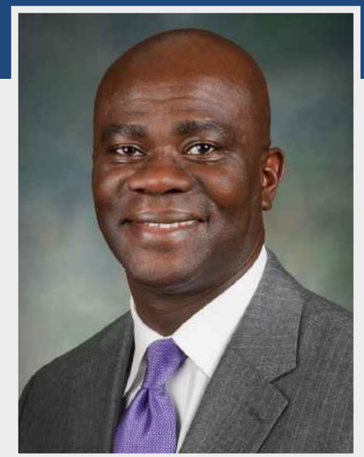
MICHIGAN DEPARTMENT OF TRANSPORTATION

2021-2025 FIVE-YEAR TRANSPORTATION PROGRAM

Final Draft Presented to the State Transportation Commission on January 21, 2021

Letter from Director Paul Ajegba



Dear Reader:

I present to you the 2021-2025 Five-Year Transportation Program, a summary of the Michigan Department of Transportation's (MDOT) stewardship of highway, bridge, public transit, rail, aviation, marine, and nonmotorized programs and resources.

This past year presented many challenges to our great state. The structure of transportation funding in Michigan is built upon the sale of fuel. When the "Stay Home, Stay Safe" executive order was put into place to slow the spread of COVID-19, gas tax receipts were noticeably impacted when traffic volumes dropped by more than 50 percent from February to April. Daily volumes have yet to rebound completely as we continue to find ourselves in the midst of a global pandemic.

This document contains a list of planned highway projects that will utilize all available state and federal revenue for this time period. In addition, this document contains details about the investments being made in the passenger transportation, aviation, and rail programs throughout the state, which are critical to Michigan's economic health and the provision of a diversity of mobility options statewide. This transportation program represents $16.4 billion in multi-modal transportation investments, which includes Rebuilding Michigan program bond funds. Gov. Whitmer initiated the bonding proposal to address critical infrastructure needs that otherwise would have taken many years to implement.

In these trying times, MDOT will continue to maintain stewardship of the transportation infrastructure under its care with the resources that are currently available. The Rebuilding Michigan program will help stave off a precipitous decline in pavement condition on our public roadways, but a long-term funding solution is desperately needed. The cost to rehabilitate deteriorating public infrastructure only continues to increase with the passage of time. In addition, future investments in our transportation system will need to take into consideration technological advancements that will likely change our transportation system in many ways.

We at MDOT appreciate your interest and participation in the transportation planning process. Please do not hesitate to reach out to our department with any questions or concerns you may have.

Sincerely,

Paul C. Ajegba, P.E.
Director

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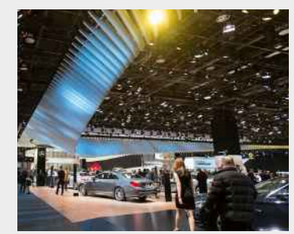

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Introduction

The purpose of the MDOT Five-Year Transportation Program (5YTP) is to present anticipated investments across all modes as early in the planning process as possible, supporting successful program delivery, encouraging local coordination, and guaranteeing opportunities for meaningful public input.

The 5YTP is an important communication and public relations tool for everyone - those within the department, stakeholders, the State Transportation Commission (STC), and the public. It reflects the priorities of the department, identifies funding available, and establishes the timetable for project delivery. It is truly an integral part of this organization and provides the information pipeline for our business from project development through delivery.

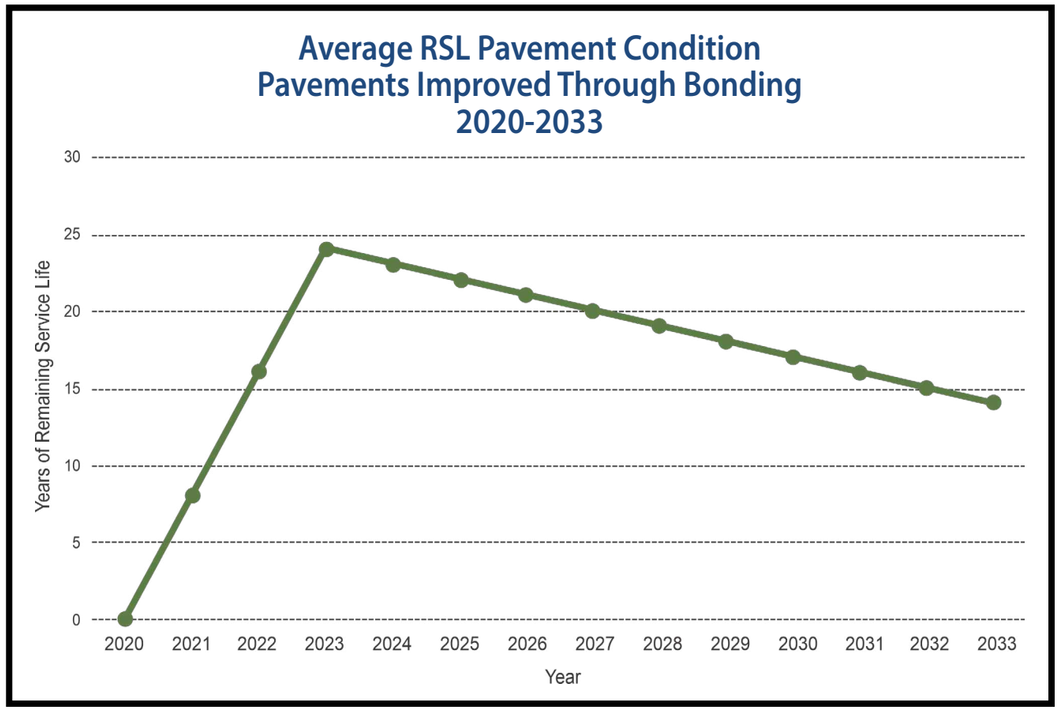
This document provides information on planned investments for all components of the transportation network for which MDOT is responsible, including highways, bridges, bus, rail, aviation, marine, and nonmotorized transportation. This document is created in alignment with established State Long-Range Transportation Plan (SLRTP) and STC goals to ensure the preservation of the transportation network to provide a safe and connected system for Michigan's citizens, as required.

Rebuilding Michigan Program

The Rebuilding Michigan program (RBMP) is structured to generate $3.5 billion in additional financing from the sale of bonds by utilizing the bonding capacity of the State Trunkline Fund. This revenue is not a long-term funding solution or a gas tax increase, but is a financial mechanism being used to advance essential projects that are critical to the state's economy while a long-term solution is being devised.

The projects selected for RBMP financing have been designed to provide a longer pavement life and improve the condition of the state's infrastructure. This will allow MDOT to address key corridors and rebuild major segments of highly travelled interstates, such as I-69, I-75, and I-94, as well as several other busy freeways. Whenever possible, long-term fixes, such as full rebuilding projects, have been programmed on the highest-volume traffic corridors to benefit the most Michigan residents. This approach will allow MDOT to structure the bond payments over the useful life of these major rebuilding and rehabilitation projects. In the project lists at the back of this document, bond projects are highlighted.

The condition of MDOT-managed pavements will significantly improve as a result of this bonded program. The Average remaining service life (RSL) Pavement Condition line graph shows the average years of RSL by year for roads funded with bond proceeds, with an improvement in pavement condition from zero years of RSL in 2020 to a peak of 24 years of RSL in 2023. After that, RSL declines gradually. It should be noted that surface conditions will continue to deteriorate because of normal wear-and-tear.



Featured Regional Highway Projects

This section highlights a number of the department's pavement investment projects from around the state planned to be built during the 2021-2025 timeframe.

Bay Region: Rebuilding I-69 from Fenton Road to M-54 (Dort Highway)

The I-69 rebuilding project from Fenton Road to M-54 (Dort Highway) received RBMP bond financing and was advanced into the 2021 and 2022 construction seasons. The project includes rebuilding mainline I-69, ramps, and I-69/I-475 interchange ramps; rebuilding the adjacent service drives; and replacing decks for six bridges and bridge preservation work on 15 structures.

This project is significant in many ways:

- Initiated with a performance-based practical design feasibility study.
- Last remaining segment for rebuilding between east of I-75 in Genesee County and M-24 in Lapeer County.
- The project runs through downtown Flint and will have an impact on mobility in the area. MDOT is working continuously with the City of Flint to make sure that the project impacts the locals as little as possible.
- This project is the first of three phases that will complete the remaining rebuilding needs of the freeways within Flint. Two projects on I-475 will follow from 2022 to 2025.
- Estimated construction cost is $74 million.

I-69 Reconstruction • Fenton to Dort Fix Map

I-69 MAINLINE AND RAMP RECONSTRUCTION

SCOUR PROTECTION AND CULVERT CLEANOUT

DECK REPLACEMENT

EPOXY OVERLAY, DECK PATCHING, SUBSTRUCTURE PATCHING, JOINT REPLACEMENT, BRIDGE APPROACH WORK, AND/OR SLOPE PAVING MODIFICATIONS

I-69 RECONSTRUCTION – STRUCTURE LIST

STRUCTURE ID	CONTROL SECTION	JOB NUMBER	ROUTE (CARRIED)	ROUTE (CROSSING)	FIX KEY
R01	82084	201632	I-69	GTW RR	
S01	25084	201632	LAPEER RD	)-69	
R01	25085	201632	I-69	FENTON RD	
S02	25085	201632	GRAND TRAVERSE ST	)-69	
S03	25085	201632	CHURCH ST	)-69	
S04	25085	201632	BEACH ST	)-69	
S05	25085	201632	S SAGINAW ST	)-69	
S10-3	25132	204861	I-69 EB	I-475	
S10-4	25132	204861	I-69 WB	I-475	
S11	25132	204861	RAMP L	RAMP A/E	
S12	25132	204861	RAMP K	RAMP D/G	
S13	25132	204861	RAMP J	RAMP D/H	
S14	25132	204861	RAMP J	RAMP C/E	
S10-5	25132	201632	RAMP E	I-69/I-475	
S10-6	25132	201632	RAMP F	I-69/I-475	
S10-7	25132	201632	RAMP G/H	I-69/I-475 RAMP E/F	
S15	25132	201632	E 5TH ST	I-475	
S16	25132	201632	E COURT ST	I-475	
S17	25132	201632	E 3RD ST	I-475	
S18	25132	201632	E 2ND ST	I-475	
C01	82024	201632	I-69	DRAIN	

Grand Region: I-196 Freeway Corridor Improvements in Allegan, Kent, and Ottawa Counties

The rebuilding of I-96 near I-196, with modifications to the I-96/M-44/M-37 (East Beltline Avenue) interchange, was completed in late 2020.

Continuing in 2021, freeway projects on I-196 in Grand Rapids will include:

- Deck replacement on the bridge carrying eastbound I-196 over the Grand River in downtown Grand Rapids.
- Improvements on the I-196 freeway between Fuller Avenue and Maryland Avenue near the I-96 junction, including:
  - Rebuilding and widening westbound and eastbound I-196 for three lanes of traffic.
  - Rebuilding and widening the I-196 bridges over Plymouth Avenue to accommodate three lanes of traffic in each direction and sidewalks on Plymouth Avenue.
  - Rebuilding and extending the on ramp acceleration lane from Fuller Avenue to eastbound I-196.
- Completing modifications to the eastbound I-196 access to the East Beltline Avenue interchange.

These projects will tie into the previous improvements completed west of Fuller Avenue and will complete most of the original improvements on I-196 from the approved Environmental Assessment (EA). Overall, these improvements are making significant operational and safety enhancements to the freeway system, as well as reducing congestion and improving the reliability of I-196 and I-96 on the east side of Grand Rapids.

After completing I-196 improvements near Holland (westbound from the CSX Railroad to the Allegan/Ottawa county line, and in both directions from the Allegan/Ottawa county line to Byron Road) and east of Hudsonville (32nd Avenue to Kenowa Avenue) in 2020, additional work is planned for I-196 in the Holland area. The following projects are scheduled in 2021.

- Rebuilding westbound I-196 from Saugatuck/Douglas (130th Avenue) to US-31 in Allegan County near Holland, which is bond-funded. This project also includes Kuipers Drain culvert replacement, deep overlay on the westbound I-196 bridge over northbound US-31 and the westbound I-196 bridge over the Kalamazoo River, and Saugatuck Rest Area improvements.
- Resurfacing and joint repairs on westbound I-196 from US-31 to M-40/CSX Railroad near Holland, including a deep overlay on the westbound I-196 bridge over the CSX Railroad.

In 2022, the connecting US-31 freeway segment from I-196 to Central Avenue, also bond-funded, is being rebuilt, and Central Avenue to 32nd Street (Allegan/ Ottawa county line) is being resurfaced.

These projects will compliment eastbound I-196 improvements completed previously. By coordinating the scheduling of the I-196 and US-31 projects, constructability and mobility/traffic control will be enhanced, minimizing impacts on motorists during construction, to the extent possible.

Additional projects totaling $83.6 million on the I-196 freeway corridor include the following:

- 2022: Deep overlay and scour countermeasures on the eastbound I-196 bridge over the Kalamazoo River in Allegan County.
- 2022: Rebuild I-196 from I-196 Business Loop (BL) (Byron Road) to 32nd Avenue in Ottawa County (bond-funded).
- 2022: Deep overlay on I-196 under M-40 (Lincoln Road) in Allegan County.
- 2023: Replace the eastbound and westbound I-196 bridges over the Grand River and Market Avenue (bond-funded).

Metro Region: I-96 Flex Route and Rebuilding Project

In 2021, the installation of the I-96 Flex Route and rebuilding project from Kent Lake Road to the I-275 interchange (approximately 12 miles) will occur. This project is being bond-funded through the RBMP at a total cost of $225 million.

This section of I-96 carries an average annual daily traffic (AADT) of 160,000 vehicles and has a high crash rate, averaging one crash per day (365 crashes per year). In addition, this roadway has very heavy directional reoccurring congestion, unreliable travel times, and frequent stop-and-go traffic.

This project will include:

- Rebuilding I-96 from Kent Lake Road to the I-275 interchange, including the majority of the ramps along the way along with the barrier wall.
- Sewer replacement and ditch clean-out.
- Inside shoulder flex lane, which will be set up for part-time use.
- Ramp meters at eight on ramps along the corridor.
- Pull-off crash investigation sites.
- Lane control signs above each lane for traffic incident management.
- Capital preventive maintenance work on 11 bridges.
- Resurfacing the carpool lot at Beck Road.
- Additional cameras, vehicle detection, and dynamic message signs.
- Freeway signing upgrades.

The anticipated benefits of the project include reduced travel times, more consistent travel time reliability, notification of slowdowns ahead, and a reduction in the crash rate.

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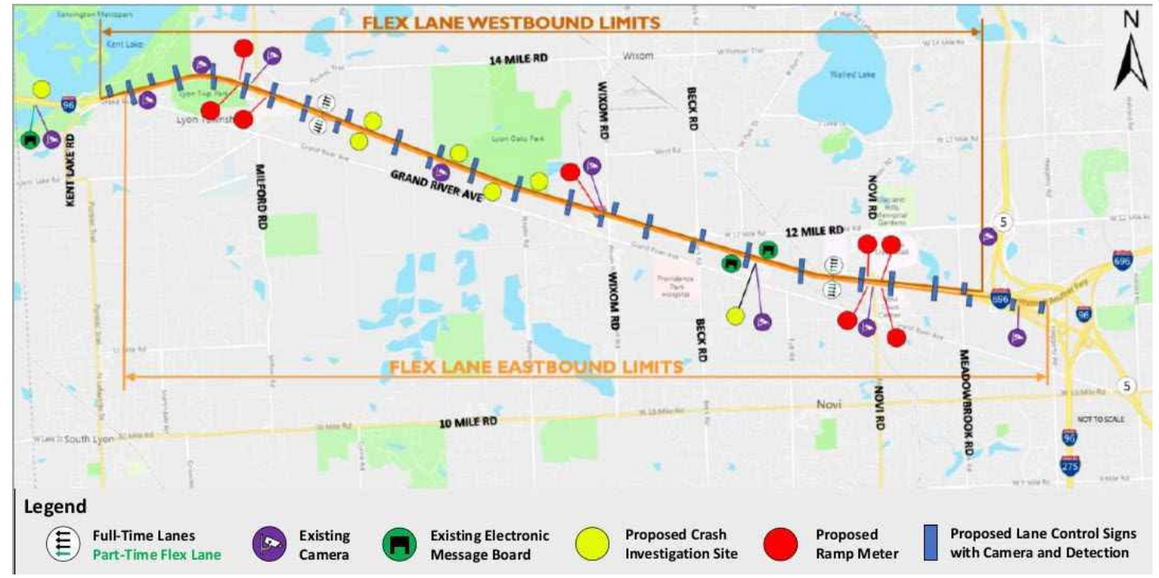
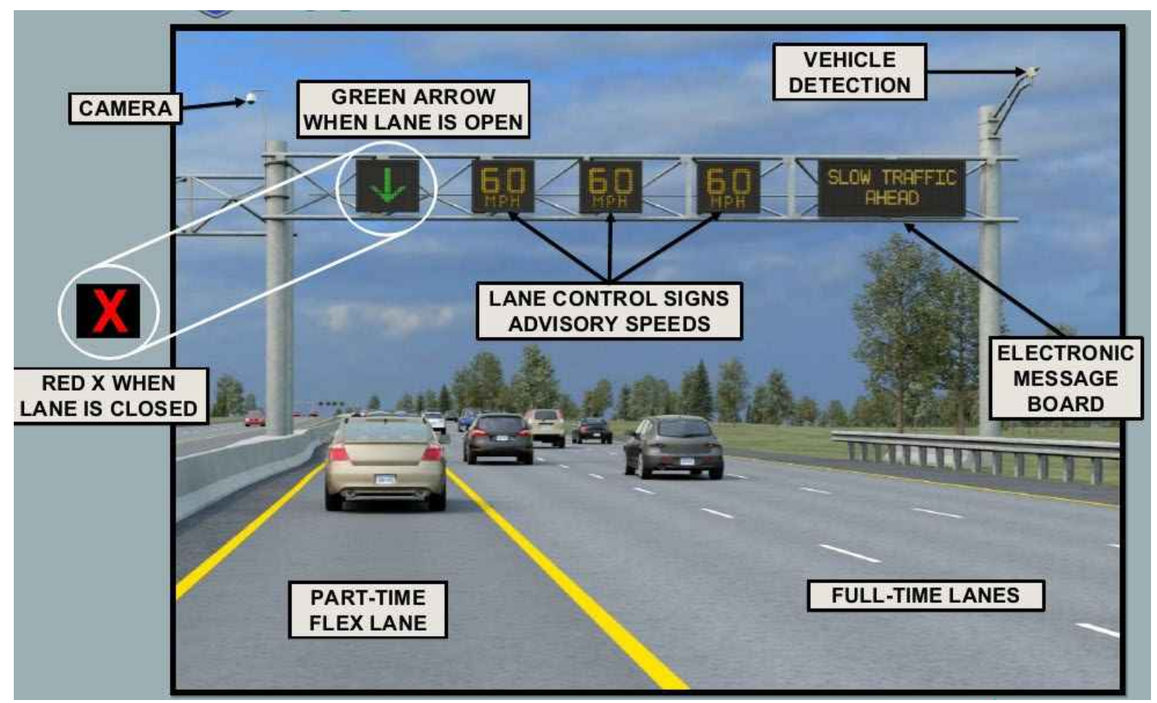




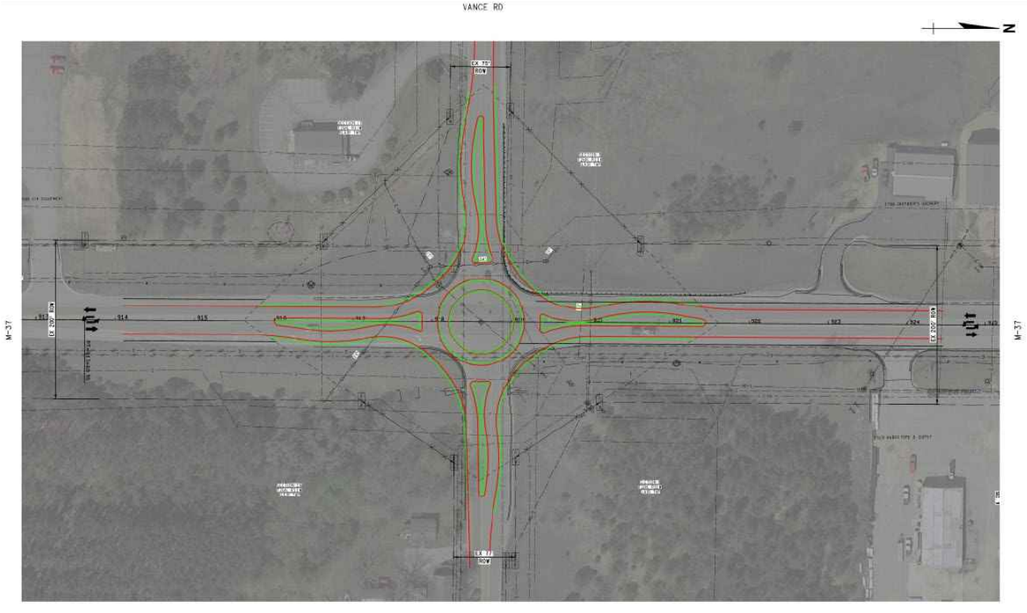
North Region: M-37 at Vance Road in Traverse City

In the North Region, three adjacent projects are scheduled along approximately 5 miles of M-37, from M-113 to just south of the M-37/US-31 intersection (Chums Corner) in the Traverse City area. Work is planned for 2021 to rehabilitate the pavement condition and address safety and operational issues.

Items of work include:

- Crushing and shaping.
- Hot-mix asphalt (HMA) paving.
- Drainage improvements.
- Lane widening on some portions from two to three lanes.
- Building new roundabouts at Vance Road and Blair Townhall Road.
- Extending the merge lane south from the US-31 intersection to approximately Vance Road.

These projects will be built together to provide coordination of the work activities and aid in minimizing mobility impacts. The total cost is an estimated $11.5 million.

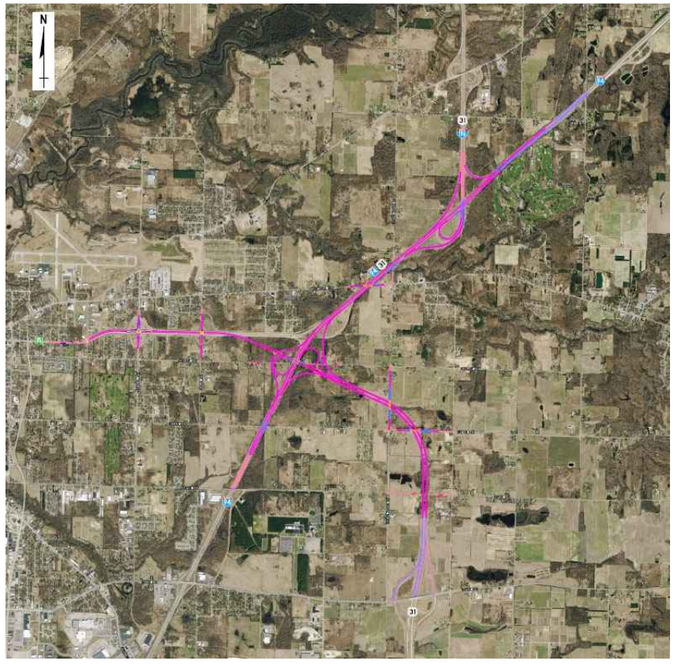


Southwest Region: I-94/I-94 BL/US-31/I-196 Relocation Project

The Southwest Region applied for and received a $20 million federal Better Utilizing Investments to Leverage Development (BUILD) grant to complete the connection of US-31 from Napier Road to I-94. Since rebuilding I-94 from Britain Avenue to I-196 was already scheduled for 2020, these two projects were packaged together to create economies of scale and to minimize impacts on the traveling public. The project has been designed to improve system connectivity and improve traffic flow along US-31 to I-94 in Berrien County. The project is also being funded by the RBMP and will take two to three construction seasons to fully complete.

The project is in Benton Charter Township, Berrien County, on I-94, I-94 BL, US-31, and I-196, and includes the following major items of work:

- Rebuilding I-94 from south of East Britain Avenue to east of I-196, providing three through-lanes in each direction and an auxiliary lane between US-31 and I-196 for eastbound traffic (approximately 3.5 miles).
- Building the US-31 connection between Napier Avenue and the new interchange at I-94/I-94 BL (approximately 1.8 miles).
- Rebuilding and reconfiguring I-94 BL between west of Urbandale Avenue to the new I-94/US-31 interchange, providing one lane in each direction with a center left-turn lane (approximately 1.9 miles).
- Building new bridges at US-31/I-94 BL over I-94, Benton Center Road over US-31, and Empire Avenue over US-31.
- Rebuilding the Territorial Road bridge over I-94.



Superior Region: Rebuilding US-41, City of Houghton

The rebuilding of US-41 in the city of Houghton begins just east of the MacInnes Drive intersection and runs west to Isle Royal Street. This segment of US-41 (Townsend Avenue) divides the campus of Michigan Technological University (MTU), which has some of the highest pedestrian traffic counts on a state trunkline highway in the Superior Region.

In addition to replacing a poor pavement, operational and safety improvements are planned and include the following:

- Converting the current four-lane boulevard configuration on Townsend Avenue to a two-lane boulevard section with designated turn lanes. This will simplify and calm the flow of traffic and make pedestrian crossings safer.
- Widening the two-lane undivided configuration on College Avenue to a three-lane section with a two-way center left-turn lane. The new configuration has been designed to reduce rear-end left-turn crashes and improve operations by reducing the delay of a vehicle waiting to make a left turn. If a crash does occur, this configuration will prevent full traffic stoppages caused by these crashes.
- Reducing the number of total lanes from three to two for Montezuma Avenue. This change will eliminate a lane change for southbound US-41 traffic and will provide more space for pedestrian facilities.
- MDOT has partnered with the City of Houghton and MTU to include replacement of water main and sanitary sewer facilities, and to use local roads for one-way trunkline detours to safely maintain traffic during the two construction seasons planned for this project. The City of Houghton will invest about $2.5 million for the water and sanitary sewer upgrades.

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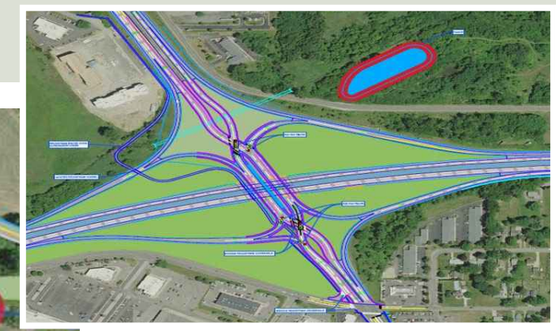
University Region: Rebuilding I-94 Between Airport Road and US-127 South in Jackson County

In 2021, the University Region will begin a multi-year project to rebuild portions of I-94 between Airport Road and US-127 south in Jackson County. This project is the next phase of improvements identified in the I-94 Jackson Freeway Modernization Project study that was finalized in 2007. MDOT anticipates the project will extend over two and a half construction seasons.

This project consists of rebuilding the I-94/US-127/West Avenue interchange, as well as the Lansing Avenue bridge and the I-94/Elm Road interchange. Once work is complete, I-94 will have at least three lanes in each direction between the US-127/West Avenue north and US-127 south interchanges. The estimated cost is approximately $100 million.

Project details include:

- Building a diverging diamond interchange (DDI) at the I-94/US-127/West Avenue junction.
- Replacing the Lansing Avenue bridge to be higher and wider than the current bridge to accommodate the widening of I-94.
- Rebuilding the I-94/Elm Avenue interchange to include roundabouts at the eastbound ramp terminal, the westbound ramp terminal, and the Rosehill Road/Elm Avenue/Seymour Road intersection.
- Installing freeway lighting on I-94 from Airport Road to east of Elm Road to improve safety for motorists and first responders.
- Installing lighting on a majority of the interchange ramps within the project limits.
- Building additional sidewalk and a pedestrian tunnel at the I-94/US-127/West Avenue interchange.



Major Highway Projects

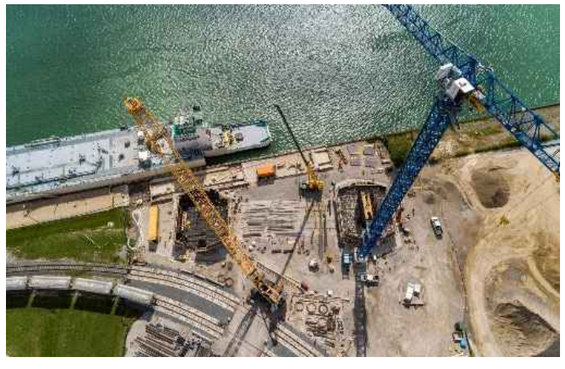
This section provides updates on several of the department's major ongoing highway projects and information on a technology expansion project planned across the state.

Gordie Howe International Bridge

The Gordie Howe International Bridge (GHIB) project is a new freeway-to-freeway border crossing system between Detroit, Michigan, and Windsor, Ontario, that will improve the flow of international trade between the United States and Canada at the busiest border crossing between the two countries.

The project has three primary elements: a new Detroit River crossing (bridge), new state-of-the-art border inspection areas on each side of the river for the U.S. and Canadian border services agencies (plazas), and direct connections to highway systems in each country (I-75 in the United States and Highway 401 in Canada via the new $1.4 billion Rt. Hon. Herb Gray Parkway). The bridge structure will include a dedicated multi-use path to accommodate pedestrians and cyclists.

