

MICHIGAN DEPARTMENT OF TRANSPORTATION



2022-2026 FIVE-YEAR TRANSPORTATION PROGRAM

Approved by the State Transportation Commission on Nov. 4, 2021



Table of Contents



Letter from the MDOT Director 3

Introduction..... 4

Five-Year Transportation Program Process..... 4

Rebuilding Michigan Program 6

Featured Project Focus Areas for 2022-2026 7

Featured Region Highway Program Projects..... 8

 Bay Region..... 8

 Metro Region..... 9

 Grand Region..... 10

 North Region 11

 Southwest Region..... 12

 Superior Region..... 13

 University Region..... 14

Major Highway Projects..... 15

 I-94 Modernization Project in Detroit 15

 Gordie Howe International Bridge 17

 Blue Water Bridge Plaza 19

 I-75 Modernization Project in Oakland County 21

Major Public Transportation Projects..... 24

 New Center Intermodal Facility..... 24

 Accelerated Passenger Rail: Kalamazoo to Dearborn 25

 Project Elevate: Gerald R. Ford International Airport..... 26

 Rebuilding of the First Detroit Metro Airport Runway 27

Passenger Transportation Innovations..... 28

Revenue Assumptions..... 31

Investment Strategies 34

 Highlighting Upcoming FY 2022..... 40

 Project Delivery 45

Performance Measures and Goals..... 46

Economic Impacts of FY 2022-2026

MDOT Transportation Program 55

Stakeholder Outreach and Engagement..... 58

Project Lists..... 67

Acronyms..... 96

MDOT Region Contact Information..... 97

Letter from Director Paul C. Ajegba

DEAR READER:

I am pleased to present to you the 2022-2026 Five-Year Transportation Program. This document contains a list of planned projects that will utilize all available state and federal revenue for the next five years and represents a \$15.2 billion total of multimodal transportation investments.

MDOT updates its Five-Year Transportation Program annually and works to consistently deliver it in the most effective and efficient way possible. The past year brought both uncertainty and challenges to this effort, with the COVID-19 pandemic impacting nearly every part of the program, particularly public transit and aviation. Travel on roadways and vehicle sales also dropped for part of the year, resulting in lower-than-expected state revenues from taxes on gasoline and vehicle registration fees.

Fortunately, surface travel has rebounded and several pandemic-related federal relief funding packages have provided significant support to many of our public transit agencies and airports. Additional federal action is also anticipated to help meet the growing needs of updating our transportation infrastructure, with funds to fix highways, rebuild bridges, and upgrade ports, airports, and transit systems.

Recent years have seen social unrest after tragic events uncovered the roles that institutional and implicit bias play in perpetuating inequitable treatment and outcomes within public programs and projects. MDOT has begun to address ways it can be better in this area, both internally and externally, with a new position at the executive level: the chief culture, equity, and inclusion officer (CCEIO). This position will oversee our diversity, equity, and inclusion efforts across



“While there is no silver bullet for the transportation challenges faced by our great state, MDOT is striving to develop solutions that meet current demands while preparing our roads and bridges for the needs of the future.” – Director Ajegba

our entire business with the goal of maximizing inclusivity in our processes and equity in outcomes. Projects that already demonstrate MDOT’s commitment in areas related to this focus are highlighted in the pages that follow.

While there is no silver bullet for the transportation challenges faced by our great state, MDOT is striving to develop solutions that meet current demands while preparing our roads and bridges for the needs of the future. In addition to equity and inclusion, highlights in this year’s program include projects that focus on transportation resiliency and enhanced mobility. These and other projects are making our transportation system more resilient and, combined with innovations we are implementing in community engagement, more sustainable.

The successful implementation and long-term value of projects are directly tied to your participation in this process. Therefore, it is vital that we continue to hear from you. Comment opportunities are posted regularly on www.Michigan.gov/MDOT along with regular updates about all our programs and activities.

We at MDOT appreciate your interest and participation in the transportation planning process.

Sincerely

Paul C. Ajegba, P.E.
Director

Introduction

The Michigan Department of Transportation (MDOT) Five-Year Transportation Program (5YTP) is a state-required document that presents a high-level overview of planned investments in transportation programs and projects over a five-year period. Produced annually, each 5YTP overlaps across a four-year interval, while adding a fifth year of projects. This document provides information on investments for the five-year period spanning 2022-2026.

The 5YTP covers all components of the transportation network for which MDOT is responsible, including highways, bridges, bus, rail, aviation, marine, and nonmotorized transportation. The investment strategies and projects highlighted in these pages are established to be consistent with State Long-Range Transportation Plan (SLRTP) and State Transportation Commission (STC) goals and priorities, ensuring a comprehensive approach to decision-making that prioritizes preservation of the transportation network and a safe and connected system for Michigan’s citizens. The 5YTP plays an important role in the statewide planning process, informing the federally required [State Transportation Improvement Program \(STIP\)](#), and providing the foundation for short-range planning and program development.

MDOT’s mission of “providing the highest quality integrated transportation services for economic benefit and improved quality of life” can only be accomplished when key stakeholders are identified and brought into the planning process. The 5YTP provides this opportunity each year, with a 30-day comment period typically during the summer season. Feedback received is recorded, responded to, and summarized in the final document, and delivered to the Michigan Legislature prior to March 1 each year.



Figure 1: Five-Year Transportation Program Process Summary

5YTP MAIN OBJECTIVES:

1

Provide strategic direction and proactive monitoring of progress toward achieving established asset management goals for the trunkline system, accounting for changing needs and constraints.

2

Review state and federal revenues available to support the trunkline program, as well as the aviation, transit, and rail programs.

3

Provide meaningful input opportunities to the public and other stakeholders on planned investments over the next five years.

4

Serve as a key internal and external resource supporting successful program delivery.

Five-Year Transportation Program Process

The development of the 5YTP is a multi-stage process that connects the goals, objectives, policies, and programs of statewide planning with input from the public and sets the stage for successful program delivery and evaluation. Each year, the first year of projects is implemented, a new year is added, and program and project adjustments are made to the other years, as required. The steps in this process are:



Revenue Estimates

- MDOT Finance and the Michigan Department of Treasury collaborate to develop a consensus on revenue estimates and projections.
- Federal revenue projections are based on the current federal transportation authorization bill. For this program update, the Fixing America's Surface Transportation (FAST) Act was in effect.
- State revenue projections are based on estimated gas tax and registration fee receipts.
- Details of Revenue Estimates for this period are shown on Page 31.



Investment Strategies

- Staff work with leadership from across all modes to develop a strategy for investing revenues in alignment with federal and state condition and safety goals, and performance measures.
- For roads and bridges, the overall investment strategy defines how much funding will be allocated to each program category to achieve these goals.
- These resulting allocations, referred to as targets, are monitored by the department throughout the year to ensure fiscal constraint is maintained.
- Details of Investment Strategies for this period are shown on Page 34.



Call for Projects

- Projects are identified through MDOT's annual highway Call for Projects (CFP) process, which includes instructions to all MDOT regions and program managers on strategic objectives and target funding levels to ensure alignment with the direction set by the SLRTP and the STC.
- Project lists are included at the end of this document, starting on page 67. These lists cover the portion of the highway program that MDOT delivers and does not include projects and programs controlled by local agencies, or a full listing of projects from all modes.



Document Development

- While the project list is reviewed for accuracy in the spring, the full draft document is being prepared for presentation to the STC by mid-summer.
- Once the draft is approved, it is posted to MDOT’s public website with an accompanying interactive map for a 30-day public comment period to provide an additional opportunity to gain public and stakeholder input. This posting is announced via a news release, social media posts, and public e-mail lists at both the state and local levels.



Stakeholder Engagement

- The 5YTP process offers the public and stakeholders an important opportunity to engage in discussions about upcoming road and bridge projects and planned investments in Michigan’s transportation infrastructure. MDOT utilizes e-mail, mail, social media, and commenting through the [Michigan Transportation Program Portal \(MTPP\)](#) to gather input.
- Comments received throughout this period are collected, evaluated, responded to, and considered in program development. The 5YTP engagement process, summarized results and comments received are included on page 58.



Deliver to Legislature by March 1

- A final draft is presented to the STC in the fall, during which time questions from the commissioners and the public are addressed.
- Once approved by the STC, the document is considered final and is published to the MDOT 5YTP website, along with an interactive map of highway projects. The final document is submitted to the state Legislature prior to March 1 each year.

Figure 2: Five-Year Transportation Program Process

Rebuilding Michigan Program

Gov. Gretchen Whitmer’s Rebuilding Michigan Program (RBMP) is focused on rebuilding state highways and bridges that are critical to the state’s economy and carry the most traffic. The program, unanimously approved by the STC in January 2020, allows MDOT to sell a total of \$3.5 billion in bonds to finance dozens of new and modified road construction projects, while accelerating many others. This financing is aimed at advancing fixes that result in longer road life and improving the condition of the state’s infrastructure.

The program will finance new projects throughout the state beginning in 2020, helping to achieve the trunkline pavement performance goal of 90 percent in “good to fair” condition, while freeing up funding to expand the scope of other projects or reduce construction times. A recent analysis estimated that more than 45,000 jobs would be supported by the total \$3.5 billion program, including new jobs as well as existing jobs retained that otherwise would be lost.

The I-496 improvement project between I-96 and Lansing Road in Lansing is the first RBMP financed project to be

RBMP Projects:	Work Activity:	Revised Bond Amount (in millions):
Rebuilding eastbound I-94 from Britain Avenue to I-196	2020 to 2023	\$82.1M
Rebuilding I-69 from North Drive to the Eaton County line	2020 to 2024	\$46.5M
Rebuilding the I-69/I-94 interchange to North Drive	2020 to 2024	\$62.1M
Rebuilding I-496 from I-96 to Lansing Road	2020 to 2021	\$39.1M
Rebuilding I-69 from the Calhoun/Eaton county line to Nye Highway	2020 to 2023	\$43.1M
Rebuilding I-69 from Nye Highway to Island Highway	2020 to 2023	\$59.6M
Replacing the I-69/I-475 interchange	2021 to 2022	\$20.4M
Replacing the I-69 bridge over I-475 along with the interchange ramps	2021 to 2022	\$19.6M
Rebuilding southbound I-196 from 130th Avenue north to US-31	2021	\$27.1M
Rebuilding I-69 from Cox Doty Drain to M-19	2021 to 2022	\$42.7M
Rebuilding M-59 from Romeo Plank Road to I-94	2021 to 2022	\$68.2M
Rebuilding I-69 from Fenton Road to M-54	2021 to 2022	\$70.3M
Rebuilding the I-94/US-127 North/M-50 (West Avenue) interchange	2021 to 2023	\$74.2M
Rebuilding I-69 from I-96 to Airport Road	2021 to 2023	\$47.8M
Rebuilding I-275 from M-153 to 5 Mile Road	2021 to 2024	\$109.4M
Rebuilding Northline Road to M-153 in Canton Township and City of Romulus	2021 to 2024	\$146.8M
TOTAL	2021 to 2024	\$959M

Figure 3: RBMP-Financed Projects Under Construction

A full list of RBMP-financed projects and up-to-date economic impacts can be found at Michigan.gov/RebuildingMichigan. An interactive map of RBMP-financed projects is also available at the [MTPP](#).

Projects Planned

Jobs Supported

*of total \$3.5 billion investment

45

45,147*

completed, with the eastbound lanes reopened in July 2020, and westbound in November 2020. The project is one of 45 on heavily traveled state-owned highways made possible or put on an accelerated timeline due to bond financing approved by the STC in January. Bonding for improvements with a significant useful life spreads the project costs over a longer period. To date, 16 projects financed with RBMP have begun construction, shown in the table below:



This section highlights projects that are contributing to MDOT’s focus on equity and inclusion, transportation resiliency, and better pedestrian and bicycle accommodations in conjunction with the MDOT Complete Streets program. These focus areas, while having their own goals and objectives outlined below, are not mutually exclusive. Where each project involves these elements, one or more of the icons shown below are included beside the route or project name.

Equity and Inclusion



As a recipient of federal transportation funding, MDOT is required to identify adverse human health and environmental effects of its programs and policies on low-income and minority populations.

MDOT has been and continues to be committed to a just and equitable process of project development and selection that balances safety, performance and environmental concerns with community values and needs by incorporating the following in to all planning and decision-making processes:

- Avoid or minimize disproportionately adverse human health and environmental effects, including social and economic, on minority and low-income populations,
- Ensure the full and fair participation by all potentially affected communities, and
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Projects that focus specifically on ensuring inclusion in planning and equity in benefits are highlighted in the pages that follow.

More information on MDOT’s commitment to nondiscrimination, equity, and inclusion can be found at Michigan.gov/MDOT/TitleVI under “Reference Documents.”

Transportation Resilience



Along with the rest of the world, Michigan’s climate is changing, bringing with it extreme weather events that can have a significant impact on our transportation system.

MDOT is preparing for altered climate conditions by developing projects to be able to adapt, respond to, and recover quickly from all hazards. In addition to physical infrastructure, this includes threats to information technology systems such as cyberattacks.

To minimize threats to public safety, MDOT transportation operations centers (TOCs) monitor the statewide transportation system seven days a week, providing real-time travel information to the public and emergency responders on crashes and closures, including those resulting from weather events. Combined with preparation through planning, MDOT is working to ensure a level of transportation resilience that reduces vulnerability and increases reliable mobility following a shock or stressor to the system.

Projects that contribute to transportation resiliency are highlighted in the pages that follow.

Complete Streets/
Multimodal



MDOT takes a multimodal approach to projects and is committed to improving safety, mobility, and accessibility through programs such as Complete Streets. Complete Streets considers appropriate access for all legal roadway users in the various phases of a project. Two acts signed into law on Aug. 1, 2010, enable this approach:

- Public Act 135 – amended Public Act 51 of 1951 governing expenditure of state transportation Act 51 funding to encourage complete streets, and
- Public Act 134 – amended the Michigan Planning Enabling Act to broaden the definition of transportation systems.

While context and needs vary across rural, suburban, and urban settings, potential elements that contribute to Complete Streets and mobility solutions include but are not limited to:

- Right-sizing/lane reductions,
- Bicycle lanes,
- Boulevards, and
- Transit lanes

Projects that contribute to multimodal mobility are highlighted in the pages that follow.

Featured Region Highway Program Projects

Bay Region: I-475 Rebuilding



I-475 was built in the 1970s to benefit the local economy, allowing the burgeoning auto industry a way to efficiently move parts and materials without impacting local roads. With manufacturing facilities downsizing and closing as soon as 1985, however, the gradual decrease in population and traffic has since resulted in a highway capacity and level of maintenance that is no longer needed.

Gov. Gretchen Whitmer's Rebuilding Michigan Program (RBMP) made it possible to advance the rebuilding of I-475 to an earlier timeframe, as well as presented opportunities to re-envision the corridor. To ensure a comprehensive and collaborative process, MDOT has approved a Planning and Environmental Linkages (PEL) study to further examine design considerations that will greatly improve the safety, reliability, and community benefits of the structure. MDOT recognizes the I-475 project to be an opportunity to look beyond typical transportation condition measurables and work to provide a more complete project that can have lasting benefits throughout the city of Flint. The PEL is anticipated to be complete in 2022, with work beginning in 2024.

Equity and Inclusion Focus

As part of the PEL process, MDOT is working on a customer-oriented design approach that will rely on input from local stakeholders, in collaboration with the Federal Highway Administration (FHWA), to develop key needs that will direct the new design. The main concerns voiced by residents have revolved around community connectivity, safety, and nonmotorized mobility. Outreach is planned to continue as a

Project Highlights

- Work Activity:** 2024-2027 (tentative)
- Location:** Flint
- Types of Work:**
- PEL Study
 - Focus on equity, inclusion, and air quality,
 - Collaboration with the City of Flint to ensure proposed changes do not negatively impact the local transportation network, and
 - Quarterly meetings to provide progress updates to local stakeholders.
 - Road Improvements and Rebuilding
 - Replace pavement,
 - Geometric improvements,
 - Planned removal/replacement of 10 bridges that were designed for greater transportation needs, and
 - Replacement of storm sewers, noise walls and culverts.



I-475 separating Central Park Neighborhood from downtown

part of the study and additional opportunities to participate will be shared through the media and posted across MDOT's online platforms.

Featured Region Highway Program Projects

Metro Region: US-12 Rebuilding



Since it was originally built in 1827, US-12 (Michigan Avenue) in downtown Detroit has arguably been one of the state's most important roads. It was the first official connector to Chicago, and many cities and towns have been founded along its path. Today, businesses line both sides of the road in Detroit, Dearborn, Ypsilanti, and more.

In 2021, MDOT developed the vision for Michigan Avenue from I-96 to Campus Martius Park in downtown Detroit with a PEL study. The project spans from the Corktown neighborhood into Detroit's central business district. This area has seen significant investment in recent years, including improvements to Michigan Central Station and several other buildings for a campus focused on electric and autonomous vehicle development.

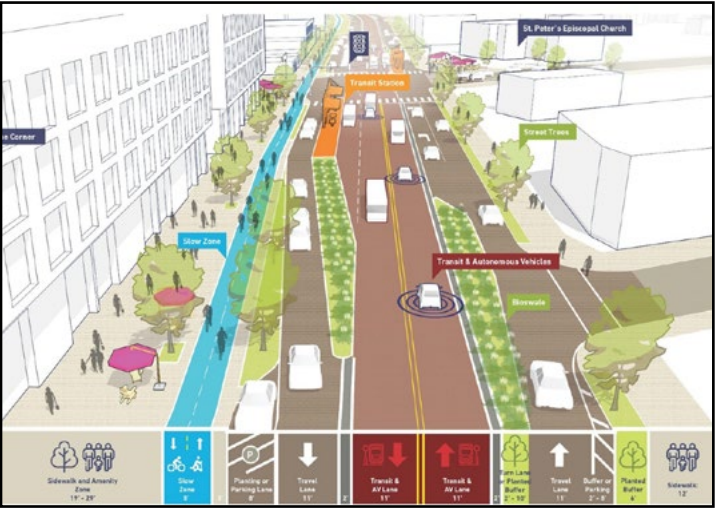
When complete, Michigan Avenue will be part of a 40-mile connected and autonomous vehicle (CAV) corridor between downtown Detroit and Ann Arbor. In partnership with CAVNUE, MDOT is currently working to evaluate alternative designs that balance safety, resiliency, equitable access, and flexibility for new mobility options, including CAVs, traditional transit vehicles, shared mobility, and freight and personal vehicles. Upon its completion, the project will contribute to the technical architecture and space needed to accommodate the testing required to accelerate and enhance the full potential of CAVs. The project is currently budgeted at approximately \$20 million for work planned in 2024.

Equity and Inclusion Focus

The US-12 project will advance key policy goals of MDOT, including enhancing accessibility, affordability, and equity. With extensive community engagement in close coordination with the City of Detroit, the needs of transit users, people with disabilities, seniors, and other vulnerable road users and their representatives have been considered to provide enhanced facilities that serve all users. The corridor also includes up to a dozen Opportunity Zones, where the expanded mobility will connect communities with businesses and destinations, and enhance accessibility to southeast Michigan's most important industrial, technological, and academic clusters.

Project Highlights

- Work Activity:** 2024
- Location:** Detroit
- Types of Work:**
- PEL Study
 - Ensure project aligns with Greater Corktown Neighborhood Plan,
 - Focus on pedestrian experience and a quality environment for transit, as well as connected and autonomous vehicles in partnership with CAVNUE, and
 - Minimize impacts on historic districts while maximizing benefits for residents, visitors, and businesses.
 - Road Improvements and Rebuilding
 - Rebuilding the roadway with new transit and pedestrian infrastructure.



Artist rendering of Michigan Avenue with center-running transit and A/V

Transportation Resiliency Focus:

At its core, the US-12 project is designed to be "future proofed," with the ability to evolve to meet future transportation and mobility goals. In addition to accelerating the adoption and use of CAVs, MDOT is prioritizing the development of secure and

Featured Region Highway Program Projects

Metro Region: US-12 (Michigan Avenue) Rebuilding, continued

transparent data governance standards that will prevent and protect against disruptions, enable ongoing audits to ensure data integrity and reliability, and employ robust and thorough preparedness and response processes.

Complete Streets/Multimodal Focus:

The US-12 project is anticipated to include enhanced bike lanes, wide sidewalks and dedicated transit lanes (shared-use with autonomous vehicles) to provide a corridor that can

grow with surrounding businesses and the community, and showcase emerging mobility options. The roadway currently has Frequent Affordable Safe Transit (FAST) bus service and serves portions of other bus routes as it is near the Rosa Parks Transit Center hub facility. Michigan Central Station also carries significance for passenger rail, which was used by Amtrak until the mid-1990s and has been identified as a desirable port of entry for future international passenger rail service with Canada.

Grand Region: I-196 BL Improvements



In 2022, MDOT will begin work on a section of the I-196 Business Loop (Chicago Drive) between Burlingame Avenue and Clyde Park Avenue in northern Wyoming. Prior to the Interstate system, Chicago Drive was the main highway from Grand Rapids to Chicago. The segment includes varying land uses and two historic sites: the Chicago Drive bridge over Plaster Creek, originally built in 1916, and the redeveloped Kelvinator industrial site, which was home to an early 20th century electric refrigeration company.

Equity and Inclusion Focus

- Benefits include safe and reliable mobility for minority and low-income neighborhoods in both northern Wyoming and southwest Grand Rapids, including improved access to jobs, schools, and parks.

Transportation Resiliency Focus

- Increasing access to transit and other modes of transportation is anticipated to reduce single-occupancy vehicle travel and contribute to the reduction of annual CO2 emissions. In addition, the focus on pedestrian improvements and connections as well as safety will make the corridor more adaptable in response to disruptions.

Complete Streets/Multimodal Focus

- Improve mobility and safety on the adjacent sidewalks at various intersections.
- Facilitating and improving nonmotorized access to three nearby transit routes, which provide connections to critical and essential services, such as jobs, healthcare, commercial, and retail.

Project Highlights

Work Activity: 2022

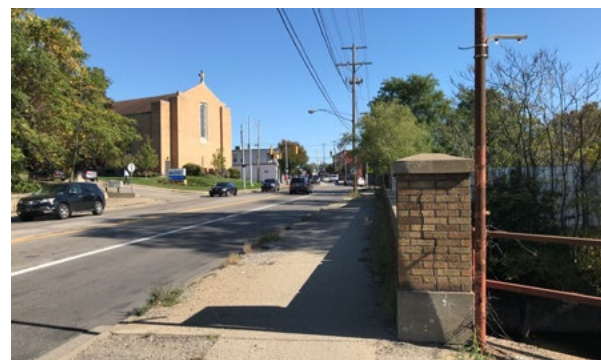
Locations Served: Wyoming and Grand Rapids

Type of Work:

Road Improvements

- Two-course asphalt resurfacing,
- Americans with Disabilities Act (ADA) sidewalk ramp upgrades, and
- Intersection improvements.

- Modifications at the Chicago Drive/Clyde Park Avenue intersection to ensure a safe pedestrian crossing for residents.
- A logical and safe crossing location for the existing nonmotorized trail on the north side of Chicago Drive, paralleling Plaster Creek.



I-196 Business Loop at Chicago Drive/Clyde Park intersection

Featured Region Highway Program Projects

North Region: US-31 Rebuilding



The village of Alanson, located in Emmet County 10 miles north of Petoskey on US-31 and M-68, is a popular vacation destination in the summer months. Significant population increases occur, swelling from approximately 900 to nearly 20,000. This increase brings considerable automobile traffic on US-31, as well as pedestrian use to the downtown area, raising concerns about safety and congestion.

Starting in 2022 and continuing through summer 2023, MDOT plans to rebuild US-31 from Indiana Road to south of the northern Milton Road/US-31 intersection, and M-68 from US-31 to the Crooked River bridge in the Village of Alanson and Littlefield Township.

Complete Streets/Multimodal Focus

Coordination and cooperation between MDOT, the Michigan Department of Natural Resources (MDNR), Littlefield Township, and the village of Alanson, have been key in meeting the stakeholder goals on this project of improving pedestrian facilities, beautifying the village of Alanson, and improving the condition, operation, and safety on US-31 and M-68 in this area. The proposed trail design accommodates and enhances nonmotorized uses with the relocation of the Northwestern State Trail from the side of US-31 onto the old railroad grade, which provides further separation from vehicular traffic to safely walk, run, and ride the trail.

The relocation of the Northwestern State Trail will aid in bringing pedestrians and bicyclists further into Alanson so they can enjoy the food, shopping, and views of the Crooked River. Concrete bump-outs will aid pedestrians and bicyclists in crossing US-31, and enhance the local connections of Alanson with regional and statewide trail users.

Project Highlights

Work Activity: 2022

Location: Village of Alanson

Type of Work:

Improvements and Rebuilding

- Rebuilding the concrete and asphalt overlayed pavement,
- Drainage improvements,
- Concrete bump-outs and on-street parking,
- Lane widening on some portions from two to three lanes,
- Northwestern State Trail relocation and improvements,
- Adding access to US-31 by extending Bonz Street to US-31, and
- Carpool lot paving and access management.



Downtown Alanson

Featured Region Highway Program Projects

Southwest Region: I-94/M-40 Interchange Rebuilding

M-40 was built in 1919 as a commercial corridor, spanning from Niles to Paw Paw, and further north to Allegan. After I-94 was completed in 1960, M-40 was realigned to connect with the interstate and a bridge was built to provide an overpass and entrance ramp. In 2024, MDOT is planning to rebuild the I-94/M-40 interchange, updating the design to feature dual roundabouts in place of ramp intersections. The M-40 bridge over I-94 is in poor condition and is a high priority replacement.

Equity and Inclusion

Input from a local advisory committee comprised of local elected officials, municipalities, and businesses, as well as from residents, was incorporated into the design for the project. A “community conversation” meeting was also held to gather additional input on the design elements, which identified the desire for a pedestrians crossing over I-94 and crosswalks north and south of the interchange.

Complete Streets/Multimodal Focus

Input conducted as part of a PEL study for the I-94/M-40 interchange has identified pedestrian mobility as one of the top needs to be addressed in the design, as there are few safe locations to cross the street. Improvements are expected to include shifting sidewalks back from the curb, away from traffic, as well as connecting them where previously separated. Other planned improvements include improving left-turning movements in the interchange area and enhancing gateway aesthetics for the village of Paw Paw.

Project Highlights

Work Activity: 2024

Location: Village of Paw Paw, Van Buren County

Type of Work:

PEL Study

- Integrate analysis, engagement, and planning for bridge replacement and road work, and
- Enhance the entrance/gateway to the village of Paw Paw.

Road Improvements and Rebuilding

- Replace aging M-40 bridge infrastructure over I-94,
- Improve interchange and intersection traffic operations, including left turning movements, and
- Provide safe nonmotorized facilities to cross I-94 and M-40.



Proposed I-94/M-40 interchange with dual roundabouts (shown as shaded overlay)

Featured Region Highway Program Projects

Superior Region: US-41 Rebuilding

US-41 is a major corridor in the Upper Peninsula, serving many communities throughout northern Michigan. From the Michigan-Wisconsin border to downtown Houghton and Copper Harbor, the highway is part of the National Highway System (NHS), and continues more than 2,000 miles south to Miami, Florida.

Beginning in spring 2021, MDOT will invest approximately \$9.6 million to rebuild 1.1 miles of US-41 from McInnes Drive to Isle Royale Street. The work will include converting the four-lane boulevard section to two lanes with designated turn lanes at major intersections, widening College Avenue to add a center left-turn lane, storm sewer improvements, and city sanitary sewer and water main replacements. Work is expected to be completed in fall 2022.

Transportation Resiliency Focus

Lane reductions and designated left-turn lanes are anticipated to improve the flow of commercial and residential traffic, reducing congestion and vehicle emissions.

Complete Streets/Multimodal Focus

- Connectivity created between E. Montezuma Avenue and College Avenue by eliminating a traffic lane and replacing the concrete sidewalk,
- A new crosswalk at the west end of College Avenue,
- Reducing lanes on College Avenue and Townsend Drive near Cliff Drive, allowing for wider sidewalks, promoting continuity from College Avenue directly to the Michigan Technological University (MTU) campus,
- Marked pedestrian crosswalks will be placed at high-volume entrances to the MTU campus, with median refuges created for safety,



Proposed US-41 rebuilding plans

Project Highlights

Work Activity: 2021-2022

Location: Houghton

Type of Work:

Road Improvements and Rebuilding

- Rebuilding pavement,
- Storm sewer improvements,
- Operational and safety upgrades,
- Improved nonmotorized connectivity throughout the corridor,
- Lane reductions, and
- Designated left-turn lanes.

- Improving efficiency and safety via lane reduction(s) and the installation of dedicated left-turn lanes,
- Improved travel for transit buses and commercial vehicles,
- “Right-sizing” US-41 based on current traffic data,
- Adding a center left-turn lane on College Avenue that will provide refuge for left-turning vehicles and reduce rear-end crashes caused by the right lane ending as Montezuma Avenue transitions to College Avenue, and
- Preservation of historic structures throughout project area.

Featured Region Highway Program Projects

University Region: US-12 BR Bridge Over I-94



In 2022, MDOT will begin work on a lane reconfiguration project to provide a shared-use pathway on the US-12 Business Route (BR) (Huron Street) bridge over I-94 and a lane reduction on Hamilton Avenue and US-12 BR/M-17 (Huron Street) in Ypsilanti. The I-94/Huron Street interchange provides a key connection between Ypsilanti Township and the city of Ypsilanti and serves as the gateway to the area for vehicles, bicycles, pedestrians, and transit riders alike.

In partnership, MDOT, the City of Ypsilanti, and Washtenaw Area Transportation Study (WATS) completed a planning study in 2014 that identified feasible alternatives for providing nonmotorized access on the Huron Street bridge over I-94. In 2018, the City of Ypsilanti completed a feasibility study evaluating the local trunkline system for a possible lane reduction that ultimately recommended new buffered bike lanes.

MDOT led a multi-agency stakeholder group that sought multiple funding opportunities and secured more than \$2.5 million in grant funding through the MDOT Transportation Alternatives Program (TAP), MDNR Recreation Trust Fund, and Washtenaw County Parks Connecting Communities grants. The City of Ypsilanti, Ypsilanti Township, Washtenaw County Parks, and WATS will also contribute an additional \$500,000. Through this collaboration, the MDOT University Region will incorporate the lane reduction into this \$6 million 2022 project.

Complete Streets/Multimodal Focus

The entire project will include concrete pavement improvements, ADA-compliant sidewalk ramp upgrades, enhanced crosswalk safety features, transit stop enhancements, buffered bike lanes, freeway ramp operation improvements, and a new shared-use pathway. The project provides an opportunity to improve mobility and safety for nonmotorized users while improving pavement conditions. Planned improvements on this section of roadway will ensure equitable, reliable, and safe mobility.



Footpath along Huron Street looking south by the eastbound I-94 exit (courtesy Doug Coombe)

Project Highlights

Work Activity: 2022-2023

Locations: City of Ypsilanti and Ypsilanti Township

Type of Work:

Transportation Alternatives

- 10 to 12-foot shared-use path with hard barriers,
- Pedestrian signals,
- Rebuild the concrete and asphalt overlayed pavement,
- Reconfigure the southwest on ramp, and
- Better sidewalk connections.

Major Highway Projects

This section provides updates on several of the department's major ongoing highway projects and their contributions to equity and inclusion, transportation resiliency, and better pedestrian and bicycle accommodations, where applicable.

I-94 Modernization Project in Detroit



Project Highlights

Work Activity: Present-2033

Location: Detroit

Type of Work:

Interstate Modernization

- More than 67 bridges and two major interchanges at M-10 (Lodge Freeway) and I-75 (Chrysler Freeway),
- Adding one lane in each direction to relieve congestion,
- A new drainage system,
- Widening shoulders, and
- Lengthening of entrance and exit ramps and other improvements to increase safety and provide greater mobility for motorized and nonmotorized transportation.

The I-94 Modernization Project in Detroit addresses the rebuilding of 7 miles of I-94 from east of the I-96/I-94 interchange to east of Conner Avenue.

The I-94 Project reached a pivotal point in 2015, lacking support from the City of Detroit and its residents. To address this issue, the I-94 project team partnered with the City of Detroit and local community leaders to develop a new approach of going to the community instead of waiting for them to come to MDOT. Through listening sessions, stakeholders were engaged in trusted environments where critical feedback was gathered, leading to project design changes that were supported by residents. Due to the project gaining public support, the project team was able to utilize a combined Final Supplemental Environmental Impact Statement (SEIS) and [Record of Decision \(ROD\)](#), saving several months in the environmental review process and project schedule.

Equity and Inclusion Focus

To reach as many neighborhoods and communities impacted by the footprint of the I-94 project as possible, MDOT developed a public engagement plan that was customized to the community in and around the project. This included creating a partnership with city council members, community leaders, and community organizations to share project information and obtain meaningful feedback from the local community.

Based on the stakeholder feedback received, design refinements were developed and implemented that included an increased focus on reconnecting communities along and



The I-94 project team presents at the City of Detroit Council District 3 community meeting

Major Highway Projects

I-94 Modernization Project, continued

across I-94 and providing multimodal access to neighborhoods, parks and recreational facilities, transit, and other community resources. In addition, the design was refined to avoid or minimize property impacts and added complete streets bridges in place of pedestrian bridges.

In addition, in partnership with the Southeast Council of Governments (SEMCOG), MDOT committed to conducting a mobility study to evaluate, identify, and implement mitigation measures that offset impacts on Environmental Justice (EJ) communities during the planned 13 years of building the project. The goal of the study is to identify gaps in and provide links to transit services and other mobility services for low-income and minority groups in the project area.

Complete Streets/Multimodal Focus

To prevent further dividing neighborhoods and expanding the freeway, the I-94 SEIS developed creative solutions to improve neighborhood connectivity and mobility for all users while minimizing impacts to the local community. These solutions include:

- Community connector bridges at Second Avenue, Cass Avenue, and the Iron Belle Trail that provide enhanced nonmotorized and aesthetic features at locations identified by project stakeholders as being the most important to the community,
- Converting nine existing pedestrian bridges to complete streets bridges to reconnect the city grid network and integrate nonmotorized facilities into the proposed design, including bike lanes and wider sidewalks. This will provide improved mobility for all users as well as improved access to transit and community resources within the project limits,

- Accommodating and enhancing connections to local, regional, and statewide nonmotorized trail and bicycle networks, including the Iron Belle Trail, Joe Louis Greenway, and several local city of Detroit bike routes,
- Additional bridge and local roadways to reconnect the city grid network include:
 - Hastings Street over I-94, which provides additional connectivity between Midtown Detroit and the Milwaukee Junction Neighborhood,
 - Harper Avenue Extension from St. Aubin Street to Hasting Street, including a new bridge over I-75. This new Harper Avenue extension will connect and provide future transit route opportunities between the eastside of Detroit to job centers, education institutions, and Midtown/New Center, and
 - Converting existing one-way service drives to two-way traffic flow, providing improved mobility and neighborhood connectivity for residents.



Artist rendering of proposed Second Avenue community connector bridge

Major Highway Projects

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 GHIB will be publicly owned by the State of Michigan and the government of Canada, with the Windsor-Detroit Bridge Authority (WDBA) overseeing the work of the public-private partnership (P3), managing the concession agreement and payments, and setting and collecting tolls.

In response to public consultation and feedback, the bridge structure will include a dedicated multi-use path to accommodate pedestrians and cyclists. Integration of the community path will benefit local communities by promoting ecotourism, supporting active transportation and a healthy lifestyle, and reducing its carbon footprint.

Work on the GHIB project has been ongoing for nearly three years, with significant progress achieved. The aggressive schedule will continue as work advances into the peak years of activity, expected to occur between 2021 and 2023.

Equity and Inclusion Focus

A key project feature of the GHIB is the inclusion of a robust community benefits plan. It was important to the project team when developing the plan that initiatives selected for implementation would provide positive outcomes for the Detroit-Windsor region and specifically focus on enhancing the communities of Delray and Sandwich, the neighborhoods closest to the project area. Like the project itself, the community benefits plan is the result of community members, agencies and governments coming together to identify a vision of the future. The plan complements other positive initiatives integrated into the project to create meaningful and tailored benefits for the region.

Collectively, 29 community investment initiatives have been identified and will be implemented collaboratively with local delivery partners during the design and building period of the project. A detailed list of initiatives is available online: www.gordiehoweinternationalbridge.com/en/community-benefits-section.

