

# MICHIGAN DEPARTMENT OF TRANSPORTATION



## 2025-2029 FIVE-YEAR TRANSPORTATION PROGRAM





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## Introduction from Director Brad Wieferich

DEAR READER:

I am pleased to present the 2025-2029 Five-Year Transportation Program (5YTP). This document contains a list of projects under MDOT's authority that are planned for funding and construction over the next five years and represent a \$15.5 billion total investment in multimodal transportation.

MDOT updates the 5YTP annually with the intent of presenting the public with an opportunity to provide input on our progress toward creating and maintaining an equitable, resilient and sustainable transportation system.

It is an exciting time for transportation, MDOT and the state of Michigan. Our state is on the front lines of innovative new projects, including the installation of the first public in-road charging system in the United States and electric vehicle testing in southeast Michigan. In the spirit of innovation across the department, MDOT is in the beginning stages of implementing a new approach to program development – an approach that will provide a better connection between the mobility vision established in the state long-range transportation plan, Michigan Mobility 2045 (MM2045), and the recently updated MDOT mission of “serving and connecting people, communities, and the economy through transportation.”

To support this new mission and make progress toward the long-range vision, MDOT is updating its strategic plan and capital planning processes to be better prepared for funding uncertainty and to mitigate risk in program development and delivery. On the path to a more collaborative, inclusive and resilient future, a primary challenge that MDOT continues to face is future-proofing funding, project scopes and budgets. Inflation continues to increase project costs, and at current funding levels, MDOT will not be able to maintain the road and bridge conditions that are essential to providing an accessible and reliable transportation system. In response, MDOT is working to develop performance measures that build on the strategies and goals in MM2045 and to transition to a process that includes an expanded planning horizon for program development. These enhancements will help to ensure MDOT's decisions align resources where they are needed, despite changing financial conditions and pressures. The transition will take place during the next two program development cycles and will include future opportunities for input and feedback. Updates on progress with these efforts will be communicated as the process continues to evolve.

MDOT's success relies on feedback and input from residents, communities and agency partners. Public comment opportunities are posted on [www.Michigan.gov/MDOT](http://www.Michigan.gov/MDOT) along with updates about MDOT programs and activities.

Sincerely,

Bradley C. Wieferich, P.E.  
Director



*“MDOT is in the beginning stages of implementing a new approach to program development ... to be better prepared for funding uncertainty and to mitigate risk in program development and delivery.”*



# 5YTP Requirements, Objectives and Process

## 5YTP Requirements and Objectives

The Michigan Department of Transportation (MDOT) Five-Year Transportation Program (5YTP) document includes a state-required list of projects and provides a high-level overview of planned investments in trunkline highway, public transportation and aeronautics programs 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 2025-2029.

The 5YTP covers all components of the transportation network for which MDOT is responsible, including highways, bridges, and other structures on the trunkline system, as well as bus, rail, aeronautics, 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 parties 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 that is delivered to the Michigan Legislature before March 1 each year.



Five-Year Transportation Program Process

## 5YTP MAIN OBJECTIVES:

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

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

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

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

## 5YTP Process

The 5YTP is a rolling, year-long, multi-stage development 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 State Long-Range Transportation Plan (SLRTP) provides the foundation for long-range transportation planning and policy for MDOT and Michigan. MDOT’s SLRTP, 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.

**Preservation**  
Preserve, operate, enhance, and right-size the existing multimodal network efficiently and effectively, build and manage it to withstand and recover from disruptions, and maintain network interconnectivity.

**Modal Choice**  
Build and sustain a mobility network for all users that is safe, adaptable, responsive, equitably distributes cost and benefits, and strengthens economic opportunity with high-quality access to jobs as well as between economic centers in and out of Michigan.

**Future Oriented**  
Pursue and plan for emerging trends, embrace technology, seek flexible and diversified funding and financing tools, strengthen cross-jurisdiction, and leverage multidisciplinary partnerships.

**Sustainable Communities**  
Foster livable, healthy, and connected communities with convenient, multimodal access to jobs, services, social support, and activities regardless of age, income, race, or ability; provide strong intermodal connections; and, engage in health-promoting projects and policies that support clean air.

## 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.



# Transportation Equity and Inclusion

Equity and inclusion in transportation are more than ensuring all communities have access to mobility – it’s quality of life and includes health, equal opportunity in employment, education, and housing. MDOT is 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 section covers how equity and inclusion are woven into the planning and project development process.

## Environmental Justice

MDOT is responsible for ensuring that its overall program does not “disproportionately distribute benefits or have negative effects on people of color and low-income people” in alignment with Environmental Justice (EJ) requirements. As part of MDOT’s responsibility, MDOT region planners and engineers review all projects located in “priority areas,” identified as the 30 percent of areas (census tracts) with the highest number of people of color (POC) and/or people in poverty. These areas are designated as priority EJ zones and projects within them can be found on MDOT’s interactive project map at [www.Michigan.gov/MDOTProgramPortal](http://www.Michigan.gov/MDOTProgramPortal).

MDOT continues to make improvements in its EJ screening process to consider the types of transportation-related burdens that exist and their geographic distribution and is pursuing partnerships with local agencies to ensure that the types of projects that would best address transportation inequities and future needs are made in coordination with the responsible jurisdictions.

## Transportation Equity

Transportation equity at MDOT is both a process and an outcome. Consistent with MDOT’s updated mission, transportation equity maximizes and leverages resources, partnerships and investments to connect people and communities with economic and social opportunities. Moreover, a focus on transportation equity expands on the principles of EJ and can ensure that everyone can benefit from the state transportation system. Chief amongst these benefits is equitable access to essential destinations, such as jobs, health care, education and childcare, housing, and healthy food. MDOT is developing methods of measuring access in partnership with peer agencies, national research efforts and local partners.

Toward these goals, transportation equity must be considered during project and program development in order to mitigate or eliminate disproportionate burdens on different groups and across geographic areas. Specifically, populations with transportation disadvantages (statewide) include:

- Households without vehicles; approximately 7 percent<sup>1</sup>
- People over 64; approximately 19 percent<sup>2</sup>
- People with disabilities; approximately 14 percent<sup>3</sup>

Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.

Avoid, minimize or mitigate disproportionate and adverse human health or environmental effects, including social and economic effects, on people of color and low-income people.

Prevent the denial of, reduction in or significant delay in the receipt of benefits by low-income people and people of color.

*Fundamental Principles of Environmental Justice*

- Linguistic isolation (limited English proficiency); approximately 34 percent speak English less than “very well”<sup>1</sup>
- Single-parent households; approximately 25 percent<sup>1</sup>

How MDOT prioritizes which burdens to address to ensure transportation equity will shift over time with feedback from the public and other key parties. Some measures related to transportation burdens currently used include but are not limited to:

- Traffic density
- Diesel particulate matter
- Ozone
- Asthma
- Safety (pedestrian/bike crash data)
- Transportation cost burdens (costs as percent of income)

Detailed information and progress on EJ and Transportation Equity efforts are available at [www.Michigan.gov/MDOT/Programs/Title-VI](http://www.Michigan.gov/MDOT/Programs/Title-VI).

<sup>1</sup> American Community Survey Five-Year Estimates, Michigan (2018-2022)  
<sup>2</sup> U.S. Census Bureau Population and Housing Unit Estimates, Michigan (2022)  
<sup>3</sup> American Community Survey Supplemental Estimates, Michigan (2022)

# Transportation Resiliency

MDOT is preparing for changing climate conditions with resiliency strategies that will enable the transportation system to adapt, respond to and recover quickly from all hazards. Department strategies and efforts that are contributing to sustainability, reducing vulnerability of critical assets and supporting the state’s goals for 100 percent carbon neutrality by 2050 with 52 percent greenhouse gas (GHG) emissions reduced by 2030 as outlined in MI Healthy Climate Plan are covered in this section.

## Resilience Improvement Plan

For years, Michigan has experienced the costly impacts of climate change through severe, climate-induced weather events that damage and strain its transportation system. To evaluate vulnerabilities, assess the risk associated with climate hazards and identify strategies to improve the resilience of surface transportation facilities, MDOT has developed a Resilience Improvement Plan and tool, pending Federal Highway Administration (FHWA) approval, to evaluate transportation assets most at-risk for damage from Michigan’s major potential hazards of river and coastal flooding, stormwater flooding, heat, and coastal erosion.

Based on their relative exposure, sensitivities, vulnerabilities, and criticality to the transportation system, MDOT is identifying strategies to improve its resilience to known hazards and to improve its response during and after an event. Strategies that improve resilience will include applying “green” infrastructure, or nature-based solutions, such as tree planting in the right of way (ROW) to mitigate flooding, extreme heat and coastal erosion, and improving stormwater management infrastructure to prevent flooding, such as pervious pavements and stormwater retention basins. In addition to improving resiliency, these strategies increase the longevity of assets, reduce property losses and damages, and improve safety. More information on resilience strategies can be found at [www.Michigan.gov/MDOT/Programs/Planning/Resilience-Improvement-Plan](http://www.Michigan.gov/MDOT/Programs/Planning/Resilience-Improvement-Plan).

## Carbon Reduction Strategy

MDOT received approval from the FHWA for its Carbon Reduction Strategy, which is a requirement under the Bipartisan Infrastructure Law (BIL) to ensure federal resources are used to implement projects that reduce transportation-related carbon emissions. A statewide carbon emissions baseline was developed to understand the primary sources of carbon emissions from the transportation industry and is focused on three key areas: (1) Use of Systems, (2) Capital Projects, and (3) Roadway Maintenance, with 16 initiatives identified to address



*Roadway flooding and damage in Midland County*

them, considering factors such as social equity and community safety. Current efforts contributing to carbon reduction include elements of sustainable design, such as MDOT’s Reclaimed Asphalt Program, where up to 20 percent of the content of a new asphalt mix comes from old pavement milled off during a resurfacing or rebuilding project, helping to lower project costs and reduce waste. Efforts to encourage the use of public transit and active transportation infrastructure also support the reduction of transportation-related carbon emissions. More detailed information about the Carbon Reduction Strategy is available at [www.Michigan.gov/MDOT/Programs/Planning/Carbon-Reduction](http://www.Michigan.gov/MDOT/Programs/Planning/Carbon-Reduction).

## Public Transportation and Aeronautics

MDOT’s Office of Passenger Transportation (OPT) has several ongoing resilience and climate-related efforts, including the development of transition plans for agencies to move to carbon neutrality, no/low emission vehicle demonstration projects and solar installation projects at intercity bus terminals that MDOT owns.

The MDOT Office of Aeronautics has initiated an airport electrification system plan to prepare for the future of electrified aircraft. This work is currently underway and will analyze the entire network of 234 public-use airports to determine the best strategy for deployment of electric aircraft charging stations.



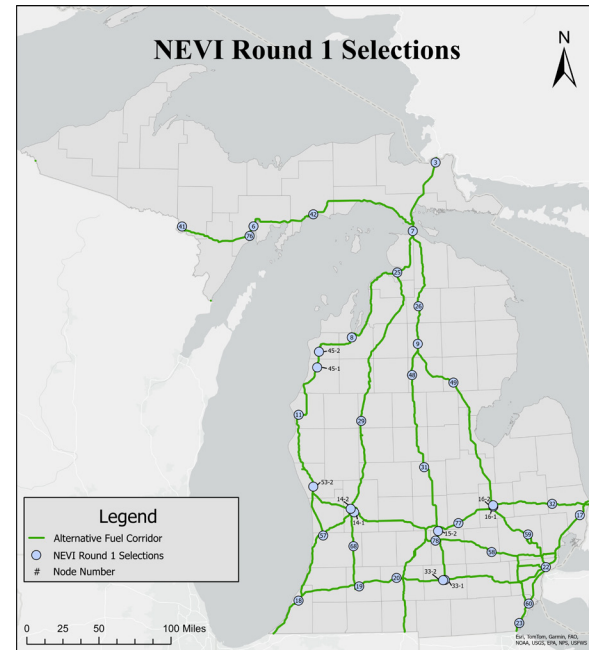
# Transportation Resiliency

## Electric Vehicle Infrastructure Deployment

The state of Michigan currently ranks 24th in the nation for public electric vehicle (EV) charging station locations per capita, with approximately 12 stations per 100,000 people. With nearly one-third of the state's total GHG emissions coming from the transportation sector, primarily due to the combustion of petroleum products, an all-options approach to transportation is needed to put Michigan on track to achieve its decarbonization goals, including a transition to cleaner fuels and investments in EV charging infrastructure to support 2 million EVs on Michigan roads by 2030.

With aid from the federal National Electric Vehicle Infrastructure (NEVI) Formula Program, MDOT has developed the Michigan State Plan for Electric Vehicle Infrastructure Deployment to strategically invest \$110 million through 2026 to identify Michigan's current and future charging needs and priorities for equitably directing and maximizing investment, and the risks, challenges and requirements for widespread EV adoption. Specific outcomes of the plan include:

- Installation of four 150-kilowatt-or-greater chargers at intervals of 50 miles or less along the state's designated Alternative Fuel Corridors (AFCs).
- Deployment of at least 184 direct current fast chargers across 46 sites to achieve a fully built-out AFC network by 2030.



NEVI Round 1 Procurement Locations

After Round 1 of the NEVI procurement, 39 sites were selected as shown on the map. These sites are still in the contract negotiation process and may not be the final representation of all Round 1 sites. Round 2 will be announced later this year and is intended to address any gaps in the network. After the AFC corridor is built out and certified by FHWA, the remaining NEVI funds, potentially \$50 million, will be used to install charging stations in communities and travel destinations.

## Electric Vehicle Project Milestone: Wireless Charging Roadway in Detroit

In February 2022, MDOT announced a contract with Electreon to pilot the first public in-road charging system in the United States. In November 2023, 14th Street (between Marantette Street and Dalzelle Street) in the city of Detroit became the nation's first wireless-charging public roadway. The quarter-mile segment of 14th Street runs alongside the Newlab at Michigan Central Building and is first being used to further testing and advance this next-generation technology. In 2025, MDOT will begin seeking bids to rebuild part of US-12 (Michigan Avenue), which will see additional inductive charging installed. More project information and updates can be found at [www.Michigan.gov/MDOT/Travel/Mobility/Initiatives/Wireless-Charging-Roadway](http://www.Michigan.gov/MDOT/Travel/Mobility/Initiatives/Wireless-Charging-Roadway).



Workers filling trench and placing coils prior to paving on 14th Street



Roller compacting new pavement on 14th Street

# Complete Streets/Mobility

MDOT has many plans and policies developed to help guide investments in active transportation infrastructure, including but not limited to Complete Streets, Context Sensitive Solutions (CSS), Guidance for Trunkline Main Streets, Multimodal Development and Delivery (M2D2), and strategies identified in the Michigan Mobility 2045 SLRTP. These plans and policies stress the importance of local engagement. It is through this engagement that MDOT strives to serve walking and bicycling needs where appropriate; however, where infrastructure is built out, these efforts are not without their challenges. This section highlights key initiatives intended to elevate multimodal considerations in the transportation decision-making process.

## Complete Streets Policy Updates

Complete Streets policies aim to consider all legal users of the system within the context and function of the street. MDOT's current Complete Streets policy was adopted by the STC in 2012, following the passage of Public Act 135 of 2010, which mandated the policy's development to provide guidance to MDOT to promote and ensure that roadways are planned, designed and built to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle. The process for the development of Complete Streets projects depends on several initial contextual factors, including whether the roadway is in an urban, suburban or rural area.

MDOT has been strategically aligning its Complete Streets policy with its recently refocused mission to serve and connect people, communities and the economy through transportation to ensure that projects are approached under a broader mobility "umbrella." Under this umbrella, the components and principles of CSS, M2D2, Trunkline Main Streets, Performance-Based Practical Design, the Safe System Approach, and the long-range vision for freight, rail, active, and transit transportation will connect in a more proactive and wholistic project decision-making process.

## Complete Streets Project Highlight: Grandview Parkway from Division Street to Garfield Avenue and Bay Shore Drive to Cherry Bend Road

In 2025, MDOT will be rebuilding a 2.2-mile section of M-72 (Grandview Parkway) from Division Street to Garfield Avenue in Traverse City and M-22 (Bay Shore Drive) to Cherry Bend Road in Elmwood Township. The \$19 million project includes removing the concrete and composite (asphalt over concrete) pavements to restore the surface condition and improve ride quality. Additionally, MDOT will be replacing sidewalks and nonmotorized paths, upgrading sidewalk ramps to Americans with Disabilities Act (ADA) standards and improving pedestrian crossings on M-72. This work will enhance the corridor's multimodal uses and improve access to the bay front, which were key goals identified through extensive public input.



Complete Streets Project Highlight: Grandview Parkway from Division Street to Garfield Avenue and Bay Shore Drive to Cherry Bend Road

More information on the project can be found at [www.Michigan.gov/MDOT/Projects-Studies/M-Route-Construction/M72-M22-Rebuilding-Project-Grand-Traverse-County](http://www.Michigan.gov/MDOT/Projects-Studies/M-Route-Construction/M72-M22-Rebuilding-Project-Grand-Traverse-County).



# Gordie Howe International Bridge (GHIB)

The Gordie Howe International Bridge (GHIB) project is a new freeway-to-freeway border crossing system between Detroit, Michigan, and Windsor, Ontario. Measuring about half a mile, the GHIB is the longest cable-stayed bridge in North America and tenth longest in the world. It is the first new crossing to connect Ontario and Michigan in more than 60 years and will contribute to economic growth with direct connections to highways in each country, strengthening the fluidity and resiliency at the Windsor-Detroit trade corridor and the flow of international trade between the United States and Canada. The project includes 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 to connect pedestrians and cyclists 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 of the public-private partnership (P3), managing the concession agreement and payments, and setting and collecting tolls. More information on the project can be found at [GordieHoweInternationalBridge.com](https://GordieHoweInternationalBridge.com).



GHIB U.S. Port of Entry Progress

## GHIB Project Updates

- Construction completion is planned for September 2025, with the first vehicles expected to travel across the bridge during the fall season.
- In June 2024, the U.S. and Canadian sides of the GHIB deck met over the Detroit River. Crews installed the final segment, known as the mid-span closure, officially making the bridge an international crossing. While the two sides have joined, there's still work to be done before the first vehicles can cross.
- Approximately one year of work remains to complete the bridge construction as the focus shifts from the deck to the bridge surface. In addition to the bridge, progress at the U.S. and Canadian POEs continues with all buildings and structures at advanced construction stages. Work is advancing on the Michigan interchange with construction of the pedestrian bridges and ramps connecting I-75 in Detroit to the U.S. POE, creating for the first time a direct highway-to-highway link to Highway 401 in Windsor.
- Recently, the GHIB joined the Trans Canada Trail to become the first international bridge border crossing within the 28,000 km trail network. The GHIB will link trail networks on both sides of the U.S.-Canada border, connecting the Great Lakes Waterfront Trail (part of the Trans Canada Trail) in Windsor, Ontario, to the Iron Belle Trail and the Great Lakes Way in Detroit, Michigan. Trail users will be able to cross the bridge and make the official border crossing via a multi-use path.



Workers, officials and the family of Gordie Howe celebrate the joining of the bridge deck in July 2024

# 2025-2029 Transportation Program Funding Forecast

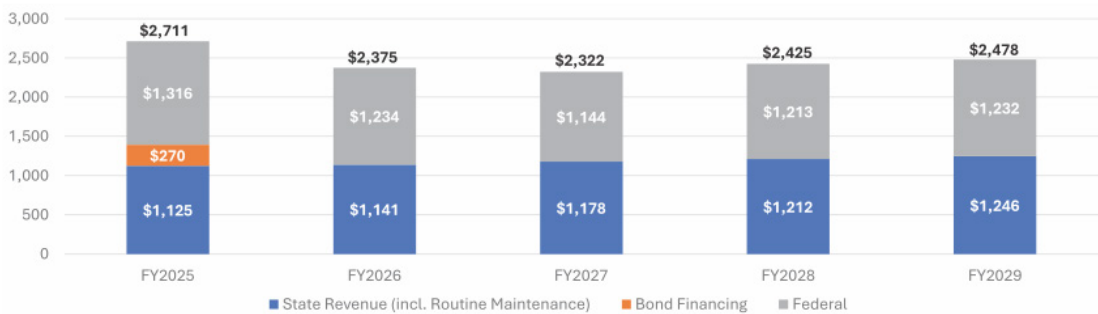
The MDOT 5YTP is supported by a combination of state and federal funding sources. Highway Program funding comes from the Federal Highway Administration's (FHWA) Highway Trust Fund (HTF), the State Trunkline Fund (STF), and state bond financing. The Public Transportation Program is funded with federal discretionary and formula programs and the Michigan Comprehensive Transportation Fund (CTF). Public Act 51 of 1951 (Act 51) mandates how state transportation funds credited to the Michigan Transportation Fund (MTF) are distributed between MDOT and local entities and directs transportation revenue between the STF, local road agencies, and the CTF. The total funding available for this 5YTP as of September 2024 is just more than \$17 billion.

## Highway Program Funding

The total federal and state highway program funding expected for FY 2025-2029 is \$12.3 billion, including \$270 million in state bond financing as part of the RBMP. Federal funding accounts for approximately 51 percent of this total, and includes general fund appropriations from the BIL, discretionary grants awarded for specific projects, and an expected growth of 2 percent up to FY 2026, a decline of 7.4 percent in FY 2027, and back to 2 percent growth in FY 2028 and 2029.

State revenues are expected to grow at 3 percent annually and are supported by state fuel tax rates, state vehicle registration fees, \$234.6 million per year in an income tax redirect from the General Fund, and \$50 million in excise tax on recreational marijuana.

Estimated Total Highway Program Funding for FY 2025-2029: \$12.3 Billion

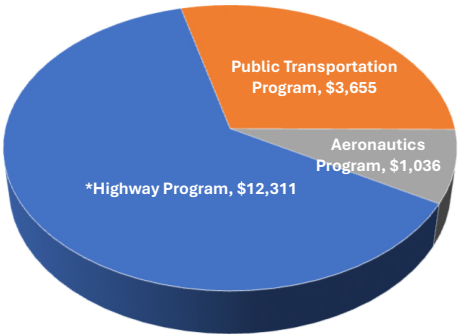


## Rail, Intercity Bus, Public Transit, Marine/Port, and Aeronautics Programs Funding

The total federal and state Public Transportation program funding, (rail, intercity bus, public transit, marine/port) for FY 2025-2029 is \$3.6 billion. The Aeronautics program funding is \$1 billion. Estimates for Public Transportation include 2 percent growth in Federal Transit Administration (FTA) formula and discretionary funds, a one-time state General Fund allocation of \$11 million for public transit and rail, one-time federal American Rescue Plan Act of 2021 (ARP) allocation of \$20 million for public transit, and a state unreserved fund appropriation of \$30.4 million. For rail, 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. Federal revenue for Aeronautics is estimated based on funding levels from previous years, as a new authorization act from the Federal Aviation Administration (FAA) is yet to be approved.

The CTF is the primary source of state funding for capital and operating expenses in the Public Transportation Program. The FY 2025 CTF Executive Budget includes a 5.8 percent decrease in CTF from FY 2024 program levels, and 1.9 percent less in FY 2026-2029 than 2025 due to static state sales tax distributions and no unreserved CTF fund balance in future years. New CTF revenue for FY 2026 increases by 2.3 percent, while FY 2027-2029 CTF revenue is projected to have a growth rate of 2.1 percent. Aeronautics revenue comes from the State Aeronautics Fund (SAF), which comes from sales tax and excise tax on aviation fuel and the Airport Parking Tax (APT). The APT will sunset once the debt service on bonds it supports are repaid in 2032. State funding for Aeronautics is currently insufficient to support the match requirements for all available federal funding as well as other programs not eligible for federal grants.

FY 2025-2029 Transportation Program Funding \$17 Billion (in millions)



Before \$1.9 billion in other program costs.



# 2025-2029 Transportation Program Investment

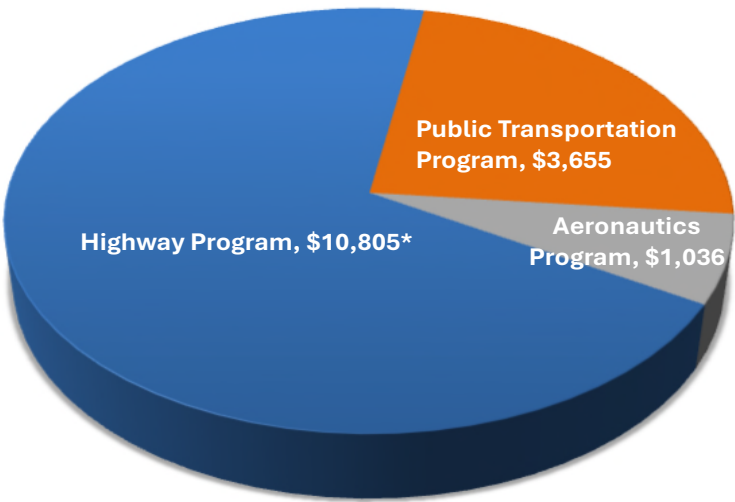
MDOT develops investment strategies accounting for factors that include revenue trends, achieving and maintaining a state of good repair, federal and state law, level of service provided by the system, minimizing risks, and public input. The total investment for this 5YTP as of September 2024 is \$15.5 billion, as shown in the chart below.

## Highway Program

MDOT’s 2025-2029 Trunkline Highway Capital Program investment is estimated at \$10.8 billion. This total reflects investments for both pre-construction (scoping, design, environmental clearance, and ROW acquisition) and construction activities. Pre-capital program costs, such as debt service payments, are not included. This investment will provide Michigan travelers with an average of:

- 640 lane miles of improved roads per year over the next five years, covering:
  - o Replacement and improvement of 228 lane miles per year,
  - o Extending the life of 260 lane miles each year through capital preventive maintenance (CPM),
  - o 293 miles per year of freeway and non-freeway resurfacing, and
  - o Repair or replacement of 101 bridges per year.

2025-2029 MDOT Transportation Program Investment  
\$15.5 Billion (in millions)



\*Does not include other program costs estimated at \$1.9 billion.

| Trunkline Highway Capital Program (in millions) | FY 2025   | Five-Year Total | Annual Average |
|---|-----------|-----------------|----------------|
| Repair and Rebuild Roads*                       | \$1,703.4 | \$4,771.6       | \$954.3        |
| Repair and Rebuild Bridges**                    | \$355.8   | \$1,960.7       | \$392.1        |
| Routine Maintenance                             | \$496.7   | \$2,608.1       | \$521.6        |
| System Safety, Management, and Operations       | \$212.4   | \$887.7         | \$177.5        |
| Roadside Facilities                             | \$28.1    | \$56.6          | \$11.3         |
| Additional State and Federally Funded Programs  | \$100.1   | \$520.0         | \$104.0        |
| TOTAL   | \$2,896.5 | \$10,804.7      | \$2,160.8      |

\*Including Trunkline Modernization for I-94, with \$315 million in FY 2025 and \$698.6 million total.  
\*\*Includes \$53 million in FY 2025 and \$860 million total for ongoing work on Blue Water Bridge Plaza accounted for in previous years.

