




Michigan Department of Transportation

# 2026-2030 Five-Year Transportation Program





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# Introduction from Director Brad Wieferich

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Dear Reader:

The Michigan Department of Transportation (MDOT) is pleased to present the 2026-2030 Five-Year Transportation Program (5YTP). MDOT updates the 5YTP annually to give the public an opportunity to provide input on MDOT's progress toward creating and maintaining an equitable, resilient and sustainable transportation system. As required under state statute, this includes a list of transportation projects under MDOT's authority that are planned for funding and construction over the next five years and represent a \$15.2 billion total investment in multimodal transportation.

In the 2025-2029 5YTP, MDOT began providing updates regarding its Strategic Plan that better connect the mobility vision established in the State Long-Range Transportation Plan (SLRTP) - Michigan Mobility 2045 (MM2045) - with the recently updated MDOT mission. MDOT has made progress in connecting aspects of the Strategic Plan as they relate to program development and how these improvements will help address the challenges faced by the department to make transportation safer, more reliable and efficient across the state of Michigan.

These include in-process updates to MDOT's investment strategy, the expansion from a five-year transportation program to a 10-year multimodal capital plan, and new key performance indicators (KPIs) linked to SLRTP goals and objectives. Once implemented, these strategic enhancements will help ensure that MDOT's resources are invested where they are most needed and are in alignment with our established long-range goals and objectives.

Public participation is, and will continue to be, integral to making efficient, effective and responsive transportation decisions, and MDOT will continue to provide public comment opportunities through the [MDOT website](#), social media accounts and project-level public meetings. We look forward to this new chapter in our program development process and anticipate providing updates through the 5YTP and other sources as progress continues.

Sincerely,



Bradley C. Wieferich, P.E.  
Director



*"MDOT has made progress in connecting aspects of the Strategic Plan as they relate to program development and how these improvements, once implemented, will help address the challenges faced by the department."*

# 5YTP Requirements, Objectives and Process

## 5YTP Requirements and Objectives

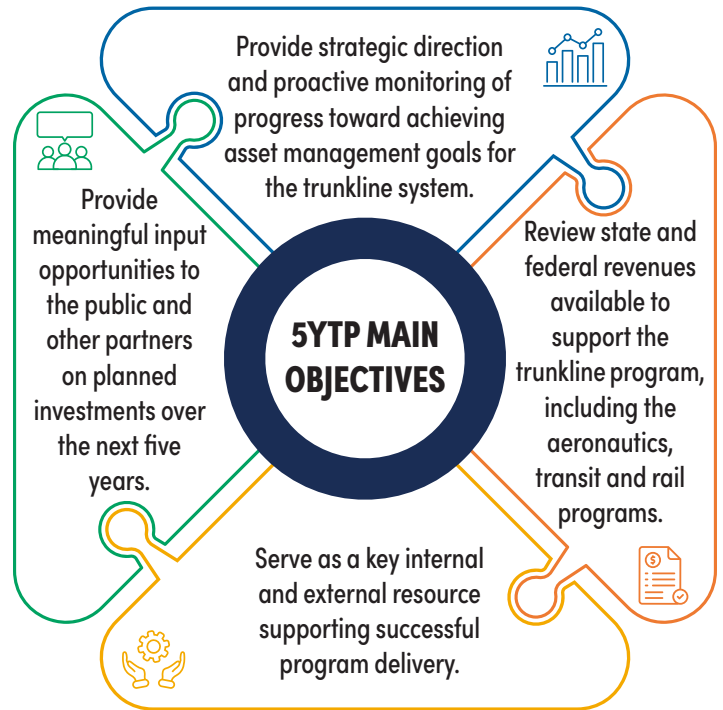
The MDOT 5YTP includes a state-required list of projects and provides a high-level overview of planned investments in trunkline transportation programs and projects over a five-year period. Produced annually, each 5YTP overlaps across a four-year interval, while adding a fifth year of projects. This document provides information on investments for the five-year period spanning 2026-2030.

The 5YTP covers all components of the transportation network for which MDOT is responsible, including highways, bridges and other structures on the trunkline<sup>1</sup> system, as well as bus, rail, aviation, marine and active transportation. The 5YTP informs the federally required [State Transportation Improvement Program \(STIP\)](#), providing the foundation for short-range planning and program development. The investment strategies, goals and projects highlighted in these pages are established to be consistent with [MM2045](#) and [State Transportation Commission \(STC\)](#) goals and policies, 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 partners are identified and brought into the planning process. The 5YTP provides this opportunity each year, with a 30-day comment period during the summer season. The feedback received is recorded, responded to and summarized in the final document that is delivered to the Michigan Legislature before March 1.

## 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](#).



## 5YTP Process



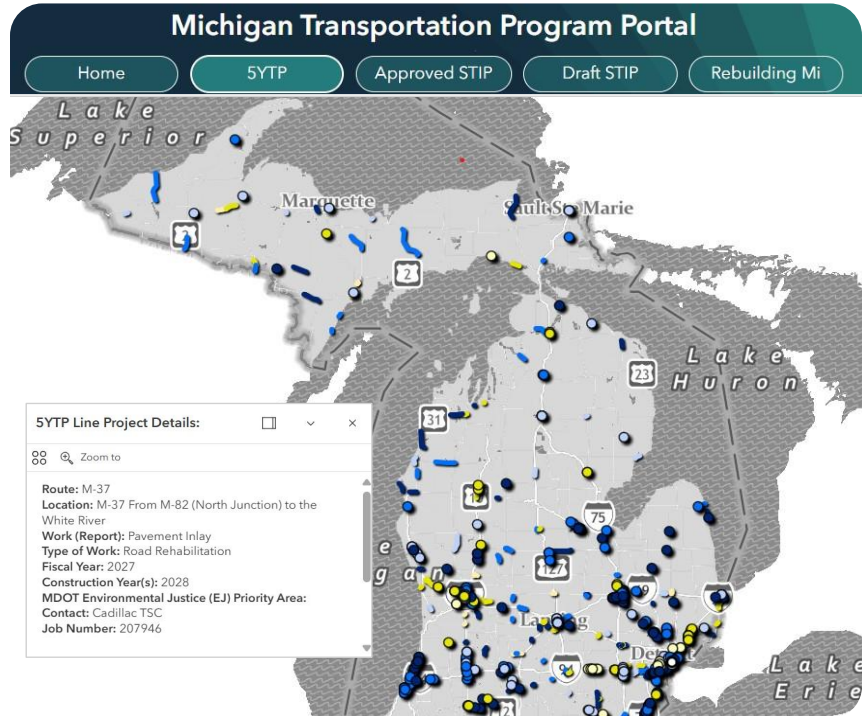
<sup>1</sup> As of July 2025, the MDOT trunkline transportation network includes nearly 10,000 route miles of pavement and 4,800 structures, such as bridges, culverts, signals and signs, as well as other assets on Michigan roadways that begin with an I, US or M prefix.

# Michigan Transportation Program Portal

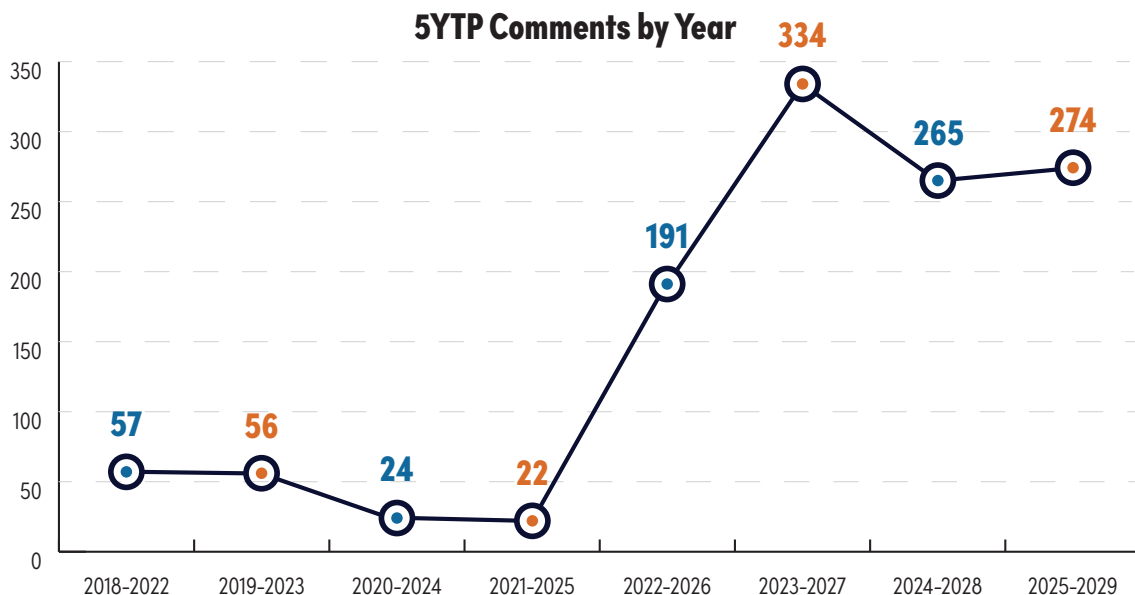
In early 2020, MDOT began assembling its requirements for a new ArcGIS-based platform that combined information on the 5YTP, STIP and supporting information into one site, making input and involvement both easier and more transparent. This new interface, the [Michigan Transportation Program Portal \(MTPP\)](#), includes interactive maps, tables and figures and other important information for each program, alongside the ability to provide comment at designated times. The MTPP is the primary tool for receiving comments on the 5YTP.

A major part of the 5YTP process is providing the public and partners with the opportunity to review and comment on MDOT’s planned investments over the next five years. For the 5YTP, the MTPP interactive map includes only trunkline road and bridge projects that are in the Project Lists section of the document, shown as points (bridges and other structures) or lines (road segments) over the road network, color coded by year of funding obligation.

Project details are displayed in a pop-up once a line or point is clicked on and include route or structure location, type of work, the structure and/or job number, the fiscal year funds anticipated to be obligated, calendar year(s) for construction and point of contact. During the comment period, a link in the pop-up will take the commenter to a survey where they can leave feedback and request a response from MDOT.



Since the rollout of the MTPP for the 2022-2026 5YTP, MDOT has experienced a large increase in comments it receives during the program comment period. The MTPP reinforces MDOT’s longstanding leadership and commitment to enhancing online government services and improving overall user experience for state residents, businesses and visitors.



# Public Outreach and Engagement

The 5YTP team works with the [MDOT 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 collect comments for a 30-day period. The results and feedback received will be summarized and provided after the comment period has closed.

The public review and comment period for the preliminary draft of the MDOT 2026-2030 5YTP will be from Aug. 1 to Sept. 1, 2025. Following approval by the STC on July 31, MDOT will post the draft document and the interactive project map on the MTPP and invite comments for 30 days.

Outreach to support the comment period will include issuing a news release distributed by email and social media, a schedule of social media posts across several platforms focusing on key highlights of the 5YTP, and presentations to businesses, local governments and community groups, by request. If comments are received electronically, responses will be sent to individuals to acknowledge the comment. Responses, if requested, will be provided in coordination with the appropriate MDOT project area or region planner. Following the closing of the comment period, a quantitative summary of all outreach results will be summarized in the table starting on page 25.

Additional information and a link to sign up for updates on social media can be found on the [MDOT 5YTP webpage](#).

## 5YTP Public Outreach Input and Output Overview

30-day Comment Period: Aug. 1 to Sept. 1, 2025

Intended Audience(s): Michigan Residents, Businesses, Partners and the State Legislature

### Method: Mail

Input	Output
Written comments received	Number and content of comments; common themes

### Method: Email

Input	Output
Messages/comments received	Number and content of comments; common themes

### Method: Social Media

Input	Output
Content posts	Number of posts Number of impressions (times viewed)
Comments received	Number and content of comments; common themes
Shares across the platform	Number of shares to other users

### Method: 5YTP Webpage

Input	Output
Visits/traffic source	Number of unique visitors to 5YTP webpage

### Method: Presentations

Input	Output
Messages/comments received	Number and content of comments; common themes

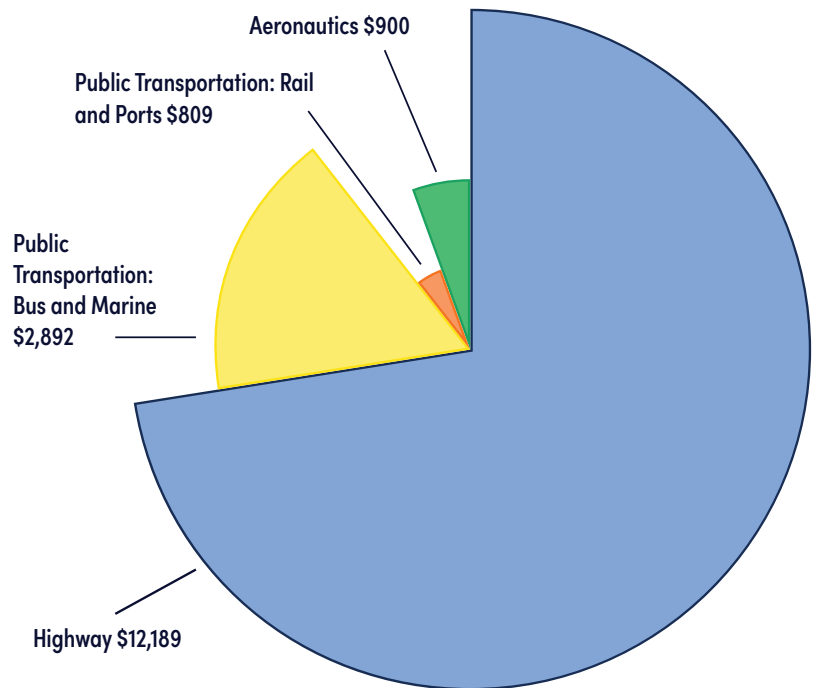
### Method: MTPP

Input	Output
Comments received	Number and content of comments; common themes; type of comment (e.g., safety, condition, etc.) Number of unique visitors to MTPP webpage

# 2026-2030 5YTP Funding Estimates

The MDOT 5YTP is financially supported by a combination of state and federal funding sources. Highway Program funding comes from the Federal Highway Administration's Highway Trust Fund, 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 are distributed between MDOT and local entities and directs transportation revenue between the STF, local road agencies and the CTF. As of June 2025, the State of Michigan's total transportation funding available for FYs 2026-2030 is \$16.8 billion.

**Estimated Total State and Federal Funding for 2026-2030 5YTP: \$16.8 Billion**

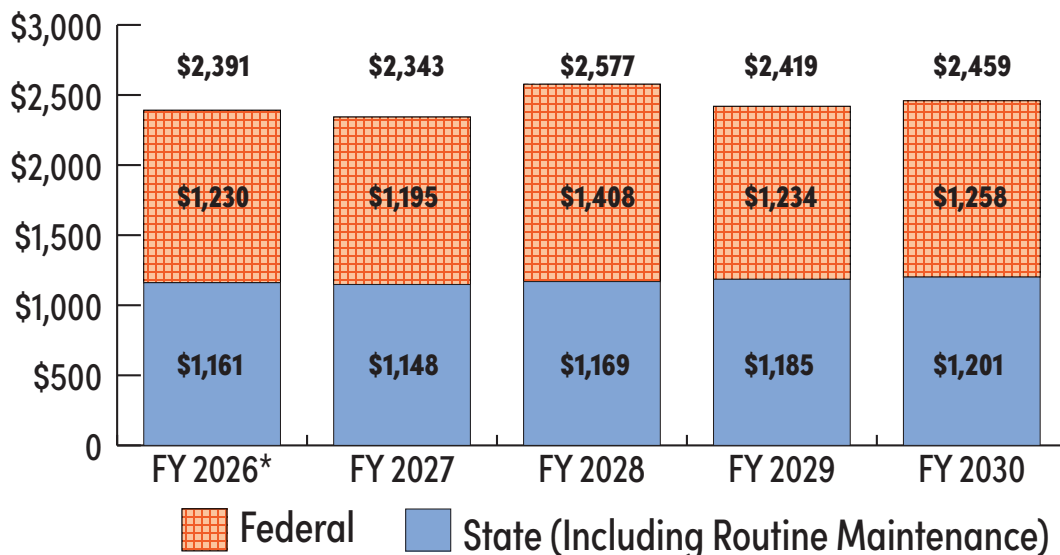


## Highway Program Funding

The total federal and state highway program funding expected for the FY 2026-2030 5YTP is \$12.2 billion. Federal funding accounts for approximately 51 percent of this total and includes general fund (GF) appropriations from the Infrastructure Investment and Jobs Act (IIJA), discretionary grants awarded for specific projects, and an expected growth of 1.1 percent annually from FY 2026 to 2030.

State revenues are expected to grow at 1.5 percent annually and are supported by state fuel tax rates, state vehicle registration fees, \$235 million per year in an income tax redirect from the GF, and \$49 million per year in excise tax on recreational marijuana.

**Estimated Trunkline Highway Capital Program Revenue Before Pre-Capital Uses: \$12.2 Billion**



Highway Capital Program funding is before \$1.9 billion in pre-capital costs, such as debt service.

\*FY 2026 state funds include \$31 million in Rebuilding Michigan Program (RBMP) bond financing.

### Public Transportation Program Funding

The total federal and state Public Transportation Program funding (rail, intercity bus, public transit and marine/port) for FY 2026-2030 is \$3.7 billion.

For the intercity bus, public transit and marine/port programs, funding is estimated at \$2.9 billion. Federal funding estimates are based upon FY 2026 funds and programs available in the IIJA, with a small annual increase according to estimates provided by the Federal Transit Administration for funds allocated by formula. The CTF is the primary source of state funding for capital and operating expenses for Public Transportation and includes a 2.4 percent decrease from FY 2025 program levels. In FY 2026, \$13 million in unreserved funds are expected to be appropriated. The CTF for FY 2028 and beyond is estimated at a 2.3 percent increase year over year.

For rail, funding is estimated at approximately \$809 million. The IIJA provides competitive funding opportunities for passenger services, grade crossings, freight improvements and port projects but no ongoing federal revenue other than for grade crossing safety programs.

### Aeronautics Program Funding

The total federal and state Aeronautics Program funding is approximately \$900 million. Federal revenue is estimated based on the Federal Aviation Administration (FAA) Reauthorization Act of 2024 that reauthorized funding for FAA and aviation programs through FY 2028, with similar funding levels anticipated for FY 2029 and 2030. This includes the Airport Improvement Program (AIP) that has traditionally provided entitlement and discretionary grant funds to the 94 Michigan airports that are part of the National Plan of Integrated Airport Systems. State revenue comes from the State Aeronautics Fund, which includes revenue from sales and excise taxes 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.



