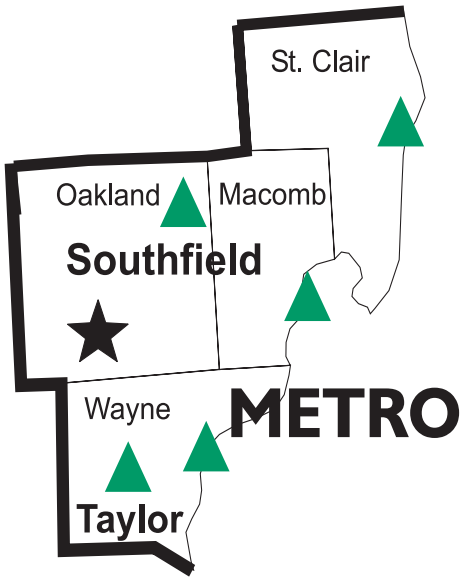
METRO REGION



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

Alternatives need to be developed in concert with local land planning and management initiatives to address transportation demand. Cooperative efforts between the department and the local planning agencies will increase the likelihood that MDOT will be able to address state highway capacity needs in coordination with local and regional land use planning.

Intelligent Transportation Systems (ITS) are used throughout the Metro Region to maximize the existing system capacity in maintaining a safe and efficient trunkline system. ITS is used to communicate construction detours and roadway incidents to travelers. ITS is used in conjunction with standard construction signing on road projects in order to help alleviate the inconvenience a motorist may encounter along a roadway. Cameras assist police and emergency vehicles in responding to incidents along the roadway and help keep the roads safe and clear. Another component of ITS is the Courtesy Patrol that assists stranded motorists or those in need of minor repairs or gasoline. This program has been so successful that we have been able to increase the budget and add more patrols annually.

The Metro Region over the past several years has been receiving numerous requests for either new interchanges or upgrades to existing interchanges along the state's freeways. Interchange additions or modifications need to be carefully studied and evaluated because of their potential impact to the existing system, and their high cost. New interchanges increase the amount of access to the freeway and have the potential to increase traffic and congestion, as well as impact its safety. These improvements are quite costly, often exceeding $30 million and are often requested to resolve local transportation issues.

New interchanges and modifications to existing interchanges on the Interstate system require prior approval from the Federal Highway Administration (FHWA). Obtaining this approval requires careful and extensive documentation of the existing problem. It also necessitates verification that the local road system can handle any changes in traffic patterns that may result from the improvement. The improvement may also be contingent upon appropriate and lengthy environmental documentation. Additionally, limited funds are allocated for new interchange projects within the state's budget. In 1998, MDOT established a policy requiring local cost participation for interchange projects requested by local jurisdictions or developers, which may include right of way acquisition, environmental clearance and design.

The Metro Region is unique in the sense that although it is comprised of only four counties, it is the home to three international border crossings that include the Ambassador Bridge in Detroit, the Blue Water Bridge in Port Huron and the Detroit-Windsor tunnel in Detroit. The Ambassador Bridge is the busiest commercial border crossing in North America and the Detroit-Windsor Tunnel carries the most passengers of all the crossings on the United States-Canada border. MDOT will continue to improve international border crossings in the region to facilitate the flow of trade across the Canadian border and bordering states. Project selection emphasizes corridor work and freeway modernization through bridge, pavement, safety and operational improvements throughout the Metro Region. MDOT also will continue to improve customer access in coordination with economic development in the city of Detroit and other growing areas of the region and continue to eliminate

trunkline choke points, address system continuity issues and improve corridors within the region.

In addition, new funding opportunities from *Build Michigan III* will continue to enhance the Metro Region's ability to address economic growth and safety issues on both the state and local transportation systems. MDOT and the Michigan Economic Development Corporation (MEDC) have developed a statewide strategy designed to meet current economic needs, reduce congestion and improve safety along several freeways, local roads and state trunk lines. The *Build Michigan III* program makes significant contributions to addressing safety and congestion, responding to immediate economic development needs, and supporting and fostering the state's continued economic expansion.

Past Accomplishments

The Metro Region awarded more than $825 million in road and bridge funds over the past three years. In 2001, 115 miles of road were improved with 45 miles being resurfaced or reconstructed and 70 miles being rehabilitated. In the previous two years, nearly 200 miles of road were improved. Of the Region's 1,423 bridges, 279 (or 19 percent) bridges were rehabilitated in the past three years. Some of the accomplishments in the four counties include:

- Concrete pavement repairs were completed on **M-53 from 18 Mile Road to 23 Mile Road in Macomb County.** Also included was the rehabilitation of 18 bridges. This stretch of road carries an average of over 50,500 vehicles daily.

- On **I-75 in Oakland County,** there was an elimination of a choke point with the addition of a merge and weave lane on northbound I-75 from Square Lake Road to M-59, the removal of a railroad bridge, the widening of the Clinton River and Auburn Road bridges and the widening and reconstruction of the South Boulevard bridge. This also included the rehabilitation of the Square Lake and Adams Road bridges. I-75 within this vicinity services 122,000 vehicles daily.

- In addition, **I-75 through Oakland County**, from12 Mile Road to 13 Mile Road was resurfaced, including the rehabilitation of six bridges, the installation of median guardrail, and shoulder upgrading from north of 12 Mile Road to Square Lake Road. This segment of roadways has an average daily traffic (ADT) of approximately 161,000 vehicles.

- On **M-5 (Haggerty Road Connector in Oakland County)**, the final phase of a new roadway was started from 14 Mile Road to Pontiac Trail. The entire project is expected to be completed by the end of the 2002 construction season. The ADT is 25,400 vehicles.

- Resurfacing/reconstruction of **M-10 (Northwestern Highway) from I-696 to 14 Mile Road in Oakland County** has begun. Phase I (I-696 to Inkster) is currently under way. The entire project is expected to be completed at the end of the 2002 construction season. The average daily traffic along Northwestern in this location is 66,600 vehicles.

- On **M-25 in St. Clair County**, there was bituminous resurfacing and concrete pavement repairs from Krafft Road to Fisher Road including the rehabilitation of two bridges. The ADT for M-25 in this area is 12,300 vehicles.

- Operational improvements at the **Blue Water Bridge in St. Clair County** are complete. This included the implementation of changeable message signs and the expansion of the truck cargo inspection facility. This will accommodate more commercial trucks crossing the border. Administrative offices also have been expanded to include more truck broker offices that will improve the processing of these trucks. This bridges serves over 16,600 vehicles daily.

- **I-94 Business Loop in St. Clair County** has been resurfaced southbound and reconstructed northbound from Ravenswood to Dove. This segment of the business loop carries on average 9,600 vehicles daily.

- On **I-96 and the I-275/M-14/I-96 interchange in Wayne County,** there was a reconstruction of the I-275/M-14/I-96 interchange and rehabilitation of 13 bridges within the interchange. I-96 also was resurfaced from Newburgh Road to US-24 (Telegraph Road) and 35 bridges were rehabilitated. The ADT along this stretch of road is approximately 177,250 vehicles.

- The **Southfield Freeway (M-39) in Wayne County** was reconstructed from I-94 to M-153 (Ford Road) including the rehabilitation of eight bridges. The Southfield Freeway in this location has an ADT of 99,560 vehicles.

- Northbound **Telegraph (US-24) in Wayne County** was reconstructed from and including the I-75 Connector to Ecorse Road. This work also encompassed the rehabilitation of seven bridges. Telegraph Road in this vicinity

has an ADT of 41,900 vehicles. Southbound is scheduled for reconstruction in 2002.

- **Michigan Avenue (US-12) in western Wayne County** was reconstructed and realigned from the Washtenaw County line easterly to Denton Road. This portion of Michigan Avenue has an ADT of approximately 30,100 vehicles.

- **I-94 in Detroit** underwent major rehabilitation including roadway resurfacing from Conner Avenue to 8 Mile Road and the rehabilitation of 33 bridges. This section of I-94 has an ADT of 132,000 vehicles. Some of the bridge work will carry over to 2002.

- The **bridge on I-94 over the Dequindre Yards in Detroit**, the seventh largest bridge in the state, was completely replaced at a cost of more than $50 million. This area of the freeway has an ADT of approximately 162,000 vehicles.

- On **Jefferson Avenue, from I-375 to M-10 in Detroit**, the final phase of traffic improvements began. These improvements will facilitate traffic going to the Detroit-Windsor Tunnel, the General Motors Headquarters and the City County Building in the city when completed. This section carries an ADT of approximately 65,000 vehicles.

Five Year Road & Bridge Program

Road preservation and capacity improvements will continue to upgrade the Metro Region's more than 1,400 miles of trunk line. The extensive amount of work scheduled in the Metro Region is related to its aging infrastructure. It is the home to the highest density of population in the state. Therefore, the roads continue to be well traveled by commercial carriers, residents and visitors alike. In order to better plan for the future needs of such infrastructure, many planning studies will be conducted to help identify and prioritize future transportation needs.

Additionally, Capital Preventive Maintenance (CPM) projects that are programmed annually are anticipated throughout the Metro Region for pavement that does not yet require extensive repair. CPM projects will improve the condition and extend the life of such pavements.

