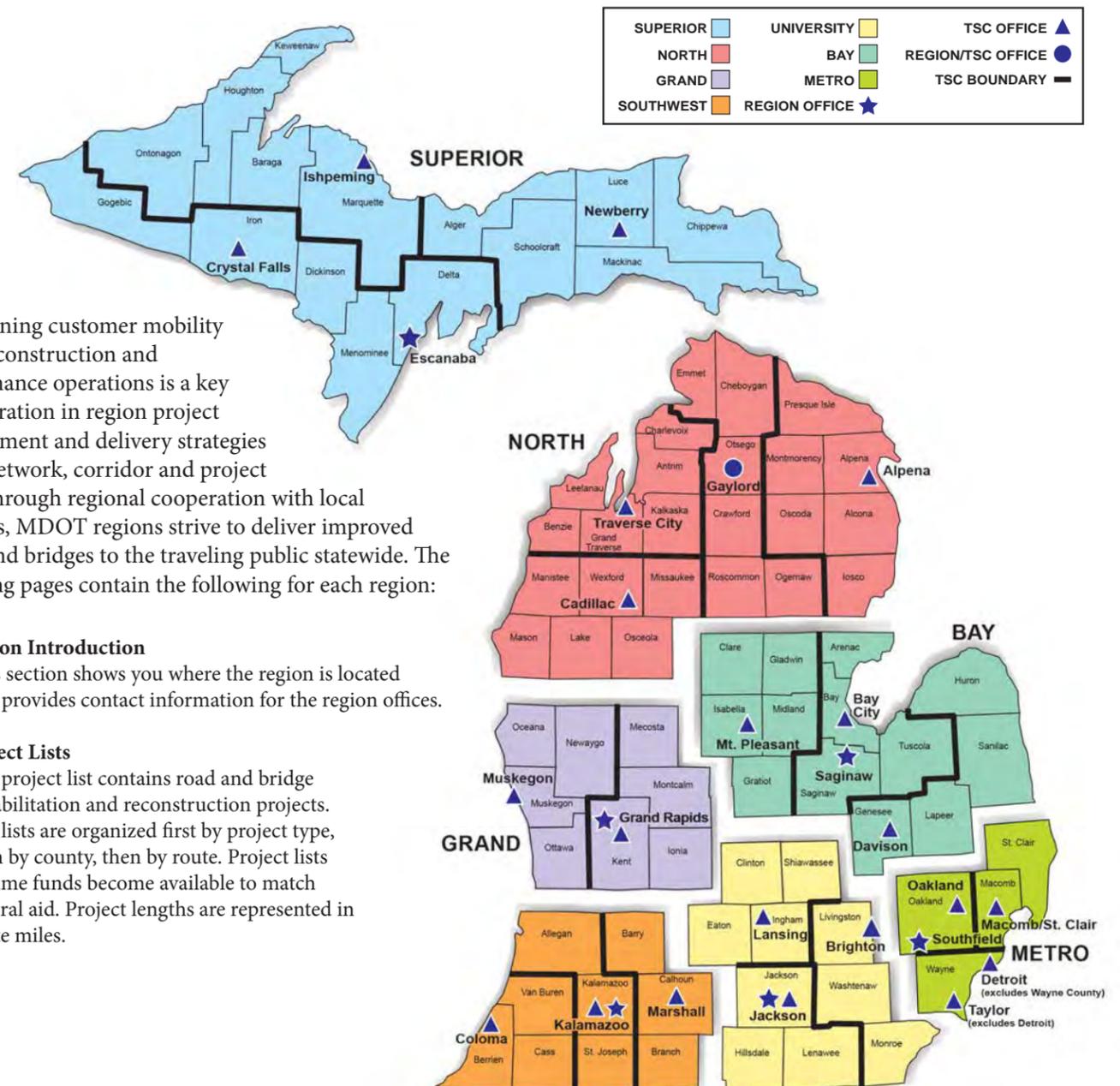
Whether through serving airline passengers at commercial service airports, accommodating corporate aviation at general aviation airports, or enhancing quality of life for residents and businesses in the state of Michigan, aviation remains one of the key links to continued and future prosperity. A strategic 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](http://www.michigan.gov/aero) for more information.

## 2013-2017 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.



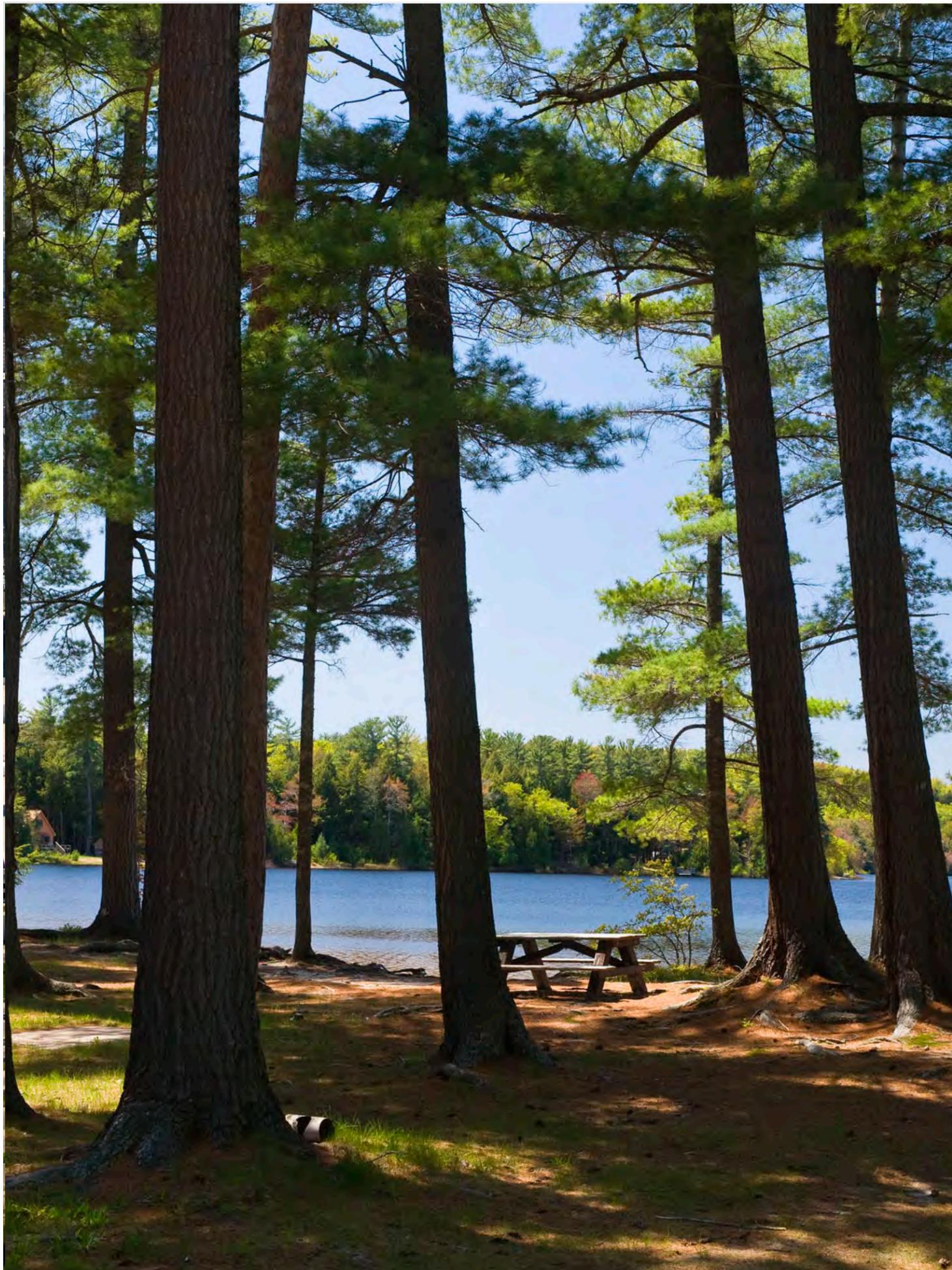
Maintaining customer mobility during construction and maintenance operations is a key consideration in region project development and delivery strategies at the network, corridor and project level. Through regional cooperation with local partners, MDOT regions strive to deliver improved roads and bridges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

