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."

"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."

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 along with updates about MDOT programs and activities.

Sincerely,

Bradley C. Wieferich, P.E.
Director

5YTP Requirements, Objectives and Process

5YTP Requirements and Objectives

The Michigan Department of Transportation (MDOT) Five-Year Transportation Program (5YTP) 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.

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.

Five-Year Transportation Program Process

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 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.

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 scocial 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

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[1]
- People over 64; approximately 19 percent[2]
- People with disabilities; approximately 14 percent[3]
- Linguistic isolation (limited English proficiency); approximately 34 percent speak English less than "very well"[1]
- Single-parent households; approximately 25 percent[1]

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.

[1] *American Community Survey Five-Year Estimates, Michigan (2018-2022)*
[2] *U.S. Census Bureau Population and Housing Unit Estimates, Michigan (2022)*
[3] *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, asses 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.

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 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.

Roadway flooding and damage in Midland County

Public Transportation and Aeronautics

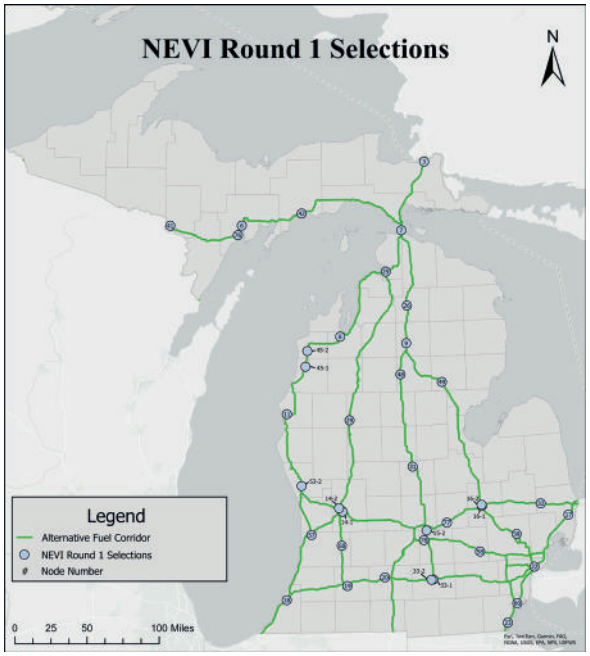
MDOT's Office of Passenger Transportation (OPT) has several ongoing resilience and climate-related efforts, including the development of transition plans for agencies to move to carbon neutrality, no/low emission vehicle demonstration projects and solar installation projects at intercity bus terminals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



NEVI Round 1 Procurement Locations

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.

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.](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.

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.

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.

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

- 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.

2025-2029 Transportation Program Funding Forecast

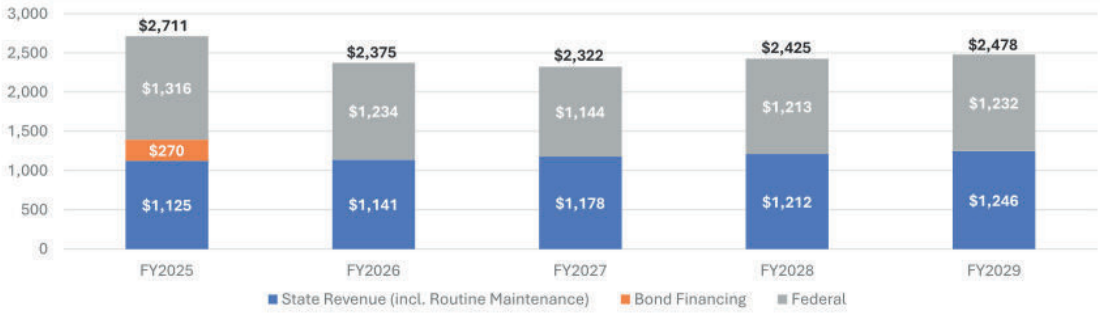
The MDOT 5YTP is supported by a combination of state and federal funding sources. Highway Program funding comes from the Federal Highway Administration's (FHWA) Highway Trust Fund (HTF), the State Trunkline Fund (STF), and state bond financing. The Public Transportation Program is funded with federal 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 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.

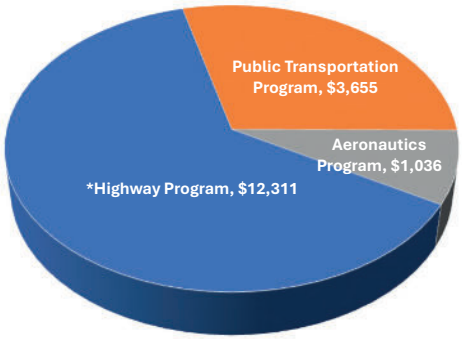
State revenues are expected to grow at 3 percent annually and are supported by state fuel tax rates, state vehicle registration fees, $234.6 million per year in an income tax redirect from the General Fund, and $50 million in excise tax on recreational marijuana.

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



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

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



Before $1.9 billion in other program costs.

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.

2025-2029 Transportation Program Investment

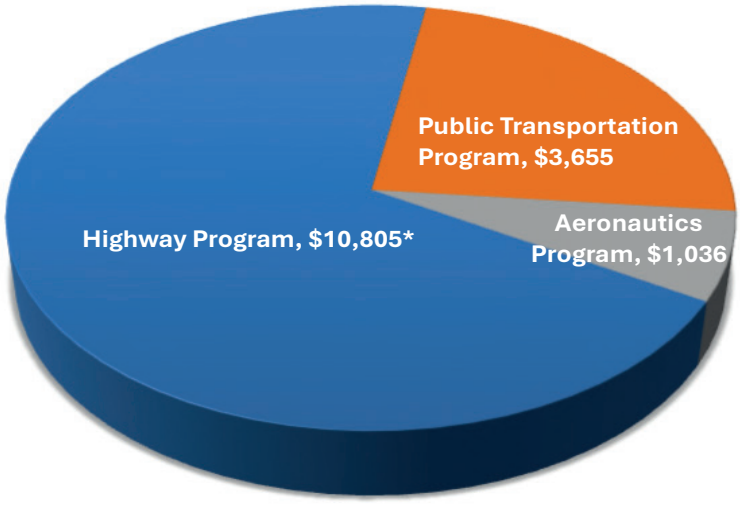
MDOT develops investment strategies accounting for factors that include revenue trends, achieving and maintaining a state of good repair, federal and state law, level of service provided by the system, minimizing risks, and public input. The total investment for this 5YTP as of September 2024 is $15.5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