# 2025-2029 Transportation Program Investment

## Rail, Intercity Bus, Public Transit, Marine/Port and Aeronautics Programs

MDOT’s 2025-2029 Public Transportation Program (rail, intercity bus, public transit, marine/port) investment is estimated at approximately \$3.6 billion, covering \$2.8 billion in Bus and Marine, and \$786.5 million in Rail and Ports. The Aeronautics program is estimated to be \$1 billion. 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 Aeronautics Investment Strategy (in millions)                 | FY 2025  | Five-Year Total | Average |
|---|----------|-----------------|---------|
| PUBLIC TRANSPORTATION   |          |                 |         |
| Local Bus, Intercity Bus, Passenger Rail, Freight Rail, and Marine/Port                 |          |                 |         |
| State restricted expenditure authority  | \$462.7  | \$2,280.2       | \$456.0 |
| Federal formula expenditure authority   | \$133.7  | \$696.1         | \$139.2 |
| Federal discretionary expenditure authority (includes one-time \$20 million in FY 2025) | \$145.8  | \$668.3         | \$133.7 |
| Public Transit and Rail Grants (one-time General Fund expenditure authority)*           | \$11.0   | \$11.0          | *       |
| AERONAUTICS   |          |                 |         |
| Airport Improvement Program (AIP)**   | \$120.0  | \$600.0         | \$120.0 |
| Air Service Program (ASP)   | \$0.05   | \$4.05          | \$0.8   |
| State/Local Program   | \$0.0    | \$8.0           | \$1.6   |
| Advanced Air Mobility (AAM) Program   | \$0.0    | \$4.0           | \$0.8   |
| Bipartisan Infrastructure Law (BIL) Airport Programs                                    | \$120.0  | \$420.0         | \$84.0  |
| TOTAL   | \$993.25 | \$4,691.6       | \$936.1 |

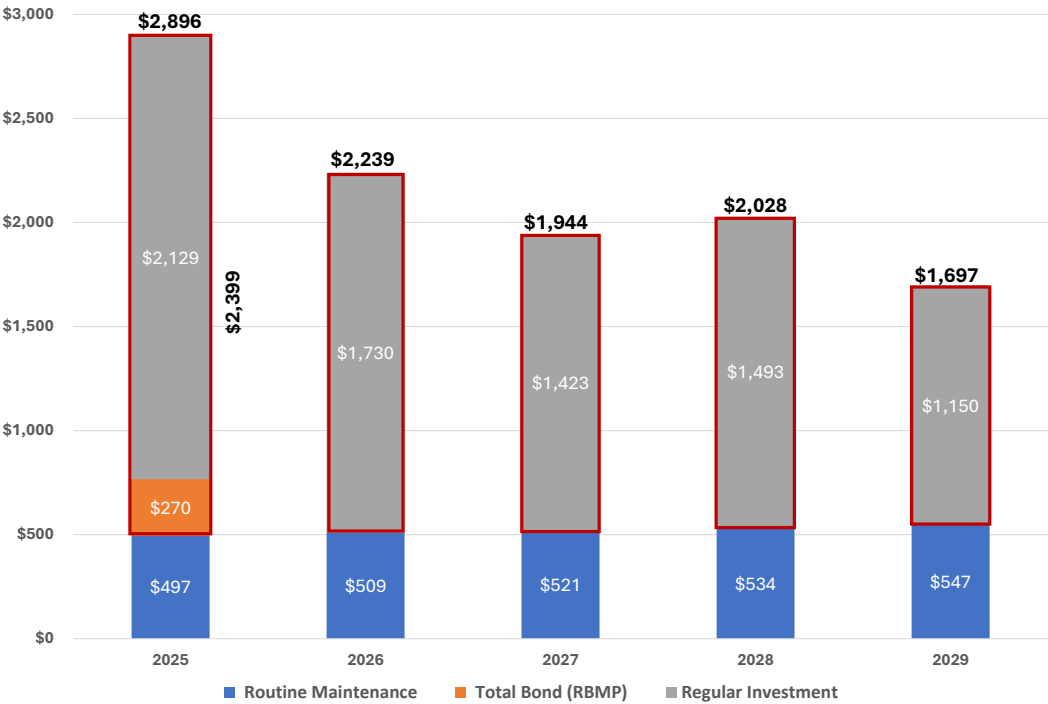
Subject to appropriation of state and federal expenditure authority. Includes only state and federal.  
\*Annual average not included for the one-time Transit Innovation Grants.  
\*\*Includes comprehensive program of needed investments for primary airports and general aviation airports, as identified in the MDOT Airport Improvement Program.



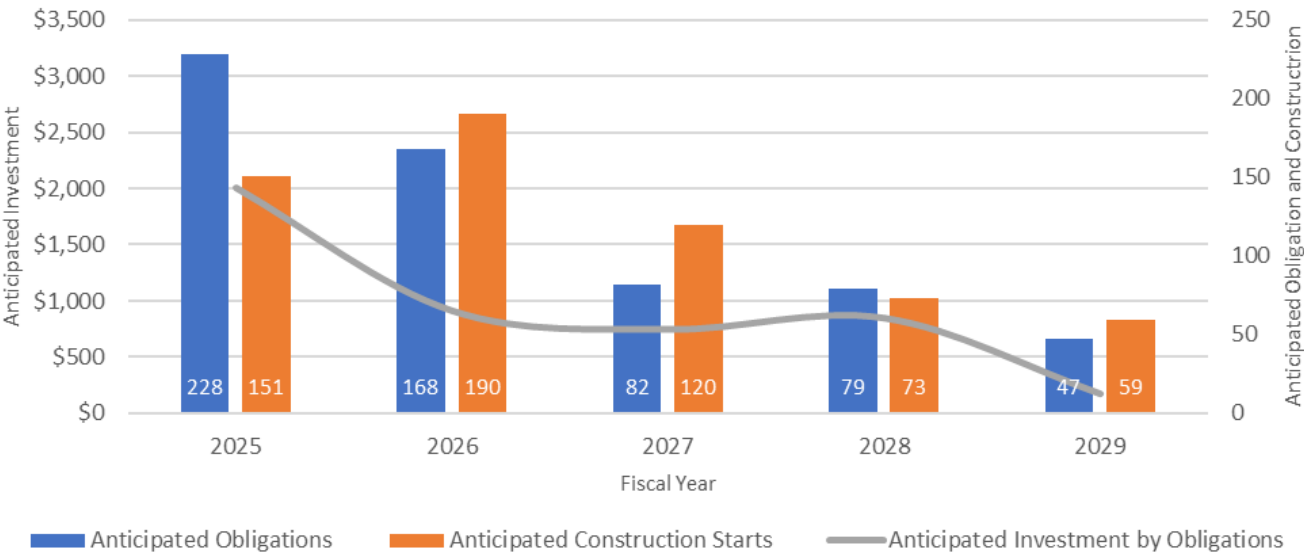
# 2025-2029 Transportation Program Investment

MDOT Highway Program investments are comprised of projects that are focused on either preservation or routine maintenance. The preservation portion of the investment shown within the red outlines and covers road and bridge reconstruction, CPM, 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 "obligation" describes the legal commitment of the federal government to reimburse 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.

2025-2029 Highway Program by Fiscal Year



FY 2025 -2029 Project Delivery



Project delivery based on road, bridge and operations construction phase budgets only.

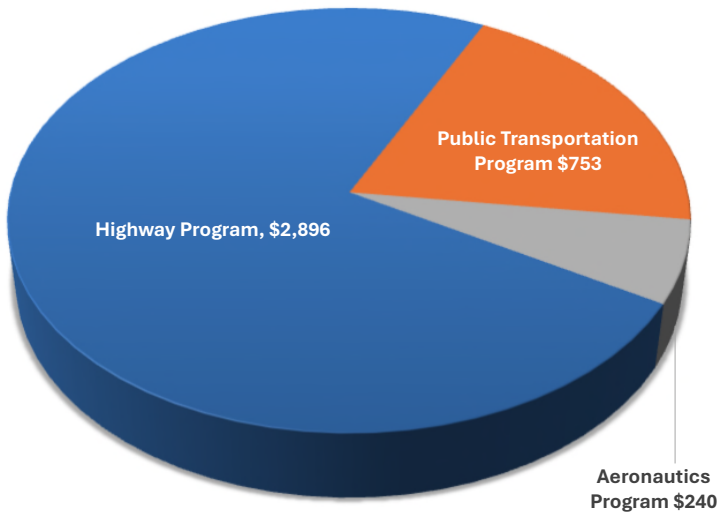
# Highlighting Upcoming FY 2025 Investments

MDOT's FY 2025 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 \$3.9 billion FY 2025 Transportation Program is a vital part of Michigan's economy, estimated to support 36,392 jobs by continuing to invest in the preservation of the transportation system, safe mobility for motorists, and efficient system operations. Of that total investment, MDOT will dedicate approximately:

- \$2.9 billion to the preservation, maintenance, safety, and operation of Michigan's state trunkline roads and bridges.
- A combined \$993 million for the Aeronautics and Public Transportation programs, providing capital and operating assistance, technical support and safety oversight for passenger rail, rail freight, aeronautics, marine and port, and local and intercity bus sectors of Michigan's transportation system.

FY 2025 MDOT Transportation Program  
\$3.9 Billion (in millions)



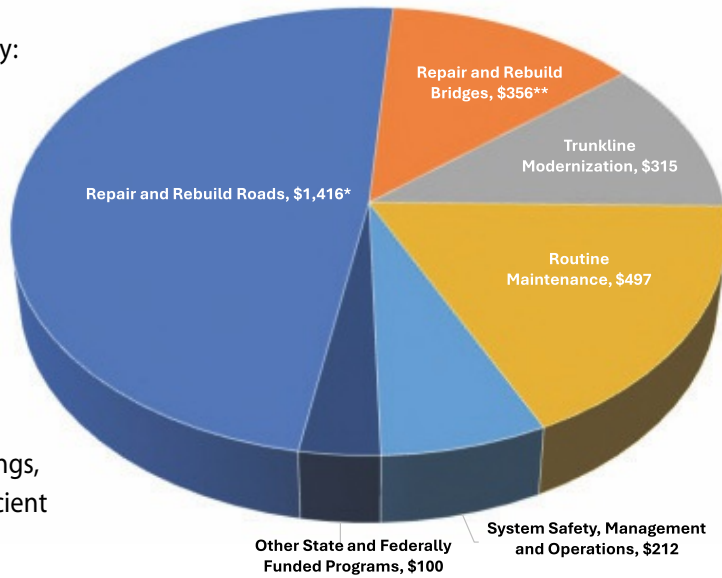
Public Transportation Program includes investments in Rail.

## FY 2025 Highway Program

MDOT's \$2.9 billion FY 2025 Trunkline program investment will provide Michigan travelers with:

- 1,459 lane miles of repaired and rebuilt roads, with approximately:
  - o 342 lane miles of rebuilding and improvements.
  - o 814 lane miles of CPM.
  - o 303 lane miles of freeway and non-freeway resurfacing.
- Replacement, preservation and CPM on 161 bridges.
- Trunkline modernization, including I-94 modernization in Wayne County and I-375 in Detroit.
- 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 2025 Trunkline Highway Program  
\$2.9 Billion (in millions)

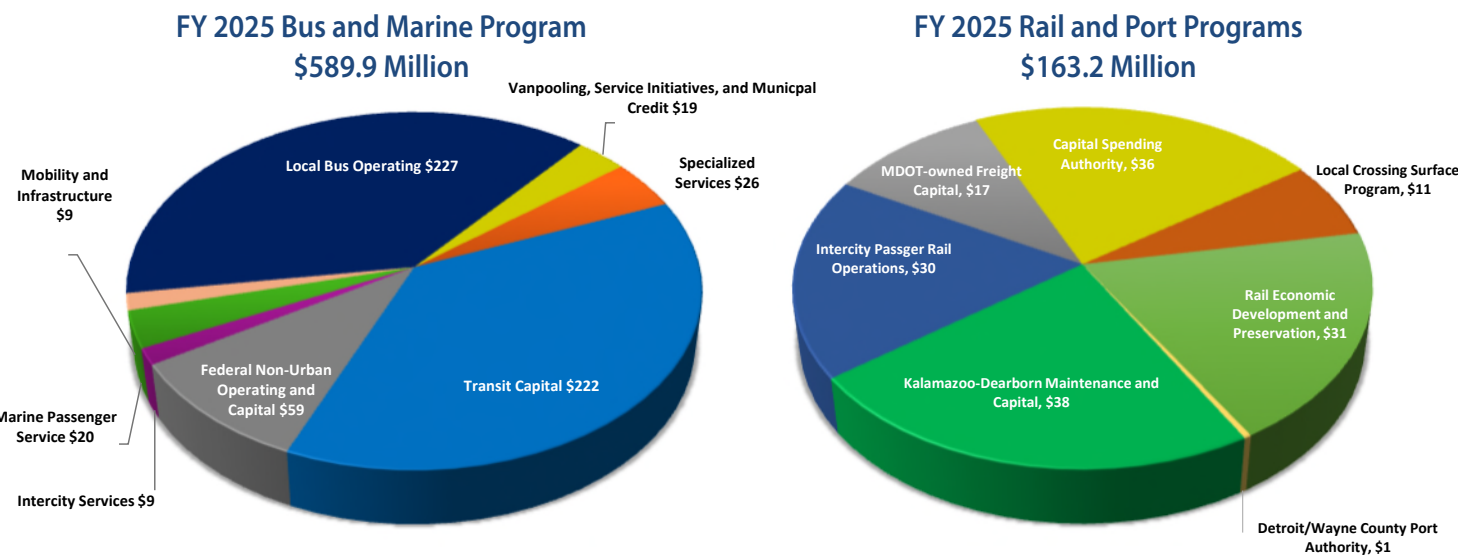


\*Includes \$15M in Roadside Facilities  
\*\*Includes \$53M for Blue Water Bridge (BWB) Plaza accounted for in previous years.



# Highlighting Upcoming FY 2025 Investments

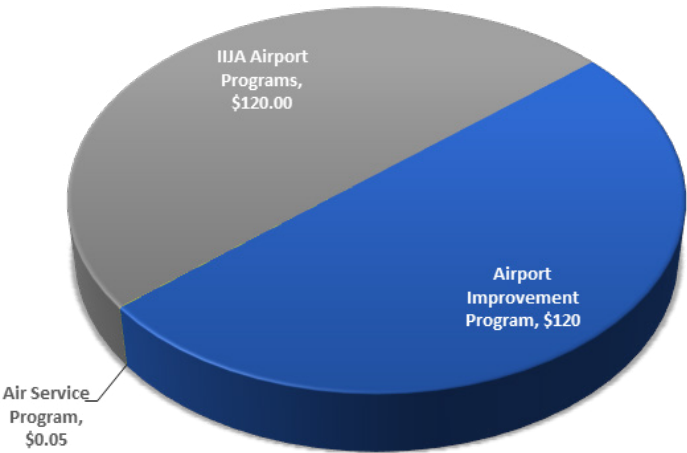
## FY 2025 Public Transportation Program



**MDOT's \$589.9 million Bus and Marine Program investments** 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, 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, mobility as a service platform development, and contactless fare systems.

## FY 2025 Aeronautics Program



**MDOT's \$163.2 million Rail and Port Program 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 new/expanding businesses through the Freight Economic Development Program and operating assistance to the Detroit-Wayne County Port Authority.

**MDOT's \$240.05 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 (MASP).
- 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 ASP.
- Support emerging aviation infrastructure including uncrewed aircraft systems beyond visual line of sight operations infrastructure, vertical take-off and landing facilities, drone ports, and other projects.

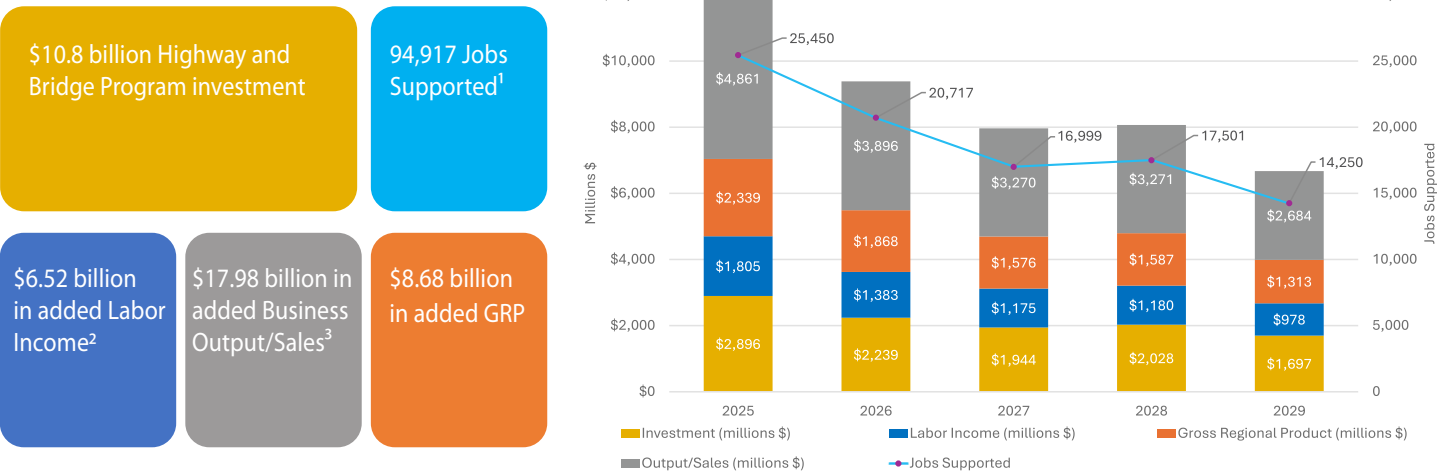
# Economic Impacts of 5YTP Investments

The Economic Benefit Analysis (EBA) of the highway and bridge programs is provided through the Transportation Economic Development Impact System (TREDIS) and the TREDIS Transit System Value Tool for the Passenger Transit program. TREDIS is specifically designed for transportation-related economic analysis and considers the broad economic landscape and factors critical to transportation projects. These assessments are based on employment projections from the U.S. Bureau of Labor Statistics and economic outlook data for the United States and Michigan sourced from the Research Seminar in Quantitative Economics at the University of Michigan.

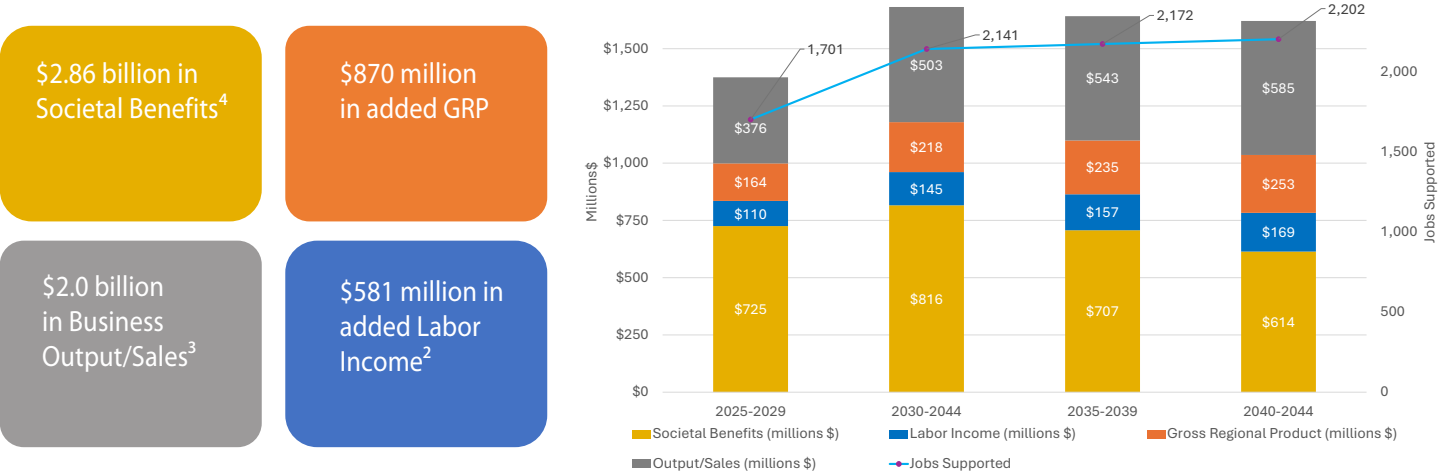
## Highway Program Impacts

The economic benefits of the more than \$10.8 billion investment for the FY 2025-2029 multimodal highway program, including RMBP, are shown below. As a result, an annual average 18,983 jobs would be supported, including both new jobs resulting from increased economic competitiveness and jobs retained that would have been lost without this transportation investment, as well as \$1.3 billion annually in labor income, \$3.6 billion annually in business output and more than \$1.7 billion annually in Gross Regional Product (GRP).

### Economic Benefits Supported by the FY 2025-2029 Highway and Bridge Program



### Cumulative Performance Benefits (2025-2044) Supported by the FY 2025-2029 Highway and Bridge Program



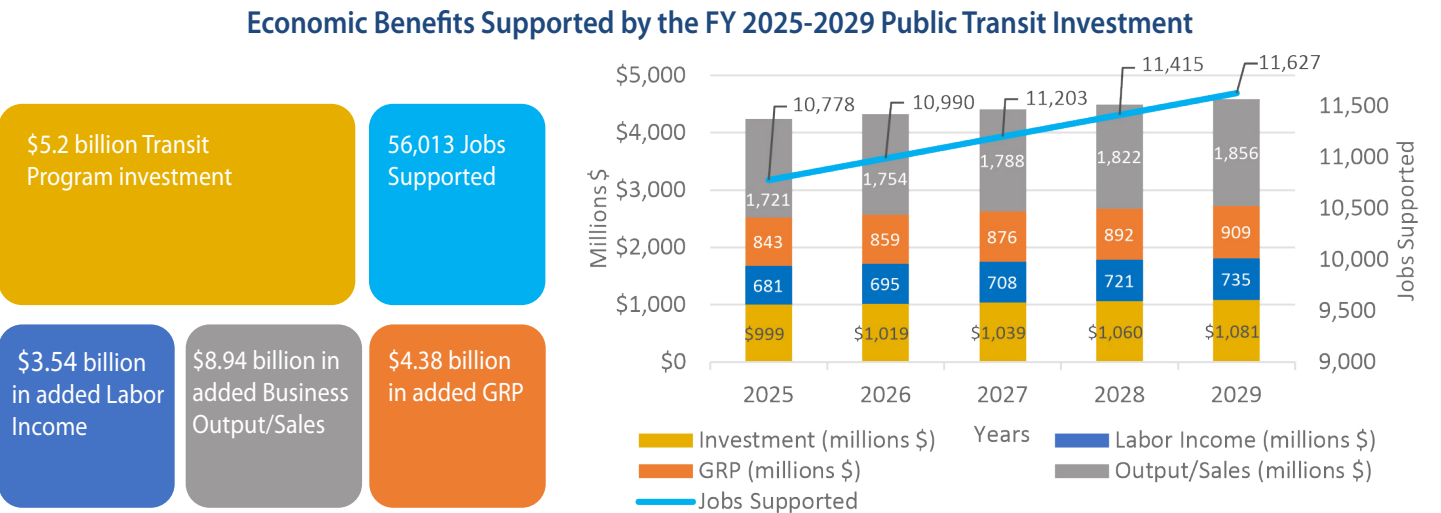
The EBA for the Highway and Bridge Program underscores the critical importance that MDOT expenditures have in driving economic activity across the state. Activities such as construction, engineering, design, traffic management, and planning, yield high-quality employment opportunities. These benefits extend to local suppliers and businesses, amplifying economic growth as workers reinvest their incomes into the community. More information can be found on the MDOT 5YTP Economic Benefits webpage at [www.Michigan.gov/MDOT/Programs/Planning/Five-Year-Transportation-Program/Revenue-Impacts/Highway-Economic-Impacts](http://www.Michigan.gov/MDOT/Programs/Planning/Five-Year-Transportation-Program/Revenue-Impacts/Highway-Economic-Impacts).



# Economic Impacts of 5YTP Investments

## Public Transportation Program Impacts

The economic benefits of the \$5.2 billion investment allocated for Michigan’s Public Transportation Programs for FY 2025-2029 are detailed in the table below. This substantial investment encompasses federal, state and local operating revenues, as well as federal and state capital dedicated to a wide array of public transportation initiatives. As a result of these investments, an annual average of 11,000 jobs will be supported, generating \$708 million in added labor income annually. Additionally, the investment will contribute more than \$1.7 billion annually in increased business output/sales and \$876 million annually to the Gross Regional Product (GRP).



### Societal Benefits of FY 2025-2029 Public Transit Program

The Michigan Public Transit Programs offer significant societal benefits beyond transportation by reducing medical costs and public assistance expenditures through improved access to essential services. They save travel time and vehicle operation costs, while enhancing individual mobility and independence. Investing in public transportation is crucial for the local economy, as it creates and improves access to jobs, fosters business growth and social equity, reduces costs, congestion and emissions, and attracts eco-friendly businesses.

More information about these benefits can be found in the table above and on the MDOT 5YTP Economic Benefits webpage at [www.Michigan.gov/MDOT/Programs/Planning/Five-Year-Transportation-Program/Revenue-Impacts/Highway-Economic-Impacts](http://www.Michigan.gov/MDOT/Programs/Planning/Five-Year-Transportation-Program/Revenue-Impacts/Highway-Economic-Impacts).

| Public Transportation Programs<br>Societal Savings/ Benefits for FY 2025-2029 |               |                     |              |
|---|---------------|---------------------|--------------|
| Cost Savings  |               | Enabled Trips       |              |
| Travel Time Savings   | \$102,700,466 | Work Trips          | 2,140,474.00 |
| Vehicle Operating Cost Savings  | \$34,827,863  | Medical Trips       | 1,686,984.00 |
| Avoided Public Assistance Expenditures  | \$64,599,494  | School Trips        | 547,504.00   |
| Avoided Medical Costs   | \$673,106,922 | Shopping Trips      | 2,309,614.00 |
| Outputs based on 2025 Transit Operating and Capital Dollars.                  |               | Social Trips        | 1,337,224.00 |
|   |               | Other               | 829,226.00   |
|   |               | Total Enabled Trips | 8,851,026.00 |

<sup>1</sup>Jobs Supported refers to cumulative job-years supported by the FY 2025-2029 Highway and Bridge Program.  
<sup>2</sup>Labor income is comprised of the sum of salaries, wages, proprietors’ income, and employer-paid benefits.  
<sup>3</sup>Business Output/Sales is final sales, or total revenues by industry, and can be any combination of other businesses, households or federal/state/local government, as defined by TREDIS.  
<sup>4</sup>Societal benefits capture the performance effects of transportation investments and their value to society in monetary (dollar value) terms, using nationally accepted valuation factors.  
<sup>\*</sup>All cost-benefit values are based on 2025 transit operating and capital dollars and expressed in 2021 dollars, discounted at 3 percent per USDOT guidelines.