Project Highlights

Work Activity: Present-2024

Location: Detroit

Type of Work:

New Roads

- New bridge structure, including a dedicated multi-use path to accommodate pedestrians and cyclists,
- State of the art inspection plazas,
- Energy efficiency upgrades,
- New pedestrian crossing bridges,
- New rail connections, and
- Direct connections to highway systems in each country (I-75 in the United States and Highway 401 in Canada via the Rt. Hon. Herb Gray Parkway).



Artist rendering of the Gordie Howe International Bridge

Transportation Resiliency Focus

Energy efficiency is an important part of the GHIB project. There is an active emphasis on sustainable design that contributes to a cleaner environment and protects communities from the impacts of climate change. The Canadian and U.S. Port of Entry (POE) facilities are designed to meet the Leadership in Energy and Environmental Design (LEED) v4 Silver rating and the bridge and Michigan

Major Highway Projects

Gordie Howe International Bridge, continued

interchange are designed to meet the Envision Silver rating, both of which will ensure longevity while minimizing environmental impact.

All lighting will be dark-sky friendly to minimize light spill and effects on bird migration. Light emitting diode (LED) lighting will be used for exterior site lighting, as well as within the POE buildings. This will result in a 50 percent energy cost savings compared to traditional lighting fixtures, and lower maintenance costs through longer life expectancy.

In addition to the use of LED lighting, POE facilities will be situated and designed to take advantage of natural light to reduce energy needs. Each POE will have its own dedicated mechanical plant for heating, ventilation and air-conditioning needs, providing building comfort more efficiently than separate systems for each building. The POE buildings will be built with highly insulated walls and energy-efficient glass in conjunction with solar shading that, together, will decrease heating and cooling costs while saving energy. Low-flow water faucets and toilets will be installed to reduce potable water demand in POE buildings to meet the mandated LEED 35 percent reduction in indoor water use.

Complete Streets/Multimodal Focus

In recognition of southwest Detroit's role as a gateway community to the U.S. and in accordance with the Final Environmental Impact Statement (FEIS), the WDBA is investing in several bicycle and pedestrian improvements near the U.S. POE. A few highlights of the work to be undertaken include:

- Five pedestrian bridges crossing I-75 will be built to provide safe access to services within the community. Each bridge will align with any multi-use trails in the area. Installation of the pedestrian bridges began in 2020 and will continue until early 2024.
- Decorative security fencing will be provided around the north, east and west perimeter of the U.S. POE, with



Artist rendering of a pedestrian bridge over I-75 in southwest Detroit

irrigated landscaping to provide an additional buffer to the community. New decorative security fencing will also be installed along the south side of West Jefferson Avenue adjacent to Historic Fort Wayne.

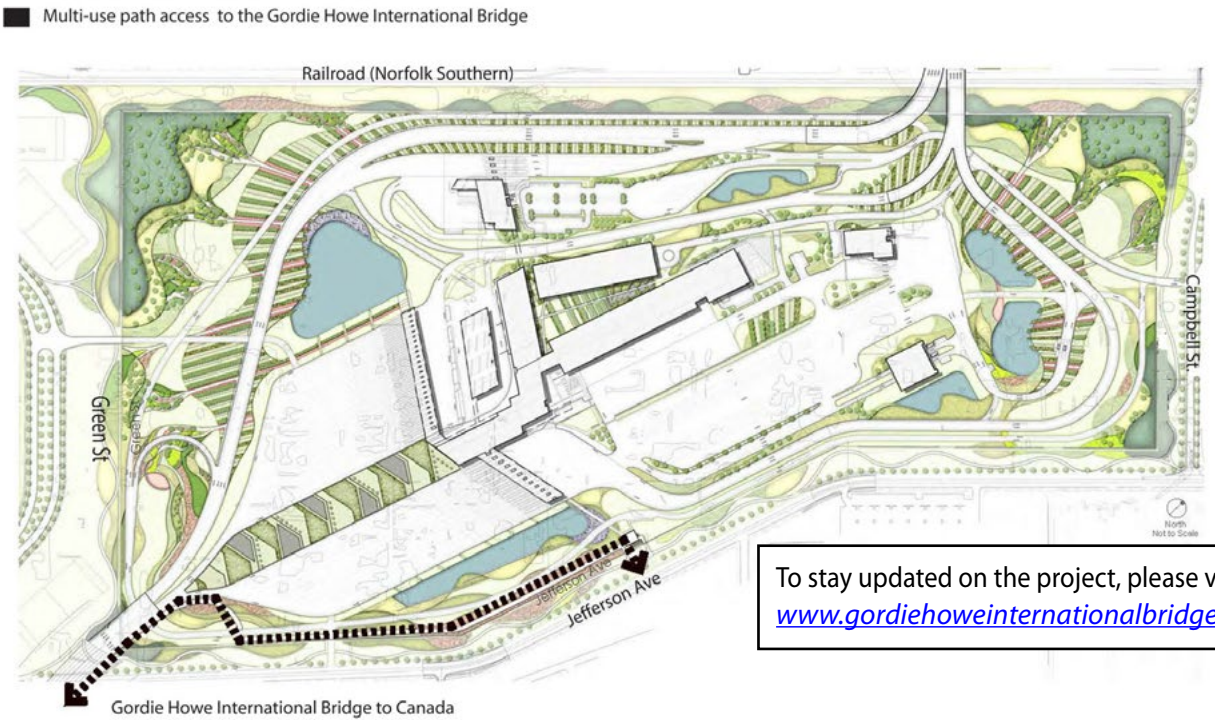
- A 6-foot protected cycle track will be installed along both sides of Fort Street between Green and Junction streets.
- Deciduous shade trees will be planted along the parkway between the sidewalk and road every 25 feet between Springwells and Clark streets. A similar treatment will be provided from the U.S. POE to I-75 crossings at Green, Campbell, and Junction streets, along Jefferson Avenue, and along Fort Street between Green and Junction streets.
- A continuous fully accessible sidewalk will be built along the city side of the service drive and between the service drive and I-75 to connect the entrance of each pedestrian bridge to the nearest intersection or to a signalized block crossing. Pedestrian countdown signals will be installed at all signalized intersections and mid-block crossings along the service drives.
- A greenway will be built to connect pedestrians and cyclists from the GHIB to the I-75 crossings at Green Street and the new pedestrian bridge to be installed at Junction Street. Street design will include safe transition points from off-road paths to on-street bike lanes with appropriate wayfinding to make the transitions easy and safer for users.

Major Highway Projects

Gordie Howe International Bridge, continued

US Multi-use Path Access

Conceptual Rendering Only



Conceptual map of U.S. multi-use path access to the GHIB

Blue Water Bridge Plaza



The Blue Water Bridge (BWB) spans the St. Clair River and carries international traffic between Port Huron, Michigan, and Point Edward and Sarnia, Ontario. Located near the I-94/I-69 interchange, the bridge forms a critical gateway linking Canada and the United States and is the second busiest truck crossing between the two countries. The modernization of this vital international border crossing will ensure the plaza is well equipped to handle impending traffic demands, including congestion along I-94 and I-69 and Canada's Highway 402 due to customs inspections.



Aerial view of the Blue Water Bridge

The initial span was originally completed in 1938 and an additional span was added in 1997. MDOT began studying the plaza for expansion in 2002, driven by the small size of the existing plaza (18 acres), the need for increased border security, new inspection technologies, procedures and

policies, traffic growth, safety concerns, and an aging and functionally obsolete infrastructure leading to the plaza. An ROD was obtained in 2009 but the plaza could not be

Major Highway Projects

Blue Water Bridge Plaza, continued

built due to lack of federal funding for the border agency facilities. In 2013, MDOT investigated a plaza expansion alternative that focused on a reduced plaza footprint located to the west of Pine Grove. This cost feasible alternative is expected to begin in 2023 with substantial completion anticipated at the end of 2025. The border crossing will remain open during the work.

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 BWB 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 right of way (ROW) acquisitions and a required relocation of a DTE substation that are critical, with coordination underway.

Equity and Inclusion Focus

The project will not have a disproportionately high and adverse effect on minority and low-income population groups. EJ populations and border crossers will share in the potential benefits of traffic congestion relief, resulting in reduced travel times, increased border safety and security, job creation, and improved economic conditions for businesses that depend on trade.

Transportation Resiliency Focus

The project is anticipated to improve air quality with more inspection booths and secondary inspection areas that will mitigate the time trucks spend idling on the bridge. The larger secondary space will allow U.S. Customs and Border Protection (CBP) to use non-intrusive technology to process trucks more quickly, reducing the number of vehicles waiting. The onsite examination facility will reduce the risk of undetected hazardous goods moving through local streets to an examination facility. Additionally, local city streets and entrances to the plaza will also be improved to allow for clear egress onto the plaza, and a new duty-free store will be built and located in the outbound direction with easy on and off ramps. Duty-free traffic will not be required to use the local road network along M-25 (Pine Grove Avenue) to access the duty-free store.

Project Highlights

Work Activity: 2023-2025

Location: Port Huron

Type of Work:

Capacity Improvement

- Expansion of 33 acres, providing an additional primary inspection area, and a secondary commercial inspection area, and increasing from 13 to 16 booths,
- Correcting the forced weave on the U.S.-bound BWB,
- Reusing the majority of existing elevated plaza facilities to minimize cost,
- Relocating M-25 (Pine Grove Avenue) to the west of the proposed footprint,
- 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 passenger vehicle inspection canopy on the existing plaza, and
- Providing three outbound lanes and median turnarounds west of the plaza.

Major Highway Projects

I-75 Modernization Project in Oakland County



The I-75 Modernization Project encompasses the widening and rebuilding of approximately 18 miles of urban and rural freeway from M-102 to south of M-59 in Oakland County, and the implementation of the first high-occupancy vehicle (HOV) lane in Michigan. The project area is in the southeast quadrant of Oakland County through the communities of Hazel Park, Madison Heights, Royal Oak, Troy, Bloomfield Township, and Auburn Hills.

The freeway was originally built in the 1960s but has not received comprehensive corridor improvements since that time. The need for increased capacity to relieve congestion is driven by the growth along the corridor due to land use changes and the migration of people, services, and industry. It is a critical commercial, commuter, tourist, and local business route moving people and goods across the state daily.

The project adds a part-time HOV lane in both directions of travel in the northern 14 miles of the corridor, with an additional lane added for capacity in the remaining southern 4 miles. In addition, key components include rebuilding urban and rural freeway segments, vehicular bridges and pedestrian bridges, and ramp improvements along the corridor; additional carpool facilities; utility relocations; improved drainage (including the addition of a 4-mile-long storage and drainage tunnel with a new pump station); upgrades to geometrics, signs, guardrails, median barriers, noise walls, lighting, intelligent transportation systems, and pavement markings; and, enhanced aesthetics. The project is also making operational improvements to all interchanges between north of M-102 to north of the Square Lake Road interchange.

Equity and Inclusion Focus

Benefits to minority and low-income populations was addressed during the environmental phase of the I-75 project and documented in the FEIS and ROD and has continued as part of the communication with

Project Highlights

Work Activity: Present-2023

Location: Oakland County

Type of Work:

Trunkline Modernization

- Pavement rebuilding,
- HOV lane in each direction,
- Upgraded drainage,
- Construction of community-developed aesthetics,
- New noise walls,
- Multimodal connectivity, and
- Pedestrian/bicycle improvements.



I-75 and Big Beaver Road diverging diamond interchange

Major Highway Projects

I-75 Modernization Project in Oakland County, continued

stakeholders and communities throughout the planning, development, and work processes. Below are issues and improvements that the I-75 Modernization Project has implemented or will be implementing in the future as a part of that process.

- Freeway flooding between M-102 and 12 Mile Road is being resolved with:
 - A storage and drainage tunnel that will capture and store stormwater from the I-75 freeway, separating the water from the local Oakland County collection system, reducing the number of combined sewer overflows into the Red Run Drain, Clinton River and, ultimately, Lake St. Clair.
 - The building of several new detention ponds to collect storm water and melted snow runoff from the roadways and bridges. The intent of these ponds is to collect and hold water in place long enough to allow pollutants to settle at the bottom of the ponds, significantly reducing the amount of pollutants entering larger streams, creeks, rivers, and lakes where it could cause long-term damage to these ecosystems.



I-75 storage and drainage tunnel being built at the I-696 shaft portal

- ROW requirements were identified, addressed, communicated, and purchased to move the project forward to the work that is currently under way.
- Issues with noise in adjacent communities is being resolved with the replacement and addition of noise walls along the corridor.
- Stakeholder meetings are ongoing and will continue to educate the affected groups and the public about key work activities and detour routes. Additional platforms to communicate with affected groups and the public include social media communications, news releases, media updates, and an active project website (www.Modernize75.com).

Transportation Resiliency Focus

The I-75 Modernization Project has addressed transportation resiliency with the implementation of an HOV lane in both directions, as well as the addition of carpool facilities at Adams Road and 12 Mile Road. After widening, the far left lane will be designated for HOV traffic only during peak hours of travel on weekdays. HOV will include passenger vehicles with two or more persons, motorcycles, and transit vehicles. These ridesharing/commuter friendly additions will help reduce ground-level ozone, as well as CO2 and other greenhouse gases, by reducing the number of vehicles, which will improve future climate impacts and improve air quality.



I-75 HOV

Major Highway Projects

I-75 Modernization Project in Oakland County, continued

- To the extent possible, excavated earth from the project is used in other locations within the project limits. In addition to cost-saving benefits, this approach reduces the amount of fuel used to transport soil to and from the project and reduces truck traffic on the roadway.
- Trees, landscaping, and habitat protection:
 - Trees will be planted to replace those removed during project work, with some areas receiving more than what was removed. Landscaping will also be improved along the corridor, providing habitat and will support birds and other wildlife.
 - Fencing will be installed to minimize vehicle-wildlife interaction.
 - Habitat loss will be minimized by controlling the project footprint and planting vegetation along roadsides.
 - Vegetation clearing is being timed to avoid the breeding season for migratory and non-migratory birds.
 - A bird sweep is being performed by a qualified biologist to identify wildlife and habitat prior to grass mowing/vegetation clearing and bridge demolition operations.
 - Invasive species will be controlled by removing existing invasive species along the project's ROW and selecting locally appropriate, non-invasive plants for landscaping along the project corridor.

Complete Streets/Multimodal Focus

Community engagement meetings were held throughout the planning and development phases to allow community members to be engaged in developing safe and aesthetically pleasing pedestrian-oriented improvements as well as landscaping options for the corridor, including:

- Rebuilding six pedestrian crossings over I-75 and bringing the connecting ramps up to current ADA standards, connecting Hazel Park, Royal Oak and Madison Heights while creating a safer path and enhancing mobility,
- Rebuilding vehicular bridges with appropriately sized nonmotorized accommodations based on existing and future community nonmotorized plans,



Coolidge Highway overpass lengthened to accommodate future mobility in the city of Troy.

- Working with Oakland County and impacted cities to incorporate aspects of their master plans by including shared-use paths, along with the addition of "sharrow" (shared facility between vehicles and bicycles) pavement markings along the lanes of the northbound and southbound service drives (I-696 to south of 12 Mile Road), Lincoln Avenue, and Gardenia Avenue,
- The addition of a new structure along the southbound I-75 exit to 12 Mile Road to accommodate a future nonmotorized path proposed by the City of Madison Heights,
- Improved pedestrian safety by eliminating crossings at free-flow loop ramps at the 14 Mile Road and Big Beaver Road interchanges,
- Enhanced landscaping plan throughout the corridor to replace trees removed during project work, and
- New and expanded carpool lots, including an expansion at Adams Road, and a new lot at 12 Mile Road to be installed within the next two years.

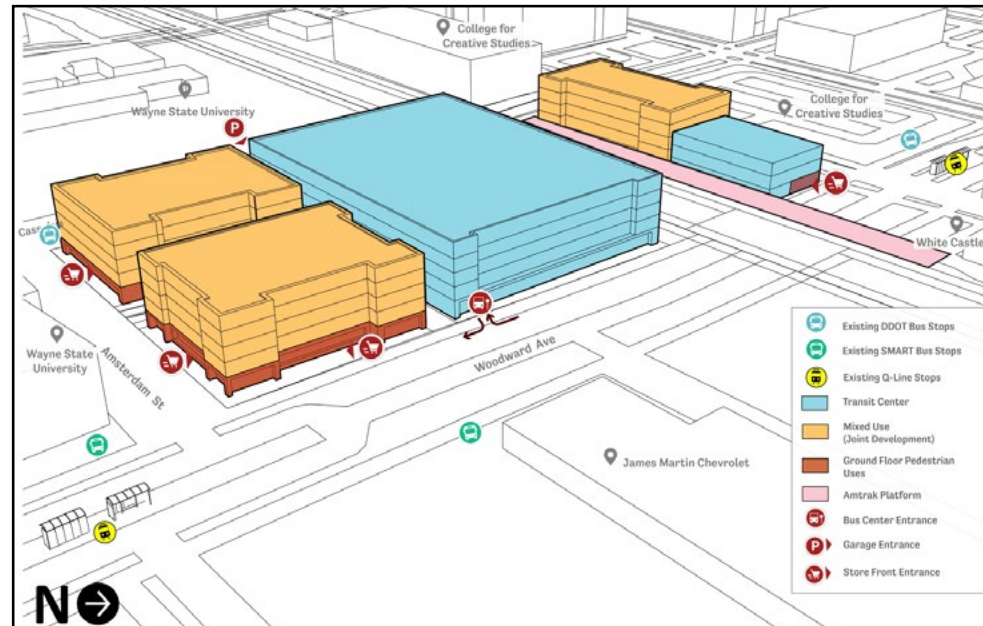
Major Public Transportation Projects

New Center Intermodal Facility



“Development of a new transit hub in New Center will be a significant and unique opportunity that will generate jobs, investment and growth along the Woodward corridor. It will pay significant dividends in vibrancy and density that will be transformative for both the city and the region.” – Sue Mosey, Executive Director, Midtown Detroit, Inc.

The City of Detroit has a legacy transportation system and land use patterns that make nearly all trips reliant on personal auto ownership. As a result, many residents lack affordable access to mobility. The New Center Intermodal Facility project aims to weave together existing needs of aged facilities with improved intermodal connectivity and high-quality passenger amenities in a way that will enhance the transit experience and establish the facility as a world class transit station.



Artists rendering of New Center Intermodal Facility preferred concept

Presently, MDOT is examining sites for both rail and bus facilities, considering opportunities for transit-oriented development (TOD), equitable access, multimodal connectivity, and intercity services.

Equity and Inclusion Focus

Site selection is being driven by the need to facilitate equitable access to transit services, connectivity between bus and rail, and opportunities for adjoining commercial development based on TOD principles. Needs established through stakeholder outreach include:

- Improved connectivity and convenience for residents, workers, and visitors traveling to and within the city,
- A mobility hub that integrates intercity services with access from the transit, biking, and road network, and
- Leveraging of property that MDOT already controls to support development, including a large site in New Center and the Howard Street Bus Terminal site.

Complete Streets/Multimodal Focus

The New Center Intermodal Facility project is focused on improving multimodal accessibility, with the following goals:

- Improve Connectivity: Maximize connectivity across modes (passenger rail, M-1 rail, intercity bus, and transit services) and local and regional destinations,
- Establish a Regional Transportation Hub: Grow into a vital regional transportation hub that can enhance mobility for the region and accelerate development in the local area,
- Enhance Public Space: Incorporate public space improvements as well as opportunities for retail and commercial activity both inside and outside the new facility to encourage a pleasant pedestrian and passenger experience,
- Leverage Land Value: Leverage real estate development opportunities to generate revenue to support station development and operations.

Major Public Transportation Projects

Accelerated Passenger Rail: Kalamazoo to Dearborn



In 1846, the Michigan Central Railroad established the first regularly scheduled passenger rail service between Kalamazoo and Detroit. In 1852, the service was extended to Chicago, providing a new era in the growth and prosperity for Michigan and Illinois alike.

MDOT manages 665 miles of state-owned rail lines. These five lines are operated under contract by five freight railroads. Intercity passenger rail service is also provided by Amtrak on a 135-mile state-owned line between Kalamazoo and Dearborn, acquired from the Norfolk Southern Corp. in 2012. This line is part of Amtrak's Wolverine and Blue Water passenger rail services and is MDOT's Accelerated Rail Corridor segment that will accommodate passenger train speeds up to 110 mph, reducing the travel time between Detroit and Chicago.



Amtrak Wolverine Line leaving the Kalamazoo Station

MDOT continues its efforts to make infrastructure enhancements necessary to increase passenger train speeds on the state-owned portion of the accelerated rail corridor. The Federal Railroad Administration (FRA) approved increasing passenger train speed up to 110 mph on a segment between Albion and Kalamazoo. This is the first segment on the state-owned portion of the corridor that has received this approval. Speeds are expected to increase next between Jackson and Albion in Fiscal Year (FY) 2022, followed by Dearborn and Ypsilanti in FY 2023 and, finally, Ypsilanti and Jackson in FY 2024.

MDOT has received \$61.75 million in federal grants to be invested over the next five years that will help cover the cost associated with bridge replacements in Jackson, strategic track and signal improvements, trespassing prevention, and preliminary work for a new track connection in Battle Creek.

Complete Streets/Multimodal Focus

This 135-mile segment of the corridor serves several station communities, connects those communities, and provides a viable transportation option for residents to connect to the entire intercity passenger rail network. Connecting intercity bus routes enhances this accessibility and local transit routes can provide direct connection. MDOT's investments, assisted by federal grants and contributions from Amtrak, are intended to improve the viability and safety of travel on the corridor.

Major Aviation Projects

Project Elevate: Gerald R. Ford International Airport



Grand Rapids is a thriving hub of economic and cultural activity that has experienced a surge in travel in recent years. In response, Gerald R. Ford International Airport (GRR) launched Project Elevate, a three-development expansion to accommodate projected passenger growth over the next 20 years.

Project Elevate includes a \$90 million 75,000 square foot expansion to Concourse A, eight additional passenger gates, a \$50 million new and relocated aircraft control tower, and a \$25 million federal inspection station (FIS) that will expand

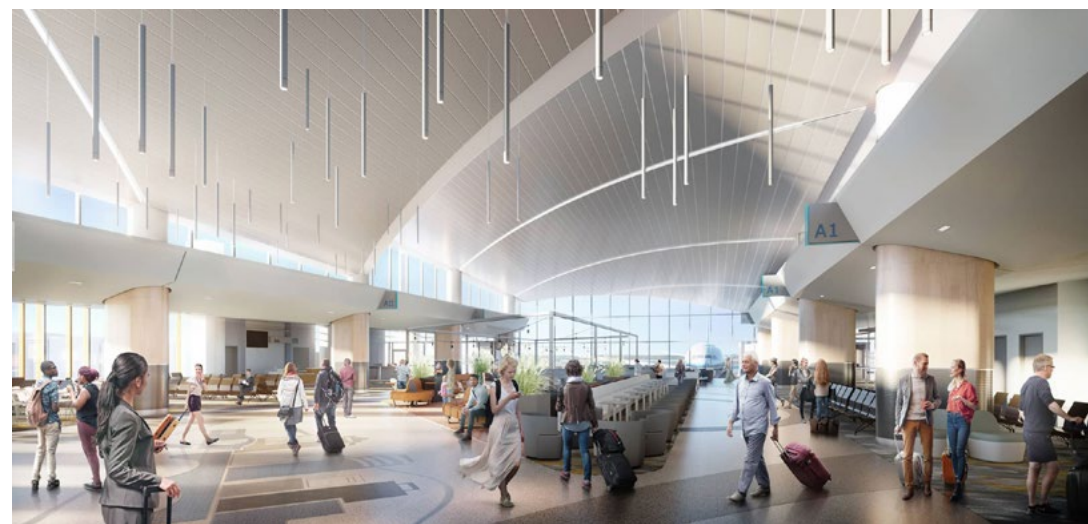
the airport's capabilities to service commercial international flights. The work is expected to be completed in 2022.

Transportation Resiliency Focus

The building performance targets a 70 percent energy reduction goal from 170 kilo-British thermal units (kBTU) per square foot per year (kBTU/sf/year) down to 51 kBTU/sf/year. This will ensure energy and economic savings to the airport for years to come and provide a comfortable and pleasant traveler experience year-round.



Gerald R. Ford International Airport Project Elevate



Artist's rendering of completed rebuilding of Concourse A

Major Aviation Projects

Rebuilding of the First Detroit Metro Airport Runway



Detroit Metropolitan Airport (DTW) recently completed the rebuilding of Runway 3L/21 R and the associated taxiways. This was the first runway built at DTW in the 1950s and had deteriorated to a point where full rebuilding was necessary.

As part of this project, decommissioned pavement was removed, geometry updated to current design standards, bypass taxiways were added, and Taxiway P was extended. These improvements are expected to enhance safety with reduced acute angle intersections and improve the operational flow throughout the area.

The rebuilding project meets all current Federal Aviation Administration (FAA) standards and is expected to improve the efficiency of the airfield by reducing departure times.

The overall cost of this multi-year project, including both design and building phases, was approximately \$256 million and was paid for with a combination of federal and local funds.

Transportation Resiliency Focus

The Wayne County Airport Authority (WCAA) is committed to reducing its carbon footprint, and in 2019 received an award for sustainable infrastructure for the ongoing rebuilding of Runway 3L/21R and associated taxiways at DTW. A sustainability charrette was held at the onset of design with follow-up meetings at key milestones, engaging representatives from WCAA Airfield Operations, Maintenance, Environment and Sustainability, and other departments. This diverse and continued engagement enabled holistic integration of sustainability into the project. Specific sustainability elements of the design include:

- **Public Health and Safety:** To help pilots with safety on the departure runway, a point of reference called a screen can provide important visual cues for height and distance. Sustainable materials for this included an earthen berm



Inaugural flight departing from completed Runway 3L/21R at Detroit Metropolitan Airport

as well as a combination of fencing and carefully selected native seed mix to deter wildlife from dwelling on the airfield. Water needed for dust control was sourced from on-site stormwater detention ponds, reducing water-truck fill times and the water footprint of the project.

- **Material Efficiency:** Excavated materials were reused in the formation of embankment, subgrade, and an earthen berm. In addition to reducing impacts from hauling, and minimizing the need for virgin materials, this strategy is expected to divert up to 90 percent of building waste from landfill disposal. In addition, 90 percent of materials were local or regional, contributing to the Detroit economy and reducing emissions and fuel use associated with trucking.
- **Long-Term Climate Adaptability and Resiliency:** The project team identified several likely climate-related impacts, including rising temperatures, increased precipitation, and frequency of intense snowstorms. To address the impacts of these on pavement, alternatives were analyzed to maximize durability over its 20-year lifespan. Strategies to adapt to freeze/thaw cycles include the installation of underdrains beneath the pavement's base to reduce moisture accumulation.

Passenger Transportation Innovations

The Office of Passenger Transportation (OPT) assists public transit agencies in the use of technology to improve the mobility of Michigan residents, especially those with the greatest mobility challenges, by using mobility challenge grants, federal discretionary grants, and other funding sources. Mobility gaps are a key indicator of inequities in our transportation network. Innovation and new technology can be used to fill those gaps and provide greater levels of environmental justice, equity, and accessibility. OPT is also focused on using technology and innovation to help the transit industry recover from the COVID-19 pandemic and be better prepared to respond to future challenges.

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. This section highlights current and planned passenger transportation innovation projects during the FY 2022-2026 timeframe.

Automated Bus Consortium



MDOT partnered with the Michigan Economic Development Corp. (MEDC) and PlanetM to join 10 other transit and transportation agencies from around the country to form the Automated Bus Consortium, a collaboration led by consulting firm AECOM. Suburban Mobility Authority for Regional Transportation (SMART), the transit agency that services Metro Detroit, joined the consortium in 2021. 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.



Automated Bus Consortium artist rendering

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.

Safety Demonstration Projects



The Bay Area Transportation Authority (BATA) in Traverse City is piloting a connected vehicle technology focused on crash avoidance. The system provides operators with a 360-degree view around the bus while it is in motion to detect and warn them of hazards to the front, sides, and rear of a bus.

SMART in southeast Michigan will be demonstrating a pedestrian detection system designed to improve safety for passengers boarding or disembarking along with people in the roadway.



Bay Area Transportation Authority 360-degree detection system

Passenger Transportation Innovations

Electric Buses and Infrastructure



Assisting transit agencies to convert their diesel fleets to zero emission vehicles will improve the air quality in Michigan and supports Gov. Gretchen Whitmer's carbon neutrality goal. 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 Michigan. CALSTART will assist with planning routes, infrastructure placement, and the procurement process. The vehicles will range in type from vans to large buses. This deployment will inform the expansion of more zero emission vehicles throughout the state.

The Detroit Department of Transportation (DDOT) and SMART received a \$2.6 million federal Low-No grant in FY 2019 to purchase up to six electric buses and charging infrastructure. MDOT is providing the required local match for this project. DDOT expects to deploy the first buses in 2022.

COVID-19 Research Demonstration Program



In 2021, MDOT was awarded a \$600,000 COVID-19 Research Demonstration Program grant for two projects. The first project will demonstrate Quantum automated wheelchair securements on buses at five transit agencies around the state. These devices eliminate the need for drivers to manually secure wheelchairs on the bus, allowing for improved social distancing and safety for both passengers and operators. The second project will provide a contactless fare payment system at Charlevoix County Public Transportation, which will integrate with the agency's computerized dispatch system.



Quantum "Q'straint" automated wheelchair securement

Mobility as a Service (MaaS)



Mobility as a Service (MaaS) is the integration of various transport services, such as public transport, ride-, car- or bike-sharing, taxi or car rental/lease, or a combination of modes, into a single mobility service that is accessible on demand. The ability to easily access up-to-date information about transit services available throughout the state is a need that was amplified by the global pandemic. Transit services needed to adapt quickly to protect drivers and passengers, though conveying those measures and protocols to the public proved difficult by traditional means. A MaaS platform can provide essential information in real time and make it easier to plan trips. OPT plans to hire a technology firm to develop a statewide MaaS platform that can meet the needs of different agencies around the state.

Contactless Fare Systems



MDOT is providing support for transit agencies piloting contactless fare systems that allow riders to purchase fares on their smartphones. Eliminating the handling of cash improves financial security, mitigates potential viral contamination, and improves customer experience. Charlevoix County Public Transportation is integrating a new contactless fare system with their computerized dispatch system to give riders a convenient, more seamless travel experience. The Ann Arbor Area Transportation Authority is also piloting contactless fares.

Passenger Transportation Innovations

On-Demand Service



The popularity of ride-hailing services, such as Lyft and Uber, are changing people’s expectations of transit service. Likewise, public transit providers are recognizing the need to offer on-demand service in conjunction with fixed-route service, and MDOT is providing financial support to several on-demand pilots that were launched or are planned in areas including Calhoun, Genesee, Charlevoix, and rural Washtenaw counties, as well as Traverse City, Dearborn, and Troy. Specific programs include:

- Battle Creek Transit’s BCGo program, launched with technology partner Liftango in March 2021. This service allows riders to book trips throughout Calhoun County via a phone app, website or telephone call as little as 30 minutes prior to pick-up time and up to two weeks in advance. Fares, which can be paid digitally or at time of pick-up, are based on trip distance. All vehicles used in the

service are wheelchair accessible. The pilot program will operate for 12 months and is intended to demonstrate the effectiveness of on-demand, countywide public transportation, and

- The SMART Flex program, launched by SMART in March 2021 partnership with Via. This two-year pilot operates in three zones, Dearborn, Troy and the Hall Road corridor, to provide short trips and first-mile, last-mile connectivity to SMART’s FAST service. Riders can book trips with an estimated wait time of no more than 15 minutes, as well as pay digitally. Maximum fares are \$8. The two-year partnership is a turn-key operation that puts the burden of maintenance and operation on Via, with SMART monitoring its success in the zones for future expansion.



Battle Creek Transit BCGo vehicle

Revenue Assumptions

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, I-94, US-131, and some unsigned or old routes. MDOT’s jurisdiction includes approximately 9,700 route miles of state trunkline highways and 4,413 bridges. The total estimated state and federal revenues available for the state transportation system, including roads, bus, rail, nonmotorized facilities, aviation, marine, and intermodal facilities, are outlined in this section.

Highway Program

Federal Funding

The total federal highway program revenue expected over the five-year program period of FY 2022-2026 is \$4.1 billion. FY 2021 was the sixth year of the surface transportation authorization bill, Fixing America’s Surface Transportation Act (FAST Act). Authorized in 2015 for five years, 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 (HTF) solvency problem.

Recent projections by the Congressional Budget Office (CBO) estimate that the balances in the HTF’s two accounts, which are for highway and mass transit, will be exhausted as early as 2022. To reverse the shortfall, the sources of revenue for the fund, which include taxes from gasoline, diesel fuel and other fees on heavy trucks, would need to be increased at a level equal or greater to the highway and transit programs annual increases, which are indexed to inflation. If the trust fund’s balances were to be exhausted, the federal government would not be able to make payments to states on a timely basis, and states would face challenges in planning for transportation projects due to uncertainty about the amount or timing of payments from the Treasury.

State Funding

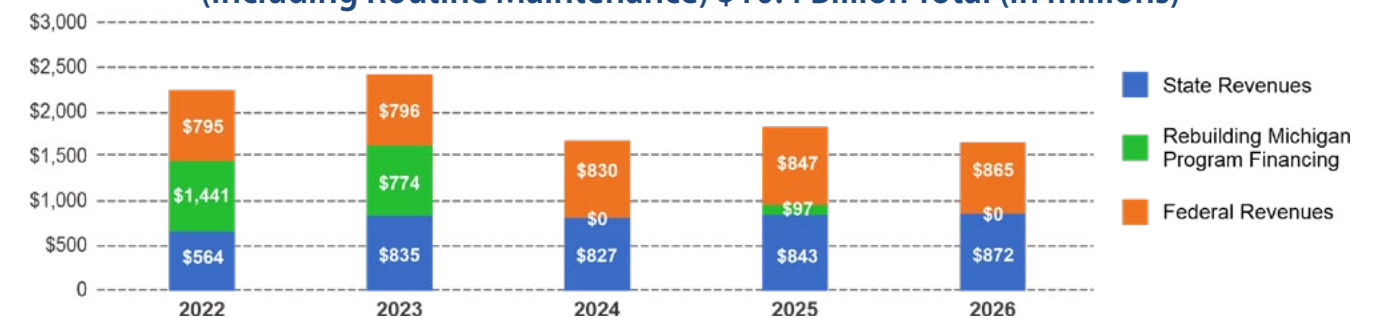
State revenue projections estimate that nearly \$3.9 billion in state revenue is available for MDOT’s FY 2022-2026 Highway Program, including routine maintenance. During this period, RBMP bonds will add \$2.3 billion in road financing out of the total \$3.5 billion. Revenue for the \$300 million Blue Water Bridge (BWB) Plaza project, included in the total below, will be coming from a federal grant, BWB toll revenues, and future BWB bonding. State revenue estimates are based on the Michigan Department of Treasury forecast for the State Trunkline Fund (STF).

For many years, Michigan had difficulty finding state and local funds to match federal aid, and the magnitude and duration of the COVID-19 economic impacts added to this uncertainty. MDOT has managed its finances wisely but impacts on revenues and future programs will depend on the length and severity of the pandemic and its effect on the Michigan economy.

Other factors affecting state funding include:

- Beginning in 2022, fuel tax rates will be tied to inflation to help remedy the decline of its purchasing power.
- In FY 2022- 2026, \$235 million in income tax and an average of \$19.2 million in excise tax on recreational marijuana will be appropriated annually to the STF.

Figure 4: FY 2022-2026 Estimated Revenue for Highway Program (Including Routine Maintenance) \$10.4 Billion Total (in millions)



Revenue Assumptions

Public Transportation Program

The Public Transportation Program, which includes bus, marine and rail programs, is primarily supported by annual appropriations from the state Comprehensive Transportation Fund (CTF) and FTA.

Federal Funding

The Public Transportation Program's revenue assumptions include more than \$101 million for potential federal grants to MDOT. These funds are administered by MDOT and do not include federal funds that are received directly by transit agencies, Amtrak, or other transportation providers. Funds from the FTA are estimated to increase by 4 percent annually during this five-year program period. Dedicated federal aid for railroad crossing safety is estimated to gradually increase. Additional federal funding related to the pandemic is detailed below.

THE CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY (CARES) ACT

Signed in March 2020, the CARES Act provided transit operators across Michigan more than \$350 million to stabilize agency budgets from lost fare revenue and reduced ridership, along with increased expenses for vehicle cleaning and other unanticipated costs caused by the national emergency. The CARES Act funding for transit agencies was provided at 100 percent federal share, with no local match required. Agencies in urban areas received nearly \$277 million while agencies in rural areas received \$73 million. The funds are being used to support capital, operations and other expenses incurred in response to the pandemic. Eligible operating expenses for all rural and urban recipients included the maintenance of transit services, payments for administrative leave for transit personnel who were furloughed due to reduced operations, and the cost of delivering food and medications to people who were at high risk of contracting COVID-19.