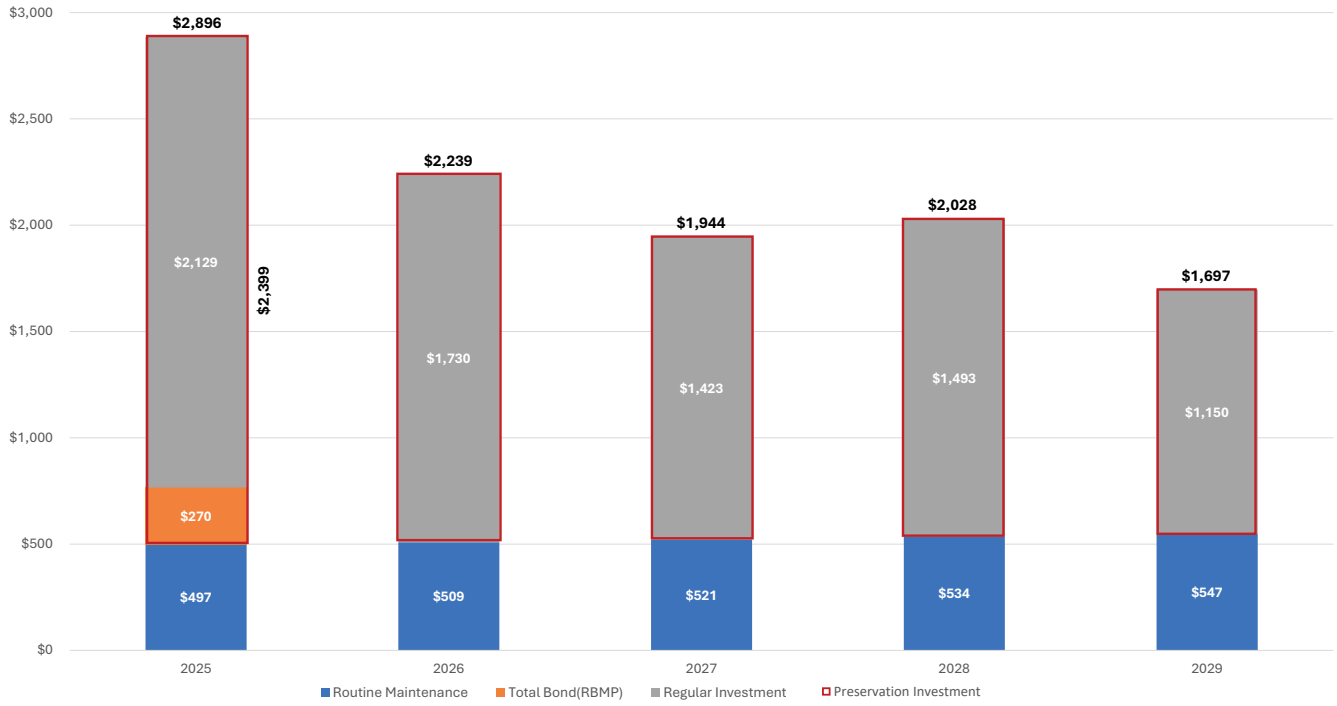
Public Transportation and Aeronautics Investment Strategy (in millions)	FY 2025	Five-Year Total	Average
PUBLIC TRANSPORTATION			
Local Bus, Intercity Bus, Passenger Rail, Freight Rail, and Marine/Port			
State restricted expenditure authority	$462.7	$2,280.2	$456.0
Federal formula expenditure authority	$133.7	$696.1	$139.2
Federal discretionary expenditure authority (includes one-time $20 million in FY 2025)	$145.8	$668.3	$129.7
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**	**$920.7**

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.*

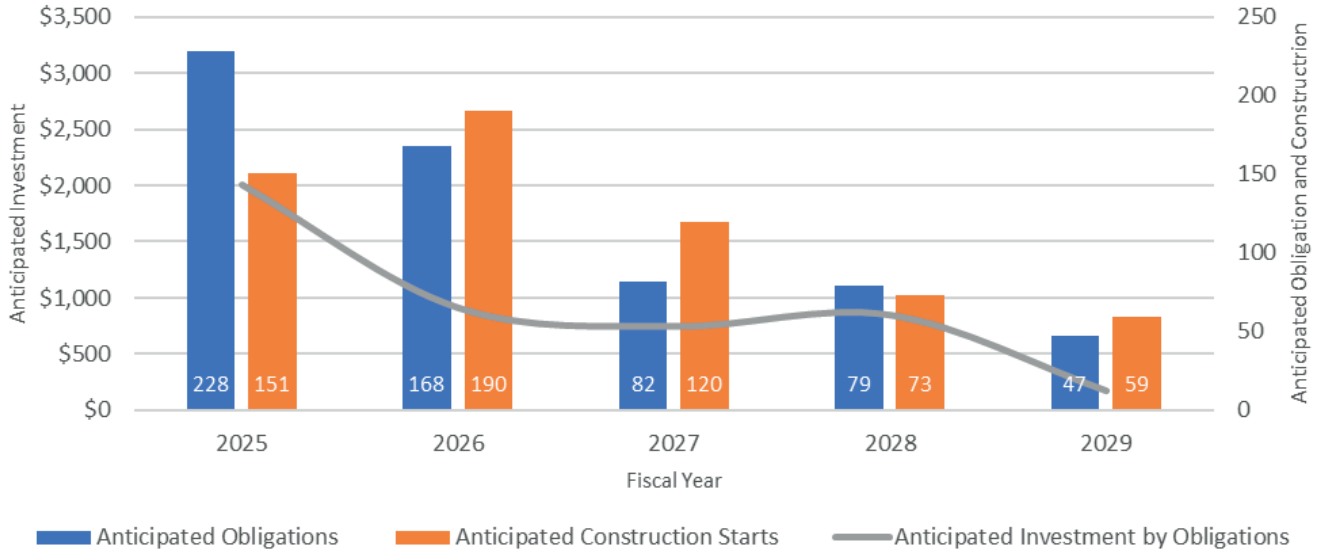
2025-2029 Transportation Program Investment

MDOT Highway Program investments are comprised of projects that are focused on either preservation or routine maintenance. The preservation portion of the investment is 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 "obligations" 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.

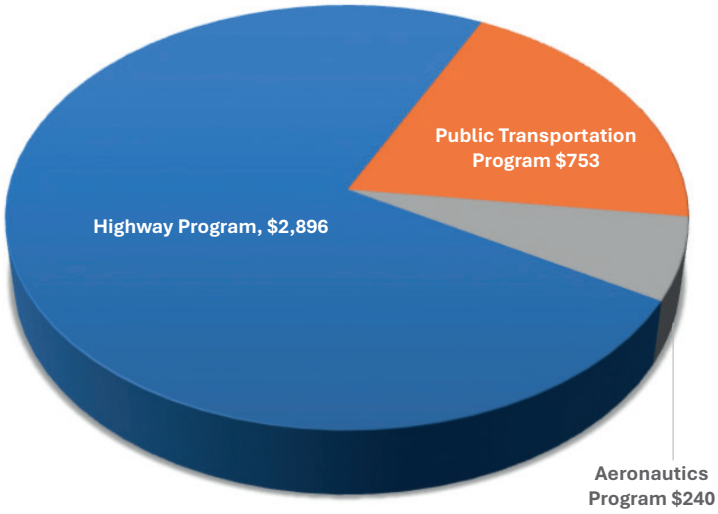
Highlighting Upcoming FY 2025 Investments

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)



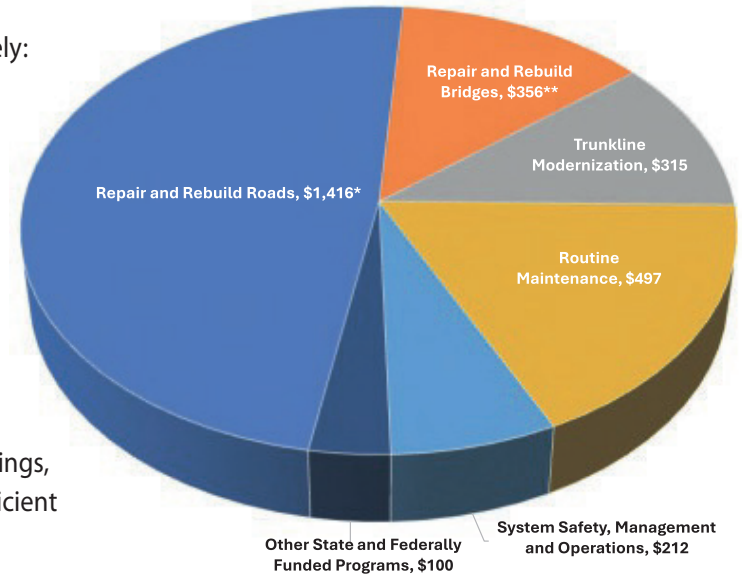
Public Transportation Program includes investments in Rail.