# 2026-2030 5YTP Investments

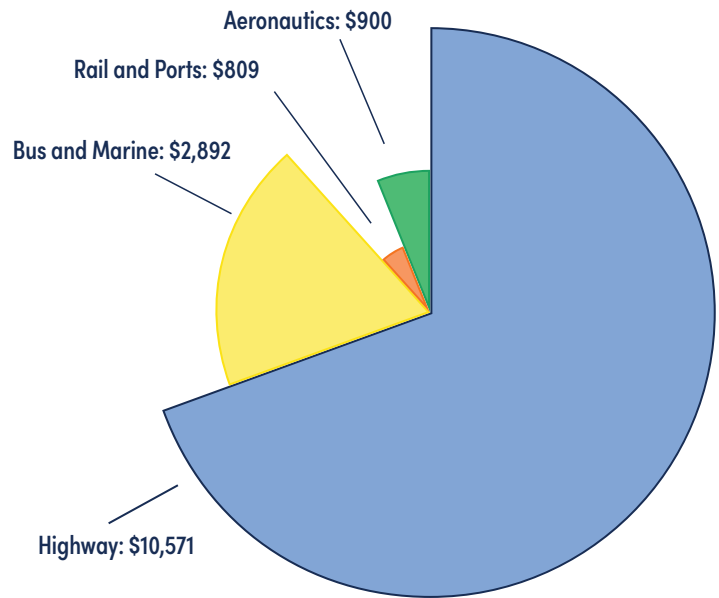
MDOT develops investment strategies accounting for factors that include revenue trends, achieving and maintaining a State of Good Repair (SOGR), federal and state law, level of service provided by the system, minimizing risks, and public input. For FY 2026-2030, MDOT is anticipating a total investment of \$15.2 billion, as shown in the chart below.

## Highway Program Investment

MDOT’s 2026-2030 Trunkline Highway Capital Program investment is estimated at approximately \$10.6 billion. This total reflects investments for pre-construction (scoping, design, environmental clearance and right-of-way acquisition) and construction activities but excludes pre-capital program costs valued at \$1.9 billion, such as debt service payments. This investment will provide Michigan travelers with an average of:

- 1,431 lane-mile improvements per year, covering:
  - Replacement and improvement of 211 lane miles per year,
  - Extending the life of 1,220 lane miles each year through capital preventive maintenance (CPM).
- Repair or replacement of 56 bridges per year.

**Estimated Total 5YTP Investment for 2026-2030**  
**\$15.2 Billion**



Trunkline Highway Capital Program (in millions)	FY 2026	Five-Year Total	Annual Average
Repair and Rebuild Roads*	\$944.7	\$4,591.5	\$918.3
Repair and Rebuild Bridges**	\$331.2	\$1,702.5	\$340.5
Routine Maintenance	\$503.7	\$2,647.6	\$529.5
System Safety, Management and Operations	\$192.0	\$909.8	\$182.0
Roadside Facilities	\$15.0	\$56.5	\$11.3
Additional State and Federally Funded Programs	\$113.3	\$662.6	\$132.5
<b>Total</b>	<b>\$2,099.9</b>	<b>\$10,570.5</b>	<b>\$2,114.1</b>

\*Including Trunkline Modernization for I-94, with \$216 million in FY 2026 and \$749 million total.

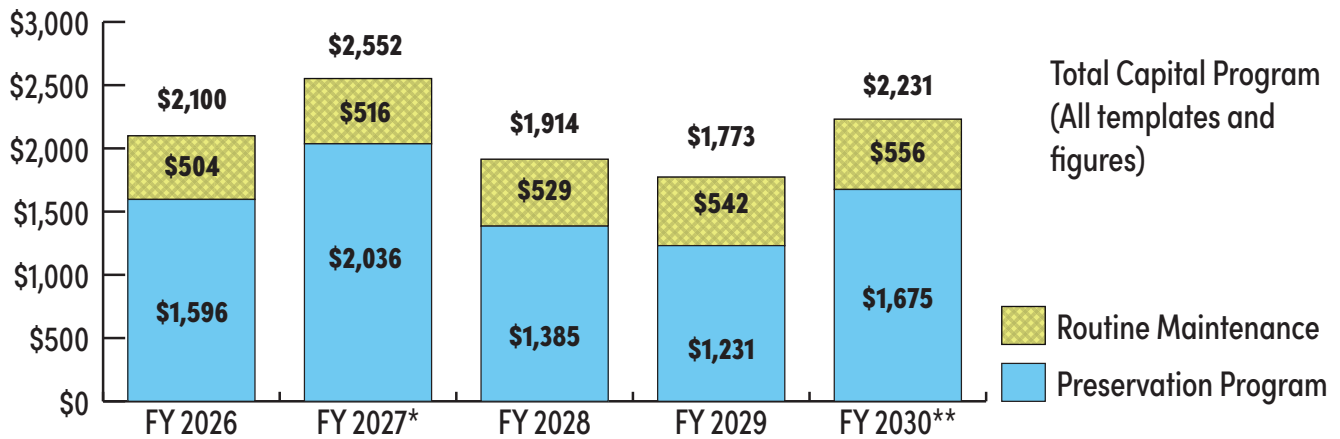
\*\*Includes \$90 million in FY 2026 and \$560 million total for ongoing work on the Blue Water Bridge (BWB) Plaza accounted for in previous years.

Five-year total includes Routine Maintenance, BWB Plaza Investments, and TAP, but excludes \$1.9 billion in other pre-capital program costs such as debt service.

## 2026-2030 5YTP Investments, Continued

MDOT Highway Program investments are comprised of projects that are focused on either preservation or routine maintenance. The preservation portion of the investment covers road and bridge reconstruction and rehabilitation, CPM, freeway and non-freeway resurfacing, and other improvements. Routine maintenance covers activities such as snowplowing and deicing, sign and signal maintenance, litter pickup, pothole repair, crack-sealing, and drainage inspections. The successful delivery of the MDOT preservation program involves several processes, including scoping, engineering, design, permitting, obligation of funding, and more. Large fluctuations between fiscal years are explained in the footnote below the graph.

### Estimated 5YTP Highway Program Investment by Fiscal Year for 2026-2030: \$10.6 Billion



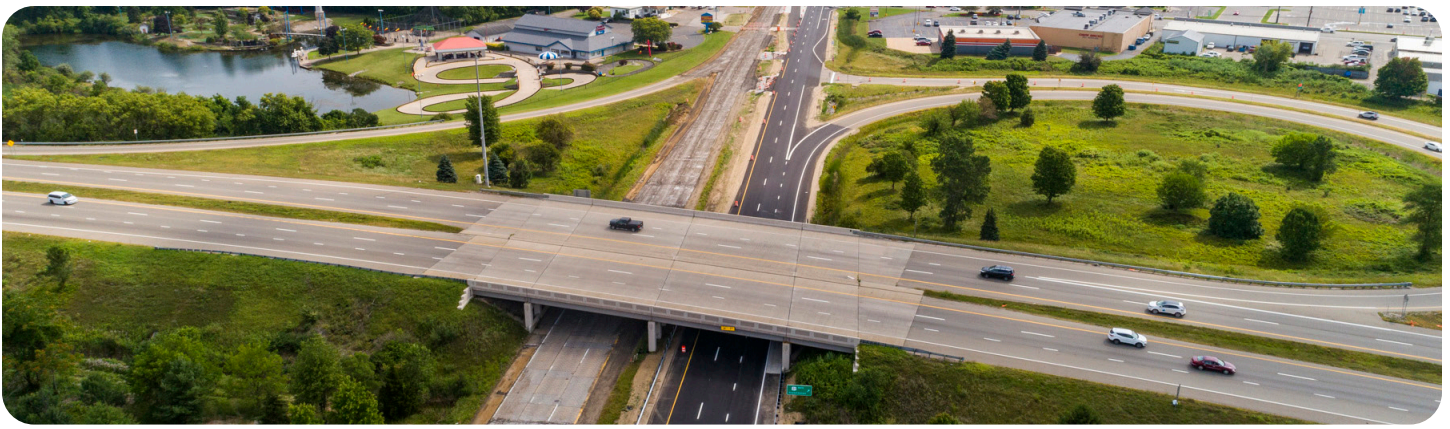
\*FY 2027 includes \$355 million for I-94 Segment 3 (from Burns Avenue to Barrett Avenue), including local service drives, in the city of Detroit and \$229.4 million for US-23 from M-14 to I-94.

\*\* FY 2030 includes \$370 million for the BWB Plaza accounted for in previous years.

## Public Transportation Program Investment

MDOT's Public Transportation Program investment is estimated at approximately \$2.9 billion. This total reflects investments to preserve the existing network and a forward focus on expanding and improving services, technology and innovation. Funding will be provided for demonstration projects and innovative mobility solutions throughout the state. Specific program investments include:

- Preserving local bus operating (LBO) for transit to maintain current services.
- Preservation and maintenance of existing services and infrastructure with routine vehicle replacements, transit facility renovations, matching federal discretionary funding for maintaining transit agency infrastructure in an SOGR, replacement of aging ferry boats, and innovations that improve transit agency efficiency and public access to mobility options.
- Preservation and possible expansion of state subsidized intercity bus service and terminal development, continuing northern subsidized routes, and demolition of the Detroit Intercity Bus Facility.
- Regional demonstration projects that utilize technology and innovative service models to improve mobility both locally and regionally.



<b>Bus and Marine</b>	<b>FY 2026</b>	<b>Five-Year Total</b>
<b>SPECIALIZED SERVICES/ENHANCED MOBILITY TOTAL</b>	<b>\$26.7</b>	<b>\$136.1</b>
Federal Formula	\$13.7	\$71.1
CTF	\$13.0	\$65.0
<b>LOCAL BUS OPERATING</b>	<b>\$229.3</b>	<b>\$1,173.7</b>
CTF	\$229.3	\$1,173.7
<b>FEDERAL NONURBAN OPERATING AND CAPITAL</b>	<b>\$40.6</b>	<b>\$211.4</b>
Federal Formula	\$40.6	\$211.4
<b>MUNICIPAL CREDIT PROGRAM</b>	<b>\$2.0</b>	<b>\$10.0</b>
CTF	\$2.0	\$10.0
<b>SERVICE INITIATIVES</b>	<b>\$17.0</b>	<b>\$87.0</b>
Federal Formula	\$3.9	\$20.2
Federal Discretionary	\$5.8	\$30.3
CTF	\$7.3	\$36.5
<b>TRANSIT CAPITAL</b>	<b>\$214.8</b>	<b>\$1,122.0</b>
Federal Formula	\$70.3	\$365.8
Federal Discretionary	\$76.6	\$398.7
CTF	\$67.9	\$357.5
<b>VAN POOLING</b>	<b>\$0.4</b>	<b>\$2.0</b>
CTF	\$0.4	\$2.0
<b>INTERCITY BUS</b>	<b>\$9.2</b>	<b>\$47.2</b>
Federal Formula	\$6.3	\$32.8
CTF	\$2.9	\$14.4
<b>MARINE PASSENGER SERVICE</b>	<b>\$20.0</b>	<b>\$102.8</b>
Federal Formula	\$3.0	\$17.8
Federal Discretionary	\$15.0	\$75.0
CTF	\$2.0	\$10.0
<b>BUS AND MARINE GRAND TOTAL</b>	<b>\$560.0</b>	<b>\$2,892.2</b>

In millions

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

For CTF: Office of Revenue and Tax Analysis data is used for 2027 and then a 2.3 percent increase year over year for 2028-2030. All estimates are then averaged.

Federal: 2 percent increase year over year for 2027-2030 and then averaged.

## 2026-2030 5YTP Investments, Continued

### Passenger Rail, Freight Rail and Ports Program Investment

MDOT's Passenger, Freight Rail and Port Program is estimated at approximately \$809 million. This reflects state and federal funds to preserve and enhance Michigan's intercity passenger rail services and safety at railroad crossings as well as promote economic development. Programs rely primarily on CTF revenue as federal rail funding is available only through competitive opportunities. Specific investments include:

- Amtrak operating support and equipment for three Michigan routes.
- Maintenance and capital investments in the Kalamazoo-Dearborn corridor to facilitate and maintain passenger train speeds of up to 110 mph.
- Capital projects, including track curve modification and signal work, the study of a new intercity passenger connection in Battle Creek and preliminary engineering and environmental review for the replacement of four bridges.
- Plans for the existing Wolverine, Blue Water and Pere Marquette corridors and a potential new corridor serving Grand Rapids, Lansing and Detroit.
- Local crossings with 40-60 surface improvements and warning device enhancements at 30-40 locations, as well as state trunkline crossing improvements and/or device upgrades at 20-25 locations annually.
- Improvements on the 530-mile state-owned freight-only system, including capacity, safety and rail enhancements, support for new/expanding businesses, and replacement of the Manistee River Bridge.
- Detroit-Wayne County Port Authority administrative and marketing expenditures

Passenger Rail, Freight Rail and Ports	FY 2026	Five-Year Total
Property Management	\$1.3	\$6.5
Rail Operations and Infrastructure*	\$147.7	\$754.0
Rail Grade Crossing (Local Grade Crossing Program)	\$6.0	\$30.0
Local Crossing Surface Program	\$3.0	\$15.0
Detroit/Wayne County Port Authority (Operating Assistance)	\$0.6	\$3.0
<b>TOTAL RAIL AND PORTS GRAND TOTAL</b>	<b>\$158.6</b>	<b>\$808.5</b>

In millions

\* Includes \$32.1 million federal/local/private spending authority and \$6 million Rail Freight Fund spending authority.





## Aeronautics Program Investment

MDOT’s 2026-2030 Aeronautics Program is estimated at approximately \$900 million. These priorities are a significant part of supporting MDOT’s mission and vision, including:

- Reducing system and facility deficiencies based on the 2017 Michigan Aviation System Plan (MASP).
- Preserving critical infrastructure, particularly pavements, with 90 percent of all Tier I airport primary runways in good or fair condition, as well as navigational aids and protection of airspace.
- Maximizing federal funds by leveraging state, local and private funding, supporting job growth and economic development, attracting and retaining air service through the implementation of the Air Service Program (ASP), and supporting emerging aviation and advanced air mobility infrastructure.

Aeronautics Program	FY 2026	Five-Year Total
Airport Improvement Program (AIP)*	\$120	\$600
Air Service Program	\$0.05	\$0.25
Infrastructure Investment and Jobs Act (IIJA) Airport Programs	\$120	\$300
<b>AERONAUTICS GRAND TOTAL</b>	<b>\$240.05</b>	<b>\$900.25</b>

In millions

Includes comprehensive program of needed investments for primary airports and general aviation airports, as identified in the MDOT AIP.

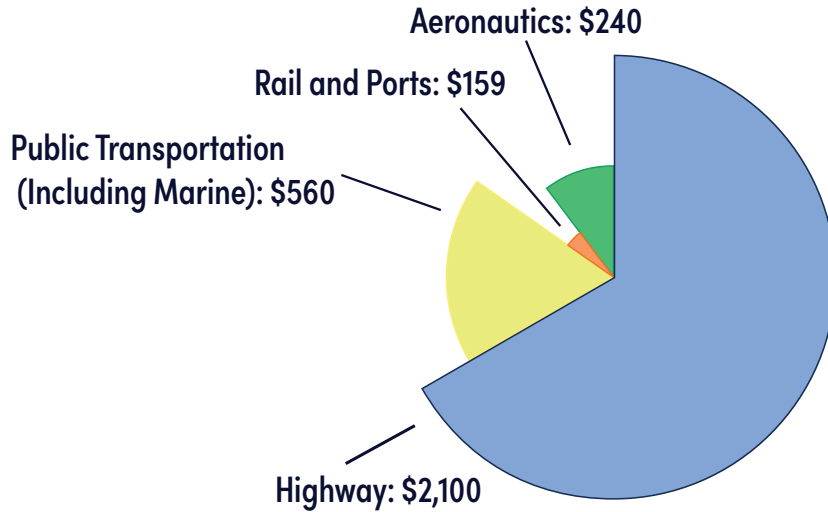
Excludes state revenue for other costs, such as staff time.

\*Excludes local and private funds.

# Highlighting Upcoming FY 2026 Investments

MDOT's FY 2026 Transportation Program is based on anticipated federal and state revenue and additional funding sources such as discretionary grants and is subject to change over time.

## FY 2026 Transportation Program Investment: \$3 billion



MDOT's \$3 billion FY 2026 Transportation Program is a vital part of Michigan's economy, estimated to support 30,326 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:

- \$2.1 billion to the preservation, maintenance, safety and operation of state trunkline roads and bridges.
- \$959 million for the bus, marine, rail, port and aeronautics programs, providing capital and operating assistance, technical support and safety oversight for Michigan's multimodal transportation system.

