

# MICHIGAN DEPARTMENT OF TRANSPORTATION



## 2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM

*Approved by the State Transportation Commission on Nov. 9, 2023*





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Introduction from Director Brad Wieferich

DEAR READER:

I am pleased to present to you the 2024-2028 Five-Year Transportation Program (5YTP). This document contains a list of projects under MDOT’s authority planned for funding and construction over the next five years, representing a \$15.8 billion total of multimodal transportation investments.

MDOT updates its 5YTP annually with the intent to present the public with the opportunity to provide input on our progress toward creating and maintaining an equitable, resilient, and sustainable transportation system, as well as challenges we face in meeting those objectives.

MDOT has made significant progress in these areas since 2020 with support from Gov. Gretchen Whitmer’s \$3.5 billion Rebuilding Michigan Program, additional federal dollars through the Bipartisan Infrastructure Law (BIL) of 2022, and nearly \$200 million in discretionary grants successfully pursued since 2021 for several impactful projects, including future building of the New Center Intermodal Facility, rebuilding of and community reconnections around I-375, reimagining US-12 from I-96 to Cass Avenue as an innovative multimodal corridor, and rebuilding of the deck plaza over I-696 in Oak Park to reconnect communities in the area.

This five-year program continues to build on these past successes and create new opportunities for the future. However, one of our primary challenges continues to be funding certainty. The costs of developing and maintaining our transportation infrastructure are significant and, at current investment levels, we are anticipating a gradual and continuing decline in pavement and bridge conditions. To improve and meet our statewide goals for pavement and bridges in good or fair condition, an estimated \$2.65 billion in additional investment per year is needed.

While there are no turnkey solutions for meeting and balancing our goals, MDOT continues to collaborate with our partners, peers, and leaders in the state and federal legislatures on sustainable funding, and to develop and implement cost-effective solutions that balance multimodal accessibility with improved road conditions, equitable distribution of project benefits, and enhancing the resiliency of our network.

As we continue to move Michigan toward a better transportation future, it is vital that we continue to hear from you. Comment opportunities are posted regularly on [www.Michigan.gov/MDOT](http://www.Michigan.gov/MDOT) along with updates about all our programs and activities. We at MDOT appreciate your interest and participation in the transportation planning process



*“MDOT continues to collaborate with our partners, peers, and leaders in the state and federal legislatures on sustainable funding, and to develop and implement cost-effective solutions that balance multimodal accessibility with improved road conditions, equitable distribution of project benefits, and enhancing the resiliency of our network.”*

– Brad Wieferich, MDOT Director

Sincerely,



Bradley C. Wieferich, P.E.  
Director



# 5YTP Requirements, Objectives and Process

## 5YTP Requirements and Objectives

The Michigan Department of Transportation (MDOT) Five-Year Transportation Program (5YTP) is a state-required document that presents a high-level overview of planned investments in transportation programs and projects over a five-year period. Produced annually, each 5YTP overlaps across a four-year interval, while adding a fifth year of projects. This document provides information on investments for the five-year period spanning 2024-2028.

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

MDOT’s mission of “serving and connecting people, communities, and the economy through transportation” can only be accomplished when key stakeholders are identified and brought into the planning process. The 5YTP provides this opportunity each year, with a 30-day comment period typically during the summer season. Feedback received is recorded, responded to, and summarized in the final document, delivered to the Michigan Legislature before March 1 each year.



Five-Year Transportation Program Process

### 5YTP MAIN OBJECTIVES:

1

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

2

Review state and federal revenues available to support the trunkline program, as well as the aeronautics, passenger transportation, and rail programs.

3

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

4

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

## 5YTP Process

The development of the 5YTP is a rolling, year-long, multi-stage process that connects the goals, objectives, policies, and programs of statewide planning with input from the public and sets the stage for successful program delivery and evaluation. Each year, the first year of projects is implemented, a new year is added, and program and project adjustments are made to the other years, as required. The steps in this process are shown below. More information can be found on the MDOT 5YTP webpage at [www.Michigan.gov/MDOT5YearProgram](http://www.Michigan.gov/MDOT5YearProgram).

# Role of the State Long-Range Transportation Plan

The SLRTP provides the foundational framework for long-range transportation planning and policy for MDOT and Michigan. MDOT’s SLRTP, known as Michigan Mobility 2045 (MM2045), provides the Vision, Guiding Principles, Goals, Objectives, and Strategies for developing a multimodal transportation system that serves all people in the state of Michigan over the next 25 years. The projects included in this 5YTP closely follow the directives outlined in the plan. Visit [www.Michigan.gov/SLRP](http://www.Michigan.gov/SLRP) for more information on MM2045.

### Vision

In 2045, Michigan's mobility network is safe, efficient, future-driven, and adaptable. This interconnected multimodal system is people-focused, equitable, reliable, convenient for all users, and enriches Michigan's economic and societal vitality.

Through collaboration and innovation, Michigan will deliver a well-maintained and sustainably funded network where strategic investments are made in mobility options that improve quality of life, support public health, and promote resiliency.

## Goals and Objectives

- Quality of Life:** Enhance quality of life for all communities and users of the transportation network.
- Economy and Stewardship:** Improve the movement of people and goods to attract and sustain diverse economic opportunities while investing resources responsibly.
- Safety and Security:** Enhance the safety and ensure the security of the transportation network for all users and workers.
- Mobility:** Enhance mobility choices for all users of the transportation network through efficient and effective operations and reliable multimodal opportunities.
- Partnership:** Strengthen, expand, and promote collaboration with all users through effective public and private partnerships.
- Network Conditions:** Through investment strategies and innovation, preserve and improve the condition of Michigan's transportation network so that all modes are reliable, resilient, and adaptable.

## Approved Strategies

- Prioritizing Safety:** Promoting safe behaviors, improvements with proven safety benefits, and partnerships.
- Providing Accessibility and Mobility for All:** Improving reliability, enhancing mobility, improving equitable access and development of projects through the lens of equity.
- Building Resilience:** Identifying and addressing network and organizational risks and develop an implementation plan.
- Technology:** Prepare for adoption of connected and autonomous vehicles (CAVs), evaluate and adopt emerging technologies, and support standards-based approaches to deployment.
- Managing Resources Responsibly:** Utilize asset management principles, streamline processes, and right-size the network and systems.
- Supporting Michigan’s Health:** Supporting initiatives that improve air quality, preserve natural resources, and encourage healthy lifestyles.
- Working Together:** Expand public and private partnerships and ensure decision-making groups reflect Michigan’s character and integrity.
- Economic Vitality:** Promote freight service, and support transit-oriented development (TOD), innovation and education.

# 2024-2028 5YTP Project Highlight Focus Areas

Each year, MDOT conducts a Highway Call for Projects that contributes to meeting MDOT’s asset condition goals and advances the strategies and vision of MM2045. This 5YTP highlights select projects with a focus on equity and inclusion, transportation resiliency, and Complete Streets/multimodal elements in their planning and design. Where each project and type of work involves one or more of these elements, an icon is included, as shown below.

## Equity and Inclusion



MDOT has been and continues to be committed to a just and equitable process of project development and selection that balances safety, performance, and environmental concerns with community values and needs. This 5YTP highlights several projects where equity and inclusion are a major part of the planning process, with distribution of benefits to underserved populations such as low income, minority, and/or persons with disabilities. Examples include consideration of affordable, accessible, and reliable transportation options and analysis and mitigation of adverse environmental health and/or safety conditions.

## Transportation Resilience



MDOT is preparing for altered climate conditions by developing projects to be able to adapt, respond to, and recover quickly from all hazards. In addition to physical infrastructure, this includes threats to information technology systems such as cyberattacks. Projects that contribute to safety and sustainability and reduce vulnerability of critical assets, including those with anticipated positive impacts in areas including but not limited to air quality, energy efficiency, and emergency response, are highlighted in this 5YTP.

## Complete Streets/ Multimodal



MDOT takes a multimodal approach to projects and is committed to improving safety, mobility, and accessibility through programs such as Main Streets and Complete Streets. Projects that include enhancements of nonmotorized and active transportation connections, such as protected bicycle lanes, multi-use paths, transit amenities, and public art, are highlighted in this 5YTP.

## Rebuilding Michigan Program



Gov. Gretchen Whitmer’s [Rebuilding Michigan Program \(RBMP\)](#) is focused on rebuilding state highways and bridges that are critical to the state’s economy and carry the most traffic. The program, unanimously approved by the STC in January 2020, allows MDOT to deliver an enhanced program with an additional \$3.5 billion in bonds to finance new and modified road building projects across the state between 2020 and 2025. RBMP is aimed at advancing fixes that result in longer road life and begin bringing trunkline pavement up to 90 percent in “good or fair” condition.

# Featured Region Highway Projects

The following sections feature region highway projects that are contributing to MDOT’s focus on equity and inclusion, transportation resiliency, and Complete Streets and multimodal accommodations. More info on these and other projects can be found at [www.Michigan.gov/MDOT/Projects-Studies](http://www.Michigan.gov/MDOT/Projects-Studies).



## BAY REGION Rebuilding starting in 2024



I-475 is an interstate bypass route serving downtown Flint. A planning and environmental linkages (PEL) study was completed last year, identifying alternatives that reflect the vision and values of the greater community. MDOT is examining the potential to “right-size” the interstate through a potential lane reduction while also looking at the possibility for enhanced bridges for better connectivity in the community through multimodal transportation, such as nonmotorized paths, sidewalks, and greenspace.



## GRAND REGION Rebuilding in 2024-2025



I-96 is the only east-west interstate that connects Grand Rapids to Lansing, Detroit, and international markets. Starting in 2024, with RBMP financing, MDOT will rebuild I-96 between Bliss Road and M-66. The project will include the use of a movable concrete barrier to maintain traffic, repairs to the Jordan Lake Road bridge, a weigh-in-motion scale and bypass lane for the eastbound station, upgrading culverts to reduce the potential of flooding, and resurfacing the existing carpool lot.



## METRO REGION Rebuilding in 2025

Michigan Avenue



This project will rebuild 1.9 miles of US-12 (Michigan Avenue) from I-96 to Cass Avenue to create a multimodal corridor in downtown and Corktown Detroit. The project will include dedicated transit and CAV lanes between I-96 and M-1, state-of-the-art improvements for pedestrian, cyclists, and transit users, as well as mid-block crossings, curb bump-outs, dedicated turn lanes, restriction of through-lanes, and relocation of transit stops to improve pedestrian safety.

### US-12 (Michigan Avenue) Illustrations of Locally Acceptable Alternatives at 14th and Trumbull Streets



US-12 (Michigan Avenue) at 14th Street



US-12 (Michigan Avenue) at Trumbull Street



## Featured Region Highway Projects



### NORTH REGION Rebuilding in 2025



This project will rebuild 2.2 miles of M-72 (Grandview Parkway) from US-31 (Division Street) to M-22 and M-22 (SW Bay Shore Drive) from M-72 to Cherry Bend Road in Traverse City and Elmwood Township. This project will restore the surface condition and ride quality to good condition, address drainage issues, replace sidewalks and nonmotorized paths, improve connections to the Traverse Area Recreation and Transportation (TART) trail, upgrade Americans with Disabilities Act (ADA) ramps, and install a roundabout at the M-72/M-22 intersection.



### SOUTHWEST REGION Rebuilding in 2027-2028



In partnership with the City of St. Joseph, this project will replace pavement, storm, and sanitary sewers, and the water main along M-63/I-94 Business Loop (BL). Paved areas are being updated to accommodate nonmotorized and streetscape improvements. This project is utilizing an innovative contracting method to support the city, contractor, and MDOT working together to deliver the community's vision for the downtown.



### SUPERIOR REGION Rebuilding in 2026



This project will rebuild 0.4 miles to provide 11-foot lanes, 6-foot shoulders, and new drainage improvements. M-123 serves as a designated off-road vehicle (ORV) connector route and MDOT has been engaged with the community to develop a solution to provide separate shoulder ORV trails, new pedestrian sidewalks, and a shared-use path. Paradise is also seeking funds to add other streetscape elements to the project to visually enhance the look of the downtown area.



### UNIVERSITY REGION Rebuilding in 2026



This project will rebuild 1.3 miles on I-94 BL from Dwight Street to Bender Street, with the goal of improving safety, traffic flow, lighting, and nonmotorized facilities. The project will include curb and gutter replacement, signal modernization, and upgrades to the storm sewer and water main. Community outreach and engagement is planned to provide input on pedestrian safety improvement and nonmotorized facilities for the project.

M-123 in Paradise



## Major Highway Project Updates

The following sections feature major highway projects and how they are contributing to MDOT's focus on equity and inclusion, transportation resiliency, and Complete Streets and multimodal accommodations. More info on these projects can be found at [www.Michigan.gov/MDOT/Projects-Studies](http://www.Michigan.gov/MDOT/Projects-Studies) as well as individual project links below.



Modernization  
Project

### CITY OF DETROIT Completion to be determined



The I-94 Modernization Project addresses the rebuilding of 7 miles from east of the I-96/I-94 interchange to east of Conner Avenue in the city of Detroit. Included are rebuilding 67 bridges and two major interchanges at M-10 (Lodge Freeway) and I-75 (Chrysler Freeway), widening shoulders, adding one lane in each direction to relieve congestion, lengthening of entrance and exit ramps, and providing other improvements to increase safety and provide greater mobility for motorized and nonmotorized transportation. Visit [I94Detroit.org](http://I94Detroit.org) for updates.



### CITY OF DETROIT Completion to be determined



The Gordie Howe International Bridge (GHIB) Project is a new freeway-to-freeway border crossing system between Detroit, Michigan, and Windsor, Ontario. With direct connections to highways in each country, the crossing will improve the flow of international trade between the United States and Canada. In addition, the project is investing in improvements near the U.S. Port of Entry (POE), including five pedestrian bridges crossing I-75, a 6-foot protected cycle track on Fort Street between Green and Junction streets, and a greenway from the GHIB to I-75 crossings and the pedestrian bridge at Junction Street. The GHIB will be publicly owned by the State of Michigan and the government of Canada, with the Windsor-Detroit Bridge Authority (WDBA) overseeing the work, managing the concession agreement and payments, and setting and collecting tolls. More information on the project can be found at [GordieHoweInternationalBridge.com](http://GordieHoweInternationalBridge.com).



### CITY OF PORT HURON 2026 Completion Expected



The Blue Water Bridge (BWB) spans the St. Clair River and carries international traffic between Port Huron, Michigan, and Point Edward and Sarnia, Ontario. Located near the I-94/I-69 interchange, the BWB is a critical gateway with Canada. This project is anticipated to improve air quality with more inspection booths and areas. The onsite examination facility will reduce the risk of undetected hazardous goods moving through local streets. Additionally, local city streets and entrances will be improved to allow clear egress to the plaza, and a new duty-free store will be built and located in the outbound direction. All buildings will be certified LEED Silver. The first construction phase will be completed in 2024 with the south side of the expansion in 2026.



### OAKLAND COUNTY 2024 Completion Expected



The I-75 Modernization Project encompasses the widening and rebuilding of approximately 18 miles of urban and rural freeway in Oakland County, along with the implementation of the first high-occupancy vehicle (HOV) lane in Michigan. The project also includes rebuilding several pedestrian bridges for improved safety and ADA accessibility; providing new noise walls for communities in Hazel Park, Madison Heights, Royal Oak, and Troy; and a storage and drainage tunnel to help avoid flooding in the depressed portion of I-75 from 8 Mile Road to 12 Mile Road. Up-to-date information on improvements can be found at [Modernize75.com](http://Modernize75.com).



# Major Highway Project Updates

## I-94 Modernization – Second Avenue Bridge Over I-94



## Modernize 75 – Southbound I-75 Over 12 Mile Road Progress as of April 2023



# Featured Public Transportation and Aeronautics Projects

Mobility gaps are a key indicator of inequities in our transportation network. Innovation and modern technology can be used to fill the gaps to provide greater levels of environmental justice, equity, and accessibility. This section highlights current and planned Public Transportation and Aeronautics projects and innovations during the FY 2024-2028 timeframe.



## LOCAL BUS

## COVID-19 Research Demonstration Grant



In 2021, MDOT was awarded a \$600,000 COVID-19 Research Demonstration Program grant for two projects. The first project will demonstrate Quantum automated wheelchair securements on buses at four transit agencies around the state. These devices eliminate the need for drivers to manually secure wheelchairs on the bus, allowing for improved social distancing and safety for both passengers and operators. Quantum's have been installed and are in use at agencies in Port Huron, Saginaw, and Jackson; the Western-Washtenaw Area Value Express expects to install them in 2023. The second project will provide a contactless fare payment system at Charlevoix County Public Transportation, which will integrate with the agency's computerized dispatch system.

## MOBILITY INNOVATION

## Mobility as a Service (MAAS)



Mobility as a Service (MaaS) is the integration of various transport services, such as public transport, car, bike-sharing, and/or taxi, into a single mobility platform. The ability to easily access up-to-date information about transportation services available throughout the state is a need that was amplified by the global pandemic. MDOT's Office of Passenger Transportation (OPT), with assistance from consultant firm HNTB, is preparing to implement a statewide MaaS platform that will incorporate apps that allow trip planning, scheduling, and payment across multiple modes. A Request for Proposals to launch the platform is expected to be issued in late 2023, with deployment anticipated in 2025.

## MOBILITY INNOVATION

## Contactless Fare Systems



MDOT is providing support for transit agencies piloting contactless fare systems that allow riders to purchase fares on their smartphones. Eliminating the handling of cash improves financial security, mitigates potential viral contamination, and improves customer experience. Several transit agencies, including the Ann Arbor Area Transportation Authority, Detroit Department of Transportation, Suburban Mobility Authority for Regional Transportation (SMART), Bay Area Transportation Authority, Charlevoix County Public Transportation, Cadillac/Wexford Transit Authority, and Roscommon County Transportation Authority, are using mobile fare-payment technology.



# Featured Public Transportation and Aeronautics Projects

RAIL

Kalamazoo-to-Dearborn  
Corridor Trespass Prevention



In 2020, MDOT was selected for the 2020 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant for preliminary engineering, final design, and construction for trespassing prevention-related improvements to enhance the safety along MDOT’s Michigan Line between Dearborn and Kalamazoo. The project includes installation of fencing, improvement to at-grade crossings, improvement to pedestrian channelization to legal railroad crossings, trespass monitoring devices, and other appropriate capital improvements determined through the needs assessment process. Specific locations of improvement will be areas where trespassing has resulted in strikes or near misses in the past. Construction began in summer 2023.

AERONAUTICS

Hillsdale Municipal Airport



Hillsdale Municipal Airport is modernizing to meet the demands of the community and will take the next step in meeting this demand by relocating its terminal to the northeast corner of the newly built apron, greatly improving the safety and efficiency of airport operations. The building of a new terminal will also be a community draw and spur future fixed-base operator (FBO) opportunities and hangar additions. This location, conveniently located near the airport’s newly built fuel facility with ample adjacent property, will elevate the safety and quality of service that Hillsdale Municipal Airport can provide, and allow the airport to grow unimpeded.

AERONAUTICS

Gerald R. Ford International Airport



As part of the ongoing terminal gate expansion project, funding will be used to install eight new passenger boarding bridges. The new boarding bridges will provide enhanced accessibility for all passengers by eliminating the need for ground-level loading and will enhance energy efficiency with pre-conditioned air and auxiliary power.



Gerald R. Ford International Airport

# Carbon Neutrality and Electric Vehicle Infrastructure

MDOT is currently working on several concurrent efforts to support the governor’s carbon neutrality/decarbonization goals, following the State of Michigan’s MI Healthy Climate Plan. This plan sets the pathway for Michigan to reach 100 percent carbon neutrality by 2050 with 52 percent greenhouse gas (GHG) emissions reduced by 2030. Transportation and mobility are key factors in the effort and MDOT has developed its Michigan State Plan for Electric Vehicle Infrastructure Deployment in coordination with partners, stakeholders and the public to support MI Healthy Climate Plan goals and provide enough infrastructure to support 2 million electric vehicles on Michigan roads by 2030.

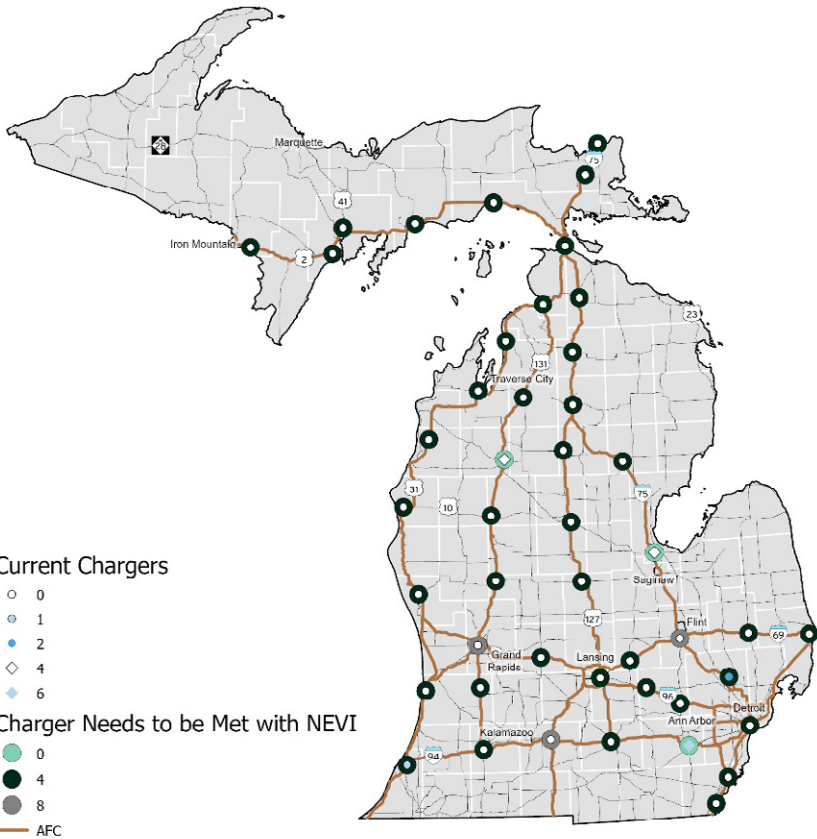
## Michigan State Plan for Electric Vehicle Infrastructure Deployment

The Bipartisan Infrastructure Law (BIL) established the National Electric Vehicle Infrastructure (NEVI) Formula Program to provide states with funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. In collaboration with other state agencies, border states, and the private sector, MDOT has developed the Michigan State Plan for Electric Vehicle Infrastructure Deployment to set the direction for successful deployment of NEVI Formula Program funding within Michigan, expected at \$110 million total between 2022 and 2026. The plan considers Michigan’s charging needs and priorities for equitably directing and maximizing investment, as well as risks, challenges, and requirements for widespread EV adoption. Specific outcomes of the plan include:

- Installation of four 150-kilowatt (kW) or greater chargers at intervals of no more than 50 miles along a 5-mile radius of each of the state’s designated alternative fuel corridors (AFCs).
- Deployment at 43 sites will achieve a fully built-out AFC corridor network by 2030.
- Michigan has issued a request for proposal (RFP) for all 43 sites depending on funding availability.

The number of plug-in electric vehicles in Michigan has surged by more than 400 percent in the last three years, although they still make up less than 1 percent of all registered vehicles. To address this growth, the state is working on several complementary initiatives, including North America’s first wireless EV charging road system in Detroit, an EV mobility partnership with the National Park Service, the Lake Michigan EV Circuit Tour in partnership with neighboring states, and the Charge Up Michigan program, to provide grants for mobility and electrification solutions.