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:
  - 342 lane miles of rebuilding and improvements.
  - 814 lane miles of CPM.
  - 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)

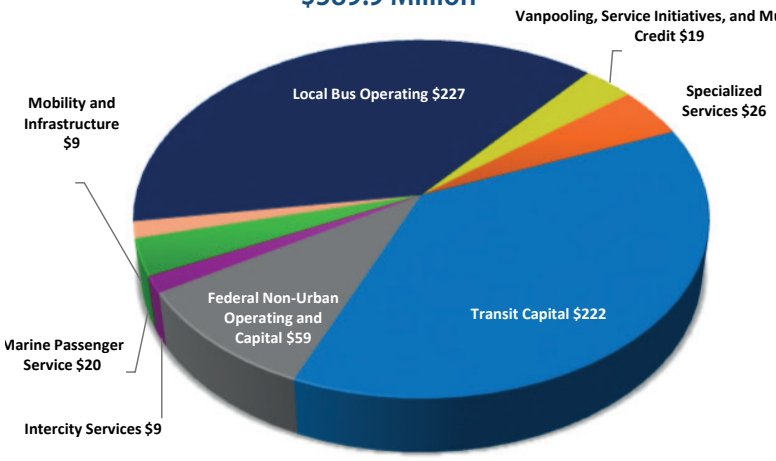


**Includes $15M in Roadside Facilities*
***Includes $53M for Blue Water Bridge (BWB) Plaza accounted for in previous years.*

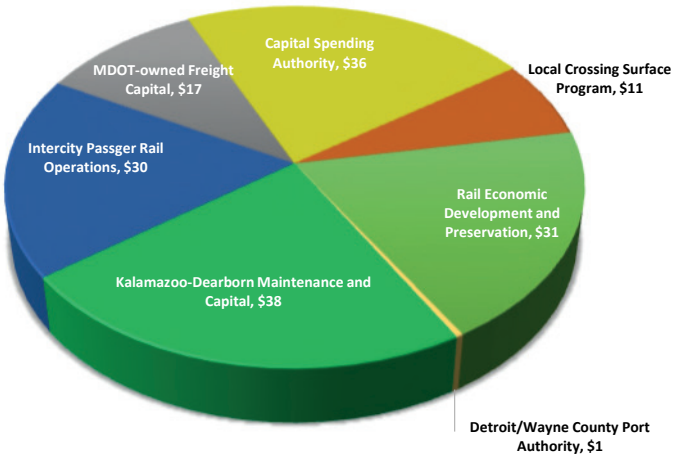
Highlighting Upcoming FY 2025 Investments

FY 2025 Public Transportation Program

FY 2025 Bus and Marine Program $589.9 Million



FY 2025 Rail and Port Programs $163.2 Million



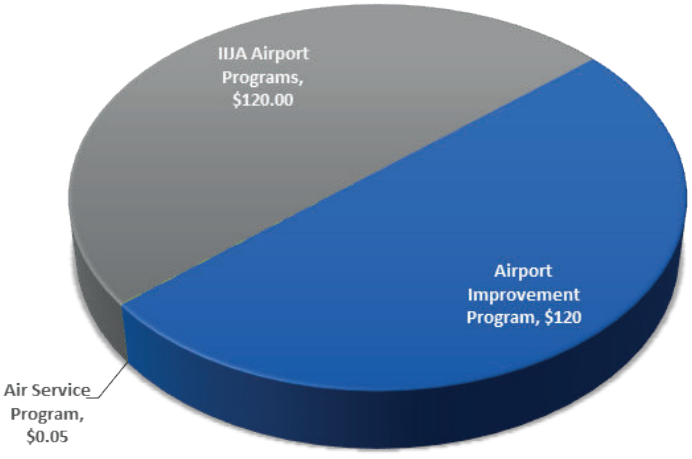
MDOT's $589.9 million Bus and Marine Program investments will support the preservation of existing local transit and marine services, including 78 local bus agencies, four passenger ferry systems, and 38 specialized service providers, as well as:

- 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.

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.

FY 2025 Aeronautics Program



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

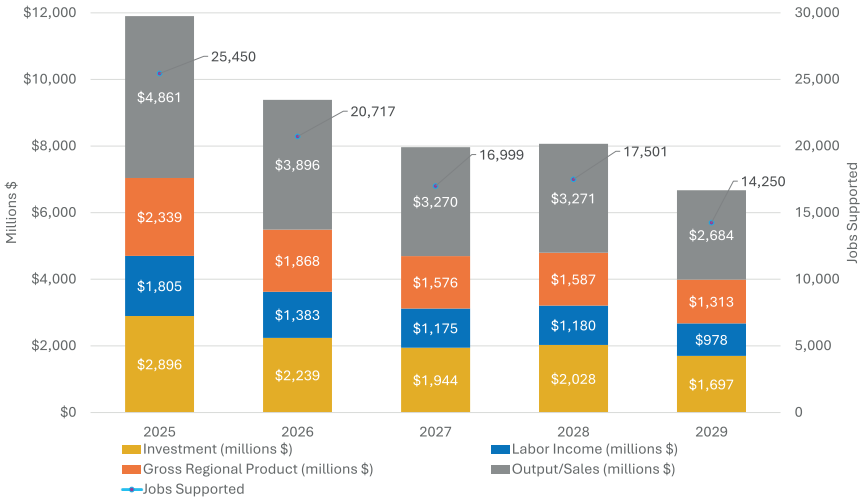
$10.8 billion Highway and Bridge Program investment

94,917 Jobs Supported[1]

$6.52 billion in added Labor Income[2]

$17.98 billion in added Business Output/Sales[3]

$8.68 billion in added GRP



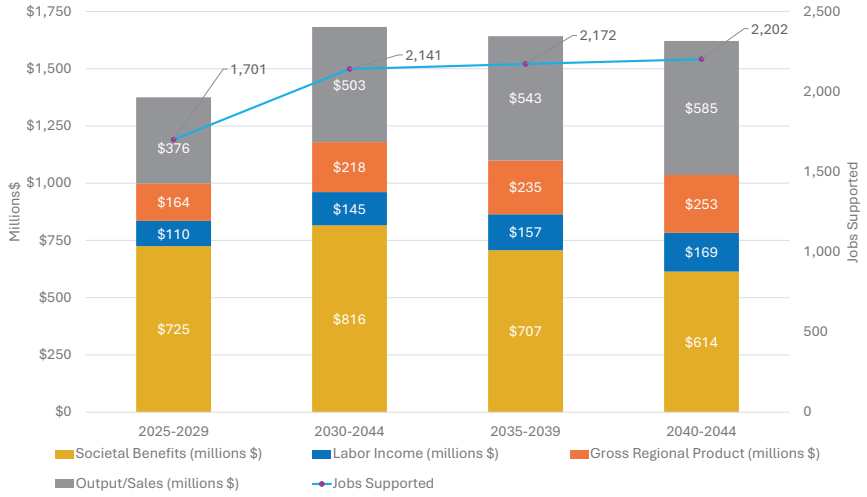
Cumulative Performance Benefits (2025-2044) Supported by the FY 2025-2029 Highway and Bridge Program

$2.86 billion in Societal Benefits[4]

$870 million in added GRP

$2.0 billion in Business Output/Sales[3]

$581 million in added Labor Income[2]



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.