Capacity Improvements and New Roads

M-5 (Haggerty Connector). The final phase of the M-5 project will run from 14 Mile Road to Pontiac Trail and will open to traffic in 2002. Right-of-way purchases are ongoing and construction will be initiated this year. When completed, the department will have invested more than $180 million on the entire project, which includes nearly $30 million in improvements to the local road system. Once open to traffic, M-5 will connect I-96 to Pontiac Trail, providing new access north of I-96 to communities in western Oakland County. The new roadway will also relieve congestion along several north/south county roads with Haggerty Road as the main beneficiary.

M-53 Connector, Van Dyke to M-53. A new connector will be constructed tying M-53 to Mound Road via 18½ Mile Road, improving access between these arterials. The existing 18½ Mile Road will be widened to five lanes between Van Dyke and Mound Roads. Design will occur in 2002 and construction may begin in late 2003. The new connector is projected to serve over 20,000 vehicles per day.

I-375. This project will improve access to I-375 from the Detroit East Riverfront area by constructing grade separated inbound and outbound ramps from Franklin Street to I-375. General Motors is consolidating its World Headquarters and Compuware is planning to locate facilities in the riverfront area. This project would support this economic development by providing direct access entrance and exit ramps to I-375. Partial funding for this project has been provided by the governor's *Build Michigan III* program. Design and right-of-way acquisition will continue through 2002. Construction is scheduled for 2003 and 2004.

I-696 at Franklin Road. This project will modify the I-696/US-24/M-10 interchange by adding two ramps at Franklin Road connecting Franklin Road to I-696 and improving access to M-10 in the city of Southfield. This improvement will greatly improve efficiency at the interchange. Under a negotiated agreement, the city of Southfield provided funding for design and necessary right of way while MDOT is responsible for design oversight and construction only. Construction is scheduled for 2003.

I-75 at Ambassador Bridge–Gateway Project. In order to address long term congestion mitigation issues and project objectives including direct access between the Ambassador Bridge and I-75 and I-96, MDOT will reconstruct existing ramps, reconstruct I-75 from south of West Grand Boulevard to Michigan Avenue, reconstruct portions of Fort Street (M-85), and construct new ramps connecting the

United States Customs Secondary Truck Inspection Facility to I-75 and I-96. Design and right-of-way acquisition will take place in 2002 and continue through 2004. Construction on portions of the project having independent utility should begin in 2002 and continue with phased construction that will last multiple years.

Northbound I-75, South of Square Lake Road to M-59. A new lane was added to NB I-75 between a point south of Square Lake Road to M-59 in 2001. This additional lane provided relief to a choke point by reducing congestion. This project also includes noise abatement, the conversion of a railroad overpass into a pedestrian crossover, and the widening of the South Boulevard structure over I-75. Design for the noise abatement wall will begin in 2002 and construction will follow in 2003.

I-75BL/Square Lake Road and M-59/Opdyke Road. This project will include improvements at specific ramp terminals at these interchanges. They were recommended as a result of development and modernization plans being initiated at the General Motors Centerpoint Truck Product campus area in Pontiac. In 2002, design activities will occur for dual turn-lanes at ramp terminals of M-59 at Opdyke Road, and dual turn-lanes, widening, and signalization of I-75BL at Square Lake Road. Construction is scheduled for 2004 for the I-75/I-75 BL interchange modifications, which will be packaged with planned bridge work along I-75 BL.

I-94/Little Mack Road Interchange. Construction will take place in 2002 in conjunction with the I-94 corridor rehabilitation. The interchange project includes the widening of Little Mack Road through the interchange, the replacement of the bridge structure, the rehabilitation of the interchange ramps, and mainline rehabilitation from M-102 to Masonic Boulevard.

I-94/Schaefer Interchange. This interchange connects I-94, not only to Schaefer Road, but to Gate 10 of Ford Motor Company's Rouge River Plant. It serves a high volume of heavy trucks. Presently, the interchange pavement is in poor condition and needs to be reconstructed. In addition, some of the ramps have small radii and short acceleration and deceleration lanes, which are not designed to modern standards. Right of way is constrained by railway tracks, a railroad bridge, and buildings. To the extent that the project budget permits, the interchange will be reconstructed and improved to meet modern design standards. The first phase of the project is planned for construction in 2003. Subsequent phases will be scheduled pending environmental clearance and study work scheduled for 2002. Funding for this project is included in the governor's *Build Michigan III* program.

I-96/Beck Road Interchange. Design and right of way acquisition will take place in 2002 for the reconstructed Beck Road interchange. A Single Point Urban Interchange (SPUI) design will be used. Construction is currently scheduled to begin in 2003. Local funding partnerships are a key component of this project.

I-96/Wixom Road Interchange. This project is being developed in conjunction with the I-96/Beck Road project. Design for the improvements at the Wixom Road Interchange will occur in 2002 and construction will follow the completion of the Beck Road interchange. This interchange also will be reconstructed as a Single Point Urban Interchange (SPUI) design. Local funding participation is a component of this project.

Jefferson Avenue (M-10). Along Jefferson Avenue, MDOT has begun implementing certain access, signing, signal, and geometric modifications to improve operations in conjunction with the I-375 access study. Jefferson Avenue is the primary access to the interstate system via I-375 and M-10. It also is the main arterial serving General Motors World Headquarters, three proposed casinos, the Cobo Hall convention center, Ford Auditorium, the Riverfront area that includes Hart Plaza, and the Detroit-Windsor Tunnel. Construction began in 2001 with landscaping improvements scheduled for 2002, pending the completion of design work by the city of Detroit.

M-53, 27½ Mile Road to 34 Mile Road. The construction of the M-53 Romeo Bypass in Macomb County will extend M-53 as a controlled access facility from its present terminus at 27½ Mile Road to 34 Mile Road. Design and right of way acquisition will take place in 2002. Construction will begin in 2003 and continue through 2005. This project will include the addition of two northbound lanes separated by a median, at-grade intersections at Van Dyke, 30 Mile Road and 32 Mile Road, and grade separations at the other mile roads and East Pond Creek.

M-53, 12 Mile Road to 14 Mile Road. This project is adjacent to the GM Warren Technical Center and will be constructed in association with redevelopment and modernization of the GM Tech Center. Operational improvements,

in conjunction with other local efforts, will reduce congestion and improve access to the facility. Design will begin

in 2002 and construction is expected in 2004 and 2005. Improvements to this portion of M-53 are included in the governor's *Build Michigan III* program.

M-59 from Crooks Road to Ryan Road. Early preliminary engineering and environmental clearance activities will continue in 2002 for widening M-59 to a six-lane freeway from Crooks to Ryan in Oakland and Macomb Counties. The construction of an additional lane will help reduce congestion in the area, resulting in better operations on the freeway mainline and in the ramp merge/weave areas. The governor's *Build Michigan III* program has made funding available for this project. Construction is scheduled for 2005 and 2006.

M-59/Crooks Road Interchange. The Road Commission of Oakland County (RCOC) has agreed to widen Crooks Road to a four-lane narrow median road before MDOT begins the reconstruction of the M-59/Crooks Road bridge as a four lane dual span bridge to match the cross section of Crooks Road. Design will take place in 2002 and construction will follow in 2004 and 2005 in coordination with related RCOC local projects.

US-24 from West Road to Vreeland Road. US-24 will be widened from 4 to 5 lanes between West and Vreeland roads to incorporate a center left turn lane. Design is scheduled for 2002 and 2003. Construction of this project could begin as early as 2004, depending on right of way acquisition.

Northwestern Connector, 14 Mile Road to M-5. This is phase one of planned improvements to Orchard Lake, Maple, and 14 Mile Roads, being done cooperatively by MDOT, Farmington Hills, the Road Commission for Oakland County, and West Bloomfield Township. In phase one, Orchard Lake Road from 14 Mile Road to Maple Road will be rebuilt as a six-lane boulevard. A series of modern roundabout intersections will be installed on Maple Road and 14 Mile Road to improve traffic flow and safety. Design will begin in 2002, right of way acquisition will occur in 2004, and construction is anticipated to begin in 2005.

Research

Border Crossing Study. The objective of this project is to complete a feasibility study of a new international crossing between Southeast Michigan and Ontario, secure the necessary environmental clearances, and obtain a federal Record of Decision for a new crossing. MDOT and the Ontario Ministry of Transportation (MTO) in cooperation with federal, state, provincial, and local transportation agencies will develop and implement an international effort to identify alternative crossings, evaluate the environmental, social, and economic impacts, costs, and benefits of alternatives, and then select a recommended alternative. A feasibility study would first identify illustrative and then practical alternatives for the construction of a new international crossing. Identification of a recommended alternative would follow detailed analysis through completion of a federal Environmental Impact Statement and related study process. The feasibility study will continue through 2002 and is scheduled for completion in 2003.

I-75 at South of Chrysler Drive to M-24 (with University Interchange). This project is the approach work for I-75/University Drive interchange and will include the use of collector/distributor roads along I-75. Right-of-way purchases began in 2000 and design was initiated in 2001. Construction funding has not been identified and no schedule has been set.

I-75/Crooks Road interchange. This project will reconstruct and modify the existing interchange in Troy and provide improved access to the area. In 2000, MDOT and the city reached agreement on a conceptual design that will solve the existing and projected problems at this interchange. MDOT has completed environmental clearance and design activities will begin in 2002. Necessary right of way will be provided by the city of Troy. Construction funding has not been identified for this project.

