



**2011-2015  
FIVE-YEAR  
TRANSPORTATION  
PROGRAM**

**APPROVED BY  
THE STATE TRANSPORTATION  
COMMISSION  
APRIL 28, 2011**



# TABLE OF CONTENTS

## 2011-2015 FIVE-YEAR TRANSPORTATION PROGRAM

PAGE

MICHIGAN DEPARTMENT OF  
TRANSPORTATION

2011-2015  
FIVE-YEAR  
TRANSPORTATION  
PROGRAM

VOLUME XIII

Approved by  
the State Transportation  
Commission  
April 28, 2011

### Introduction

Five-Year Program Development Process .....	3
Public Involvement .....	5

### Program Overview (all modes).....

6

### Revenue Assumptions & Investment Strategies (all modes)

Current Highway Program	
Highway Program Revenue Assumptions .....	7
Highway Program Investment Strategy .....	8
Match All Federal Aid Highway Program	
Highway Program Revenue Assumptions .....	13
Highway Program Investment Strategy .....	15
Passenger Transportation, Rail & Water-Borne Freight, Aviation Programs	
Passenger and Rail Freight Revenue Assumptions .....	16
Passenger and Rail Freight Investment Strategy .....	18
Water-Borne Freight & Aviation Investment Strategies .....	20

### Economic Benefits & Impacts

Highway Program .....	22
Passenger Transportation Program.....	23
Rail Freight Program .....	23
Aviation Program .....	23

### Performance Measurement & System Condition

Highway Asset Management Concept .....	24
Pavement Condition.....	25
Bridge Condition.....	28
Trunkline Railroad Grade Crossing Surface Condition .....	29
Passenger Transportation.....	29
Airport Runway Condition.....	31

### Safety Strategies

Highway Programs .....	32
Multi-Modal Programs.....	30

### Project Lists by Region (in alphabetical order)

Bay Region.....	36
Grand Region .....	41
Metro Region .....	45
North Region .....	55
Southwest Region .....	58
Superior Region .....	63
University Region .....	66

# INTRODUCTION

The Michigan Department of Transportation (MDOT) FY 2011-2015 Transportation Program is an integrated multi-modal program that continues to implement the goals and policies outlined by the State Transportation Commission (STC), emphasizing preservation of the transportation system and providing safe mobility to Michigan's citizens. The program focuses on making government effective, efficient, and inclusive; providing a safe and secure transportation system; protecting natural resources, air quality, and improving land use practices, as well as

providing economic development opportunities for improving our quality of life, and growing Michigan's economy.

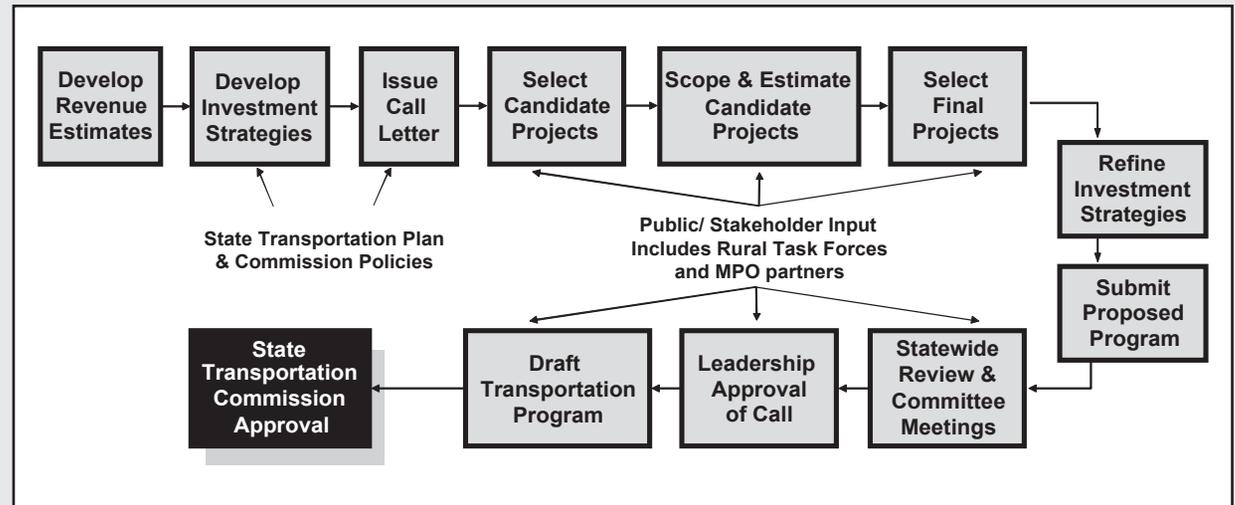
The Five-Year Transportation Program includes highways, bridges, public transit, rail, aviation, marine, and nonmotorized transportation. The Multi-Modal Program focuses largely on continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement and rehabilitation; and preservation of existing service levels.

The highway portion is a rolling program; each year, the first year is dropped and a new fifth year is added and program/project adjustments are made to other years. This document only pertains to that portion of the programs that MDOT delivers, and does not account for those portions delivered locally with state and federal funds that are directly controlled by local agencies, such as transit agencies or county road commissions.

The highway program development process is a yearlong, multi-stage process as shown in the following flowchart.



## Five-Year Transportation Program - Development Process



MDOT continues to emphasize and strengthen partnering efforts with transportation stakeholders and the general public throughout this program to maximize resources. MDOT also will continue to implement processes developed at workshops and stakeholder meetings to incorporate context sensitive solutions into transportation projects, and hold public input sessions on future Five-Year Transportation Programs. We also commit to improving our process of tracking public engagement at the regional level, to enhance local communication and follow-up with transportation industry partners and the general public.

Transportation plays a fundamental role in growing Michigan's economy and protecting quality of life in our communities. A safe, well-maintained, and efficient transportation system provides the backbone for all economic activity within the state. Michigan's economy is at a great competitive advantage with a comprehensive transportation system, which enhances the quality of life within our communities.

Michigan faces many challenges in delivering sustainable transportation infrastructure improvements and services over the next five years. The most significant are declining state transportation revenue and uncertain federal funding levels. This five-year program identifies strategies that efficiently utilize the state and federal funds that we expect to be available over the five-year timeframe.

This Five-Year Transportation Program document identifies two highway program investment strategies. The first assumes highway program reductions assuming insufficient state revenues will be available to match all of the estimated available federal funds. The second reflects the Match All Federal Aid Highway Program investment strategy that MDOT plans to move forward in 2012-2015, pending legislative approval of the New International Trade Crossing (NITC) and budgetary adjustments.



## PUBLIC PARTICIPATION

Following the State Transportation Commission's review, the Preliminary Draft Five-Year Program was posted to MDOT's Web site for a 30-day public comment period that ended January 5, 2011. The Office of Communications issued a news release and the Public Involvement and Hearings Officer notified 33 state trade organizations and agencies to assist with spreading the word on the availability of the document for review and comment. We also alerted the Metropolitan Planning Organizations and Rural Planning Agencies. The Web site provided an online comment form, plus e-mail and U.S. mail addresses. All comments were forwarded to the appropriate staff for review and follow-up as needed.

We received a total of 18 comment submissions over the 30-day period covering a wide variety of issues.

Three comments concerned the widening of I-75 in Oakland County between 8 Mile Road and M-59. One objected to dedicating the new lanes to High Occupancy Vehicles (HOV); another questioned the need for expanding the freeway in the first place; and the third was supportive of both the project's need and the use of HOV. The writer of the latter also was very complimentary of MDOT's efforts in prioritization and delivery, and expressed support for the Detroit River International Crossing as a better freeway-to-freeway connection with Canada. The city of Rochester Hills noted a change in the scope of the M-59 Crooks Road interchange in Oakland County, from a dual span bridge to a single four-lane bridge.

One comment advocated for extending the freeway portion of M-59 in Macomb County from Utica to I-94. The department responded

to another writer who noted the poor condition of I-75 between Linwood and Pinconning in Bay County, by sharing that the stretch is slated for major rehabilitation in spring 2011. Two comments from a Calhoun County resident dealt with the planned interchange improvement and I-94 widening at 11 Mile Road, emergency signing and the condition of brick streets in Albion. The city of Midland wrote to advocate greater spending on Enhancement Program projects.

One comment from a motorcycle safety advocate expressed concern for the tar used in road maintenance, claiming it can cause the tires on single-track vehicles to lose traction in hot weather. Another commenter complained that not enough tar is being used to maintain joints, requiring sections of roadway to be removed prematurely.

Four comments addressed local roads that are not under MDOT's care. Those were forwarded to the appropriate county road commission for any follow up. One commenter suggested MDOT go after the federal high-speed rail money turned down by Ohio and Wisconsin. Lastly, the Michigan Infrastructure and Transportation Association issued an extensive comment package, including a news release and data citing the impact of reducing funding for Michigan roads and bridges.

Organizations notified of the document availability and comment period:

Michigan Association for the Blind  
And Visually Impaired  
Michigan Disability Network  
Michigan Infrastructure and  
Transportation Association  
Michigan Trucking Association

Michigan Association for Pupil Transportation  
Michigan Association of Township Supervisors  
Michigan Association of Counties  
Michigan Townships Association  
Michigan Association of Planning  
County Road Association of Michigan  
Michigan Municipal League  
Asphalt Paving Association of Michigan  
Associated General  
Contractors - Michigan Chapter  
Construction Association of Michigan  
Disability Advocates of Kent County  
Kalamazoo Chamber of Commerce  
Michigan Concrete Paving Association  
Michigan Manufacturers Association  
Michigan Public Transit Association and  
Let's Get Moving  
Michigan Road Preservation Association  
Michigan Minority Supplier Development Council  
MDOT Disadvantaged Business  
Enterprise Program Community  
Michigan Business Enterprise Center  
West Michigan Strategic Alliance  
League of Michigan Bicyclists  
Michigan Environmental Council  
TART Trails  
Michigan Developmental Disabilities Council  
Friends of the Pere Marquette Rail-Trail  
Michigan Mountain Biking Association  
Mid-Michigan Environmental Action Council  
Michigan Trails and Greenways Alliance

# 2011-2015 FIVE-YEAR CURRENT TRANSPORTATION PROGRAM

This Five-Year Transportation Program invests nearly \$6.1 billion in MDOT's transportation system. This includes five years of investments in highway, aviation, bus, rail and marine programs. Each year, an average of \$124 million will be invested in the aviation program and \$282 million will be invested in bus, rail and marine/port programs. An annual average of \$820 million (including Blue Water Bridge Plaza investment and routine maintenance) will be invested in the Highway Program over the 2011-2015 timeframe. See the pie chart on this page.

Preservation and safety of Michigan's existing transportation system remain MDOT's highest priorities. This Five-Year Transportation Program will invest approximately \$3.1 billion on system preservation through the repair and maintenance of Michigan's roads and bridges. The majority of the Multi-Modal Program will also focus on system preservation. Investments in Michigan's transportation system will focus on a comprehensive safety program and increased emphasis on mobility and expanded work zone safety efforts.

Revenue challenges at the federal and state level are facing each mode of travel. Each mode has a reduced program size compared to the previous five-year transportation programs. Revenue uncertainties exist at the federal level, due to the expiration of the Federal Highway Authorization – the Safe, Accountable, Flexible, and Efficient Transportation Act: a Legacy for Users (SAFETEA-LU). Revenues are insufficient to meet program needs such as preservation of roads and bridge conditions and continuation of transit services and bus replacement.

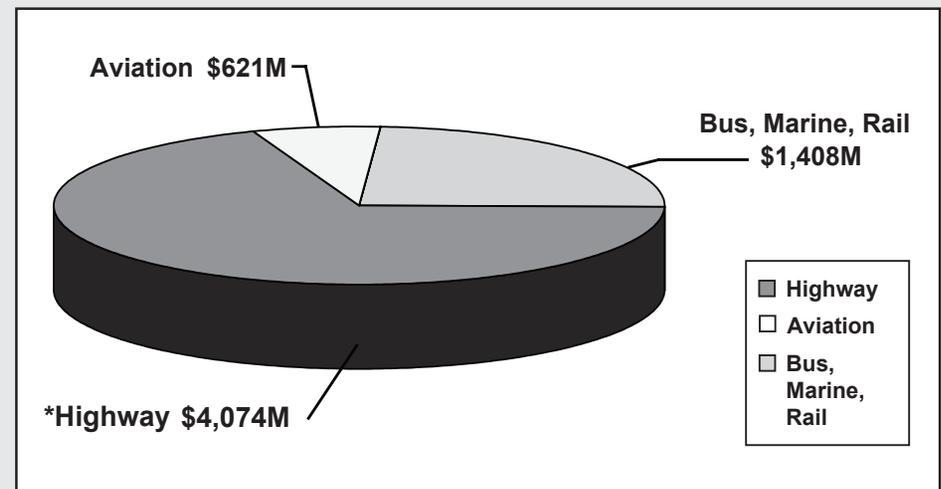
## Program Reductions

Due to the decline in state revenue and predicted inability to match federal-aid, the Highway Program investment strategy was reduced annually beginning in FY 2012. MDOT's reduction strategy was developed and approved by the State Transportation Commission (STC) in August 2009. The Highway Program from FY 2012 to 2015 reflects over a \$700 million reduction per year from FY 2011. The highway program strategy, with its reduction, continues to focus on preservation as well as safety and operations, provides at least minimal funding to all highway capital programs, and supports technology advances. In addition, the strategy emphasizes maintaining project production schedules so program delivery can continue if additional revenues become available. Other guidelines for the program include maintaining high priority projects on interstate routes and corridors of highest significance, leveraging local contributions, maintaining a geographic balance, and maintaining a mix of fix types for pavement and bridge preservation.

The 2011 to 2015 Five-Year Transportation Program falls short of delivering many of the identified transportation needs across all modes. A comprehensive report on transportation infrastructure needs, *Transportation Solutions: A Report on Needs and Funding Alternatives*, was developed in 2008. To learn more about Michigan's transportation infrastructure needs and the funding crisis facing the state's infrastructure, go to

[http://www.michigan.gov/documents/mdot/MDOT\\_TF2\\_Entire\\_Report\\_255609\\_7.pdf](http://www.michigan.gov/documents/mdot/MDOT_TF2_Entire_Report_255609_7.pdf)

## MDOT's Five Year Current Transportation Program (Total = \$6.1 Billion)



# CURRENT HIGHWAY PROGRAM

## REVENUE ASSUMPTIONS AND INVESTMENT STRATEGIES

### Highway Program Revenue Assumptions

Federal surface transportation programs and funding continue to be authorized under legislation known as SAFETEA-LU. SAFETEA-LU was enacted in August 2005 and expired at the end of FY 2009. Congress has made little progress in advancing long-term legislation to replace SAFETEA-LU and have thus far enacted a series of extensions to keep transportation programs operating and funded. Prospects for Congressional action on legislation to replace SAFETEA-LU remain uncertain. The biggest obstacle to quick action on legislation remains the issue of funding. Federal investments in transportation infrastructure exceed revenue generated by user fees. The gap between revenue and investments has been bridged for the past three fiscal years by using federal General Fund revenues. Until Congress can reach agreement on how to place the finances of the federal transportation program on more solid footing, progress on replacing SAFETEA-LU will likely remain stalled.

The FY 2011 to FY 2015 federal aid revenue estimate is based on the 2009 Federal Highway Administration estimates of federal funding available for Michigan. Federal funding is assumed to remain flat for 2011-2012 and the increase at an annual average compounded rate of 3.2 percent in FY 2013-2015.

It is projected that \$3.7 billion in federal funding will be made available to the highway capital program for this Five-Year Transportation Program. However, due to state revenue declines in the

State Transportation Fund, MDOT estimates that more than half of anticipated available federal funds will not be utilized beginning in 2012.

The state revenue estimate is based on MDOT's share of the FY 2011 Michigan Transportation Fund (MTF) as estimated by the Department of Treasury, Economic and Revenue Forecasting Division. Future year state revenue is forecasted using a long-range forecasting model managed by MDOT's Statewide Transportation Planning Division. It is estimated that \$2.2 billion in state revenue will be available for MDOT's Capital and Maintenance Program. This estimate includes state transportation revenues from the State Trunkline Fund (STF), and includes bond proceeds to be used to support the Blue Water Bridge (BWB) Plaza Project and routine maintenance activities.

### State Revenue Shortfall

MDOT is able to advance a fully funded highway program in FY 2011 as a result of one-time funding shifts within the department's budget. A shortfall in state funds to match federal aid was restored due to these budget adjustments. However, there remains a significant state funding shortfall in FY 2012- 2015.

In order to match all available federal aid, an additional \$120 million to \$160 million in state revenue is needed per year starting in 2012. The

FY 2012-2015 Annual Shortfall	
State Revenue Shortfall	\$120-\$160 million per year
Federal Aid Lost to MDOT Highway Capital Program	\$700-\$800 million per year

Five-Year Program for FY 2012-2015 was reduced by approximately \$700 million per year from FY 2011 investment level, due to the expected shortfall in state revenues.

For FY 2012-2015, the adjustments made to match federal aid in 2011 will not be available. In the Five-Year Program, we have assumed some redirection of state funds will be necessary to afford the planned program for FY 2012-2015. The department will continue to monitor revenue and program investments and make adjustments as needed to ensure fiscal constraint.

Anticipated capital and maintenance investments for the FY 2011-2015 Highway Program are approximately \$4.1 billion (including Blue Water Bridge Plaza investment). This level of investment assumes that nearly half of all federal-aid highway funding made available to the department can not be utilized due to insufficient state matching funds.

## Current Highway Program Investment Strategy

On the following pages, the overall investment strategy for the Highway Capital Program is significantly reduced in comparison with prior years. The table provides the investment strategy for FY 2011, FY 2012-2015, and the Five-Year Total. The proposed reduction impacts to the individual programs, due to the state revenue shortfall, were applied to FY 2012-2015.

The following charts depict MDOT's FY 2011-2015 Highway Program investment strategy.



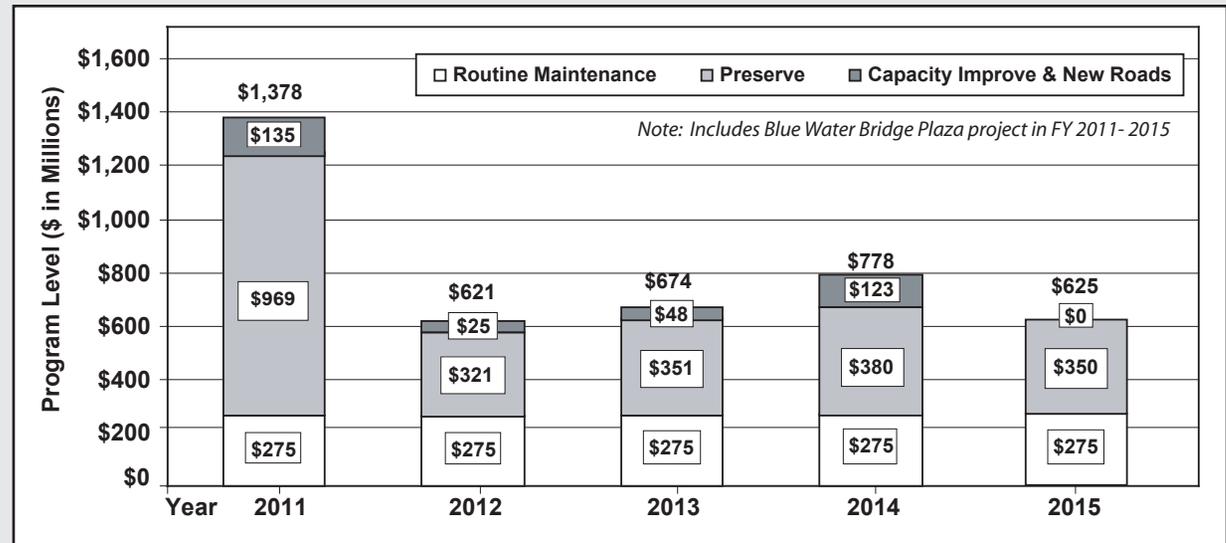
<b>HIGHWAY PROGRAM INVESTMENT STRATEGY</b>				
<b>FY 2011-2015</b>				
	<b>In Millions</b>	<b>FY 2011</b>	<b>FY 2012-2015 Annual Average</b>	<b>Five-Year Total</b>
<b>REPAIR &amp; REBUILD ROADS AND BRIDGES</b>				
<b>REPAIR &amp; REBUILD ROADS</b>				
Rehabilitation & Reconstruction		\$366	\$119	\$842
Capital Preventive Maintenance		\$96	\$42	\$265
I-94/I-69 Freeway Corridor Improvements associated with Blue Water Bridge		\$31	\$10	\$69
<b>Total Repair and Rebuild Roads</b>		<b>\$493</b>	<b>\$171</b>	<b>\$1,176</b>
<b>REPAIR &amp; REBUILD BRIDGES</b>				
Rehabilitation & Reconstruction		\$172	\$28	\$285
Capital and Scheduled Preventive Maintenance		\$30	\$3	\$42
Big Bridges		\$1	\$28	\$111
Special Needs		\$4	\$6	\$28
Blue Water Bridge - Appropriated Capital Outlay Projects		\$3	\$3	\$15
I-94/I-69 Freeway and Black River Bridge (Blue Water Bridge- associated improvements)		\$40	\$1	\$43
<b>Total Bridges</b>		<b>\$250</b>	<b>\$69</b>	<b>\$524</b>
<b>Routine Maintenance</b>		<b>\$275</b>	<b>\$275</b>	<b>\$1,374</b>
<b>TOTAL REPAIR &amp; REBUILD ROADS AND BRIDGES</b>		<b>\$1,018</b>	<b>\$515</b>	<b>\$3,074</b>
<b>CAPACITY IMPROVEMENT &amp; NEW ROADS</b>				
Capacity Improvements		\$27	\$4	\$41
New Roads		\$52	\$4	\$66
I-94/I-69 Freeway and Black River Bridge (BWB capacity- associated improvements)		\$56	\$42	\$224
<b>TOTAL CAPACITY IMPROVEMENT &amp; NEW ROADS</b>		<b>\$135</b>	<b>\$50</b>	<b>\$331</b>
<b>SAFETY AND SYSTEM OPERATIONS</b>				
Safety Programs		\$17	\$10	\$55
Safety Installations		\$40	\$39	\$196
Intelligent Transportation Systems (ITS)		\$14	\$3	\$26
Congestion Mitigation and Air Quality (CMAQ)		\$42	\$7	\$70
Operations		\$18	\$5	\$37
<b>TOTAL SAFETY AND SYSTEM OPERATIONS</b>		<b>\$131</b>	<b>\$64</b>	<b>\$384</b>
<b>OTHER</b>				
Federally Funded Programs		\$63	\$31	\$184
Non-Federally Funded Programs		\$31	\$17	\$101
<b>TOTAL OTHER</b>		<b>\$94</b>	<b>\$48</b>	<b>\$285</b>
<b>TOTAL FIVE-YEAR TRUNKLINE PROGRAM</b>		<b>\$1,378</b>	<b>\$677</b>	<b>\$4,074</b>

The FY 2011-2015 Five-Year Transportation Program estimated investments for the highway program total approximately \$4.1 billion. This total reflects investments for pre-construction and construction activities for the major program categories of preservation, capacity improvement and new roads, and routine maintenance. This Highway Program investment will provide Michigan travelers with approximately 275 miles of improved roads over the next five years, as well as repairs to 70 bridges per year. We will also manage our road system by extending the life of approximately 850 miles of pavement each year through the Capital Preventive Maintenance (CPM) program. The following graph illustrates the annual Highway Program investments by these program categories over the five-year time frame. The annual investments range from a high of \$1.37 billion in FY 2011 to a low of \$621 million in FY 2012.

## Impacts of Implementing Highway Program Reductions

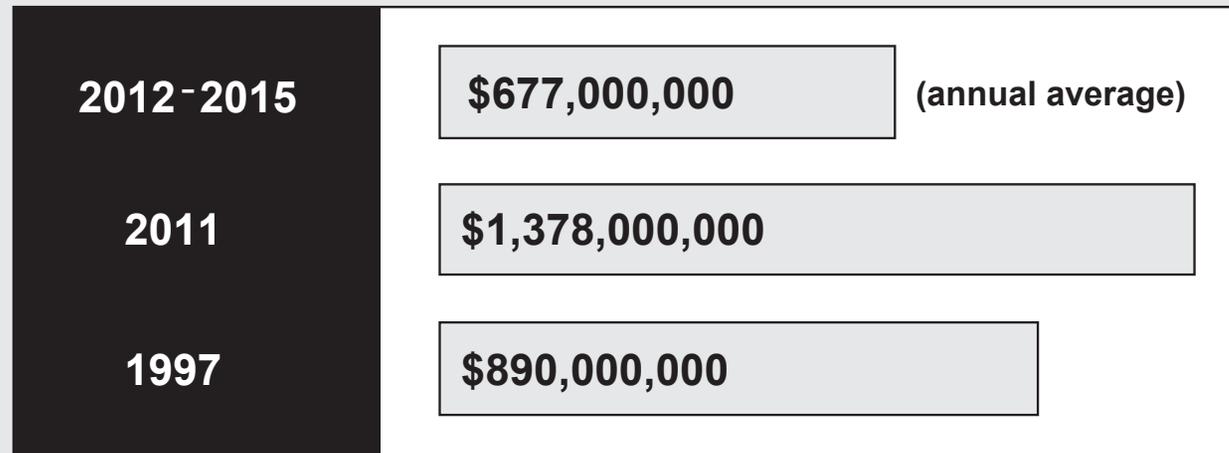
This section outlines the strategy that will be utilized to reduce the Highway Program by an annual average of \$700 million per year over the 2012 – 2015 timeframe, made necessary by the department’s inability to match all available federal-aid funds. The State Transportation Commission direction is to continue a preservation and safety focus, while not eliminating completely any one program. Consistent with this direction, the resulting reduced highway program will orient over 90 percent of the available funding to pavement and bridge preservation, safety and maintenance. The highway program project list at the back of this document contains highlighted projects that will be impacted (either delayed or removed from the 2012-2015 program) if funding levels continue as projected.

## Highway Program Investment By Program Category 2011-2015



Note: Includes Blue Water Bridge Plaza project in FY 2011-2015

## Annual Road & Bridge Investments Including Routine Maintenance and Blue Water Bridge Plaza Project



## Pavement

Annual investments in the pavement preservation programs (Road Rehabilitation and Reconstruction and Capital Preventive Maintenance) totaled over \$450 million per year in 2011. That amount is reduced to approximately \$170 million annually from 2012 to 2015, a 60 percent reduction. The impact on the Road Rehabilitation and Reconstruction Program will result in over 93 projects either being delayed within the four-year time period (2012-2015) or removed from this Five-Year Program. With this reduction, over 315 miles of rehabilitation or reconstruction repairs will be delayed or removed. The impact on the Capital Preventive Maintenance Program will result in nearly 700 miles of the 1,400 miles of preventive maintenance repairs annually removed or delayed from the 2012-2015 timeframe.

This reduction to the pavement preservation program will substantially impact the progress made in improving system condition, MDOT asset management approach towards sustaining system condition, and the corridor strategies used to more efficiently coordinate construction activities.

Due to the reductions for the 2012-2015 time frame, road conditions are expected to decline from 88 percent good or fair in 2011 to 63 percent good or fair in 2015. Refer to the "Performance Measurement & System Condition" section for more information on pavement conditions.