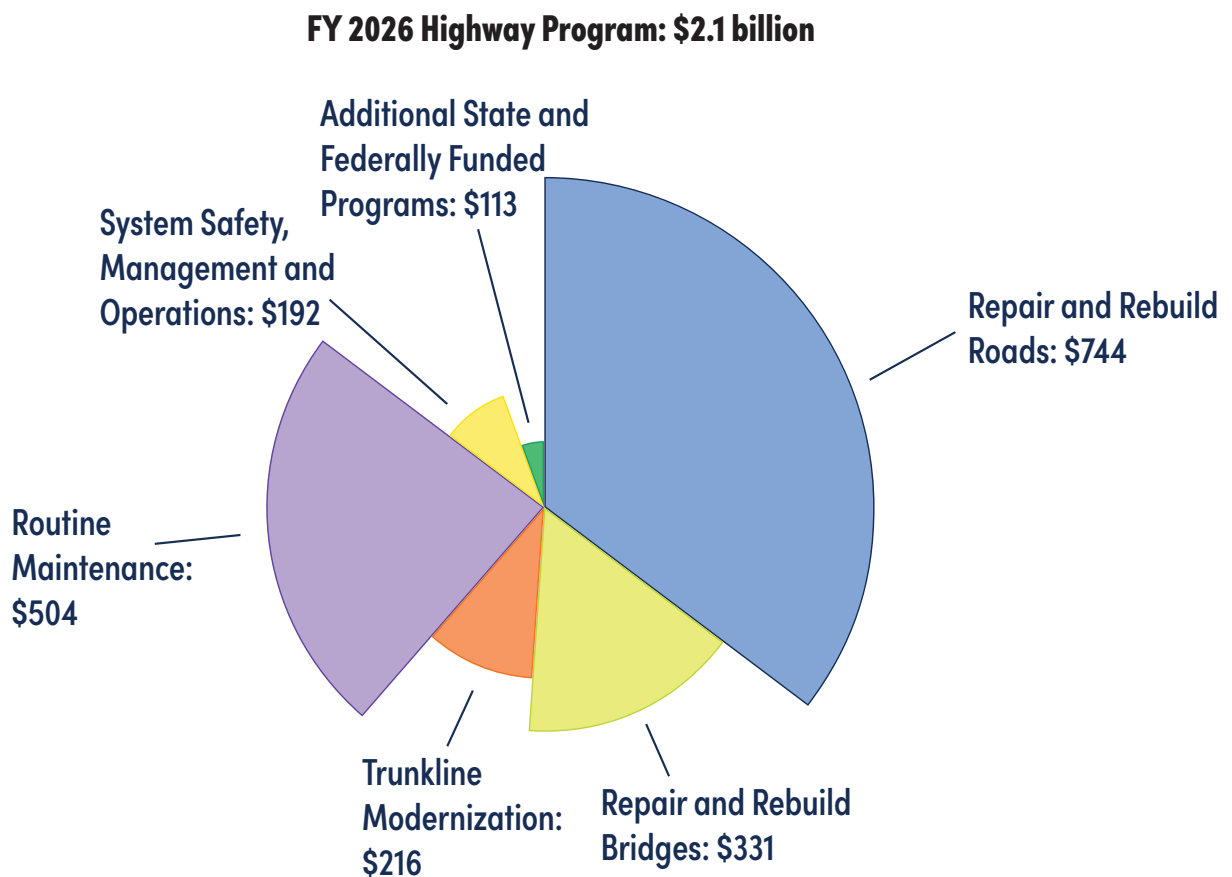


## FY 2026 Highway Program

MDOT's \$2.1 billion FY 2026 Highway Program investment will provide Michigan travelers with:

- 234 lane miles of road rehabilitation and reconstruction.
- 720 lane miles of road CPM.
- 74 lane miles of freeway and 211 non-freeway resurfacing.
- Replacement, preservation and CPM on 92 bridges/structures.
- Trunkline modernization, including I-94 modernization in Wayne County.
- Routine maintenance, including snowplowing, sweeping, grass cutting and other activities.
- Safety and systems operations, including signs, pavement markings, traffic signals and other programs.
- Transportation Systems Management and Operations projects.
- Nonmotorized elements and facilities, including but not limited to trails and pathways used for active transportation

For more information, see the [MDOT Highway Programs webpage](#).

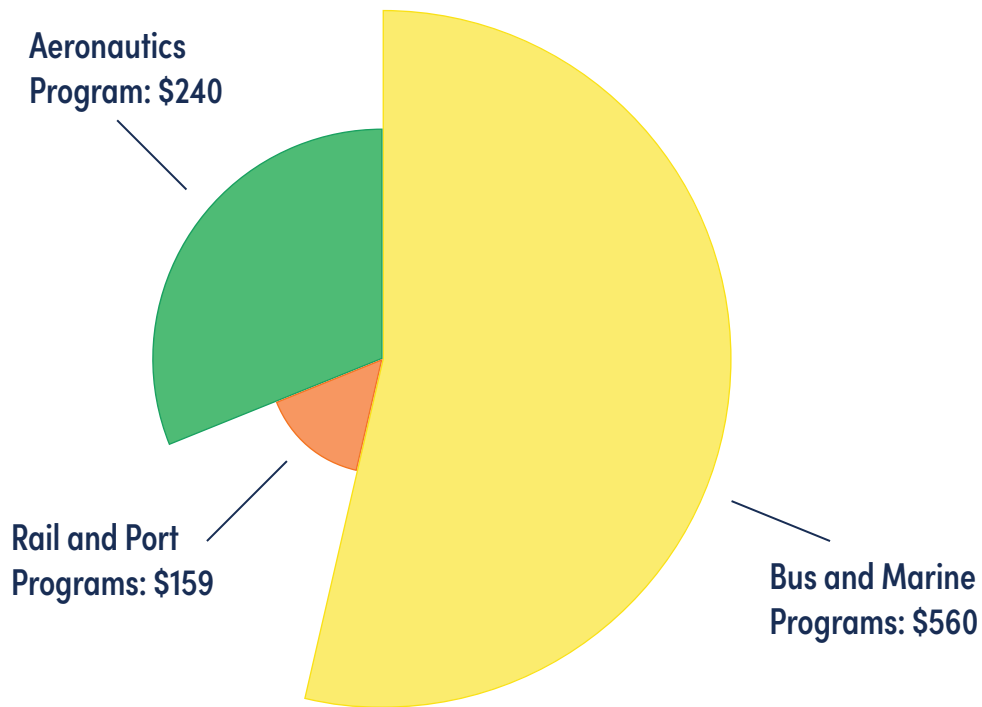


## FY 2026 Multimodal Program

A connected and sustainable multimodal transportation system is vital to Michigan's future economic viability and competitiveness. It is also essential that Michigan's future transportation network is resilient while continuing to address the safe and easy movement of people and goods throughout the state. From aviation to public transportation, rail, freight and marine, MDOT is involved in all modes of transportation.

MDOT anticipates an investment of approximately \$959 million in the FY 2026 Multimodal Program, which includes bus, marine, rail, port and aeronautics programs.

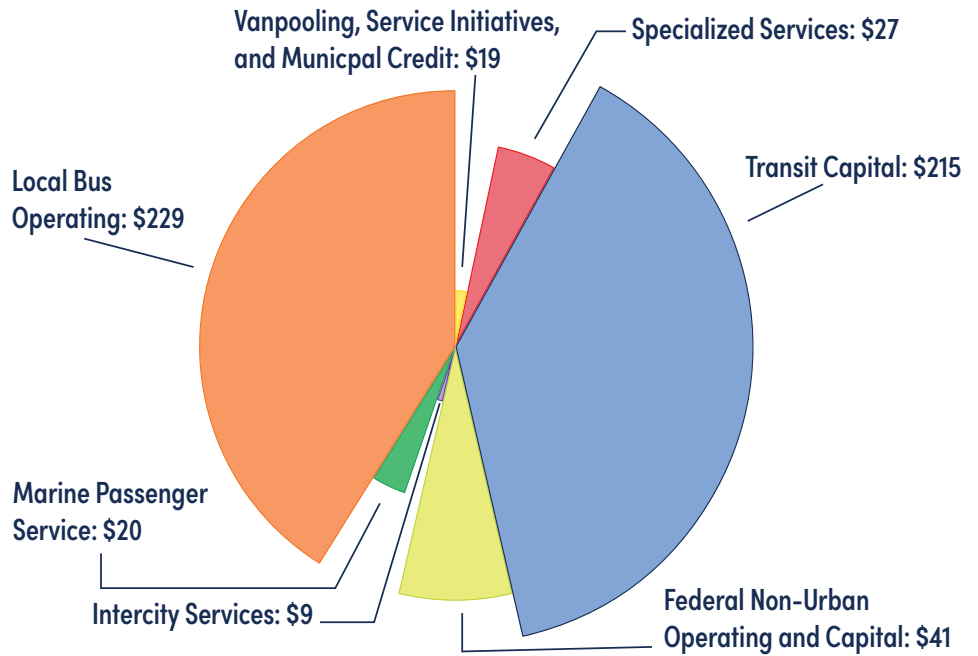
### FY 2026 MDOT Multimodal Program Investment: \$959 million



## FY 2026 Bus and Marine Programs

**MDOT's \$560 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.

## FY 2026 Bus and Marine Programs: \$560 million

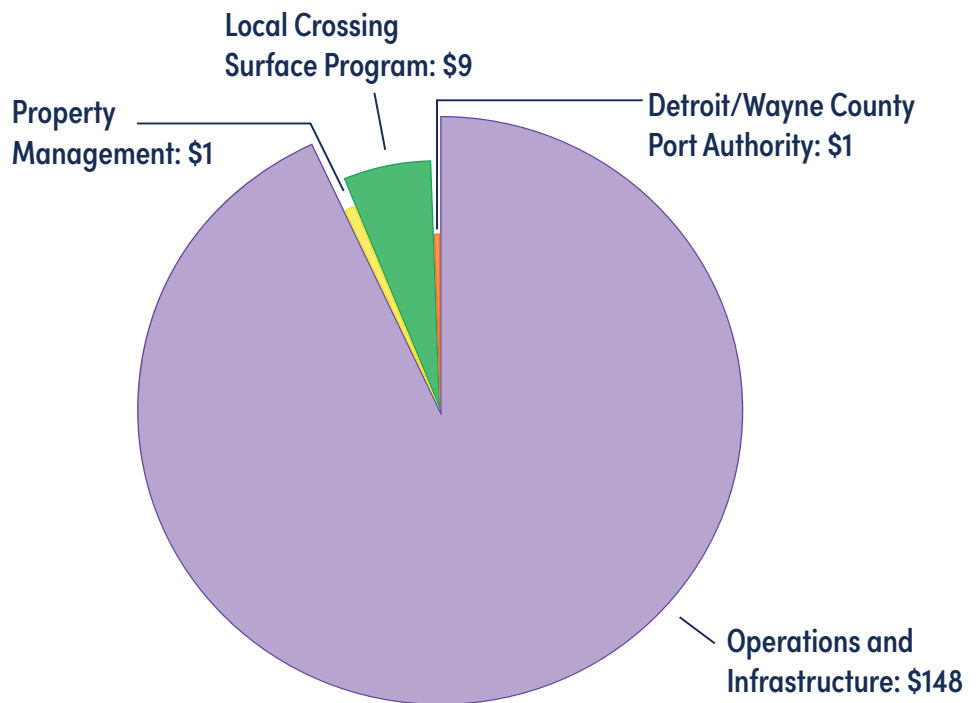


The Bus and Marine Programs are paid from [Michigan's CTF](#), which is derived from a portion of state motor fuel taxes, vehicle registration fees and state sales taxes on automobiles and other auto-related products, as well as departmental policy. More information can be found on the [Michigan Passenger Transportation Programs webpage](#).

## FY 2026 Rail and Port Programs

**MDOT's \$159 million Rail and Port Program** investments will support operations and capital for three intercity passenger routes, 530 miles of freight rail corridors, safety improvements and port operations, maintenance and capital improvements on the 135-mile accelerated rail corridor between Kalamazoo and Dearborn, grade crossing safety improvements on local and state trunkline roads, and operating assistance to the Detroit-Wayne County Port Authority.

## FY 2026 Rail and Port Programs: \$159 million



For more information, visit the [MDOT Office of Rail webpage](#).

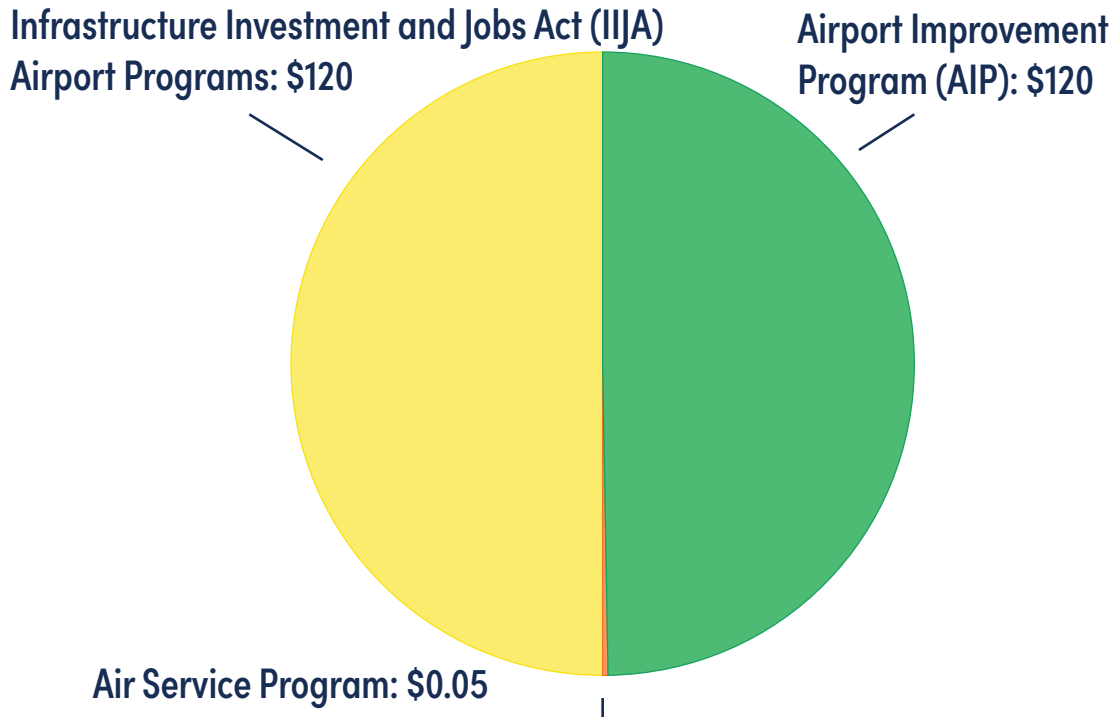
## Highlighting Upcoming FY 2026 Investments, Continued

### FY 2026 Aeronautics Program

MDOT's \$240 million Aeronautics Program investment will apply an asset management approach to reduce system and facility deficiencies and continue updates to the MASP, as well as preserve critical infrastructure and support job growth, economic development and statewide efforts to attract and retain air service through the implementation of the ASP.

Further information can be found on the [MDOT Office of Aeronautics webpage](#).

#### FY 2026 Aeronautics Programs: \$240 million



# 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. Its assessments, in this case, 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.

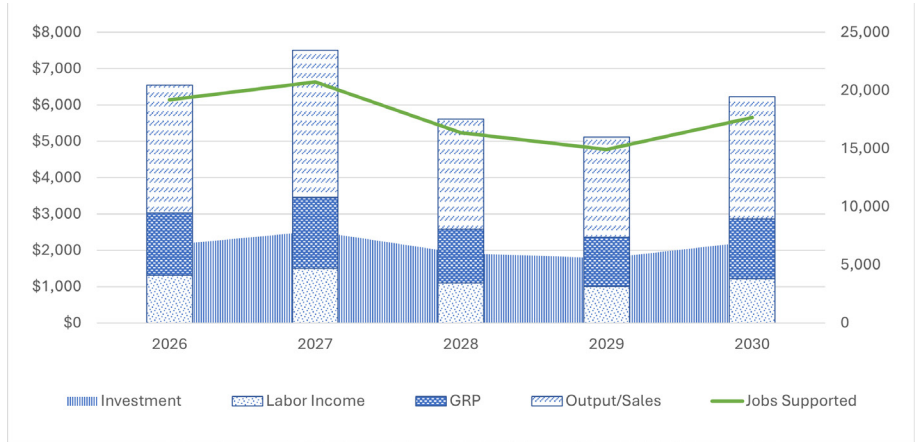
## Highway Program Economic Impacts

The economic benefits of the nearly \$10.6 billion investment through the FY 2026-2030 highway program result in an annual average of 17,779 jobs supported, including both new jobs resulting from increased economic competitiveness and jobs retained that would have been lost without this transportation investment. In addition, the highway program investment annually supports \$1.2 billion in labor income, \$3.3 billion in business output, and more than \$1.6 billion in Gross Regional Product (GRP).

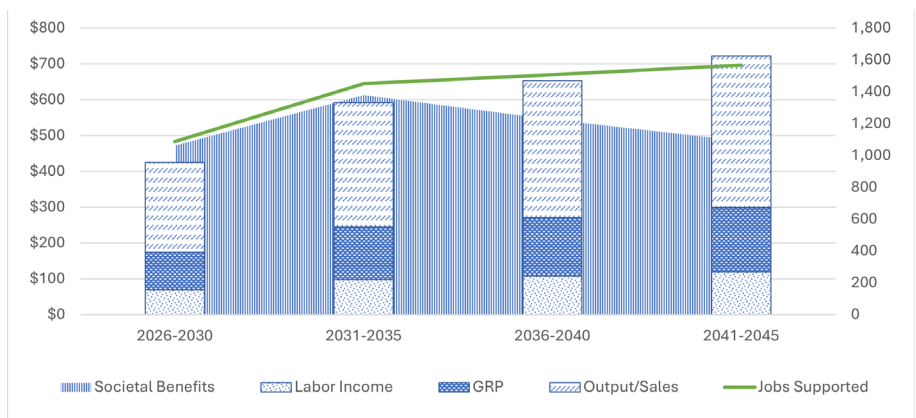
Investments in Michigan’s Highway and Bridge Program have cumulative economic and societal benefits beyond the years in which projects are constructed. In addition to the economic benefits noted above, this also includes societal benefits to individuals and businesses beyond 2030 with reductions in vehicle operating costs, business time and reliability costs, personal time and reliability costs, safety costs, shipper/logistics costs, and environmental impacts. In sum, these benefits are estimated to reflect a savings of \$2.1 billion between 2026 and 2045.

More information about cumulative benefits can be found on the [MDOT 5YTP Economic Benefits webpage](#) and the footnotes on page 18.

### Economic Benefits Supported by the FY 2026-2030 Highway Program Investment



### Cumulative Benefits Supported by the FY 2026-2030 Highway Program Investment

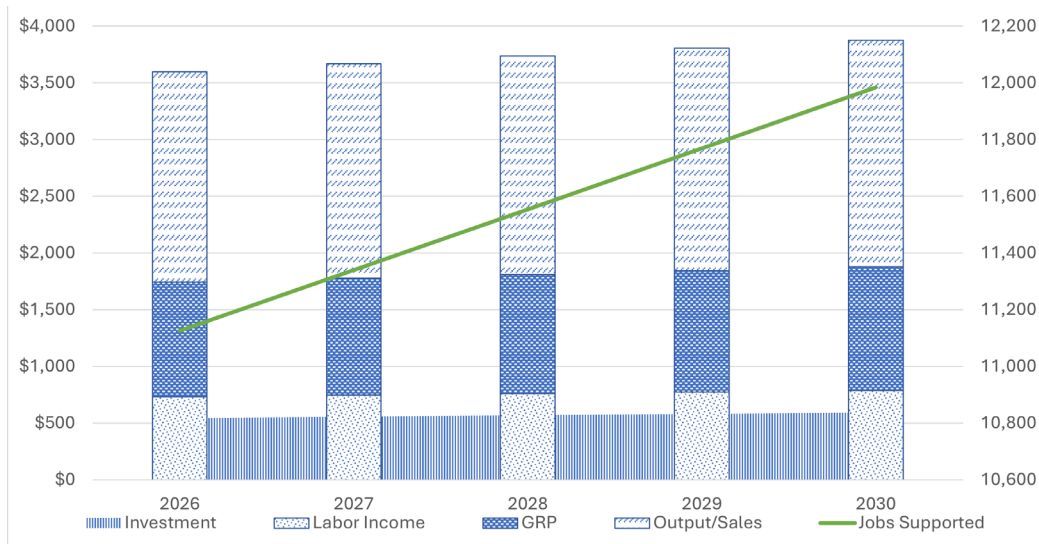


## Economic Impacts of 5YTP Investments, Continued

### Public Transportation Program Impacts

The economic benefits of the \$2.8 billion investment allocated for Michigan’s Public Transportation Program for FY 2026-2030 are detailed below. This includes federal, state and local operating revenues, as well as federal and state capital invested in intercity bus services, local bus operations and capital costs covered through apportionments to urban areas from FTA. As a result of these investments, an annual average of 11,554 jobs will be supported, generating \$760 million in added labor income annually. Additionally, the investment contributes more than \$1.9 billion annually in increased business output/sales and \$1.05 billion annually to the GRP.