The project recently passed a major milestone with the completion of required right-of-way (ROW) acquisition in the U.S. (further activity will take place for a planned rail spur west of the plaza). The design of the overall project is more than 94 percent complete, with work nearly 6 percent complete based on activity duration. Much of the work to date has involved geotechnical investigation, utility relocations and land preparation, including demolition and environmental remediation. Other major work is also underway on the main components of the project, with 70 percent of construction hours expected to occur between 2021 and 2023.



Implementation of this project will be complex, lengthy, and must comply with the Crossing Agreement between Michigan and Canada. The GHIB will be publicly owned by the State of Michigan and the government of Canada, with the Windsor-Detroit Bridge Authority overseeing the work of the public-private-partnership, managing the concession agreement and payments, and setting and collecting tolls.

So far, the COVID-19 pandemic has had minimal impact on the project operationally, with construction and oversight activities able to continue with safeguards in place. Final impacts on the project schedule and completion date remain to be seen and, like a lot of things right now, will depend on how work progresses over the next several months. To stay updated on the project, please visit *www.gordiehoweinternationalbridge.com.*

Blue Water Bridge Plaza

The Blue Water Bridge Plaza Study was completed in 2009 with a Record of Decision that proposed to expand the U.S Port of Entry and improve 2.5 miles of the I-94/I-69 corridor west of the plaza, including a new international Welcome Center. The study was driven by the small size of the existing plaza (18 acres), along with the need for increased border security, new inspection technologies, procedures and policies, traffic growth, safety concerns, and aging and obsolete infrastructure leading to the plaza. The proposed plaza included a 38-acre expansion and relocating M-25 (Pine Grove Avenue) to the west of the proposed footprint. Shortly after completion of the study, U.S. Customs and Border Protection announced it could not fund their new facilities within the plaza expansion. As a result, the overall project was broken into phases, allowing the improvements west of the plaza to be completed while MDOT pursued additional funding.

In 2013, MDOT investigated a plaza expansion alternative that focused on a reduced plaza footprint located to the west of Pine Grove Avenue. Cost savings through minimizing impacts on Pine Grove Avenue and reusing more of the existing plaza infrastructure greatly improved the potential to finance this alternative, which would be located within the original plaza expansion limits and provide most of the original project's benefits, including:

- Flipping primary inspection lanes to allow trucks to enter inspections from right lanes to eliminate weaving on the bridge.
- Elimination of the existing off-plaza duty-free facility and its relocation within the plaza.
- Building a new secondary commercial inspection on the expanded plaza site.
- Building exit control to deter port runners.
- Building a new privately owned vehicle secondary inspection on the existing plaza.
- Provision of three outbound lanes and median turnarounds west of the plaza for drivers not planning to enter Canada.

In pursuit of discretionary funds to help finance the facilities, MDOT successfully received a 2020 Infrastructure for Rebuilding America (INFRA) grant of $25 million toward the total project cost of $300 million. The remainder of the project funds will be from Blue Water Bridge toll revenues. Major next steps include an environmental re-evaluation and a feasibility study by the General Services Administration (GSA) on the new plaza alternative. Additionally, there are several ROW acquisitions and a required relocation of a DTE substation that are critical, with coordination underway.

The plaza expansion is expected to use a design/build contracting process to rebuild the plaza. Work is expected to begin in 2023 with substantial completion anticipated at the end of 2025, and will be staged so that the border crossing will remain open at all times.

I-94 Modernization Project in Detroit

The I-94 Modernization Project will bring approximately 7 miles of I-94 in the city of Detroit up to current safety and design standards. It involves the complete redesign and rebuilding of I-94 from I-96 to Connor Avenue. The project includes adding one lane in each direction to relieve congestion, replacing 67 bridges along the corridor and at the interchanges, wider shoulders, a new drainage system, and the lengthening of entrance and exit ramps and other improvements to increase safety and provide greater mobility for motorized and nonmotorized transportation.

The development and building of several I-94 bridges is ongoing. The replacement of bridges over I-94 at Woodward Avenue, Trumbull Street, Van Dyke Avenue, Gratiot Avenue, Chene Street, Brush Street, French Road, and Concord Avenue have been completed. Bridges at East Grand Boulevard, Mt. Elliott Avenue and Milwaukee Avenue over I-75 are being built. Second Avenue work started in 2020 and will be completed during the 2021 construction season. Bridges at Frontenac Avenue, Burns Avenue and Cadillac Avenue will be built in 2021, with bridge at Cass Avenue and Grand River Avenue to be built in 2022.

Third Street will be removed in 2021. In 2022 and 2023, MDOT will be replacing two Conrail Railroad bridges along the corridor in order to accommodate the planned freeway improvements. Active transportation and demand management (ATDM) plans are being developed along Gratiot and Michigan avenues to accommodate increased traffic flow during the rebuilding of I-94. The ATDM project along I-94 is currently underway and should be completed in 2021. ROW acquisition is currently ongoing throughout the corridor.

MDOT has completed a Supplemental Environment Impact Statement (SEIS), which studied modifications to the project in response to stakeholder comments. The SEIS was approved by the Federal Highway Administration (FHWA) in June 2020, allowing MDOT to proceed with design, ROW acquisition, and work on the modified portions of the project. In addition to the ongoing design and building of several bridges, MDOT will begin the final design of the first portion of the main I-94 corridor, with project limits from Burns Avenue to Barrett Avenue in the city of Detroit, with rebuilding expected to begin in 2024.

Central Signal Control System Expansion Project

MDOT was awarded $8.3 million for its statewide Central Signal Control System (CSCS) expansion project by the U.S. Department of Transportation (USDOT) through the Better Utilizing Investments to Leverage Development (BUILD) grant program. BUILD grant funding was awarded to 70 projects in 44 states, including Michigan.

This project will help create a safer, more efficient transportation system throughout the state by converting approximately 1,000 locations to the CSCS system across all signals the department owns, operates, and maintains statewide. Among the many benefits of this project, remote coordination of signal operations will help reduce the potential of rear-end crashes, having significant long-term benefits. To achieve this, the system will replace outdated signals and allow MDOT to remotely determine malfunctioning signals, saving response time and money. The CSCS will create a centralized traffic signal management system with innovative technology that will allow the state to quickly detect and mitigate traffic signal issues. This will also be a faster way to document and collect information regarding these issues to improve decision-making.

Passenger Transportation Innovations

By using mobility challenge grants, federal discretionary grants, and other funding sources, the Office of Passenger Transportation (OPT) assists state and public transit agencies in the use of technology to improve the mobility of Michigan residents, especially seniors, persons with disabilities, and veterans. This section highlights current and planned passenger transportation projects during the FY 2021-2025 timeframe.

North American International Auto Show Mobility Challenge

The North American International Auto Show (NAIAS) Mobility Challenge solicited proposals to create new and dynamic technology deployments that embody how connected and automated vehicle (CAV) technologies can transform how we live, work, and play. In June 2020, two companies were awarded challenge grants to demonstrate the use of CAV technology to move media representatives from Detroit Metropolitan Airport to downtown Detroit during the NAIAS. Originally planned for the 2020 show but cancelled due to COVID-19, the demonstration is expected to occur in 2021. Another five proposals were approved to circulate the general public in downtown Detroit.

The shuttles will include features such as:

- In-vehicle teleoperating,
- Automated vehicle monitoring,
- In-vehicle live sensor data displays,
- Automated ramps and restraints,
- 3D-printed vehicles,
- Smart bollards to provide alerts that the vehicle is in operation, and
- Remote operation.

Safety Demonstration Projects

Vehicle crash avoidance technology will be piloted at the Bay Area Transportation Authority in Traverse City, and a pedestrian detection system designed to improve safety for passengers boarding or disembarking and people in the roadway will be demonstrated at the Suburban Mobility Authority for Regional Transportation (SMART) in southeast Michigan.

Automated Bus Consortium

MDOT partnered with the Michigan Economic Development Corp. and PlanetM to join 10 other transit and transportation agencies from around the country to form the Automated Bus Consortium, a collaboration lead by AECOM. This consortium is designed to investigate

the feasibility of implementing automated bus projects across the U.S. The consortium is an innovative approach intended to accelerate the deployment of automated transit technologies and will combine the purchasing power and collaborative decision-making of these founding transit agencies.

The pilot projects will use 40-foot full-speed buses to allow consortium members to demonstrate and deploy automated technologies in live service environments. By joining the consortium, the cost of conducting local automated bus projects will be reduced for each agency. Lessons learned and best practices from each pilot project will be shared among member agencies and with the Federal Transit Administration (FTA) to promote better and faster learning and adoption of safety protocols and operational insights. The plan is to begin purchasing the automated buses in 2022 with deployments beginning in 2023.

Zero-Emission Bus and Infrastructure

MDOT, in partnership with CALSTART, was awarded a federal Low or No-Emission Bus Program (Low-No) grant for the planning, procurement, and demonstration of fully electric transit vehicles and charging stations at six agencies across the state. CALSTART will assist with planning routes, infrastructure placement, and the procurement process. The vehicles will range in type from vans to mid-size buses. This deployment will inform the expansion of more zero-emission vehicles throughout the state.

Passenger Transportation COVID-19 Response

OPT is focused on using technology and innovation to help the industry recover from the COVID-19 pandemic and be better prepared to respond to future challenges.

The Coronavirus Aid, Relief, and Economic Security Act (CARES Act) provided transit funding to MDOT to assist with COVID-19 response and recovery in rural areas of the state. A large portion of the funds will be used to provide operating and capital assistance to rural transit agencies and intercity bus carriers as they deal with the economic impact of the pandemic. A portion of the funds will be used for projects of statewide significance, including:

- **Emergency Preparedness Plans:** A consultant will be hired to prepare/update emergency preparedness plans for all rural agencies to guide the preparation for and response to all future emergencies. Although many agencies have emergency plans, few had plans that addressed a pandemic response specifically.
- **Transit Information Campaign:** In order to support the general understanding of the benefits of public transportation, especially benefits during times of an emergency situation, a firm was hired to develop an information campaign to communicate how public transit improves the social and economic health of our state.
- **Mobility as a Service (MaaS):** The ability to easily access up-to-date information about transit services available throughout the state is a need identified during this time of global pandemic. Transit services needed to adapt quickly and often in order to protect drivers and passengers. Conveying the changes to the public was difficult and cumbersome using traditional means. An MaaS platform can provide essential information in real time and make it easier to plan a transit trip. OPT plans to hire a technology firm to develop a statewide MaaS platform that can be expanded to meet the needs of different agencies around the state.

The technologies that are being demonstrated and studied around the state and nation have taken on a new level of importance as they provide essential assistance in the pandemic response. Automated wheelchair securement systems, contactless fare systems, and app-based scheduling all reduce the need for close contact during the trip process, keeping passengers and drivers safer than ever before. The expansion of these technologies will be an ongoing effort over the course of this five-year transportation program.

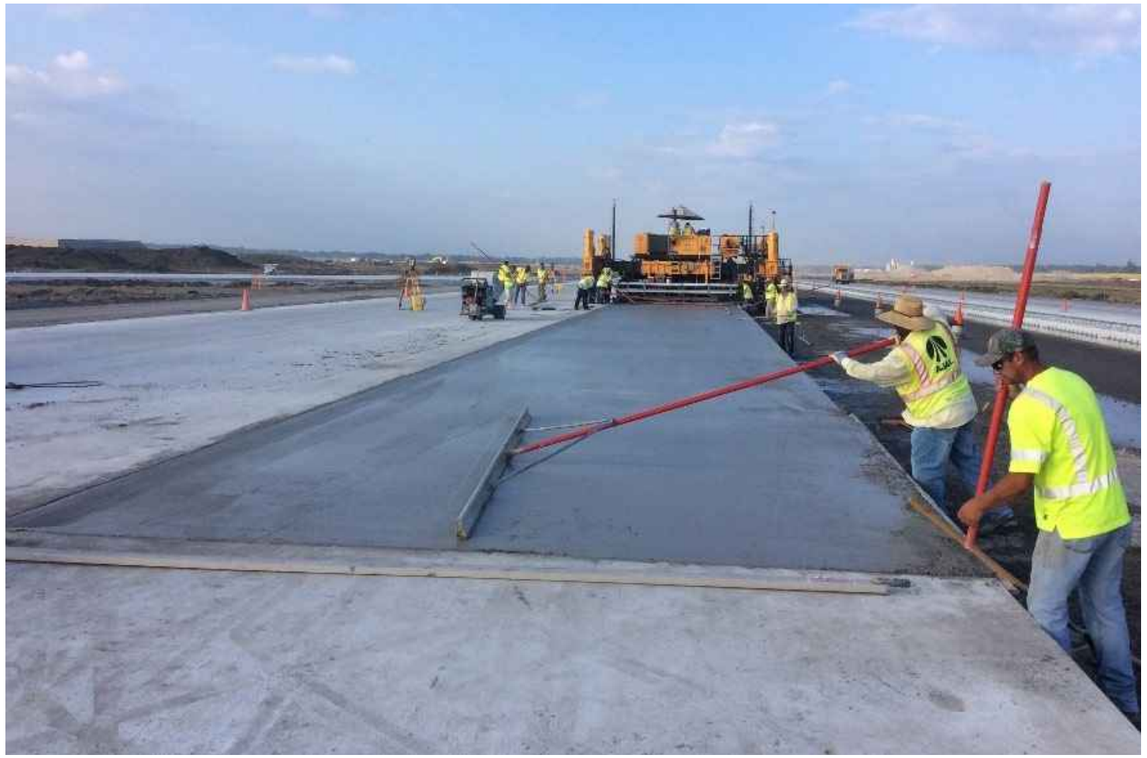
Improvements to Rail and Aeronautics Infrastructure

Rebuilding of the First Detroit Metro Airport Runway

Detroit Metropolitan Airport (DTW) is completing work to rebuild Runway 3L/21R and the associated taxiways. This was the first runway built at DTW in the 1950s and has reached the end of its useful life. The rebuilding project will ensure that all current Federal Aviation Administration (FAA) standards are met and will improve the efficiency of the airfield by reducing departure times. Passengers will see the rebuilding project in progress but flight schedules will not be impacted. The overall cost of this multi-year project, including both design and building phases, is approximately $256 million, and is being paid for with a combination of federal and local funds.

Kalamazoo-to-Dearborn Rail Corridor Improvements

Beginning in FY 2020 and extending through FY 2025, MDOT will be investing $54.6 million in bridge replacements and track improvements on the state-owned rail corridor between Kalamazoo and Dearborn. The project will be funded in part by a $23.3 million State of Good Repair grant from the Federal Railroad Administration (FRA), with a limited amount of funding also coming from Amtrak.

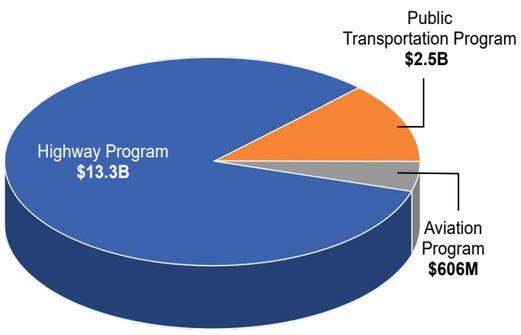


Revenue Assumptions and Investment Strategies

MDOT is responsible for all roads and bridges on the state highway system, known as the state trunkline system,that start with M, I, or US, such as M-43, M-59, I-94, I-96, US-131, and some unsigned or old routes. MDOT jurisdiction includes approximately 9,700 route miles of state trunkline highways and 4,413 bridges. The state transportation system, including roads, bus, rail, nonmotorized facilities, aviation, marine, and inter-modal facilities, plays an integral role in supporting the state and region's economy and quality of life for residents. The 5YTP presents MDOT's planned investments in this system, which are selected to provide direct benefit to Michigan citizens by preserving and improving infrastructure condition while also enhancing safety and offering expanded mobility and access options.

This 5YTP represents a state investment, across all modes, of about $16.4 billion, which includes highway, aviation, bus, rail, and marine programs. A total of $13.3 billion will be invested in the 2021-2025 Highway Program with a continued focus on preservation, repair, and maintaining operations. Over these five years, an estimated $601 million will be invested in the Aviation Program and $2.5 billion will be invested in the Public Transportation Program, including bus, rail, marine, and port programs that focus on system preservation.

FY 2021-2025
MDOT Transportation Program
$16.4 Billion



Highway Program

Federal Funding

FY 2020 was the fifth year of the surface transportation authorization bill, Fixing America's Surface Transportation Act, commonly known as the FAST Act. On Sept. 30, 2020, the FAST Act was extended for another full year, until Sept. 30, 2021. MDOT has worked with state DOTs across the country through the American Association of State Highway and Transportation Officials (AASHTO) to advocate for timely reauthorization that increases funding for federal transportation programs, improves state DOT flexibility to spend federal funds, and provides a long-term sustainable solution to the Highway Trust Fund's solvency problem. Total federal revenue expected over the five-year program time period of FY 2021-2025 is $4.5 billion.

State Funding

The state has experienced challenges in providing adequate transportation funding. For many years, Michigan had difficulty finding state and local funds to match federal aid. State General Fund dollars were used in 2014-2016 to assure that MDOT did not lose available federal aid.

In 2015, a funding package that provides more state transportation revenue was signed into law. The nine-bill package included registration fee increases, motor fuel tax increases, and appropriations from income tax revenue. The 2015 funding package generates new revenue incrementally beginning in FY 2017 through FY 2021.

On Jan. 1, 2017, the gasoline tax increased from 19 to 26.3 cents per gallon, and the diesel fuel tax increased from 15 to 26.3 cents per gallon. The motor fuel tax was applied to

compressed natural gas (CNG) as well. Beginning in 2022, fuel tax rates will be tied to inflation to help remedy the decline in purchasing power of the fuel tax. Also on Jan. 1, 2017, registration fees for most cars and trucks increased 20 percent. New electric car fees of $100 per year and $30 per year for plug-in hybrid cars equalize road-user fees for vehicles that use little or no taxed fuel. In FY 2021-FY 2025, $235 million annually in income tax revenue will be appropriated to the State Trunkline Fund (STF) as a result of the 2015 funding package.

November 2020 revenue projections estimate that nearly $4 billion in state revenue is available for MDOT's FY 2021-2025 Highway Program, including routine maintenance. During this same period, RBMP bonds will add an additional $3 billion in road financing out of the $3.5 billion to be generated by the program. The $300 million in revenue associated with the Blue Water Bridge (BWB) Plaza Project will be coming from a federal grant, BWB toll revenues, and future BWB bonding. The state revenue estimates are based on the Michigan Department of Treasury forecast for the STF.

The magnitude and duration of the COVID-19 economic impacts remain uncertain. MDOT has managed its finances wisely but impacts on revenues and future programs will depend on the length and severity of the outbreak and its effect on the Michigan economy.

Funding Distribution

Public Act 51 of 1951 (Act 51) mandates how transportation funds are distributed and spent between MDOT and local entities. The intent of Act 51 is to distribute approximately 25 percent of federal aid to local jurisdictions for use on federal-aid eligible roads, with MDOT remaining responsible for ensuring federal regulations are followed and funds are managed appropriately. MDOT complies with this provision in an oversight role at various points throughout a project, while local agencies are responsible for planning and scoping projects, providing a complete design, and for providing testing and construction engineering services. Local agencies ultimately deliver more than 500 federal-aid projects annually with an average project cost of $500,000.

The state funds collected from fuel tax and vehicle registration revenues are deposited into the Michigan Transportation Fund (MTF), the distribution fund for transportation revenues. After statutory off-the-top deductions, MDOT receives approximately 39 percent of this fund through the STF. County road commissions receive 39 percent of the MTF and cities receive about 22 percent.

Highway Investment Strategy

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

Bridge funding is distributed to MDOT regions through a bridge preservation allocation formula that uses the deck area of bridges in each National Bridge Inventory (NBI) condition. Funding is split into investment targets for replacement, repair, and preventive maintenance work.

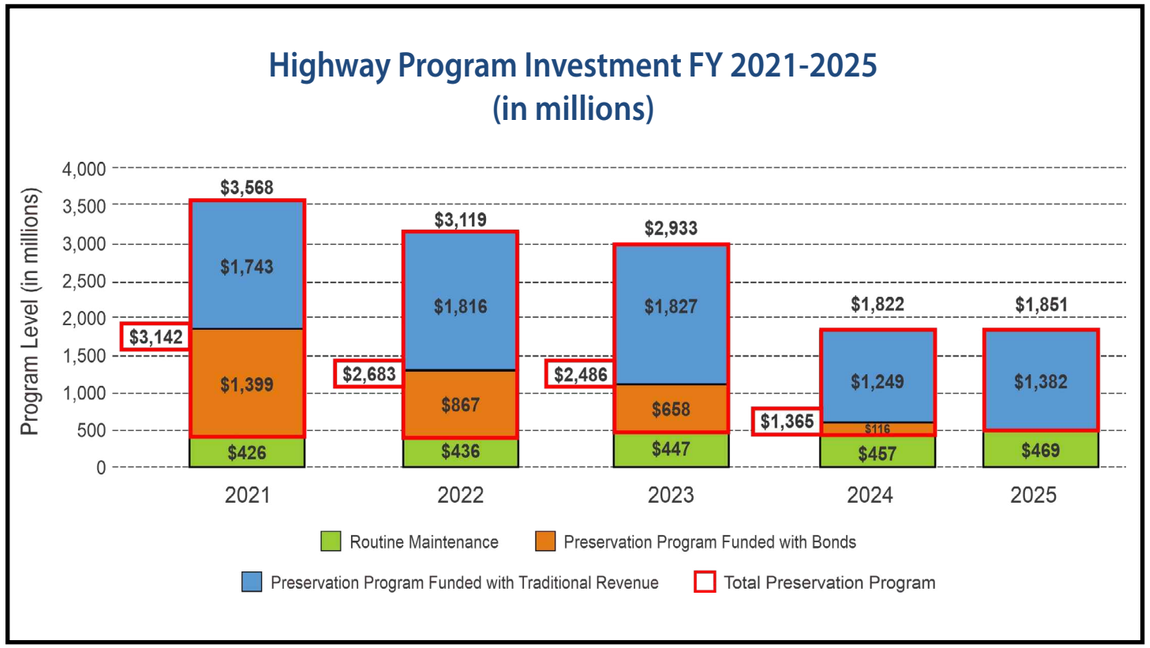
The table on the following page displays the investment strategy for FY 2021-2025 for the Highway Capital Program at $13.3 billion. This total reflects investments for pre-construction (scoping, design, environmental clearance, and right-of-way acquisition) and building activities. This level of investment will provide Michigan travelers with approximately 580 miles of improved roads per year over the next five years, and repairs to 220 bridges per year. MDOT also will manage its road system by extending the life of approximately 800 miles of pavement each year through the capital preventive maintenance (CPM) program and 340 miles of non-freeway resurfacing.

Highway Program Investment FY 2021-2025

	FY 2021-2025 Annual Average (millions)	Five-Year Total (millions)
REPAIR AND REBUILD ROADS AND BRIDGES		
REPAIR AND REBUILD ROADS		
Rehabilitation and Reconstruction	$1,230	$6,150
Capital Preventive Maintenance	$85	$423
Freeway Resurfacing Program	$19	$94
Non-Freeway Resurfacing Program	$38	$190
Trunkline Modernization	$236	$1,178*
TOTAL - *Repair and Rebuild Roads*	**$1,607**	**$8,035**
REPAIR AND REBUILD BRIDGES		
Bridge Replacement and Preservation	$178	$892
Big Bridges	$37	$185
Special Needs	$38	$190
Culverts - Capital	$9	$45
Blue Water Bridge and Plaza	$65	$326
TOTAL - *Repair and Rebuild Bridges*	**$327**	**$1,638**
ROUTINE MAINTENANCE	**$447**	**$2,234**
TOTAL - *Repair and Rebuild Roads and Bridges*	**$2,382**	**$11,908**
SAFETY AND SYSTEM OPERATIONS	**$188**	**$939**
OTHER STATE AND FEDERALLY FUNDED PROGRAMS		
Transportation Alternatives	$15	$74
Roadside Facilities	$8	$42
Workforce Development	$9	$45
Non-Federally Funded Programs	$57	$284
Total - *Other State and Federally Funded Programs*	**$89**	**$445**
TOTAL - FIVE-YEAR TRUNKLINE PROGRAM	**$2,659**	**$13,293**

**Includes $407 million for the I-75 Modernization Segment 3 Project in Oakland County financed in 2018 through an innovative method called design-build-finance-maintain (DBFM).*

The following chart illustrates the annual Highway Program investments over the five-year time frame. Routine maintenance investment is expected to increase year by year due to an increase in inflation. The total highway program investment in system preservation is shown below as being funded by traditional transportation revenue sources as well as with an infusion of RBMP bond funds for FY 2021-2024.



Multi-Modal Program

MDOT's FY 2021-2025 Multi-Modal Program includes two main areas: public transportation and aviation. The Public Transportation Program is administered by two offices: the Office of Passenger Transportation (OPT) administers the bus and marine programs while the Office of Rail (OOR) administers the rail and port programs. The Office of Aeronautics administers the Aviation Program. These three offices provide capital and operating assistance, technical support, and safety oversight for the department's Multi-Modal Program.

The Multi-Modal Program is primarily focused on continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement and repair, and preservation of existing service levels. MDOT's approach to the Multi-Modal Program differs from the Highway Program as much of the infrastructure is owned, managed, and operated by entities other than MDOT, and the state and federal funding that MDOT is responsible for represents only a small portion of the overall investments in these modes.

MDOT's Multi-Modal Investment Strategy

Subject to appropriation of state, federal, local, and private funds.)

Public Transportation Program

MDOT's Public Transportation Program includes local bus, intercity bus, marine passenger, vanpooling, port, freight rail, and passenger rail. The program provides for a combination of capital and operating assistance, technical support, safety oversight, and compliance monitoring for each of the modes.

The Public Transportation Program is primarily supported by annual appropriations. Revenue from the Comprehensive Transportation Fund (CTF) and the FTA are expected to grow slightly based on inflation, for a total five-year investment estimated at $2.51 billion.

The investment of CTF revenues in the Public Transportation Program is determined by 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 and are focused heavily on the preservation of the existing public transportation system. Because the CTF is subject to an annual appropriations process, it is rare that MDOT makes a multi-year funding commitment from the CTF, other than continuation of the annual programs mandated in Act 51. Therefore, what is presented in this document is MDOT's annual program for FY 2021, the estimated funding that may be available for the remaining years of the program (FY 2022-2025), and a description of the factors anticipated to influence both the funding availability and the annual decisions that will be made over the life of this program.

In FY 2021, Public Act 167 of 1933 was amended to redirect $18 million of sales tax revenue from the CTF to the general fund. This redirection, plus the reduced

	FY 2021	Five-Year Total
PUBLIC TRANSPORTATION PROGRAM		
Local Bus, Intercity Bus, Passenger Rail, Rail Freight, and Ports**	$483.11 million	$2.51 billion
AVIATION		
Airport Improvement Program (AIP)*, Air Service Program (ASP)	$121.15 million	$606 million
TOTAL	**$604.26 million**	**$3.12 billion**

**Includes federal, local, private, and state expenditure authority, which is often overstated to account for potential revenue. Due to the unrolling of the Transit Capital line item into two line items in FY 2020, and the redirection of $18 million in sales tax in FY 2021, federal and local expenditure authority estimates needed to be increased.*

***Includes comprehensive program of needed investments for primary airports and general aviation airports, as identified in the MDOT AIP.*

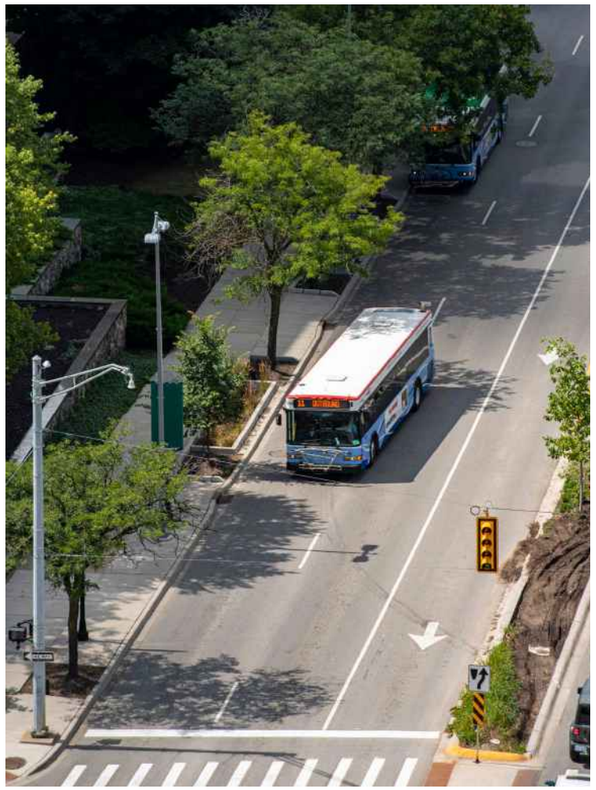
revenues due to COVID-19, makes a significant negative impact on programs funded by the CTF.

The COVID-19 pandemic has had significant impact throughout Michigan. Transit agencies across the state are struggling to determine the right balance of providing essential services, while also keeping passengers and drivers safe. Several urban agencies have eliminated routes and replaced them with very limited demand-response service. Many rural agencies (and some urban) are delivering groceries/meals and prescriptions in lieu of taking people to the stores, routes have been suspended or reduced, and agencies have gone fare-free to reduce money-handling and germ transmission. Federal relief funds have been awarded to help reduce the financial strain on transit providers; however, it will likely take two or more years to rebuild ridership and revenues. It is unlikely that any system will look or operate the same way it did before the crisis.