## Bridges

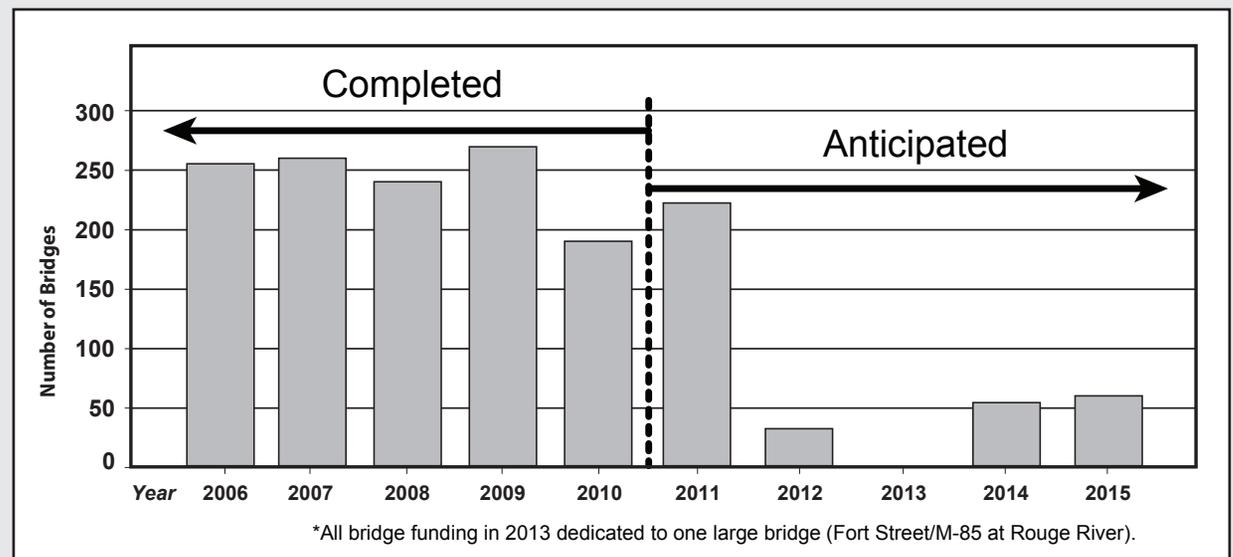
The Bridge Program would be reduced by \$500 million from FY 2012-2015 under the current funding level. The majority of this reduction would come from the Bridge-Replacement and Rehabilitation Program, being reduced by \$400 million, resulting in approximately 300 bridges not receiving needed repairs. The highlighted project lists shown at the end of this document illustrate some of the impacts of this reduction.

In addition, the Bridge-Preventive Maintenance Program would be reduced by \$100 million, resulting in approximately 300 bridges not being sufficiently maintained, making them more susceptible to becoming structurally deficient. This results in a total reduction of 600 bridge projects, which is almost a 65 percent decrease in bridge projects in the Five-Year Transportation Program.

A reduction in funding of this magnitude would be devastating to the bridge program. Instead of making continued progress towards the bridge condition goals, MDOT's bridge condition would begin to deteriorate at an alarming rate. Under the reduced investment level, bridge condition declines to about 88.5 percent good/fair by 2015 and further declines to 85 percent by 2019. Refer to the "Performance Measurement & System Condition" section for more information on bridge conditions.

The chart below illustrates the impact of not matching all federal-aid funding starting in 2012. From 2006-2011, an average of 240 bridges per year have been repaired or will be repaired. For 2012-2015 this number drops to an average of 35 bridges per year that will be repaired. This results in an 85 percent decrease in the number of bridges that will be repaired each year.

## Replacement and Rehabilitation Bridge Work Completed or Planned Per Year



## Safety

MDOT's Safety Program is focused on improving traffic control devices and driver information systems in an effort to improve driver safety. The projects in this category are developed in response to analyses of traffic crashes and crash patterns. The safety programs category will be reduced from \$19 million to \$9.5 million annually starting in FY 2012. As a result of reduced funding, several projects would be delayed that would have addressed fatalities and severe injuries. In addition, the Safety Work Authorization program which provides funding for low cost safety improvements that can be implemented by state forces or contract agencies would be eliminated.



## Capacity Improvement/ New Roads (CI/NR)

The Capacity Improvement/New Roads program is severely reduced from the funding levels in FY 2011. The Blue Water Bridge (BWB) investments are included in the Capacity Improvement/New Roads program, which represent about \$50 million per year, which serves as the major portion of the capacity program. The BWB is designed to improve the overall crossing efficiency, safety and security of the entry, as well as the adjacent I-94/I-69 freeway corridor leading up to the plaza. The BWB project will be bond-funded supported by toll revenue. MDOT was awarded a \$30 Million TIGER grant for the Black River bridge portion of the project. The remaining portions of the project will be funded with federal-aid earmark balances from SAFETEA-LU.

The remaining capacity improvements and new roads projects would be funded over the FY 2012-2015 timeframe under the reduced investment strategy and include:

- \$14 million for continued construction phase activities for the M-231 project in Ottawa County. Initial construction of a new Grand River crossing and approaches to adjacent roadways (construction beginning in 2011).
- \$9 million for partial funding of construction phase activities for the US-131, Constantine bypass. This will construct the new bridge over the St. Joseph River in FY 2013.
- \$10.3 million will be used for design activities for reconstruction and widening on I-75 from just north of I-696 to just south of 12 Mile Road in the metropolitan Detroit area.

## Roadsides

The proposed FY 2012-2015 Roadside Program reduction from \$10 million to \$0.5 million per fiscal year, will severely impact the department's ability to address the network of rest area needs, including Americans with Disabilities Act (ADA) compliance, aging inefficient buildings, failing sanitary systems, and inadequate or substandard parking facilities. Many of these facilities far exceed both their original design life and the economic benefit of continued maintenance. Failure to address these needs as part of our integrated systems approach will impact the more than 40 million annual users and negatively affect Michigan's travel and tourism industry. At the FY 2012 reduced program level, \$0.5 million, only one rest area reconstruction project will be designed per fiscal year; no projects would be constructed.



## Transportation Enhancement

With the anticipated funding expected to be available, the Transportation Enhancement (TE) program will be cut from \$12 million to \$1 million per year. The popularity of the TE Program continues to grow with requests far outweighing available funding. Local agencies across the state are looking for ways to make their communities better places to live, work, and do business by enhancing their quality of life, increasing walkability, promoting tourism, and supporting economic development. MDOT regions and local agencies partner to make these enhancements possible and pair them with anticipated road projects. With the reduction identified to begin in FY 2012, approximately 35 fewer communities along state trunkline would reap the benefits afforded by TE projects. Approximately 45 fewer miles of nonmotorized facilities and 10 fewer miles of roadway streetscape will be implemented by MDOT. The result will be reduced walkability in some Michigan communities, fewer mobility options at some locations and reduced support for tourism and economic development opportunities.



## Congestion Mitigation and Air Quality (CMAQ)

Reduced funding will cut the CMAQ program from \$42 million to \$7 million dollars per year in FY 2012. Sustaining the state's operation and maintenance activities of the Michigan Intelligent Transportation Systems (MITS) Center requires a minimum of \$9 million, leaving at least a \$2 million shortfall. This will increase emissions from traffic due to the change in characteristic travel demands for large metropolitan areas. With the reduced CMAQ program, the state will be at an increased risk of implementing costly prescriptive measures that will be needed to attain the National Ambient Air Quality Standards. In a worst case scenario, designation to more severe classifications of non-attainment (known as bumping-up) or the imposition of federal sanctions on transportation funding could occur.



## Intelligent Transportation Systems (ITS) Program

The funding shortfall would necessitate a cut in the ITS program budget from \$14 million per year to \$3 million per year. The reduced investment would eliminate the entire capital program at MDOT for ITS deployment activities, which includes statewide infrastructure that can detect and respond to incidents and relay other information such as inclement weather to motorists. With the reduced budget there would only be a minimum amount for data collection and maintenance activities. The costs for the MITS Center and the Freeway Courtesy Patrol Program in Detroit, as well as the West Michigan Traffic Management Center, are anticipated to remain funded by CMAQ funding.



# MATCH ALL FEDERAL AID HIGHWAY PROGRAM

## REVENUE ASSUMPTIONS AND INVESTMENT STRATEGIES

The previous section, Current Highway Program, presents the anticipated shortfall in state revenues used for matching federal aid funds in the years 2012-2015 and the program reductions that would need to take place if funding is not identified. Since that section was written in November 2010, MDOT has continued to look for ways to match all available federal aid and has identified several options allowing us to move forward. They include: 1) A programmatic agreement with the Federal Highway Administration (FHWA) to allow the New International Trade Crossing (NITC) expenditures as the non-federal share of a statewide program of federal projects, and 2) Adjustments to MDOT's budget, which would provide funding to be used as federal aid match.

MDOT worked with the FHWA, the Canadian federal and provincial governments, the City of Detroit, local residents, and the business community to identify solutions that support the regional, state, provincial and national economies while addressing civil and national defense, and homeland security needs of the busiest trade corridor between Canada and the United States. The culmination of those efforts is the recommendation to proceed with the NITC project and its associated connectors to the U.S and Canadian freeway networks.

Canada has pledged \$550 million for NITC project components in Michigan. This investment would be used for real estate purchases, utilities work, and construction of an I-75 interchange and local road improvements. The FHWA has agreed to allow the use of the Canadian expenditure of \$550 million for the NITC Michigan project as matching funds for a program of federally funded highway projects across the state. Every \$1 of the \$550 million Canadian investment

leverages \$4 in federal highway funding. Therefore, the \$550 million will allow Michigan to capture \$2.2 billion in federal aid. The Canadian expenditure and programmatic agreement with FHWA will allow MDOT to move forward with federal aid projects that otherwise would have been cancelled or delayed under the current program. It does not increase the overall federal highway dollars available to Michigan, although the federal matching funds will support critical projects that are part of the MDOT Five-Year Transportation Program.

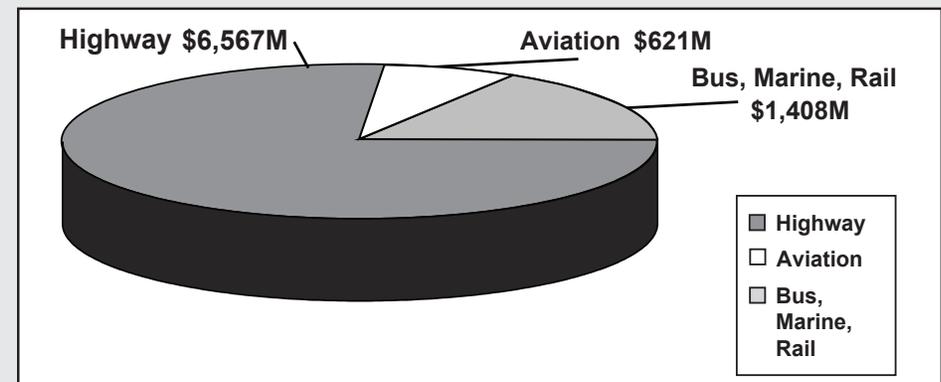
The NITC expenditure programmatic agreement with FHWA will provide for a significant non-federal match source to advance many projects statewide, but it does not provide all the match monies necessary to fund the highway program. More than \$400 million in federal aid will still go unmatched through 2015 if additional non-federal matching funds are not found. The department has identified potential budget adjustments in the form of administrative and maintenance reductions and other savings in order to capture the remaining federal aid.

This chapter outlines the Match All Federal Aid Highway Program investment strategy that MDOT plans to move forward in 2012-2015, pending legislative approval of the NITC and budgetary adjustments. The project list at the

end of the Five-Year Program document currently includes highlighted road and bridge projects which were delayed or impacted by the previously planned program reductions. With the additional funds, all 2011-2013 delayed or impacted projects will be advanced to construction.

The Match All Federal Aid Five-Year Transportation Program invests nearly \$8.6 billion in MDOT's transportation system. This includes five years of investments in the highway, aviation, bus, rail and marine programs. The aviation program and bus, rail and marine/port programs are unchanged from the previous section. An annual average of \$1.3 billion (including Blue Water Bridge Plaza, Michigan freeway components associated with the NITC and routine maintenance) will be invested in the Highway Program over the 2011-2015 timeframe. See the following pie chart:

**MDOT's Five Year Transportation Program**  
(Total = \$8.6 Billion)



*Including Routine Maintenance, Blue Water Bridge Plaza Project, Michigan freeway components associated with the New International Trade Crossing (NITC)*

## Highway Program Revenue Assumptions

Total revenue available for the 2011-2015 Capital Highway and Maintenance Program is estimated at \$6.4 billion.

Approximately \$2.7 billion in non-federal revenues are anticipated to be available for MDOT's Capital and Maintenance Program from FY 2011 to FY 2015. This includes state transportation revenues from the State Trunkline Fund (STF), \$350 million in Canadian funds for the NITC freeway connections and utility work, and \$336 million in bond proceeds to be used to support the Blue Water Bridge Plaza Project.

Approximately \$3.7 billion in federal aid is expected to be available.

Anticipated capital and maintenance investments for the FY 2011-2015 Highway Program are approximately \$6.6 billion. These funds do not include the NITC main span and plaza construction.

MDOT is able to match federal aid over the Five-Year Program timeframe pending legislative approval of the NITC programmatic agreement and MDOT budgetary adjustments. However, there remains a funding shortfall of approximately \$200 million to fully fund anticipated highway program investments. Because of the uncertainty in future transportation revenues at the federal and state level, constant price fluctuations, and budgetary negotiations, the \$200 million gap is not being addressed at this time. The department will continue to monitor revenue and program investments and make adjustments as needed to ensure fiscal constraint.

<b>HIGHWAY PROGRAM INVESTMENT STRATEGY</b>			
<b>FY 2011-2015</b>			
	<b>In Millions</b>	<b>FY 2011</b>	<b>Match All Federal Aid Program FY 2012-2015 Annual Average</b>
<b>REPAIR &amp; REBUILD ROADS AND BRIDGES</b>			
<b>REPAIR &amp; REBUILD ROADS</b>			
Rehabilitation & Reconstruction		\$366	\$334
Capital Preventive Maintenance		\$96	\$94
I-94/I-69 Freeway Corridor Improvements associated with Blue Water Bridge		\$31	\$10
<b>Total Repair and Rebuild Roads</b>		<b>\$493</b>	<b>\$438</b>
<b>REPAIR &amp; REBUILD BRIDGES</b>			
Rehabilitation & Reconstruction		\$172	\$118
Capital and Scheduled Preventive Maintenance		\$30	\$32
Big Bridges		\$1	\$35
Special Needs		\$4	\$6
Blue Water Bridge - Appropriated Capital Outlay Projects		\$3	\$3
I-94/I-69 Freeway and Black River Bridge (Blue Water Bridge- associated improvements)		\$40	\$1
<b>Total Bridges</b>		<b>\$250</b>	<b>\$195</b>
<b>Routine Maintenance</b>		<b>\$275</b>	<b>\$273</b>
<b>TOTAL REPAIR &amp; REBUILD ROADS AND BRIDGES</b>		<b>\$1,018</b>	<b>\$906</b>
<b>CAPACITY IMPROVEMENT &amp; NEW ROADS</b>			
Capacity Improvements		\$27	\$5
New Roads		\$52	\$42
I-94/I-69 Freeway and Black River Bridge (BWB capacity- associated improvements)		\$56	\$29
Detroit Freeway Connections and Utilities assoc. w/NITC*		\$0	\$88
<b>TOTAL CAPACITY IMPROVEMENT &amp; NEW ROADS</b>		<b>\$135</b>	<b>\$164</b>
<b>SAFETY AND SYSTEM OPERATIONS</b>			
Safety Programs		\$17	\$19
Safety Installations		\$40	\$39
Intelligent Transportation Systems (ITS)		\$14	\$14
Congestion Mitigation and Air Quality (CMAQ)		\$42	\$41
Operations		\$18	\$16
<b>TOTAL SAFETY AND SYSTEM OPERATIONS</b>		<b>\$131</b>	<b>\$129</b>
<b>OTHER</b>			
Federally Funded Programs		\$63	\$74
Non-Federally Funded Programs		\$31	\$27
<b>TOTAL OTHER</b>		<b>\$94</b>	<b>\$101</b>
<b>TOTAL FIVE-YEAR TRUNKLINE PROGRAM</b>		<b>\$1,378</b>	<b>\$1,300</b>

\*Pending legislative approval

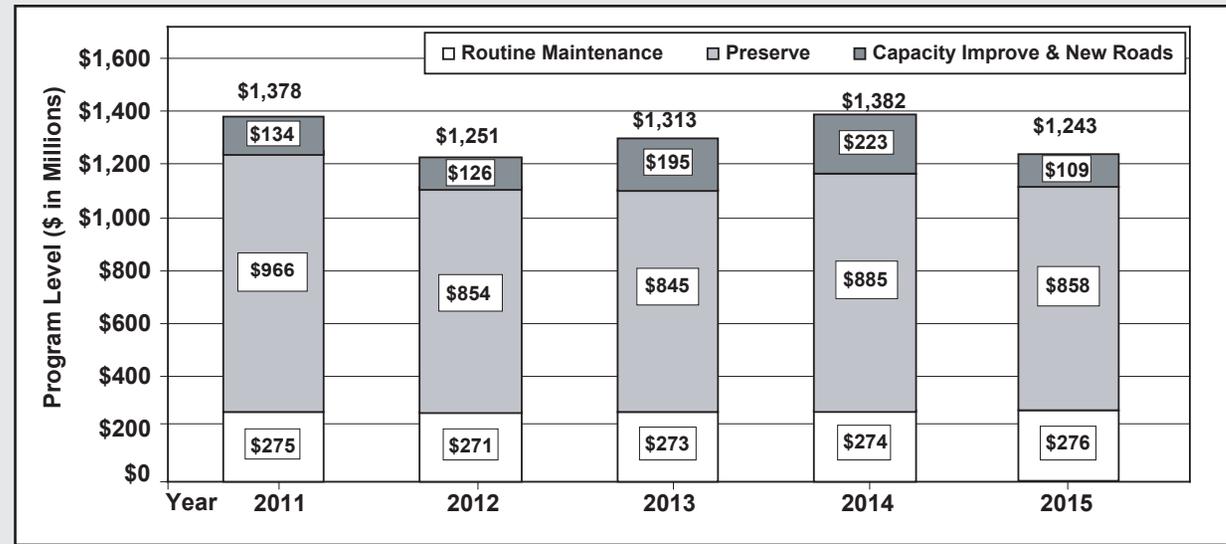
## MATCH ALL FEDERAL AID HIGHWAY PROGRAM INVESTMENT STRATEGY

The table provides the Match All Federal Aid Investment Strategy for FY 2011-2015 annual average investments by program category.

The FY 2011-2015 Five-Year Transportation Program estimated investments for the highway program total approximately \$6.6 billion. This total reflects investments for pre-construction and construction activities for the major program categories of preservation, capacity improvement and new roads, and routine maintenance. This Highway Program investment will provide Michigan travelers with approximately 120 miles of improved roads annually, over the next five years, as well as repairs to 150 bridges each year. We also will manage our road system by extending the life of approximately 1,400 miles of pavement annually through the Capital Preventive Maintenance Program. The following graph illustrates the annual Highway Program investments by these program categories over the five-year time frame. The annual investments range from a high of \$1.38 billion in FY 2014 to a low of \$1.24 billion in FY 2015.

The project list at the end of the Five-Year Transportation Program document currently includes highlighted jobs which were delayed or impacted by the program reductions. With the additional funds associated with the NITC and additional budgetary funding shifts, all 2011-2013 delayed or impacted projects will be advanced to construction.

## Highway Program Investment By Program Category 2011-2015



Note: Includes Blue Water Bridge Plaza project and Michigan components of the New International Trade Crossing in FY 2011 – FY 2015



# MULTI-MODAL PROGRAM REVENUE ASSUMPTIONS

## Federal Revenue Issues

SAFETEA-LU (the authorizing legislation for the federal transportation program) expired at the end of FY 2009; however, Congress has been passing continuing resolutions. Since it is not possible to predict the results of reauthorization for this Five-Year Program, federal revenues are estimated to be a continuation of FY 2009 federal apportionments, with no increases projected over the 2011-2015 period.

It is important to note that over 80 percent of the federal transit revenues go directly to transit agencies and are not reflected in MDOT's program; thus, when state funds are not available to match federal funds, the full impact is not detailed in this five-year program document. The impact is largely on the local programs that are dependent on state revenues to access federal funds. The magnitude and direct link between a shortfall in state revenues and loss of federal funds may not be reflected in this program, but it must be clearly understood that the impacts are significant.

The federal revenues that support the Passenger and Rail Freight Transportation Programs differ from mode to mode:

- **Local Transit:** The local transit portion of the Passenger Transportation Program includes both annual apportionments and congressional earmarks to MDOT and to rural transit agencies for which MDOT must be the funding recipient. Any discretionary grant awards made by Congress and/or federal agencies add to the total size of the program, and as such, the program size can vary significantly year to year. The Federal Transit Administration (FTA) has also begun distributing more capital funds via national competitive programs, with each program having a unique purpose. Since we do not know what Michigan's success rate will be under the various competitive grant programs, we cannot project with any certainty the amount of federal revenues.

- **Rail Freight Program:** Federal funding for local railroad crossing safety programs has remained constant for the past several years, but continues to be approximately 20 percent below pre-SAFETEA-LU levels. Any additional federal funding would be based on congressional earmarks and special projects.

- **Marine:** As with the Rail Freight Program, federal funding for the marine passenger portion of the program is intermittent, based on congressional earmarks and special projects. For the purpose of this program, no federal funding was included in the marine passenger program.

- **Passenger Rail:** The Passenger Rail Investment and Improvement Act (PRIIA) was signed into law on October 16, 2008. This act provides the mechanism for future federal funding of passenger rail programs on a competitive basis. Federal revenue was included for the passenger rail program to account for this new federal program that will allow MDOT to compete for federal grants during this five-year period.



## State Revenue Issues

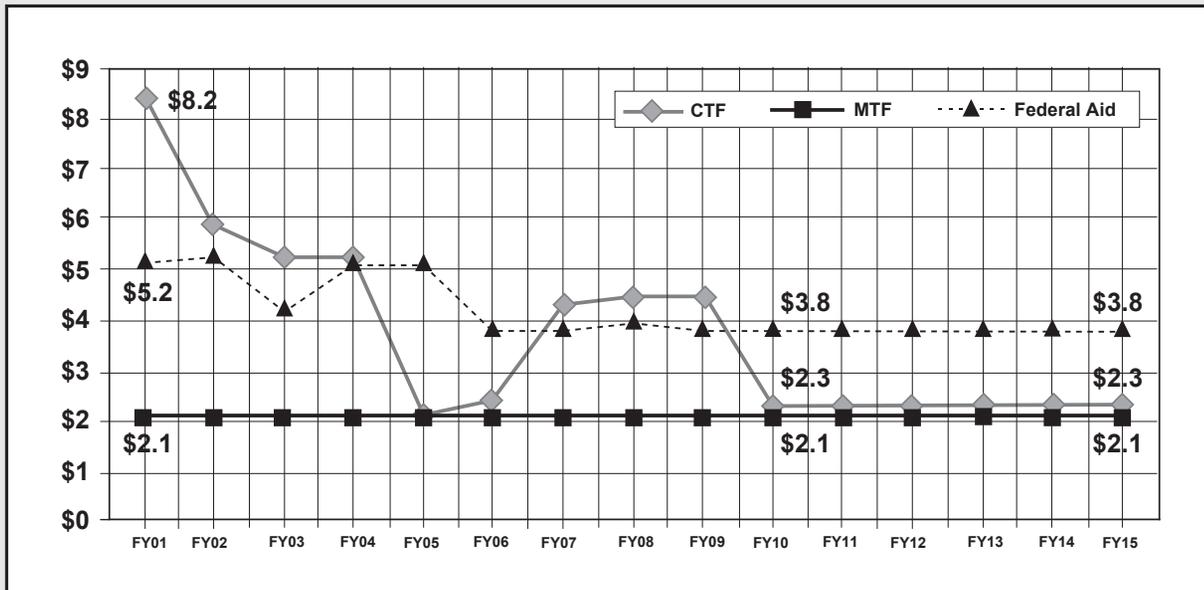
The passenger and rail freight transportation programs receive state funding through the Comprehensive Transportation Fund (CTF). A portion of the CTF comes from the Michigan Transportation Fund (MTF), which is funded by receipts from the state motor fuel tax and vehicle registration fees. Therefore, the revenue declines that befall the MTF are also felt by the CTF. The CTF also receives revenues from auto-related sales tax and those revenues have not only declined, but have also been diverted to general fund programs in past years. Neither the distribution of the MTF to the CTF nor the sales tax to the CTF are constitutionally protected. Appropriation levels vary significantly from year to year.

This Five-Year Program is based on continuation (i.e., no growth) of the FY 2010 CTF appropriation levels. MTF contributions to the CTF are expected to continue to decline, however, the payments for debt service for the CTF bonding will be reduced beginning in FY 2012, which will allow for more CTF revenues to be dedicated to program rather than debt service offsetting the decline in MTF.

A continuation of the FY 2011 level of CTF appropriations is insufficient to maintain the current level of service for all CTF programs and match the federal passenger transportation funds the state expects to receive during this five-year period.



## Rail Freight - Revenue



# MULTI-MODAL PROGRAM INVESTMENT STRATEGIES

MDOT's FY 2011-2015 Multi-Modal Program includes three main areas: Passenger Transportation, Rail Freight and Ports, and Aviation.

## Passenger Transportation

MDOT's passenger transportation program includes local transit, intercity bus, passenger rail, marine passenger and the Michivan vanpool program. The program provides for capital and operating assistance, technical support and compliance monitoring of Michigan's local transit, intercity bus, rail passenger, and public marine passenger sectors of the transportation system. It also includes safety oversight of intercity bus, charter bus, and limousine operators as well as fixed guideway systems, which at this time is limited to the Detroit People Mover.

The total passenger transportation program for FY 2011 to FY 2015 is approximately \$1.35 billion, with an average annual investment of \$270 million. The investment of CTF revenues is determined by the detailed requirements set forth in Act 51 of 1951 as well as the annual appropriations process. Act 51 requires the majority of CTF revenues to be used for local transit.

This Five-Year Passenger Transportation Program represents the continuation of a program that has been steadily reduced over a number of years. These reductions are most notable in capital investment and state share of total

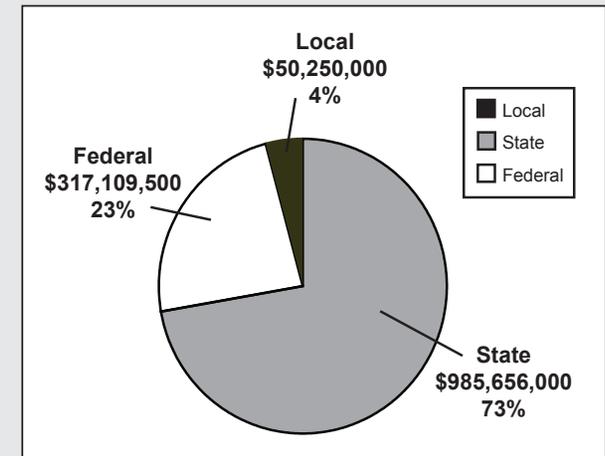
operating cost. The impact between 2011 and 2015 will likely be noticeable in the condition of the passenger transportation systems, both in terms of maintenance of the infrastructure and transportation services available to the public.

As in prior five-year programs, MDOT will continue its partnership role by providing financial and technical assistance to the public, private and non-profit transit providers who are directly responsible for the service and own the majority of the infrastructure. In each year of the five-year



program, MDOT will issue approximately \$200 million in operating, capital and special project contracts to support over 130 local transit providers. State and federal funds issued by MDOT will be focused on continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement/rehabilitation, and preservation of existing service levels. Compliance monitoring of funding recipients will remain a significant activity for MDOT staff.

## Passenger Transportation Five-Year Program By Revenue Source



<sup>1</sup> Please note the five-year passenger transportation program revenues are not broken down by mode because the revenues can vary from year to year based on the appropriations process. Generally, 90 percent of the revenue will be allocated to support local transit; about 3 percent will support intercity bus and 3 percent will support intercity passenger rail. These percentages match the allocations for FY 2011.

## Local Transit

For local transit, the five-year program will focus on the preservation of existing transit services in all 83 Michigan counties via operating and capital assistance. Through this assistance, over 80 percent of Michigan's population is provided access to some form of local transit service.