# Highway Program Performance Measures

MDOT is responsible for maintaining 9,649 route miles of trunkline pavement and 4,512 trunkline structures, including bridges and culverts. Federal legislation, namely the Fixing America’s Surface Transportation (FAST) Act, required state and metropolitan areas to adopt performance-based planning processes in safety, pavement and bridge condition, system performance, and transit asset management by 2018. This section provides updates in these areas as they pertain to the MDOT trunkline system.

## 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. When pavements reach an RSL of two years or less, they are typically considered “poor,” and are ready for rehabilitation. 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. Declining condition trends are shown on the next page.

MDOT also uses the federal Pavement Condition Measure (PCM), which is a standardized composite rating of three metrics, include 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.

## Trunkline Bridge Condition

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

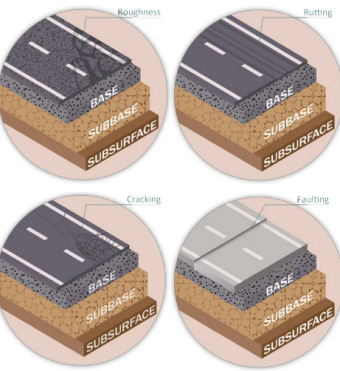
MDOT’s Bridge Management System (BMS) is an important part of the asset management approach used by the department to keep infrastructure in the best condition possible. BMS is a strategic approach to linking data, strategies, programs, and projects into a systematic process to ensure desired results.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

Condition ratings are based on a 0-9 scale and are 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 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   |

### Federal Pavement Condition





# 2025-2029 Highway Program Challenges

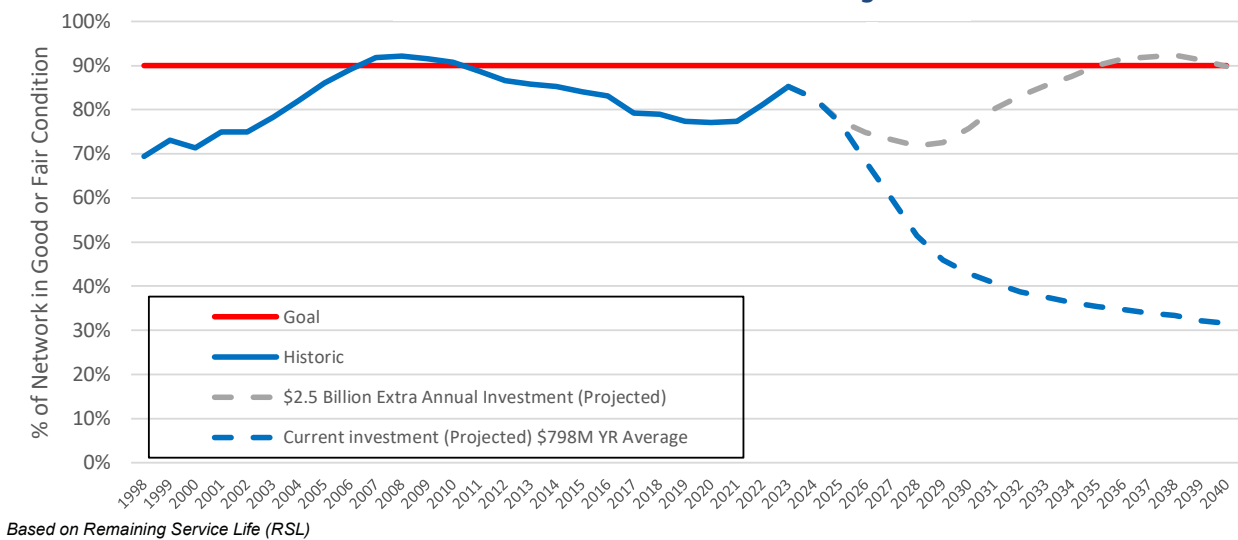
## Declining Pavement and Bridge Conditions

MDOT applies an asset management approach to investment decision-making that involves monitoring and forecasting physical conditions of its infrastructure inventory, setting of goals for short- and long-term performance for a state of good repair and selecting projects that cost-effectively contribute to meeting these and other goals, including those reported in the Performance Measures and Goals sections of this 5YTP.

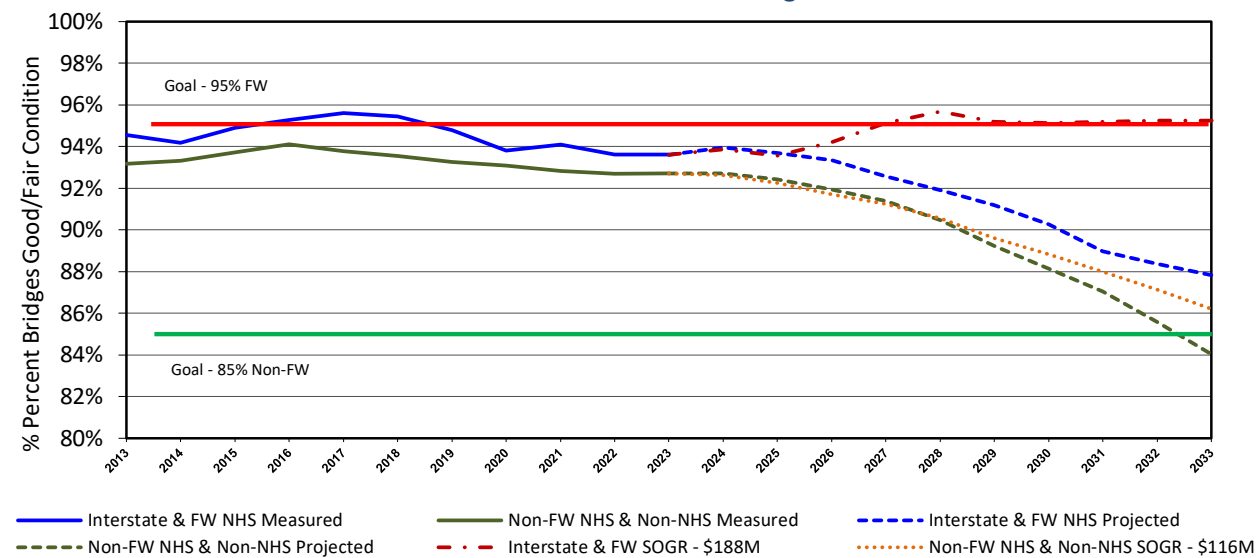
Additional revenue from Gov. Gretchen Whitmer’s \$3.5 billion Rebuilding Michigan Program (RBMP), the BIL, and increases to the state gas tax and vehicle registration fees have helped

to slow deterioration but projections indicate these funds are not enough to meet condition goals in future years or sustain current conditions. As shown in the graph below, a minimum additional \$2.5 billion above current investment levels is needed annually until 2040 to attain and sustain trunkline pavement performance goals and an additional \$304 million annually until 2033 for bridges. These gaps continue to grow each year as preventive maintenance projects are deferred due to limited funding, accelerating their deterioration into more expensive replacement projects.

Trunkline Combined Freeway/Non-Freeway Historic and Projected Pavement Conditions  
Current Investment Versus Additional Funding Needed



Trunkline Freeway/Non-Freeway Historic and Projected Bridge Condition Current  
Investment vs Additional Funding Needed



# 2025-2029 Highway Program Challenges

## Increasing Project Material Costs

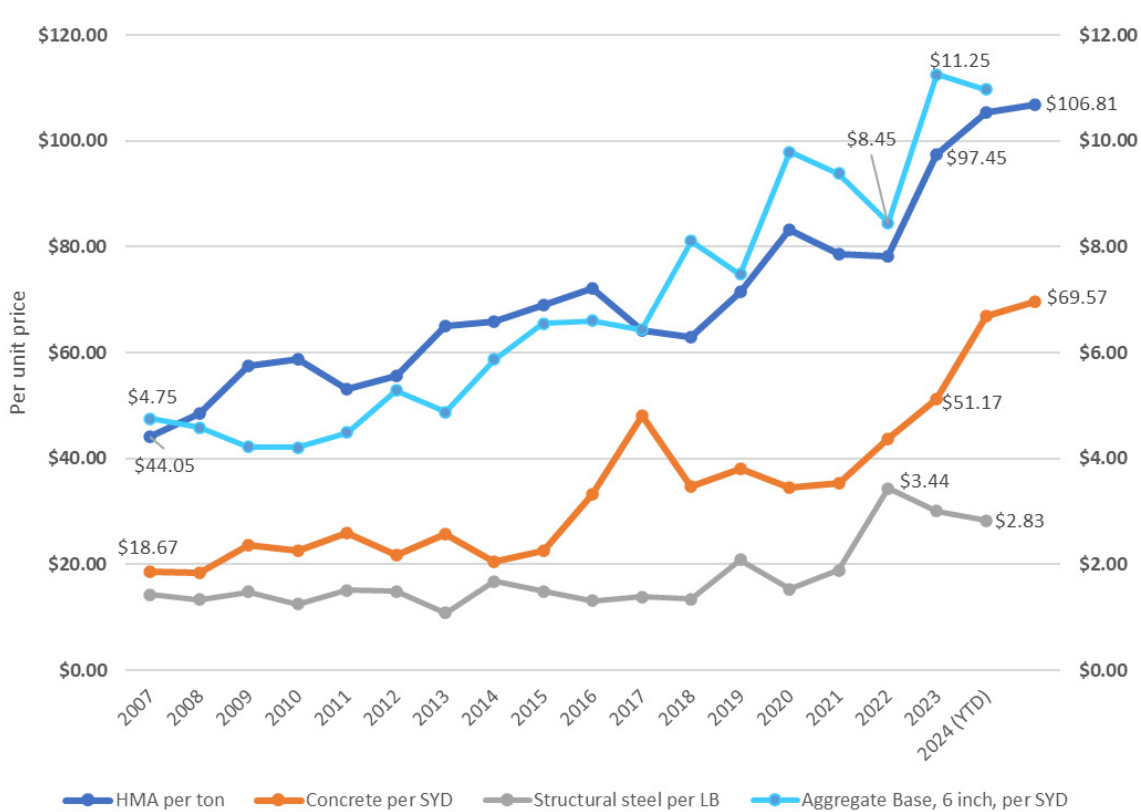
In addition to funding limitations, external factors such as rising material costs due to inflation further worsen and widen the gap between available resources and investment needs.

Cost estimation is a critical part of the planning phase of transportation projects as well as determining the purchasing power of state and federal revenues available for the capital program. These estimates are integrated into all phases of a project, from preliminary engineering to construction, and use inflation rates that vary by year of anticipated expenditure accounting for historic and current market conditions for Michigan, including materials, as well as nationwide trends.

For nearly two decades, the average combined cost of the main components used in the construction of transportation projects has increased at a rate of just more than 6 percent per year, including concrete, hot-mix asphalt (HMA), structural steel, and aggregate base. Many factors impact materials prices, including oil prices, competition and the proximity of a supplier’s inventory to the project. In recent years, the average

combined cost increase of these materials has exceeded 10 percent per year, going beyond the two decades-long average trend. Specifically, from 2021 to 2022, the cost of HMA per ton rose by 25 percent to \$97.45 per ton, followed by another 9 percent by March 2024, up to \$106.81 per ton. Concrete per square yard (SYD) rose by 17 percent from 2021 to 2022 at \$51.17 per ton, and by nearly another 34 percent in 2024 to \$69.57 per ton. While the unit cost of structural steel per pound (LB) has decreased over the past year and aggregate base over the past two, their five-year trends are increasing at 12 percent and 9 percent per year since 2020, respectively. In project terms, the cost of asphalt is more than twice the cost and concrete nearly four times as much as it was in the late 2000s. Combined with cost increases in other areas such as labor, and despite projected state and federal revenue increases, the current investment versus additional funding needed gap shows no sign of closing and adjustments to the capital program may be needed to prevent program costs from exceeding available funding.

Year-Over-Year Material Price Changes  
Fiscal Years 2007-2024

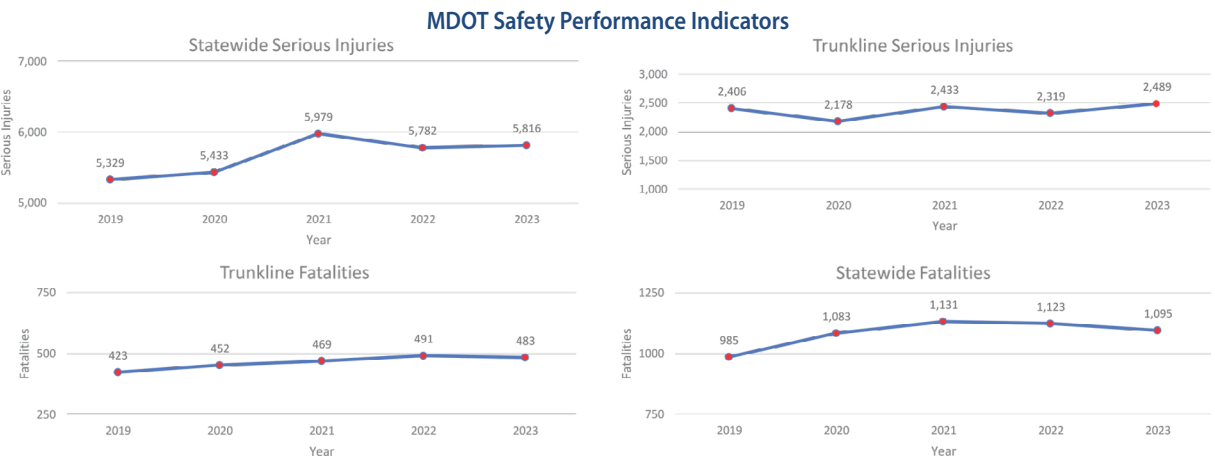




# Safety Performance Measures

## Safety Goals

MDOT’s trunkline safety goal is to reduce both fatalities and serious injuries to zero by 2050 in support of the [Michigan Strategic Highway Safety Plan \(SHSP\)](#) and the Toward Zero Deaths (TZD) National Strategy. As seen below, progress on reducing fatalities and serious injuries both statewide and on the trunkline network has remained relatively flat over the past five years. To achieve the TZD vision, MDOT is working with its partners in this area on several safety initiatives and strategies organized under a transition to a [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.



Crash statistics are as of June 2024. More specific crash statistics, including breakdown by MDOT Regions, can be found at [www.Michigantrafficcrashfacts.org/pub](http://www.Michigantrafficcrashfacts.org/pub).

Following new federal requirements for state safety programs under the BIL, MDOT and the State of Michigan completed a Vulnerable Road User (VRU) Safety Assessment in 2023, which evaluates safety performance and outlines strategies and countermeasures ranging from the design of projects to policies that support reducing the frequency and severity of crashes in areas identified as high-risk for 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.

In FY 2023, Michigan exceeded the 15 percent threshold for VRUs represented in total state fatalities in a single year, requiring 15 percent of its Highway Safety Improvement Program funds be allocated to projects on a public road consistent with the SHSP and that correct or improve a hazardous road location or feature, or address a highway safety problem. As of March 2024, MDOT had met and exceeded that goal, with 17 percent going to such improvements and anticipates the requirement will apply in future years as well. Several proposed improvements planned for construction between 2025 and 2029 are summarized by MDOT region below.

| Region     | Work Activity | County     | Route   | Work and Location   |
|------------|---------------|------------|---------|---|
| Bay        | 2025, 2026    | Shiawassee | M-21    | Installation of a 5-foot-wide sidewalk from Gould Street to State Road  |
| Grand      | 2026, 2027    | Kent       | M-57    | Shoulder paving and rumble strips from Ramsdell Drive to Morgan Mills Avenue                                      |
| Grand      | 2028          | Kent       | M-37    | Build sidewalk and ADA ramps from M-11 to Lake Eastbrook Boulevard  |
| Metro      | 2026          | Macomb     | M-29    | Build a pedestrian pathway at 23 Mile Road over I-94  |
| North      | 2026          | Charlevoix | US-31   | Pedestrian crossings from Belvedere Avenue to Mercer Boulevard  |
| Southwest  | 2029          | Berrien    | Various | Installation of pedestrian crosswalk improvements   |
| Superior   | 2026          | Marquette  | M-35    | HMA shoulder widening and slope flattening from County Road 480 to US-41  |
| Superior   | 2027          | Delta      | M-35    | HMA shoulder widening from Old Mill Lane Road to the Bark River   |
| Superior   | 2029          | Baraga     | M-28    | Widen paved shoulders from Kitchie Road to the Baraga County line   |
| University | 2025, 2026    | Ingham     | M-43    | Protected pedestrian pathway over the Red Cedar River   |
| University | 2026          | Eaton      | M-100   | Shoulder widening from Doane Highway to Strange Highway   |
| University | 2026          | Jackson    | M-50    | Shoulder widening (full-width paving) from Napoleon Road to Stony Lake Creek                                      |
| University | 2027, 2028    | Monroe     | US-24   | Pedestrian island, sidewalk and high-intensity activated crosswalk (HAWK) signal from Kimberly Drive to Buhl Road |
| University | 2029          | Jackson    | I-94 BL | Recessing of special markings at intersections in various locations   |

# Multimodal Performance Measures

## Public Transportation Performance Measures

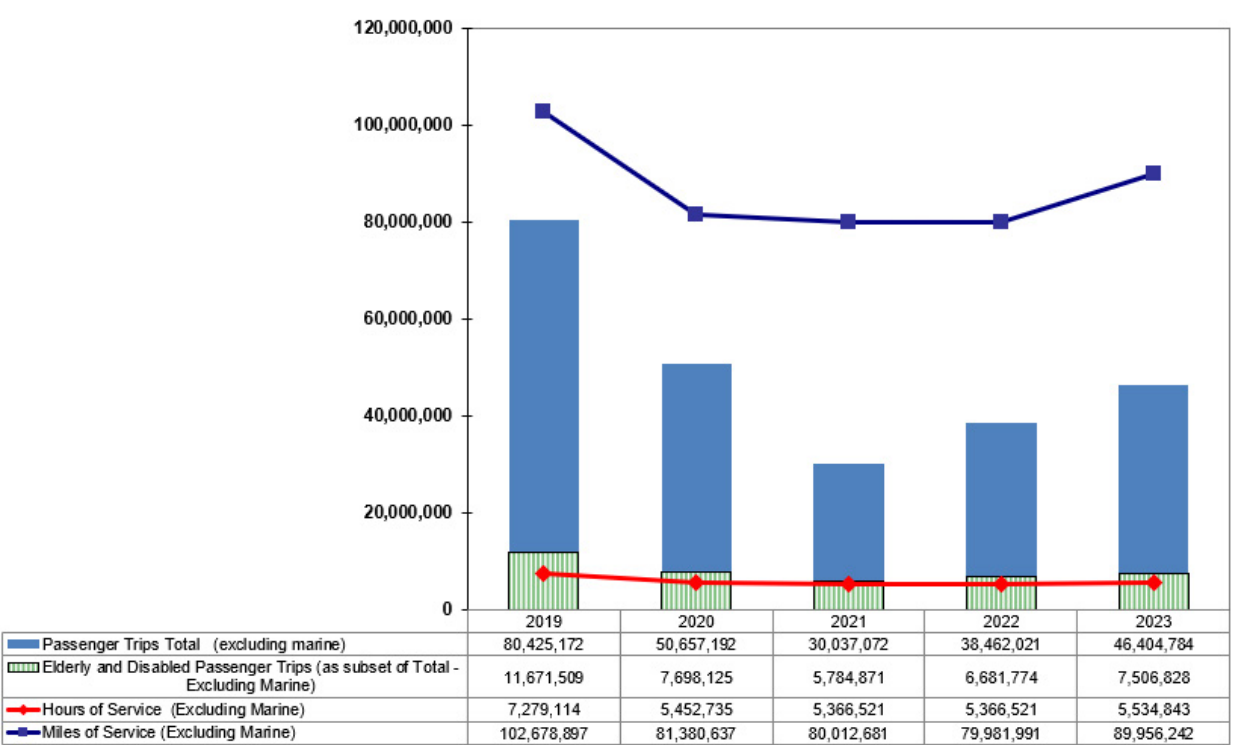
### Public Transit

Program requirements included in the 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.

### 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.

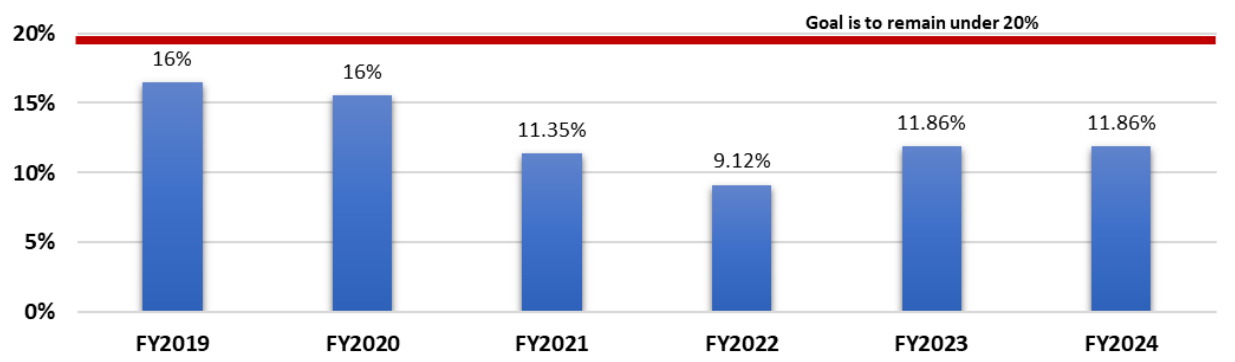
### Local Bus Transit Levels of Service Indicators



### 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 met and continues to meet this goal.

### Percent of Rural and Specialized Transit Vehicles Past Their Usefull Life



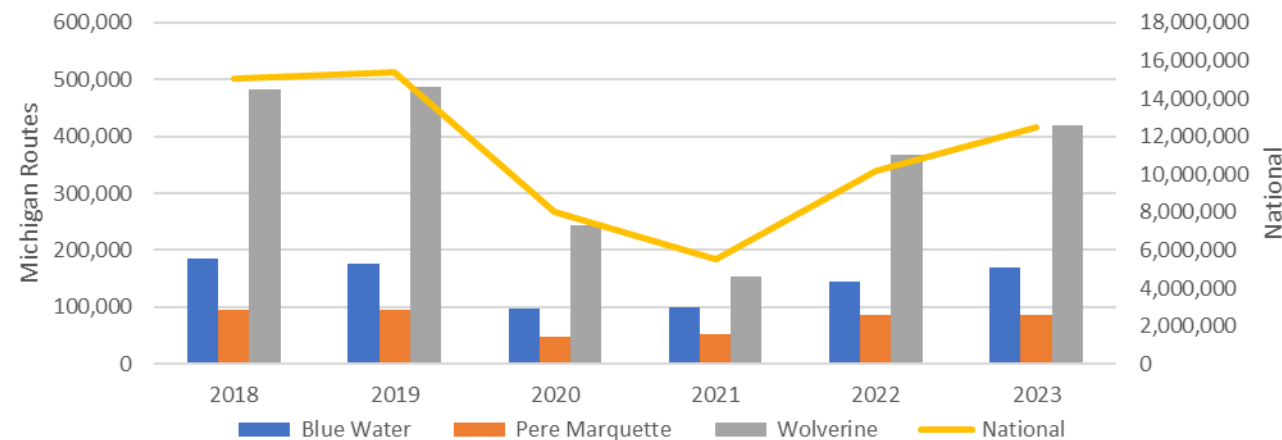


# Multimodal Performance Measures

## Passenger Rail Ridership

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

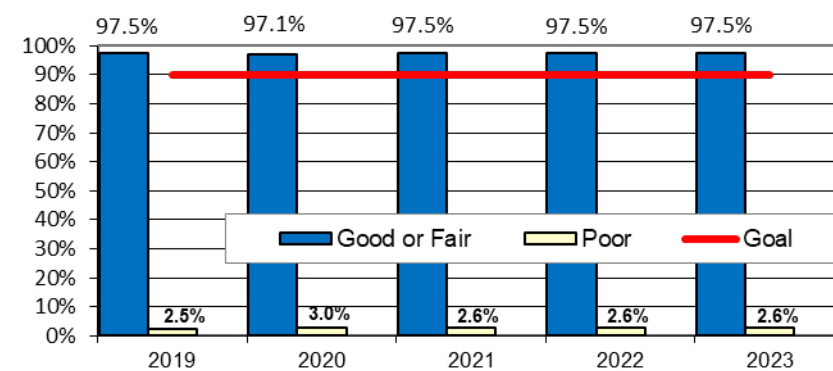
Passenger Rail Ridership Trends Michigan Routes and Nationwide



## Railroad Crossing Conditions

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 2023, 97 percent of the crossing surfaces were in good or fair condition.

Trunkline Highway-Railroad Grade Crossing Surface Conditions

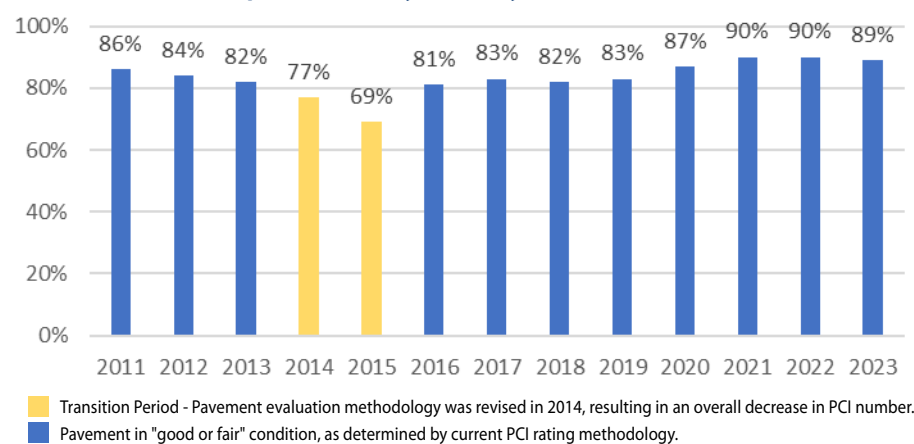


## Aeronautics Performance Measures

The Office of Aeronautics updated its MASP Plan in 2017. As part of the update, new statewide goals and 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 89 percent, based on 2023 data.