Local Bus Program

The Local Bus Program provides funding for operating and capital support, training, and special projects to local bus operators that service the public. Assistance is also provided to support transportation services focused on the needs of senior citizens and persons with disabilities, as well as the transportation-to-work needs of low-income individuals. A total of 119 providers (81 local agencies and 38 specialized services agencies) in all 83 Michigan counties are provided support under these programs.

State funds are combined with federal and local dollars, including farebox revenue and local millages, to support operation and maintenance of the local bus network. The budgeted funds for FY 2021 are anticipated to maintain the current funding levels in state Local Bus Operating (LBO) assistance. The CTF available to match federal aid will be enough to leverage all anticipated federal operating and capital formula allocations but may not be enough to match all competitive awards. A high level of success in receiving federal discretionary funds could put a strain on the CTF.



MDOT's local bus investments will focus on:

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

The FAST Act continued all federal transit formula programs as outlined in the Moving Ahead for Progress in the 21st Century Act (MAP-21),

with increases that are roughly inflationary. It maintains the same basic structure of these programs in terms of which programs and amounts apportioned to the state to deliver to sub-recipients, and funds that are apportioned directly to urbanized areas.

The FAST Act included the Bus and Bus Facilities competitive program that allows the FTA to issue grants to states and transit agencies for capital projects. This program restored an important source of capital funding eliminated in the Moving Ahead for Progress in the 21st Century Act (MAP-21), which had resulted in a reduction of federal funding to agencies in Michigan and projected declines in the condition of the state's bus infrastructure. MDOT and urban agencies throughout the state are likely to compete for these funds in hopes of receiving grant awards to improve the condition of rural and specialized transit fleets.

It is important to note that more than 80 percent of FTA formula funds for local bus systems go directly to transit agencies and are not reflected in MDOT's 5YTP. Under Act 51, all federal funds are matched by MDOT using the CTF funding appropriated for that purpose. When CTF dollars are not enough to match federal funds, the impact is absorbed by the local transit infrastructure and reduces a transit agency's ability to access federal funds. Given the discretionary nature of some of these funds, it is not yet known if the CTF dollars available will be enough to match all available federal transit aid.

Vanpooling Program

The MichiVan Program will be maintained with state, federal, and local funds. MDOT contracts with private service providers to help organize and sustain the MichiVan vanpool program as a commuting alternative. Federal funds for MichiVan come from the FHWA's Congestion Mitigation and Air Quality (CMAQ) program and are included in the Highway Program Investment Strategy. In addition, a small amount of CTF is used each year for the program.

Marine Passenger Program

While the FHWA Ferryboat Formula Program provides a guaranteed annual allotment to eligible ferry systems in Michigan, the annual funding level for each system is inadequate for major capital improvements, such as replacing ferry vessels, expanding terminals or docks, or other upgrades. The age of the ferry vessels in the state and the need for their replacement is rapidly becoming an urgent safety issue. Each ferry system that receives a federal allocation through this program determines how best to use the funds. The funding level is estimated to increase 2.3 percent each year. The funds that will come to Michigan under this program are not shown in the bus and marine programs but are included in the Highway Program Investment Strategy.

The four state-subsidized marine passenger systems will continue to receive LBO called for in Act 51 to preserve the service provided. State marine capital funds available throughout this five-year period will be used for routine infrastructure maintenance and improvements to ensure the integrity of the system. However, due to the small amount of state and federal capital funding available for the Marine Passenger Program, deterioration of the locally owned infrastructure over the life of this program is likely. With the inability to provide funding for the much-needed replacement ferry vessels, ferry services in the state may be impacted.

Intercity Bus Program

The Intercity Bus Program provides both operating and capital assistance for the intercity network in the state, with the goal to allow residents access to the national transportation network. The program is supported with a combination of federal and state funds, except for the Terminal Development Program, which pays for small projects using state funds only.

The Intercity Bus Program distributes CTF and federal Section 5311(f) program funds for the purchase of motor coaches and the support of select intercity bus routes within Michigan. In addition, the program is responsible for maintaining four transportation centers throughout the state. The Detroit intercity bus facility is nearing the end of its useful life, so more frequent and thorough inspections will continue in order to maintain the aging infrastructure until plans for a new facility can be finalized. Failure of any major mechanical or structural

components could require allocating additional funds and speeding up the facility replacement schedule. The goal is to incorporate intercity bus services into a multi-modal service center.

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) and that are essential to maintaining national connectivity. Every three years, MDOT bids out the five routes in northern Michigan that private carriers have previously abandoned due to lack of profitability. Vehicles used on these routes and routes in the southern portion of the state deemed essential to national connectivity also are funded with a combination of state and federal funds. Based on the FAST Act and anticipated CTF funding levels, the current level of service will be maintained from FY 2021 through FY 2025.

The federal In-Kind Match Program allows states to use the value of connecting unsubsidized intercity bus service as in-kind match for a route subsidized by the FTA 5311(f) program, allowing MDOT to stretch both state and federal funds without putting stress on state funding. MDOT will continue to utilize this program to support a route between Detroit and Port Huron that provides a meaningful connection for both bus and train passengers.

In addition to the Detroit-to-Port Huron route, MDOT has engaged in a partnership with the Wisconsin Department of Transportation (WisDOT) to co-fund two routes that benefit both states and provide meaningful connections to the national network. However, beginning in FY 2018, WisDOT began using the federal In-Kind Match Program to fully fund one of these routes using their federal 5311(f) funding and credits generated from a privately funded route in Wisconsin, freeing up Michigan CTF funds to be used for other in-state projects. WisDOT intends to fund the second route with in-kind match as well, but it may not be during this 5YTP time period.

MDOT continues to evaluate two east-west routes to provide more access to the national intercity network. The route areas under consideration are in the upper part of the Lower Peninsula, with a route connecting Traverse City to Gaylord and Alpena, and also in the central Lower Peninsula, with a connection between the Bay City/Saginaw area and the Mt. Pleasant and Big Rapids area. MDOT plans to implement the routes when secure funding for the routes becomes available.

Passenger and Freight Rail Programs

The Office of Rail (OOR) administers MDOT's rail and port programs, which are primarily supported with annual CTF appropriations. This 5YTP was developed based on the FY 2021 annual program and the estimated funding for the remaining years. OOR scales its efforts annually to fit available funding. Most of OOR's ongoing expenditures will be for intercity passenger rail service, with costs that are calculated annually. Additional investments will be made through other annual programs that are either application-based or identified through an annual prioritization process.

MDOT's passenger and freight rail program investments will include state and federal funds to preserve and enhance Michigan's passenger and freight rail systems, ensure railroad crossing safety and promote economic development. MDOT has benefitted from significant federal grants in prior programs and will continue to compete for additional funding, as appropriate, to continue its efforts to enhance this system. This 5YTP will include investments on the state-owned Dearborn-Kalamazoo corridor associated with approximately $40 million federal grants that were awarded to MDOT in FY 2019 and FY 2020.

MDOT's passenger and freight rail program investments also will utilize CTF, MTF and dedicated federal-aid funds to preserve and enhance Michigan's passenger and freight rail systems, ensure railroad crossing safety and promote economic development. CTF funds are the only ongoing source of revenue for MDOT's passenger and freight rail efforts, with a $21 million increase in CTF funding anticipated in FY 2021 for these activities. The impact of this increase is not as great on the OOR programs as it may seem. A large portion of this increase is due to a balancing of funds between OOR and OPT over the two-year period from FY 2020 and FY 2021. Due to the FY 2020 revenue reduction resulting from COVID-19,

OOR and OPT needed to lapse a portion of their FY 2020 appropriation. OOR took a greater portion of the lapse. In FY 2021, OOR is receiving a greater percent of the appropriation than they would have normally. This will balance out the two-year funding distribution.

Dedicated federal aid, which will gradually increase, and MTF funds support motorist safety at railroad crossings on local roads. MDOT will continue to compete for federal funding to assist with rail capital and maintenance investments, which may require additional state revenues to match federal funds to take advantage of these opportunities. STF dollars and corresponding dedicated federal funds support a trunkline crossing program that is invested as a part of the rail program, but those funds are accounted for as a part of the Highway Program.

The bulk of MDOT's investment in rail will be to preserve and enhance Michigan's intercity passenger rail services, as mandated by federal statute or existing contractual arrangements. Under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), MDOT is responsible for providing operating support for the three Michigan intercity routes that serve 22 station communities. In FY 2021, MDOT plans to invest $37.5 million in Amtrak's operation of these three routes, including some shared costs related to the Midwest intercity passenger rail fleet.

Investments on the state-owned corridor between Kalamazoo and Dearborn will focus on what is needed to meet the federal grant requirements associated with the purchase and initial investments in the corridor. Requirements include achieving and maintaining passenger train speeds of up to 110 mph. In FY 2021, MDOT plans to invest $24 million in maintenance and capital improvements on the state-owned Kalamazoo-Dearborn corridor, in addition to a portion of the $40 million federal grant.

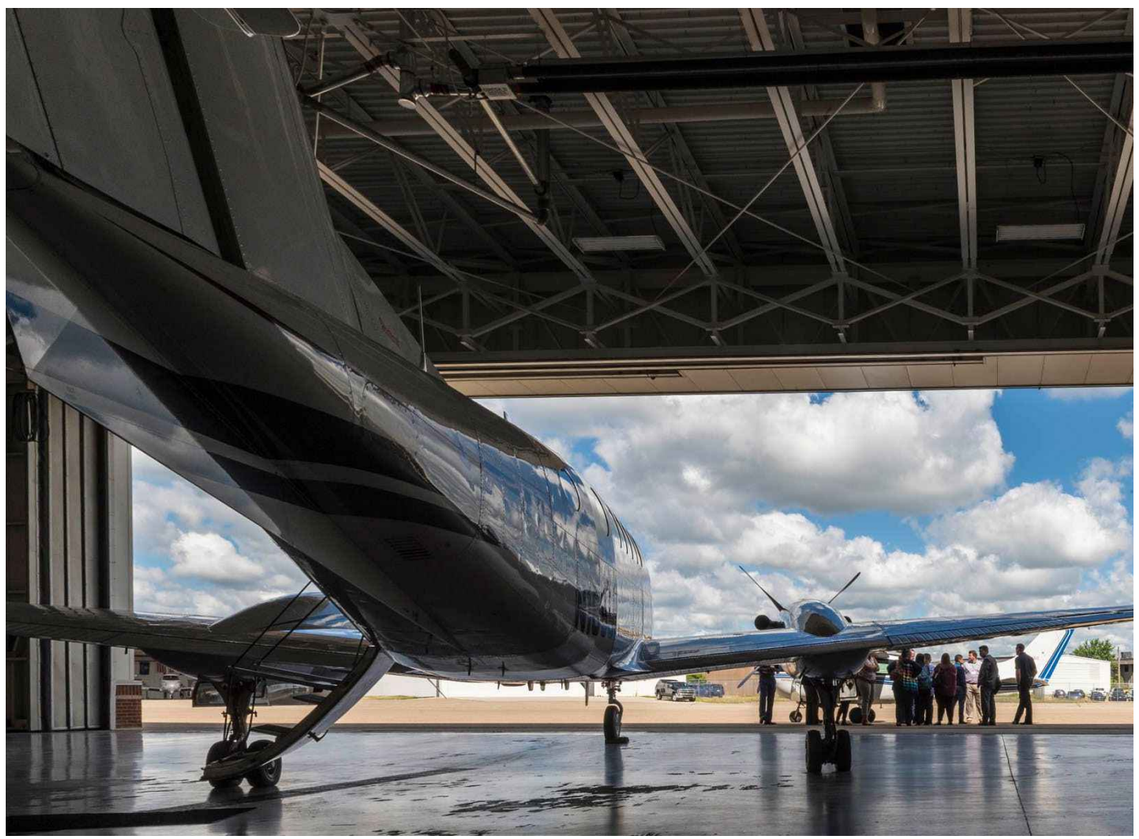
Remaining CTF dollars will be strategically invested in state-owned freight line preservation and freight economic development, while dedicated MTF and federal dollars will be invested in safety enhancements at railroad crossings. Specific projects will be identified annually based on available funding, but FY 2021 generally will include preservation of freight service on state-owned corridors, grants provided through the Freight Economic Development Program, matching federal grant funds awarded to Lake State Railway, and projects to reduce motorist risk at railroad crossings.

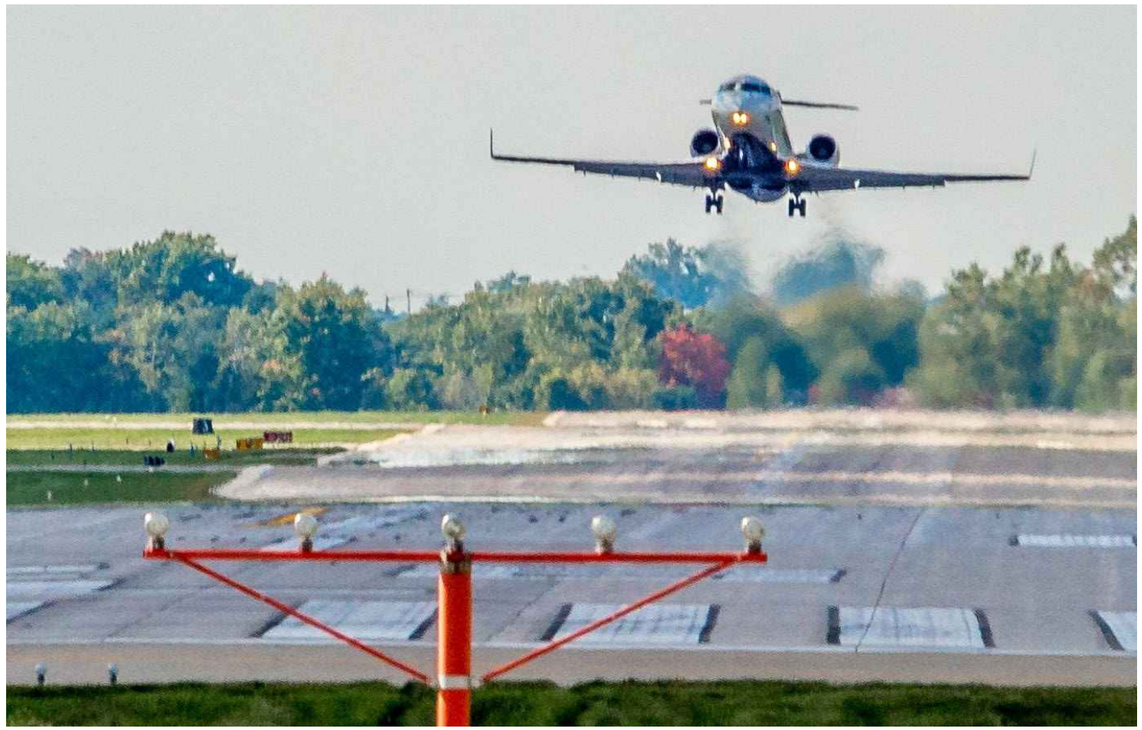
Port Program

For each of the next five years, MDOT anticipates providing approximately $420,000 in legislatively appropriated funding to the Detroit-Wayne County Port Authority to assist with operating costs and marketing activities.

Aviation Program

The Federal Aviation Administration (FAA) Reauthorization Act of 2018 reauthorized the FAA and aviation programs until the end of FY 2023. This includes the Airport Improvement Program (AIP) that provides more than $3.18 billion annually in entitlement and discretionary grant funds for more than 3,300 eligible airports nationwide. Estimated federal funding for Michigan's 95 eligible airports is based on previous years' funding levels. In addition to the Reauthorization Act, supplemental appropriations were passed, adding additional discretionary funding through FY 2022 with





individual grants being determined by the FAA. At this time, FY 2024 and FY 2025 funding levels are uncertain and are estimated to remain at current levels.

State aeronautics funding levels are an ongoing challenge. The State Aeronautics Fund (SAF) revenue comes from sales tax and excise tax on aviation fuel and the Airport Parking Tax. In 2015, part of the state sales tax on aviation fuel was allocated to the SAF, as well as the Qualified Airport Fund. Revenue from airport parking tax supports debt service for bonds issued and disbursed in the early 2000s, to be repaid through 2032. As the bond debt is paid, revenue received from the airport parking tax can be dedicated to the capital outlay budget. However, with a decrease in aviation fuel consumption and passenger enplanements due to COVID-19, revenue projections indicate a shortfall. At this time, it is not known if there will be sufficient state aeronautics funds to match current federal funding with the standard 5 percent state participation (90 percent being federal funding and the other 5 percent local funding). Also, due to the decrease in funding, the FY 2021 Air Service Program has been reduced from $250,000 to $50,000.

It is expected over the next five years $600 million in federal and state funds will be invested in the federal AIP. This program provides funding for approximately 226 public use airports for capital improvement projects and pavement maintenance. Of the 226 eligible airports, 95 receive federal entitlement funding as part of the National Plan of Integrated Airport Systems.

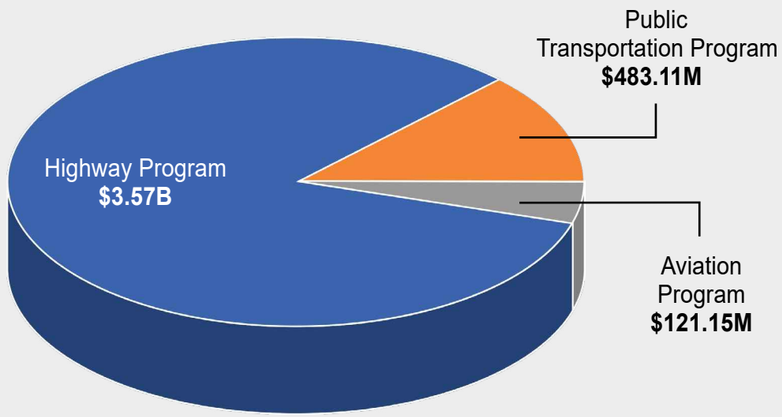
The Office of Aeronautics strives to provide the safest and most efficient aviation system in the nation by employing new technologies and continually improving internal processes. Unmanned aircraft systems and advanced pavement management systems are now being utilized to help provide the highest quality service.

Highlighting Upcoming FY 2021

MDOT's $4.17 billion FY 2021 program investment is a vital part of Michigan's economy, estimated to support 45,600 jobs by continuing to invest in the preservation of the transportation system, safe mobility for motorists, and efficient system operations.

Of that total investment, MDOT will dedicate approximately $3.6 billion to system preservation, maintenance, safety, and operation of Michigan's state trunkline roads and bridges. MDOT will invest $604.26 million in state, federal, local, and private funds to maintain Michigan's Multi-Modal Program, providing capital and operating assistance, technical support, and safety oversight of the air, passenger rail, rail freight, marine and port, and local and intercity bus sectors of Michigan's transportation system.

FY 2021 MDOT Transportation Program
$4.17 Billion



FY 2021 Transportation Program

Highway Program Revenue Assumptions

The FY 2021 Highway Program is developed based on anticipated federal and state revenues. It is projected that approximately $866 million in federal funding will be available in FY 2021 for the highway capital program. The estimated state transportation revenue available is $718 million, plus an additional $1.4 billion in RBMP bond proceeds. The $47 million in revenues associated with the BWB Plaza Project for FY 2021 will be coming from a federal grant, BWB toll revenues, and future BWB bonding.

Public Transportation Program Revenue Assumptions

The FY 2021 Public Transportation Program (including the bus, marine, passenger rail, freight rail, and port programs) is based on the state FY 2021 budget. It includes federal, state, local, and private revenue. The FY 2021 program budget includes $327 million of CTF as well as $156 million from other federal, state, and local sources, for a total FY 2021 program of $483 million. This is comprised of Department of Treasury's Office of Revenue and Tax Analysis (ORTA), August 2020, revenue estimates, a redirection of $18 million sales tax revenue from the CTF and estimated unreserved CTF fund balance at the end of FY 2020.

The FY 2021 CTF program appropriation is approximately 0.7 percent more than the FY 2020 CTF appropriation. The Public Transportation Program's revenue assumptions include more than $81 million of federal spending authority for potential federal grants to MDOT. The rail program's revenue assumptions include an increase of $10 million federal expenditure authority for Rail Operations and Infrastructure. It also includes a continuation of dedicated federal and MTF funding allocations for rail crossing programs at FY 2020 levels.

Aviation Program Revenue Assumptions

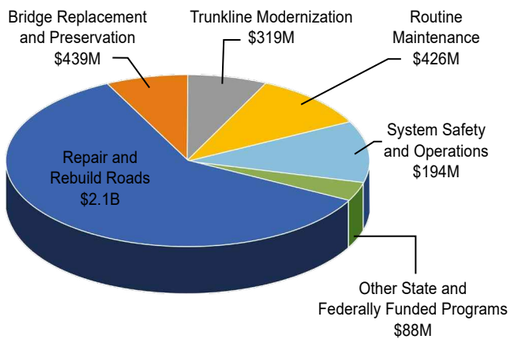
The FY 2021 Aviation Program is based upon the most current estimates available. Federal aid is projected to increase or remain unchanged for FY 2021 from the FY 2020 level. An additional $20 million in discretionary or supplemental funding may come to Michigan in the form of federal grants through the AIP.

It is estimated that $121.15 million in state and federal aviation funds will be available to be invested in FY 2021. This includes $81.5 million in funding for primary airports, airports with regularly scheduled airline service and more than 10,000 passenger boardings each year; $39.6 million for general aviation airports that are part of the National Plan of Integrated Airport Systems; and $50,000 (100 percent state funds) for the Air Service Program.

Interested in an MDOT project? Please go to the project list starting on page 53 or go to the MDOT website at *www.Michigan.gov/MDOT5YearProgram*

MDOT FY 2021 Transportation Program

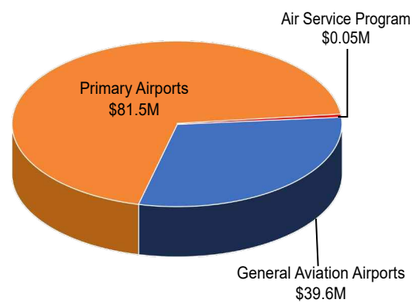
FY 2021 Highway Program
$3.6 Billion



Highway Program Investment Strategy

- The FY 2021 Repair and Rebuild Roads investment of $2.1 billion includes approximately:
  - 640 lane miles of rebuilding and rehabilitation.
  - 830 lane miles of capital preventive maintenance.
  - 280 lane miles of freeway and non-freeway resurfacing.
- The Bridge Replacement and Preservation program includes replacement, rehabilitation, and capital preventive maintenance on 300 bridges, totaling $439 million.
- The Trunkline Modernization program totals $319 million, including the I-75 modernization project in Oakland County and the I-94 modernization project in Wayne County.
- Routine maintenance activities will total an estimated $426 million.
- The Safety and Systems Operations category includes signs, pavement markings, traffic signals, operational improvements, and other programs that support the safe and efficient operation of the system, at a total investment of $194 million.
- The Other State and Federally Funded Programs category includes investment in nonmotorized facilities/streetscapes, recreational trails, roadside facilities, workforce development, and other state and federally funded programs, for a total of $88 million.

FY 2021 Aviation Program
$121.15 Million



Aviation Program Investment Strategy

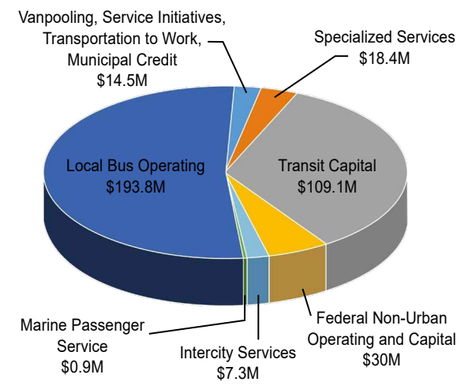
Investment decisions are driven by priorities established to support the organizational mission and overall vision of the Office of Aeronautics. These priorities include:

- Application of an asset management approach to reduce system and facility deficiencies (Michigan Aviation System Plan 2017).
- Preservation of critical infrastructure, particularly pavements, navigational aids, and protect airspace, with the goal to maintain 90 percent of all Tier I Airport Primary Runways in good or fair condition, as determined by Pavement Condition Index inspections.
- Maximization of federal funds by leveraging state, local, and private funding.
- Support for job growth and economic development through projects related to freight/logistics, aircraft maintenance, and other emerging opportunities.
- Support of statewide efforts to attract and retain air service through the implementation of the Air Service Program (ASP).
- Support for efforts to improve the quality of life for Michigan citizens and protect Michigan's natural resources.

MDOT FY 2021 Transportation Program

Public Transportation Program

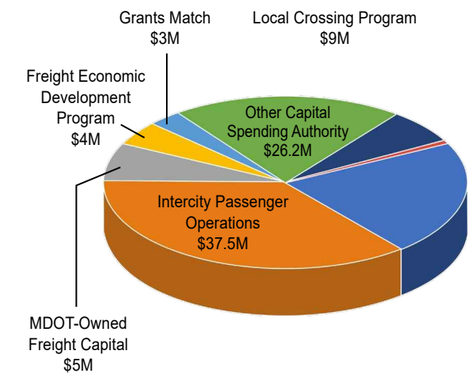
FY 2021 Bus and Marine Programs
$374 Million



Bus and Marine Program Investment Strategy

- CARES Act funds will be utilized for transit industry recovery from COVID-19.
- More than 82 million public transit trips in FY 2019.
- Preservation of existing local transit and marine services, including:
  - 78 local bus agencies.
  - Four passenger ferry systems.
  - 38 specialized service providers.
- Preservation of state-subsidized intercity bus service, including:
  - Five MDOT-contracted routes.
  - Four intercity bus/rail passenger transportation facilities.
- Preservation and maintenance of existing infrastructure, including:
  - Replacing some buses that are beyond their useful life.
  - Repairing and replacing facilities in accordance with the Transit Asset Management Plan.
- Limited funding for innovative projects, including:
  - Procure electric buses via federal Low-No grant.

FY 2021 Rail and Port Programs
$109 Million



Rail and Port Program Investment Strategy

- Passenger Rail
  - Amtrak-operating support for three Michigan corridors, including some shared costs for the Midwest fleet.
  - Maintenance and capital improvements on the Kalamazoo-Dearborn corridor, including investing a portion of $40 million in federal grants awarded in FY 2019 and FY 2020.
- Grade Crossing Safety
  - Local roads: warning device enhancements at 40-60 locations and crossing surface improvements at 40-50 locations.
  - State trunkline: crossing surface improvements and/or device upgrades at 20-25 locations (funding reflected within Highway Capital Program).
- Freight Rail
  - Capital investments in the state-owned system.
  - Support new/expanding businesses through the Freight Economic Development Program.
  - Conduct calls for projects under the Michigan Rail Loan Assistance Program (MiRLAP) as funding allows.

Summary of 2021-2025 5YTP Public Comments

The 2021-2025 5YTP Public Comment period will be held from Jan. 25 to Feb. 25, 2021.

Comments can be submitted via e-mail to:

MDOT-Five-Year-Program@Michigan.gov

or directed to:

Lina Chapman
Michigan Department of Transportation
Systems Evaluation and Program Development Unit
425 W. Ottawa St.
P.O. Box 30050
Lansing, MI 48909

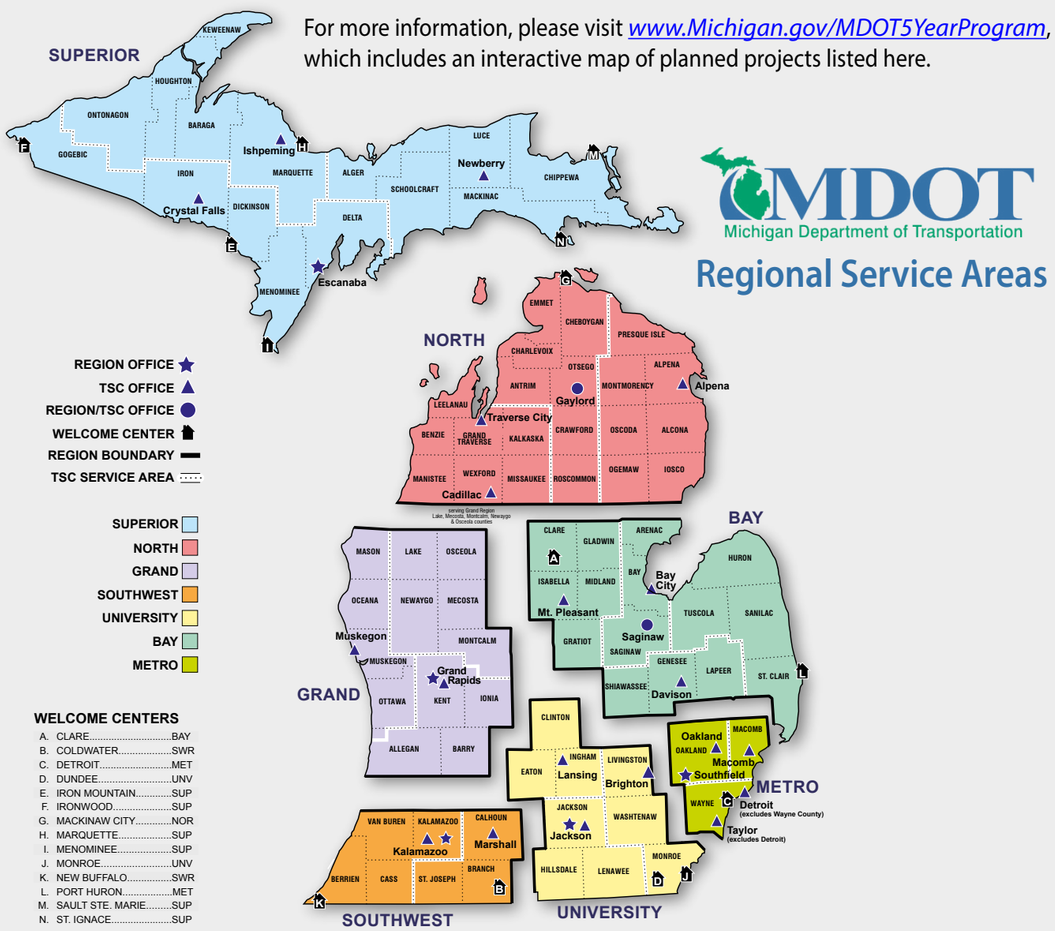
Summary of 2021-2025 5YTP Public Comments

PROJECT LISTS

The following section contains a list of road and bridge projects, divided by MDOT region, to be constructed during FY 2021-2025. Projects funded with RBMP funds are highlighted for ease of reference.