THE CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT (CRRSAA)

In December 2020, the CRRSAA provided \$144 million to transit operators in Michigan. CRRSAA also allocated funds to cover payroll and operations expense relief for transit agencies and support for the operations of the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program that was not included in the CARES Act. Funding from CRRSAA to transit providers in Michigan provided stability as the COVID-19 pandemic continued into early 2021.

THE AMERICAN RESCUE PLAN ACT (ARPA)

Passed into law on March 11, 2021, ARPA provides \$289.9 million to transit operators in Michigan to help with continued budgetary strains. These funds, like CARES and CRRSAA, are also available with no match requirement. The funds must be used for operational expenses unless all previously furloughed employees have been returned to duty. ARPA funds support the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, 5311 Rural Formula Program, 5311(f) Intercity Bus Program, and 5307 Urbanized Area Formula Program in Michigan. All three federal stimulus plans also provided direct relief to Amtrak, which in part helped to offset MDOT's obligations related to the annual operating subsidies.

State Funding

The CTF is a state-restricted fund dedicated to bus, marine, rail and port programs. CTF funds come primarily from state fuel taxes, motor vehicle registration fees, and sales taxes on the purchase of vehicles. Due to the CTF being 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.

CTF revenue is estimated for FY 2022 at approximately 3.8 percent more than the FY 2021 CTF appropriation. Estimates for the remaining years of the program (FY 2023-2026) will vary from year to year but are being impacted by the 2021 amendment of Public Act 167 of 1933 to redirect \$18 million of sales tax revenue from the CTF to the General Fund. This redirection, plus the reduced revenues due to COVID-19, made a significant negative impact on programs funded by the CTF. The possibility of selling CTF bonds is also being considered. Should there be a new CTF bond issue, any potential CTF revenue growth will likely be needed for debt service payments.

The Public Transportation Program also includes restricted Michigan Transportation Funds (MTF) dedicated to railroad crossing safety, which is estimated to remain constant through the five years of this program.

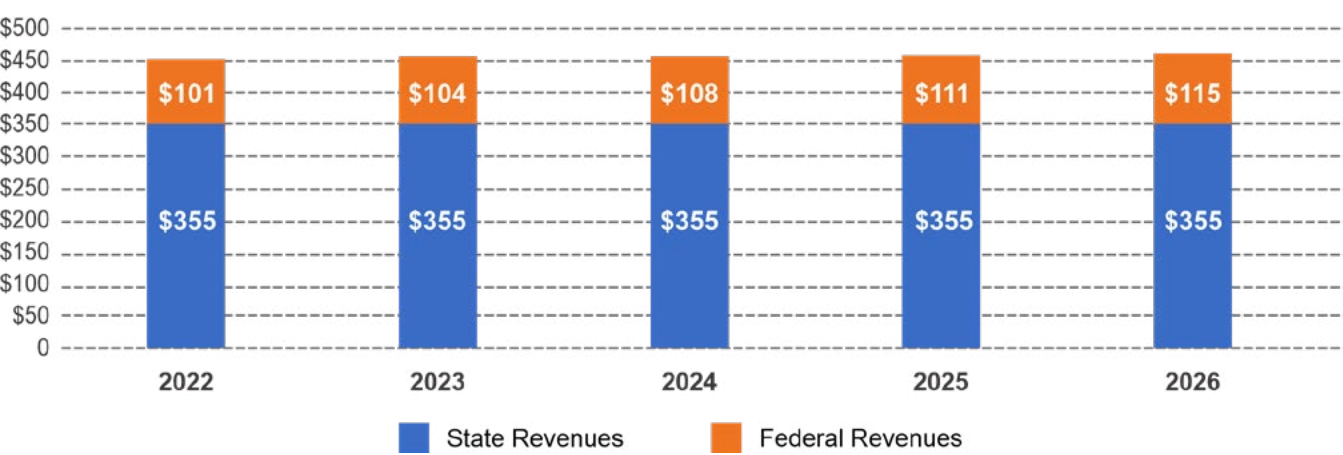
Revenue Assumptions

Local Funding

The FY 2022 budget also includes local and private funds in case local or private entities decide to provide matching funds for a special project. However, very little local or

private funds have been used for this purpose historically. Therefore, local or private funds are not shown as estimated revenue in this year's program.

Figure 5: FY 2022-2026 MDOT Public Transportation Program Revenue Estimates
\$2.3 Billion Total (in millions)



Aviation Program

Federal Funding

The FAA Reauthorization Act of 2018 reauthorized the FAA and aviation programs until the end of FY 2023. This includes the Airport Improvement Program (AIP), which provides more than \$3.18 billion annually in entitlement and discretionary grant funds to more than 3,300 eligible airports nationwide. Of Michigan's 226 public use airports, 95 are eligible for federal funding and current funding levels were estimated based on previous years' levels. At this time, FY 2024-2026 federal funding levels are uncertain and are estimated to increase or remain at current levels.

The COVID-19 pandemic has caused a decrease in enplanement revenue and aviation fuel consumption. The CARES Act provided the state and local match for the 2020 AIP Grants and the ARPA will provide the match for the 2021 AIP Grants. This will help offset the loss of revenue due to the pandemic.

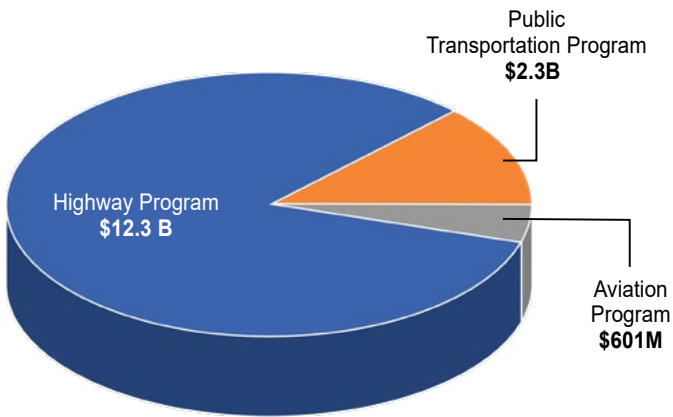
State Funding

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.

Investment Strategies

The 5YTP presents MDOT’s planned investments in all modes across the trunkline system over the five-year period spanning from 2022 to 2026 of approximately \$15.2 billion. A total of \$12.3 billion will be invested in the 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 \$2.3 billion will be invested in the Public Transportation Program, including bus, rail, marine, and port programs.

Figure 6: FY 2022-2026
MDOT Transportation Program
\$15.2 Billion Total



Highway Program and Non-Capital Uses

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, scoping, and design, as well as testing and construction engineering services. Local agencies ultimately deliver more than 500 federal-aid projects annually, with an average project cost of \$500,000.

MDOT has a pavement preservation formula that allocates funding to its seven regions between the Road Rehabilitation and Reconstruction (R&R) program, Non-Freeway Resurfacing Program (NFRP), and Freeway Resurfacing Program (FRP). The formula, updated annually with current pavement condition, traffic, cost, and eligible lane miles, includes four overall factors:

- Pavement condition,
- Eligible lane miles for pavement rebuilding and repair work,
- Usage (based on average daily traffic volumes), and
- Regional costs.

For the Bridge program, 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 2022-2026 for the Highway Capital Program at \$12.3 billion. This total reflects investments for pre-building activity (i.e., scoping, design, environmental clearance, and ROW acquisition) and building activities. This level of investment will provide Michigan travelers with approximately 660 miles of improved roads per year over the next five years, and repairs to 175 bridges per year. MDOT will also extend the life of approximately 726 miles of pavement each year through the capital preventive maintenance (CPM) program and 336 miles of non-freeway resurfacing.

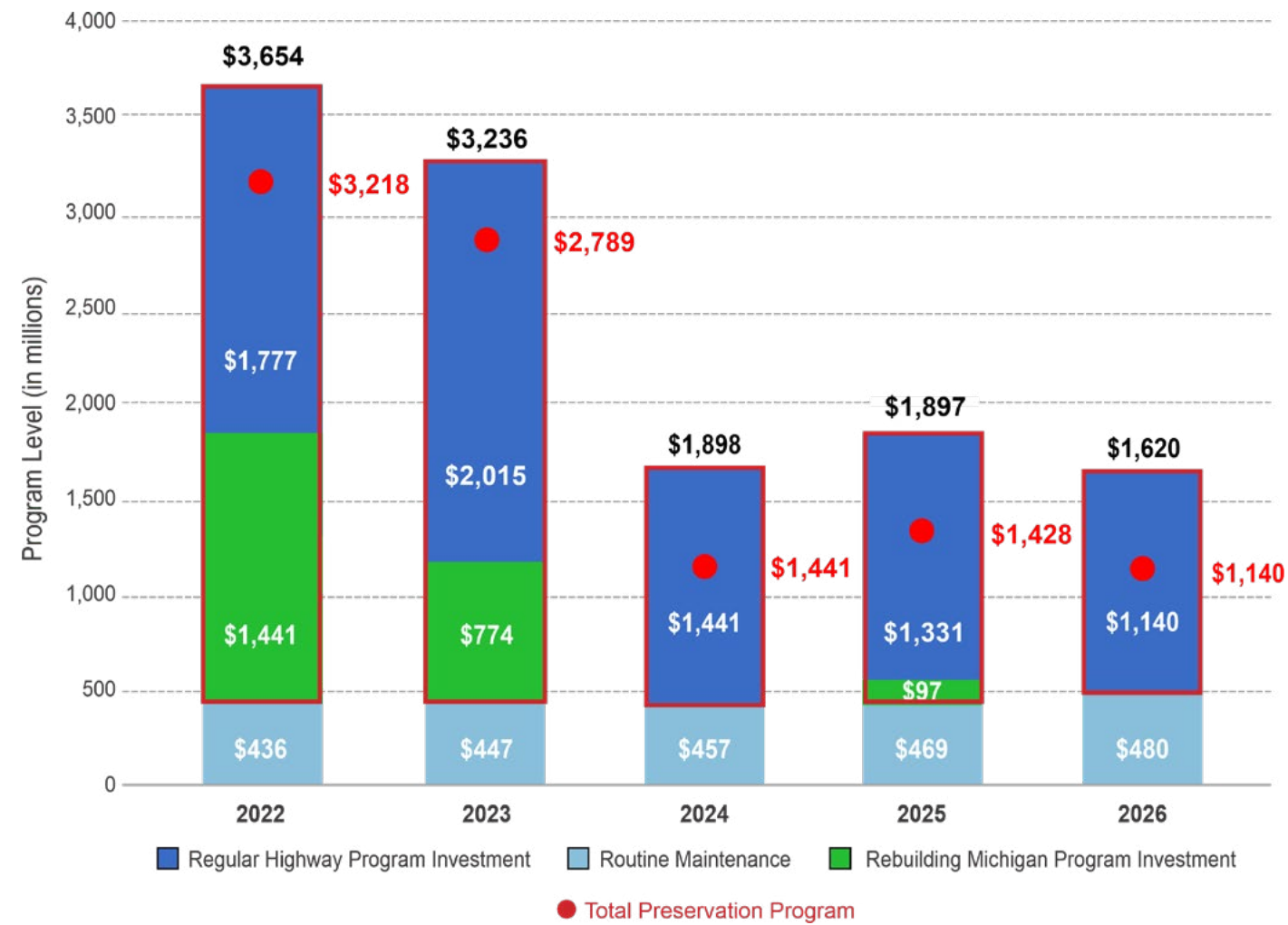
Investment Strategies

Program	Five-Year Average	Five-Year Total
REPAIR AND REBUILD ROADS AND BRIDGES		
REPAIR AND REBUILD ROADS		
Rehabilitation and Reconstruction	\$1,084	\$5,419
Capital Preventive Maintenance	\$95	\$475
Freeway Resurfacing Program	\$19	\$97
Non-Freeway Resurfacing Program	\$43	\$217
Trunkline Modernization	\$191	\$956
TOTAL - Repair and Rebuild Roads	\$1,433	\$7,164
REPAIR AND REBUILD BRIDGES		
Bridge Replacement and Preservation	\$152	\$761
Culverts - Capital	\$9	\$46
Big Bridge	\$34	\$169
Special Needs	\$34	\$172
Blue Water Bridge - As Needed Capital Projects	\$5	\$24
Capacity Improvement - BWB Plaza Project	\$50	\$252
TOTAL - Repair and Rebuild Bridges	\$285	\$1,424
ROUTINE MAINTENANCE	\$458	\$2,289
TOTAL - Repair and Rebuild Roads and Bridges	\$2,176	\$10,877
SAFETY AND SYSTEM OPERATIONS	\$74	\$369
TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO)	\$121	\$603
OTHER STATE AND FEDERALLY FUNDED PROGRAMS		
Transportation Alternatives	\$11	\$57
Recreational Trails	\$3	\$13
Roadside Facilities	\$7	\$35
Workforce Development	\$9	\$45
Non-Federally Funded Programs	\$61	\$306
Total - Other State and Federally Funded Programs	\$91	\$456
TOTAL - FIVE-YEAR TRUNKLINE PROGRAM	\$2,462	\$12,305

Figure 7: Highway Program Investments FY 2022-2026

The figure below illustrates Highway Program investments over the total five-year period, with system preservation being funded by both the regular highway program as well as the addition of Rebuilding Michigan bond funds up through 2025. Routine maintenance is also expected to increase year by year.

Figure 8: Highway Program Investment FY 2022-2026
(in millions) \$12.3 Billion Total



Multimodal Program

MDOT’s FY 2022-2026 Multimodal Program includes the Public Transportation Program and the Aviation Program, which are administered by three separate offices. The Office of Passenger Transportation (OPT) manages bus and marine programs while the Office of Rail (OOR) administers the rail and port programs. Together, these comprise the Public Transportation Program. The Office of Aeronautics administers the aviation program. These offices provide capital and operating assistance, technical support, and safety oversight for the department’s Multimodal Program.

The Multimodal Program’s primary focus is on 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 Multimodal Program differs from the Highway Program in that much of the infrastructure is owned, managed, and operated by entities other than MDOT, and the funding that MDOT is responsible for represents only a small portion of the overall investments in these modes.

Figure 9: FY 2022-2026 Multimodal Investment Strategy

Multimodal Investment Strategy (Subject to appropriation of federal, state, and local funds)	FY 2022	Five-Year Average (per year)	FY 2022-2026 Five Year Total
PUBLIC TRANSPORTATION PROGRAM			
Local Bus, Intercity Bus, Passenger Rail, Rail Freight, and Ports*	\$456.4 million	\$463.1 million	\$2.3 billion
AVIATION			
Airport Improvement Program (AIP), Air Service Program (ASP)**	\$121.2 million	\$120.2 million	\$601 million
TOTAL	\$577.6 million	\$ 583.3 million	\$2.9 billion

*Includes only state and federal expenditure authority.
**Includes comprehensive program of needed investments for primary airports and general aviation airports, as identified in the MDOT Airport Improvement Program.

Public Transportation Program

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

The FY 2022 Public Transportation Program includes \$339.6 million of CTF, \$15.6 million of other state funds, and \$101.1 million of federal funds for a total FY 2022 program of \$456.3 million. This is comprised of revenue estimates from the Treasury’s Office of Revenue and Tax Analysis (ORTA) as

of January 2021 and the estimated unreserved CTF fund balance at the end of FY 2021.

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 is heavily focused on the preservation of the existing public transportation system. Likewise, there are specific requirements for FTA funding depending on several factors that vary by program application. These are detailed in each of the following sections.

Investment Strategies

Public Transit Program

The Public Transit Program provides funding for operating and capital support, training, and special projects to local public transit operators. Additional information regarding services under this program can be found within [The Official Guide to MDOT \(2021\)](#). Program-specific information can be found on the [OPT website](#). MDOT's local transit investments will focus on:

- 1

Preserving existing services in all 83 counties via operating assistance to local bus and public marine service providers.
- 2

Supporting capital strategies established by local agencies by matching federal capital grants for infrastructure and minor capacity expansion.
- 3

Preserving and maintaining existing infrastructure (largely locally owned) via state investment and match federal funds to support routine vehicle replacement.
- 4

The use of COVID Relief funding to fill funding gaps related to the pandemic.

State funds are combined with federal and local dollars, including farebox revenue and local millages, to support operation and maintenance of the local transit network. The proposed funds for FY 2022 are anticipated to restore the state Local Bus Operating (LBO) assistance to the FY 2020 funding level. 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.

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

The FHWA Ferryboat Formula Program (FFP) provides annual

allocations to eligible ferry systems in Michigan and is estimated to increase 2.3 percent each year. Like with the Vanpooling Program, the funds that will come to Michigan under this program are included in the Highway Program Investment Strategy.

The four state-subsidized marine passenger systems will continue to receive LBO to preserve the existing service. State marine capital funds available throughout this five-year period will be used to match FFP funds as well as 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, deterioration of the infrastructure over the life of this program is likely. With the inability to provide funding for the much-needed replacement ferry vessels and dock improvements, 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.

More information regarding funding, administration, and future plans under this program can be found with the [Intercity Bus Application](#).

Passenger and Freight Rail Programs

MDOT invests state CTF and MTF dollars, as well as dedicated federal grade crossing funds, through its rail programs. MDOT will also invest \$61.75 million from federal grants that were awarded in FY 2018, 2019 and 2020. The bulk of MDOT's investment in rail will be to preserve and enhance Michigan's intercity passenger rail services, as mandated by federal

Investment Strategies

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. Federal stimulus dollars will offset a portion of these subsidies at least through FY 2022. In FY 2022, MDOT plans to invest \$26 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 portion of the accelerated corridor between Kalamazoo and Dearborn will focus on what is needed to meet 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. Speeds were recently increased on the first segment of the corridor between Kalamazoo and Albion, with a segment between Jackson and Albion to follow in FY 2022. MDOT plans to invest \$25.4 million in CTF funds on the state-owned

Kalamazoo-Dearborn corridor, in addition to a portion of the \$61.75 million from the previously awarded federal grants.

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 in FY 2022 will generally include \$14 million through the Freight Economic Development Program, \$13.8 million in track and bridge work on state-owned freight-rail corridors, and \$9 million at railroad crossings on local roads (with additional investments at trunkline crossings accounted for in the Highway Program).

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 Airport Improvement Program (AIP) provides formula funding for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). Michigan currently has 94 airports that are eligible for this program, distributed as follows:

- Primary airports are allocated a minimum of \$1 million with additional funding based on the number of enplanements.
- Non-primary airports are allocated \$150,000 annually.

Airports can also compete for discretionary and supplemental appropriation funding in the form of grants. Requiring a match, these grants are typically either 90 percent federal, 5 percent state, and 5 percent local, or 95 percent federal, 2.5 percent state, and 2.5 percent local for economically distressed communities. This program is expected to invest \$120 million annually in Michigan's airport system, with variances each year based on the discretionary projects.

MDOT's Air Service Program provides state funds to help support, promote, and expand commercial air service in Michigan with different funding tiers based on the number of enplanements. Larger airports are matched up to 50 percent, while smaller airports are matched up to 90 percent. Currently, 19 airports are eligible for the Air Service Program, which is expected to invest \$250,000 annually in Michigan's airport system.

Grants are awarded to commercial service airports in four categories:

- Aircraft Rescue and Firefighting,
- Airport Awareness,
- Capital Improvement and Equipment, and
- Carrier Recruitment and Retention.

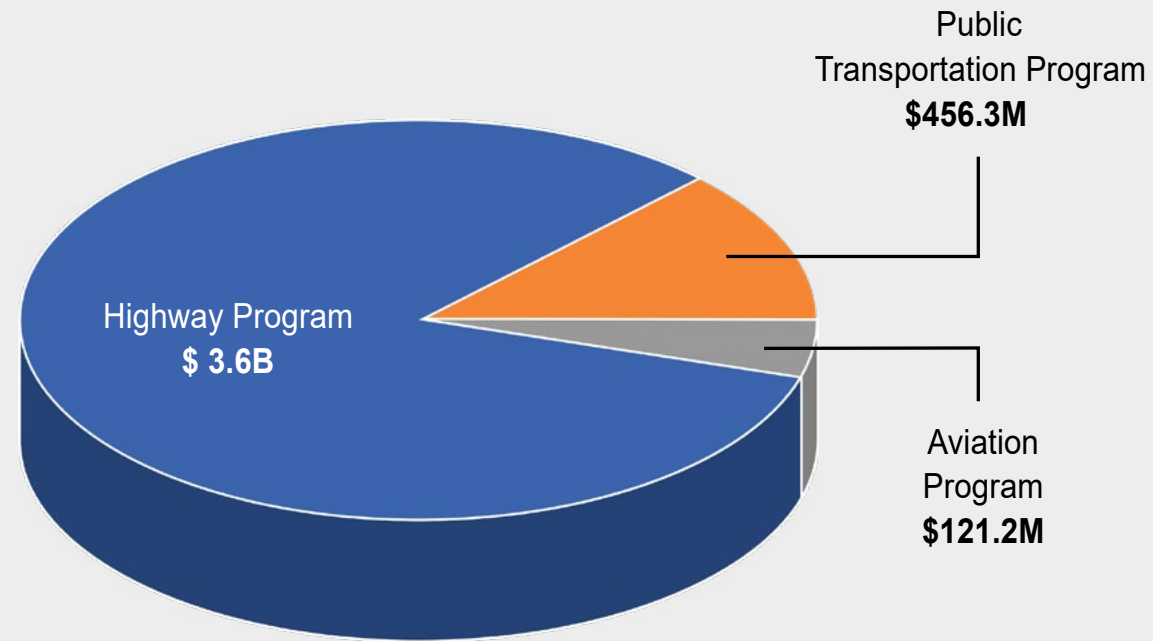
State aeronautics funding levels are an ongoing challenge. At this time, it is not known if there will be sufficient funds to match current federal funding with the standard 5 percent state participation. In addition, due to the decrease in funding, the Air Service Program may be reduced. There is currently no funding for a state/local program for the 131 public use airports that are not eligible for federal funding.

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, or drones, are continuously being tested and utilized in new ways to help provide the highest quality service.

Investment Strategies

Highlighting Upcoming FY 2022

Figure 10: FY 2022 MDOT Transportation Program
\$4.2 Billion



MDOT FY 2022 Transportation Program

MDOT's \$4.2 billion FY 2022 program investment is a vital part of Michigan's economy, estimated to support 39,088 jobs by continuing to invest in the preservation of the transportation system, safe mobility for motorists, and efficient system operations.

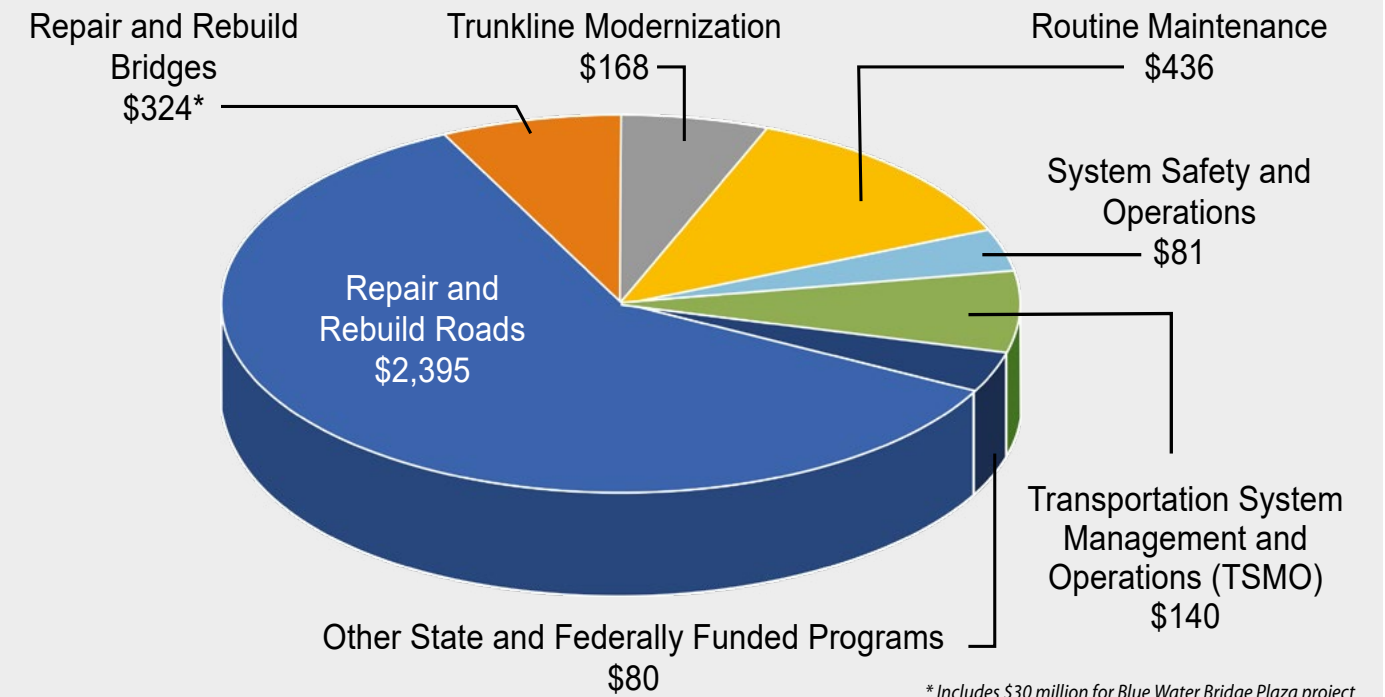
Of that total investment, MDOT will dedicate:

- \$3.6 billion to system preservation, maintenance, safety, and operation of Michigan's state trunkline roads and bridges, and
- A combined \$577.5 million in the Multimodal Program, providing capital and operating assistance, technical support, and safety oversight for passenger rail, rail freight, aviation, marine and port, and local and intercity bus sectors of Michigan's transportation system. This includes:
 - \$456.3 million for the Public Transportation Program, and
 - \$121.2 million for the Aviation Program.

Investment Strategies

Highlighting Upcoming FY 2022

Figure 11: FY 2022 Highway Program Investment (in millions)
\$3.6 Billion



* Includes \$30 million for Blue Water Bridge Plaza project

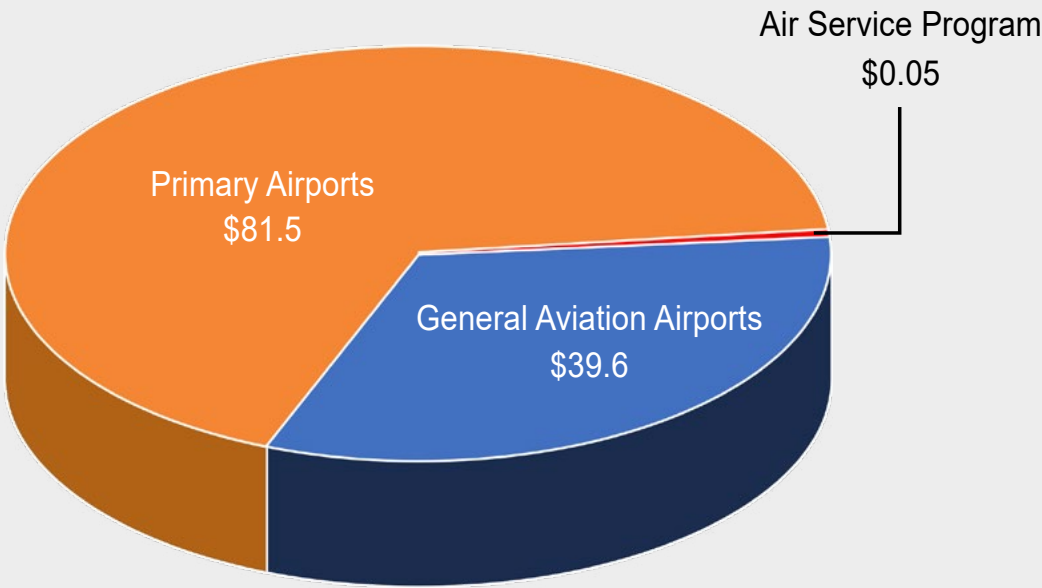
Specific Highway Program investments in 2022 include:

- \$2.4 billion in the Repair and Rebuild Roads program, covering:
 - 1,149 lane miles of rebuilding and improvements,
 - 561 lane miles of capital preventive maintenance, and
 - 173 lane miles of freeway and non-freeway resurfacing.
- \$324 million for the Bridge Replacement and Preservation Program, including replacement, improvements, and capital preventive maintenance on 175 bridges.
- \$168 million for the Trunkline Modernization Program, including the I-75 Modernization Project in Oakland County and the I-94 Modernization Project in Wayne County.
- \$81 million for System Safety and Operations, including signs, pavement markings, traffic signals, operational improvements, and other programs that support the safe and efficient operation of the system.
- \$140 million for the TSMO program, which covers projects that optimize the performance of existing multimodal infrastructure, such as intersection improvements, traffic signal upgrades, and dynamic shoulder use.
- \$80 million for Other State and Federally Funded Programs, including investment in nonmotorized facilities/streetscapes, recreational trails, roadside facilities, workforce development, and other state and federally funded programs.

Investment Strategies

Highlighting Upcoming FY 2022

Figure 12: FY 2022 Aviation Program (in millions)
\$121.15 Million



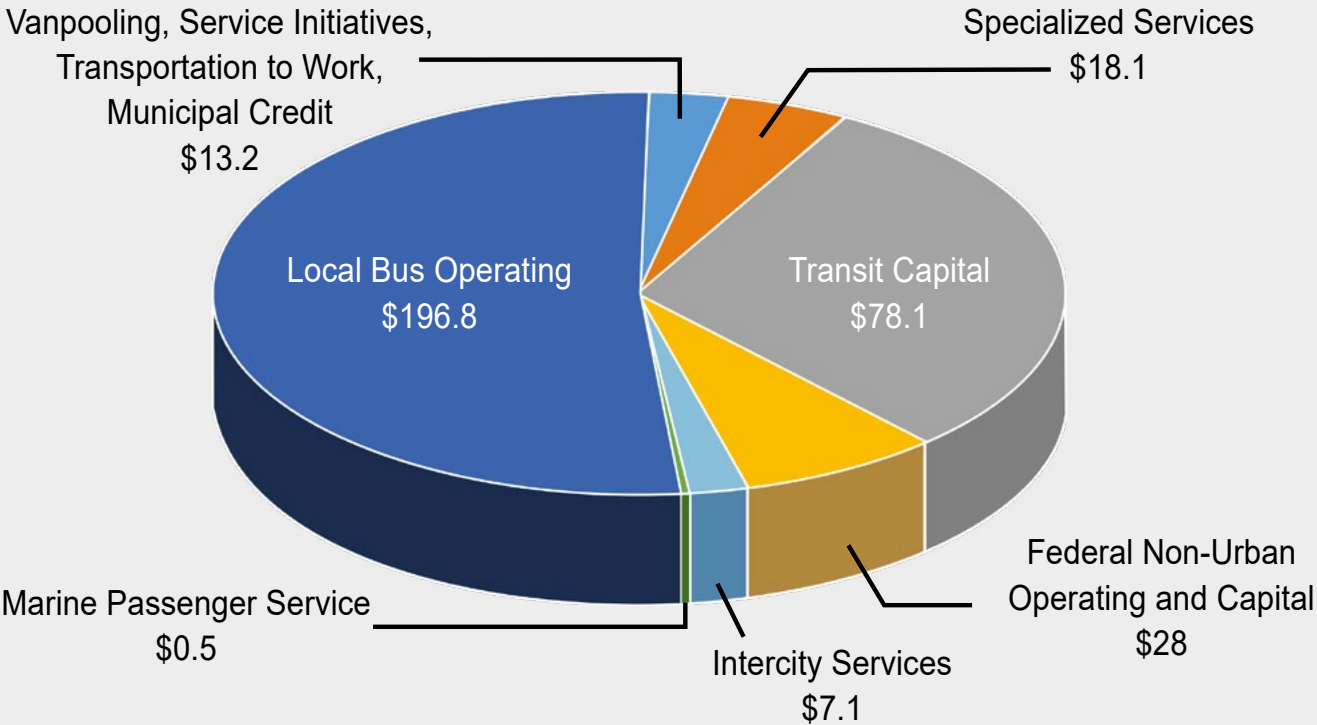
Specific Aviation program investments in 2022 include:

- Applying an asset management approach to reduce system and facility deficiencies (MASP 2017),
- Preserving critical infrastructure, particularly pavements and navigational aids, and protect airspace. The Office of Aeronautics has the goal to maintain 90 percent of all Tier I Airport Primary Runways in good or fair condition, as determined by Pavement Condition Index (PCI) inspections,
- Maximizing federal funds by leveraging state, local, and private funding,
- Supporting job growth and economic development through projects related to freight/logistics, aircraft maintenance, and other emerging opportunities, and
- Supporting statewide efforts to attract and retain air service through the implementation of the Air Service Program.

Investment Strategies

Highlighting Upcoming FY 2022

Figure 13: FY 2022 Bus and Marine Programs (in millions)
\$341.8 Million



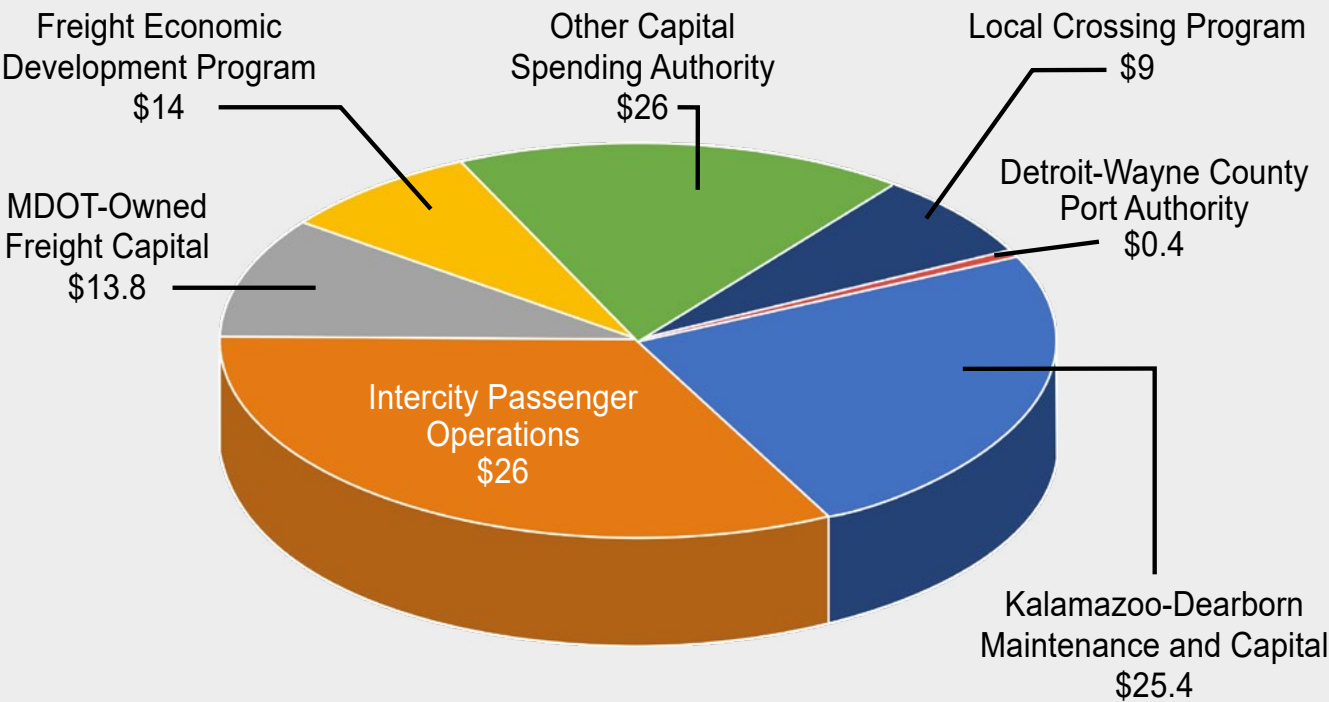
Specific Bus and Marine program investments in 2022 include:

- CARES Act funds for transit industry recovery from COVID-19,
- Preservation of existing local transit and marine services, including:
 - 78 local bus agencies,
 - Four passenger ferry systems, and
 - 38 specialized service providers.
- Preservation of state-subsidized intercity bus service, including:
 - Five MDOT-contracted routes, and
 - Four intercity bus/rail passenger transportation facilities.
- Preservation and maintenance of existing infrastructure, including:
 - Replacing some buses that are beyond their useful life, and
 - 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.