Current and Planned Charger Locations on Pending and Future Alternative Fuel Corridors





# 2024-2028 Transportation Program Funding

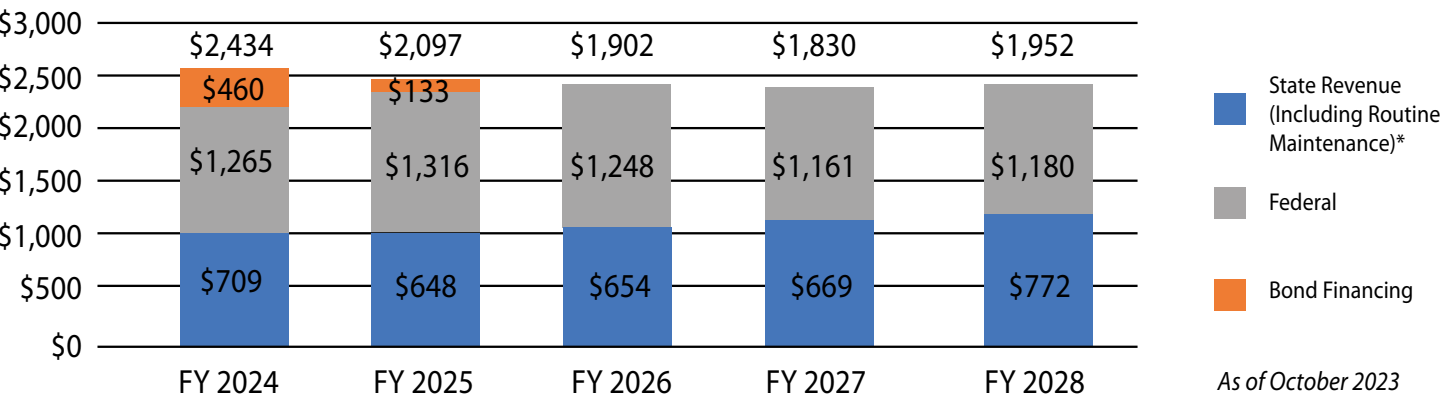
The MDOT 5YTP is supported by a combination of state and federal funding sources. Highway Program funding comes from the Federal Highway Administration’s (FHWA) Highway Trust Fund (HTF), the State Trunkline Fund (STF), and state bond financing. The Public Transportation program is funded with federal discretionary and formula programs and the Michigan Comprehensive Transportation Fund (CTF). Public Act 51 of 1951 (Act 51) mandates how state transportation funds are distributed between MDOT and local entities and directs the primary sources of transportation revenue between the STF for state trunkline roads and bridges, local road agencies, and the CTF. The total funding available for the Highway, Public Transportation (rail, bus, public transit, marine) and Aeronautics programs in this 5YTP is just under \$14.9 billion.

## Highway Program Funding

The total federal and state highway program funding expected for FY 2024-2028 is just more than \$10.2 billion, including \$593 million in state bond financing as part of Gov. Whitmer’s RBMP. Federal revenue accounts for approximately 60 percent of this total, and includes general fund appropriations from the BIL, authorized in November 2022, approximately \$200 million in discretionary grants awarded for specific projects, and an expected 2 percent annual federal revenue growth rate through FY 2026.

State revenues are supported by state fuel tax rates tied to an expected growth rate of 2.6 percent, state vehicle registration fees, and \$234.6 million per year in an income tax redirect from the General Fund, with an average of \$34.8 million in excise tax on recreational marijuana appropriated annually.

Estimated Capital Highway Program Funding FY 2024-2028: \$10.2 billion



\* After pre-capital uses.

## Rail, Bus, Public Transit, Marine, and Aeronautics Programs Funding

The total federal and state Public Transportation Program funding, which includes local bus, intercity bus, marine passenger, vanpooling, port, freight rail, and passenger rail, is \$3.7 billion for FY 2024-2028. Federal estimates for bus and marine include annual increases in Federal Transit Administration (FTA) formula funds and discretionary funds. For rail and port, the BIL provides competitive funding opportunities for passenger, crossing, freight, and port projects, but no ongoing federal revenue other than for grade crossing safety programs. The CTF is the primary source of state funding for capital and operating expenses in the Public Transportation Program, and the FY 2024 budget includes a CTF increase of 19.6 percent over FY 2023 levels. Of the increase, 53.5 percent is for bus and marine, and 46.5 percent for rail and port, including funding for one-time projects.

The total federal and state Aeronautics Program is \$989 million for FY 2024-2028. Federal revenue for Aeronautics is estimated on funding levels from previous years, as a new authorization act from the Federal Aviation Administration (FAA) is yet to be approved. Aeronautics state revenue comes from the State Aeronautics Fund (SAF), which comes from sales tax and excise tax on aviation fuel and the Airport Parking Tax.

# 2024-2028 Transportation Program Investment

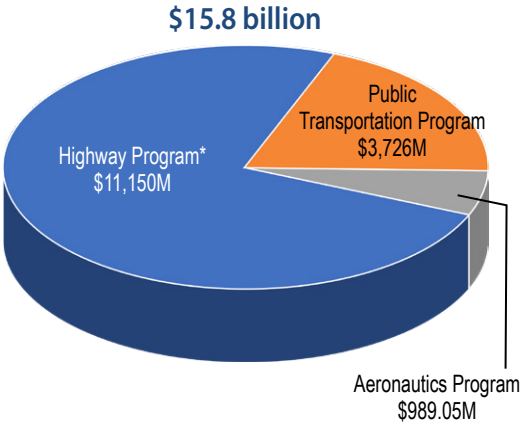
MDOT develops investment strategies accounting for factors that include revenue trends, achieving and maintaining a state of good repair, federal and state law, level of service provided by the system, minimizing risks, and public input. For FY 2024-2028, MDOT is anticipating a total investment of \$15.8 billion.

## Highway Program

MDOT’s 2024-2028 Trunkline Highway Capital Program investment is estimated at \$11.1 billion. This total reflects investments for both pre-construction (scoping, design, environmental clearance, and right of way acquisition) and construction activities. This investment is expected to provide Michigan travelers with an average of:

- 1,244 lane miles of improved roads per year over the next five years, covering:
  - Replacement and improvement of 291 lane miles per year,
  - Extending the life of 620 lane miles each year through capital preventive maintenance (CPM),
  - 33 miles per year of freeway and non-freeway resurfacing, and
  - Repair or replacement of 121 bridges per year.

FY 2024-2028 MDOT Transportation Program



Trunkline Highway Capital Program (in millions)	FY 2024	Five-Year Total	Annual Average
Repair and Rebuild Roads*	\$1,577	\$5,192	\$1,038
Repair and Rebuild Bridges**	\$558	\$1,963	\$393
Routine Maintenance	\$476	\$2,499	\$500
Safety and System Operations	\$239	\$949	\$190
Additional State and Federally Funded Programs	\$111	\$547	\$109
TOTAL	\$2,961	\$11,150	\$2,230

\*Including Trunkline Modernization.

\*\*Includes \$40 million in FY 2024 and \$600 million total from FY 2024 to 2028 for ongoing Blue Water Bridge Plaza work accounted for in previous years.

## Rail, Bus, Public Transit, Marine, and Aeronautics Programs

MDOT’s 2024-2028 Public Transportation (rail, bus, public transit, marine) and Aeronautics programs are estimated at \$4.7 billion, with \$3.7 billion in Public Transportation covering \$2.9 billion in Bus and Marine, \$801 million in Rail, and \$989 million in Aeronautics investments. These investments will provide essential support for developing and maintaining a vibrant and sustainable multimodal transportation system that provides safe and easy movement of people and goods throughout the state.

Public Transportation and Aviation Investment Strategy (in millions)	FY 2024	Five-Year Total	Annual Average***
PUBLIC TRANSPORTATION PROGRAM			
Local Bus, Intercity Bus, Passenger Rail, Freight Rail, and Ports*	\$764	\$3,726	\$741.3
AERONAUTICS			
Airport Improvement Program (AIP)	\$120	\$600	\$120
BIL Airport Programs	\$120	\$360	\$72
Air Service Program (ASP)**	\$5.05	\$9.05	\$1.8
State/Local Program	\$2	\$10	\$2
Advanced Air Mobility Program	\$10	\$10	\$2
TOTAL	\$1,021.05	\$4,715.05	\$939.1

Subject to appropriation of state and federal funds. \*Includes only state and federal expenditure authority.

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

\*\*\* Public Transportation Program has a one-time increase in FY 2024, so an average from FY 2025 - FY 2028 is used as an annual average.

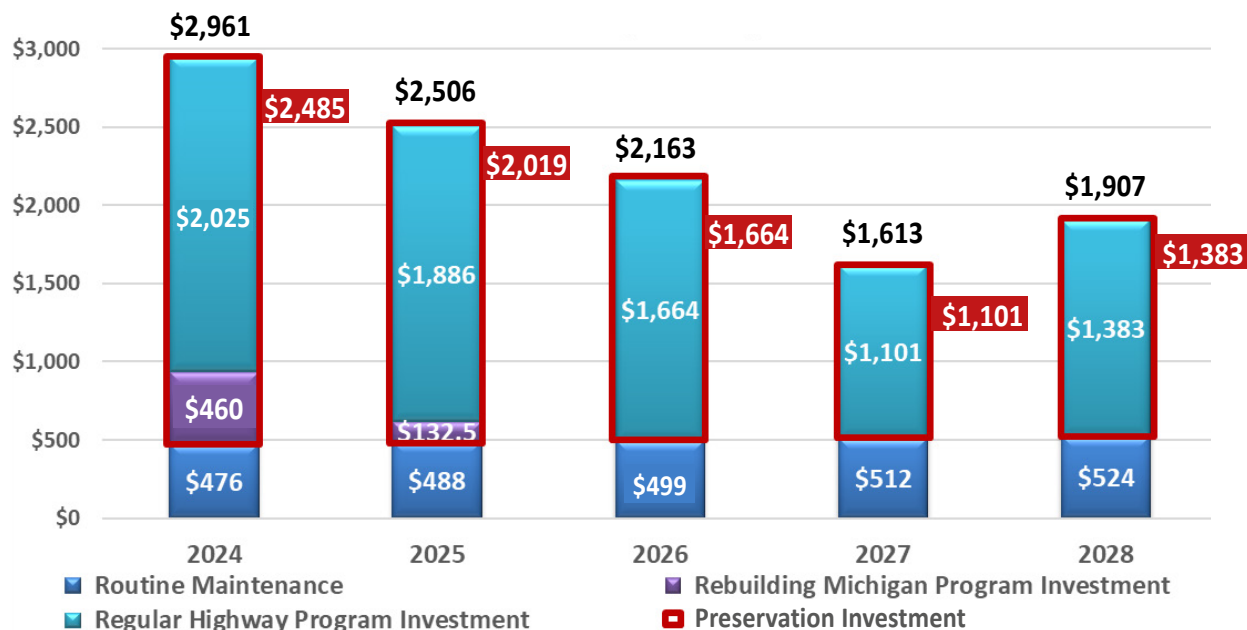


# Highway Program Investment and Project Delivery

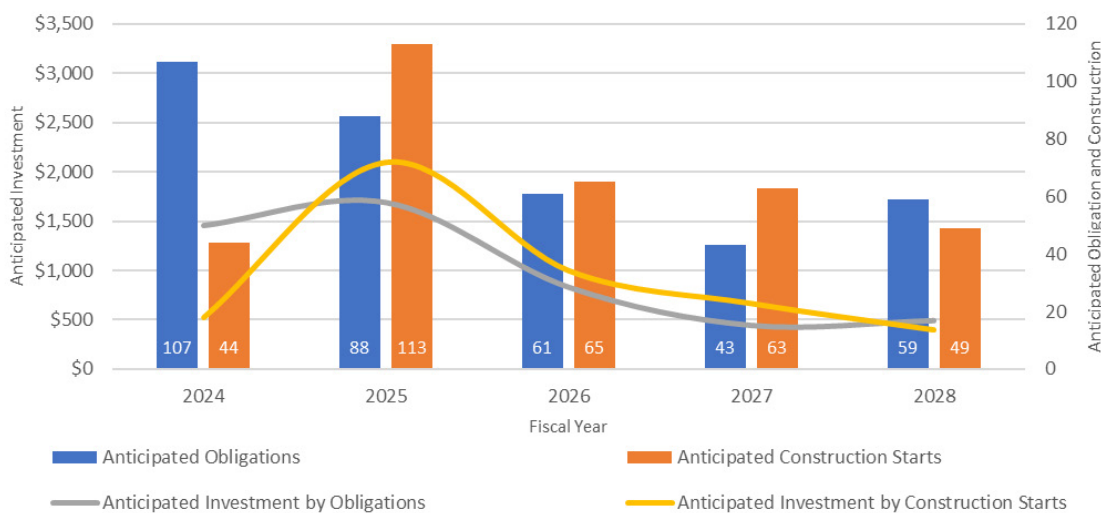
MDOT Highway Program investments are comprised of projects that are focused on either preservation or routine maintenance. The preservation portion of the investment is shown within the red outlines and covers road and bridge reconstruction and rehabilitation, capital preventive maintenance, resurfacing, and other improvements. Routine maintenance covers activities such as snowplowing and deicing, sign and signal maintenance, litter pickup, and drainage inspections.

The successful delivery of the MDOT preservation program involves several processes, including scoping, engineering, design, permitting, obligation of funding, and more. The term "obligations" describes the legal commitment of the federal government to pay a state for the federal share of a project's eligible cost. Funds must be obligated to a project prior to its approval to begin construction.

Highway Program Investment FY 2024-2028 \$11.1 billion (in millions)



FY 2024-2028 Highway Program Project Delivery



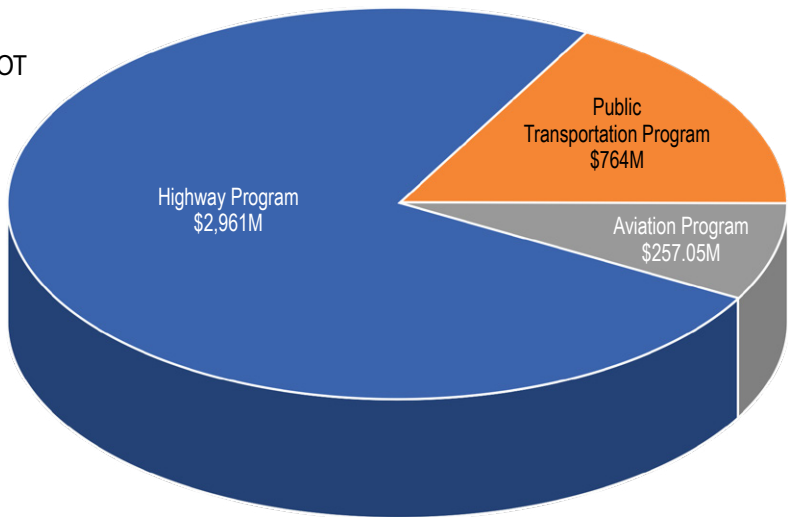
# Highlighting Upcoming FY 2024 Investments

MDOT's FY 2024 Transportation Program is based on anticipated federal and state revenue and is subject to change based on planning and project development, as well as additional funding sources such as discretionary grants.

MDOT's \$4 billion FY 2024 Transportation Program is a vital part of Michigan's economy, estimated to support 53,358 jobs annually by continuing to invest in the preservation of the transportation system, safe mobility for motorists, and efficient system operations. Of that total investment, MDOT will dedicate approximately:

- \$2.96 billion to the preservation, maintenance, safety, and operation of Michigan's state trunkline roads and bridges.
- A combined \$1 billion for the Aeronautics and Public Transportation programs, providing capital and operating assistance, technical support, and safety oversight for passenger rail, rail freight, aviation, marine and port, and local and intercity bus sectors of Michigan's transportation system.

FY 2024 MDOT Transportation Program \$4 billion

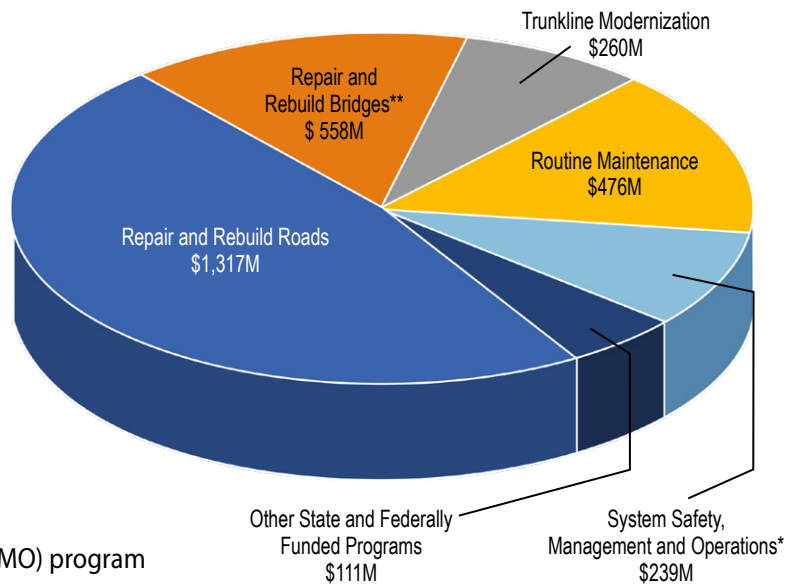


## FY 2024 Highway Program

MDOT's \$2.96 billion FY 2024 Trunkline program investment will provide Michigan travelers with:

- 1,773 lane miles of repaired and rebuilt roads, with approximately:
  - 401 lane miles of rebuilding and improvements.
  - 991 lane miles of CPM.
  - 382 lane miles of freeway and non-freeway resurfacing.
- Replacement, preservation, and CPM on 209 bridges.
- Trunkline modernization, including Modernize 75 in Oakland County and I-94 Modernization in Wayne County.
- Routine maintenance, including snowplowing, sweeping, grass cutting, and other activities.
- Safety and systems operations, including signs, pavement markings, traffic signals, and other programs that support the safe and efficient operation on the trunkline system.
- Transportation Systems Management and Operations (TSMO) program projects that optimize infrastructure performance, such as intersection improvements, signal upgrades, and dynamic shoulder use.
- Other state and federally funded programs, including nonmotorized facilities, recreational trails, roadside facilities, and workforce development.

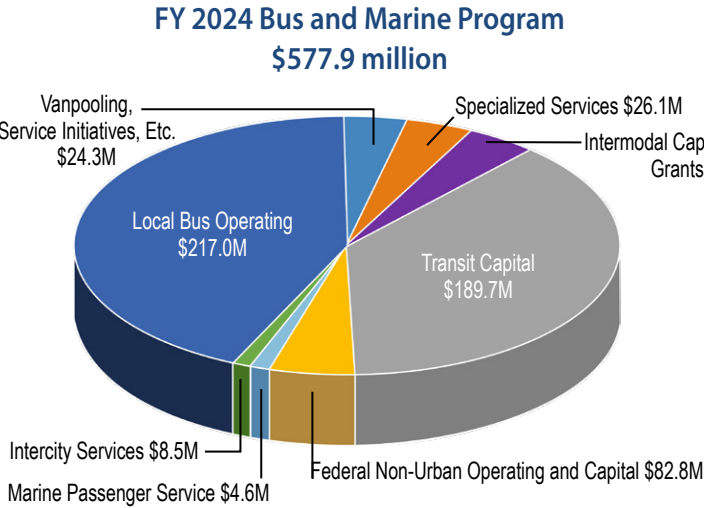
FY 2024 Trunkline Highway Program \$2.96 billion



\*Including Safety and System Operations and TSMO  
\*\*Includes \$60M in Blue Water Bridge (BWB) Plaza.  
Work on the BWB is ongoing and investments are accounted for in previous years.

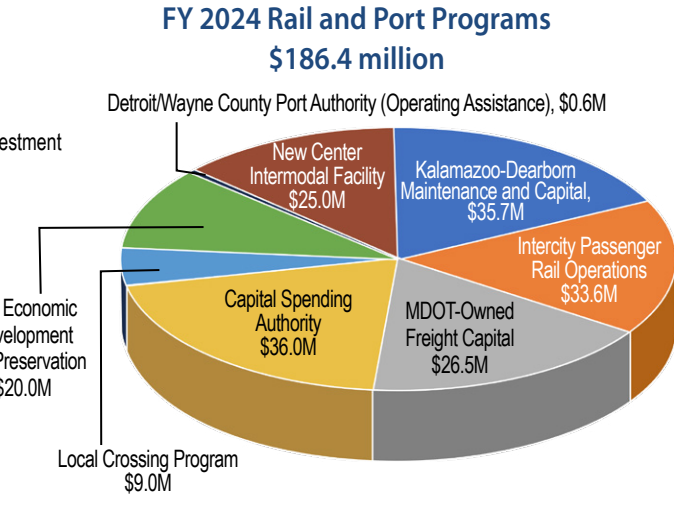
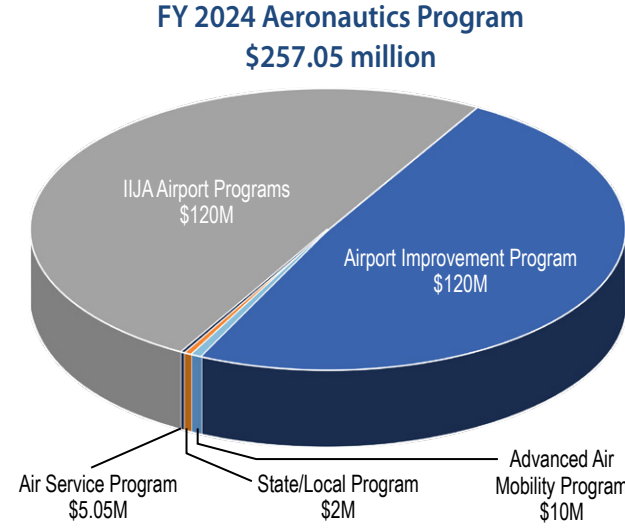


# Highlighting Upcoming FY 2024 Investments



**MDOT's \$577.9 million Bus and Marine programs** investment will support the preservation of existing local transit and marine services, including 78 local bus agencies, four passenger ferry systems, and 38 specialized service providers, as well as:

- Preservation of public transit, ferry, and state-subsidized intercity bus services, including vehicle replacements and infrastructure needs identified through the federally mandated transit asset management (TAM) plans.
- Limited funding for innovative projects, like the Mobility Challenge, including implementation of regional demonstration projects that utilize technology and innovative service models to improve mobility both locally and regionally, such as Quantum automated wheelchair securements, MaaS platform development, and contactless fare systems.
- Includes one-time CTF, General Funds, and federal funds.



**MDOT's \$186.4 million Rail and Port programs** investment will support operations and capital for passenger and freight rail, safety improvements, and port operations, including:

- Maintenance and capital improvements on the Kalamazoo-Dearborn corridor.
- Grade crossing safety improvements on local roads, with warning device enhancements at 30-40 locations and crossing surface improvements at 40-60 locations.
- Grade crossing safety improvements on the state trunkline at 20-25 locations.
- Support for rail customers through the Freight Economic Development Program; rail infrastructure through the Michigan Rail Enhancement Program; and operating assistance to the Detroit/Wayne County Port Authority.
- Includes one-time CTF and General Funds.