For FY 2021 to 2024, the list includes 39 projects financed by the RBMP. Work began on seven projects in 2020 and are ongoing, for a total of 46 RBMP projects from FY 2020 to FY 2024. The total number of projects is lower than the original list of 49 due to the combination of select road projects into a single job to create administration and construction efficiencies, which took place in five instances. In addition, two projects were split into two separate job numbers for similar reasons. In the following list, some RBMP-financed road projects include many bridge structures and those rows will be highlighted as well, making the total number of bond projects appear to be higher.

For more information, please visit *www.Michigan.gov/MDOT5YearProgram*, which includes an interactive map of planned projects listed here.



BAY REGION									
BRIDGE - BIG BRIDGE PROGRAM									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
BAY	M-13	M-13 and M-84 over E CHANNEL SAGINAW RIVER	Bridge Replacement				CON		
SAGINAW	I-675 N	I-675 over SAGINAW RIVER	Overlay - Epoxy		CON				
SAGINAW	M-58 E	M-58 EB to I-675 EB over DAVENPORT AVENUE	Overlay - Epoxy		CON				
BAY REGION									
BRIDGE REPLACEMENT AND PRESERVATION									
ARENAC	I-75	LINCOLN ROAD over I-75 SB	Deck Replacement		CON				
ARENAC	I-75 N	LINCOLN ROAD over I-75 NB	Deck Replacement		CON				
ARENAC	US-23	MELITA ROAD over US-23	Bridge Removal		CON				
ARENAC	I-75 S	I-75 SB over SOUTH BRANCH PINE RIVER	Scour Protection		CON				
ARENAC	I-75 N	I-75 NB over SOUTH BRANCH PINE RIVER	Scour Protection		CON				
ARENAC	I-75 N	WORTH ROAD over I-75	Overlay - Epoxy		CON				
ARENAC	US-23	US-23 over I-75	Overlay - Epoxy		CON				
ARENAC	I-75 S	I-75 SB over M-61	Overlay - Epoxy		CON				
ARENAC	I-75 N	I-75 NB over M-61	Overlay - Epoxy		CON				
ARENAC	I-75 N	US-23 RAMP F I-75 over I-75	Overlay - Epoxy		CON				
ARENAC	US-23	US-23 EB CONNECTOR over M-13	Bridge Removal		CON				
ARENAC	US-23	US-23 over NORTH BRANCH PINE RIVER	Scour Protection		CON				
ARENAC	US-23	US-23 over MIDDLE BRANCH PINE RIVER	Overlay - Shallow		CON				
ARENAC	US-23	US-23 over DIME DRAIN	Scour Protection			CON			
ARENAC	US-23	US-23 over WHITNEY DRAIN	Overlay - Epoxy			CON			
ARENAC	US-23	US-23 over SILVER DRAIN	Asphalt overlay w/ waterproofing membrane			CON			
BAY	I-75 S	I-75 SB over N BRANCH KAWKAWLIN RIVER	Deck Replacement		CON				
BAY	I-75	I-75 NB over N BRANCH KAWKAWLIN RIVER	Deck Replacement		CON				
BAY	I-75 N	PARISH ROAD over I-75	Deck Replacement		CON				
BAY	I-75 S	I-75 SB over BEAVER ROAD	Deck Replacement		CON				
BAY	I-75	I-75 NB over BEAVER ROAD	Deck Replacement		CON				
BAY	I-75	I-75 over HEMBLING DRAIN	Joint Repair		CON				
BAY	US-10	MACKINAW RD over US-10	Bridge Replacement				CON		
BAY	US-10 E	US-10 over CULVER DRAIN	Overlay - Shallow				CON		
BAY	US-10	THREE MILE ROAD over US-10	Overlay - Shallow				CON		
CLARE	US-127 N	US-127 NB over US-127 BR	Deck Patching		CON				
CLARE	US-127 S	US-127 SB over US-127 BR	Deck Patching		CON				
GENESEE	I-69 E	I-69 over ROBINSON DRAIN	Scour Protection		CON				
GENESEE	I-69 E	I-69 over GTW RAILROAD	Overlay - Epoxy		CON				
GENESEE	I-69 E	LAPEER RD over I-69	Overlay - Epoxy		CON				
GENESEE	I-69 E	I-69 over CSX RAILROAD, FENTON ROAD	Overlay - Epoxy		CON				
GENESEE	I-69 E	GRAND TRAVERSE ST over I-69	Overlay - Epoxy		CON				
GENESEE	I-69 E	CHURCH ST over I-69	Overlay - Epoxy		CON				

=Projects funded with RBMP funds

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

BAY REGION
BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
GENESEE	I-69 E	OLD M-56 (BEACH ST) over I-69	Overlay - Epoxy		CON				
GENESEE	I-69 E	SAGINAW ST over I-69	Overlay - Epoxy		CON				
GENESEE	I-475 N	I-475 RAMP E over I-475 and I-69	Overlay - Epoxy		CON				
GENESEE	I-475 N	I-475 RAMP F over I-69 and I-475	Overlay - Epoxy		CON				
GENESEE	I-475	I-475 RAMPS G and H over I-475 RAMPS E and F, I-69 and I-475	Overlay - Epoxy		CON				
GENESEE	I-475 N	FIFTH STREET, M-21 over I-475 and RAMPS C and D	Overlay - Epoxy		CON				
GENESEE	I-475 N	COURT STREET - WB over I-475	Overlay - Epoxy		CON				
GENESEE	I-475 N	THIRD STREET over I-475	Overlay - Epoxy		CON				
GENESEE	I-475 N	SECOND STREET over I-475	Overlay - Epoxy		CON				
GENESEE	I-475 N	HILL ROAD over I-475	Overlay - Epoxy					CON	
GENESEE	I-475 S	I-475 SB over MAPLE ROAD	Overlay - Epoxy					CON	
GENESEE	I-475 N	OLD M-121 (BRISTOL ROAD) over I-475	Overlay - Epoxy					CON	
GENESEE	I-475	12TH STREET over I-475	Overlay - Deep					CON	
GENESEE	I-475 N	I-475 NB over MAPLE ROAD	Overlay - Epoxy					CON	
GENESEE	I-475	GTW RAILROAD and SERV ROAD over I-475	Bridge Removal					CON	
GENESEE	I-475 N	14TH STREET over I-475	Bridge Removal					CON	
GENESEE	I-475	I-69 EB over I-475 and I-475 RAMPS	Deck Replacement		CON				
GENESEE	I-475 N	I-69 WB over I-475 and I-475 RAMPS	Deck Replacement		CON				
GENESEE	I-69	I-69 ON RMP (9TH) over I-69 and I-475 RAMP A	Deck Replacement		CON				
GENESEE	I-69	8TH ST SERVICE RD over I-475 RAMP D	Deck Replacement		CON				
GENESEE	I-475	S B SERVICE RD over RAMP D I-69 and I-475 INTERCH	Deck Replacement		CON				
GENESEE	I-475	I-69 W TO I-475 N RM over I-475S ON RMP C	Deck Replacement		CON				
GENESEE	I-475 N	I-475 over THREAD CREEK	Deck Replacement					CON	
GENESEE	I-475 S	I-475 SB over I-75 NB	Deck Replacement					CON	
GENESEE	I-475	HEMPHILL ROAD over I-475	Deck Replacement					CON	
GENESEE	I-475 N	LEFT TURN LANE NO1 over I-475	Bridge Removal					CON	
GENESEE	I-475 N	LEFT TURN LANE NO2 over I-475	Bridge Removal					CON	
GENESEE	I-69	I-69 EB over SWARTZ CREEK	Overlay - Deep						CON
GENESEE	I-69 W	I-69 WB over SWARTZ CREEK	Overlay - Deep						CON
GENESEE	I-69 E	I-69 AND RAMP over HOWLAND AND HEWITT DRAIN	Scour Protection						CON
GENESEE	I-69 E	I-69 EB over GTW RR AND SWARTZ CREEK	Overlay - Deep						CON
GENESEE	I-69 E	I-69 EB over GTW RAILROAD	Overlay - Deep						CON
GENESEE	I-69 W	I-69 WB over GTW RR AND SWARTZ CREEK	Overlay - Deep						CON
GENESEE	I-69 W	I-69 WB over GTW RAILROAD	Overlay - Deep						CON
GENESEE	I-69 E	I-69 EB over ELMS ROAD	Overlay - Shallow						CON
GENESEE	I-69 W	I-69 WB over ELMS ROAD	Overlay - Shallow						CON
GENESEE	I-69 E	I-69 EB over LINDEN ROAD	Overlay - Deep						CON
GENESEE	I-69 E	I-69 EB over BRISTOL ROAD	Overlay - Deep						CON
GENESEE	I-69 W	I-69 WB over BRISTOL ROAD	Overlay - Deep						CON
GENESEE	I-69 E	I-69 EB over MILLER ROAD	Overlay - Epoxy						CON
GENESEE	I-69 W	I-69 WB over LINDEN ROAD	Overlay - Deep						CON
GENESEE	I-69 W	I-69 WB over MILLER ROAD	Overlay - Epoxy						CON
GENESEE	I-69	I-69 WB RAMP C over MILLER ROAD	Overlay - Deep						CON
GENESEE	M-15	M-15 over PADDISON COUNTY DRAIN	Culvert Replacement			CON			
GENESEE	M-15	M-15 over CUMMINGS DRAIN	Culvert Replacement			CON			
GENESEE	M-21	M-21 over CSX Railroad (abandoned)	Culvert Replacement			CON			
GENESEE	M-54	M-54 over GILKEY CREEK	Culvert Replacement				CON		
GENESEE	M-57	M-57 over FLINT RIVER	Overlay - Epoxy			CON			
GRATIOT	US-127	US-127 NB over NORTH BRANCH BAD RIVER	Overlay - Shallow			CON			
GRATIOT	US-127 S	US-127 SB over NORTH BRANCH BAD RIVER	Overlay - Shallow			CON			
GRATIOT	US-127	US-127 over BEAR CREEK	Culvert Replacement			CON			
GRATIOT	US-127 N	US-127 over WOLF and BEAR CREEK	Culvert Replacement			CON			

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

BAY REGION
BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
GRATIOT	US-127 NB	US-127 NB over MAPLE RIVER	Overlay - Epoxy			CON			
GRATIOT	US-127 SB	US-127 SB over MAPLE RIVER	Superstructure Replacement			CON			
LAPEER	I-69 E	I-69 EB over S BR FLINT RIVER	Overlay - Epoxy		CON				
LAPEER	I-69 W	I-69 WB over S BR FLINT RIVER	Overlay - Epoxy		CON				
LAPEER	I-69	I-69 EB and RAMP over HUNTER CREEK	Overlay - Epoxy		CON				
LAPEER	I-69 W	I-69 WB over HUNTER CREEK	Overlay - Epoxy		CON				
LAPEER	M-24	M-24 over FOSTORIA DRAIN	Deck Replacement					CON	
LAPEER	M-53	M-53 over ELK LAKE CREEK	Bridge Replacement			CON			
LAPEER	M-90	M-90 over N BRANCH FLINT RIVER	Overlay - Deep					CON	
MIDLAND	M-20	M-20 over PRAIRIE CREEK	Bridge Replacement				CON		
MIDLAND	US-10	M-30 over US-10	Bridge Replacement					CON	
SAGINAW	I-75 N	I-675 over KOEHLER DRAIN	Scour Protection		CON				
SAGINAW	I-675 N	I-675 over MCCARTY UNIVERSAL DRAIN	Scour Protection		CON				
SAGINAW	I-675 N	I-675 NB over SBS RAILROAD	Overlay - Epoxy		CON				
SAGINAW	I-675 S	I-675 SB over SBS Railroad	Overlay - Epoxy		CON				
SAGINAW	I-675	I-675 NB over I-75	Overlay - Epoxy		CON				
SAGINAW	I-675 N	OUTER DRIVE over I-675	Overlay - Epoxy		CON				
SAGINAW	I-675 N	VETERANS MEMORIAL PARKWAY over I-675	Overlay - Epoxy		CON				
SAGINAW	I-675 S	VETERANS MEMORIAL PARKWAY over I-675	Asphalt overlay w/ waterproofing membrane		CON				
SAGINAW	I-675 N	I-675 NB over 6TH STREET	Overlay - Epoxy		CON				
SAGINAW	I-675 S	I-675 SB over 6TH STREET	Overlay - Epoxy		CON				
SAGINAW	I-675 N	I-675 NB over 5TH STREET	Overlay - Epoxy		CON				
SAGINAW	I-675 S	I-675 SB over 5TH STREET	Overlay - Epoxy		CON				
SAGINAW	I-675 N	I-675 NB over WARREN AVENUE	Overlay - Epoxy		CON				
SAGINAW	I-675 N	I-675 NB over MICHIGAN AVENUE	Overlay - Epoxy		CON				
SAGINAW	I-675 S	I-675 SB over MICHIGAN AVENUE	Overlay - Epoxy		CON				
SAGINAW	I-675 N	I-675 NB over WEISS STREET	Overlay - Epoxy		CON				
SAGINAW	I-675 S	I-675 SB over WEISS STREET	Overlay - Epoxy		CON				
SAGINAW	I-675 N	I-675 NB over SCHAEFER STREET	Overlay - Epoxy		CON				
SAGINAW	I-675 S	I-675 SB over SCHAEFER STREET	Overlay - Epoxy		CON				
SAGINAW	I-675 N	I-675 NB over SHATTUCK ROAD	Overlay - Epoxy		CON				
SAGINAW	I-675 S	I-675 SB over SHATTUCK ROAD	Overlay - Epoxy		CON				
SAGINAW	I-675 N	TITTABAWASSEE ROAD over I-675	Overlay - Epoxy		CON				
SAGINAW	I-675 N	MICHIGAN ROAD over I-675	Overlay - Epoxy		CON				
SAGINAW	I-675 S	I-675 SB over KOCHVILLE ROAD	Overlay - Epoxy		CON				
SAGINAW	I-675 N	I-675 NB over I-75	Overlay - Epoxy		CON				
SAGINAW	I-675 N	MCCARTY ROAD over I-675	Overlay - Epoxy		CON				
SAGINAW	I-675 N	I-675 NB over KOCHVILLE ROAD	Overlay - Epoxy		CON				
SAGINAW	I-675 S	I-675 SOUTH RAMP TO I-75 over I-675 and I-75	Overlay - Epoxy		CON				
SAGINAW	I-675 S	I-675 SOUTH RAMP TO I-75 over I-75	Overlay - Epoxy		CON				
SAGINAW	I-675 N	CSX RR over I-675	Painting - Zone		CON				
SAGINAW	I-675 S	I-675 SB over WARREN AVENUE	Overlay - Epoxy		CON				
SAGINAW	I-75	JANES ROAD over I-675 RAMP	Asphalt overlay w/ waterproofing membrane		CON				
SAGINAW	I-675	14TH STREET over I-675	Overlay - Epoxy		CON				
SAGINAW	I-75 N	JANES ROAD over I-75	Overlay - Epoxy		CON				
SAGINAW	M-52	M-52 over MARSH CREEK	Bridge Replacement		CON				
SANILAC	M-25	M-25 over FORESTER CREEK	Superstructure Repair - Concrete			CON			
SANILAC	M-46	M-46 over BLACK RIVER	Bridge Replacement				CON		
SANILAC	M-90	M-90 over MILLS CREEK	Bridge Replacement		CON				
SANILAC	M-90	M-90 over BLACK RIVER	Bridge Replacement		CON				

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BAY REGION

BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
SHIAWASSEE	I-69	I-69 EB over LOOKING GLASS RIVER	Scour Protection				CON		
SHIAWASSEE	I-69 W	I-69 WB over LOOKING GLASS RIVER	Scour Protection				CON		
SHIAWASSEE	I-69 E	I-69 EB over WEBB DRAIN	Scour Protection				CON		
SHIAWASSEE	I-69 W	I-69 WB over WEBB DRAIN	Scour Protection				CON		
SHIAWASSEE	M-21	M-21 over RUSH CREEK	Culvert Replacement		CON				
SHIAWASSEE	M-21	M-21 over CRAWFORD DRAIN	Scour Protection		CON				
SHIAWASSEE	M-21	M-21 over HATHAN CREEK	Scour Protection		CON				
SHIAWASSEE	M-21	M-21 over LIMBARG COUNTY DRAIN	Scour Protection		CON				
ST. CLAIR	I-69	ALLEN ROAD over I-69	Deck Replacement					CON	
ST. CLAIR	M-25	M-25 over BLACK RIVER SPILLWAY	Overlay - Epoxy		CON				
ST. CLAIR	M-29	M-29 over SWAN CREEK	Overlay - Epoxy						CON
TUSCOLA	M-46	M-46 over WHITE CREEK #2	Culvert Replacement					CON	

BAY REGION

REPAIR AND REBUILD ROADS

ARENAC	M-13 (South Huron Road)	M-13 FROM BAY/ARENAC COUNTY LINE NORTH TO US- 23	Road Rehabilitation	2.740		CON			
ARENAC	US-23	I-75 TO M-13	Road Rehabilitation	3.055	CON				
ARENAC	US-23 (N Huron Road)	POINT LOOKOUT ROAD TO ARENAC/IOSCO COUNTY LINE	Road Rehabilitation	7.541		CON			
ARENAC	US-23	US-23, SOUTH CITY LIMITS OF STANDISH NORTH TO GROV	Road Rehabilitation	1.544	CON				
ARENAC	US-23 (US-23/S Huron Road)	US-23, US-23 CONNECTOR NORTH TO SOUTH CITY LIMITS	Road Rehabilitation	1.507	CON				
BAY	I-75	BEAVER ROAD TO COTTAGE GROVE	Road Rehabilitation	4.549	CON				
BAY	M-25 E (W Thomas Street)	M-25 FREEWAY END TO WALNUT STREET	Reconstruction	1.211				CON	
BAY	M-25 W (E Jenny Street)	M-25 FREEWAY ENDS EAST TO WALNUT STREET.	Reconstruction	1.262				CON	
BAY	US-10 W	7 MILE ROAD TO BAY CITY	Reconstruction	5.485			CON		
CLARE	US-127	LONG LAKE ROAD TO THE CLARE/ROSCOMMON COUNTY LINE	Road Rehabilitation	3.989					CON
CLARE	US-127 BR (N 1st St)	COUNTY FARM ROAD TO TOWNLINE LAKE ROAD	Road Rehabilitation	1.342	CON				
CLARE	US-127 S (US-127)	US-10BR TO HATTON ROAD	Road Rehabilitation	9.476	CON				
GENESEE	I-475	BRISTOL ROAD TO THREAD CREEK AND FLINT RIVER TO CARPENTER ROAD AND 19 STRUCTURES ON I-475	Reconstruction	5.290				CON	
GENESEE	I-475 N	I-475 over FLINT R, W BLVD and R SIDE DR	Bridge Replacement					CON	
GENESEE	I-475 N	I-475 over GIBSON DRAIN	Scour Protection					CON	
GENESEE	I-475 N	I-475 over CSX RR and NB SERV RD (abandoned)	Bridge Replacement					CON	
GENESEE	I-475 N	I-475 over CSX RR AND PIERSON RD	Deck Replacement					CON	
GENESEE	I-475 N	I-475 over ATHERTON RD	Deck Replacement					CON	
GENESEE	I-475 N	I-475 over M-54 BR (SAGINAW ST)	Deck Replacement					CON	
GENESEE	I-475 N	I-475 over LEITH STREET	Deck Replacement					CON	
GENESEE	I-475 N	I-475 over STEWART AVE	Deck Replacement					CON	
GENESEE	I-475 N	I-475 over RAMP C I-475	Deck Replacement					CON	
GENESEE	I-475 N	I-475 over HORTON AVE	Bridge Removal					CON	
GENESEE	I-475 N	CARPENTER ROAD over I-475	Bridge Replacement					CON	
GENESEE	I-475 N	I-475 over LEFT-TURN LANE NO 3	Bridge Removal					CON	
GENESEE	I-475	I-475 RAMP over HORTON AVE	Bridge Removal					CON	
GENESEE	I-475 N	I-475 RAMP B over I-475	Bridge Removal					CON	
GENESEE	I-475	I-475 OFF TO SELBY over SELBY TO I-475 SB ON RP	Bridge Removal					CON	
GENESEE	I-475	RAMP E (I-475) over RAMP F I-475	Bridge Removal					CON	
GENESEE	I-475 N	I-475 over MASSACHUSETTS AVE.	Bridge Removal					CON	
GENESEE	I-475 N	RUSSELL AVE over I-475	Deck Replacement					CON	

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2021-2025 FIVE-YEAR TRANSPORTATION PROGRAM

BAY REGION

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
GENESEE	I-475 N	GTW RR over I-475	Substructure Patching					CON	
GENESEE	I-475	THREAD CREEK TO FLINT RIVER AND 10 STRUCTURE LOCATION	Reconstruction	2.600		CON			
GENESEE	I-475 N	I-475 over GILKEY CREEK	Culvert Replacement			CON			
GENESEE	I-475 N	KEARSLEY ST over I-475	Overlay - Epoxy			CON			
GENESEE	I-475 N	E BD LONGWAY BLVD over I-475	Overlay - Epoxy			CON			
GENESEE	I-475 N	W BD LONGWAY BLVD over I-475	Overlay - Epoxy			CON			
GENESEE	I-475 N	I-475 AND RAMP B over CHAVEZ DR	Deck Replacement			CON			
GENESEE	I-475 N	I-475 over DAVISON - BROADWAY AVES	Bridge Replacement			CON			
GENESEE	I-69	FENTON ROAD TO M-54	Reconstruction	5.256	CON				
GENESEE	M-15 (State Road)	RICHFIELD ROAD TO SOUTH OF DODGE ROAD	Road Rehabilitation	5.927		CON			
GENESEE	M-21 (Corunna Rd)	MORRISH ROAD TO I-75	Road Rehabilitation	4.103					CON
GENESEE	M-54	ATHERTON ROAD TO LEITH STREET	Road Rehabilitation	3.713			CON		
GENESEE	M-57 (Vienna Rd)	M-54 TO M-15	Road Capital Preventive Maintenance	9.843			CON		
GLADWIN	M-18	FIRST STREET TO GLADWIN/ROSCOMMON COUNTY LINE	Road Capital Preventive Maintenance	17.705			CON		
GRATIOT	US-127	M-57 TO BAGLEY ROAD	Road Rehabilitation	6.544		CON			
GRATIOT	US-127 (US-127 N)	GRATIOT/CLINTON COUNTY LINE TO M-57	Road Rehabilitation	3.582		CON			
GRATIOT	US-127 N	US-127 over HUDSON-FOSTER DRAIN	Widen - Add Lanes	3.582		CON			
HURON	M-142 (Sand Beach Road)	JOHNSTON ROAD TO RUTH ROAD	Road Rehabilitation	3.092	CON				
HURON	M-142 (Sand Beach Road)	M-53 TO M-19	Road Rehabilitation	2.810		CON			
HURON	M-25 (Port Austin Rd)	M-142 TO CASEVILLE	Road Capital Preventive Maintenance	9.038	CON				
HURON	M-25 (Port Austin Rd)	CASEVILLE NORTH CITY LIMIT TO LARNED ROAD	Road Capital Preventive Maintenance	16.445	CON				
HURON	M-25	HELENA ROAD TO FAIRWAY DRIVE	Road Capital Preventive Maintenance	4.499			CON		
HURON	M-25	TUSCOLA/HURON COUNTY LINE TO MYERS ROAD	Road Capital Preventive Maintenance	3.730		CON			
ISABELLA	M-20 (E Pickard St)	US-127 BR (MISSION ST) TO US-127	Reconstruction	1.671		CON			
ISABELLA	M-20	US-127 TO SUMMERTON ROAD	Road Rehabilitation	0.295					CON
ISABELLA	US-127	M-20 TO RIVER ROAD	Road Rehabilitation	1.930				CON	
LAPEER	I-69	M-24 TO LAKE GEORGE ROAD	Reconstruction	6.786	CON				
LAPEER	I-69 (Five Lakes Rest Area)	FIVE LAKES REST AREA	Roadside Facilities - Improve	0.957	CON				
LAPEER	I-69	LAKE GEORGE ROAD TO NEWARK ROAD	Reconstruction	1.887				CON	
LAPEER	I-69	NEWARK ROAD TO EAST LAPEER COUNTY LINE	Road Rehabilitation	8.554	CON				
LAPEER	M-53 (VanDyke Road)	BOWERS ROAD TO DEANVILLE ROAD	Road Rehabilitation	8.184		CON			
LAPEER	M-53 (S Van Dyke Rd)	NEWARK ROAD TO CAPAC ROAD	Road Rehabilitation	1.901					CON
LAPEER	M-90	M-24 TO NORTH BRANCH	Road Capital Preventive Maintenance	5.791				CON	
MIDLAND	M-20 (E Isabella Rd)	M-30 TO EAST OF CURRIE PARKWAY	Road Rehabilitation	5.562			CON		
MIDLAND	M-30 (N Meridian Rd)	M-20 TO US-10	Road Capital Preventive Maintenance	4.935	CON				
SAGINAW	I-675 S	I-675	Road Rehabilitation	8.741	CON				
SAGINAW	I-675 W/Veterans Memorial Ramp	I-675 AT VETERANS MEMORIAL PARKWAY	Reconstruction	1.388				CON	
SAGINAW	M-13	M-57 TO FRY ROAD	Road Capital Preventive Maintenance	8.378				CON	
SAGINAW	M-46 (Holland Road)	TOWERLINE ROAD TO RICHVILLE	Road Rehabilitation	10.421		CON			

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BAY REGION
REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
SAGINAW	M-58 E (State Street)	EASTBOUND M-58, AVALON STREET TO M-84	Reconstruction	1.174				CON	
SAGINAW	M-83	M-54 NORTH TO DEAD CR	Road Capital Preventive Maintenance	4.010		CON			
SANILAC	M-25 (Lakeshore Rd)	FISHER ROAD TO LYNN BLVD	Road Capital Preventive Maintenance	5.595		CON			
SANILAC	M-46 (Sanilac Road)	M-46 AND M-19	Reconstruction	8.362			CON		
SANILAC	M-46 (W Sanilac Rd)	TOWNLINE ROAD TO MAPLE VALLEY STREET	Road Capital Preventive Maintenance	1.642	CON				
SANILAC	M-46 (E Sanilac Rd)	CARSONVILLE TO GOETZE ROAD	Road Capital Preventive Maintenance	2.533		CON			
SHIAWASSEE	M-21	CORUNNA TO M-13	Road Rehabilitation	9.050	CON				
ST. CLAIR	I-69	COX DOTY DRAIN TO M-19	Reconstruction	6.550	CON				
ST. CLAIR	I-69 WB	M-19 TO TAYLOR ROAD	Road Rehabilitation	9.594		CON			
ST. CLAIR	I-69 BL W (Griswold St)	24TH STREET TO I-94 BL	Road Capital Preventive Maintenance	1.423		CON			
ST. CLAIR	I-94 BL (Gratiot Blvd)	I-94 TO M-29	Road Rehabilitation	2.653				CON	
ST. CLAIR	M-25 (Pine Grove Ave)	HANCOCK STREET TO M-136	Road Rehabilitation	1.593	CON				
ST. CLAIR	M-29 (Dixie Hwy)	COUNTY LINE ROAD TO CHURCH ROAD	Road Rehabilitation	1.879					CON
ST. CLAIR	M-29 (Dixie Hwy)	CHURCH ROAD TO PALMS ROAD	Road Rehabilitation	3.626					CON
ST. CLAIR	M-29	MARINE CITY TO REMER ROAD	Road Capital Preventive Maintenance	3.072			CON		
				291.597					