- **Region Introduction**

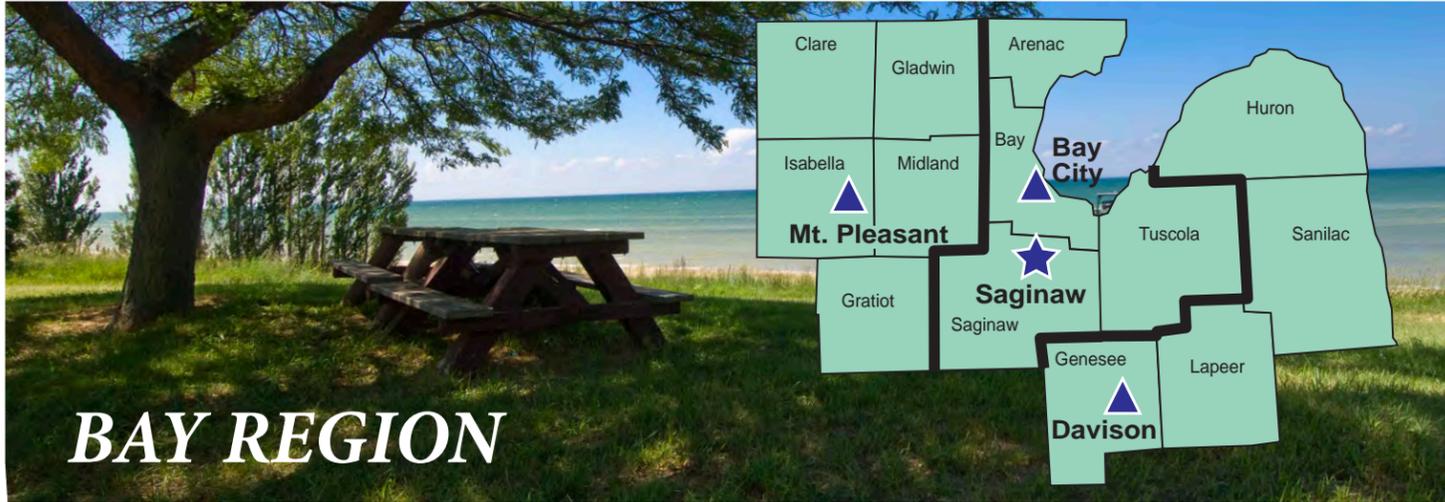
This section shows you where the region is located and provides contact information for the region offices.

- **Project Lists**

The project list contains road and bridge rehabilitation 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.



2013-2017 ROAD AND BRIDGE PROJECT LISTS



Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
ARENAC	US-23		US-23 OVER RIFLE RIVER	OVERLAY - DEEP	0.147			CON		
BAY	M-13		M-13 OVER JOHNSONS CREEK	BRIDGE REPLACEMENT	0.000		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		US-10 OVER HOPPLER CREEK	MISCELLANEOUS REHABILITATION	0.254		CON			
CLARE	US-10		US-10 OVER CHIPPEWA CREEK	BRIDGE REPLACEMENT	0.229				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	SUBSTRUCTURE REPAIR	0.075				CON	
GENESEE	I-475		I-475 OVER LEFT TURN LANE NO 3	SUBSTRUCTURE REPAIR	0.075				CON	
GENESEE	I-69		I-69 WB OVER IRISH ROAD	OVERLAY - DEEP	0.340	CON				
GENESEE	I-69		I-69 EB OVER IRISH ROAD	OVERLAY - DEEP	0.340	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)	SUBSTRUCTURE REPAIR	0.360		CON			
GENESEE	I-69		I-69 EB OVER CENTER ROAD	SUBSTRUCTURE REPAIR	0.360		CON			
GENESEE	I-69		I-69 WB OVER CENTER ROAD	SUBSTRUCTURE REPAIR	0.360		CON			
GENESEE	I-75		BALDWIN ROAD OVER I-75	MISCELLANEOUS REHABILITATION	0.582	CON				
GENESEE	I-75		MAPLE ROAD OVER I-75	SUBSTRUCTURE REPAIR	0.201	CON				
GENESEE	M-15		M-15 OVER PADDISON CO DRAIN	CULVERT REPLACEMENT	0.308				CON	
GLADWIN	M-30		M-30 OVER NO NAME	CULVERT REPLACEMENT	0.218				CON	
GRATIOT	M-57		M-57 OVER BRADLO DRAIN	CULVERT REPLACEMENT	0.963				CON	
GRATIOT	US-27		M-57 OVER US-127	SUBSTRUCTURE REPAIR	0.051	CON				
HURON	M-142		M-142 OVER PHILLIP DRAIN	CULVERT REPLACEMENT	0.746		CON			
HURON	M-25		M-25 OVER PINNEBOG RIVER	OVERLAY - SHALLOW	0.400			CON		
HURON	M-25		M-25 OVER SCHRAM DRAIN	OVERLAY - SHALLOW	0.400			CON		
ISABELLA	US-10		LEATON ROAD OVER US-10	SUBSTRUCTURE REPAIR	0.150		CON			
LAPEER	I-69		I-69 EB OVER NEWARK ROAD	OVERLAY - DEEP	0.452				CON	
LAPEER	M-24 (South Lapeer Road)		M-24 OVER FARMERS CREEK	CULVERT REPLACEMENT	0.000	CON				
LAPEER	M-53		M-53 OVER WESTERN DRAIN	OVERLAY - DEEP	0.872		CON			
MIDLAND	M-18		M-18 OVER US-10	DECK REPLACEMENT	0.020	CON				
MIDLAND	US-10		WEST RIVER ROAD OVER US-10	DECK REPLACEMENT	0.260	CON				
MIDLAND	US-10		US-10 EB OVER BLUFF CREEK	OVERLAY - DEEP	2.711	CON				
MIDLAND	US-10		US-10 WB OVER BLUFF CREEK	OVERLAY - DEEP	2.711	CON				
MIDLAND	US-10		US-10 EB OVER MUD CREEK	OVERLAY - DEEP	2.711	CON				
MIDLAND	US-10		US-10 WB OVER MUD CREEK	OVERLAY - DEEP	2.711	CON				
MIDLAND	US-10		COLEMAN ROAD OVER US-10	OVERLAY - SHALLOW	0.260	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	M-13		M-13 OVER FLINT RIVER	BRIDGE REPLACEMENT	0.494			CON		
SAGINAW	M-13		M-13 OVER BIRCH RUN OUTLET DRAIN	BRIDGE REPLACEMENT	0.494			CON		
SAGINAW	M-13		M-13 OVER KOEPKE DRAIN	OVERLAY - DEEP	1.040			CON		
SAGINAW	M-13		M-13 OVER MESSNER DRAIN	CULVERT REPLACEMENT	0.811			CON		
SAGINAW	M-46		M-46 EB OVER SWAN CREEK	OVERLAY - DEEP	0.334			CON		
SAGINAW	M-46		M-46 WB OVER SWAN CREEK	OVERLAY - SHALLOW	0.334			CON		

2013-2017 ROAD AND BRIDGE PROJECT LISTS

Bridge Replacement and Rehabilitation, continued

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
SAGINAW	M-57		M-57 OVER BRANCH OF DEER CREEK	CULVERT REPLACEMENT	0.131			CON		
SAGINAW	M-57		M-57 OVER SHIAWASSEE RIVER	BRIDGE REPLACEMENT	0.120					CON
SAGINAW	M-81		M-81 OVER WEAVER DRAIN	CULVERT REPLACEMENT	0.871				CON	
SAGINAW	M-83		M-83 OVER CHEBOYGANING CREEK	SUBSTRUCTURE REPAIR	0.426			CON		
SANILAC	M-25		M-25 OVER MILL CREEK	BRIDGE REPLACEMENT	0.124				CON	
SANILAC	M-46		M-46 OVER BLACK RIVER	OVERLAY - DEEP	0.982				CON	
SANILAC	M-46		M-46 OVER MIDDLE BRANCH OF CASS RIVER	CULVERT REPLACEMENT	0.987				CON	
SANILAC	M-53		M-53 OVER GREENMAN CREEK	OVERLAY - SHALLOW	0.000				CON	
SANILAC	M-90		M-90 OVER POTTS DRAIN	DECK REPLACEMENT	1.499			CON		
TUSCOLA	M-15		M-15 OVER CASS RIVER	BRIDGE REPLACEMENT	0.098		CON			
					25.335					

Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
BAY	I-75 (I-75)		PINCONNING ROAD TO BAY/ARENAC COL	RESTORATION AND REHABILITATION	3.330		CON			
BAY	I-75		COTTAGE GROVE ROAD TO LINWOOD ROAD	RESTORATION AND REHABILITATION	1.801					CON
BAY	M-13		ZILWAWKEE BRIDGE TO BAY CITY SOUTH CITY LIMITS	RESURFACE	6.288					CON
BAY	N M-47/W US-10 RAMP		US-10 & M-47	RECONSTRUCTION	0.116		CON			
GENESEE	I-475		SAGINAW STREET TO CLIO ROAD	RESTORATION AND REHABILITATION	1.401				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
GENESEE	I-75		OAKLAND COL TO I-475 N JUNCTION	RESURFACE	19.259		CON			
GRATIOT	US-127		WASHINGTON ROAD TO POLK ROAD	RESURFACE	2.803					CON
GRATIOT	US-127		POLK ROAD TO VAN BUREN ROAD	RESURFACE	2.689					CON
GRATIOT	US-127		VAN BUREN ROAD TO BEGOLE ROAD	RESTORATION AND REHABILITATION	3.000					CON
HURON	M-53 (West Huron Avenue)		OUTER DRIVE TO M-142, BAD AXE	RECONSTRUCTION	0.779	CON				
ISABELLA	US-10 BR (Pere Marquette Road)		SUNSET AVENUE EAST TO US-10 RAMPS	RESURFACE	2.196	CON				
LAPEER	M-24		I-69 TO NEPESSING STREET, LAPEER	RECONSTRUCTION	2.057	CON				
MIDLAND	US-10		MIDLAND/ISABELLA COUNTY LINE EASTERLY TO M-18	RESTORATION AND REHABILITATION	6.840	CON				
SAGINAW	I-75		I-675 NORTH JUNCTION TO SAGINAW/BAY COL	RECONSTRUCTION	0.838					CON
SAGINAW	I-75		DIXIE HIGHWAY TO HESS	MAJOR WIDENING	3.765			CON		
SAGINAW	M-46		BRENNAN ROAD TO M-52	RESURFACE	5.975					CON
TUSCOLA	M-25		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			
					74.525					