**MDOT's \$257.05 million Aeronautics Program** investment will:

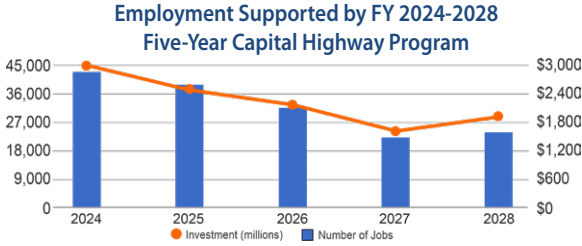
- Apply an asset management approach to reduce system and facility deficiencies and continue updates to the Michigan Aviation System Plan.
- Preserve critical infrastructure, particularly pavements and navigational aids, and protect airspace.
- Support job growth and economic development.
- Support statewide efforts to attract and retain air service through the implementation of the Air Service Program.
- Support emerging aviation infrastructure including uncrewed aircraft systems (UAS), beyond visual line of sight (BVLOS) operations infrastructure, vertical take-off and landing (VTOL) facilities, drone ports, and other projects.

# Economic Impacts of 2024-2028 Investments

The Economic Benefit Analysis (EBA) of the highway, bridge, and passenger transportation programs includes the benefits contributed by the capital and operation investment while the highway and bridge program also include the benefits of travel efficiencies derived by project implementations.

## Highway Program Impacts

The following table and chart display the economic benefits of the \$11.15 billion investment for the 2024-2028 multimodal highway program, including RMBP. As a result, an annual average of 31,939 jobs would be supported, including both new jobs as well as jobs retained, as well as \$16.1 billion in total gross state product and \$12.9 billion in total personal income.



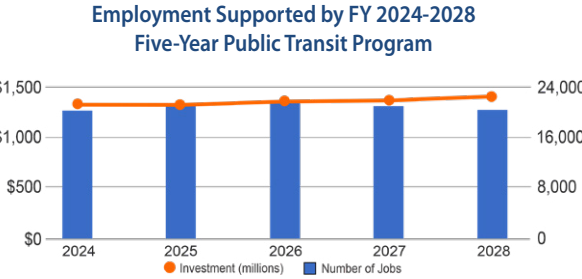
Employment Supported by FY 2024-2028 Five-Year Highway Program	2024	2025	2026	2027	2028	Total	Annual Average
Investment (million \$)	\$2,961	\$2,506	\$2,163	\$1,613	\$1,907	\$11,150	\$2,230
Employment Impact (jobs)	43,250	39,159	32,017	22,430	22,841	159,697*	31,939
Gross State Product (million \$)	\$3,974	\$3,837	\$3,309	\$2,448	\$2,541	\$16,109	\$3,222
Personal Income (million \$)	\$2,898	\$2,941	\$2,676	\$2,121	\$2,227	\$12,863	\$2,573

\*Total Employment Impact refers to cumulative job-years supported by FY 2024-2028 Highway and Bridge Program

## Public Transportation Program Impacts

### Local Transit

The following table displays the economic benefit of the \$6.84 billion investment, including federal, state, and local operating revenues, as well as federal and state capital invested in Intercity Bus services, Local Bus operations, and capital costs through apportionments to urban areas from the FTA. The program will support an annual average of 21,419 jobs, which includes both new jobs supported by greater economic competitiveness as well as jobs retained that otherwise would be lost without this transportation investment. In addition, \$11.08 billion in gross state product and nearly \$9.67 billion in personal income benefits are added during this five-year period.



Employment Supported by FY 2024-2028 Five-Year Public Transit Program	2024	2025	2026	2027	2028	Total	Annual Average
Investment (million \$)	\$1,325	\$1,339	\$1,366	\$1,393	\$1,422	\$6,844	\$1,369
Employment Impact (jobs)	20,630	21,316	21,874	21,823	21,453	107,096*	21,419
Gross State Product (million \$)	\$1,996	\$2,127	\$2,261	\$2,331	\$2,363	\$11,078	\$2,216
Personal Income (million \$)	\$1,516	\$1,760	\$1,986	\$2,145	\$2,267	\$9,674	\$1,935

\*Total Employment Impact refers to cumulative job-years supported by FY 2024-2028 Transit Program

### Rail Program

Michigan's rail system has approximately 3,600 miles of track operated by 30 railroads and carries nearly 17 percent of the state's freight tonnage. These commodities totaled more than \$166 billion in 2022. As funding permits, MDOT works with the Michigan Economic Development Corp. (MEDC), as well as the Michigan Department of Agriculture and Rural Development (MDARD), to provide support to the state's businesses that need rail, most directly through the preservation of the freight-rail corridors owned by the state and by helping provide access to the system through the Freight Economic Development Program.

## Aeronautics Program Impacts

Access to convenient and efficient air travel is essential to maintaining a competitive advantage in a global economy. While commercial airline services are often the most recognizable facet of aviation, general aviation accounts for 97 percent of the nation's airports. These airports support employment for thousands of people and create millions of dollars in economic impacts. Businesses through the state depend on airports for the movement of goods and personnel. Benefits associated with airports include direct and indirect jobs, wages, and expenditures, as well as enhancing economic activities far from the airport itself. In a state like Michigan, airports serve a vital role in supporting rural communities, particularly in the Upper Peninsula.



# Highway Program Performance Measures and Goals

The Economic Benefit Analysis (EBA) of the highway, bridge, and passenger transportation programs includes the benefits contributed by the capital and operation investment while the highway and bridge program also include the benefits of travel efficiencies derived by project implementations.

## Trunkline Pavement Condition

The key performance measure for highway pavement used by MDOT is called remaining service life (RSL), defined as the anticipated time in years that a pavement section can continue to provide acceptable levels of service, considering factors such as distresses, structural integrity, ride quality, and functionality. It is typically determined through a combination of performance modeling, visual inspections, and expert judgment. When pavements reach an RSL of two years or less, they are considered "poor". In 1997, the STC established trunkline pavement performance goals of 85 percent of non-freeway pavement and 95 percent of freeway payment (90 percent average) in "good" or "fair" condition. MDOT met this goal in 2007 but has not had sufficient funding to sustain it.

MDOT also uses the federal Pavement Condition Measure (PCM), which is a standardized composite rating of three metrics, including International Roughness Index (IRI), cracking percent, and either rutting or faulting, depending on pavement type. These metrics are used to determine the condition for interstate pavements. If all three metrics on a segment are "good," then a pavement is rated in good condition. If two or more metrics are "poor," a pavement is to be considered in poor condition.

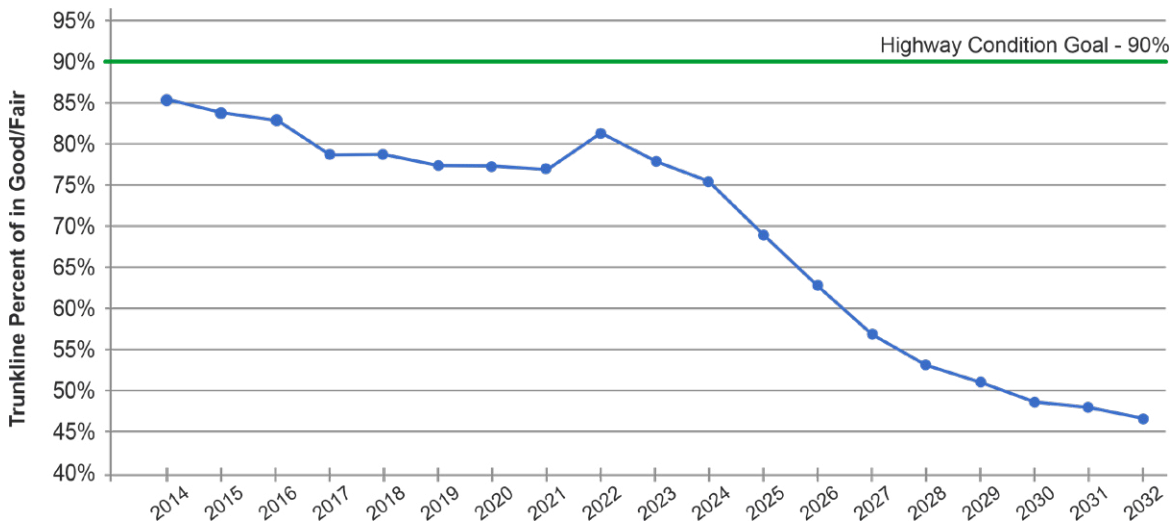
Additional revenue from the RBMP, BIL, and increases to the state gas tax and vehicle registration fees have helped to slow pavement deterioration but projections indicate these funds are not enough to meet pavement goals in future years, or to sustain current conditions.

A minimum additional \$2.4 billion above current investment levels are needed each year until 2033 to attain and sustain trunkline pavement performance goals.

MDOT Remaining Service Life Ratings

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

MDOT Trunkline Forecasted Pavement Condition Based on Historic and Projected Investment FY 2014-2032



# Highway Program Performance Measures and Goals

## Trunkline Bridge Condition

In 1998, the STC established performance goals for state trunkline bridges to achieve by 2008. MDOT met these goals but has not had sufficient revenue to sustain them.

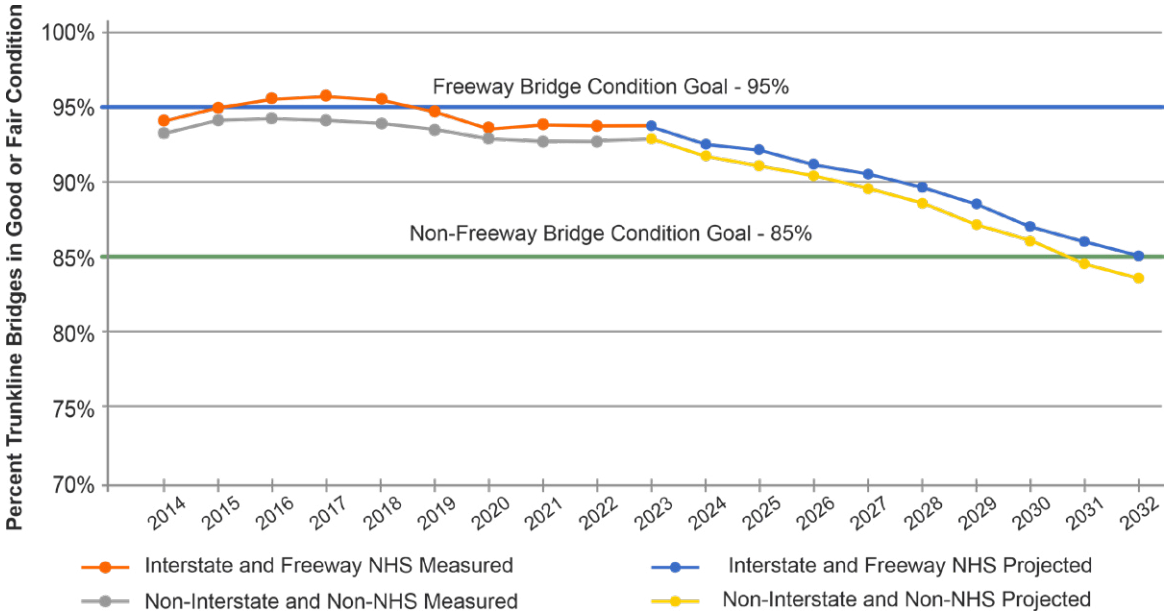
MDOT's Bridge Management System (BMS) is an important part of the asset management approach used by the department to keep infrastructure in the best condition possible. BMS is a strategic approach to linking data, strategies, programs, and projects into a systematic process to ensure desired results. An important tool within BMS is the Bridge Condition Forecasting System (BCFS), which uses current bridge conditions, bridge deterioration rates, project costs, expected inflation, and fix strategies to estimate the future condition of the state trunkline bridge system.

A minimum additional \$250 million above current investment levels is needed each year until 2033 to attain and sustain trunkline bridge performance goals.

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

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

MDOT Trunkline Bridge Condition Forecast FY 2014-2032



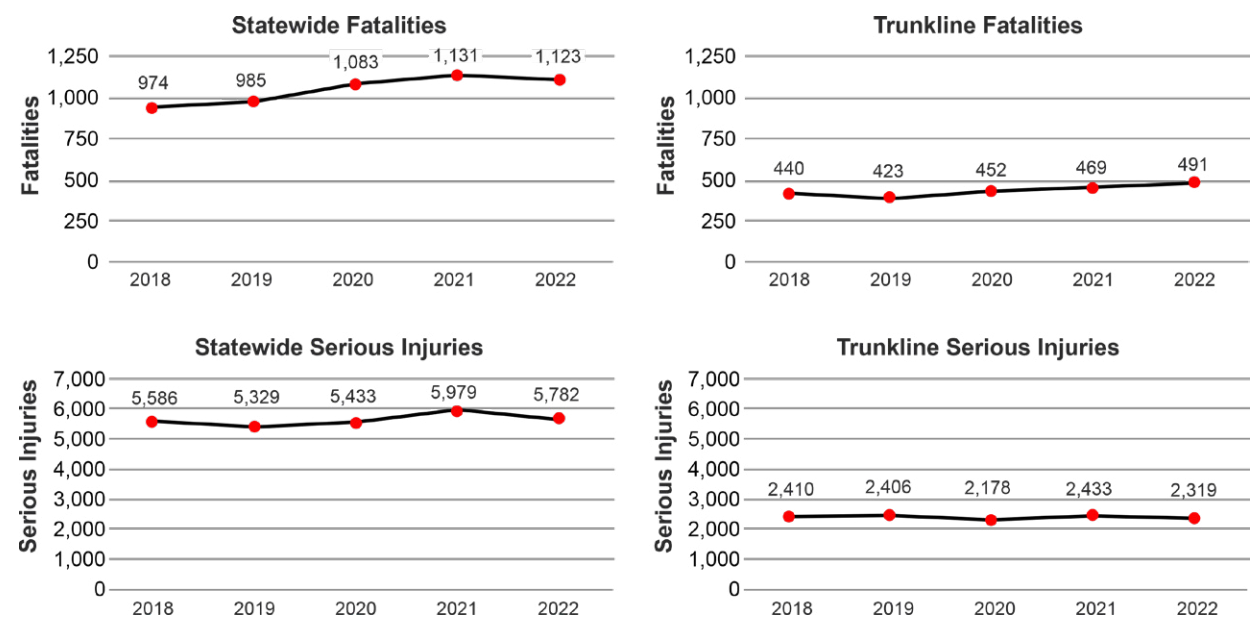


# Safety and Public Transportation Performance Measures

## Safety Goals

MDOT's trunkline safety goal is to reduce fatalities and serious injuries in support of the [Michigan Strategic Highway Safety Plan](#) and the Toward Zero Deaths (TZD) National Strategy. As seen below, fatalities and serious injuries statewide have been on the rise since 2018, with 491 out of 1,123 fatalities and 2,319 out of 5,782 serious injuries occurring on trunkline roads in 2022. To address this, MDOT is implementing the Safe System Approach, which acknowledges human mistakes and vulnerability, and designs a redundant system to prevent crashes and ensure those that do occur do not result in serious injury or death.

MDOT Safety Performance Indicators



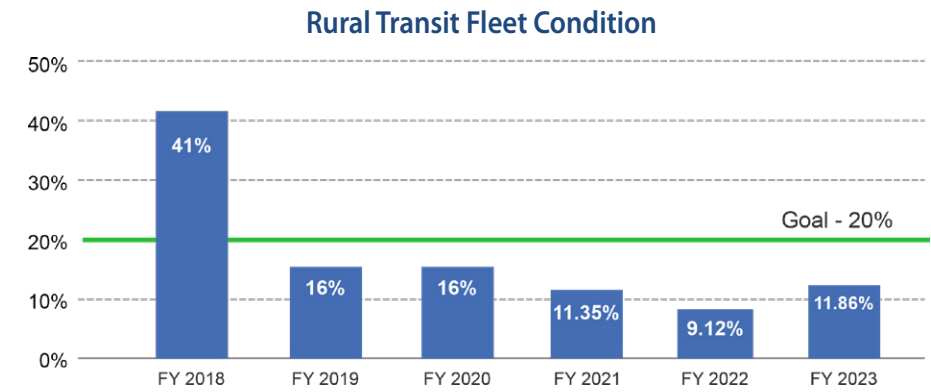
The BIL outlined two new state-level requirements for state safety programs. First, if a state's total number of vulnerable road users (VRUs) makes up 15 percent or more of the total number of fatalities in a year, then at least 15 percent of its Highway Safety Improvement Program (HSIP) funds must be dedicated in the following fiscal year to projects that address the safety of VRUs. VRUs are defined as those most at risk in traffic, namely road users unprotected by an outside shield, such as pedestrians and bicyclists. These users have a much greater risk of injury in any collision against a vehicle and are therefore highly in need of protection against such collisions. The second requirement is for states to complete a VRU Safety Assessment within the next two years and to integrate the assessment into their existing Strategic Highway Safety Planning (SHSP) process.

## Public Transportation Performance Measures

Program requirements included in the Fixing America's Surface Transportation Act (FAST Act) for transportation asset management (TAM) plans, safety planning, and other related measures are in place. MDOT's OPT officially adopted a TAM plan in October 2018 that included FY 2019 targets for Federal Section 5310 and Section 5311 subrecipient agencies of the state.

### Rural Transit Fleet Condition

The condition of the rural transit fleet is based on the percent of vehicles past their useful life. The goal is to have less than 20 percent of the rural fleet beyond useful life. Since 2019, MDOT has met this goal.

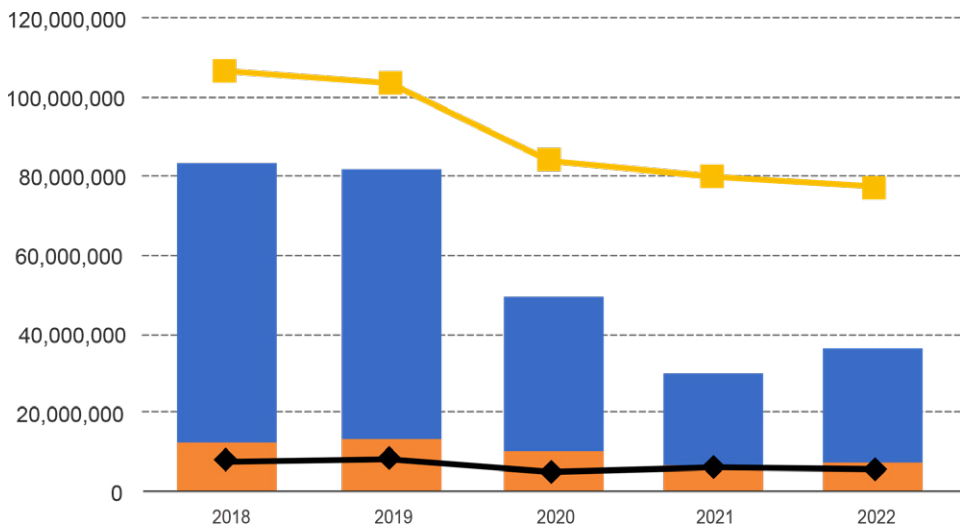


# Safety and Public Transportation Performance Measures

## Local Transit Level of Service

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

Local Transit Level of Service Indicators



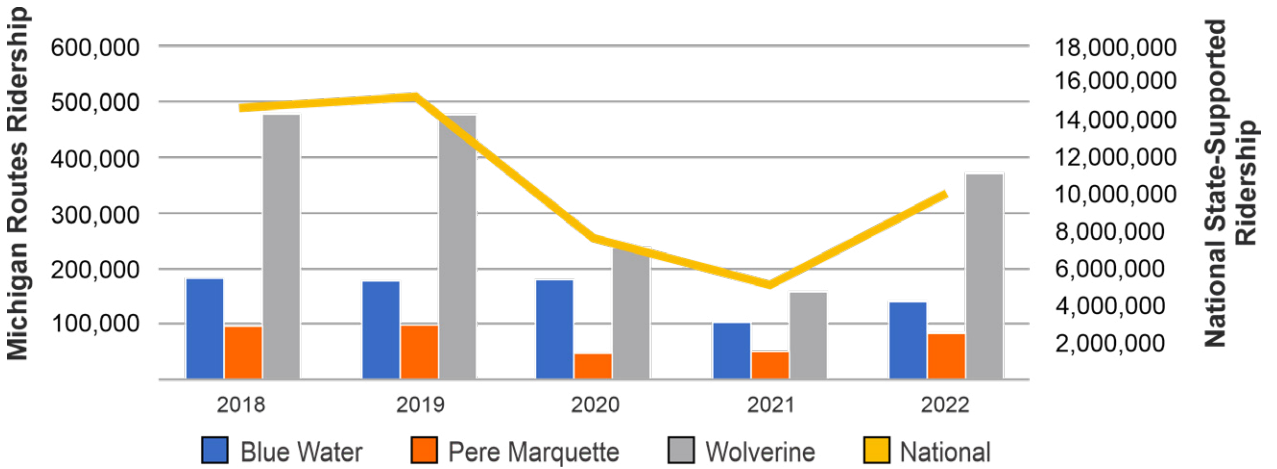
*Passenger Trips Total	81,793,821	80,425,172	50,657,192	30,037,072	38,462,021
**Elderly and Disabled Passenger Trips	11,833,680	11,671,509	7,968,125	5,784,871	6,681,774
*Hours of Service	7,090,325	7,279,114	5,452,735	5,366,521	5,366,521
*Miles of Service	106,819,546	102,678,897	81,308,637	80,012,681	79,981,991

\*Excluding Marine \*\*Subset of total, excluding Marine

## Passenger Rail Ridership

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

Passenger Rail Ridership Trends for Michigan Routes and Nationwide



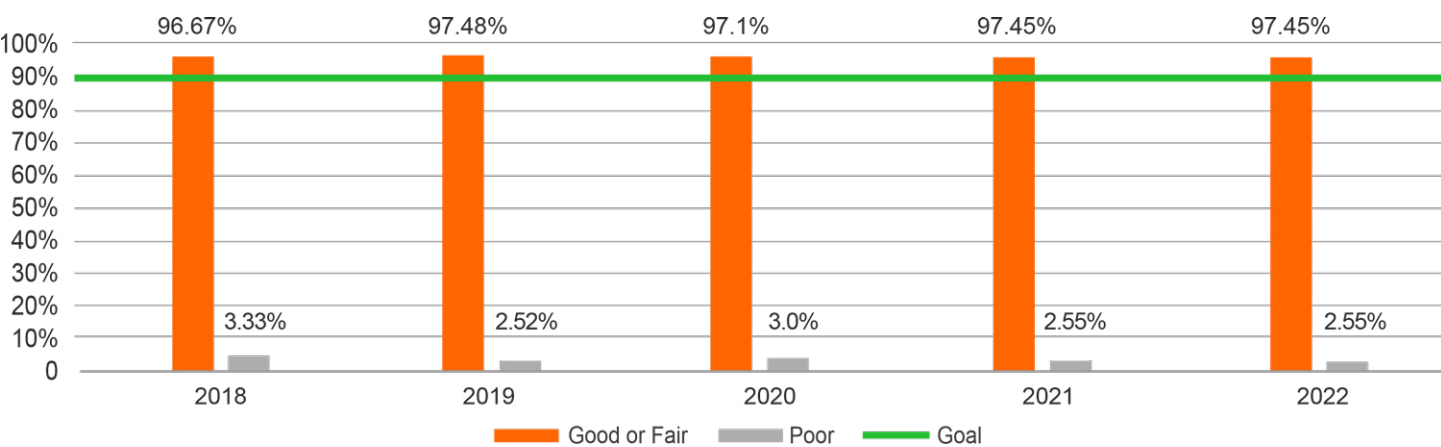


# Public Transportation and Aeronautics Performance Measures

## Railroad Crossing Condition

MDOT monitors the railroad crossing surface condition on the state trunkline system, with a goal of at least 90 percent in good or fair condition. The percentage of the railroad crossing surfaces on the state trunkline system in at least fair condition continues to increase. At the end of FY 2022, 97 percent of the crossing surfaces were in good or fair condition.