BAY REGION
CAPACITY IMPROVEMENT

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
ST. CLAIR	I-94/Blue Water Bridge EB	BLUE WATER BRIDGE PLAZA	STUDIES/RESEARCH		EPE				
ST. CLAIR	EB I-94	BLUE WATER BRIDGE PLAZA	CONCRETE RECONSTRUCTION	0.939			CON	CON	CON
ST. CLAIR	EB I-94	BLUE WATER BRIDGE PLAZA	CONCRETE RECONSTRUCTION			PE	PE	PE	PE
ST. CLAIR	EB I-94	BLUE WATER BRIDGE PLAZA	CONCRETE RECONSTRUCTION		ROW	ROW	ROW	ROW	
ST. CLAIR	EB I-94	BLUE WATER BRIDGE PLAZA	CONCRETE RECONSTRUCTION		UTL	UTL	UTL	UTL	
ST. CLAIR	EB I-94	BLUE WATER BRIDGE PLAZA	CONCRETE RECONSTRUCTION	0.913			CON	CON	CON
ST. CLAIR	EB I-94	BLUE WATER BRIDGE PLAZA	CONCRETE RECONSTRUCTION			PE	PE	PE	PE
				1.852					

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GRAND REGION
BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
OTTAWA	US-31 N	US-31 over GRAND RIVER AND M-104	Superstructure Repair - Steel		CON				

GRAND REGION
BRIDGE REPLACEMENT AND PRESERVATION

ALLEGAN	I-196	I-196 WB over US-31 NB	Overlay - Deep		CON				
ALLEGAN	I-196	I-196 EB and US-31 NB over KALAMAZOO RIVER	Overlay - Deep		CON				
ALLEGAN	I-196 S	I-196 WB and US-31 SB over KALAMAZOO RIVER	Substructure Patching		CON				
ALLEGAN	I-196	M-40 over I-196	Overlay - Deep		CON				
ALLEGAN	I-196	107TH AVENUE over I-196 and US-31	Deck Patching			CON			
ALLEGAN	I-196 N	114TH AVENUE over I-196 and US-31	Miscellaneous Bridge CPM			CON			
ALLEGAN	I-196 and US-31 SB	I-196 WB and US-31 SB over KUIPERS DRAIN	Culvert Replacement		CON				
ALLEGAN	I-196 WB	I-196 WB over CSX RAILROAD	Overlay - Deep		CON				
ALLEGAN	US-31 N	US-31 BR (58TH) over US-31 NB	Overlay - Deep			CON			
ALLEGAN	I-196 N	109TH AVENUE over I-196 and US-31	Overlay - Deep			CON			
ALLEGAN	I-196 N	OLD US-31 over I-196 and US-31	Overlay - Deep			CON			
BARRY	M-37	M-37 over FALL CREEK	Miscellaneous Rehabilitation					CON	
BARRY	M-43	M-43 over COLDWATER RIVER	Bridge Replacement					CON	
BARRY	M-66	M-66 over QUAKER BROOK	Deck Replacement				CON		
IONIA	I-96	JORDAN LAKE ROAD over I-96	Overlay - Shallow			CON			
IONIA	I-96	MORRISON LAKE ROAD over I-96	Overlay - Shallow						CON
KENT	I-196	I-196 M-21 WB over PLYMOUTH ROAD	Bridge Replacement		CON				
KENT	I-196	I-196 EB, M-21 over GRAND RIVER	Deck Replacement	0.246	CON				
KENT	I-196 E	I-296 EB (US-131 N) over I-196 EB, M-21	Substructure Patching		CON				
KENT	I-196 E	I-296 WB (US-131 S) over I-196 EB, M-21	Miscellaneous Bridge CPM		CON				
KENT	I-196	I-196 M-21 EB over MOUND RD and GRAND RIVER	Bridge Replacement			CON			
KENT	I-196 W	I-196 M-21 WB over MOUND RD and GRAND RIVER	Bridge Replacement			CON			
KENT	I-196BS E	I-196 RAMP M-21 BR over CSX Railroad	Overlay - Deep			CON			
KENT	I-196 E	RAMP B M-21 BR I-196 over I-196 EB	Overlay - Epoxy			CON			
KENT	I-196 BS	I-196 RAMP A M-21 over M-21BR (CHICAGO DRIVE)	Overlay - Epoxy			CON			
KENT	I-296 SB	I-96 EB CONN I-296 S over W RIVER DRV, CSX and PC RR	Overlay - Deep		CON				
KENT	I-196 E	I-296 EB (US-131 NB) over I-196 EB, M-21	Overlay - Deep						CON
KENT	I-296 N	I-296 NB (US-131 NB) over 6TH Street	Overlay - Epoxy						CON
KENT	I-296/US-131 NB	I-296 (US-131) NB over US-131 BR (LEONARD)	Overlay - Deep						CON
KENT	I-296 N	I-296 EB/US-131 NB over ANN STREET	Bridge Barrier Railing Replace						CON
KENT	I-96	BURTON STREET over I-96	Overlay - Deep			CON			
KENT	I-96	FRUIT RIDGE ROAD over I-96	Overlay - Deep			CON			
KENT	I-96	SEGWUN ROAD over I-96	Overlay - Shallow				CON		
KENT	I-96	3 MILE ROAD over I-96	Overlay - Deep						CON

GRAND REGION

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BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
KENT	US-131 S	US-131 SB over W RIVER DR and MDOT RR (ABN)	Overlay - Deep				CON		
KENT	US-131	US-131 NB over W RIVER DR and MDOT RR (ABN)	Overlay - Deep				CON		
KENT	US-131	M-57 (14 MILE ROAD) over US-131	Overlay - Deep						CON
KENT	US-131	12 MILE ROAD over US-131	Overlay - Deep						CON
KENT	US-131	US-131 SB over 6 MILE ROAD	Overlay - Deep						CON
KENT	US-131 N	US-131 NB over 6 MILE ROAD	Deck Patching						CON
KENT	US-131	PINE ISLAND DRIVE over US-131	Deck Patching						CON
KENT	US-131	10 MI ROAD over US-131	Deck Patching						CON
KENT	I-196 E	US-131 SB over I-196 EB	Overlay - Deep						CON
KENT	I-196	US-131 SB over US-131 NB	Overlay - Deep						CON
KENT	I-296 S	US-131 SB over 6TH STREET	Deck Patching						CON
KENT	I-296 S	I-296 WB/US-131 SB over ANN STREET	Substructure Patching						CON
KENT	US-131/I-296 SB	US-131 SB over LEONARD STREET	Overlay - Deep						CON
MECOSTA	US-131 BR	US-131 BR over DALZIEL CREEK	Culvert Replacement		CON				
MONTCALM	US-131	PIERSON ROAD over US-131	Deck Patching					CON	
MONTCALM	US-131 S	LAKE MONTCALM ROAD over US-131 SB	Deck Patching					CON	
MONTCALM	US-131 N	LAKE MONTCALM ROAD over US-131 NB	Deck Patching					CON	
MUSKEGON	I-96	I-96 over HILE ROAD	Overlay - Deep			CON			
MUSKEGON	I-96 EB	I-96 EB over NORRIS CREEK	Overlay - Deep			CON			
MUSKEGON	I-96 WB	I-96 WB over NORRIS CREEK	Overlay - Deep			CON			
MUSKEGON	US-31 N	US-31 NB over RILEY THOMPSON ROAD	Overlay - Deep			CON			
MUSKEGON	US-31 BR	US-31 BR S over BLACK CREEK	Bridge Replacement				CON		
MUSKEGON	US-31 BR N	US-31 BR N over BLACK CREEK	Bridge Replacement				CON		
OSCEOLA	M-66	M-66 over MUSKEGON RIVER	Substructure Repair					CON	
OSCEOLA	M-66	M-66 over DOC and TOM CREEK	Bridge Replacement					CON	
OSCEOLA	US-10 BR	US-10 BR/OLD US-131 over HERSEY RIVER	Asphalt overlay w/waterproofing membrane				CON		
OSCEOLA	US-10	US-10 over HERSEY RIVER	Overlay - Deep				CON		
OTTAWA	M-104	M-104 over SPRING LAKE CHANNEL	Overlay - Deep		CON				
OTTAWA	US-31 N	US-31 NB over S CHANNEL GRAND RIVER	Overlay - Epoxy		CON				
OTTAWA	US-31 S	US-31 SB over S CHANNEL GRAND RIVER	Overlay - Deep		CON				
OTTAWA	US-31	US-31 over GTW RAILROAD AND M-104	Overlay - Deep		CON				
OTTAWA	US-31 N	US-31 over m-104 (3RD STREET)	Miscellaneous Rehabilitation		CON				
				0.246					

GRAND REGION

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
ALLEGAN	I-196 SB	FROM 130TH AVENUE NORTH TO US-31	Reconstruction	8.450	CON				
ALLEGAN	I-196 S	I-196 S and US-31 S over KALAMAZOO RIVER	Overlay - Deep		CON				
ALLEGAN	I-196 WB	FROM US-31 EAST TO CSX RAILROAD	Road Rehabilitation	3.596	CON				
ALLEGAN	M-89 (Main Street)	FROM 58TH STREET EAST TO 56TH STREET (FENNVILLE)	Road Rehabilitation	1.176	CON				
ALLEGAN	M-89 (Marshall Street)	FROM M-222 EAST TO 29TH STREET	Road Rehabilitation	1.826			CON		
ALLEGAN	M-89	FROM I-196 EAST TO 58TH STREET	Road Capital Preventive Maintenance	5.247		CON			
ALLEGAN	US-31	FROM I-196 NORTH TO CENTRAL AVENUE	Reconstruction	3.390	CON				
ALLEGAN	US-31	FROM CENTRAL AVENUE NORTH TO ALLEGAN/OTTAWA COUNTY	Road Rehabilitation	1.238	CON				
IONIA	I-96	FROM BLISS ROAD EAST TO SUNFIELD HIGHWAY	Reconstruction	9.071			CON		
IONIA	M-21 (Lincoln Avenue)	WALL STREET EAST TO M-66 (E JCT)	Road Rehabilitation	1.068	CON				
KENT	I-196 (Gerald R Ford Fwy)	FULLER AVENUE EAST TO MARYLAND AVENUE	Reconstruction	1.710	CON				
KENT	I-196 E	I-196 EB over PLYMOUTH AVENUE	Bridge Replacement		CON				
KENT	I-196 BS	FROM BURLINGAME AVENUE EAST TO CLYDE PARK AVENUE	Road Rehabilitation	1.023		CON			

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2021-2025 FIVE-YEAR TRANSPORTATION PROGRAM

GRAND REGION

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
KENT	I-296/US-131 NB	FROM BRIDGE STREET NORTH TO RICHMOND STREET	Road Rehabilitation	1.342					CON
KENT	I-296/US-131 SB	FROM PEARL STREET NORTH TO RICHMOND STREET	Road Rehabilitation	1.591					CON
KENT	I-96	FROM THORNAPPLE RIVER DRIVE TO WHITNEYVILLE AVENUE	Road Rehabilitation	2.353	CON				
KENT	I-96	FROM CASCADE ROAD EAST TO M-11	Road Rehabilitation	3.025		CON			
KENT	I-96	FROM MONROE AVENUE EAST TO LEONARD STREET	Road Rehabilitation	4.950	CON				
KENT	M-11	FROM CHURCH STREET EAST TO US-131	Road Rehabilitation	4.203	CON				
KENT	M-11	FROM DIVISION AVENUE EAST TO KALAMAZOO AVENUE	Road Rehabilitation	1.848				CON	
KENT	M-21	FROM I-96 EAST TO GRAND RIVER AVENUE	Road Rehabilitation	3.698					CON
KENT	M-37	FROM 60TH STREET NORTH TO 44TH STREET	Road Rehabilitation	2.075					CON
KENT	M-37	FROM 92ND STREET NORTH TO 76TH STREET	Road Rehabilitation	2.875				CON	
KENT	M-44 CONNector (Plainfield Ave NE)	FROM I-96 NORTH TO AIRWAY STREET	Road Rehabilitation	2.665				CON	
KENT	M-6 (Paul B Henry Fwy)	FROM EAST BRANCH RUSH CREEK EAST TO BURLINGAME AVE	Road Rehabilitation	2.831			CON		
KENT	US-131	FROM ALLEGAN/KENT COUNTY LINE NORTH TO 76TH STREET	Reconstruction	4.038			CON		
MASON	US-10/US-31 (US-10/ US-31)	FROM BRYE ROAD EAST TO US-31 (EAST JUNCTION)	Road Rehabilitation	4.364					CON
MASON	US-31	FROM OCEANA/MASON COUNTY LINE TO MEISENHEIMER ROAD	Road Rehabilitation	4.560	CON				
MASON	US-31	FROM HOAGUE RD TO NORTH OF MASON/MANISTEE CO LINE	Road Rehabilitation	2.854	CON				
MASON	US-31	FROM SUGAR GROVE ROAD NORTH TO HOAGUE ROAD	Road Rehabilitation	10.103		CON			
MASON	US-31	FROM 0.9 MILES NORTH OF MEISENHEIMER ROAD TO CHAU	Road Rehabilitation	2.181			CON		
MECOSTA	M-20	HEWLETT STREET (REMUS) EAST TO THE MECOSTA/ ISABELL	Road Capital Preventive Maintenance	2.817			CON		
MECOSTA	M-66 and M-20	M-66 OVER CULP DRN and TRIB TO BLACK CREEK; M-20 OVER	Reconstruction	0.570					CON
MECOSTA	US-131 BR (19 Mile Rd)	FROM US-131 EAST TO NORTHLAND DRIVE	Road Capital Preventive Maintenance	1.515	CON				
MECOSTA	US-131 NB	FROM 13 MILE ROAD NORTH TO 19 MILE ROAD	Road Rehabilitation	6.624	CON				
MONTCALM	M-91	FROM KENDAVILLE ROAD NORTH TO M-46	Road Rehabilitation	4.489			CON		
MUSKEGON	M-46	FROM SHONAT STREET EAST TO MAPLE ISLAND ROAD	Road Rehabilitation	6.904				CON	
NEWAYGO	M-37	FROM M-82 (NORTH JUNCTION) TO THE WHITE RIVER	Road Rehabilitation	8.777				CON	
OCEANA	M-20	FROM US-31 EAST TO OLD US-31 (OCEANA DRIVE)	Road Capital Preventive Maintenance	2.608			CON		
OCEANA	US-31 Old	FROM M-20 NORTH TO SHELBY SOUTH VILLAGE LIMITS	Road Capital Preventive Maintenance	2.264			CON		
OSCEOLA	M-61	FROM M-115 EAST TO OSCEOLA/CLARE COUNTY LINE	Road Capital Preventive Maintenance	3.880			CON		
OSCEOLA	US-10	FROM THE MUSKEGON RIVER EAST TO M-66	Road Capital Preventive Maintenance	5.327			CON		
OSCEOLA	US-131 SB	FROM US-10 TO 14 MILE ROAD, ASHTON and LUTHER/ LEROY	Road Rehabilitation	7.714		CON			
OTTAWA	I-196	FROM BYRON ROAD EAST TO 32ND AVENUE	Reconstruction	6.674		CON			
OTTAWA	I-196	FROM BYRON ROAD EAST TO 32ND AVENUE	Traffic Safety	6.874	CON				
OTTAWA	I-196 BL	FROM US-31 EAST TO I-196	Road Rehabilitation	4.940			CON		
				171.328					

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METRO REGION
BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
OAKLAND	I-696	PLAZA and CHURCH ST over I-696	Superstructure Replacement				CON		
WAYNE	I-75	I-75 over ROUGE RIVER, DEARBORN ST	Substructure Repair		CON				
WAYNE	I-75	I-75 NB OFF RAMP over RAILROAD, MAINTENANCE RD	Substructure Patching		CON				
WAYNE	I-75	I-75 SB ON RAMP over ROUGE RIVER, PLEASANT ST	Substructure Patching		CON				
WAYNE	I-75 N	I-75 over FORT ST	Substructure Repair		CON				
WAYNE	OLD 700	BELLE ISLE TRAFFIC over DETROIT RIVER	Superstructure Repair - Concrete			CON			

METRO REGION
BRIDGE REPLACEMENT AND PRESERVATION

MACOMB	I-94 E	I-94 EB over SALT RIVER	Painting Complete						CON
MACOMB	I-94	I-94 WB over SALT RIVER	Painting Complete						CON
MACOMB	I-94 E	I-94 and NB RAMP over FISH CREEK	Scour Protection						CON
MACOMB	I-94 E	M-19 NEW HAVEN RD over I-94	Joint Replacement						CON
MACOMB	I-94 E	26 MI RD over I-94	Painting - Zone						CON
MACOMB	I-94 E	CO LINE RD over I-94	Overlay - Deep						CON
MACOMB	I-696	I-696 RAMP E TO N over I-94, 11 MILE RD and RAMPS	Overlay - Epoxy			CON			
MACOMB	I-94 and I-696	I-696 RAMP N TO W over I-94	Bridge Barrier Railing Replace			CON			
MACOMB	I-94 E	SHADY LANE PED over I-94	Overlay - Epoxy			CON			
MACOMB	I-94 E	9 MILE RD SB TURN AROUND over I-94	Painting - Zone			CON			
MACOMB	I-94 E	9 MILE ROAD over I-94	Painting - Zone			CON			
MACOMB	I-94 E	9 MILE RD NB TURN AROUND over I-94	Painting - Zone			CON			
MACOMB	I-94 E	STEPHENS DRIVE over I-94	Painting - Zone			CON			
MACOMB	I-94 E	10 MILE RD S TURN AROUND over I-94	Painting - Zone			CON			
MACOMB	I-94 E	10 MILE ROAD over I-94	Painting - Zone			CON			
MACOMB	I-94 E	10 MILE RD N TURN AROUND over I-94	Painting - Zone			CON			
MACOMB	I-94 E	FRAZHO ROAD over I-94	Painting - Zone			CON			
MACOMB	I-94 E	11 MILE ROAD over I-94	Painting - Zone			CON			
MACOMB	I-94 E	8 MILE ROAD over I-94	Painting - Zone			CON			
MACOMB	M-53	M-53 SB over CLINTON RIVER	Overlay - Deep						CON
MACOMB	M-53 N	M-53 NB over CLINTON RIVER	Overlay - Deep						CON
MACOMB	M-53 S	M-53 SB over UTICA ROAD	Superstructure Repair - Concrete						CON
MACOMB	M-53 S	M-53 SB over CANAL ROAD	Bridge Barrier Railing Replace						CON
MACOMB	M-53 S	M-53 SB over 19 MILE ROAD	Bridge Barrier Railing Replace						CON
MACOMB	M-53 N	M-53 NB over 19 MILE ROAD	Bridge Barrier Railing Replace						CON
MACOMB	M-53	M-53 over BEAVER CREEK	Scour Protection						CON
MACOMB	M-53	CLINTON RIVER ROAD over M-53	Deck Replacement						CON
MACOMB	M-53 N	M-53 NB over UTICA RD	Bridge Barrier Railing Replace						CON
MACOMB	M-53 N	M-53 NB over CANAL RD	Bridge Barrier Railing Replace						CON
MACOMB	M-59 E	M-59 EB over MIDDLE BR CLINTON RIVER	Scour Protection		CON				
MACOMB	M-59	M-59 WB over N BR CLINTON RIVER	Scour Protection		CON				
MACOMB	M-59 E	M-59 over MILLER DRAIN	Scour Protection		CON				
MACOMB	M-59 W	M-59 WB over MIDDLE BR CLINTON RIVER	Scour Protection		CON				

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MACOMB	M-59 E	M-59 EB over N BR CLINTON RIVER	Overlay - Epoxy		CON				
MACOMB	I-94 E	M-59 EB over I-94	Painting - Zone		CON				
MACOMB	I-94 E	M-59 WB over I-94	Painting - Zone		CON				
OAKLAND	I-696	I-696 over PEBBLE CREEK	Culvert Replacement		CON				
OAKLAND	I-696 E	MEADOWOOD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	LASHER ROAD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	11 MILE ROAD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	EVERGREEN ROAD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	SANTA BARBARA over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	SOUTHFIELD U TURN over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	SOUTHFIELD RD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	SOUTHFIELD U TURN over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	EB 11 MILE SER RD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	LINCOLN DRIVE over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	U-TURN W OF GRNFLD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	GREENFIELD ROAD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	U-TURN E OF GRNFLD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	10 MILE ROAD W-SER over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	COOLIDGE ROAD U-TURN over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	COOLIDGE ROAD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	COOLIDGE ROAD U-TURN over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	SCOTIA ROAD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	WOODWARD U-TURN W over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696	I-696 WB SERV over M-1 (WOODWARD AVE)	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	SB WOODWARD SERV over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696	I-696 EB SERV over M-1 (WOODWARD AVE)	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	NB WOODWARD SERV over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	MAIN STREET over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	MOHAWK AVENUE over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	MOHAWK AVENUE U-TURN over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	CAMPBELL AVE over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	CORPORATE DR over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	HARVARD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	CENTRAL PARK BLVD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	MEADOWLARK U EAST over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	RED RIVER AVE U-TURN over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	SANTA BARBARA U EA over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	LATHRUP ROAD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	MANISTEE U-TURN over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	ROANOKE U-TURN over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	MAPLEFIELD U-TURN over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 W	I-696 WB over M-1 WOODWARD	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	I-696 EB over M-1 WOODWARD	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	GTW RR over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-75	EB I-696 over N-S SERVICE ROAD	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	I-696 over N-S SERVICE ROAD	Miscellaneous Bridge CPM				CON		
OAKLAND	I-75	I-696 TO I-75 RAMP over N-S SERVICE ROAD	Miscellaneous Bridge CPM				CON		
OAKLAND	I-75	I-696 RAMPS AF and EF over N SERVICE RD	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	I-696 over N SERVICE RD	Miscellaneous Bridge CPM				CON		
OAKLAND	I-75	I-696 RAMPS GH and GD over N SERVICE RD	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	JOHN R RD over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	U-TURN at BATTELLE over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	COUZENS ST over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	10 MI RD CONNECTOR over I-696	Miscellaneous Bridge CPM				CON		

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OAKLAND	I-696 E	DEQUINDRE LEFT TURN over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	DEQUINDRE AVE over I-696	Miscellaneous Bridge CPM				CON		
OAKLAND	I-75 N	I-696 TURN RDWY EB over I-696 and RAMPS FROM I-75 NB	Miscellaneous Bridge CPM				CON		
OAKLAND	I-75 N	I-75 SB TO I-696 EB over I-696 and RAMPS FROM I-75 SB	Miscellaneous Bridge CPM				CON		
OAKLAND	I-75 N	I-696 RAMP EB over I-75 and RAMPS TO I-75 NB	Miscellaneous Bridge CPM				CON		
OAKLAND	I-75 N	I-696 RAMP WB over I-75 and RAMPS TO I-75 SB	Miscellaneous Bridge CPM				CON		
OAKLAND	I-696 E	Halsted Road over I-696	Healer Sealer		CON				
OAKLAND	I-696 E	I-696 over DRAKE ROAD	Healer Sealer		CON				
OAKLAND	I-696 E	FARMINGTON ROAD over I-696	Healer Sealer		CON				
OAKLAND	I-696 E	ORCHARD LAKE ROAD over I-696	Deck Patching - Full Depth		CON				
OAKLAND	I-696 E	MIDDLEBELT ROAD over I-696	Healer Sealer		CON				
OAKLAND	I-696 E	I-696 EB over INKSTER ROAD	Substructure Patching		CON				
OAKLAND	I-696 W	I-696 WB over INKSTER ROAD	Superstructure Repair - Steel		CON				
OAKLAND	I-696	M-10 SB NWESTERN over I-696	Overlay - Shallow		CON				
OAKLAND	I-696 E	RAMP P TO M-10 over I-696	Superstructure Repair - Steel		CON				
OAKLAND	I-96 E	I-96 over HURON RIVER	Overlay - Epoxy		CON				
OAKLAND	I-96 E	I-96 EB over CSX RAILROAD	Overlay - Epoxy		CON				
OAKLAND	I-96 W	I-96 WB over CSX RAILROAD	Overlay - Epoxy		CON				
OAKLAND	I-96	I-96 over KENT LAKE ROAD	Overlay - Epoxy		CON				
OAKLAND	I-96 E	I-96 EB over MILFORD ROAD	Superstructure Repair - Steel		CON				
OAKLAND	I-96 W	I-96 WB over MILFORD ROAD	Healer Sealer		CON				
OAKLAND	I-96 E	SOUTH HILL ROAD over I-96	Overlay - Epoxy		CON				
OAKLAND	I-96 E	OLD PLANK ROAD over I-96	Overlay - Epoxy		CON				
OAKLAND	I-96 E	WIXOM ROAD over I-96	Healer Sealer		CON				
OAKLAND	I-96 E	BECK ROAD over I-96	Overlay - Epoxy		CON				
OAKLAND	I-96	WIXOM ROAD TO I-96 E over SBC MAINT ACCESS ROAD	Joint Repair		CON				
OAKLAND	M-1	M-1 over STONEY CROFT DRAIN	Culvert Replacement						CON
OAKLAND	M-150	M-150 over GTW RR, CLIN R, 1ST and 2ST	Overlay - Epoxy				CON		
OAKLAND	M-59	M-150 over M-59	Substructure Patching						CON
WAYNE	Chene/W I-94 RAMP	CHENE RAMP TO I-94 over E BD E GRAND BLVD	Substructure Patching		CON				
WAYNE	Conn 240 N	US-24-I-75 CONN NB over CONRAIL	Superstructure Repair - Steel				CON		
WAYNE	Conn 240 S	US-24-I-75 CONN SB over CONRAIL	Overlay - Epoxy				CON		
WAYNE	Conn 240 S	US-24-I-75 CONN SB over RACHO RD	Overlay - Epoxy				CON		
WAYNE	Conn 240 N	US-24 I-75 CONN NB over RACHO RD	Overlay - Epoxy				CON		
WAYNE	I-96 E	SIX MILE RD over I-96	Overlay - Epoxy		CON				
WAYNE	I-275 N	SB TO EB I-96 over I-275 NB	Overlay - Epoxy		CON				
WAYNE	I-275	FIVE MI RD over I-96	Overlay - Deep		CON				
WAYNE	I-275	SCHOOLCRAFT CONNECTOR over M-14	Overlay - Epoxy		CON				
WAYNE	I-275 S	I-275 SB over M-153 (FORD ROAD)	Healer Sealer		CON				
WAYNE	I-275 N	I-275 NB over M-153 (FORD ROAD)	Healer Sealer		CON				
WAYNE	I-275 S	I-275 SB over TONQUISH CREEK	Scour Protection		CON				
WAYNE	I-275 S	I-275 SB over MIDDLE ROUGE RIVER	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over MIDDLE ROUGE RIVER	Overlay - Epoxy		CON				
WAYNE	I-275	I-275NB TO I-96 EB over SCHOOLCRAFT ROAD	Overlay - Epoxy		CON				
WAYNE	I-275 S	I-275 SB over M-14	Bridge Barrier Railing Repair		CON				
WAYNE	M-14 W	SB TO EB I-96 over M-14 WB	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over SCHOOLCRAFT ROAD	Superstructure Repair - Steel		CON				
WAYNE	I-275	I-275 NB COLLECTOR over SCHOOLCRAFT ROAD	Overlay - Epoxy		CON				
WAYNE	I-275	I-275 SB over SCHOOLCRAFT RD	Deck Replacement		CON				
WAYNE	I-275 N	I-275 NB over M-14	Substructure Replacement		CON				
WAYNE	I-275	I-275 NB COLLECTOR over M-14	Substructure Replacement		CON				
WAYNE	I-275 S	I-275 SB over CSX RR	Overlay - Epoxy		CON				
WAYNE	I-275	I-275 NB over CSX RR	Overlay - Deep		CON				
WAYNE	I-275	I-275 RAMP N over CSX RR	Overlay - Epoxy		CON				
WAYNE	I-275 S	I-275 SB over HURON R and METROPARK PATH	Overlay - Epoxy		CON				