I-75/M-59 interchange. An interchange feasibility study at I-75 and M-59 was completed in December 2000. Additional early preliminary engineering activities continue, with the preparation of an access justification report to the FHWA, due in 2002. Design also will begin in 2002. Advanced acquisition for key right-of-way parcels is being pursued. However, construction funding has not been identified.

I-75, I-696 to M-59. A recent feasibility study in Oakland County determined the need for a uniform four-lane directional cross section and improvements to existing interchanges along this corridor. Environmental clearance activities will begin in 2002. The governor's *Build Michigan III* program will provide funding for early preliminary engineering and design.

I-94, I-96 to Conner. This project is the first phase of a

larger project to rehabilitate I-94 between Wyoming Avenue and I-696 in Macomb County. I-94 in Detroit was identified in an MDOT planning study titled The Greater Detroit Area Freeway Study, as the freeway in greatest need of improvement. The objective is to address the deterioration of the facility due to age, outmoded design and projected capacity needs. A Final Environmental Impact Statement is to be developed in 2002 for FHWA approval. Following FHWA approval of the project, design activities can begin. The governor's *Build Michigan III* program contains additional funding for design. The total cost of the entire project, including reconstruction of the mainline and bridges is expected to be about one billion dollars.

I-94/Black River Bridge. The I-94/Black River bridge connects Port Huron with Port Huron Township, and connects the Blue Water Bridge with I-94 and I-69. This study will determine the most appropriate improvement to replace the 50-year-old four-lane freeway bridge over the Black River, and to improve the Water Street interchange. Project development activities will continue in 2002 and 2003. Construction could not take place until 2006 or later to avoid conflicts with construction of the Ambassador Bridge Gateway Project. Funding for design, right of way, and construction has not been identified.

M-59/Adams Road. In conjunction with a local project to relocate Adams Road, MDOT will construct a new interchange east of the existing interchange to match the relocation. Design and right of way activities will continue in 2002 and 2003. Construction will begin when the Road Commission of Oakland County (RCOC) begins the relocation of Adams Road, which the RCOC has indicated will begin in 2004.

M-15, I-69 to I-75. Environmental clearance activities for the widening of this 20 mile corridor are currently under way. However, funding for additional phases has yet to be identified. Many of the problems experienced in this corridor are due to the lack of a supporting secondary road infrastructure, especially paralleling routes. Until this problem is addressed, any capacity improvements will only provide temporary relief. The planned completion date for this study is Spring 2002.

Western Oakland County North-South Trunkline Study. A feasibility study to determine corridor options for a new trunkline or improved local roads between I-96 and M-59 in western Oakland County is currently under way. A steering committee of local officials voted to eliminate the state trunkline alternative from this study. The objective is to reduce congestion on north-south roadways and improve access to and from this area. A non-trunkline alternative was selected in late 2001. The study is being funded by MDOT, but administered by the Road Commission for Oakland County.

Detroit Intermodal Freight Terminal. This project is to develop a regional freight terminal complex to serve shippers and industries in southeastern Michigan. The nine intermodal facilities in Southeast Michigan are scattered over many locations and are inadequate to accommodate growing demand. The Detroit Intermodal Freight Terminal (DIFT), would consolidate these facilities into one location and would expand capacity. Completion of a feasibility study in 2001 provides the basis to proceed with detailed planning and environmental studies toward a recommended alternative. Future activities include land acquisition and additional terminal development in 2003 along with railroad connection projects. Pending completion of detailed planning and environmental studies, access road improvements could begin between 2004 and 2006 if funding is identified.

Additionally, another planning study currently under way to address transportation needs within the region is:

The Blue Water Bridge spans the St. Clair River at Port Huron and links Canada and the United States. The bridge is a very busy border crossing, particularly for commercial vehicles. The **Blue Water Bridge Plaza Study in Port Huron** will research ways to accommodate customs, immigration, secondary truck inspection and toll collection needs for future traffic at the bridge and to receive environmental clearance for the preferred solution.

2002-2006 FIVE YEAR PLAN

Metro Region **Repair and Rebuild Roads**

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
MACOMB	I-696 (W P REUTHER)		UNDER MOUND ROAD	BRIDGE - APPROACH WORK						CON
MACOMB	I-696 (W P REUTHER)		RAMPS E & F OVER MOUND & SERVICE ROADS OVER I-696	BRIDGE - OVERLAY - DEEP	0.000					CON
MACOMB	I-696 (W P REUTHER)		UNDER ST AUGUSTINE U-TURN	BRIDGE - APPROACH WORK			CON			
MACOMB	I-696 (W P REUTHER)		U TURN AT AUGUSTINE OVER I-696	BRIDGE - DECK REPLACEMENT	0.000		CON			
MACOMB	I-696 SD (11 MILE ROAD)		SHARED ASSET RAILROAD TO M-97	ROAD - RESURFACE	4.040		CON			
MACOMB	I-94		OVER QUINN ROAD	BRIDGE - APPROACH WORK		CON				
MACOMB	I-94		I-94 OVER QUINN ROAD	BRIDGE - BRIDGE REPLACEMENT	0.000	CON				
MACOMB	I-94		OVER LITTLE MACK AVENUE	BRIDGE - APPROACH WORK		CON				
MACOMB	I-94		I-94 OVER LITTLE MACK AVENUE	BRIDGE - BRIDGE RECNSTRUCTION-NO NEW LANES		CON				
MACOMB	I-94		SEVEN BRIDGES ON I-94 IN MACOMB COUNTY	BRIDGE - APPROACH WORK		CON				
MACOMB	I-94		10 MILE ROAD NORTH INTERSECTION OVER I-94	BRIDGE - DECK REPLACEMENT	0.000	CON				
MACOMB	I-94		12 MILE ROAD SOUTH INTERCHANGE OVER I-94	BRIDGE - WIDEN-MAINTAIN LANES	0.000	CON				
MACOMB	I-94		12 MILE ROAD NORTH INTERCHANGE OVER I-94	BRIDGE - DECK REPLACEMENT	0.000	CON				
MACOMB	I-94		STEPHENS DRIVE OVER I-94	BRIDGE - DECK REPLACEMENT	0.000	CON				
MACOMB	I-94		10 MILE ROAD SOUTH INTERCHANGE OVER I-94	BRIDGE - DECK REPLACEMENT	0.000	CON				
MACOMB	I-94		NINE MILE ROAD NORTHBOUND TURN ROAD OVER I-94	BRIDGE - WIDEN-MAINTAIN LANES	0.000	CON				
MACOMB	I-94		NINE MILE ROAD SOUTHBOUND TURN ROAD OVER I-94	BRIDGE - WIDEN-MAINTAIN LANES	0.000	CON				
MACOMB	I-94		SEVEN BRIDGES ON I-94 IN ST CLAIR SHORES	BRIDGE - APPROACH WORK		CON				
MACOMB	I-94		NINE MILE ROAD OVER I-94	BRIDGE - DECK REPLACEMENT	0.000	CON				
MACOMB	I-94		I-94 OVER METRO BEACH PARKWAY ROAD	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
MACOMB	I-94		10 MILE ROAD OVER I-94	BRIDGE - DECK REPLACEMENT	0.000	CON				
MACOMB	I-94		12 MILE ROAD OVER I-94	BRIDGE - DECK REPLACEMENT	0.000	CON				
MACOMB	I-94		I-94 OVER 14 MILE ROAD	BRIDGE - DECK REPLACEMENT	0.000	CON				
MACOMB	I-94		AT M-29, 26 MILE AND COUNTY LINE	BRIDGE - APPROACH WORK			CON			
MACOMB	I-94		COUNTY LINE ROAD OVER I-94	BRIDGE - OVERLAY - SHALLOW	0.000		CON			
MACOMB	I-94		M-3 AND M-29 OVER I-94	BRIDGE - OVERLAY - DEEP	0.000		CON			
MACOMB	I-94		26 MILE ROAD OVER I-94	BRIDGE - OVERLAY - SHALLOW	0.000		CON			
MACOMB	I-94		AT LITTLE MACK	ROAD - WIDEN LITTLE MACK TO FIVE LANES	0.000	CON				
MACOMB	I-94		M-102 TO MASONIC	ROAD - PATCH AND OVERLAY	6.540	CON				
MACOMB	I-94		AT SHADY LANE WALKOVER OVER I-94	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
MACOMB	I-94		WASHINGTON AVENUE WALKOVER OVER I-94	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
MACOMB	I-94		I-94 OVER 13 MILE ROAD	BRIDGE - OVERLAY - DEEP	0.000	CON				
MACOMB	I-94		JOY TO M-29	ROAD - RESURFACE AND SHOULDERS	4.853					CON
MACOMB	I-94		UNDER M-19 (NEW HAVEN ROAD)	BRIDGE - APPROACH WORK		CON				
MACOMB	I-94		M-19 NEW HAVEN ROAD OVER I-94	BRIDGE - OVERLAY - DEEP	0.000	CON				
MACOMB	I-94		I-94 RAMP(WB BEACH OVER CLINTON RIVER SPILLWAY)	BRIDGE - DECK REPLACEMENT	0.000			CON		
MACOMB	I-94		I-94 CONNECTOR SB GRATIOT OVER 13 MILE ROAD	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000		CON			