Tier 1 Airport - Primary Runway Pavement Condition



# Public Outreach and Engagement

The 5YTP team works with the Office of Communications as well as its local partners and seven region offices (Bay, Grand, Metro, North, Southwest, Superior, and University) to distribute announcements about public input opportunities and collects feedback for a 30-day period. The results and feedback received during the public comment period are summarized in this section.

## 5YTP Public Engagement and Results Summary

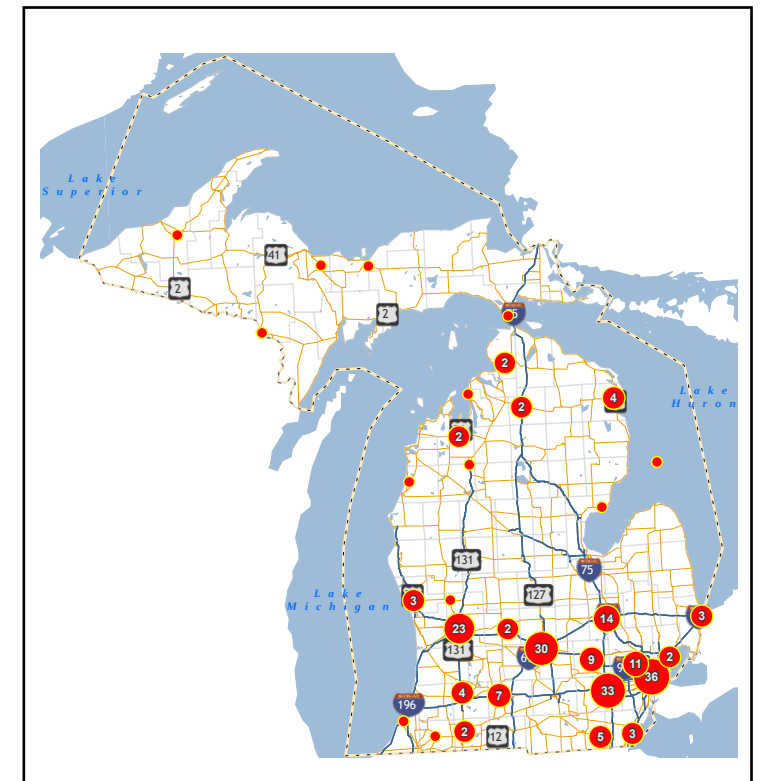
Between Aug. 2 and Sept. 3, MDOT received 274 public comments on the draft 2025-2029 5YTP. To promote awareness of and participation in the comment period, MDOT issued a news release and posted 28 social media posts across three platforms, with 14 each on Facebook and X (formerly known as Twitter). Each 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.

During the comment period, social media posts reached a total of 115,792 people, with 99,447 through Facebook and 16,345 through Twitter/X. Of this total, 5,549 engaged in some form over Facebook, including likes, shares, comments within the platform, and clicks on the provided links to the MDOT 5YTP webpage. Corresponding data for Twitter/X was not available due to the monetary cost of acquisition.

Content for the 2025-2029 5YTP period was provided both in a dynamic web format across four webpages, including the Michigan Transportation Program Portal (MTPP), as well as in a PDF format on the main 5YTP page. MDOT received a total of 3,200 views across 2,239 users on the 5YTP pages, and 7,030 views of the interactive map provided through the MTPP. The 2025-2029 PDF document had 487 total downloads. Type of device used to access the 5YTP pages was tracked, with 51.9 percent using a mobile device, 44.1 percent using a desktop, and 3.9 percent using a tablet.

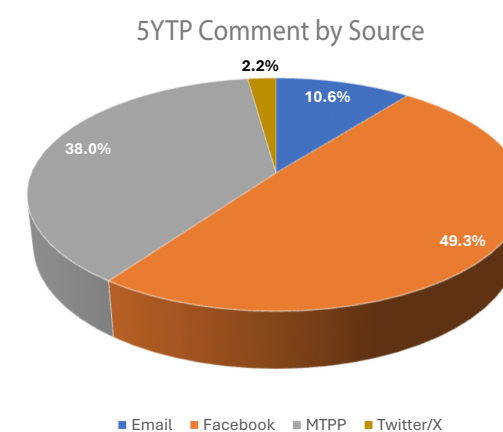
Comments received by platform and the common themes that emerged over the 30-day comment period are shown and detailed below.

2025-2029 5YTP Comment Distribution (MTPP Only)\*

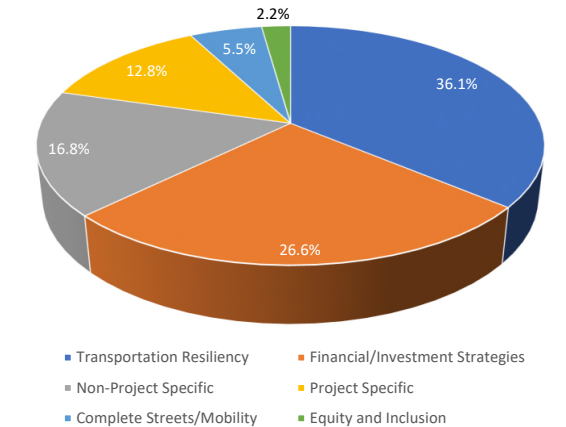


Locations are approximate, may be inaccurate if entered manually by commenter, or not included if no data was provided.

## 2025-2029 5YTP Comments by Source and Theme



5YTP Comment Themes - All Sources





# Public Outreach and Engagement

| Key Engagement Themes (All Comments and Platforms)                                       |            |               |
|--|------------|---------------|
| Theme and Topic  | Comments   | % of Total    |
| <b>Transportation Resiliency</b>   | <b>99</b>  | <b>36.1%</b>  |
| General Comment and/or Question (Including Opposition and Support)                       | 87         | 31.6%         |
| Concern Over Environmental Impact of Projects  | 6          | 2.2%          |
| Request For Additions and/or Changes   | 3          | 1.1%          |
| Concern With Design, Safety and/or Congestion  | 1          | 0.4%          |
| Guideline, Plan and/or Policy Updates  | 1          | 0.4%          |
| Support For More Safety and/or Mobility Infrastructure (Including Public Transportation) | 1          | 0.4%          |
| <b>Financial/Investment Strategies</b>   | <b>73</b>  | <b>26.6%</b>  |
| Support For More Safety and/or Mobility Infrastructure (Including Public Transportation) | 49         | 17.8%         |
| Guideline, Plan and/or Policy Updates  | 12         | 4.4%          |
| General Comment and/or Question (Including Opposition and Support)                       | 6          | 2.2%          |
| Highway Program  | 3          | 1.1%          |
| Multimodal Program   | 2          | 0.7%          |
| Request For Additions and/or Changes   | 1          | 0.4%          |
| <b>Non-Project-Specific</b>  | <b>46</b>  | <b>16.8%</b>  |
| Concern With Design, Safety, and/or Congestion   | 12         | 4.4%          |
| General Comment and/or Question (Including Opposition and Support)                       | 11         | 4.0%          |
| Request For Additions and/or Changes   | 7          | 2.5%          |
| Concern Over Road/Bridge Conditions  | 5          | 1.8%          |
| Guideline, Plan and/or Policy Updates  | 4          | 1.5%          |
| Highway Program  | 3          | 1.1%          |
| Support For More Safety and/or Mobility Infrastructure (Including Public Transportation) | 3          | 1.1%          |
| Concern Over Environmental Impact of Projects  | 1          | 0.4%          |
| <b>Project-Specific</b>  | <b>35</b>  | <b>12.8%</b>  |
| Concern With Design, Safety and/or Congestion  | 17         | 6.2%          |
| Request For Additions and/or Changes   | 7          | 2.6%          |
| General Comment and/or Question (Including Opposition and Support)                       | 5          | 1.8%          |
| Support For More Safety and/or Mobility Infrastructure (Including Public Transportation) | 4          | 1.5%          |
| Concern Over Road/Bridge Conditions  | 2          | 0.7%          |
| <b>Complete Streets/Mobility</b>   | <b>15</b>  | <b>5.5%</b>   |
| Support For More Safety and/or Mobility Infrastructure (Including Public Transportation) | 10         | 3.6%          |
| General Comment and/or Question (Including Opposition and Support)                       | 4          | 1.5%          |
| Multimodal Program   | 1          | 0.4%          |
| <b>Equity and Inclusion</b>  | <b>6</b>   | <b>2.2%</b>   |
| Support For More Safety and/or Mobility Infrastructure (Including Public Transportation) | 4          | 1.4%          |
| Multimodal Program   | 1          | 0.4%          |
| Request For Additions and/or Changes   | 1          | 0.4%          |
| <b>Grand Total</b>   | <b>274</b> | <b>100.0%</b> |

# Public Comments

| <b>Statewide</b>   | <b>187</b> |
|--|------------|
| <b>Transportation Resiliency</b>   | <b>89</b>  |
| <b>General Comment and/or Question (Including Opposition and Support)</b>  | <b>81</b>  |
| <i>Expressed concern over using general revenues to pay for electric vehicle charging infrastructure.</i>  | 15         |
| <i>Expressed concern over investing in electric vehicle infrastructure in lieu of condition improvements to roads and bridges</i>  | 12         |
| <i>Inquired into the government partnerships that are supporting electric vehicle infrastructure implementation.</i>   | 7          |
| <i>Expressed concern over Round 1 location selection for National Electric Vehicle Infrastructure (NEVI) program.</i>  | 6          |
| <i>Inquired into the private partnerships that are supporting electric vehicle infrastructure implementation.</i>  | 5          |
| <i>Expressed concern over alignment of state goals for electric vehicle infrastructure and manufacturer plans for reducing production.</i>   | 4          |
| <i>Inquired into the process for recycling asphalt for projects.</i>   | 3          |
| <i>Inquired into the funding sources supporting electric vehicle infrastructure implementation.</i>  | 3          |
| <i>Expressed support for implementing additional electric vehicle charging stations across the state as part of the NEVI program.</i>  | 3          |
| <i>Expressed concern over impact of additional electric vehicle infrastructure on public utility costs.</i>  | 3          |
| <i>Expressed concern over the Round 1 selections playing a role in deterioration and travel time on routes where they are located.</i>   | 2          |
| <i>Expressed concern over the ability of electric vehicles to mitigate carbon emissions without broader improvements to implement non-coal burning power generation.</i>   | 2          |
| <i>Expressed concern over investment in road improvements versus other states.</i>   | 2          |
| <i>Expressed concern over investing in electric vehicle infrastructure over other public infrastructure.</i>   | 2          |
| <i>Inquired into whether clean energy sources will support electric vehicle infrastructure implementation.</i>   | 1          |
| <i>Inquired into the potential for electric charging infrastructure in eastern Lower and northern Upper Peninsula.</i>   | 1          |
| <i>Inquired into the completion of the Round 1 phase of the NEVI program.</i>  | 1          |
| <i>Inquired into statewide plans for rail improvements.</i>  | 1          |
| <i>Inquired into difference between owning a gas powered and electric vehicle.</i>   | 1          |
| <i>Inquired into colder temperatures will impact the efficacy of electric vehicle travel.</i>  | 1          |
| <i>Expressed support for more inductive road charging for electric vehicles.</i>   | 1          |
| <i>Expressed support for MDOT's progress in selecting the first round of locations for electric vehicle chargers as supported by the NEVI program and provided recommendations for use of any excess funds and potential future clean mobility projects.</i> | 1          |
| <i>Expressed support for additional investments green initiatives/infrastructure.</i>  | 1          |
| <i>Expressed concern over timing of implementation for Rebuilding Michigan Program.</i>  | 1          |
| <i>Expressed concern over investing in electric vehicle infrastructure in lieu of a range of options for fuel.</i>   | 1          |
| <i>Expressed concern over increases to vehicle ownership costs due to poor condition roads.</i>  | 1          |
| <b>Concern Over Environmental Impact of Projects</b>   | <b>6</b>   |
| <i>Expressed concern over the carbon impact of tree clearing for projects.</i>   | 4          |
| <i>Expressed concern over impact of the MDOT carbon reduction strategy.</i>  | 1          |
| <i>Expressed concern over environmental impacts of mining to support electric vehicles.</i>  | 1          |
| <b>Guideline, Plan and/or Policy Updates</b>   | <b>1</b>   |



## Public Outreach and Engagement

|  |           |
|--|-----------|
| <i>Expressed concern over the lack of funding provided annually by freight transportation.</i>   | 1         |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>  | <b>1</b>  |
| <i>Expressed support for increased investment in local bus service to help reach carbon reduction goals.</i>   | 1         |
| <b>Financial/Investment Strategies</b>   | <b>63</b> |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>  | <b>42</b> |
| <i>Requested increases in investments for public transportation programs, with support for more frequent, connected and reliable services.</i>                                   | 33        |
| <i>Expressed support for additional investments in passenger rail.</i>   | 7         |
| <i>Expressed support for increased investment in local bus service, including bus rapid transit.</i>   | 1         |
| <i>Requested increased investments in transit with service frequencies increased for DDOT and SMART routes.</i>  | 1         |
| <b>Guideline, Plan and/or Policy Updates</b>   | <b>11</b> |
| <i>Expressed concern over goals for local transit of preserving levels of service and requested additional investment in multimodal options and access.</i>                      | 10        |
| <i>Expressed support for requiring state-subsidized train employees to live in Michigan.</i>   | 1         |
| <b>General Comment and/or Question (Including Opposition and Support)</b>  | <b>5</b>  |
| <i>Inquired into sources of funding to support the MDOT carbon reduction strategy.</i>   | 2         |
| <i>Expressed concern over the ability of electric vehicles to mitigate carbon emissions without broader improvements to implement non-coal burning power generation.</i>         | 1         |
| <i>Inquired into how funds from gas tax and vehicle registration increases in 2017 were allocated.</i>   | 1         |
| <i>Expressed concern with investments included in Highway and Modal programs as well as their environmental impacts.</i>   | 1         |
| <b>Highway Program</b>   | <b>3</b>  |
| <i>Expressed concern over effectiveness of Rebuilding Michigan Program on improving road and bridge conditions.</i>  | 2         |
| <i>Expressed concern over the increasing costs of road widening and other improvements.</i>  | 1         |
| <b>Multimodal Program</b>  | <b>2</b>  |
| <i>Inquired into the total costs for intercity passenger rail service.</i>   | 1         |
| <i>Inquiring into whether state funding for local transit is tied to ridership levels.</i>   | 1         |
| <b>Non-Project-Specific</b>  | <b>21</b> |
| <b>General Comment and/or Question (Including Opposition and Support)</b>  | <b>8</b>  |
| <i>Expressed concern over congestion and delays caused by construction.</i>  | 1         |
| <i>Expressed concern over number of lanes miles improved per year for investment amount.</i>   | 1         |
| <i>Expressed support for separated equine pathways.</i>  | 1         |
| <i>Expressed concern over investment in road improvements versus other areas in Michigan.</i>  | 1         |
| <i>Requested more information on number of lanes miles improved per year for stated highway program investment levels.</i>   | 1         |
| <i>Requested explanations of acronyms included in the 5YTP project list.</i>   | 1         |
| <i>Expressed interest in equipment used for bridge inspections.</i>  | 1         |
| <i>Inquired into the difference between data for statewide fatality and serious injuries reported in the 5YTP versus the most recent release from the Michigan State Police.</i> | 1         |
| <b>Concern With Design, Safety and/or Congestion</b>   | <b>4</b>  |
| <i>Expressed concern over congestion and delays caused by construction.</i>  | 4         |
| <b>Highway Program</b>   | <b>3</b>  |
| <i>Expressed concern over number of lanes miles improved per year for investment amount.</i>   | 2         |

## Public Outreach and Engagement

|   |           |
|---|-----------|
| <i>Expressed concern over congestion and delays caused by construction.</i>   | 1         |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>   | <b>2</b>  |
| <i>Request for increased reliable public transit access and safety for vulnerable road users.</i>   | 1         |
| <i>Expressed support for additional investments in passenger rail connectivity between Holland, Grand Rapids, Lansing, and Detroit as well as safer designs for bikers and pedestrians.</i>   | 1         |
| <b>Concern Over Road/Bridge Conditions</b>  | <b>2</b>  |
| <i>Expressed concern over increases to vehicle ownership costs due to poor condition roads.</i>   | 1         |
| <i>Expressed concern over declining road conditions.</i>  | 1         |
| <b>Concern Over Environmental Impact of Projects</b>  | <b>1</b>  |
| <i>Inquired into the process for adjusting the timing of traffic signals or installing sensors.</i>   | 1         |
| <b>Guideline, Plan and/or Policy Updates</b>  | <b>1</b>  |
| <i>Requested MDOT change how it prioritizes, funds and designs its trunklines, make investments that encourage mode shift to public transit and active transportation, and provide more information on plans to achieve safety and carbon neutrality goals.</i> | 1         |
| <b>Complete Streets/Mobility</b>  | <b>10</b> |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>   | <b>6</b>  |
| <i>Expressed support for restoring and expanding intercity bus transit between Toledo, Detroit, Lansing, and other cities.</i>  | 1         |
| <i>Expressed support for passenger rail in Traverse City.</i>   | 1         |
| <i>Expressed support for investment in expanding Amtrak passenger rail service.</i>   | 1         |
| <i>Expressed support for passenger rail between Grand Rapids, Detroit, Kalamazoo, and Durand.</i>   | 1         |
| <i>Expressed support for passenger rail between Grand Rapids, Lansing and Detroit.</i>  | 1         |
| <i>Requested increases in investments for public transportation programs, with support for more frequent, connected and reliable services.</i>  | 1         |
| <b>General Comment and/or Question (Including Opposition and Support)</b>   | <b>3</b>  |
| <i>Expressed support for a balanced multimodal transportation system.</i>   | 2         |
| <i>Expressed concern with safety of pedestrians and cyclists.</i>   | 1         |
| <b>Multimodal Program</b>   | <b>1</b>  |
| <i>Inquired into statewide plans for passenger rail service.</i>  | 1         |
| <b>Equity and Inclusion</b>   | <b>3</b>  |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>   | <b>2</b>  |
| <i>Requested increased accessibility for public transit serving disabled riders.</i>  | 2         |
| <b>Multimodal Program</b>   | <b>1</b>  |
| <i>Expressed concern over impact of equity in transportation decision-making.</i>   | 1         |
| <b>Project-Specific</b>   | <b>1</b>  |
| <b>Concern With Design, Safety, and/or Congestion</b>   | <b>1</b>  |
| <i>Expressed concern over congestion and delays caused by closing the I-96 exit to M-99.</i>  | 1         |



# Public Outreach and Engagement

| Bay  | 13       |
|--|----------|
| <b>Project-Specific</b>  | <b>5</b> |
| <b>Concern With Design, Safety and/or Congestion</b>   | <b>3</b> |
| <i>Requested restoring two-way traffic on Court and 5th streets in downtown Flint with rightsizing enhancements.</i>   | <i>1</i> |
| <i>Requested rightsizing and complete streets enhancements as part of the I-94 Business Loop project from the Black River to Glenwood Avenue.</i>  | <i>1</i> |
| <i>Expressed support for converting I-475 into a boulevard.</i>  | <i>1</i> |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>  | <b>2</b> |
| <i>Requested reducing speed limit from 40 to 35 mph on Ravenswood Road as part of I-94 Business Loop intersection project.</i>   | <i>1</i> |
| <i>Requested traffic calming strategies as part of 32nd Street-to-I-94 Business Loop project.</i>  | <i>1</i> |
| <b>Financial/Investment Strategies</b>   | <b>3</b> |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>  | <b>2</b> |
| <i>Requested increases in investments for public transportation programs, with support for more frequent, connected and reliable services.</i>   | <i>2</i> |
| <b>Guideline, Plan and/or Policy Updates</b>   | <b>1</b> |
| <i>Expressed concern over fiscal responsibility regarding electric vehicles and future plans to pay for electrical vehicle access and charging using taxes/registration revenue from non-electric vehicle drivers.</i>                             | <i>1</i> |
| <b>Non-Project-Specific</b>  | <b>2</b> |
| <b>Concern With Design, Safety and/or Congestion</b>   | <b>1</b> |
| <i>Expressed concern over building roundabouts in low traffic areas such as M-13 and the US-23 connector in Pinconning.</i>  | <i>1</i> |
| <b>Request For Additions and/or Changes</b>  | <b>1</b> |
| <i>Request for improvements to ramp exiting I-75/US-23 to I-69 (Port Huron/Lansing).</i>   | <i>1</i> |
| <b>Transportation Resiliency</b>   | <b>2</b> |
| <b>General Comment and/or Question (Including Opposition and Support)</b>  | <b>2</b> |
| <i>Inquired into the potential for electric vehicle charging infrastructure in the Thumb Area and northeast Lower Peninsula.</i>   | <i>1</i> |
| <i>Expressed concern over investing in electric vehicle infrastructure over other public infrastructure.</i>   | <i>1</i> |
| <b>Equity and Inclusion</b>  | <b>1</b> |
| <b>Request For Additions and/or Changes</b>  | <b>1</b> |
| <i>Requested addition of road rehabilitation on M-54, south of Atherton Road, to the 5YTP. The road is in an Environmental Justice priority area and surface is in poor condition with drivers swerving into the other lane to avoid potholes.</i> | <i>1</i> |

# Public Outreach and Engagement

| Grand   | 4         |
|---|-----------|
| <b>Non-Project-Specific</b>   | <b>2</b>  |
| <b>Concern With Design, Safety and/or Congestion</b>  | <b>1</b>  |
| <i>Expressed concern over speed limits on business corridors with pedestrian crossings and residential/business right of way.</i>   | <i>1</i>  |
| <b>General Comment and/or Question (Including Opposition and Support)</b>   | <b>1</b>  |
| <i>Expressed gratitude for efforts to protect pollinators and their habitats as part of transportation projects.</i>  | <i>1</i>  |
| <b>Financial/Investment Strategies</b>  | <b>1</b>  |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>   | <b>1</b>  |
| <i>Expressed support for funding passenger rail service between Grand Rapids, Lansing and Detroit.</i>  | <i>1</i>  |
| <b>Project-Specific</b>   | <b>1</b>  |
| <b>Request For Additions and/or Changes</b>   | <b>1</b>  |
| <i>Request for signal improvements as part of M-46 project from Muskegon Avenue east to Home Street.</i>  | <i>1</i>  |
| <b>Metro</b>  | <b>32</b> |
| <b>Project-Specific</b>   | <b>14</b> |
| <b>Concern With Design, Safety and/or Congestion</b>  | <b>5</b>  |
| <i>Expressed support for a balanced multimodal transportation system.</i>   | <i>1</i>  |
| <i>Expressed concern about ride quality on M-59 between Dequindre and Mound roads despite recently completed rehabilitation work.</i>   | <i>1</i>  |
| <i>Expressed support for project design of rebuilding US-12 (Michigan Avenue) with rightsizing and a dedicated lane for transit.</i>  | <i>1</i>  |
| <i>Expressed concern over bus stop access during construction on M-59 (Huron Street) from Lake Road to US-24 (Telegraph Road) at the intersection of Huron Street and Telegraph Road.</i> | <i>1</i>  |
| <i>Expressed concern over bus stop access during construction on M-150 from M-59 to Avon Road.</i>  | <i>1</i>  |
| <b>General Comment and/or Question (Including Opposition and Support)</b>   | <b>4</b>  |
| <i>Expressed support for project design of rebuilding US-12 (Michigan Avenue) with rightsizing and a dedicated lane for transit.</i>  | <i>2</i>  |
| <i>Expressed concern over cost of I-94 modernization and the benefits of the investment in contrast to more transit.</i>  | <i>1</i>  |
| <i>Requested information on how to use high-occupancy vehicle lanes on I-75 in Oakland County.</i>  | <i>1</i>  |
| <b>Concern Over Road/Bridge Conditions</b>  | <b>2</b>  |
| <i>Expressed concern over condition of 11 Mile Road bridge over I-696 between Mound Road and M-53 (Van Dyke Avenue).</i>  | <i>1</i>  |
| <i>Expressed concern over condition of I-94 from 11 Mile to 23 Mile roads.</i>  | <i>1</i>  |
| <b>Request For Additions and/or Changes</b>   | <b>2</b>  |
| <i>Requested 11 Mile Road bridge project over I-696 be advanced in 5YTP due to poor condition.</i>  | <i>1</i>  |
| <i>Suggested incorporating dedicated bus lanes into design for I-94 project from Wayne to Middle Belt roads.</i>  | <i>1</i>  |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>   | <b>1</b>  |
| <i>Expressed support for the I-96-to-Cass Avenue project and transit improvements along the corridor.</i>   | <i>1</i>  |



# Public Outreach and Engagement

|   |          |
|---|----------|
| <b>Non-Project-Specific</b>   | <b>6</b> |
| <b>Guideline, Plan and/or Policy Updates</b>  | <b>2</b> |
| <i>Expressed concern over congestion and delays caused by construction on the I-96 Flex Route and other projects with multiple-year construction times.</i>                       | <i>1</i> |
| <i>Expressed support for resiliency strategies outlined in the 5YTP and concern over the performance goal for passenger transit to sustain current service levels.</i>            | <i>1</i> |
| <b>Request For Additions and/or Changes</b>   | <b>2</b> |
| <i>Request for addition of lanes and repaving on I-94 in Metro Region.</i>  | <i>1</i> |
| <i>Suggested developing M-5 between I-75 and I-696 to create a more robust commuting network and facilitate better access for the southern and northern suburbs of Detroit.</i>   | <i>1</i> |
| <b>Concern Over Road/Bridge Conditions</b>  | <b>1</b> |
| <i>Expressed concern over condition of the 11 Mile Road bridge over I-696 between Mound Road and M-53 (Van Dyke Avenue).</i>  | <i>1</i> |
| <b>Concern With Design, Safety and/or Congestion</b>  | <b>1</b> |
| <i>Requested improvements to lighting in I-696 tunnels.</i>   | <i>1</i> |
| <b>Financial/Investment Strategies</b>  | <b>4</b> |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>   | <b>3</b> |
| <i>Requested increases in investments for public transportation programs, with support for more frequent, connected and reliable services.</i>                                    | <i>2</i> |
| <i>Requested increased investments in transit with service frequencies increased for DDOT and SMART routes.</i>   | <i>1</i> |
| <b>Request For Additions and/or Changes</b>   | <b>1</b> |
| <i>Expressed concern over investment in M-10 (Lodge Freeway) from Meyers Road to I-75 in lieu of transit and green space.</i>   | <i>1</i> |
| <b>Transportation Resiliency</b>  | <b>4</b> |
| <b>General Comment and/or Question (Including Opposition and Support)</b>   | <b>3</b> |
| <i>Expressed concern over congestion and delays caused by construction on I-275.</i>  | <i>2</i> |
| <i>Expressed concern over flooding in neighborhoods and drainage issues in Ypsilanti Township.</i>  | <i>1</i> |
| <b>Concern With Design, Safety and/or Congestion</b>  | <b>1</b> |
| <i>Suggested design improvements for M-150 from M-59 to Avon Road, converting Rochester Road into a boulevard.</i>  | <i>1</i> |
| <b>Complete Streets/Mobility</b>  | <b>2</b> |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>   | <b>2</b> |
| <i>Requested Complete Streets enhancements in York Township.</i>  | <i>1</i> |
| <i>Requested enhanced multimodal accessibility, including transit services, bus stops, protected bike lanes, rightsizing, and pedestrian-only streets, in the city of Canton.</i> | <i>1</i> |
| <b>Equity and Inclusion</b>   | <b>2</b> |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>   | <b>2</b> |
| <i>Request for increased reliable public transit accessibility and safety enhancements in the Boynton community of Detroit.</i>   | <i>2</i> |