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WAYNE	I-275 N	I-275 NB over HURON R and METROPARK PATH	Overlay - Epoxy		CON				
WAYNE	I-275 S	I-275 SB over CSX RAILROAD	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over CSX RAILROAD	Overlay - Epoxy		CON				
WAYNE	I-275 N	HURON RIVER DRIVE over I-275	Substructure Patching		CON				
WAYNE	I-275 N	PENNSYLVANIA ROAD over I-275	Overlay - Deep		CON				
WAYNE	I-275 N	EUREKA ROAD over I-275	Overlay - Deep		CON				
WAYNE	I-275 S	I-275 SB over NORTHLINE ROAD	Joint Replacement		CON				
WAYNE	I-275 S	I-275 SB over S HURON RIVER DRIVE	Overlay - Epoxy		CON				
WAYNE	I-275 N	W HURON RIVER DRIVE over I-275	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over NORTHLINE ROAD	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-94 WB COLLECTOR over I-275	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over S HURON RIVER DRIVE	Overlay - Epoxy		CON				
WAYNE	I-94	I-94 WB COLLECTOR over I-275 SB TO I-94 EB RAMP	Joint Replacement		CON				
WAYNE	I-275 N	I-275 TO I-94 RAMP over I-275	Overlay - Deep		CON				
WAYNE	I-275 N	NS RAILROAD over I-275	Substructure Patching		CON				
WAYNE	I-94	NS RAILROAD over I-275 EXIT RAMP F	Substructure Patching		CON				
WAYNE	I-275	I-275 SB EXIT RAMP over LOWER ROUGE R/BIKE PATH	Overlay - Epoxy		CON				
WAYNE	I-275 S	I-275 SB over LOWER ROUGE R/BIKE PATH	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over LOWER ROUGE R/BIKE PATH	Overlay - Epoxy		CON				
WAYNE	I-275 S	I-275 SB over FELLOWS CREEK	Overlay - Epoxy		CON				
WAYNE	I-275	I-275 NB ON RAMP over LOWER ROUGE R/BIKE PATH	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over FELLOWS CREEK	Overlay - Deep		CON				
WAYNE	I-275	I-275 SB ON RAMP over MCCLAUGHREY DRAIN	Overlay - Epoxy		CON				
WAYNE	I-275	I-275 SB over MCCLAUGHREY DRAIN	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over MCCLAUGHREY DRAIN	Overlay - Epoxy		CON				
WAYNE	I-275	I-275 RAMP over MCCLAUGHERY DRAIN	Overlay - Epoxy		CON				
WAYNE	I-275 S	I-275 SB over MDOT RR CORRIDOR	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over MDOT RR CORRIDOR	Overlay - Epoxy		CON				
WAYNE	I-275 S	I-275 SB over VAN BORN ROAD	Overlay - Epoxy		CON				
WAYNE	I-275 S	I-275 SB over US-12 (MICHIGAN AVENUE)	Overlay - Epoxy		CON				
WAYNE	I-275 N	PALMER ROAD over I-275	Substructure Patching		CON				
WAYNE	I-275 N	CHERRY HILL ROAD over I-275	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over VAN BORN ROAD	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over US-12 (MICHIGAN AVENUE)	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over TONQUISH CR	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over CSX RR	Overlay - Epoxy		CON				
WAYNE	I-275 S	I-275 SB over CSX RR	Overlay - Epoxy		CON				
WAYNE	I-275 S	I-275 SB over E HINES DR	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over E HINES DR	Overlay - Epoxy		CON				
WAYNE	I-275 S	I-275 SB over KOPPERNICK RD	Overlay - Epoxy		CON				
WAYNE	I-275 N	I-275 NB over KOPPERNICK RD	Overlay - Epoxy		CON				
WAYNE	M-3	M-3 (GRATIOT AVE) over DEQUINDRE CUT	Miscellaneous Bridge CPM			CON			
WAYNE	I-375 N	MONROE AVENUE over I-375	Overlay - Epoxy			CON			
WAYNE	I-375 N	LAFAYETTE AVENUE over I-375	Overlay - Epoxy			CON			
WAYNE	I-375 N	LARNED STREET over I-375	Overlay - Epoxy			CON			
WAYNE	I-375 N	JEFFERSON AVENUE over I-375	Deck Patching			CON			
WAYNE	I-375 N	HASTINGS STREET over I-375	Joint Repair			CON			
WAYNE	Conn 3 E	MARKET STREET WALKOVER over M-3 CONNECTOR TO I- 75	Bridge Approach			CON			
WAYNE	Conn 3 E	RUSSELL STREET over I-75 CONN TO M-3	Overlay - Epoxy			CON			
WAYNE	I-75 N	DIVISION AVENUE WALKOVER over I-75	Bridge Approach			CON			
WAYNE	I-375 N	M-3 (GRATIOT AVENUE) over I-375	Overlay - Epoxy			CON			
WAYNE	I-375	MADISON AVENUE RAMPS over I-375	Overlay - Epoxy			CON			
WAYNE	I-375 N	I-75 S E TURN ROAD over I-375	Overlay - Epoxy			CON			
WAYNE	Conn 3	BRUSH ST ENTRANCE RAMP over I-75 EB I-375 SB TURN RD	Overlay - Epoxy			CON			
WAYNE	Conn 3 E	I-75 NB over I-75 SB TO EB RAMP	Overlay - Epoxy			CON			

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WAYNE	Conn 3 W	I-75 SB over I-75 SB TO EB RAMP	Overlay - Epoxy			CON			
WAYNE	I-375 N	M-3 NB CONNECTOR over I-75 and I-375	Overlay - Epoxy			CON			
WAYNE	I-375 N	M-3 SB CONNECTOR over I-75 and I-375	Overlay - Epoxy			CON			
WAYNE	Conn 3 E	M-3 EB CONNECTOR over I-375 and I-75 RAMP	Overlay - Epoxy			CON			
WAYNE	Conn 3 W	M-3 WB CONNECTOR over I-375 and I-75 RAMP	Overlay - Epoxy			CON			
WAYNE	I-75 N	I-375 N W TURN ROAD over I-75 and RAMP	Overlay - Epoxy			CON			
WAYNE	I-75 N	M-3 TO I-375 S RAMP over I-75	Overlay - Epoxy			CON			
WAYNE	I-75 N	WILKINS STREET and RAMP over I-75	Joint Repair			CON			
WAYNE	I-75	BRUSH ST ENTR RMP over I-75 SB TO EB RAMP	Overlay - Epoxy			CON			
WAYNE	I-75 N	I-75 over CONRAIL RR	Overlay - Epoxy		CON				
WAYNE	I-75 N	I-75 over MODERN AVE	Overlay - Epoxy		CON				
WAYNE	I-75 N	I-75 over MCNICHOLS RD	Overlay - Epoxy		CON				
WAYNE	I-75 N	NEVADA AVE over I-75	Overlay - Epoxy		CON				
WAYNE	I-75 N	SAVANNAH AVENUE over I-75	Painting Complete		CON				
WAYNE	I-75 N	I-75 over RAMP TO M-8 (DAVISON FWY)	Substructure Patching		CON				
WAYNE	I-75	I-75 and RAMPS C and D over M-8 (DAVISON FWY) and SERVICE RDS	Overlay - Epoxy		CON				
WAYNE	I-75 N	M-8 (DAVISON FWY) RAMP over I-75	Deck Patching - Full Depth		CON				
WAYNE	I-75 N	I-75 over RAMP D TO M-8 (DAVISON FWY)	Overlay - Epoxy		CON				
WAYNE	I-75	M-8 (DAVISON FWY) RAMP TO 75 over DEQUINDRE AVE	Overlay - Epoxy		CON				
WAYNE	I-75	M-102 8 MILE RD over I-75	Deck Replacement			CON			
WAYNE	I-75 N	M-102 EB SERV RD over I-75	Deck Replacement			CON			
WAYNE	M-102	M-102 WB SERV RD over I-75	Deck Replacement			CON			
WAYNE	I-75	GILROY STREET WALKOVER over I-75	Bridge Removal		CON				
WAYNE	I-75	I-75 over SUTCLIFF and KENOPE DRAIN	Miscellaneous Rehabilitation		CON				
WAYNE	I-75	DAVISON TO I-75 RP over GTW RR, I-75 and M-8 (DAVISON FWY)	Deck Replacement		CON				
WAYNE	I-75 N	MEADE STREET over I-75	Deck Replacement		CON				
WAYNE	I-75 N	PHILADELPHIA AV WA over I-75	Overlay - Epoxy			CON			
WAYNE	I-75	M-8 E-S RAMP over GTW RR	Healer Sealer			CON			
WAYNE	I-75	HOLBROOK AVE over I-75	Deck Patching - Full Depth			CON			
WAYNE	I-75	DEQUINDRE over I-75 RAMP TO M- (DAVISON FWY)	Overlay - Epoxy			CON			
WAYNE	I-75	DAVISON S SERV RD over I-75 RAMP C	Overlay - Epoxy			CON			
WAYNE	M-8 E	DEQUINDRE AVE over M-8 (DAVISON FWY)	Bridge Approach			CON			
WAYNE	I-75 N	GTW RR over I-75	Substructure Patching			CON			
WAYNE	M-8 E	GTW RR over M-8 (DAVISON FWY)	Substructure Patching			CON			
WAYNE	I-94	I-94 WB over ECORSE ROAD	Bridge Replacement				CON		
WAYNE	I-94	I-94 over ENT TO FORD PLANT	Superstructure Replacement				CON		
WAYNE	I-94	I-94 EB over BEECH-DALY ROAD	Bridge Replacement				CON		
WAYNE	I-94	I-94 EB over I-94 RAMP TO M-10	Substructure Repair			CON			
WAYNE	I-94 E	M-10 EB over I-94	Substructure Patching			CON			
WAYNE	I-94 E	M-10 WB over I-94	Substructure Patching			CON			
WAYNE	I-94 W	I-94 WB over I-94 RAMP FROM M-10	Joint Replacement			CON			
WAYNE	I-94	M-10 WB over I-94 RAMP FROM M-10	Joint Replacement			CON			
WAYNE	I-96	HUBBELL AVE over I-96 (JEFFRIES FWY)	Deck Replacement			CON			
WAYNE	I-96	FULLERTON AVE over I-96 (JEFFRIES FWY)	Deck Replacement			CON			
WAYNE	I-96	SB TO WB TURN RDWY over CSX RR and FULLERTON AVE	Deck Patching - Full Depth					CON	
WAYNE	I-96 E	TURN RDWY 3RD LEVL over I-96 and CSX RR	Overlay - Epoxy					CON	
WAYNE	I-96	TURN RDWY 4TH LEVL over CSX RR and 3RD LEVL TRN RD	Overlay - Epoxy					CON	
WAYNE	I-96	TURN RDWY EB TO SB over WB and U-TURN SERVICE ROADS	Overlay - Epoxy					CON	
WAYNE	I-96	TURN RDWY 3RD LEVL over I-96 ROADWAYS	Overlay - Epoxy					CON	
WAYNE	I-96	I-96 EB COLLECTOR over M-39 SOUTHFIELD FWY	Overlay - Epoxy					CON	
WAYNE	I-96 E	I-96 EB MAIN RDWY over M-39 (SOUTHFIELD EXP)	Overlay - Epoxy					CON	
WAYNE	I-96	I-96 WB COLLECTOR over M-39 (SOUTHFIELD EXP)	Metal Mesh Panels					CON	

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METRO REGION
BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
WAYNE	I-96 W	I-96 WB MAIN RDWY over M-39 (SOUTHFIELD EXP)	Overlay - Epoxy					CON	
WAYNE	M-39 N	CSX RR over M-39	Painting Complete					CON	
WAYNE	I-96 E	GREENFIELD RD over I-96 and CSX RR	Bearing Realignment			CON			
WAYNE	I-96 E	SCHAEFER RD over I-96 (JEFFRIES FWY)	Overlay - Epoxy			CON			
WAYNE	I-96 E	MEYERS RD over I-96 (JEFFRIES FWY)	Overlay - Epoxy			CON			
WAYNE	I-96 E	WYOMING AVE over I-96 (JEFFRIES FWY)	Overlay - Epoxy			CON			
WAYNE	I-96	I-96 WB COLLECTOR over RAMP TO M-8	Overlay - Epoxy			CON			
WAYNE	I-96 E	FULLERTON AVE over I-96 (JEFFRIES FWY)	Deck Patching			CON			
WAYNE	I-96 E	WEST CHICAGO AVE over I-96	Overlay - Epoxy			CON			
WAYNE	I-96 E	W GD BLVD and TIREMA over I-96	Overlay - Epoxy			CON			
WAYNE	I-96	W GD BLVD and TIREMAN over I-96	Overlay - Epoxy			CON			
WAYNE	I-96 E	CSX RR over I-96 (JEFFRIES FWY)	Substructure Repair			CON			
WAYNE	I-96	WB TO NB TURN RDWY over CSX RAILROAD-FULLERTON	Overlay - Epoxy					CON	
WAYNE	I-96	WB TO SB TURN RDWY over 3RD LEVEL TURN RDWY	Overlay - Epoxy					CON	
WAYNE	I-96	I-96 RAMP NB TO EB over M-39 RAMP and E SERVICE RD	Overlay - Epoxy					CON	
WAYNE	I-96	I-96 RAMP over OPEN GROUND	Overlay - Epoxy					CON	
WAYNE	I-96	I-96 RAMP over E B SERVICE RD	Overlay - Epoxy					CON	
WAYNE	I-96	I-96 RAMP over LAND	Overlay - Shallow					CON	
WAYNE	I-96	I-96 RAMP over W B SERVICE RD	Overlay - Epoxy					CON	
WAYNE	US-24 N	US-24 TELEGRAPH ROAD over ROUGE RIVER	Deck Patching - Full Depth		CON				
WAYNE	M-102	M-102 EB over ROUGE RIVER	Joint Replacement		CON				
WAYNE	M-102 W	M-102 WB over ROUGE RIVER	Joint Replacement		CON				
WAYNE	M-102 E	M-102 EB over US-24	Healer Sealer		CON				
WAYNE	M-102 W	M-102 WB over US-24	Healer Sealer		CON				
WAYNE	M-14 E	M-14 over ROUGE RIVER	Overlay - Epoxy				CON		
WAYNE	Edward N Hines Dr	BIKEWAY STRUCTURE over EDWARD HINES DRIVE	Substructure Patching				CON		
WAYNE	M-14 E	HAGGERTY ROAD over M-14	Overlay - Epoxy				CON		
WAYNE	M-14	M-14 WB over SHELDON ROAD	Overlay - Shallow				CON		
WAYNE	M-14 E	M-14 over EDWARD HINES DRIVE	Overlay - Epoxy				CON		
WAYNE	M-14 E	NORTHVILLE ROAD over M-14	Joint Replacement				CON		
WAYNE	M-14 E	ROBINWOOD DRIVE over M-14	Bridge Approach				CON		
WAYNE	M-14 E	M-14 EB over SHELDON ROAD	Overlay - Epoxy				CON		
WAYNE	M-14 E	CSX RR over M-14	Substructure Patching				CON		
WAYNE	I-96 E	SCHOOLCRAFT ROAD over I-96	Healer Sealer				CON		
WAYNE	I-96 E	NEWBURGH ROAD over I-96	Healer Sealer				CON		
WAYNE	I-96 E	NEWBURGH DBL U-TURN over I-96	Overlay - Epoxy				CON		
WAYNE	M-14 E	RAMP B (EB) over M-14	Bridge Barrier Railing Repair				CON		
WAYNE	M-14 E	RAMP A (WB) over M-14	Overlay - Epoxy				CON		
WAYNE	M-153 W	M-153 WB over ROUGE RIVER	Pin and Hanger Replacement		CON				
WAYNE	M-153	M-153 EB over ROUGE RIVER	Overlay - Shallow		CON				
WAYNE	M-153 E	M-153 EB over HINES DRIVE	Deck Replacement		CON				
WAYNE	M-153	M-153 WB over HINES DRIVE	Deck Replacement		CON				
WAYNE	M-39 N	SAWYER AVENUE WALKOVER over M-39	Bridge Removal				CON		
WAYNE	M-39	VASSAR AVENUE WALKOVER over M-39	Bridge Replacement				CON		
WAYNE	M-39 N	VERNE ST PEDESTRIAN CROSSOVER over M-39	New Structure on Existing Route				CON		
WAYNE	M-39	U-TRN SERV RD over M-39 (SOUTHFIELD EXP)	Overlay - Epoxy					CON	
WAYNE	M-39	SAWYER AVENUE WALKOVER over M-39	Bridge Replacement				CON		
WAYNE	M-85	M-85 SB over ECORSE CREEK	Superstructure Replacement				CON		
WAYNE	M-85 N	M-85 NB over ECORSE CREEK	Superstructure Replacement				CON		
WAYNE	Old 701	CENTRAL AVE over CANOE STREAM	Asphalt cap (no membrane)			CON			
WAYNE	Old 709	OAKWAY TRAIL over CANOE STREAM	Scour Protection			CON			
WAYNE	OLD M-14	OLD M-14 over MIDDLE ROUGE RIVER	Bridge Replacement					CON	
WAYNE	OLD M-14	HINES DRIVE over OLD M-14 (ANN ARBOR RD)	Bridge Replacement					CON	

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METRO REGION

BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
WAYNE	OLD 705	VISTA AVE over CANOE STREAM	Bridge Replacement			CON			
WAYNE	US-12	US-12 WB over ROUGE RIVER	Healer Sealer			CON			
WAYNE	US-12 E	US-12 EB over ROUGE RIVER	Healer Sealer			CON			
WAYNE	US-24 S	US-24 SB over FRANK AND POET DRAIN	Scour Protection				CON		
WAYNE	US-24	US-24 NB over FRANK AND POET DRAIN	Culvert Replacement				CON		
WAYNE	US-24	US-24 over CONRAIL	Bridge Barrier Railing Replace				CON		
WAYNE	US-24, I-75 Connector SB	US-24, I-75 CONN SB over US-24 NB	Bridge Replacement				CON		

METRO REGION

REPAIR AND REBUILD ROADS

MACOMB	I-94	8 MILE ROAD TO 11 MILE ROAD	Reconstruction	3.440		CON			
MACOMB	I-94	23 MILE ROAD TO COUNTY LINE ROAD	Road Rehabilitation	6.175					CON
MACOMB	M-102 (8 Mile Rd)	M-39 TO M-53 (VAN DYKE AVENUE)	Road Rehabilitation	10.279		CON			
MACOMB	M-3	11 MILE ROAD TO 14 MILE ROAD	Reconstruction	6.880	CON				
MACOMB	M-3 (Gratiot Ave)	14 MILE ROAD TO WELLINGTON CRESCENT BLVD	Road Rehabilitation	3.340		CON			
MACOMB	M-53	18 MILE ROAD TO 27 MILE ROAD	Road Rehabilitation	10.043					CON
MACOMB	M-59	ROMEO PLANK RD TO I-94	Reconstruction	4.476	CON				
OAKLAND	I-696	I-275 TO LAHSER	Reconstruction	8.536	CON				
OAKLAND	I-696 E	I-696 EB over ROUGE RIVER	Bridge Replacement		CON				
OAKLAND	I-696 W	I-696 WB over ROUGE RIVER	Bridge Replacement		CON				
OAKLAND	I-696	LAHSER ROAD TO DEQUINDRE ROAD	Reconstruction	9.897			CON		
OAKLAND	I-75	M-15 TO OAKLAND COUNTY LINE	Road Rehabilitation	14.572	CON				
OAKLAND	I-75 N	I-75 over DEERLAKE CREEK	Substructure Patching		CON				
OAKLAND	I-75 N	HOLCOMB RD over I-75	Overlay - Epoxy		CON				
OAKLAND	I-75 S	US-24 over I-75 SB	Overlay - Epoxy		CON				
OAKLAND	I-75 N	I-75 NB over US-24	Bridge Barrier Railing Replace		CON				
OAKLAND	I-75 N	DAVISBURG RD over I-75	Bridge Barrier Railing Replace		CON				
OAKLAND	I-75 N	RATTALEE LAKE RD over I-75	Overlay - Shallow		CON				
OAKLAND	I-75 N	EAST HOLLY RD over I-75	Overlay - Epoxy		CON				
OAKLAND	I-75 N	GRANGE HALL RD over I-75	Overlay - Deep		CON				
OAKLAND	I-75 N	LAHRING RD over I-75	Overlay - Epoxy		CON				
OAKLAND	I-75 N	BELFORD RD over I-75	Overlay - Shallow		CON				
OAKLAND	I-75 N	I-75 NB over DIXIE HWY AND RAMPS	Overlay - Epoxy		CON				
OAKLAND	I-75	M-15 TO OAKLAND COUNTY LINE	Road Rehabilitation	7.616	CON				
OAKLAND	I-75 BL (Square Lake Rd)	M-1 TO I-75 INTERCHANGE RAMPS	Reconstruction	1.534					CON
OAKLAND	I-75 BL (Woodward Ave Loop)	I-75 BL (WOODWARD AVE LOOP)	Reconstruction	2.298		CON			
OAKLAND	I-96	FROM I-275 TO KENT LAKE ROAD	Reconstruction	12.426	CON				
OAKLAND	M-150	AVON TO CLINTON RIVER AND PAINT CREEK TO TIENKEN	Reconstruction	1.464			CON		
OAKLAND	M-150	M-59 TO AVON ROAD	Road Rehabilitation	2.781					CON
OAKLAND	M-59 (Highland Road)	ELIZABETH LAKE ROAD TO US-24	Road Rehabilitation	1.449					CON
WAYNE	I-275	S. OF M-153 TO 5 MILE ROAD	Reconstruction	6.404	CON				
WAYNE	I-275	NORTHLINE ROAD (S OF I-94) TO M-153	Reconstruction	8.652	CON				
WAYNE	I-75	I-375 TO CANFIELD	Road Rehabilitation	0.788	CON				
WAYNE	I-94	PELHAM TO EAST OF M-39	Road Rehabilitation	3.489			CON		
WAYNE	I-94	WAYNE ROAD TO MIDDLE BELT ROAD	Reconstruction	3.116			CON		
WAYNE	I-94	MIDDLEBELT RD TO BEECH DALY RD	Reconstruction	2.508			CON		
WAYNE	M-14	SHELDON ROAD TO NEWBURGH ROAD	Reconstruction	3.753			CON		
WAYNE	M-14 E	SCHOOLCRAFT CONN over M-14	Bridge Replacement				CON		
WAYNE	M-153 (Ford Road)	W OF SHELDON RD TO W OF LOTZ RD	Reconstruction	2.412		CON			
WAYNE	M-153	NAPIER TO W OF SHELDON	Road Capital Preventive Maintenance	3.330			CON		
WAYNE	M-39	MCNICHOLS ROAD TO PLYMOUTH ROAD	Reconstruction	2.951				CON	

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METRO REGION

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
WAYNE	M-39	PLYMOUTH ROAD TO FORD ROAD	Reconstruction	3.326				CON	
WAYNE	M-39	PINECREST TO M-153 (FORD RD)	Road Rehabilitation	4.973			CON		
WAYNE	Old 14	W COUNTY LINE TO CANTON CENTER ROAD	Road Capital CPM	3.171		CON			
WAYNE	OLD 14	NEWBURGH ROAD TO MARKET STREET	Reconstruction	0.393				CON	
WAYNE	US-12	ELM STREET TO FIRESTONE STREET	Road Rehabilitation	2.444		CON			
WAYNE	US-12	US-12 BETWEEN I-96 AND CASS	Reconstruction	1.621		CON			
WAYNE	US-24 (Telegraph Road)	CARTER TO PENNSYLVANIA	Reconstruction	2.633			CON		
WAYNE	US-24	GRAND RIVER TO N OF 8 MILE ROAD	Reconstruction	1.431	CON				
WAYNE	US-24	VAN BORN ROAD TO OXFORD STREET	Road Rehabilitation	1.679		CON			
WAYNE	US-24 N	US-24 NB over ECORSE CREEK	Miscellaneous Bridge CPM			CON			
WAYNE	US-24 S	US-24 SB over ECORSE CREEK	Miscellaneous Bridge CPM			CON			
				168.328					

METRO REGION

NEW ROADS

WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - BRIDGE AREA	NEW ROAD		CON	CON	CON		
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - BRIDGE AREA	NEW ROAD		PE				
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - BRIDGE AREA	NEW ROAD		ROW	ROW			
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - BRIDGE AREA	NEW ROAD		UTL				
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - INTERCHANGE AREA	NEW ROAD		CON	CON	CON		
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - INTERCHANGE AREA	NEW ROAD		PE				
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - INTERCHANGE AREA	NEW ROAD		ROW	ROW			
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - INTERCHANGE AREA	NEW ROAD		UTL				
WAYNE	Gordie Howe International Bridge Plaza	GORDIE HOWE INTERNATIONAL BRIDGE - PLAZA AREA	NEW ROAD		CON	CON	CON		
WAYNE	Gordie Howe International Bridge Plaza	GORDIE HOWE INTERNATIONAL BRIDGE - PLAZA AREA	NEW ROAD		ROW	ROW			
WAYNE	Gordie Howe International Bridge (Gordie Howe Rail)	GORDIE HOWE INTERNATIONAL BRIDGE - WEST OF PLAZA AREA	RAIL		CON	CON	CON	CON	
WAYNE	Gordie Howe International Bridge (Gordie Howe Rail)	GORDIE HOWE INTERNATIONAL BRIDGE - WEST OF PLAZA AREA	RAIL		PE	PE	PE		
WAYNE	Gordie Howe International Bridge (Gordie Howe Rail)	GORDIE HOWE INTERNATIONAL BRIDGE - WEST OF PLAZA AREA	RAIL		ROW	ROW	ROW		
WAYNE	Gordie Howe International Bridge (Gordie Howe Rail)	GORDIE HOWE INTERNATIONAL BRIDGE - WEST OF PLAZA AREA	RAIL		UTL	UTL	UTL		
WAYNE	Gordie Howe International Bridge	SOUTHEAST MIHCIGAN AND SOUTHWEST ONTARIO	NEW ROAD		EPE				
WAYNE	Gordie Howe International Bridge	AT THE GORDIE HOWE INTERNATIONAL BRIDGE	PROJECT MANAGEMENT CONTRACT		CON	CON	CON		
WAYNE	Gordie Howe International Bridge	AT THE GORDIE HOWE INTERNATIONAL BRIDGE	PROJECT MANAGEMENT CONTRACT		ROW	ROW			

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METRO REGION

TRUNKLINE MODERNIZATION I-75 OAKLAND COUNTY

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
OAKLAND	I-75	FROM 8 MILE RD TO NORTH OF 13 MILE RD	RECONSTRUCTION	5.416	CON	CON	CON	CON	CON
OAKLAND	I-75	FROM NORTH OF 13 MILE RD TO COOLIDGE HWY	RECONSTRUCTION	8.878	CON				
OAKLAND	I-75	FROM 8 MILE RD TO M-59, OAKLAND COUNTY	PROJECT MANAGEMENT CONTRACT		EPE	EPE			
OAKLAND	I-75	FROM 8 MILE RD TO M-59, OAKLAND COUNTY	PROJECT MANAGEMENT CONTRACT		EPE	EPE			
OAKLAND	I-75	NORTH OF 13 MILE RD TO NORTH OF COOLIDGE HWY ON I-75	ENVIRONMENTAL MITIGATION	8.796	CON	CON	CON		
OAKLAND	I-75	NORTH OF 13 MILE RD TO NORTH OF COOLIDGE HWY ON I-75	ENVIRONMENTAL MITIGATION		PE	PE			
				23.09					

METRO REGION

TRUNKLINE MODERNIZATION I-94 DETROIT

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
WAYNE	US-12 (Michigan Ave)	VARIOUS LOCATIONS IN WAYNE COUNTY	TRAFFIC SIGNALS		CON	CON	CON		
WAYNE	US-12 (Michigan Ave)	VARIOUS LOCATIONS IN WAYNE COUNTY	TRAFFIC SIGNALS		PE				
WAYNE	I-94	AT BURNS ST (S12 OF 82024)	BRIDGE REPLACEMENT		CON	CON	CON		
WAYNE	I-94	AT BURNS ST (S12 OF 82024)	BRIDGE REPLACEMENT		PE				
WAYNE	EB I-94	AT CONRAIL RAILROAD (X01 OF 82025)	NEW STRUCTURE ON EXISTING ROUTE		CON	CON	CON		
WAYNE	I-94	AT CONRAIL RAILROAD (X02 OF 82024)	BRIDGE REPLACEMENT		CON	CON	CON		
WAYNE	I-94	AT FRONTENAC ST (S08 OF 82024)	BRIDGE REPLACEMENT		CON	CON	CON		
WAYNE	I-94	AT FRONTENAC ST (S08 OF 82024)	BRIDGE REPLACEMENT		PE				
WAYNE	I-94	AT GRAND RIVER AVE (S17 OF 82024)	BRIDGE REPLACEMENT	0.078	CON	CON	CON		
WAYNE	I-94	AT GRAND RIVER AVE (S17 OF 82024)	BRIDGE REPLACEMENT		PE				
WAYNE	I-75	AT MILWAUKEE ST (S02 OF 82252)	BRIDGE REPLACEMENT		CON				
WAYNE	EB I-94	BARRETT AVE OVER I-94	BRIDGE REPLACEMENT				CON	CON	CON
WAYNE	EB I-94	BARRETT AVE OVER I-94	BRIDGE REPLACEMENT		PE	PE	PE	PE	
WAYNE	EB I-94	BARRETT AVE OVER I-94	BRIDGE REPLACEMENT		PE-B	PE-B	PE-B	PE-B	
WAYNE	I-94 (Ford Freeway)	BRUSH ST OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		CON				
WAYNE	EB I-94	BURNS ST, FRONTENAC ST AND CADILLAC AVE	MISCELLANEOUS BRIDGE		CON	CON	CON		
WAYNE	I-94 (Ford Freeway)	CADILLAC AVE, DETROIT, WAYNE COUNTY	BRIDGE REPLACEMENT		CON	CON	CON		
WAYNE	I-94 (Ford Freeway)	CADILLAC AVE DETROIT, WAYNE COUNTY	BRIDGE REPLACEMENT		PE				
WAYNE	I-94 (Ford Freeway)	CADILLAC AVE, DETROIT, WAYNE COUNTY	BRIDGE REPLACEMENT		PE-B				
WAYNE	I-94 (Ford Freeway)	CASS AVE, DETROIT, WAYNE COUNTY	BRIDGE REPLACEMENT		CON	CON	CON		
WAYNE	I-94 (Ford Freeway)	CASS AVE, DETROIT, WAYNE COUNTY	BRIDGE REPLACEMENT		PE				
WAYNE	I-94 (Ford Freeway)	CASS AVE, DETROIT, WAYNE COUNTY	BRIDGE REPLACEMENT		PE-B				
WAYNE	EB I-94	CHENE AND GRATIOT AVE OVER I-94	MISCELLANEOUS BRIDGE		CON				
WAYNE	WB I-94	CONNER CREEK GREENWAY (IRON BELLE TRAIL) OVER I-94	NEW STRUCTURE ON NEW ROUTE				CON	CON	CON
WAYNE	WB I-94	CONNER CREEK GREENWAY (IRON BELLE TRAIL) OVER I-94	NEW STRUCTURE ON NEW ROUTE		PE	PE	PE	PE	
WAYNE	WB I-94	CONNER CREEK GREENWAY (IRON BELLE TRAIL) OVER I-94	NEW STRUCTURE ON NEW ROUTE		PE-B	PE-B	PE-B	PE-B	
WAYNE	Consolidated Rail Corporation (Consolidated Rail Corporation)	CONRAIL RAILROAD X02 OF 82024 OVER I-94 BETWEEN MT	RAIL STRUCTURES		CON				
WAYNE	EB I-94	EAST OF I-96 TO EAST OF CONNER AVE	RECONSTRUCTION		PE	PE	PE		
WAYNE	EB I-94	EAST OF I-96 TO EAST OF CONNER AVE	RECONSTRUCTION		ROW	ROW	ROW	ROW	ROW
WAYNE	I-94	E. GRAND BLVD OVER I-94	BRIDGE REPLACEMENT		CON				
WAYNE	EB I-94	FROM BURNS ST TO BARRETT AVE, CITY OF DETRO	RECONSTRUCTION	2.271			CON	CON	CON
WAYNE	EB I-94	FROM BURNS ST TO BARRETT AVE, CITY OF DETRO	RECONSTRUCTION		PE	PE	PE	PE	
WAYNE	I-94 (Edsel Ford Freeway)	FROM I-96 TO CONNER AVE	TRAVELER INFORMATION SYSTEMS		CON				
WAYNE	I-94	FROM I-96 TO CONNER AVE	CONCRETE RECONSTRUCTION			PE	PE	PE	PE
WAYNE	I-94	FROM I-96 TO CONNER AVE	CONCRETE RECONSTRUCTION		ROW	ROW	ROW	ROW	
WAYNE	I-94 (Ford Freeway)	FROM I-96 TO CONNER AVE, CITY OF DETROIT	SCOPING		PE				