Trunkline Highway-Railroad Grade Crossing Surface Conditions

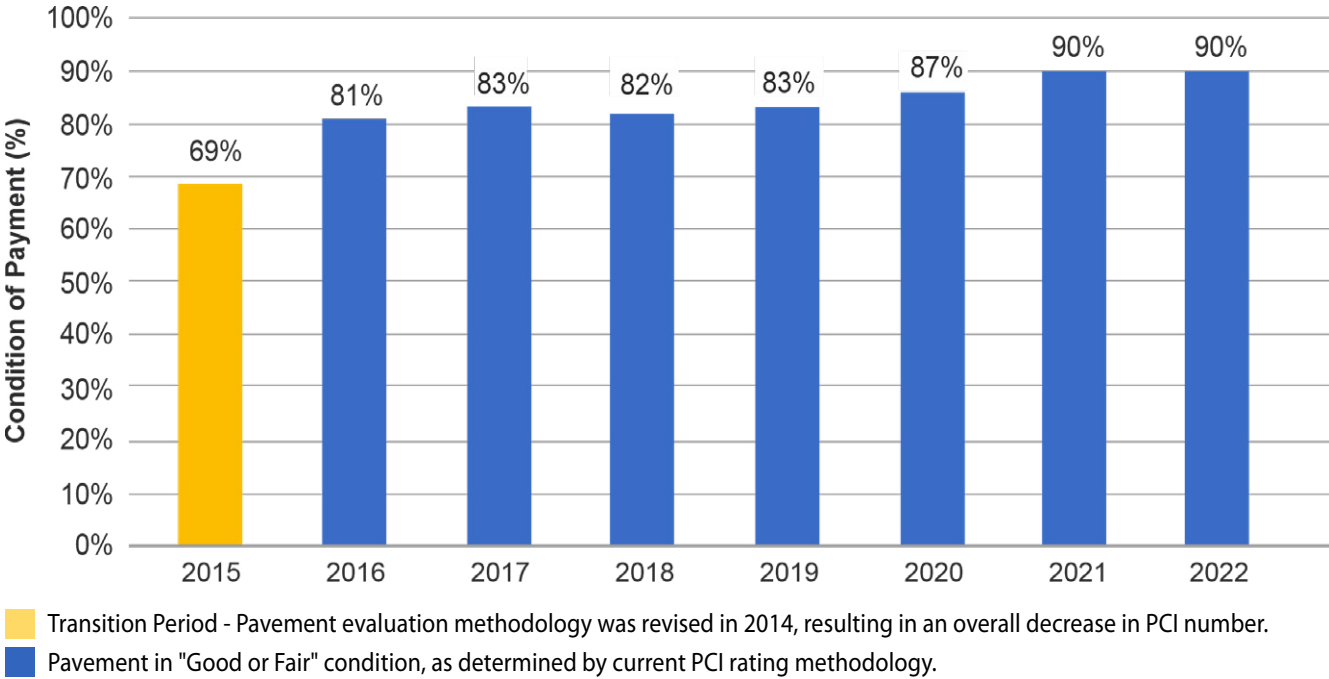


## Aeronautics

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

The current primary performance measurement goal is to maintain 90 percent of all Tier 1 Airport Primary Runways in good or fair condition, as determined from Pavement Condition Index (PCI) inspections, in alignment with MDOT highway pavement condition goals. The latest inspections show that the achievement rate toward the current goal is 90 percent, based on 2022 data.

Tier 1 Airport - Primary Runway Pavement Condition



# 5YTP Public Engagement and Results Summary

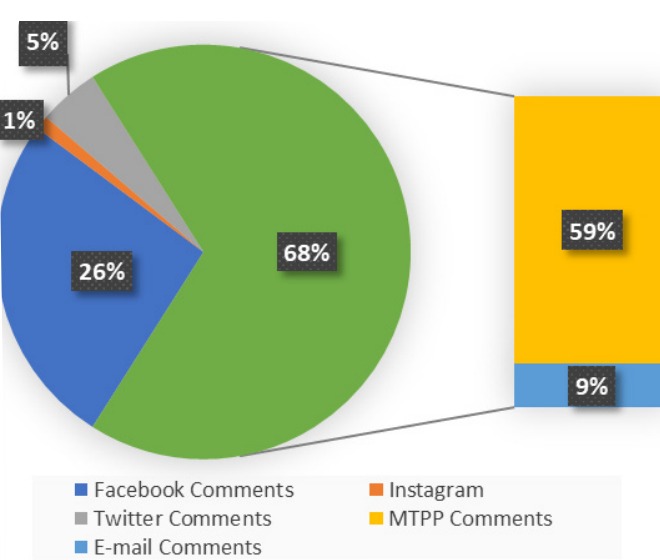
Between Aug. 7 and Sept. 8, MDOT received 265 public comments on the draft 2024-2028 Five-Year Transportation Program from 257 different individuals and groups. To promote awareness of and participation in the comment period, MDOT issued a news release and 44 social media posts across three platforms, with 22 each on Facebook and Twitter/X. Each post included information and a link to the 5YTP webpage where options for submitting comments were provided. Resources for persons who require mobility, visual, hearing, written, or other assistance were also publicized.

To enhance equitable access to 5YTP content, individual web pages for each section of the static document were created last year and updated with relevant content, allowing streamlined use with screen readers.

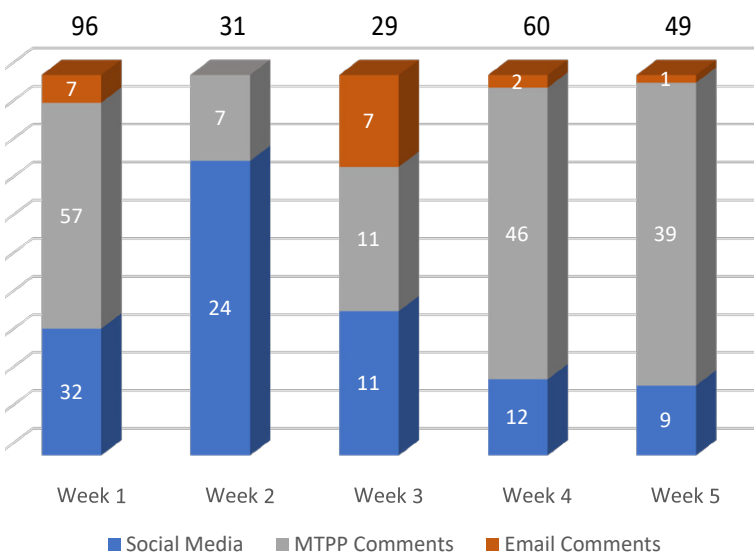
Collectively, MDOT raised awareness of the 5YTP comment opportunity through social media to 150,051 people, 6,179 of which engaged in some form (likes, shares, retweets, comments, etc.). The total comments received by platform over the five-week comment period are shown directly below, followed by details on engagement.

## Comments by Platform: 265 Total Received

Total Public Comments Received on Different Platforms



Distribution of Comments Received by Week

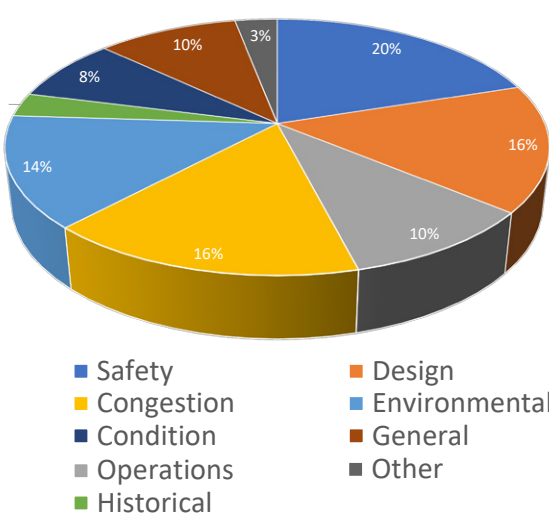


## Comment Type

As part of the MTPP comment form, participants were provided the option to categorize their comment by one or more types based on the primary concern, such as congestion, condition, and safety. As seen on the right, Safety was the top category, selected at just more than 20 percent, followed by Design (17 percent), Congestion (13 percent), and Environmental (14 percent). An option to select General comment (10 percent) was also provided. Less than 1 percent of commenters did not select a category for their comment.

The MTPP page had a total of 5,373 visits during the comment period and the 5YTP webpage had 4,293 visits. Both pages included instructions for using the interactive map, how to comment, general information and background on the program, and a link back to the 5YTP page for more detail. A link to a general comment form was also provided, along with contact information for persons who require mobility, visual, hearing, written, or other assistance.

Comment Type (MTPP Only)





# 5YTP Public Engagement and Results Summary

## Public Comment Summary

A total of 265 comments were received on the program from individuals, business organizations and advocacy groups. Key themes, including categories selected through the MTPP, are summarized below, followed by the comment details by applicable geography.

Key Engagement Themes (All Comments and Platforms)

Theme and Topic	Comments	% of Total
<b>Project-Specific</b>	<b>103</b>	<b>38.9%</b>
Request for changes or additional investments	30	11.3%
Concern with design, safety, and/or congestion	22	8.3%
General comment or question (including opposition and support)	51	19.2%
<b>Non-Project-Specific</b>	<b>68</b>	<b>25.7%</b>
General comment or question (including support)	20	7.5%
Concern over statewide road or bridge conditions	8	3.0%
Guideline and/or policy updates	1	0.4%
General request for changes or additional investments	25	9.4%
General concern with design, safety, and/or congestion	14	5.3%
<b>Financial/Investment Strategies</b>	<b>49</b>	<b>18.5%</b>
General comment and/or question (including opposition and support)	2	0.8%
Guideline, plan, and/or policy updates	1	0.4%
Highway Program	22	8.3%
Multimodal Program	24	9.1%
<b>Complete Streets/Multimodal</b>	<b>35</b>	<b>13.2%</b>
General support for more safety and mobility infrastructure	23	8.7%
General comment or question (including support)	8	3.0%
Guideline and/or policy updates	4	1.5%
<b>Transportation Resiliency</b>	<b>5</b>	<b>1.9%</b>
Concern over environmental impact of projects	2	0.8%
Guideline, plan, and/or policy updates	3	1.1%
<b>Equity and Inclusion</b>	<b>5</b>	<b>1.9%</b>
General comment and/or question (including opposition and support)	3	1.1%
Guideline, plan, and/or policy updates	2	0.8%
<b>Grand Total</b>	<b>265</b>	<b>100%</b>

# 5YTP Public Engagement and Results Summary

Boundary	Count
<b>Statewide</b>	<b>106</b>
<b>Complete Streets/Multimodal</b>	<b>26</b>
<b>General comment and/or question (including opposition and support)</b>	<b>7</b>
Expressed support for more investment in public transportation that is sustainable and equitable.	2
Expressed support for more investment in public transportation, including rail.	1
Expressed support for more multimodal investment in Detroit.	1
Requested information on the Federal Railroad Administration Midwest high-speed rail plan.	1
Requested updates on public transportation serving Detroit Metro Airport (DTW).	1
Suggested security personnel ride transit to ensure safety of drivers and passengers.	1
<b>Guideline, plan, and/or policy updates</b>	<b>2</b>
Expressed concern over current law requiring bicyclists to ride in the same direction as traffic.	1
Expressed support for increased investment in shuttles and vans for seniors, the disabled and high school students.	1
<b>Support for more safety and/or mobility infrastructure</b>	<b>17</b>
Expressed concern over lack of emphasis on nonmotorized projects in the 5YTP.	5
Expressed concern over the benefits of Highway Program investments.	1
Expressed support for complete streets improvements.	1
Expressed support for improved ferry service to and from Beaver Island.	1
Expressed support for more investment in public transportation, including rail.	8
Inquired on why the majority of investment is in road improvements and not mobility and nonmotorized transportation.	1
<b>Equity and Inclusion</b>	<b>4</b>
<b>General comment and/or question (including opposition and support)</b>	<b>2</b>
Expressed concern over prioritizing equity and inclusion in transportation investment decision-making.	1
Expressed opposition over focus area of equity and inclusion.	1
<b>Guideline, plan, and/or policy updates</b>	<b>2</b>
Expressed concern over lack of emphasis on nonmotorized projects in the 5YTP.	1
Expressed support for more investment in public transportation that is sustainable and equitable.	1
<b>Financial/Investment Strategies</b>	<b>43</b>
<b>General comment and/or question (including opposition and support)</b>	<b>2</b>
Expressed concern over political influence in investment decision-making.	1
Inquired on the source of funding for the Aeronautics Program.	1
<b>Highway Program</b>	<b>23</b>
Expressed concern over deferred investments in the Highway Program.	1
Expressed concern over investment in connected and automated vehicles until benefits are better understood.	1
Expressed concern over levels of investment required to maintain Michigan roads in comparison to other states.	1
Expressed concern over the benefits of Highway Program investments.	11



# 5YTP Public Engagement and Results Summary

Expressed concern over lack of sustainable long-term funding for transportation infrastructure.	1
Expressed support for continued investment in the Highway Program.	1
Expressed support for prioritizing spending on improving highway condition.	1
Expressed support for the 5YTP investment strategy.	2
Inquired into how the Rebuilding Michigan Program impacts the state's ability to balance its budget.	1
Inquired into how the Rebuilding Michigan Program impacts the states equity in infrastructure.	1
Inquired on strategies for incorporating mileage-based user fees into road funding.	1
Suggested tolling on Michigan roads to fund road and bridge improvements.	1
<b>Multimodal Program</b>	18
Expressed concern over lack of emphasis on nonmotorized projects in the 5YTP.	2
Expressed concern/doubt over the benefits of rail investments.	1
Expressed concern over the cost of Aeronautics Program improvements.	1
Expressed concern over utilizing tax revenue to fund public transportation.	1
Expressed support for context sensitive solutions and expanding mobility options statewide.	1
Expressed support for expansion of commuter rail in southeast Michigan and beyond.	1
Expressed support for increasing multimodal transit accessibility and safety.	1
Expressed support for more investment in public transportation, including rail.	7
Suggested a tax and/or license fee for bicyclists to offset the costs of related projects.	1
Suggested additional priority and investment in multimodal transit options across the state.	1
Suggested additional priority be given to multimodal transportation over road improvements.	1
<b>Non-Project-Specific</b>	26
<b>Concern over road/bridge conditions</b>	3
Expressed concern over road conditions in the Ravendale neighborhood.	1
Expressed concern over sustainability of materials used in highway construction.	2
<b>Concern with design, safety, and/or congestion</b>	7
Expressed concern over impacts of road construction on congestion and travel time.	6
Suggested additional traffic control for large projects to mitigate congestion and improve traffic flow on detours.	1
<b>General comment and/or question (including opposition and support)</b>	13
Expressed concern over impacts of road construction on congestion and travel time.	3
Expressed concern over road and bridge conditions in the state.	1
Expressed concern over the benefits of Highway Program investments.	1
Expressed support for investments in pavement and concern over investments in rail.	1
Expressed support for the 5YTP public comment period.	1
Inquired into the process of maintaining newly resurfaced and replaced roads that increase lifespan.	2
Inquired on comment options for the 5YTP.	1
Inquired on the completion of long-term projects in the program.	1

# 5YTP Public Engagement and Results Summary

Inquired on the location of complete streets and other multimodal improvements across the state.	1
Requested information on projects included in the 2023-2027 5YTP that are no longer in the program.	1
<b>Guideline, plan, and/or policy updates</b>	1
Expressed concern over deferred investments in the Highway Program.	1
<b>Request for additions and/or changes</b>	2
Requested I-96 in Livingston County be included in the program.	1
Suggested innovation be prioritized in roadway design.	1
<b>Project-Specific</b>	3
<b>Concern with design, safety, and/or congestion</b>	1
Expressed concern over impacts of road construction on congestion and travel time.	1
<b>General comment and/or question (including opposition and support)</b>	2
Expressed concern over condition of I-94 by DTW.	1
Inquired on the completion date of the Modernize 75 project.	1
<b>Transportation Resiliency</b>	4
<b>Concern over environmental impact of projects</b>	1
Expressed concern over impacts of road construction on the natural environment.	1
<b>Guideline, plan, and/or policy updates</b>	3
Suggested development of policies that reduce vehicle miles traveled (VMT) and increase multimodal accessibility.	3
<b>Bay</b>	14
<b>Complete Streets/Multimodal</b>	1
<b>Support for more safety and/or mobility infrastructure</b>	1
Suggested safety and bicycle-pedestrian improvements in downtown Port Huron.	1
<b>Non-Project-Specific</b>	7
<b>Concern over road/bridge conditions</b>	1
Requested M-54 (from Court Street to Hill Road) be included in program.	1
<b>Concern with design, safety, and/or congestion</b>	3
Expressed concern over impacts of road construction on congestion and travel time.	1
Requested the merge lane from Dixie Highway to northbound I-75 be increased in length.	1
Suggested a redesign of the I-75/I-69 interchange.	1
<b>General comment and/or question (including opposition and support)</b>	1
Suggested increased investment in Bay City bridges.	1
<b>Request for additions and/or changes</b>	2
Requested additional lanes on I-75 between exits 164 and 188 be included in program.	1
Requested the rehabilitation of M-54 (Dort Highway) between Saginaw Street and Lapeer Road be added to the program.	1



# 5YTP Public Engagement and Results Summary

Project-Specific	6
Concern with design, safety, and/or congestion	1
Expressed concern over closure of the rest area off I-94 in St. Clair County.	1
General comment and/or question (including opposition and support)	1
Inquired on replacement of bridges on I-75 in Genesee County and impacts on traffic.	1
Request for additions and/or changes	4
Expressed support for prioritizing neighborhood connectivity and bicycle-pedestrian friendliness in the design for I-475.	1
Suggested changes to design of M-21, including lane reductions, two-way traffic and protected bicycle lanes.	1
Suggested safety and bicycle-pedestrian improvements on I-94 from Black River to Glenwood Avenue.	1
Suggested safety and bicycle-pedestrian improvements on M-21 from Black River to Glenwood Avenue.	1
Grand	52
Complete Streets/Multimodal	1
Guideline, plan, and/or policy updates	1
Expressed concern over lack of emphasis on nonmotorized projects in the Grand Rapids area.	1
Equity and Inclusion	1
General comment and/or question (including opposition and support)	1
Inquired on equity and inclusion, transportation resiliency and complete streets projects in the Grand Rapids area.	1
Financial/Investment Strategies	2
Multimodal Program	2
Expressed support for bus lanes on I-296 from I-96 to Post Drive.	1
Expressed support for more investment in public transportation, including rail.	1
Non-Project-Specific	6
Request for additions and/or changes	6
Expressed concern over design and safety of US-131 on and off ramps at Wealthy Street.	1
Expressed support for adding an additional lane on US-131 near Exit 91.	2
Requested expansion of US-10 from Midland to Grand Rapids be included in the program.	1
Suggested expansion of US-10 from Midland to Grand Rapids be included in the program.	1
Suggested improvements on US-131 from 14 Mile Road to I-96 interchange, removal of ramps to/from US-131 in downtown Grand Rapids, and roundabout at M-46/Sparta Avenue intersection.	1
Project-Specific	42
Concern with design, safety, and/or congestion	3
Expressed concern over bicycle-pedestrian safety on M-11 (28th Street).	1
Expressed concern over safety and community impacts of I-296/US-131.	1
Expressed concern over safety of design for bicyclists and pedestrians on M-37 from 92nd Street to 76th Street.	1
General comment and/or question (including opposition and support)	30
Expressed opposition to US-131 from I-96 north to Post Drive.	1

# 5YTP Public Engagement and Results Summary

Expressed opposition to US-131 project from Wealthy Street to Pearl Street and support for more transit.	3
Expressed opposition to US-131 project from Wealthy Street to Pearl Street.	18
Expressed opposition to US-131 project over West River Drive.	2
Expressed support for US-131 project from Wealthy Street to Pearl Street.	1
Inquired when a ramp will be added from northbound I-96 to M-21 (Fulton Street).	1
Requested information on US-131 traffic management from I-96 to Post Drive.	1
Requested study of routing the Plaster Creek Trail under M-11 (28th Street) from Division Avenue to Kalamazoo Avenue.	2
Suggested working with Plainfield Township on M-44 to implement strategies identified in the Reimagine Plainfield Plan.	1
Request for additions and/or changes	9
Expressed opposition to US-131 project from Wealthy Street to Pearl Street and support for more transit.	1
Expressed opposition to US-131 project from Wealthy Street to Pearl Street.	1
Expressed support for more vehicle lanes rather than bicycle lanes on US-41 from Division Avenue to Kalamazoo Avenue.	1
Requested additional improvements on M-66 to accommodate bicyclists and pedestrians.	1
Suggested a dedicated bicycle lane be added on Fruit Ridge Road over I-96.	3
Suggested sidewalks on US-23 from Tuttle Road to Wells Street.	1
Suggested wide shoulders and "Share the Road" signs on M-99 from M-82 to White River to improve bicycle safety.	1
Metro	30
Complete Streets/Multimodal	5
General comment and/or question (including opposition and support).	1
Expressed concern over misuse of bicycle lanes.	1
Support for more safety and/or mobility infrastructure	4
Expressed concern over lack of lighting at southbound I-275 exit to Ford Road.	1
Expressed support for the People Mover connecting to New Center and the Q-Line to Pontiac.	1
Requested conversion of I-75 in Detroit to an at-grade street with multimodal and bicycle-pedestrian amenities.	1
Suggested more public amenities for transit riders in the Metro Region.	1
Non-Project-Specific	13
Concern over road/bridge conditions	3
Expressed concern over condition on M-46 in Gratiot County.	1
Expressed concern over durability of materials used in highway construction.	1
Requested replacement of 8 Mile Road (from Haggerty Road to Center Street) be included in the program.	1
Concern with design, safety, and/or congestion	2
Expressed concern over pavement markings on Gratiot Avenue.	1
Expressed concern over pavement markings on Van Dyke Avenue.	1
General comment and/or question (including opposition and support)	1
Requested converting M-10 (Lodge Freeway) to an at-grade street with multimodal and bicycle-pedestrian amenities.	1



# 5YTP Public Engagement and Results Summary

<b>Request for additions and/or changes</b>	7
Expressed concern over lack of improvements on eastbound I-696.	1
Requested additional lanes on I-75 between exits 164 and 188 be included in program.	1
Requested conversion of a lane on Hall Road to a dedicated bus lane.	1
Requested Stearns Road bridge over US-23 and US-223 resurfacing from the city of Blissfield to US-23 be added to the program.	1
Suggested changes to the design of I-375 to a canal-waterway inlet from the Detroit River.	1
Suggested Michigan Avenue in Dearborn be converted to two one-way streets.	1
Suggested US-12 in Dearborn be redesigned as two one-way streets.	1
<b>Project-Specific</b>	12
<b>General comment and/or question (including opposition and support)</b>	8
Expressed concern over 2053 completion date of I-94 modernization project (updated as "to be determined").	1
Expressed concern over community impacts of the expansion of I-94.	1
Expressed concern over delay of Grand River Avenue and Cass Avenue over I-94.	1
Expressed concern over impacts of the I-375 redesign on safety and congestion in Detroit.	1
Expressed concern over level of investment of the Blue Water Bridge plaza.	1
Expressed concern over the current design for I-375.	1
Inquired whether Old 14 will include sidewalks and other bicycle-pedestrian improvements.	1
Suggested design improvements for the I-375 project.	1
<b>Request for additions and/or changes</b>	4
Requested conversion of I-75 (from I-96 to John R) to a surface boulevard and improvements to M-10 that enhance neighborhood connectivity.	1
Requested conversion of I-75 in Detroit to an at-grade street with multimodal and bicycle-pedestrian amenities.	3
<b>North</b>	4
<b>Non-Project-Specific</b>	3
<b>Concern with design, safety, and/or congestion</b>	1
Expressed concern over settling pavement on M-22 between 8 Mile Road and Norman Road.	1
<b>General comment and/or question (including opposition and support)</b>	2
Expressed support for investments in pavement, excluding roundabouts, and bridges and public transportation.	1
Inquired on what improvements are included in the M-72 project.	1
<b>Project-Specific</b>	1
<b>Concern with design, safety, and/or congestion</b>	1
Expressed support for a single-point urban interchange (SPUI) on I-75 at M-32.	1
<b>Southwest</b>	7
<b>Non-Project-Specific</b>	4
<b>General comment and/or question (including opposition and support)</b>	1
Expressed concern over removal of US-131 BR from the program.	1