#### Economic Benefits Supported by the FY 2026-2030 Public Transportation Program Investment



### Societal Benefits of FY 2026-2030 Public Transit Program

Michigan’s Public Transit Program provides societal benefits beyond transportation by reducing medical costs and public assistance expenditures through improved access to essential services. 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 on the [MDOT 5YTP Economic Benefits webpage](#).

#### Public Transportation Programs Societal Savings/Benefits for FY 2026-2030

Cost Savings	Total
Travel Time Savings	\$112,107,422
Vehicle Operating Cost Savings	\$38,067,079
Avoided Public Assistance Expenditures	\$70,516,552
Avoided Medical Costs	\$734,760,850

Outputs based on 2026 Transit Operating and Capital Dollars

Enabled Trips	Total
Work Trips	472,267
Medical Trips	552,843
School Trips	49,241
Shopping Trips	631,181
Social Trips	270,826
Other	261,873
<b>Total Enabled Trips</b>	<b>2,238,231</b>

- Jobs Supported refers to cumulative job-years supported by the FY 2026-2030 Five-Year Transportation Program.
- Labor income is comprised of the sum of salaries, wages, proprietors’ income and employer-paid benefits.
- 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.
- 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 expressed in 2022 dollars, discounted at 3.1 percent per U.S. Department of Transportation guidelines.

# MDOT Multimodal Asset Performance Updates

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 TAM by 2018. This section provides updates in these areas as they pertain to MDOT trunkline pavements and bridges, as well as the Public Transportation and Aeronautics programs.

## Trunkline Pavement Condition

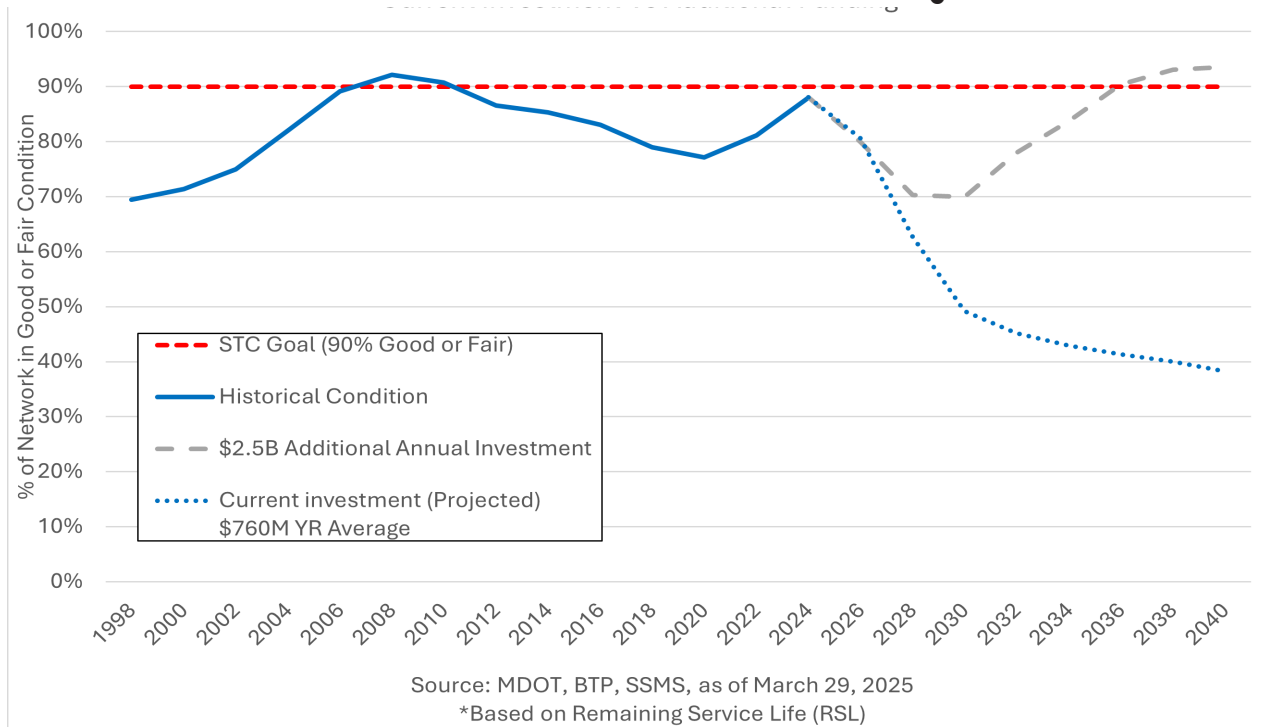
The key performance measure for highway pavement used by MDOT is called remaining service life (RSL), defined as the anticipated time in years that a pavement section can continue to provide acceptable levels of service, considering factors such as distresses, structural integrity, ride quality and functionality. It is typically determined through a combination of performance modeling, visual inspections and expert judgment. When pavements reach an RSL of two years or less, they are considered “poor” and are ready for rehabilitation. As shown in the chart below, MDOT met its STC goal in 2006 but has not had sufficient revenue to sustain it. An additional \$2.5 billion per year is needed to once again reach and sustain the current performance goal.

### 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 continues to develop new and innovative pavement investment strategies that focus on mix of fix-type applications to reduce overall life-cycle costs. While the benefits of these changes have yet to be fully realized, they are expected to impact the forecasts and resulting needs analysis depicted below. MDOT is committed to providing a robust transportation network at the lowest cost possible to its users and is making strategic improvements to support that commitment

## State Trunkline Combined Freeway/Non-Freeway: Projected Pavement Conditions Current Investment Versus Additional Funding



## Trunkline Bridge Condition

In 1998, the STC established state trunkline bridge performance goals to achieve 95 percent good or fair condition for freeway bridges and 85 percent good or fair for non-freeway bridges by 2008. MDOT met these goals by the stated year but has not had sufficient revenue to sustain them, with an additional \$81 million per year needed for freeway and \$49 million for non-freeway.

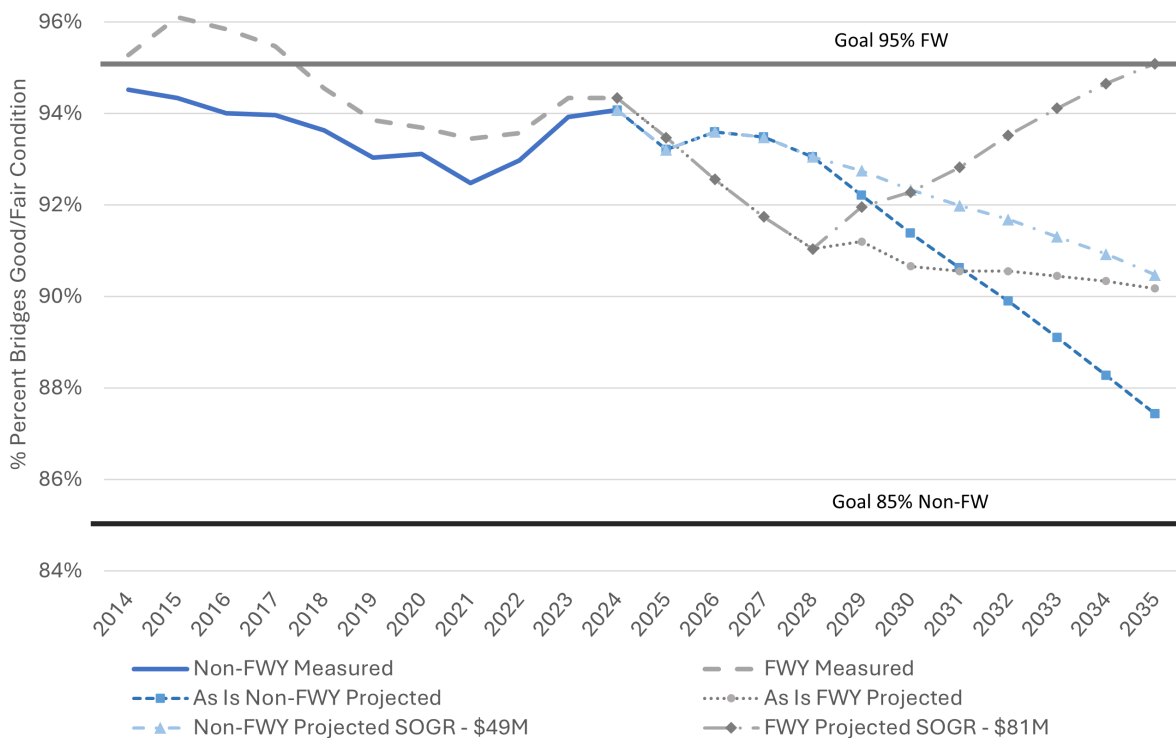
MDOT’s Bridge Management System is an important part of the asset management approach used by the department to keep the infrastructure in the best condition possible. BMS is a strategic approach to linking data, strategies, programs and projects into a systematic process to ensure desired results. An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

Rating	Condition	Action
7-9	Good Condition	Routine maintenance candidate.
5-6	Fair Condition	Preventive maintenance and minor rehabilitation candidate.
4	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/Failed	Major rehabilitation or replacement candidate. Bridge is closed to traffic.

**Trunkline Freeway (FWY)/Non-Freeway Historic and Projected Bridge Condition  
Current Investment Versus Additional Funding Needed**



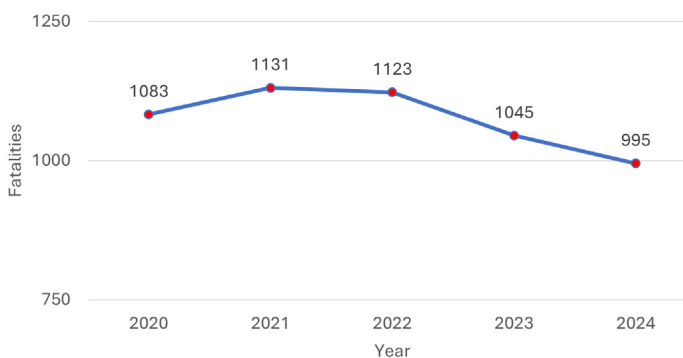
## Safety Goals

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, fatalities and serious injuries statewide peaked in 2021 and have been gradually declining each year since, while progress has been mostly flat on the trunkline network. To achieve the TZD vision, MDOT is working with industry partners on safety initiatives and strategies to maintain a Safe System Approach, which acknowledges human mistakes and vulnerability. This approach designs for a redundant system to prevent crashes and ensures those that do occur do not result in serious injury or death.

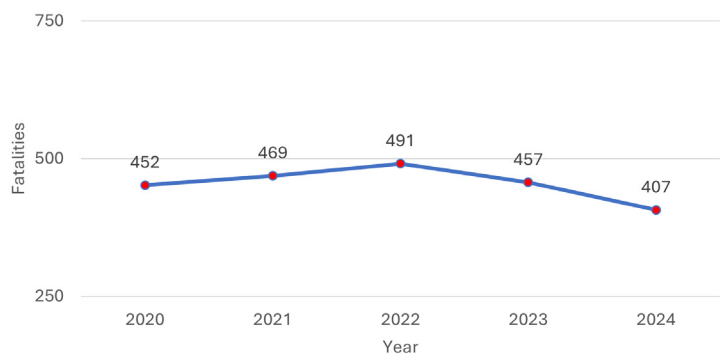
Following new federal requirements for state safety programs under the IIJA, MDOT and the State of Michigan completed a Vulnerable Road User (VRU) Safety Assessment in 2023, which evaluates safety performance and outlines strategies and countermeasures ranging from the design of projects to policies 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 in need of protection.

In FY 2024, 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 2025, MDOT had met and exceeded that goal and anticipates the requirement will apply in future years as well.

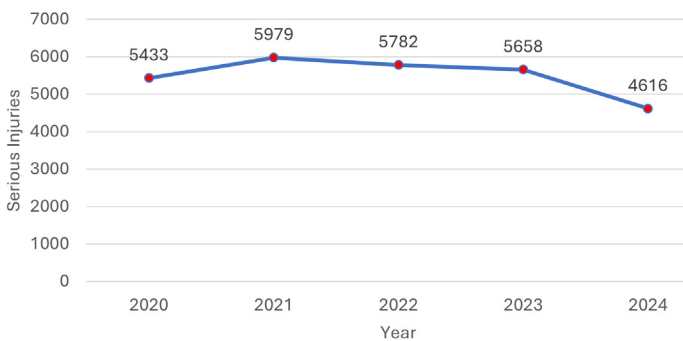
### Statewide Fatalities



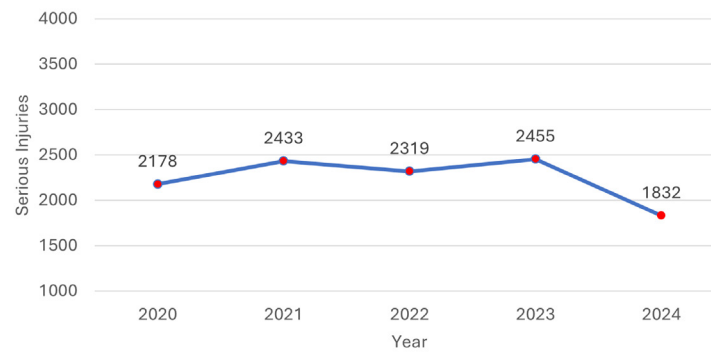
### Trunkline Fatalities



### Statewide Serious Injuries



### Trunkline Serious Injuries



Public Transportation Performance Measures

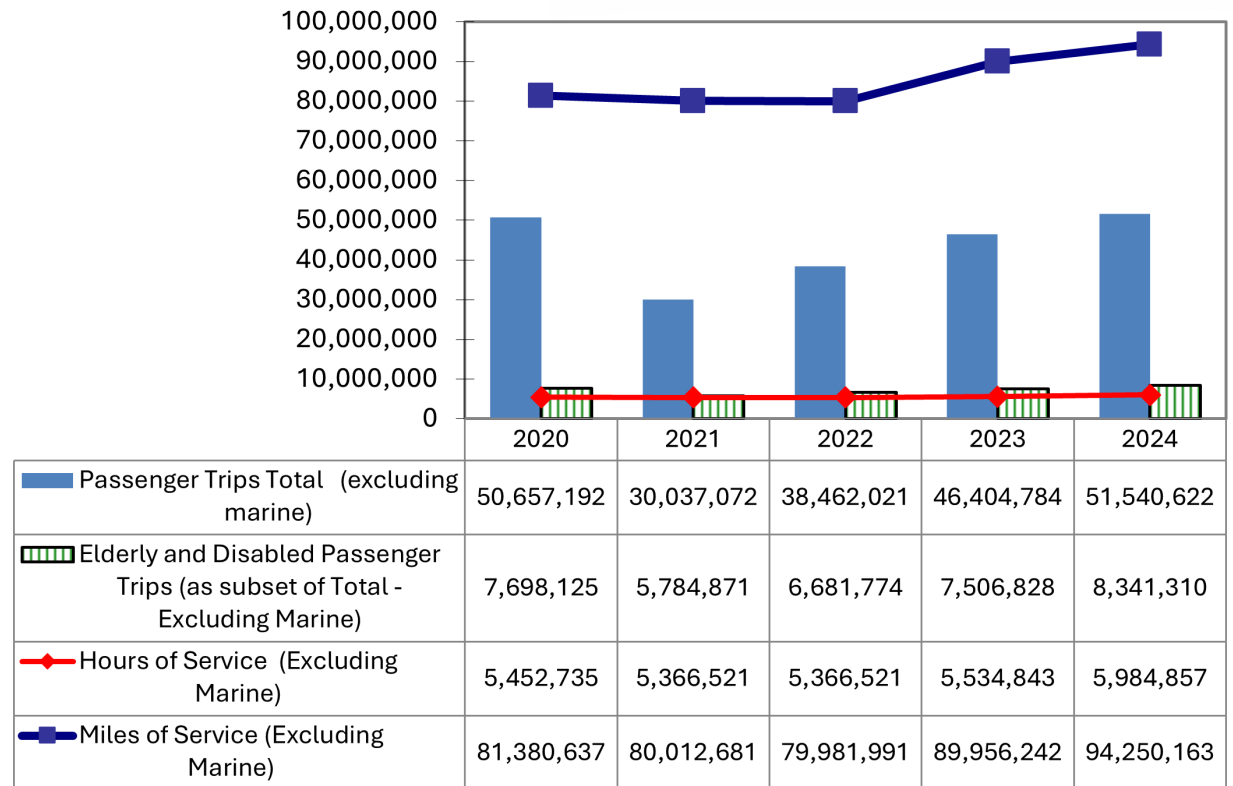
Public Transit

Program requirements included in the FAST Act for TAM plans, safety planning and other related measures are in place. MDOT’s Office of Passenger Transportation 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 led passenger trips as a subset of the total. The goal is to preserve service levels and continue providing service in all 83 counties.