Trunkline Modernization

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

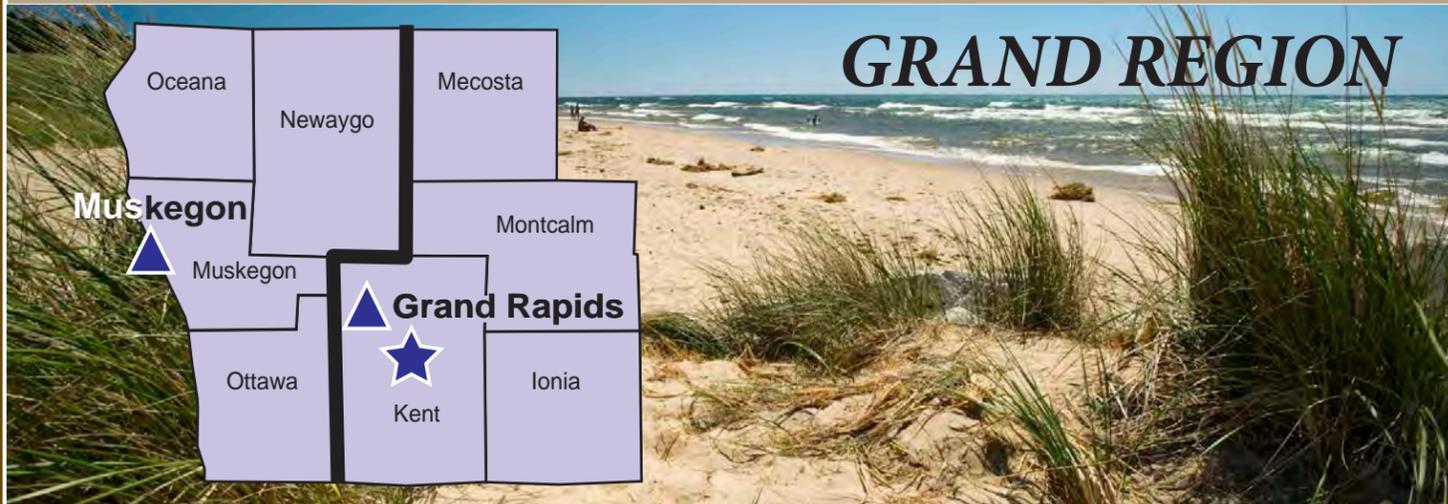
COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
LAPEER	M-24		0.26 MILES NORTH OF NEWARK ROAD	GENERAL MISCELLANEOUS	0.000	CON	CON			
LAPEER	M-24		0.26 MILES NORTH OF NEWARK ROAD	GENERAL MISCELLANEOUS			PE			

M-84, FROM SOUTH OF KOCHVILLE ROAD TO M-13 (EUCLID AVENUE)

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
BAY	M-84		FROM SOUTH OF DELTA ROAD TO EUCLID AVENUE	RECONSTRUCT AND ADD LANE(S) OVER 0.5 MI	3.430	CON	CON			

US-127, I-69 TO ITHACA

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
GRATIOT	US-127		GRATIOT COUNTY LINE NORTHERLY TO BAGLEY ROAD	NEW ROUTES		ROW	ROW	ROW		
					3.430					



# GRAND REGION

## Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
IONIA	I-96		CUTLER ROAD OVER I-96	BRIDGE REPLACEMENT	0.604					CON
KENT	I-196 (Gerald R. Ford Freeway)		KENOWA AVENUE OVER I-196	OVERLAY - DEEP	0.000					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 EB (Gerald R Ford Fwy)		I-196 M-21 EB OVER GRAND RIVER AND MARKET AVENUE	OVERLAY - DEEP	0.190	CON				
KENT	I-196 EB		I-196 EB OVER M-45	OVERLAY - SHALLOW	0.000			CON		
KENT	I-196 WB (Gerald R Ford Fwy)		I-196 M-21 WB OVER GRAND RIVER & MARKET AVENUE	MISCELLANEOUS REHABILITATION	0.185	CON				
KENT	I-96 (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	DECK REPLACEMENT	0.000			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	0.000		CON			
MONTCALM	M-57 (Carson City Road)		M-57 OVER BUTTERNUT CREEK	CULVERT REPLACEMENT	0.000		CON			
MUSKEGON	US-31 (US-31)		SHETTLER ROAD OVER US-31	OVERLAY - SHALLOW	0.000	CON				
MUSKEGON	US-31 BR (Seaway Drive)		BROADWAY AVENUE OVER I-96 BS	OVERLAY - SHALLOW	0.209		CON			
OCEANA	US-31		WINSTON ROAD OVER US-31	DECK REPLACEMENT	0.000	CON				
OTTAWA	I-96 (I-96 WB)		I-96 WB OVER M-104	OVERLAY - DEEP	0.000	CON				
OTTAWA	I-96		APPLE DRIVE OVER I-96	OVERLAY - DEEP	0.000	CON				
OTTAWA	I-96		I-96 EB OVER M-104	OVERLAY - DEEP	0.000	CON				
OTTAWA	US-31		TAFT ROAD OVER US-31	OVERLAY - SHALLOW	0.000			CON		
OTTAWA	US-31		US-31 OVER BARRMAN DRAIN	CULVERT REPLACEMENT	0.520				CON	
					1.795					

## Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
IONIA	M-66 (State Road)		S IONIA CO LINE TO PORTLAND RD	RESTORATION AND REHABILITATION	6.994					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-37 (Broadmoor Avenue)		52ND ST NORTH TO 44TH ST	RESTORATION AND REHABILITATION	1.282		CON			
KENT	M-44 (Belding Road)		RAMSDRELL DR EAST TO THE EAST KENT CO LINE	RESTORATION AND REHABILITATION	7.156			CON		
KENT	M-44 (Belding Road)		WOLVERINE BLVD EAST TO BLAKELY DR	RECONSTRUCTION	1.044					CON
KENT	M-44 CONN (Plainfield Avenue)		AIRWAY ST TO M-44	RESURFACE	1.529	CON				
KENT	US-131		KENT SOUTH COUNTY LINE TO 76TH STREET	RECONSTRUCTION	4.053					CON
MECOSTA	M-20 (157th Avenue)		AT 157TH AVENUE	RECONSTRUCTION	0.176		CON			
MECOSTA	US-131		S MECOSTA CO LINE TO 6 MILE RD	RESTORATION AND REHABILITATION	6.061		CON			
MECOSTA	US-131 NB		6 MILE ROAD NORTH TO 13 MILE ROAD	RESTORATION AND REHABILITATION	7.373					CON
MECOSTA	US-131 SB		6 MILE RD NORTH TO 13 MILE RD	RESTORATION AND REHABILITATION	7.360	CON				
MONTCALM	M-66 (Main Street)		CONDENSERY RD TO SHERIDAN NVL	RESURFACE	0.852	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		
NEWAYGO	M-37 (Mason Drive)		AT DOWNING DRAIN, NORTH OF GRANT	RESTORATION AND REHABILITATION	0.010	CON				
NEWAYGO	M-82 (48th Street)		M-120 EAST TO INDUSTRIAL DRIVE	RESURFACE	3.144		CON			
OCEANA	US-31		FRUITVALE ROAD NORTH TO WINSTON ROAD	RESURFACE	5.366				CON	
OTTAWA	M-11 (Ironwood Drive)		HAYES ST TO WILSON AVE	RESURFACE	2.211			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	
					71.187					