The majority of state operating assistance is provided as a percentage of eligible costs, with the maximum state share established in Act 51. State operating assistance is combined with federal and local dollars, including farebox revenue to support the operation and maintenance of the local transit network. Funds available for state operating assistance have not been keeping pace with inflation and as such the state's share of operating the local transit systems receive has declined.

The majority of state capital assistance is provided as match to federal capital grants for routine bus replacement, facility renovation and equipment upgrades. Since 2005, state funds have been

insufficient to provide match to all available federal money and short-term solutions have been used to preserve the program. Over the life of this five-year program an average of \$112 million a year in routine federal funds could be in jeopardy. In addition, the inability of transit agencies to make strong match commitments in their applications could make it more difficult for Michigan to be successful in federal competitive grant programs. When Michigan is not successful in federal competitive programs, we forfeit investments in our transit infrastructure and Michigan federal gas tax revenues support grants for projects in other states.

Unless transit systems are able to raise local funds to compensate for the declining state revenues available for both operating assistance and federal match, local transit systems will have to reduce services over the next five years. Over 100 million rides were provided by these services in FY 2009. Local decisions will determine where the services will be lost.

## Intercity Passenger Service

Under this five-year program, MDOT will continue to use state and federal (intercity bus only) funds to contract with intercity carriers to provide route service that would not otherwise exist, i.e., would not be provided by the carrier absent a state subsidy. MDOT will also use state and/or federal funds to enhance the intercity passenger infrastructure, such as funding for construction/maintenance of intercity passenger terminals, motor coaches, and track and technology improvements. These investments help enhance the transportation experience for intercity passengers and help reduce costs for the carriers.

State revenues will fall short of meeting the average annual need to preserve existing intercity passenger services and infrastructure. It is uncertain if MDOT will be able to maintain current contracts for intercity bus and passenger rail services over the next five years. In addition, Michigan will not be able to effectively compete for new federal discretionary grant programs for rail passenger. Under PRIIA, Congress created a five-year competitive grant program for funding high-speed intercity passenger rail programs throughout the United States.

Under the first year of funding in 2009, Michigan was selected to receive \$40 million for new stations in Troy/Birmingham, Dearborn and station rehabilitation in Battle Creek. However, in the first year, which was established under the American Recovery and Reinvestment Act of 2009 (ARRA), there was no match requirement. Michigan will continue to apply for PRIIA grants to improve the intercity passenger rail system in Michigan; however, the match needed to obtain these grants is not available and as such not included in this five-year program.



The 2008 legislation under PRIIA also requires Amtrak to develop an equitable methodology and shift costs of its system trains, under 750 miles, to the states. Amtrak proposes to implement this costing methodology fully by 2015.

Services at risk include funding for operating the Blue Water Service (Port Huron-Chicago) and Pere Marquette Service (Grand Rapids-Chicago), and the Wolverine Service (Pontiac/Detroit-Chicago). These routes serve 22 station communities connecting Michigan to Amtrak's national rail network. Decisions on where and when to cut services will be made annually as costs are compared to available revenues.

## Rail Freight Investments

With revenue expected to remain constant, at best, and costs continuing to escalate, MDOT will take all appropriate steps to maximize the effectiveness of its investments. Railroads operating on state-owned lines may be expected to shoulder an increasing responsibility for maintenance and minor improvements. The Freight Economic Development Program may be forced to deny worthwhile applications for assistance and/or require greater proportional participation from the applicants themselves. Fewer safety improvement projects at grade crossings will be undertaken.

Under this five-year program, MDOT will seek to respond to any economic development activity, while continuing to focus its efforts on safety and preservation. It is expected to invest \$42.3 million (not including the expenditure authority above expected revenue) through the Capital Development Program, Freight Economic Development Program, and Local Grade Crossing Program. Projects planned for this five-year timeframe include the repair of two state-owned rail bridges, as well as freight-related economic

development projects and safety enhancement projects at local railroad crossings. Although specific projects for the Freight Economic Development have not yet been identified, we should be able to accommodate approximately 10 project requests within this five-year timeframe. Based on the expected funding, approximately 40 Local Grade Crossing projects will be undertaken each year, with specific projects identified annually. However, additional program reductions may be needed if revenues continue to decline.

The balance in the Michigan Rail Loan Fund, which supports the Michigan Rail Loan Assistance Program (MiRLAP), was diverted to the state General Fund at the end of FY 2010 to help address the General Fund deficit. The program's status during the FY 2011-2015 time frame remains uncertain.

## Water-borne Freight Transportation

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



## Aviation Investments

MDOT anticipates continued budget challenges for its aeronautics program in FY 2011. The anticipated Aviation Capital Program for FY 2011 is \$123.49 million, which is similar to FY 2010. State funding of Airport Capital programs will be appropriated at \$4,117,483.

State funding will be used almost exclusively to match available federal dollars. Statewide programs funded with State Aeronautics Funds (SAF) were eliminated or suspended in FY 2009. These programs include Statewide Pavement Maintenance, Statewide Paint Marking, the All Weather Access program, and the Air Service Program. Suspended programs will likely remain so without an unexpected increase in SAF revenue during FY 2011.

MDOT's FY 2011 Aeronautics Program provides for capital assistance with federal, state, and local funds for airports in Michigan. In addition, the program provides for technical support and safety oversight for airports, pilots, and flight instructors. The focus is largely on continued safe and secure operation of the existing airport system through capital replacement/rehabilitation, and preservation of existing service levels. Through its partnerships with the Federal Aviation Administration, airport sponsors, Michigan Association of Airport Executives, and the Michigan Business Aviation Association, MDOT has promoted and implemented operational efficiencies of the airport system and its infrastructure. MDOT provides asset management programs such as the Michigan Airport System Plan, Approach Protection Plan, Michigan Airport Pavement Management System, and the Tall Structures Program.

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

The FY 2011 Airport Improvement Program provides funding for approximately 236 public-use airports for capital improvement projects and pavement maintenance. Of the 236 eligible airports, 94 receive federal entitlement funding as part of the National Plan of Integrated Airport Systems. As the majority of Michigan’s public-use airports that receive federal entitlement funds are owned and operated by local governments, projects using these funds are selected by the airports, not MDOT.

MDOT can and does provide supplemental funding for many projects and makes the decision on which projects receive these supplemental funds. The Federal Aviation Administration (FAA) also provides supplemental funding for projects at airports they select. All project funding decisions using supplemental dollars are selected on the basis of

the Michigan Airport System Plan as approved by the Michigan Aeronautics Commission or published FAA priorities, as appropriate.

**Air Service Program**

The Michigan Air Service Program has been suspended since FY 2009 due to the decline of Aeronautics funding.

**All Weather Airport Access Program**

The All Weather Airport Access Program enables airports to be accessible to pilots during inclement weather conditions. This includes 40 Automated Weather Observing Systems (AWOS) which provide pilots with continuous weather information via radio, telephone, and computer. Additionally, this program includes pilot information systems at 52 Michigan airports which allow pilots to check weather conditions at airports throughout the United States.

**Multi-Modal  
Investment Summary**

For FY 2011 to FY 2015, MDOT estimates it will invest an average of approximately \$400 million per year in state, federal and local funds for the full Multi-Modal Program.

Successful implementation of the program is dependent on the annual appropriations process and the efforts of airport authorities, transit agencies, private non-profit transportation providers, rail freight carriers, Michigan governments and businesses, intercity passenger carriers, and others.



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

	Annual Average	Five-Year Total
<b>AVIATION</b>		
Aviation Improvement Program*	\$123.49 million	\$ 617.45 million
All Weather Airport Access Program	\$ 0.53 million	\$ 2.65 million
<b>PASSENGER TRANSPORTATION</b> (Local Transit, Intercity Bus, Passenger Rail)	\$270.80 million	\$1,354.00 million
<b>RAIL FREIGHT and PORTS</b>	\$10.73 million**	\$ 53.65 million
<b>TOTAL</b>	<b>\$405.55 million</b>	<b>\$2027.75 million</b>

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

\*\* Rail Freight – Includes \$2 million of expenditure authority from the rail freight fund, and \$100,000 of federal expenditure authority. The estimates for the rail freight fund and federal funds are often overstated to account for potential revenue.

# ECONOMIC BENEFITS AND IMPACTS

## Highway Program Economic Benefits

It has been well documented that an efficient highway system in good condition plays an integral role in supporting the economy of a state. Highway infrastructure investments are a vital part of the state's overall economic development strategy. In order to assess the economic impacts of the 2011-2015 Highway Program, the Michigan Benefits Estimation System for Transportation Tool (MI BEST Tool) was utilized.

The MI BEST Tool is designed to estimate economic impacts for transportation investments like the Five-Year Transportation Program or an individual transportation project. The economic model used for this analysis is the Regional Economic Models, Incorporated Policy Insight, version 2.1.5b. The impacts reported in the charts include both direct and indirect impacts.

## Employment Impacts

The table and chart show the employment impact of the 2011-2015 Highway Program for the state of Michigan. Over the course of the Current Highway Program, the effect on employment is impacted by reduced spending levels as a result of a decline in revenue beginning in FY 2012. The Match All Federal Aid Highway Program is forecasted to support 16,900 jobs in 2011 and 15,450 in 2015. In the Match All Federal Aid Highway Program, additional highway investments would be possible.

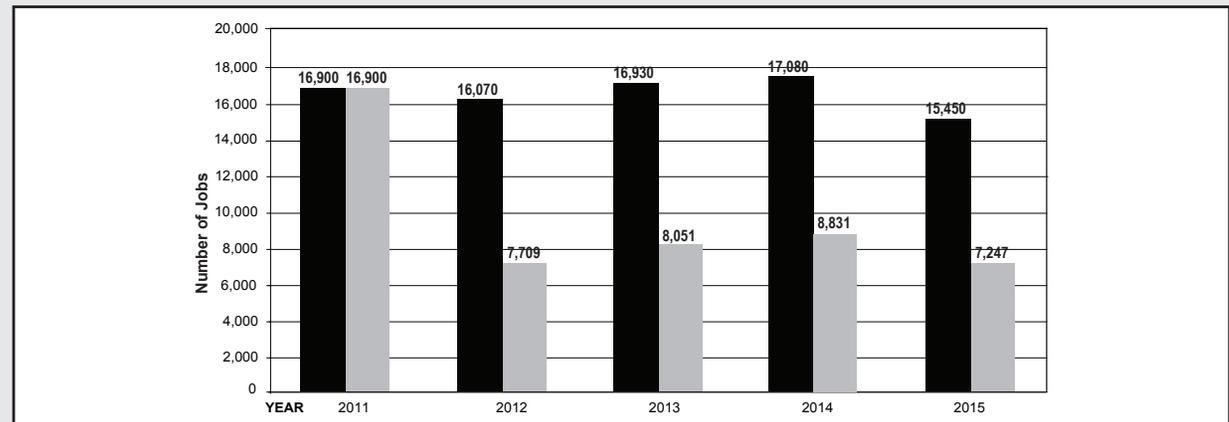
### Employment Impacts of the Current 2011-2015 Highway Program

	2011	2012	2013	2014	2015
Investment (current million \$)	\$1,378	\$621	\$674	\$778	\$625
Employment Impact (job)	16,900	7,709	8,051	8,813	7,247

### Employment Impacts of the Match All Federal Aid Program 2011-2015 Highway Program

	2011	2012	2013	2014	2015
Investment (current million \$)	\$1,378	\$1,251	\$1,313	\$1,382	\$1,243
Employment Impact (job)	16,900	16,070	16,930	17,080	15,450

### Effect on Employment of the Five-Year Highway Program 2011-2015 (Match All Federal Aid and Current Program)<sup>1</sup>



<sup>1</sup> Match All Federal Aid analysis does not include full spending on the New International Trade Crossing (NITC), only dollars used to match all federal aid as identified in Five-Year Program template. Based on the agreement between MDOT and FHWA, MDOT would be allowed to use the Canadian funding pledge of \$350 million (2012-2015) for the Michigan freeway connections and utility work associated with the NITC as the non-federal share to leverage federal aid, pending legislative approval. \$350 million is the anticipated amount to be expended on the NITC during the life of this Five-Year Program.

## Multi-Modal Economic Benefits

### Passenger Transportation

More than 100 million trips are made on public transit annually in Michigan. These trips satisfy the mobility needs of numerous households for whom owning and driving a vehicle is not an effective or affordable transportation option. While the direct benefits of transit to its users are clear, it can be shown that the overall benefits of these trips extend beyond just transit riders. Through improved mobility, safety, air quality and economic development, public transit also benefits users of the roadway network and the community at large.

In 2010, MDOT began using a new Michigan-specific economic model to calculate the value of social benefits and economic impacts of local public transit. The model was developed for MDOT by HDR Decision Economics, using methods developed for the Federal Transit Administration. The model calculates benefits in two ways – the social benefits of transit investment as well as the economic output resulting from transit investments.

To date, the model has only been used to determine the economic benefits for one year using FY 2008 data.

Those results indicated that for the \$552 million in federal, state and local investment in operating and maintaining Michigan's current transit system, the social benefits equaled \$804.5 million and the economic impacts equaled \$1.3 billion.<sup>3</sup> Therefore, whether looking at the benefits from a social perspective or economic perspective, the benefits outweigh the costs. Based on the investment levels

in this five-year program and the model results for FY 2008, a combined state/federal/local investment in local transit programs of \$2.8 billion over the next five years will yield about \$4 billion in social benefit and about \$6.7 billion in economic output.<sup>4</sup>

The social benefits of transit derive from transportation cost savings and low-cost mobility benefits. Economic output associated with transit operations include job creation as well as re-spending savings. The model calculates the benefits associated with the federal, state and local investment in operating and maintaining Michigan's local transit network; the benefits of capital investments are not considered in this model.

Although the model attempted to assess the benefits of transit in a comprehensive manner, it does not account for some benefits (such as land-use impacts and agglomeration economies) that could arise in some urban systems. These other benefits are very difficult to quantify, even at the corridor level. Therefore, the results presented in this report can be considered as somewhat conservative.

### Rail Freight Transportation Benefits

Michigan's rail system carries about 18 percent of all the state's commodity movements. These commodities totaled over \$278 billion in 2006. Rail is particularly important for the movement of heavy and bulky commodities, as well as hazardous materials. A single train can carry a load of over 280 trucks.

An economic benefit tool to measure MDOT investment in the rail freight system has not been developed yet. However, it is estimated that the rail system saves approximately \$250 million of annual investment in Michigan's roadway system.

### Aviation Program Benefits

An airport is a significant economic engine for its region. Airports support a variety of aviation activities that employ thousands of persons and create millions of dollars in economic benefits. Businesses throughout the state also depend on airports for the movement of goods and personnel. Benefits associated with airports include direct and indirect jobs, wages and expenditures. They also include the economic ripple effects in the community, enhancing economic activity far from the airport itself.

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

Airports also provide savings in time and money as a result of the travel efficiencies they create. In addition, economic benefits also include the intangible effect an airport has on business decisions to locate or remain in a specific area. Finally, and somewhat less tangible, are "quality of life benefits" provided by an airport. Examples include police and firefighting support, search and rescue, and recreation. The close proximity of reliable, efficient air service is cited by many as important when choosing where to reside. Therefore, keeping local airports open and near major population centers is vital to Michigan's economic future as well.

If revenue shortfalls continue, many people could spend more time and money traveling further distances to airports outside their local communities. Please refer to *Aviation Program Investment* on page 17 for further details describing funding impacts to various programs.

<sup>3</sup> There is some overlap between social benefits and economic impacts, so these two numbers should not be added.

<sup>4</sup> The figures reported in this paragraph assume a straight line continuation of costs and benefits based on FY 2008 results (i.e. the FY 2008 results multiplied by five years). Approximately 29 percent of the investment is state dollars. Additional analysis will be done in 2011 to develop actual five-year investment results.

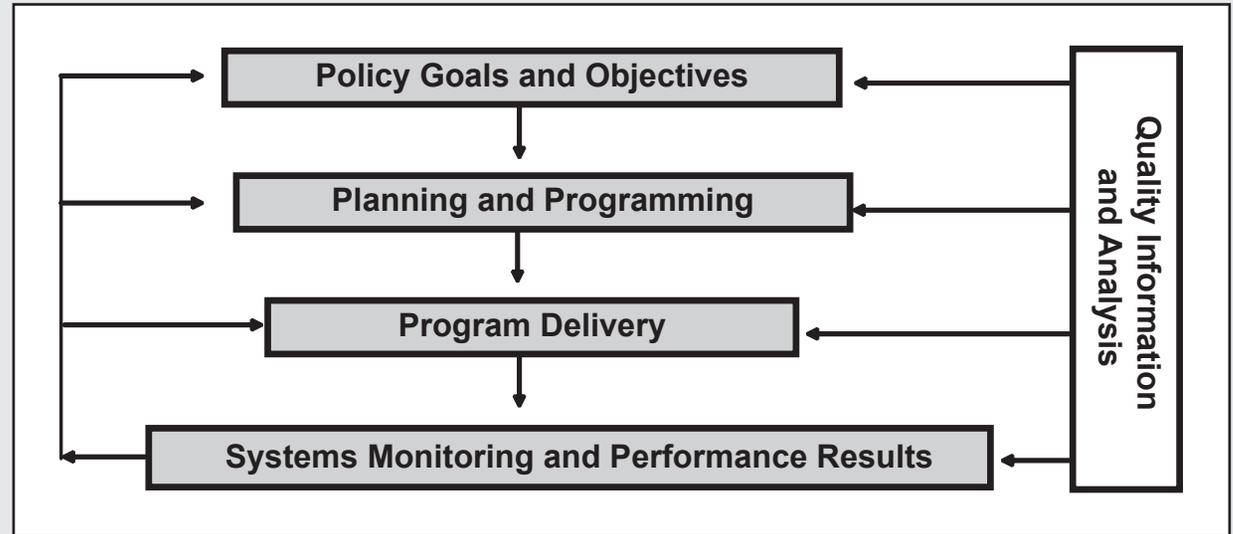
# PERFORMANCE MEASUREMENT AND SYSTEM CONDITION

## Highway Program

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

The Five-Year Transportation Program is developed based on implementation of the goals and policies outlined by the State Transportation Commission (STC), emphasizing an asset management approach to preserving the transportation system and providing safe mobility to travelers. Transportation asset management is a strategic approach to maximizing the benefits from resources used to manage the transportation infrastructure. It involves collecting data for the physical inventory of our surface transportation system and managing current conditions based on strategic goals and sound investments. The following flowchart highlights the important characteristics of transportation asset management.

## Asset Management Concept



Asset Management is an ongoing process within MDOT. Development of Management Systems, Geographic Information Systems (Framework), Global Positioning and Life Cycle Cost Analyses have allowed MDOT to become more strategically oriented. MDOT has developed strategic goals on a system-wide basis. By using tools such as Performance Measures, the Road Quality Forecast System and Prioritization Process, MDOT continues developing annual programs and projects targeted toward achieving system-wide goals.

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

During FY 2011-2015, it is anticipated that asset management will likely expand beyond roads and bridges to include a larger scope of transportation-related assets, such as signs, guardrails and drainage systems.



## Performance Measurement

Maintaining and growing Michigan's economy depends on the preservation, modernization, and efficient operation of its transportation system. To achieve the goals that have been set forth, it is necessary to benchmark and monitor the performance of the system. MDOT formalized its approach to improving, measuring, and reporting the condition of its transportation networks with the 1997 adoption of the pavement condition goals by the State Transportation Commission. Since then, MDOT has developed performance measures to reflect a broader range of the transportation system. The following sections reflect a representative sample of the performance measures that MDOT is tracking with regards to the highway, aviation, and passenger transportation modes of travel. More performance measures can be found in the document *Driven by Excellence: A Report on Transportation Performance Measurement on the MDOT Web site at: [www.michigan.gov/mdotperformance](http://www.michigan.gov/mdotperformance).*

## Pavement Condition

MDOT has made substantial progress since the adoption of our pavement condition goal of having 95 percent of the freeways and 85 percent of the non-freeways in good condition by 2007. In addition to federal and state transportation revenue, bond initiative investments (Preserve First and Jobs Today) and the American Recovery and Reinvestment Act of 2009 (ARRA) have allowed improvement in the condition of state roads and bridges to protect the investments of Michigan taxpayers and meet the pavement goals established by the State Transportation Commission.

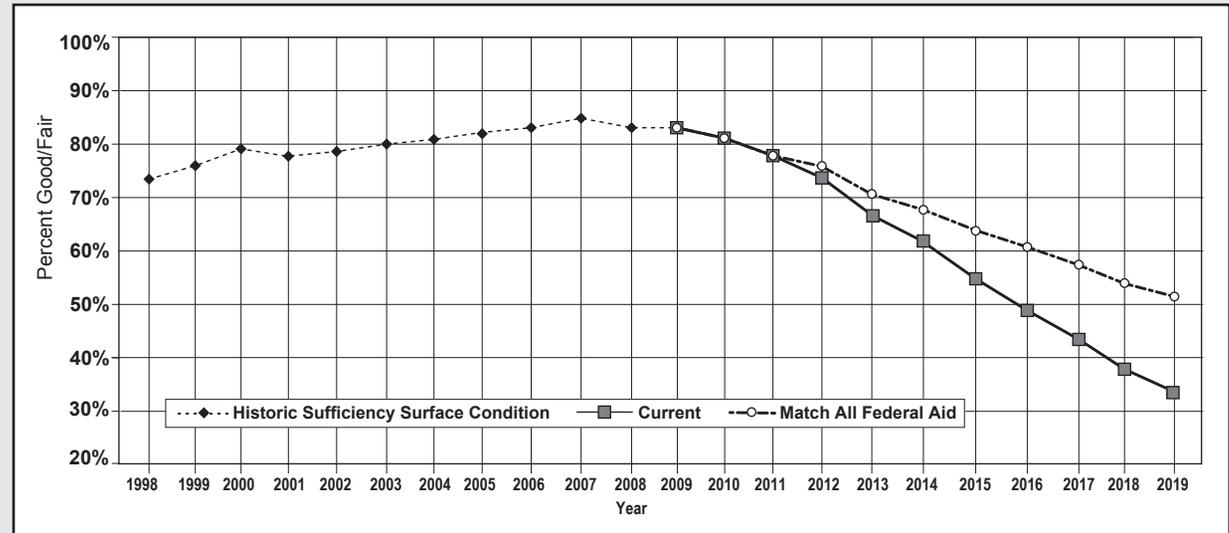
The road and bridge preservation projects included in the Five-Year Program are prioritized based on approved asset management strategies, with a specific focus on doing the right repair at the right time to extend the life of our roads and bridges and to keep them in good condition. Our programs include a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), an aggressive capital preventive maintenance (CPM) program, and routine maintenance of the system.

In this Five-Year Transportation Program, we are expanding reporting to show three views of Michigan trunkline pavement conditions. The first measure concentrates on the perception of the pavement condition from a driver's standpoint. This measure looks at surface conditions of the road through visual observation. The second measure concentrates on the smoothness of the driver's ride. This is a measure of ride quality rating known as the International Roughness Index (IRI). The third measure is a technical view of the long-term performance and durability of the road. The technical measure is Remaining Service Life (RSL), which measures the remaining time in years until a pavement's most cost-effective treatment is either reconstruction or major rehabilitation.

## What Does the Driver Perceive?

In 2007, MDOT conducted a study titled *Driver Perceptions of Roadway Characteristics*. With regard to customers' ratings of the roadways, this study concluded that, "The Surface Condition/ Ride Quality metric does a very good job of capturing all drivers' perceptions of pavement condition. It is the single best reflection of the voice of the customer among the MDOT metrics tested." The following graph shows the progress made in improving the state trunkline pavement condition since 1998 to today. In 1998, the trunkline surface condition was approximately 74 percent good. In 2010, the trunkline surface condition improved to approximately 81 percent good – an increase of 7 percent. With the current funding available, pavement conditions are projected to fall under 50 percent good or fair in 2016.

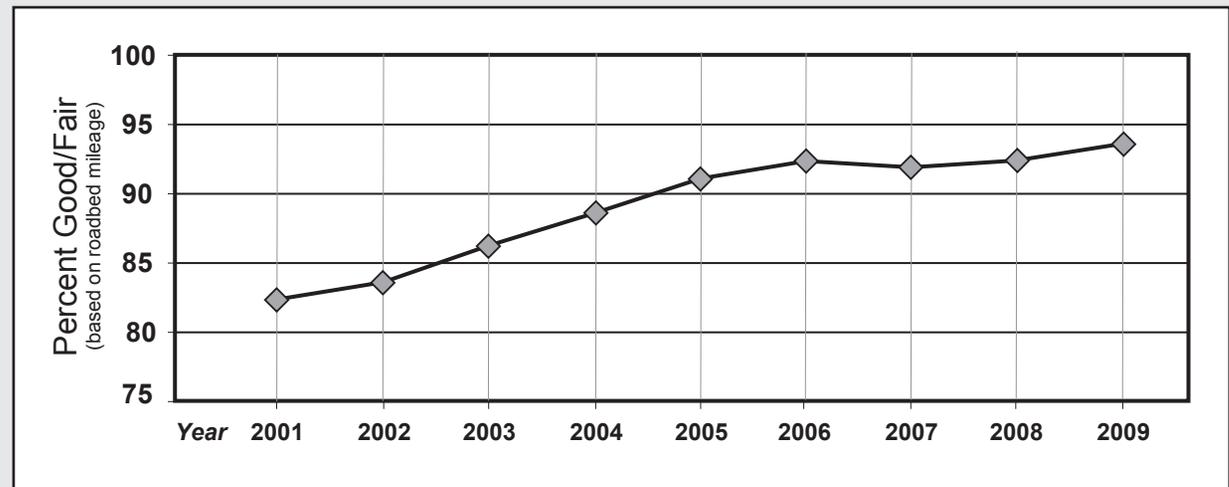
## Historic and Projected Pavement Surface Condition Current Strategy vs. Match All Federal Aid Strategy



## How Comfortable is the Driver's Ride?

The IRI is an internationally recognized standard measure of pavement roughness. The IRI summarizes the roughness qualities that impact vehicle response (such as vehicle vibration), and is most appropriate when a measure is desired that relates to overall vehicle ride, operating cost, and overall condition. As indicated in the graph, the ride quality on the state trunkline system has improved dramatically since 2001. However, we anticipate that ride quality will decline with lower investments as pavement condition continues to decline.

## Michigan Pavement Ride Quality



## How Long Will the Pavement Last?

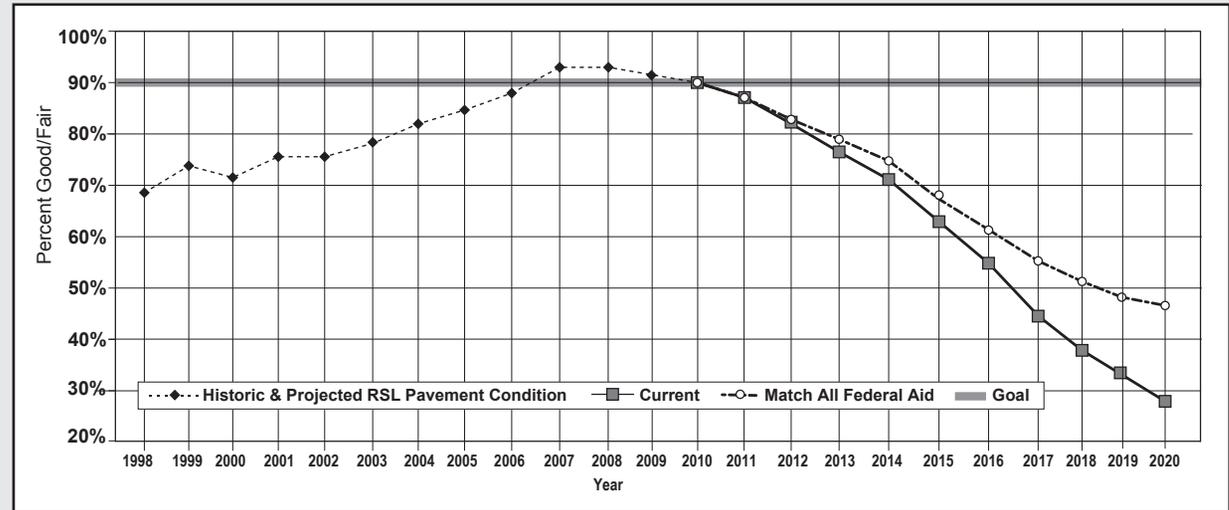
MDOT continues to make program development and project selection decisions based on the pavements Remaining Service Life (RSL). RSL is a measure of the pavement's overall health. It is defined as the estimated remaining time in years until a pavement's most cost-effective treatment requires either reconstruction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

The top graph shows the state trunkline system condition based on RSL. MDOT has been able to maintain the goal of 90 percent of our pavements in good or fair condition since 2007. Unfortunately, unless the shortfall in transportation revenue is addressed, the significant progress made over the last 10 years in improving the service life of our pavement will be lost as depicted in the following graph. Even if enough state transportation revenues become available to match all federal highway funds, the state trunkline system condition continues to decline at an alarming rate.