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2021-2025 FIVE-YEAR TRANSPORTATION PROGRAM

METRO REGION

TRUNKLINE MODERNIZATION I-94 DETROIT

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
WAYNE	I-94 (Ford Freeway)	FROM I-96 TO CONNER AVE CITY OF DETROIT	BRIDGE REPLACEMENT		PE				
WAYNE	I-94 (Ford Freeway)	FROM I-96 TO CONNER AVE, CITY OF DETROIT	MAINTAINING TRAFFIC		PE	PE			
WAYNE	I-94	FROM I-96 TO CONNER AVE	REAL ESTATE ACTIVITIES		ROW	ROW	ROW	ROW	ROW
WAYNE	I-94	FROM I-96 TO CONNER AVE	CONCRETE RECONSTRUCTION		PE	PE	PE	PE	PE
WAYNE	I-94	FROM I-96 TO CONNER AVE	REAL ESTATE ACTIVITIES			ROW	ROW	ROW	ROW
WAYNE	I-94 (Ford Freeway)	FROM I-96 TO EAST OF CONNER AVE	PROJECT MANAGEMENT CONTRACT		EPE	EPE	EPE		
WAYNE	I-94 E	GRAND RIVER AVE AND CASS AVE OVER I-94	MISCELLANEOUS BRIDGE		CON	CON			
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER AVE, E. GRAND BLVD, FRONTENAC ST, BURNS ST OVER I-94	BRIDGE REPLACEMENT		PE	PE	PE	PE	
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER AVE, E. GRAND BLVD, FRONTENAC ST, BURNS ST OVER I-94	BRIDGE REPLACEMENT		PE	PE	PE	PE	
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER AVE, E. GRAND BLVD, FRONTENAC ST, BURNS ST OVER I-94	BRIDGE REPLACEMENT		PE	PE	PE	PE	
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER AVE, E. GRAND BLVD, FRONTENAC ST, BURNS ST OVER I-94	BRIDGE REPLACEMENT		PE	PE	PE	PE	
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER AVE, E. GRAND BLVD, FRONTENAC ST, BURNS ST OVER I-94	BRIDGE REPLACEMENT		PE	PE	PE	PE	
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER AVE, E. GRAND BLVD, FRONTENAC ST, BURNS ST OVER I-94	BRIDGE REPLACEMENT		PE	PE	PE	PE	
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER AVE, E. GRAND BLVD, FRONTENAC ST, BURNS ST OVER I-94	BRIDGE REPLACEMENT		PE	PE	PE	PE	
WAYNE	EB I-94	I-94 DETROIT MODERNIZATION CORRIDOR	STUDIES/RESEARCH		EPE	EPE			
WAYNE	WB I-94	LEMAY ST OVER I-94	NEW STRUCTURE ON EXISTING ROUTE				CON	CON	CON
WAYNE	WB I-94	LEMAY ST OVER I-94	NEW STRUCTURE ON EXISTING ROUTE		PE	PE	PE	PE	
WAYNE	WB I-94	LEMAY ST OVER I-94	NEW STRUCTURE ON EXISTING ROUTE		PE-B	PE-B	PE-B	PE-B	
WAYNE	EB I-94	MALCOLM AVE WALKOVER OVER I-94	BRIDGE REPLACEMENT				CON	CON	CON
WAYNE	EB I-94	MALCOLM AVE WALKOVER OVER I-94	BRIDGE REPLACEMENT		PE	PE	PE	PE	
WAYNE	EB I-94	MALCOLM AVE WALKOVER OVER I-94	BRIDGE REPLACEMENT		PE-B	PE-B	PE-B	PE-B	
WAYNE	I-94 (Ford Freeway)	MT. ELLIOT ST OVER I-94, WAYNE COUNITY	BRIDGE REPLACEMENT		CON				
WAYNE	I-94	MT. ELLIOT ST OVER I-94	MISCELLANEOUS BRIDGE		CON				
WAYNE	I-94	MT. ELLIOT ST OVER I-94	MISCELLANEOUS BRIDGE		CON				
WAYNE	EB I-94	ROHNS ST OVER I-94	BRIDGE REPLACEMENT				CON	CON	CON
WAYNE	EB I-94	ROHNS ST OVER I-94	BRIDGE REPLACEMENT		PE	PE	PE	PE	
WAYNE	EB I-94	ROHNS ST OVER I-94	BRIDGE REPLACEMENT		PE-B	PE-B	PE-B	PE-B	
WAYNE	I-94	SECOND AVE AND BRUSH ST OVER I-94	MISCELLANEOUS ROADSIDE	0.172	CON	CON	CON		
WAYNE	I-94	SECOND AVE OVER I-94	MISCELLANEOUS BRIDGE		CON	CON			
WAYNE	I-94 (Ford Freeway)	SECOND AVE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		CON				
WAYNE	I-94	AT THIRD ST BRIDGE (S30 OF 82023)	BRIDGE REMOVAL		CON	CON	CON	CON	
WAYNE	I-94	AT THIRD ST BRIDGE (S30 OF 82023)	BRIDGE REMOVAL		PE-B				
WAYNE	Consolidated Rail Corp.	X01 OF 82025 OVER I-94 WEST OF CONNER AVE	RAIL STRUCTURES		CON				
				2.521					

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NORTH REGION

NORTH REGION

BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
MANISTEE	US-31	US-31 over MANISTEE RIVER	Deck Replacement			CON			

NORTH REGION

BRIDGE REPLACEMENT AND PRESERVATION

CHEBOYGAN	I-75 S	I-75 SB over TROWBRIDGE and D&M RR (abandoned)	Deck Replacement				CON		
CHEBOYGAN	I-75 N	I-75 NB over TROWBRIDGE and D&M RR (abandoned)	Deck Replacement				CON		
CHEBOYGAN	I-75 S	WEBB ROAD over I-75 SB	Deck Replacement				CON		
CHEBOYGAN	I-75 N	WEBB ROAD over I-75 NB	Deck Replacement				CON		
EMMET	US-23	US-23 SB over I-75	Superstructure Replacement			CON			
OSCODA	M-33/M-72	M-33/M-72 over AU SABLE RIVER	Miscellaneous Bridge CPM		CON				
ROSCOMMON	M-18	M-18 over SPRING BROOK CREEK	Superstructure Repair - Concrete			CON			

NORTH REGION

REPAIR AND REBUILD ROADS

ALCONA	US-23	WASHINGTON STREET TO LAKESHORE DRIVE	Reconstruction	1.960	CON				
ALCONA	US-23	ALCONA NORTH COUNTY LINE TO SOUTH OF SAYERS ROAD	Road Rehabilitation	2.376			CON		
ALCONA	US-23	NORTH OF LAKESHORE DRIVE TO SOUTH OF EVERETT ROAD	Road Capital Preventive Maintenance	3.065	CON				
ALPENA	M-65	SOUTH OF VANWAGONER ROAD TO M-32	Road Capital Preventive Maintenance	16.214	CON				
ANTRIM	M-88	FROM SOUTH OF CENTRAL LAKE TO ELLSWORTH RD	Road Capital Preventive Maintenance	1.494	CON				
BENZIE	M-22	FOREST AVENUE TO SOUTH SHORE ROAD	Road Capital Preventive Maintenance	2.470	CON				
BENZIE	M-22	FROM 1ST STREET TO CAUSEWAY BRIDGE IN THE VILLAGE	Road Capital Preventive Maintenance	0.743	CON				
BENZIE	US-31	FROM CRYSTAL DRIVE TO EAST OF LINCOLN ROAD	Road Rehabilitation	2.114	CON				
BENZIE	US-31 (US-31)	GOOSE ROAD EAST TO REYNOLDS ROAD.	Road Rehabilitation	7.255	CON				
BENZIE	US-31	CRYSTAL DRIVE WEST TO R01 OF 10032	Road Rehabilitation	1.021	CON				
BENZIE	US-31	FROM REYNOLDS ROAD TO M-137	Reconstruction	5.167				CON	
CHARLEVOIX	M-66	MONROE CREEK	Reconstruction	0.255	CON				
CHARLEVOIX	US-31	BARNARD ROAD/NORWOOD ROAD NORTH TO BARNARD ROAD	Reconstruction	6.888	CON				
CHEBOYGAN	I-75	FROM LEVERING ROAD TO US-31	Reconstruction	9.130		CON			
CHEBOYGAN	M-27	I75 NB RAMP TO WOODSIDE PARK RD; POLISH LINE RD TO	Road Rehabilitation	4.966	CON				
CHEBOYGAN	M-27	WOODSIDE PARK DR TO POLISH LINE RD	Road Capital Preventive Maintenance	7.457	CON				
CHEBOYGAN	US-23	FROM CORDWOOD ROAD TO DUNCAN AVENUE	Road Rehabilitation	7.015	CON				
CHEBOYGAN	US-23	US-23 over ELLIOT CREEK	Asphalt overlay w/ waterproofing membrane	7.015	CON				

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NORTH REGION

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
CHEBOYGAN	US-23	FROM HURON STREET TO MILL CREEK DISCOVERY PARK ENT	Reconstruction	3.254			CON		
CRAWFORD	I-75 (I-75 S)	FROM M-93 TO THE NORTH CRAWFORD COUNTY LINE	Road Capital Preventive Maintenance	9.876			CON		
EMMET	I-75	FROM OLD M-108 NORTH TO MACKINAC BRIDGE	Road Rehabilitation	2.289		CON			
EMMET	US-31	BLUMKE ROAD NORTH TO MILTON ROAD	Reconstruction	4.117		CON			
EMMET	US-31 (Oden Road)	FROM GRAHAM ROAD TO BLUMKE ROAD	Road Rehabilitation	3.148				CON	
GRAND TRAVERSE	M-37	VANCE ROAD TO BLAIR TOWNHALL ROAD.	Road Rehabilitation	1.095	CON				
GRAND TRAVERSE	M-37	BLAIR TOWNHALL ROAD TO M-113	Road Rehabilitation	4.024	CON				
GRAND TRAVERSE	M-72	US-31 NORTH TO M-72	Reconstruction	0.971				CON	
GRAND TRAVERSE	US-31	MURCHIE BRIDGE EAST TO GARFIELD AVENUE	Reconstruction	0.864		CON			
GRAND TRAVERSE	US-31	DIVISION STREET TO B01 OF 28013	Reconstruction	1.211		CON			
GRAND TRAVERSE	US-31	FROM M-137 TO SULLIVAN ROAD	Reconstruction	3.250					CON
LEELANAU	M-22 (West Bay Shore Dr)	FROM M-72 NORTH TO CHERRY BEND ROAD	Reconstruction	1.235				CON	
MANISTEE	M-55	FROM UDELL HILLS ROAD TO PINE RIVER	Road Capital Preventive Maintenance	6.750			CON		
MANISTEE	US-31	FROM VAN BUREN STREET TO M-55	Reconstruction	1.663					CON
MISSAUKEE	M-66	FROM DECKER STREET TO GERWOUDE DRIVE/GERWOUDE DR	Road Capital Preventive Maintenance	5.509		CON			
OGEMAW	M-55	WEST OF FAIRVIEW STREET TO WEST OF M-30	Reconstruction	1.193		CON			
OTSEGO	I-75 BL (S Otsego Avenue)	FROM SOUTH BOUND I-75 OFF RAMP TO WISCONSIN AVENUE	Road Rehabilitation	2.153			CON		
ROSCOMMON	I-75 (I-75)	I-75 AND M-55 RAMPS	Road Rehabilitation	3.575			CON		
ROSCOMMON	M-55	US-127 TO M-18	Road Capital Preventive Maintenance	9.762			CON		
WEXFORD	US-131	M-115 NORTH TO MACKINAW TRAIL	Road Rehabilitation	0.752			CON		
				153.296					

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SOUTHWEST REGION

SOUTHWEST REGION
BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
BERRIEN	I-94	I-94 EB over HENNESSY ROAD	Overlay - Epoxy				CON		
BERRIEN	I-94 W	I-94 WB over HENNESSY ROAD	Overlay - Epoxy				CON		
BERRIEN	M-140	M-140 over PAW PAW LAKE OUTLET	Superstructure Replacement		CON				
BERRIEN	US-31	BUCHANAN ROAD over US-31	Overlay - Epoxy					CON	
BRANCH	US-12	US-12 over COLDWATER RIVER	Bridge Barrier Railing Replace			CON			
CALHOUN	I-194	M-96 (COLUMBIA) over I-194	Overlay - Deep	0.231			CON		
CALHOUN	I-194	I-194 over KALAMAZOO RIVER	Bridge Replacement				CON		
CALHOUN	I-69	I-69 SB over ST JOSEPH RIVER	Overlay - Deep		CON				
CALHOUN	I-69 N	I-69 NB over ST JOSEPH RIVER	Overlay - Deep		CON				
CALHOUN	I-69 N	JACKSON ROAD over I-69	Overlay - Deep		CON				
CALHOUN	I-94	I-94 BL (MICHIGAN AVENUE) over I-94	Bridge Barrier Railing Replace			CON			
CALHOUN	I-94	17 MILE ROAD over I-94	Substructure Replacement			CON			
CALHOUN	I-94	I-94 EB over RIVERSIDE DRIVE	Overlay - Epoxy			CON			
CALHOUN	I-94 W	I-94 WB over RIVERSIDE DRIVE	Overlay - Epoxy			CON			
CALHOUN	I-94	I-194 and M-66 NB over I-94	Painting Complete			CON			
CALHOUN	I-94 E	I-194 and M-66 SB over I-94	Painting Complete			CON			
CALHOUN	M-89 (Washington Avenue)	M-89 (WASHINGTON) over GTW RR and KALAMAZOO RIVER	Overlay - Epoxy				CON		
KALAMAZOO	US-131 NB	US-131 NB over AMTRAK AND KL AVENUE	Bridge Replacement				CON		
KALAMAZOO	US-131	US-131 SB over AMTRAK AND KL AVENUE	Bridge Replacement				CON		
ST. JOSEPH	M-60 and M-66	M-60 and M-66 over NOTTAWA CREEK	Overlay - Epoxy		CON				
ST. JOSEPH	US-131	US-131 BR over ST JOSEPH RIVER	Deck Replacement		CON				
VAN BUREN	I-196	I-196, US-31 over ROGERS CREEK	Culvert Replacement			CON			
				0.231					

SOUTHWEST REGION
REPAIR AND REBUILD ROADS

BERRIEN	I-94	ST. JOSEPH RIVER TO BRITAIN AVENUE.	Reconstruction	4.086		CON			
BERRIEN	I-94 E	I-94 EB over PIPESTONE ROAD	Bridge Replacement			CON			
BERRIEN	I-94 W	I-94 WB over PIPESTONE ROAD	Bridge Replacement			CON			
BERRIEN	I-94 E	I-94 over YORE AND STOEFFER DRAIN	Culvert Replacement			CON			
BERRIEN	I-94	I-94 BL (EXIT 23) TO THE ST. JOSEPH RIVER	Reconstruction	6.352		CON			
BERRIEN	I-94 E	I-94 over TRIB TO HICKORY CREEK	Miscellaneous Bridge CSM			CON			
BERRIEN	I-94 E	I-94 EB over CSX RR	Overlay - Deep			CON			
BERRIEN	I-94 W	I-94 WB over CSX RR	Overlay - Deep			CON			
BERRIEN	I-94	I-94 WB RAMP B over CSX RR	Deck Replacement			CON			
BERRIEN	I-94 E	I-94 EB over I-94 BL (LAKESHORE DR)	Bridge Replacement			CON			
BERRIEN	I-94 W	I-94 WB over I-94 BL (LAKESHORE DR)	Bridge Replacement			CON			
BERRIEN	I-94 E	WASHINGTON AVE over I-94	Overlay - Epoxy			CON			
BERRIEN	I-94 E	I-94 EB over LINCOLN AVE	Overlay - Shallow			CON			

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SOUTHWEST REGION
REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
BERRIEN	I-94 W	I-94 WB over LINCOLN AVE	Overlay - Shallow			CON			
BERRIEN	I-94 E	I-94 EB over ST JOSEPH RIVER	Overlay - Epoxy			CON			
BERRIEN	I-94 W	I-94 WB over ST JOSEPH RIVER	Overlay - Epoxy			CON			
BERRIEN	I-94	KRUGER ROAD TO THREE OAKS ROAD	Road Capital Preventive Maintenance	5.019		CON			
BERRIEN	I-94 WB	I-196 TO 0.7 MILES WEST OF M-140	Road Rehabilitation	5.375			CON		
BERRIEN	I-94 BL (Lakeshore Dr)	GLENLORD ROAD TO SOUTH INTERSECTION OF M-63/I-94 BL	Road Capital Preventive Maintenance	4.402			CON		
BERRIEN	M-139	OVER BIG MEADOW DRAIN TRIBUTARY, NORTH OF TANGLEWO	Reconstruction	0.220				CON	
BERRIEN	M-139	0.4 MILES SOUTH OF I-94 TO I-94 BL	Reconstruction	3.973					CON
BERRIEN	M-51	CHESTNUT LANE TO M-60BR	Reconstruction	3.543			CON		
BERRIEN	US-12 E	US-12 EB over M-51	Bridge Removal				CON		
BERRIEN	US-12 W	US-12 WB over M-51	Bridge Removal				CON		
BERRIEN	US-12	GALIEN TOWNSHIP LINE TO WEST OF MAYFLOWER ROAD	Road Capital Preventive Maintenance	6.771		CON			
BERRIEN	US-12	INDIANA/MICHIGAN STATE LINE TO MONROE STREET	Road Capital Preventive Maintenance	3.141		CON			
BERRIEN	US-12	GALIEN TOWNSHIP LINE TO WEST OF MAYFLOWER ROAD	Road Capital Preventive Maintenance	6.771	CON				
BERRIEN	US-31 N	US-12 TO M-139	Road Rehabilitation	12.261			CON		
BERRIEN	US-31 S	US-12 TO M-139	Road Rehabilitation	12.245				CON	
BRANCH	US-12	US-12 BRIDGE OVER THE COLDWATER RIVER TO WEST OF W	Road Rehabilitation	0.452		CON			
CALHOUN	I-94	HELMER ROAD TO F DRIVE NORTH	Road Rehabilitation	8.125		CON			
CALHOUN	I-94 E	CAPITAL AVE over I-94	Bridge Replacement			CON			
CALHOUN	I-94 E	I-94 EB over KALAMAZOO RIVER	Bridge Replacement			CON			
CALHOUN	I-94 W	I-94 WB over KALAMAZOO RIVER	Bridge Replacement			CON			
CALHOUN	I-94 E	I-94 EB over 6 1/2 MILE ROAD	Bridge Replacement			CON			
CALHOUN	I-94 W	I-94 WB over 6 1/2 MILE ROAD	Bridge Replacement			CON			
CALHOUN	I-94 E	I-94 EB over M-294 BEADLE LAKE	Bridge Replacement			CON			
CALHOUN	I-94 W	I-94 WB over M-294 BEADLE LAKE	Bridge Replacement			CON			
CALHOUN	I-94 E	I-94 EB over 9 MILE ROAD	Bridge Replacement			CON			
CALHOUN	I-94 W	I-94 WB over 9 MILE ROAD	Bridge Replacement			CON			
CALHOUN	I-94 E	F DRIVE NORTH over I-94	Bridge Barrier Railing Replace			CON			
CALHOUN	M-37	M-96 (DICKMAN ROAD) TO CREEKVIEW DRIVE IN CALHOUN	Road Rehabilitation	2.868		CON			
CALHOUN	M-66	L DRIVE SOUTH TO D DRIVE SOUTH IN LEROY TOWNSHIP	Road Capital Preventive Maintenance	4.023		CON			
CALHOUN	M-66	M-60 TO S DRIVE S IN BRANCH AND CALHOUN COUNTY	Road Capital Preventive Maintenance	3.220		CON			
KALAMAZOO	I-94	EAST OF LOVERS LANE TO EAST OF PORTAGE ROAD	Major Widening	1.248	CON				
KALAMAZOO	I-94	I-94 over PORTAGE ROAD	Bridge Replacement		CON				
KALAMAZOO	I-94	KILGORE ROAD over I-94	Bridge Removal		CON				
KALAMAZOO	I-94	PORTAGE ROAD TO SPRINKLE ROAD	Major Widening		CON				
KALAMAZOO	I-94	I-94 over DAVIS CREEK	Culvert Replacement		CON				
KALAMAZOO	I-94	I-94 over NORFOLK SOUTHERN	Bridge Replacement		CON				
KALAMAZOO	I-94	I-94 EB over GTW RR	Bridge Replacement		CON				
KALAMAZOO	I-94	I-94 WB over GTW RR	Bridge Replacement		CON				
KALAMAZOO	M-96	BURGESS DIVE TO THE WEST VILLAGE LIMIT OF AUGUSTA	Road Capital Preventive Maintenance	4.027			CON		
KALAMAZOO	US-131	M-216 NORTH TO U AVENUE	Road Rehabilitation	8.267		CON			

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SOUTHWEST REGION
REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
ST. JOSEPH	US-12	GRAND ELK RAILROAD TO WEST OF FAIRVIEW DRIVE	Road Capital Preventive Maintenance	3.598	CON				
ST. JOSEPH	US-131	ROCKY RIVER TO M-216	Road Rehabilitation	5.166					CON
VAN BUREN	I-94	EAST OF M-51 TO EAST OF M-40 IN VAN BUREN COUNTY	Road Rehabilitation	5.387				CON	
VAN BUREN	I-94 E	I-94 EB over S BR PAW PAW RIVER	Overlay - Deep					CON	
VAN BUREN	I-94 W	I-94 WB over S BR PAW PAW RIVER	Overlay - Deep					CON	
VAN BUREN	I-94 E	I-94 over THREE MILE LAKE DRAIN	Minor Concrete Patching					CON	
VAN BUREN	I-94 E	M-40 over I-94	Bridge Replacement					CON	
VAN BUREN	M-40	M-40 over E BRANCH PAW PAW RIVER	Deck Replacement					CON	
VAN BUREN	I-94 E	WEST OF M-51 TO 40TH STREET	Road Rehabilitation	2.792		CON			
VAN BUREN	M-40	72ND STREET TO SOUTH OF LAGRAVE STREET	Road Rehabilitation	3.402		CON			
				127.916					

SOUTHWEST REGION
NEW ROADS

BERRIEN	US-31	NORTH OF NAPIER AVE (EXIT 24) TO I-94	NEW ROAD - RELOCATING AN EXISTING ROUTE	1.904	CON	CON	CON	CON	
BERRIEN	US-31	NORTH OF NAPIER AVE (EXIT 24) TO I-94	NEW ROAD - RELOCATING AN EXISTING ROUTE		UTL				
BERRIEN	US-31	NORTH OF NAPIER RD TO I-94	NEW ROAD - RELOCATING AN EXISTING ROUTE		ROW	ROW			
				1.904					

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SUPERIOR REGION
BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
ALGER	US-41	US-41 over WEST BRANCH WHITEFISH RIVER	Deck Replacement					CON	
CHIPPEWA	I-75	M-48 over I-75, US-2	Overlay - Deep					CON	
CHIPPEWA	I-75 N	M-48 over I-75	Bridge Barrier Railing Replace					CON	
GOGEBIC	US-2	US-2 over POWDER MILL CREEK	Deck Replacement						CON
IRON	M-69	M-69 over PAINT RIVER	Joint Replacement			CON			
IRON	US-141	US-141 over EAST BRANCH NET RIVER	Deck Replacement		CON				
MACKINAC	I-75 N	I-75 NB over PINE RIVER	Overlay - Deep		CON				
MACKINAC	I-75 S	I-75 SB over CARP RIVER	Substructure Patching				CON		
MACKINAC	I-75 N	I-75 NB over CARP RIVER	Joint Replacement				CON		
MACKINAC	I-75 N	M-123 over I-75	Substructure Patching				CON		
MACKINAC	M-134	M-134 over PINE RIVER	Joint Replacement				CON		
MARQUETTE	US-41	OLD M-28 over CARP RIVER	Bridge Removal			CON			
ONTONAGON	M-64	M-64 over FLOODWOOD RIVER	Deck Replacement		CON				
ONTONAGON	M-64	M-64 over MINERAL RIVER	Overlay - Deep			CON			
ONTONAGON	US-45	US-45 over E BRANCH OF ONTONAGON RIVER	Joint Replacement			CON			
ONTONAGON	US-45	US-45 over ROSELAWN CREEK	Deck Replacement		CON				

SUPERIOR REGION
REPAIR AND REBUILD ROADS

ALGER	M-28	FROM MUNISING TO THE ALGER/SCHOOLCRAFT COUNTY LINE	Road Rehabilitation	15.217		CON			
ALGER	M-77 (M-77)	FROM THE SCHOOLCRAFT/ALGER COUNTY LINE TO GRAND MA	Road Capital Preventive Maintenance	12.932		CON			
ALGER	US-41	FROM DELTA/ALGER CL TO THE ALGER/MARQUETTE CL	Road Rehabilitation	11.104				CON	
BARAGA	M-28	FROM HOUGHTON/BARAGA CTY LINE TO JOHNSON RD	Road Rehabilitation	6.178					CON
BARAGA	US-41/M-28	FROM E OF M-28 JCT TO NESTORIA HERMAN RD	Road Rehabilitation	7.542	CON				
CHIPPEWA	I-75 N	FROM M-80 TO M-28	Road Rehabilitation	8.287	CON				
CHIPPEWA	M-123 (M-123)	M-123 FROM M-28 TO THE NORTH 7.4 MILES	Road Capital Preventive Maintenance	7.400	CON				
CHIPPEWA	M-123	FROM FLASHING LIGHT IN PARADISE S 0.5 MILES	Reconstruction	0.456				CON	
CHIPPEWA	M-123	FROM PARADISE TO THE LUCE COUNTY LINE	Road Capital Preventive Maintenance	12.490				CON	
CHIPPEWA	M-129	FROM 10 MILE RD TO 18TH AVE IN SAULT STE MARIE	Road Rehabilitation	8.027		CON			
CHIPPEWA	M-28 (M-28)	FROM EAST OF RACO TO M-221	Road Rehabilitation	5.917		CON			
CHIPPEWA	M-28 (M-28)	1.1 MILES EAST OF HULBERT ROAD	Road Capital Preventive Maintenance	1.112		CON			
CHIPPEWA	M-48 (M-48)	FROM M-129 TO STALWART	Road Capital Preventive Maintenance	7.960			CON		
DICKINSON	M-95 (Carpenter Ave)	FROM MORIN ST TO WOODWARD AVE IN KINGSFORD	Road Rehabilitation	1.185		CON			
GOGEBIC	M-28 (M-28)	FROM TULA EAST TO THE ONTONAGON COUNTY LINE.	Road Capital Preventive Maintenance	4.106				CON	