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).

Economic Benefits Supported by the FY 2025-2029 Public Transit Investment

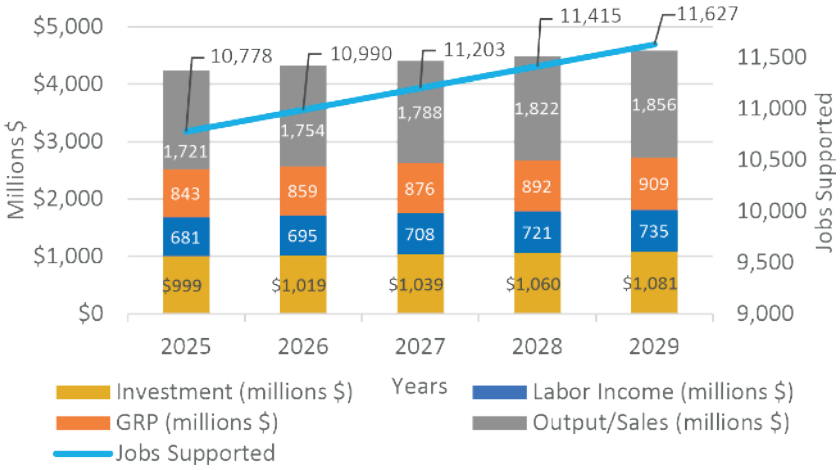
$5.2 billion Transit Program investment

56,013 Jobs Supported

$3.54 billion in added Labor Income

$8.94 billion in added Business Output/Sales

$4.38 billion in added 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.

Public Transportation Programs 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

[1]Jobs Supported refers to cumulative job-years supported by the FY 2025-2029 Highway and Bridge Program.
[2]Labor income is comprised of the sum of salaries, wages, proprietors' income, and employer-paid benefits.
[3]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.
[4]Societal benefits capture the performance effects of transportation investments and their value to society in monetary (dollar value) terms, using nationally accepted valuation factors.
**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

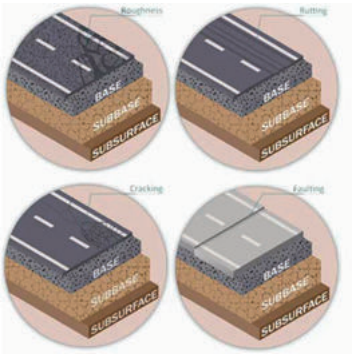
The key performance measure for highway pavement used by MDOT is called remaining service life (RSL), defined as the anticipated time in years that a pavement section can continue to provide acceptable levels of service, considering factors such as distresses, structural integrity, ride quality, and functionality. When pavements reach an RSL of two years or less, they are 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 Remaining Service Life Ratings

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

MDOT 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.

Federal Pavement 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.

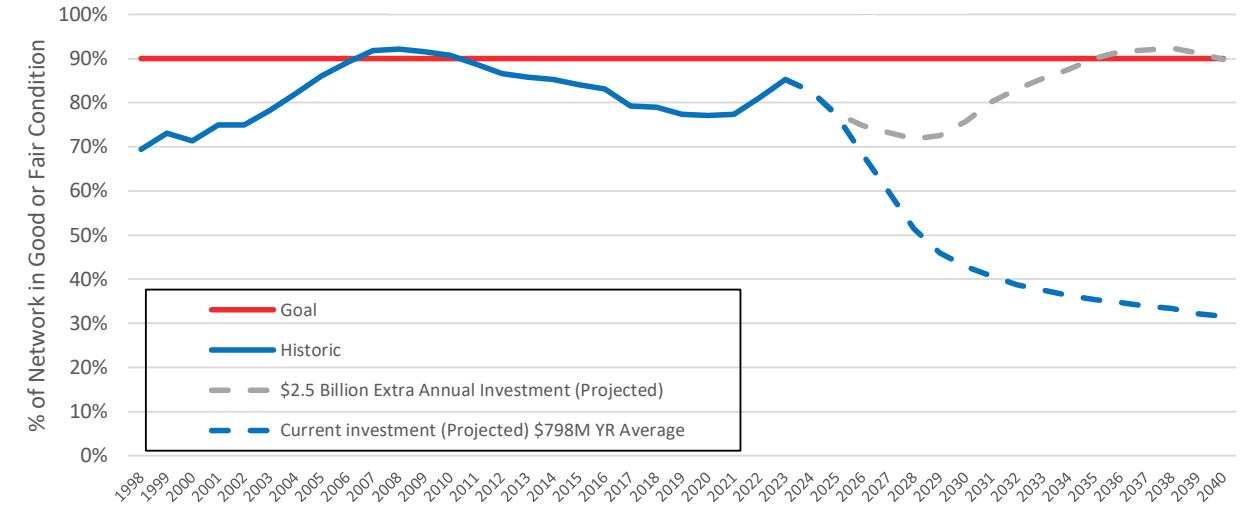
2025-2029 Highway Program Challenges

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.

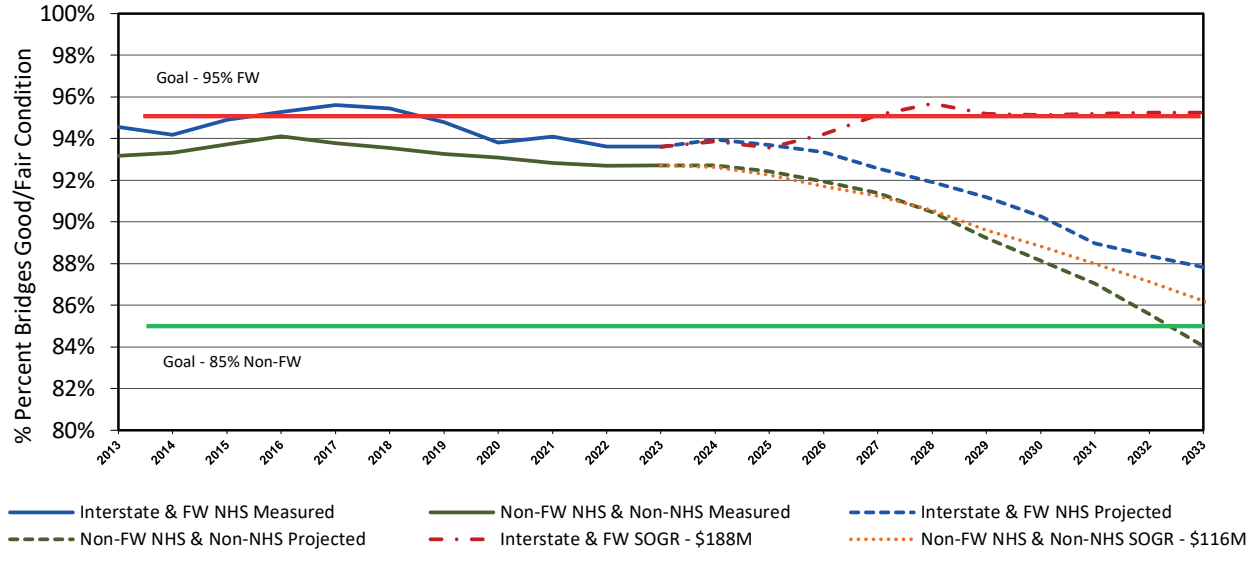
Additional revenue from Gov. Gretchen Whitmer's $3.5 billion Rebuilding Michigan Program (RBMP), the BIL, and increases to the state gas tax and vehicle registration fees have helped to slow deterioration but projections indicate these funds are not enough to meet condition goals in future years or sustain 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