Local Bus Transit Levels of Service Indicators

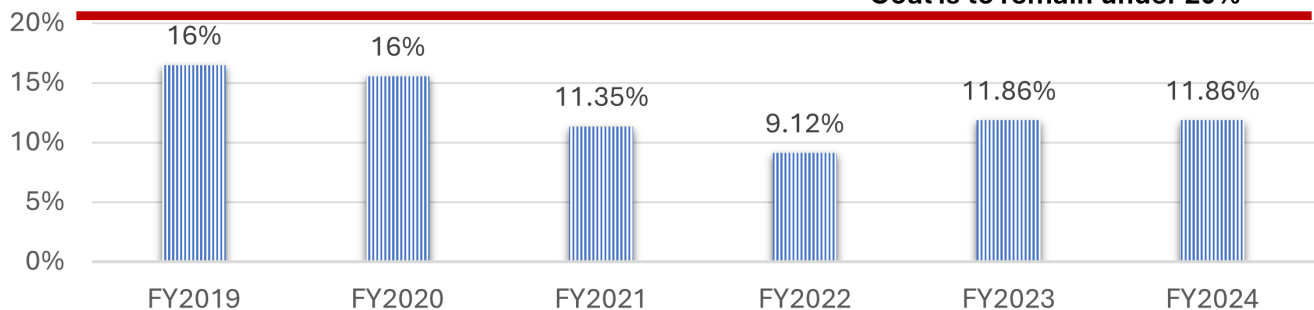


Rural Transit Fleet Condition

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

Percent of Rural and Specialized Transit Vehicles Past Their Useful Life

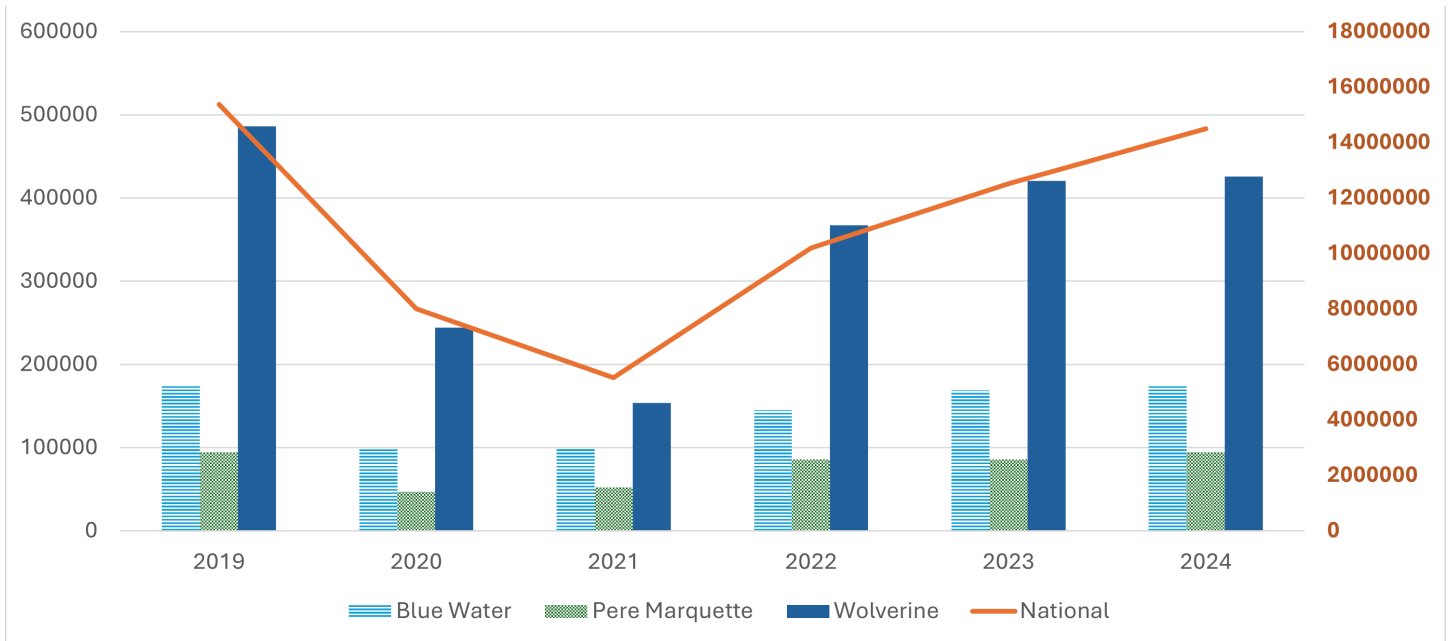
Goal is to remain under 20%



## Passenger Rail Ridership

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

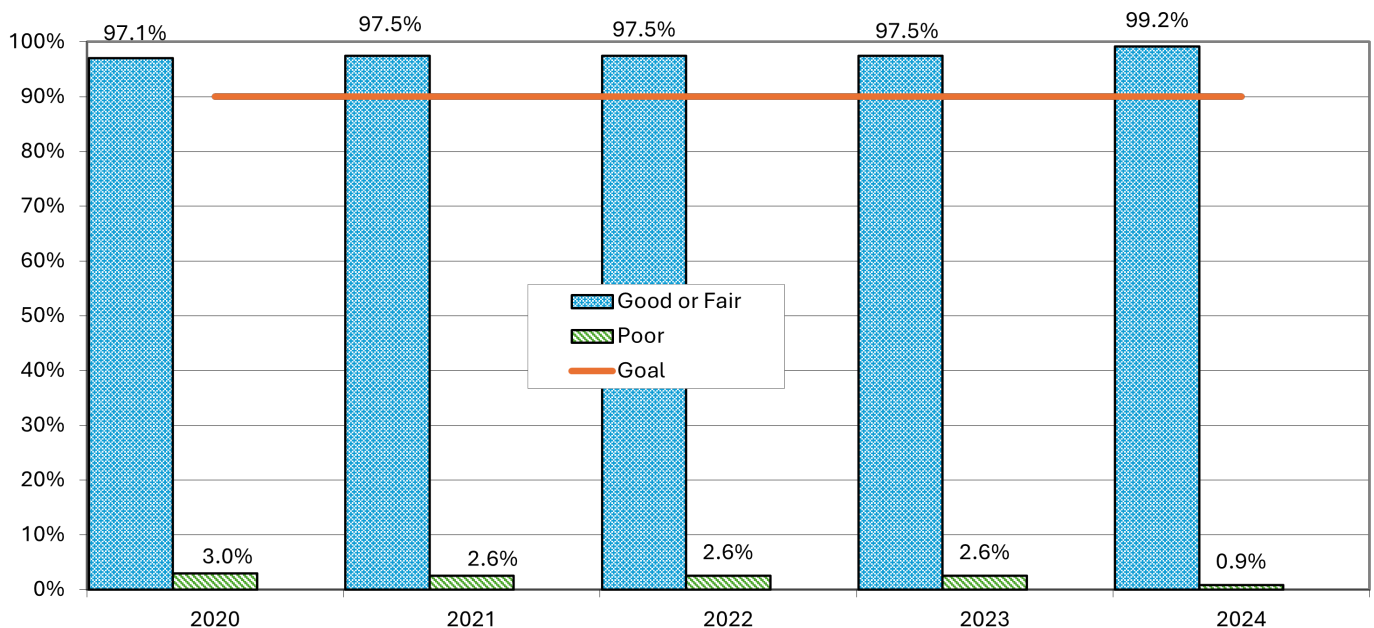
### Passenger Rail Ridership Trends: Michigan Routes and Nationwide



## 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 2024, 99 percent of the crossing surfaces were in good or fair condition.

### Trunkline Highway-Railroad Grade Crossing Surface Conditions

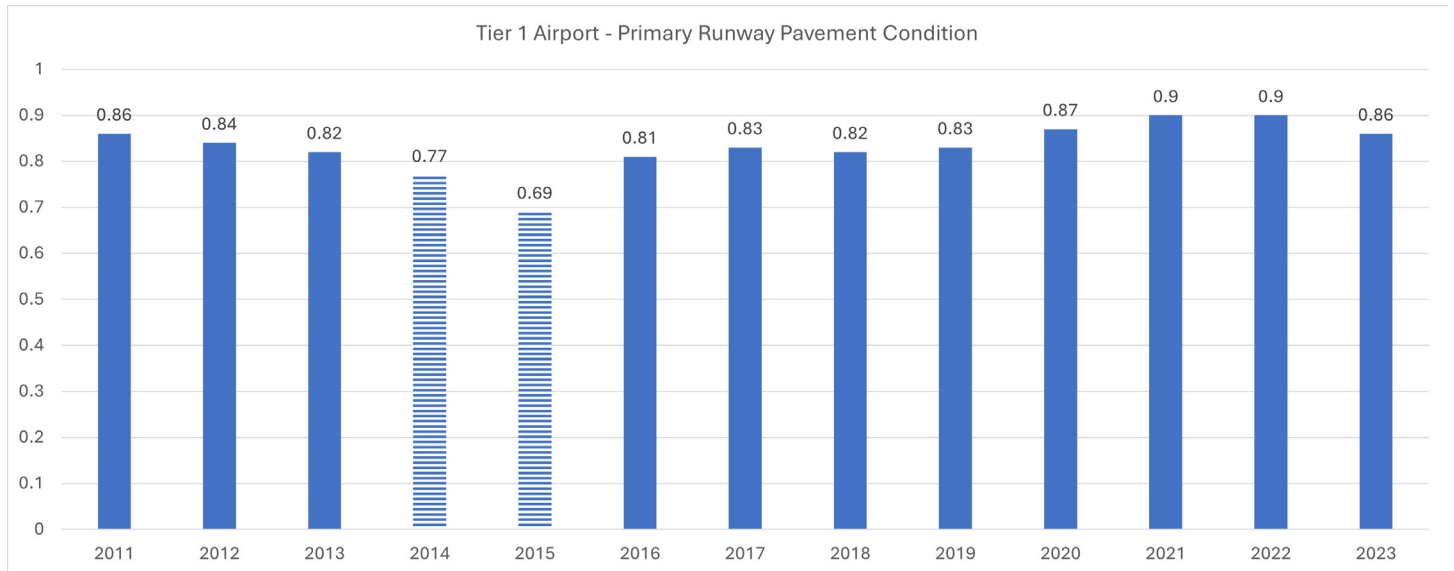




## Aeronautics Performance Measures

The Office of Aeronautics updated its MASP 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 is 89 percent, based on 2023 data. Inspection data for 2024 is currently being evaluated.

### Tier 1 Airport - Primary Runway Pavement Condition



-  Transition Period - Pavement evaluation methodology was revised in 2014, resulting in an overall decrease in PCI number.
-  Pavement in "good or fair" condition, as determined by current PCI rating methodology.

# 2026-2030 Public Comments

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## Public Comments

Comments received across platforms will be summarized here.

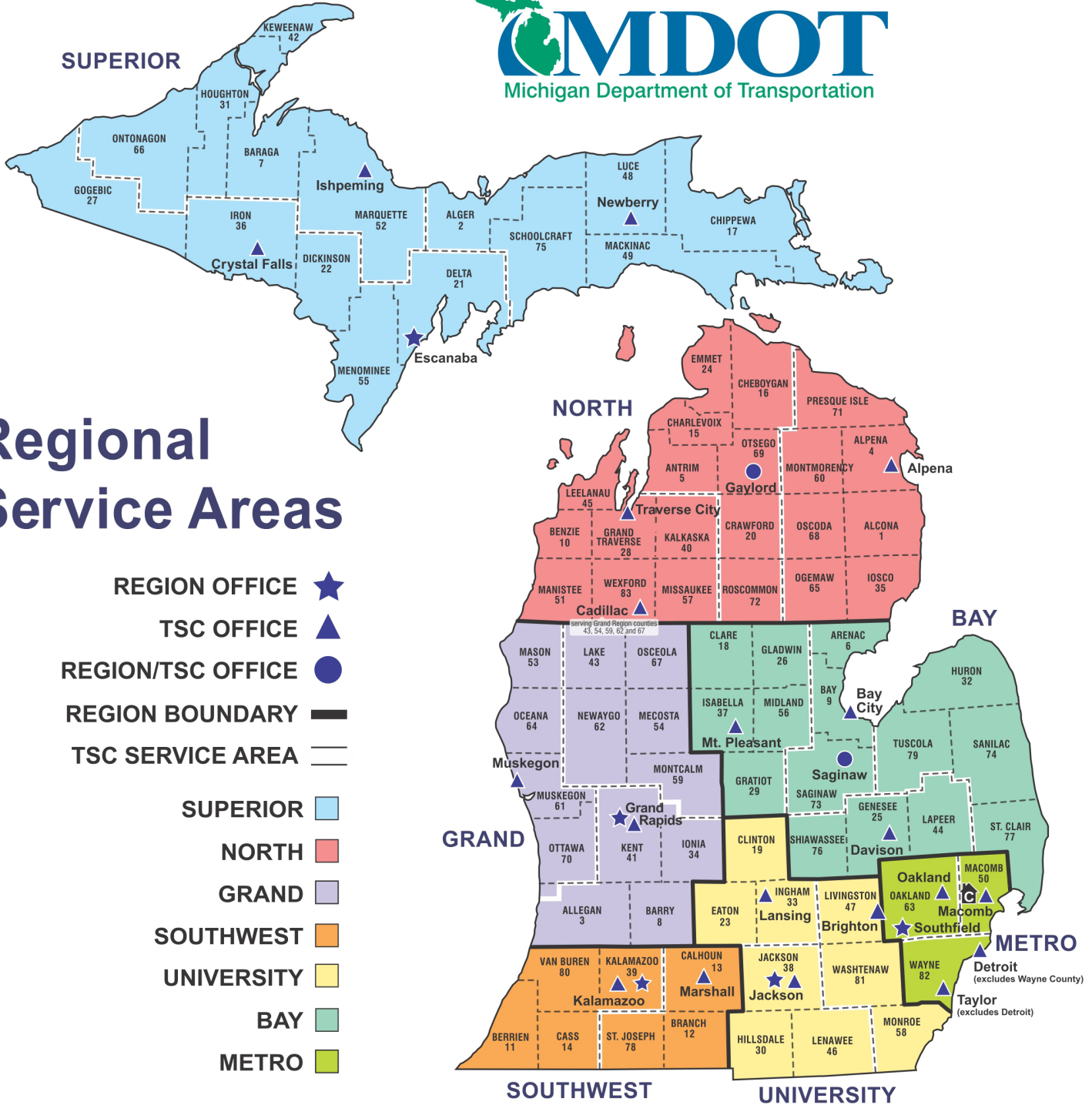
# Highway Program Project List

The following section contains a list of Highway Program capital projects, divided by MDOT region, to be built during FY 2026-2030. Projects financed through the Rebuilding Michigan Program (RBMP) are marked with ★ and highlighted for ease of reference. For more information on projects and 5YTP updates, please visit the [MDOT 5YTP webpage](#).



## Regional Service Areas

- REGION OFFICE ★
- TSC OFFICE ▲
- REGION/TSC OFFICE ●
- REGION BOUNDARY —
- TSC SERVICE AREA —
- SUPERIOR
- NORTH
- GRAND
- SOUTHWEST
- UNIVERSITY
- BAY
- METRO



## Region: Bay

### Bridge - Big Bridge Program

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
St. Clair	217215	9956	I-94BL	I-94 BL Over BLACK RIVER	Miscellaneous Bridge CPM	N/A	\$/CON	CON	CON	N/A	N/A
St. Clair	219165	13579	I-94 W	PINE GROVE AV CONN Over BLACK RIVER & SCOTT AVE	Overlay - Epoxy	N/A	N/A	\$/CON	CON	N/A	N/A
St. Clair	219165	13580	I-94 W	I-94 & I-69 EB Over BLACK RIVER & SCOTT AVE	Overlay - Epoxy	N/A	N/A	\$/CON	CON	N/A	N/A
St. Clair	219165	13581	I-94 W	I-94 & I-69 WB Over BLACK RIVER & SCOTT AVE	Overlay - Epoxy	N/A	N/A	\$/CON	CON	N/A	N/A

### Bridge Replacement and Preservation

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Midland	213361	6913	US-10	HOPE ROAD Over US-10	Bridge Replacement	N/A	\$	CON	N/A	N/A	N/A
Midland	213361	6914	US-10	STARK ROAD Over US-10	Bridge Replacement	N/A	\$	CON	N/A	N/A	N/A
Gratiot	214897	3096	US-127 S	US-127 SB Over US-127 BR (POLK RD)	Deck Replacement	N/A	\$	CON	N/A	N/A	N/A
Gratiot	214897	3097	US-127 S	US-127 NB Over US-127 BR (POLK RD)	Deck Replacement	N/A	\$	CON	N/A	N/A	N/A
St. Clair	123305	9968	M-29	M-29 Over SWAN CREEK	Overlay - Epoxy	N/A	N/A	\$/CON	N/A	N/A	N/A
Genesee	201637	2575	M-21	M-21 Over CSX Railroad (Abandoned)	Culvert Replacement	N/A	N/A	\$/CON	CON	N/A	N/A
Genesee	214893	2573	M-21	M-21 Over SWARTZ CREEK	Bridge Replacement	N/A	N/A	\$/CON	N/A	N/A	N/A
Genesee	213365	2506	I-75	CARPENTER ROAD Over I-75	Bridge Replacement	N/A	N/A	N/A	\$/CON	CON	N/A
Genesee	213365	2507	I-75	COLDWATER ROAD Over I-75	Bridge Replacement	N/A	N/A	N/A	\$/CON	CON	N/A
Midland	220927	6950	M-30	M-30 (MERIDIAN RD) Over PINE RIVER	Bridge Replacement	N/A	N/A	N/A	\$/CON	N/A	N/A
Lapeer	208916	5304	M-24	M-24 Over FOSTORIA DRAIN	Deck Replacement	N/A	N/A	N/A	N/A	\$	CON
Arenac	213368	379	I-75	M-33 CONN Over D&M RR & OLD M-76	Deck Replacement	N/A	N/A	N/A	N/A	\$	CON

★ = Projects funded with RBMP funds

CON = Construction

\$ = Obligation Year

Project obligating in later years may also not show construction if outside the five-year timeframe.