# Public Outreach and Engagement

|   |          |
|---|----------|
| <b>North</b>  | <b>7</b> |
| <b>Complete Streets/Mobility</b>  | <b>2</b> |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>   | <b>2</b> |
| <i>Expressed support for passenger rail in Traverse City.</i>   | <i>2</i> |
| <b>Non-Project-Specific</b>   | <b>2</b> |
| <b>Request For Additions and/or Changes</b>   | <b>1</b> |
| <i>Request to complete US-131 freeway to Petoskey.</i>  | <i>1</i> |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>   | <b>1</b> |
| <i>Expressed support for passenger rail service in the North Region as well as additional traffic speed cameras and roundabouts to calm traffic and speeds.</i> | <i>1</i> |
| <b>Financial/Investment Strategies</b>  | <b>1</b> |
| <b>General Comment and/or Question (Including Opposition and Support)</b>   | <b>1</b> |
| <i>Expressed support for improving transit systems but concerned about costs due to inflation.</i>  | <i>1</i> |
| <b>Project Specific</b>   | <b>1</b> |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>   | <b>1</b> |
| <i>Requested increased safety for cyclists on U.S. Bike Route 35 between Traverse City and Elk Rapids.</i>  | <i>1</i> |
| <b>Transportation Resiliency</b>  | <b>1</b> |
| <b>General Comment and/or Question (Including Opposition and Support)</b>   | <b>1</b> |
| <i>Inquired into the potential for electric vehicle charging infrastructure in the Thumb Area and northeast Lower Peninsula.</i>                                | <i>1</i> |
| <b>Southwest</b>  | <b>5</b> |
| <b>Non-Project-Specific</b>   | <b>2</b> |
| <b>General Comment and/or Question (Including Opposition and Support)</b>   | <b>1</b> |
| <i>Expressed concern over declining road conditions in Otsego County.</i>   | <i>1</i> |
| <b>Guideline, Plan and/or Policy Updates</b>  | <b>1</b> |
| <i>Expressed support for a balanced multimodal transportation system.</i>   | <i>1</i> |
| <b>Financial/Investment Strategies</b>  | <b>1</b> |
| <b>Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)</b>   | <b>1</b> |
| <i>Expressed support for additional investment in transit in Kalamazoo.</i>   | <i>1</i> |
| <b>Project Specific</b>   | <b>1</b> |
| <b>Concern With Design, Safety and/or Congestion</b>  | <b>1</b> |
| <i>Expressed concern over the design of US-131 between Schoolcraft and Three Rivers, with a focus on the need for nonmotorized crossings.</i>                   | <i>1</i> |
| <b>Transportation Resiliency</b>  | <b>1</b> |
| <b>Request For Additions and/or Changes</b>   | <b>1</b> |
| <i>Requesting an additional lane on US-131 from the I-94 interchange to West Main Street.</i>   | <i>1</i> |

Public Outreach and Engagement

|  |   |
|--|---|
| Superior   | 3 |
| Non-Project-Specific   | 2 |
| Concern Over Road/Bridge Conditions  | 1 |
| Expressed concern over declining conditions on the Tahquamenon River bridge.                         | 1 |
| Concern With Design, Safety and/or Congestion  | 1 |
| Request to route traffic onto shoulders during construction on two lane highways in Superior Region. | 1 |
| Transportation Resiliency  | 1 |
| Request For Additions and/or Changes   | 1 |
| Inquired into the potential for electric vehicle charging infrastructure in the Upper Peninsula.     | 1 |

|  |    |
|--|----|
| University   | 23 |
| Project-Specific   | 12 |
| Concern With Design, Safety and/or Congestion  | 7  |
| Expressed concern over safety conditions on Main Street in Ann Arbor and support for rightsizing enhancements.   | 4  |
| Expressed concern with the northern segment being removed from the scope of the US-23 project.   | 1  |
| Expressed concern with congestion during construction on US-23 from M-14 to I-94.  | 1  |
| Expressed concern over the addition of lanes on the US-23 project from M-14 to I-94.   | 1  |
| Request For Additions and/or Changes   | 4  |
| Requested rightsizing and complete streets enhancements as part of the M-21 project from Swartz Creek to I-475.  | 1  |
| Requested complete streets enhancements as part of I-496/US-127 ramp bridge replacements.  | 1  |
| Requested rightsizing and complete streets enhancements as part of the I-94 Business Loop project from Dwight to Bender streets.                                       | 1  |
| Expressed concern over the poor pavement condition beyond the I-75 project from Otter Creek to Laplainsance Road and suggested extending the project to Dixie Highway. | 1  |
| General Comment and/or Question (Including Opposition and Support)   | 1  |
| Expressed support for the "Safely Connecting Communities" alternative proposed for US-23 from M-14 to I- 94.   | 1  |
| Non-Project-Specific   | 9  |
| Concern With Design, Safety and/or Congestion  | 4  |
| Expressed concern over congestion and delays caused by construction on I-96.   | 1  |
| Expressed support for improving roads and bridges but requested any reconfiguring be minimized to reduce congestion and frustration.                                   | 1  |
| Expressed concern over the safety of the merge lanes on US-23 between I-94 and Washtenaw Avenue.   | 1  |
| Expressed concern over the safety of the left-side exit ramps on M-14 at the US-23 interchange and support for right-side ramps.                                       | 1  |
| Request For Additions and/or Changes   | 3  |
| Requested I-69 from Perry to Lansing be included in the 5YTP due to poor condition and ride quality.   | 2  |
| Requested resurfacing on M-100 from Potterville to the I-69 interchange.   | 1  |
| Concern Over Road/Bridge Conditions  | 1  |
| Expressed concern over pavement condition on Grand River Avenue from Kent Lake Road to Kensington Road.  | 1  |

Public Outreach and Engagement

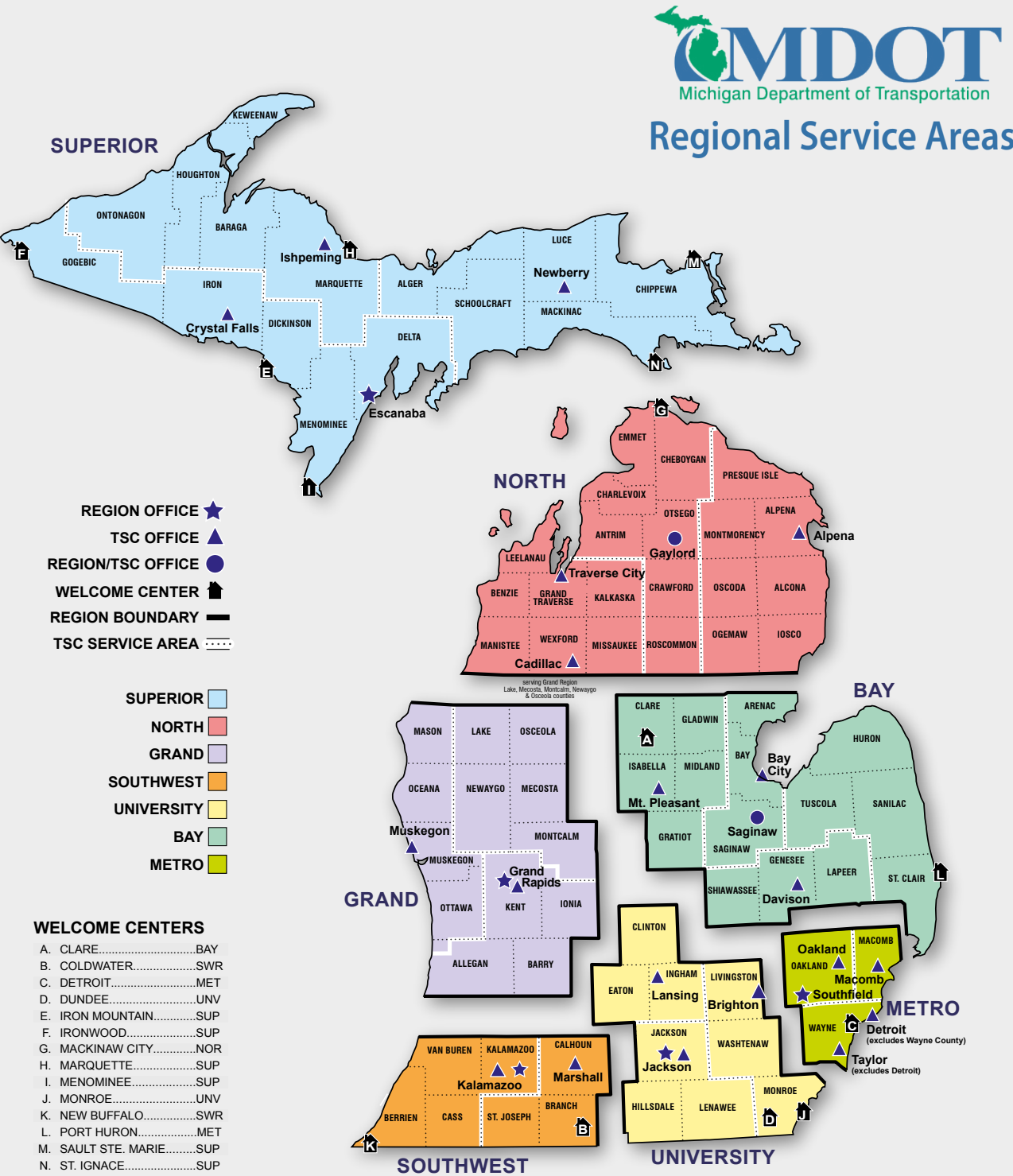
|   |   |
|---|---|
| General Comment and/or Question (Including Opposition and Support)  | 1 |
| Expressed support for additional investment in local transit and a beltway around East Lansing connecting I-69 to I-96.           | 1 |
| Transportation Resiliency   | 1 |
| Request For Additions and/or Changes  | 1 |
| Requested the addition of a left-turn lane on to Westbrooke Lane as part of the US-223 project from Ogden Highway to High Street. | 1 |
| Complete Streets/Mobility   | 1 |
| General Comment and/or Question (Including Opposition and Support)  | 1 |
| Expressed concern over adding lanes to accommodate only traffic volume in lieu of making multimodal enhancements.                 | 1 |





# Project Lists

The following section contains a rolling five-year list of highway construction projects by county for FYs 2025 - 2029 as of Sept. 30, 2024. 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 | 2025 | 2026 | 2027   | 2028 | 2029 |  |
| St. Clair                   | I-94BL              | I-94 BL Over BLACK RIVER                        | Miscellaneous Bridge CPM |        | \$   | CON  | CON    |      |      |  |
| Bay                         | M-25                | M-25 Over SAGINAW RIVER & JFK DR                | Substructure Repair      |        |      | \$   | CON    |      |      |  |
| St. Clair                   | I-94 W              | PINE GROVE AV CONN Over BLACK RIVER & SCOTT AVE | Overlay - Epoxy          |        |      |      | \$/CON | CON  |      |  |
| St. Clair                   | I-94 W              | I-94 & I-69 EB Over BLACK RIVER & SCOTT AVE     | Overlay - Epoxy          |        |      |      | \$/CON | CON  |      |  |
| St. Clair                   | I-94 W              | I-94 & I-69 WB Over BLACK RIVER & SCOTT AVE     | Overlay - Epoxy          |        |      |      | \$/CON | CON  |      |  |

| BAY REGION                          |          |   |                     |  |        |     |        |        |     |  |
|-------------------------------------|----------|---|---------------------|--|--------|-----|--------|--------|-----|--|
| BRIDGE REPLACEMENT AND PRESERVATION |          |   |                     |  |        |     |        |        |     |  |
| Lapeer                              | M-24     | M-24 Over FOSTORIA DRAIN                    | Deck Replacement    |  | CON    |     |        |        |     |  |
| Tuscola                             | M-46     | M-46 Over WHITE CREEK #2                    | Bridge Replacement  |  | \$/CON |     |        |        |     |  |
| St. Clair                           | I-69     | ALLEN ROAD Over I-69                        | Deck Replacement    |  | \$/CON |     |        |        |     |  |
| Genesee                             | I-69     | I-69 EB Over SWARTZ CREEK                   | Deck Replacement    |  | \$/CON | CON |        |        |     |  |
| Genesee                             | I-69     | 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     | I-69 EB Over GTW RR AND SWARTZ CREEK        | Deck Replacement    |  | \$/CON | CON |        |        |     |  |
| Genesee                             | I-69     | I-69 EB Over GTW RAILROAD                   | Deck Replacement    |  | \$/CON | CON |        |        |     |  |
| Genesee                             | I-69     | I-69 WB Over GTW RR AND SWARTZ CREEK        | Deck Replacement    |  | \$/CON | CON |        |        |     |  |
| Genesee                             | I-69     | I-69 WB Over GTW RAILROAD                   | Deck Replacement    |  | \$/CON | CON |        |        |     |  |
| Genesee                             | I-69     | I-69 EB Over ELMS ROAD                      | Overlay - Shallow   |  | \$/CON | CON |        |        |     |  |
| Genesee                             | I-69     | I-69 WB Over ELMS ROAD                      | Overlay - Shallow   |  | \$/CON | CON |        |        |     |  |
| Genesee                             | I-69     | I-69 EB Over LINDEN ROAD                    | Deck Replacement    |  | \$/CON | CON |        |        |     |  |
| Genesee                             | I-69     | I-69 EB Over BRISTOL ROAD                   | Deck Replacement    |  | \$/CON | CON |        |        |     |  |
| Genesee                             | I-69     | I-69 WB Over BRISTOL ROAD                   | Deck Replacement    |  | \$/CON | CON |        |        |     |  |
| Genesee                             | I-69     | I-69 EB Over MILLER ROAD                    | Overlay - Epoxy     |  | \$/CON | CON |        |        |     |  |
| Genesee                             | I-69     | I-69 WB Over LINDEN ROAD                    | Deck Replacement    |  | \$/CON | CON |        |        |     |  |
| Genesee                             | I-69     | I-69 WB Over MILLER ROAD                    | Overlay - Epoxy     |  | \$/CON | CON |        |        |     |  |
| Genesee                             | I-69     | I-69 WB RAMP C Over MILLER ROAD             | Deck Replacement    |  | \$/CON | CON |        |        |     |  |
| Sanilac                             | M-53     | M-53 Over GREENMAN CREEK                    | Bridge Replacement  |  | \$     | CON |        |        |     |  |
| Genesee                             | M-21     | 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     | M-21 Over SWARTZ CREEK                      | Bridge Replacement  |  |        | \$  | CON    |        |     |  |
| Gratiot                             | US-127   | US-127 NB Over MID MICH RR                  | Deck Replacement    |  |        | \$  | CON    |        |     |  |
| Gratiot                             | US-127   | US-127 SB Over MID MICHIGAN RR              | Deck Replacement    |  |        | \$  | CON    |        |     |  |
| Gratiot                             | US-127   | US-127 SB Over US-127 BR (POLK RD)          | Deck Replacement    |  |        | \$  | CON    |        |     |  |
| Gratiot                             | US-127   | US-127 NB Over US-127 BR (POLK RD)          | Deck Replacement    |  |        | \$  | CON    |        |     |  |
| Gratiot                             | US-127 S | US-127 NB Over US-127 BR                    | Overlay - Epoxy     |  |        | \$  | CON    |        |     |  |
| Gratiot                             | US-127 S | US-127 SB Over US-127 BR                    | Overlay - Epoxy     |  |        | \$  | CON    |        |     |  |
| St. Clair                           | M-29     | M-29 Over SWAN CREEK                        | Overlay - Epoxy     |  |        |     | \$/CON |        |     |  |
| Genesee                             | I-75     | CARPENTER ROAD Over I-75                    | Bridge Replacement  |  |        |     |        | \$/CON | CON |  |

=Projects funded with RBMP funds      CON=Construction      \$ = Obligation Year  
Projects obligating in later years may also not show construction if outside the five-year time frame.

| 2025-2029 FIVE-YEAR TRANSPORTATION PROGRAM |                     |  |                                     |        |        |        |      |        |      |  |
|--|---------------------|--|-------------------------------------|--------|--------|--------|------|--------|------|--|
| BAY REGION                                 |                     |  |                                     |        |        |        |      |        |      |  |
| BRIDGE REPLACEMENT AND PRESERVATION        |                     |  |                                     |        |        |        |      |        |      |  |
| COUNTY                                     | ROUTE (COMMON NAME) | LOCATION   | TYPE OF WORK                        | LENGTH | 2025   | 2026   | 2027 | 2028   | 2029 |  |
| Genesee                                    | I-75                | COLDWATER ROAD Over I-75                           | Bridge Replacement                  |        |        |        |      | \$/CON | CON  |  |
| Arenac                                     | I-75                | M-33 CONN Over D&M RR & OLD M-76                   | Deck Replacement                    |        |        |        |      | \$     | \$   |  |
| Arenac                                     | I-75                | M-33 Over I-75                                     | Bridge Replacement                  |        |        |        |      | \$     | \$   |  |
| BAY REGION                                 |                     |  |                                     |        |        |        |      |        |      |  |
| CAPACITY IMPROVEMENT                       |                     |  |                                     |        |        |        |      |        |      |  |
| St. Clair                                  | I-94 E              | Blue Water Bridge Plaza                            | Reconstruction                      | 0.913  | CON    |        |      |        |      |  |
|  |                     |  |                                     | 0.913  |        |        |      |        |      |  |
| BAY REGION                                 |                     |  |                                     |        |        |        |      |        |      |  |
| FREEWAY RESURFACING PROGRAM                |                     |  |                                     |        |        |        |      |        |      |  |
| Genesee                                    | I-75 N              | I-75 from US-23 to Court St.                       | Road Capital Preventive Maintenance | 2.645  |        | \$/CON |      |        |      |  |
|  |                     |  |                                     | 2.645  |        |        |      |        |      |  |
| BAY REGION                                 |                     |  |                                     |        |        |        |      |        |      |  |
| NON-FREEWAY RESURFACING PROGRAM (NFRP)     |                     |  |                                     |        |        |        |      |        |      |  |
| St. Clair                                  | M-29                | Palms Road to Algonac WVL                          | 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                | Croswell Road to Merrill WVL                       | Road Capital Preventive Maintenance | 12.554 | \$     | CON    |      |        |      |  |
| Huron                                      | M-142               | from Ruth Road to Harbor Beach West Village Limits | Road Capital Preventive Maintenance | 4.081  |        | \$     | CON  |        |      |  |
| Isabella                                   | US-127BR            | from High Street to Corporate Drive                | Road Capital Preventive Maintenance | 1.283  |        | \$     | CON  |        |      |  |
| Genesee                                    | M-57                | from Linden Road to Clio West Village Limits       | Road Capital Preventive Maintenance | 1.489  |        | \$/CON |      |        |      |  |
| Shiawassee                                 | M-71                | from Gould Street to Legion Road                   | Road Capital Preventive Maintenance | 1.231  |        | \$     | CON  |        |      |  |
|  |                     |  |                                     | 33.137 |        |        |      |        |      |  |
| BAY REGION                                 |                     |  |                                     |        |        |        |      |        |      |  |
| OPERATIONS                                 |                     |  |                                     |        |        |        |      |        |      |  |
| Lapeer                                     | M-53                | M-53 at St Clair St                                | Traffic Safety                      |        | \$/CON |        |      |        |      |  |
| BAY REGION                                 |                     |  |                                     |        |        |        |      |        |      |  |
| REST AREAS                                 |                     |  |                                     |        |        |        |      |        |      |  |
| Bay  | I-75                | Bay City Rest Area                                 | Roadside Facilities - Improve       |        | \$/CON | CON    |      |        |      |  |

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| 2025-2029 FIVE-YEAR TRANSPORTATION PROGRAM |                                |  |                       |        |        |        |        |        |        |  |
|--|--------------------------------|--|-----------------------|--------|--------|--------|--------|--------|--------|--|
| BAY REGION                                 |                                |  |                       |        |        |        |        |        |        |  |
| ROAD - REHABILITATION AND RECONSTRUCTION   |                                |  |                       |        |        |        |        |        |        |  |
| COUNTY                                     | ROUTE (COMMON NAME)            | LOCATION   | TYPE OF WORK          | LENGTH | 2025   | 2026   | 2027   | 2028   | 2029   |  |
| Midland                                    | US10 BR/M-20                   | Jerome Street to Washington Street                     | Reconstruction        | 1.999  | \$/CON | CON    |        |        |        |  |
| Genesee                                    | I-475                          | Thread Creek to Flint River and 10 Structure Locations | Reconstruction        | 2.600  | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475                          | I-475 Over GILKEY CREEK                                | Bridge Replacement    |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475                          | FIFTH ST, M-21 Over I-475 & RAMPS C&D                  | Overlay - Epoxy       |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475                          | COURT ST - WB Over I-475                               | Overlay - Epoxy       |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475                          | THIRD ST Over I-475                                    | Overlay - Epoxy       |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475                          | SECOND ST Over I-475                                   | Overlay - Epoxy       |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475                          | KEARSLEY ST Over I-475                                 | Overlay - Epoxy       |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475                          | E BD LONGWAY BLVD Over I-475                           | Overlay - Epoxy       |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475                          | W BD LONGWAY BLVD Over I-475                           | Overlay - Epoxy       |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475                          | I-475 AND RAMP B Over CHAVEZ DR                        | Deck Replacement      |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475                          | I-475 Over DAVISON - BROADWAY AVES                     | Bridge Replacement    |        | \$     | CON    | CON    |        |        |  |
| St. Clair                                  | I-94BL                         | Black River to Glenwood Avenue                         | Reconstruction        | 0.436  | \$     | CON    |        |        |        |  |
| Genesee                                    | I-475 N                        | Bristol Road to Thread Creek and 17 Structures         | Reconstruction        | 2.479  | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | I-475 Over THREAD CREEK                                | Deck Replacement      |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | I-475 Over CSX RR & NB SERV RD(ABN)                    | Bridge Replacement    |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | GTW RR & SERV RD Over I-475                            | Bridge Removal        |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | I-475 SB Over I-75 NB                                  | Deck Replacement      |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | HILL RD Over I-475                                     | Overlay - Epoxy       |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | I-475 SB Over MAPLE RD                                 | Overlay - Epoxy       |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | BRISTOL RD(OLDM121 Over I-475                          | Overlay - Epoxy       |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | HEMPHILL RD Over I-475                                 | Deck Replacement      |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | I-475 Over ATHERTON RD                                 | Deck Replacement      |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | I-475 Over M-54 BR (SAGINAW ST)                        | Deck Replacement      |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | 12TH ST Over I-475                                     | Overlay - Deep        |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | I-475 NB Over MAPLE RD                                 | Overlay - Epoxy       |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | LEFT TURN LANE NO1 Over I-475                          | Bridge Removal        |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | LEFT TURN LANE NO2 Over I-475                          | Bridge Removal        |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | I-475 Over LEFT TURN LANE NO 3                         | Bridge Removal        |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | 14TH ST Over I-475                                     | Bridge Removal        |        | \$     | CON    | CON    |        |        |  |
| Genesee                                    | I-475 N                        | GTW RR Over I-475                                      | Substructure Patching |        | \$     | CON    | CON    |        |        |  |
| St. Clair                                  | I-94BL                         | I-94 to M-29   | Road Rehabilitation   | 2.653  |        | \$/CON |        |        |        |  |
| St. Clair                                  | I-69BL EB                      | 32nd Street to I-94 Business Loop                      | Road Rehabilitation   | 1.960  |        | \$     | 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 VETERAN MEM PWY Over I-675                          | Bridge Removal        |        |        | \$/CON |        |        |        |  |
| Huron                                      | M-142                          | West village limits of Harbor Beach to M-25            | Road Rehabilitation   | 0.725  |        | \$     | CON    |        |        |  |
| Genesee                                    | M-21                           | Swartz Creek to I-475                                  | Reconstruction        | 0.887  |        | \$     | CON    |        |        |  |
| Genesee                                    | M-15                           | South Street to Rising Street                          | Reconstruction        | 0.129  |        | \$     | CON    |        |        |  |
| Genesee                                    | M-15                           | M-15 Over BLACK CREEK                                  | Culvert Replacement   |        |        | \$     | CON    |        |        |  |
| St. Clair                                  | M-29                           | Church Road to Palms Road                              | Road Rehabilitation   | 3.627  |        |        | \$/CON |        |        |  |
| Lapeer                                     | I-69                           | Lake George Road to Newark Road                        | Reconstruction        | 1.887  |        |        | \$/CON |        |        |  |
| Clare                                      | US-127                         | Long Lake Road to the Clare/Roscommon County Line      | Road Rehabilitation   | 3.989  |        |        | \$/CON | CON    |        |  |
| Bay  | M-25 W                         | M-25 Freeway End to Walnut Street                      | Reconstruction        | 1.262  |        |        |        | \$/CON | CON    |  |
| Bay  | M-25 E                         | M-25 Freeway End to Walnut Street                      | Reconstruction        | 1.211  |        |        |        | \$/CON | CON    |  |
| St. Clair                                  | M-29                           | River Road to I-94 Business Loop                       | Road Rehabilitation   | 4.648  |        |        |        | \$/CON |        |  |
| Isabella                                   | M-20                           | US-127 to Summerton Road                               | Road Rehabilitation   | 0.656  |        |        |        | \$/CON |        |  |
| St. Clair                                  | M-29                           | Belle River to Marine City North City Limits           | Road Rehabilitation   | 0.897  |        |        |        | \$/CON |        |  |
| Genesee                                    | I-75                           | Court Street to North Junction I-475                   | Road Rehabilitation   | 6.429  |        |        |        | \$/CON |        |  |
| Lapeer                                     | M-53                           | Newark Road to Capac Road                              | Road Rehabilitation   | 1.901  |        |        |        |        | \$/CON |  |
|  |                                |  |                       | 43.149 |        |        |        |        |        |  |