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SUPERIOR REGION

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
GOGEBIC	US-45	FROM THE STATE LINE NORTHERLY TO US-2	Road Rehabilitation	7.505				CON	
HOUGHTON	M-28	FROM THE ONTONAGON COUNTY LINE TO KITCHIE RD	Road Rehabilitation	9.587					CON
HOUGHTON	US-41 (College Ave)	FROM MACINNES DRIVE TO ISLE ROYAL ST	Reconstruction	0.893	CON				
IRON	M-189 (M-189)	FROM THE STATE LINE N TO NORTH OF HIAWATHA	Road Capital Preventive Maintenance	6.573	CON				
IRON	US-2	FROM THE STATE LINE N TO N OF COUNTY RD 424	Reconstruction	7.392			CON		
LUCE	M-123	FROM CR 500 TO NORTH OF MURPHY CREEK	Road Capital Preventive Maintenance	7.167			CON		
MACKINAC	M-117	FROM US-2 TO THE MACKINAC/LUCE COUNTY LINE.	Road Rehabilitation	9.974		CON			
MACKINAC	M-185	M-185 ALONG EASTERN SHORE AROUND NORTHERN POINT	Road Rehabilitation	3.350	CON				
MACKINAC	US-2	FROM E OF WILDWOOD DR TO E OF BREVORT LAKE RD	Road Rehabilitation	7.796	CON				
MACKINAC	US-2	FROM CUT RIVER BRIDGE TO WORTH RD	Road Rehabilitation	2.649					CON
MARQUETTE	M-35	FROM MARSHALL DR TO THE E BRANCH OF ESCANABA RIVER	Road Rehabilitation	2.089		CON			
MARQUETTE	M-35	FROM COUNTY RD 480 TO US-41	Road Rehabilitation	3.343				CON	
MARQUETTE	US-41	US-41 FROM BIG CREEK ROAD N TO M-28	Road Rehabilitation	3.134		CON			
MARQUETTE	US-41	FROM W OF BRICKYARD RD N TO IROQUOIS DR	Road Rehabilitation	6.220		CON			
MARQUETTE	US-41	FROM JUST S OF M-94 EAST JCT N TO BIG CREEK RD	Road Rehabilitation	9.029			CON		
MARQUETTE	US-41/M-28	FROM FRONT ST TO COUNTY RD HQ	Road Rehabilitation	2.651	CON				
MARQUETTE	US-41/M-28	FURNACE ST TO US-41 BYPASS	Reconstruction	0.581	CON				
MENOMINEE	US-41	FROM MENOMINEE TO WALLACE	Road Rehabilitation	12.336	CON				
MENOMINEE	US-41	FROM WALLACE TO STEPHENSON	Road Rehabilitation	5.702	CON				
ONTONAGON	M-26	FROM US-45 TO M-38 W JCT	Road Rehabilitation	5.519				CON	
ONTONAGON	M-26 (M-26)	FROM GREENLAND TO TWIN LAKES RD	Road Capital Preventive Maintenance	15.529			CON		
ONTONAGON	M-28	FROM M-64 NORTH JCT IN BERGLAND TO AIRPORT RD WEST	Road Rehabilitation	14.176			CON		
ONTONAGON	US-45 (US-45)	FROM M-26 TO GREENLAND RD IN THE VILLAGE OF ONTONA	Road Capital Preventive Maintenance	13.845		CON			
ONTONAGON	US-45	FROM THE BALTIMORE RIVER TO M-26	Road Capital Preventive Maintenance	6.645			CON		
				295.402					

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UNIVERSITY REGION

BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
CLINTON	I-69	I-69 SB over CSX RR	Overlay - Epoxy		CON				
CLINTON	I-69 E	AIRPORT ROAD over I-69	Overlay - Epoxy		CON				
CLINTON	I-69 S	I-69 SB over EB TURNING ROADWAY	Overlay - Epoxy		CON				
CLINTON	I-69 N	I-69 NB over EB TURNING ROADWAY	Overlay - Epoxy		CON				
CLINTON	I-69 S	I-69 SB over I-96 BL GRAND RIVER AVE	Overlay - Epoxy		CON				
CLINTON	I-69 N	I-69 NB over I-96 BL GRAND RIVER AVE	Overlay - Epoxy		CON				
CLINTON	I-69 S	I-69 SB over I-96	Overlay - Epoxy		CON				
CLINTON	Conn 96 E	FRANCIS ROAD over EB and WB TURNING RD	Overlay - Epoxy		CON				
CLINTON	Conn 96 E	EB TURNING RDWY over I-96	Overlay - Epoxy		CON				
CLINTON	I-96 E	I-96 EB over GRAND RIVER	Overlay - Epoxy		CON				
CLINTON	I-96 W	I-96 WB over GRAND RIVER	Overlay - Epoxy		CON				
CLINTON	I-69 S	I-69 SB TO I-96 EB over GRAND RIVER	Overlay - Epoxy		CON				
CLINTON	I-69	LOWELL RD over I-69	Overlay - Epoxy		CON				
CLINTON	I-69 E	I-69 EB over PEACOCK ROAD	Overlay - Shallow			CON			
CLINTON	I-69	I-69 WB over PEACOCK ROAD	Overlay - Shallow			CON			
EATON	I-69 BL	I-69 BL over BATTLE CREEK RIVER	Bridge Replacement				CON		
EATON	I-69 N	I-69 NB over GTW RR	Superstructure Replacement			CON			
EATON	I-69 S	I-69 SB over CHARLOTTE SOUTHERN RR	Overlay - Epoxy			CON			
EATON	I-96	I-96 EB over GRAND RIVER and BILLWOOD HWY	Bridge Replacement				CON		
EATON	I-96 W	I-96 WB over GRAND RIVER and BILLWOOD HWY	Bridge Replacement				CON		
HILLSDALE	M-49	M-49 over ST JOSEPH RIVER	Superstructure Replacement						CON
INGHAM	I-96	I-96 WB over M-99	Overlay - Deep				CON		
INGHAM	I-96 E	I-96 EB over WASHINGTON AVENUE	Overlay - Deep				CON		
INGHAM	I-96 W	I-96 WB over WASHINGTON AVENUE	Overlay - Deep				CON		
INGHAM	I-96 BL	I-96 BL over HORESBROOK CREEK	Culvert Replacement		CON				
INGHAM	I-96 EB	I-96 EB over M-99	Deck Replacement				CON		
INGHAM	I-96 BL	I-96 BL over GTW, SOUTH ST and RED CEDAR	Overlay - Epoxy						CON
INGHAM	Old 27 N	US-27 BR over CSX RR and WB I-96 BR	Overlay - Epoxy						CON
INGHAM	M-36	M-36 over SYCAMORE CREEK	Overlay - Epoxy				CON		
INGHAM	M-43	M-43 over RED CEDAR RIVER	Bridge Replacement						CON
INGHAM	US-127 S	US-127 SB over COLEMAN RD	Overlay - Epoxy						CON
INGHAM	US-127 N	US-127 NB over COLEMAN RD	Overlay - Epoxy						CON
INGHAM	US-127	US-127 NB over RED CEDAR RIVER and RAMP V	Bridge Barrier Railing Replace						CON
INGHAM	US-127 S	US-127 SB over RED CEDAR RIVER and RAMP V	Bridge Barrier Railing Replace						CON
INGHAM	US-127	US-127 SB RAMP over RAMP TO I-496 WB	Bridge Barrier Railing Replace						CON
INGHAM	US-127	RAMP FROM I-496 EB over US-127 NB RAMP	Bridge Barrier Railing Replace						CON
INGHAM	US-127 S	US-127 SB over KALAMAZOO STREET	Bridge Barrier Railing Replace						CON
INGHAM	US-127 S	US-127 SB over M-143	Overlay - Epoxy						CON
INGHAM	US-127 S	US-127 SB over VINE STREET	Bridge Barrier Railing Replace						CON
INGHAM	US-127 S	US-127 SB over SELLERS STREET	Bridge Barrier Railing Replace						CON

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UNIVERSITY REGION

BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
INGHAM	US-127 N	M-43 EB over US-127	Bridge Barrier Railing Replace						CON
INGHAM	US-127 N	M-43 WB over US-127	Overlay - Deep						CON
INGHAM	US-127 N	US-127 NB over KALAMAZOO STREET	Bridge Barrier Railing Replace						CON
INGHAM	US-127 N	US-127 NB over M-143	Overlay - Epoxy						CON
INGHAM	US-127 N	US-127 NB over VINE STREET	Bridge Barrier Railing Replace						CON
INGHAM	US-127 N	US-127 NB over SELLERS STREET	Bridge Barrier Railing Replace						CON
INGHAM	US-127 N	LAKE LANSING ROAD over US-127	Overlay - Epoxy						CON
JACKSON	I-94 BL	I-94 BL, US-127 BR, M-50 over GRAND RIVER	Bridge Replacement					CON	
JACKSON	US-127	US-127 NB over MDOT RR CORRIDOR and M-50	Deck Replacement		CON				
JACKSON	US-127 S	US-127 SB over MDOT RR CORRIDOR and M-50	Deck Replacement		CON				
JACKSON	US-127 N	US-127 NB over CONRAIL	Overlay - Epoxy					CON	
JACKSON	US-127 S	US-127 SB over CONRAIL	Overlay - Epoxy					CON	
JACKSON	US-127 N	SPRINGPORT ROAD over US-127	Overlay - Epoxy					CON	
LIVINGSTON	I-96	DORR ROAD over I-96	Overlay - Epoxy			CON			
LIVINGSTON	I-96 E	I-96 EB over MDOT RR CORRIDOR	Overlay - Epoxy			CON			
LIVINGSTON	I-96 W	I-96 WB over MDOT RR CORRIDOR	Overlay - Epoxy			CON			
LIVINGSTON	I-96 E	I-96 EB over CSX RR	Overlay - Epoxy			CON			
LIVINGSTON	I-96 W	I-96 WB over CSX RR	Overlay - Epoxy			CON			
LIVINGSTON	I-96	CHILSON ROAD over I-96	Overlay - Epoxy			CON			
LIVINGSTON	I-96 W	I-96 BL (ON RAMP) over I-96 WB	Deck Replacement			CON			
MONROE	I-75	LAPLAISANCE RD over I-75	Bridge Replacement		CON				
MONROE	I-75	GAYNIER RD over I-75	Overlay - Epoxy			CON			
MONROE	I-75 N	I-75 NB over SWAN CREEK	Deck Replacement		CON				
MONROE	I-75 S	I-75 SB over SWAN CREEK	Deck Replacement		CON				
MONROE	I-75	NADEAUX ROAD over I-75	Bridge Replacement		CON				
MONROE	I-75	READY ROAD over I-75	Overlay - Epoxy				CON		
MONROE	I-75	NEWPORT ROAD over I-75	Bridge Replacement		CON				
MONROE	I-75	MORTAR CREEK ROAD over I-75	Deck Replacement					CON	
MONROE	I-75 Connector	I-75 CONNECTOR over NS and GTW RAILROAD	Bridge Replacement				CON		
MONROE	I-75 N	I-75 NB over MUDDY CREEK	Bridge Replacement			CON			
MONROE	I-75 S	I-75 SB over MUDDY CREEK	Bridge Replacement			CON			
MONROE	I-75 N	I-75 NB over OTTER CREEK	Bridge Replacement			CON			
MONROE	I-75 S	I-75 SB over OTTER CREEK	Bridge Replacement			CON			
MONROE	I-75 N	LUNA PIER ROAD over I-75	Bridge Replacement			CON			
MONROE	I-75 N	OTTER CREEK RD over I-75	Overlay - Epoxy			CON			
MONROE	I-75 N	I-75 NB over LAPLAISANCE CREEK	Widen-Maintain Lanes					CON	
MONROE	I-75 S	I-75 SB over LAPLAISANCE CREEK	Overlay - Epoxy					CON	
MONROE	I-75	I-75 (NB EX RAMP) over LAPLAISANCE CREEK	Bridge Removal					CON	
MONROE	I-75 N	I-75 over WOODCHUCK CREEK	Substructure Patching					CON	
MONROE	US-23	PLANK ROAD over US-23	Bridge Replacement				CON		
MONROE	US-23 N	STERNS ROAD over US-23	Bridge Replacement			CON			
MONROE	US-23	CONSEAR ROAD over US-23	Bridge Replacement			CON			
MONROE	US-23 N	IDA WEST ROAD over US-23	Bridge Replacement			CON			
MONROE	US-24	US-24 over STONY CREEK	Overlay - Epoxy					CON	
WASHTENAW	I-94	US-12 BR over I-94	Overlay - Epoxy			CON			
WASHTENAW	I-94	GROVE STREET over I-94	Miscellaneous Bridge		CON				
WASHTENAW	I-94 E	I-94 over I-94 BL	Overlay - Epoxy			CON			
WASHTENAW	I-94 E	I-94 EB over MILL CREEK	Overlay - Epoxy			CON			
WASHTENAW	I-94 W	I-94 WB over MILL CREEK	Overlay - Epoxy			CON			
WASHTENAW	I-94 E	I-94 EB over CONRAIL	Overlay - Epoxy			CON			
WASHTENAW	I-94 E	NOTTEN RD over I-94	Overlay - Epoxy			CON			
WASHTENAW	I-94 E	KALMBACH RD over I-94	Overlay - Deep			CON			

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BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
WASHTENAW	I-94 E	M-52 over I-94	Overlay - Epoxy			CON			
WASHTENAW	I-94 E	FREER RD over I-94	Overlay - Epoxy			CON			
WASHTENAW	I-94 E	OLD US-12 over I-94	Overlay - Epoxy			CON			
WASHTENAW	I-94 BL	JACKSON AVE WB, I-94 BR over I-94 RAMP	Overlay - Epoxy			CON			
WASHTENAW	US-12 BR	US-12 BR, M-17 over HURON RIVER	Asphalt overlay w/ waterproofing membrane				CON		
WASHTENAW	US-23 N	STONY CREEK ROAD over US-23	Deck Replacement			CON			
WASHTENAW	US-23	WILLIS ROAD over US-23	Deck Replacement			CON			
WASHTENAW	US-23	WILLOW ROAD over US-23	Substructure Repair			CON			
WASHTENAW	US-23	CARPENTER ROAD over US-23	Overlay - Epoxy			CON			
WASHTENAW	US-23 N	BEMIS ROAD over US-23	Healer Sealer			CON			
WASHTENAW	US-23 SB	US-23 SB, M-14 EB over MDOT RAILROAD	Overlay - Epoxy				CON		
WASHTENAW	US-23 N	US-23 NB, M-14 WB over MDOT RAILROAD CORRIDOR	Overlay - Epoxy				CON		
WASHTENAW	US-23 S	PONTIAC TRAIL over US-23 SB, M-14 EB	Superstructure Repair - Concrete				CON		
WASHTENAW	US-23 N	PONTIAC TRAIL over US-23 NB, M-14 WB	Overlay - Epoxy				CON		

UNIVERSITY REGION

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
CLINTON	I-69	I-96 TO AIRPORT ROAD	Reconstruction	5.391	CON				
CLINTON	I-69	I-96 TO AIRPORT ROAD	Roadside Facilities - Preserve	7.636	CON				
CLINTON	I-69	FROM AIRPORT ROAD TO US-127	Road Rehabilitation	4.931			CON		
CLINTON	I-96 E	FROM IONIA/CLINTON COUNTY LINE TO 1,200 FEET WEST OF WA	Road Rehabilitation	7.095	CON				
CLINTON	I-96 W	FROM IONIA/CLINTON COUNTY LINE TO 1,200 FEET WEST OF WA	Road Rehabilitation	7.035	CON				
CLINTON	US-127	SOUTH OF M-43 TO APPROXIMATELY 875 FEET SOUTH OF CLARK	Road Rehabilitation	5.149					CON
EATON	M-100 (M-100)	DOANE HIGHWAY TO WILLOW HIGHWAY	Road Capital Preventive Maintenance	5.033		CON			
EATON	M-78	550 FEET SOUTH OF SHARKEY STREET TO THE BATTLE CREEK R	Reconstruction	1.220					CON
EATON	M-99 N	NB M-99 FROM PETRIEVILLE TO COLUMBIA	Road Capital Preventive Maintenance	3.138		CON			
EATON	M-99 S	SB M-99 FROM PETRIEVILLE TO COLUMBIA	Road Rehabilitation	3.063		CON			
HILLSDALE	M-49 (N Main St)	SOUTHERN VILLAGE LIMITS OF CAMDEN TO BRIDGE OVER S	Reconstruction	0.960					CON
HILLSDALE	M-99	ADAMS STREET TO PARK STREET	Road Capital Preventive Maintenance	0.994			CON		
INGHAM	I-496	I-496/US-127 BETWEEN I-96 AND I-496	Reconstruction	5.209			CON		
INGHAM	I-496 E	I-496 EB over RED CEDAR RIVER and RAMP V	Overlay - Epoxy				CON		
INGHAM	I-496 W	I-496 WB over RED CEDAR RIVER and RAMP V	Overlay - Epoxy				CON		
INGHAM	I-496 E	I-496 EB over CSX RR and TROWBRIDGE RAMP	Bridge Replacement				CON		
INGHAM	I-496 W	I-496 WB over CSX RR and TROWBRIDGE RAMP	Bridge Replacement				CON		
INGHAM	I-496 E	I-496 EB over GTW RR	Bridge Replacement				CON		
INGHAM	I-496 W	I-496 WB over GTW RR	Bridge Replacement				CON		
INGHAM	I-496	I-496 WB RAMP over CSX RR	Bridge Replacement				CON		
INGHAM	I-496 E	I-496 EB over US-127 RAMP SB	Overlay - Epoxy				CON		
INGHAM	I-496 W	I-496 WB over US-127 SB	Overlay - Epoxy				CON		
INGHAM	I-496 E	I-496 EB over MOUNT HOPE AVE	Widen - Maintain Lanes				CON		
INGHAM	I-496 W	I-496 WB over MOUNT HOPE RD	Widen - Maintain Lanes				CON		
INGHAM	I-496 E	I-496 EB over FOREST RD	Overlay - Epoxy				CON		
INGHAM	I-496 W	I-496 WB over FOREST RD	Overlay - Epoxy				CON		
INGHAM	I-496 W	I-496 WB over JOLLY RD	Widen - Maintain Lanes				CON		

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REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2021	2022	2023	2024	2025
INGHAM	I-496 W	I-496 WB over I-496 EB RAMP TO I-96 EB	Overlay - Epoxy				CON		
INGHAM	I-496 E	I-496 EB over JOLLY RD	Widen - Maintain Lanes				CON		
INGHAM	I-496 E	DUNCKEL ROAD over I-496	Overlay - Epoxy				CON		
INGHAM	I-496 W	I-496 WB over US-127 SB RAMP	Overlay - Epoxy				CON		
INGHAM	I-496	LANSING ROAD TO THE GRAND RIVER	Reconstruction	2.338	CON				
INGHAM	I-496 E	CLARE ST over I-496	Overlay - Epoxy		CON				
INGHAM	I-496 E	M-99 (MLK AVE NB) over I-496	Overlay - Epoxy		CON				
INGHAM	I-496 E	PINE ST over I-496	Overlay - Epoxy		CON				
INGHAM	I-496 E	WALNUT ST over I-496	Overlay - Epoxy		CON				
INGHAM	I-496 E	CAPITOL AVE over I-496	Overlay - Epoxy		CON				
INGHAM	I-496 E	WASHINGTON AVE over I-496	Overlay - Epoxy		CON				
INGHAM	I-496 E	GRAND AVE over I-496	Overlay - Epoxy		CON				
INGHAM	I-496 E	EVERETT ST over I-496	Overlay - Epoxy		CON				
INGHAM	I-496 E	M-99 (MLK AVE SB) over I-496	Overlay - Epoxy		CON				
INGHAM	I-496 E	HUNGERFORD ST over I-496	Overlay - Epoxy		CON				
INGHAM	I-496 E	CONRAIL over I-496	Superstructure Repair - Steel		CON				
INGHAM	I-496	I-496 EB RAMP over JACKSON AND LANSING RR	Overlay - Epoxy		CON				
INGHAM	I-496 E	I-496 EB and SERV DR over JACKSON AND LANSING RR	Overlay - Epoxy		CON				
INGHAM	I-496 W	I-496 WB over JACKSON AND LANSING RR	Overlay - Epoxy		CON				
INGHAM	I-496	I-496 WB RAMP over JACKSON AND LANSING RR	Overlay - Epoxy		CON				
INGHAM	I-496 E	I-496 EB over S HOSMER STREET	Overlay - Epoxy		CON				
INGHAM	I-496 E	I-496 EB over GRAND RIVER, I-96 BL, RIVER ST	Joint Repair		CON				
INGHAM	I-496	I-496 EB SERV RD over GRAND RIVER, I-96 BL, RIVER ST	Joint Repair		CON				
INGHAM	I-496 W	I-496 WB over GRAND RIVER, I-96 BL, RIVER ST	Joint Repair		CON				
INGHAM	I-496	I-496 WB SERV RD over GRAND RIVER, I-96 BL, RIVER ST	Joint Repair		CON				
INGHAM	M-43 (Grand River Ave)	PARK LAKE RD TO OAK POINTE CT	Road Rehabilitation	3.250	CON				
INGHAM	M-99	1,700 FEET NORTH OF HOLT HIGHWAY TO EDGEWOOD BOULE	Reconstruction	2.376		CON			
INGHAM	US-127	INGHAM/JACKSON COUNTY LINE TO M-36	Road Rehabilitation	12.456	CON				
INGHAM	US-127 N	US-127 over HUNTOON CREEK	Joint Repair		CON				
INGHAM	US-127	US-127 NB OFF RAMP over HUNTOON CREEK	Scour Protection		CON				
INGHAM	US-127 N	US-127 NB over CONRAIL and HUNTOON CREEK	Overlay - Epoxy		CON				
INGHAM	US-127 S	US-127 SB over CONRAIL and HUNTOON CREEK	Overlay - Epoxy		CON				
INGHAM	US-127 N	BELLEVUE RD over US-127	Overlay - Epoxy		CON				
INGHAM	US-127 N	COVERT RD over US-127	Overlay - Epoxy		CON				
INGHAM	US-127 N	BARNES RD over US-127	Overlay - Epoxy		CON				
INGHAM	US-127 N	KIPP RD over US-127	Overlay - Epoxy		CON				
INGHAM	US-127 N	COLUMBIA RD over US-127	Overlay - Epoxy		CON				
INGHAM	US-127 N	SOUTH STREET over US-127	Overlay - Epoxy		CON				
INGHAM	US-127 N	M-36 WB (CEDAR ST) over US-127	Overlay - Epoxy		CON				
INGHAM	US-127 N	M-36 EB (CEDAR ST) over US-127	Overlay - Epoxy		CON				
JACKSON	I-94	MICHIGAN AVENUE INTERCHANGE TO M-60 INTERCHANGE	Reconstruction	8.812		CON			
JACKSON	I-94 E	I-94 over SANDSTONE RIVER	Miscellaneous Bridge CPM			CON			
JACKSON	I-94 E	I-94 over PARMA RD	Miscellaneous Bridge CPM			CON			
JACKSON	I-94 E	DEARING RD over I-94	Miscellaneous Bridge CPM			CON			
JACKSON	I-94 E	SANDSTONE RD over I-94	Miscellaneous Bridge CPM			CON			
JACKSON	I-94 E	BLACKMAN RD over I-94	Miscellaneous Bridge CPM			CON			
JACKSON	I-94 E	MICHIGAN AVE over I-94	Miscellaneous Bridge CPM			CON			
JACKSON	I-94	JACKSON/CALHOUN COUNTY LINE TO MICHIGAN AVENUE	Road Rehabilitation	4.905		CON			
JACKSON	M-99 (E Main St)	SOUTH STREET NORTH AND EAST TO GIBBS ROAD	Road Rehabilitation	1.465					CON

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JACKSON	US-127	NORTH OF HENRY ROAD TO HUNTOON CREEK	Road Rehabilitation	5.582				CON	
LENAWEE	M-50 (E Chicago Blvd)	EAST APPROACH OF RIVER RAISIN BRIDGE TO RIDGE HIGH	Road Capital Preventive Maintenance	3.736			CON		
LENAWEE	M-50 (E Chicago Blvd)	SUNSET STREET TO RIVER RAISIN BRIDGE	Road Capital Preventive Maintenance	1.331		CON			
LENAWEE	US-127	JUNCTION ROAD (ADDISION) NORTH TO US-223	Road Rehabilitation	3.059		CON			
LENAWEE	US-223	US-127 AND US-223 FROM US-12 TO EAST OF STODDARD R	Road Rehabilitation	12.050		CON			
LENAWEE	US-223	STODDARD ROAD TO INDUSTRIAL DRIVE IN ADRIAN, LENAWEE	Road Rehabilitation	7.793					CON
LENAWEE	US-223	OGDEN HIGHWAY TO HIGH STREET IN BLISSFIELD, LENAWEE	Road Rehabilitation	6.669				CON	
LIVINGSTON	I-96	CHILSON TO DORR	Reconstruction	3.979		CON			
LIVINGSTON	M-59	WEST OF LAKENA RD TO THE COUNTY LINE	Road Rehabilitation	3.309		CON			
LIVINGSTON	Old 155	MICHIGAN AVE TO POINT OF ENDING (HIGH HILCREST DRIVE)	Road Capital Preventive Maintenance	2.880			CON		
LIVINGSTON	US-23	FROM SILVER LAKE ROAD TO 1 MILE NORTH OF SPENCER	Road Rehabilitation	5.861		CON			
LIVINGSTON	US-23	FROM 1 MILE NORTH OF SPENCER RD TO M-59; COOK RD	Road Rehabilitation	7.850		CON			
LIVINGSTON	US-23 N	US-23 over NO NAME CREEK	Culvert Replacement			CON			
LIVINGSTON	US-23	M-36 TO ONE MILE NORTH OF SPENCER RD	Road Rehabilitation	7.329		CON			
LIVINGSTON	US-23 N	US-23 NB over HURON RIVER	Widen-Maintain Lanes			CON			
LIVINGSTON	US-23 S	US-23 SB over HURON RIVER	Widen-Maintain Lanes			CON			
LIVINGSTON	US-23 N	US-23 over M-36	Bridge Replacement			CON			
LIVINGSTON	US-23 N	US-23 NB over SILVER LAKE RD	Bridge Replacement			CON			
LIVINGSTON	US-23 S	US-23 SB over SILVER LAKE RD	Bridge Replacement			CON			
LIVINGSTON	US-23 N	LEE RD over US-23	Bridge Replacement			CON			
LIVINGSTON	US-23 S	GRAND RIVER AVE over US-23 SB	Bridge Replacement			CON			
LIVINGSTON	US-23 N	GRAND RIVER AVE over US-23 NB	Bridge Replacement			CON			
MONROE	I-275	FROM I-75 TO WAYNE/MONROE COUNTY LINE	Road Rehabilitation	7.283					CON
MONROE	I-75	ERIE RD TO OTTER CREEK	Reconstruction	5.195		CON			
MONROE	I-75	OTTER CREEK TO LAPLAISANCE ROAD	Reconstruction	3.234				CON	
MONROE	US-23	FROM STATE LINE TO IDA CENTER	Road Rehabilitation	10.155			CON		
MONROE	US-24	US-24 LAKESIDE TO 900 FEET SOUTH OF SOUTHPOINT; M-125	Road Capital Preventive Maintenance	5.648			CON		
WASHTENAW	I-94	WASHTENAW/JACKSON COUNTY LINE TO FREER	Road Rehabilitation	6.542		CON			
WASHTENAW	I-94	PARKER TO M-14	Road Rehabilitation	5.736				CON	
WASHTENAW	I-94	FROM FREER TO PARKER	Road Rehabilitation	5.510	CON				
WASHTENAW	I-94 E	I-94 EB over MILL CREEK	Overlay - Epoxy		CON				
WASHTENAW	I-94 W	I-94 WB over MILL CREEK	Overlay - Epoxy		CON				
WASHTENAW	I-94 E	OLD US-12 over I-94	Overlay - Epoxy		CON				
WASHTENAW	I-94 E	I-94 EB over DANCER RD	Overlay - Epoxy		CON				
WASHTENAW	I-94 W	I-94 WB over DANCER RD	Overlay - Epoxy		CON				
WASHTENAW	M-14	FROM I-94 TO US-23BR	Road Rehabilitation	3.658			CON		
WASHTENAW	M-153	FROM M-14 TO FRAINS LAKE ROAD	Road Capital Preventive Maintenance	1.553			CON		
WASHTENAW	M-17 (Cross St)	NORMAL TO MICH, I-94 TO MICHIGAN, HAMILTON TO ECORSE	Road Rehabilitation	1.736		CON			
WASHTENAW	M-17 (W Cross St)	FROM HURON STREET TO SUMMIT STREET	Road Rehabilitation	0.558	CON				
WASHTENAW	US-23	STONY CREEK TO ELLSWORTH	Road Rehabilitation	6.830		CON			
				227.522					

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Acronyms

5YTP	Five-Year Transportation Program
AADT	Average Annual Daily Traffic
AIP	Airport Improvement Program
ACM	American Center for Mobility
ATDM	Active Traffic Demand Management
AV	Automated Vehicle
BL	Business Loop
BNA	Bridging North America
BUILD	Better Utilizing Investment to Leverage Development
CAV	Connected and Automated Vehicles
CMAQ	Congestion Mitigation and Air Quality
CNG	Compressed Natural Gas
CON	Construction
CPM	Capital Preventive Maintenance
CTF	Comprehensive Transportation Fund
DBFM	Design-Build-Finance-Maintain
EA	Environmental Assessment
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GHIB	Gordie Howe International Bridge
LBO	Local Bus Operating
MAAS	Mobility as a Service
MAP-21	Moving Ahead for Progress in the 21st Century
MDOT	Michigan Department of Transportation
MEDC	Michigan Economic Development Corp.
MTF	Michigan Transportation Fund
NBI	National Bridge Inventory
OOR	Office of Rail
OPT	Office of Passenger Transportation
P3	Public-Private Partnership
PE	Preliminary Engineering
PE-B	Preliminary Engineering - Bridge
PRIIA	Passenger Rail Investment and Improvement Program
ROW	Right of Way
RSL	Remaining Service Life
SAF	State Aeronautics Fund
SEIS	Supplemental Environmental Impact Statement
SMART	Suburban Mobility Authority for Regional Services
STC	State Transportation Commission
STF	State Trunkline Fund
USDOT	United States Department of Transportation
UTL	Utility Work

MICHIGAN DEPARTMENT
OF TRANSPORTATION

2021-2025
FIVE-YEAR
TRANSPORTATION
PROGRAM

VOLUME XXII

Approved by the
State Transportation Commission
on XX XX, 2021

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