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Arenac	213368	427	I-75	M-33 Over I-75	Bridge Replacement	N/A	N/A	N/A	N/A	\$	CON
Grafton	215668	3129	M-46	M-46 Over SEVILLE SUMNER DRAIN	Bridge Replacement	N/A	N/A	N/A	N/A	N/A	\$/CON
St. Clair	217674	9976	M-29	M-29 Over BELLE RIVER	Deck Replacement	N/A	N/A	N/A	N/A	N/A	\$/CON
Shiawassee	220635	9749	I-69	BANCROFT ROAD Over I-69	Deck Replacement	N/A	N/A	N/A	N/A	N/A	\$/CON
Shiawassee	220635	9750	I-69	NEWBURG ROAD Over I-69	Deck Replacement	N/A	N/A	N/A	N/A	N/A	\$/CON
Shiawassee	220635	9751	I-69	VERNON ROAD Over I-69	Deck Replacement	N/A	N/A	N/A	N/A	N/A	\$/CON
Genesee	221607	2525	I-75/I-69 E Ramp	I-75 TO I-69 RMP B Over GTW RR & I-75	Deck Replacement	N/A	N/A	N/A	N/A	N/A	\$/CON

**Capacity Improvement - Total Length: 0.913**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
St. Clair	211793	N/A	I-94 E	Blue Water Bridge Plaza	Reconstruction	0.913	CON	N/A	N/A	N/A	N/A

**Freeway Resurfacing Program - Total Length: 4.239**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Genesee	219816	N/A	I-75	from US-23 to Court Street	Road Capital Preventive Maintenance	4.239	\$/CON	N/A	N/A	N/A	N/A

**Non-Freeway Resurfacing Program (NFRP) - Total Length: 8.084**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Huron	212691	N/A	M-142	from Ruth Road to Harbor Beach West Village Limits	Road Capital Preventive Maintenance	4.081	\$	CON	N/A	N/A	N/A
Isabella	219813	N/A	US-127BR	from High Street to Corporate Drive	Road Capital Preventive Maintenance	1.283	\$	CON	N/A	N/A	N/A
Genesee	219817	N/A	M-57	from Linden Road to Clio West Village Limits	Road Capital Preventive Maintenance	1.489	\$/CON	N/A	N/A	N/A	N/A

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Shiawassee	219818	N/A	M-71	from Gould Street to Legion Road	Road Capital Preventive Maintenance	1.231	\$	CON	N/A	N/A	N/A

**Road - Rehabilitation and Reconstruction- Total Length: 43.259**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
St. Clair	208692	N/A	I-94BL	from I-94 to M-29	Road Rehabilitation	2.440	\$/CON	N/A	N/A	N/A	N/A
St. Clair	209212	N/A	M-29	from River Road to I-94 Business Loop	Road Rehabilitation	4.744	\$	CON	N/A	N/A	N/A
Huron	211421	N/A	M-142	from west village limits of Harbor Beach to M-25	Road Rehabilitation	0.725	\$	CON	N/A	N/A	N/A
St. Clair	214965	N/A	I-94BL	from Black River to Glenwood Avenue	Reconstruction	0.435	\$	CON	CON	CON	N/A
Genesee	215328	N/A	M-15	from South Street to Rising Street	Reconstruction	0.129	\$	CON	N/A	N/A	N/A
Genesee	215328	2612	M-15	M-15 Over BLACK CREEK	Culvert Replacement	0.129	\$	CON	N/A	N/A	N/A
Genesee	222417	N/A	Thompson Rd	from Jennings Rd to Torrey Rd	Reconstruction	0.582	\$	CON	N/A	N/A	N/A
St. Clair	208697	N/A	M-29	from Church Road to Palms Road	Road Rehabilitation	3.627	N/A	\$/CON	N/A	N/A	N/A
Lapeer	208831	N/A	I-69	from Lake George Road to Newark Road	Reconstruction	1.887	N/A	\$/CON	N/A	N/A	N/A
Clare	209082	N/A	US-127	from Long Lake Road to the Clare/Roscommon County Line	Road Rehabilitation	3.989	N/A	\$/CON	CON	N/A	N/A
Genesee	214943	N/A	M-21	from Swartz Creek to I-475	Reconstruction	0.887	N/A	\$/CON	CON	N/A	N/A
Bay	208823	N/A	M-25 W	from M-25 Freeway End to Walnut Street	Reconstruction	1.262	N/A	N/A	\$/CON	CON	N/A
Bay	208827	N/A	M-25 E	from M-25 Freeway End to Walnut Street	Reconstruction	1.211	N/A	N/A	\$/CON	CON	N/A
St. Clair	209211	N/A	I-69BL EB	from 32nd Street to I-94 Business Loop	Road Rehabilitation	1.960	N/A	N/A	\$/CON	N/A	N/A

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

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Isabella	210168	N/A	M-20	from US-127 to Turtle Trail	Road Rehabilitation	1.110	N/A	N/A	\$/CON	N/A	N/A
St. Clair	212692	N/A	M-29	from Belle River to Marine City North City Limits	Road Rehabilitation	0.897	N/A	N/A	\$/CON	N/A	N/A
Genesee	213791	N/A	I-75	from Court Street to North Junction I-475	Road Rehabilitation	6.429	N/A	N/A	\$/CON	N/A	N/A
Lapeer	204355	N/A	M-53	from Newark Road to Capac Road	Road Rehabilitation	1.882	N/A	N/A	N/A	\$/CON	N/A
Lapeer	213794	N/A	M-53	At I-69 Interchange	Road Rehabilitation	0.630	N/A	N/A	N/A	\$/CON	N/A
St. Clair	110678	N/A	M-29	from Macomb/St. Clair County Line to Church Road	Road Rehabilitation	0.860	N/A	N/A	N/A	N/A	\$/CON
Sanilac	212694	N/A	M-46	from Goetze Road to Port Sanilac West Village Limits	Road Rehabilitation	4.089	N/A	N/A	N/A	N/A	\$/CON
Lapeer	213843	N/A	M-24	from Dryden Road to Pratt Road	Reconstruction	1.554	N/A	N/A	N/A	N/A	\$/CON
Saginaw	213847	N/A	M-58 E	from M-84 to Michigan Ave	Reconstruction	1.326	N/A	N/A	N/A	N/A	\$/CON
Clare	213849	N/A	US-127BR	from Industrial Parkway to 3rd Street	Reconstruction	0.475	N/A	N/A	N/A	N/A	\$

**Traffic And Safety - Safety Programs - Total Length: 0.325**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
St. Clair	214089	N/A	I-94BL E	at Ravenswood Road	Traffic Safety	0.075	N/A	\$/CON	N/A	N/A	N/A
Isabella	211737	N/A	M-20	at Summerton Road	Traffic Safety	0.250	N/A	N/A	\$/CON	N/A	N/A

## Region: Grand

### Bridge - Big Bridge Program

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Ottawa	222219	13460	M-231	M-231 Over GRAND RIVER	Overlay - Epoxy	N/A	\$	CON	N/A	N/A	N/A
Kent	212929	12868	US-131 NB	US-131 NB Over CESAR E. CHAVEZ AVENUE	Overlay - Epoxy	N/A	N/A	\$	CON	CON	N/A
Kent	213068	12869	US-131 S	US-131 SB Over Cesar E. Chavez Avenue	Overlay - Epoxy	N/A	N/A	N/A	\$	CON	N/A

### Bridge Replacement and Preservation

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Kent	204378	4985	US-131	US-131 SB Over W RIVER DR&MDOT RR(ABN)	Deck Replacement	N/A	\$	CON	CON	N/A	N/A
Kent	204378	4986	US-131	US-131 NB Over W RIVER DR&MDOT RR (ABN)	Deck Replacement	N/A	\$	CON	CON	N/A	N/A
Oceana	211435	8357	US-31	US-31 BUSINESS LOOP Over US-31	Pin & Hanger Replacement	N/A	\$	CON	N/A	N/A	N/A
Kent	211495	4846	M-37	32ND Street Over M-37	Bridge Replacement	N/A	\$	CON	N/A	N/A	N/A
Ottawa	221814	13300	M-231	M-231 Over STERNS CREEK	Overlay - Epoxy	N/A	\$/CON	CON	N/A	N/A	N/A
Ottawa	221814	13302	M-231	M-231 Over LITTLE ROBINSON CREEK	Overlay - Epoxy	N/A	\$/CON	CON	N/A	N/A	N/A
Ottawa	221814	13449	M-231	M-231 Over RICH STREET	Overlay - Epoxy	N/A	\$/CON	CON	N/A	N/A	N/A
Ottawa	221814	13452	M-231	M-231 Over BUCHANAN STREET	Overlay - Epoxy	N/A	\$/CON	CON	N/A	N/A	N/A
Ottawa	221814	13456	M-231	M-231 Over SLEEPER STREET	Overlay - Epoxy	N/A	\$/CON	CON	N/A	N/A	N/A
Ottawa	221814	13458	M-231	M-231 Over NORTH CEDAR DRIVE	Overlay - Epoxy	N/A	\$/CON	CON	N/A	N/A	N/A
Ottawa	221814	13462	M-231	M-231 Over LEONARD STREET	Overlay - Epoxy	N/A	\$/CON	CON	N/A	N/A	N/A
Ionia	222018	3978	I-96 E	I-96 EB Over GRAND RIVER & MARKET RD	Deck Patching	N/A	\$/CON	CON	N/A	N/A	N/A

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CON = Construction

\$ = Obligation Year

Project obligating in later years may also not show construction if outside the five-year timeframe.

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Ionia	222018	3979	I-96 E	I-96 WB Over GRAND RIVER & MARKET RD	Deck Patching	N/A	\$/CON	CON	N/A	N/A	N/A
Ionia	222018	3992	I-96 E	I-96 EB Over KENT RD	Deck Patching	N/A	\$/CON	CON	N/A	N/A	N/A
Ionia	222018	3993	I-96 E	I-96 WB Over KENT RD	Deck Patching	N/A	\$/CON	CON	N/A	N/A	N/A
Ionia	222018	3994	I-96 E	I-96 EB Over OKEMOS RD	Deck Patching	N/A	\$/CON	CON	N/A	N/A	N/A
Ionia	222018	3995	I-96 E	I-96 WB Over OKEMOS RD	Deck Patching	N/A	\$/CON	CON	N/A	N/A	N/A
Ionia	222018	3996	I-96 E	I-96 EB Over CHARLOTTE HWY	Deck Patching	N/A	\$/CON	CON	N/A	N/A	N/A
Ionia	222018	3997	I-96 E	I-96 WB Over CHARLOTTE HWY	Deck Patching	N/A	\$/CON	CON	N/A	N/A	N/A
Ionia	222018	3998	I-96 E	I-96 EB Over GRAND RIVER AVE	Deck Patching	N/A	\$/CON	CON	N/A	N/A	N/A
Ionia	222018	3999	I-96 E	I-96 WB Over GRAND RIVER AVE	Deck Patching	N/A	\$/CON	CON	N/A	N/A	N/A
Muskegon	201316	7601	US-31 S	WHITE LAKE DRIVE Over US-31 SB	Deck Replacement	N/A	N/A	\$	CON	N/A	N/A
Muskegon	201316	7602	US-31 S	WHITE LAKE DRIVE Over US-31 NB	Deck Replacement	N/A	N/A	\$	CON	N/A	N/A
Ionia	208924	3976	I-96	MORRISON LAKE ROAD Over I-96	Overlay - Shallow	N/A	N/A	\$/CON	CON	N/A	N/A
Allegan	211493	146	US-131	US-131 NB Over GRAND ELK RAILROAD	Substructure Patching	N/A	N/A	\$/CON	CON	N/A	N/A
Allegan	211493	147	US-131	US-131 SB Over GRAND ELK RAILROAD	Substructure Patching	N/A	N/A	\$/CON	CON	N/A	N/A
Ottawa	211401	8780	I-96	I-96 EB Over 88TH AVENUE	Deck Patching	N/A	N/A	N/A	\$	CON	N/A
Ottawa	211401	8781	I-96	I-96 WB Over 88TH AVENUE	Deck Patching	N/A	N/A	N/A	\$	CON	N/A
Ottawa	211401	8787	I-96	I-96 EB Over M-11 WB RAMP	Deck Patching	N/A	N/A	N/A	\$	CON	N/A
Kent	211402	4749	I-96	I-96 EB Over COOPERSVILLE & MARNE RR	Overlay - Deep	N/A	N/A	N/A	\$	CON	N/A
Kent	211402	4750	I-96	I-96 WB Over COOPERSVILLE & MARNE RR	Overlay - Deep	N/A	N/A	N/A	\$	CON	N/A

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Kent	211402	8788	I-96	I-96 EB Over 4 MILE ROAD	Deck Patching	N/A	N/A	N/A	\$	CON	N/A
Kent	211402	8789	I-96	I-96 WB Over 4 MILE ROAD	Overlay - Deep	N/A	N/A	N/A	\$	CON	N/A
Kent	211403	4757	I-96	I-96 EB Over BRISTOL ROAD	Deck Patching	N/A	N/A	N/A	\$	CON	N/A
Kent	211403	4758	I-96	I-96 WB Over BRISTOL ROAD	Deck Patching	N/A	N/A	N/A	\$	CON	N/A
Allegan	211429	137	M-40	M-40 M-89 Over KALAMAZOO RIVER	Substructure Repair	N/A	N/A	N/A	\$	CON	N/A
Kent	213792	4812	I-196	I-196 EB Over CHICAGO DRIVE	Overlay - Epoxy	N/A	N/A	N/A	\$/CON	CON	N/A
Kent	213792	4813	I-196	I-196 WB Over CHICAGO DRIVE	Deck Replacement	N/A	N/A	N/A	\$/CON	CON	N/A
Kent	220486	4825	I-196	I-196 EB Over Bridge Street	Deck Replacement	N/A	N/A	N/A	N/A	N/A	\$/CON
Kent	220486	4826	I-196	I-196 WB Over Bridge Street	Deck Replacement	N/A	N/A	N/A	N/A	N/A	\$/CON
Kent	220486	4827	I-196	I-196 EB Over Valley & Garfield Avenues	Deck Replacement	N/A	N/A	N/A	N/A	N/A	\$/CON
Kent	220486	4828	I-196	I-196 WB Over Valley & Garfield Avenues	Deck Replacement	N/A	N/A	N/A	N/A	N/A	\$/CON

### Freeway Resurfacing Program - Total Length: 4.167

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Ionia	219486	N/A	I-96 E	from The Grand River east to Ionia E Co Line	Road Capital Preventive Maintenance	4.167	\$	CON	N/A	N/A	N/A

### Non-Freeway Resurfacing Program (NFRP) - Total Length: 5.346

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Allegan	200626	N/A	M-222	from the Kalamazoo River east to Grand Ravine Drive	Road Capital Preventive Maintenance	0.803	\$	CON	N/A	N/A	N/A
Montcalm	213346	N/A	M-46	From Miles Road east to M-66 (East Junction)	Road Capital Preventive Maintenance	4.543	\$	CON	CON	N/A	N/A

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## Operations - Total Length: 19.454

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Kent	211694	N/A	US-131	From I-96 north to Post Drive	Active Traffic Management	6.185	\$	CON	N/A	N/A	N/A
Kent	211694	4989	US-131	US-131 SB Over 6 MILE RD	Widen - Add Lanes	6.185	\$	CON	N/A	N/A	N/A
Kent	211694	4990	US-131	US-131 NB Over 6 MILE RD	Deck Patching	6.185	\$	CON	N/A	N/A	N/A
Kent	220402	N/A	US-131 Southbound	exit ramp to 84th Street	Minor Widening	0.172	N/A	N/A	\$	CON	N/A
Allegan	220404	N/A	US-131 Southbound	exit ramp to 142nd Avenue	Minor Widening	0.136	N/A	N/A	\$	CON	N/A
Kent	220397	N/A	M-57	at Northland Drive	Traffic Safety	0.304	N/A	N/A	N/A	\$/CON	N/A
Ottawa	213616	N/A	US-31	at Jackson Street	Traffic Safety	0.287	N/A	N/A	N/A	N/A	\$

## Rest Areas

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Mecosta	213323	N/A	US-131	Big Rapids Rest Area #534R	Roadside Facilities - Improve	N/A	N/A	\$/CON	CON	N/A	N/A
Montcalm	203287	N/A	US-31	Morley Rest Area #533-R	Roadside Facilities - Improve	N/A	N/A	N/A	\$/CON	CON	N/A

## Road - Rehabilitation and Reconstruction - Total Length: 54.432

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Mason	200682	N/A	US-31	from Freeman Road north to Hoague Road	Road Rehabilitation	4.101	\$	CON	N/A	N/A	N/A
Kent	210046	N/A	M-11	from Division Avenue east to Kalamazoo Avenue	Reconstruction	1.850	\$/CON	CON	N/A	N/A	N/A
Barry	210819	N/A	M-66	from M-50 north to Barry/Ionia County Line	Road Rehabilitation	1.028	\$	CON	N/A	N/A	N/A
Montcalm	211041	N/A	M-91	from Stanton Road north to Kendaville Road	Road Rehabilitation	4.377	\$	CON	N/A	N/A	N/A
Muskegon	214169	N/A	US-31 BR	From the White River north to Stanton Boulevard	Road Rehabilitation	0.670	\$	CON	N/A	N/A	N/A

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Ionia	214339	N/A	M-66	from Tuttle Road north to Wells Street	Reconstruction	2.100	\$	CON	N/A	N/A	N/A
★Kent	224553		US-131	from the Grand Elk Railroad north to 100th Street	Reconstruction	1.728	\$	CON	N/A	N/A	N/A
Newaygo	207946	N/A	M-37	From M-82 (North Junction) to the White River	Road Rehabilitation	8.777	N/A	\$	CON	N/A	N/A
Oceana	207968	N/A	US-31 BR	From US-31 to Johnson Street	Road Rehabilitation	2.296	N/A	\$	CON	N/A	N/A
Ottawa	213157	N/A	US-31 NB	From Ransom Street north to Port Sheldon Street	Road Rehabilitation	2.625	N/A	\$	CON	N/A	N/A
Barry	216488	N/A	M-37	from Cook Road east to Broadway Street	Reconstruction	0.918	N/A	\$	CON	N/A	N/A
Kent	200112	N/A	M-6	from East Branch Rush Creek east to Burlingame Avenue	Road Rehabilitation	2.825	N/A	N/A	\$	CON	N/A
Osceola	201143	N/A	US-131 SB	From US-10 to 14 Mile Road, Ashton & Luther/ Leroy Carpool Parking Lots	Road Rehabilitation	7.714	N/A	N/A	\$/CON	N/A	N/A
Muskegon	211173	N/A	I-96	from US-31 east to Apple Drive	Road Rehabilitation	8.637	N/A	N/A	\$	CON	N/A
Ionia	213132	N/A	I-96	West of Sunfield Highway east to Portland Road	Reconstruction	3.305	N/A	N/A	N/A	N/A	\$
Ottawa	216348	N/A	US-31	Madison Street north to 3rd Street	Road Rehabilitation	1.481	N/A	N/A	N/A	N/A	\$

**Traffic And Safety - Safety Programs - Total Length: 0.491**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Lake	222402	N/A	M-37	at N junction of US-10, W 24th St, Lake County	Traffic Safety	0.491	N/A	N/A	N/A	N/A	\$