2002-2006 FIVE YEAR PLAN

Metro Region **Repair and Rebuild Roads continued**

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
MACOMB	I-94		M-3 TO I-94 EB CONNECTOR OVER I-94 SOUTHBOUND	BRIDGE - OVERLAY - DEEP	0.000		CON			
MACOMB	I-94		I-94 CONNECTOR NB GRATIOT OVER 13 MILE ROAD	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000		CON			
MACOMB	I-94.		OVER MASONIC BOULEVARD	BRIDGE - APPROACH WORK		CON				
MACOMB	I-94.		I-94 OVER MASONIC BOULEVARD	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
MACOMB	M-29 (GREEN STREET)		BAKER STREET TO COUNTY LINE ROAD	ROAD - RESURFACE, MILL AND PULVERIZE	2.250			CON		
MACOMB	M-3 (GRATIOT AVENUE)		NORTHBOUND AND SOUTHBOUND OVER CLINTON RIVER	BRIDGE - APPROACH WORK				CON		
MACOMB	M-3 (GRATIOT AVENUE)		M-3 NORTHBOUND OVER CLINTON RIVER	BRIDGE - DECK REPLACEMENT	0.000			CON		
MACOMB	M-3 (GRATIOT AVENUE)		M-3 SOUTHBOUND OVER CLINTON RIVER	BRIDGE - BRIDGE REPLACEMENT	0.000			CON		
MACOMB	M-3SB (GRATIOT AVENUE)		WELLINGTON STREET TO SUNNYVIEW	ROAD - RESURFACE	1.680			CON		
MACOMB	M-53 - OLD (VAN DYKE)		31 MILE ROAD TO 28 MILE ROAD	ROAD - RESURFACE, MILL AND PULVERIZE	3.590	CON				
MACOMB	M-53 (EARL MEMORIAL HIGHWAY		34 MILE ROAD TO NORTH COUNTY LINE	ROAD - RECONSRUCT, NO WIDENING	4.438			CON		
OAKLAND	I-696 (W P REUTHER)		THREE BRIDGES ON I-696 IN OAKLAND COUNTY	BRIDGE - APPROACH WORK			CON			
OAKLAND	I-696 (W P REUTHER)		MIDDLEBELT ROAD OVER I-696	BRIDGE - DECK REPLACEMENT	0.000		CON			
OAKLAND	I-696 (W P REUTHER)		I-696 EASTBOUND OVER ROUGE RIVER	BRIDGE - MISCELLANEOUS REHABILITATION	0.000		CON			
OAKLAND	I-696 (W P REUTHER)		I-696 WESTBOUND OVER ROUGE RIVER	BRIDGE - MISCELLANEOUS REHABILITATION	0.000		CON			
OAKLAND	I-696 (W P REUTHER)		COUZENS STREET OVER I-696	BRIDGE - OVERLAY - DEEP	0.000		CON			
OAKLAND	I-696 (W P REUTHER)		DEQUINDRE LEFT TURN	BRIDGE - OVERLAY - DEEP	0.000		CON			
OAKLAND	I-696 (W P REUTHER)		DEQUINDRE AVENUE	BRIDGE - OVERLAY - DEEP	0.000		CON			
OAKLAND	I-696 (W P REUTHER)		I-696 WESTBOUND OVER ROUGE RIVER	BRIDGE - MISCELLANEOUS REHABILITATION	0.000		CON			
OAKLAND	I-696 (W P REUTHER)		OVER M-10, SOUTHFIELD	BRIDGE - APPROACH WORK			CON			
OAKLAND	I-696 (W P REUTHER)		I-696 OVER M-10	BRIDGE - PAINTING COMPLETE	0.000		CON			
OAKLAND	I-696 (W P REUTHER)		TWO PEDESTRIAN BRIDGES, FARMINGTON HILLS	BRIDGE - APPROACH WORK				CON		
OAKLAND	I-696 (W P REUTHER)		POWERS ROAD WALKOVER OVER I-696	BRIDGE - BRIDGE REMOVAL	0.000			CON		
OAKLAND	I-696 (W P REUTHER)		EAST OF ORCHARD LAKE OVER I-696	BRIDGE - BRIDGE REPLACEMENT	0.000			CON		
OAKLAND	I-75		M-10 OVER I-75 SOUTHBOUND	BRIDGE - DECK REPLACEMENT	0.000					CON
OAKLAND	I-75		M-15 OVER I-75	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000					CON
OAKLAND	I-75		M-24 CONNECTOR WESTBOUND OVER I-75	BRIDGE - DECK REPLACEMENT	0.000		CON			
OAKLAND	I-75		M-24 CONNECTOR EASTBOUND OVER I-75	BRIDGE - DECK REPLACEMENT	0.000		CON			
OAKLAND	I-75 SB		CLARKSTON REST AREA	REST AREA - BUILDING REPLACEMENT		CON				
OAKLAND	I-75		NORTHBOUND BL OVER OPDYKE ROAD	BRIDGE - APPROACH WORK				CON		
OAKLAND	I-75		I-75 BL NORTHBOUND OVER OPDYKE ROAD	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000			CON		
OAKLAND	I-75		DAVISBURG ROAD OVER I-75	BRIDGE - OVERLAY - SHALLOW	0.000					CON
OAKLAND	I-75		HOLLY ROAD OVER I-75	BRIDGE - OVERLAY - SHALLOW	0.000					CON
OAKLAND	I-75		GRANGE HALL ROAD OVER I-75	BRIDGE - OVERLAY - SHALLOW	0.000					CON
OAKLAND	I-75		LAHRING ROAD OVER I-75	BRIDGE - OVERLAY - DEEP	0.000					CON
OAKLAND	I-75		BELFORD ROAD OVER I-75	BRIDGE - OVERLAY - DEEP	0.000					CON
OAKLAND	I-75		RATTALEE LAKE ROAD	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000					CON

2002-2006 FIVE YEAR PLAN

Metro Region **Repair and Rebuild Roads continued**

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
OAKLAND	I-75		HOLCOMB ROAD OVER I-75	BRIDGE - OVERLAY - DEEP	0.000					CON
OAKLAND	I-75		WALDON ROAD OVER I-75	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000					CON
OAKLAND	I-75 BL (SQUARE LAKE ROAD)		TWO BRIDGES IN OAKLAND COUNTY	BRIDGE - APPROACH WORK				CON		
OAKLAND	I-75 BL (SQUARE LAKE ROAD)		I-75 BL SOUTHBOUND OVER OPDYKE ROAD	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000			CON		
OAKLAND	I-75 BL (SQUARE LAKE ROAD)		I-75 BL RAMP ENTRANCE TOP OVER I-75 SB AND I-75BL	BRIDGE - OVERLAY - DEEP	0.000			CON		
OAKLAND	I-75 BL (SQUARE LAKE ROAD)		NORTHBOUND AND SOUTHBOUND OVER GTW RAILROAD	BRIDGE - APPROACH WORK				CON		
OAKLAND	I-75 BL (SQUARE LAKE ROAD)		I-75BL NORTHBOUND OVER GTW RAILROAD	BRIDGE - SUPERSTRUCTURE REPLACE	0.000			CON		
OAKLAND	I-75 BL (SQUARE LAKE ROAD)		I-75BL SOUTHBOUND OVER GTW RAILROAD	BRIDGE - BRIDGE REPLACEMENT	0.000			CON		
OAKLAND	I-75 NB		M-15 TO NORTH OAKLAND COUNTY LINE	ROAD - RESURFACE, MILL AND PULVERIZE	14.465			CON		
OAKLAND	I-75 NB		OVER M-10	BRIDGE - OVERLAY - SHALLOW	0.000			CON		
OAKLAND	I-75 NB		OVER DIXIE HIGHWAY	BRIDGE - OVERLAY - SHALLOW	0.000			CON		
OAKLAND	I-75 SB		M-15 TO NORTH OAKLAND COUNTY LINE	ROAD - OVERLAY	14.465					CON
OAKLAND	I-96		OLD PLANK ROAD OVER I-96	BRIDGE - BRIDGE REPLACEMENT	0.000	CON				
OAKLAND	M-1 (WOODWARD AVENUE)		NORTH CITY LIMITS OF FERNDALE TO M-102	ROAD - RESURFACE, MILL AND PULVERIZE	1.652		CON			
OAKLAND	M-1 (WOODWARD AVENUE)		M-1 SOUTHBOUND RAMP OVER M-102 (EIGHT MILE ROAD)	BRIDGE - DECK REPLACEMENT	0.000		CON			
OAKLAND	M-1 (WOODWARD AVENUE)		M-1 NORTHBOUND RAMP OVER M-102 (EIGHT MILE ROAD)	BRIDGE - DECK REPLACEMENT	0.000		CON			
OAKLAND	M-1 (WOODWARD AVENUE)		M-1 OVER M-102 (EIGHT MILE ROAD) AND RAMPS	BRIDGE - DECK REPLACEMENT	0.000		CON			
OAKLAND	US-24 (TELEGRAPH ROAD)		DIXIE HIGHWAY TO ELIZABETH LAKE ROAD	ROAD - RESURFACE, MILL AND PULVERIZE	2.060	CON				
OAKLAND	US-24 (TELEGRAPH ROAD)		ELZABETH LAKE ROAD TO NORTH OF VOORHEIS	ROAD - RECONSRUCT, NO WIDENING	0.710				CON	
OAKLAND	US-24 (TELEGRAPH ROAD)		ORCHARD LAKE ROAD TO NORTH OF VOORHEIS	ROAD - RECONSRUCT, NO WIDENING	0.840				CON	
OAKLAND	US-24 (TELEGRAPH ROAD)		US-24 NORTHBOUND OVER CLINTON RIVER	BRIDGE - OVERLAY - SHALLOW	0.000				CON	
OAKLAND	US-24 (TELEGRAPH ROAD)		US-24 SOUTHBOUND OVER CLINTON RIVER	BRIDGE - OVERLAY - SHALLOW	0.000				CON	
ST. CLAIR	I-69		I-69 WESTBOUND OVER CSX RAILROAD	BRIDGE - DECK REPLACEMENT	0.000				CON	
ST. CLAIR	I-69		I-69 EASTBOUND OVER CSX RAILROAD	BRIDGE - DECK REPLACEMENT	0.000				CON	
ST. CLAIR	I-69		EAST OF BARTH ROAD TO I-94	ROAD - OVERLAY	4.682				CON	
ST. CLAIR	I-94		I-94 WESTBOUND OVER GTW RAILROAD	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000			CON		
ST. CLAIR	I-94		SMITH CREEK ROAD OVER I-94	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
ST. CLAIR	I-94		PALMS ROAD OVER I-94	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
ST. CLAIR	I-94		RANGE ROAD OVER I-94	BRIDGE - REPLACE BRIDGE, ADD LANES	0.000		CON			
ST. CLAIR	I-94		I-94 OVER BLACK RIVER	BRIDGE - OVERLAY - SHALLOW	0.000	CON				
ST. CLAIR	I-94		I-94 WESTBOUND OVER M-25 CONNECTOR	BRIDGE - JOINT REPLACEMENT	0.000	CON				
ST. CLAIR	I-94		OVER GTW RAILROAD	BRIDGE - APPROACH WORK				CON		
ST. CLAIR	I-94		I-94 EASTBOUND OVER GTW RAILROAD	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000			CON		
ST. CLAIR	I-94		I-94 EASTBOUND OVER GRATIOT	BRIDGE - DECK REPLACEMENT	0.000			CON		
ST. CLAIR	I-94		I-94 WESTBOUND OVER GRATIOT	BRIDGE - DECK REPLACEMENT	0.000			CON		
ST. CLAIR	I-94		ST CLAIR HIGHWAY OVER I-94	BRIDGE - SUPERSTRUCTURE REPLACE	0.000		CON			
ST. CLAIR	I-94BL		DOVE TO BLACK RIVER	ROAD - RESURFACE AND CURB AND GUTTER	1.960					CON