Based on Remaining Service Life (RSL)

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



2025-2029 Highway Program Challenges

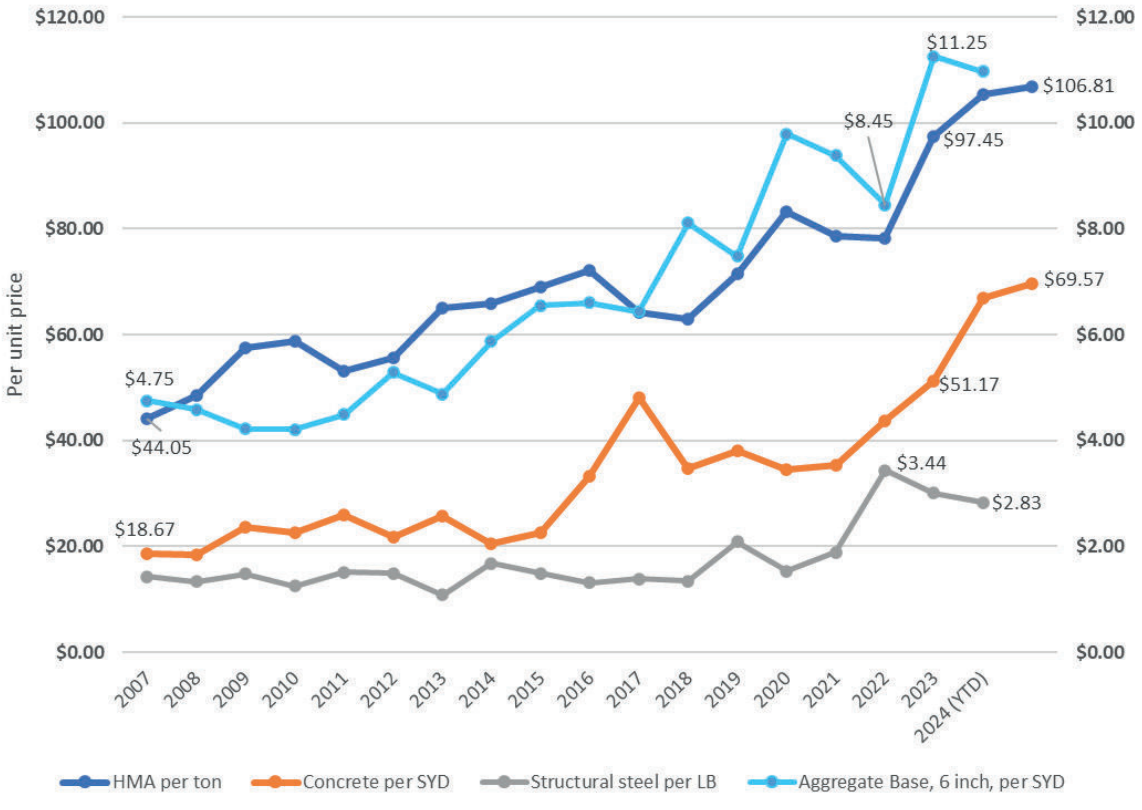
Increasing Project Material Costs

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 detailed in the next section, 2025-2029 Transportation Program Funding Forecast, 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

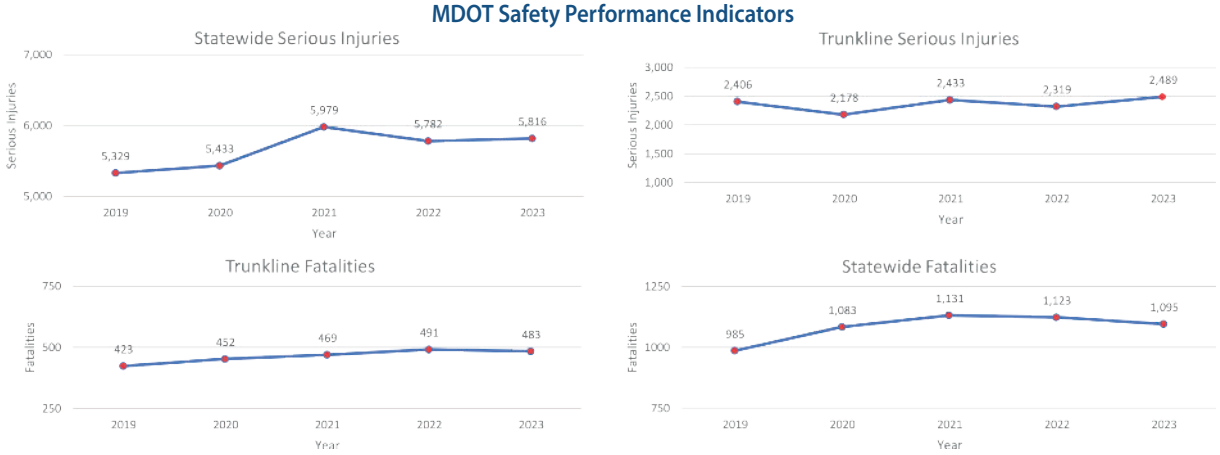


Safety Performance Measures

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 remaining 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.

MDOT Safety Performance Indicators



Crash statistics are as of June 2024. More specific crash statistics, including breakdown by MDOT Regions, can be found at 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