Investment Strategies

Highlighting Upcoming FY 2022

Figure 14: FY 2022 Rail and Port Programs (in millions)
\$114.6 Million



Specific Rail and Port program investments in 2022 include:

- Passenger Rail
 - Amtrak-operating support for three Michigan corridors, including some shared costs for the Midwest fleet, and
 - Maintenance and capital improvements on the Kalamazoo-Dearborn corridor, including investing a portion of \$61.75 million in federal grants awarded in FY 2018.
- Grade Crossing Safety
 - Local roads: warning device enhancements at 40-60 locations and crossing surface improvements at 40-50 locations, and
 - 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, and
 - Support for new/expanding businesses through the Freight Economic Development Program. Includes up to \$10 million in the executive budget for potential propane projects.

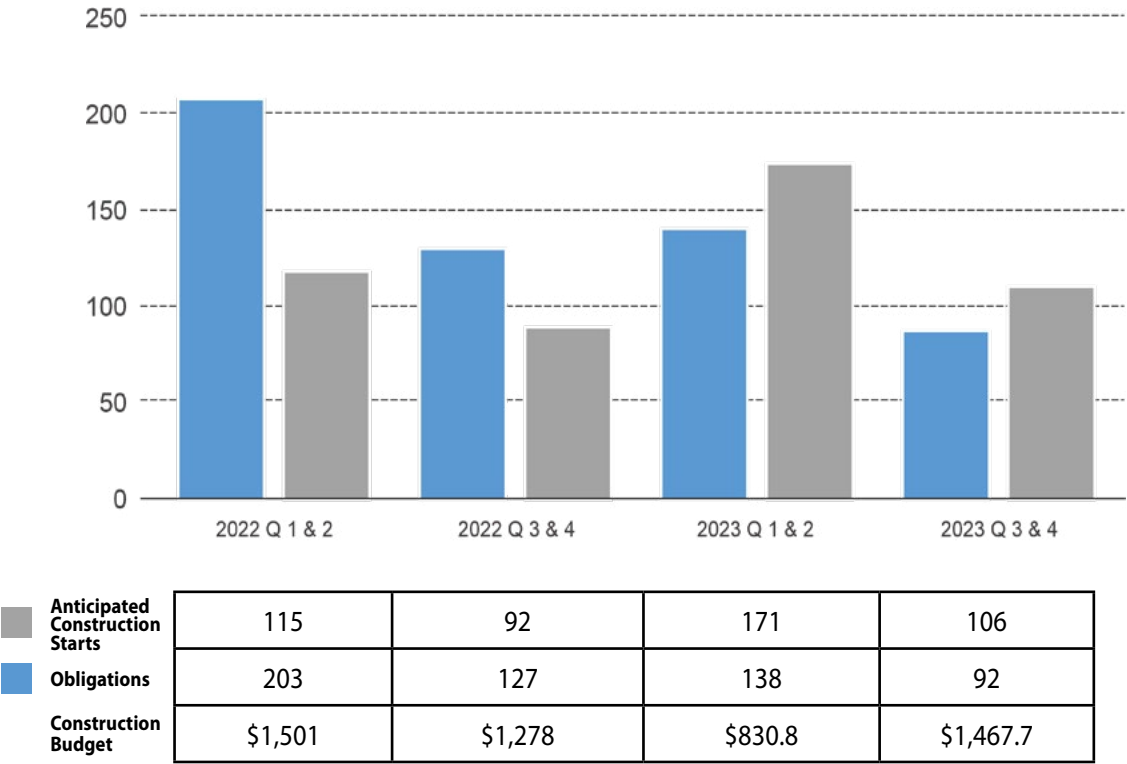
Investment Strategies

Project Delivery

The successful delivery (or construction) of transportation projects involves several processes, including scoping, engineering and design, permitting, right of way acquisition, letting projects out for bid, and more. Each project is different in terms of size, location, appropriate fixes, and other factors such as utility relocation and community impacts. Therefore, the amount of time between funds being applied to a project, known as obligation of funds, and the start of construction can vary. The term "obligation of funds" describes the legal commitment of the federal government to pay a state for the federal share of a project's eligible cost, as defined in the current federal surface transportation authorization bill for the program funding being used. When MDOT requests obligation, it is requesting that funds be applied to a particular project with federal reimbursement to occur in the future. Funds must be obligated to a project prior to its approval to begin construction. The department's investment strategy and the list of projects that follows at the end of this document are based on the year of obligation.

As seen in Figure 15 below, 560 jobs are to be obligated in 2022 and 2023, with 484 starting construction over the same time period. Typically, jobs that do not start construction in the same year as obligation occurs will begin construction the following fiscal year.

Figure 15: Project Delivery for FY 2022 and 2023



*Programmed construction phases from FY 2022 to 2023 only, by fiscal quarter, in millions. Structures listed separately under a single job/phase not included.

Performance Measures and Goals

Current federal transportation legislation, namely the FAST Act, required state and metropolitan areas to adopt, by 2018, a performance-based planning process in support of national goals in the areas of safety, pavement and bridge condition, system performance, and transit asset management.

To ensure compliance with federal transportation performance measures (TPMs) and targets, MDOT established implementation teams, each responsible for developing strategies and timelines. These strategies are used to guide investment priorities and inform project selection. The TPM teams report to a core team that ensures the strategies and targets are reported to and approved by MDOT executives. The targets in this section were approved in 2018 and are being incorporated into the SLRTP and the STIP, as required.

Highway Condition Goals

MDOT formalized its approach to improving, measuring, and reporting the condition of its transportation network with the 1997 adoption of pavement condition goals by the STC.

The key performance measure for highway pavement used by MDOT is called remaining service life (RSL), defined as the estimated number of years until it is no longer cost effective to perform preventive maintenance on a pavement section. When pavements reach an RSL of two years or less, they are considered “poor,” meaning they should be considered for rehabilitation or reconstruction (R&R). Prior to reaching this rating, preventive maintenance can be applied using an asset management approach by applying the right mix of fixes at the right time to extend the life of the pavement.

MDOT’s highway condition goal is to maintain 90 percent of pavement in good or fair condition. Figure 17 on the next page represents historic state trunkline system condition based on RSL.

Figure 16: MDOT Remaining Service Life (RSL) for Highway Pavement Categories and Ratings

RSL Category	Amount RSL	Rating
I	0-2 years	Poor
II	3-7 years	Fair
III	8-12 years	Good
IV	13-17 years	Good
V	18-22 years	Good
VI	23-27 years	Good
VII	28-32 years	Good

In 2007, MDOT surpassed its goal of 90 percent of pavement in good or fair condition and maintained this condition through 2010. Since 2011, the pavement deterioration rate has been about 1 percent per year and is forecasted to accelerate considerably in the coming years. Additional revenue from increases to the state gas tax and vehicle registration fees have helped to slow pavement deterioration but projections indicate these funds are not enough to meet pavement goals in future years, or to sustain current conditions.

Performance Measures and Goals

Highway Condition Goals, continued

Figure 17: Historic and Projected Trunkline Pavement Condition 1998-2028

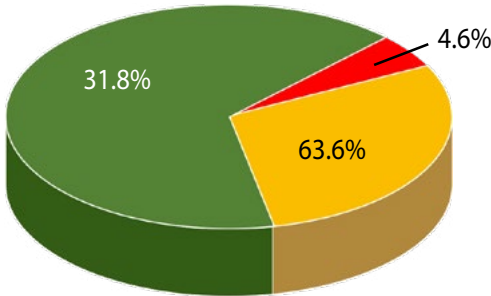


The pavement condition measure (PCM) introduced by the FAST Act attempts to provide a standardized national snapshot of pavement surface condition across all states. The new federal PCM is a composite measure in that it determines pavement surface condition through an index of four pavement metrics, including roughness, cracking, faulting, and rutting.

While the new federal PCM provides a starting place to measure the surface condition of the federal highway system, MDOT’s established RSL condition measure provides a more robust assessment of pavement health that considers the

structural integrity of the pavement, along with a significant amount of contextual data regarding the pavement’s history. Because of this contextual and structural data, RSL is considered a dynamic, detailed, and tactical measure that more completely evaluates the long-term health of pavement. While the TPM implementation teams will aid in identifying opportunities for the use and development of the new federal measure, MDOT will continue to rely on RSL to determine how to invest in its infrastructure in a way that achieves the greatest benefit for system health overall.

Michigan Interstate Pavement Condition Measure



Michigan Non-Interstate International Roughness Index

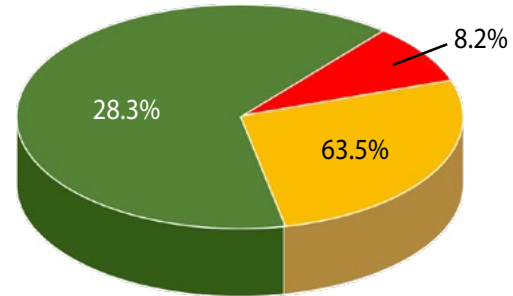


Figure 18: MDOT Federal PCM Trunkline Conditions

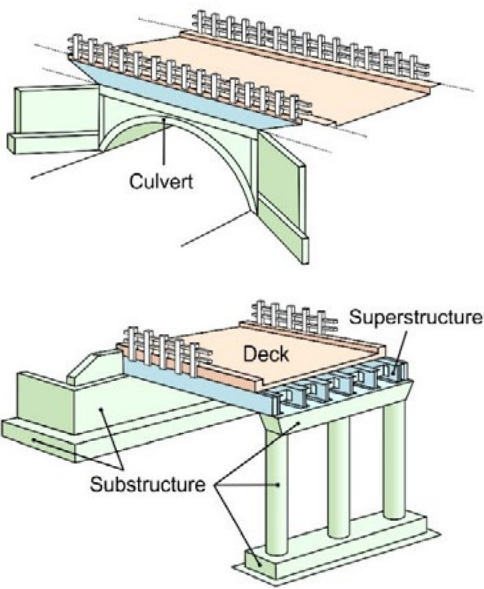
Performance Measures and Goals

Bridge Condition Goals

MDOT's Bridge Management System (BMS) is an important part of the asset management approach used by the department to keep infrastructure in the best condition possible. BMS is a strategic approach to linking data, strategies, programs, and projects into a systematic process to ensure desired results.

An important tool within BMS is the Bridge Condition Forecasting System (BCFS), which uses current bridge conditions, bridge deterioration rates, project costs, expected inflation, and fix strategies to estimate the future condition of the state trunkline bridge system.

Condition ratings are based on a 0-9 scale and assigned for the deck, superstructure, and substructure of each bridge, or as an overall rating for bridge-length culverts. These ratings are recorded in the National Bridge Inventory (NBI) database and are an important tool for transportation asset management, as they are used to identify preventive maintenance needs and to determine improvement and replacement projects that require funding.



Bridge Diagram

Figure 19: NBI Condition Ratings			
7-9	Good Condition		Routine maintenance candidate.
5-6	Fair Condition		Preventive maintenance and minor rehabilitation candidate.
4	Poor Condition	Poor	Major rehabilitation or replacement candidate.
2-3		Serious or Critical	Emergency repair or high-priority major rehabilitation or replacement candidate. Unless closely monitored, it may be necessary to close until corrective action can be taken.
0-1		Imminent Failure or Failed	Major rehabilitation or replacement candidate. Bridge is closed to traffic.

MDOT's bridge condition goal is to maintain 95 percent of freeway bridges in good or fair condition and 85 percent of non-freeway bridges in good or fair condition.

MDOT has met and sustained the non-freeway bridge goal of 85 percent good or fair condition since 2006. As shown in Figure 14 on the next page, freeway bridge conditions were

close to 95 percent good or fair at the end of 2013, declined slightly in 2014 and 2015, but increased again in 2016 and met the condition goal of 95 percent at the end of 2016. However, the impacts of inflation and an aging bridge inventory have surpassed the available funding and the condition has fallen below the freeway bridge goal.

Performance Measures and Goals

Bridge Condition Goals, continued

Bridge Condition Forecast - Statewide

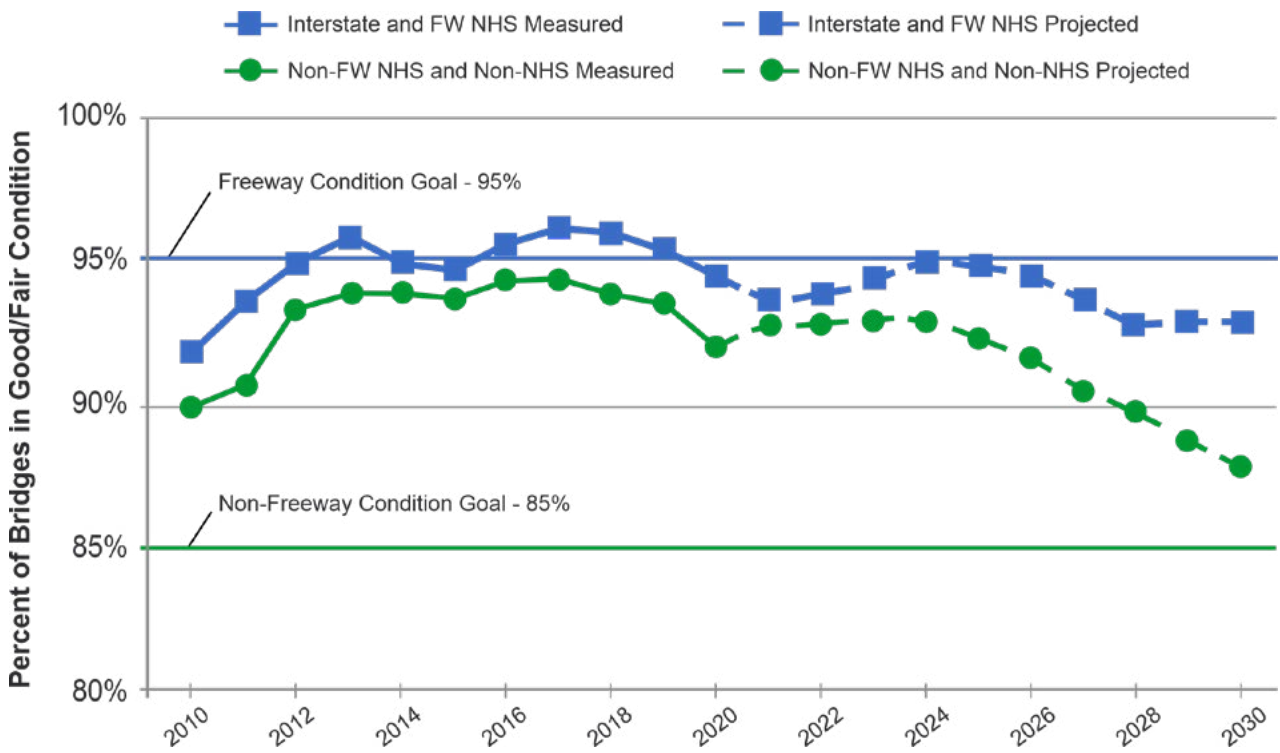


Figure 20: FY 2010-2030 Bridge Condition Forecast

Safety Goals

MDOT's trunkline safety goal is to reduce fatalities and serious injuries on the state trunkline system in support of the Michigan Strategic Highway Safety Plan (SHSP) and the state's efforts to support the Toward Zero Deaths (TZD) National Strategy on Highway Safety. The TZD strategy involves enhancing driver education, emergency response, enforcement, engineering, policy, communications, and other efforts that will move Michigan closer to zero fatalities. By incorporating safety into all facets of transportation, Michigan will move closer to achieving this vision.

The Michigan SHSP identifies safety needs throughout the state and guides investment decisions to achieve significant reductions in highway fatalities and serious injuries. The SHSP identifies four broad emphasis areas:

1. High-risk behaviors,
2. At-risk road users,
3. Engineering infrastructure, and
4. System administration.

Of these areas, MDOT's Safety Program primarily addresses improvements to engineering infrastructure through intersection safety and lane departure projects. MDOT works to identify cost-effective strategies that

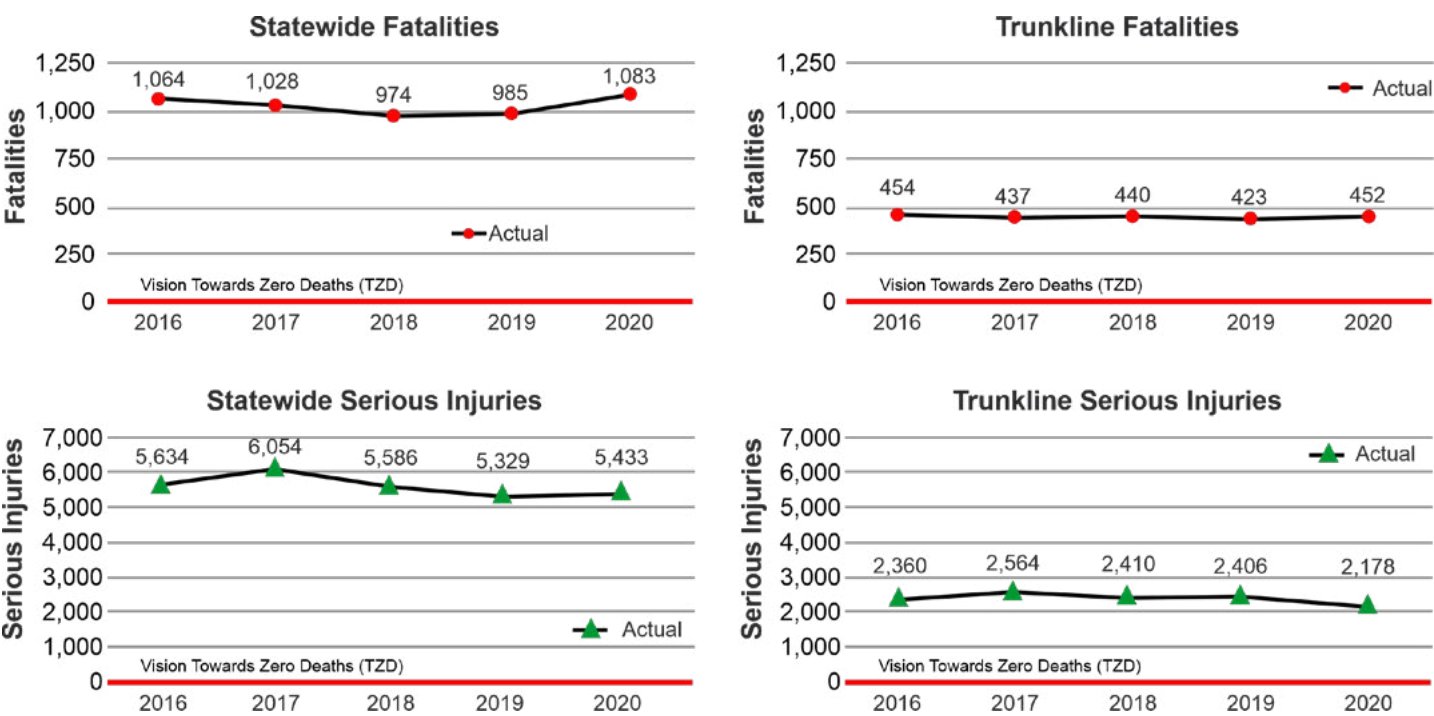
reduce lane departures, which accounted for nearly half of all fatal crashes as described in the SHSP. Intersection crashes represent another 30 percent of all fatalities. To effectively remediate these areas, MDOT uses software tools to identify the most problematic intersections and install the most effective solution based on the unique location.



Performance Measures and Goals

Safety Goals, continued

Figure 21: MDOT Safety Performance Indicators



Engineering infrastructure improvements will enhance the safety of both the motoring and non-motoring public, but it must be stressed that driver behavior factors into nearly 90 percent of all fatal crashes. One key to changing driver behavior is to educate the public on how it is everyone’s responsibility to stay safe and drive smart. Posting fatality updates and various safety messages via dynamic message signs (DMS) are one simple and inexpensive way MDOT

currently contributes to that effort. Beyond this, MDOT reaches out to all users through social media to promote roadway safety, often partnering with other state agencies.

The most recent SHSP is approved for 2019-2022. In 2019, the SHSP goals were revised to reduce fatalities from 974 in 2018 to 945 in 2022 and to reduce suspected serious injuries from 5,586 in 2018 to 4,994 in 2022.

Performance Measures and Goals

Multimodal Performance Measures

Program requirements included in the Fast Act pertaining to transit asset management and transit safety planning and related performance measures are in place. For transit, MDOT was required to develop performance measure targets for rural area transit service operations in response to FAST Act provisions. MDOT, through its OPT, officially adopted a Transit Asset Management (TAM) Plan in October 2018 that included FY 2019 targets for Federal Section 5310 and Section 5311 subrecipient agencies of the state.

Local Transit

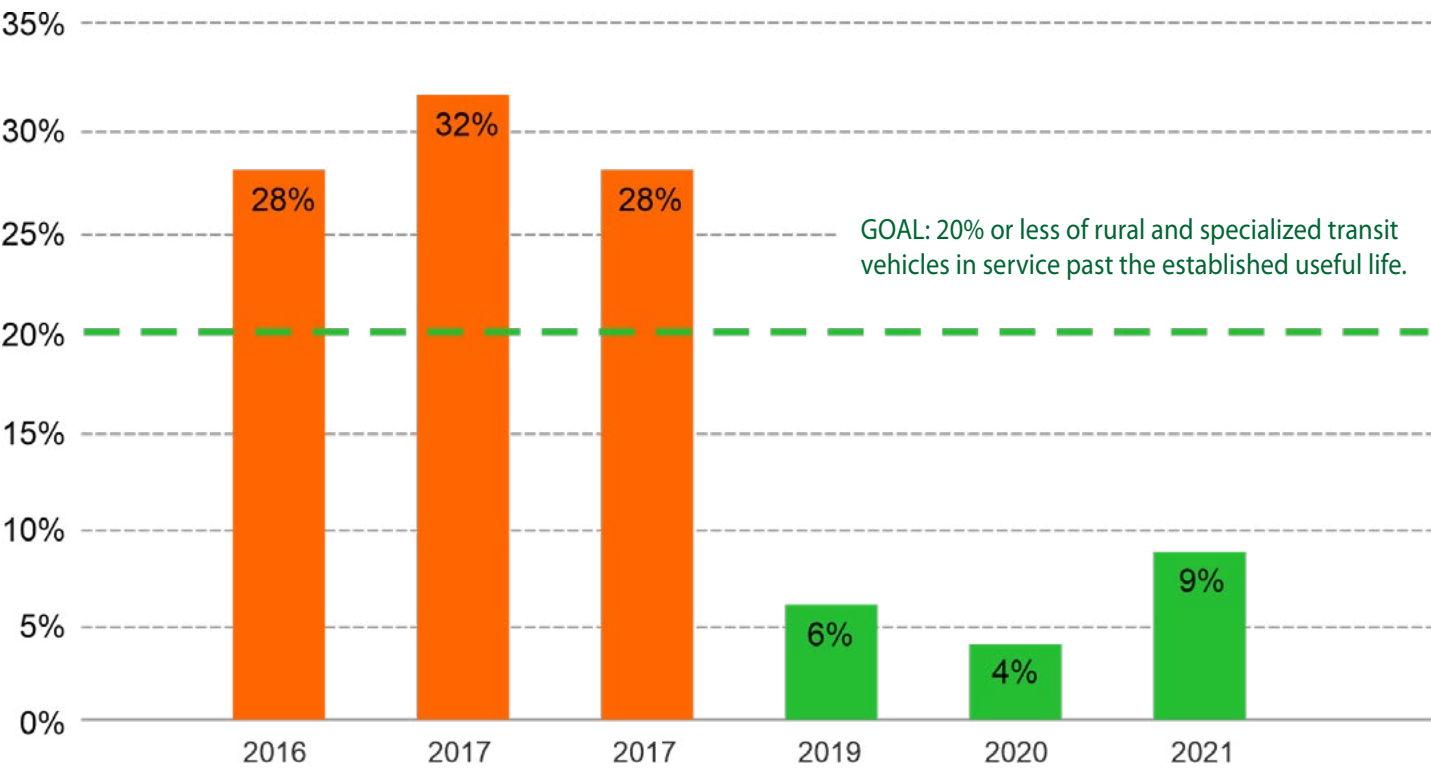
OPT considers many factors when planning the investment strategy for local transit. Two primary performance measures considered are the condition of the rural transit fleet and the local transit level of service.

Rural Transit Fleet Condition

The condition of the rural transit fleet is based on the percent of vehicles past their useful life of 12 years or 500,000 miles. The goal is to have less than 20 percent of the rural fleet beyond this condition.

In 2016, the percentage went back up to 36 percent of the eligible fleet unfunded. One of the factors contributing to the increase in these numbers is that many of the buses previously put into service with federal funding from the 2009 American Recovery and Reinvestment Act (ARRA) have now reached their useful life and are eligible for replacement. MDOT continues to submit annual applications to FTA under the new Buses and Bus Facilities competitive program in the FAST Act in hopes of improving and stabilizing fleet condition.

Figure 22: Percent of Rural and Specialized Transit Vehicles Past Their Useful Life



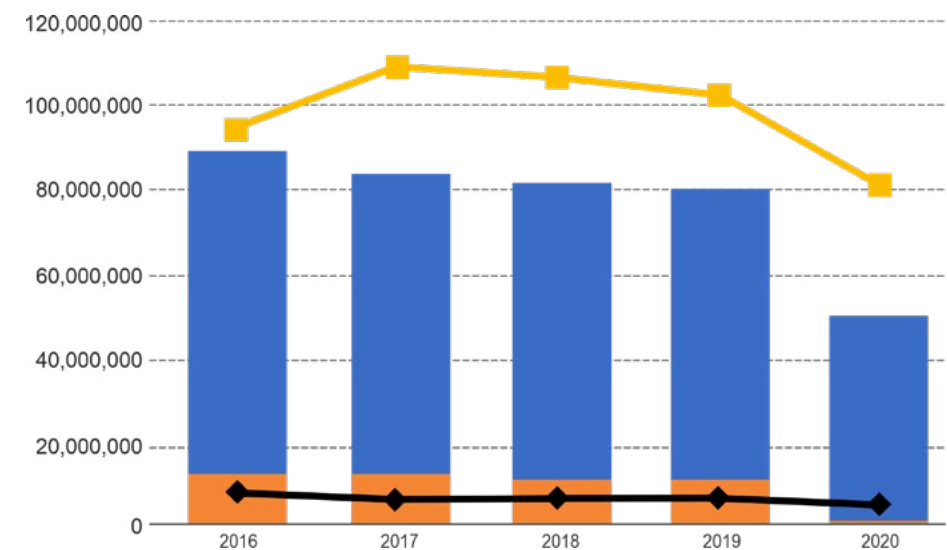
Performance Measures and Goals

Local Transit Level of Service

The local transit level of service is measured using total annual hours and miles of service and total annual passenger trips, considering elderly/disabled passenger trips as a subset of the total. The goal is to preserve service levels and continue providing service in all 83 counties.

Transit agencies continue to innovate to increase their service levels, as well as replacing aging vehicles. Since 2019, MDOT has met its goal of 20 percent or less of rural and specialized transit vehicles being past their useful life, with 6 percent in 2019, 4 percent in 2020, and 9 percent in 2021.

Figure 23: Local Bus Transit Levels of Service Indicators



Passenger Trips Total (excluding marine)	89,380,345	83,716,947	81,792,821	80,425,172	50,687,458
Elderly and Disabled Passenger Trips (as subsets of total - excluding marine)	12,999,471	12,850,063	11,533,680	11,671,509	861,217
Hours of Service (excluding marine)	8,371,898	6,940,453	7,090,325	7,279,114	5,452,735
Miles of Service (excluding marine and specialized services)	94,670,531	109,152,183	106,819,546	102,678,897	81,380,637

Intercity Bus

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

Performance Measures and Goals

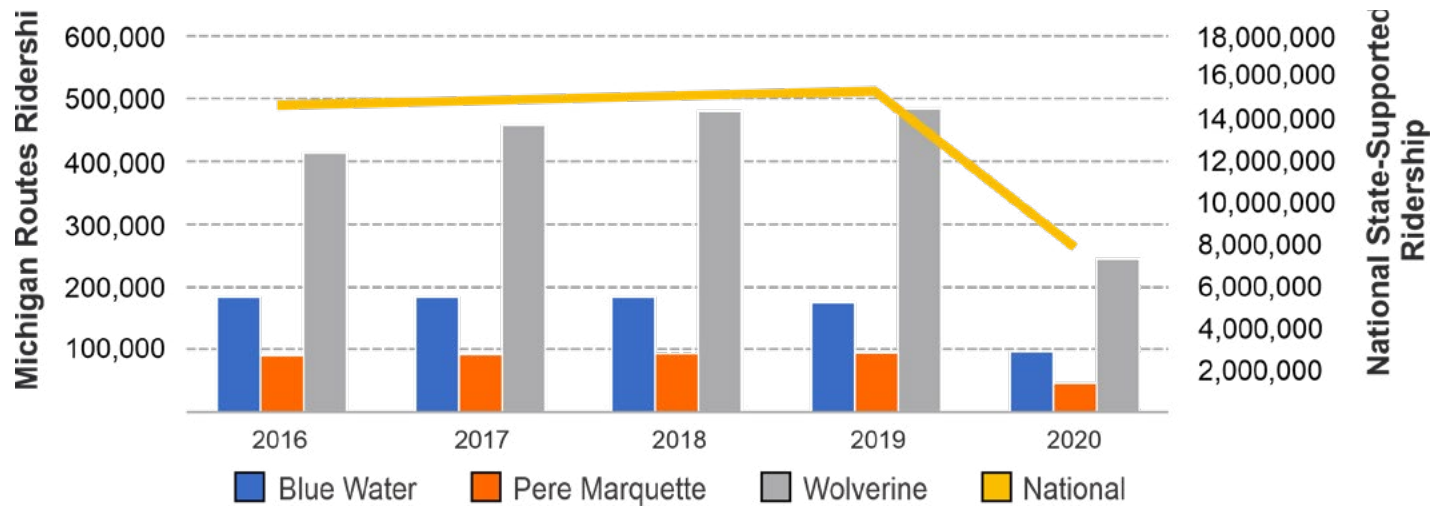
Passenger and Freight Rail

The Office of Rail has identified two rail-related goals for inclusion in MDOT's performance measurement efforts: the number of passengers using state-supported passenger rail service and the railroad crossing surface condition on the state trunkline system.

Passenger Rail Ridership

MDOT tracks the total number of passengers using state-supported passenger rail services, with a goal of maintaining ridership consistent with (within 10 percent) or better than national trends. MDOT is meeting its goal.

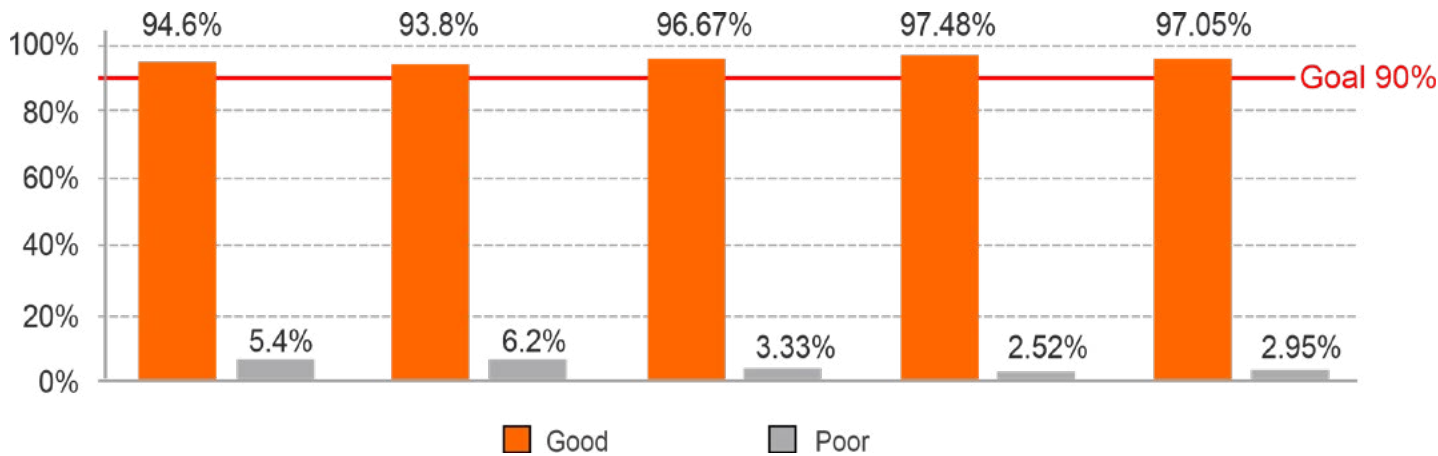
Figure 24: Passenger Rail Ridership Trends Michigan Routes and Nationwide



Railroad Crossing Condition

MDOT also tracks the railroad crossing surface condition on the state trunkline system, with a goal of at least 90 percent in good or fair condition. The percentage of the railroad crossing surfaces on the state trunkline system in at least fair condition continues to increase. At the end of FY 2020, a little more than 97 percent of the crossing surfaces were in good or fair condition.

Figure 25: Trunkline Highway-Railroad Grade Crossing Surface Conditions



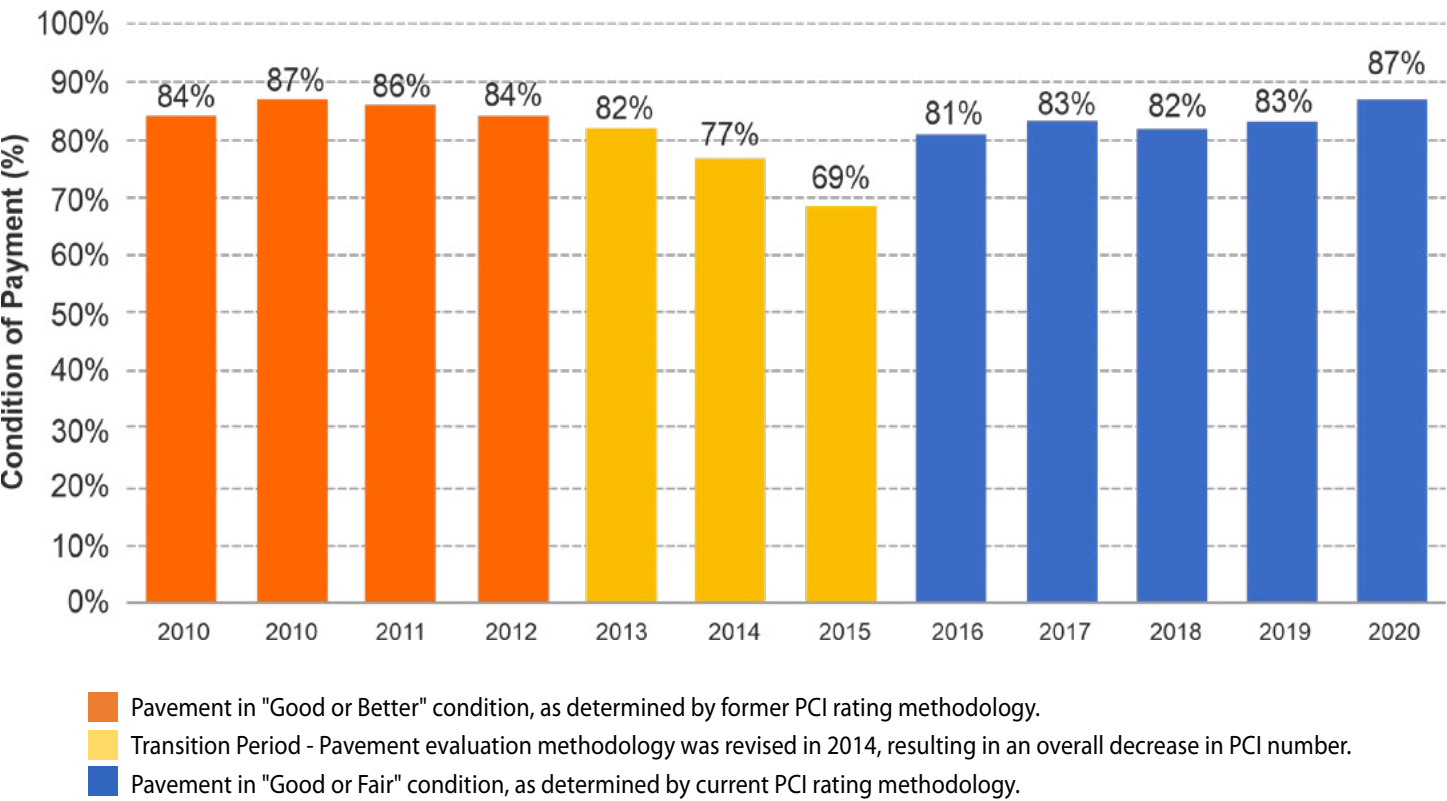
Performance Measures and Goals

Aviation

The Office of Aeronautics updated its Michigan Aviation System Plan (MASP) in 2017. As part of the update, new statewide system goals, as well as individual airport facility goals, were developed.