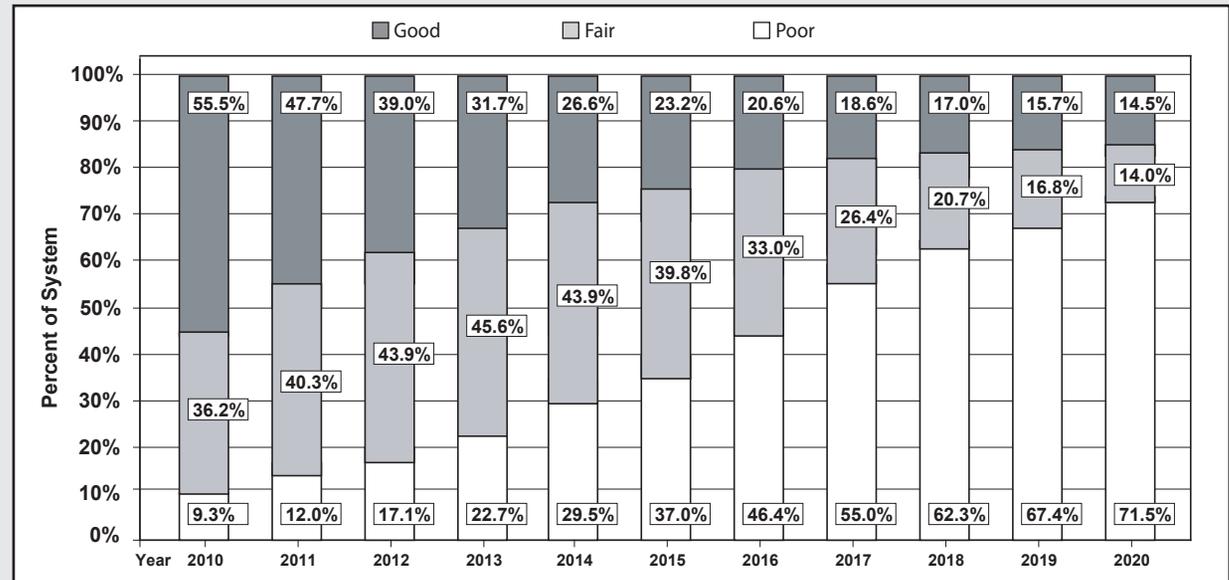
MDOT estimates the percentage of pavements in poor condition on the state trunkline system will continue to grow dramatically in the coming years. The following graph depicts the number of good pavements decreasing while the percentage of poor pavement rapidly increases.

Prior to the pavement goal being set in 1997, the network life of the state trunkline system was 6.8 years, which is the estimated remaining time in years until a pavement's most cost-effective

## Historic and Projected RSL Pavement Condition Current Strategy vs. Match All Federal Aid Strategy



## Distribution of Pavements Between Good, Fair and Poor Condition In Current Strategy



treatment requires either reconstruction or major rehabilitation. By 2007, network health had improved to 9.6 years - nearly 30 percent. As the graph depicts, the network remaining life is predicted to plunge to just 6.4 years by 2015, therefore losing the gains made since 1996.

## Bridge Condition

MDOT's Bridge Management System (BMS) is an important part of our overall asset management process. BMS is a strategic approach to linking data, strategies, programs, and projects into a systematic process to ensure achievement of desired results.

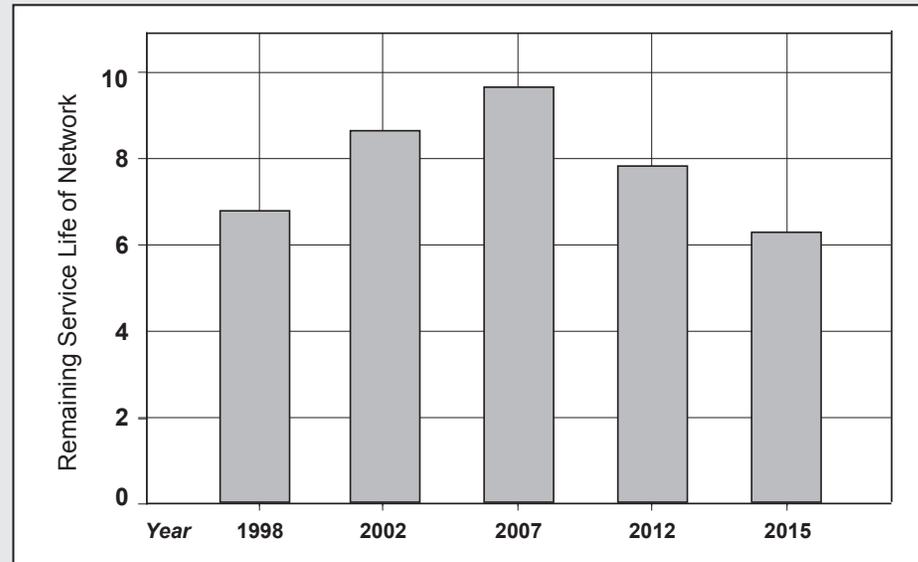
An important BMS tool used by MDOT to develop preservation policies is the Bridge Condition Forecasting System (BCFS). Working from current bridge condition, bridge deterioration rate, project cost, expected inflation, and fix strategies, BCFS estimates the future condition of the state trunkline bridge system.

As shown in these charts, we have met and are projecting to sustain the non-freeway bridge goal of 85 percent good.

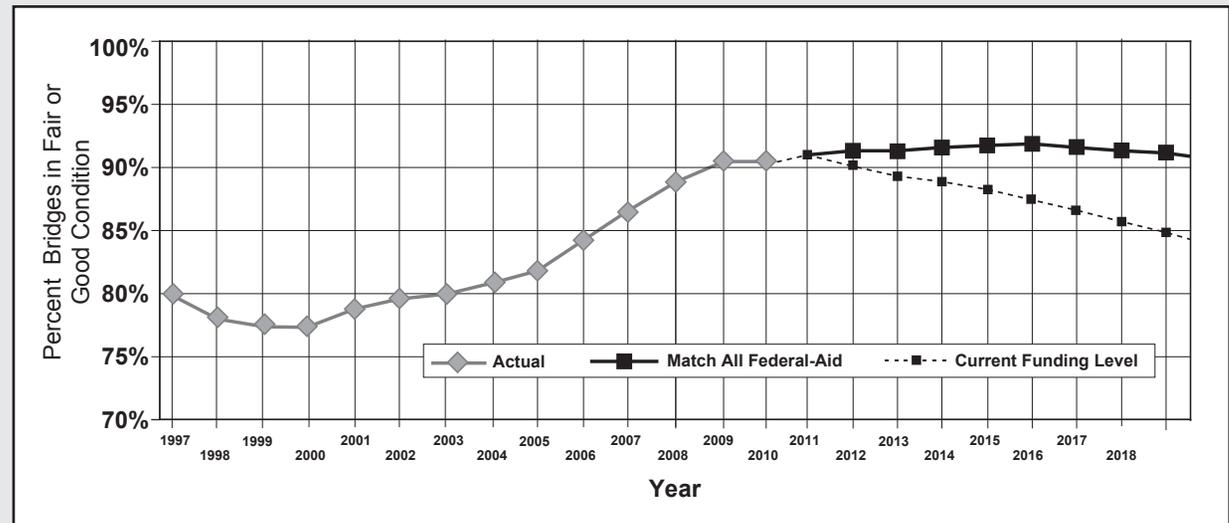
We are also making steady progress toward our freeway bridge goal, but projections indicate that we will fall short of achieving the freeway bridge goal of 95 percent in good/fair condition. Projections show that we will reach a freeway bridge condition of approximately 91 percent good/fair by the end of 2015.

Under the reduced investment level, the combined bridge condition declines to about 88.5 percent good/fair by 2015 and further declines to 85 percent by 2019.

## Historic and Projected Network Remaining Service Life



## Bridge Condition Forecast System MDOT - Freeway and Non-Freeway Bridges

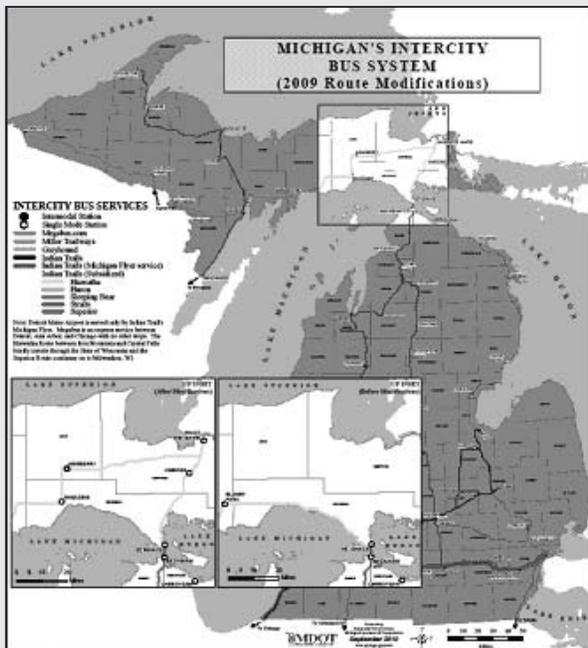


## Multi-Modal Programs

### Trunkline Grade Crossing Surface Condition

There are approximately 250 at-grade railroad crossings on state trunklines. The condition of these crossing surfaces is reviewed and rated by MDOT's railroad safety inspectors approximately every two years. To assure a good driving surface for motorists, MDOT has established a goal of having 90 percent of all trunkline crossing surfaces in fair or better condition. Currently, 82 percent of crossing surfaces meet that standard.

Under state law, railroad companies are responsible for the crossing surface up to one foot outside the end of the rail ties. Traditionally, however, railroad companies' abilities to fund surface improvements have been limited, and MDOT has provided funding assistance. However, lower funding levels in recent years will limit MDOT's ability to continue offering assistance.



## Passenger Transportation Service and Fleet Condition

### Intercity Passenger Service

For both intercity bus and passenger rail services, MDOT purchases service from the carriers to supplement the services available in the marketplace. The system condition goal for both bus and rail is to maintain the existing subsidized service levels. Passenger rail level of service is measured in daily train miles and it is MDOT's goal to maintain one round-trip per day between Grand Rapids and Chicago (352 train miles) and one round-trip per day between Port Huron and Chicago (658 train miles.) MDOT measures intercity bus level of service in terms of distance to a bus route and the goal is to maintain a statewide intercity bus network that is within 100 miles of every Michigan resident. For both bus and rail, these goals are currently being met, however, the primary factor which determines MDOT's ability to meet the goals is the availability of state revenues to purchase the service.

For intercity bus, the service goal is also used to evaluate route modifications. MDOT encourages its contract carriers to propose route modifications that can improve the efficiency of the overall intercity bus network. For example, in late 2009, Indian Trails proposed to modify one of the state-

contracted routes to add service for Upper Peninsula communities, including Sault Ste. Marie. As depicted, prior to the route change, the route from St. Ignace to Manistique was directly west via U.S. 2. The new route would travel from St. Ignace to Manistique north on I-75, then west and south via state routes 28 and 117. As a result, some communities would no longer be directly on the route. However, the distance for these communities from the revised route did not exceed 100 miles and as such the route change was consistent with the system goal.

### Transit Bus Condition

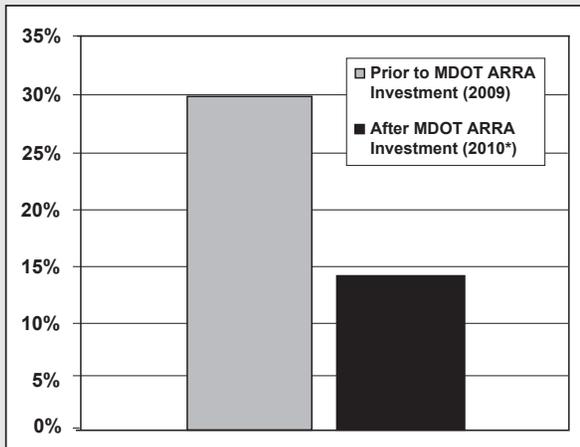
There are many kinds of transit vehicles, each with a useful service life defined by the Federal Transit Administration (FTA). A vehicle cannot be replaced with federal funds unless it has met its useful service life, which is determined by the age of the vehicle and the number of miles operated.

MDOT assesses the condition of rural and specialized transit agency fleets on an annual basis. When funds are available for capital improvements, MDOT uses an asset management approach to improve the overall condition of the fleet, on an agency-by-agency basis.

Buses	Minimum Life
Cutaway – Light Duty	5 years or 150,000 miles
Medium Sized Bus, Medium Duty	7 years or 200,000 miles
Medium Sized Bus, Heavy Duty	10 years or 350,000 miles
Large Sized Bus, Heavy Duty	12 years or 500,000 miles
Smaller Vehicles	Minimum Life
Vans, mini-vans and van conversions	4 years or 100,000 miles

For many years, Michigan has been using all the available federal formula funds for rural transit to support operations. As state revenues decline, the state's share of transit operating expenses declines each year.

## Percent of Rural Transit Vehicles Past Useful Life



\*Some vehicles purchased with ARRA funds in 2010 will not be on the road until 2011 or 2012.

The federal funds MDOT received each year have helped keep buses on the road, providing much needed service, but the buses themselves were aging. Some rural agencies had more than 30 percent of their fleet past its useful life and yet were continuing to rely on these aging buses to provide transit service. As of April 2009, among the 60 rural transit agencies, 25 had between 21 percent and 30 percent of their buses operating past their useful life.

With the one-time influx of federal capital funds under the American Recovery and Reinvestment Act (ARRA), improving the condition of the rural transit fleet was a top priority for MDOT and we programmed nearly \$10 million in the form of grants to rural transit agencies for bus replacement. Once all 100 ARRA-funded rural buses are on the road, the percent of the fleet past its useful life will be down to 14 percent.



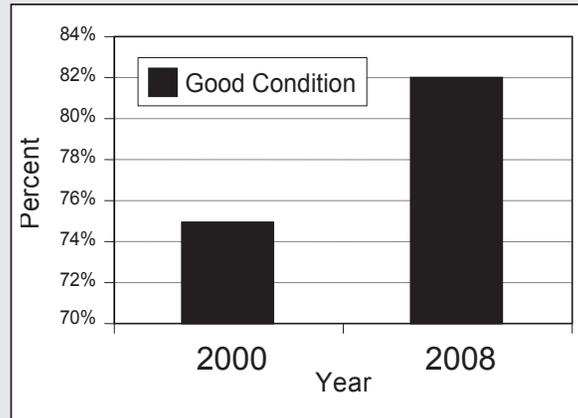
### Airport Runway Condition

MDOT's goal for airport runways is to maintain 100 percent of the primary runway pavements at all Tier 1 airports in good condition. Airports state-wide are assigned to one of three tiers based on an airport's characteristics.

- Tier 1 airports respond to essential/critical state airport system goals and objectives. These core airports should be developed to their full and appropriate level.
- Tier 2 airports complement the essential/critical state airport system and/or respond to local community needs. Focus at these facilities should be on maintaining infrastructure with less emphasis on facility expansion.
- Tier 3 airports duplicate services provided by other airports and/or respond to specific needs of individuals and/or small businesses. These facilities are secondary to meeting the overall state system goals and receive only minimal safety enhancements such as runway cones and wind socks.

The condition of airport runway pavement is assessed using an index required by the Federal Aviation Administration. This data is collected for all Tier 1 airport runways by collecting data on one-third of the system each year. The data are published in the Michigan Airport System Plan (MASP), which is available online at: [www.michigan.gov/aero](http://www.michigan.gov/aero). The primary runway at each airport should have pavement rated in good or better condition. Currently, 82 percent of all Tier 1 airport primary runways are rated in good condition, an improvement of 9 percent since 2000.

## Tier 1 Airport Primary Runway Pavement Conditions



# SAFETY STRATEGIES

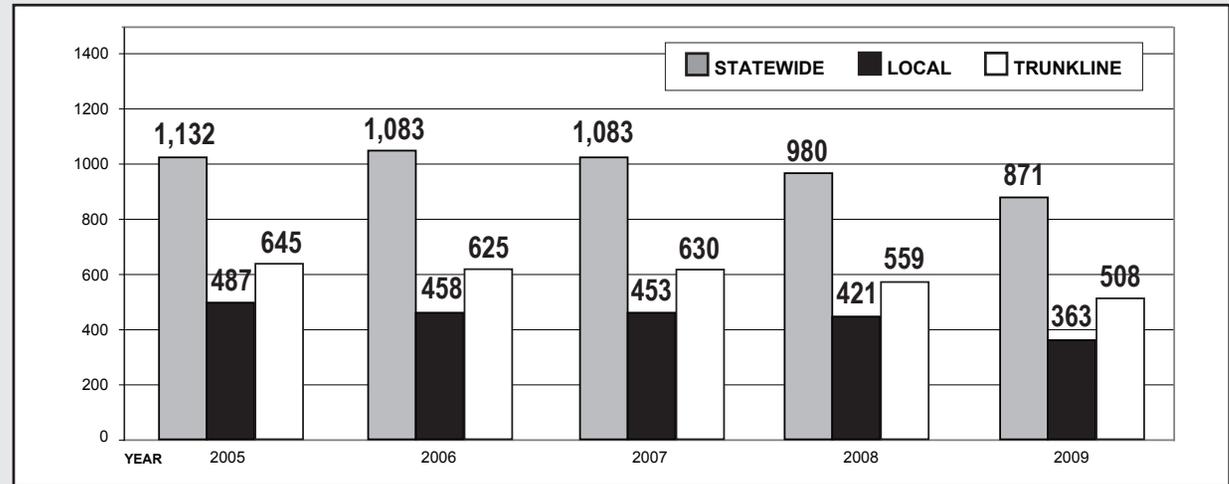
## Highway Programs

The MDOT Safety Program is a major priority in the department's emphasis of addressing locations with safety concerns as part of the statewide transportation program. More importantly, the Safety Program is a means by which the department can support the goals of Michigan's Strategic Highway Safety Plan (SHSP). The purpose of the SHSP is to identify the key safety needs in the state and guide investment decisions to achieve significant reductions in highway fatalities and serious injuries. The SHSP goals are to reduce traffic fatalities from 1,084 in 2007 to 850 by 2012; and serious injuries from 7,485 in 2007 to 5,900 by 2012. During 2009, there were 871 fatalities and 6,511 serious injuries reported statewide.

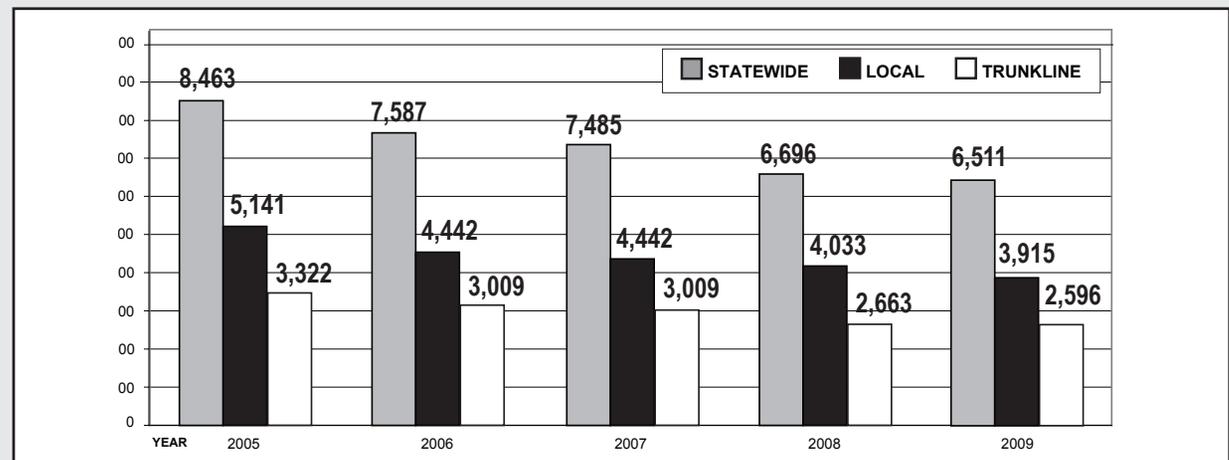
For the state trunkline system, MDOT's goal is to reduce fatalities from 453 in 2007 to no more than 250 by 2012; and serious injuries from 3,009 in 2007 to no more than 1,700 by 2012. This equates to an approximate 11 percent reduction per year. While this is the goal for 2012 on the state trunkline, MDOT's vision is Toward Zero Deaths (TZD). Our ultimate goal is to reduce fatalities to zero and minimize serious injuries.



## Michigan Fatalities By Road Class



## Michigan Serious Injury By Road Class



MDOT will allocate \$57.3 million in federal and state funds for signs, pavement markings, median barriers, traffic signals, and safety programs which address several focus areas in Michigan's SHSP. The department will upgrade signs on 490 miles of non-freeway facilities and 90 miles of freeway and upgrade/modernize 150 traffic signals. In addition, MDOT will place 150 million feet of pavement markings statewide and special markings at school, pedestrian, railroad crossing and intersection approaches in approximately 40 Michigan counties.

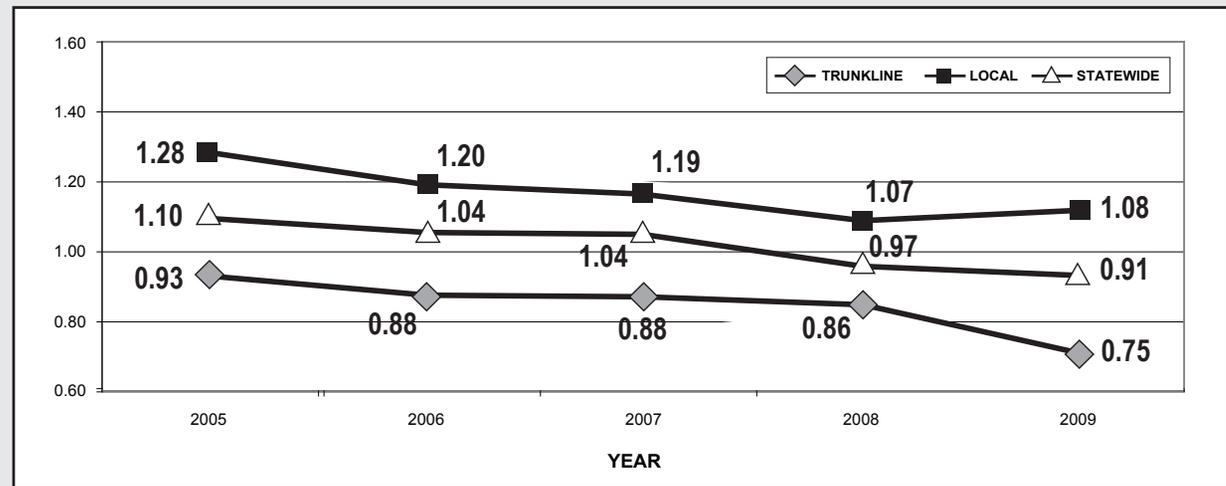
## Multi-Modal Safety Strategies

### Passenger and Rail Transportation

The passenger transportation five-year program will improve the safety and security of the transportation system by providing for routine replacement of local transit vehicles and intercity bus motor coaches, routine maintenance of passenger facilities and transit and marine passenger equipment upgrades. Within the local transit area, specific investment decisions, such as the number of vehicles that will be replaced and the types of improvements that will be made to passenger facilities, are made at the local level on an annual basis. Therefore, MDOT cannot predict the local transit safety and security accomplishments that will result from the five-year program.

During the 2011-2015 time frame, it is anticipated that MDOT staff will continue to carry out the following safety programs:

## Michigan Fatality Rate By Road Class



- State Safety Oversight for Rail Fixed Guideway Systems** MDOT is the designated agency to provide State Safety Oversight for Rail Fixed Guideway Systems in Michigan. Currently, the Detroit People Mover is the only system in Michigan where state oversight is required by the Federal Transit Administration. State oversight will continue to ensure compliance with 49 CFR Part 659.
- For-hire Passenger Carriers** MDOT will continue to carry out its responsibilities for safety oversight of for-hire passenger carriers under Act 271 of 1990 and Act 432 of 1982. MDOT is directly responsible for issuing authority (business licenses) to operate, monitoring insurance compliance and physically inspecting motor buses or safety-certifying limousines.

MDOT's motor coach inspection program is one of 28 state programs that meet or exceed federal motor carrier passenger standards.

- Rail Safety Program** MDOT strives to enhance motorist safety at approximately 4,800 public at-grade railroad crossings in Michigan. MDOT performs inventory/maintenance inspections at all crossings approximately every two years.

MDOT also facilitates diagnostic study team reviews which bring together representatives from the railroads and road authorities to assess safety conditions at crossings.

On an annual basis, the department's Local Grade Crossing Program identifies crossings through the use of a federally approved prioritization process. Reviews are conducted to determine what, if any enhancements are appropriate at a given crossing. The program can fund the resulting installation of active warning devices or other safety enhancements at crossings on roads under the jurisdiction of counties, cities and villages. That process will continue during this five-year period. It is not possible to identify specific project locations at this time.

### **Safe Routes to School Program**

The federal Safe Routes to School (SRTS) program, established in 2005, provides funding for projects and activities that enable and encourage children in kindergarten through eighth grades to walk or bicycle to school. This program is administered by MDOT's Office of Economic Development.

To be eligible for funding, school communities must complete a school-based planning process by which they assess the safety of the routes to their schools and the local attitudes and behaviors related to walking and biking to school. The planning process culminates in the creation of a comprehensive SRTS Action Plan addressing the particular needs of individual schools. Presently, fewer than 15 percent of all school trips are made by walking or biking. Instead, more than half of all children arrive at school in private automobiles.

SRTS grant applications are accepted year-round, on an open-call basis. SRTS grant application review and funding award announcements follow a quarterly schedule. Funds are granted to provide improved sidewalks, marked crosswalks, signage and signals, bike racks, crossing guard equipment, educational materials and events, pedometers, prizes, and incentives to encourage walking and biking.

MDOT will continue to emphasize that Michigan's SRTS planning process is the key benefit available from the program. This process allows MDOT to provide technical support to all eligible schools and continue to foster and improve our relationships with key stakeholders, including non-profit organizations, foundations, and neighborhood groups, which are vital to the success of the program. This level of pedestrian and bicycle-focused transportation planning and project development is consistent with, and supports, MDOT's commitment to projects developed in accordance with Complete Streets Policy objectives.

### **Aviation**

MDOT's FY 2011-2015 Aeronautics Program provides for capital assistance with federal, state and local funds for airports in Michigan. In addition, the program provides for technical support and safety oversight for airports, pilots, and flight instructors.

The focus is largely on continued safe and secure operation of the existing airport system through capital replacement/rehabilitation, and preservation of existing service levels. Through partnerships with the FAA, airport sponsors, Michigan Association of Airport Executives, and the Michigan Business Aviation Association, MDOT promotes and implements operational efficiencies of the airport system and its infrastructure.