## New Roads - US-31, Holland to Grand Haven

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
OTTAWA	M-231		M-45 TO LITTLE ROBINSON CREEK	NEW ROUTES	4.476	CON	CON	CON		
OTTAWA	M-231		M-45 TO LITTLE ROBINSON CREEK	NEW ROUTES		PE				
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	CON	
OTTAWA	M-231		OVER THE GRAND RIVER (APPROACH SPANS)	NEW STRUCTURE ON NEW ROUTE	1.328	CON	CON	CON	CON	
OTTAWA	M-231		THE GRAND RIVER NORTH TO M-104	NEW ROUTES	1.996	CON	CON	CON		
OTTAWA	M-231		THE GRAND RIVER NORTH TO M-104	NEW ROUTES		PE				
OTTAWA	M-231		THE GRAND RIVER NORTH TO M-104	NEW ROUTES		UTL	UTL	UTL		
OTTAWA	I-96		OVER ABANDONED GTW RAILROAD	BRIDGE REMOVAL	1.393	CON	CON	CON	CON	
OTTAWA	I-96		OVER ABANDONED GTW RAILROAD	BRIDGE REMOVAL		UTL	UTL			
OTTAWA	M-231		OVER LEONARD STREET	NEW STRUCTURE ON NEW ROUTE	0.000	CON	CON	CON		
OTTAWA	I-96		AT M-231	NEW STRC-EXTG RTE	2.237	CON	CON	CON	CON	
OTTAWA	I-96		UNDER 112TH AVENUE	REPLACE BRIDGE, ADD LANES	1.974	CON	CON			
OTTAWA	M-231		OVER RICH STREET	NEW STRUCTURE ON NEW ROUTE	0.000	CON	CON	CON	CON	CON
OTTAWA	M-231		OVER BUCHANAN STREET	NEW STRUCTURE ON NEW ROUTE	0.000	CON	CON	CON	CON	CON
OTTAWA	M-231		OVER SLEEPER STREET	NEW STRUCTURE ON NEW ROUTE	0.000	CON	CON	CON	CON	CON
OTTAWA	M-231		OVER NORTH CEDAR DRIVE	NEW STRUCTURE ON NEW ROUTE	0.000	CON				
OTTAWA	M-231		OVER LITTLE ROBINSON CREEK	NEW STRUCTURE ON NEW ROUTE	0.000	CON	CON	CON		
OTTAWA	M-231		THE GRAND RIVER NORTH TO CYPRESS ST	NEW ROUTES		EPE				
OTTAWA	M-104 (Cleveland Street)		124TH AVE TO I-96 (EB)	RECONSTRUCT AND ADD LANE(S) OVER 0.5 A	0.724	CON	CON	CON		
OTTAWA	M-231		M-45 NORTH TO LITTLE ROBINSON CREEK	NEW ROUTES	3.510	CON	CON			
					17.638					

## Trunkline Modernization - US-31, Holland to Grand Haven

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
OTTAWA	US-31		LAKEWOOD BLVD NORTH TO QUINCY ST	RECONSTRUCT AND ADD LANE(S) OVER 0.5 A	2.787				CON	CON
OTTAWA	US-31		LAKEWOOD BLVD NORTH TO QUINCY ST	RECONSTRUCT AND ADD LANE(S) OVER 0.5 A		PE	PE	PE	PE	
					2.787					

## Bridge - Big Bridge Program

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
MECOSTA	US-131		US-131 SB OVER MUSKEGON RIVER	OVERLAY - EPOXY	2.100		CON			
MECOSTA	US-131		US-131 NB OVER MUSKEGON RIVER	OVERLAY - EPOXY	2.100		CON			
					2.100					



## Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
OAKLAND	TROWBRIDGE ROAD		TROWBRIDGE ROAD OVER GTW RAILROAD	SUPERSTRUCTURE REPAIR	0.010		CON			
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-69	BRIDGE REPLACEMENT	0.485	CON				
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-69 WB	BRIDGE REPLACEMENT	0.485	CON				
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-94	BRIDGE REPLACEMENT	0.485	CON				
ST. CLAIR	I-69		RAMP D I-94 EB TO M-21 OVER I-69 EB	BRIDGE REPLACEMENT	0.485	CON				
ST. CLAIR	I-69		RAMP D OVER I-69 EB	NEW STRUCTURE ON NEW ROUTE	0.485	CON				
ST. CLAIR	I-69		RAMP D OVER I-69 WB	NEW STRUCTURE ON NEW ROUTE	0.485	CON				
ST. CLAIR	I-94		I-69 EB OVER I-94	BRIDGE REPLACEMENT	0.000	CON				
ST. CLAIR	I-94		I-69 WB OVER I-94	BRIDGE REPLACEMENT	0.000	CON				

2013-2017 ROAD AND BRIDGE PROJECT LISTS

Bridge Replacement and Rehabilitation, continued

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
ST. CLAIR	I-94		I-94 EB OVER LAPEER ROAD	BRIDGE REPLACEMENT	0.000	CON				
ST. CLAIR	I-94		I-94 WB OVER LAPEER ROAD	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	I-75		I-75 E-N RAMP OVER M-10	DECK REPLACEMENT	0.214					CON
WAYNE	I-94		CSX RAILROAD OVER I-94	SUBSTRUCTURE REPAIR	0.000					CON
WAYNE	I-94		CONRAIL OVER I-94	SUBSTRUCTURE REPAIR	0.000					CON
WAYNE	I-94		GTW & CONRAIL OVER I-94	PAINTING COMPLETE	0.000					CON
WAYNE	I-94		TRUMBULL AVENUE OVER I-94	BRIDGE REPLACEMENT	0.179				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	0.186		CON			
WAYNE	I-96		SB SERVICE ROAD OVER I-96	DECK REPLACEMENT	0.186		CON			
WAYNE	I-96		BERWYN STREET OVER I-96	DECK REPLACEMENT	0.186		CON			
WAYNE	I-96		LEFT TURN WEST OF MIDDLEBELT OVER I-96	DECK REPLACEMENT	0.186		CON			
WAYNE	I-96		LEFT TURN WEST OF INKSTER OVER I-96	WIDEN-MAINT LANES	0.186		CON			
WAYNE	I-96		LFT TRN E INKSTER OVER I-96	BRIDGE REPLACEMENT	0.186		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		LEVAN RD OVER I-96	MISCELLANEOUS REPLACE	1.390		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 DLB 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		NEWBURGH ROAD OVER I-96	DECK REPLACEMENT	0.755		CON			
WAYNE	I-96		MERRIMAN ROAD W LEFT TURN OVER I-96	DECK REPLACEMENT	0.755		CON			
WAYNE	I-96		MERRIMAN ROAD E LEFT TURN OVER I-96	DECK REPLACEMENT	0.755		CON			
WAYNE	I-96		LEVAN W LEFT TURN OVER I-96	DECK REPLACEMENT	0.755		CON			
WAYNE	I-96		LEVAN RD E LEFT TURN OVER I-96	DECK REPLACEMENT	0.755		CON			
WAYNE	I-96		NEWBURGH DOUBLE U-TURN OVER I-96	OVERLAY - DEEP	0.755		CON			
WAYNE	M-10		RAILROAD PEDESTRIAN WALK OVER M-10	BRIDGE REMOVAL	0.079					CON
WAYNE	M-102		M-102 OVER PLUM CREEK	BRIDGE REPLACEMENT	0.369	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-85		M-85 OVER CONRAIL (ABANDONED)	BRIDGE REPLACEMENT	0.070		CON			
WAYNE	OLD-14		OLD M-14 OVER MIDDLE ROUGE RIVER	BRIDGE REPLACEMENT	0.139			CON		
WAYNE	OLD-14		HINES DRIVE OVER OLD M-14 (ANN ARBOR ROAD)	BRIDGE REPLACEMENT	0.139			CON		
					6.590					

Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
MACOMB	I-94		STEPHENS TO 11 MILE	RECONSTRUCTION	1.641				CON	
MACOMB	M-53 (Earle Memorial Highway)		34 MILE ROAD TO NORTH MACOMB COUNTY LINE	RECONSTRUCTION	4.436	CON				
MACOMB	M-53 (Van Dyke Road)		15 MILE ROAD TO 18 MILE ROAD	RECONSTRUCTION	3.244			CON		
MACOMB	M-53		HELEN STREET TO RED RUN DRAIN	RESTORATION AND REHABILITATION	2.846	CON				
MACOMB	M-59 (Hall Rd)		M-53 TO ROMEO PLANK ROAD	RECONSTRUCTION	1.807					CON
OAKLAND	M-24		HARMON ROAD TO GOLDENGATE	RESURFACE	4.989			CON		
OAKLAND	M-24		HARRIET TO DAVISON LAKE ROAD	RESURFACE	4.093					CON
OAKLAND	M-59 (Highland Road)		ELIZABETH LAKE ROAD TO US-24	RECONSTRUCTION	1.449				CON	
OAKLAND	M-59		OAKLAND WEST CTY LINE TO MILFORD	RESURFACE	3.183				CON	
ST. CLAIR	E I 69		WALES CENTER TO M-19 (EB ONLY)	RECONSTRUCTION	4.507				CON	
ST. CLAIR	I-69		AT I-94 INTERCHANGE	RECONSTRUCTION	3.707	CON				
ST. CLAIR	I-69		TAYLOR ROAD TO WALES CENTER-EAST BOUND ONLY	RECONSTRUCTION	6.067			CON		
ST. CLAIR	I-69 (W I 69)		WALES CENTER TO M-19 (WB ONLY)	RECONSTRUCTION	4.506					CON
ST. CLAIR	M-29		GREEN STREET / MAIN STREET TO PALMS	RECONSTRUCTION	5.406				CON	
WAYNE	I-275		AND I-96 FROM M-153 TO 5 MILE ROAD	RESURFACE	5.308				CON	