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| 2025-2029 FIVE-YEAR TRANSPORTATION PROGRAM |                     |   |                |        |        |      |        |        |      |        |
|--|---------------------|---|----------------|--------|--------|------|--------|--------|------|--------|
| BAY REGION                                 |                     |   |                |        |        |      |        |        |      |        |
| TRAFFIC AND SAFETY - SAFETY PROGRAMS       |                     |   |                |        |        |      |        |        |      |        |
| COUNTY                                     | ROUTE (COMMON NAME) | LOCATION                                  | TYPE OF WORK   | LENGTH | 2025   | 2026 | 2027   | 2028   | 2029 |        |
| Lapeer                                     | M-24                | At Brocker Road                           | Traffic Safety | 0.300  | \$/CON |      |        |        |      |        |
| Shiawassee                                 | M-21                | from Gould Street to State Road in Owosso | Traffic Safety | 1.971  | \$/CON | CON  |        |        |      |        |
| St. Clair                                  | I-94BL E            | at Ravenswood Road                        | Traffic Safety | 0.108  |        |      | \$/CON |        |      |        |
| Midland                                    | M-30                | at East/West Olson Road, Midland County   | Minor Widening | 0.406  |        |      | \$/CON |        |      |        |
| Isabella                                   | M-20                | at Summerton Road                         | Traffic Safety | 0.250  |        |      |        | \$/CON |      |        |
| Lapeer                                     | M-53                | from Newark Road to Morrice Boulevard     | Reconstruction | 0.418  |        |      |        |        |      | \$/CON |
|  |                     |   |                | 3.45   |        |      |        |        |      |        |

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| GRAND REGION                |                     |                                       |                 |        |      |      |      |      |      |  |
|-----------------------------|---------------------|---------------------------------------|-----------------|--------|------|------|------|------|------|--|
| BRIDGE - BIG BRIDGE PROGRAM |                     |                                       |                 |        |      |      |      |      |      |  |
| COUNTY                      | ROUTE (COMMON NAME) | LOCATION                              | TYPE OF WORK    | LENGTH | 2025 | 2026 | 2027 | 2028 | 2029 |  |
| Kent                        | US-131 NB           | US-131 NB Over CESAR E. CHAVEZ AVENUE | Overlay - Epoxy |        |      |      | \$   | CON  | CON  |  |
| Kent                        | US-131 S            | US-131 SB Over CESAR E. CHAVEZ AVENUE | Overlay - Epoxy |        |      |      |      | \$   | CON  |  |

| GRAND REGION                        |                 |  |                                |       |        |     |        |     |     |  |
|-------------------------------------|-----------------|--|--------------------------------|-------|--------|-----|--------|-----|-----|--|
| BRIDGE REPLACEMENT AND PRESERVATION |                 |  |                                |       |        |     |        |     |     |  |
| 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    |     |     |  |
| Kent                                | I-96            | FRUIT RIDGE ROAD Over I-96                     | Bridge Replacement             | 1.104 | \$/CON |     |        |     |     |  |
| Ionia                               | I-96            | MORRISON LAKE ROAD Over I-96                   | Overlay - Shallow              |       | \$     | 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. St Over US-131 & CSX RR | Bridge Replacement             |       | \$     | CON | CON    |     |     |  |
| Osceola                             | M-115           | M-115 Over W Br Middle Branch River            | Scour Protection               |       | \$/CON | CON |        |     |     |  |
| Muskegon                            | US-31 S         | US-31 SB Over US-31 BR (COLBY RD)              | Overlay - Epoxy                |       | \$     | CON |        |     |     |  |
| Muskegon                            | US-31 S         | US-31 NB Over US-31 BR (COLBY RD)              | Overlay - Epoxy                |       | \$     | CON |        |     |     |  |
| Muskegon                            | US-31 S         | US-31 SB Over WALSH RD                         | Overlay - Epoxy                |       | \$     | CON |        |     |     |  |
| Muskegon                            | US-31 S         | US-31 NB Over WALSH RD                         | Overlay - Epoxy                |       | \$     | CON |        |     |     |  |
| Muskegon                            | M-46            | M-46 Over CROCKERY CREEK                       | Bridge Replacement             |       | \$     | CON |        |     |     |  |
| Kent                                | US-131          | US-131 SB Over W RIVER DR&MDOT RR(ABN)         | Overlay - Deep                 |       |        | \$  | CON    |     |     |  |
| Kent                                | US-131          | US-131 NB Over W RIVER DR&MDOT RR (ABN)        | Overlay - Deep                 |       |        | \$  | CON    |     |     |  |
| Oceana                              | US-31           | US-31 BUSINESS LOOP Over US-31                 | Pin & Hanger Replacement       |       |        | \$  | CON    |     |     |  |
| Kent                                | M-37            | 32ND Street Over M-37                          | Bridge Replacement             |       |        | \$  | CON    |     |     |  |
| Muskegon                            | US-31 S         | US-31 SB Over RILEY THOMPSON RD                | Overlay - Deep                 |       |        |     | \$     | CON |     |  |
| Muskegon                            | US-31 S         | US-31 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         | US-31 SB Over US-31 BR (FRUITVALE RD)          | Overlay - Deep                 |       |        |     | \$     | CON |     |  |
| Muskegon                            | US-31 S         | US-31 NB Over US-31 BR (FRUITVALE RD)          | Overlay - Deep                 |       |        |     | \$     | CON |     |  |
| Kent                                | I-296/US-131 NB | I-296 EB (US-131 NB) Over I-196 EB, M-21       | Overlay - Deep                 |       |        |     | \$     | CON | CON |  |
| Kent                                | I-296/US-131 NB | I-296 NB (US-131 NB) Over 6TH Street           | Overlay - Epoxy                |       |        |     | \$     | CON | CON |  |
| Kent                                | I-296/US-131 NB | US-131 NB Over PEARL STREET                    | Overlay - Epoxy                |       |        |     | \$     | CON | CON |  |
| Kent                                | I-296/US-131 NB | I-296NB RAMP Over BRIDGE ST                    | Overlay - Deep                 |       |        |     | \$     | CON | CON |  |
| Kent                                | I-296/US-131 NB | I-296 (US-131) NB Over US-131 BR (LEONARD)     | Overlay - Deep                 |       |        |     | \$     | CON | CON |  |
| Kent                                | I-296/US-131 NB | I-296 NB ON RAMP D Over PARKING LOT/RELIEF     | Overlay - Deep                 |       |        |     | \$     | CON | CON |  |
| Kent                                | I-296/US-131 NB | I-296 EB/US-131 NB Over ANN STREET             | Bridge Barrier Railing Replace |       |        |     | \$     | CON | CON |  |
| Allegan                             | US-131          | US-131 NB Over GRAND ELK RAILROAD              | Substructure Patching          |       |        |     | \$/CON | CON |     |  |
| Allegan                             | US-131          | US-131 SB Over GRAND ELK RAILROAD              | Substructure Patching          |       |        |     | \$/CON | CON |     |  |
| Kent                                | US-131/I-296 SB | US-131 SB Over I-196 EB                        | Overlay - Deep                 |       |        |     |        | \$  | CON |  |
| Kent                                | US-131/I-296 SB | US-131 SB Over US-131 NB                       | Overlay - Deep                 |       |        |     |        | \$  | CON |  |
| Kent                                | US-131/I-296 SB | US-131 SB Over 6TH STREET                      | Deck Patching                  |       |        |     |        | \$  | CON |  |
| Kent                                | US-131/I-296 SB | I-296 WB/US-131 SB Over ANN STREET             | Substructure Patching          |       |        |     |        | \$  | CON |  |
| Kent                                | US-131/I-296 SB | US-131 SB Over LEONARD STREET                  | Overlay - Deep                 |       |        |     |        | \$  | CON |  |

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| GRAND REGION                        |                     |                                      |                     |        |      |      |      |        |      |  |
|-------------------------------------|---------------------|--------------------------------------|---------------------|--------|------|------|------|--------|------|--|
| BRIDGE REPLACEMENT AND PRESERVATION |                     |                                      |                     |        |      |      |      |        |      |  |
| COUNTY                              | ROUTE (COMMON NAME) | LOCATION                             | TYPE OF WORK        | LENGTH | 2025 | 2026 | 2027 | 2028   | 2029 |  |
| Ottawa                              | I-96                | I-96 EB Over 88TH AVENUE             | Deck Patching       |        |      |      |      | \$     | CON  |  |
| Ottawa                              | I-96                | I-96 WB Over 88TH AVENUE             | Deck Patching       |        |      |      |      | \$     | CON  |  |
| Ottawa                              | I-96                | I-96 EB Over M-11 WB RAMP            | Deck Patching       |        |      |      |      | \$     | CON  |  |
| Kent                                | I-96                | I-96 EB Over COOPERSVILLE & MARNE RR | Overlay - Deep      |        |      |      |      | \$     | CON  |  |
| Kent                                | I-96                | I-96 WB Over COOPERSVILLE & MARNE RR | Overlay - Deep      |        |      |      |      | \$     | CON  |  |
| Kent                                | I-96                | I-96 EB Over 4 MILE ROAD             | Deck Patching       |        |      |      |      | \$     | CON  |  |
| Kent                                | I-96                | I-96 WB Over 4 MILE ROAD             | Overlay - Deep      |        |      |      |      | \$     | CON  |  |
| Kent                                | I-96                | I-96 EB Over BRISTOL ROAD            | Deck Patching       |        |      |      |      | \$     | CON  |  |
| Kent                                | I-96                | I-96 WB Over BRISTOL ROAD            | Deck Patching       |        |      |      |      | \$     | CON  |  |
| Allegan                             | M-40                | M-40 M-89 Over KALAMAZOO RIVER       | Substructure Repair |        |      |      |      | \$     | CON  |  |
| Kent                                | I-96                | FOREST HILL AVENUE Over I-96         | Overlay - Deep      |        |      |      |      | \$     | CON  |  |
| Kent                                | I-196               | I-196 EB Over CHICAGO DRIVE          | Overlay - Epoxy     |        |      |      |      | \$/CON | CON  |  |
| Kent                                | I-196               | I-196 WB Over CHICAGO DRIVE          | Deck Replacement    |        |      |      |      | \$/CON | CON  |  |
|                                     |                     |                                      |                     | 2.878  |      |      |      |        |      |  |

| GRAND REGION                |      |   |                                     |       |        |    |     |  |  |  |
|-----------------------------|------|---|-------------------------------------|-------|--------|----|-----|--|--|--|
| FREEWAY RESURFACING PROGRAM |      |   |                                     |       |        |    |     |  |  |  |
| Kent                        | I-96 | from M-37 east to Cascade Road                | Road Capital Preventive Maintenance | 2.668 | \$/CON |    |     |  |  |  |
| Ionia                       | I-96 | from Sunfield Highway east to the Grand River | Road Capital Preventive Maintenance | 4.167 |        | \$ | CON |  |  |  |
|                             |      |   |                                     | 6.835 |        |    |     |  |  |  |

| GRAND REGION                    |       |  |                                     |        |        |    |     |     |  |  |
|---------------------------------|-------|--|-------------------------------------|--------|--------|----|-----|-----|--|--|
| NON-FREEWAY RESURFACING PROGRAM |       |  |                                     |        |        |    |     |     |  |  |
| Barry                           | M-43  | from Sheffield Road north to Bush Street                   | Road Capital Preventive Maintenance | 4.933  | \$/CON |    |     |     |  |  |
| Mason                           | M-116 | from Tinkham Avenue north to Ludington State Park Entrance | Road Capital Preventive Maintenance | 5.955  | \$/CON |    |     |     |  |  |
| Allegan                         | M-222 | from the Kalamazoo River east to Grand Ravine Drive        | Road Capital Preventive Maintenance | 0.803  |        | \$ | CON |     |  |  |
| Montcalm                        | M-46  | From Miles Road east to M-66 (East Junction)               | Road Capital Preventive Maintenance | 4.543  |        | \$ | CON | CON |  |  |
|                                 |       |  |                                     | 16.234 |        |    |     |     |  |  |

| GRAND REGION |                   |                               |                           |        |  |    |     |    |        |  |
|--------------|-------------------|-------------------------------|---------------------------|--------|--|----|-----|----|--------|--|
| OPERATIONS   |                   |                               |                           |        |  |    |     |    |        |  |
| Kent         | US-131            | From I-96 north to Post Drive | Active Traffic Management | 6.185  |  | \$ | CON |    |        |  |
| Kent         | US-131            | US-131 SB Over 6 MILE RD      | Widen - Add Lanes         | 6.185  |  | \$ | CON |    |        |  |
| Kent         | US-131            | US-131 NB Over 6 MILE RD      | Deck Patching             | 6.185  |  | \$ | CON |    |        |  |
| Ottawa       | US-31             | at Jackson Street             | Traffic Safety            | 0.287  |  |    |     | \$ | CON    |  |
| Kent         | M-57              | at Northland Drive            | Traffic Safety            | 0.304  |  |    |     |    | \$/CON |  |
| Kent         | US-131 Southbound | exit ramp to 84th Street      | Minor Widening            | 0.172  |  |    |     |    | \$     |  |
| Allegan      | US-131 Southbound | exit ramp to 142nd Avenue     | Minor Widening            | 0.136  |  |    |     |    | \$     |  |
|              |                   |                               |                           | 19.454 |  |    |     |    |        |  |

| GRAND REGION |        |                            |                               |  |  |  |  |        |        |     |
|--------------|--------|----------------------------|-------------------------------|--|--|--|--|--------|--------|-----|
| REST AREAS   |        |                            |                               |  |  |  |  |        |        |     |
| Mecosta      | US-131 | Big Rapids Rest Area #534R | Roadside Facilities - Improve |  |  |  |  | \$/CON | CON    |     |
| Montcalm     | US-31  | Morley Rest Area #533-R    | Roadside Facilities - Improve |  |  |  |  |        | \$/CON | CON |

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| 2025-2029 FIVE-YEAR TRANSPORTATION PROGRAM |                     |  |                        |        |        |      |      |        |        |  |
|--|---------------------|--|------------------------|--------|--------|------|------|--------|--------|--|
| GRAND REGION                               |                     |  |                        |        |        |      |      |        |        |  |
| ROAD - REHABILITATION AND RECONSTRUCTION   |                     |  |                        |        |        |      |      |        |        |  |
| COUNTY                                     | ROUTE (COMMON NAME) | LOCATION   | TYPE OF WORK           | LENGTH | 2025   | 2026 | 2027 | 2028   | 2029   |  |
| 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  |      |        |        |  |
| 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 north to Pearl Street                              | Operation Improvements | 0.911  | \$/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  |      |        |        |  |
| Allegan                                    | US-131 SB           | one mile north of M-222  | Road Rehabilitation    | 0.100  | \$     | CON  |      |        |        |  |
| Mason                                      | US-31               | from Freeman Road north to Hoague Road                                 | Road Rehabilitation    | 4.101  |        | \$   | 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  |        |        |  |
| Newaygo                                    | M-37                | From M-82 (North Junction) to the White River                          | Road Rehabilitation    | 8.777  |        |      | \$   | CON    |        |  |
| Kent                                       | M-11                | from Division Avenue east to Kalamazoo Avenue                          | Road Rehabilitation    | 1.848  |        |      | \$   | 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  |        |      |      | \$     | CON    |  |
| Osceola                                    | US-131 SB           | From US-10 to 14 Mile Road, Ashton & Luther/Leroy Carpool Parking Lots | Road Rehabilitation    | 7.714  |        |      |      | \$/CON |        |  |
| Ottawa                                     | I-96                | from Airline Road east to Apple Drive                                  | Road Rehabilitation    | 5.180  |        |      |      | \$     | CON    |  |
|  |                     |  |                        | 59.246 |        |      |      |        |        |  |
| GRAND REGION                               |                     |  |                        |        |        |      |      |        |        |  |
| TRAFFIC AND SAFETY - SAFETY PROGRAMS       |                     |  |                        |        |        |      |      |        |        |  |
| Montcalm                                   | M-46                | at Federal Road, Montcalm County                                       | Traffic Safety         | 0.140  |        | \$   | CON  |        |        |  |
| Kent                                       | M-57                | M-57 from 417' East of Northland Drive to Tefft Avenue                 | Minor Widening         | 1.573  |        |      |      |        | \$/CON |  |
|  |                     |  |                        | 1.713  |        |      |      |        |        |  |

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|--|-------------------------|--|--------------------------------|--------|--------|--------|------|--------|------|--|
| METRO REGION                               |                         |  |                                |        |        |        |      |        |      |  |
| BRIDGE - BIG BRIDGE PROGRAM                |                         |  |                                |        |        |        |      |        |      |  |
| COUNTY                                     | ROUTE (COMMON NAME)     | LOCATION                                       | TYPE OF WORK                   | LENGTH | 2025   | 2026   | 2027 | 2028   | 2029 |  |
| 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    |      |        |      |  |
| METRO REGION                               |                         |  |                                |        |        |        |      |        |      |  |
| BRIDGE REPLACEMENT AND PRESERVATION        |                         |  |                                |        |        |        |      |        |      |  |
| Wayne                                      | I-94                    | I-94 Over ENT TO FORD PLANT                    | Superstructure Replacement     |        | \$/CON | CON    | CON  |        |      |  |
| Wayne                                      | I-94 EB                 | I-94 EB Over BEECH-DALY ROAD                   | Bridge Replacement             |        | \$/CON | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | I-94 EB Over PELHAM RD                         | Overlay - Epoxy                |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | I-94 WB Over PELHAM RD                         | Overlay - Epoxy                |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | I-94 EB RAMP Over PELHAM RD                    | Overlay - Epoxy                |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | I-94 EB RMP Over PELHAM ROAD                   | Overlay - Epoxy                |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | I-94 EB RMP Over M-39                          | Overlay - Epoxy                |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | I-94 EB Over M-39                              | Overlay - Epoxy                |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | I-94 WB Over M-39                              | Overlay - Epoxy                |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | I-94 WB RAMP F Over M-39                       | Overlay - Epoxy                |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | I-94 WB RAMP H Over M-39                       | Overlay - Epoxy                |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | VAN BORN RD Over M-39                          | Overlay - Epoxy                |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | RAMP H TO SB MERRI Over N BD MERRIMAN ROAD     | Bridge Barrier Railing Replace |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | RAMP J TO M-39 Over I-94 EB RAMPS B & G        | Overlay - Epoxy                |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | M-39 Over ECORSE CREEK                         | Deck Replacement               |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | OUTER DRIVE S EB Over M-39                     | Overlay - Epoxy                |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | OUTER DRIVE S WB Over M-39                     | Substructure Patching          |        | \$     | CON    | CON  |        |      |  |
| Wayne                                      | M-39                    | I-94 WB RAMP Over I-94EB RMP B TO M-39 NB      | Overlay - Epoxy                |        | \$     | CON    | CON  |        |      |  |
| Oakland                                    | M-150                   | M-150 Over PAINT CREEK                         | Overlay - Epoxy                |        |        | \$     | CON  |        |      |  |
| Oakland                                    | M-150                   | M-150 Over GTW RR,CLIN R,1ST&2ST               | Overlay - Epoxy                |        |        | \$/CON |      |        |      |  |
| Oakland                                    | M-59                    | M-150 Over M-59                                | Substructure Patching          |        |        | \$     | CON  |        |      |  |
| Oakland                                    | M-1                     | M-1 Over STONEY CROFT DRAIN                    | Culvert Replacement            |        |        | \$/CON | CON  |        |      |  |
| Wayne                                      | M-10                    | GRAND RIVER AVE Over M-10                      | Overlay - Epoxy                |        |        | \$     | CON  | CON    |      |  |
| Wayne                                      | M-10                    | WEBB AVE Over M-10                             | Miscellaneous Rehabilitation   |        |        | \$     | CON  | CON    |      |  |
| Wayne                                      | M-10                    | M-10 RAMP Over M-8 EB DAVISON                  | Miscellaneous Bridge CPM       |        |        | \$     | CON  | CON    |      |  |
| Wayne                                      | M-10                    | MYERS RD 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                    | M-10 WB Over M-8 RAMP TO M-10 SB               | Miscellaneous Bridge CPM       |        |        | \$     | CON  | CON    |      |  |
| Wayne                                      | US-24                   | US-24 Over CONRAIL                             | Bridge Barrier Railing Replace |        |        | \$/CON |      |        |      |  |
| Wayne                                      | I-75 N/Grand River Ramp | I-75 N TO M-10 RMP Over M-10 TO I-75N RAMP     | Overlay - Epoxy                |        |        | \$/CON |      |        |      |  |
| Wayne                                      | M-8 E/S I 75 Ramp       | EB M-8 RMP TO I-75 Over S SERVICE DRIVE, M-8   | Deck Replacement               |        |        | \$     | CON  |        |      |  |
| Oakland                                    | I-75 N                  | I-75 NB Over CLARKSTON RD                      | Overlay - Deep                 |        |        | \$/CON |      |        |      |  |
| Wayne                                      | US-12 W                 | US-12 WB Over US-24                            | Overlay - Epoxy                |        |        | \$/CON |      |        |      |  |
| Macomb                                     | I-94                    | I-94 Over CLINTON RIVER CONTROL CH             | Overlay - Epoxy                |        |        |        |      | \$/CON |      |  |
| Macomb                                     | I-94                    | I-94 RAMP(WB BEACH Over CLINTON RIVER SPILLWAY | Overlay - Epoxy                |        |        |        |      | \$/CON |      |  |
| Macomb                                     | I-94                    | I-94 WB Over CLINTON RIVER, N&S RDS            | Scour Protection               |        |        |        |      | \$/CON |      |  |
| Macomb                                     | I-94                    | I-94 EB Over CLINTON RIVER, N&S RDS            | Scour Protection               |        |        |        |      | \$/CON |      |  |

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| METRO REGION                        |                     |                                      |                                  |        |      |      |      |        |        |
|-------------------------------------|---------------------|--------------------------------------|----------------------------------|--------|------|------|------|--------|--------|
| BRIDGE REPLACEMENT AND PRESERVATION |                     |                                      |                                  |        |      |      |      |        |        |
| COUNTY                              | ROUTE (COMMON NAME) | LOCATION                             | TYPE OF WORK                     | LENGTH | 2025 | 2026 | 2027 | 2028   | 2029   |
| Macomb                              | I-94                | I-94 EB Over SELFRIDGE ANGB SPUR TRK | Healer Sealer                    |        |      |      |      | \$/CON |        |
| Macomb                              | I-94                | I-94 WB Over SELFRIDGE ANGB SPUR TRK | Healer Sealer                    |        |      |      |      | \$/CON |        |
| Macomb                              | I-94                | I-94 EB Over CROCKER RD              | Overlay - Epoxy                  |        |      |      |      | \$/CON |        |
| Macomb                              | I-94                | I-94 WB Over CROCKER RD              | Overlay - Epoxy                  |        |      |      |      | \$/CON |        |
| Macomb                              | I-94                | I-94 EB Over JOY RD                  | Superstructure Repair - Concrete |        |      |      |      | \$/CON |        |
| Macomb                              | I-94                | I-94 WB Over JOY RD                  | Superstructure Repair - Concrete |        |      |      |      | \$/CON |        |
| Macomb                              | I-94                | M-3 & 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 |        |
| Wayne                               | M-153               | M-153 WB Over ROUGE RIVER            | Pin & Hanger Replacement         |        |      |      |      |        | \$/CON |
| Wayne                               | M-153               | M-153 EB Over ROUGE RIVER            | Overlay - Shallow                |        |      |      |      |        | \$/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 |

| METRO REGION                |      |                            |                     |       |    |     |     |     |  |
|-----------------------------|------|----------------------------|---------------------|-------|----|-----|-----|-----|--|
| FREEWAY RESURFACING PROGRAM |      |                            |                     |       |    |     |     |     |  |
| Wayne                       | I-94 | Beech Daly Rd to Pelham Rd | Road Rehabilitation | 3.003 | \$ | CON | CON | CON |  |
|                             |      |                            |                     | 3.003 |    |     |     |     |  |

| METRO REGION |  |  |           |  |     |  |  |  |  |
|--------------|--|--|-----------|--|-----|--|--|--|--|
| NEW ROADS    |  |  |           |  |     |  |  |  |  |
| Wayne        | Gordie Howe International Bridge Plaza | Gordie Howe International Bridge-Plaza Area        | New Roads |  | CON |  |  |  |  |
| Wayne        | Gordie Howe International Bridge       | At the Gordie Howe International Bridge            | Contracts |  | CON |  |  |  |  |
| Wayne        | Gordie Howe International Bridge       | Gordie Howe Int'l 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 Int'l Bridge - Rail West of Plaza Area | Rail      |  | CON |  |  |  |  |

| METRO REGION |        |                                    |                |       |  |  |  |        |  |
|--------------|--------|------------------------------------|----------------|-------|--|--|--|--------|--|
| OPERATIONS   |        |                                    |                |       |  |  |  |        |  |
| Macomb       | I-94 W | I-94 Between M-59 and 21 Mile Road | Minor Widening | 1.882 |  |  |  | \$/CON |  |
|              |        |                                    |                | 1.882 |  |  |  |        |  |