The current primary performance measurement goal is to maintain 90 percent of all Tier 1 Airport Primary Runways in good or fair condition, as determined by PCI inspections, in alignment with MDOT highway pavement condition goals. The latest inspections show that the achievement rate toward the current goal is 87 percent, based on 2020 data.

Figure 26: Tier 1 Airport - Primary Runway Pavement Condition



Economic Impacts of FY 2022-2026

Highway and Bridge Program

The economic benefit of the FY 2022-2026 Highway and Bridge Program is assessed using the Regional Economic Models, Inc. (REMI), TranSight v.4.4.0 model. The national forecast baseline of this model reflects updates based on the 2019-2020 historical data from the Bureau of Economic Analysis (BEA) released on Jan. 28, 2021, the Budget and Economic Outlook: 2021 to 2031 from the Congressional Budget Office (CBO) released in January and February 2021, and the U.S. Economic Outlook for 2020-2022 from the University of Michigan's Research Seminar in Quantitative Economics (RSQE) released on Feb. 19, 2021.

The economic benefit analysis (EBA) of the Highway and Bridge Program includes the benefits contributed by the capital and operation investment and benefits of travel efficiencies

derived by project implementations. The travel efficiencies were assessed using the Statewide Travel Demand model to evaluate changes of traffic data in vehicle miles traveled (VMT) and vehicle hours traveled (VHT) based on build and no-build scenarios of the proposed five-year projects.

The following table and chart display economic benefit for the total of \$12.3 billion investment, including the addition of RBMP financing for the Highway and Bridge program. For the 2022-2026 5YTP, this includes an annual average of 31,505 jobs, which includes both new jobs supported by greater economic competitiveness and jobs retained that would otherwise be lost. Other impacts include an annual average of \$3.1 billion in gross state product and \$2.4 billion in personal income.

	2022	2023	2024	2025	2026	Total	Annual Average
Investment (million \$)	\$3,654	\$3,236	\$1,898	\$1,896	\$1,620	\$12,304	\$2,461
Employment Impact (jobs)	46,352	40,904	26,428	24,371	19,472	157,527	31,505
Gross State Product (million \$)	\$4,315	\$3,957	\$2,704	\$2,596	\$2,145	\$15,717	\$3,143
Personal Income (million \$)	\$2,994	\$2,919	\$2,124	\$2,115	\$1,823	\$11,975	\$2,395

Figure 27: Economic Impacts of FY 2022-2026 Highway and Bridge Program

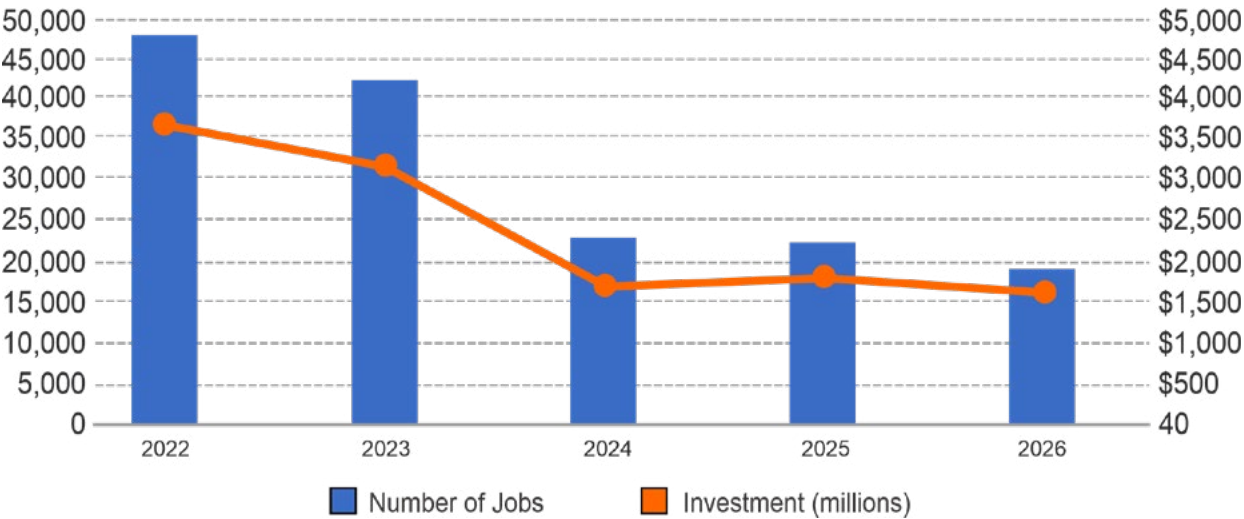


Figure 28: Employment Supported FY 2022-2026 Five-Year Highway and Bridge Program

Public Transportation Program

Transit investments are a vital part of the State of Michigan's economic development strategy, and more than 100 million trips are made on public transit in Michigan each year. While the direct benefits of transit to its users are clear, it can be shown that the overall benefits of these trips extend beyond the transit user. Through improved mobility, safety, air quality, and economic development, public transit also benefits users of the roadway network and the community at large. Many of these trips satisfy the mobility needs of numerous households for whom owning and driving a vehicle is not an effective or affordable transportation option. As a result, there are societal benefits from investing in and providing these essential services.

Figure 29 displays the economic benefits of a \$1.7 billion investment in the Transit Program. This includes federal, state, and local operating revenues, as well as federal and state capital invested in Intercity Bus Services, Local Bus operations, and capital costs covered through apportionments to urban areas from FTA, such as the Urbanized Area Formula Funding program (49 U.S.C. 5307). These investments will support an annual

average of 5,663 jobs, including both new jobs and those that would otherwise be lost. An additional annual average of \$549 million in gross state product and \$434 million in personal income also are added as a direct result.

Figure 30 illustrates the relationship between transit investments and jobs supported, and shows a positive correlation for fiscal years 2022, 2023 and 2024. For 2025 and 2026, although investment continues to increase, job support starts to decline. This inverse correlation is attributed to several factors, including pandemic impacts, labor market availability, production cost increases, and other variables.

Though this analysis attempts to assess the benefits of transit in a comprehensive manner, it does not account for the considerable additional benefits that can arise from rapid transit investments in urban areas. Therefore, the results of the model can be considered conservative. National models have shown that a dollar invested in light rail or rapid transit can return up to \$6 in economic benefits, including local economic development around transit stops.

	2022	2023	2024	2025	2026	Total	Annual Average
Investment (million \$)	\$336	\$340	\$345	\$349	\$353	\$1,723	\$345
Employment Impact (jobs)	5,550	5,720	5,788	5,708	5,550	28,316	5,663
Gross State Product (million \$)	\$503	\$536	\$562	\$571	\$571	\$2,743	\$549
Personal Income (million \$)	\$360	\$408	\$445	\$470	\$486	\$2,169	\$434

Figure 29: Economic Impacts of FY 2022-2026 Public Transportation Investments

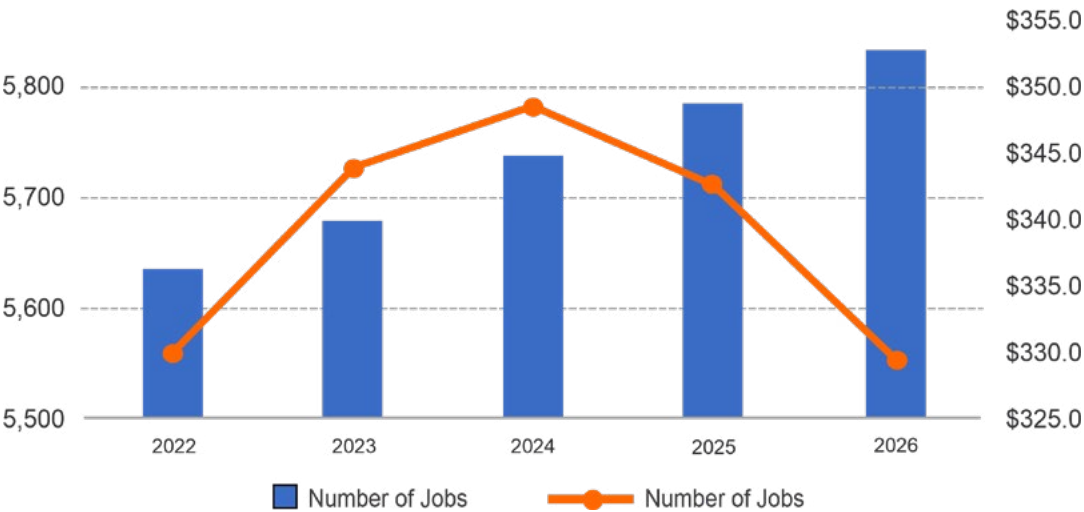


Figure 30: Employment Supported by FY 2022-2026 Five-Year Public Transportation Investments

Public Transportation Program, continued

Rail

Michigan's rail system has approximately 3,600 miles of track operated by 30 railroads. It carries about 17 percent of the state's freight tonnage. These commodities totaled more than \$166 billion in 2018. Rail is the most efficient means of surface transportation to move freight, emitting up to 75 percent less greenhouse gases than trucks and decreasing maintenance costs on the public roadway system. Rail is particularly important for the movement of heavy and bulky commodities, as well as hazardous materials. While much of this economic activity occurs on privately owned rail lines that are operated and maintained by private rail carriers, ensuring rail is a modal option is important to an integrated transportation system and Michigan's economy. As funding permits, MDOT works with MEDC, as well as the Michigan Department of Agriculture and Rural Development, to provide support to the state's businesses that need rail, most directly through the preservation of the freight-rail corridors owned by the state and by helping provide access to the system through the Freight Economic Development Program.

MDOT also supports three intercity-passenger rail services that serve 22 station communities through the provision of operating subsidies and its ownership of a 135-mile segment of the state's accelerated rail corridor between Kalamazoo and Dearborn. Working to ensure the safety of people and goods at the points in which the rail system and highway system intersect, MDOT has worked to reduce at-grade crossing incidents, with a 75 percent reduction in incidents within the last 20 years.

Aviation

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

Businesses throughout the state depend on airports for the movement of goods and personnel. Benefits associated

with airports include direct and indirect jobs, wages, and expenditures. They also include the economic ripple effects in the community, enhancing economic activities far from the airport itself. In a state like Michigan, airports serve a vital role in supporting rural communities, particularly in the Upper Peninsula.

Aviation, both commercial and general, is big business in Michigan. The following data is based on information presented in the 2017 MASP, as well as the MDOT Intermodal Management System:

- Aviation accounts for more than 183,000 jobs in the state of Michigan.
- Aviation contributes more than \$22 billion annually to Michigan's economy.
- Michigan airports serve more than 39 million passengers each year.
- Michigan airports move more than 600 million pounds of air cargo each year.

Economic benefits include expenditures made by those transient passengers who use the airport but spend money throughout the region. Airports provide savings in time and money as a result of the travel efficiencies they create. Additional economic benefits include the intangible effect an airport has on both business decisions to relocate or remain in a specific area, as well as quality of life for residents. Examples of quality of life enhancements include police and firefighting support, search and rescue, recreation, emergency medical flights, on-demand charter services, and flight instruction for future pilots.

It should be noted that technology will play an ever-increasing role in aviation with expanded integration of unmanned aerial systems (UAS), or drones, across Michigan. To prepare for this emerging technology and its potential impact on the aviation regulatory framework in Michigan, the state Legislature established the Michigan Unmanned Aerial System Program Office within MDOT to spur safe integration and economic growth associated with UAS. This office will support innovative ways of approaching airspace management, airport and landing area development, and many other topics related to UAS.

Stakeholder Outreach and Engagement

The successful and sustainable delivery of transportation projects requires a process that enables MDOT to receive feedback directly from its stakeholders through multiple communication channels. The public review and comment period for the 2022-2026 5YTP was July 26 to Aug. 27, 2021. The results of stakeholder outreach, including comments received, are summarized in this section.

The 5YTP team works with the Office of Communications as well as its local partners and seven region offices (Bay, Grand, Metro, North, Southwest, Superior, and University) to distribute announcements about public input opportunities and leverages several mediums to collect input directly. These mediums include e-mail, mail, social media, the 5YTP webpage, and public meetings.

To invite comments, MDOT placed the document on the 5YTP webpage, issued a news release, sent e-mail notifications to its partners and regions, and posted information on its social media platforms. For comments received electronically, responses were coordinated with the appropriate MDOT project area or region planner and were sent to the individuals directly. A quantitative summary of outreach results is included in the table on the next page.

The overall goals of stakeholder outreach for the 5YTP are to reach as many people as possible through various engagement

Summary of Results

Between July 26 and Aug. 27, MDOT received 191 public comments on the draft 2022-2026 5YTP from 187 different individuals. To promote awareness of and participation in the comment period, MDOT posted 28 social media posts across three platforms, with 10 on Facebook, 14 on Twitter, and four on Instagram. Each post included information from the 5YTP document, a call-to-action hashtag #ShareYourThoughts, and a link to the 5YTP webpage. Resources for persons who require mobility, visual, hearing, written, or other assistance were also publicized. Collectively, MDOT raised awareness of the 5YTP comment opportunity through social media to 119,396 people, with 2,920 engaging in some form (likes, shares, retweets, comments, etc.). The total comments received by platform over the five-week comment period are shown on the next page, followed by detail on engagement.

Method	Input	Output
Mail	Written comments received	Number of comments and content
E-mail	Messages/comments received	Number of comments and content
Social Media	Content posts	Number and content of posts
		Number of impressions (times viewed)
	Comments received	Number of comments and content
	Shares to across the platform	Number of shares to other users
	Conversions	Number of visitors to 5YTP page from posts

channels, obtain comments on projects and programs, and build interest in learning more about MDOT planning and investments.

Michigan Transportation Program Portal

Recognizing the need to expand virtual offerings for public engagement and improve transparency, MDOT has developed a streamlined webspace called the Michigan Transportation Program Portal (MTPP) where the public can look to easily find opportunities to comment on projects and programs. The MTPP houses Michigan’s various transportation programs, including the STIP and 5YTP, as well as RBMP projects. For each program, the portal includes an interactive map, a table of data, links to the open data portal datasets, and the ability to gather public comments during scheduled times of the year. The MTPP can be found at www.Michigan.gov/MDOTProgramPortal.

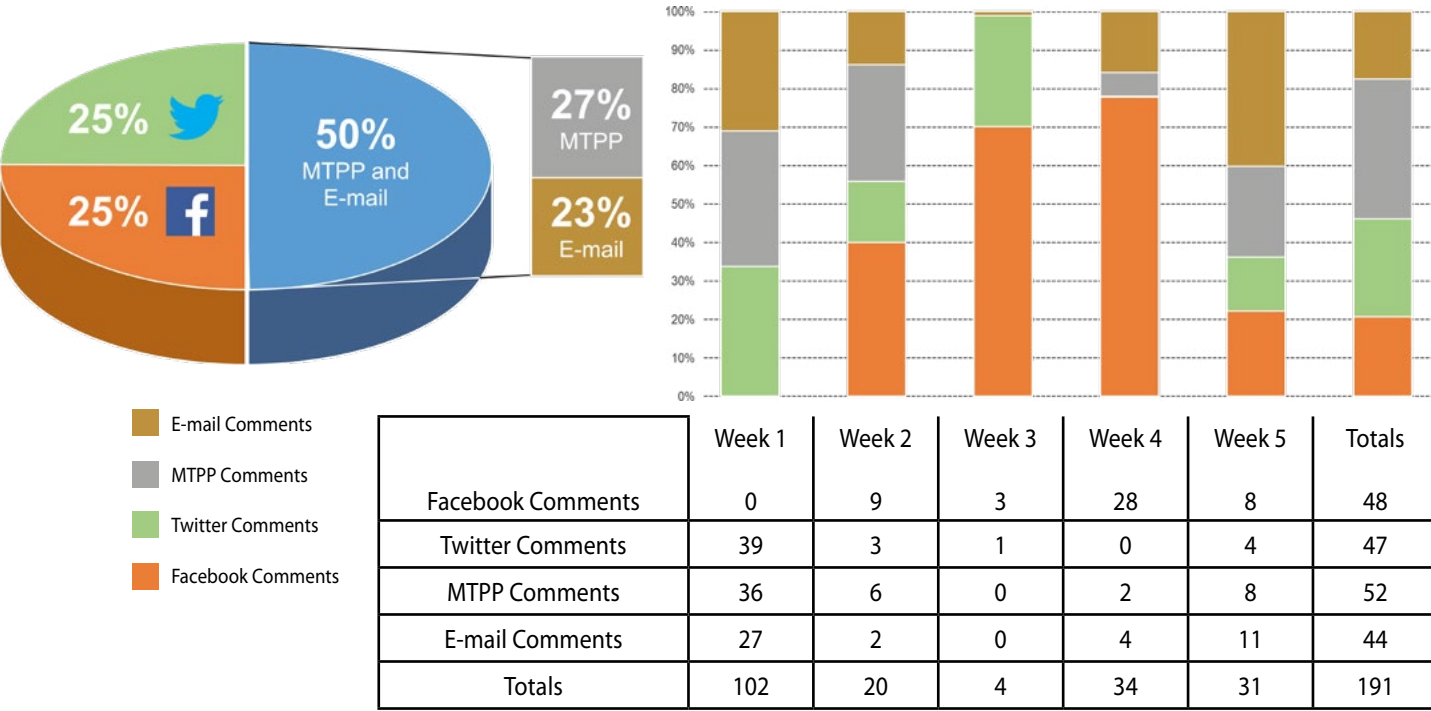
Stakeholder Outreach and Engagement

Summary of Results, continued

Method	Input	Output
5YTP Webpage	Visits/traffic source	Number of unique visitors
Presentations	Messages/comments received	Number of comments and content
MTPP	Comments received	Number of comments and content

Figure 31: 2022-2026 5YTP Outreach and Engagement Metrics

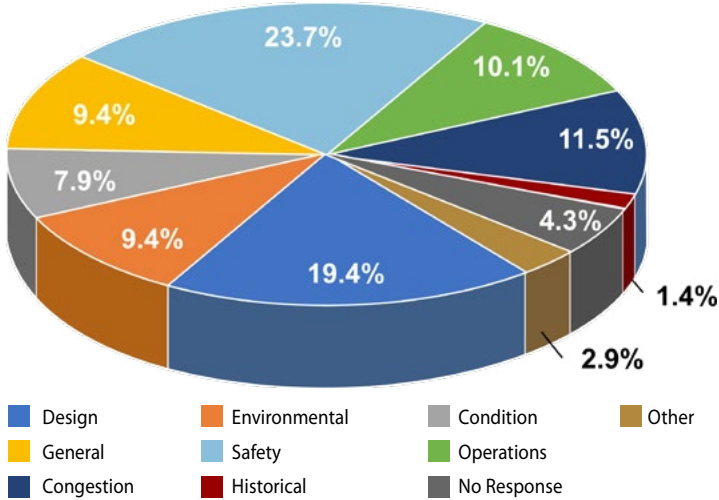
Figure 32: Comments by Platform



Comment Type

As part of the MTPP comment form, participants were provided the option to categorize their comment by one or more types based on the primary concern, such as congestion, condition, and safety. As seen on the right, Safety was the top category selected at 23.7 percent, followed by Design (19.4 percent), Congestion (11.5 percent), and Operations (10.1 percent). An option to select General comment (9.4 percent) and Other (2.9 percent) were also provided.

Figure 33: Comment Type (MTPP Only)



Stakeholder Outreach and Engagement

Social Media Outreach and Engagement

In addition to tracking comments, MDOT collected engagement information through social media posts over all three platforms. For Facebook, two measures were used, reach and engagement. Facebook reach is the total count of unique users who saw the content, and engagement is the total number of users who acted on the post in the form of likes, shares, comments, and/or clicks on the provided link to the 5YTP page. During this comment period, the total for Facebook

engagement was 2,370, and reach was 71,973. These two measures result in an overall engagement rate, or percentage of users that acted on the post after seeing it, of 3.3 percent, versus an all-industry average of 0.09 percent in 2020. Out of the three social media platforms used, Facebook had both the highest overall engagement rate as well as the top three performing posts at 799, 674, and 654, as shown below.

Figure 34: Top Three Social Media Posts (All Facebook)

Message	Engagement	Reach	Engagement Rate
“The \$12.2 billion highway program investment included in the draft 2022-2026 Five-Year Transportation Program (5YTP) is expected to support over 150,000 jobs up through 2026. Visit www.Michigan.gov/MDOT5YearProgram to view the draft program & comment by Aug 27, 2021.”	799	13,846	5.8%
“The draft 2022-2026 Five-Year Transportation Program (5YTP) includes \$3.6 billion in FY 2022 dedicated to rebuilding, improving, and maintaining nearly 2,000 lane miles state-owned roads and 175 bridges. Visit www.Michigan.gov/MDOT5YearProgram to view the draft program & comment by Aug 27, 2021.”	674	24,759	2.7%
“MDOT’s draft 2022-2026 Five-Year Transportation Program (5YTP) includes highlights on projects that will work to increase the ability of our state to adapt, respond, and recover from extreme weather events, cyberattacks and other hazards that pose a threat to public safety. Visit www.Michigan.gov/MDOT5YearProgram to view the draft program & comment by Aug 27, 2021.”	654	13,090	5.0%

For Twitter, impressions and engagements were used. Twitter impressions are counted as the total tally of all times a tweet has been displayed on a user’s feed and engagements are the number of times a user interacted with the tweet in the form of a like, retweet, quote tweet, or reply (or comment). The total Twitter impressions for this comment period was 41,549, with 500 engagements, resulting in an overall engagement rate of 1.2 percent, versus an all-industry average of 0.07% in 2020.

MDOT’s “MDOTPicOfTheDay” Instagram account was the most infrequently used platform during this comment period due to much of the 5YTP content not having an image to correspond with it. Impressions and reach were tracked, each being like their Twitter and Facebook respective counterparts. Engagement information was not available. Total Instagram impressions were 5,874 and reach was 5,584. With 7,956 followers, an estimated 74 percent of followers saw the posted content.

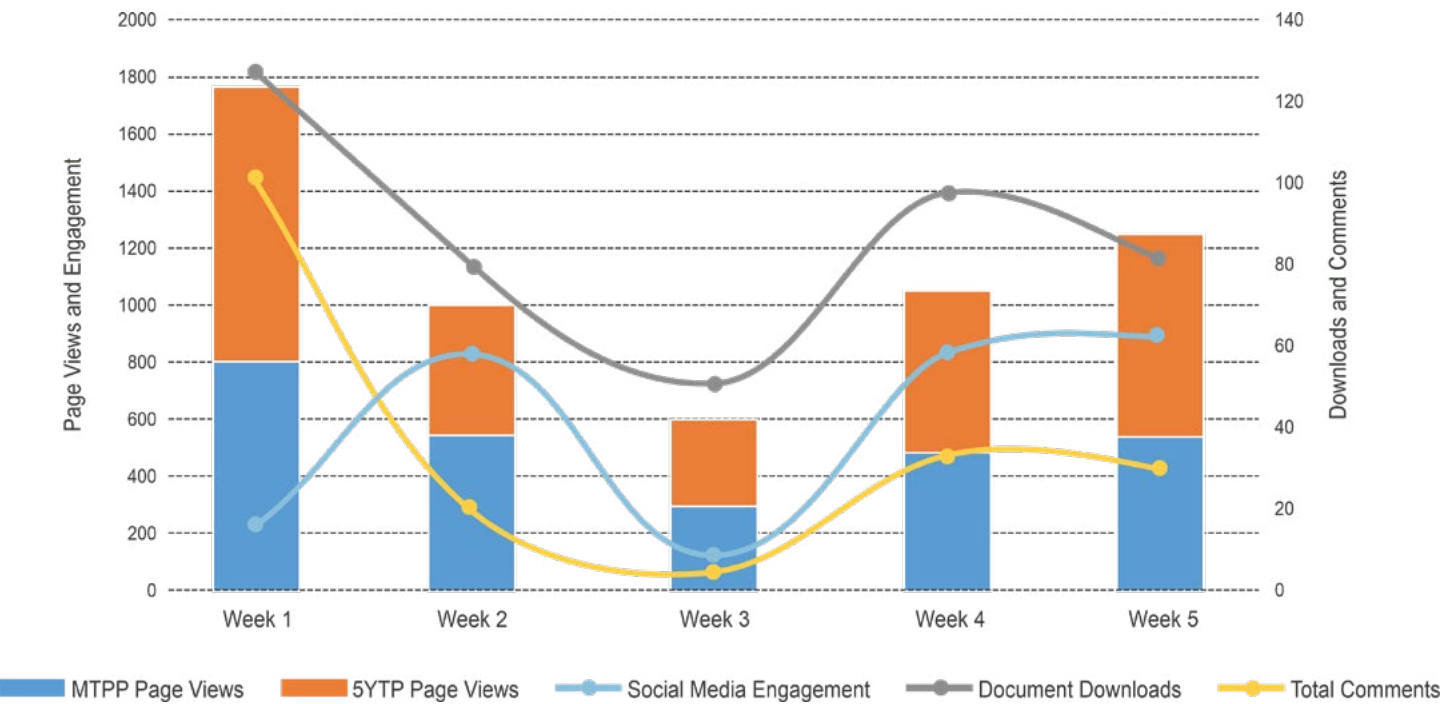
Stakeholder Outreach and Engagement

MDOT 5YTP and MTPP Webpage Visits, Document Downloads and Overall Engagement

The 5YTP webpage incorporated several options outlined at the top of the page for participation, including commenting through the MTPP interactive map, a general comment form, an e-mail to MDOT-Five-Year-Program@Michigan.gov, and/or mail to the MDOT Lansing office. Over this stated period, there were 3,031 total 5YTP webpage views and 437 document downloads. Out of these total visits, 59 percent viewed another page or clicked one of the provided participation links after landing on the 5YTP page.

The MTPP page experienced a total of 2,673 visits during the comment period. The page included instructions for using the interactive map, how to comment, general information and background on the program, and a link back to the 5YTP page for more detail. Like on the 5YTP page, a link to the general comment form was provided along with resources for persons who require mobility, visual, hearing, written, or other assistance. Among these included the ability to translate the page content to more than 100 different languages. The overall results of engagement in terms of documents downloads, comments received, engagement over social media, and visits to the 5YTP and MTPP pages are shown below.

Figure 35: MTPP/5YTP Page Views, Document Downloads and Total Engagement



Stakeholder Outreach and Engagement

Public Comment Summary

A total of 191 comments were received on the program from individuals, business organizations, and advocacy groups. Key themes are summarized below, followed by the comment details by applicable geography.

Key Engagement Themes (All Comments and Platforms)

Theme	# of Comments	% of Total Comments
Project-specific	89	46.6%
General comment or suggestion (including support)	27	14.1%
Opposition to an existing project(s)	44	23.0%
Specific project comments		
Requesting new/additional investments in specific areas	5	2.6%
Concern with design, safety, and/or congestion	13	6.8%
General Questions and Concerns	21	11.0%
General concern over local road conditions	15	7.9%
Concern over specific road condition	6	3.1%
Complete Streets/Multimodal	34	17.8%
General comment or suggestion (including support)	17	8.9%
General opposition or concern	3	1.6%
Specific aspects of Complete Streets/multimodal		
Safer bike/pedestrian infrastructure at specific location	11	5.8%
Guideline and/or policy updates	3	1.6%
Financial/Investment Strategies	36	18.8%
General comment or suggestion (including support)	8	4.2%
General opposition or concern	2	1.0%
Specific aspects of the financial strategy		
More funding for local roads	10	5.2%
More funding for transit	13	6.8%
Funding for removal of I-375	3	1.6%
Transportation Resiliency	8	4.2%
Concern about the impacts of projects on climate change	4	2.1%
Work to integrate equity more fully in planning and performance measures	2	1.0%
Support for better and cleaner (electric) transit	2	1.0%
Equity and Inclusion	3	1.6%
Support for equity lens in performance measures	1	0.5%
Support for integrating equity more fully in planning	2	1.0%
TOTAL	191	100%

Stakeholder Outreach and Engagement

Statewide Summary - 67 Comments

Theme	Received	Comment
Project-specific	1	Concerned about sinkholes on I-75.
General Questions and Concerns	2	Suggested more private sector participation in the planning and asset management process.
	6	Expressed appreciation for the public comment opportunity on the 5YTP.
	5	Expressed concern over poor conditions of local roads.
	1	Inquired on why the poles for highway signs are replaced every few years.
Complete Streets/ Multimodal	1	Suggested that MDOT provide more assistance to local governments in covering maintenance costs for bicycle-pedestrian infrastructure and begin addressing state carbon neutrality goals in plans and projects.
	1	Expressed support for MDOT's partnerships with local transit agencies and the deployment of new passenger transportation innovations.
	7	Suggested greater priority on implementing Complete Streets and multimodal options within projects.
	2	Suggested more consideration for non-single-occupancy vehicular travel options.
	1	Suggested that MDOT begin using the "Bikes May Use Full Lane" sign as a default design protocol in roundabout designs where street parking is permitted, and development of guidelines in the Michigan Manual on Uniform Traffic Control Devices (MMUTCD) to include provisions on regional bike routes.
Financial/Investment Strategies	1	Suggested MDOT utilize any new revenue to remove I-375 within the next five years.
	5	Expressed support for investments in fixing roads.
	6	Suggested greater investment in passenger transportation programs.
	4	Suggested greater investment in local roads and infrastructure.
	1	Suggested funding be used to support better pay for transit drivers.
	2	Expressed concern about the cost of widening roads.
	1	Expressed concern over declining road conditions and the impact of the Rebuilding Michigan program.
	2	Expressed concern over unfunded needs in transportation infrastructure.
	7	Suggested greater parity between funding levels for roads versus transit.
	1	Expressed concern over projects perceived as unnecessary and their contribution to the total cost of the 2022-2026 5YTP.
Transportation Resiliency	2	Expressed support for more right-sizing of transportation infrastructure.
	1	Suggested MDOT incorporate climate action, nonmotorized access and VMT reduction into its performance measures and goals.

Stakeholder Outreach and Engagement

Statewide - 67 Comments, continued

	4	Expressed concern over addressing the impacts of climate change and support for multimodal options.
Equity and Inclusion		
	1	Suggested that options for the transportation disadvantaged be a greater consideration in mobility programs.
	2	Expressed MDOT focus more on supporting equity, resiliency, and nonmotorized transportation.
Bay Region Summary - 11 Comments		
Project-specific	1	Inquired whether M-24 through Metamora was in the program.
	2	Inquired about the I-75/I-69 interchange design.
	1	Expressed concern with conditions on M-54 from Atherton Road south to Saginaw Road, and requested it be advanced to 2022.
	1	Suggested the inclusion of traffic calming strategies on M-54 from Atherton Road to Leith Street.
Complete Streets/ Multimodal	6	Suggested more Complete Streets and multimodal options at various locations in the region.
Grand Region Summary - 3 Comments		
Project-specific	1	Expressed support for rebuilding I-96 from M-11 to the Kent County line.
	1	Expressed support for rebuilding M-21 between Lowell and Ada.
	1	Inquired when the I-75/M-46 interchange is going to be complete.
Metro Region Summary - 20 Comments		
Project-specific	5	Suggested removing the I-375 structure or had questions about the timeline for the study.
	1	Expressed support for center running transit in the design of the US-12 project in Detroit but also voiced concerned about the need for more Complete Streets elements as well as CAV corridor being too oriented toward private sector use.
	3	Expressed concern over the widening of I-94 in Detroit and the potential for using the right of way for facilitating better connections to and between adjoining neighborhoods.
	2	Expressed concern over continued work on the Modernize I-75 project in Oakland County.
	1	Inquired on the timing of the US-23 project in Monroe County from the state line to Ida Center.
	1	Expressed concern over the design of the I-75/M-59 interchange.
General Questions/ Concerns	1	Suggested MDOT focus on resurfacing bumpy roads, repairing sunken manhole covers, and sealing cracks in asphalt to improve road conditions and save on future maintenance costs.
Complete Streets/ Multimodal	1	Expressed support for the continued building of the Gordie Howe International Bridge and the inclusion of the bicycle-pedestrian path between Detroit and Windsor.

Stakeholder Outreach and Engagement

Metro Region Summary - 20 Comments, continued

	2	Expressed support for establishing a regional transit hub in downtown Detroit with options for service connections to Ann Arbor, Detroit Metro Airport, and other destinations.
Financial/Investment Strategies	2	Expressed support for MDOT assisting transit agencies with acquiring electric buses in their fleets.
Transportation Resiliency	1	Suggested more trees along highways throughout the state to enhance the driving experience.
North Region Summary - 67 Comments		
Project-specific	44	Expressed concerns over the M-32/Bagley Street roundabout project.
	8	Expressed support for the M-32/Bagley Street roundabout project.
	1	Expressed support for a roundabout at the US-31/Three Mile Road intersection.
	1	Expressed safety concerns with the proximity of state campground access to the Three Mile Road intersection.
	2	Expressed concern with the pavement condition on US-31.
	1	Suggested restricting US-31 to no left turns from the Murchie Bridge to Garfield Avenue to keep traffic moving and reduce congestion.
	2	Expressed support for right-sizing US-41 in Houghton.
Complete Streets/ Multimodal	2	Expressed concern over bicycle-pedestrian safety with specific region projects, including US-31 from Division Street to the Murchie Bridge, and US-31 from Gonder Road to M-37.
	2	Suggested more separated bicycle lanes along roadways.
Financial/Investment Strategies	4	Suggested greater investment in local roads and infrastructure.
Southwest Region Summary - 10 Comments		
Project-specific	1	Suggested a roundabout at the M-28/Connors Road intersection in the city of Wetmore.
	1	Expressed concern about pavement condition on Main Street in the city of Saint Joseph.
	1	Expressed safety concerns with the M-51/US-12 rebuilding project.
	1	Inquired about the time frame for rebuilding I-94 between M-60 and Parma.
General Questions and Concerns	4	Expressed concern over poor conditions of local roads.
Complete Streets/ Multimodal	2	Expressed support for the accelerated passenger rail project from Dearborn to Kalamazoo.
Superior Region Summary - 2 Comments		
Project-specific	1	Expressed concern over worsening conditions on M-26 from US-45 to M-38 and suggested the project be advanced to 2022.