2013-2017 ROAD AND BRIDGE PROJECT LISTS

Repair and Rebuild Roads, continued

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
WAYNE	I-275		US-12 TO M-153	RESURFACE	3.121					CON
WAYNE	I-75 (Walter P Chrysler Fwy)		NORTH OF CANFIELD STREET TO SOUTH OF PIQUETTE	RESURFACE	0.999					CON
WAYNE	I-96		MELVIN TO US-24	RECONSTRUCTION	3.480		CON			
WAYNE	I-96 (Jeffries)		NEWBURGH ROAD TO MIDDLEBELT ROAD	RECONSTRUCTION	3.610		CON			
WAYNE	M-1 (Woodward Avenue)		CHANDLER TO SIBLEY	RECONSTRUCTION	2.870	CON				
WAYNE	M-102 (Eight Mile Road)		ROUGE RIVER TO M-39	RESURFACE	3.000	CON				
WAYNE	M-97 (Hoover St)		M-3 (GRATIOT RD) TO M-102 (8 MILE RD)	RESURFACE	2.940					CON
WAYNE	OLD-14		NEWBURGH TO MARKET STREET	RECONSTRUCTION	0.393			CON		
WAYNE	W JEFFERSON AVE		EB JEFFERSON ON RAMP TO SB M-10	RECONSTRUCTION	0.000	CON				
					77.602					

Trunkline Modernization

AMBASSADOR BRIDGE GATEWAY PROJECT

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
WAYNE	AB RAMP FROM TP OVER I-75&I-96		I-75 AT AMBASSADOR BRIDGE	INTERCHANGE REDESIGN & UPGRADING	0.000	CON				
WAYNE	AMBASSADOR BRG TRUCKS/I-75 S		I-75 AT THE AMBASSADOR BRIDGE PLAZA	NEW INTERCHANGE-EXISTING ROUTE	0.001	CON				
WAYNE	M-85		FROM ST. ANNE STREET TO 23RD STREET	CONSTRUCT ROADWAY LIGHTING	0.066	CON				

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

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
ST. CLAIR	I-94		APPROACH TO BLACK RIVER BRIDGE	BRIDGE REPLACEMENT	0.414	CON				
ST. CLAIR	I-94/I-69 (I-94/I-69 Interchange)		I-94/I-69 FREEWAY	WELCOME CENTER ON RELOCATED ROUTE	0.000		CON	CON		
ST. CLAIR	I-94/I-69 (I-94/I-69 Interchange)		I-94/I-69 FREEWAY	WELCOME CENTER ON RELOCATED ROUTE		PE	PE			
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue)		E.C. WILLIAMS HISTORIC HOUSE	GENERAL MISCELLANEOUS	0.000		CON	CON		
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue)		E.C. WILLIAMS HISTORIC HOUSE	GENERAL MISCELLANEOUS		PE	PE			
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue)		BLUE WATER BRIDGE PLAZA	GENERAL MISCELLANEOUS	0.488					CON
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue)		BLUE WATER BRIDGE PLAZA	GENERAL MISCELLANEOUS		ROW				
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue)		BLUE WATER BRIDGE PLAZA	BLDG EXPN-RST, WEL, WEI			EPE			
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue)		BLUE WATER BRIDGE PLAZA	BLDG EXPN-RST, WEL, WEI			EPE			
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue)		BLUE WATER BRIDGE PLAZA	BLDG EXPN-RST, WEL, WEI			EPE			
ST. CLAIR	MANSFIELD STREET		PINE GROVE TO 10TH STREET	RECNST EXIST, NO WIDEN	0.052	CON	CON			
ST. CLAIR	AREAWIDE		CITY OF PORT HURON	GENERAL MISCELLANEOUS		EPE				

DETROIT INTERMODAL FREIGHT TERMINAL

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
WAYNE	COUNTYWIDE		LIVERNOIS JUNCTION YARD	GENERAL MISCELLANEOUS		EPE				
WAYNE	COUNTYWIDE		LIVERNOIS JUNCTION YARD	GENERAL MISCELLANEOUS						ROW
WAYNE	COUNTYWIDE		LIVERNOIS JUNCTION YARD	GENERAL MISCELLANEOUS						PE

I-275 AND FORD ROAD INTERCHANGE

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
WAYNE	M-153 EB/I-275 NB RAMP		FROM CHERRY HILL ROAD TO WARREN ROAD & FORD ROAD	BLANKET PE (SCOPING AND/OR DESIGN)		EPE				

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

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
OAKLAND	I-75		SOUTH OF M-59 TO 12 MILE ROAD	CORRIDOR WORK	12.854		CON	CON	CON	
OAKLAND	I-75		12 MILE ROAD TO 8 MILE ROAD	CORRIDOR WORK	4.369					CON
OAKLAND	I-75		12 MILE ROAD TO 8 MILE ROAD	CORRIDOR WORK			ROW	ROW	ROW	
OAKLAND	I-75		12 MILE ROAD TO 8 MILE ROAD	CORRIDOR WORK			PE	PE	PE	

I-94, I-96 TO CONNER IN DETROIT \*

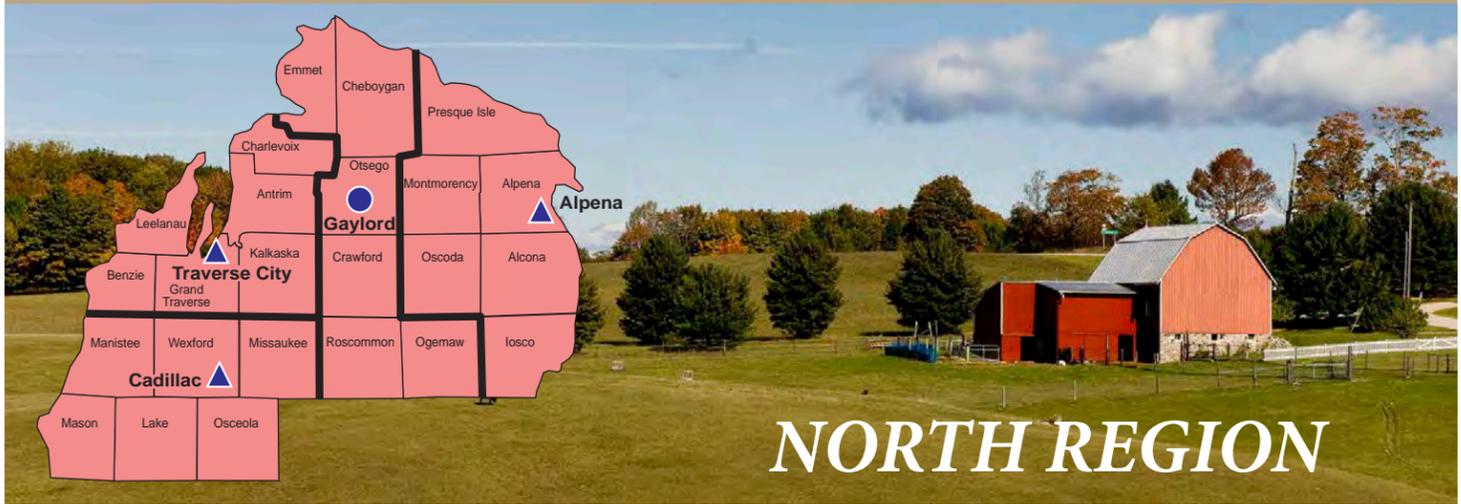
COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
WAYNE	I-94		VANDYKE (M-53) OVER I-94 IN THE CITY OF DETROIT	BRIDGE REPLACEMENT	0.283	CON	CON	CON		
WAYNE	I-94		VANDYKE (M-53) OVER I-94 IN THE CITY OF DETROIT	BRIDGE REPLACEMENT			UTL	UTL		
WAYNE	I-94		M-3 OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.001		CON	CON		
WAYNE	I-94 (Edsel Ford Freeway)		I-96 TO CONNER AVENUE	CORRIDOR WORK	6.649				CON	CON
WAYNE	I-94 (Edsel Ford Freeway)		I-96 TO CONNER AVENUE	CORRIDOR WORK			ROW			
					25.177					

\*Will change once implementation and financing of I-94/I-75 projects are determined.