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## Region: Metro

### Bridge Replacement and Preservation

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Wayne	127665	11328	M-153	M-153 WB Over ROUGE RIVER	Deck Replacement	N/A	\$	CON	N/A	N/A	N/A
Wayne	127665	11329	M-153	M-153 EB Over ROUGE RIVER	Deck Replacement	N/A	\$	CON	N/A	N/A	N/A
Oakland	210111	7988	M-150	M-150 Over PAINT CREEK	Overlay - Epoxy	N/A	\$	CON	N/A	N/A	N/A
Oakland	210111	7989	M-150	M-150 Over GTW RR,CLIN R,1ST&2ST	Overlay - Epoxy	N/A	\$	CON	N/A	N/A	N/A
Oakland	210113	7857	M-1	M-1 Over STONEY CROFT DRAIN	Culvert Replacement	N/A	\$/CON	CON	N/A	N/A	N/A
Oakland	210219	7846	M-59	M-150 Over M-59	Overlay - Epoxy	N/A	\$	CON	N/A	N/A	N/A
Wayne	219825	11773	I-75 N/ Grand River Ramp	I-75 N TO M-10 RMP Over M-10 TO I-75N RAMP	Overlay - Epoxy	N/A	\$/CON	N/A	N/A	N/A	N/A
Wayne	219827	11377	M-8 E/S I 75 Ramp	EB M-8 RMP TO I-75 Over S SERVICE DRIVE, M-8	Deck Replacement	N/A	\$	CON	N/A	N/A	N/A
Oakland	219828	8019	I-75	SASHABAW RD Over I-75	Bearing Realignment	N/A	\$/CON	N/A	N/A	N/A	N/A
Oakland	219828	8021	I-75	I-75 NB Over CLARKSTON RD	Overlay - Shallow	N/A	\$/CON	N/A	N/A	N/A	N/A
Wayne	215054	11403	M-10	GRAND RIVER AVE Over M-10	Overlay - Epoxy	N/A	N/A	\$/CON	N/A	N/A	N/A
Wayne	215054	11435	M-10	WEBB AVE Over M-10	Overlay - Epoxy	N/A	N/A	\$/CON	N/A	N/A	N/A
Wayne	215054	11439	M-10	M-10 RAMP Over M-8 EB DAVISON	Overlay - Epoxy	N/A	N/A	\$/CON	N/A	N/A	N/A
Wayne	215054	11450	M-10	MYERS RD Over M-10	Deck Patching - Full Depth	N/A	N/A	\$/CON	N/A	N/A	N/A
Wayne	215054	11771	M-10	I-75 W S RAMP Over M-10	Overlay - Epoxy	N/A	N/A	\$/CON	N/A	N/A	N/A
Wayne	215054	13499	M-10	M-10 WB Over M-8 RAMP TO M-10 SB	Overlay - Epoxy	N/A	N/A	\$/CON	N/A	N/A	N/A
Wayne	223612	11412	M-10	HOLDEN AVE WALKOVER Over M-10	Bridge Replacement	N/A	N/A	\$	CON	N/A	N/A
Wayne	224671	11388	M-10	MERRICK AVE WALKOV Over M-10	Bridge Replacement	N/A	N/A	\$/CON	N/A	N/A	N/A

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Macomb	130126	6139	I-94	I-94 Over CLINTON RIVER CONTROL CH	Overlay - Epoxy	N/A	N/A	N/A	\$/CON	N/A	N/A
Macomb	130126	6140	I-94	I-94 RAMP(WB BEACH Over CLINTON RIVER SPILLWAY	Overlay - Epoxy	N/A	N/A	N/A	\$/CON	N/A	N/A
Macomb	130126	6141	I-94	I-94 WB Over CLINTON RIVER, N&S RDS	Scour Protection	N/A	N/A	N/A	\$/CON	N/A	N/A
Macomb	130126	6142	I-94	I-94 EB Over CLINTON RIVER, N&S RDS	Scour Protection	N/A	N/A	N/A	\$/CON	N/A	N/A
Macomb	130126	6145	I-94	I-94 EB Over SELFRIDGE ANGB SPUR TRK	Healer Sealer	N/A	N/A	N/A	\$/CON	N/A	N/A
Macomb	130126	6146	I-94	I-94 WB Over SELFRIDGE ANGB SPUR TRK	Healer Sealer	N/A	N/A	N/A	\$/CON	N/A	N/A
Macomb	130126	6170	I-94	I-94 EB Over CROCKER RD	Overlay - Epoxy	N/A	N/A	N/A	\$/CON	N/A	N/A
Macomb	130126	6171	I-94	I-94 WB Over CROCKER RD	Overlay - Epoxy	N/A	N/A	N/A	\$/CON	N/A	N/A
Macomb	130126	6172	I-94	I-94 EB Over JOY RD	Superstructure Repair - Concrete	N/A	N/A	N/A	\$/CON	N/A	N/A
Macomb	130126	6173	I-94	I-94 WB Over JOY RD	Superstructure Repair - Concrete	N/A	N/A	N/A	\$/CON	N/A	N/A
Macomb	130126	6182	I-94	M-3 & M-29 Over I-94	Joint Replacement	N/A	N/A	N/A	\$/CON	N/A	N/A
Macomb	130128	6175	I-94	21 MILE ROAD Over I-94	Overlay - Epoxy	N/A	N/A	N/A	\$/CON	N/A	N/A
Macomb	130128	6176	I-94	COTTON ROAD Over I-94	Healer Sealer	N/A	N/A	N/A	\$/CON	N/A	N/A
Wayne	215542	11284	US-24	US-24 Over CONRAIL	Deck Replacement	N/A	N/A	N/A	\$/CON	N/A	N/A
Macomb	213854	6078	I-696	EB 11 MILE ROAD Over I-696	Deck Replacement	N/A	N/A	N/A	N/A	\$/CON	N/A
Macomb	213881	6124	I-696	BELANGER AVENUE Over I-696	Deck Replacement	N/A	N/A	N/A	N/A	\$/CON	N/A
Macomb	213881	6125	I-696	BARKMAN AVENUE Over I-696	Deck Replacement	N/A	N/A	N/A	N/A	\$/CON	N/A

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County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Wayne	214963	11685	M-39	HUBBARD AV EB Over M-39	Substructure Replacement	N/A	N/A	N/A	N/A	\$/CON	N/A
Wayne	214963	11686	M-39	HUBBARD AV WB Over M-39	Substructure Replacement	N/A	N/A	N/A	N/A	\$/CON	N/A
Wayne	214963	11688	M-39	WARREN AVE Over M-39	Miscellaneous Bridge CPM	N/A	N/A	N/A	N/A	\$/CON	N/A
Wayne	214963	11690	M-39	JOY RD Over M-39	Miscellaneous Bridge CPM	N/A	N/A	N/A	N/A	\$/CON	N/A
Wayne	214963	11692	M-39	W CHICAGO AVE Over M-39	Miscellaneous Bridge CPM	N/A	N/A	N/A	N/A	\$/CON	N/A
Wayne	221825	11558	I-96	I-96 RAMP Over LAND	Deck Replacement	N/A	N/A	N/A	N/A	N/A	\$/CON

**Operations - Total Length: 1.882**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Macomb	214565	N/A	I-94 W	I-94 Between M-59 and 21 Mile Road	Minor Widening	1.882	N/A	N/A	\$/CON	N/A	N/A

**Rehabilitation and Reconstruction - Total Length: 48.192**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Wayne	120048	N/A	M-85	Rosa Parks Blvd to Griswold	Road Rehabilitation	1.120	\$	CON	N/A	N/A	N/A
Oakland	204314	N/A	M-150	Avon to Clinton River and Paint Creek to Tienken	Reconstruction	1.464	\$	CON	CON	N/A	N/A
Oakland	210081	N/A	M-150	M-59 to Avon Road	Road Rehabilitation	2.781	\$	CON	CON	N/A	N/A
Oakland	210599	N/A	I-75BL (Woodward Ave Loop)	I-75 BL (Woodward Ave Loop), M-59, and US-24 BR (N Cass Ave)	Reconstruction	2.696	\$/CON	CON	N/A	N/A	N/A
Oakland	210599	7991	I-75BL (Woodward Ave Loop)	US-24 BR Over PONTIAC CREEK	Joint Repair	2.696	\$/CON	CON	N/A	N/A	N/A
Oakland	210599	8137	I-75BL (Woodward Ave Loop)	I-75 BR Over CLINTON RIVER	Miscellaneous Rehabilitation	2.696	\$/CON	CON	N/A	N/A	N/A
Oakland	210599	8138	I-75BL (Woodward Ave Loop)	I-75 BR Over PONTIAC CREEK	Crack Sealing	2.696	\$/CON	CON	N/A	N/A	N/A
Oakland	210599	8139	I-75BL (Woodward Ave Loop)	I-75 BR Over PONTIAC CREEK	Joint Repair	2.696	\$/CON	CON	N/A	N/A	N/A

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Oakland	210599	13756	I-75BL (Woodward Ave Loop)	I-75 BR Over CLINTON RIVER	Crack Sealing	2.696	\$/CON	CON	N/A	N/A	N/A
Oakland	210599	13757	I-75BL (Woodward Ave Loop)	M-59 (E HURON ST) Over PONTIAC CREEK	Crack Sealing	2.696	\$/CON	CON	N/A	N/A	N/A
Macomb	211179	N/A	M-3 NB	Church St to Canfield Dr	Reconstruction	1.478	\$/CON	N/A	N/A	N/A	N/A
Wayne	211181	N/A	M-10	Meyers to I-75	Road Rehabilitation	9.480	N/A	\$/CON	N/A	N/A	N/A
Wayne	220874	N/A	US-12	County Line to Denton Rd	Road Rehabilitation	1.421	N/A	\$/CON	N/A	N/A	N/A
Wayne	220988	N/A	US-12	Haggerty to Lotz and EB / 0.2 miles west of Pershing to Howe	Reconstruction	2.023	N/A	\$/CON	N/A	N/A	N/A
Wayne	76899	N/A	US-24	Carter to Pennsylvania	Reconstruction	2.633	N/A	N/A	\$/CON	CON	N/A
Wayne	123138	N/A	M-153	W. of Sheldon Rd. to W. of Lotz Rd.	Reconstruction	2.412	N/A	N/A	\$/CON	CON	N/A
Wayne	221901	N/A	M-39	Lafayette Blvd to Porter St	Reconstruction	0.432	N/A	N/A	N/A	\$/CON	CON
Macomb	221899	N/A	M-59	Ryan Rd to Van Dyke Ave	Road Rehabilitation	1.981	N/A	N/A	N/A	N/A	\$/CON
Oakland	221906	N/A	M-59	Pontiac Lake Rd to Airport Rd	Reconstruction	2.095	N/A	N/A	N/A	N/A	\$/CON

**Traffic And Safety - Safety Programs - Total Length: 1.604**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Wayne	221478	N/A	M-102 E	M-102 (8 Mile Road) at Pinecrest	Traffic Safety	0.218	\$/CON	CON	N/A	N/A	N/A
Oakland	214148	N/A	I-75 Ramps	at Grange Hall Road	Traffic Safety	0.943	N/A	\$/CON	N/A	N/A	N/A
Oakland	214047	N/A	US-24	at White Lake Road	Traffic Safety	0.294	N/A	N/A	\$	CON	N/A
Macomb	222418	N/A	M-19	at Gratiot Ave and County Line Rd	Traffic Safety	0.149	N/A	N/A	N/A	\$	CON

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

**Trunkline Modernization I-375 Detroit - Total Length: 16.810**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Wayne	130035	N/A	I-375	I-75 Interchange to Atwater Street	Reconstruction	3.362	CON	CON	CON	N/A	N/A
Wayne	130035	11326	I-375	M-3 (GRATIOT AVE) Over DEQUINDRE CUT	Bridge Replacement	3.362	CON	CON	CON	N/A	N/A
Wayne	130035	11392	I-375	LARNED ST Over I-375	Bridge Removal	3.362	CON	CON	CON	N/A	N/A
Wayne	130035	11393	I-375	JEFFERSON AVE Over I-375	Bridge Removal	3.362	CON	CON	CON	N/A	N/A
Wayne	130035	11394	I-375	HASTINGS ST Over I-375	Bridge Removal	3.362	CON	CON	CON	N/A	N/A

**Trunkline Modernization I-94 Detroit - Total Length: 2.149**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Wayne	222848	N/A	I-94 W	from Cadillac Avenue to Barrett Avenue, City of Detroit	Road Rehabilitation	1.130	\$/CON	CON	N/A	N/A	N/A
Wayne	200216	N/A	I-94 E	at Conrail Railroad (X01 of 82025)	New Structure	N/A	N/A	\$	CON	CON	CON
Wayne	200216	11270	I-94 E	CR RR Over I-94	Bridge Removal	N/A	N/A	\$	CON	CON	CON
Wayne	200216	11271	I-94 E	CR RR SPUR BR(ABN) Over I-94	Bridge Removal	N/A	N/A	\$	CON	CON	CON
Wayne	200216	14358	I-94 E	CONRAIL RR Over I-94	New Structure on Existing Route	N/A	N/A	\$	CON	CON	CON
Wayne	200216	14359	I-94 E	CONRAIL RR Over I-94	New Structure on Existing Route	N/A	N/A	\$	CON	CON	CON
Wayne	200217	N/A	I-94	at Conrail Railroad (X02 of 82024)	Bridge Replacement	N/A	N/A	\$	CON	CON	N/A
Wayne	200217	11227	I-94	CONRAIL Over I-94	Bridge Replacement	N/A	N/A	\$	CON	CON	N/A
Wayne	202543	N/A	I-94 E	from Burns Avenue to Barrett Avenue, City of Detroit	Reconstruction	1.019	N/A	\$	CON	CON	CON
Wayne	210984	N/A	I-94 E	Conner Ave over I-94	Bridge Replacement	N/A	N/A	\$	CON	CON	CON
Wayne	210984	11248	I-94 E	SB CONNER AVE Over I-94	Bridge Replacement	N/A	N/A	\$	CON	CON	CON

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Wayne	210984	11249	I-94 E	NB CONNER AVE Over I-94	Bridge Replacement	N/A	N/A	\$	CON	CON	CON
Wayne	210985	N/A	I-94 E	Rohns Ave over I-94	Bridge Replacement	N/A	N/A	\$	CON	CON	CON
Wayne	210985	11206	I-94 E	ROHNS AVE WALKOVER Over I-94	Bridge Replacement	N/A	N/A	\$	CON	CON	CON
Wayne	210986	N/A	I-94 E	Barrett Street over I-94	Bridge Replacement	N/A	N/A	\$	CON	CON	CON
Wayne	210986	11250	I-94 E	BARRETT AVE Over I-94	Bridge Replacement	N/A	N/A	\$	CON	CON	CON
Wayne	210987	N/A	I-94 W	Lemay St over I-94	New Structure	N/A	N/A	\$	CON	CON	CON
Wayne	210987	14371	I-94 W	LEMAY ST Over I-94	New Structure on Existing Route	N/A	N/A	\$	CON	CON	CON
Wayne	210988	N/A	I-94 E	Malcolm Ave Walkover over I-94	Bridge Replacement	N/A	N/A	\$	CON	CON	CON
Wayne	210988	11230	I-94 E	MALCOLM AVE WALKOV Over I-94	Bridge Replacement	N/A	N/A	\$	CON	CON	CON
Wayne	210989	N/A	I-94 W	Conner Creek Greenway (Iron Belle Trail) over I-94	New Structure	N/A	N/A	\$	CON	CON	CON
Wayne	210989	14373	I-94 W	IRON BELLE TRAIL Over I-94	New Structure on New Route	N/A	N/A	\$	CON	CON	CON
Wayne	217121	N/A	I-94 W	Various locations adjacent to the I-94 Mega Project	Environmental	N/A	N/A	N/A	N/A	N/A	\$/CON

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## Region: North

### Bridge - Big Bridge Program

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Presque Isle	209348	8965	US-23	US-23 Over OCQUEOC RIVER	Substructure Replacement	N/A	N/A	\$/CON	N/A	N/A	N/A
Iosco	219358	4116	Old M 65	M-65 PED ONLY Over AU SABLE RIVER	Overlay - Epoxy	N/A	N/A	\$/CON	CON	N/A	N/A

### Bridge Replacement and Preservation

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Emmet	221521	2446	US-31	US-31, M-68 Over BEAR CREEK	Substructure Patching	N/A	\$/CON	N/A	N/A	N/A	N/A
Crawford	211042	2032	I-75	I-75 SB Over LAKE STATE RR	Deck Replacement	N/A	N/A	\$/CON	CON	N/A	N/A
Crawford	211042	2033	I-75	I-75 NB Over LAKE STATE RR	Deck Replacement	N/A	N/A	\$/CON	CON	N/A	N/A
Crawford	211042	2036	I-75	I-75 SB Over M-72	Bridge Replacement	N/A	N/A	\$/CON	CON	N/A	N/A
Crawford	211042	2037	I-75	I-75 NB Over M-72	Bridge Replacement	N/A	N/A	\$/CON	CON	N/A	N/A
Cheboygan	217117	1507	M-68	M-68 Over I-75 SB	Superstructure Repair - Steel	N/A	N/A	N/A	\$	CON	N/A
Cheboygan	217117	1508	M-68	M-68 Over I-75 NB	Superstructure Repair - Steel	N/A	N/A	N/A	\$	CON	N/A
Cheboygan	217117	1509	M-68	ONAWAY RD/ OLD M-68 Over I-75	Superstructure Repair - Steel	N/A	N/A	N/A	\$	CON	N/A
Presque Isle	214945	8952	M-68	M-68 Over RAINY RIVER	Bridge Replacement	N/A	N/A	N/A	N/A	N/A	\$

### Non-Freeway Resurfacing Program (NFRP) - Total Length: 22.510

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Manistee	208838	N/A	M-55	from Udell Hills Road to M-37	Road Capital Preventive Maintenance	11.656	\$/CON	N/A	N/A	N/A	N/A
Cheboygan	213441	N/A	M-68	from US-31 to King Road	Road Capital Preventive Maintenance	6.864	\$	CON	N/A	N/A	N/A
Charlevoix	217244	N/A	M-75	from US-131 to Air Industrial Park	Road Capital Preventive Maintenance	3.990	\$/CON	N/A	N/A	N/A	N/A

### Operations - Total Length: 0.405

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Grand Traverse	214656	N/A	US-31	at the southerly M-37 intersection.	Minor Widening	0.405	N/A	N/A	\$/CON	N/A	N/A

### Road - Rehabilitation and Reconstruction - Total Length: 27.307

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Otsego	215026	N/A	M-32	at the M-32 Interchange.	Major Widening	4.087	\$/CON	CON	CON	N/A	N/A
Otsego	215026	8677	M-32	I-75 SB Over M-32	Bridge Replacement	4.087	\$/CON	CON	CON	N/A	N/A
Otsego	215026	8678	M-32	I-75 NB Over M-32	Bridge Replacement	4.087	\$/CON	CON	CON	N/A	N/A
Iosco	210956	N/A	US-23	from the Tawas River Bridge to Tawas Beach Road.	Reconstruction	3.154	N/A	\$/CON	N/A	N/A	N/A
Manistee	211379	N/A	US-31	from Stronach Road to Mason Street and from Van Buren Street to M-55.	Reconstruction	4.702	N/A	\$/CON	CON	N/A	N/A
Oscoda	213198	N/A	M-72	from Fourteenth Street to M-33.	Reconstruction	1.532	N/A	N/A	\$/CON	N/A	N/A
Emmet	221469	N/A	US-31	from East Levering Road to the Carp Lake River bridge	Road Rehabilitation	3.787	N/A	N/A	N/A	N/A	\$/CON
Ogemaw	221471	N/A	M-33	from Grand Jean Road to Oyster Road	Road Rehabilitation	1.871	N/A	N/A	N/A	N/A	\$/CON