Safety is priority one in aviation programs, and is carried out by both federal and state program policies and guidelines. Major projects involving runway rehabilitation and extension, removal of obstructions, and the Tall Structure Program are examples of activities directed towards enhancing safety.

In addition, the aeronautics program supplements federal navigational aids and weather reporting to provide statewide capability for enroute all weather navigation at and above 1,000 feet above the ground. The program also provides for safe, all-weather approaches and departures at airports not served by FAA systems, and enhances pilot communications with air traffic. Security improvements at airports are also high priorities; fencing installations and rehabilitation of existing or construction of new terminals are designed with security goals in mind.



# ROAD AND BRIDGE PROJECT LISTS BY REGION

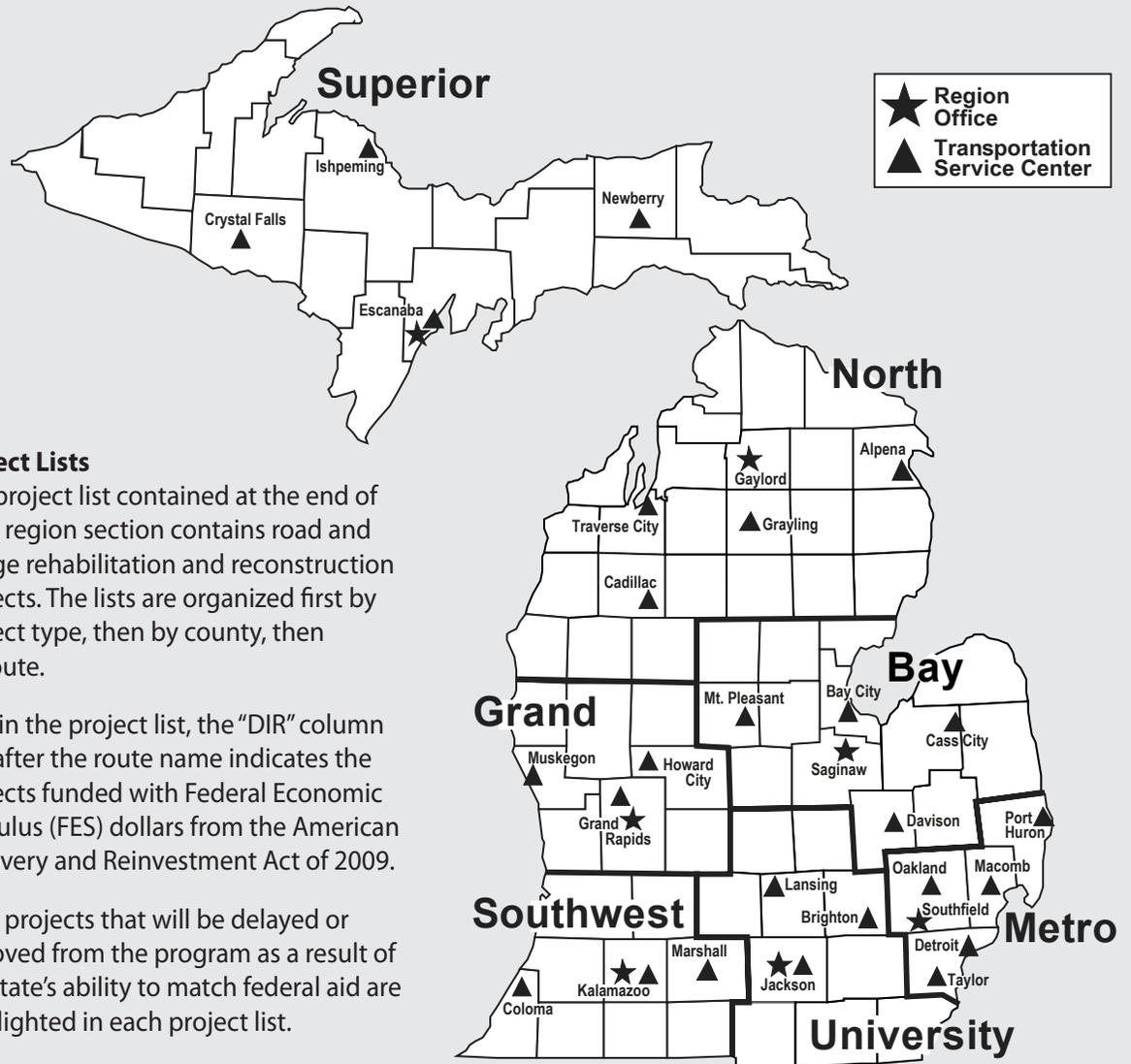
To accomplish statewide long-range strategies, each of MDOT's seven regions has developed appropriate action strategies to identify and implement the projects necessary to achieve statewide goals. The overall program is based on achieving condition goals within annual investment targets, but the projects reflect each region's careful efforts to coordinate road and bridge work, preserve the existing system, address access and safety needs, and make the most effective use of anticipated revenue. These strategies recognize the variability in each region as to the type and age of facilities, as well as the type of travel, weather, soils, etc.

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

**• Region Introduction**

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

## MDOT Regions and Transportation Service Centers



**• Project Lists**

The project list contained at the end of each region section contains road and bridge rehabilitation and reconstruction projects. The lists are organized first by project type, then by county, then by route.

Within the project list, the "DIR" column just after the route name indicates the projects funded with Federal Economic Stimulus (FES) dollars from the American Recovery and Reinvestment Act of 2009.

Also, projects that will be delayed or removed from the program as a result of the state's ability to match federal aid are highlighted in each project list.

## BAY REGION

The Bay Region includes 13 counties in the Saginaw Bay area. They are: Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac and Tuscola. Major state trunklines include: I-75, I-69, US-127, US-23 and US-10. The Bay Region's top priority is to serve the Flint, Saginaw, Bay City, and Midland industrial centers with national and statewide corridors for the movement of people and goods to enhance international trade, as well as interstate and intrastate tourism. Other important priorities to the Bay Region include providing a seamless transportation system to the region's agricultural industry. By doing so, the region's status is preserved as a leading producer of sugar beets and worldwide exporter of beans.

To find contact information for the Bay Region office or any of the Bay Region TSCs, go to:

[http://www.michigan.gov/mdot/0,1607,7-151-9623\\_10695-25512--,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9623_10695-25512--,00.html)

To find information on a major project in the Bay Region, go to:

[http://www.michigan.gov/mdot/0,1607,7-151-9621\\_11008---,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9621_11008---,00.html)

### Capacity Improvements and New Roads Program

**M-84 from South of Delta Road to Euclid Avenue.** This project will complete the 7.5-mile widening of M-84 from Bueker Drive in Saginaw County, to Euclid Avenue (M-13) in Bay County. Construction of the section from south of Delta Road to Euclid Avenue was funded by the American Recovery and Reinvestment Act of 2009. Construction of this project began in 2010 and will continue in 2011. Two additional structure replacement projects incorporated in the plans, the bridge at Squaconning Creek and the culvert at Dutch Creek, will be funded with the remaining balance of an earmark from previous federal legislation.

**US-127, St. Johns to Ithaca, Clinton and Gratiot Counties.** The project will build a limited-access freeway from north of St. Johns to the existing freeway south of Ithaca. A SAFETEA-LU earmark will allow for partial right-of-way acquisition in 2011. No construction funds have been identified and no construction dates have been targeted.

**I-675 at Warren Avenue.** The construction of this project will include the addition of a new northbound off ramp from I-675 to Warren Avenue, the construction of a new southbound on ramp from Warren Avenue to I-675, the removal of two existing ramps and the widening of four existing bridges carrying northbound and southbound I-675 over 5th and 6th avenues to meet freeway ramp design standards. Construction will begin in 2011. Although this project is discussed in the Capacity Improvement and New Roads Program, the project will be found in the Repair and Rebuild Roads spreadsheet.



# 2011-2015 ROAD & BRIDGE PROGRAM

## REPAIR AND REBUILD - ROADS AND BRIDGES

### BAY REGION BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
SAGINAW	I-75		I-75 NB OVER SAGINAW RIVER, M-13, GTW RAILROAD	MISCELLANEOUS BRIDGE CPM	0.001		CON			
SAGINAW	I-75		I-75 SB OVER SAGINAW RIVER, M-13, GTW RAILROAD	MISCELLANEOUS BRIDGE CPM	0.001		CON			
SAGINAW	I-75		I-75 SB RAMP OVER LAND FOR RAISED RAMP	MISCELLANEOUS BRIDGE CPM	0.001		CON			
					0.001					

## BAY REGION

## BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
ARENAC	US-23		US-23 OVER WHITNEY DRAIN	OVERLAY - DEEP	0.664		CON			
ARENAC	US-23		US-23 OVER RIFLE RIVER	OVERLAY - DEEP	0.147					CON
ARENAC	US-23 EB CONNECTOR		STERLING ROAD OVER I-75	OVERLAY - DEEP	0.720		CON			
ARENAC	US-23 EB CONNECTOR		US-23 RAMP F I-75 OVER I-75	OVERLAY - DEEP	0.720		CON			
BAY	I-75		I-75 SB OVER PINCONNING RIVER	OVERLAY - DEEP	6.132	CON				
BAY	I-75		I-75 SB OVER TEBO DRAIN	OVERLAY - DEEP	6.132	CON				
BAY	I-75		I-75 NB OVER TEBO DRAIN	OVERLAY - DEEP	6.132	CON				
BAY	I-75		I-75 NB OVER PINCONNING RIVER	OVERLAY - DEEP	6.132	CON				
BAY	I-75		PREVO ROAD OVER I-75	OVERLAY - DEEP	6.132	CON				
BAY	I-75		COGGINS ROAD OVER I-75	BRIDGE REPLACEMENT	6.132	CON				
BAY	I-75		PINCONNING ROAD OVER I-75	OVERLAY - DEEP	6.132	CON				
BAY	I-75		I-75 SB OVER WHITE FEATHER ROAD	OVERLAY - DEEP	6.132	CON				
BAY	I-75		I-75 NB OVER WHITE FEATHER ROAD	OVERLAY - DEEP	6.132	CON				
BAY	I-75		I-75 SB OVER SAGANING RIVER	OVERLAY - DEEP	0.824	CON				
BAY	I-75		I-75 NB OVER SAGANING RIVER	OVERLAY - DEEP	0.824	CON				
BAY	M-13 (S River Rd)		M-13 OVER CHEBOYGANING CREEK	BRIDGE REPLACEMENT	0.000	CON				
BAY	M-13		M-13 OVER JOHNSONS CREEK	BRIDGE REPLACEMENT	0.000		CON			
BAY	US-10		M-47 NB OVER US-10	BRIDGE REMOVAL	0.016				CON	
BAY	US-10		M-47 SB OVER US-10	BRIDGE REPLACEMENT	0.016				CON	
CLARE	US-27		US-127 NB OVER US-127 BUSINESS ROUTE	OVERLAY - DEEP	0.470		CON			
CLARE	US-27		US-127 SB OVER US-127 BUSINESS ROUTE	OVERLAY - DEEP	0.470		CON			
CLARE	US-27		MOSTETLER ROAD OVER US-127 NB	MISCELLANEOUS REHABILITATION	0.687		CON			
GENESEE	I-69		I-69 OVER M-54 (DORT HIGHWAY)	SUBSTRUCTURE REPAIR	0.048			CON		
GENESEE	I-69		I-69 WB OVER IRISH ROAD	OVERLAY - DEEP	0.340			CON		
GENESEE	I-69		I-69 EB OVER IRISH ROAD	OVERLAY - DEEP	0.340			CON		
HURON	M-142		M-142 OVER NETTLE RUN	CULVERT REPLACEMENT	0.000	CON				
HURON	M-142		M-142 OVER PIGEON RIVER	BRIDGE REPLACEMENT	0.000	CON				
HURON	M-142		M-142 OVER PHILLIP DRAIN	CULVERT REPLACEMENT	0.746				CON	
HURON	M-25		M-25 OVER WHITE RIVER	BRIDGE REPLACEMENT	1.014	CON				
HURON	M-46		M-25 OVER HARBOR BEACH CREEK	BRIDGE REPLACEMENT	0.000		CON			
LAPEER	M-24 (South Lapeer Road)		M-24 OVER FARMERS CREEK	CULVERT REPLACEMENT	0.000			CON		
LAPEER	M-24		M-24 OVER CR RAILROAD (ABANDONED)	BRIDGE REPLACEMENT	0.602		CON			
LAPEER	M-24		M-24 OVER PLUM CREEK	BRIDGE REPLACEMENT	1.044		CON			
LAPEER	M-53		M-53 OVER WESTERN DRAIN	OVERLAY - DEEP	0.872				CON	
MIDLAND	M-18		M-18 OVER US-10	DECK REPLACEMENT	0.020			CON		
MIDLAND	US-10		WEST RIVER ROAD OVER US-10	DECK REPLACEMENT	0.260			CON		
MIDLAND	US-10		US-10 EB OVER BLUFF CREEK	OVERLAY - DEEP	2.711			CON		
MIDLAND	US-10		US-10 WB OVER BLUFF CREEK	OVERLAY - DEEP	2.711			CON		
MIDLAND	US-10		US-10 EB OVER MUD CREEK	OVERLAY - DEEP	2.711			CON		
MIDLAND	US-10		US-10 WB OVER MUD CREEK	OVERLAY - DEEP	2.711			CON		
SAGINAW	I-75		JANES ROAD OVER I-75	DECK REPLACEMENT	0.397		CON			

**BAY REGION BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
SAGINAW	I-75		WADSWORTH ROAD OVER I-75	DECK REPLACEMENT	0.397		CON			
SAGINAW	M-13		M-13 OVER FLINT RIVER	BRIDGE REPLACEMENT	0.494				CON	
SAGINAW	M-13		M-13 OVER BIRCH RUN OUTLET DRAIN	BRIDGE REPLACEMENT	0.494				CON	
SANILAC	M-90		M-90 OVER POTTS DRAIN	DECK REPLACEMENT	1.499				CON	
TUSCOLA	M-15		M-15 OVER CASS RIVER	BRIDGE REPLACEMENT	0.098		CON			
TUSCOLA	M-25		M-25 OVER QUANICASSEE RIVER	BRIDGE REPLACEMENT	0.755			CON		
TUSCOLA	M-46		M-46 OVER SUCKER CREEK	BRIDGE REPLACEMENT	0.000		CON			
					21.054					

**BAY REGION REPAIR AND REBUILD ROADS**

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
BAY	I-75		LINWOOD RD TO PINCONNING RD	RESTORATION AND REHABILITATION	9.954	CON				
BAY	I-75		NORTH OF PINCONNING RD TO BAY/ARENAC COL	RESTORATION AND REHABILITATION	3.190					CON
BAY	M-13/M-84 (Salzburg Avenue)		EUCLID TO LAFAYETTE BASCULE BRIDGE, BAY CITY	RECONSTRUCTION	0.841			CON		
BAY	N M 47/W US-10 RAMP		US-10 & M-47	RECONSTRUCTION	0.116				CON	
CLARE	US-127 BR/M-61 (Clare Avenue)		COUNTY FARM ROAD SOUTHEASTERLY TO M-61 EAST	RESURFACE	2.720	CON				
GENESEE	I-69		M-54 TO CENTER ROAD	RECONSTRUCTION	1.002					CON
GENESEE	I-75		OAKLAND COL TO I-475 N JUNCTION	RESURFACE	19.259					CON
GENESEE	M-57 (Vienna Road)		BRENT RUN CREEK TO LINDEN ROAD	RESURFACE	4.137		CON			
GRATIOT	US-127		WASHINGTON ROAD TO NORTH OF POLK ROAD	RESURFACE	2.803					CON
HURON	M-53 (West Huron Avenue)		OUTER DRIVE TO M-142, BAD AXE	RECONSTRUCTION	0.779			CON		
ISABELLA	US-10 BR (Pere Marquette Road)		SUNSET AVENUE EASTERLY TO US-10 RAMPS.	RESURFACE	1.995				CON	
LAPEER	M-24		I-69 TO NEPESSING STREET, LAPEER	RECONSTRUCTION	2.057			CON		
MIDLAND	US-10		MIDLAND/ISABELLA COUNTY LINE EASTERLY TO M-18	RESTORATION AND REHABILITATION	6.840			CON		
SAGINAW	I-675		AT WARREN AVENUE	NEW INTERCHANGE OR STRUCTURE	0.550	CON				
SAGINAW	I-675		AT WARREN AVENUE	RECONSTRUCTION	0.241	CON				
SAGINAW	I-675		I-675 NB OVER 6TH ST	REPLACE BRIDGE, ADD LANES	0.241	CON				
SAGINAW	I-675		I-675 SB OVER 6TH ST	REPLACE BRIDGE, ADD LANES	0.241	CON				
SAGINAW	I-675		I-675 NB OVER 5TH ST	REPLACE BRIDGE, ADD LANES	0.241	CON				
SAGINAW	I-675		I-675 SB OVER 5TH ST	REPLACE BRIDGE, ADD LANES	0.241	CON				
SAGINAW	I-675		I-675 NB OVER 2ND ST & WEADOCK AVE	BRIDGE REMOVAL	0.241	CON				
SAGINAW	I-675		I-675 SB OVER 2ND ST & WEADOCK AVE	BRIDGE REMOVAL	0.241	CON				
SAGINAW	I-675		I-675 NB OVER WARREN AVENUE	REPLACE BRIDGE, ADD LANES	0.241	CON				
SAGINAW	I-675		I-675 SB OVER WARREN AVENUE	BRIDGE REPLACEMENT	0.241	CON				
SAGINAW	I-75		JANES TO I-675 NORTH JUNCTION	RECONSTRUCTION	4.515		CON			
SAGINAW	I-75		DIXIE HIGHWAY TO HESS	MAJOR WIDENING	3.770				CON	
TUSCOLA	M-25		BAY/TUSCOLA COUNTY LINE TO DICKERSON ROAD	RESURFACE	5.434			CON		
TUSCOLA	M-25		DICKERSON ROAD TO RINGLE ROAD	RESURFACE	4.587				CON	
TUSCOLA	M-25		RINGLE ROAD TO THE HURON COUNTY LINE	RESURFACE	4.184					CON
					78.974					

# 2011-2015 ROAD & BRIDGE PROGRAM

## REPAIR AND REBUILD - ROADS AND BRIDGES

BAY REGION

CAPACITY IMPROVEMENT

### M-84, FROM SOUTH OF KOCHVILLE ROAD TO M-13 (ELUCID AVENUE), BAY COUNTY

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
BAY	M-84		FROM SOUTH OF DELTA ROAD TO EUCLID AVENUE	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	3.430	CON	CON	CON	CON	

### US-127, I-69 TO ITHACA

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
GRATIOT	US-127		GRATIOT COUNTY LINE NORTHERLY TO BAGLEY ROAD	NEW ROUTES		ROW	ROW	ROW	ROW	ROW
					3.430					

## GRAND REGION

The Grand Region serves eight counties in west Michigan: Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa. Located within the Grand Region are the metropolitan areas of Grand Rapids, Holland, and Muskegon, which make up one of the largest economies in the upper Midwest. Major economic sectors in the Grand Region include manufacturing, retail, health care, agriculture, and tourism. Major state trunklines include I-96, I-196, US-31, US-131, and the M-6 freeway.

To find contact information for the Grand Region office or any of the Grand Region TSCs, go to:

[http://www.michigan.gov/mdot/0,1607,7-151-9623\\_10695-25502--,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9623_10695-25502--,00.html)

To find information on a major project in the Grand Region, go to:

[http://www.michigan.gov/mdot/0,1607,7-151-9621\\_11008---,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9621_11008---,00.html)

### Capacity Improvements and New Roads Program

#### **M-231 over the Grand River in Ottawa County.**

The design and property acquisition of a new segment of road between M-45 and I-96, including a new Grand River crossing is under way. Funding constraints have limited the initial M-231 construction to the building of the new Grand River crossing and adjacent roadway segments in 2011. Design of operational improvements on existing US-31 north of Holland and in Grand Haven is also under way and will continue in 2011. Construction will continue on M-231 and US-31 as funding becomes available.

#### **I-196/I-96 Corridor Improvement in Kent**

**County.** The construction of the segment of I-196 from the Grand River east to Fuller Avenue was completed in 2010. Construction of the I-196/Fuller Avenue interchange will begin in 2011. These segments of the project have been funded primarily through the American Recovery and Reinvestment Act. Design will begin during this Five-Year Program for the rehabilitation of I-196 between Fuller Avenue and I-96. Additional portions of the project will be constructed incrementally as funding becomes available and is expected to be completed by 2030.



# 2011-2015 ROAD & BRIDGE PROGRAM

## REPAIR AND REBUILD - ROADS AND BRIDGES

### GRAND REGION

### BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
IONIA	I-96		I-96 EB OVER CSX RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.028		CON			
IONIA	I-96		I-96 WB OVER CSX RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.028		CON			
IONIA	I-96		I-96 OVER PORTLAND TRAIL	NEW STRC-EXTG RTE	0.028		CON			
KENT	I-196 (Gerald R Ford Freeway)		I-196 EB OVER M-45 WB RAMP TO I-196 WB	OVERLAY - SHALLOW	0.000					CON
KENT	I-196 WB (Gerald R Ford Fwy)		I-196 M-21 WB OVER GRAND RIVER & MARKET AVENUE	MISCELLANEOUS REHABILITATION	0.185			CON		
KENT	I-296/US-131 NB (US-131 NB)		I-296 NB (US-131 NB) OVER 6TH AVENUE	SUBSTRUCTURE REPAIR	0.000		CON			
KENT	I-96 (I-96)		LEONARD STREET OVER I-96	SUBSTRUCTURE REPAIR	0.000		CON			
KENT	I-96		I-96 WB OVER GTW RAILROAD	SUPERSTRUCTURE REPAIR	0.000	CON				
KENT	I-96		WHITNEYVILLE AVENUE OVER I-96	OVERLAY - DEEP	0.000	CON				
KENT	I-96 (I-96)		M-50 OVER I-96	BRIDGE REPLACEMENT	0.000				CON	
KENT	I-96		CHENEY AVENUE OVER I-96	DECK REPLACEMENT	0.000					CON
KENT	M-21		M-21 OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.087			CON		
KENT	US-131		I-196 BS (FRANKLIN) OVER CSX RR & US-131, I-196 BS	DECK REPLACEMENT	0.000	CON				
KENT	US-131		BURTON STREET OVER US-131	DECK REPLACEMENT	0.000	CON				
KENT	US-131		HALL STREET OVER US-131 AND CENTURY AVENUE	DECK REPLACEMENT	0.000	CON				
KENT	US-131		36TH STREET OVER US-131	BRIDGE REPLACEMENT	0.000	CON				
KENT	US-131		US-131 OVER CSX RAILROAD	OVERLAY - DEEP	0.231		CON			
KENT	US-131		100TH STREET OVER US-131	SUBSTRUCTURE REPAIR	0.000	CON				
MONTCALM	M-57 (Carson City Road)		M-57 OVER BUTTERNUT CREEK	CULVERT REPLACEMENT	0.000				CON	
MONTCALM	US-131		US-131 NB OVER TAMARACK CREEK	DECK REPLACEMENT	0.687		CON			
MONTCALM	US-131 (US-131 SB)		US-131 SB & M-46 SB OVER TAMARACK CREEK	OVERLAY - DEEP	0.000		CON			
MUSKEGON	US-31 (US-31)		SHETTLER ROAD OVER US-31	OVERLAY - SHALLOW	0.000			CON		
MUSKEGON	US-31 BR (Seaway Drive)		US-31 BUSINESS ROUTE EB OVER BLACK CREEK	OVERLAY - DEEP	0.000				CON	
MUSKEGON	US-31 BR (Seaway Drive)		US-31 BUSINESS ROUTE WB OVER BLACK CREEK	OVERLAY - DEEP	0.000				CON	
MUSKEGON	US-31 NB		US-31 NB OVER MID MICHIGAN RAILROAD	SUBSTRUCTURE REPAIR	0.000		CON			
MUSKEGON	US-31 SB (US-31 SB)		US-31 SB OVER MID MICHIGAN RAILROAD	OVERLAY - DEEP	0.000		CON			
MUSKEGON	US-31BR (Colby Street)		US-31 BR OVER CSX RAILROAD (ABANDONED)	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
OCEANA	US-31		US-31 NB OVER US-31 BUSINESS ROUTE (MONROE ROAD)	SUBSTRUCTURE REPAIR	0.000	CON				
OCEANA	US-31 (US-31 NB and SB)		WEBSTER ROAD OVER US-31	MISCELLANEOUS REHABILITATION	0.000		CON			
OCEANA	US-31		WINSTON ROAD OVER US-31	DECK REPLACEMENT	0.000					CON
OTTAWA	I-96 (I-96 WB)		I-96 WB OVER M-104	OVERLAY - DEEP	0.000		CON			
OTTAWA	I-96		APPLE DRIVE OVER I-96	OVERLAY - DEEP	0.000			CON		
OTTAWA	M-121 (Chicago Drive)		M-121 OVER RUSH CREEK	OVERLAY - DEEP	0.000		CON			
OTTAWA	US-31		TAFT ROAD OVER US-31	OVERLAY - SHALLOW	0.000					CON
					1.218					

**GRAND REGION**

**REPAIR AND REBUILD ROADS**

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
IONIA	I-96 EB		AT THE SARANAC REST AREA #532	ROADSIDE FACILITIES - IMPROVE	0.540	CON				
IONIA	M-21 (Bluestem Highway)		DETMERS RD TO LINCOLN AVE	RESURFACE	3.197		CON			
IONIA	M-66 (Dexter Street)		SOUTH OF GRE RR NORTH TO M-21	RECONSTRUCTION	0.528	CON				
IONIA	M-66 (Dexter Street)		THE GRAND RIVER NORTH TO GRE RR	RESTORATION AND REHABILITATION	0.531	CON				
IONIA	M-91 (Storey Road)		M-44 NORTH TO ELLIS ROAD	RESTORATION AND REHABILITATION	1.210	CON				
KENT	I-196 (Gerald R Ford Freeway)	FES	UNDER FULLER AVENUE	BRIDGE - IMPROVE	0.000	CON				
KENT	I-196 (Gerald R Ford Freeway)	FES	FULLER AVENUE OVER I-196	REPLACE BRIDGE, ADD LANES	0.000	CON				
KENT	I-96 WB		CASCADE RD/I-96 WB ON RAMP	RECONSTRUCTION	0.000	CON				
KENT	M-11 (28th Street)		M-37 EAST TO I-96 (GAP PATTERSON AVE)	RESTORATION AND REHABILITATION	2.335			CON		
KENT	M-11 (28th Street)		AT PATTERSON AVENUE	RECONSTRUCTION	0.117			CON		
KENT	M-11 (28th Street)		AT IVANREST & BYRON CENTER AVENUES	RECONSTRUCTION	0.143	CON				
KENT	M-11 (28th Street)		AT CLYDE PARK AVENUE	RECONSTRUCTION	0.105		CON			
KENT	M-21 (Fulton Street)		GRAND RIVER DRIVE TO THE GRAND RIVER	RESURFACE	1.324			CON		
KENT	M-37 (Broadmoor Avenue)		PATTERSON AVE (S JCT) NORTH TO 44TH ST	RESTORATION AND REHABILITATION	2.067					CON
KENT	M-44 (Belding Road)		RAMSDELL DR EAST TO THE EAST KENT CO LINE	RESTORATION AND REHABILITATION	7.156					CON
KENT	M-44 CONN (Plainfield Avenue)		I-96 TO AIRWAY ST	RESURFACE	2.656			CON		
KENT	M-44 CONN (Plainfield Avenue)		AIRWAY ST TO M-44	RESURFACE	1.529				CON	
MECOSTA	M-20 (157th Avenue)		AT 157TH AVENUE	RECONSTRUCTION	0.176					CON
MECOSTA	US-131		S MECOSTA CO LINE TO 6 MILE RD	RESTORATION AND REHABILITATION	6.061				CON	
MECOSTA	US-131 OLD (Northland Drive)		19 MILE TO MECOSTA/OSCEOLA COUNTY LINE	RESURFACE	5.040		CON			
MECOSTA	US-131 SB		6 MILE RD NORTH TO 13 MILE RD	RESTORATION AND REHABILITATION	7.328					CON
MONTCALM	M-66 (Main Street)		CONDENSERY RD TO SHERIDAN NVL	RESURFACE	0.852			CON		
MONTCALM	M-91 (Greenville Road)		ELLIS ROAD NORTH TO SNOWS LAKE ROAD	RESURFACE	2.171	CON				
MONTCALM	US-131		CANNONVILLE RD TO M-46	MISCELLANEOUS	9.733	CON				
MONTCALM	US-131 NB (US 131 NB)		N OF CANNONVILLE RD TO S OF M-46	RESTORATION AND REHABILITATION	5.448		CON			
MONTCALM	US-131 SB (US-131 SB)		NORTH OF CANNONVILLE ROAD TO SOUTH OF M-46	RESTORATION AND REHABILITATION	5.390		CON			
MUSKEGON	M-120 (Veteran's Memorial Causeway)		US-31 BR TO HOLTON RD	RESURFACE	1.342		CON			
MUSKEGON	US-31 BR (Whitehall Road)		STANTON BLVD TO US-31	RESURFACE	2.047			CON		
MUSKEGON	US-31 BR (Seaway Drive)		US-31 NORTH TO SHORELINE DRIVE	RESURFACE	5.343					CON
NEWAYGO	M-37 (Mason Drive)		AT DOWNING DRAIN, NORTH OF GRANT	RESTORATION AND REHABILITATION	0.000		CON			
NEWAYGO	M-82 (48th Street)		M-120 EAST TO INDUSTRIAL DRIVE	RESURFACE	3.144				CON	
OCEANA	US-31		POLK RD TO N BRANCH OF PNTWTR RVR	RECONSTRUCTION	5.889	CON				
OCEANA	US-31 BR (Polk Road)		US-31 TO JOHNSON ST (HART)	RESTORATION AND REHABILITATION	2.349		CON			
OCEANA	US-31 BR (6th Street)		50' EAST OF WYTHE STREET	RESTORATION AND REHABILITATION	0.000	CON				
OCEANA	US-31 NB		AT THE ROTHBURY REST AREA #529	ROADSIDE FACILITIES - IMPROVE	0.647			CON		
OTTAWA	M-104 (Cleveland Rd)		124TH TO I-96	MAJOR WIDENING	1.374		CON			
					87.772					