Stakeholder Outreach and Engagement

Superior Region Summary - 2 Comments, continued

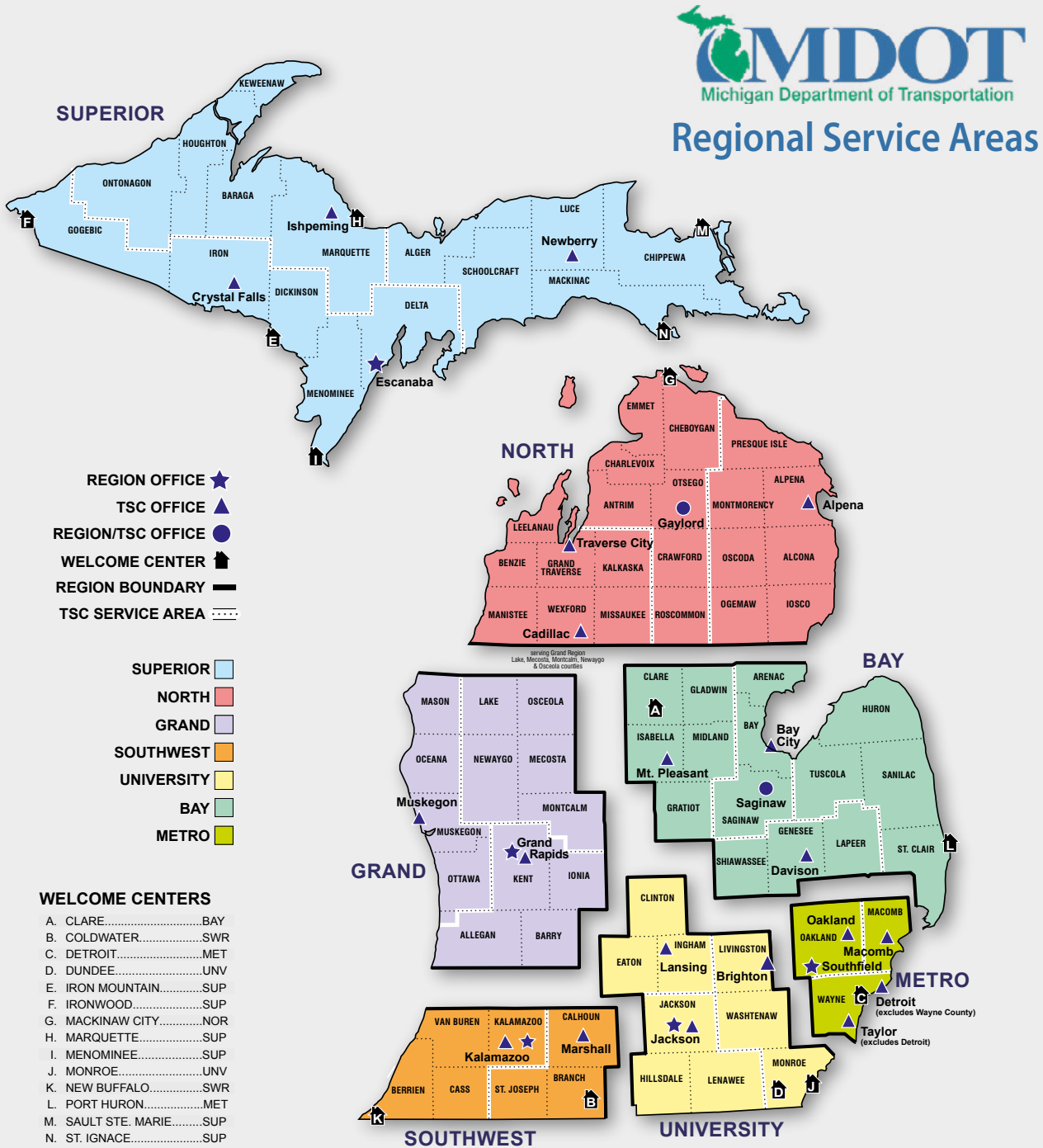
General Questions and Concerns	1	Expressed support for the region projects listed in the 5YTP and suggested providing truck parking areas across the region, specifically along US-41 and M-28. Concerns were also communicated over conditions on M-35 from Little Lake to Perkins, M-95 north of Dickinson County, US-41 south of Skandia to Trenary, the US-2/M-35 intersection, and US-41 in Gladstone.
University Region Summary - 11 Comments		
Project-specific	1	Expressed concern about pavement condition on US-23 through Ann Arbor.
	1	Expressed concern about pavement condition on US-23 from Ellsworth Road to Geddes Road.
	1	Suggested that US-127 work be advanced to a year earlier than 2025.
General Questions and Concerns	1	Suggested removing all urban freeways in Lansing due to safety and cost concerns.
Complete Streets/ Multimodal	1	Expressed concern about safety on US-127 between I-96 and I-496 and suggested converting the segment to an at-grade complete street.
	2	Suggested more Complete Streets and multimodal options on I-69 BL.
	4	Expressed support for a nonmotorized crossing at the Huron Street/I-94 interchange in Ypsilanti.

Stakeholder Outreach and Engagement

Project Lists

The following section contains a list of road and bridge projects, divided by MDOT region, to be built during FY 2022-2026. Projects funded with RBMP funds are highlighted for ease of reference.

For more information on projects and 5YTP updates, please visit www.Michigan.gov/MDOT5YearProgram.





BAY REGION										
BRIDGE - BIG BRIDGE PROGRAM										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
BAY	M-13	M-13 and M-84 over E CHANNEL SAGINAW RIVER	Bridge Replacement			CON				
BAY	M-25	over SAGINAW RIVER and JFK DRIVE	Substructure Repair				CON			

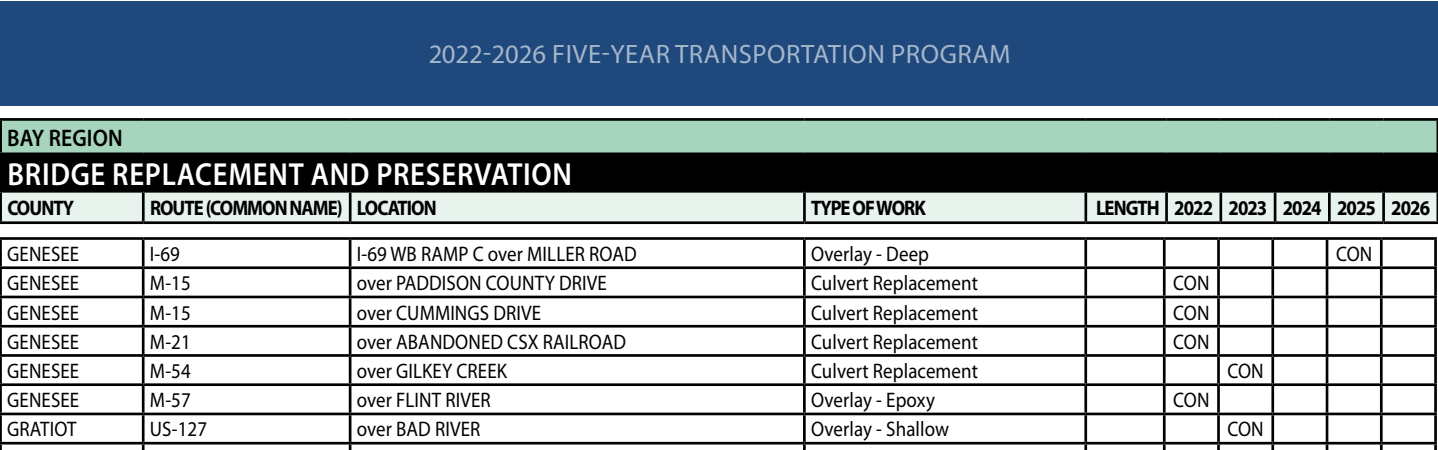
BAY REGION

BRIDGE REPLACEMENT AND PRESERVATION

ARENAC	US-23	over DIME DRIVE	Scour Protection		CON					
ARENAC	US-23	over WHITNEY DRIVE	Overlay - Epoxy		CON					
ARENAC	US-23	over SILVER DRIVE	Asphalt overlay w/ waterproofing membrane		CON					
BAY	US-10	MACKINAW ROAD over US-10	Bridge Replacement			CON				
BAY	US-10 E	over CULVER DRIVE	Overlay - Shallow			CON				
BAY	US-10	THREE MILE ROAD over US-10	Overlay - Shallow			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	BRISTOL ROAD (OLD M-121) 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 SERVICE ROAD over I-475	Bridge Removal			CON				
GENESEE	I-475 N	14TH STREET over I-475	Bridge Removal			CON				
GENESEE	I-475 N	over THREAD CREEK	Deck Replacement			CON				
GENESEE	I-475 S	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 over I-475	Bridge Removal			CON				
GENESEE	I-475 N	LEFT TURN LANE NO2 over I-475	Bridge Removal			CON				
GENESEE	I-69	over SWARTZ CREEK	Overlay - Deep					CON		
GENESEE	I-69 W	over SWARTZ CREEK	Overlay - Deep					CON		
GENESEE	I-69 E	I-69 and RAMP over HOWLAND DRIVE and HEWITT DRIVE	Scour Protection					CON		
GENESEE	I-69 E	over GTW RAILROAD and SWARTZ CREEK	Overlay - Deep					CON		
GENESEE	I-69 E	over GTW RAILROAD	Overlay - Deep					CON		
GENESEE	I-69 W	over GTW RAILROAD and SWARTZ CREEK	Overlay - Deep					CON		
GENESEE	I-69 W	over GTW RAILROAD	Overlay - Deep					CON		
GENESEE	I-69 E	over ELMS ROAD	Overlay - Shallow					CON		
GENESEE	I-69 W	over ELMS ROAD	Overlay - Shallow					CON		
GENESEE	I-69 E	over LINDEN ROAD	Overlay - Deep					CON		
GENESEE	I-69 E	over BRISTOL ROAD	Overlay - Deep					CON		
GENESEE	I-69 W	over BRISTOL ROAD	Overlay - Deep					CON		
GENESEE	I-69 E	over MILLER ROAD	Overlay - Epoxy					CON		
GENESEE	I-69 W	over LINDEN ROAD	Overlay - Deep					CON		
GENESEE	I-69 W	over MILLER ROAD	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	2022	2023	2024	2025	2026	
GENESEE	I-69	I-69 WB RAMP C over MILLER ROAD	Overlay - Deep					CON		
GENESEE	M-15	over PADDISON COUNTY DRIVE	Culvert Replacement		CON					
GENESEE	M-15	over CUMMINGS DRIVE	Culvert Replacement		CON					
GENESEE	M-21	over ABANDONED CSX RAILROAD	Culvert Replacement		CON					
GENESEE	M-54	over GILKEY CREEK	Culvert Replacement			CON				
GENESEE	M-57	over FLINT RIVER	Overlay - Epoxy		CON					
GRATIOT	US-127	over BAD RIVER	Overlay - Shallow			CON				
GRATIOT	US-127 S	over BAD RIVER	Overlay - Shallow			CON				
GRATIOT	US-127	over BEAR CREEK	Culvert Replacement			CON				
GRATIOT	US-127 N	over WOLF and BEAR CREEK	Culvert Replacement			CON				
ISABELLA	US-127 N	over M-20	Bearing Realignment		CON					
ISABELLA	US-127 S	over M-20	Bearing Realignment		CON					
LAPEER	M-24	over FOSTORIA DRIVE	Deck Replacement				CON			
LAPEER	M-53	over ELK LAKE CREEK	Bridge Replacement			CON				
LAPEER	M-90	over FLINT RIVER	Overlay - Deep				CON			
MIDLAND	M-20	over PRAIRIE CREEK	Bridge Replacement		CON					
MIDLAND	US-10	M-30 over US-10	Bridge Replacement				CON			
SANILAC	M-25	over FORESTER CREEK	Superstructure Repair - Concrete		CON					
SANILAC	M-46	over BLACK RIVER	Bridge Replacement			CON				
SHIAWASSEE	I-69	over LOOKING GLASS RIVER	Scour Protection			CON				
SHIAWASSEE	I-69 W	over LOOKING GLASS RIVER	Scour Protection			CON				
SHIAWASSEE	I-69 E	over WEBB DRIVE	Scour Protection			CON				
SHIAWASSEE	I-69 W	over WEBB DRIVE	Scour Protection			CON				
ST. CLAIR	I-69	ALLEN ROAD over I-69	Deck Replacement				CON			
ST. CLAIR	M-29	over SWAN CREEK	Overlay - Epoxy					CON		
TUSCOLA	M-46	over WHITE CREEK	Culvert Replacement				CON			

BAY REGION

REPAIR AND REBUILD ROADS

ARENAC	M-13	WORTH ROAD INTERSECTION	Traffic Safety	0.026	CON					
ARENAC	US-23 (North Huron Road)	POINT LOOKOUT ROAD to ARENAC/IOSCO COUNTY LINE	Road Rehabilitation	7.541	CON					
ARENAC	US-23	SANTIAGO ROAD to SOUTH POINT LOOKOUT ROAD	Road Rehabilitation	5.279					CON	
BAY	M-25 E (West Thomas Street)	M-25 FREEWAY end to WALNUT STREET	Reconstruction	1.211			CON			
BAY	M-25 W (East Jenny Street)	M-25 FREEWAY end EAST to WALNUT STREET	Reconstruction	1.262			CON			
BAY	US-10 W	M-25 FREEWAY end EAST to WALNUT STREET	Reconstruction	5.485		CON				
BAY	US-10 W	7 MILE ROAD to US-10 RAILROAD BRIDGE	Reconstruction	6.998					CON	
CLARE	US-127	LONG LAKE ROAD to CLARE/ROSCOMMON COUNTY LINE	Road Rehabilitation	3.989				CON		
GENESEE	I-475	BRISTOL ROAD to THREAD CREEK and FLINT RIVER to CARPENTER ROAD	Reconstruction	5.290		CON				
GENESEE	I-475 N	over FLINT RIVER, W BOULEVARD and RIVERSIDE DRIVE	Bridge Replacement			CON				
GENESEE	I-475 N	over GIBSON DRIVE	Scour Protection			CON				
GENESEE	I-475 N	over CSX RAILROAD and NB SERVICE ROAD	Bridge Replacement			CON				
GENESEE	I-475 N	over CSX RAILROAD and PIERSON ROAD	Deck Replacement			CON				
GENESEE	I-475 N	over ATHERTON ROAD	Deck Replacement			CON				
GENESEE	I-475 N	over M-54 BUSINESS ROUTE (SAGINAW ST)	Deck Replacement			CON				
GENESEE	I-475 N	over LEITH STREET	Deck Replacement			CON				
GENESEE	I-475 N	over STEWART AVE	Deck Replacement			CON				
GENESEE	I-475 N	over RAMP C I-475	Deck Replacement			CON				
GENESEE	I-475 N	over HORTON AVE	Bridge Removal			CON				

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

BAY REGION										
REPAIR AND REBUILD ROADS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
GENESEE	I-475 N	CARPENTER ROAD over I-475	Bridge Replacement			CON				
GENESEE	I-475 N	over LEFT TURN LANE NO 3	Bridge Removal			CON				
GENESEE	I-475	RAMP over HORTON AVENUE	Bridge Removal			CON				
GENESEE	I-475 N	RAMP B over I-475	Bridge Removal			CON				
GENESEE	I-475	OFF RAMP to SELBY over SELBY to I-475 SB ON RAMP	Bridge Removal			CON				
GENESEE	I-475	RAMP E (I-475) over RAMP F I-475	Bridge Removal			CON				
GENESEE	I-475 N	over MASSACHUSETTS AVENUE	Bridge Removal			CON				
GENESEE	I-475 N	RUSSELL AVENUE over I-475	Deck Replacement			CON				
GENESEE	I-475 N	GTW RAILROAD over I-475	Substructure Patching			CON				
GENESEE	I-475	THREAD CREEK to FLINT RIVER and 10 STRUCTURE LOCATIONS	Reconstruction	2.600				CON		
GENESEE	I-475 N	over GILKEY CREEK	Culvert Replacement					CON		
GENESEE	I-475 N	FIFTH STREET and 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	KEARSLEY STREET over I-475	Overlay - Epoxy					CON		
GENESEE	I-475 N	EB LONGWAY BOULEVARD over I-475	Overlay - Epoxy					CON		
GENESEE	I-475 N	WB LONGWAY BOULEVARD over I-475	Overlay - Epoxy					CON		
GENESEE	I-475 N	I-475 and RAMP B over CHAVEZ DRIVE	Deck Replacement					CON		
GENESEE	I-475 N	over DAVISON and BROADWAY AVENUES	Bridge Replacement					CON		
GENESEE	I-75/US-23	VARIOUS FREEWAY RAMPS	Traffic Safety	5.768				CON		
GENESEE	I-75 N/Corunna Ramp	I-75 NB EXIT RAMP at M-21	Traffic Safety	0.178				CON		
GENESEE	M-15 (State Road)	POTTER ROAD to RICHFIELD ROAD	Minor Widening	0.998	CON					
GENESEE	M-15 (State Road)	RICHFIELD ROAD to SOUTH of DODGE ROAD	Road Rehabilitation	5.927	CON					
GENESEE	M-15 (N State Road)	at COLDWATER ROAD	Traffic Safety	0.117	CON					
GENESEE	M-15	SOUTH GENESEE COUNTY LINE to I-69	Road Rehabilitation	9.861					CON	
GENESEE	M-21 (Corunna Road)	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 Road)	M-54 to M-15	Road Capital Preventive Maintenance	9.843		CON				
GENESEE	US-23 N	THOMPSON ROAD to BALDWIN ROAD	Traffic Safety	1.531			CON			
GLADWIN	M-18	FIRST STREET to GLADWIN/ROSCOMMON COUNTY LINE	Road Capital Preventive Maintenance	17.705		CON				
GRATIOT	M-46	MONTCALM/GRATIOT COUNTY LINE to ALGER ROAD	Road Rehabilitation	8.999					CON	
GRATIOT	US-127	M-57 to BAGLEY ROAD	Road Rehabilitation	6.544		CON				
HURON	M-142 (Sand Beach Road)	M-53 to M-19	Road Rehabilitation	2.810	CON					
HURON	M-142 (M-142)	NUGENT ROAD to WEST of JOYCE DRIVE	Minor Widening	0.558	CON					
HURON	M-142 (State St)	HARBOR BEACH	Road Rehabilitation	0.726					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 Street)	US-127 BUSINESS ROUTE (MISSION ST) to US-127	Reconstruction	1.671	CON					
ISABELLA	M-20	at US-127 NORTHBOUND RAMPS	Traffic Safety	0.207	CON					
ISABELLA	M-20	US-127 to SUMMERTON ROAD	Road Rehabilitation	0.295					CON	
ISABELLA	M-20 (E Pickard Road)	at SUMMERTON ROAD	Traffic Safety	0.250					CON	
ISABELLA	US-127	M-20 to RIVER ROAD	Road Rehabilitation	1.930				CON		
LAPEER	I-69	LAKE GEORGE ROAD to NEWARK ROAD	Reconstruction	1.887				CON		
LAPEER	M-24 (S Lapeer Road)	at BROCKER ROAD	Traffic Safety	0.300					CON	
LAPEER	M-53 (Van Dyke Road)	BOWERS ROAD to DEANVILLE ROAD	Road Rehabilitation	8.184		CON				
LAPEER	M-53 (S Van Dyke Road)	NEWARK ROAD to CAPAC ROAD	Road Rehabilitation	1.901					CON	

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BAY REGION										
REPAIR AND REBUILD ROADS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
LAPEER	(Van Dyke Road)	M-53 at SAINT CLAIR STREET	Traffic Safety						CON	
LAPEER	M-90	M-24 to NORTH BRANCH	Road Capital Preventive Maintenance	5.791				CON		
MIDLAND	M-20 (E Isabella Road)	M-30 to EAST of CURRIE PARKWAY	Road Rehabilitation	5.674	CON					
MIDLAND	M-20	LEATON ROAD to MERIDIAN ROAD (M-30)	Traffic Safety	16.788		CON				
MIDLAND	US-10BR (Eastman Ave)	US-10 BUSINESS ROUTE at WACKERLY ROAD	Traffic Safety	0.090	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					
SAGINAW		M-47 GEOMETRIC IMPROVEMENTS from THISTLE to NORMANDY	Traffic Safety	0.194				CON		
SAGINAW	M-58 E (State Street)	AVALON STREET to M-84	Reconstruction	1.174				CON		
SAGINAW	M-83	M-54 NORTH to DEAD CREEK	Road Capital Preventive Maintenance	3.872	CON					
SANILAC	M-25 (Lakeshore Road)	FISHER ROAD to LYNN BOULEVARD	Road Capital Preventive Maintenance	5.595	CON					
SANILAC	M-46 (Sanilac Road)	M-46 and M-19	Reconstruction	8.362		CON				
SANILAC	M-46 (E Sanilac Road)	CARSONVILLE to GOETZE ROAD	Road Capital Preventive Maintenance	2.533	CON					
ST. CLAIR	I-69 WB	M-19 to TAYLOR ROAD	Road Rehabilitation	9.594	CON					
ST. CLAIR	I-69 BL EB (Oak St)	32ND STREET to I-94 BUSINESS LOOP	Road Rehabilitation	1.959						CON
ST. CLAIR	I-69 BL W (Griswold St)	24TH STREET to I-94 BUSINESS LOOP	Road Capital Preventive Maintenance	1.423	CON					
ST. CLAIR	I-94 BL (Gratiot BOULEVARD)	I-94 to M-29	Road Rehabilitation	2.653				CON		
ST. CLAIR	M-136 (Keewahdin ROAD)	M-136 at NORTH ROAD	Traffic Safety	0.201		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 (Busha Hwy)	RIVER ROAD to I-94 BUSINESS LOOP	Road Rehabilitation	4.648						CON
ST. CLAIR	M-29	MARINE CITY to REMER ROAD	Road Capital Preventive Maintenance	3.072	CON					
				243.231						


BAY REGION										
CAPACITY IMPROVEMENT										
ST. CLAIR	I-94 E	BLUE WATER BRIDGE PLAZA	Concrete Reconstruction	0.939		CON	CON	CON	CON	
ST. CLAIR	I-94 E	BLUE WATER BRIDGE PLAZA	Concrete Reconstruction		PE	PE	PE	PE	PE	
ST. CLAIR	I-94 E	BLUE WATER BRIDGE PLAZA	Concrete Reconstruction		ROW	ROW	ROW			
ST. CLAIR	I-94 E	BLUE WATER BRIDGE PLAZA	Concrete Reconstruction		UTL	UTL	UTL			
ST. CLAIR	I-94 E	BLUE WATER BRIDGE PLAZA	Concrete Reconstruction	0.913		CON	CON	CON	CON	
ST. CLAIR	I-94 E	BLUE WATER BRIDGE PLAZA	Concrete Reconstruction		PE	PE	PE	PE	PE	
				1.852						

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GRAND REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
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 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					
ALLEGAN	I-196 N	OLD US-31 over I-196 and US-31	Overlay - Deep		CON					
ALLEGAN	M-40	M-40 and M-89 over KALAMAZOO RIVER	Substructure Repair						CON	
ALLEGAN	US-131	140TH AVENUE over US-131	Bridge Removal						CON	
ALLEGAN	US-131 N	over GRAND ELK RAILROAD	Substructure Patching						CON	
ALLEGAN	US-131	over GRAND ELK RAILROAD	Substructure Patching						CON	
BARRY	M-37	over FALL CREEK	Miscellaneous Rehabilitation				CON			
BARRY	M-43	over COLDWATER RIVER	Bridge Replacement				CON			
BARRY	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		
IONIA	M-21	over PRAIRIE CREEK	Deck Replacement						CON	
KENT	I-196	M-21 EB over MARKET AVENUE and GRAND RIVER	Bridge Replacement		CON					
KENT	I-196 W	M-21 WB over MARKET AVENUE and GRAND RIVER	Bridge Replacement		CON					
KENT	I-196 BS E	M-21 BUSINESS ROUTE RAMP 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	RAMP A; M-21 over M-21 BUSINESS ROUTE (CHICAGO DRIVE)	Overlay - Epoxy		CON					
KENT	I-196 E	I-296 EB (US-131 NB) over I-196 EB, M-21	Overlay - Deep					CON		
KENT	I-296 N	over 6TH STREET	Overlay - Epoxy					CON		
KENT	I-296/US-131 NB	I-296 (US-131) NB over US-131 BUSINESS ROUTE (LEONARD)	Overlay - Deep					CON		
KENT	I-296 N	I-296 EB/US-131 NB over ANN STREET	Bridge Barrier Railing Replacement					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		
KENT	I-96	over COOPERSVILLE and MARNE RAILROAD	Overlay - Deep						CON	
KENT	I-96 W	over COOPERSVILLE and MARNE RAILROAD	Overlay - Deep						CON	
KENT	I-96 E	over 4 MILE ROAD	Deck Patching						CON	
KENT	I-96 W	over 4 MILE ROAD	Overlay - Deep						CON	
KENT	I-96	over BRISTOL ROAD	Deck Patching						CON	
KENT	I-96 W	over BRISTOL ROAD	Deck Patching						CON	
KENT	M-37	32ND STREET over M-37	Bridge Replacement						CON	
KENT	US-131 S	US-131 SB over W RIVER DRIVE and MDOT RAILROAD	Overlay - Deep			CON				
KENT	US-131	US-131 NB over W RIVER DRIVE and MDOT RAILROAD	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		

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2022-2026 FIVE-YEAR TRANSPORTATION PROGRAM										
GRAND REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
KENT	US-131	PINE ISLAND DRIVE over US-131	Deck Patching						CON	
KENT	US-131	10 MILE 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	
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	over HILE ROAD	Overlay - Deep		CON					
MUSKEGON	I-96 EB	over NORRIS CREEK	Overlay - Deep		CON					
MUSKEGON	I-96 WB	over NORRIS CREEK	Overlay - Deep		CON					
MUSKEGON	US-31 N	over RILEY THOMPSON ROAD	Overlay - Deep		CON					
MUSKEGON	US-31BR S	over BLACK CREEK	Bridge Replacement			CON				
MUSKEGON	US-31BR N	over BLACK CREEK	Bridge Replacement			CON				
OCEANA	US-31 BL	over US-31	Pin and Hanger Replacement							CON
OSCEOLA	M-66	over MUSKEGON RIVER	Substructure Repair		PES					
OSCEOLA	M-66	over DOC and TOM CREEK	Bridge Replacement				CON			
OSCEOLA	US-10BR	OLD US-131 over HERSEY RIVER	Asphalt overlay w/ waterproofing membrane			CON				
OSCEOLA	US-10	over HERSEY RIVER	Overlay - Deep			CON				
OTTAWA	I-96 E	over 88TH AVENUE	Deck Patching							CON
OTTAWA	I-96	over 88TH AVENUE	Deck Patching							CON
OTTAWA	I-96 E	over M-11 WB RAMP	Deck Patching							CON

GRAND REGION										
REPAIR AND REBUILD ROADS										
ALLEGAN	M-40	136TH AVENUE NORTH to N of 48TH STREET	Minor Widening	0.700	CON					
ALLEGAN	M-89 (Marshall Street)	M-222 EAST to 29TH STREET	Road Rehabilitation	1.826		CON				
ALLEGAN	M-89	I-196 EAST to 58TH STREET	Road Capital Preventive Maintenance	5.247	CON					
Allegan	US-31N	I-196 to CENTRAL AVENUE	Reconstruction	3.39	CON					
BARRY	M-43	CLOVERDALE ROAD (SOUTH JUNCTION) to CLOVERDALE ROAD (NORTH JUNCTION)	Reconstruction	0.250						CON
BARRY	M-66 (Saddlebag Road)	M-50 NORTH to BARRY/IONIA COUNTY LINE	Road Rehabilitation	1.028						CON
IONIA	I-96	BLISS ROAD EAST to SUNFIELD HIGHWAY	Reconstruction	9.071		CON				
IONIA	M-21	HAWLEY HWY/MORRISON LAKE ROAD	Traffic Safety	0.330					CON	
KENT	I-196 W	M-11 EAST to I-196 BUS SPUR	Major Widening	1.356	CON					
KENT	I-196 W	I-196 WB M-21 over SERVICE ROAD	Miscellaneous Bridge		CON					
KENT	I-196 BS	BURLINGAME AVENUE EAST to CLYDE PARK AVENUE	Road Rehabilitation	1.023	CON					
KENT	I-296/US-131 NB	BRIDGE STREET NORTH to RICHMOND STREET	Road Rehabilitation	1.342					CON	
KENT	I-296/US-131 SB	PEARL STREET NORTH to RICHMOND STREET	Road Rehabilitation	1.591					CON	
KENT	I-96	CASCADE ROAD EAST to M-11	Road Rehabilitation	3.025	CON					
KENT	M-11	DIVISION AVENUE EAST to KALAMAZOO AVENUE	Road Rehabilitation	1.848				CON		
KENT	M-21	BENNETT STREET EAST to VALLEY VISTA DRIVE	Road Rehabilitation	6.079						CON
KENT	M-21	I-96 EAST to GRAND RIVER AVENUE	Road Rehabilitation	3.698					CON	
KENT	M-37	60TH STREET NORTH to 44TH STREET	Road Rehabilitation	2.075					CON	
KENT	M-37	92ND STREET NORTH to 76TH STREET	Road Rehabilitation	2.875				CON		
KENT	M-37 SB	60TH STREET to PATTERSON AVENUE (N JUNCTION)	Minor Widening	0.666					CON	
KENT	M-44 CONNECTOR (Plainfield Ave NE)	I-96 NORTH to AIRWAY STREET	Road Rehabilitation	2.665				CON		

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GRAND REGION										
REPAIR AND REBUILD ROADS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
KENT	M-57	NORTHLAND DRIVE to FARLAND AVENUE	Traffic Safety	3.917				CON		
KENT	M-57	RAMSDELL DRIVE to MORGAN MILLS AVENUE	Traffic Safety	5.943					CON	
KENT	M-6 (Paul B Henry Fwy)	EAST BRANCH RUSH CREEK to BURLINGAME AVENUE	Road Rehabilitation	2.831		CON				
KENT	US-131	44TH to POST DRIVE	Traffic Safety	11.745		CON				
KENT	US-131	ALLEGAN/KENT COUNTY LINE NORTH to 76TH STREET	Reconstruction	4.038		CON				
KENT	US-131	I-96 NORTH to POST DRIVE	Active Traffic Management	6.185					CON	
KENT	US-131 S	over 6 MILE ROAD	Widen - Add Lanes						CON	
KENT	US-131 N	over 6 MILE ROAD	Deck Patching						CON	
MASON	US-10/US-31	BRYE ROAD EAST to US-31 (EAST JUNCTION)	Road Rehabilitation	4.364				CON		
MASON	US-31	SUGAR GROVE ROAD NORTH to HOAGUE ROAD	Road Rehabilitation	10.103	CON					
MASON	US-31	N of MEISENHEIMER ROAD to CHAUVEZ ROAD	Road Rehabilitation	2.181		CON				
MECOSTA	M-20	HEWLETT STREET (REMUS) EAST to the MECOSTA/ ISABELL COUNTY LINE	Road Capital Preventive Maintenance	2.817		CON				
MECOSTA	M-66 and M-20	over CULP DRIVE N and TRIB to BLACK CREEK; M20 over TRIB to E SCHRADER CREEK	Reconstruction	0.570	CON					
MECOSTA	Old 131	between 8 MILE and GOLFWIEW DRIVE	Traffic Safety	5.791			CON			
MONTCALM	M-91	KENDAVILLE ROAD NORTH to M-46	Road Rehabilitation	4.489		CON				
MONTCALM	M-91	STANTON ROAD NORTH to KENDAVILLE ROAD	Road Rehabilitation	4.377					CON	
MUSKEGON	M-46	SHONAT STREET east to MAPLE ISLAND ROAD	Road Rehabilitation	6.904			CON			
NEWAYGO	M-37	M-82 (NORTH JUNCTION) to the WHITE RIVER	Road Rehabilitation	8.777			CON			
OCEANA	M-20	US-31 EAST to OCEANA DRIVE (US-31 OLD)	Road Capital Preventive Maintenance	2.608		CON				
OCEANA	US-31 Old	M-20 NORTH to SHELBY SOUTH VILLAGE LIMITS	Road Capital Preventive Maintenance	2.264		CON				
OSCEOLA	M-61	M-115 EAST to OSCEOLA/CLARE COUNTY LINE	Road Capital Preventive Maintenance	3.880		CON				
OSCEOLA	US-10	THE MUSKEGON RIVER EAST to M-66	Road Capital Preventive Maintenance	5.327		CON				
OSCEOLA	US-131 SB	US-10 to 14 MILE ROAD, ASHTON and LUTHER/LEROY CARPOOL PARKING LOTS	Road Rehabilitation	7.714					CON	
OTTAWA	I-196	BYRON ROAD EAST to 32ND AVENUE	Reconstruction	6.865	CON					
OTTAWA	I-196 BL	US-31 EAST to I-196	Road Rehabilitation	4.940		CON				
OTTAWA	I-96 EB	AIRLINE ROAD EAST to APPLE DRIVE	Road Rehabilitation	4.678					CON	
				170.003						

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74

2022-2026 FIVE-YEAR TRANSPORTATION PROGRAM

METRO REGION										
BRIDGE - BIG BRIDGE PROGRAM										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
OAKLAND	I-696	PLAZA and CHURCH STREET over I-696	Superstructure Replacement			CON				
WAYNE	OLD 709	BELLE ISLE over DETROIT RIVER	Superstructure Repair - Concrete		CON					

METRO REGION

BRIDGE REPLACEMENT AND PRESERVATION


MACOMB	I-94	over CLINTON RIVER	Overlay - Epoxy							CON
MACOMB	I-94	RAMP at WB BEACH over CLINTON RIVER SPILLWAY	Overlay - Epoxy							CON
MACOMB	I-94 W	over CLINTON RIVER, N-S ROADS	Scour Protection							CON
MACOMB	I-94 E	over CLINTON RIVER, N-S ROADS	Scour Protection							CON
MACOMB	I-94 E	over SELFRIDGE AIR NATIONAL GUARD BASE SPUR TRK	Healer Sealer							CON
MACOMB	I-94 W	over SELFRIDGE AIR NATIONAL GUARD BASE SPUR TRK	Healer Sealer							CON
MACOMB	I-94 E	over CROCKER ROAD	Overlay - Epoxy							CON
MACOMB	I-94 W	over CROCKER ROAD	Overlay - Epoxy							CON
MACOMB	I-94 E	over JOY ROAD	Superstructure Repair - Concrete							CON
MACOMB	I-94 W	over JOY ROAD	Superstructure Repair - Concrete							CON
MACOMB	I-94 E	over SALT RIVER	Painting Complete						CON	
MACOMB	I-94	over SALT RIVER	Painting Complete						CON	
MACOMB	I-94 E	NB RAMP over FISH CREEK	Scour Protection						CON	
MACOMB	I-94 E	M-19 NEW HAVEN ROAD over I-94	Joint Replacement						CON	
MACOMB	I-94 E	26 MILE ROAD over I-94	Painting - Zone						CON	
MACOMB	I-94 E	COUNTY LINE ROAD over I-94	Overlay - Deep						CON	
MACOMB	I-696	I-696 RAMP E to N over I-94, 11 MILE ROAD and RAMPS	Overlay - Epoxy		CON					
MACOMB	I-94 and I-696	I-696 RAMP N to W over I-94	Bridge Barrier Railing Replacement		CON					
MACOMB	I-94 E	SHADY LANE PEDESTRIAN BRIDGE over I-94	Overlay - Epoxy		CON					
MACOMB	I-94 E	9 MILE ROAD 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 ROAD 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 ROAD 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 ROAD 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	I-94 E	21 MI ROAD over I-94	Overlay - Epoxy							CON
MACOMB	I-94 E	COTTON ROAD over I-94	Healer Sealer							CON
MACOMB	M-53 S	over CLINTON RIVER	Overlay - Deep						CON	
MACOMB	M-53 N	over CLINTON RIVER	Overlay - Deep						CON	
MACOMB	M-53 S	over UTICA ROAD	Superstructure Repair - Concrete						CON	
MACOMB	M-53 S	over CANAL ROAD	Bridge Barrier Railing Replacement						CON	

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75

METRO REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
MACOMB	M-53 S	over 19 MILE ROAD	Bridge Barrier Railing Replacement					CON		
MACOMB	M-53 N	over 19 MILE ROAD	Bridge Barrier Railing Replacement					CON		
MACOMB	M-53	over BEAVER CREEK	Scour Protection					CON		
MACOMB	M-53	CLINTON RIVER ROAD over M-53	Deck Replacement					CON		
MACOMB	M-53 N	over UTICA ROAD	Bridge Barrier Railing Replacement					CON		
MACOMB	M-53 N	over CANAL ROAD	Bridge Barrier Railing Replacement					CON		
OAKLAND	I-696	over PEBBLE CREEK	Culvert Replacement		CON					
OAKLAND	I-696 E	MEADOWWOOD ROAD over I-696	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	LAHSER 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 ROAD U-TURN over I-696	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	SOUTHFIELD ROAD over I-696	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	SOUTHFIELD ROAD U-TURN over I-696	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	EB 11 MILE SERVICE ROAD 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 GREENFIELD 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 GREENFIELD ROAD over I-696	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	10 MILE ROAD W SERVICE DRIVE 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 AVENUE U-TURN W over I-696	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696	SERVICE DRIVE over M-1 (WOODWARD AVENUE)	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	SB WOODWARD SERVICE DRIVE over I-696	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696	I-696 EB SERVICE DRIVE over M-1 (WOODWARD AVENUE)	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	NB WOODWARD SERVICE DRIVE 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 AVENUE over I-696	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	CORPORATE DRIVE over I-696	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	HARVARD ROAD over I-696	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	CENTRAL PARK BOULEVARD over I-696	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	MEADOWLARK U-TURN EAST over I-696	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	RED RIVER AVENUE U-TURN over I-696	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	SANTA BARBARA U-TURN EAST 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 AVENUE)	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	I-696 EB over M-1 (WOODWARD AVENUE)	Miscellaneous Bridge CPM			CON				
OAKLAND	I-696 E	GTW RAILROAD 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				