# 5YTP Public Engagement and Results Summary

<b>Request for additions and/or changes</b>	3
Requested resurfacing on I-94 BL in Battle Creek from Michigan Avenue to Main Street.	1
Suggested improvements to the southbound US-131 interchange at I-94.	1
Suggested resurfacing of Division Street to 9 Mile Road in the city of Battle Creek be included in the program.	1
<b>Project-Specific</b>	3
<b>General comment and/or question (including opposition and support)</b>	1
Requested the M-60/M-86/US-131 BR project in Three Rivers be advanced in the program.	1
<b>Request for additions and/or changes</b>	2
Expressed support for bicycle and pedestrian improvements as part of the M-60/M-86/US-131BR project in Three Rivers.	1
Requested the M-60/M-86/US-131 BR project in Three Rivers be advanced in the program.	1
<b>Superior</b>	3
<b>Non-Project-Specific</b>	1
<b>General comment and/or question (including opposition and support)</b>	1
Suggested sign improvements directed toward slow drivers using the turnout to let traffic pass in the Upper Peninsula.	1
<b>Project-Specific</b>	2
<b>General comment and/or question (including opposition and support)</b>	2
Expressed concern over delay of I-475 project from M-94 to Kunde Road.	1
Inquired into types of repairs included in the US-41 bridge deck replacement.	1
<b>University</b>	49
<b>Complete Streets/Multimodal</b>	2
<b>Guideline, plan, and/or policy updates</b>	1
Suggested lowering speed limits in busy commercial corridors to improve safety.	1
<b>Support for more safety and/or mobility infrastructure</b>	1
Expressed support for priority of buses on M-17 from Carpenter Road to Summit Street.	1
<b>Financial/Investment Strategies</b>	4
<b>Guideline, plan, and/or policy updates</b>	1
Suggested trunkline projects that go through communities be prioritized.	1
<b>Multimodal Program</b>	3
Expressed concern over lack of emphasis on nonmotorized projects in the 5YTP.	1
Expressed concern with the design and safety of US-23 BR from I-94 BL to M-14.	1
Expressed support for more investment in public transportation, including rail.	1
<b>Non-Project-Specific</b>	8
<b>Concern over road/bridge conditions</b>	1
Expressed concern over continued increases of road repair costs.	1
<b>Concern with design, safety, and/or congestion</b>	1
Expressed concern over impacts of road construction on congestion and travel time.	1
<b>General comment and/or question (including opposition and support)</b>	1

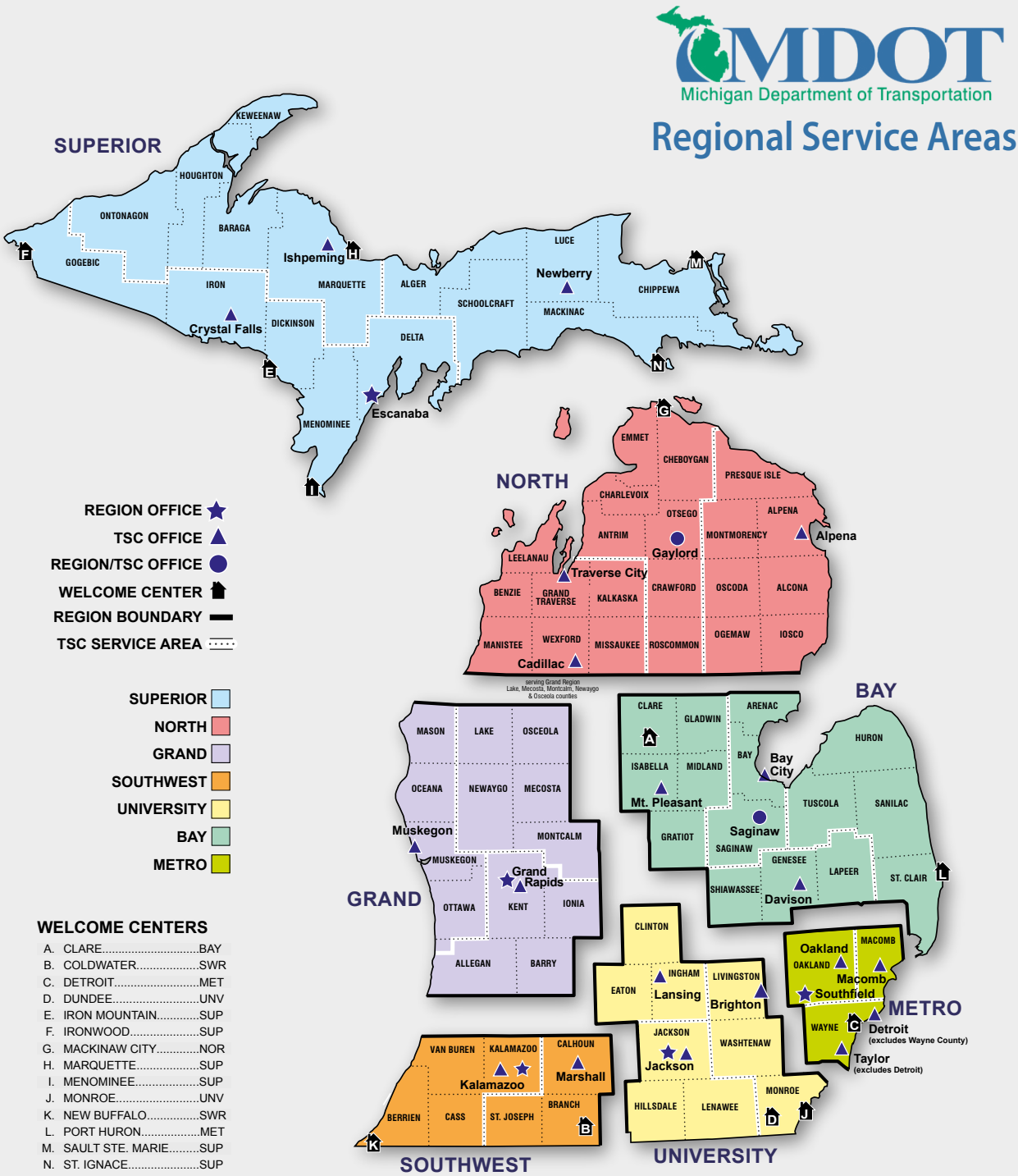
# 5YTP Public Engagement and Results Summary

Suggested resurfacing M-14 between US-23 north and south be added to the program.	1
<b>Request for additions and/or changes</b>	5
Expressed concern over delayed improvements on M-59 from US-23 to I-96.	1
Expressed support for adding to the program the replacement of the Helmer Road bridge over I-94 in Battle Creek.	1
Requested adding to the program pedestrian-actuated crossing lights at M-52 and Dewey Street in the city of Chelsea.	1
Requested US-127 be rebuilt between St. Johns and Ithaca as a four-lane divided highway.	1
Requested widening M-59 between Howell and Hartland be added to the program.	1
<b>Project-Specific</b>	34
<b>Concern with design, safety, and/or congestion</b>	16
Expressed concern over more planned construction on I-96 from US-23 to Kent Lake Road.	1
Expressed concern over safety of current design of M-59 at Latson Road.	1
Expressed concern with the design and safety of US-23 BR from I-94 BL to M-14.	10
Expressed support for capacity reduction on North Main Street in Ann Arbor to improve multimodal accessibility and safety.	1
Requested M-99 (from Holt Highway to Edgewood Boulevard) be advanced in the program.	1
Requested planned M-14 work at Barton Drive be advanced in the program.	1
Requested the I-96/Grand River Avenue interchange be advanced in the program.	1
<b>General comment and/or question (including opposition and support)</b>	7
Expressed concern over businesses served by Ready Road over I-75 having adequate access to the highway system, specifically heavy trucks.	1
Expressed concern over disruption to Lansing River Trail during the US-127 project.	1
Expressed support for improvements on Old M-14.	1
Expressed support for rebuilding I-69 between DeWitt and Perry.	1
Requested noise walls and crosswalks on US-127 from M-43 to Clark Road.	1
Requested the US-127 project be advanced in the program.	1
Suggested I-96 be updated as a Flex Route from US-23 to Kent Lake Road.	1
<b>Request for additions and/or changes</b>	11
Expressed concern over safety of ramp design on I-96 at M-59.	1
Expressed concern with the design and safety of US-23 BR from I-94 BL to M-14.	5
Expressed support for advancing I-69 construction from I-96 to Potterville.	1
Requested planned M-14 work at Barton Drive be advanced in the program.	1
Suggested an off-road bicycle path be added on M-59 at Latson Road.	1
Suggested expanding US-23 to three lanes on each side from School Road to Ida Center Road.	1
Suggested modifications to US-23 bridge over the Huron River to improve bicycle and pedestrian safety.	1
<b>Transportation Resiliency</b>	1
<b>Concern over environmental impact of projects</b>	1
Expressed concern over impacts of I-75 construction on Plum Creek Bay and the need for additional wetland mitigation.	1

# Project Lists

The following section contains a list of road and bridge projects, divided by MDOT region, to be obligated and/or built between FY 2024 and 2028. Projects funded with RBMP funds are highlighted for ease of reference.

For more information on projects and 5YTP updates, please visit [www.Michigan.gov/MDOT5YearProgram](http://www.Michigan.gov/MDOT5YearProgram).







BAY REGION

BRIDGE - BIG BRIDGE PROGRAM										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Bay	M-13	at M-13 and M-84 over E Channel Saginaw River	Bridge Replacement		\$/CON	CON	CON	CON	CON	
Saginaw	Adams/I-75 S Ramp	at I-75 NB over Saginaw River, M-13, GTW Railroad	Healer Sealer		\$/CON	CON				
Saginaw	Adams/I-75 S Ramp	over Saginaw River, M-13, GTW Railroad	Healer Sealer		\$/CON	CON				
Saginaw	Adams/I-75 S Ramp	over Land Raised for Ramp	Healer Sealer		\$/CON	CON				
St. Clair	I-94 BL	over Black River	Miscellaneous Bridge CPM			\$	CON	CON		
Bay	M-25	over Saginaw River and JFK Drive	Substructure Repair				\$	CON		

BAY REGION

BRIDGE REPLACEMENT AND PRESERVATION										
Genesee	M-54	over Gilkey Creek	Culvert Replacement		\$/CON	CON				
Tuscola	M-46	over White Creek #2	Bridge Replacement		\$	CON				
Lapeer	M-53	over Elk Lake Creek	Bridge Replacement		\$/CON					
Lapeer	M-90	over North Branch Flint River	Overlay - Deep		\$	CON				
Midland	M-20	over Prairie Creek	Bridge Replacement		CON					
Midland	M-30	over US-10	Bridge Replacement		CON	CON				
Lapeer	M-24	over Fostoria Drain	Deck Replacement		\$	CON				
Shiawassee	M-71	over Shiawassee River	Deck Replacement		\$	CON				
St. Clair	I-69	Allen Road over I-69	Deck Replacement			\$/CON				
Genesee	I-69	EB over Swartz Creek	Deck Replacement			\$/CON	CON			
Genesee	I-69	WB over Swartz Creek	Deck Replacement			\$/CON	CON			
Genesee	I-69	I-69 and Ramp over Howland and Hewitt Drain	Scour Protection			\$/CON	CON			
Genesee	I-69	EB over GTW Railroad and Swartz Creek	Deck Replacement			\$/CON	CON			
Genesee	I-69	EB over GTW Railroad	Deck Replacement			\$/CON	CON			
Genesee	I-69	WB over GTW Railroad and Swartz Creek	Deck Replacement			\$/CON	CON			
Genesee	I-69	WB over GTW Railroad	Deck Replacement			\$/CON	CON			
Genesee	I-69	EB over Elms Road	Overlay - Shallow			\$/CON	CON			
Genesee	I-69	WB over Elms Road	Overlay - Shallow			\$/CON	CON			
Genesee	I-69	EB over Linden Road	Deck Replacement			\$/CON	CON			
Genesee	I-69	EB over Bristol Road	Deck Replacement			\$/CON	CON			
Genesee	I-69	WB over Bristol Road	Deck Replacement			\$/CON	CON			
Genesee	I-69	EB over Miller Road	Overlay - Epoxy			\$/CON	CON			
Genesee	I-69	WB over Linden Road	Deck Replacement			\$/CON	CON			
Genesee	I-69	WB over Miller Road	Overlay - Epoxy			\$/CON	CON			
Genesee	I-69	WB Ramp C over Miller Road	Deck Replacement			\$/CON	CON			
Sanilac	M-53	over Greenman Creek	Bridge Replacement			\$	CON			
Genesee	M-21	over CSX Railroad (Abandoned)	Culvert Replacement				\$	CON		
Midland	US-10	Hope Road over US-10	Deck Replacement				\$	CON		
Midland	US-10	Stark Road over US-10	Bridge Replacement				\$	CON		
Genesee	M-21	over Swartz Creek	Bridge Replacement				\$	CON		
Gratiot	US-127	NB over Mid-Michigan Railroad	Deck Replacement				\$	CON		
Gratiot	US-127	SB over Mid Michigan Railroad	Deck Replacement				\$	CON		

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

Note: Only \$ will show for projects with planned obligation and construction in the same year. Projects obligating in later years may also not show construction if outside the five-year time frame.

2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM										
BAY REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Gratiot	US-127	SB over US-127 Business Route (Polk Road)	Deck Replacement					\$	CON	
Gratiot	US-127	NB over US-127 Business Route (Polk Road)	Deck Replacement					\$	CON	
St. Clair	M-29	over Swan Creek	Overlay - Epoxy						\$/CON	
Genesee	I-75	Carpenter Road over I-75	Bridge Removal							\$/CON
Genesee	I-75	Coldwater Road over I-75	Bridge Replacement							\$/CON
Arenac	I-75	M-33 Connector over D&M Railroad and Old M-76	Deck Replacement							\$
Arenac	I-75	M-33 over I-75	Bridge Replacement							\$

BAY REGION

NON-FREEWAY RESURFACING PROGRAM (NFRP)										
Saginaw	M-13	from M-57 to Fry Road	Road Capital Preventive Maintenance	8.378	\$	CON				
Lapeer	M-90	from M-24 to North Branch west village limits	Road Capital Preventive Maintenance	5.791	\$	CON				
Sanilac	M-90	from Sandusky Road to Black River Road	Road Capital Preventive Maintenance	9.484	\$	CON				
St. Clair	M-29	from Palms Road to Algonac west village limits	Road Capital Preventive Maintenance	6.493		\$	CON			
Huron	M-25	from Sanilac/Huron county line to Helena Road	Road Capital Preventive Maintenance	6.006		\$	CON			
Gratiot	M-46	from Croswell Road to Merrill west village limits	Road Capital Preventive Maintenance	12.554		\$	CON			
				48.706						

BAY REGION

REST AREAS										
Lapeer	I-69	Five Lakes Rest Area	Roadside Facilities - Preserve		\$/CON					
Bay	I-75	Bay City Rest Area	Roadside Facilities - Improve			\$/CON	CON			
St. Clair	I-94	Richmond Rest Area #910R	Roadside Facilities - Improve						\$/CON	CON

BAY REGION

ROAD - REHABILITATION AND RECONSTRUCTION										
Lapeer	M-53	from Bowers Road to Deanville Road	Road Rehabilitation	8.185	\$/CON					
Saginaw	M-58 E	from EB M-58, Avalon Street to M-84	Reconstruction	1.174	\$	CON	CON			
Midland	M-20	from M-30 to east of Currie Parkway	Road Rehabilitation	5.674	\$	CON				
Sanilac	M-25	at Frenchline Road	Road Rehabilitation	0.213	\$/CON					
Shiawassee	M-71	from McNeil Street to Corunna Avenue	Road Rehabilitation	0.340	\$	CON				
Shiawassee	M-71	from Corunna Avenue to M-21	Reconstruction	0.356	\$	CON				
Midland	US10 BR/M-20	from Jerome Street to Washington Street	Reconstruction	1.954		\$/CON	CON			
Genesee	I-475	from Thread Creek to Flint River and 10 Structure Locations	Reconstruction	2.600		\$	CON	CON		
Genesee	I-475	over Gilkey Creek	Bridge Replacement			\$	CON	CON		
Genesee	I-475	Fifth Street, M-21 over I-475 and Ramps C and D	Overlay - Epoxy			\$	CON	CON		
Genesee	I-475	Court Street - WB over I-475	Overlay - Epoxy			\$	CON	CON		
Genesee	I-475	Third Street over I-475	Overlay - Epoxy			\$	CON	CON		
Genesee	I-475	Second Street over I-475	Overlay - Epoxy			\$	CON	CON		
Genesee	I-475	Kearsley Street over I-475	Overlay - Epoxy			\$	CON	CON		
Genesee	I-475	E Longway Boulevard over I-475	Overlay - Epoxy			\$	CON	CON		
Genesee	I-475	W Longway Boulevard over I-475	Overlay - Epoxy			\$	CON	CON		
Genesee	I-475	I-475 and Ramp B over Chavez Drive	Deck Replacement			\$	CON	CON		
Genesee	I-475	over Davison Road and Broadway Boulevard	Bridge Replacement			\$	CON	CON		
St. Clair	I-94BL	from Black River to Glenwood Avenue	Reconstruction	0.436		\$	CON			
Genesee	I-475 N	from Bristol Road to Thread Creek and 17 Structures	Reconstruction	2.479		\$	CON	CON		

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

Note: Only \$ will show for projects with planned obligation and construction in the same year. Projects obligating in later years may also not show construction if outside the five-year time frame.

2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM

BAY REGION									
ROAD - REHABILITATION AND RECONSTRUCTION									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028
Genesee	I-475 N	over Thread Creek	Deck Replacement			\$	CON	CON	
Genesee	I-475 N	over CSX Railroad and NB Service Road (ABN)	Bridge Replacement			\$	CON	CON	
Genesee	I-475 N	at GTW Railroad and Service Road over I-475	Bridge Removal			\$	CON	CON	
Genesee	I-475 N	SB over I-75 NB	Deck Replacement			\$	CON	CON	
Genesee	I-475 N	Hill Road over I-475	Overlay - Epoxy			\$	CON	CON	
Genesee	I-475 N	SB over Maple Road	Overlay - Epoxy			\$	CON	CON	
Genesee	I-475 N	Bristol Road (Old M-121) over I-475	Overlay - Epoxy			\$	CON	CON	
Genesee	I-475 N	Hemphill Road over I-475	Deck Replacement			\$	CON	CON	
Genesee	I-475 N	over Atherton Road	Deck Replacement			\$	CON	CON	
Genesee	I-475 N	over M-54 Business Route (Saginaw Street)	Deck Replacement			\$	CON	CON	
Genesee	I-475 N	12th Street over I-475	Overlay - Deep			\$	CON	CON	
Genesee	I-475 N	NB over Maple Road	Overlay - Epoxy			\$	CON	CON	
Genesee	I-475 N	Left-Turn Lane No 1 over I-475	Bridge Removal			\$	CON	CON	
Genesee	I-475 N	Left-Turn Lane No 2 over I-475	Bridge Removal			\$	CON	CON	
Genesee	I-475 N	over Left Turn Lane No 3	Bridge Removal			\$	CON	CON	
Genesee	I-475 N	14th Street over I-475	Bridge Removal			\$	CON	CON	
Genesee	I-475N	GTW Railroad over I-475	Substructure Patching			\$	CON	CON	
St. Clair	I-94BL	from I-94 to M-29	Road Rehabilitation	2.653			\$/CON		
St. Clair	I-69BL EB	from 32nd Street to I-94 Business Loop	Road Rehabilitation	1.959			\$	CON	
Saginaw	I-675 W/Veterans Memorial Ramp	I-675 at Veterans Memorial Parkway	Reconstruction	1.387			\$/CON		
Saginaw	I-675 W/Veterans Memorial Ramp	SB Veterans Memorial Parkway over I-675	Bridge Removal				\$/CON		
Huron	M-142	at Harbor Beach	Road Rehabilitation	0.725			\$	CON	
Genesee	M-21	from Swartz Creek to I-475	Reconstruction	0.887			\$	CON	
Genesee	M-15	from South Street to Rising Street	Reconstruction	0.129			\$	CON	
Genesee	M-15	over Black Creek	Culvert Replacement				\$	CON	
St. Clair	M-29	from Church Road to Palms Road	Road Rehabilitation	3.627				\$/CON	
Lapeer	I-69	from Lake George Road to Newark Road	Reconstruction	1.887				\$/CON	
Clare	US-127	from Long Lake Road to the Clare/Roscommon county line	Road Rehabilitation	3.989				\$/CON	CON
Bay	M-25 W	from M-25 Freeway End to Walnut Street	Reconstruction	1.262					\$/CON
Bay	M-25 E	from M-25 Freeway End to Walnut Street	Reconstruction	1.211					\$/CON
St. Clair	M-29	from River Road to I-94 Business Loop	Road Rehabilitation	4.648					\$/CON
Isabella	M-20	from US-127 to Summerton Road	Road Rehabilitation	0.656					\$/CON
St. Clair	M-29	from Belle River to Marine City north city limits	Road Rehabilitation	0.897					\$/CON
Genesee	I-75	from Court Street to North Junction I-475	Road Rehabilitation	6.429					\$/CON
				58.236					

BAY REGION									
TRAFFIC AND SAFETY - SAFETY PROGRAMS									
Lapeer	M-24	at Brocker Road	Traffic Safety	0.300		\$/CON			
St. Clair	I-94 BL E	at Ravenswood Road	Traffic Safety	0.108				\$/CON	
Isabella	M-20	at US-127 northbound Ramps	Traffic Safety	0.207					\$/CON
Isabella	M-20	at Summerton Road	Traffic Safety	0.250					\$/CON
				0.865					

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2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM



GRAND REGION									
BRIDGE - BIG BRIDGE PROGRAM									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028
Kent	US-131 NB	over Cesar E. Chavez Avenue	Overlay - Epoxy			\$	CON	CON	
Kent	US-131 S	SB over Cesar E. Chavez Avenue	Overlay - Epoxy						\$