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Metro Region **Repair and Rebuild Roads continued**

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
ST. CLAIR	I-94BL (GRATIOT)		WEST OF I-94/I-94BL TO RANGE ROAD	ROAD - RECONSRUCT, NO WIDENING	0.420				CON	
ST. CLAIR	M-136		EAST OF KINGSLEY TO KEWAHDIN	ROAD - RESURFACE AND SHOULDERS	6.203					CON
ST. CLAIR	M-19 (MAIN STREET)		M-19 OVER BELLE RIVER	BRIDGE - MISCELLANEOUS BRIDGE CPM	0.000		CON			
ST. CLAIR	M-21 - OLD (BRANDON /LAPEER)		M-21 OVER COWHEY CREEK	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
ST. CLAIR	M-21 - OLD (BRANDON /LAPEER)		M-21 OVER COWHEY CREEK	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
ST. CLAIR	M-21 - OLD (IMLAY CITY/BRYCE/D		CADE ROAD TO M-19	ROAD - RESURFACE	12.118		CON			
ST. CLAIR	M-21 - OLD (LAPEER/BRANDON R		M-19 TO BARTH ROAD	ROAD - RESURFACING	9.230	CON				
ST. CLAIR	M-29		RIVERSIDE DRIVE SOUTH TO FRANCIS	ROAD - RESURFACE, MILL AND PULVERIZE	5.260		CON			
ST. CLAIR	M-29		PALMS TO FLAMINGO	ROAD - RESURFACE, MILL AND PULVERIZE	2.840		CON			
ST. CLAIR	M-29		FRANCIS TO BROADWAY	ROAD - RECONSRUCT, NO WIDENING	1.650			CON		
ST. CLAIR	M-29 (PARKER STREET)		BROADWAY TO CHARTIER	ROAD - OVERLAY	1.260				CON	
WAYNE	I-275		ANN ARBOR ROAD OVER I-275	BRIDGE - OVERLAY	0.000	CON				
WAYNE	I-375		UNDER MADISON AVENUE RAMP	BRIDGE - APPROACH WORK		CON				
WAYNE	I-375		MADISON AVENUE RAMPS OVER I-375	BRIDGE - OVERLAY - DEEP	0.000	CON				
WAYNE	I-375		UNDER MADISON AVENUE RAMPS	BRIDGE - APPROACH WORK			CON			
WAYNE	I-375		MADISON AVENUE RAMPS OVER I-375	BRIDGE - PAINTING COMPLETE	0.000		CON			
WAYNE	I-75		UNDER VREELAND, SOUTH LIMITS OF WOODHAVEN	BRIDGE - APPROACH WORK		CON				
WAYNE	I-75		VREELAND ROAD OVER I-75	BRIDGE - BRIDGE REPLACEMENT		CON				
WAYNE	I-75		UNDER WOODRUFF	BRIDGE - APPROACH WORK		CON				
WAYNE	I-75		UNDER WOODRUFF	BRIDGE - OVERLAY - DEEP	0.000	CON				
WAYNE	I-75 (CHRYSLER FREEWAY)		12 BRIDGES IN WAYNE COUNTY	BRIDGE - APPROACH WORK			CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		PROPOSED M-14 WB RAMP OVER SOUTH SERVICE ROAD	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		GREENDALE AVENUE WALK OVER I-75	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		LANTZ AVENUE WALKOVER OVER I-75	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		SEVEN MILE ROAD NORTHBOUND LEFT TU OVER I-75	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		SEVEN MILE ROAD SOUTHBOUND LEFT TURN OVER I-75	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		M-102 EASTBOUND SERVICE ROAD OVER I-75	BRIDGE - OVERLAY - DEEP	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		M-102 WESTBOUND SERVICE ROAD OVER I-75	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		CARPENTER AVENUE OVER I-75	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		I-75 OVER MODERN AVENUE	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		DAVISON RAMP(M-14) OVER I-75	BRIDGE - OVERLAY - DEEP	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		DAVISON SOUTH SERVICE ROAD OVER I-75 RAMP	BRIDGE - DECK REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		M-14 EAST TO SOUTH RAMP OVER GTW RAILROAD	BRIDGE - JOINT REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		M-8 EAST TO SOUTH RAMP OVER GTW RAILROAD	BRIDGE - DECK REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		UNDER MEADE STREET	BRIDGE - APPROACH WORK			CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		MEADE STREET OVER I-75	BRIDGE - DECK REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		14 BRIDGES, WAYNE COUNTY	BRIDGE - APPROACH WORK			CON			