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BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
OAKLAND	I-75	I-696 RAMPS AF and EF over N SERVICE ROAD	Miscellaneous Bridge CPM					CON		
OAKLAND	I-696 E	I-696 over N SERVICE ROAD	Miscellaneous Bridge CPM					CON		
OAKLAND	I-75	I-696 RAMPS GH and GD over N SERVICE ROAD	Miscellaneous Bridge CPM					CON		
OAKLAND	I-696 E	JOHN R ROAD over I-696	Miscellaneous Bridge CPM					CON		
OAKLAND	I-696 E	U-TURN at BATTELLE AVENUE over I-696	Miscellaneous Bridge CPM					CON		
OAKLAND	I-696 E	COUZENS STREET over I-696	Miscellaneous Bridge CPM					CON		
OAKLAND	I-696 E	10 MILE ROAD CONNECTOR over I-696	Miscellaneous Bridge CPM					CON		
OAKLAND	I-696 E	DEQUINDRE DRIVE LEFT TURN over I-696	Miscellaneous Bridge CPM					CON		
OAKLAND	I-696 E	DEQUINDRE DRIVE over I-696	Miscellaneous Bridge CPM					CON		
OAKLAND	I-75 N	I-696 TURN ROADWAY EB over I-696 and RAMPS	Miscellaneous Bridge CPM					CON		
OAKLAND	I-75 N	I-75 SB to I-696 EB over I-696 and RAMPS	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	MIDDLE BELT 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 over I-696	Overlay - Shallow			CON				
OAKLAND	I-696 E	RAMP P to M-10 over I-696	Superstructure Repair - Steel			CON				
OAKLAND	I-696 E	I-696 over M-10	Overlay - Epoxy			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 MAINTENANCE ACCESS ROAD	Joint Repair			CON				
OAKLAND	M-1	M-1 over STONEY CROFT DRIVE	Culvert Replacement						CON	
OAKLAND	M-150	M-150 over GTW RAILROAD	Overlay - Epoxy				CON			
OAKLAND	M-59	M-150 over M-59	Substructure Patching						CON	
WAYNE	CONNECTOR 240 N	US-24-I-75 CONNECTOR NB over CONRAIL	Superstructure Repair - Steel				CON			
WAYNE	CONNECTOR 240 S	US-24-I-75 CONNECTOR SB over CONRAIL	Overlay - Epoxy				CON			
WAYNE	CONNECTOR 240 S	US-24-I-75 CONNECTOR SB over RACHO ROAD	Overlay - Epoxy				CON			
WAYNE	CONNECTOR 240 N	US-24-I-75 CONNECTOR NB over RACHO ROAD	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	CONNECTOR 3 E	MARKET STREET WALKOVER over M-3 CONNECTOR to I- 75	Bridge Approach			CON				
WAYNE	CONNECTOR 3 E	RUSSELL STREET over I-75 CONNECTOR 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				

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METRO REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
WAYNE	I-375 N	I-75 SE TURN ROAD over I-375	Overlay - Epoxy		CON					
WAYNE	CONNECTOR 3	BRUSH STREET ENTRANCE RAMP over I-75 EB and I-375 SB TURN ROAD	Overlay - Epoxy		CON					
WAYNE	CONNECTOR 3 E	I-75 NB over I-75 SB to EB RAMP	Overlay - Epoxy		CON					
WAYNE	CONNECTOR 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	CONNECTOR 3 E	M-3 EB CONNECTOR over I-375 and I-75 RAMP	Overlay - Epoxy		CON					
WAYNE	CONNECTOR 3 W	M-3 WB CONNECTOR over I-375 and I-75 RAMP	Overlay - Epoxy		CON					
WAYNE	I-75 N	I-375 NW 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 STREET ENTRANCE RAMP over I-75 SB to EB RAMP	Overlay - Epoxy		CON					
WAYNE	I-75	M-102 8 MILE ROAD over I-75	Deck Replacement		CON					
WAYNE	I-75 N	M-102 EB SERVICE ROAD over I-75	Deck Replacement		CON					
WAYNE	M-102	M-102 WB SERVICE ROAD over I-75	Deck Replacement		CON					
WAYNE	I-75	I-75 over SUTCLIFF and KENOPE DRIVE	Miscellaneous Rehabilitation		CON					
WAYNE	I-75 N	PHILADELPHIA AVENUE over I-75	Overlay - Epoxy		CON					
WAYNE	I-75	M-8 E-S RAMP over GTW RAILROAD	Healer Sealer		CON					
WAYNE	I-75	HOLBROOK AVENUE over I-75	Deck Patching - Full Depth		CON					
WAYNE	I-75	DEQUINDRE DRIVE over I-75 RAMP to DAVISON	Overlay - Epoxy		CON					
WAYNE	I-75	DAVISON S SERVICE ROAD over I-75 RAMP C	Healer Sealer		CON					
WAYNE	M-8 E	DEQUINDRE DRIVE over M-8	Bridge Approach		CON					
WAYNE	I-75 N	GTW RAILROAD over I-75	Substructure Patching		CON					
WAYNE	M-8 E	GTW RAILROAD over M-8	Substructure Patching		CON					
WAYNE	I-94	I-94 over ENTRANCE to FORD PLANT	Superstructure 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	M-10 over I-94 RAMP	Joint Replacement		CON					
WAYNE	I-94	M-10 WB over I-94 RAMP	Joint Replacement		CON					
WAYNE	I-94 EB	I-94 EB over BEECH-DALY ROAD	Bridge Replacement			CON				
WAYNE	I-94 WB	I-94 WB over ECORSE ROAD	Bridge Replacement			CON				
WAYNE	I-96	HUBBELL AVENUE over I-96 (JEFFRIES FREEWAY)	Deck Replacement		CON					
WAYNE	I-96	FULLERTON AVENUE over I-96 (JEFFRIES FREEWAY)	Deck Replacement		CON					
WAYNE	I-96	SB to WB TURN ROADWAY over CSX RAILROAD and FULLERTON AVE	Deck Patching - Full Depth				CON			
WAYNE	I-96 E	over I-96 and CSX RAILROAD	Overlay - Epoxy					CON		
WAYNE	I-96	over CSX RAILROAD and 3RD LEVEL TURN ROAD	Overlay - Epoxy					CON		
WAYNE	I-96	TURN ROADWAY EB to SB over WB and U-TURN SERVICE ROADS	Overlay - Epoxy					CON		
WAYNE	I-96	3RD LEVEL TURN ROADWAY over I-96 ROADWAYS	Overlay - Epoxy					CON		
WAYNE	I-96	I-96 EB COLLECTOR over M-39 SOUTHFIELD FREEWAY	Overlay - Epoxy					CON		
WAYNE	I-96 E	I-96 EB MAIN ROADWAY over M-39 (SOUTHFIELD FREEWAY)	Overlay - Epoxy					CON		
WAYNE	I-96	I-96 WB COLLECTOR over M-39 (SOUTHFIELD FREEWAY)	Metal Mesh Panels					CON		
WAYNE	I-96 W	I-96 WB MAIN ROADWAY over M-39 (SOUTHFIELD FREEWAY)	Overlay - Epoxy					CON		
WAYNE	M-39 N	CSX RAILROAD over M-39	Painting Complete					CON		
WAYNE	I-96 E	GREENFIELD ROAD over I-96 and CSX RAILROAD	Bearing Realignment		CON					
WAYNE	I-96 E	SCHAEFER ROAD over I-96 (JEFFRIES FREEWAY)	Overlay - Epoxy		CON					
WAYNE	I-96 E	M-5 over I-96 (JEFFRIES FREEWAY)	Substructure Patching		CON					
WAYNE	I-96 E	MEYERS ROAD over I-96 (JEFFRIES FREEWAY)	Overlay - Epoxy		CON					
WAYNE	I-96 E	WYOMING AVENUE over I-96 (JEFFRIES FREEWAY)	Overlay - Epoxy		CON					

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METRO REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
WAYNE	I-96	I-96 WB COLLECTOR over RAMP to M-8	Overlay - Epoxy		CON					
WAYNE	I-96 E	FULLERTON AVENUE over I-96 (JEFFRIES FREEWAY)	Deck Patching		CON					
WAYNE	I-96 E	U-TURN N of GRAND RIVER over I-96	Substructure Patching		CON					
WAYNE	I-96 E	WEST CHICAGO AVENUE over I-96	Overlay - Epoxy		CON					
WAYNE	I-96 E	W GRAND BOULEVARD and TIREMAN ROAD over I-96	Overlay - Epoxy		CON					
WAYNE	I-96	W GRAND BOULEVARD and TIREMAN ROAD over I-96	Overlay - Epoxy		CON					
WAYNE	I-96 E	CSX RAILROAD over I-96 (JEFFRIES FREEWAY)	Substructure Patching		CON					
WAYNE	I-96	WB to NB TURN ROADWAY over CSX RAILROAD-FULLERTON	Overlay - Epoxy					CON		
WAYNE	I-96	WB to SB TURN ROADWAY over 3RD LEVEL TURN ROADWAY	Overlay - Epoxy					CON		
WAYNE	I-96	I-96 RAMP NB to EB over M-39 RAMP and E SERVICE ROAD	Overlay - Epoxy					CON		
WAYNE	I-96	I-96 RAMP over OPEN GROUND	Overlay - Epoxy					CON		
WAYNE	I-96	I-96 RAMP over EB SERVICE ROAD	Overlay - Epoxy					CON		
WAYNE	I-96	I-96 RAMP	Overlay - Shallow					CON		
WAYNE	I-96	I-96 RAMP over WB SERVICE ROAD	Overlay - Epoxy					CON		
WAYNE	M-14 E	M-14 over ROUGE RIVER	Overlay - Epoxy					CON		
WAYNE	Edward-Hines Drive	BIKEWAY STRUCTURE over EDWARD-HINES DRIVE	Substructure Patching					CON		
WAYNE	M-14 E	HAGGERTY ROAD over M-14	Overlay - Epoxy					CON		
WAYNE	M-14 W	over SHELDON ROAD	Overlay - Shallow					CON		
WAYNE	M-14 E	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	over SHELDON ROAD	Overlay - Epoxy					CON		
WAYNE	M-14 E	CSX RAILROAD 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-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 STREET PEDESTRIAN CROSSOVER over M-39	New Structure on Existing Route						CON	
WAYNE	M-39	U-TURN SERVICE ROAD over M-39 (SOUTHFIELD FREEWAY)	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 705	VISTA AVENUE over CANOE STREAM	Bridge Removal					CON		
WAYNE	Old 705	VISTA AVENUE over CANOE STREAM	Bridge Replacement					CON		
WAYNE	Old 701	CENTRAL AVENUE over CANOE STREAM	Scour Protection					CON		
WAYNE	Old 709	OAKWAY TRAIL over CANOE STREAM	Scour Protection					CON		
WAYNE	Old M-14	M-14 (OLD) over MIDDLE ROUGE RIVER	Bridge Replacement						CON	
WAYNE	Old M-14	HINES DRIVE over OLD M-14 (ANN ARBOR ROAD)	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 DRIVE	Scour Protection						CON	
WAYNE	US-24	US-24 NB over FRANK and POET DRIVE	Culvert Replacement						CON	
WAYNE	US-24	US-24 over CONRAIL	Bridge Barrier Railing Replacement						CON	
WAYNE	US-24, I-75 SB CONNECTOR	over US-24 NB	Bridge Replacement						CON	

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METRO REGION										
REPAIR AND REBUILD ROADS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
MACOMB	21 MILE/I-94 E RAMP	EB I-94 at 21 MILE ROAD RAMPS	Traffic Safety	0.710					CON	
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 Road)	M-39 to M-53 (VAN DYKE AVENUE)	Road Rehabilitation	10.279	CON					
MACOMB	M-3 (Gratiot Ave)	14 MILE ROAD to WELLINGTON CRESCENT BOULEVARD	Road Rehabilitation	3.340	CON					
MACOMB	M-3	WELLINGTON CRESCENT to SANDPIPER DRIVE	Road Rehabilitation	2.380					CON	
MACOMB	M-53	18 MILE ROAD to 27 MILE ROAD	Road Rehabilitation	10.043				CON		
OAKLAND	I-696	I-275 to LAHSER ROAD	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-696 W/M 1 Ramp	WB I-696 EXIT RAMP to M-1	Traffic Safety	0.400		CON				
OAKLAND	I-75	M-15 to OAKLAND COUNTY LINE	Road Rehabilitation	14.572	CON					
OAKLAND	I-75 N	I-75 over DEER LAKE CREEK	Substructure Patching		CON					
OAKLAND	I-75 N	HOLCOMB ROAD over I-75	Overlay - Deep		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 Replacement		CON					
OAKLAND	I-75 N	DAVISBURG ROAD over I-75	Bridge Barrier Railing Replacement		CON					
OAKLAND	I-75 N	RATTALEE LAKE ROAD over I-75	Overlay - Shallow		CON					
OAKLAND	I-75 N	EAST HOLLY ROAD over I-75	Overlay - Epoxy		CON					
OAKLAND	I-75 N	GRANGE HALL ROAD over I-75	Overlay - Epoxy		CON					
OAKLAND	I-75 N	LAHRING ROAD over I-75	Overlay - Epoxy		CON					
OAKLAND	I-75 N	BELFORD ROAD over I-75	Overlay - Shallow		CON					
OAKLAND	I-75 N	I-75 NB over DIXIE HWY and RAMPS	Overlay - Epoxy		CON					
OAKLAND	I-75 BL (Square Lake Road)	M-1 to I-75 INTERCHANGE RAMPS	Reconstruction	1.534				CON		
OAKLAND	I-75 BL	from WOODWARD AVENUE LOOP to US-24 (CESAR CHAVEZ AVENUE)	Reconstruction	2.677	CON					
OAKLAND	I-75 BL N (S Woodward Avenue)	WOODWARD AVENUE at SOUTH BOULEVARD	Traffic Safety	0.585		CON				
OAKLAND	I-96	I-275 to KENT LAKE ROAD	Reconstruction	12.426	CON					
OAKLAND	M-150	AVON to CLINTON RIVER and PAINT CREEK to TIENKEN ROAD	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		
OAKLAND	M-59	US-24 to LOOP	Traffic Safety	1.483			CON			
OAKLAND	M-59	MILFORD ROAD to PONTIAC LAKE ROAD	Road Rehabilitation	9.171					CON	
OAKLAND	M-59 E	over SPRING MILL CREEK	Miscellaneous Bridge CPM						CON	
OAKLAND	M-59	over HURON RIVER	Miscellaneous Bridge CPM						CON	
OAKLAND	M-59	over PONTIAC LAKE	Miscellaneous Bridge CPM						CON	
OAKLAND	M-59	over PONTIAC LAKE	Miscellaneous Bridge CPM						CON	
OAKLAND	M-59 E	CSX RAILROAD over M-59	Superstructure Repair - Steel						CON	
OAKLAND	M-59 W	CSX RAILROAD over M-59 WB	Painting - Zone						CON	
OAKLAND	Telegraph Road (US-24)	TELEGRAPH ROAD (US-24)	New Facilities	0.519					CON	
WAYNE	I-94	PELHAM ROAD 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	MIDDLE BELT ROAD to BEECH DALY ROAD	Reconstruction	2.508		CON				
WAYNE	M-10	MEYERS ROAD to I-75	Road Rehabilitation	9.480					CON	
WAYNE	M-14	SHELDON ROAD to NEWBURGH ROAD	Reconstruction			CON				
WAYNE	M-14 E	SCHOOLCRAFT CONNECTOR over M-14	Bridge Replacement			CON				
WAYNE	M-153	SHELDON ROAD to LOTZ ROAD	Reconstruction	2.412	CON					

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METRO REGION										
REPAIR AND REBUILD ROADS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
WAYNE	M-153	NAPIER to SHELDON ROAD	Road Capital Preventive Maintenance	3.330		CON				
WAYNE	M-39	MCNICHOLS ROAD to PLYMOUTH ROAD	Reconstruction	2.951			CON			
WAYNE	M-39	PLYMOUTH ROAD to FORD ROAD	Reconstruction	3.326			CON			
WAYNE	M-39	PINECREST to M-153 (FORD ROAD)	Road Rehabilitation	4.973		CON				
WAYNE	M-97 (Hoover St)	M-3 (GRATIOT ROAD) to M-102 (8 MILE ROAD)	Road Rehabilitation	2.940					CON	
WAYNE	Old 14	W COUNTY LINE to CANTON CENTER ROAD	Road Capital Preventive Maintenance	3.171	CON					
WAYNE	OLD-14	NEWBURGH ROAD to MARKET STREET	Reconstruction	0.393			CON			
WAYNE	OLD-14	ANN ARBOR ROAD at BECK ROAD	Traffic Safety	0.562	CON					
WAYNE	US-12 (Michigan Avenue)	LOTZ ROAD to PERSHING STREET	Road Rehabilitation	2.048	CON					
WAYNE	US-12	HENRY RUFF to GULLEY ROAD	Road Rehabilitation	2.833					CON	
WAYNE	US-12	ELM STREET to FIRESTONE STREET	Road Rehabilitation	2.444	CON					
WAYNE	US-12	US-12 between I-96 and CASS AVENUE	Reconstruction	1.621	CON					
WAYNE	US-12 E	US-12 from I-275 to HANNAN ROAD	Traffic Safety	0.633		CON				
WAYNE	US-24 (Telegraph Road)	CARTER ROAD to PENNSYLVANIA ROAD	Reconstruction	2.633		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	Overlay - Epoxy		CON					
WAYNE	US-24 S	US-24 SB over ECORSE CREEK	Overlay - Epoxy		CON					
				160.403						

METRO REGION										
NEW ROADS										
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - BRIDGE AREA	New Road		CON	CON				
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - BRIDGE AREA	New Road		ROW					
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - INTERCHANGE AREA	New Road		CON	CON				
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - INTERCHANGE AREA	New Road		ROW					
WAYNE	Gordie Howe International Bridge Plaza	GORDIE HOWE INTERNATIONAL BRIDGE - PLAZA AREA	New Road		CON	CON				
WAYNE	Gordie Howe International Bridge Plaza	GORDIE HOWE INTERNATIONAL BRIDGE - PLAZA AREA	New Road		ROW					
WAYNE	Gordie Howe International Bridge (Gordie Howe Rail)	GORDIE HOWE INTERNATIONAL BRIDGE - WEST of PLAZA AREA	Rail		CON	CON	CON			
WAYNE	Gordie Howe International Bridge (Gordie Howe Rail)	GORDIE HOWE INTERNATIONAL BRIDGE - WEST of PLAZA AREA	Rail		PE	PE				
WAYNE	Gordie Howe International Bridge (Gordie Howe Rail)	GORDIE HOWE INTERNATIONAL BRIDGE - WEST of PLAZA AREA	Rail		ROW	ROW				
WAYNE	Gordie Howe International Bridge (Gordie Howe Rail)	GORDIE HOWE INTERNATIONAL BRIDGE - WEST of PLAZA AREA	Rail		UTL	UTL				
WAYNE	Gordie Howe International Bridge	at the GORDIE HOWE INTERNATIONAL BRIDGE	Project Management Contract		CON	CON				
WAYNE	Gordie Howe International Bridge	at the GORDIE HOWE INTERNATIONAL BRIDGE	Project Management Contract		ROW					

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METRO REGION									
TRUNKLINE MODERNIZATION: I-75 IN OAKLAND COUNTY									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
OAKLAND	I-75	from 8 MILE ROAD to NORTH of 13 MILE ROAD	Reconstruction	5.416	CON	CON	CON	CON	CON
OAKLAND	I-75	from 8 MILE ROAD to M-59	Project Management Contract		EPE				
OAKLAND	I-75	from 8 MILE ROAD to M-59	Project Management Contract		EPE				
OAKLAND	I-75	N of 13 MILE ROAD to N of COOLIDGE HWY on I-75	Environmental Mitigation	8.796	CON	CON			
OAKLAND	I-75	N of 13 MILE ROAD to N of COOLIDGE HWY on I-75	Environmental Mitigation		PE				
				14.212					

METRO REGION									
TRUNKLINE MODERNIZATION: I-94 IN DETROIT									
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 STREET (S12 of 82024)	Bridge Replacement		CON	CON			
WAYNE	I-94 E	at CONRAIL RAILROAD (X01 of 82025)	New Structure on Existing Route		CON	CON			
WAYNE	I-94	at CONRAIL RAILROAD (X02 of 82024)	Bridge Replacement		CON	CON			
WAYNE	I-94	at FRONTENAC ST (S08 of 82024)	Bridge Replacement		CON	CON			
WAYNE	I-94	at GRAND RIVER AVENUE (S17 of 82024)	Bridge Replacement	0.078	CON	CON			
WAYNE	I-94 E	BARRETT AVENUE over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	BARRETT AVENUE over I-94	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 E	BARRETT AVENUE over I-94	Bridge Replacement		PE-S	PE-S	PE-S		
WAYNE	I-94 E	BARRETT AVENUE over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	BEAUBIEN STREET over I-94; SEMINOLE ST WALKOVER over I-94; MCCLELLAN over I-94	Bridge Removal		PE-S	PE-S	PE-S		
WAYNE	I-94 E	SEMINOLE AVENUE WALK over I-94	Bridge Removal		PE-S	PE-S	PE-S		
WAYNE	I-94 E	BEAUBIEN STREET over I-94	Bridge Removal		PE-S	PE-S	PE-S		
WAYNE	I-94 E	MCCLELLAN AVENUE over I-94	Bridge Removal		PE-S	PE-S	PE-S		
WAYNE	I-94 E	BURNS STREET to BARRETT AVENUE	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	BURNS STREET, FRONTENAC STREET AND CADILLAC AVENUE	Miscellaneous Bridge		CON	CON			
WAYNE	I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT	Bridge Replacement		CON	CON			
WAYNE	I-94 (Ford Freeway)	CASS AVENUE, DETROIT	Bridge Replacement		CON	CON			
WAYNE	I-94 E	CONNER AVENUE over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	CONNER AVENUE over I-94	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 E	CONNER AVENUE over I-94	Bridge Replacement		PE-S	PE-S	PE-S		
WAYNE	I-94 E	SB CONNER AVENUE over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	NB CONNER AVENUE over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 W	CONNER CREEK GREENWAY (IRON BELLE TRAIL) over I-94	New Structure on New Route			CON	CON	CON	CON
WAYNE	I-94 W	CONNER CREEK GREENWAY (IRON BELLE TRAIL) over I-94	New Structure on New Route		PE	PE	PE		
WAYNE	I-94 W	CONNER CREEK GREENWAY (IRON BELLE TRAIL) over I-94	New Structure on New Route		PE-S	PE-S	PE-S		
WAYNE	I-94 W	IRON BELLE TRAIL over I-94	New Structure on New Route			CON	CON	CON	CON
WAYNE	I-94 E	E of I-96 to E of CONNER AVENUE	Reconstruction		PE	PE			
WAYNE	I-94 E	E of I-96 to E of CONNER AVENUE	Reconstruction		ROW	ROW	ROW	ROW	ROW
WAYNE	E Grand Blvd	EAST GRAND BLVD BRIDGE over I-94	Landscaping	0.010	CON	CON	CON		
WAYNE	I-94 E	from BURNS AVENUE to BARRETT STREET,	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE	Reconstruction	2.271		CON	CON	CON	CON
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE	Reconstruction		PE	PE	PE		

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METRO REGION									
TRUNKLINE MODERNIZATION: I-94 IN DETROIT									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE	Reconstruction		PE	PE	PE		
WAYNE	I-94	from I-96 to CONNER AVENUE	Concrete Reconstruction		PE	PE	PE	PE	PE
WAYNE	I-94	from I-96 to CONNER AVENUE	Concrete Reconstruction		ROW	ROW	ROW		
WAYNE	I-94 (Ford Freeway)	from I-96 to CONNER AVENUE	Maintaining Traffic		PE				
WAYNE	I-94 (Ford Freeway)	from I-96 to CONNER AVENUE	Reconstruction		PE				
WAYNE	I-94	from I-96 to CONNOR AVENUE	REAL ESTATE ACTIVITIES		ROW	ROW	ROW	ROW	
WAYNE	I-94	from I-96 to CONNOR AVENUE	Concrete Reconstruction		PE	PE	PE	PE	
WAYNE	I-94	from I-96 to CONNOR AVENUE	REAL ESTATE ACTIVITIES		ROW	ROW	ROW	ROW	ROW
WAYNE	I-94 (Ford Freeway)	from I-96 to EAST of CONNER AVENUE	Project Management Contract		EPE	EPE			
WAYNE	I-94 E	GRAND RIVER AVENUE AND CASS AVENUE over I-94	MISCELLANEOUS BRIDGE		CON	CON			
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 E	I-94 DETROIT MODERNIZATION CORRIDOR	STUDIES/RESEARCH		EPE				
WAYNE	I-94 W	LEMAY STREET over I-94	NEW STRUCTURE on EXISTING ROUTE			CON	CON	CON	CON
WAYNE	I-94 W	LEMAY STREET over I-94	NEW STRUCTURE on EXISTING ROUTE		PE	PE	PE		
WAYNE	I-94 W	LEMAY STREET over I-94	NEW STRUCTURE on EXISTING ROUTE		PE-S	PE-S	PE-S		
WAYNE	I-94 W	LEMAY STREET over I-94	New Structure on Existing Route			CON	CON	CON	CON
WAYNE	I-94 E	MALCOLM AVENUE WALKOVER over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	MALCOLM AVENUE WALKOVER over I-94	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 E	MALCOLM AVENUE WALKOVER over I-94	Bridge Replacement		PE-S	PE-S	PE-S		
WAYNE	I-94 E	MALCOLM AVENUE WALKOVER over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	ROHNS AVENUE over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	ROHNS AVENUE over I-94	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 E	ROHNS AVENUE over I-94	Bridge Replacement		PE-S	PE-S	PE-S		
WAYNE	I-94	SECOND AVENUE and BRUSH STREET over I-94	Miscellaneous Roadside	0.172	CON	CON			
WAYNE	I-94	SECOND AVENUE over I-94	Miscellaneous Bridge		CON				
WAYNE	I-94	at THIRD STREET BRIDGE (S30 of 82023)	Bridge Removal		CON	CON			
				2.531					

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NORTH REGION										
BRIDGE - BIG BRIDGE PROGRAM										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
MANISTEE	US-31	over MANISTEE RIVER	Deck Replacement		CON					

NORTH REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
CHEBOYGAN	I-75 S	I-75 SB over TROWBRIDGE ROAD and D&M RAILROAD	Deck Replacement			CON				
CHEBOYGAN	I-75 N	I-75 NB over TROWBRIDGE ROAD and D&M RAILROAD	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				
CRAWFOROARD	I-75 S	M-93 over I-75 SB	Overlay - Deep			CON				
CRAWFOROARD	I-75 N	M-93 over I-75 NB	Overlay - Deep			CON				
CRAWFOROARD	I-75 S	COUNTY ROAD 612 over I-75 SB	Overlay - Epoxy			CON				
CRAWFOROARD	I-75 N	COUNTY ROAD 612 over I-75 NB	Overlay - Epoxy			CON				
EMMET	I-75 N	D&M RAILROAD	Overlay - Epoxy		CON					
EMMET	US-23 S	US-23 SB over I-75	Superstructure Replacement		CON					
EMMET	I-75 N	I-75 over CENTRAL STREET	Overlay - Epoxy		CON					
ROSCOMMON	M-18	M-18 over SPRING BROOK CREEK	Superstructure Repair - Concrete							CON

NORTH REGION										
REPAIR AND REBUILD ROADS										
ALCONA	US-23	ALCONA NORTH COUNTY LINE to SOUTH of SAYERS ROAD	Road Rehabilitation	2.376		CON				
ALPENA	M-32	M-32 at BAGLEY STREET	Reconstruction	0.182						CON
BENZIE	US-31	REYNOLDS ROAD to M-137	Reconstruction	5.167			CON			
CHEBOYGAN	I-75	LEVERING ROAD to US-31	Reconstruction	9.130	CON					
CHEBOYGAN	US-23	HURON STREET to MILL CREEK DISCOVERY PARK ENT	Reconstruction	3.254		CON				
EMMET	I-75	OLD M-108 NORTH to MACKINAC BRIDGE	Road Rehabilitation	2.289	CON					
EMMET	M-68	CROOKED RIVER to the EMMET EAST COUNTY LINE	Road Rehabilitation	2.668						CON
EMMET	US-31	BLUMKE ROAD NORTH to MILTON ROAD	Reconstruction	4.366	CON					
EMMET	US-31 (Oden Road)	GRAHAM ROAD to BLUMKE ROAD	Road Rehabilitation	3.148			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 MURCHIE BRIDGE over the BOARDMAN RIVER	Reconstruction	1.211	CON					
GRAND TRAVERSE	US-31	LAKE ANN ROAD to M-137	Minor Widening	3.718			CON			
GRAND TRAVERSE	US-31	M-137 to SULLIVAN ROAD	Reconstruction	3.250				CON		
GRAND TRAVERSE	US-31	M-137 to SULLIVAN ROAD	Minor Widening					CON		

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2022-2026 FIVE-YEAR TRANSPORTATION PROGRAM										
NORTH REGION										
REPAIR AND REBUILD ROADS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
GRAND TRAVERSE	US-31	THREE MILE ROAD INTERSECTION	Minor Widening	0.420				CON		
GRAND TRAVERSE	US-31 (Division Street)	10TH STREET to FRONT STREET	Minor Widening	0.540				CON		
IOSCO	US-23	TAWAS RIVER BRIDGE to TAWAS BEACH ROAD	Reconstruction	3.153						CON
LEELANAU	M-22 (West Bay Shore DRIVE)	M-72 NORTH to CHERRY BEND ROAD	Reconstruction	1.235			CON			
LEELANAU	M-22 (North Manitou Trail)	REYNOLDS STREET to HILL STREET	Reconstruction	0.930						CON
MANISTEE	M-55	UDELL HILLS ROAD to PINE RIVER	Road Capital Preventive Maintenance	6.750		CON				
MANISTEE	US-31	INTERSECTION of US-31 at M-22	Traffic Safety	0.750	CON					
MANISTEE	US-31	VAN BUREN STREET to M-55	Reconstruction	1.663				CON		
MISSAUKEE	M-66	DECKER STREET to GERWOUDE DRIVE	Road Capital Preventive Maintenance	5.509	CON					
MONTMORENCY	M-32	COUNTY ROAD 491 to MANIER ROAD	Traffic Safety	3.817		CON				
OGEMAW	M-33	M-55 NORTH to ESMOND ROAD	Traffic Safety	7.116						CON
OGEMAW	M-55	WEST of FAIRVIEW STREET to WEST of M-30	Reconstruction	1.193	CON					
OTSEGO	I-75	GAYLORD REST AREA #405	Roadside Facilities - Improve	0.000		CON				
OTSEGO	I-75 BL (South Otsego Avenue)	SOUTH BOUND I-75 OFF RAMP to WISCONSIN AVENUE	Road Rehabilitation	2.153		CON				
OTSEGO	I-75 BL (S Old 27)	at I-75 BL and McCOY ROAD	Reconstruction	0.190		CON				
OTSEGO	M-32 (W Main St)	between DICKERSON ROAD and SB I-75 ON RAMP	Minor Widening	0.100				CON		
ROSCOMMON	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				
WEXFOROARD	US-131	M-115 NORTH to MACKINAW TRAIL	Road Rehabilitation	0.752		CON				
				92.202						

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SOUTHWEST REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
BERRIEN	I-196	RIVERSIDE ROAD over I-196	Bridge Barrier Railing Replacement							CON
BERRIEN	I-196 N	CENTRAL AVENUE over I-196	Bridge Barrier Railing Replacement							CON
BERRIEN	I-196	RED ARROW HIGHWAY over I-196	Overlay - Deep							CON
BERRIEN	I-94 E	over HENNESSY ROAD	Overlay - Epoxy			CON				
BERRIEN	I-94 W	over HENNESSY ROAD	Overlay - Epoxy			CON				
BERRIEN	US-31	BUCHANAN ROAD over US-31	Overlay - Epoxy				CON			
BRANCH	US-12	over COLDWATER RIVER	Bridge Barrier Railing Replacement		CON					
CALHOUN	I-194	M-96 (COLUMBIA AVENUE) over I-194	Overlay - Deep			CON				
CALHOUN	I-194	over KALAMAZOO RIVER	Bridge Replacement			CON				
CALHOUN	I-94	I-94 BUSINESS LOOP (MICHIGAN AVENUE) over I-94	Bridge Barrier Railing Replacement		CON					
CALHOUN	I-94	17 MILE ROAD over I-94	Substructure Replacement		CON					
CALHOUN	I-94 E	over RIVERSIDE DRIVE	Overlay - Epoxy		CON					
CALHOUN	I-94 W	over RIVERSIDE DRIVE	Overlay - Epoxy		CON					
CALHOUN	I-94	I-94 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-311	over ALDER CREEK	Bridge Replacement							CON
CALHOUN	M-89 (WASHINGTON Avenue)	over GTW RAILROAD and KALAMAZOO RIVER	Overlay - Epoxy			CON				
KALAMAZOO	M-96	over KALAMAZOO RIVER	Overlay - Deep							CON
KALAMAZOO	US-131 NB	over AMTRAK and KL AVENUE	Bridge Replacement			CON				
KALAMAZOO	US-131 SB	over AMTRAK and KL AVENUE	Bridge Replacement			CON				
ST. JOSEPH	M-60	US-131 BUSINESS ROUTE over ROCKY RIVER RACE	Overlay - Deep							CON
ST. JOSEPH	M-60	US-131 BUSINESS ROUTE over ROCKY RIVER RACE	Overlay - Shallow							CON
ST. JOSEPH	M-60	M-60 over PORTAGE RIVER	Bridge Replacement							CON
ST. JOSEPH	M-86	over STREET ST. JOSEPH RIVER	Healer Sealer							CON
VAN BUREN	I-196	US-31 over ROGERS CREEK	Culvert Replacement		CON					
VAN BUREN	I-94	58TH STREET (CR 681) over I-94	Overlay - Shallow							CON
VAN BUREN	I-94	54TH STREET (CR 215) over I-94	Overlay - Shallow							CON

SOUTHWEST REGION										
REPAIR AND REBUILD ROADS										
BERRIEN	I-94	ST. JOSEPH RIVER to BRITAIN AVENUE	Reconstruction	4.092	CON					
BERRIEN	I-94 E	over PIPESTONE ROAD	Bridge Replacement		CON					
BERRIEN	I-94 W	over PIPESTONE ROAD	Bridge Replacement		CON					
BERRIEN	I-94 E	over YORE DRIVE and STOEFFER DRIVE	Culvert Replacement		CON					
BERRIEN	I-94	I-94 BUSINESS LOOP (EXIT 23) to the ST. JOSEPH RIVER	Reconstruction	6.352	CON					
BERRIEN	I-94 E	over ST. JOSEPH TRIBUTARY to HICKORY CREEK	Miscellaneous Bridge CSM		CON					
BERRIEN	I-94 E	over CSX RAILROAD	Overlay - Deep		CON					
BERRIEN	I-94 W	over CSX RAILROAD	Overlay - Deep		CON					