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| METRO REGION                             |                            |  |                              |        |        |        |        |        |      |
|--|----------------------------|--|------------------------------|--------|--------|--------|--------|--------|------|
| ROAD - REHABILITATION AND RECONSTRUCTION |                            |  |                              |        |        |        |        |        |      |
| COUNTY                                   | ROUTE (COMMON NAME)        | LOCATION   | TYPE OF WORK                 | LENGTH | 2025   | 2026   | 2027   | 2028   | 2029 |
| Wayne                                    | US-12                      | I-96 to Cass Ave   | Reconstruction               | 1.621  | \$/CON | CON    |        |        |      |
| Oakland                                  | I-75BL (Woodward Ave Loop) | I-75 BL (Woodward Ave Loop), M-59, and US-24 BR (N Cass Ave) | Reconstruction               | 2.456  | \$/CON | CON    |        |        |      |
| Oakland                                  | I-75BL (Woodward Ave Loop) | US-24 BR Over PONTIAC CREEK                                  | Joint Repair                 |        | \$/CON | CON    |        |        |      |
| Oakland                                  | I-75BL (Woodward Ave Loop) | I-75 BR Over CLINTON RIVER                                   | Miscellaneous Rehabilitation |        | \$/CON | CON    |        |        |      |
| Oakland                                  | I-75BL (Woodward Ave Loop) | I-75 BR Over PONTIAC CREEK                                   | Crack Sealing                |        | \$/CON | CON    |        |        |      |
| Oakland                                  | I-75BL (Woodward Ave Loop) | I-75 BR Over PONTIAC CREEK                                   | Joint Repair                 |        | \$/CON | CON    |        |        |      |
| Oakland                                  | I-75BL (Woodward Ave Loop) | I-75 BR Over CLINTON RIVER                                   | Crack Sealing                |        | \$/CON | CON    |        |        |      |
| Oakland                                  | I-75BL (Woodward Ave Loop) | M-59 (E HURON ST) Over PONTIAC CREEK                         | Crack Sealing                |        | \$/CON | CON    |        |        |      |
| Wayne                                    | I-94                       | E Pelham to Oakwood  | Reconstruction               | 3.489  | \$     | CON    | CON    | CON    |      |
| Wayne                                    | I-94                       | Wayne Road to Middle Belt Road                               | Reconstruction               | 3.116  | \$     | CON    | CON    | CON    |      |
| Wayne                                    | I-94                       | Middle Belt Road to Beech Daly Road                          | Reconstruction               | 2.440  | \$/CON | CON    | CON    | CON    |      |
| Wayne                                    | I-94                       | I-94 EB Over INKSTER RD                                      | Bridge Replacement           |        | \$/CON | CON    | CON    | CON    |      |
| Wayne                                    | I-94                       | I-94 WB Over INKSTER RD                                      | Bridge Replacement           |        | \$/CON | CON    | CON    | CON    |      |
| Wayne                                    | I-94                       | I-94 EB Over ECORSE RD                                       | Bridge Replacement           |        | \$/CON | CON    | CON    | CON    |      |
| Wayne                                    | I-94                       | I-94 WB Over ECORSE RD                                       | Bridge Replacement           |        | \$/CON | CON    | CON    | CON    |      |
| Oakland                                  | M-59                       | Elizabeth Lake Road to US-24                                 | Road Rehabilitation          | 1.449  |        | \$/CON | CON    |        |      |
| Wayne                                    | M-85                       | Rosa Parks Blvd to Griswold                                  | Road Rehabilitation          | 1.120  |        | \$/CON |        |        |      |
| Oakland                                  | M-150                      | Avon to Clinton River and Paint Creek to Tienken             | Reconstruction               | 1.464  |        | \$/CON | CON    | CON    | CON  |
| Oakland                                  | M-150                      | M-59 to Avon Road  | Road Rehabilitation          | 2.781  |        | \$/CON | CON    | CON    | CON  |
| Macomb                                   | M-3 NB                     | Church St to Canfield Dr                                     | Reconstruction               | 1.478  |        | \$/CON | CON    | CON    |      |
| Wayne                                    | US-12                      | Haggerty to Lotz and EB / 0.2 miles west of Pershing to Howe | Reconstruction               | 0.536  |        | \$/CON |        |        |      |
| Wayne                                    | US-24                      | Carter to Pennsylvania                                       | Reconstruction               | 2.633  |        |        | \$/CON | CON    |      |
| Wayne                                    | M-10                       | Meyers to I-75   | Road Rehabilitation          | 9.480  |        |        | \$/CON |        |      |
| Wayne                                    | US-12                      | County Line to Denton Rd                                     | Road Rehabilitation          | 1.421  |        |        | \$/CON |        |      |
| Wayne                                    | M-153                      | W. of Sheldon Rd. to W. of Lotz Rd.                          | Reconstruction               | 2.412  |        |        |        | \$/CON | CON  |
|  |                            |  |                              | 37.896 |        |        |        |        |      |

| 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 |  |        |        |  |  |

| METRO REGION                         |        |   |                      |       |        |        |     |     |     |
|--------------------------------------|--------|---|----------------------|-------|--------|--------|-----|-----|-----|
| TRUNKLINE MODERNIZATION I-94 DETROIT |        |   |                      |       |        |        |     |     |     |
| Wayne                                | I-94   | Cass Avenue, Detroit, Wayne County                          | Bridge Replacement   |       | CON    |        |     |     |     |
| Wayne                                | I-94   | CASS AVE Over I-94  | Bridge Replacement   |       | CON    |        |     |     |     |
| Wayne                                | I-94   | Second Avenue over I-94                                     | Bridge Miscellaneous |       | CON    |        |     |     |     |
| Wayne                                | I-94   | SECOND BLVD Over I-94                                       | Miscellaneous Bridge |       | CON    |        |     |     |     |
| Wayne                                | I-94   | at Conrail Railroad (X02 of 82024)                          | Bridge Replacement   |       | \$/CON | CON    | CON | CON |     |
| Wayne                                | I-94   | CONRAIL Over I-94   | Bridge Replacement   |       | \$/CON | CON    | CON | CON |     |
| Wayne                                | I-94 E | I-94 east of X01 82024 (Conrail RR) to west of Burns Street | Reconstruction       | 2.026 |        | \$/CON | CON | CON | CON |
| Wayne                                | I-94 W | Various locations adjacent to the I-94 Mega Project         | Environmental        |       | CON    | \$/CON | CON | CON | CON |
|                                      |        |   |                      | 2.026 |        |        |     |     |     |

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| COUNTY       | ROUTE (COMMON NAME) | LOCATION                          | TYPE OF WORK             | LENGTH | 2025 | 2026 | 2027  | 2028 | 2029 |
|--------------|---------------------|-----------------------------------|--------------------------|--------|------|------|-------|------|------|
| Presque Isle | US-23               | US-23 Over OCQUEOC RIVER          | Substructure Replacement |        |      |      | S/CON |      |      |
| Iosco        | Old M 65            | M-65 PED ONLY Over AU SABLE RIVER | Overlay - Epoxy          |        |      |      | S/CON | CON  |      |

|           |       |                              |                                |  |    |     |        |     |     |
|-----------|-------|------------------------------|--------------------------------|--|----|-----|--------|-----|-----|
| Cheboygan | US-23 | US-23 Over SMITHS CREEK      | Culvert Replacement            |  | \$ | CON |        |     |     |
| Crawford  | I-75  | I-75 SB Over LAKE STATE RR   | Overlay - Deep                 |  |    |     | \$/CON | CON |     |
| Crawford  | I-75  | I-75 NB Over LAKE STATE RR   | Bridge Barrier Railing Replace |  |    |     | \$/CON | CON |     |
| Crawford  | I-75  | I-75 SB Over M-72            | Bridge Replacement             |  |    |     | \$/CON | CON |     |
| Crawford  | I-75  | I-75 NB Over M-72            | Bridge Replacement             |  |    |     | \$/CON | CON |     |
| Cheboygan | M-68  | M-68 Over I-75 SB            | Superstructure Repair - Steel  |  |    |     |        | \$  | CON |
| Cheboygan | M-68  | M-68 Over I-75 NB            | Superstructure Repair - Steel  |  |    |     |        | \$  | CON |
| Cheboygan | M-68  | ONAWAY RD/OLD M-68 Over I-75 | Superstructure Repair - Steel  |  |    |     |        | \$  | CON |

|              |      |  |                                     |        |        |        |     |  |  |
|--------------|------|--|-------------------------------------|--------|--------|--------|-----|--|--|
| Presque Isle | M-65 | from Grand Lake Highway north to US-23 | Road Capital Preventive Maintenance | 4.335  | \$/CON |        |     |  |  |
| Manistee     | M-22 | from 8 Mile to Norman Road             | Road Capital Preventive Maintenance | 11.881 | \$/CON |        |     |  |  |
| Manistee     | M-55 | from Udell Hills Road to M-37          | Road Capital Preventive Maintenance | 11.520 |        | \$/CON |     |  |  |
| Cheboygan    | M-68 | from US-31 to King Road                | Road Capital Preventive Maintenance | 6.864  |        | \$     | CON |  |  |
| Charlevoix   | M-75 | from US-131 to Air Industrial Park     | Road Capital Preventive Maintenance | 3.990  |        | \$/CON |     |  |  |
|              |      |  |                                     | 38.59  |        |        |     |  |  |

|                |       |                                     |                |       |    |     |  |        |  |
|----------------|-------|-------------------------------------|----------------|-------|----|-----|--|--------|--|
| Grand Traverse | US-31 | at the Three Mile Road Intersection | Minor Widening | 0.283 | \$ | CON |  |        |  |
| Grand Traverse | US-31 | at the southerly M-37 intersection. | Minor Widening | 0.405 |    |     |  | \$/CON |  |
|                |       |                                     |                | 0.688 |    |     |  |        |  |

|          |       |   |                    |        |        |        |        |     |  |
|----------|-------|---|--------------------|--------|--------|--------|--------|-----|--|
| Benzie   | US-31 | from Reynolds Road to Sullivan Road.                                  | Reconstruction     | 7.818  | \$/CON | CON    |        |     |  |
| Otsego   | I-75  | at the M-32 Interchange.  | Major Widening     | 1.812  |        | \$/CON | CON    | CON |  |
| Otsego   | I-75  | I-75 SB Over M-32   | Bridge Replacement |        |        | \$/CON | CON    | CON |  |
| Otsego   | I-75  | I-75 NB Over M-32   | Bridge Replacement |        |        | \$/CON | CON    | CON |  |
| Iosco    | US-23 | from the 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     | 4.702  |        | \$/CON | CON    |     |  |
| Oscoda   | M-72  | from Fourteenth Street to M-33.                                       | Reconstruction     | 1.532  |        |        | \$/CON |     |  |
|          |       |   |                    | 19.018 |        |        |        |     |  |

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| COUNTY         | ROUTE (COMMON NAME) | LOCATION  | TYPE OF WORK   | LENGTH | 2025   | 2026 | 2027 | 2028   | 2029 |
|----------------|---------------------|---|----------------|--------|--------|------|------|--------|------|
| Grand Traverse | US-31               | From Lake Ann Road to Sullivan Road             | Minor Widening | 6.912  | \$/CON | CON  |      |        |      |
| Grand Traverse | M-72                | from west of Bates Road to west of Arnold Road. | Major Widening |        |        |      |      | \$/CON |      |
|                |                     |   |                | 6.912  |        |      |      |        |      |

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| SOUTHWEST REGION                    |                          |   |   |        |        |        |      |      |      |  |
|-------------------------------------|--------------------------|---|---|--------|--------|--------|------|------|------|--|
| BRIDGE REPLACEMENT AND PRESERVATION |                          |   |   |        |        |        |      |      |      |  |
| COUNTY                              | ROUTE (COMMON NAME)      | LOCATION  | TYPE OF WORK                              | LENGTH | 2025   | 2026   | 2027 | 2028 | 2029 |  |
| Berrien                             | I-94                     | I-94 EB Over HENNESSY ROAD                      | Overlay - Epoxy                           |        | \$/CON | CON    |      |      |      |  |
| Berrien                             | I-94                     | I-94 WB Over HENNESSY ROAD                      | Overlay - Epoxy                           |        | \$/CON | CON    |      |      |      |  |
| Calhoun                             | I-194                    | M-96 (COLUMBIA) Over I-194                      | Overlay - Deep                            | 0.232  | \$/CON |        |      |      |      |  |
| Van Buren                           | I-196                    | 44 TH AVE (CR376) Over I-196                    | Healer Sealer                             |        | \$/CON |        |      |      |      |  |
| Van Buren                           | I-196                    | I-196 NB Over 32 ND AVE (CR378)                 | Healer Sealer                             |        | \$/CON |        |      |      |      |  |
| Van Buren                           | I-196                    | I-196 SB Over 32 ND AVE (CR378)                 | Healer Sealer                             |        | \$/CON |        |      |      |      |  |
| Van Buren                           | I-196                    | I-196 NB Over 20 TH AVE (CR380)                 | Healer Sealer                             |        | \$/CON |        |      |      |      |  |
| Van Buren                           | I-196                    | I-196 SB Over 20 TH AVE (CR380)                 | Healer Sealer                             |        | \$/CON |        |      |      |      |  |
| Van Buren                           | I-196                    | M-43 Over I-196                                 | Healer Sealer                             |        | \$/CON |        |      |      |      |  |
| Van Buren                           | I-196                    | I-196BLEB(PHOENIX) Over I-196                   | Healer Sealer                             |        | \$/CON |        |      |      |      |  |
| Van Buren                           | I-196                    | I-196BLWB(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                       | Miscellaneous Bridge                      |        | \$/CON |        |      |      |      |  |
| St. Joseph                          | M-86                     | M-60 Over LITTLE PORTAGE CREEK                  | Deck Patching                             |        | \$/CON |        |      |      |      |  |
| St. Joseph                          | M-86                     | M-86 Over PRAIRIE RIVER                         | Healer Sealer                             |        | \$/CON |        |      |      |      |  |
| St. Joseph                          | M-86                     | M-86 Over PRAIRIE RIVER                         | Healer Sealer                             |        | \$/CON |        |      |      |      |  |
| St. Joseph                          | M-86                     | M-86 Over SWAN CREEK                            | Healer Sealer                             |        | \$/CON |        |      |      |      |  |
| Calhoun                             | M-89 (Washington Avenue) | M-89 (WASHINGTON) Over GTW RR & 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                     | 58 TH 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                     | 54 TH STREET (CR 215) Over I-94                 | Overlay - Shallow                         |        |        | \$     | CON  |      |      |  |
| Berrien                             | I-94                     | I-94 EB Over M-139                              | Healer Sealer                             |        |        | \$/CON |      |      |      |  |
| Berrien                             | I-94                     | I-94 WB Over M-139                              | Healer Sealer                             |        |        | \$/CON |      |      |      |  |
| Berrien                             | I-94                     | NICKERSON AVE Over I-94                         | Healer Sealer                             |        |        | \$/CON |      |      |      |  |
| Berrien                             | I-94                     | FRIDAY ROAD Over I-94                           | Healer Sealer                             |        |        | \$/CON |      |      |      |  |
| Calhoun                             | I-94BL                   | I-94 BL (E MICH) Over MDOT RR CORRIDOR          | Joint Repair                              |        |        | \$/CON |      |      |      |  |
| Kalamazoo                           | US-131                   | CENTRE AVE (Q AVE) Over US-131                  | Healer Sealer                             |        |        | \$/CON |      |      |      |  |
| Kalamazoo                           | US-131                   | MILHAM RD (O AVE) Over US-131                   | Healer Sealer                             |        |        | \$/CON |      |      |      |  |
| Kalamazoo                           | US-131                   | PARKVIEW (M AVE) Over US-131                    | Asphalt overlay w/ waterproofing membrane |        |        | \$/CON |      |      |      |  |
| Kalamazoo                           | US-131                   | I-94 BL (STADIUM) Over US-131                   | Healer Sealer                             |        |        | \$/CON |      |      |      |  |
| Kalamazoo                           | US-131                   | MICHIGAN AVE Over US-131                        | Healer Sealer                             |        |        | \$/CON |      |      |      |  |
| Kalamazoo                           | US-131                   | M-43 (MAIN STREET) Over US-131                  | Healer Sealer                             |        |        | \$/CON |      |      |      |  |
| Kalamazoo                           | US-131                   | H AVE Over US-131                               | Healer Sealer                             |        |        | \$/CON |      |      |      |  |
| Kalamazoo                           | US-131                   | US-131 SB Over D AVE                            | Healer Sealer                             |        |        | \$/CON |      |      |      |  |
| Kalamazoo                           | US-131                   | US-131 NB Over D AVE                            | Healer Sealer                             |        |        | \$/CON |      |      |      |  |
| Berrien                             | I-94                     | NAPIER ROAD Over I-94                           | Overlay - Epoxy                           |        |        | \$/CON |      |      |      |  |
| Kalamazoo                           | US-131                   | B AVE Over US-131                               | Healer Sealer                             |        |        | \$/CON |      |      |      |  |

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| SOUTHWEST REGION                    |                     |   |                    |        |      |        |        |        |      |  |
|-------------------------------------|---------------------|---|--------------------|--------|------|--------|--------|--------|------|--|
| BRIDGE REPLACEMENT AND PRESERVATION |                     |   |                    |        |      |        |        |        |      |  |
| COUNTY                              | ROUTE (COMMON NAME) | LOCATION                                      | TYPE OF WORK       | LENGTH | 2025 | 2026   | 2027   | 2028   | 2029 |  |
| Calhoun                             | M-294               | M-294 (BEADLE LK) Over KALAMAZOO RIVER        | Healer Sealer      |        |      | \$/CON |        |        |      |  |
| Calhoun                             | M-311               | M-311 (11 MILE ROAD) Over ALDER CREEK         | Bridge Replacement |        |      |        | \$/CON |        |      |  |
| Kalamazoo                           | M-96                | M-96 (KING HWY) Over KALAMAZOO RIVER          | Overlay - Deep     |        |      |        | \$/CON | CON    |      |  |
| Kalamazoo                           | US-131              | RAVINE ROAD Over US-131                       | Overlay - Deep     |        |      |        | \$     | CON    |      |  |
| Calhoun                             | I-194 NB & SB       | I-194 NB Over GOLDEN AVENUE                   | Overlay - Shallow  |        |      |        | \$/CON | CON    |      |  |
| Calhoun                             | I-194 NB & SB       | I-194 SB Over GOLDEN AVENUE                   | Overlay - Shallow  |        |      |        | \$/CON | CON    |      |  |
| Calhoun                             | M-311               | M-311 (11 MILE RD) Over NOTTAWA CREEK         | Bridge Replacement |        |      |        | \$/CON |        |      |  |
| St. Joseph                          | M-60 and M-66       | M-60 AND M-66 Over NOTTAWA CREEK              | Overlay - Epoxy    |        |      |        |        | \$/CON | CON  |  |
| St. Joseph                          | M-60                | M-60 & US-131 BR Over ROCKY RIVER             | Overlay - Deep     |        |      |        |        | \$/CON | CON  |  |
| St. Joseph                          | M-60                | M-60 & US-131 BR Over ROCKY RIVER RACE        | Overlay - Shallow  |        |      |        |        | \$/CON | CON  |  |
| St. Joseph                          | M-60                | M-60 Over PORTAGE RIVER                       | Bridge Replacement |        |      |        |        | \$/CON | CON  |  |
| St. Joseph                          | M-60                | M-86 (SOUTH MAIN STREET) Over ST JOSEPH RIVER | Healer Sealer      |        |      |        |        | \$/CON | CON  |  |
|                                     |                     |   |                    | 0.464  |      |        |        |        |      |  |

| SOUTHWEST REGION            |         |  |                                     |       |  |        |  |  |  |  |
|-----------------------------|---------|--|-------------------------------------|-------|--|--------|--|--|--|--|
| FREEWAY RESURFACING PROGRAM |         |  |                                     |       |  |        |  |  |  |  |
| Van Buren                   | I-196 S | Berrien County Line to closed Covert Rest Area | Road Capital Preventive Maintenance | 6.319 |  | \$/CON |  |  |  |  |
|                             |         |  |                                     | 6.319 |  |        |  |  |  |  |

| SOUTHWEST REGION                |            |   |                                     |        |        |        |  |  |  |  |
|---------------------------------|------------|---|-------------------------------------|--------|--------|--------|--|--|--|--|
| NON-FREEWAY RESURFACING PROGRAM |            |   |                                     |        |        |        |  |  |  |  |
| Calhoun                         | Regionwide | M-60, M-86, and M-99 in Calhoun and St. Joseph Counties | Road Capital Preventive Maintenance | 5.417  | \$/CON | CON    |  |  |  |  |
| Calhoun                         | I-94BL     | from Dickman Road to Amtrak railroad crossing           | Road Capital Preventive Maintenance | 1.338  | \$     | CON    |  |  |  |  |
| Cass                            | US-12      | from M-62 to Union                                      | Road Capital Preventive Maintenance | 11.193 |        | \$/CON |  |  |  |  |
|                                 |            |   |                                     | 17.948 |        |        |  |  |  |  |

| SOUTHWEST REGION |                       |  |                |       |        |     |  |  |  |        |
|------------------|-----------------------|--|----------------|-------|--------|-----|--|--|--|--------|
| OPERATIONS       |                       |  |                |       |        |     |  |  |  |        |
| Kalamazoo        | I-94 W/ US-131 N Ramp | I-94 Westbound ramp to US-131 Northbound | Minor Widening | 1.782 | \$/CON |     |  |  |  |        |
| Kalamazoo        | M-43                  | from 10th Street to Drake Road           | Minor Widening | 0.996 | \$/CON | CON |  |  |  |        |
| Cass             | US-12                 | US-12 at Gumwood Road                    | Traffic Safety | 2.643 |        |     |  |  |  | \$/CON |
|                  |                       |  |                | 5.421 |        |     |  |  |  |        |

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

| SOUTHWEST REGION                         |        |   |                     |        |        |        |        |        |     |        |
|--|--------|---|---------------------|--------|--------|--------|--------|--------|-----|--------|
| ROAD - REHABILITATION AND RECONSTRUCTION |        |   |                     |        |        |        |        |        |     |        |
| Berrien                                  | I-94 W | from I-196 to 0.7 miles west of M-140                           | Road Rehabilitation | 5.787  | \$/CON | CON    |        |        |     |        |
| Kalamazoo                                | US-131 | At US-131BS in Oshtemo Township, Kalamazoo County.              | Major Widening      | 3.534  | \$/CON |        |        |        |     |        |
| Berrien                                  | M-139  | from 0.44 miles south of I-94 to I-94 BL                        | Reconstruction      | 4.372  |        | \$/CON | CON    |        |     |        |
| Berrien                                  | M-63   | from Central Avenue to the Blossomland and Bicentennial Bridges | Reconstruction      | 1.287  |        |        | \$/CON | CON    | CON |        |
| St. Joseph                               | M-60   | M-60, M-86, US-131BR in the City of Three Rivers                | Reconstruction      | 5.557  |        |        |        | \$/CON | CON |        |
| St. Joseph                               | M-66   | from Indiana state line to Lafayette Street                     | Road Rehabilitation | 3.435  |        |        |        |        |     | \$/CON |
|  |        |   |                     | 23.972 |        |        |        |        |     |        |

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| 2025-2029 FIVE-YEAR TRANSPORTATION PROGRAM |                     |   |                |        |      |        |      |      |      |
|--|---------------------|---|----------------|--------|------|--------|------|------|------|
| SOUTHWEST REGION                           |                     |   |                |        |      |        |      |      |      |
| TRAFFIC AND SAFETY - SAFETY PROGRAMS       |                     |   |                |        |      |        |      |      |      |
| COUNTY                                     | ROUTE (COMMON NAME) | LOCATION  | TYPE OF WORK   | LENGTH | 2025 | 2026   | 2027 | 2028 | 2029 |
| Cass                                       | US-12               | at Beebe Road and Adamsville Road intersection in Cass County | Minor Widening | 0.361  |      | \$/CON |      |      |      |
|  |                     |   |                | 0.361  |      |        |      |      |      |

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| SUPERIOR REGION             |                     |  |                  |        |      |      |        |      |      |
|-----------------------------|---------------------|--|------------------|--------|------|------|--------|------|------|
| BRIDGE - BIG BRIDGE PROGRAM |                     |  |                  |        |      |      |        |      |      |
| COUNTY                      | ROUTE (COMMON NAME) | LOCATION                                       | TYPE OF WORK     | LENGTH | 2025 | 2026 | 2027   | 2028 | 2029 |
| Houghton                    | US-41               | US-41&M-26,RR(ABN) Over PORTAGE LAKE & EB M-26 | Deck Replacement |        |      | \$   | CON    | CON  |      |
| Chippewa                    | Portage Ave W       | I-75 BS (ASHMUN) Over POWER CANAL              | Overlay - Epoxy  |        |      |      | \$/CON | CON  |      |
| Chippewa                    | Portage Ave W       | I-75 BS (PORTAGE) Over POWER CANAL             | Overlay - Epoxy  |        |      |      | \$/CON | CON  |      |
| Baraga                      | US-41               | US-41 Over STURGEON RIVER                      | Overlay - Epoxy  |        |      |      | \$/CON | CON  |      |
| Baraga                      | US-41               | M-28 Over M BR ONTONAGON RIVER                 | Overlay - Epoxy  |        |      |      | \$/CON | CON  |      |

| SUPERIOR REGION                     |       |                            |                            |  |        |        |  |    |     |
|-------------------------------------|-------|----------------------------|----------------------------|--|--------|--------|--|----|-----|
| BRIDGE REPLACEMENT AND PRESERVATION |       |                            |                            |  |        |        |  |    |     |
| Marquette                           | US-41 | OLD M-28 Over CARP RIVER   | Bridge Removal             |  | \$/CON |        |  |    |     |
| Dickinson                           | M-95  | M-95 Over PRIVATE RR (ABN) | Overlay - Shallow          |  | \$/CON |        |  |    |     |
| Chippewa                            | M-129 | M-129 Over FLETCHER CREEK  | Bridge Replacement         |  |        | \$/CON |  |    |     |
| Marquette                           | M-553 | M-553 Over HALFWAY CREEK   | Culvert Replacement        |  |        |        |  | \$ | CON |
| Mackinac                            | US-2  | US-2 Over BLACK RIVER      | Superstructure Replacement |  |        |        |  |    | \$  |

| SUPERIOR REGION                 |       |  |                                     |        |    |     |     |  |  |
|---------------------------------|-------|--|-------------------------------------|--------|----|-----|-----|--|--|
| NON-FREEWAY RESURFACING PROGRAM |       |  |                                     |        |    |     |     |  |  |
| Chippewa                        | M-123 | from Curley Lewis Memorial Highway to Paradise | Road Capital Preventive Maintenance | 14.013 | \$ | 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 easterly to Powers             | Road Capital Preventive Maintenance | 8.737  | \$ | CON |     |  |  |
| Schoolcraft                     | M-94  | from Dodge Lake Road to Alger County line      | Road Capital Preventive Maintenance | 22.210 |    | \$  | CON |  |  |
| Ontonagon                       | M-64  | from Bergland to Silver City                   | Road Capital Preventive Maintenance | 17.525 |    | \$  | CON |  |  |
|                                 |       |  |                                     | 71.492 |    |     |     |  |  |

| SUPERIOR REGION                      |        |                                   |                |       |  |  |  |    |     |
|--------------------------------------|--------|-----------------------------------|----------------|-------|--|--|--|----|-----|
| TRAFFIC AND SAFETY - SAFETY PROGRAMS |        |                                   |                |       |  |  |  |    |     |
| Delta                                | US-2   | at North 30th Street in Escanaba. | Traffic Safety | 0.130 |  |  |  | \$ | CON |
| Delta                                | US-2 E | at M-35 in the city of Gladstone. | Traffic Safety | 0.830 |  |  |  |    | \$  |
|                                      |        |                                   |                | 0.96  |  |  |  |    |     |

| SUPERIOR REGION                          |       |  |                     |        |    |     |     |  |  |
|--|-------|--|---------------------|--------|----|-----|-----|--|--|
| ROAD - REHABILITATION AND RECONSTRUCTION |       |  |                     |        |    |     |     |  |  |
| Marquette                                | M-35  | from County Road 480 to US-41  | Road Rehabilitation | 3.343  | \$ | CON |     |  |  |
| Chippewa                                 | M-123 | from Paradise south 0.46 miles   | Reconstruction      | 0.455  | \$ | CON |     |  |  |
| Menominee                                | US-2  | from west of the Dickinson/Menominee county line easterly to 43.75 Road. | Road Rehabilitation | 1.670  | \$ | CON |     |  |  |
| Iron                                     | US-2  | from the state line northerly to County Airport Road                     | Reconstruction      | 3.765  |    | \$  | CON |  |  |
| Gogebic                                  | US-45 | from the state line northerly to US-2                                    | Road Rehabilitation | 7.423  |    | \$  | CON |  |  |
| Alger                                    | US-41 | from the Delta/Alger county line to the Alger/ Marquette county line     | Road Rehabilitation | 11.031 |    | \$  | CON |  |  |