Metro Region **Repair and Rebuild Roads continued**

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
WAYNE	I-75 (CHRYSLER FREEWAY)		NORTH SERVICE ROAD OVER PROPOSED M-14 WB RAMP	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		I-75 OVER CONRAIL RAILROAD	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		DAVISON TO I-75 RAMP OVER GTW RR, I-75 & DAVISON(M-14)	BRIDGE - OVERLAY - DEEP	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		SEVEN MILE ROAD OVER I-75	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		M-102 (EIGHT MILE ROAD) OVER I-75	BRIDGE - OVERLAY - DEEP	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		I-75 OVER MCNICHOLS ROAD	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		NEVADA AVENUE OVER I-75	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		OAKLAND AVENUE OVER I-75	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		I-75 NB RAMP WINCHEST OVER I-75	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		I-75 AND RAMPS C & D OVER DAVISON AND SERVICE ROADS.	BRIDGE - OVERLAY - DEEP	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		DEQUINDRE AVENUE OVER DAVISON	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		I-75 OVER RAMP TO DAVISON	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		DAVISON RAMP TO I-75 OVER DEQUINDRE AVENUE	BRIDGE - OVERLAY - DEEP	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		DEQUINDRE OVER I-75 RAMP TO DAVISON	BRIDGE - DECK REPLACEMENT	0.000		CON			
WAYNE	I-75 (CHRYSLER FREEWAY)		SEVEN BRIDGES IN WAYNE COUNTY, DETROIT	BRIDGE - APPROACH WORK		CON				
WAYNE	I-75 (CHRYSLER FREEWAY)		FERRY AVENUE OVER I-75 WEST TO SOUTH TURN ROADWAY	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (CHRYSLER FREEWAY)		FERRY AVENUE OVER I-75 AND TURN ROADWAY	BRIDGE - SUBSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (CHRYSLER FREEWAY)		I-94 EASTBOUND TO I-75 NORTHBOUND RAMP OVER I-75	BRIDGE - SUBSTRUCTURE REPAIR	0.000	CON				
WAYNE	I-75 (CHRYSLER FREEWAY)		I-94 WESTBOUND TO SOUTHBOUND RAMP OVER I-94	BRIDGE - DECK REPLACEMENT	0.000	CON				
WAYNE	I-75 (CHRYSLER FREEWAY)		I-75 NB TO I-94 WB RAMP OVER I-75 AND RAMP	BRIDGE - DECK REPLACEMENT	0.000	CON				
WAYNE	I-75 (CHRYSLER FREEWAY)		I-94 WB TO SB RAMP OVER I-75 AND RAMP	BRIDGE - DECK REPLACEMENT	0.000	CON				
WAYNE	I-75 (CHRYSLER FREEWAY)		I-75 SOUTHBOUND TO I-94 EASTBOUND RAMP OVER I-94	BRIDGE - PAINTING COMPLETE	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		ROUGE RIVER TO GODDARD ROAD	ROAD - RECONSTRUCT	4.675	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 SOUTHBOUND OVER OUTER DRIVE	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 SOUTHBOUND OVER M-39	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 NORTHBOUND OVER M-39	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 NORTHBOUND OVER OUTER DRIVE	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 RAMP D SB OVER TOLEDO DIXIE HIGHWAY & RAMP C	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 SB OVER TOLEDO-DIXIE HIGHWAY AND RAMP C	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 NB OVER TOLEDO-DIXIE HIGHWAY AND RAMP C	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 OVER SCHAEFER ROAD	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		CONRAIL OVER I-75 RAMP C AND NORTHBOUND OLD 25	BRIDGE - PAINTING	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 NB OVER CR RR, GODDAROAD ROAD, SIXTEEN DRIVE	BRIDGE - JOINT REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 SB OVER SEXTON TO KILFOIL DRIVE, CR RAILROAD	BRIDGE - JOINT REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 RAMP C NB OVER TOLEDO DIXIE HIGHWAY RAMP D	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		GILROY STREET WALKOVER OVER I-75	BRIDGE - MISCELLANEOUS REHABILITATION	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		CICOTTE AVENUE OVER I-75	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				

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Metro Region **Repair and Rebuild Roads continued**

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
WAYNE	I-75 (FISHER FREEWAY)		I-75 OVER FORT STREET	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 OVER ROUGE RIVER,DEARBORN STREET AND RAILROAD	BRIDGE - JOINT REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 NB OFF RAMP OVER ROUGE RIVER & PLEASANT STREET	BRIDGE - JOINT REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		I-75 SB ON RAMP OVER ROUGE RIVER & PLEASANT STREET	BRIDGE - JOINT REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		12TH STREET EXIT RAMP OVER I-75 NORTHBOUND COLLECTOR	BRIDGE - DECK REPLACEMENT	0.000		CON			
WAYNE	I-75 (FISHER FREEWAY)		LONDON MOORE ROAD OVER I-75	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		CAMPAIGN ROAD OVER I-75	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-75 (FISHER FREEWAY)		SOUTHBOUND COLLECTOR UNDER 12TH STREET RAMP	BRIDGE - APPROACH WORK			CON			
WAYNE	I-75 (FISHER FREEWAY)		12TH STREET ENTRANCE RAMP OVER I-75 SB COLLECTOR	BRIDGE - DECK REPLACEMENT	0.000		CON			
WAYNE	I-94		PELHAM TO ROUGE RIVER	ROAD - RECONSRUCT, NO WIDENING	3.230					CON
WAYNE	I-94		PELHAM ROAD TO US-24 (TELEGRAPH ROAD)	ROAD - RECONSRUCT, NO WIDENING	2.000			CON		
WAYNE	I-94		I-94 EASTBOUND OVER INKSTER ROAD	BRIDGE - BRIDGE REPLACEMENT	0.000	CON				
WAYNE	I-94		I-94 WESTBOUND OVER INKSTER ROAD	BRIDGE - BRIDGE REPLACEMENT	0.000	CON				
WAYNE	I-94		I-94 EASTBOUND OVER ECORSE CREEK	BRIDGE - OVERLAY	0.000					CON
WAYNE	I-94		I-94 WESTBOUND OVER ECORSE CREEK	BRIDGE - OVERLAY	0.000					CON
WAYNE	I-94		EASTBOUND AND WESTBOUND OVER US-24	BRIDGE - APPROACH WORK				CON		
WAYNE	I-94		I-94 EASTBOUND OVER US-24 (TELEGRAPH ROAD)	BRIDGE - BRIDGE REPLACEMENT	0.000			CON		
WAYNE	I-94		I-94 WESTBOUND OVER US-24(TELEGRAPH ROAD)	BRIDGE - BRIDGE REPLACEMENT	0.000			CON		
WAYNE	I-94		THREE BRIDGES ON I-94 IN WAYNE COUNTY	BRIDGE - APPROACH WORK				CON		
WAYNE	I-94		I-94 WESTBOUND OVER MONROE BOULEVARD	BRIDGE - DECK REPLACEMENT	0.000			CON		
WAYNE	I-94		I-94 EASTBOUND OVER PELHAM ROAD	BRIDGE - DECK REPLACEMENT	0.000			CON		
WAYNE	I-94		I-94 WESTBOUND OVER PELHAM ROAD	BRIDGE - DECK REPLACEMENT	0.000			CON		
WAYNE	I-94		EASTBOUND OVER MONROE BOULEVARD	BRIDGE - APPROACH WORK				CON		
WAYNE	I-94		I-94 EASTBOUND OVER MONROE BOULEVARD	BRIDGE - DECK REPLACEMENT	0.000			CON		
WAYNE	I-94 (FORD FREEWAY)		I-96 TO CONNER	ROAD - RESURFACE, MILL AND PULVERIZE	6.703	CON				
WAYNE	I-94 (FORD FREEWAY)		US-12 TO 24TH STREET	ROAD - RESURFACE, MILL AND PULVERIZE	4.099				CON	
WAYNE	I-94 (FORD FREEWAY)		UNDER M-10 SOUTHBOUND OVER I-94	BRIDGE - APPROACH WORK				CON		
WAYNE	I-94 (FORD FREEWAY)		M-10 SOUTHBOUND OVER I-94	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	I-94 EB		1000 FT EAST OF I-275 TO WEST OF WAYNE ROAD	ROAD - RECONSRUCT, NO WIDENING	0.930		CON			
WAYNE	I-94 EB		OVER SHOOK ROAD AND CSX RAILROAD	BRIDGE - APPROACH WORK			CON			
WAYNE	I-94 EB		I-94 EASTBOUND OVER CSX RAILROAD AND SHOOK ROAD	BRIDGE - BRIDGE REPLACEMENT	0.000		CON			
WAYNE	I-94 WB		OVER SHOOK AND CSX RAILROAD	BRIDGE - APPROACH WORK			CON			
WAYNE	I-94 WB		I-94 WESTBOUND OVER CSX RAILROAD AND SHOOK ROAD	BRIDGE - BRIDGE REPLACEMENT	0.000		CON			
WAYNE	I-96 (JEFFRIES FREEWAY)		I-94 WESTBOUND RAMP IN DETROIT	BRIDGE - APPROACH WORK					CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		I-96 WESTBOUND TO I-94 WESTBOUND RAMP OVER I-96	BRIDGE - DECK REPLACEMENT	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		I-96 OVER I-94	BRIDGE - DECK REPLACEMENT	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		US-12 (MICHIGAN AVENUE) OVER I-96	BRIDGE - DECK REPLACEMENT	0.570				CON	