# 2011-2015 ROAD & BRIDGE PROGRAM

## REPAIR AND REBUILD - ROADS AND BRIDGES

### GRAND REGION

### CAPACITY IMPROVEMENT

#### US-31, HOLLAND TO GRAND HAVEN

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
OTTAWA	US-31		LAKEWOOD BLVD NORTH TO QUINCY ST	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE	PE	PE	PE	PE
					0.000					

#### NEW ROADS

#### US-31, HOLLAND TO GRAND HAVEN

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
OTTAWA	M-231 (US-31 Bypass)		M-45 NORTH TO I-96/M-104	NEW ROUTES		ROW	ROW	ROW	ROW	ROW
OTTAWA	M-231 (120th Avenue)		M-45 TO THE GRAND RIVER	NEW ROUTES	4.625			CON	CON	CON
OTTAWA	M-231 (120th Avenue)		M-45 TO THE GRAND RIVER	NEW ROUTES		PE	PE	PE		
OTTAWA	M-231		OVER THE GRAND RIVER (RIVER SPAN)	NEW STRUCTURE ON NEW ROUTE	0.000	CON	CON	CON	CON	CON
OTTAWA	M-231		OVER THE GRAND RIVER (APPROACH SPANS)	NEW STRUCTURE ON NEW ROUTE	0.000	CON	CON	CON	CON	CON
OTTAWA	M-231 (120th Avenue)		FROM THE GRAND RIVER TO I-96	NEW ROUTES	2.839		CON	CON	CON	CON
OTTAWA	M-231 (120th Avenue)		FROM THE GRAND RIVER TO I-96	NEW ROUTES		PE	PE			
OTTAWA	I-96		OVER ABANDONED GTW RAILROAD	BRIDGE REMOVAL	1.393		CON	CON	CON	
OTTAWA	I-96		OVER ABANDONED GTW RAILROAD	BRIDGE REMOVAL		PE	PE			
OTTAWA	M-231 (120th Avenue)		OVER LEONARD STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON	CON	CON	
OTTAWA	I-96		OVER M-231 RAMP	NEW STRC-EXTG RTE	0.000		CON	CON	CON	
OTTAWA	I-96		OVER M-231 RAMP	NEW STRC-EXTG RTE		PE	PE			
OTTAWA	I-96		UNDER 112TH AVE	REPLACE BRIDGE, ADD LANES	0.525		CON	CON	CON	
OTTAWA	I-96		UNDER 112TH AVE	REPLACE BRIDGE, ADD LANES		PE	PE			
OTTAWA	M-231 (120th Avenue)		OVER RICH STREET	NEW STRUCTURE ON NEW ROUTE	0.000			CON	CON	
OTTAWA	M-231 (120th Avenue)		OVER BUCHANAN STREET	NEW STRUCTURE ON NEW ROUTE	0.000			CON	CON	
OTTAWA	M-231 (120th Avenue)		OVER SLEEPER STREET	NEW STRUCTURE ON NEW ROUTE	0.000			CON	CON	
OTTAWA	M-231		OVER NORTH CEDAR DRIVE	NEW STRUCTURE ON NEW ROUTE	0.000	CON	CON	CON		
OTTAWA	M-231		OVER LITTLE ROBINSON CREEK	NEW STRUCTURE ON NEW ROUTE	0.000	CON	CON			
OTTAWA	M-231		SLEEPER ST NORTH TO THE GRAND RIVER	NEW ROUTES	1.103	CON	CON			
OTTAWA	M-231		THE GRAND RIVER NORTH TO CYPRESS ST	NEW ROUTES		EPE	EPE	EPE		
					10.485					

# METRO REGION

The Metro Region serves four counties in southeastern Michigan: Wayne, Oakland, Macomb, and St. Clair. These four counties encompass 161 cities and townships that are served by state trunklines. The Metro Region has the largest population concentration in the state and the oldest and busiest freeways. Forty-three percent of the vehicle miles traveled on Michigan's freeway system are in this region. While there are slowing trends in land development due to economic conditions, there are some signs of redevelopment in urban centers throughout the Metro Region. This includes increasing densities of land use adjacent to existing trunkline right of way.

To find contact information for the Metro Region office or any of the Metro Region TSCs, go to:

[http://www.michigan.gov/mdot/0,1607,7-151-9623\\_10695-25529--,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9623_10695-25529--,00.html)

To find information on a major project in the Metro Region, go to:

[http://www.michigan.gov/mdot/0,1607,7-151-9621\\_11008---,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9621_11008---,00.html)

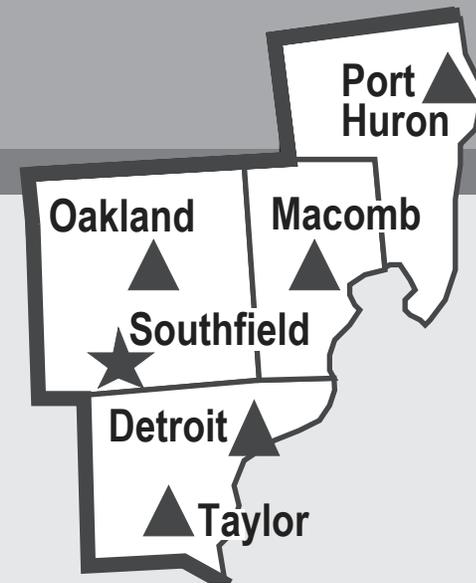
## Capacity Improvements and New Roads Program

**M-59 at Crooks Road Interchange in Oakland County.** MDOT completed a re-evaluation of the Environmental Assessment (EA) to address proposed design modifications to the project. The proposed project will reconstruct the M-59/Crooks Road interchange in the city of Rochester Hills.

A dual span bridge and two new loop entrance ramps will be constructed, along with the partial reconstruction of the existing entrance and exit ramps. Construction of the project began in 2009 and will be completed in 2011.

**M-59, Crooks Road to Ryan Road in Oakland and Macomb Counties.** This project will widen M-59 from east of Crooks Road west to Ryan Road (5.88 miles) from two to three lanes in each direction within the median. Construction of this project began in 2010 will be completed in 2011. Funding was provided by the American Reinvestment and Recovery Act (ARRA).

**Blue Water Bridge Plaza in St. Clair County.** This project will improve the plaza and address border security, vehicle inspection, and toll collection needs at this international border crossing. The project will also make improvements to the I-94 and I-69 corridors including several interchanges and the connections to the Blue Water Bridge, replacement of the I-94/I-69 Black River Bridge and replacement of the existing International Welcome Center. The design phase of the project is under way. Construction of I-94/I-69 corridor



improvements and Black River bridge replacement is expected to begin in 2011. The entire project will be completed by 2016.

### **New International Trade Crossing (NITC).**

Formerly known as the Detroit River International Crossing (DRIC). The project is a U.S./Canadian, I-75 to Highway 401, end-to-end connection consisting of five primary elements: a new Detroit River crossing (Bridge); the associated inspection areas on each side of the river for the respective border services agencies of the U.S and Canada (Plazas); and, connecting links to I-75 in Detroit and Highway 401 in Windsor. The environmental clearance is complete. Preliminary design, project planning and governance activities will continue in 2011. The department is seeking legislative approval to allow for tolling and the creation of a Public Private Partnership (P3) to construct this new facility.

### **Detroit Intermodal Freight Terminal (DIFT).**

Environmental clearance has been completed and the design phase and right-of-way acquisition will begin in 2011. The DIFT project

will improve freight transportation opportunities and efficiencies for business, industry, and the military by consolidating intermodal services from multiple railroads into one location.

**I-94 from I-96 to Connor Avenue in Wayne County.**

The project will reconstruct and widen 6.7 miles of the I-94 mainline freeway, reconstruct 67 bridges over I-94, and reconstruct and modernize two freeway-to-freeway interchanges with I-75 and M-10. This section of I-94 will be widened to eight lanes. Continuous service drives will be constructed along the entire project, which will improve surface network mobility and access. Bridges at Van Dyke Avenue (M-53) and Gratiot Avenue are currently being designed for advanced construction due to poor condition. The Gratiot Avenue Bridge will begin construction in 2011. The bridge is being reconstructed to accommodate the future widening of I-94.

**M-85 Fort Street Bridge Replacement in Wayne County.**

This project will replace the Bascule Bridge on M-85 at Oakwood Boulevard over the Rouge River. Environmental clearance has been completed and design is scheduled for 2011 with construction scheduled for 2013.

**I-75, 8 Mile Road to M-59 in Oakland County.**

The selected alternative includes the addition of one lane in each direction, for a total of eight lanes, between M-102 (8 Mile Road) to south of M-59. The additional lane will be designated a High Occupancy Vehicle (HOV) lane during the peak hours and a general-purpose lane during the remaining hours. Preliminary design is scheduled to begin in 2013.

**M-53 at 18 ½ Mile Road in Macomb County.**

Interchange construction was completed in 2005. MDOT will build a noise wall to complete its environmental commitments and the City of Sterling Heights will provide landscaping.



# 2011-2015 ROAD & BRIDGE PROGRAM

## REPAIR AND REBUILD - ROADS AND BRIDGES

METRO REGION

BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
WAYNE	M-85		M-85 OVER ROUGE RIVER	BRIDGE REMOVAL	0.001			CON		
WAYNE	M-85		M-85 OVER ROUGE RIVER	BRIDGE REPLACEMENT	0.001			CON		
					0.001					

## METRO REGION

## BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
OAKLAND	I-96		I-96 EB OVER GTW RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.001	CON				
OAKLAND	I-96		I-96 WB OVER GTW RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.001	CON				
OAKLAND	I-96		I-96 EB & WB OVER PATHWAY ABANDONED GTW RAILROAD	BRIDGE REPLACEMENT	0.001	CON				
OAKLAND	I-96		I-96 OVER KENT LAKE ROAD	DECK REPLACEMENT	0.000	CON				
OAKLAND	I-96		I-96 OVER HURON RIVER	OVERLAY - DEEP	0.000	CON				
OAKLAND	I-96		I-96 EB OVER MILFORD ROAD	DECK REPLACEMENT	0.030	CON				
OAKLAND	I-96		I-96 WB OVER MILFORD ROAD	DECK REPLACEMENT	0.030	CON				
OAKLAND	TROWBRIDGE ROAD		TROWBRIDGE ROAD OVER GTW RAILROAD	SUPERSTRUCTURE REPAIR	0.010			CON		
OAKLAND	US-24		US-24 OVER CLINTON RIVER	BRIDGE REPLACEMENT	0.000			CON		
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-69	BRIDGE REPLACEMENT	0.485			CON		
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-69 WB	BRIDGE REPLACEMENT	0.485			CON		
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-94	BRIDGE REPLACEMENT	0.485			CON		
ST. CLAIR	I-69		RAMP D I-94 EB TO M-21 OVER I-69 EB	BRIDGE REPLACEMENT	0.485			CON		
ST. CLAIR	I-69		RAMP D OVER I-69 EB	NEW STRUCTURE ON NEW ROUTE	0.485			CON		
ST. CLAIR	I-69		RAMP D OVER I-69 WB	NEW STRUCTURE ON NEW ROUTE	0.485			CON		
ST. CLAIR	I-94		I-69 EB OVER I-94	BRIDGE REPLACEMENT	0.000			CON		
ST. CLAIR	I-94		I-69 WB OVER I-94	BRIDGE REPLACEMENT	0.000			CON		
ST. CLAIR	I-94		I-94 EB OVER LAPEER ROAD	BRIDGE REPLACEMENT	0.000			CON		
ST. CLAIR	I-94		I-94 WB OVER LAPEER ROAD	BRIDGE REPLACEMENT	0.000			CON		
WAYNE	I-275		HANNAN ROAD OVER I-275	SUBSTRUCTURE REPAIR	1.133		CON			
WAYNE	I-275		I-275 SB OVER MIDDLE ROUGE RIVER	OVERLAY - DEEP	1.133		CON			
WAYNE	I-275		I-275 NB OVER MIDDLE ROUGE RIVER	OVERLAY - DEEP	1.133		CON			
WAYNE	I-275		WARREN ROAD OVER I-275	OVERLAY - SHALLOW	1.133		CON			
WAYNE	I-275		PLYMOUTH ROAD OVER I-275	DECK REPLACEMENT	1.133		CON			
WAYNE	I-275		I-275 SB OVER LOWER ROUGE RIVER	OVERLAY - DEEP	2.858		CON			
WAYNE	I-275		I-275 NB OVER LOWER ROUGE RIVER	OVERLAY - DEEP	2.858		CON			
WAYNE	I-275		I-275 RAMP OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	2.858		CON			
WAYNE	I-275		I-275 SB OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	2.858		CON			
WAYNE	I-275		I-275 NB OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	2.858		CON			
WAYNE	I-275		I-275 RAMP OVER MCCLAUGHERY DRAIN	OVERLAY - DEEP	2.858		CON			
WAYNE	I-275		TYLER ROAD OVER I-275	OVERLAY - DEEP	2.858		CON			
WAYNE	I-275		I-275 SB OVER M-153 (FORD ROAD)	MISCELLANEOUS REHABILITATION	2.858		CON			
WAYNE	I-275		I-275 NB OVER M-153 (FORD ROAD)	MISCELLANEOUS REHABILITATION	2.858		CON			
WAYNE	I-275		ANN ARBOR TRAIL OVER I-275	OVERLAY - DEEP	2.858		CON			
WAYNE	I-275		I-94 EB OVER I-275 SB TO I-94 EB RAMP	DECK REPLACEMENT	0.001	CON				
WAYNE	I-275		I-94 EB OVER I-275	DECK REPLACEMENT	0.458	CON				
WAYNE	I-275		I-94 WB OVER I-275	DECK REPLACEMENT	0.458	CON				
WAYNE	I-275		I-94 WB OVER I-275 SB TO I-94 EB RAMP	DECK REPLACEMENT	0.458	CON				
WAYNE	I-275		I-275 SB OVER EAST HINES DRIVE	OVERLAY - DEEP	0.007		CON			
WAYNE	I-275		I-275 NB OVER EAST HINES DRIVE	OVERLAY - DEEP	0.007		CON			
WAYNE	I-75		I-75 NB CONNECTOR OVER I-75	BRIDGE REPLACEMENT	0.149		CON			

**METRO REGION**

**BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
WAYNE	I-75		I-75 CONNECTOR SB OVER I-75	BRIDGE REPLACEMENT	0.149		CON			
WAYNE	I-94		SB WEST GRAND BOULEVARD OVER I-94	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	I-94		I-94 TO WEST GRAND BOULEVARD OVER OPEN AREA	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	I-94		NB WEST GRAND BOULEVARD OVER I-94	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	I-94		TRUMBULL AVENUE OVER I-94	OVERLAY - SHALLOW	0.000		CON			
WAYNE	I-94		I-94 EB RAMP TO M-10 OVER M-10 SB AND I-94 WB	OVERLAY - SHALLOW	0.000		CON			
WAYNE	I-94		CSX RAILROAD OVER I-94	SUBSTRUCTURE REPAIR	0.000		CON			
WAYNE	I-94		CONRAIL OVER I-94	SUBSTRUCTURE REPAIR	0.000		CON			
WAYNE	I-94		GTW & CONRAIL OVER I-94	PAINTING COMPLETE	0.000		CON			
WAYNE	I-94		WEST GRAND BOULEVARD U-TURN OVER OPEN AREA	BRIDGE REPLACEMENT	0.001		CON			
WAYNE	I-94		M-3 (GRATIOT) OVER I-94	BRIDGE REPLACEMENT	0.001		CON			
WAYNE	I-94		I-94 EB RAMP OVER GREENFIELD ROAD	SUPERSTRUCTURE REPAIR	0.021	CON				
WAYNE	I-94		I-94 EB RAMP OVER PELHAM RAMP	SUBSTRUCTURE REPAIR	0.021	CON				
WAYNE	I-94		M-39 SB RAMP K OVER I-94	OVERLAY - EPOXY	0.021	CON				
WAYNE	I-94		I-94 EB RAMP OVER M-39	SUBSTRUCTURE REPAIR	0.021	CON				
WAYNE	I-94		I-94 EB OVER M-39	SUBSTRUCTURE REPAIR	0.021	CON				
WAYNE	I-94		I-94 WB OVER M-39	SUBSTRUCTURE REPAIR	0.021	CON				
WAYNE	I-94		I-94 WB RAMP F OVER M-39	SUBSTRUCTURE REPAIR	0.021	CON				
WAYNE	I-94		I-94 WB RAMP OVER I-94 EB RAMP B TO M-39 NB	SUBSTRUCTURE REPAIR	0.021	CON				
WAYNE	I-94		I-94 WB RAMP H OVER M-39	SUBSTRUCTURE REPAIR	0.021	CON				
WAYNE	I-94		TRENTON AVENUE WALKOVER OVER I-94	SUPERSTRUCTURE REPLACEMENT	0.566	CON				
WAYNE	I-94		TARNOW AVENUE WALKOVER OVER I-94	SUPERSTRUCTURE REPAIR	0.566	CON				
WAYNE	I-94		WEIR ROAD OVER I-94	SUPERSTRUCTURE REPAIR	0.617	CON				
WAYNE	I-94		CENTRAL AVENUE OVER I-94	SUPERSTRUCTURE REPAIR	0.617	CON				
WAYNE	I-94		CECIL AVENUE OVER I-94	SUPERSTRUCTURE REPAIR	0.617	CON				
WAYNE	I-94		MARTIN AVENUE OVER I-94	SUPERSTRUCTURE REPAIR	0.617	CON				
WAYNE	I-94		JUNCTION STREET OVER I-94	SUPERSTRUCTURE REPAIR	0.617	CON				
WAYNE	I-94		WARREN AVENUE OVER I-94	SUPERSTRUCTURE REPAIR	0.617	CON				
WAYNE	I-96		RACE TRACK ENTRANCE OVER I-96	DECK REPLACEMENT	0.048			CON		
WAYNE	I-96		INKSTER ROAD OVER I-96	BRIDGE REPLACEMENT	0.048			CON		
WAYNE	I-96		MIDDLEBELT ROAD OVER I-96	OVERLAY - SHALLOW	0.068			CON		
WAYNE	I-96		BREAKFAST U-TURN OVER I-96	OVERLAY - SHALLOW	0.068			CON		
WAYNE	I-96		GARFIELD STREET U-TURN OVER I-96	OVERLAY - SHALLOW	0.068			CON		
WAYNE	I-96		SB SERVICE ROAD OVER I-96	DECK REPLACEMENT	0.132			CON		
WAYNE	I-96		BERWYN STREET OVER I-96	DECK REPLACEMENT	0.132			CON		
WAYNE	I-96		LEFT TURN WEST OF MIDDLEBELT OVER I-96	DECK REPLACEMENT	0.132			CON		
WAYNE	I-96		LEFT TURN WEST OF INKSTER OVER I-96	WIDEN-MAINT LANES	0.132			CON		
WAYNE	I-96		LEFT TURN E INKSTER OVER I-96	WIDEN-MAINT LANES	0.132			CON		
WAYNE	I-96		FENTON STREET OVER I-96	SUPERSTRUCTURE REPLACEMENT	0.065			CON		
WAYNE	I-96		LEFT TURN EAST OF MIDDLEBELT OVER I-96	BRIDGE REPLACEMENT	0.065			CON		
WAYNE	I-96		YALE AVENUE OVER I-96	SUPERSTRUCTURE REPLACEMENT	1.254				CON	

**METRO REGION**

**BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
WAYNE	I-96		STARK ROAD OVER I-96	SUPERSTRUCTURE REPLACEMENT	1.254				CON	
WAYNE	I-96		BROOKFIELD AVENUE OVER I-96	OVERLAY - DEEP	1.254				CON	
WAYNE	I-96		BERWICK ROAD LEFT TURN OVER I-96	OVERLAY - DEEP	1.254				CON	
WAYNE	I-96		WARNER COURT OVER I-96	DECK REPLACEMENT	1.254				CON	
WAYNE	I-96		WAYNE ROAD OVER I-96	DECK REPLACEMENT	1.254				CON	
WAYNE	I-96		NEWBURGH ROAD OVER I-96	DECK REPLACEMENT	0.755				CON	
WAYNE	I-96		FARMINGTON ROAD OVER I-96	OVERLAY - DEEP	0.755				CON	
WAYNE	I-96		MERRIMAN ROAD OVER I-96	DECK REPLACEMENT	0.755				CON	
WAYNE	I-96		MERRIMAN ROAD LEFT TURN OVER I-96	DECK REPLACEMENT	0.755				CON	
WAYNE	I-96		MERRIMAN ROAD LEFT TURN OVER I-96	DECK REPLACEMENT	0.755				CON	
WAYNE	I-96		LEFT TURN WEST OF LEVAN OVER I-96	DECK REPLACEMENT	0.755				CON	
WAYNE	I-96		LEFT TURN EAST OF LEVAN OVER I-96	DECK REPLACEMENT	0.755				CON	
WAYNE	I-96		NEWBURGH DOUBLE U-TURN OVER I-96	OVERLAY - DEEP	0.755				CON	
WAYNE	M-102		M-102 OVER PLUM CREEK	BRIDGE REPLACEMENT	0.369				CON	
WAYNE	M-39		JOY ROAD OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.140	CON				
WAYNE	M-39		WEST CHICAGO ROAD OVER M-39	DECK REPLACEMENT	0.140	CON				
WAYNE	M-39		PLYMOUTH ROAD OVER M-39	DECK REPLACEMENT	0.140	CON				
WAYNE	M-39		FENKELL AVENUE OVER M-39	DECK REPLACEMENT	0.140	CON				
WAYNE	M-39		6 MILE ROAD OVER M-39	DECK REPLACEMENT	0.140	CON				
WAYNE	M-39		7 MILE ROAD OVER M-39	DECK REPLACEMENT	0.140	CON				
WAYNE	M-39		FITZPATRICK ROAD OVER M-39	DECK REPLACEMENT	0.646	CON				
WAYNE	M-39		FULLERTON AVENUE OVER M-39	DECK REPLACEMENT	0.646	CON				
WAYNE	M-39		LYNDON AVENUE OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.646	CON				
WAYNE	M-39		CURTIS AVENUE OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.646	CON				
WAYNE	M-39		PEMBROKE AVENUE OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.646	CON				
WAYNE	M-39		SCHOOLCRAFT AVENUE OVER M-39	DECK REPLACEMENT	0.318	CON				
WAYNE	M-39		PURITAN AVENUE OVER M-39	DECK REPLACEMENT	0.318	CON				
WAYNE	M-39		M-102 LEFT TURN RAMP OVER M-39	DECK REPLACEMENT	0.318	CON				
WAYNE	M-39		M-102 EB OVER M-39	DECK REPLACEMENT	0.318	CON				
WAYNE	M-39		SAWYER AVENUE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542				CON	
WAYNE	M-39		CATHEDRAL AVENUE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542				CON	
WAYNE	M-39		GLENDALE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542				CON	
WAYNE	M-39		CSX RAILROAD OVER M-39	PAINTING COMPLETE	1.542				CON	
WAYNE	M-39		TOURNIER AVENUE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542				CON	
WAYNE	M-39		VASSAR AVENUE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542				CON	
WAYNE	M-39		OUTER DRIVE OVER M-39	SUPERSTRUCTURE REPAIR	0.014	CON				
WAYNE	M-39		M-102 WB OVER M-39	DECK REPLACEMENT	0.014	CON				
WAYNE	M-39		OUTER DRIVE EB OVER M-39	SUPERSTRUCTURE REPAIR	1.029	CON				
WAYNE	M-39		OUTER DRIVE WB OVER M-39	SUPERSTRUCTURE REPAIR	1.029	CON				
WAYNE	M-39		FERN AVENUE OVER M-39	SUPERSTRUCTURE REPAIR	1.029	CON				
WAYNE	M-39		OAKWOOD BOULEVARD OVER M-39	SUPERSTRUCTURE REPAIR	1.029	CON				

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
WAYNE	M-39		VILLAGE ROAD OVER M-39	SUPERSTRUCTURE REPAIR	1.029	CON				
WAYNE	M-39		HUBBARD AVENUE EB OVER M-39	SUPERSTRUCTURE REPAIR	1.029	CON				
WAYNE	M-39		HUBBARD AVENUE WB OVER M-39	SUPERSTRUCTURE REPAIR	1.029	CON				
WAYNE	M-39		VAN BORN ROAD OVER M-39	SUPERSTRUCTURE REPAIR	0.001	CON				
WAYNE	M-39		RAMP J TO M-39 OVER I-94 EB RAMPS B & G	MISCELLANEOUS REHABILITATION	0.001	CON				
WAYNE	M-85 (Fort Street)		M-85 NB OVER SEXTON-KILFOIL DRAIN	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	M-85 (Fort Street)		M-85 SB OVER SEXTON-KILFOIL DRAIN	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	M-85		M-85 OVER CONRAIL (ABANDONED)	BRIDGE REPLACEMENT	0.070				CON	
WAYNE	OLD-14		HINES DRIVE OVER OLD M-14 (ANN ARBOR ROAD)	BRIDGE REPLACEMENT	0.139					CON
WAYNE	US-24		US-24 OVER SMITH CREEK	CULVERT REPLACEMENT	0.094	CON				
WAYNE	US-24		FRISBEE STREET WALKOVER OVER US-24	BRIDGE REPLACEMENT	0.201				CON	
					13.372					