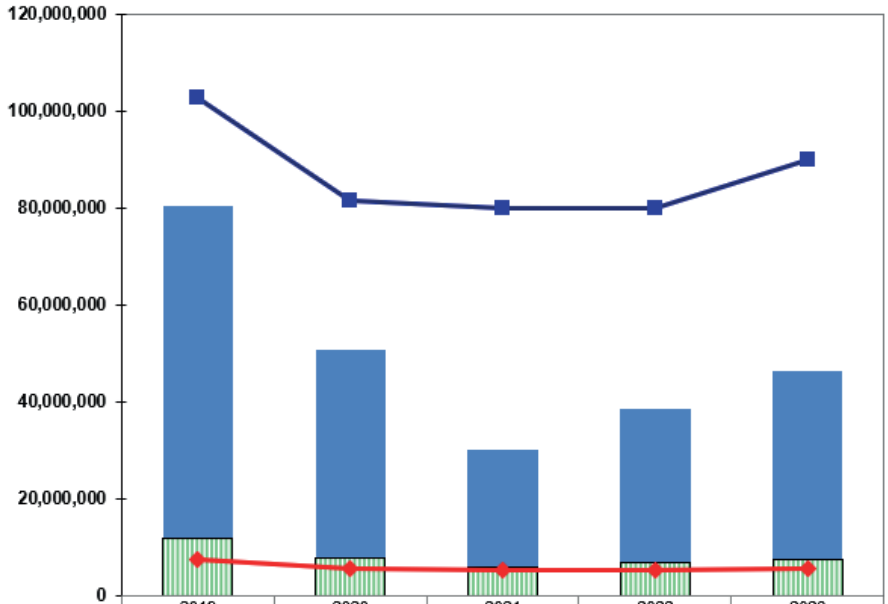
Public Transit

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

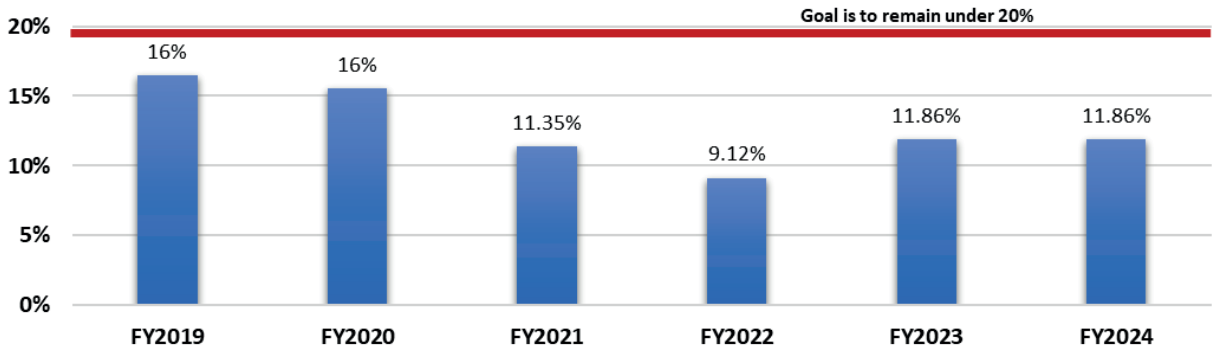


	2019	2020	2021	2022	2023
Passenger Trips Total (excluding marine)	80,425,172	50,657,192	30,037,072	38,462,021	46,404,784
Elderly and Disabled Passenger Trips (as subset of Total - Excluding Marine)	11,671,509	7,698,125	5,784,871	6,681,774	7,506,828
Hours of Service (Excluding Marine)	7,279,114	5,452,735	5,366,521	5,366,521	5,534,843
Miles of Service (Excluding Marine)	102,678,897	81,380,637	80,012,681	79,981,991	89,956,242

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

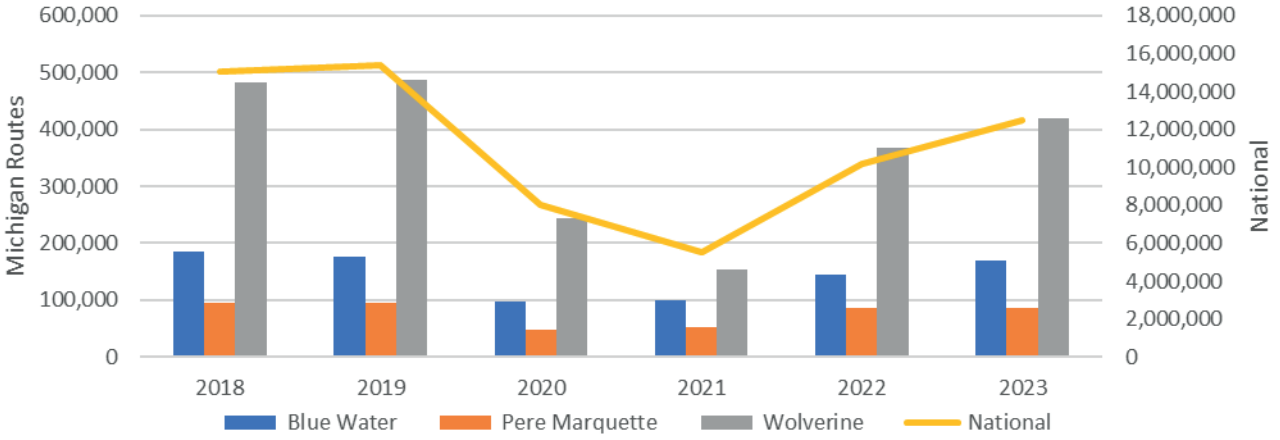


Multimodal Performance Measures

Passenger Rail Ridership

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

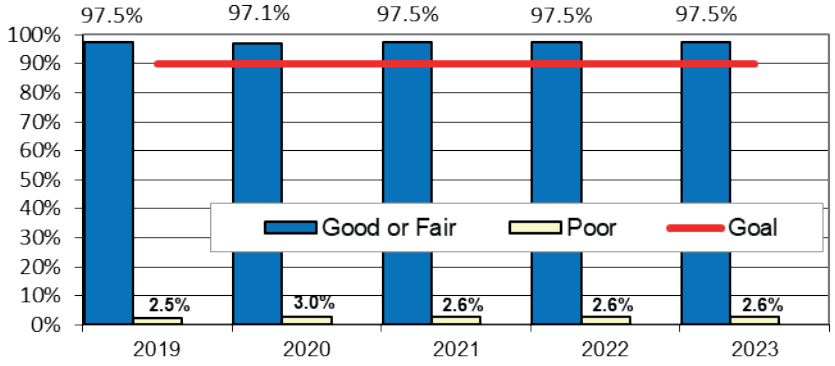
Passenger Rail Ridership Trends Michigan Routes and Nationwide



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

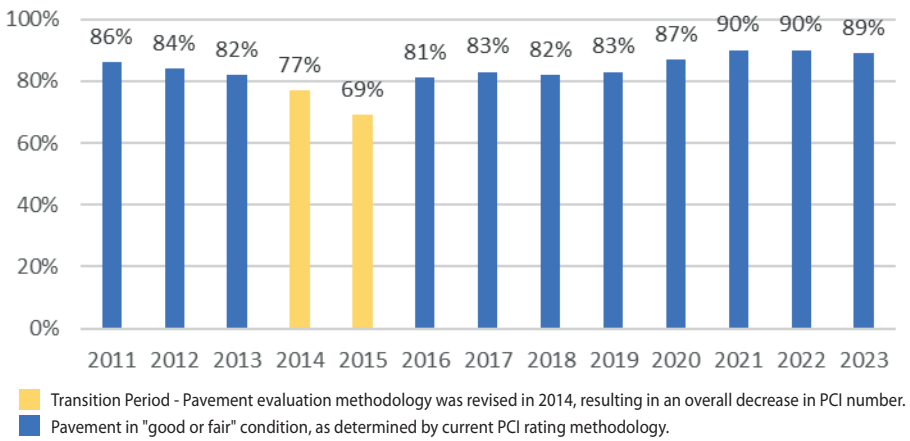


Aeronautics Performance Measures

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 90 percent, based on 2022 data.