Bridge - Big Bridge Program

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
WAYNE	I-75		I-75 OVER ROUGE RIVER, DEARBORN STREET & RR	DECK REPLACEMENT	0.080					CON
WAYNE	I-75		I-75 SB ON RAMP OVER ROUGE RIVER & PLEASANT STREET	DECK REPLACEMENT	0.080					CON
WAYNE	I-75		I-75 NB OFF RAMP OVER ROUGE RIVER, RR, MAINT ROAD	DECK REPLACEMENT	0.369					CON
WAYNE	I-75		I-75 OVER FORT STREET	DECK REPLACEMENT	0.369					CON
					0.449					

2013-2017 ROAD AND BRIDGE PROJECT LISTS



NORTH REGION

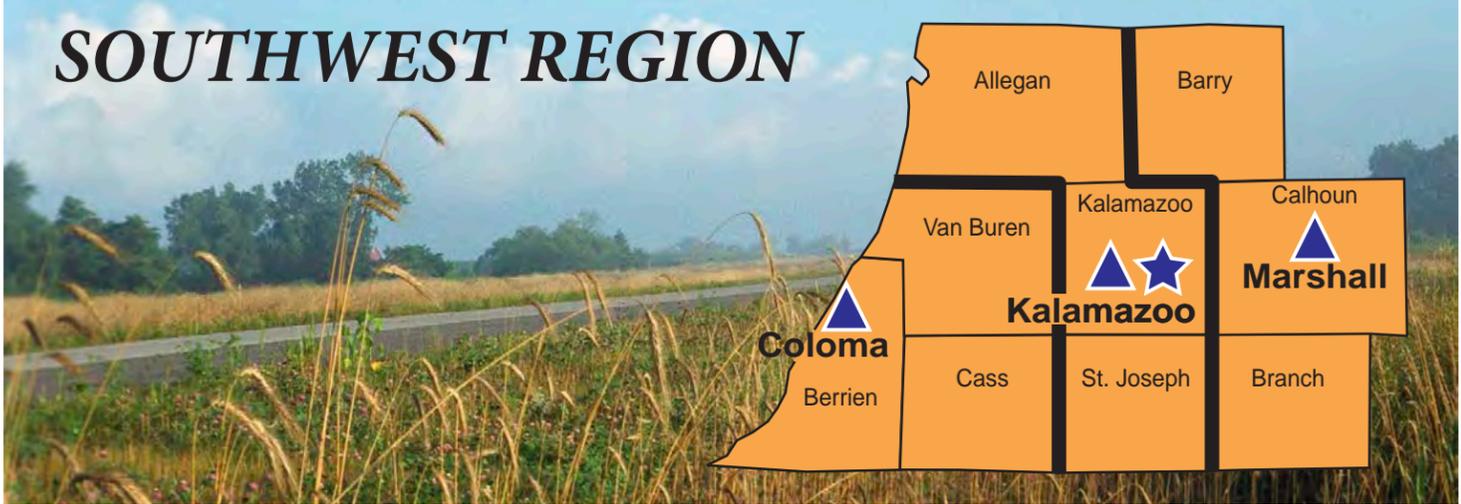
Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
BENZIE	M-22		M-22 OVER PLATTE RIVER	BRIDGE REPLACEMENT	0.069		CON			
CHEBOYGAN	US-23		US-23 OVER LITTLE BLACK RIVER	BRIDGE REPLACEMENT	0.374			CON		
GRAND TRAVERSE	US-31		US-31 OVER BOARDMAN RIVER	OVERLAY - DEEP	0.271					CON
					0.714					

Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
ANTRIM	M-88		BELLAIRE TO CENTRAL LAKE	RESTORATION AND REHABILITATION	5.540	CON				
ANTRIM	US-131		NORTH JUNCTION OF M-32 TO SOUTH OF BOYNE FALLS	RECONSTRUCTION	6.399				CON	
BENZIE	M-115		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	I-75 NB		HARTWICK PINES ROAD TO COUNTY ROAD 612	RESTORATION AND REHABILITATION	4.504					CON
CRAWFORD	M-72		KALKASKA COUNTY LINE TO M-93 INTERSECTION	RESTORATION AND REHABILITATION	6.048					CON
EMMET	US-31 (Charlevoix Avenue)		TOWNSEND TO US-131	RESTORATION AND REHABILITATION	3.366			CON		
EMMET	US-31		US-31 IN PETOSKEY	TRAFFIC OPERATIONS OR SAFETY WORK	0.478	CON				
EMMET	US-31		US-31 @ MANVEL RD	MINOR WIDENING	0.287	CON				
GRAND TRAVERSE	M-113		NORTH OF M-186 SOUTH TO US-131	RESTORATION AND REHABILITATION	5.088		CON			
GRAND TRAVERSE	M-186		M-186	RESTORATION AND REHABILITATION	2.492					CON
GRAND TRAVERSE	US-31		3 MILE ROAD TO HOLIDAY HILLS ROAD	RESTORATION AND REHABILITATION	1.482			CON		
IOSCO	M65		TURTLE RD TO 1200' NORTH OF SHERMAN STREET	RESTORATION AND REHABILITATION	5.974	CON				
IOSCO	US-23 (US-23)		TAWAS BEACH ROAD TO AULERICH ROAD	RECONSTRUCTION	1.830					CON
IOSCO	US-23		E. POINT ROAD TO AU SABLE RIVER BRIDGE	RECONSTRUCTION	4.840		CON			
IOSCO	US-23 (US-23)		SOUTH OF KIRKLAND DRIVE TO NORTH OF POINT ROAD	RESTORATION AND REHABILITATION	1.997				CON	
IOSCO	US-23 (Huron Road)		AUELICH ROAD TO KIRKLAND DRIVE	RESTORATION AND REHABILITATION	3.803			CON		
LEELANAU	M-22 (West Bay Shore Drive)		FROM M-201 TO OMENA	RESTORATION AND REHABILITATION	5.043		CON			
LEELANAU	M-22		FROM M-204 NORTH APPROX. 82 MILES	RESTORATION AND REHABILITATION	0.816	CON				
MISSAUKEE	M-66/55		JENNINGS ROAD TO 1ST STREET	RECONSTRUCTION	0.968				CON	
OSCEOLA	US-131 (US-131 NB)		SOUTH OF US-10 INTERCHANGE TO NORTH OF US-10	RESURFACE	2.270			CON		
OSCEOLA	US-131		SOUTH COUNTY LINE TO SOUTH OF US-10	RESTORATION AND REHABILITATION	3.362		CON			
ROSCOMMON	US-127 (US-127)		MUSKOGON RIVER NORTH	RESTORATION AND REHABILITATION	3.748		CON			
ROSCOMMON	US-127		M-55 TO MUSKOGON RIVER BRIDGE	RESTORATION AND REHABILITATION	10.751				CON	
WEXFORD	M-37 (M-37)		M-115 TO 4 ROAD	RESURFACE	6.280	CON				
WEXFORD	OLD 131		N OF US-131 S CROSSING TO S OF US-131 N CROSSING	RECONSTRUCTION	2.680					CON
WEXFORD	OLD 131		N OF BOON RD TO S OF S US-131 S CROSSING	RECONSTRUCTION	2.870				CON	
					99.406					

2013-2017 ROAD AND BRIDGE PROJECT LISTS



SOUTHWEST REGION

Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
ALLEGAN	I-196		I-196 BL (NORTH SHORE DRIVE) OVER I-196 AND US-31	OVERLAY - DEEP	0.320		CON			
ALLEGAN	I-196		I-196 & US-31SB OVER OLD ALLEGAN ROAD	OVERLAY - DEEP	0.319		CON			
ALLEGAN	I-196		58 TH STREET OVER I-196	OVERLAY - DEEP	1.627	CON				
ALLEGAN	I-196		I-196 EB OVER CSX RAILROAD	OVERLAY - DEEP	0.560	CON				
ALLEGAN	I-196		OLD US-31 OVER I-196 & US-31	OVERLAY - SHALLOW	0.020		CON			
ALLEGAN	M-89		M-89 OVER KALAMAZOO RIVER OVERFLOW	SUPERSTRUCTURE REPLACEMENT	1.504					CON
BERRIEN	I-196		M-63 OVER I-196	BRIDGE REPLACEMENT	0.300					CON
BERRIEN	I-94		I-94 EB OVER HICKORY CREEK	BRIDGE REPLACEMENT	0.510	CON				
BERRIEN	I-94		I-94 WB OVER HICKORY CREEK	BRIDGE REPLACEMENT	0.510	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	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-194		I-194 OVER I-94 BL (DICKMAN ROAD)	SUPERSTRUCTURE REPAIR	0.121	CON				
CALHOUN	I-194		I-194 OVER FOUNTAIN STREET	OVERLAY - DEEP	0.121	CON				
CALHOUN	I-194		I-194 OVER GTW RAILROAD	OVERLAY - DEEP	0.278	CON				
CALHOUN	I-194		I-194 OVER CONRAIL (ABANDONED)	SUPERSTRUCTURE REPAIR	0.278	CON				
CALHOUN	M-96		M-96 (COLUMBIA) OVER RAYMOND ROAD	BRIDGE REPLACEMENT	0.128	CON				
KALAMAZOO	I-94		CORK STREET OVER I-94	BRIDGE REMOVAL	0.063				CON	
KALAMAZOO	US-131		I-94 BUSINESS LOOP (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	BRIDGE REPLACEMENT	0.001					CON
VAN BUREN	I-196		I-196 NB OVER 32 ND AVENUE (CR378)	OVERLAY - DEEP	1.313		CON			
VAN BUREN	I-196		I-196 SB OVER 32 ND AVENUE (CR378)	OVERLAY - DEEP	1.313		CON			
VAN BUREN	I-196		M-43 OVER I-196	SUBSTRUCTURE REPLACEMENT	1.313		CON			
VAN BUREN	I-196		M-140 OVER I-196	OVERLAY - SHALLOW	1.313		CON			
VAN BUREN	I-94		64 TH ST (CR687) OVER I-94	OVERLAY - SHALLOW	1.979			CON		
VAN BUREN	I-94		62 ND STREET OVER I-94	OVERLAY - SHALLOW	1.979			CON		
VAN BUREN	I-94		52 ND STREET (CR 365) OVER I-94	OVERLAY - SHALLOW	1.979			CON		
VAN BUREN	I-94		50 TH STREET OVER I-94	OVERLAY - SHALLOW	1.979			CON		
VAN BUREN	I-94		I-94 EB OVER PINE CREEK	OVERLAY - SHALLOW	1.010		CON			
					14.992					

Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
ALLEGAN	I-196		SB ONLY 130TH AVENUE NORTH TO US-31	RESTORATION AND REHABILITATION	7.375		CON			
ALLEGAN	I-196 NB		US-31 SPLIT NORTH TO THE NORTH ALLEGAN COUNTY	RESURFACE	6.620	CON				
ALLEGAN	I-196 SB		AT THE SAUGATUCK REST AREA #727	ROADSIDE FACILITIES - IMPROVE	0.589		CON			
ALLEGAN	US-31		I-196 NORTH TO NORTH OF WASHINGTON AVENUE	RECONSTRUCTION	3.264				CON	
BARRY	M-37 (Bedford Rd)		SOUTH OF GREEN STREET TO SOUTH OF M-79	RESTORATION AND REHABILITATION	2.696		CON			
BERRIEN	I-94		ON I-94 WB FROM I-196 TO M-140	RESURFACE	7.118					CON
BERRIEN	I-94 WB		RED ARROW HIGHWAY (EXIT 16) TO I-94 BL (EXIT 23)	RESURFACE	7.391				CON	
BERRIEN	M-51 (M-51)		ALONG DOWAGIAC RIVER SOUTH OF PUCKER ST.	MISCELLANEOUS	0.241	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	DECK REPLACEMENT, WIDEN, ADD LANES	4.445			CON		
CALHOUN	I-94		I-94 WB OVER RICE CREEK	DECK REPLACEMENT, WIDEN, ADD LANES	4.445			CON		

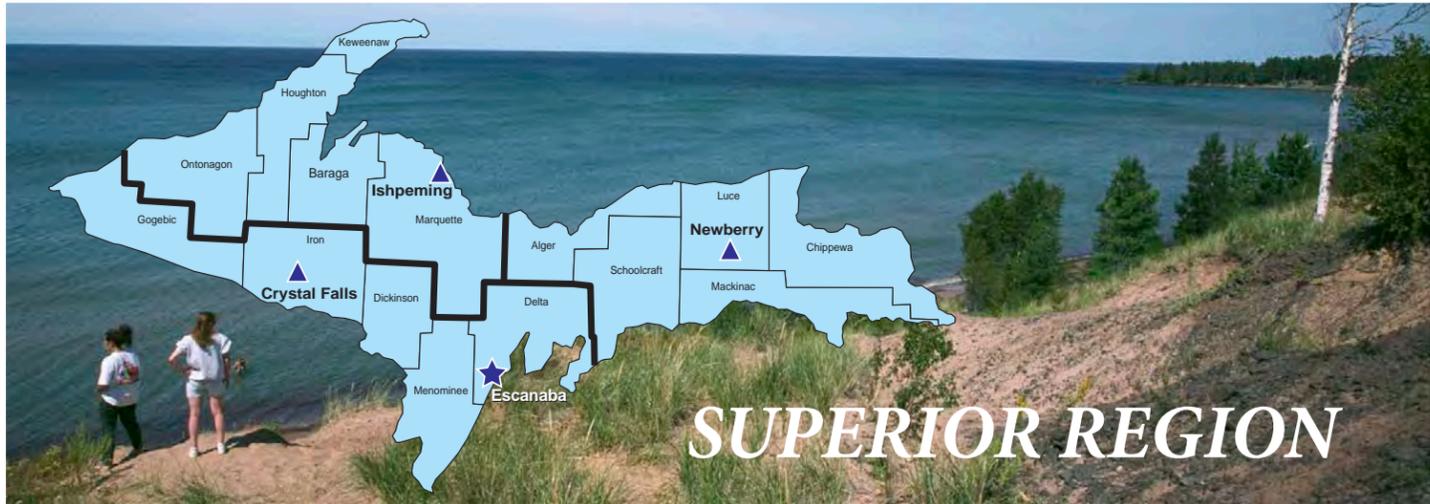
2013-2017 ROAD AND BRIDGE PROJECT LISTS

Repair and Rebuild Roads, continued

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
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 & AT SKYLINE DR	RESURFACE	3.127				CON	
CALHOUN	M-66		GLEN CROSS ROAD TO I-94	RESURFACE	1.153				CON	
CALHOUN	M-99 (Superior Street)		M-99 (SUPERIOR STREET)	RECONSTRUCTION	0.374					CON
KALAMAZOO	E I 94/ SPRINKLE RAMP		UNDER SPRINKLE ROAD IN KALAMAZOO	BRIDGE REPLACEMENT	0.848			CON		
KALAMAZOO	E I 94/ SPRINKLE RAMP		SPRINKLE ROAD OVER I-94	BRIDGE REPLACEMENT	0.848			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	6.006					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		BERRIEN COUNTY LINE TO 0.8 MILES EAST OF CR 681	RECONSTRUCTION	4.350		CON			
VAN BUREN	M-140		CITY OF WATERVLIET TO CR 378	RESURFACE	7.218			CON		
					69.937					

New Roads - US-131, State Line to Lockport Township Line

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
ST. JOSEPH	US-131		ST. JOSEPH COUNTY	RELOCATION OF EXISTING ROUTE	10.294	CON	CON			
ST. JOSEPH	US-131		ST. JOSEPH COUNTY	RELOCATION OF EXISTING ROUTE		PE				
ST. JOSEPH	US-131		ST. JOSEPH COUNTY	RELOCATION OF EXISTING ROUTE		UTL				
					10.294					



Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
ALGER	M-28		M-28 OVER ANNA RIVER	OVERLAY - DEEP	0.063	CON				
CHIPPEWA	I-75		I-75 BUSINESS SPUR (3 MILE ROAD) OVER I-75	OVERLAY - SHALLOW	0.366	CON				
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
MACKINAC	I-75		I-75 SB OVER PINE RIVER	OVERLAY - DEEP	0.391		CON			
MACKINAC	I-75		I-75 BL OVER I-75	OVERLAY - DEEP	0.190			CON		
ONTONAGON	M-64		M-64 OVER DUCK CREEK	DECK REPLACEMENT	1.125	CON				
ONTONAGON	M-64		M-64 OVER FLOODWOOD RIVER	DECK REPLACEMENT	1.125	CON				
SCHOOLCRAFT	M-149		M-149 OVER DUFOUR CREEK	CULVERT REPLACEMENT	0.532		CON			
					3.024					

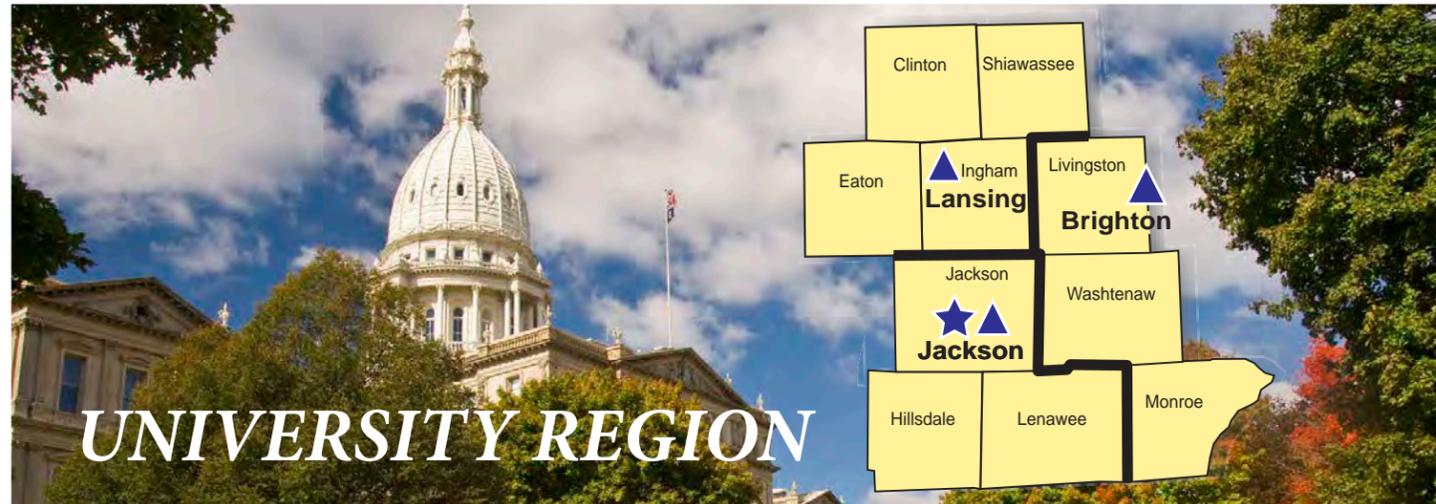
Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
BARAGA	M-28		M-28/US-141, BARAGA COUNTY	MISCELLANEOUS	0.503	CON				
CHIPPEWA	I-75		STA 966+00 AND STA 1012+00	RESTORATION AND REHABILITATION	0.080		CON			
CHIPPEWA	I-75		STA 187+00	RESTORATION AND REHABILITATION	0.040	CON				
CHIPPEWA	I-75BS		I-75 BS FROM EASTERDAY AVE TO POWER CANAL	RECONSTRUCTION	0.253			CON		
CHIPPEWA	M-28		RACCO CONC SECTION	RESTORATION AND REHABILITATION	5.143	CON				
DICKINSON	US-2 (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	1.114		CON			
GOGEBIC	US-2 (Cloverland)		CURRY STREET TO ROOSEVELT ROAD	RECONSTRUCTION	0.956			CON		