**METRO REGION**

**REPAIR AND REBUILD ROADS**

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
MACOMB	I-94		M-29 TO NORTH MACOMB COUNTY LINE	RESURFACE	6.179		CON			
MACOMB	I-94		11 MILE ROAD TO MASONIC	RESURFACE	4.971			CON		
MACOMB	M-3 (Gratiot Ave)		11 MILE ROAD TO 14 MILE ROAD	RESURFACE	3.453				CON	
MACOMB	M-53 (Earle Memorial Highway)		34 MILE ROAD TO NORTH MACOMB COUNTY LINE	RECONSTRUCTION	4.436			CON		
MACOMB	M-53 (Van Dyke Road)		15 MILE ROAD TO 18 MILE ROAD	RECONSTRUCTION	3.244					CON
MACOMB	M-97 (Groesbeck Highway)		HAYES TO 14 MILE ROAD	RECONSTRUCTION	3.433		CON			
OAKLAND	M-150 (Rochester Road)		2ND STREET TO UNIVERSITY DRIVE	RECONSTRUCTION	0.265		CON			
OAKLAND	M-24		HARMON ROAD TO GOLDENGATE	RESURFACE	4.989					CON
OAKLAND	M-59		AT CROOKS ROAD INTERCHANGE	BRIDGE - IMPROVE	0.000	CON				
OAKLAND	M-59		CROOKS RD OVER M-59	BRIDGE RECNSTR-NO NEW L	0.000	CON				
OAKLAND	US-24 (Dixie Highway)		TELEGRAPH TO I-75	RESURFACE	8.602			CON		
OAKLAND	US-BR-24 (Cesar Chavez)		WOODWARD LOOP TO MONTCALM	RESURFACE	1.059	CON				
ST. CLAIR	I-69		AT I-94 INTERCHANGE	RECONSTRUCTION	3.707		CON			
ST. CLAIR	I-69		TAYLOR RD. TO WALES CENTER-EB ONLY	RECONSTRUCTION	6.067					CON
ST. CLAIR	M-29		GREEN STREET / MAIN STREET TO PALMS	RECONSTRUCTION	5.406				CON	
WAYNE	I-75		RAMPS DIX TOLEDO INTERCHANGE	RECONSTRUCTION	0.628		CON			
WAYNE	I-96 (Jefferies Freeway)		MELVIN TO US-24	RECONSTRUCTION	2.842			CON		
WAYNE	I-96 (Jeffries)		NEWBURGH ROAD TO MIDDLEBELT ROAD	RECONSTRUCTION	4.129				CON	
WAYNE	M-1 (Woodward Avenue)		CHANDLER TO SIBLEY	RECONSTRUCTION	2.870	CON				
WAYNE	M-102		M-5 TO ROUGE RIVER	RESURFACE	2.193		CON			
WAYNE	M-102 (Eight Mile Road)		ROUGE RIVER TO M-39	RESURFACE	3.000				CON	
WAYNE	M-39 (Southfield Freeway)	FES	MCNICHOLS TO M-10	RECONSTRUCTION	3.221	CON				
WAYNE	M-85 (Fort Street)		SIBLEY TO GODDARD	RECONSTRUCTION	3.870	CON				
WAYNE	OLD M-14 (Plymouth Road)		MARKET ST TO FARMINGTON ROAD	RESURFACE	1.682		CON			
WAYNE	OLD-14		NEWBURGH TO MARKET STREET	RECONSTRUCTION	0.393					CON
WAYNE	US-24 (Telegraph Road)		VREELAND TO WEST ROAD	MAJOR WIDENING	2.210	CON				
					82.849					

# 2011-2015 ROAD & BRIDGE PROGRAM

## REPAIR AND REBUILD - ROADS AND BRIDGES

METRO REGION

CAPACITY IMPROVEMENT

### BLUE WATER BRIDGE PLAZA AND THE I-94 / I-69 AT THE BLACK RIVER BRIDGE CORRIDOR,

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
ST. CLAIR	I-94		APPROACH TO BLACK RIVER BRIDGE	BRIDGE REPLACEMENT	0.414	CON	CON	CON		
ST. CLAIR	I-94		APPROACH TO BLACK RIVER BRIDGE	BRIDGE REPLACEMENT		ROW				
ST. CLAIR	I-94		APPROACH TO BLACK RIVER BRIDGE	BRIDGE REPLACEMENT		PE				
ST. CLAIR	I-94 / I-69 FREEWAY		PORT HURON, ST. CLAIR COUNTY	RECNST EXIST, NO WIDEN	2.936	CON	CON			
ST. CLAIR	I-94 / I-69 FREEWAY		PORT HURON, ST. CLAIR COUNTY	RECNST EXIST, NO WIDEN		ROW				
ST. CLAIR	I-94 / I-69 FREEWAY		PORT HURON, ST. CLAIR COUNTY	RECNST EXIST, NO WIDEN		PE				
ST. CLAIR	I-94 / I-69 FREEWAY		PORT HURON, ST. CLAIR COUNTY	RECNST EXIST, NO WIDEN		UTL				
ST. CLAIR	I-94/I-69		AT WATER STREET	BRIDGE REPLACEMENT	0.000	CON	CON			
ST. CLAIR	I-94/I-69		I-94/I-69	WETLAND MITIGATION	0.000	CON	CON			
ST. CLAIR	I-94/I-69		I-94/I-69	WETLAND MITIGATION		PE				
ST. CLAIR	M-25/PINE GROVE AVENUE (Pine G		M-25/PINE GROVE AVENUE	RELOCATION OF EXISTING ROUTE	2.270			CON	CON	
ST. CLAIR	M-25/PINE GROVE AVENUE (Pine G		M-25/PINE GROVE AVENUE	RELOCATION OF EXISTING ROUTE		ROW	ROW	ROW		
ST. CLAIR	M-25/PINE GROVE AVENUE (Pine G		M-25/PINE GROVE AVENUE	RELOCATION OF EXISTING ROUTE		PE	PE	PE		
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	GENERAL MISCELLANEOUS		ROW	ROW			
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		E.C. WILLIAMS HISTORIC HOUSE	GENERAL MISCELLANEOUS	0.000		CON	CON		
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		E.C. WILLIAMS HISTORIC HOUSE	GENERAL MISCELLANEOUS		PE				
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	GENERAL MISCELLANEOUS	0.000			CON	CON	
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	GENERAL MISCELLANEOUS		PE	PE			
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	GENERAL MISCELLANEOUS	0.488				CON	CON
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	GENERAL MISCELLANEOUS		ROW	ROW	ROW		
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	GENERAL MISCELLANEOUS		PE	PE	PE		
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	BLDG EXPN-RST, WEL, WEI		EPE				
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	BLDG EXPN-RST, WEL, WEI		EPE				
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	BLDG EXPN-RST, WEL, WEI		EPE				
ST. CLAIR	I-94	FES	I-94/I-69 OVER THE BLACK RIVER	BRIDGE REPLACEMENT	0.000	CON	CON			

### DETROIT INTERMODAL FREIGHT TERMINAL

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
WAYNE	COUNTYWIDE		LIVERNOIS JUNCTION YARD	GENERAL MISCELLANEOUS	0.000					CON
WAYNE	COUNTYWIDE		LIVERNOIS JUNCTION YARD	GENERAL MISCELLANEOUS		ROW	ROW	ROW	ROW	ROW
WAYNE	COUNTYWIDE		LIVERNOIS JUNCTION YARD	GENERAL MISCELLANEOUS		PE	PE	PE	PE	PE

### I-94, I-96 TO CONNER IN DETROIT

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
WAYNE	I-94		VAN DYKE (M-53) OVER I-94 IN THE CITY OF DETROIT	BRIDGE REPLACEMENT		ROW	ROW	ROW	ROW	ROW

### M-53 AT 18 1/2 MILE ROAD AND VAN DYKE ROAD

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
MACOMB	M-53		AT 18 1/2 MILE ROAD & VAN DYKE	NOISE BARRIER TYPE I ON EXISTING ROUTE	0.720	CON				

**M-59, CROOKS TO RYAN**

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
OAKLAND	M-59		FROM CROOKS ROAD TO RYAN ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	5.529	CON				
OAKLAND	M-59 (Dequindre/M-59 WB Ramp)		AT DEQUINDRE ROAD AND M-150 INTERCHANGES.	SOUND BARRIER TYPE I (REQUIRED) - NEW R	0.000	CON	CON			
					12.357					

**NEW ROADS**

**NEW INTERNATIONAL TRADE CROSSING (FORMERLY KNOWN AS DETROIT RIVER INTERNATIONAL CROSSING)**

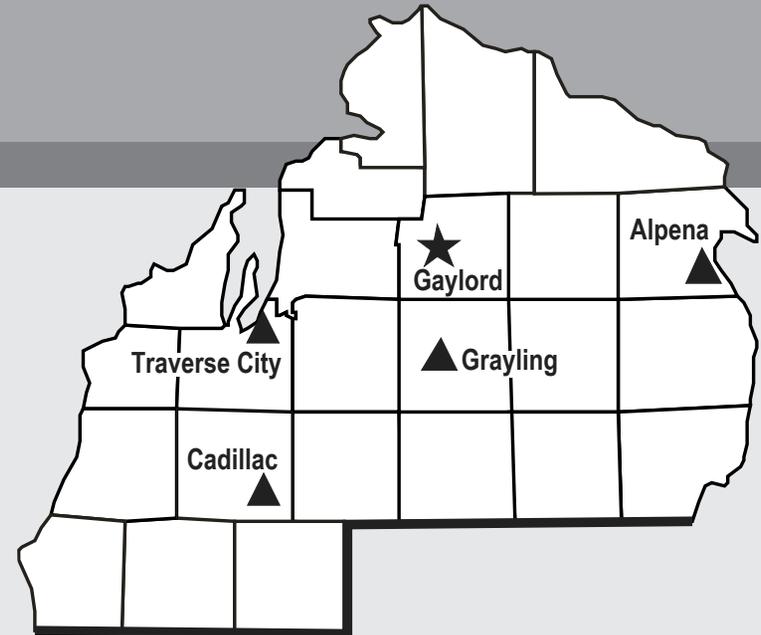
COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
WAYNE	I-75		NEW INTERNATIONAL TRADE CROSSING (FORMERLY KNOWN AS DETROIT	NEW ROUTES		PE	PE	PE	PE	
WAYNE	I-75 (I-75)		FROM CLARK STREET TO WEST END	NEW ROUTES		PE	PE	PE	PE	
					0.000					

# NORTH REGION

The North Region is comprised of the 24 northernmost counties of the Lower Peninsula, which are: Alcona, Alpena, Antrim, Benzie, Charlevoix, Cheboygan, Crawford, Emmet, Grand Traverse, Iosco, Kalkaska, Lake, Leelanau, Manistee, Mason, Missaukee, Montmorency, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, and Wexford. Major routes include I-75, US-127, US-23, US-131, and US-31.

To find contact information for the North Region office or any of the North Region TSCs, go to:

[http://www.michigan.gov/mdot/0,1607,7-151-9623\\_10695-25475--,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9623_10695-25475--,00.html)



# 2011-2015 ROAD & BRIDGE PROGRAM

## REPAIR AND REBUILD - ROADS AND BRIDGES

### NORTH REGION

### BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
ALPENA	M-65		M-65 OVER NORTH BRANCH THUNDER BAY RIVER	BRIDGE REPLACEMENT	0.493			CON		
BENZIE	M-22		M-22 OVER PLATTE RIVER	BRIDGE REPLACEMENT	0.069				CON	
EMMET	M-68		M-68 OVER CROOKED RIVER	DECK REPLACEMENT	0.263		CON			
OGEMAW	I-75		I-75 NB OVER BRANCH LAPORTE CREEK	CULVERT REPLACEMENT	1.204	CON				
OGEMAW	I-75		I-75 SB OVER BRANCH LAPORTE CREEK	CULVERT REPLACEMENT	0.100		CON			
OTSEGO	I-75		MAIN STREET OVER I-75	JOINT REPLACEMENT	3.072	CON				
OTSEGO	I-75		ALEXANDER ROAD OVER I-75 SB	MISCELLANEOUS REHABILITATION	3.072	CON				
OTSEGO	I-75		ALEXANDER ROAD OVER I-75 NB	MISCELLANEOUS REHABILITATION	3.072	CON				
WEXFORD	M-37		M-37 OVER PINE RIVER	DECK REPLACEMENT	1.204	CON				
WEXFORD	US-131 BR		US-131 OVER CLAM RIVER	DECK REPLACEMENT	0.292	CON				
					6.697					

**NORTH REGION**

**REPAIR AND REBUILD ROADS**

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
ALPENA	M-32		INTERSECTION AT RIPLEY STREET IN ALPENA	RECONSTRUCTION	0.456	CON				
ANTRIM	M-88		BELLAIRE TO CENTRAL LAKE	RESTORATION AND REHABILITATION	5.540			CON		
ANTRIM	US-31		FROM ELK RAPIDS TO CAMPBELL ROAD	RESTORATION AND REHABILITATION	4.697	CON				
BENZIE	US-31		FROM BEULAH BRIDGE TO M-115	RESURFACE	0.607		CON			
CHARLEVOIX	M-32		M-32 FROM EAST JORDAN SOUTHERLY TO ROGERS ROAD	RESTORATION AND REHABILITATION	1.890	CON				
CHEBOYGAN	I-75		AT THE TOPINABEE REST AREA #407	ROADSIDE FACILITIES - IMPROVE	0.272					CON
CHEBOYGAN	M-68 (M-68)		EAST OF KING ROAD TO WEST OF OLD 27	RECONSTRUCTION	2.050		CON			
CHEBOYGAN	US-23		FROM CHEBOYGAN EAST COUNTY LINE TO CORDWOOD	RESTORATION AND REHABILITATION	6.837	CON				
EMMET	US-31		US-31 FROM WEST OF DIVISION TO MANVEL AND M-119	TRAFFIC OPERATIONS OR SAFETY WORK	1.217	CON				
EMMET	US-31		PARADISE TR TO I-75	RESTORATION AND REHABILITATION	5.117	CON				
EMMET	US-31 (Charlevoix Avenue)		TOWNSEND TO US-131	RESTORATION AND REHABILITATION	3.366					CON
GRAND TRAVERSE	M-113		N. OF M-186 SOUTH TO US-131	RESTORATION AND REHABILITATION	5.088				CON	
GRAND TRAVERSE	US-31		AT TOBECO CREEK	RECONSTRUCTION	0.114		CON			
GRAND TRAVERSE	US-31		3 MILE TO HOLIDAY HILLS ROAD	RESTORATION AND REHABILITATION	1.482					CON
IOSCO	M65		TURTLE RD TO 1200' NORTH OF SHERMAN STREET	RESTORATION AND REHABILITATION	3.213			CON		
IOSCO	US-23 (US-23)		AU SABLE RIVER BRIDGE TO F-41	RECONSTRUCTION	1.850		CON			
IOSCO	US-23		CRESENT DR. TO AU SABLE RIVER BRIDGE	RESTORATION AND REHABILITATION	4.700				CON	
IOSCO	US-23 (US-23)		SOUTH OF ASTER ROAD TO NORTH OF POINT ROAD	RESTORATION AND REHABILITATION	2.001					CON
LAKE	US-10		DEPOT STREET TO WEST OF SADDLER ROAD	RESURFACE	1.764		CON			
LEELANAU	M-22 (West Bay Shore Drive)		FROM M-201 TO OMENA	RESTORATION AND REHABILITATION	5.043				CON	
LEELANAU	M-22		FROM M-204 NORTH APPROX. .82 MILES	RESTORATION AND REHABILITATION	0.816			CON		
MANISTEE	US-31 (S US 31)		US-31 AT MEMORIAL DRIVE	TRAFFIC OPERATIONS OR SAFETY WORK	0.119		CON			
MANISTEE	US-31 (Chippewa Hwy)		SOUTH OF COATES HIGHWAY TO MAIDENS ROAD	RESURFACE	6.498	CON				
OGEMAW	I-75 BL		I-75 TO WOODLAND DR	RESTORATION AND REHABILITATION	2.080		CON			
OSCEOLA	US-131 NB (US-131 NB)		SOUTH COUNTY LINE TO NORTH OF US-10	RESURFACE	5.597					CON
OSCEOLA	US-131 SB		SOUTH COUNTY LINE TO NORTH OF US-10	RESTORATION AND REHABILITATION	5.630				CON	
PRESQUE ISLE	M-68	FES	IN THE CITY OF ONAWAY	RECONSTRUCTION	1.380	CON				
ROSCOMMON	I-75		FROM OGEMAW CL TO MAPLE VALLEY ROAD	RESTORATION AND REHABILITATION	12.572		CON			
ROSCOMMON	M-55		ROSCOMMON CO WCL TO US-127	RESTORATION AND REHABILITATION	2.213	CON				
ROSCOMMON	US-127 (US-127)		MUSKEGON RIVER NORTH	RESTORATION AND REHABILITATION	3.748				CON	
WEXFORD	M-115		45 ROAD TO WEST OF 48 1/2 ROAD	RECONSTRUCTION	1.400		CON			
WEXFORD	M-37 (M-37)		M-115 TO 4 ROAD	RESURFACE	3.995			CON		
WEXFORD	M-37 (Wexford Avenue)		4 ROAD TO NORTH WEXFORD COUNTY LINE	RESTORATION AND REHABILITATION	0.900	CON				
WEXFORD	US-131BR (Mitchell St)		RIVER STREET TO NORTH OF 13TH STREET	RECONSTRUCTION	0.765	CON				
					105.017					

## SOUTHWEST REGION

The Southwest Region covers nine counties in the southwestern part of the state: Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph, and Van Buren counties. Major state highways include I-69, I-94, I-196, US-12, US-31, and US-131.

The region is traversed by I-94, an important international trade corridor linking Port Huron and Detroit to Chicago and Toronto. This makes the Southwest Region an ideal location for many industries, particularly those supporting the automobile manufacturing industry. The region also is home to a significant portion of the agricultural industry, encompassing over 9,500 farms that annually produce agricultural products with a market value of over \$900 million. To bolster industries and commerce that are important to the region and the state, project selection emphasizes freeway improvements and modernization.

To find contact information for the Southwest Region office or any of the Southwest Region TSCs, go to:

[http://www.michigan.gov/mdot/0,1607,7-151-9623\\_10695-25518--,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9623_10695-25518--,00.html)

To find information on a major project in the Southwest Region, go to:

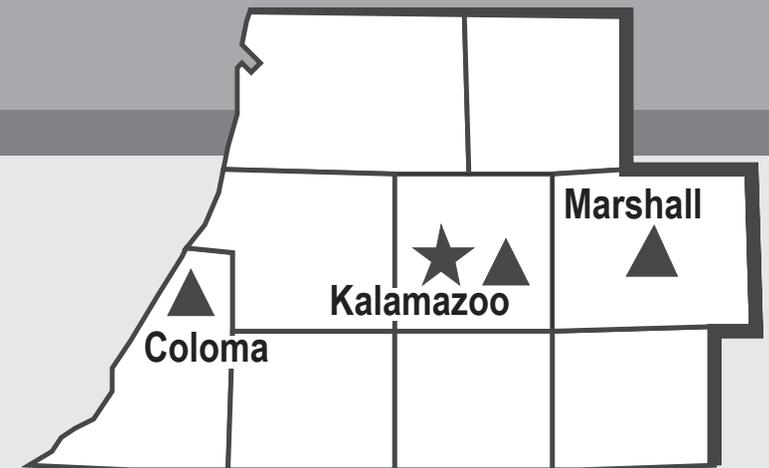
[http://www.michigan.gov/mdot/0,1607,7-151-9621\\_11008---,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9621_11008---,00.html)

### Capacity Improvements and New Roads Program

**I-94, US-131 to Sprinkle Road in Kalamazoo County.** This project will widen I-94 from two to three lanes in each direction between the US-131 interchange and Sprinkle Road. Construction for the first segment between US-131 and Oakland Drive is complete and open to traffic. Construction of the next segment from Oakland Drive east to east of Lover's Lane is under way and will be completed in 2011.

**US-131, Constantine Bypass in St. Joseph County.** This project includes a new two-lane bypass of the village of Constantine from just north of Dickinson Road to south of Garber Road. Design and right-of-way acquisition is under way and construction will begin in 2012.

**US-31, Napier Avenue to I-94 in Berrien County.** This project will complete the last section of US-31 as a four-lane freeway between Napier Avenue and I-94 east of Benton Harbor. The design is complete and right-of-way acquisition will continue in 2011.



# 2011-2015 ROAD & BRIDGE PROGRAM

## REPAIR AND REBUILD - ROADS AND BRIDGES

### SOUTHWEST REGION

### BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
ALLEGAN	M-89		M-89 (ALLEGAN ST) OVER KALAMAZOO RIVER MILL RACE	BRIDGE REPLACEMENT	0.196		CON			
ALLEGAN	US-131		M-89 OVER US-131	OVERLAY - DEEP	0.390		CON			
ALLEGAN	US-131		M-89 OVER US-131	OVERLAY - DEEP	0.390		CON			
ALLEGAN	US-131		106TH AVENUE OVER US-131	OVERLAY - DEEP	0.436	CON				
ALLEGAN	US-131		US-131 NB OVER RABBIT RIVER	OVERLAY - DEEP	3.327	CON				
ALLEGAN	US-131		US-131 SB OVER RABBIT RIVER	OVERLAY - DEEP	3.327	CON				
ALLEGAN	US-131		US-131 NB OVER 120TH AVENUE	OVERLAY - DEEP	3.327	CON				
ALLEGAN	US-131		US-131 SB OVER 120TH AVENUE	OVERLAY - DEEP	3.327	CON				
ALLEGAN	US-131		144TH AVENUE OVER US-131	SUPERSTRUCTURE REPAIR	3.327	CON				
ALLEGAN	US-131		146TH AVENUE OVER US-131	SUPERSTRUCTURE REPAIR	3.327	CON				
ALLEGAN	US-31 BR		US-31 BR (58TH) OVER N BRANCH MACATAWA RIVER	BRIDGE REPLACEMENT	0.102	CON				
ALLEGAN	US-31 BR		US-31 BR (RAMP) OVER N BRANCH MACATAWA RIVER	BRIDGE REPLACEMENT	0.102	CON				
BARRY	M-43		M-43 OVER THORNAPPLE RIVER	OVERLAY - DEEP	0.167		CON			
BERRIEN	I-196		I-196 NB OVER COLOMA ROAD	OVERLAY - DEEP	0.281	CON				
BERRIEN	I-196		I-196 SB OVER COLOMA ROAD	OVERLAY - DEEP	0.281	CON				
BERRIEN	I-196		RED ARROW HIGHWAY OVER I-196	SUPERSTRUCTURE REPAIR	0.030	CON				
BERRIEN	I-196		I-196 NB OVER CSX RAILROAD	OVERLAY - DEEP	0.394	CON				
BERRIEN	I-196		I-196 SB OVER CSX RAILROAD	OVERLAY - DEEP	0.394	CON				
BERRIEN	I-94		M-63 OVER I-94	OVERLAY - SHALLOW	0.042		CON			
BERRIEN	I-94		I-94 EB OVER HICKORY CREEK	OVERLAY - DEEP	0.510		CON			
BERRIEN	I-94		I-94 WB OVER HICKORY CREEK	OVERLAY - DEEP	0.510		CON			
BERRIEN	I-94		EMPIRE ROAD OVER I-94	OVERLAY - SHALLOW	2.643			CON		
BERRIEN	I-94		CARMODY ROAD OVER I-94	OVERLAY - SHALLOW	2.643			CON		
BERRIEN	I-94		COUNTY LINE ROAD OVER I-94	OVERLAY - SHALLOW	2.643			CON		
BERRIEN	I-94		HARBERT ROAD OVER I-94	OVERLAY - DEEP	0.664			CON		
BERRIEN	M-139		M-139 OVER DOWAGIAC RIVER	BRIDGE REPLACEMENT	0.000		CON			
BERRIEN	US-12 BR (Main St)		US-12 BR (MAIN) OVER ST JOSEPH RIVER	BRIDGE REPLACEMENT	0.140				CON	
BRANCH	I-69		JONESVILLE ROAD OVER I-69	SUPERSTRUCTURE REPAIR	0.370	CON				
BRANCH	M-86		M-86 OVER BATAVIA #1 & #7 DRAIN	CULVERT REPLACEMENT	0.987	CON				
BRANCH	US-12		US-12 OVER MICHIGAN SOUTHERN RAILROAD	BRIDGE REPLACEMENT	0.189			CON		
CALHOUN	I-194		I-194 OVER I-94 BL (DICKMAN ROAD)	SUPERSTRUCTURE REPAIR	0.121	CON				
CALHOUN	I-194		I-194 OVER FOUNTAIN STREET	OVERLAY - DEEP	0.121	CON				
CALHOUN	I-194		I-194 OVER GTW RAILROAD	OVERLAY - DEEP	0.110	CON				
CALHOUN	I-69		P DRIVE S OVER I-69	OVERLAY - DEEP	1.390	CON				
CALHOUN	I-94		22 1/2 MILE ROAD OVER I-94	OVERLAY - SHALLOW	0.309	CON				
CALHOUN	I-94		M-199 (26 MILE ROAD) OVER I-94	OVERLAY - SHALLOW	0.309	CON				
CALHOUN	M-66		M-66 OVER WANONDAGA CREEK	BRIDGE REPLACEMENT	0.785		CON			
CALHOUN	M-96		M-96 (COLUMBIA) OVER RAYMOND ROAD	SUPERSTRUCTURE REPLACEMENT	0.128			CON		
CASS	M-62		M-51 OVER DOWAGIAC RIVER	OVERLAY - DEEP	0.963		CON			
CASS	M-62		M-62 OVER DOWAGIAC CREEK	OVERLAY - DEEP	0.963		CON			
CASS	M-62		M-62 OVER DOWAGIAC CREEK	OVERLAY - DEEP	0.963		CON			

## SOUTHWEST REGION

## BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
KALAMAZOO	I-94		SPRINKLE ROAD OVER I-94	BRIDGE REPLACEMENT	0.100					CON
KALAMAZOO	I-94		CORK STREET OVER I-94	BRIDGE REPLACEMENT	0.063					CON
KALAMAZOO	M-331		M-331 (PARK STREET) OVER AXTELL CREEK	BRIDGE REPLACEMENT	0.002		CON			
KALAMAZOO	US-131		I-94 BUSINESS LOOP (STADIUM DRIVE) OVER US-131	BRIDGE REPLACEMENT	0.040				CON	
KALAMAZOO	US-131		M-43 (MAIN STREET) OVER US-131	OVERLAY - DEEP	0.300			CON		
VAN BUREN	I-94		64TH ST (CR687) OVER I-94	OVERLAY - SHALLOW	1.979			CON		
VAN BUREN	I-94		62ND STREET OVER I-94	OVERLAY - SHALLOW	1.979			CON		
VAN BUREN	I-94		52ND STREET (CR 365) OVER I-94	OVERLAY - SHALLOW	1.979			CON		
VAN BUREN	I-94		50TH STREET OVER I-94	OVERLAY - SHALLOW	1.979			CON		
					17.158					