Tier 1 Airport - Primary Runway Pavement Condition



Public Outreach and Engagement

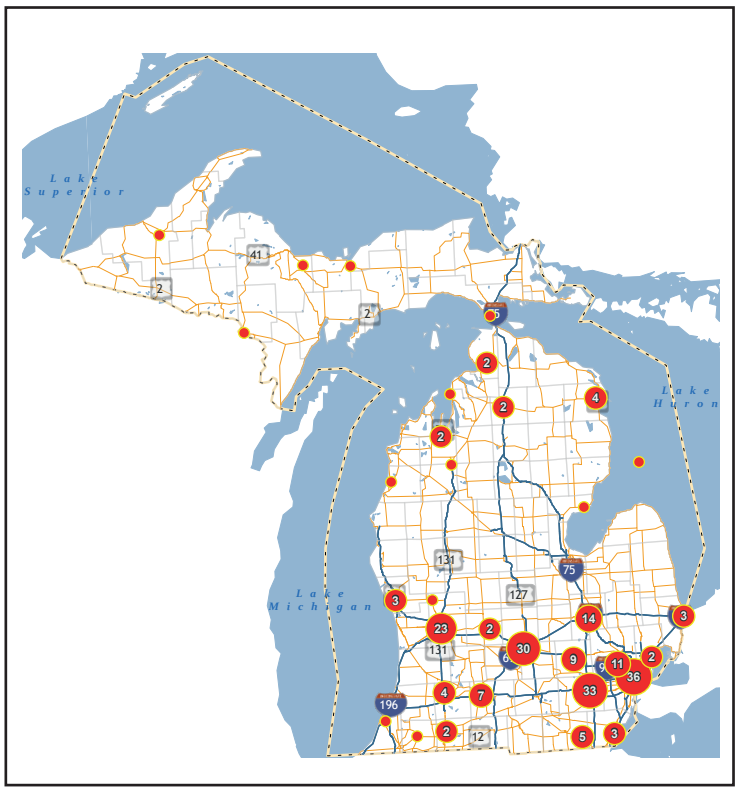
The 5YTP team works with the Office of Communications as well as its local partners and seven region offices (Bay, Grand, Metro, North, Southwest, Superior, and University) to distribute announcements about public input opportunities and collects input for a 30-day period. The results and feedback received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

2025-2029 5YTP Comment Distribution*



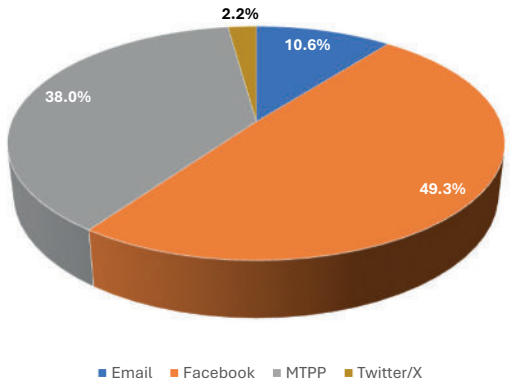
Locations are approximate, may be inaccurate if entered manually by commenter, or not included if no data was provided.

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.

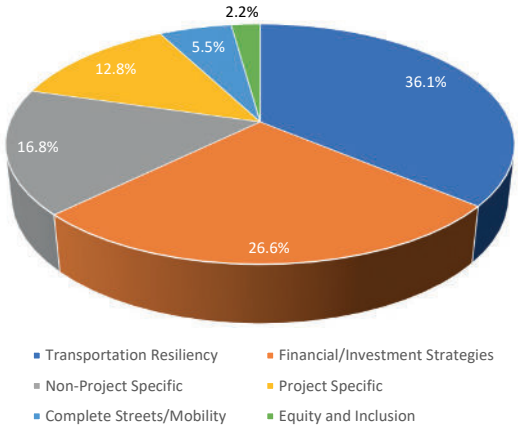
Comments received by platform and the common themes that emerged over the five-week comment period are shown and detailed below.

2025-2029 5YTP Comments by Source and Theme

5YTP Comment by Source



5YTP Comment Themes - All Sources



Key Engagement Themes (All Comments and Platforms)

Theme and Topic	Comments	% of Total
Transportation Resiliency	**99**	**36.1%**
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%
Financial/Investment Strategies	**73**	**26.6%**
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%
Non-Project-Specific	**46**	**16.8%**
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%
Project-Specific	**35**	**12.8%**
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%
Complete Streets/Mobility	**15**	**5.5%**
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%
Equity and Inclusion	**6**	**2.2%**
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%
Grand Total	**274**	**100.0%**

Public Comments

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

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

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

Public Outreach and Engagement

Bay	13
Project-Specific	**5**
Concern With Design, Safety and/or Congestion	**3**
Requested restoring two-way traffic on Court and 5th streets in downtown Flint with rightsizing enhancements.	*1*
Requested rightsizing and complete streets enhancements as part of the I-94 Business Loop project from the Black River to Glenwood Avenue.	*1*
Expressed support for converting I-475 into a boulevard.	*1*
Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)	**2**
Requested reducing speed limit from 40 to 35 mph on Ravenswood Road as part of I-94 Business Loop intersection project.	*1*
Requested traffic calming strategies as part of 32nd Street-to-I-94 Business Loop project.	*1*
Financial/Investment Strategies	**3**
Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)	**2**
Requested increases in investments for public transportation programs, with support for more frequent, connected and reliable services.	*2*
Guideline, Plan and/or Policy Updates	**1**
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.	*1*
Non-Project-Specific	**2**
Concern With Design, Safety and/or Congestion	**1**
Expressed concern over building roundabouts in low traffic areas such as M-13 and the US-23 connector in Pinconning.	*1*
Request For Additions and/or Changes	**1**
Request for improvements to ramp exiting I-75/US-23 to I-69 (Port Huron/Lansing).	*1*
Transportation Resiliency	**2**
General Comment and/or Question (Including Opposition and Support)	**2**
Inquired into the potential for electric vehicle charging infrastructure in the Thumb Area and northeast Lower Peninsula.	*1*
Expressed concern over investing in electric vehicle infrastructure over other public infrastructure.	*1*
Equity and Inclusion	**1**
Request For Additions and/or Changes	**1**
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.	*1*

Public Outreach and Engagement

Grand	4
Non-Project-Specific	**2**
Concern With Design, Safety and/or Congestion	**1**
Expressed concern over speed limits on business corridors with pedestrian crossings and residential/business right of way.	*1*
General Comment and/or Question (Including Opposition and Support)	**1**
Expressed gratitude for efforts to protect pollinators and their habitats as part of transportation projects.	*1*
Financial/Investment Strategies	**1**
Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)	**1**
Expressed support for funding passenger rail service between Grand Rapids, Lansing and Detroit.	*1*
Project-Specific	**1**
Request For Additions and/or Changes	**1**
Request for signal improvements as part of M-46 project from Muskegon Avenue east to Home Street.	*1*

Metro	32
Project-Specific	**14**
Concern With Design, Safety and/or Congestion	**5**
Expressed support for a balanced multimodal transportation system.	*1*
Expressed concern about ride quality on M-59 between Dequindre and Mound roads despite recently completed rehabilitation work.	*1*
Expressed support for project design of rebuilding US-12 (Michigan Avenue) with rightsizing and a dedicated lane for transit.	*1*
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.	*1*
Expressed concern over bus stop access during construction on M-150 from M-59 to Avon Road.	*1*
General Comment and/or Question (Including Opposition and Support)	**4**
Expressed support for project design of rebuilding US-12 (Michigan Avenue) with rightsizing and a dedicated lane for transit.	*2*
Expressed concern over cost of I-94 modernization and the benefits of the investment in contrast to more transit.	*1*
Requested information on how to use high-occupancy vehicle lanes on I-75 in Oakland County.	*1*
Concern Over Road/Bridge Conditions	**2**
Expressed concern over condition of 11 Mile Road bridge over I-696 between Mound Road and M-53 (Van Dyke Avenue).	*1*
Expressed concern over condition of I-94 from 11 Mile to 23 Mile roads.	*1*
Request For Additions and/or Changes	**2**
Requested 11 Mile Road bridge project over I-696 be advanced in 5YTP due to poor condition.	*1*
Suggested incorporating dedicated bus lanes into design for I-94 project from Wayne to Middle Belt roads.	*1*
Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)	**1**
Expressed support for the I-96-to-Cass Avenue project and transit improvements along the corridor.	*1*