GRAND REGION									
BRIDGE REPLACEMENT AND PRESERVATION									
Kent	I-96	Fruit Ridge Road over I-96	Bridge Replacement	1.439	\$/CON	CON	CON		
Osceola	M-66	over Muskegon River	Substructure Repair		\$/CON				
Barry	M-43	over Coldwater River	Bridge Replacement		\$/CON				
Barry	M-37	over Fall Creek	Culvert Replacement		\$	CON	CON		
Osceola	M-66	over Doc and Tom Creek	Bridge Replacement		\$/CON				
Allegan	I-196	EB over CSX Railroad	Substructure Repair		\$/CON	CON			
Allegan	I-196	WB over CSX Railroad	Substructure Repair		\$/CON	CON			
Montcalm	US-131	Pierson Road over US-131	Deck Patching		\$	CON			
Montcalm	US-131	Lake Montcalm Road over US-131 SB	Deck Patching		\$	CON			
Montcalm	US-131	Lake Montcalm Road over US-131 NB	Deck Patching		\$	CON			
Ionia	I-96	Morrison Lake Road over I-96	Overlay - Shallow			\$	CON		
Kent	I-96	3 Mile Road over I-96	Overlay - Deep			\$	CON		
Kent	I-96	M-44 (E Belt Line) over I-96	Bridge Replacement	0.335		\$/CON	CON		
Kent	US-131	Martin Luther King Jr. Street over US-131 and CSX Railroad	Bridge Replacement			\$/CON	CON		
Osceola	M-115	over W Branch of Middle Branch River	Scour Protection			\$/CON	CON		
Muskegon	US-31 S	SB over US-31 Business Route (Colby Road)	Overlay - Epoxy			\$	CON	CON	
Muskegon	US-31 S	NB over US-31 Business Route Colby Road	Overlay - Epoxy			\$	CON	CON	
Muskegon	US-31 S	SB over Walsh Road	Overlay - Epoxy			\$	CON	CON	
Muskegon	US-31 S	NB over Walsh Road	Overlay - Epoxy			\$	CON	CON	
Muskegon	M-46	over Crockery Creek	Bridge Replacement			\$	CON		
Kent	US-131	SB over W River Drive and MDOT Railroad (ABN)	Overlay - Deep				\$	CON	
Kent	US-131	NB over W River Drive and MDOT Railroad (ABN)	Overlay - Deep				\$	CON	
Oceana	US-31	US-31 Business Loop over US-31	Pin and Hanger Replacement				\$	CON	
Kent	M-37	32nd Street over M-37	Bridge Replacement				\$	CON	
Muskegon	US-31 S	SB over Riley Thompson Road	Overlay - Deep					\$	CON
Muskegon	US-31 S	NB over Riley Thompson Road	Overlay - Deep					\$	CON
Muskegon	US-31 S	White Lake Drive over US-31 SB	Deck Replacement					\$	CON
Muskegon	US-31 S	White Lake Drive over US-31 NB	Deck Replacement					\$	CON
Muskegon	US-31 S	SB over US-31 Business Route (Fruitvale Road)	Overlay - Deep					\$	CON
Muskegon	US-31 S	NB over US-31 Business Route (Fruitvale Road)	Overlay - Deep					\$	CON
Kent	I-296/US-131 NB	over I-196 EB, M-21	Overlay - Deep					\$	CON
Kent	I-296/US-131 NB	over 6th Street	Overlay - Epoxy					\$	CON
Kent	I-296/US-131 NB	over Pearl Street	Overlay - Epoxy					\$	CON
Kent	I-296/US-131 NB	Ramp over Bridge Street	Overlay - Deep					\$	CON

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GRAND REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Kent	I-296/US-131 NB	over US-131 Business Route (Leonard)	Overlay - Deep					\$	\$	
Kent	I-296/US-131 NB	On Ramp D over Parking Lot/Relief	Overlay - Deep					\$	\$	
Kent	I-296/US-131 NB	over Ann Street	Bridge Barrier Railing Replace					\$	\$	
Allegan	US-131	NB over Grand Elk Railroad	Substructure Patching					\$/CON	CON	
Allegan	US-131	SB over Grand Elk Railroad	Substructure Patching					\$/CON	CON	
Kent	US-131/I-296 SB	over I-196 EB	Overlay - Deep						\$	
Kent	US-131/I-296 SB	over US-131 NB	Overlay - Deep						\$	
Kent	US-131/I-296 SB	over 6th Street	Deck Patching						\$	
Kent	US-131/I-296 SB	over Ann Street	Substructure Patching						\$	
Kent	US-131/I-296 SB	over Leonard Street	Overlay - Deep						\$	
Ottawa	I-96	EB over 88th Avenue	Deck Patching						\$	
Ottawa	I-96	WB over 88th Avenue	Deck Patching						\$	
Ottawa	I-96	EB over M-11 WB Ramp	Deck Patching						\$	
Kent	I-96	EB over Coopersville and Marne Railroad	Overlay - Deep						\$	
Kent	I-96	WB over Coopersville and Marne Railroad	Overlay - Deep						\$	
Kent	I-96	EB over 4 Mile Road	Deck Patching						\$	
Kent	I-96	WB over 4 Mile Road	Overlay - Deep						\$	
Kent	I-96	EB over Bristol Road	Deck Patching						\$	
Kent	I-96	WB over Bristol Road	Deck Patching						\$	
Allegan	M-40	at M-89 over Kalamazoo River	Substructure Repair						\$	
Kent	I-96	Forest Hill Avenue over I-96	Overlay - Deep						\$	
Muskegon	US-31	Lakewood Road over US-31 SB	Overlay - Deep						\$/CON	
Muskegon	US-31	Lakewood Road over US-31 NB	Overlay - Deep						\$/CON	
Osceola	US-131	NB over Grand Avenue (7 Mile Road)	Deck Replacement						\$	
Osceola	US-131	SB over Grand Avenue (7 Mile Road)	Deck Replacement						\$	
				1.774						

GRAND REGION										
FREEWAY RESURFACING PROGRAM										
Kent	I-96	from M-37 east to Cascade Road	Road Capital Preventive Maintenance	2.682	\$	CON				
Kent	US-131	from M-11 (28th Street) to Pearl Street	Road Capital Preventive Maintenance	3.923		\$/CON				
				6.605						

GRAND REGION										
NON-FREEWAY RESURFACING PROGRAM										
Barry	M-43	from Sheffield Road north to Bush Street	Road Capital Preventive Maintenance	4.933	\$	CON				
Ottawa	Old M-45	from the Grand River east to M-45	Road Capital Preventive Maintenance	1.288	\$	CON				
Montcalm	M-46	from Miles Road east to M-66 (East Junction)	Road Capital Preventive Maintenance	4.543	\$	CON				
Allegan	M-89	from 8th Street east to the Allegan/Barry county line	Road Capital Preventive Maintenance	4.143	\$/CON					
Barry	M-79	from Barryville Road east to Nashville west village limits	Road Capital Preventive Maintenance	3.330		\$	CON			
Mason	M-116	from Tinkham Avenue to Ludington State Park entrance	Road Capital Preventive Maintenance	5.955		\$	CON			
				24.192						

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GRAND REGION										
OPERATIONS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Kent	M-37 SB	from 60th Street to Patterson Avenue (N Junction)	Minor Widening	0.666		\$	CON			
Kent	US-131	from I-96 north to Post Drive	Active Traffic Management	6.185			\$	CON		
Kent	US-131	SB over 6 Mile Road	Widen - Add Lanes	6.185			\$	CON		
Kent	US-131	NB over 6 Mile Road	Deck Patching	6.185			\$	CON		
Ottawa	US-31	at Jackson Street	Traffic Safety	0.287						\$
				19.508						

GRAND REGION										
REST AREAS										
Montcalm	US-31	Morley Rest Area #533-R	Roadside Facilities - Improve							\$/CON

GRAND REGION										
ROAD - REHABILITATION AND RECONSTRUCTION										
Muskegon	M-46	from Shonat Street east to Maple Island Road	Road Rehabilitation	6.904	\$	CON				
Kent	M-44 CONN	from I-96 north to Airway Street	Road Rehabilitation	2.665	\$	CON				
Kent	M-37	from 92nd Street north to 76th Street	Major Widening	3.324	\$	CON	CON			
Kent	M-6	from CSX Railroad to I-96	Road Rehabilitation	1.344	\$/CON					
Montcalm	US-131	over No. 102 Drain	Reconstruction	0.030	\$	CON				
Kent	M-11	from Division Avenue east to Kalamazoo Avenue	Road Rehabilitation	1.848		\$	CON			
Kent	M-37	from 60th Street north to 44th Street	Road Rehabilitation	2.075		\$	CON			
Mason	US-10/US-31	from Brye Road east to US-31 (East Junction)	Road Rehabilitation	4.364		\$	CON			
Kent	US-131	from Wealthy Street to Pearl Street	Operation Improvements	0.911		\$/CON	CON			
Osceola	US-10	from west of 95th Avenue east to the Muskegon River	Road Rehabilitation	1.300		\$	CON			
Muskegon	M-46	from Muskegon Avenue east to Home Street	Road Rehabilitation	2.083		\$	CON			
Barry	M-66	from M-50 north to Barry/Ionia county line	Road Rehabilitation	1.028			\$	CON		
Montcalm	M-91	from Stanton Road north to Kendaville Road	Road Rehabilitation	4.377			\$	CON		
Muskegon	US-31 BR	from the White River north to Stanton Boulevard	Road Rehabilitation	0.670			\$	CON		
Ionia	M-66	from Tuttle Road north to Wells Street	Reconstruction	2.100			\$	CON		
Allegan	US-131 SB	at 1 mile north of M-222	Road Rehabilitation	0.100			\$	CON		
Newaygo	M-37	from M-82 (North Junction) to the White River	Road Rehabilitation	8.777				\$	CON	
Oceana	US-31 BR	from US-31 to Johnson Street	Road Rehabilitation	2.296				\$	CON	
Kent	I-296/US-131 NB	from Bridge Street north to Richmond Street	Road Rehabilitation	1.343				\$	CON	
Ottawa	US-31 NB	from Ransom Street north to Port Sheldon Street	Road Rehabilitation	2.625				\$	CON	
Kent	M-21	from Bennett Street east to Valley Vista Drive	Road Rehabilitation	6.079						\$
Osceola	US-131 SB	from US-10 to 14 Mile Road, Ashton and Luther/Leroy Carpool Parking Lots	Road Rehabilitation	7.714						\$/CON
Kent	I-296/US-131 SB	from Pearl Street north to Richmond Street	Road Rehabilitation	1.591						\$
Ottawa	I-96	from Airline Road east to Apple Drive	Road Rehabilitation	5.180						\$
				70.728						

GRAND REGION										
TRAFFIC AND SAFETY - SAFETY PROGRAMS										
Montcalm	M-46	at Federal Road	Traffic Safety	0.140			\$	CON		
				0.14						

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METRO REGION									
BRIDGE - BIG BRIDGE PROGRAM									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028
Oakland	I-696	Plaza and Church Street over I-696	Superstructure Replacement		\$/CON	CON	CON		
Oakland	I-75 N	I-696 over I-75 and four Ramps	Overlay - Epoxy		\$/CON	CON	CON		
Wayne	I-94	M-39 SB Ramp L over I-94	Overlay - Epoxy		\$	CON	CON		
Wayne	I-94	M-39 SB Ramp K over I-94	Overlay - Epoxy		\$	CON	CON		
Wayne	I-75	over Rouge River, Dearborn Street and Railroad	Substructure Repair			\$/CON			
Wayne	I-75	NB Off Ramp over Railroad and Maintenance Road	Overlay - Epoxy			\$/CON			
Wayne	I-75	SB On Ramp over Rouge River and Pleasant Street	Overlay - Epoxy			\$/CON			
Wayne	I-75	over Fort Street	Overlay - Epoxy			\$/CON			

METRO REGION									
BRIDGE REPLACEMENT AND PRESERVATION									
Wayne	M-10	Spruce Street Walkover over M-10 Bridge	Removal		CON				
Wayne	M-39	Sawyer Avenue Walkover over M-39	Bridge Removal		\$	CON			
Wayne	M-39	Vassar Avenue Walkover over M-39	Bridge Replacement		\$	CON			
Wayne	M-39	Verne Street Pederstrian Crossover over M-39	New Structure on Existing Route		\$	CON			
Wayne	OLD M-14	over Middle Rouge River	Bridge Replacement		\$	CON			
Wayne	OLD M-14	Hines Drive over Old M-14 (Ann Arbor Road)	Bridge Replacement		\$	CON			
Wayne	US-24	SB over Frank and Poet Drain	Scour Protection		\$/CON				
Wayne	US-24	Over Conrail Bridge	Barrier Railing Replacement		\$/CON				
Wayne	US-24	NB over Frank and Poet Drain	Culvert Replacement		\$/CON				
Wayne	I-96 E	Greenfield Road over I-96 and CSX Railroad	Bearing Realignment		\$	CON			
Wayne	I-96 E	Hubbell Avenue over I-96 (Jeffries Freeway)	Deck Replacement		\$	CON			
Wayne	I-96 E	Fullerton Avenue over I-96 (Jeffries Freeway)	Bridge Removal		\$	CON			
Wayne	I-96 E	CSX Railroad over I-96 (Jeffries Freeway)	Substructure Patching		\$	CON			
Oakland	I-696	Meredith Drive over I-696	Deck Replacement		\$/CON	CON	CON		
Oakland	I-696	U-turn at El Capitan Drive over I-696	Deck Replacement		\$/CON	CON	CON		
Oakland	I-696	Meadowood Avenue over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Lasher Road over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	11 Mile Road over I-696	Overlay - Epoxy		\$/CON	CON	CON		
Oakland	I-696	Evergreen Road over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Santa Barbara Drive over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Southfield Road U-turn over I-696	Overlay - Epoxy		\$/CON	CON	CON		
Oakland	I-696	Southfield Road over I-696	Overlay - Epoxy		\$/CON	CON	CON		
Oakland	I-696	Southfield Road U-turn over I-696	Overlay - Epoxy		\$/CON	CON	CON		
Oakland	I-696	EB 11 Mile Service Road over I-696	Overlay - Epoxy		\$/CON	CON	CON		
Oakland	I-696	Lincoln Drive over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	U-turn west of Greenfield Road over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Greenfield Road over I-696	Overlay - Epoxy		\$/CON	CON	CON		
Oakland	I-696	U-turn east of Greenfield Road over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	WB 10 Mile Road Service Road over I-696	Healer Sealer		\$/CON	CON	CON		
Oakland	I-696	Coolidge Road U-turn over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Coolidge Road over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		

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METRO REGION									
BRIDGE REPLACEMENT AND PRESERVATION									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028
Oakland	I-696	Coolidge Road U-turn over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Scotia Road over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Woodward Avenue U-turn west over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	WB Service Road over M-1 (Woodward Avenue)	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	SB Woodward Service Road over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	EB Service Road over M-1 (Woodward Avenue)	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	NB Woodward Service Road over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Main Street over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Mohawk Avenue over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Campbell Avenue over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Corporate Drive over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Harvard over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Central Park Boulevard over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Meadowlark U-turn east over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Red River Avenue U-turn over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Santa Barbara Drive U-turn east over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Lathrup Road over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Manistee Street U-turn over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Roanoke Avenue U-turn over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Maplefield Road U-turn over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	WB over M-1 Woodward	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	EB over M-1 Woodward	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	GTW Railroad over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	EB I-696 over N-S Service Road	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	over N-S Service Road	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	from I-75 Ramp over N-S Service Road	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Ramps AF and EF over N Service Road	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	over N Service Road	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Ramps GH and GD over N Service Road	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	John R Road over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	U-turn at Battelle Avenue over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Couzens Street over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	10 Mile Road Connector over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	Dequindre Left Turn over I-696	Substructure Patching		\$/CON	CON	CON		
Oakland	I-696	Dequindre Avenue over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	I-696 Turn Roadway EB over I-696 and Ramps from I-75 NB	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	I-75 SB to I-696 EB over I-696 and Ramps from I-75 SB	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	I-696 Ramp EB over I-75 and Ramps to I-75 NB	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Oakland	I-696	I-696 Ramp WB over I-75 and Ramps to I-75 SB	Miscellaneous Bridge CPM		\$/CON	CON	CON		
Wayne	I-94	over Entrance to Ford Plant	Superstructure Replacement		\$	CON	CON		
Wayne	Conn 240 N	US-24-I-75 Connector NB over Conrail	Superstructure Repair - Steel		\$/CON				
Wayne	Conn 240 N	US-24-I-75 Connector SB over Conrail	Overlay - Epoxy		\$/CON				
Wayne	Conn 240 N	US-24-I-75 Connector SB over Racho Road	Overlay - Epoxy		\$/CON				
Wayne	Conn 240 N	US-24 I-75 Connector NB over Racho Road	Overlay - Epoxy		\$/CON				
Wayne	I-94 EB	over Beech-Daly Road	Bridge Replacement		\$/CON	CON	CON		
Wayne	M-39	Sawyer Avenue Walkover over M-39	Bridge Replacement		\$	CON			
Wayne	US-24, I-75 Connector SB	over US-24 NB	Bridge Replacement		\$/CON				
Wayne	I-96	Virgil Street over I-96	Deck Replacement		\$	CON			
Wayne	Hubbell St	Hubbell Avenue over I-96 (Jeffries Freeway)	Deck Replacement		\$	CON			
Wayne	M-39	Hubbard Avenue EB over M-39	Substructure Replacement		\$	CON	CON		
Wayne	M-39	Hubbard Avenue WB over M-39	Substructure Replacement		\$	CON	CON		
Wayne	M-39	Warren Avenue over M-39	Miscellaneous Bridge CPM		\$	CON	CON		

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METRO REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Wayne	M-39	Joy Road over M-39	Miscellaneous Bridge CPM		\$	CON	CON			
Wayne	M-39	W Chicago Avenue over M-39	Miscellaneous Bridge CPM		\$	CON	CON			
Wayne	M-39	I-94 EB over Pelham Road	Miscellaneous Bridge CPM		\$	CON	CON	CON	CON	
Wayne	M-39	I-94 WB over Pelham Road	Miscellaneous Bridge CPM		\$	CON	CON	CON	CON	
Wayne	M-39	I-94 EB Ramp over Pelham Road	Painting Complete		\$	CON	CON	CON	CON	
Wayne	M-39	I-94 EB Ramp over Pelham Road	Joint Replacement		\$	CON	CON	CON	CON	
Wayne	M-39	I-94 EB Ramp over M-39	Miscellaneous Bridge CPM		\$	CON	CON	CON	CON	
Wayne	M-39	I-94 EB over M-39	Miscellaneous Bridge CPM		\$	CON	CON	CON	CON	
Wayne	M-39	I-94 WB over M-39	Miscellaneous Bridge CPM		\$	CON	CON	CON	CON	
Wayne	M-39	I-94 WB Ramp F over M-39	Miscellaneous Bridge CPM		\$	CON	CON	CON	CON	
Wayne	M-39	I-94 WB Ramp H over M-39	Substructure Repair		\$	CON	CON	CON	CON	
Wayne	M-39	Van Born Road over M-39	Joint Replacement		\$	CON	CON	CON	CON	
Wayne	M-39	Ramp J to M-39 over I-94 EB Ramps B and G	Joint Replacement		\$	CON	CON	CON	CON	
Wayne	M-39	over Ecorse Creek	Deck Replacement		\$	CON	CON	CON	CON	
Wayne	M-39	Outer Drive S EB over M-39	Substructure Patching		\$	CON	CON	CON	CON	
Wayne	M-39	Outer Drive S WB over M-39	Substructure Patching		\$	CON	CON	CON	CON	
Wayne	M-39	I-94 WB Ramp over I-94 EB Ramp B to M-39 NB	Miscellaneous Bridge CPM		\$	CON	CON	CON	CON	
Oakland	I-696	Meredith Drive over I-696	Deck Replacement		\$/CON	CON	CON			
Oakland	I-696	U-turn at El Capitan Drive over I-696	Deck Replacement		\$/CON	CON	CON			
Oakland	I-696	Santa Barbara Drive over I-696	Overlay - Epoxy		\$/CON	CON	CON			
Oakland	I-696	Lincoln Drive over I-696	Joint Replacement		\$/CON	CON	CON			
Oakland	I-696	U-turn west of Greenfield Road over I-696	Joint Replacement		\$/CON	CON	CON			
Oakland	I-696	U-turn east of Greenfield Road over I-696	Overlay - Epoxy		\$/CON	CON	CON			
Oakland	I-696	Mohawk Avenue over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON			
Oakland	I-696	Mohawk Avenue (UTN) over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON			
Oakland	I-696	Campbell Avenue over I-696	Overlay - Epoxy		\$/CON	CON	CON			
Oakland	I-696	Corporate Drive over I-696	Overlay - Epoxy		\$/CON	CON	CON			
Oakland	I-696	Harvard over I-696	Overlay - Epoxy		\$/CON	CON	CON			
Oakland	I-696	Central Park Boulevard over I-696	Overlay - Epoxy		\$/CON	CON	CON			
Oakland	I-696	Meadowlark U-turn east over I-696	Overlay - Epoxy		\$/CON	CON	CON			
Oakland	I-696	Red River Avenue U-turn over I-696	Overlay - Epoxy		\$/CON	CON	CON			
Oakland	I-696	Santa Barbara Drive U-turn east over I-696	Overlay - Epoxy		\$/CON	CON	CON			
Oakland	I-696	Lathrup Road over I-696	Overlay - Epoxy		\$/CON	CON	CON			
Oakland	I-696	Manistee Street U-turn over I-696	Concrete Surface Coating		\$/CON	CON	CON			
Oakland	I-696	Roanoke Avenue U-turn over I-696	Overlay - Epoxy		\$/CON	CON	CON			
Oakland	I-696	Maplefield Road U-turn over I-696	Overlay - Epoxy		\$/CON	CON	CON			
Oakland	I-696	U-turn at Battelle Avenue over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON			
Oakland	I-696	Couzens Street over I-696	Miscellaneous Bridge CPM		\$/CON	CON	CON			
Wayne	M-10	Spruce Street Walkoverover M-10	Bridge Removal		\$/CON					
Macomb	I-94	I-696 Ramp E to N over I-94, 11 Mile Road and Ramps	Substructure Repair			\$/CON				
Macomb	I-94	I-696 Ramp N to W over I-94	Bridge Barrier Railing Replace			\$/CON				
Macomb	I-94	Shady Lane Pedestrian Bridge over I-94	Overlay - Epoxy			\$/CON				
Macomb	I-94	9 Mile Road SB Turn Around over I-94	Substructure Repair			\$/CON				
Macomb	I-94	9 Mile Road over I-94	Substructure Repair			\$/CON				
Macomb	I-94	9 Mile Road NB Turn Around over I-94	Bearing Realignment			\$/CON				
Macomb	I-94	Stephens Drive over I-94	Painting - Zone			\$/CON				
Macomb	I-94	10 Mile Road S Turn Around over I-94	Bearing Realignment			\$/CON				
Macomb	I-94	10 Mile Road over I-94	Bearing Realignment			\$/CON				
Macomb	I-94	10 Mile Road N Turn Around over I-94	Bearing Realignment			\$/CON				
Macomb	I-94	Frazho Road over I-94	Superstructure Repair - Steel			\$/CON				
Macomb	I-94	11 Mile Road over I-94	Painting - Zone			\$/CON				
Macomb	I-94	8 Mile Road over I-94	Substructure Repair			\$/CON				
Oakland	M-1	over Stoney Croft Drain	Culvert Replacement			\$/CON				
Oakland	M-59	M-150 over M-59	Substructure Patching			\$	CON			