2002-2006 FIVE YEAR PLAN

Metro Region **Repair and Rebuild Roads continued**

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
WAYNE	I-96 (JEFFRIES FREEWAY)		US-24 TO WEST OF M-39	ROAD - RECONSRUCT, NO WIDENING	2.515			CON		
WAYNE	I-96 (JEFFRIES FREEWAY)		I-75 TO I-94	ROAD - RECONSRUCT, NO WIDENING	2.306				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		GRAND RIVER AVENUE OVER I-96 (JEFFRIES FREEWAY)	BRIDGE - OVERLAY	0.000			CON		
WAYNE	I-96 (JEFFRIES FREEWAY)		I-96 OVER ROUGE RIVER	BRIDGE - DECK REPLACEMENT	0.000			CON		
WAYNE	I-96 (JEFFRIES FREEWAY)		SCHOOLCRAFT CROSSOVER OVER I-96	BRIDGE - DECK REPLACEMENT	0.000			CON		
WAYNE	I-96 (JEFFRIES FREEWAY)		GRAND RIVER LEFT TURN(M-5) OVER I-96 (JEFFRIES FWY)	BRIDGE - DECK REPLACEMENT	0.000			CON		
WAYNE	I-96 (JEFFRIES FREEWAY)		BENTLER PEDESTRIAN CROSSOVER OVER I-96	BRIDGE - DECK REPLACEMENT	0.000			CON		
WAYNE	I-96 (JEFFRIES FREEWAY)		WARREN AVENUE OVER I-96	BRIDGE - DECK REPLACEMENT	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		SELDEN AVENUE WALKOVER OVER I-96	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		BUCHANAN STREET OVER I-96	BRIDGE - PIER AND ABUTMENT REPAIR	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		MYRTLE STREET OVER I-96	BRIDGE - PIER AND ABUTMENT REPAIR	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		GRAND TRUNK WESTERN RAILROAD OVER I-96	BRIDGE - PAINTING	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		CONRAIL OVER I-96	BRIDGE - PAINTING	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		WEST OF EB I-96/M-39 RAMP TO EAST OF GRAND RIVER	ROAD - RECONSRUCT, NO WIDENING	2.870				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		UNDER PACIFIC AVENUE	BRIDGE - APPROACH WORK				CON		
WAYNE	I-96 (JEFFRIES FREEWAY)		PACIFIC AVENUE OVER I-96	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	I-96 (JEFFRIES FREEWAY)		GRAND RIVER ENTRANCE TO I-94 WB OVER RAMP TO I-94	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	I-96 (JEFFRIES FREEWAY)		GRAND RIVER EXIT RAMP OVER I-96 RAMP	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	I-96 (JEFFRIES FREEWAY)		ROOSEVELT WALKOVER OVER I-96	BRIDGE - JOINT REPLACEMENT	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		WEST GRAND RIVER BOULEVARD AND TIREMAN OVER I-96	BRIDGE - OVERLAY - DEEP	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		OVER RAMP FROM I-94	BRIDGE - DECK REPLACEMENT	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		OVER RAMP TO I-94	BRIDGE - DECK REPLACEMENT	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		I-94 EASTBOUND RAMP TO I-96 WESTBOUND OVER I-94	BRIDGE - DECK REPLACEMENT	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		I-94 WESTBOUND RAMP TO I-96 EASTBOUND OVER I-94	BRIDGE - DECK REPLACEMENT	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		RAMP UNDER WARREN AVENUE EXIT RAMP	BRIDGE - DECK REPLACEMENT	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		RAMP UNDER WARREN AVENUE ENTRANCE RAMP	BRIDGE - OVERLAY - SHALLOW	0.000				CON	
WAYNE	I-96 (JEFFRIES FREEWAY)		SCOTTEN AVENUE OVER I-96	BRIDGE - SUBSTRUCTURE REPAIR	0.000				CON	
WAYNE	M-10 (LODGE FREEWAY)		I-75 TO GRISWOLD STREET	ROAD - RECONSTRUCT	1.630	CON				
WAYNE	M-10 (LODGE FREEWAY)		UNDER HOWARD STREET IN DETROIT	BRIDGE - APPROACH WORK		CON				
WAYNE	M-10 (LODGE FREEWAY)		HOWARD STREET OVER M-10	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	M-10 (LODGE FREEWAY)		PORTER STREET WALKOVER OVER M-10	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	M-10 (LODGE FREEWAY)		ELIZABETH STREET WALKOVER M-10	BRIDGE - BRIDGE REMOVAL	0.000	CON				
WAYNE	M-10 (LODGE FREEWAY)		LARNED STREET RAMP OVER M-10 NORTHBOUND	BRIDGE - MISCELLANEOUS REHABILITATION	0.000	CON				
WAYNE	M-10 (LODGE FREEWAY)		BAGLEY AVENUE RAMPS OVER M-10	BRIDGE - OVERLAY	0.000	CON				
WAYNE	M-10 (LODGE FREEWAY)		GLENDALE AVENUE OVER M-10	BRIDGE - SUPERSTRUCTURE REPLACE	0.000			CON		
WAYNE	M-10 (LODGE FREEWAY)		M-10 NORTHBOUND OVER I-94	BRIDGE - SUPERSTRUCTURE REPLACE	0.000			CON		
WAYNE	M-10 (LODGE FREEWAY)		MEYERS ROAD TO M-102	ROAD - PATCHING	2.716	CON				

2002-2006 FIVE YEAR PLAN

Metro Region **Repair and Rebuild Roads continued**

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
WAYNE	M-14 - OLD (ANN ARBOR ROAD)		NAPIER ROAD TO CANTON CENTER	ROAD - RESURFACE, MILL AND PULVERIZE	3.170		CON			
WAYNE	M-14 - OLD (ANN ARBOR ROAD)		GENERAL TO NEWBURGH	ROAD - RECONSTRUCT	2.570	CON				
WAYNE	M-14 - OLD (ANN ARBOR ROAD)		OLD M-14 OVER FELLOWS CREEK	BRIDGE - BRIDGE REPLACEMENT			CON			
WAYNE	M-14 - OLD (ANN ARBOR ROAD)		OLD M-14 OVER WILLOW CREEK	BRIDGE - BRIDGE REPLACEMENT			CON			
WAYNE	M-14 - OLD (PLYMOUTH ROAD)		INKSTER TO WORMER	ROAD - RESURFACE, MILL AND PULVERIZE	1.820		CON			
WAYNE	M-14 - OLD (PLYMOUTH ROAD)		WORMER TO HAZELTON	ROAD - RESURFACE, MILL AND PULVERIZE	0.560			CON		
WAYNE	M-153 (FORD ROAD)		EAST OF LOTZ TO WAYNE ROAD	ROAD - RESURFACE, MILL AND PULVERIZE	2.050	CON				
WAYNE	M-153 (FORD ROAD)		MERCURY TO US-12	ROAD - RECONSRUCT	2.550					CON
WAYNE	M-153 (FORD ROAD)		GREENFIELD ROAD OVER M-153	BRIDGE - DECK REPLACEMENT	0.000					CON
WAYNE	M-153 (FORD ROAD)		MARLOW TO EAST OF LOTZ	ROAD - RESURFACE, MILL AND PULVERIZE	2.350					CON
WAYNE	M-3 (GRATIOT AVENUE)		I-94 NORTH TO EIGHT MILE ROAD	ROAD - RESURFACE, MILL AND PULVERIZE	4.573		CON			
WAYNE	M-39 (SOUTHFIELD FREEWAY)		AT PAUL AVENUE AND TIREMAN AVENUE	BRIDGE - APPROACH WORK					CON	
WAYNE	M-39 (SOUTHFIELD FREEWAY)		PAUL AVENUE OVER M-39	BRIDGE - BRIDGE REPLACEMENT	0.000				CON	
WAYNE	M-39 (SOUTHFIELD FREEWAY)		TIREMAN AVENUE OVER M-39	BRIDGE - BRIDGE REPLACEMENT	0.000				CON	
WAYNE	M-39 (SOUTHFIELD ROAD)		LAFAYETTE TO I-75 AND ALLEN PARK TO ALLEN ROAD	ROAD - RECONSRUCT, NO WIDENING	0.740		CON			
WAYNE	M-5 (GRAND RIVER AVENUE)		EIGHT MILE ROAD TO ROUGE RIVER	ROAD - RESURFACE, MILL AND PULVERIZE	3.100		CON			
WAYNE	M-5 (GRAND RIVER AVENUE)		M-5 EASTBOUND OVER ROUGE RIVER	BRIDGE - BRIDGE REPLACEMENT	0.000		CON			
WAYNE	M-5 (GRAND RIVER AVENUE)		WESTBOUND OVER ROUGE RIVER	BRIDGE - APPROACH WORK			CON			
WAYNE	M-5 (GRAND RIVER AVENUE)		M-5 WESTBOUND OVER ROUGE RIVER	BRIDGE - BRIDGE REPLACEMENT	0.000		CON			
WAYNE	M-53 (VAN DYKE ROAD)		M-3 TO HARPER	ROAD - RECONSRUCT, NO WIDENING	0.700			CON		
WAYNE	M-53 (VAN DYKE ROAD)		HARPER TO M-102	ROAD - RESURFACE, MILL AND PULVERIZE	4.160			CON		
WAYNE	US-12 (MICHIGAN AVENUE)		FOURTH STREET TO HENRY RUFF	ROAD - PAVEMENT PATCHING	2.070					CON
WAYNE	US-12 (MICHIGAN AVENUE)		CASS TO GRISWOLD	ROAD - RESURFACE, MILL AND PULVERIZE	0.230					CON
WAYNE	US-12 (MICHIGAN AVENUE)		FIRESTONE TO LIVERNOIS	ROAD - RECONSRUCT, NO WIDENING	3.820		CON			
WAYNE	US-12 (MICHIGAN AVENUE)		US-12 UNDER GREENFIELD	BRIDGE - APPROACH WORK						CON
WAYNE	US-12 (MICHIGAN AVENUE)		GREENFIELD ROAD OVER US-12	BRIDGE - SUPERSTRUCTURE REPLACE	0.000					CON
WAYNE	US-12 (MICHIGAN AVENUE)		EAST OF DENTON TO BELVILLE ROAD	ROAD - RECONSRUCT, NO WIDENING	1.990			CON		
WAYNE	US-24		VREELAND TO WEST ROAD	ROAD - STUDY	5.370				CON	
WAYNE	US-24 (TELEGRAPH ROAD)		M-5(GRAND RIVER) TO I-96	ROAD - RECONSTRUCT NORTHBOUND, OVERLAY S	2.701	CON				
WAYNE	US-24 (TELEGRAPH ROAD)		OVER SILVER CREEK	BRIDGE - APPROACH WORK				CON		
WAYNE	US-24 (TELEGRAPH ROAD)		US-24 OVER SILVER CREEK	BRIDGE - BRIDGE REPLACEMENT	0.000			CON		
WAYNE	US-24 (TELEGRAPH ROAD)		M-102 WESTBOUND OVER US-24	BRIDGE - SUPERSTRUCTURE REPLACE	0.000		CON			
WAYNE	US-24 (TELEGRAPH ROAD)		M-102 EASTBOUND OVER US-24	BRIDGE - SUPERSTRUCTURE REPLACE	0.000		CON			
WAYNE	US-24 (TELEGRAPH ROAD)		VAN BORN TO LELAND/OXFORD	ROAD - RESURFACE, MILL AND PULVERIZE	1.750		CON			
WAYNE	US-24 (TELEGRAPH ROAD)		ECORSE ROAD TO VANBORN ROAD	ROAD - RECONSRUCT, NO WIDENING	0.950			CON		
WAYNE	US-24 (TELEGRAPH ROAD)		PENNSYLVANIA TO I-75 CONNECTOR	ROAD - RESURFACE	0.620				CON	
WAYNE	US-24 NB (TELEGRAPH ROAD)		PURITAN TO GRAND RIVER	ROAD - RECONSTRUCTION	1.181	CON				