Public Outreach and Engagement

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

Public Outreach and Engagement

North	7
Complete Streets/Mobility	**2**
Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)	**2**
Expressed support for passenger rail in Traverse City.	*2*
Non-Project-Specific	**2**
Request For Additions and/or Changes	**1**
Request to complete US-131 freeway to Petoskey.	*1*
Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)	**1**
Expressed support for passenger rail service in the North Region as well as additional traffic speed cameras and roundabouts to calm traffic and speeds.	*1*
Financial/Investment Strategies	**1**
General Comment and/or Question (Including Opposition and Support)	**1**
Expressed support for improving transit systems but concerned about costs due to inflation.	*1*
Project Specific	**1**
Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)	**1**
Requested increased safety for cyclists on U.S. Bike Route 35 between Traverse City and Elk Rapids.	*1*
Transportation Resiliency	**1**
General Comment and/or Question (Including Opposition and Support)	**1**
Inquired into the potential for electric vehicle charging infrastructure in the Thumb Area and northeast Lower Peninsula.	*1*

Southwest	5
Non-Project-Specific	**2**
General Comment and/or Question (Including Opposition and Support)	**1**
Expressed concern over declining road conditions in Otsego County.	*1*
Guideline, Plan and/or Policy Updates	**1**
Expressed support for a balanced multimodal transportation system.	*1*
Financial/Investment Strategies	**1**
Support For More Safety and/or Mobility Infrastructure (Including Public Transportation)	**1**
Expressed support for additional investment in transit in Kalamazoo.	*1*
Project Specific	**1**
Concern With Design, Safety and/or Congestion	**1**
Expressed concern over the design of US-131 between Schoolcraft and Three Rivers, with a focus on the need for nonmotorized crossings.	*1*
Transportation Resiliency	**1**
Request For Additions and/or Changes	**1**
Requesting an additional lane on US-131 from the I-94 interchange to West Main Street.	*1*

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 Laplaisance 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*

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*

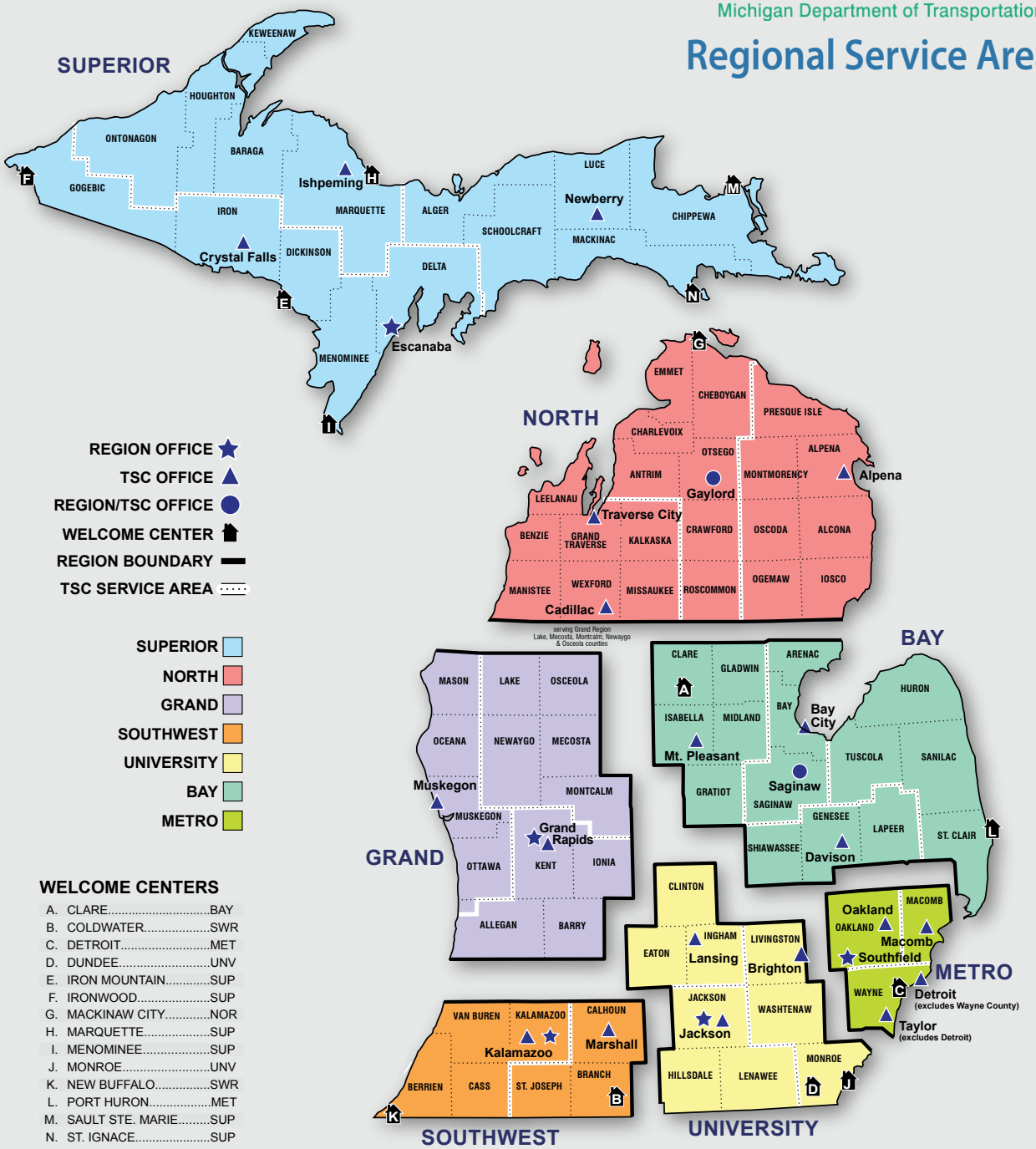

3-E-23
UME

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.

MDOT
Michigan Department of Transportation

Regional Service Areas



WELCOME CENTERS

A. CLARE.....BAY
B. COLDWATER.....SWR
C. DETROIT.....MET
D. DUNDEE.....UNV
E. IRON MOUNTAIN.....SUP
F. IRONWOOD.....SUP
G. MACKINAW CITY.....NOR
H. MARQUETTE.....SUP
I. MENOMINEE.....SUP
J. MONROE.....UNV
K. NEW BUFFALO.....SWR
L. PORT HURON.....MET
M. SAULT STE. MARIE.....SUP
N. ST. IGNACE.....SUP

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

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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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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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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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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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NORTH REGION
BRIDGE - BIG BRIDGE PROGRAM

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				$/CON		
Iosco	Old M 65	M-65 PED ONLY Over AU SABLE RIVER	Overlay - Epoxy				$/CON	CON	

NORTH REGION
BRIDGE REPLACEMENT AND PRESERVATION

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

NORTH REGION
NON-FREEWAY RESURFACING PROGRAM

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					

NORTH REGION
OPERATIONS

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					

NORTH REGION
ROAD - REHABILITATION AND RECONSTRUCTION

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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NORTH REGION

TRAFFIC AND SAFETY - SAFETY PROGRAMS

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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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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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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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			$/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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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/ 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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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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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

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

MICHIGAN DEPARTMENT
OF TRANSPORTATION

2025-2029
FIVE-YEAR
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