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2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM										
METRO REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Oakland	M-150	over Paint Creek	Overlay - Epoxy					\$/CON		
Oakland	M-150	over GTW Railroad, Clinton Road, 1st and 2nd Street	Overlay - Epoxy					\$/CON		
Wayne	M-10	Grand River Avenue over M-10	Overlay - Epoxy					\$	CON	CON
Wayne	M-10	Webb Avenue over M-10	Miscellaneous Rehabilitation					\$	CON	CON
Wayne	M-10	Ramp over M-8 EB Davison Street	Miscellaneous Bridge CPM					\$	CON	CON
Wayne	M-10	Myers Road over M-10	Miscellaneous Bridge CPM					\$	CON	CON
Wayne	M-10	I-75 W S Ramp over M-10	Miscellaneous Bridge CPM					\$	CON	CON
Wayne	M-10	WB over M-8 Ramp to M-10 SB	Miscellaneous Bridge CPM					\$	CON	CON
Wayne	US-24	over Conrail	Bridge Barrier Railing Replace					\$/CON		
Macomb	I-696	EB 11 Mile Road over I-696	Deck Replacement						\$/CON	
Macomb	I-696	Belanger Avenue over I-696	Deck Replacement						\$/CON	
Macomb	I-696	Barkman Avenue over I-696	Deck Replacement						\$/CON	
Macomb	I-94	over Clinton River Control Channel	Overlay - Epoxy							\$/CON
Macomb	I-94	Ramp (WB Beach) over Clinton River Spillway	Overlay - Epoxy							\$/CON
Macomb	I-94	WB over Clinton River, N and S Roads	Scour Protection							\$/CON
Macomb	I-94	EB over Clinton River, N and S Roads	Scour Protection							\$/CON
Macomb	I-94	EB over Selfridge Air National Guard Base Spur Track	Healer Sealer							\$/CON
Macomb	I-94	WB over Selfridge Air National Guard Base Spur Track	Healer Sealer							\$/CON
Macomb	I-94	EB over Crocker Road	Overlay - Epoxy							\$/CON
Macomb	I-94	WB over Crocker Road	Overlay - Epoxy							\$/CON
Macomb	I-94	EB over Joy Road	Superstructure Repair - Concrete							\$/CON
Macomb	I-94	WB over Joy Road	Superstructure Repair - Concrete							\$/CON
Macomb	I-94	M-3 and M-29 over I-94	Joint Replacement							\$/CON
Macomb	I-94	21 Mile Road over I-94	Overlay - Epoxy							\$/CON
Macomb	I-94	Cotton Road over I-94	Healer Sealer							\$/CON

METRO REGION										
FREEWAY RESURFACING PROGRAM										
Wayne	M-10	from I-75 to Jefferson Avenue/Griswold Street	Road Rehabilitation	1.619	\$	CON	CON			
Wayne	I-75	from 14th St to I-375	Road Rehabilitation	5.037	\$	CON				
Wayne	I-94	from Beech Daly Road to Pelham Road	Road Rehabilitation	3.145		\$/CON				
				9.801						


METRO REGION										
NEW ROADS										
Wayne	Gordie Howe International Bridge Plaza	Gordie Howe International Bridge - Plaza Area	New Roads		CON					
Wayne	Gordie Howe International Bridge	Gordie Howe International Bridge	Contracts		CON					
Wayne	Gordie Howe International Bridge	Gordie Howe International Bridge - Interchange Area	New Roads		CON					
Wayne	Gordie Howe International Bridge	Gordie Howe International Bridge - Bridge Area	New Roads		CON					
Wayne	Gordie Howe International Bridge	Gordie Howe International Bridge - Rail West of Plaza Area	Rail		CON					

METRO REGION										
NON-FREEWAY RESURFACING PROGRAM										
Macomb	M-19	from Main Street (New Haven) to S Main Street (Richmond)	Road Capital Preventive Maintenance	5.855	\$	CON				
				5.855						

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2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM										
METRO REGION										
OPERATIONS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Oakland	I-696 W/M-1 Ramp	from WB I-696 exit Ramp to M-1	Traffic Safety	0.400	\$	CON	CON			
Macomb	I-94 W	Between M-59 and 21 Mile Road	Minor Widening	1.882						\$/CON
				2.282						
METRO REGION										
ROAD - REHABILITATION AND RECONSTRUCTION										
Wayne	OLD-14	from Newburgh Road to Market Street	Reconstruction	0.393	\$	CON				
Wayne	M-85	from Rosa Parks Boulevard to Griswold Street	Road Rehabilitation	1.120	\$	CON				
Wayne	US-12	from Haggerty Road to Pershing Street	Road Rehabilitation	2.545	\$	CON				
Wayne	I-94	from Pelham to east of M-39	Road Rehabilitation	3.489	\$	CON	CON			
Oakland	I-696	from Lahser Road to Dequindre Road	Road Rehabilitation	9.896	\$	CON	CON			
Wayne	I-94	from Wayne Road to Middlebelt Road	Reconstruction	3.116	\$	CON	CON			
Oakland	I-75 BL (Woodward Ave Loop)	M-59 and US-24 Business Route (N Cass Avenue)	Reconstruction	2.677	\$	CON	CON			
Oakland	I-75 BL (Woodward Ave Loop)	US-24 Business Route over Pontiac Creek	Joint Repair	2.677	\$	CON	CON			
Oakland	I-75 BL (Woodward Ave Loop)	I-75 Business Route over Clinton River	Miscellaneous Rehabilitation	2.677	\$	CON	CON			
Oakland	I-75 BL (Woodward Ave Loop)	I-75 Business Route over Pontiac Creek	Crack Sealing	2.677	\$	CON	CON			
Oakland	I-75 BL (Woodward Ave Loop)	I-75 Business Route over Pontiac Creek	Joint Repair	2.677	\$	CON	CON			
Oakland	I-75 BL (Woodward Ave Loop)	I-75 Business Route over Clinton River	Crack Sealing	2.677	\$	CON	CON			
Oakland	I-75 BL (Woodward Ave Loop)	M-59 (E Huron Street) over Pontiac Creek	Crack Sealing	2.677	\$	CON	CON			
Wayne	I-94	from Middlebelt Road to Beech Daly Road	Reconstruction	2.506	\$	CON	CON			
Wayne	I-94	EB over Inkster Road	Bridge Replacement	2.506	\$	CON	CON			
Wayne	I-94	WB over Inkster Road	Bridge Replacement	2.506	\$	CON	CON			
Wayne	I-94	EB over Ecorse Road	Bridge Replacement	2.506	\$	CON	CON			
Wayne	I-94	WB over Ecorse Road	Bridge Replacement	2.506	\$	CON	CON			
Wayne	M-153	west of Sheldon Road to west of Lotz Road	Reconstruction	2.412		\$/CON	CON			
Wayne	I-375	from the I-75 interchange to Atwater Street	Reconstruction	3.362		\$/CON	CON	CON		
Wayne	I-375	M-3 (Gratiot Avenue) over Dequindre Cut	Bridge Replacement	3.362		\$/CON	CON	CON		
Wayne	I-375	Larned Street over I-375	Bridge Removal	3.362		\$/CON	CON	CON		
Wayne	I-375	Jefferson Avenue over I-375	Bridge Removal	3.362		\$/CON	CON	CON		
Wayne	I-375	Hastings Street over I-375	Bridge Removal	3.362		\$/CON	CON	CON		
Wayne	US-12	from I-96 to Cass Avenue	Reconstruction	1.621		\$/CON	CON			
Wayne	US-24	from Carter Road to Pennsylvania Road	Reconstruction	2.633			\$/CON	CON	CON	
Oakland	M-59	from Elizabeth Lake Road to US-24	Road Rehabilitation	1.449			\$/CON	CON		
Oakland	M-150	from Avon Road to Clinton River and Paint Creek to Tienken Road	Reconstruction	1.464			\$/CON	CON		
Macomb	M-3 NB	from Church Street to Canfield Drive	Reconstruction	1.478			\$/CON	CON		
Wayne	M-10	from Meyers Road to I-75	Road Rehabilitation	9.480			\$	CON	CON	
Wayne	US-12	from Pershing Street to east of Henry Ruff Road	Reconstruction	3.393			\$	CON	CON	
				92.568						
METRO REGION										
TRAFFIC AND SAFETY - SAFETY PROGRAMS										
Oakland	US-24	at White Lake Road	Traffic Safety	0.294		\$/CON				
Oakland	I-75 Ramps	at Grange Hall Road	Traffic Safety	0.943				\$/CON		
				1.237						

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2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM										
METRO REGION										
TRUNKLINE MODERNIZATION I-75 OAKLAND COUNTY										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Oakland	I-75	from 8 Mile Road to north of South Boulevard	Reconstruction	5.416	CON					
Oakland	I-75	W Shevlin Avenue Double U-turn over I-75	Bridge Replacement		CON					
Oakland	I-75	Dallas Avenue Double U-turn over I-75	Bridge Removal		CON					
Oakland	I-75	NB over Red Run Drain Path	Bridge Replacement		CON					
Oakland	I-75	SB over Red Run Drain Path	Bridge Replacement		CON					
Oakland	I-75	12 Mile Road Walkover over I-75	Bridge Replacement		CON					
Oakland	I-75	Bernhard Street Walkover over I-75	Bridge Replacement		CON					
Oakland	I-75	Harry Avenue Walkover over I-75	Bridge Replacement		CON					
Oakland	I-75	Highland Avenue Walkover over I-75	Bridge Replacement		CON					
Oakland	I-75	Browning Avenue Walkover over I-75	Bridge Replacement		CON					
Oakland	I-75	Orchard Street Walkover over I-75	Bridge Replacement		CON					
Oakland	I-75	Gardenia Road over I-75	Bridge Replacement		CON					
Oakland	I-75	NB Service Road over I-75	Bridge Replacement		CON					
Oakland	I-75	NB over 12 Mile Road	Bridge Replacement		CON					
Oakland	I-75	SB over 12 Mile Road	Bridge Replacement		CON					
Oakland	I-75	NB over 13 Mile Road	Bridge Replacement		CON					
Oakland	I-75	SB over 13 Mile Road	Bridge Replacement		CON					
Oakland	I-75	Myers Road over I-75	Bridge Replacement		CON					
Oakland	I-75	John R Road SB Turn Ramp over I-75	Bridge Replacement		CON					
Oakland	I-75	John R Road over I-75	Bridge Replacement		CON					
Oakland	I-75	John R Road NB Turn Ramp over I-75	Bridge Replacement		CON					
Oakland	I-75	Nine Mile Road Turn Ramp over I-75	Bridge Removal		CON					
Oakland	I-75	Woodward Heights Boulevard over I-75	Bridge Replacement		CON					
Oakland	I-75	10.5 Mile Road over I-75	Bridge Replacement		CON					
Oakland	I-75	11 Mile Road over I-75	Bridge Replacement		CON					
Oakland	I-75	from I-696 W to I-75 N over I-75 N to 11 Mile Exit Ramp	New Structure on Existing Route		CON					
Oakland	I-75	NB Ramp over 12 Mile Road	New Structure on Existing Route		CON					
				5.416						
METRO REGION										
TRUNKLINE MODERNIZATION I-94 DETROIT										
Wayne	I-94	Cass Avenue over I-94	Bridge Replacement		CON	CON				
Wayne	I-94 E	Grand River Avenue over I-94	Miscellaneous Bridge		CON					
Wayne	I-94 E	at Conrail Railroad (X01 of 82025)	Bridge Removal		\$/CON	CON	CON			
Wayne	I-94 E	Conrail Railroad Spur Business Route (ABN) over I-94	Bridge Removal		\$/CON	CON	CON			
Wayne	I-94 E	Conrail Railroad over I-94	New Structure on Existing Route		\$/CON	CON	CON			
Wayne	I-94 E	Conrail Railroad over I-94	New Structure on Existing Route		\$/CON	CON	CON			
Wayne	I-94 E	Rohns Avenue Walkover over I-94	Bridge Replacement		\$/CON	CON	CON			
Wayne	I-94 W	Lemay Street over I-94	New Structure on Existing Route		\$/CON	CON	CON			
Wayne	I-94	at Conrail Railroad (X02 of 82024)	Bridge Replacement			\$/CON	CON	CON	CON	
Wayne	I-94	Conrail Railroad over I-94	Bridge Replacement			\$/CON	CON	CON	CON	
Wayne	I-94 E	from I-94 east of X01 82024 (Conrail Railroad) to west of Burns Street	Reconstruction	2.026		\$/CON	CON	CON		
				2.026						

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NORTH REGION										
BRIDGE - BIG BRIDGE PROGRAM										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Presque Isle	US-23	over Ocqueoc River	Substructure Replacement						\$/CON	

NORTH REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
Iosco	M-55	over E Business Route Au Gres River	Bridge Replacement		\$	CON				
Cheboygan	US-23	over Smiths Creek	Bridge Replacement			\$	CON			
Crawford	I-75	SB over Lake State Railroad	Overlay - Deep					\$/CON	CON	
Crawford	I-75	NB over Lake State Railroad	Bridge Barrier Railing Replace					\$/CON	CON	
Crawford	I-75	SB over M-72	Bridge Replacement					\$/CON	CON	
Crawford	I-75	NB over M-72	Bridge Replacement					\$/CON	CON	
Cheboygan	M-68	over I-75 SB	Superstructure Repair - Steel						\$	
Cheboygan	M-68	over I-75 NB	Superstructure Repair - Steel						\$	
Cheboygan	M-68	Onaway Road/Old M-68 over I-75	Superstructure Repair - Steel						\$	

NORTH REGION										
NON-FREEWAY RESURFACING PROGRAM										
Emmet	US-131	from south of Lears Road north to US-31	Road Capital Preventive Maintenance	1.585	\$	CON				
Emmet	US-31	from Milton Road to Woodland Road and M-68 from Miller Road to King Road	Road Capital Preventive Maintenance	8.207	\$	CON				
Missaukee	M-55	from Cadillac city limits east to M-66	Road Capital Preventive Maintenance	8.114	\$/CON					
Charlevoix	M-75	from US-131 to Air Industrial Park	Road Capital Preventive Maintenance	3.990	\$	CON				
Manistee	M-55	from Udell Hills Road to Pine River	Road Capital Preventive Maintenance	6.750		\$/CON				
Manistee	M-22	from 8 Mile Road to Norman Road	Road Capital Preventive Maintenance	11.882		\$/CON				
Presque Isle	M-65	from Grand Lake Highway north to US-23	Road Capital Preventive Maintenance	4.335			\$/CON			
				44.863						

NORTH REGION										
OPERATIONS										
Grand Traverse	US-31	at Three Mile Road intersection	Minor Widening	0.420		\$	CON			
Grand Traverse	US-31	at M-37 intersection	Minor Widening	0.405						\$/CON
				0.825						

NORTH REGION										
REST AREAS										
Otsego	I-75	Vanderbilt Rest Area	Roadside Facilities - Preserve		\$/CON					
Cheboygan	I-75	Hebron Rest Area	Roadside Facilities - Preserve				\$/CON	CON		

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NORTH REGION										
ROAD - REHABILITATION AND RECONSTRUCTION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Grand Traverse	M-72 and M-22	from west of US-31 north to Cherry Bend Road	Reconstruction	1.899	\$	CON				
Cheboygan	US-23	from Huron Street to Mill Creek Discovery Park entrance	Reconstruction	3.324	\$/CON	CON				
Cheboygan	US-23	over Unnamed Tributary	Culvert Replacement		\$/CON	CON				
Benzie	US-31	from Reynolds Road to Sullivan Road	Reconstruction	7.818		\$/CON				
Otsego	I-75	at the M-32 interchange	Reconstruction	1.429		\$	CON	CON		
Otsego	I-75	SB over M-32	Bridge Replacement			\$	CON	CON		
Otsego	I-75	NB over M-32	Bridge Replacement			\$	CON	CON		
Leelanau	M-22	from Reynolds Street to Hill Street	Reconstruction	0.930			\$	CON		
Iosco	US-23	from Tawas River Bridge to Tawas Beach Road	Reconstruction	3.154				\$/CON		
Manistee	US-31	from Stronach Road to Mason Street and from Van Buren Street to M-55	Reconstruction	4.505				\$/CON	CON	
Oscoda	M-72	from Fourteenth Street to M-33	Reconstruction	1.532				\$/CON		
Wexford	US-131	from M-115 north to Mackinaw Trail	Road Rehabilitation	0.713					\$/CON	
Manistee	US-31	from Maidens Road to Norconk Road	Reconstruction	5.385					\$	
Iosco	M-65	from Pine Acres Road to Kings Corner Road	Road Rehabilitation	3.639					\$/CON	
				34.328						

NORTH REGION										
TRAFFIC AND SAFETY - SAFETY PROGRAMS										
Ogemaw	M-55	at Rifle River Trail	Traffic Safety	0.110		\$/CON				
Crawford	M-93	at Old 27	Traffic Safety	0.228			\$/CON			
Crawford	NB I-75	NB and SB I-75	Traffic Safety	5.161	\$/CON	CON				
Charlevoix	US-31	Belvedere Avenue to Mercer Boulevard	Traffic Safety	1.415		CON				
Iosco	M-55	Wilber Road to the Tawas River Bridge	Traffic Safety	0.400				\$/CON		
Ogemaw	M-55	Rifle River Trail	Traffic Safety	0.110				\$/CON		
				0.338						

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SOUTHWEST REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Berrien	US-31	Buchanan Road over US-31	Overlay - Epoxy		\$	CON	CON			
Calhoun	I-194	over Kalamazoo River	Bridge Replacement		\$/CON	CON				
Berrien	I-94	EB over Hennessy Road	Overlay - Epoxy			\$/CON	CON			
Berrien	I-94	WB over Hennessy Road	Overlay - Epoxy			\$/CON	CON			
Berrien	I-94	EB over M-139	Healer Sealer			\$/CON				
Berrien	I-94	WB over M-139	Healer Sealer			\$/CON				
Berrien	I-94	Nickerson Avenue over I-94	Healer Sealer			\$/CON				
Berrien	I-94	Friday Road over I-94	Healer Sealer			\$/CON				
Calhoun	M-99	over S Business Route Kalamazoo River	Healer Sealer			\$/CON				
Calhoun	M-99	over Kalamazoo River	Healer Sealer			\$/CON				
Kalamazoo	US-131	Centre Avenue (Q Avenue) over US-131	Healer Sealer			\$/CON				
Kalamazoo	US-131	Milham Road (O Avenue) over US-131	Healer Sealer			\$/CON				
Kalamazoo	US-131	Parkview (M Avenue) over US-131	Asphalt overlay with waterproofing membrane			\$/CON				
Kalamazoo	US-131	I-94 Business Loop (Stadium) over US-131	Healer Sealer			\$/CON				
Kalamazoo	US-131	Michigan Avenue over US-131	Healer Sealer			\$/CON				
Kalamazoo	US-131	M-43 (Main Street) over US-131	Healer Sealer			\$/CON				
Kalamazoo	US-131	H Avenue over US-131	Healer Sealer			\$/CON				
Kalamazoo	US-131	SB over D Avenue	Healer Sealer			\$/CON				
Kalamazoo	US-131	NB over D Avenue	Healer Sealer			\$/CON				
Van Buren	I-196	44th Avenue (CR376) over I-196	Healer Sealer			\$/CON				
Van Buren	I-196	NB over 32nd Avenue (CR378)	Healer Sealer			\$/CON				
Van Buren	I-196	SB over 32nd Avenue (CR378)	Healer Sealer			\$/CON				
Van Buren	I-196	NB over 20th Avenue (CR380)	Healer Sealer			\$/CON				
Van Buren	I-196	SB over 20th Avenue (CR380)	Healer Sealer			\$/CON				
Van Buren	I-196	M-43 over I-196	Healer Sealer			\$/CON				
Van Buren	I-196	I-196 Business Loop EB (Phoenix) over I-196	Healer Sealer			\$/CON				
Van Buren	I-196	I-196 Business Loop WB (Phoenix) over I-196	Healer Sealer			\$/CON				
Van Buren	I-196	M-140 over I-196	Healer Sealer			\$/CON				
Van Buren	I-196	M-140 over Deerlick Creek	Scour Protection			\$/CON				
Berrien	US-31	Napier Avenue over US-31	Healer Sealer			\$/CON				
St. Joseph	M-86	M-60 over Little Portage Creek	Deck Patching			\$/CON	CON			
St. Joseph	M-86	over Prairie River	Healer Sealer			\$/CON	CON			
St. Joseph	M-86	over Swan Creek	Healer Sealer			\$/CON	CON			
Berrien	I-94	Napier Road over I-94	Overlay - Epoxy			\$/CON				
Kalamazoo	I-94	Sprinkle Road over I-94	Healer Sealer			\$/CON				
Kalamazoo	US-131	B Avenue over US-131	Healer Sealer			\$/CON				
Berrien	I-94	Roslyn Road over I-94	Healer Sealer			\$/CON				
Berrien	I-94	Carmody Road over I-94	Healer Sealer			\$/CON				

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SOUTHWEST REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Berrien	I-94	Boyer Roadover I-94	Healer Sealer			\$/CON				
Berrien	I-94	Park Road over I-94	Healer Sealer			\$/CON				
Berrien	I-94	County Line Road over I-94	Healer Sealer			\$/CON				
Calhoun	M-89 (Washington Avenue)	over GTW Railroad and Kalamazoo River	Overlay - Epoxy				\$/CON			
Berrien	I-196	Riverside Road over I-196	Bridge Barrier Railing Replace				\$	CON		
Berrien	I-196	Central Avenue over I-196	Bridge Barrier Railing Replace				\$	CON		
Van Buren	I-94	58th Street (CR 681) over I-94	Overlay - Shallow				\$	CON		
Berrien	I-196	Red Arrow Highway over I-196	Overlay - Deep				\$	CON		
Van Buren	I-94	54th Street (CR 215) over I-94	Overlay - Shallow				\$	CON		
Calhoun	M-89	over Battle Creek River	Superstructure Replacement				\$		CON	
Calhoun	I-94BL	over MDOT Railroad Corridor	Joint Repair				\$/CON			
Calhoun	M-294	over Kalamazoo River	Healer Sealer				\$/CON			
Calhoun	M-311	over Alder Creek	Bridge Replacement					\$/CON		
Kalamazoo	M-96	over Kalamazoo River	Overlay - Deep					\$/CON	CON	
Kalamazoo	US-131	Ravine Road over US-131	Overlay - Deep					\$	CON	
Calhoun	I-194 NB and SB	NB over Golden Avenue	Overlay - Shallow					\$/CON	CON	
Calhoun	I-194 NB and SB	SB over Golden Avenue	Overlay - Shallow					\$/CON	CON	
Calhoun	M-311	over Nottawa Creek	Bridge Replacement					\$/CON		
St. Joseph	M-60 and M-66	over Nottawa Creek	Overlay - Epoxy						\$	
St. Joseph	M-60	at M-60 and US-131 Business Route over Rocky River	Overlay - Deep						\$	
St. Joseph	M-60	at M-60 and US-131 Business Route over Rocky River Race	Overlay - Shallow						\$	
St. Joseph	M-60	over Portage River	Bridge Replacement						\$	
St. Joseph	M-60	at M-86 (South Main Street) over St Joseph River	Healer Sealer						\$	
Calhoun	M-89	over Wabascon Creek	Deck Replacement							\$/CON

SOUTHWEST REGION										
NON-FREEWAY RESURFACING PROGRAM										
Calhoun	M-96	from west village limit of Augusta to M-37	Road Capital Preventive Maintenance	4.445	\$/CON					
Cass	US-12	from M-62 to Five Points Road	Road Capital Preventive Maintenance	6.437		\$/CON				
Calhoun	Regionwide	at M-60, M-86, and M-99	Road Capital Preventive Maintenance	5.417		\$	CON			
				19.519						