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SOUTHWEST REGION										
REPAIR AND REBUILD ROADS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
BERRIEN	I-94	WB RAMP B over CSX RAILROAD	Deck Replacement		CON					
BERRIEN	I-94 E	over I-94 BUSINESS LOOP (LAKESHORE DRIVE)	Bridge Replacement		CON					
BERRIEN	I-94 W	over I-94 BUSINESS LOOP (LAKESHORE DRIVE)	Bridge Replacement		CON					
BERRIEN	I-94 E	WASHINGTON AVENUE over I-94	Overlay - Epoxy		CON					
BERRIEN	I-94 E	over LINCOLN AVENUE	Overlay - Shallow		CON					
BERRIEN	I-94 W	over LINCOLN AVENUE	Overlay - Shallow		CON					
BERRIEN	I-94 E	over STREET ST. JOSEPH RIVER	Overlay - Epoxy		CON					
BERRIEN	I-94 W	over STREET 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 M-140	Road Rehabilitation	5.375		CON				
BERRIEN	I-94 WB (I-94 WB EXIT 29 OFF RAMP)	PIPESTONE ROAD (EXIT 29)	Major Widening	0.531	CON					
BERRIEN	I-94BL (LAKESHORE DRIVE)	GLENLORD ROAD to SOUTH INTERSECTION of M-63/I-94 BL	Road Capital Preventive Maintenance	4.402		CON				
BERRIEN	M-139	OVER BIG MEADOW DRIVE TRIBUTARY	Reconstruction	0.220			CON			
BERRIEN	M-139	SOUTH of I-94 to I-94 BUSINESS LOOP	Reconstruction	3.973				CON		
BERRIEN	M-139	M-139 and M-63	Traffic Safety	15.030			CON			
BERRIEN	M-51	CHESTNUT LANE to M-60 BUSINESS ROUTE	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-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	over COLDWATER RIVER	Road Rehabilitation	0.619	CON					
CALHOUN	I-69	M-60 to I-94	Traffic Safety	13.036				CON		
CALHOUN	I-94	HELMER ROAD to F DRIVE NORTH	Road Rehabilitation	8.125	CON					
CALHOUN	I-94 E	CAPITAL AVENUE over I-94	Bridge Replacement		CON					
CALHOUN	I-94 E	over KALAMAZOO RIVER	Bridge Replacement			CON				
CALHOUN	I-94 W	over KALAMAZOO RIVER	Bridge Replacement			CON				
CALHOUN	I-94 E	over 6 1/2 MILE ROAD	Bridge Replacement		CON					
CALHOUN	I-94 W	over 6 1/2 MILE ROAD	Bridge Replacement		CON					
CALHOUN	I-94 E	over M-294 BEADLE LAKE	Bridge Replacement		CON					
CALHOUN	I-94 W	over M-294 BEADLE LAKE	Bridge Replacement		CON					
CALHOUN	I-94 E	over 9 MILE ROAD	Bridge Replacement		CON					
CALHOUN	I-94 W	over 9 MILE ROAD	Bridge Replacement		CON					
CALHOUN	I-94 E	F DRIVE NORTH over I-94	Bridge Barrier Railing Replacement		CON					
CALHOUN	I-94	the BATTLE CREEK REST AREA	Roadside Facilities - Improve	0.000			CON			
CALHOUN	M-37	DICKMAN ROAD (M-96) to CREEKVIEW DRIVE in CALHOUN	Road Rehabilitation	2.868	CON					
CALHOUN	M-60	INTERSECTIONS LOCATED in CASS, BRANCH and CALHOUN	Traffic Safety	0.000		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					
CALHOUN	M-66	M-60 to GLENN CROSS ROAD	Traffic Safety	13.724				CON		
CALHOUN	M-66 N	BECKLEY ROAD to I-94	Minor Widening	0.281			CON			
CALHOUN	M-96	M-96/M-37/I-94 BUSINESS LOOP between TERRITORIAL ROAD and DICKMAN ROAD	Minor Widening	0.960				CON		
CASS	M-40	US-12 N to the VILLAGE of MARCELLUS	Traffic Safety	15.097			CON			
CASS	M-51	at M-60, M-139, and US-12	Traffic Safety	48.045						CON

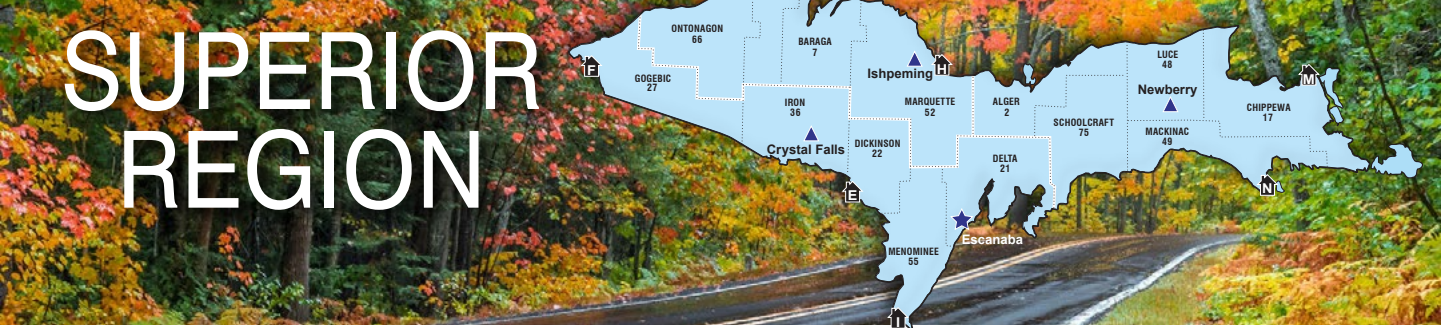
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SOUTHWEST REGION										
REPAIR AND REBUILD ROADS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
CASS	US-12	EAST of ESWARDSBURG E to BRADY ROAD	Traffic Safety	2.347		CON				
KALAMAZOO	I-94 W	12TH STREET to W NEDGE AVENUE	Road Capital Preventive Maintenance	3.012			CON			
KALAMAZOO	I-94 W/ US-131 N Ramp (I-94)	WESTBOUND RAMP to US-131 NORTHBOUND	Minor Widening	1.782			CON			
KALAMAZOO	M-343 (Gull Road)	at SPRINKLE ROAD	Minor Widening	0.341		CON				
KALAMAZOO	M-43 (W Main St)	W MAIN between 10TH STREET and DRAKE ROAD	Minor Widening	0.996				CON		
KALAMAZOO	M-96	BURGESS DRIVE 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					
ST. JOSEPH	US-131	at BR-131 (MAIN ST)/WILBUR ROAD; MARCELLUS; and XY AVE	Traffic Safety	1.348	CON					
ST. JOSEPH	US-131	ROCKY RIVER to M-216	Road Rehabilitation	5.166				CON		
ST. JOSEPH	US-131 BUSINESS ROUTE	at M-60 and M-86	Road Rehabilitation	6.185					CON	
VAN BUREN	52nd/I-94 E RAMP	I-94 PARTIAL CLOVER INTERCHANGES	Traffic Safety	3.298		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	over S BUSINESS ROUTE and PAW PAW RIVER	Overlay - Deep				CON			
VAN BUREN	I-94 W	over S BUSINESS ROUTE and PAW PAW RIVER	Overlay - Deep				CON			
VAN BUREN	I-94 E	over THREE MILE LAKE DRIVE	Minor Concrete Patching				CON			
VAN BUREN	I-94 E	M-40 over I-94	Bridge Replacement				CON			
VAN BUREN	M-40	over E BUSINESS ROUTE and 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					
VAN BUREN	M-40	over BRANDYWINE LAKE DRIVE at 24TH AVENUE	Reconstruction	0.132					CON	
				241.435						

SOUTHWEST REGION										
NEW ROADS										
BERRIEN	US-31	NORTH of NAPIER AVENUE (EXIT 24) to I-94	New Road- RELOCATING AN EXISTING ROUTE	1.904	CON	CON	CON			
BERRIEN	US-31	NORTH of NAPIER ROAD to I-94	New Road- RELOCATING AN EXISTING ROUTE	0.000	ROW					
				1.904						

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SUPERIOR REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
ALGER	US-41	over W BUSINESS ROUTE and WHITEFISH RIVER	Deck Replacement					CON		
CHIPPEWA	I-75	M-48 over I-75 and US-2	Overlay - Deep					CON		
CHIPPEWA	I-75 N	M-48 over I-75	Bridge Barrier Railing Replacement					CON		
GOGEBIC	US-2	over POWDER MILL CREEK	Deck Replacement						CON	
MACKINAC	I-75 S	over CARP RIVER	Substructure Patching			CON				
MACKINAC	I-75 N	over CARP RIVER	Joint Replacement			CON				
MACKINAC	I-75 N	M-123 over I-75	Substructure Patching			CON				
MACKINAC	M-134	over PINE RIVER	Joint Replacement			CON				
MARQUETTE	US-41	OLD M-28 over CARP RIVER	Bridge Removal		CON					
ONTONAGON	M-69	over PAINT RIVER	Joint Replacement		CON					
ONTONAGON	M-64	over MINERAL RIVER	Overlay - Deep		CON					
ONTONAGON	US-45	over E BUSINESS ROUTE of ONTONAGON RIVER	Joint Replacement		CON					

SUPERIOR REGION										
REPAIR AND REBUILD ROADS										
ALGER	M-28	MUNISING to the ALGER/SCHOOLCRAFT COUNTY LINE	Road Rehabilitation	15.217	CON					
ALGER	M-28	MARQUETTE COUNTY LINE to SHELTER BAY ROAD	Road Rehabilitation	8.177						CON
ALGER	M-77	SCHOOLCRAFT/ALGER COUNTY LINE to GRAND MARAIS	Road Capital Preventive Maintenance	12.932	CON					
ALGER	US-41	DELTA/ALGER COUNTY LINE to the ALGER/MARQUETTE COUNTY LINE	Road Rehabilitation	11.104			CON			
BARAGA	M-28	HOUGHTON/BARAGA COUNTY LINE to JOHNSON ROAD	Road Rehabilitation	6.178				CON		
CHIPPEWA	M-123	FLASHING LIGHT in PARADISE	Reconstruction	0.456			CON			
CHIPPEWA	M-123	PARADISE to the LUCE COUNTY LINE	Road Capital Preventive Maintenance	12.490			CON			
CHIPPEWA	M-129	10 MILE ROAD to 18TH AVENUE in SAULT STE MARIE	Road Rehabilitation	8.027	CON					
CHIPPEWA	M-28	EAST of RACO to M-221	Road Rehabilitation	5.917	CON					
CHIPPEWA	M-28	EAST of HULBERT ROAD to WEST of FOREST ROAD 338	Road Capital Preventive Maintenance	1.112	CON					
CHIPPEWA	M-48	M-129 to STALWART	Road Capital Preventive Maintenance	7.960		CON				
DELTA	M-35 (4th Ave N)	US-2 to 13TH STREET in the CITY of GLADSTONE	Reconstruction	0.157						CON
DICKINSON	M-95 (Carpenter Ave)	MORIN STREET to WOODWARD AVENUE in KINGSFORD ROAD	Road Rehabilitation	1.185	CON					
DICKINSON	US-8	FAIRVIEW DRIVE N to US-2 in NORWAY	Road Rehabilitation	1.321						CON
GOGEBIC	M-28	TULA EAST to the ONTONAGON COUNTY LINE	Road Capital Preventive Maintenance	4.106			CON			
GOGEBIC	US-2	EDDY STREET to PIERCE STREET in WAKEFIELD	Reconstruction	1.073				CON		
GOGEBIC	US-2	GREAT LAKES ROAD to GOGEBIC STATION	Road Rehabilitation	17.830			CON			
GOGEBIC	US-45	STATE LINE to US-2	Road Rehabilitation	7.505			CON			
HOUGHTON	M-28	ONTONAGON COUNTY LINE to KITCHIE ROAD	Road Rehabilitation	9.587				CON		

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SUPERIOR REGION									
REPAIR AND REBUILD ROADS									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
IRON	US-2	STATE LINE to NORTH of COUNTY ROAD 424	Reconstruction	7.392		CON			
LUCE	M-123	COUNTY ROAD 500 to NORTH of MURPHY CREEK	Road Capital Preventive Maintenance	7.167		CON			
MACKINAC	M-117	US-2 to the MACKINAC/LUCE COUNTY LINE	Road Rehabilitation	9.974	CON				
MACKINAC	M-134	SB I-75 RAMPS to EAST of NB I-75 RAMPS	Road Rehabilitation	0.408					CON
MARQUETTE	M-35	MARSHALL DRIVE to the E of ESCANABA RIVER	Road Rehabilitation	2.089	CON				
MARQUETTE	M-35	COUNTY ROAD 480 to US-41	Road Rehabilitation	3.343			CON		
MARQUETTE	US-41	BIG CREEK ROAD to M-28	Road Rehabilitation	3.019	CON				
MARQUETTE	US-41	BRICKYARD ROAD to IROQUOIS DRIVE	Road Rehabilitation	6.220	CON				
MARQUETTE	US-41	at LAKESHORE DRIVE	Traffic Safety	0.321		CON			
MARQUETTE	US-41	US-41 over CARP RIVER	Widen-Maintain Lanes	0.321		CON			
MARQUETTE	US-41	0.5 MI EAST of POND ROAD to FOREST DRIVE	Traffic Safety	1.290	CON				
MARQUETTE	US-41	M-94 E JUNCTION to BIG CREEK ROAD	Road Rehabilitation	9.209		CON			
ONTONAGON	M-26	US-45 to M-38 W JUNCTION	Road Rehabilitation	5.519			CON		
ONTONAGON	M-26	GREENLAND to TWIN LAKES ROAD	Road Capital Preventive Maintenance	15.529		CON			
ONTONAGON	M-28	M-64 N JUNCTION in BERGLAND to AIRPORT ROAD WEST	Road Rehabilitation	14.176		CON			
ONTONAGON	US-45	M-26 to GREENLAND ROAD	Road Capital Preventive Maintenance	13.845	CON				
ONTONAGON	US-45	BALTIMORE RIVER to M-26	Road Capital Preventive Maintenance	6.645		CON			
				238.801					

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2022-2026 FIVE-YEAR TRANSPORTATION PROGRAM




UNIVERSITY REGION									
BRIDGE REPLACEMENT AND PRESERVATION									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
CLINTON	I-69 E	over PEACOCK ROAD	Overlay - Shallow		CON				
CLINTON	I-69 W	over PEACOCK ROAD	Overlay - Shallow		CON				
EATON	I-69 BL	over BATTLE CREEK RIVER	Bridge Replacement			CON			
EATON	I-69 N	over GTW RAILROAD	Superstructure Replacement		CON				
EATON	I-69 S	over CHARLOTTE SOUTHERN RAILROAD	Overlay - Epoxy		CON				
EATON	I-96 E	over GRAND RIVER and BILLWOOD HIGHWAY	Bridge Replacement			CON			
EATON	I-96 W	over GRAND RIVER and BILLWOOD HIGHWAY	Bridge Replacement			CON			
HILLSDALE	M-49	over STREET JOSEPH RIVER	Superstructure Replacement					CON	
INGHAM	I-96 W	over M-99	Overlay - Deep			CON			
INGHAM	I-96 E	over WASHINGTON AVENUE	Overlay - Deep			CON			
INGHAM	I-96 W	over WASHINGTON AVENUE	Overlay - Deep			CON			
INGHAM	I-96 EB	over M-99	Deck Replacement			CON			
INGHAM	I-96 BL	over GTW, SOUTH STREET and RED CEDAR	Overlay - Epoxy					CON	
INGHAM	Old 27 N	US-27 BUSINESS ROUTE over CSX RAILROAD and WB I-96 BUSINESS ROUTE	Overlay - Epoxy					CON	
INGHAM	M-36	over SYCAMORE CREEK	Overlay - Epoxy			CON			
INGHAM	M-43	over RED CEDAR RIVER	Bridge Replacement					CON	
INGHAM	US-127 S	over COLEMAN ROAD	Overlay - Epoxy					CON	
INGHAM	US-127 N	over COLEMAN ROAD	Overlay - Epoxy					CON	
INGHAM	US-127 N	over RED CEDAR RIVER and RAMP V	Bridge Replacement					CON	
INGHAM	US-127 S	over RED CEDAR RIVER and RAMP V	Bridge Replacement					CON	
INGHAM	US-127 S	over KALAMAZOO STREET	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 S	over M-143	Overlay - Epoxy					CON	
INGHAM	US-127 S	over VINE STREET	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 S	over SELLERS STREET	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 N	M-43 EB over US-127	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 N	M-43 WB over US-127	Overlay - Deep					CON	
INGHAM	US-127 N	over KALAMAZOO STREET	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 N	over M-143	Overlay - Epoxy					CON	
INGHAM	US-127 N	over VINE STREET	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 N	over SELLERS STREET	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 N	LAKE LANSING ROAD over US-127	Overlay - Epoxy					CON	
INGHAM	US-127	US-127 SB RAMP over RAMP to I-496 WB	Deck Replacement		CON				
INGHAM	US-127	I-496 EB RAMP over US-127 NB RAMP	Deck Replacement		CON				
JACKSON	US-127 BR	M-106 over GRAND RIVER	Bridge Replacement				CON		
JACKSON	US-127 N	over CONRAIL	Overlay - Epoxy				CON		

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BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
JACKSON	US-127 S	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	over MDOT RAILROAD CORRIDOR	Overlay - Epoxy		CON					
LIVINGSTON	I-96 W	over MDOT RAILROAD CORRIDOR	Overlay - Epoxy		CON					
LIVINGSTON	I-96 E	over CSX RAILROAD	Overlay - Epoxy		CON					
LIVINGSTON	I-96 W	over CSX RAILROAD	Overlay - Epoxy		CON					
LIVINGSTON	I-96	CHILSON ROAD over I-96	Overlay - Epoxy		CON					
LIVINGSTON	I-96 W	I-96 BUSINESS LOOP (ON RAMP) over I-96 WB	Deck Replacement		CON					
MONROE	I-75	GAYNIER ROAD over I-75	Overlay - Epoxy		CON					
MONROE	I-75	READY ROAD over I-75	Overlay - Epoxy			CON				
MONROE	I-75	MORTAR CREEK ROAD over I-75	Deck Replacement				CON			
MONROE	I-75 CONNECTOR	over NS and GTW RAILROAD	Bridge Replacement			CON				
MONROE	I-75 N	over MUDDY CREEK	Bridge Replacement		CON					
MONROE	I-75 S	over MUDDY CREEK	Bridge Replacement		CON					
MONROE	I-75 N	over OTTER CREEK	Bridge Replacement		CON					
MONROE	I-75 S	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 ROAD over I-75	Overlay - Epoxy		CON					
MONROE	I-75 N	over LAPLAISANCE CREEK	Widen-Maintain Lanes				CON			
MONROE	I-75 S	over LAPLAISANCE CREEK	Overlay - Epoxy				CON			
MONROE	I-75	NB EXIT RAMP over LAPLAISANCE CREEK	Bridge Removal				CON			
MONROE	I-75 N	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	over STONY CREEK	Overlay - Epoxy				CON			
WASHTENAW	I-94	US-12 BUSINESS ROUTE over I-94	Overlay - Epoxy		CON					
WASHTENAW	I-94 E	over CONRAIL	Overlay - Epoxy		CON					
WASHTENAW	I-94 E	NOTTEN ROAD over I-94	Overlay - Epoxy		CON					
WASHTENAW	I-94 E	KALMBACH ROAD over I-94	Overlay - Deep		CON					
WASHTENAW	I-94 E	M-52 over I-94	Overlay - Epoxy		CON					
WASHTENAW	I-94 E	FREER ROAD over I-94	Overlay - Epoxy		CON					
WASHTENAW	US-12BR	M-17 over HURON RIVER	Asphalt overlay w/waterproofing membrane			CON				
WASHTENAW	US-23 N	over SWIFT DRAIN	Miscellaneous Bridge CPM							CON
WASHTENAW	US-23 N	over CONRAIL and HURON RIVER	Overlay - Epoxy							CON
WASHTENAW	US-23 S	over CONRAIL and HURON RIVER	Overlay - Epoxy							CON
WASHTENAW	US-23 N	I-94 BUSINESS LOOP over PACKARD ROAD	Overlay - Epoxy							CON
WASHTENAW	US-23 S	I-94 BUSINESS LOOP over PACKARD ROAD	Overlay - Epoxy							CON
WASHTENAW	US-23 N	over US-23 BR	Overlay - Epoxy							CON
WASHTENAW	US-23 S	over US-23 BR	Overlay - Epoxy							CON
WASHTENAW	US-23 N	over HURON RIVER DRIVE	Overlay - Epoxy							CON
WASHTENAW	US-23 S	over HURON RIVER DRIVE	Overlay - Epoxy							CON
WASHTENAW	US-23 N	GEDDES ROAD over US-23	Overlay - Epoxy							CON
WASHTENAW	US-23 N	EARHART ROAD over US-23	Overlay - Epoxy							CON
WASHTENAW	US-23 N	PLYMOUTH-ANN ARBOR over US-23	Overlay - Epoxy							CON
WASHTENAW	US-23	ELLSWORTH ROAD over US-23	Overlay - Epoxy							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					

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COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026						
WASHTENAW	US-23 N	BEMIS ROAD over US-23	Healer Sealer			CON									
WASHTENAW	US-23 SB	M-14 EB over MDOT RAILROAD	Overlay - Epoxy				CON								
WASHTENAW	US-23 N	M-14 WB over MDOT RAILROAD	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															
CLINTON	I-69	AIRPORT ROAD to US-127	Road Rehabilitation	4.931			CON								
CLINTON	M-21	MORTON STREET to SCOTT ROAD	Road Rehabilitation	1.300										CON	
CLINTON	US-127	SOUTH of M-43 to SOUTH of CLARK	Road Rehabilitation	6.092										CON	
EATON	LANSING ROAD	at MILLETT HIGHWAY	Traffic Safety	0.799										CON	
EATON	M-100	DOANE HIGHWAY to WILLOW HIGHWAY	Road Capital Preventive Maintenance	5.033	CON										
EATON	M-100	at M-43 INTERSECTION	Minor Widening	0.547	CON										
EATON	M-78	SOUTH of SHARKEY STREET to the BATTLE CREEK RIVER	Reconstruction	1.220										CON	
EATON	M-99	in EATON COUNTY	Traffic Safety	2.235	CON										
EATON	M-99 N	PETRIEVILLE to COLUMBIA	Road Capital Preventive Maintenance	3.138	CON										
EATON	M-99 S	PETRIEVILLE to COLUMBIA	Road Rehabilitation	3.063	CON										
HILLSDALE	M-49 (N Main St)	SOUTHERN VILLAGE LIMITS of CAMDEN to BRIDGE over ST JOSEPH RIVER	Reconstruction	0.960										CON	
HILLSDALE	M-99	ADAMS STREET to PARK STREET	Road Capital Preventive Maintenance	0.994			CON								
HILLSDALE	US-127 (S Meridian ROAD)	at HARPER ROAD and LEWIS ROAD	Traffic Safety	0.307										CON	
INGHAM	I-496	I-496/US-127 between I-96 and I-496	Reconstruction	5.209			CON								
INGHAM	I-496	over RED CEDAR RIVER and RAMP V	Overlay - Epoxy				CON								
INGHAM	I-496 W	over RED CEDAR RIVER and RAMP V	Overlay - Epoxy				CON								
INGHAM	I-496 E	over CSX RAILROAD and TROWBRIDGE RAMP	Bridge Replacement				CON								
INGHAM	I-496 W	over CSX RAILROAD and TROWBRIDGE RAMP	Bridge Replacement				CON								
INGHAM	I-496 E	over GTW RAILROAD	Bridge Replacement				CON								
INGHAM	I-496 W	over GTW RAILROAD	Bridge Replacement				CON								
INGHAM	I-496	WB RAMP over CSX RAILROAD	Bridge Replacement				CON								
INGHAM	I-496 E	over US-127 RAMP SB	Overlay - Epoxy				CON								
INGHAM	I-496 W	over US-127 SB	Overlay - Epoxy				CON								
INGHAM	I-496 E	over MOUNT HOPE AVENUE	Widen-Maintain Lanes				CON								
INGHAM	I-496 W	over MOUNT HOPE ROAD	Widen-Maintain Lanes				CON								
INGHAM	I-496 E	over FOREST ROAD	Overlay - Epoxy				CON								
INGHAM	I-496 W	over FOREST ROAD	Overlay - Epoxy				CON								
INGHAM	I-496 W	over JOLLY ROAD	Widen-Maintain Lanes				CON								
INGHAM	I-496 W	over I-496 EB RAMP to I-96 EB	Overlay - Epoxy				CON								
INGHAM	I-496 E	over JOLLY ROAD	Widen-Maintain Lanes				CON								
INGHAM	I-496 E	DUNCKEL ROAD over I-496	Overlay - Epoxy				CON								
INGHAM	I-496 W	over US-127 SB RAMP	Overlay - Epoxy				CON								
INGHAM	I-96 E	WEST of COLLEGE ROAD, EB I-496/SB US-127 S	Traffic Safety	0.638			CON								
INGHAM	I-96 BL	I-96/CEDAR ST/PENNSYLVANIA INTERCHANGE	Traffic Safety	0.592											CON
INGHAM	M-43 (Grand River Ave)	PARK LAKE ROAD to OAK POINTE CT	Road Rehabilitation	3.250	CON										
INGHAM	M-52	at STOCKBRIDGE ROAD	Minor Widening	0.877	CON										
INGHAM	M-99	NORTH of HOLT HIGHWAY to EDGEWOOD BOULEVARD	Reconstruction	2.376	CON										
JACKSON	I-94	MICHIGAN AVENUE INTERCHANGE to M-60 INTERCHANGE	Reconstruction	8.812	CON										
JACKSON	I-94 E	over SANDSTONE RIVER	Miscellaneous Bridge CPM		CON										

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REPAIR AND REBUILD ROADS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
JACKSON	I-94 E	over PARMA ROAD	Miscellaneous Bridge CPM		CON					
JACKSON	I-94 E	DEARING ROAD over I-94	Miscellaneous Bridge CPM		CON					
JACKSON	I-94 E	SANDSTONE ROAD over I-94	Miscellaneous Bridge CPM		CON					
JACKSON	I-94 E	BLACKMAN ROAD over I-94	Miscellaneous Bridge CPM		CON					
JACKSON	I-94 E	MICHIGAN AVENUE over I-94	Miscellaneous Bridge CPM		CON					
JACKSON	I-94	JACKSON/CALHOUN COUNTY LINE to MICHIGAN AVENUE	Road Rehabilitation	4.905	CON					
JACKSON	I-94 E	M-99 over I-94	Overlay - Epoxy		CON					
JACKSON	I-94 E	GIBBS ROAD over I-94	Overlay - Epoxy		CON					
JACKSON	I-94 E	over CONCORD ROAD	Overlay - Epoxy		CON					
JACKSON	I-94 W	over CONCORD ROAD	Overlay - Epoxy		CON					
JACKSON	M-50	in JACKSON COUNTY	Traffic Safety	1.706		CON				
JACKSON	M-50	at CLARK LAKE ROAD in NAPOLEON TOWNSHIP	Traffic Safety	0.151			CON			
JACKSON	M-99 (E Main St)	SOUTH STREET NORTH and EAST to GIBBS ROAD	Road Rehabilitation	1.465				CON		
JACKSON	Regionwide	REGIONWIDE FREEWAY EXIT RAMPS	Traffic Safety	0.000			CON			
JACKSON	US-127	NORTH of HENRY ROAD to HUNTOON CREEK	Road Rehabilitation	5.582			CON			
LENAWEE	M-50 (E Chicago BOULEVARD)	EAST APPROACH of RIVER RAISIN BRIDGE to RIDGE HIGH	Road Capital Preventive Maintenance	3.736		CON				
LENAWEE	M-50 (E Chicago BOULEVARD)	SUNSET STREET to RIVER RAISIN BRIDGE	Road Capital Preventive Maintenance	1.331	CON					
LENAWEE	US-12	2 LOCATIONS on US-12, near DEER RUN COURT	Traffic Safety	0.425		CON				
LENAWEE	US-127	at US-127/US-223 INTERSECTION	Traffic Safety	0.532	CON					
LENAWEE	US-127	JUNCTION ROAD (ADDISION) NORTH to US-223	Road Rehabilitation	3.059	CON					
LENAWEE	US-223	US-127 and US-223; US-12 to EAST of STODDARD ROAD	Road Rehabilitation	12.050	CON					
LENAWEE	US-223	STODDARD ROAD to INDUSTRIAL DRIVE in ADRIAN and LENAWE	Road Rehabilitation	7.793				CON		
LENAWEE	US-223	OGDEN HIGHWAY to HIGH STREET in BLISSFIELD and LENAWE	Road Rehabilitation	6.669			CON			
LIVINGSTON	I-96	CHILSON to DORR	Reconstruction	3.979	CON					
LIVINGSTON	I-96	over GRAND RIVER AVENUE INTERCHANGE	Reconstruction	1.519			CON			
LIVINGSTON	I-96 E	over GRAND RIVER AVENUE	Bridge Replacement				CON			
LIVINGSTON	I-96 W	over GRAND RIVER AVENUE	Bridge Replacement				CON			
LIVINGSTON	I-96 E	over SOUTH ORE CREEK	Culvert Replacement				CON			
LIVINGSTON	M-59	WEST of LAKENA ROAD to the COUNTY LINE	Road Rehabilitation	3.206	CON					
LIVINGSTON	M-59	at LATSON ROAD	Minor Widening	0.450				CON		
LIVINGSTON	Old 155	MICHIGAN AVENUE to POINT of ENDING (HIGH HILCREST DRIVE)	Road Capital Preventive Maintenance	2.880		CON				
LIVINGSTON	US-23	SILVER LAKE ROAD to ONE MILE NORTH of SPENCER	Road Rehabilitation	5.861	CON					
LIVINGSTON	US-23	ONE MILE NORTH of SPENCER ROAD to M-59; COOK ROAD	Road Rehabilitation	7.850	CON					
LIVINGSTON	US-23 N	over UNNAMED CREEK	Culvert Replacement		CON					
LIVINGSTON	US-23	M-36 to one mile north of SPENCER ROAD	Road Rehabilitation	7.329	CON					
LIVINGSTON	US-23 N	over HURON RIVER	Widen-Maintain Lanes		CON					
LIVINGSTON	US-23 S	over HURON RIVER	Widen-Maintain Lanes		CON					
LIVINGSTON	US-23 N	over M-36	Bridge Replacement		CON					
LIVINGSTON	US-23 N	over SILVER LAKE ROAD	Bridge Replacement		CON					
LIVINGSTON	US-23 S	over SILVER LAKE ROAD	Bridge Replacement		CON					
LIVINGSTON	US-23 N	LEE ROAD over US-23	Bridge Replacement		CON					
LIVINGSTON	US-23 S	GRAND RIVER AVENUE over US-23 SB	Bridge Replacement		CON					
LIVINGSTON	US-23 N	GRAND RIVER AVENUE over US-23 NB	Bridge Replacement		CON					
MONROE	I-275	I-75 to WAYNE/MONROE COUNTY LINE	Road Rehabilitation	7.283				CON		
MONROE	I-75	ERIE ROAD to OTTER CREEK	Reconstruction	5.195	CON					
MONROE	I-75	OTTER CREEK to LAPLAISANCE ROAD	Reconstruction	3.234			CON			
MONROE	US-23	STATE LINE to IDA CENTER	Road Rehabilitation	10.155		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

UNIVERSITY REGION										
REPAIR AND REBUILD ROADS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026	
MONROE	US-24	LAKESIDE to SOUTH of SOUTHPOINT	Road Capital Preventive Maintenance	5.648		CON				
State Wide	I-94 BL	REGIONWIDE	Traffic Safety	0.000		CON				
WASHTENAW	I-94	WASHTENAW/JACKSON COUNTY LINE to FREER ROAD	Road Rehabilitation	6.542	CON					
WASHTENAW	I-94	PARKER ROAD to M-14	Road Rehabilitation	5.736			CON			
WASHTENAW	M-14	I-94 to US-23BR	Road Rehabilitation	3.658		CON				
WASHTENAW	M-153	M-14 to FRAINS LAKE ROAD	Road Capital Preventive Maintenance	1.553		CON				
WASHTENAW	M-17 (Cross St)	MULTIPLE LOCATIONS from NORMAL STREET TO I-94	Road Rehabilitation	1.736	CON					
WASHTENAW	US-12	at PLATT ROAD; US-23/US-12 INTERCHANGE	Traffic Safety	2.377	CON					
WASHTENAW	US-23 N	US-12 over US-23	Bridge Replacement		CON					
WASHTENAW	US-23	STONY CREEK to ELLSWORTH ROAD	Road Rehabilitation	6.830	CON					
WASHTENAW	US-23	M-14 to I-94	Road Rehabilitation	7.774						CON
WASHTENAW	US-23	M-14 EAST TRI-LEVEL to GEDDES ROAD	Traffic Safety	3.265						CON
WASHTENAW	US-23 BR (Main Street)	I-94 BUSINESS LOOP to M-14	Reconstruction	1.239						CON
WASHTENAW	US-23 N	GEDDES ROAD to ELLSWORTH ROAD	Traffic Safety	3.155	CON					
WASHTENAW	US-23 S	US-23 and M-14 TRI-LEVEL INTERCHANGE RAMPS	Traffic Safety	0.471		CON				
WASHTENAW	US-23 BR N	M-14 EB at BARTON DRIVE	Traffic Safety	0.750					CON	
				211.452						

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Acronyms

5YTP	Five-Year Transportation Program	LBO	Local Bus Operating
AADT	Average Annual Daily Traffic	LED	Light Emitting Diode
AIP	Airport Improvement Program	LEED	Leadership in Energy and Environmental Design
ACM	American Center for Mobility	MAAS	Mobility as a Service
ADA	Americans with Disabilities Act	MDOT	Michigan Department of Transportation
ATDM	Active Traffic Demand Management	MEDC	Michigan Economic Development Corp.
ARPA	American Rescue Plan Act	MDNR	Michigan Department of Natural Resources
AV	Automated Vehicle	MTF	Michigan Transportation Fund
BL	Business Loop	MTPP	Michigan Transportation Program Portal
BNA	Bridging North America	MTU	Michigan Technological University
BUILD	Better Utilizing Investment to Leverage Development	NBI	National Bridge Inventory
BWB	Blue Water Bridge	OOR	Office of Rail
CARES	Coronavirus Aid, Relief, and Economic Security Act	OPT	Office of Passenger Transportation
CAV	Connected and Automated Vehicles	P3	Public-Private Partnership
CMAQ	Congestion Mitigation and Air Quality	PCI	Pavement Condition Index
CO2	Carbon Dioxide	PE	Preliminary Engineering
CNG	Compressed Natural Gas	PE-B	Preliminary Engineering - Bridge
CON	Construction	PEL	Planning and Environmental Linkages
CPM	Capital Preventive Maintenance	POE	Port of Entry
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act	PRIIA	Passenger Rail Investment and Improvement Act
CTF	Comprehensive Transportation Fund	RBMP	Rebuilding Michigan Program
DBFM	Design-Build-Finance-Maintain	ROD	Record of Decision
DDOT	Detroit Department of Transportation	ROW	Right of Way
DTW	Detroit Metropolitan Airport	RSL	Remaining Service Life
EA	Environmental Assessment	SAF	State Aeronautics Fund
FAA	Federal Aviation Administration	SEIS	Supplemental Environmental Impact Statement
FAST	Fixing America's Surface Transportation Act	SMART	Suburban Mobility Authority for Regional Transportation
FEIS	Final Environmental Impact Statement	STC	State Transportation Commission
FFP	Ferryboat Formula Program	STF	State Trunkline Fund
FHWA	Federal Highway Administration	TOD	Transit-Oriented Development
FTA	Federal Transit Administration	USDOT	United States Department of Transportation
FY	Fiscal Year	UTL	Utility Work
GHIB	Gordie Howe International Bridge	WATS	Washtenaw Area Transportation Study
HOV	High-Occupancy Vehicle	WCAA	Wayne County Airport Authority
HTF	Highway Trust Fund	WDBA	Windsor-Detroit Bridge Authority
kBtu	kilo-British Thermal Units		

MDOT Region Contact Information

Bay Region Office

5859 Sherman Road
Saginaw, MI 48604
Phone: 989-754-7443
Fax: 989-754-8122
Robert Ranck, Region Engineer
Jay Reithel, Region Planner

Grand Region Office

1420 Front Ave. NW
Grand Rapids, MI 49504
Phone: 616-451-3091
Toll-free: 888-815-6368
Fax: 616-451-0707
Erick Kind, Region Engineer
Tyler Kent, Region Planner

Metro Region Office

18101 W. Nine Mile Road
Southfield, MI 48075
Phone: 248-483-5100
Fax: 248-569-3103
Kim Webb, Region Engineer
Jim Schultz, Region Planner

North Region Office

1088 M-32 East
Gaylord, MI 49735
Phone: 989-731-5090
Toll-free: 888-304-6368
Fax: 989-731-0536
Scott Thayer, Region Engineer

Southwest Region Office

1501 Kilgore Road
Kalamazoo, MI 49001
Phone: 269-337-3900
Toll-free: 866-535-6368
Fax: 269-337-3916
Will Thompson, Region Engineer
Amy Lipset, Region Planner

Superior Region Office

1818 Third Ave. North
Escanaba, MI 49829
Phone: 906-786-1800
Toll-free: 888-414-6368
Fax: 906-789-9775
Aaron Johnson, Region Engineer
Vince Bevins, Region Planner

University Region Office

4701 W Michigan Ave.
Jackson, MI 49201
Phone: 517-750-0401
Fax: 517-750-4397
Demetrius Parker, Region Engineer
Kari Martin, Region Planner

MICHIGAN DEPARTMENT
OF TRANSPORTATION

2022-2026
FIVE-YEAR
TRANSPORTATION
PROGRAM

VOLUME XXIII

*Approved by the
State Transportation Commission
on Nov. 4, 2021*



425 W Ottawa St. • Lansing, MI 48933
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For specific questions about this document and its contents, contact the the MDOT Five-Year Transportation Program Specialist at MDOT-Five-Year-Program@Michigan.gov.

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