2013-2017 ROAD AND BRIDGE PROJECT LISTS

Repair and Rebuild Roads, continued

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
HOUGHTON	M-26		M-26, HOUGHTON COUNTY	RESURFACE	3.130		CON			
HOUGHTON	US-41		US-41, HANCOCK	RECONSTRUCTION	0.929					CON
IRON	M-189		NORTH OF HIAWATHA ROAD TO GENESEE STREET	RECONSTRUCTION	1.161	CON				
IRON	US-2		US-2 FROM URBAN ST. TO CO. 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-75BL		FROM THE N SP OF MACK TRAIL TO THE N END OF I-75BL	RECONSTRUCTION	0.333			CON		
MACKINAC	I-75BL (I-75BL)		GRONDEN ROAD TO MACKINAC TRAIL	RECONSTRUCTION	1.108					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 (M-35)		JIMTOWN ROAD SOUTH 9.42 MILES	RESURFACE	9.424		CON			
MENOMINEE	M-35 (M-35)		NCL OF MENOMINEE NORTH 6 MILES	RESURFACE	6.000			CON		
SCHOOLCRAFT	M-94 (M-94)		CHIPPEWA AVE TO US-2	RESURFACE	1.295			CON		
SCHOOLCRAFT	US-2 (US-2)		EAST OF DELTA / SCHOOLCRAFT LINE EAST TO M-149	RESURFACE	4.100					CON
					51.210					



Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
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-96		I-96 EB OVER I-96 BUSINESS LOOP RAMPS	OVERLAY - DEEP	0.150			CON		
INGHAM	I-96		I-96 WB OVER I-96 BUSINESS LOOP 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	US-127		BELLEVUE ROAD OVER US-127	OVERLAY - DEEP	0.426		CON			
INGHAM	US-127		BARNES ROAD OVER US-127	OVERLAY - DEEP	0.426		CON			
INGHAM	US-127		COLUMBIA ROAD OVER US-127	OVERLAY - DEEP	0.426		CON			
INGHAM	US-127		SITTS ROAD OVER US-127	OVERLAY - DEEP	0.426		CON			
INGHAM	US-127		M-36 WB (CEDAR ST) OVER US-127	OVERLAY - DEEP	0.426		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	REPLACE BRIDGE, ADD LANES	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
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			

2013-2017 ROAD AND BRIDGE PROJECT LISTS

UNIVERSITY REGION continued

Bridge Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
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 & CR RAILROAD	DECK REPLACEMENT	0.946				CON	
MONROE	I-75		I-75 OVER CN, GTW & 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-24		US-24 OVER STONY CREEK	SUPERSTRUCTURE REPAIR	0.140	CON				
					8.548					

Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
EATON	I-69		VERMONTVILLE HWY TO I-96	RECONSTRUCTION	5.559			CON		
EATON	M-50		FROM I-69 BL TO I-69	TRAFFIC OPERATIONS OR SAFETY WORK	0.912	CON				
INGHAM	M-43 (Grand River Avenue)		ORCHARD TO PARK LAKE	RESURFACE	1.452	CON				
INGHAM	M-43 (Grand River Ave)		PARK LAKE RD TO DOBIE RD	RESURFACE	2.070				CON	
INGHAM	M-43 & OLD 143 (Grand River Avenue)		M-43 MICHIGAN TO ORCHARD; OLD 143 HARRISON TO DELTA	RESURFACE	0.639	CON				
JACKSON	I-94BL (Michigan Avenue)		I-94BL, BROWN TO LOUIS GLUCK	RECONSTRUCTION	1.154				CON	
JACKSON	M-50 (Brooklyn Road)		RIVERSIDE TO SOUTH OF AUSTIN RD	RESURFACE	3.090	CON				
JACKSON	M-50 (M-50)		M-50, US-127 TO NAPOLEON RD	RESURFACE	5.916				CON	
JACKSON	US-127 (SB US-127)		PARNELL ROAD TO HENRY ROAD	RESTORATION AND REHABILITATION	4.206	CON				
LENAWEE	M-34 (Beecher Road)		HAZEN CREEK TO M-52	RESTORATION AND REHABILITATION	5.725					CON
LIVINGSTON	I-96 (WB I-96)		I-96 & US-23 INTERCHANGE	RECONSTRUCTION	3.776		CON			
LIVINGSTON	I-96 (WB I-96)		I-96 EB OVER US-23 SB	NEW STRUCTURE ON RELOCATED ROUTE	3.776		CON			
LIVINGSTON	I-96 (WB I-96)		I-96 WB OVER US-23 SB	NEW STRUCTURE ON RELOCATED ROUTE	3.776		CON			
LIVINGSTON	I-96 (WB I-96)		I-96 EB OVER US-23 NB	NEW STRUCTURE ON RELOCATED ROUTE	3.776		CON			
LIVINGSTON	I-96 (WB I-96)		I-96 EB OVER OLD US-23	NEW STRUCTURE ON RELOCATED ROUTE	3.776		CON			
LIVINGSTON	I-96 (WB I-96)		I-96 WB OVER OLD US-23	NEW STRUCTURE ON RELOCATED ROUTE	3.776		CON			
MONROE	I-75 (I-75)		I-75 FROM DIXIE HIGHWAY TO 0.58 MILES N OF HURD RD	RECONSTRUCTION	5.609					CON
MONROE	M-125 (M-125)		M-125 FROM 440' N OF JONES TO US-24	RESURFACE	5.227	CON				
SHIAWASSEE	M-52 (Shiawassee)		M-21, CHESTNUT TO M-52, M-52, M-21 TO ARDELEAN	RESURFACE	3.272	CON				
WASHTENAW	I-94 BL (Jackson)		I-94BL FROM WEST JUNCTION I-94 TO MAIN STREET	RESURFACE	2.630	CON				
WASHTENAW	US-12 (East Michigan Avenue)		US-12 FROM B01 TO MAPLE ROAD	RECONSTRUCTION	0.940					CON
					52.177					

Trunkline Modernization

I-94, M-60 TO SARGENT ROAD, CITY OF JACKSON

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
JACKSON	I-94 (WB I-94)		I-94 AT SARGENT ROAD, JACKSON CO.	NEW INTERCHANGE-EXISTING ROUTE	3.178	CON				

I-96 ACCESS IMPROVEMENTS, HOWELL

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE	0.000	CON	CON			
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE	1.354	CON	CON			
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE		UTL	UTL			
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE	0.001	CON	CON			
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE	1.399	CON	CON			
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE		ROW				
LIVINGSTON	I-96		AT NIXON ROAD/CSX RAILROAD CROSSING	RR XING IMP & SFTY	0.000	CON				
LIVINGSTON	NIXON ROAD (Nixon Road)		AT CSX TRANSPORTATION, INC, RAILROAD CROSSING	RR XING IMP & SFTY	0.611	CON				

M-59, FROM EAST OF I-96 TO US-23, INCLUDING THE INTERCHANGE AT US-23

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
LIVINGSTON	M-59 (Highland Road)		MICHIGAN AVENUE TO WHITMORE LAKE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW	ROW		

US-127, I-69 TO ITHACA

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2013	2014	2015	2016	2017
CLINTON	US-127		NORTH OF ST. JOHNS TO THE CLINTON COUNTY LINE	NEW ROUTES		ROW	ROW	ROW		
					6.543					

2013-2017 ROAD AND BRIDGE PROJECT LISTS



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MICHIGAN DEPARTMENT  
OF TRANSPORTATION

2013-2017  
FIVE-YEAR  
TRANSPORTATION  
PROGRAM

VOLUME XV

Approved by the State Transportation Commission  
January 24, 2013



*MDOT: Providing the highest quality integrated transportation  
services for economic benefit and improved quality of life.*