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## 2025-2029 FIVE-YEAR TRANSPORTATION PROGRAM

## SUPERIOR REGION

## ROAD - REHABILITATION AND RECONSTRUCTION

| COUNTY    | ROUTE (COMMON NAME) | LOCATION  | TYPE OF WORK        | LENGTH | 2025 | 2026 | 2027 | 2028 | 2029 |
|-----------|---------------------|---|---------------------|--------|------|------|------|------|------|
| Mackinac  | M-134               | from southbound I-75 ramps to east of northbound I-75 ramps     | Road Rehabilitation | 0.408  |      | \$   | CON  |      |      |
| Delta     | US-2                | from North 30th Street to 9th Avenue in the city of Escanaba    | Reconstruction      | 1.325  |      | \$   | CON  | CON  |      |
| Gogebic   | US-2                | from Eddy Street to Pierce Street in the city of Wakefield      | Reconstruction      | 1.073  |      |      | \$   | CON  |      |
| Marquette | M-95                | from County Road FH to County Road 601                          | Road Rehabilitation | 0.579  |      |      | \$   | CON  |      |
| Delta     | US-2                | from 9th Avenue northerly to Danforth Road in Escanaba.         | Reconstruction      | 0.925  |      |      | \$   | CON  |      |
| Delta     | US-2                | C&NW RR Over US-2   | Bridge Replacement  | 0.925  |      |      | \$   | CON  |      |
| Baraga    | M-28                | from the Houghton/Baraga county line to Johnson Road            | Road Rehabilitation | 6.178  |      |      |      | \$   | CON  |
| Marquette | M-35                | from Marshall Drive to Smith Street                             | Road Rehabilitation | 1.291  |      |      |      | \$   | CON  |
| Mackinac  | US-2                | from Worth Road to Wildwood Road                                | Road Rehabilitation | 4.443  |      |      |      | \$   | CON  |
| Iron      | US-2                | from north of County Road 424 southerly to County Airport Road. | Reconstruction      | 3.627  |      |      |      | \$   | CON  |
| Delta     | M-35                | from US-2 to 13th Street in the city of Gladstone               | Reconstruction      | 0.157  |      |      |      |      | \$   |
| Houghton  | M-28                | from Kitchie Road to the Baraga County Line                     | Road Rehabilitation | 5.688  |      |      |      |      | \$   |
|           |                     |   |                     | 54.306 |      |      |      |      |      |

## SUPERIOR REGION

## TRAFFIC AND SAFETY - SAFETY PROGRAMS

|           |      |  |                |        |    |     |        |    |     |
|-----------|------|--|----------------|--------|----|-----|--------|----|-----|
| Marquette | M-35 | from County Road 480 to US-41                    | Minor Widening | 3.305  | \$ | CON |        |    |     |
| Delta     | M-35 | from Old Mill Lane 20.75 Road to the Bark River. | Minor Widening | 3.710  |    | \$  | CON    |    |     |
| Alger     | M-28 | at Autrain Forest Lake Road intersection         | Traffic Safety | 0.260  |    |     | \$/CON |    |     |
| Baraga    | M-28 | from Houghton County Line to Johnson Rd          | Minor Widening | 6.190  |    |     |        | \$ | CON |
| Houghton  | M-28 | from Kitchie Road to the Baraga County Line      | Minor Widening | 5.688  |    |     |        |    | \$  |
|           |      |  |                | 19.153 |    |     |        |    |     |

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## 2025-2029 FIVE-YEAR TRANSPORTATION PROGRAM



## UNIVERSITY REGION

## BRIDGE - BIG BRIDGE PROGRAM

| COUNTY | ROUTE (COMMON NAME) | LOCATION                           | TYPE OF WORK                  | LENGTH | 2025 | 2026  | 2027 | 2028 | 2029 |
|--------|---------------------|------------------------------------|-------------------------------|--------|------|-------|------|------|------|
| Monroe | I-75 N              | I-75 Over CONRAIL ,RAISIN R, FRONT | Superstructure Repair - Steel |        |      | S/CON | CON  |      |      |

## UNIVERSITY REGION

## BRIDGE - SPECIAL NEEDS

|         |        |                                 |                               |  |  |        |     |  |  |
|---------|--------|---------------------------------|-------------------------------|--|--|--------|-----|--|--|
| Jackson | US-127 | US-127 NB Over GRAND RIVER      | Superstructure Repair - Steel |  |  | \$/CON | CON |  |  |
| Jackson | US-127 | US-127 SB Over GRAND RIVER      | Superstructure Repair - Steel |  |  | \$/CON | CON |  |  |
| Jackson | US-127 | US-127 SB Over TERRITORIAL ROAD | Substructure Repair           |  |  | \$/CON | CON |  |  |

## UNIVERSITY REGION

## BRIDGE REPLACEMENT AND PRESERVATION

|           |        |  |                            |  |        |     |        |     |     |
|-----------|--------|--|----------------------------|--|--------|-----|--------|-----|-----|
| Monroe    | I-75 N | I-75 NB Over LAPLAISANCE CREEK           | Widen-Maintain Lanes       |  | \$/CON | CON |        |     |     |
| Monroe    | I-75 N | I-75 SB Over LAPLAISANCE CREEK           | Overlay - Epoxy            |  | \$/CON | CON |        |     |     |
| Monroe    | I-75 N | I-75 (NB EX RAMP) Over LAPLAISANCE CREEK | Bridge Removal             |  | \$/CON | CON |        |     |     |
| Monroe    | I-75 N | I-75 Over WOODCHUCK CREEK                | Substructure Patching      |  | \$/CON | CON |        |     |     |
| Ingham    | M-43   | M-43 Over RED CEDAR RIVER                | Bridge Replacement         |  | \$/CON | CON |        |     |     |
| Monroe    | I-75   | MORTAR CREEK ROAD Over I-75              | Deck Replacement           |  | \$/CON | CON |        |     |     |
| Hillsdale | M-49   | M-49 Over ST JOSEPH RIVER                | Superstructure Replacement |  | \$     | CON |        |     |     |
| Monroe    | I-75 S | I-75 NB Over HALFWAY CREEK               | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | I-75 SB Over HALFWAY CREEK               | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | I-75 NB Over BAY CREEK                   | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | I-75 SB Over BAY CREEK                   | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | I-75 NB Over GTW RR                      | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | STERNS RD Over I-75                      | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | I-75 NB Over BAY CREEK RD                | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | I-75 SB Over BAY CREEK RD                | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | I-75 NB Over SANDY CREEK                 | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | I-75 NB Over STONY CREEK                 | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | I-75 SB Over STONY CREEK                 | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | I-75 NB Over HURON RIVER                 | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | S HURON R DR Over I-75                   | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | I-75 SB Over HURON RIVER                 | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Monroe    | I-75 S | I-75 SB Over SANDY CREEK                 | Overlay - Epoxy            |  | \$/CON |     |        |     |     |
| Ingham    | US-127 | US-127 SB RAMP Over RAMP TO I-496 WB     | Deck Replacement           |  |        | \$  | CON    | CON |     |
| Ingham    | US-127 | RAMP FROM I-496 EB Over US-127 NB RAMP   | Deck Replacement           |  |        | \$  | CON    | CON |     |
| Washtenaw | US-23  | US-23 NB Over I-94                       | Overlay - Epoxy            |  |        |     | \$/CON | CON | CON |
| Washtenaw | US-23  | US-23 SB Over I-94                       | Overlay - Epoxy            |  |        |     | \$/CON | CON | CON |
| Washtenaw | US-23  | US-23 NB Over CONRAIL & HURON RIVER      | Bridge Replacement         |  |        |     | \$/CON | CON | CON |
| Washtenaw | US-23  | US-23 SB Over CONRAIL & HURON RIVER      | Bridge Replacement         |  |        |     | \$/CON | CON | CON |
| Washtenaw | US-23  | US-23NB, I-94BL Over PACKARD RD          | Overlay - Epoxy            |  |        |     | \$/CON | CON | CON |
| Washtenaw | US-23  | US-23SB, I-94BL Over PACKARD RD          | Overlay - Epoxy            |  |        |     | \$/CON | CON | CON |
| Washtenaw | US-23  | US-23 NB Over US-23 BR                   | Bridge Replacement         |  |        |     | \$/CON | CON | CON |

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| 2025-2029 FIVE-YEAR TRANSPORTATION PROGRAM |                     |   |  |        |        |        |        |        |        |
|--|---------------------|---|--|--------|--------|--------|--------|--------|--------|
| UNIVERSITY REGION                          |                     |   |  |        |        |        |        |        |        |
| BRIDGE REPLACEMENT AND PRESERVATION        |                     |   |  |        |        |        |        |        |        |
| COUNTY                                     | ROUTE (COMMON NAME) | LOCATION  | TYPE OF WORK                                 | LENGTH | 2025   | 2026   | 2027   | 2028   | 2029   |
| Washtenaw                                  | US-23               | US-23 SB Over US-23 BR                                  | Bridge Replacement                           |        |        |        | \$/CON | CON    | CON    |
| Washtenaw                                  | US-23               | US-23 NB Over HURON RIVER DRIVE                         | Overlay - Epoxy                              |        |        |        | \$/CON | CON    | CON    |
| Washtenaw                                  | US-23               | US-23 SB Over HURON RIVER DRIVE                         | Overlay - Epoxy                              |        |        |        | \$/CON | CON    | CON    |
| Washtenaw                                  | US-23               | GEDDES RD Over US-23                                    | Overlay - Deep                               |        |        |        | \$/CON | CON    | CON    |
| Washtenaw                                  | US-23               | EARHART RD Over US-23                                   | Overlay - Shallow                            |        |        |        | \$/CON | CON    | CON    |
| Washtenaw                                  | US-23               | PLYMOUTH-ANNARBOR Over US-23                            | Overlay - Deep                               |        |        |        | \$/CON | CON    | CON    |
| Washtenaw                                  | US-23               | ELLSWORTH RD Over US-23                                 | Overlay - Epoxy                              |        |        |        | \$/CON | CON    | CON    |
| Ingham                                     | US-127              | US-127 SB Over COLEMAN RD                               | Overlay - Epoxy                              |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | US-127 NB Over COLEMAN RD                               | Overlay - Epoxy                              |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | US-127 NB Over RED CEDAR RIVER & RAMP V                 | Bridge Replacement                           |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | US-127 SB Over RED CEDAR RIVER & RAMP V                 | Bridge Replacement                           |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | US-127 SB Over KALAMAZOO STREET                         | Bridge Barrier Railing Replace               |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | US-127 SB Over M-143                                    | Overlay - Epoxy                              |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | US-127 SB Over VINE STREET                              | Bridge Barrier Railing Replace               |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | US-127 SB Over SELLERS STREET                           | Bridge Barrier Railing Replace               |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | M-43 EB Over US-127                                     | Bridge Barrier Railing Replace               |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | M-43 WB Over US-127                                     | Overlay - Deep                               |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | US-127 NB Over KALAMAZOO STREET                         | Bridge Barrier Railing Replace               |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | US-127 NB Over M-143                                    | Overlay - Epoxy                              |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | US-127 NB Over VINE STREET                              | Bridge Barrier Railing Replace               |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | US-127 NB Over SELLERS STREET                           | Bridge Barrier Railing Replace               |        |        |        | \$     | CON    | CON    |
| Ingham                                     | US-127              | LAKE LANSING ROAD Over US-127                           | Overlay - Epoxy                              |        |        |        | \$     | CON    | CON    |
| Lenawee                                    | US-223              | US-223 Over WOLF CREEK                                  | Overlay - Epoxy                              |        |        |        | \$/CON |        |        |
| Lenawee                                    | US-223              | US-223 Over WOLF CREEK                                  | Asphalt overlay w/<br>waterproofing membrane |        |        |        | \$/CON |        |        |
| Lenawee                                    | US-223              | US-223 Over MDOT RR COR & M-34                          | Overlay - Epoxy                              |        |        |        | \$/CON |        |        |
| Monroe                                     | I-75                | READY ROAD Over I-75                                    | Bridge Replacement                           |        |        |        |        | \$/CON |        |
| Washtenaw                                  | I-94 E              | I-94 Over I-94 BL                                       | Superstructure Repair - Steel                |        |        |        |        | \$/CON |        |
| Washtenaw                                  | I-94 E              | JACKSON AV WB,94BR Over I-94 RAMP                       | Overlay - Epoxy                              |        |        |        |        | \$/CON |        |
| Washtenaw                                  | I-94 E              | I-94 EB Over CONRAIL                                    | Overlay - Epoxy                              |        |        |        |        |        | \$/CON |
| Washtenaw                                  | I-94 E              | NOTTEN RD Over I-94                                     | Overlay - Epoxy                              |        |        |        |        |        | \$/CON |
| Washtenaw                                  | I-94 E              | KALMBACH RD Over I-94                                   | Deck Replacement                             |        |        |        |        |        | \$/CON |
| Washtenaw                                  | I-94 E              | I-94 EB Over PIERCE RD                                  | Overlay - Epoxy                              |        |        |        |        |        | \$/CON |
| Washtenaw                                  | I-94 E              | I-94 WB Over PIERCE RD                                  | Overlay - Epoxy                              |        |        |        |        |        | \$/CON |
| Washtenaw                                  | I-94 E              | M-52 Over I-94  | Deck Replacement                             |        |        |        |        |        | \$/CON |
| Washtenaw                                  | I-94 E              | FREER RD Over I-94                                      | Overlay - Epoxy                              |        |        |        |        |        | \$/CON |
| Lenawee                                    | US-223              | US-223 Over RAISIN RIVER                                | Overlay - Epoxy                              |        |        |        |        |        | \$/CON |
| UNIVERSITY REGION                          |                     |   |  |        |        |        |        |        |        |
| FREEWAY RESURFACING PROGRAM                |                     |   |  |        |        |        |        |        |        |
| Livingston                                 | I-96                | US-23 to Kent Lake Rd                                   | Road Capital Preventive Maintenance          | 4.492  | \$     | CON    |        |        |        |
| Clinton                                    | I-69 E              | I-69 from I-69BL (Saginaw St) to Shiawassee County Line | Road Rehabilitation                          | 2.864  |        | \$/CON |        |        |        |
|  |                     |   |  | 7.356  |        |        |        |        |        |
| UNIVERSITY REGION                          |                     |   |  |        |        |        |        |        |        |
| NON-FREEWAY RESURFACING PROGRAM            |                     |   |  |        |        |        |        |        |        |
| Washtenaw                                  | US-12               | Carpenter Road to I-94                                  | Road Capital Preventive Maintenance          | 2.073  | \$/CON |        |        |        |        |
| Eaton                                      | M-50                | M-50 in Charlotte                                       | Road Capital Preventive Maintenance          | 1.016  | \$     | CON    |        |        |        |
| Eaton                                      | M-100               | from Doane Hwy to Strange Hwy                           | Road Capital Preventive Maintenance          | 1.587  | \$     | CON    |        |        |        |

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| 2025-2029 FIVE-YEAR TRANSPORTATION PROGRAM |                        |   |                                     |        |        |        |        |        |        |
|--|------------------------|---|-------------------------------------|--------|--------|--------|--------|--------|--------|
| UNIVERSITY REGION                          |                        |   |                                     |        |        |        |        |        |        |
| NON-FREEWAY RESURFACING PROGRAM            |                        |   |                                     |        |        |        |        |        |        |
| COUNTY                                     | ROUTE (COMMON NAME)    | LOCATION  | TYPE OF WORK                        | LENGTH | 2025   | 2026   | 2027   | 2028   | 2029   |
| Monroe                                     | US-24                  | US-24 Yargerville Rd to Southpointe Parkway                           | Road Capital Preventive Maintenance | 2.588  | \$/CON |        |        |        |        |
| Monroe                                     | US-24                  | Hurd Rd to M-125  | Road Capital Preventive Maintenance | 1.282  | \$/CON |        |        |        |        |
| Lenawee                                    | M-52                   | Valley Road to M-50 in Lenawee County                                 | Road Capital Preventive Maintenance | 4.853  | \$/CON |        |        |        |        |
| Lenawee                                    | M-52                   | M-50 to US-12 in Lenawee County                                       | Road Capital Preventive Maintenance | 4.259  | \$/CON |        |        |        |        |
| Jackson                                    | M-106                  | Michigan Avenue to Ganson Street in the City of Jackson               | Road Capital Preventive Maintenance | 0.460  | \$     | CON    |        |        |        |
| Jackson                                    | M-106                  | 3RD STREET NORTH TO CHANTER ROAD IN JACKSON COUNTY                    | Road Capital Preventive Maintenance | 0.609  |        | \$/CON |        |        |        |
| Monroe                                     | US-24                  | South of 7th Street to Stewart Road                                   | Road Capital Preventive Maintenance | 2.316  |        | \$/CON |        |        |        |
| Ingham                                     | M-43 E                 | M-43/I-69BL (Saginaw and Oakland) from Chesnut St to Pennsylvania Ave | Road Capital Preventive Maintenance | 1.061  |        | \$     | CON    |        |        |
|  |                        |   |                                     | 23.657 |        |        |        |        |        |
| UNIVERSITY REGION                          |                        |   |                                     |        |        |        |        |        |        |
| OPERATIONS                                 |                        |   |                                     |        |        |        |        |        |        |
| Livingston                                 | M-59                   | M-59 at Latson Road   | Minor Widening                      | 0.450  |        |        | \$/CON | CON    |        |
| Livingston                                 | Kensington/I-96 W Ramp | Kensington Rd from Larkins Rd to Grand River Ave                      | Minor Widening                      | 0.890  |        |        |        | \$/CON | CON    |
| Ingham                                     | I-96BL                 | I-96/Cedar St/Pennsylvania Interchange                                | Traffic Safety                      | 0.592  |        |        |        | \$/CON |        |
| Eaton                                      | M-43                   | Broadbent to I-96   | Traffic Safety                      | 1.174  |        |        |        | \$/CON | CON    |
| Washtenaw                                  | M-153 E                | M-153 at Plymouth Rd  | Minor Widening                      | 0.452  |        |        |        | \$/CON |        |
| Livingston                                 | Highland/I-96 E Ramp   | I-96 at M-59  | Traffic Safety                      | 0.802  |        |        |        | \$/CON | CON    |
|  |                        |   |                                     | 4.36   |        |        |        |        |        |
| UNIVERSITY REGION                          |                        |   |                                     |        |        |        |        |        |        |
| ROAD - REHABILITATION AND RECONSTRUCTION   |                        |   |                                     |        |        |        |        |        |        |
| Monroe                                     | I-75                   | Otter Creek to LaPlaisance Road                                       | Reconstruction                      | 3.234  | \$/CON | CON    |        |        |        |
| Washtenaw                                  | US-23 BR               | I-94 BL to M-14   | Reconstruction                      | 1.239  |        | \$     | CON    |        |        |
| Jackson                                    | M-99                   | South Street north and east to Gibbs Road                             | Road Rehabilitation                 | 1.389  |        | \$/CON |        |        |        |
| Eaton                                      | M-78                   | 550' south of Sharkey Street to the Battle Creek River                | Reconstruction                      | 1.220  |        | \$/CON | CON    |        |        |
| Monroe                                     | US-23                  | School Road to Ida Center Road  | Reconstruction                      | 4.020  |        | \$/CON | CON    | CON    |        |
| Washtenaw                                  | US-23 N                | M-14 to I-94  | Reconstruction                      | 7.316  |        |        | \$/CON | CON    | CON    |
| Washtenaw                                  | US-23 N                | US-23 Over OAK PK & WAST HTS CO DR                                    | Culvert Replacement                 | 7.316  |        |        | \$/CON | CON    | CON    |
| Jackson                                    | I-94BL                 | Dwight Street to Bender Street  | Reconstruction                      | 1.258  |        |        |        | \$/CON |        |
| Lenawee                                    | US-223                 | Ogden Highway to High Street in Blissfield, Lenawee County            | Road Rehabilitation                 | 6.669  |        |        |        |        | \$/CON |
| Clinton                                    | M-21                   | Morton Street to Scott Road   | Reconstruction                      | 1.411  |        |        |        |        | \$/CON |
|  |                        |   |                                     | 35.072 |        |        |        |        |        |

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| 2025-2029 FIVE-YEAR TRANSPORTATION PROGRAM |                     |  |                |        |      |      |        |        |        |
|--|---------------------|--|----------------|--------|------|------|--------|--------|--------|
| UNIVERSITY REGION                          |                     |  |                |        |      |      |        |        |        |
| TRAFFIC AND SAFETY - SAFETY PROGRAMS       |                     |  |                |        |      |      |        |        |        |
| COUNTY                                     | ROUTE (COMMON NAME) | LOCATION                                   | TYPE OF WORK   | LENGTH | 2025 | 2026 | 2027   | 2028   | 2029   |
| Eaton                                      | Lansing Road        | at Millett Highway                         | Traffic Safety | 0.799  | \$   | CON  |        |        |        |
| Jackson                                    | M-60                | M-60 at Cross Road                         | Traffic Safety | 0.150  |      | \$   | CON    |        |        |
| Hillsdale                                  | US-127              | US-127 at Harper/Lewis                     | Traffic Safety | 0.307  |      |      | \$/CON |        |        |
| Lenawee                                    | M-50                | M-50 at Matthews Highway in Lenawee County | Traffic Safety | 0.060  |      |      |        | \$/CON |        |
| Lenawee                                    | US-223              | Ogden Highway to High Street               | Minor Widening | 6.669  |      |      |        |        | \$/CON |
| Eaton                                      | M-78                | M-78 from Bellevue to I-69                 | Minor Widening | 3.391  |      |      |        |        | \$     |
| Eaton                                      | M-78                | from the Barry County Line to Pease Road   | Minor Widening | 2.367  |      |      |        |        | \$     |
|  |                     |  |                | 13.743 |      |      |        |        |        |

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# Acronyms

|               |   |               |   |
|---------------|---|---------------|---|
| <b>5YTP</b>   | Five-Year Transportation Program            | <b>PCM</b>    | Pavement Condition Measure                        |
| <b>ADA</b>    | Americans with Disabilities Act             | <b>PE</b>     | Preliminary Engineering                           |
| <b>AFC</b>    | Alternative Fuel Corridor                   | <b>PEL</b>    | Planning and Environmental Linkages               |
| <b>AIP</b>    | Airport Improvement Program                 | <b>RBMP</b>   | Rebuilding Michigan Program                       |
| <b>APT</b>    | Airport Parking Tax                         | <b>ROW</b>    | Right of Way                                      |
| <b>ASP</b>    | Air Service Program                         | <b>RSL</b>    | Remaining Service Life                            |
| <b>BIL</b>    | Bipartisan Infrastructure Law               | <b>SAF</b>    | State Aeronautics Fund                            |
| <b>BMS</b>    | Bridge Management System                    | <b>SHSP</b>   | Strategic Highway Safety Plan                     |
| <b>BWB</b>    | Blue Water Bridge                           | <b>STC</b>    | State Transportation Commission                   |
| <b>CPM</b>    | Capital Preventive Maintenance              | <b>STF</b>    | State Trunkline Fund                              |
| <b>CTF</b>    | Comprehensive Transportation Fund           | <b>SYD</b>    | Square Yard                                       |
| <b>CSS</b>    | Context Sensitive Solutions                 | <b>STIP</b>   | State Transportation Improvement Program          |
| <b>EBA</b>    | Economic Benefits Analysis                  | <b>TAM</b>    | Transit Asset Management                          |
| <b>EJ</b>     | Environmental Justice                       | <b>TREDIS</b> | Transportation Economic Development Impact System |
| <b>EV</b>     | Electric Vehicle                            | <b>TZD</b>    | Toward Zero Deaths                                |
| <b>FAA</b>    | Federal Aviation Administration             | <b>RBMP</b>   | Rebuilding Michigan Program                       |
| <b>FHWA</b>   | Federal Highway Administration              | <b>TSMO</b>   | Transportation Systems Management and Operations  |
| <b>FAST</b>   | Fixing America’s Surface Transportation Act | <b>VRU</b>    | Vulnerable Road Users                             |
| <b>FTA</b>    | Federal Transit Administration              |               |   |
| <b>GF</b>     | General Fund                                |               |   |
| <b>FY</b>     | Fiscal Year                                 |               |   |
| <b>GHG</b>    | Greenhouse Gas                              |               |   |
| <b>HMA</b>    | Hot-Mix Asphalt                             |               |   |
| <b>IRI</b>    | International Roughness Index               |               |   |
| <b>LBO</b>    | Local Bus Operating                         |               |   |
| <b>MASP</b>   | Michigan Aviation System Plan               |               |   |
| <b>MDOT</b>   | Michigan Department of Transportation       |               |   |
| <b>MM2045</b> | Michigan Mobility 2045                      |               |   |
| <b>MTF</b>    | Michigan Transportation Fund                |               |   |
| <b>MTPP</b>   | Michigan Transportation Program Portal      |               |   |
| <b>NBI</b>    | National Bridge Inventory                   |               |   |
| <b>NEVI</b>   | National Electric Vehicle Infrastructure    |               |   |
| <b>OPT</b>    | Office of Passenger Transportation          |               |   |
| <b>PCI</b>    | Pavement Condition Index                    |               |   |

MICHIGAN DEPARTMENT  
OF TRANSPORTATION

2025-2029  
FIVE-YEAR  
TRANSPORTATION  
PROGRAM

VOLUME XXVI

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