SOUTHWEST REGION										
OPERATIONS										
Kalamazoo	M-343	at Sprinkle Road	Minor Widening	0.341		\$/CON				
Kalamazoo	I-94 W/US-131 N Ramp	from I-94 WB Ramp to US-131 NB	Minor Widening	1.782		\$/CON				
Kalamazoo	M-43	at 10th Street and Drake Road	Minor Widening	0.996		\$/CON	CON			
Calhoun	M-96	from Territorial Road to Dickman Road	Minor Widening	0.961		\$/CON				
				4.080						

SOUTHWEST REGION										
REST AREAS										
Calhoun	I-94	Battle Creek Rest Area	Roadside Facilities - Improve		\$/CON	CON				
Calhoun	I-94	Battle Creek Rest Area	Roadside Facilities - Preserve			\$/CON				

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SOUTHWEST REGION									
ROAD - REHABILITATION AND RECONSTRUCTION									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028
Berrien	I-94 W	from I-196 to west of M-140	Road Rehabilitation	5.787		\$/CON	CON		
Berrien	M-139	from south of I-94 to I-94 Business Loop	Reconstruction	4.372		\$	CON		
Van Buren	M-40	over Brandywine Lake Drain, at 24th Avenue	Reconstruction	0.132	\$	CON			
Berrien	M-63	Central Avenue to the Blossomland and Bicentennial Bridges	Reconstruction	1.287			\$	CON	CON
St. Joseph	M-60	at M-60, M-86, US-131 Business Route	Reconstruction	6.186					\$
				27.076					



SUPERIOR REGION									
BRIDGE - BIG BRIDGE PROGRAM									
Houghton	US-41	at US-41 and M-26, Railroad (ABN) over Portage Lake and EB M-26	Deck Replacement				\$	CON	CON

SUPERIOR REGION									
BRIDGE REPLACEMENT AND PRESERVATION									
Alger	US-41	over West Business Route Whitefish River	Superstructure Replacement		\$	CON			
Chippewa	I-75	M-48 over I-75, US-2	Overlay - Deep		\$/CON				
Chippewa	I-75	M-48 over I-75	Bridge Barrier Railing Replace		\$/CON	CON			
Mackinac	I-75	NB over Cheeseman Road and Railroad (ABN)	Bridge Replacement		\$/CON	CON			
Mackinac	I-75	SB over Cheeseman Road and Railroad (ABN)	Bridge Replacement		\$/CON	CON			
Dickinson	M-95	Over Private Railroad (ABN)	Overlay - Shallow			\$/CON			
Marquette	US-41	Old M-28 over Carp River	Bridge Removal			\$/CON			
Gogebic	US-2	over Powder Mill Creek	Deck Replacement						\$/CON
Marquette	M-553	over Halfway Creek	Culvert Replacement						\$

SUPERIOR REGION									
NON-FREEWAY RESURFACING PROGRAM									
Chippewa	M-123	from Paradise to the Luce County line	Road Capital Preventive Maintenance	12.491	\$	CON			
Marquette	M-95	from CR LLL to CR FLK/LLK	Road Capital Preventive Maintenance	5.184	\$	CON			
Chippewa	M-123	from Curley Lewis to O'Briens Creek	Road Capital Preventive Maintenance	14.013	\$	CON			

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SUPERIOR REGION									
NON-FREEWAY RESURFACING PROGRAM									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028
Chippewa	M-80	from I-75 to M-129	Road Capital Preventive Maintenance	7.917	\$	CON			
Ontonagon	M-38	from US-45 to Firesteel Road	Road Capital Preventive Maintenance	11.944		\$	CON		
Dickinson	M-69	from Felch to east of Oakes Road	Road Capital Preventive Maintenance	9.007		\$	CON		
Menominee	US-2	from 43.75 Road east to Powers	Road Capital Preventive Maintenance	8.737		\$	CON		
				69.293					

SUPERIOR REGION									
OPERATIONS									
Delta	US-2	at North 30th Street	Traffic Safety	0.130					\$
				0.130					

SUPERIOR REGION									
ROAD - REHABILITATION AND RECONSTRUCTION									
Marquette	M-35	from CR 480 to US-41	Road Rehabilitation	3.343	\$	CON			
Ontonagon	M-26	from US-45 to M-38 West Junction	Road Rehabilitation	5.646	\$	CON			
Gogebic	US-45	from the state line north to US-2	Road Rehabilitation	7.423	\$	CON			
Iron	US-2	from the state line north to north of CR 424	Reconstruction	7.392		\$	CON		
Chippewa	M-123	from Paradise Road south 0.46 miles	Reconstruction	0.455		\$	CON		
Menominee	US-2	from west of the Dickinson/Menominee county line east to 43.75 Road	Road Rehabilitation	1.670		\$	CON		
Gogebic	US-2	from Eddy Street to Pierce Street	Reconstruction	1.073			\$	CON	
Marquette	US-41	from M-94 East Junction to Kunde Road	Road Rehabilitation	6.124			\$/CON		
Delta	US-2	from North 30th Street to Danforth Road	Reconstruction	2.250			\$	CON	CON
Delta	US-2	C & NW Railroad over US-2	Bridge Replacement				\$	CON	CON
Alger	US-41	from the Delta/Alger county line to the Alger/ Marquette county line	Road Rehabilitation	11.031				\$	CON
Mackinac	M-134	from SB I-75 Ramps to east of NB I-75 Ramps	Road Rehabilitation	0.408				\$	CON
Dickinson	US-8	from Fairview Drive north to US-2	Road Rehabilitation	1.322				\$	CON
Baraga	M-28	from the Houghton/Baraga county line to Johnson Road	Road Rehabilitation	6.178				\$	CON
Houghton	M-28	from the Ontonagon County line to the east branch of the Ontonagon River	Road Rehabilitation	4.950				\$	CON
Delta	M-35	from US-2 to 13th Street	Reconstruction	0.157				\$	CON
Marquette	M-95	from CR FH to CR 601	Road Rehabilitation	0.579				\$	CON
Alger	M-28	from the Marquette/Alger county line to Shelter Bay Road	Road Rehabilitation	8.177					\$
Marquette	M-35	from Marshall Drive to Smith Street	Road Rehabilitation	1.291					\$
Mackinac	US-2	from Worth Road to Wildwood Road	Road Rehabilitation	4.443					\$
Houghton	M-28	from the east branch of the Ontonagon River to Kitchie Road	Road Rehabilitation	4.630					\$
				78.542					

SUPERIOR REGION									
TRAFFIC AND SAFETY - SAFETY PROGRAMS									
Alger	M-28	at Au Train Forest Lake Road intersection	Traffic Safety	0.260				\$/CON	
				0.260					


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UNIVERSITY REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Monroe	I-75 N	NB over Laplaisance Creek	Widen-Maintain Lanes		\$/CON	CON	CON			
Monroe	I-75 N	SB over Laplaisance Creek	Overlay - Epoxy		\$/CON	CON	CON			
Monroe	I-75 N	I-75 (NB exit ramp) over Laplaisance Creek	Bridge Removal		\$/CON	CON	CON			
Monroe	I-75 N	over Woodchuck Creek	Substructure Patching		\$/CON	CON	CON			
Monroe	I-75	Mortar Creek Road over I-75	Deck Replacement		\$/CON	CON				
Jackson	US-127 BR	I-94 Business Loop and M-50 over Grand River	Deck Replacement		\$/CON	CON				
Jackson	US-127 BR	M-106 over Grand River	Bridge Replacement		\$/CON	CON				
Jackson	M-50	I-94 BL, US-127 BR, and M-50 over Grand River	Deck Replacement	0.253	\$/CON	CON				
Jackson	M-50	US-127 BR/M-106 over Grand River	Bridge Replacement		\$/CON	CON				
Washtenaw	US-23	Warren Road over US-23	Bridge Replacement		\$/CON	CON	CON			
Washtenaw	US-23	Joy Road over US-23	Bridge Replacement		\$/CON	CON	CON			
Ingham	M-43	over Red Cedar River	Bridge Replacement			\$/CON	CON			
Hillsdale	M-49	over St Joseph River	Superstructure Replacement			\$	CON			
Jackson	US-127	NB over Grand River	Overlay - Epoxy			\$/CON				
Jackson	US-127	SB over Grand River	Overlay - Epoxy			\$/CON				
Jackson	US-127	NB over Berry Road	Overlay - Epoxy			\$/CON				
Jackson	US-127	SB over Berry Road	Overlay - Epoxy			\$/CON				
Jackson	US-127	NB over Territorial Road	Overlay - Epoxy			\$/CON				
Jackson	US-127	SB over Territorial Road	Overlay - Epoxy			\$/CON				
Ingham	US-127	NB over Conrail and Huntoon Creek	Overlay - Epoxy			\$/CON				
Ingham	US-127	SB over Conrail and Huntoon Creek	Overlay - Epoxy			\$/CON				
Livingston	I-96 E	EB over US-23 SB	Overlay - Epoxy			\$/CON				
Livingston	I-96 E	WB over US-23 SB	Overlay - Epoxy			\$/CON				
Livingston	I-96 E	EB over US-23 NB	Overlay - Epoxy			\$/CON				
Livingston	I-96 E	at US-23 NB over I-96 WB	Overlay - Epoxy			\$/CON				
Livingston	I-96 E	Spencer Road over I-96	Overlay - Epoxy			\$/CON				
Livingston	I-96 E	EB over Old US-23	Overlay - Epoxy			\$/CON				
Livingston	I-96 E	WB over Old US-23	Overlay - Epoxy			\$/CON				
Livingston	I-96 E	EB over US-23 SB	Overlay - Epoxy			\$/CON				
Livingston	I-96 E	WB over US-23 SB	Overlay - Epoxy			\$/CON				
Livingston	I-96 E	EB over US-23 NB	Overlay - Epoxy			\$/CON				
Livingston	I-96 E	WB over US-23 NB	Overlay - Epoxy			\$/CON				
Livingston	I-96 E	EB over Old US-23	Overlay - Epoxy			\$/CON				
Livingston	I-96 E	WB over Old US-23	Overlay - Epoxy			\$/CON				
Washtenaw	US-23	NB over I-94	Overlay - Epoxy				\$/CON	CON	CON	
Washtenaw	US-23	SB over I-94	Overlay - Epoxy				\$/CON	CON	CON	
Washtenaw	US-23	NB over Conrail and Huron River	Bridge Replacement				\$/CON	CON	CON	
Washtenaw	US-23	SB over Conrail and Huron River	Bridge Replacement				\$/CON	CON	CON	
Washtenaw	US-23	US-23 NB, I-94 Business Loop over Packard Road	Overlay - Epoxy				\$/CON	CON	CON	
Washtenaw	US-23	US-23 SB, I-94 Business Loop over Packard Road	Overlay - Epoxy				\$/CON	CON	CON	
Washtenaw	US-23	NB over US-23 Business Route	Bridge Replacement				\$/CON	CON	CON	
Washtenaw	US-23	SB over US-23 Business Route	Bridge Replacement				\$/CON	CON	CON	

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2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM										
UNIVERSITY REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Washtenaw	US-23	NB over Huron River Drive	Overlay - Epoxy				\$/CON	CON	CON	
Washtenaw	US-23	SB over Huron River Drive	Overlay - Epoxy				\$/CON	CON	CON	
Washtenaw	US-23	Geddes Road over US-23	Overlay - Deep				\$/CON	CON	CON	
Washtenaw	US-23	Earhart Road over US-23	Overlay - Shallow				\$/CON	CON	CON	
Washtenaw	US-23	Plymouth-Ann Arbor Road over US-23	Overlay - Deep				\$/CON	CON	CON	
Washtenaw	US-23	Ellsworth Road over US-23	Overlay - Epoxy				\$/CON	CON	CON	
Ingham	US-127	SB over Coleman Road	Overlay - Epoxy					\$/CON		
Ingham	US-127	NB over Coleman Road	Overlay - Epoxy					\$/CON		
Ingham	US-127	NB over Red Cedar River and Ramp V	Bridge Replacement					\$/CON		
Ingham	US-127	SB over Red Cedar River and Ramp V	Bridge Replacement					\$/CON		
Ingham	US-127	SB Ramp over Ramp to I-496 WB	Deck Replacement					\$/CON		
Ingham	US-127	Ramp from I-496 EB over US-127 NB Ramp	Deck Replacement					\$/CON		
Ingham	US-127	SB over Kalamazoo Street	Bridge Barrier Railing Replace					\$/CON		
Ingham	US-127	SB over M-143	Overlay - Epoxy					\$/CON		
Ingham	US-127	SB over Vine Street	Bridge Barrier Railing Replace					\$/CON		
Ingham	US-127	SB over Sellers Street	Bridge Barrier Railing Replace					\$/CON		
Ingham	US-127	M-43 EB over US-127	Bridge Barrier Railing Replace					\$/CON		
Ingham	US-127	M-43 WB over US-127	Overlay - Deep					\$/CON		
Ingham	US-127	NB over Kalamazoo Street	Bridge Barrier Railing Replace					\$/CON		
Ingham	US-127	NB over M-143	Overlay - Epoxy					\$/CON		
Ingham	US-127	NB over Vine Street	Bridge Barrier Railing Replace					\$/CON		
Ingham	US-127	NB over Sellers Street	Bridge Barrier Railing Replace					\$/CON		
Ingham	US-127	Lake Lansing Road over US-127	Overlay - Epoxy					\$/CON		
Lenawee	US-223	over Wolf Creek	Overlay - Epoxy					\$/CON		
Lenawee	US-223	over MDOT Railroad Corridor and M-34	Overlay - Epoxy					\$/CON		
Ingham	I-96 BL	over GTW Railroad, South Street and Red Cedar River	Overlay - Epoxy						\$/CON	
Jackson	US-127 N	NB over Conrail Railroad	Overlay - Epoxy						\$/CON	
Jackson	US-127 N	SB over Conrail Railroad	Overlay - Epoxy						\$/CON	
Jackson	US-127 N	US-127, M-50 NB over Parnall Road	Overlay - Epoxy						\$/CON	
Jackson	US-127 N	US-127, M-50 SB over Parnall Road	Overlay - Epoxy						\$/CON	
Jackson	US-127 N	Springport Road over US-127	Overlay - Epoxy						\$/CON	
Monroe	I-75	Ready Road over I-75	Bridge Replacement						\$/CON	
Monroe	US-24	over Stony Creek	Overlay - Epoxy						\$/CON	
Washtenaw	I-94 E	over I-94 Business Loop	Superstructure Repair - Steel						\$/CON	
Washtenaw	I-94 E	Jackson Avenue WB, I-94 Business Route over I-94 Ramp	Overlay - Epoxy						\$/CON	
Eaton	I-69 N	NB over GTW Railroad and Billwood Highway	Overlay - Epoxy						\$/CON	
Eaton	I-69 N	SB over GTW Railroad and Billwood Highway	Overlay - Epoxy						\$/CON	
Eaton	I-69 N	NB over M-100	Overlay - Epoxy						\$/CON	
Eaton	I-69 N	NB over Windsor and Nixon Highway	Overlay - Epoxy						\$/CON	
Eaton	I-69 N	SB over Nixon Road	Overlay - Epoxy						\$/CON	
Eaton	I-69 N	NB over I-96	Overlay - Epoxy						\$/CON	
Eaton	I-69 N	SB over I-96	Overlay - Epoxy						\$/CON	
Eaton	I-69 N	SB over M-100	Overlay - Epoxy						\$/CON	
UNIVERSITY REGION										
FREEWAY RESURFACING PROGRAM										
Ingham	I-96 W	WB I-96 from Meridian Road to M-52	Road Capital Preventive Maintenance	8.650	\$	CON				
Livingston	I-96	from US-23 to Kent Lake Road	Road Capital Preventive Maintenance	4.492		\$	CON			
				13.142						

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2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM

UNIVERSITY REGION										
NON-FREEWAY RESURFACING PROGRAM										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Washtenaw	M-153	from M-14 to Frains Lake Road	Road Capital Preventive Maintenance	1.553	\$/CON					
Jackson	Old 106	from I-94 Business Loop (Louis Glick Highway) to M-106 (Cooper Street)	Road Capital Preventive Maintenance	0.551	\$/CON					
Lenawee	US-223 BR	from US-223 east to Winter Street	Road Capital Preventive Maintenance	1.749	\$/CON					
Washtenaw	M-17	from Carpenter Road to N Summit Street	Road Capital Preventive Maintenance	2.851	\$/CON					
Eaton	M-100	from I-69 to Doane Highway	Road Capital Preventive Maintenance	3.806	\$	CON				
Eaton	M-50	at M-50	Road Capital Preventive Maintenance	1.016		\$	CON			
Eaton	M-100	from Doane Highway to Strange Highway	Road Capital Preventive Maintenance	1.587		\$	CON			
Monroe	US-24	from Yargerville Road to Southpointe Parkway	Road Capital Preventive Maintenance	2.588		\$/CON				
Monroe	US-24	from Hurd Road to M-125	Road Capital Preventive Maintenance	1.282		\$/CON				
Lenawee	M-52	from Valley Road to M-50	Road Capital Preventive Maintenance	4.853		\$/CON				
Lenawee	M-52	from M-50 to US-12	Road Capital Preventive Maintenance	4.259		\$/CON				
Jackson	M-106	from Michigan Avenue to Ganson Street	Road Capital Preventive Maintenance	0.460		\$	CON			
Washtenaw	US-12	from Carpenter Road to I-94	Road Capital Preventive Maintenance	2.073			\$/CON			
				28.628						

UNIVERSITY REGION

OPERATIONS

Livingston	I-96	over Grand River Avenue interchange	Reconstruction	1.519	\$/CON	CON	CON			
Livingston	I-96	EB over Grand River Avenue	Bridge Replacement		\$/CON	CON	CON			
Livingston	I-96	WB over Grand River Avenue	Bridge Replacement		\$/CON	CON	CON			
Livingston	I-96	over S Ore Creek	Culvert Replacement		\$/CON	CON	CON			
Livingston	M-59	at Latson Road	Minor Widening	0.450				\$/CON	CON	
Washtenaw	US-23 BR	M-14 EB at Barton Drive	Traffic Safety	0.750				\$/CON	CON	
Livingston	Kensington/I-96 W Ramp	Kensington Road from Larkins Road to Grand River Avenue	Minor Widening	0.890					\$/CON	
Ingham	I-96 BL	at the I-96/Cedar Street/Pennsylvania interchange	Traffic Safety	0.592					\$/CON	
Eaton	M-43	from Broadbent Road to I-96	Traffic Safety	1.174					\$/CON	
Washtenaw	M-153 E	at Plymouth Road	Minor Widening	0.452					\$/CON	
Livingston	Highland/I-96 E Ramp	I-96 at M-59	Traffic Safety	0.802					\$/CON	
				6.629						

UNIVERSITY REGION

ROAD - REHABILITATION AND RECONSTRUCTION

Monroe	I-75	from Otter Creek to LaPlaisance Road	Reconstruction	3.234	\$/CON	CON	CON			
Ingham	M-99	from north of Holt Highway to Edgewood Boulevard	Reconstruction	2.376		\$/CON				
Hillsdale	M-49	southern village limits of Camden to bridge over St. Joseph River	Reconstruction	0.960		\$	CON			
Monroe	US-23	from School Road to Ida Center Road	Reconstruction	4.209		\$/CON	CON	CON		
Lenawee	US-223	from Ogden Highway to High Street	Road Rehabilitation	6.669	\$	CON				
Jackson	M-99	South Street north and east to Gibbs Road	Road Rehabilitation	1.389			\$/CON			
Washtenaw	US-23 N	from M-14 to I-94	Reconstruction	7.316			\$/CON	CON		
Washtenaw	US-23 N	over Oak Park and Washtenaw Heights Company Drive	Culvert Replacement	7.316			\$/CON	CON		
Eaton	M-78	south of Sharkey Street to the Battle Creek River	Reconstruction	1.220			\$/CON	CON		

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2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM

UNIVERSITY REGION										
ROAD - REHABILITATION AND RECONSTRUCTION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2024	2025	2026	2027	2028	
Washtenaw	US-23 BR	from I-94 Business Loop to M-14	Reconstruction	1.239			\$/CON	CON		
Clinton	US-127	south of M-43 to south of Clark Road	Road Rehabilitation	6.092		\$/CON				
Lenawee	US-223	from Brooks Highway to the south side of the M-34 Bridge	Road Rehabilitation	9.751		\$	CON			
Clinton	M-21	from Morton Street to Scott Road	Reconstruction	1.300				\$/CON		
Eaton	I-69	from Vermontville Highway to I-96	Reconstruction	6.375		\$	CON			
Jackson	I-94 BL	from Dwight Street to Bender Street	Reconstruction	1.258						
				60.704						

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Jackson	M-50	at Clark Lake Road	Traffic Safety	0.151	\$/CON					
Eaton	Lansing Road	at Millett Highway	Traffic Safety	0.799		\$	CON			
Hillsdale	US-127	at Harper Road/Lewis Road	Traffic Safety	0.307		\$/CON				
Jackson	M-60	at Cross Road	Traffic Safety	0.150			\$	CON		
Lenawee	M-50	at Matthews Highway	Traffic Safety	0.060				\$/CON	CON	
				1.467						

=Projects funded with RBMP funds

EPE= Study/Environmental    PE=Preliminary Engineering/Design    PE-B=Preliminary Engineering/Design for Bridges

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

Note: Only \$ will show for projects with planned obligation and construction in the same year. Projects obligating in later years may also not show construction if outside the five-year time frame.

# Acronyms

<b>5YTP</b>	Five-Year Transportation Program	<b>POE</b>	Port of Entry
<b>ADA</b>	Americans with Disabilities Act	<b>RBMP</b>	Rebuilding Michigan Program
<b>AIP</b>	Airport Improvement Program	<b>RSL</b>	Remaining Service Life
<b>ASP</b>	Air Service Program	<b>SAF</b>	State Aeronautics Fund
<b>BIL</b>	Bipartisan Infrastructure Law	<b>STC</b>	State Transportation Commission
<b>BL</b>	Business Loop	<b>STF</b>	State Trunkline Fund
<b>BWB</b>	Blue Water Bridge	<b>STIP</b>	State Transportation Improvement Program
<b>CATA</b>	Capital Area Transportation Authority	<b>TAM</b>	Transit Asset Management
<b>CTF</b>	Comprehensive Transportation Fund	<b>TSMO</b>	Transportation Systems Management and Operations
<b>EBA</b>	Economic Benefits Analysis		
<b>FAA</b>	Federal Aviation Administration		
<b>FAST</b>	Fixing America’s Surface Transportation Act		
<b>FY</b>	Fiscal Year		
<b>GHIB</b>	Gordie Howe International Bridge		
<b>IRI</b>	International Roughness Index		
<b>LBO</b>	Local Bus Operating		
<b>MAAS</b>	Mobility as a Service		
<b>MASP</b>	Michigan Aviation System Plan		
<b>MDOT</b>	Michigan Department of Transportation		
<b>MEDC</b>	Michigan Economic Development Corp.		
<b>MM2045</b>	Michigan Mobility 2045		
<b>MTPP</b>	Michigan Transportation Program Portal		
<b>NBI</b>	National Bridge Inventory		
<b>OPT</b>	Office of Passenger Transportation		
<b>PCI</b>	Pavement Condition Index		
<b>PCM</b>	Pavement Condition Measure		
<b>PE</b>	Preliminary Engineering		
<b>PEL</b>	Planning and Environmental Linkages		

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MICHIGAN DEPARTMENT  
OF TRANSPORTATION

2024-2028  
FIVE-YEAR  
TRANSPORTATION  
PROGRAM

VOLUME XXV

*Approved by the  
State Transportation Commission  
on Nov. 9, 2023*



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