2002-2006 FIVE YEAR PLAN

Metro Region **Repair and Rebuild Roads continued**

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
WAYNE	US-24 (TELEGRAPH ROAD)		LELAND/OXFORD TO BEECHMONT	ROAD - RECONSRUCT, NO WIDENING	0.640		CON			
WAYNE	US-24 (TELEGRAPH ROAD)		BEECHMONT TO SOUTH OF M-153	ROAD - RESURFACE, MILL AND PULVERIZE	1.531					CON
WAYNE	US-24 (TELEGRAPH ROAD)		SOUTH OF M-153 TO SOUTH OF JOY	ROAD - RESURFACE, MILL AND PULVERIZE PLUS AD	2.159					CON
WAYNE	US-24 (TELEGRAPH ROAD)		SOUTH OF JOY TO SOUTH OF PLYMOUTH	ROAD - RESURFACE, MILL AND PULVERIZE	0.920				CON	
WAYNE	US-24 (TELEGRAPH ROAD)		SOUTH OF PLYMOUTH TO NORTH OF GLENDALE	ROAD - RESURFACE, MILL AND PULVERIZE	0.780			CON		
					196.505					

2002-2006 FIVE YEAR PLAN

Metro Region

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
Committed New Roads										
OAKLAND	M-5		12 MI ROAD TO NORTH OF 14 MILE ROAD	NEW ROUTES	0.000	ROW	ROW			
OAKLAND	M-5		14 MILE ROAD TO PONTIAC TO HAGGERTY	CONSTRUCT BOULEVARD		ROW, CON				
OAKLAND	M-5		14 MILE ROAD TO PONTIAC	LANDSCAPING		PE	CON			
					0.000					
Committed Capacity Improvement										
WAYNE	I-275		EUREKA ROAD INTERCHANGE	INTERCHANGE REDESIGN AND UPGRADING	0.000	CON				
WAYNE	I-375	BM III	WEST OF WOODWARD AVENUE TO SOUTH OF I-75/I-375	INTERCHANGE REDESIGN AND UPGRADING	0.000	EPE, PE, ROW	PE, ROW, CON	CON		
OAKLAND	I-696		I-696 AT FRANKLIN ROAD	ADD NEW INTERCHANGE RAMPS	0.000	EPE				
OAKLAND	I-696		AT FRANKLIN ROAD INTERCHANGE	NEW INTERCHANGE, EXISTING ROUTE	1.065		CON			
OAKLAND	11 MILE ROAD		FRANKLIN ROAD TO FIVE LANE SECTION	RECONSTRUCT AND ADD LANE(S)	0.000		CON			
OAKLAND	I-696		AT FRANKLIN ROAD INTERCHANGE	NEW INTERCHANGE, EXISTING ROUTE	0.000		CON			
OAKLAND	I-75	BM III	AT SQUARE LAKE	INTERCHANGE REDESIGN AND UPGRADING	0.000	EPE,PE	ROW	CON		
WAYNE	I-75		AT AMBASSADOR BRIDGE	INTERCHANGE REDESIGN AND UPGRADING	0.000	PE, ROW	PE, ROW	PE, ROW	CON	CON
OAKLAND	I-75		0.8 MI SOUTH OF M-59	NEW BIKE PATH STRUCTURE		PE	CON			
OAKLAND	I-75		NORTHBOUND BETWEEN SQUIRREL AND SOUTH BOULEVARD	NOISE ABATEMENT		PE	CON			
WAYNE	I-94	BM III	AT SCHAEFFER, DEARBORN	INTERCHANGE REDESIGN AND UPGRADING	0.900	PE	PE,CON	CON		
WAYNE	I-94	BM III	GATE 10	INTERCHANGE REDESIGN AND UPGRADING	0.000	EPE				
OAKLAND	I-96		AT WIXOM (S06) AND BECK (S06)	INTERCHANGE REDESIGN AND UPGRADING	0.000	PE, ROW	CON	CON	CON	
OAKLAND	NORTHWESTERN CONNECTOR		M-5 HAGGERTY CONNECTOR TO M-10 NORTHWESTERN HWY	INTERSECTION IMPROVEMENTS AND WIDENING	5.000	PE	PE	ROW, CON	CON	
WAYNE	M-10 (JEFFERSON AVENUE)		GRISWOLD EASTERLY TO EAST OF BEAUBIEN	LANDSCAPING		CON				
WAYNE	M-3 (FORT STREET)		ANNE TO WEST OF CLARK	INTERCHANGE REDESIGN AND UPGRADING	0.888	PE, CON				
WAYNE	M-3 (FORT STREET)		EAST OF ROSA PARK TO ANNE STREET	RECONSTRUCT AND ADD LANE(S)	0.562	PE, CON				
MACOMB	M-53		27 1/2 MILE ROAD TO 34 MILE ROAD	WIDEN - ADD LANES	7.594	PE, ROW	CON	CON	CON	
MACOMB	M-53 CONN		VAN DYKE ROAD TO MOUND ROAD, STERLING HEIGHTS	WIDEN FROM 2 TO5 LANES		PE	PE			
MACOMB	M-53		AT 18 1/2 MILE ROAD AND VAN DYKE	INTERCHANGE REDESIGN AND UPGRADING	0.000	PE, ROW	CON	CON		
MACOMB	M-53	BM III	12 MILE ROAD TO 14 MILE ROAD, WARREN	STUDY		PE	PE	CON		
OAKLAND	M-59		AT ADAMS ROAD, ROCHESTER HILLS	RELOCATE INTERCHANGE		PE	PE,ROW	CON		
OAKLAND	M-59		AT CROOKS ROAD INTERCHANGE, ROCHESTER HILLS	RECONSTRUCTION OF INTERCHANGE, WIDEN BRID		PE,ROW	PE	CON	CON	
OAKLAND	M-59	BM III	CROOKS TO RYAN	RECONSTRUCT AND ADD LANE(S)	5.879	EPE	PE	PE	CON	CON
OAKLAND	M-59		AT SQUIRREL ROAD	NOISE ABATEMENT WALL		PE	CON			
					21.888					

2002-2006 FIVE YEAR PLAN

Metro Region

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006

Capacity Improvement Research

WAYNE	AREA WIDE		ONTARIO-MICHIGAN BORDER PARTNERSHIP	STUDY	0.000	EPE	EPE			
WAYNE	COUNTY WIDE		LIVERNOIS JUNCTION YARD	STUDY	0.000	EPE	EPE			
OAKLAND	I-75		NORTH PERIMETER ROAD INTERCHANGE TO M-24 PLUS 4 STRS	ADD LANE(S)	4.000	PE, ROW	PE,ROW			
OAKLAND	I-75		AT CROOKS ROAD TO CITY OF TROY	INTERCHANGE REDESIGN AND UPGRADING	5.150	PE	PE	PE	PE	
OAKLAND	I-75		AT M-59 INTERCHANGE	RECONSTRUCT AND ADD LANE(S)	0.500	ROW				
OAKLAND	I-75	BM III	EIGHT MILE ROAD (M-102) TO M-59	RECONSTRUCT AND ADD LANE(S)	46.425	EPE	EPE			
OAKLAND	I-75	BM III	M-102 (EIGHT MILE ROAD) NORTH TO M-59	RECONSTRUCT AND ADD LANE(S)	18.490		PE	PE	PE	
OAKLAND	I-75		I-75 BL TO NORTH OF FEATHERSTONE PLUS RAMPS TO M-59	INTERCHANGE RECONSTRUCTION PLUS RAMPS		PE				
WAYNE	I-94	BM III	I-96 TO CONNER AVENUE TO DETROIT	STUDY	7.000	EPE	PE	PE	PE	
ST. CLAIR	I-94		BRIDGE OVER BLACK RIVER AND APPROACHES	STUDY	0.570	EPE	EPE			
ST. CLAIR	I-94/BLUE WATER BRIDGE		BLUE WATER BRIDGE	ADD LANE(S)	0.000	EPE	EPE			
OAKLAND	M-15		I-75 TO I-69	STUDY	11.577	EPE				
					93.712					