## SOUTHWEST REGION

## REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
ALLEGAN	I-196		SB ONLY 130TH AVENUE NORTH TO US-31	RESTORATION AND REHABILITATION	7.375				CON	
ALLEGAN	I-196		130TH NORTH TO US-31	MISCELLANEOUS	8.554	CON				
ALLEGAN	I-196 NB		AT THE SAUGATUCK REST AREA #727	ROADSIDE FACILITIES - IMPROVE	0.589			CON		
ALLEGAN	I-196 NB		US-31 SPLIT NORTH TO THE NORTH ALLEGAN COUNTY	RESURFACE	6.620					CON
ALLEGAN	M-222		WEST OF EASTERN AVENUE	MISCELLANEOUS	0.398	CON				
ALLEGAN	M-89		28TH STREET EAST TO THE KALAMAZOO RIVER BRIDGE	RECONSTRUCTION	6.857	CON				
ALLEGAN	M-89		WEST OF US-131 EAST TO FLORENCE ST. IN PLAINWELL	RECONSTRUCTION	1.721		CON			
ALLEGAN	I-196 NB		NORTHBOUND ONLY, 130TH AVE NORTH TO US-31 SPLIT	RESTORATION AND REHABILITATION	8.481		CON			
ALLEGAN	US-131 NB		AT THE NEW MARTIN TOWNSHIP REST AREA	ROADSIDE FACILITIES - PRESERVE	0.787		CON			
BARRY	M-37 (Broadway Street)		HANOVER STREET TO M-43 (STATE STREET)	RESURFACE	3.226		CON			
BARRY	M-43 (South Broadway Street)		M-37/M-43 (STATE STREET) TO NORTH STREET	RESTORATION AND REHABILITATION	1.334		CON			
BERRIEN	I-94		SAWYER (EXIT 12) TO RED ARROW HWY (EXIT 16)	RESURFACE	4.100			CON		
BERRIEN	I-94		NORTHERLY FROM RED ARROW HWY FOR 1.6 MILES	RESURFACE	1.600				CON	
BERRIEN	I-94 EB		PARK ROAD TO HENNESEY	RECONSTRUCTION	2.138		CON			
BERRIEN	M-140 (N Main St)		DAN SMITH ROAD TO WATERVLIET NORTH CITY LIMITS	RECONSTRUCTION	2.300	CON				
BERRIEN	M-51 (M-51)		ALONG DOWAGIAC RIVER SOUTH OF PUCKER ST	MISCELLANEOUS	0.241	CON				
BERRIEN	US-12		RED ARROW HIGHWAY TO HODER ROAD	RESTORATION AND REHABILITATION	1.636			CON		
CALHOUN	I-94		AT THE BATTLE CREEK REST AREA #703	ROADSIDE FACILITIES - PRESERVE	0.461				CON	
CALHOUN	I-94		M-311 (11 MILE ROAD) INTERCHANGE (EXIT 104)	RESTORATION AND REHABILITATION	0.678	CON				
CALHOUN	I-94		17 1/2 TO 23 MILE ROAD	RESURFACE	5.300					CON
CALHOUN	I-94 BL (E Michigan Ave)		29 MILE ROAD/CLARK STREET TO I-94	RESURFACE	1.964				CON	
CALHOUN	I-94 BL (Columbia Ave W)		I-94 TO COLUMBIA AVENUE	RESURFACE	1.599				CON	
CALHOUN	I-94 WB		23 MILE ROAD TO 29 MILE ROAD	RESURFACE	6.199	CON				
CALHOUN	M-60 (Leigh St)		WITHIN THE VILLAGE OF HOMER	RESURFACE	0.845			CON		
CASS	US-12		M-60 TO EDWARDSBURG	RESURFACE	7.258			CON		
KALAMAZOO	I-94BL (Stadium Dr)		11TH STREET TO SENECA LANE, KALAMAZOO	RECONSTRUCTION	0.695				CON	
KALAMAZOO	M-96 (East Michigan Avenue)		MICHIGAN AVENUE TO 35TH STREET	RESURFACE	3.868	CON				
ST. JOSEPH	M-60		IN THE VILLAGE OF MENDON	RECONSTRUCTION	1.086					CON
VAN BUREN	M-140		CITY OF WATERVLIET TO CR 378	RESURFACE	7.218					CON
					95.128					

# 2011-2015 ROAD & BRIDGE PROGRAM

## REPAIR AND REBUILD - ROADS AND BRIDGES

### SOUTHWEST REGION

### CAPACITY IMPROVEMENT

#### I-94 IN KALAMAZOO

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
KALAMAZOO	I-94		EAST OF OAKLAND DRIVE TO WEST OF SPRINKLE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW	ROW	ROW	
KALAMAZOO	I-94		FROM EAST OF OAKLAND DRIVE TO EAST OF LOVERS LANE	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	1.895	CON	CON			
KALAMAZOO	KILGORE/ W I-94 RAMP		EAST OF LOVERS LANE TO EAST OF PORTAGE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW	ROW	ROW	ROW
KALAMAZOO	KILGORE/ W I-94 RAMP		EAST OF LOVERS LANE TO EAST OF PORTAGE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE	PE	PE	PE	PE
KALAMAZOO	I-94		ROAD AND BRIDGE RECONSTRUCTION	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW	ROW	ROW	ROW
KALAMAZOO	I-94		ROAD AND BRIDGE RECONSTRUCTION	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE	PE	PE	PE	PE
					1.895					

#### NEW ROADS

#### US-131 RELOCATED, BERRIEN COUNTY

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
BERRIEN	US-31 RELOCATION		NORTH OF NAPIER ROAD TO I-94	RELOCATION OF EXISTING ROUTE		ROW	ROW			

#### US-131, STATE LINE TO LOCKPORT TOWNSHIP LINE

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
ST. JOSEPH	US-131		ST. JOSEPH COUNTY	RELOCATION OF EXISTING ROUTE	10.294		CON	CON		
ST. JOSEPH	US-131		ST. JOSEPH COUNTY	RELOCATION OF EXISTING ROUTE		ROW	ROW			
ST. JOSEPH	US-131		ST. JOSEPH COUNTY	RELOCATION OF EXISTING ROUTE		PE	PE			
					10.294					

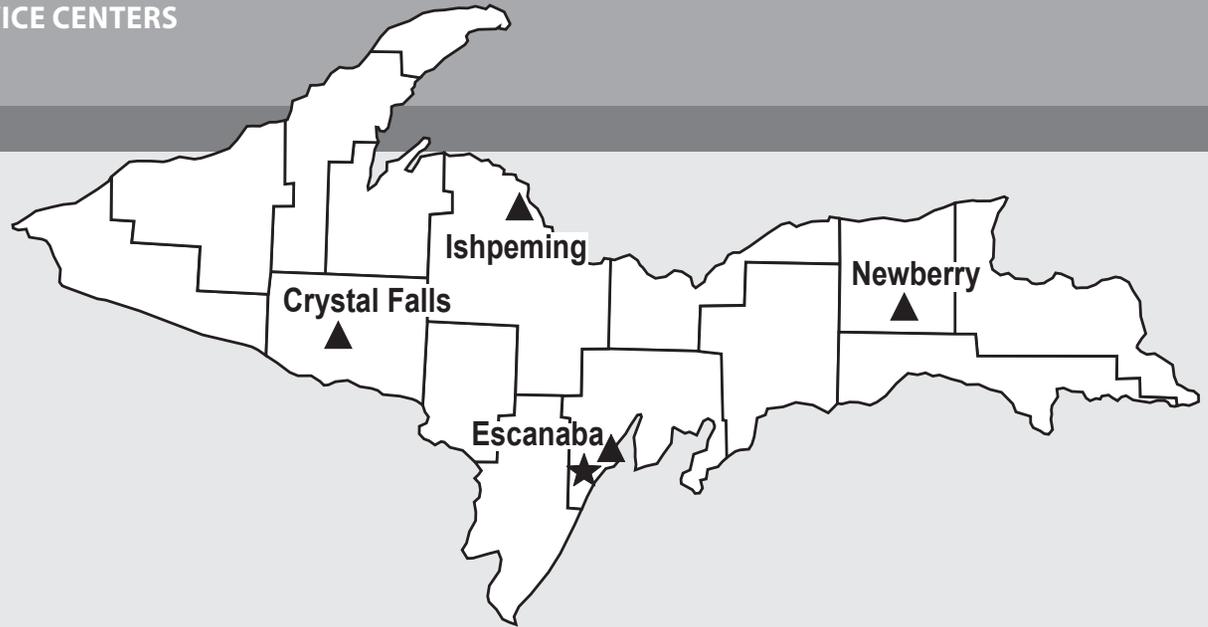
## MDOT REGIONS AND TRANSPORTATION SERVICE CENTERS

# SUPERIOR REGION

The Superior Region includes all 15 counties in the Upper Peninsula: Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, and Schoolcraft. Major state and federal highways include I-75, US-41, US-45, US-2, M-26, M-35, M-95, M-117 and M-28. Connecting these state highways are six economic centers: Escanaba, Iron Mountain, Marquette, Houghton, Menominee, and Sault Ste. Marie.

To find contact information for the Superior Region office or any of the Superior Region TSCs, go to:

[http://www.michigan.gov/mdot/0,1607,7-151-9623\\_10695-25465--,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9623_10695-25465--,00.html)



# 2011-2015 ROAD & BRIDGE PROGRAM

## REPAIR AND REBUILD - ROADS AND BRIDGES

### SUPERIOR REGION

### BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
ALGER	M-28		M-28 OVER ANNA RIVER	OVERLAY - DEEP	0.063			CON		
CHIPPEWA	I-75		EASTERDAY AVENUE OVER I-75	WIDEN-MAINT LANES	0.254	CON				
CHIPPEWA	I-75		EASTERDAY AVENUE OVER I-75	OVERLAY - DEEP	0.254	CON				
CHIPPEWA	I-75		I-75 BUSINESS SPUR (3 MILE ROAD) OVER I-75	OVERLAY - SHALLOW	0.366			CON		
DELTA	US-2		US-2 AND US-41 SB OVER WCL RAILROAD	OVERLAY - DEEP	0.179		CON			
DELTA	US-2		US-2 AND US-41 NB OVER WCL RAILROAD	OVERLAY - DEEP	0.400		CON			
DELTA	US-2		M-35 OVER DAYS RIVER	OVERLAY - DEEP	0.400		CON			
HOUGHTON	M-26		M-26 OVER BRANCH GOOSENECK CREEK	CULVERT REPLACEMENT	1.331	CON				
HOUGHTON	M-26		M-26 OVER GOOSENECK CREEK	CULVERT REPLACEMENT	1.331	CON				
MACKINAC	I-75		I-75 OVER HOBAN CREEK	CULVERT REPLACEMENT	0.000	CON				
MARQUETTE	US-41		CHAMPION STREET OVER US-41, M-28	OVERLAY - DEEP	0.012		CON			
ONTONAGON	M-64		M-64 OVER DUCK CREEK	DECK REPLACEMENT	1.125			CON		
ONTONAGON	M-64		M-64 OVER FLOODWOOD RIVER	DECK REPLACEMENT	1.125			CON		
SCHOOLCRAFT	M-149		M-149 OVER DUFOUR CREEK	CULVERT REPLACEMENT	0.532				CON	
					4.516					

**SUPERIOR REGION**

**REPAIR AND REBUILD ROADS**

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
BARAGA	M-28		M-28/US-141, BARAGA COUNTY	MISCELLANEOUS	0.503			CON		
CHIPPEWA	I-75		STA 966+00 AND STA 1012+00	RESTORATION AND REHABILITATION	0.080				CON	
CHIPPEWA	I-75		STA 187+00	RESTORATION AND REHABILITATION	0.040					CON
CHIPPEWA	I-75BS		I-75 BS FROM EASTERDAY AVE TO POWER CANAL	RECONSTRUCTION	0.253		CON			
CHIPPEWA	M-28		RACCO CONC SECTION	RESTORATION AND REHABILITATION	5.143			CON		
DELTA	US-2		ESCANABA TO GLADSTONE	TRAFFIC OPERATIONS OR SAFETY WORK	5.431				CON	
DICKINSON	US-141		US-141 FROM STATE LINE TO US-2 IN DICKINSON COUNTY	RESTORATION AND REHABILITATION	0.900	CON				
GOGEBIC	US-2 (Cloverland)		TOURIST PARK RD TO CURRY STREET	RECONSTRUCTION	1.114				CON	
GOGEBIC	US-2 (Cloverland)		CURRY STREET TO ROOSEVELT ROAD	RECONSTRUCTION	0.956					CON
HOUGHTON	M-26		TAMARACK TO HUBBEL	RECONSTRUCTION	1.220		CON			
HOUGHTON	M-26		LAURIUM	RECONSTRUCTION	0.850			CON		
HOUGHTON	M-26		M-26, HOUGHTON COUNTY	RESURFACE	3.130				CON	
HOUGHTON	US-41		US-41, HOUGHTON COUNTY	RESURFACE	1.415					CON
IRON	M-189		NORTH OF HIAWATHA ROAD TO US-2	RECONSTRUCTION	1.184			CON		
IRON	US-2		IRON RIVER	RECONSTRUCTION	0.580		CON			
IRON	US-2		US-2 FROM URBAN ST TO CO RD 424	RESTORATION AND REHABILITATION	2.390					CON
IRON	US-2		US-2 NASH CREEK TO GIBBS CITY RD	RECONSTRUCTION	1.023			CON		
MACKINAC	US-2		BORGSTROM ROAD TO HIAWATHA TRAIL	RESURFACE	8.689		CON			
MACKINAC	US-2		M-117 TO NAUBINWAY	RESTORATION AND REHABILITATION	5.092	CON				
MARQUETTE	M-35		M-35, MARQUETTE COUNTY	RESTORATION AND REHABILITATION	2.849	CON				
MARQUETTE	US-41/M-28		BAYOUT ST TO THE CARP RIVER	RESTORATION AND REHABILITATION	2.290		CON			
MENOMINEE	M-35		US-41 NORTH TO 48TH AVE	RECONSTRUCTION	0.950			CON		
MENOMINEE	M-35		JIMTOWN ROAD SOUTH 9.42 MILES	RESTORATION AND REHABILITATION	9.424				CON	
MENOMINEE	M-35		NCL OF MENOMINEE NORTH 6 MILES	RESTORATION AND REHABILITATION	6.000					CON
MENOMINEE	US-41		COUNTY ROAD G-12 TO BAGLEY	RESTORATION AND REHABILITATION	7.959	CON				
SCHOOLCRAFT	M-94		CHIPPEWA AVE TO US-2	RESTORATION AND REHABILITATION	1.295					CON
					70.760					

# UNIVERSITY REGION

The University Region serves 10 counties in the heart of mid-Michigan: Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, Monroe, Shiawassee, and Washtenaw. The University Region's central location makes it the crossroads of the Lower Peninsula, with eight corridors of highest significance (I-69, I-75, I-94, I-96, I-275, US-12, US-23 and US-127) passing through the region as part of the national and statewide network of highways that support commerce and international trade.

The University Region is home to the state capitol and governmental functions; institutions of higher learning, including the state's two largest universities, the University of Michigan and Michigan State University; industrial and commercial centers; and agricultural lands.

To find contact information for the University Region office or any of the University Region TSCs, go to:

[http://www.michigan.gov/mdot/0,1607,7-151-9623\\_10695-25525--,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9623_10695-25525--,00.html)

To find information on a major project in the University Region, go to:

[http://www.michigan.gov/mdot/0,1607,7-151-9621\\_11008---,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9621_11008---,00.html)

## Capacity Improvement and New Roads Program

**I-96 at Latson Road, Livingston County.** Construction of the interchange at Latson Road is scheduled to begin in 2011 and is expected to be completed in 2013. This project will improve access to Howell and includes widening of Nixon Road from two to five lanes at the CSX Railroad crossing and installation of new cantilevers and gates. The project received dedicated funding through SAFETEA-LU and federal appropriations. The necessary right of way and partial funding will be provided by local stakeholders.

**M-59, east of Michigan Avenue to Whitmore Lake Road, Livingston County.** Construction for widening this 9-mile segment was deferred in 2003. Design of the combination five-lane/ boulevard has been completed and right-of-way activities will continue so that this project will be ready to move forward when funding becomes available. The construction of the sound barrier east of Tooley Road will be completed in late 2011.



**I-94 at Sargent Road, Jackson County.** This project includes interchange reconstruction; removal and replacement of the Sargent Road bridge over I-94; removal of the I-94 bridge over I-94BL; removal of the eastbound I-94 exit ramp; construction of a new eastbound I-94 exit ramp and an eastbound I-94 entrance ramp; a realignment of Sargent Road to tie in to both westbound I-94 ramps; and realignment of Ann Arbor Road to tie into the new Sargent Road alignment. Construction of the interchange will begin in 2011. The major work will be completed in 2012, with completion scheduled in 2013.

**US-127, St. Johns to Ithaca, Clinton and Gratiot Counties.** (see Bay Region)

# 2011-2015 ROAD & BRIDGE PROGRAM

## REPAIR AND REBUILD - ROADS AND BRIDGES

### UNIVERSITY REGION BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
EATON	M-100		M-100 OVER COUNTY DRAIN	BRIDGE REPLACEMENT	0.715				CON	
EATON	M-100		M-100 OVER SHARP DRAIN	CULVERT REPLACEMENT	0.715				CON	
EATON	M-100		M-100 OVER GTW RAILROAD	BRIDGE REPLACEMENT	0.715				CON	
EATON	M-50		M-50 OVER LITTLE THORNAPPLE RIVER	BRIDGE REPLACEMENT	3.105			CON		
EATON	M-50		M-50 OVER THORNAPPLE RIVER	BRIDGE REPLACEMENT	3.105			CON		
EATON	M-50		M-50 OVER MUD CREEK	BRIDGE REPLACEMENT	3.105			CON		
EATON	M-50		M-50 OVER SHAYTOWN CREEK	CULVERT REPLACEMENT	3.105			CON		
EATON	M-50		M-50 OVER CREEK	CULVERT REPLACEMENT	3.105			CON		
INGHAM	I-496		CLEMENS STREET OVER I-496 AND CSX RAILROAD	OVERLAY - DEEP	0.558		CON			
INGHAM	I-96		I-96 EB OVER I-96 BUSINESS LOOP RAMPS	DECK REPLACEMENT	0.150		CON			
INGHAM	I-96		I-96 WB OVER I-96 BUSINESS LOOP RAMPS	DECK REPLACEMENT	0.150		CON			
INGHAM	I-96		I-96 EB OVER CEDAR STREET	SUPERSTRUCTURE REPAIR	1.376		CON			
INGHAM	I-96		I-96 WB OVER CEDAR STREET	SUPERSTRUCTURE REPAIR	1.376		CON			
INGHAM	I-96		I-96 EB OVER DEER CREEK	OVERLAY - DEEP	3.831	CON				
INGHAM	I-96		I-96 WB OVER DEER CREEK	OVERLAY - DEEP	3.831	CON				
INGHAM	I-96		I-96 EB OVER DOAN CREEK	OVERLAY - DEEP	3.831	CON				
INGHAM	I-96		I-96 WB OVER DOAN CREEK	OVERLAY - DEEP	3.831	CON				
INGHAM	M-43		M-43 EB OVER GRAND RIVER	BRIDGE REPLACEMENT	0.131		CON			
INGHAM	US-127		BELLEVUE ROAD OVER US-127	OVERLAY - DEEP	0.426			CON		
INGHAM	US-127		BARNES ROAD OVER US-127	OVERLAY - DEEP	0.426			CON		
INGHAM	US-127		COLUMBIA ROAD OVER US-127	OVERLAY - DEEP	0.426			CON		
INGHAM	US-127		SITTS ROAD OVER US-127	OVERLAY - DEEP	0.426			CON		
INGHAM	US-127		M-36 WB (CEDAR ST) OVER US-127	OVERLAY - DEEP	0.426			CON		
INGHAM	US-127		LAKE LANSING ROAD OVER US-127	OVERLAY - DEEP	0.060			CON		
JACKSON	I-94		I-94 OVER PARMA ROAD	OVERLAY - SHALLOW	1.171				CON	
JACKSON	I-94		BLACKMAN ROAD OVER I-94	OVERLAY - DEEP	1.171				CON	
JACKSON	I-94		GIBBS ROAD OVER I-94	OVERLAY - SHALLOW	1.171				CON	
JACKSON	M-50 / US-127 BR (West Avenue)		M-50,US-127 BR OVER CONRAIL	REPLACE BRIDGE, ADD LANES	0.000	CON				
JACKSON	M-60		M-60 EB OVER CONRAIL AND I-94 BUSINESS LOOP	OVERLAY - DEEP	0.090	CON				
JACKSON	M-60		M-60 WB OVER CONRAIL AND I-94 BUSINESS LOOP	OVERLAY - DEEP	0.090	CON				
JACKSON	M-99		M-99 OVER SOUTH BRANCH OF RICE CREEK	CULVERT REPLACEMENT	2.144		CON			
JACKSON	US-127		M-50 OVER US-127	BRIDGE REPLACEMENT	0.200	CON				
LENAWEE	US-223		US-223 OVER GALL COUNTY DRAIN	CULVERT REPLACEMENT	0.000	CON				
LENAWEE	US-223		US-223 OVER RAISIN RIVER	BRIDGE REPLACEMENT	0.238		CON			
LIVINGSTON	I-96		I-96 WB OVER WEST BRANCH RED CEDAR RIVER	OVERLAY - DEEP	3.831	CON				
LIVINGSTON	I-96		I-96 WB OVER MIDDLE BRANCH RED CEDAR	OVERLAY - DEEP	3.831	CON				
LIVINGSTON	US-23		US-23 NB OVER SILVER LAKE ROAD	OVERLAY - DEEP	2.702	CON				
LIVINGSTON	US-23		LEE ROAD OVER US-23	SUPERSTRUCTURE REPAIR	2.702	CON				
LIVINGSTON	US-23		US-23 SB OVER HYNNE ROAD	OVERLAY - DEEP	3.236	CON				
LIVINGSTON	US-23		US-23 NB OVER HYNNE ROAD	OVERLAY - DEEP	3.234	CON				
MONROE	US-24		US-24 OVER LITTLE SANDY CREEK	CULVERT REPLACEMENT	0.010	CON				

**UNIVERSITY REGION BRIDGE - REPLACEMENT AND REHABILITATION**

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
SHIAWASSEE	I-69		M-71 OVER I-69	BRIDGE REPLACEMENT	0.000	CON				
SHIAWASSEE	I-69		STATE ROAD OVER I-69	OVERLAY - DEEP	3.493	CON				
SHIAWASSEE	M-52		M-52 OVER BRANCH OF VERMILLION CREEK	CULVERT REPLACEMENT	1.496		CON			
SHIAWASSEE	M-71		M-71 OVER HOLLY DRAIN	DECK REPLACEMENT	0.000	CON				
WASHTENAW	M-52		M-52 OVER RAISIN RIVER	DECK REPLACEMENT	0.000	CON				
WASHTENAW	US-23		WILLOW ROAD OVER US-23	OVERLAY - DEEP	1.216			CON		
WASHTENAW	US-23		BEMIS ROAD OVER US-23	OVERLAY - DEEP	1.216			CON		
					33.413					

**UNIVERSITY REGION REPAIR AND REBUILD ROADS**

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
EATON	M-100		FRANKLIN ST TO RIVER ST	RESURFACE	0.468		CON			
EATON	M-43 (Saginaw Street)		EAST OF CANAL TO WEST OF ROSEMARY	RESURFACE	3.545	CON				
INGHAM	M-43 (Grand River Avenue)		ECL WILLIAMSTON TO EAST JCT OF M-52	RESURFACE	3.711	CON				
INGHAM	M-43 (Grand River Avenue)		ORCHARD TO PARK LAKE	RESURFACE	1.452		CON			
INGHAM	US-127 NB		AT THE LANSING REST AREA #810	ROADSIDE FACILITIES - IMPROVE	0.519	CON				
JACKSON	I-94BL (Ann Arbor Road)		I-94 BL RAMP TO SARGENT ROAD	RESURFACE	0.635	CON				
JACKSON	M-50 (Brooklyn Road)		RIVERSIDE TO SOUTH OF AUSTIN RD	RESURFACE	3.090				CON	
JACKSON	M-60		COUNTY LINE TO CHAPEL ROAD	RESURFACE	8.465				CON	
JACKSON	US-127 (NB US-127)		BOARDMAN ROAD TO HENRY ROAD	RESTORATION AND REHABILITATION	5.610				CON	
LENAWEE	M-34 (Beecher Road)		HAZEN CREEK TO M-52	RESTORATION AND REHABILITATION	5.725					CON
LENAWEE	M-50 (W Chicago Blvd)		RIDGE HWY TO THE EVL OF BRITTON, LENAWE COUNTY	RESURFACE	2.155	CON				
LENAWEE	M-52 (S Adrian Hwy)		US-223 NORTH TO SOUTH OF M-34	RECONSTRUCTION	0.779		CON			
LENAWEE	US-223		EAST OF SILBERHORN HWY TO WEST OF RODESILER ROAD	RESURFACE	3.447	CON				
LIVINGSTON	US-23		SILVER LAKE ROAD TO CSX RAILROAD	RESURFACE	0.353	CON				
LIVINGSTON	US-23		US-23 NB OVER HURON R	SUPERSTRUCTURE REPLACEMENT	0.353	CON				
LIVINGSTON	US-23		US-23 SB OVER HURON R	SUPERSTRUCTURE REPLACEMENT	0.353	CON				
LIVINGSTON	US-23		US-23 SB OVER SILVER LAKE RD	OVERLAY - DEEP	0.353	CON				
LIVINGSTON	US-23		CSX RR OVER US-23	PAINTING COMPLETE	0.353	CON				
MONROE	I-75		I-75 FROM DIXIE HIGHWAY TO 0.58 MILES N OF HURD RD	RECONSTRUCTION	2.621					CON
MONROE	M-125		M-125 FROM 440' N OF JONES TO US-24	RESURFACE	5.227			CON		
MONROE	US-23 NB		US-23 FROM STATE LINE TO SCHOOL RD	RECONSTRUCTION	6.000			CON		
MONROE	US-24 (Telegraph Road)		US-24 FROM STEWART RD TO LASALLE RD	RESURFACE	1.342	CON				
SHIAWASSEE	M-52 (Shiawassee)		M-21, CHESTNUT TO M-52, M-52, M-21 TO ARDELEAN	RESURFACE	3.272			CON		
WASHTENAW	I-94 BL (Jackson)		I-94 BL FROM WEST JUNCTION I-94 TO MAIN STREET	RESURFACE	2.622				CON	
WASHTENAW	M-14 EB		M-14 FROM EAST OF EARHART ROAD TO WASHTENAW COUNTY	RESURFACE	7.819		CON			
WASHTENAW	M-52		AUSTIN TO DUTCH	RECONSTRUCTION	1.680	CON				
WASHTENAW	M-52		M-52 FROM I-94 TO OLD US-12	RESURFACE	0.888	CON				
WASHTENAW	US-12 (East Michigan Avenue)		US-12 FROM B01 TO MAPLE ROAD	RECONSTRUCTION	0.940				CON	

# 2011-2015 ROAD & BRIDGE PROGRAM

## REPAIR AND REBUILD - ROADS AND BRIDGES

### UNIVERSITY REGION CAPACITY IMPROVEMENT

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

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
JACKSON	I-94 (WB I-94)		I-94 AT SARGENT ROAD, JACKSON CO.	NEW INTERCHANGE-EXISTING ROUTE	3.178	CON	CON	CON		
JACKSON	I-94 (WB I-94)		I-94 AT SARGENT ROAD, JACKSON CO.	NEW INTERCHANGE-EXISTING ROUTE		PE				

#### I-96 ACCESS IMPROVEMENTS, HOWELL

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE	0.000	CON	CON	CON		
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE	1.000	CON	CON	CON		
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE		UTL	UTL	UTL		
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE	0.001	CON	CON	CON		
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE		ROW				
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE		PE	PE			
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE	1.000	CON	CON	CON		
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE		ROW	ROW	ROW		
LIVINGSTON	I-96		AT NIXON ROAD/CSX RAILROAD CROSSING	RR XING IMP & SFTY	0.000	CON	CON	CON		
LIVINGSTON	NIXON ROAD (Nixon Road)		AT CSX TRANSPORTATION, INC, RAILROAD CROSSING	RR XING IMP & SFTY	0.611	CON	CON	CON		

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

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
LIVINGSTON	M-59 (Highland Road)		MICHIGAN AVENUE TO WHITMORE LAKE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW	ROW	ROW	ROW
LIVINGSTON	M-59 (West Highland Road)		M-59 EAST OF TOOLEY ROAD	SOUND BARRIER TYPE I (REQUIRED) - NEW R	0.230	CON				

#### US-127, I-69 TO ITHACA

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2011	2012	2013	2014	2015
CLINTON	US-127		NORTH OF ST. JOHN'S TO THE CLINTON COUNTY LINE	NEW ROUTES		ROW	ROW	ROW	ROW	ROW
					6.020					