### Traffic And Safety - Safety Programs - Total Length: 0.240

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Grand Traverse	222643	N/A	M-37	at the M-113 Intersection	Traffic Safety	0.240	N/A	N/A	N/A	N/A	\$

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## Region: Southwest

### Bridge Replacement and Preservation - Total Length 0.540

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Calhoun	203293	1192	M-89 (Washington Avenue)	M-89 (WASHINGTON) Over GTW RR & KALAMAZOO RIVER	Overlay - Epoxy	N/A	\$/CON	N/A	N/A	N/A	N/A
Kalamazoo	211178	4601	M-96	M-96 (KING HWY) Over KALAMAZOO RIVER	Overlay - Deep	N/A	\$	CON	N/A	N/A	N/A
Berrien	211253	929	I-196	RIVERSIDE ROAD Over I-196	Bridge Barrier Railing Replace	N/A	\$	CON	N/A	N/A	N/A
Berrien	211253	930	I-196	CENTRAL AVENUE Over I-196	Bridge Barrier Railing Replace	N/A	\$	CON	N/A	N/A	N/A
Van Buren	211334	10703	I-94	58 TH STREET (CR 681) Over I-94	Overlay - Shallow	N/A	\$	CON	N/A	N/A	N/A
Berrien	211558	925	I-196	RED ARROW HIGHWAY Over I-196	Overlay - Deep	N/A	\$	CON	N/A	N/A	N/A
Van Buren	211566	10704	I-94	54 TH STREET (CR 215) Over I-94	Overlay - Shallow	N/A	\$	CON	N/A	N/A	N/A
Calhoun	213719	1191	M-89	M-89 (WASHINGTON) Over BATTLE CREEK RIVER	Superstructure Replacement	0.270	\$/CON	CON	N/A	N/A	N/A
Berrien	214931	832	I-94	I-94 EB Over M-139	Healer Sealer	N/A	\$/CON	CON	N/A	N/A	N/A
Berrien	214931	833	I-94	I-94 WB Over M-139	Healer Sealer	N/A	\$/CON	CON	N/A	N/A	N/A
Berrien	214931	834	I-94	NICKERSON AVE Over I-94	Healer Sealer	N/A	\$/CON	CON	N/A	N/A	N/A
Berrien	214931	849	I-94	FRIDAY ROAD Over I-94	Healer Sealer	N/A	\$/CON	CON	N/A	N/A	N/A
Calhoun	214947	1212	I-94BL	I-94 BL (E MICH) Over MDOT RR CORRIDOR	Overlay - Epoxy	N/A	\$/CON	N/A	N/A	N/A	N/A
Kalamazoo	214964	4552	US-131	CENTRE AVE (Q AVE) Over US-131	Healer Sealer	N/A	\$/CON	N/A	N/A	N/A	N/A
Kalamazoo	214964	4553	US-131	MILHAM RD (O AVE) Over US-131	Healer Sealer	N/A	\$/CON	N/A	N/A	N/A	N/A

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Kalamazoo	214964	4558	US-131	PARKVIEW (M AVE) Over US-131	Asphalt overlay w/ waterproofing membrane	N/A	\$/CON	N/A	N/A	N/A	N/A
Kalamazoo	214964	4559	US-131	I-94 BL (STADIUM) Over US-131	Healer Sealer	N/A	\$/CON	N/A	N/A	N/A	N/A
Kalamazoo	214964	4560	US-131	MICHIGAN AVE Over US-131	Healer Sealer	N/A	\$/CON	N/A	N/A	N/A	N/A
Kalamazoo	214964	4561	US-131	M-43 (MAIN STREET) Over US-131	Healer Sealer	N/A	\$/CON	N/A	N/A	N/A	N/A
Kalamazoo	214964	4562	US-131	H AVE Over US-131	Healer Sealer	N/A	\$/CON	N/A	N/A	N/A	N/A
Kalamazoo	214964	4565	US-131	US-131 SB Over D AVE	Healer Sealer	N/A	\$/CON	N/A	N/A	N/A	N/A
Kalamazoo	214964	4566	US-131	US-131 NB Over D AVE	Healer Sealer	N/A	\$/CON	N/A	N/A	N/A	N/A
Berrien	214992	12899	US-31	NAPIER AVE Over US-31	Healer Sealer	N/A	\$	CON	N/A	N/A	N/A
Berrien	215028	837	I-94	NAPIER ROAD Over I-94	Overlay - Epoxy	N/A	\$	CON	N/A	N/A	N/A
Kalamazoo	215034	4579	I-94	SPRINKLE ROAD Over I-94	Healer Sealer	N/A	\$/CON	N/A	N/A	N/A	N/A
Kalamazoo	215052	4567	US-131	B AVE Over US-131	Healer Sealer	N/A	\$/CON	N/A	N/A	N/A	N/A
Calhoun	217224	1316	M-294	M-294 (BEADLE LK) Over KALAMAZOO RIVER	Healer Sealer	N/A	\$/CON	N/A	N/A	N/A	N/A
Calhoun	211021	13362	M-311	M-311 (11 MILE ROAD) Over ALDER CREEK	Bridge Replacement	N/A	N/A	\$/CON	N/A	N/A	N/A
Kalamazoo	213236	4564	US-131	RAVINE ROAD Over US-131	Overlay - Deep	N/A	N/A	\$	CON	N/A	N/A
Calhoun	213631	1205	I-194 NB & SB	I-194 NB Over GOLDEN AVENUE	Overlay - Shallow	N/A	N/A	\$/CON	CON	N/A	N/A
Calhoun	213631	1206	I-194 NB & SB	I-194 SB Over GOLDEN AVENUE	Overlay - Shallow	N/A	N/A	\$/CON	CON	N/A	N/A
Calhoun	217672	1321	M-311	M-311 (11 MILE RD) Over NOTTAWA CREEK	Bridge Replacement	N/A	N/A	\$/CON	N/A	N/A	N/A

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County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
St. Joseph	200913	10274	M-60 and M-66	M-60 AND M-66 Over NOTTAWA CREEK	Overlay - Epoxy	N/A	N/A	N/A	\$/CON	CON	N/A
St. Joseph	211326	10270	M-60	M-60 & US-131 BR Over ROCKY RIVER	Overlay - Deep	N/A	N/A	N/A	\$/CON	CON	N/A
St. Joseph	211326	10271	M-60	M-60 & US-131 BR Over ROCKY RIVER RACE	Overlay - Shallow	N/A	N/A	N/A	\$/CON	CON	N/A
St. Joseph	211326	10272	M-60	M-60 Over PORTAGE RIVER	Bridge Replacement	N/A	N/A	N/A	\$/CON	CON	N/A
St. Joseph	211326	10281	M-60	M-86 (SOUTH MAIN STREET) Over ST JOSEPH RIVER	Healer Sealer	N/A	N/A	N/A	\$/CON	CON	N/A
Calhoun	217338	1211	M-89	M-89 Over WABASCON CREEK	Deck Replacement	N/A	N/A	N/A	\$/CON	N/A	N/A
Van Buren	221481	10697	I-94	I-94 EB Over PINE CREEK	Healer Sealer	N/A	N/A	N/A	N/A	N/A	\$/CON
Van Buren	221481	10698	I-94	I-94 WB Over PINE CREEK	Healer Sealer	N/A	N/A	N/A	N/A	N/A	\$/CON
Van Buren	221481	10701	I-94	64 TH ST (CR687) Over I-94	Healer Sealer	N/A	N/A	N/A	N/A	N/A	\$/CON
Van Buren	221481	10702	I-94	62 ND STREET Over I-94	Healer Sealer	N/A	N/A	N/A	N/A	N/A	\$/CON
Van Buren	221481	10705	I-94	52 ND ST (CR365) Over I-94	Healer Sealer	N/A	N/A	N/A	N/A	N/A	\$/CON
Van Buren	221481	10706	I-94	50 TH STREET Over I-94	Healer Sealer	N/A	N/A	N/A	N/A	N/A	\$/CON
Van Buren	221481	10707	I-94	46 TH STREET Over I-94	Healer Sealer	N/A	N/A	N/A	N/A	N/A	\$/CON
Van Buren	221481	10708	I-94	M-51 Over I-94	Healer Sealer	N/A	N/A	N/A	N/A	N/A	\$/CON
Van Buren	221481	10711	I-94	I-94 EB Over E BR OF PAW PAW RIVER	Healer Sealer	N/A	N/A	N/A	N/A	N/A	\$/CON
Van Buren	221481	10714	I-94	I-94 EB Over AMTRAK	Overlay - Epoxy	N/A	N/A	N/A	N/A	N/A	\$/CON
Van Buren	221481	10715	I-94	I-94 WB Over AMTRAK	Overlay - Epoxy	N/A	N/A	N/A	N/A	N/A	\$/CON
Van Buren	221481	10716	I-94	41 ST STREET Over I-94	Healer Sealer	N/A	N/A	N/A	N/A	N/A	\$/CON
Van Buren	221481	10717	I-94	PAW PAW ROAD Over I-94	Healer Sealer	N/A	N/A	N/A	N/A	N/A	\$/CON

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Van Buren	221481	10720	I-94	28 TH ST (CR657) Over I-94	Healer Sealer	N/A	N/A	N/A	N/A	N/A	\$/CON
Van Buren	221481	10721	I-94	24 TH STREET Over I-94	Healer Sealer	N/A	N/A	N/A	N/A	N/A	\$/CON

**Freeway Resurfacing Program - Total Length: 6.356**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Van Buren	219291	N/A	I-196 S	From Berrien County Line to closed Covert Rest Area	Road Capital Preventive Maintenance	6.356	\$/CON	N/A	N/A	N/A	N/A

**Marshall Modernization - Total Length: 15.240**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Calhoun	217737	N/A	M-96	East of Eden Street to 15 Mile Road South	Reconstruction	2.466	CON	CON	CON	N/A	N/A
Calhoun	218872	N/A	I-69	I-69 at M-96 Interchange, I-69 from M-96 to I-94	Reconstruction	2.848	CON	CON	CON	N/A	N/A
Calhoun	219004	N/A	M-96	Strongwood Ave to East of Eden St	Reconstruction	3.483	CON	CON	CON	N/A	N/A
Calhoun	219007	N/A	I-94	Kalamazoo River to I-69	Reconstruction	6.443	CON	CON	CON	CON	N/A

**Non-Freeway Resurfacing Program (NFRP) - Total Length: 11.193**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Cass	216909	N/A	US-12	from M-62 to Union	Road Capital Preventive Maintenance	11.193	\$/CON	N/A	N/A	N/A	N/A

**Operations - Total Length: 2.705**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Calhoun	222973	N/A	M-96	at M-294 (Beadle Lake Rd)	Reconstruction	0.062	N/A	N/A	\$/CON	CON	N/A
Cass	220408	N/A	US-12	US-12 at Gumwood Road	Traffic Safety	2.643	N/A	N/A	N/A	\$/CON	N/A

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## Road - Rehabilitation and Reconstruction - Total Length: 59.848

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Berrien	210875	N/A	M-139	from 0.44 miles south of I-94 to I-94 BL	Reconstruction	4.280	\$/CON	CON	N/A	N/A	N/A
Berrien	210875	14725	M-139	M-139 NB (MLK DR) Over HANCOCK & EASTMAN DR	Culvert Replacement	4.280	\$/CON	CON	N/A	N/A	N/A
Berrien	210875	14726	M-139	M-139 SB(FAIR AVE) Over HANCOCK & EASTMAN DR	Culvert Replacement	4.280	\$/CON	CON	N/A	N/A	N/A
Berrien	213168	N/A	M-63	from Central Avenue to the Blossomland and Bicentennial Bridges	Reconstruction	1.287	N/A	\$/CON	CON	CON	N/A
St. Joseph	211043	N/A	M-60	M-60, M-86, US-131BR in the City of Three Rivers	Reconstruction	3.862	N/A	N/A	\$/CON	CON	CON
St. Joseph	214876	N/A	M-66	From US-12 to Lafayette Street	Reconstruction	0.777	N/A	N/A	N/A	\$/CON	N/A
Van Buren	204883	N/A	I-94	from east of M-51 to east of M-40	Road Rehabilitation	6.847	N/A	N/A	N/A	N/A	\$/CON
Van Buren	204883	10709	I-94	I-94 EB Over S BR PAW PAW RIVER	Overlay - Epoxy	6.847	N/A	N/A	N/A	N/A	\$/CON
Van Buren	204883	10710	I-94	I-94 WB Over S BR PAW PAW RIVER	Overlay - Epoxy	6.847	N/A	N/A	N/A	N/A	\$/CON
Van Buren	204883	10713	I-94	I-94 Over THREE MILE LAKE DRAIN	Minor Concrete Patching	6.847	N/A	N/A	N/A	N/A	\$/CON
Van Buren	204883	10718	I-94	M-40 Over I-94	Bridge Replacement	6.847	N/A	N/A	N/A	N/A	\$/CON
Van Buren	204883	10731	I-94	M-40 Over E BR PAW PAW RIVER	Superstructure Replacement	6.847	N/A	N/A	N/A	N/A	\$/CON

## Traffic And Safety - Safety Programs - Total Length: 0.003

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Cass	222448	N/A	US-12	At Baldwin Prairie Road	Traffic Safety	0.003	N/A	N/A	N/A	N/A	\$/CON

## Region: Superior

### Bridge - Big Bridge Program

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Houghton	212997	3380	US-41	US-41&M-26,RR(ABN) Over PORTAGE LAKE & EB M-26	Deck Replacement	N/A	\$	CON	CON	N/A	N/A
Chippewa	214198	1570	I-75 BS	I-75 BS (ASHMUN) Over POWER CANAL	Overlay - Epoxy	N/A	N/A	\$/CON	CON	N/A	N/A
Chippewa	214198	1571	I-75 BS	I-75 BS (PORTAGE) Over POWER CANAL	Overlay - Epoxy	N/A	N/A	\$/CON	CON	N/A	N/A
Baraga	219333	482	US-41	US-41 Over STURGEON RIVER	Overlay - Epoxy	N/A	N/A	\$/CON	CON	N/A	N/A
Baraga	219333	8491	US-41	M-28 Over M BR ONTONAGON RIVER	Overlay - Epoxy	N/A	N/A	\$/CON	CON	N/A	N/A

### Bridge Replacement and Preservation

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Chippewa	220528	1609	M-129	M-129 Over FLETCHER CREEK	Bridge Replacement	N/A	\$/CON	N/A	N/A	N/A	N/A
Marquette	201715	13666	US-41	OLD M-28 Over CARP RIVER	Bridge Removal	N/A	N/A	\$/CON	N/A	N/A	N/A
Gogebic	211547	2945	US-2	US-2 Over POWDER MILL CREEK	Deck Replacement	N/A	N/A	N/A	\$	CON	N/A
Marquette	217042	13417	M-553	M-553 Over HALFWAY CREEK	Culvert Replacement	N/A	N/A	N/A	\$	CON	N/A
Mackinac	219779	5930	US-2	US-2 Over BLACK RIVER	Superstructure Replacement	N/A	N/A	N/A	N/A	\$	CON
Keweenaw	213374	5263	M-26	M-26 Over ELIZA CREEK	Culvert Replacement	N/A	N/A	N/A	N/A	N/A	\$/CON

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CON = Construction

\$ = Obligation Year

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### Non-Freeway Resurfacing Program (NFRP) - Total Length: 39.735

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Schoolcraft	219521	N/A	M-94	from Dodge Lake Road to Alger County line	Road Capital Preventive Maintenance	22.210	\$	CON	N/A	N/A	N/A
Ontonagon	219538	N/A	M-64	from Bergland to Silver City	Road Capital Preventive Maintenance	17.525	\$	CON	N/A	N/A	N/A

### Operations - Total Length: 0.960

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Delta	214595	N/A	US-2	at North 30th Street in Escanaba.	Traffic Safety	0.130	N/A	N/A	\$	CON	N/A
Delta	219198	N/A	US-2 E	at M-35 in the city of Gladstone.	Traffic Safety	0.830	N/A	N/A	N/A	\$	CON

### Road - Rehabilitation and Reconstruction - Total Length: 56.804

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Iron	203897	N/A	US-2	from the state line northerly to County Airport Road	Reconstruction	3.765	\$/CON	N/A	N/A	N/A	N/A
Alger	208891	N/A	US-41	from the Delta/ Alger county line to the Alger/ Marquette county line	Road Rehabilitation	11.031	\$	CON	N/A	N/A	N/A
Mackinac	211047	N/A	M-134	from southbound I-75 ramps to east of northbound I-75 ramps	Road Rehabilitation	0.408	\$	CON	N/A	N/A	N/A
Delta	214958	N/A	US-2	from North 30th Street to 9th Avenue in the city of Escanaba	Reconstruction	1.325	\$	CON	CON	N/A	N/A
Gogebic	201228	N/A	US-2	from Eddy Street to Pierce Street in the city of Wakefield	Reconstruction	1.073	N/A	\$	CON	N/A	N/A

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Marquette	217409	N/A	M-95	from County Road FH to County Road 601	Road Rehabilitation	0.579	N/A	\$	CON	N/A	N/A
Delta	219531	N/A	US-2	from 9th Avenue northerly to Danforth Road in Escanaba.	Reconstruction	0.925	N/A	\$	CON	N/A	N/A
Delta	219531	2086	US-2	C&NW RR Over US-2	Bridge Replacement	0.925	N/A	\$	CON	N/A	N/A
Gogebic	208803	N/A	US-45	from the state line northerly to US-2	Road Rehabilitation	7.423	N/A	N/A	\$	CON	N/A
Marquette	215469	N/A	M-35	from Marshall Drive to Smith Street	Road Rehabilitation	1.291	N/A	N/A	\$	CON	N/A
Mackinac	217178	N/A	US-2	from Worth Road to Wildwood Road	Road Rehabilitation	4.443	N/A	N/A	\$	CON	N/A
Iron	219523	N/A	US-2	from north of County Road 424 southerly to County Airport Road.	Reconstruction	3.627	N/A	N/A	\$	CON	N/A
Delta	211067	N/A	M-35	from US-2 to 13th Street in the city of Gladstone	Reconstruction	0.157	N/A	N/A	N/A	\$	CON
Alger	211012	N/A	M-28	from the Marquette/ Alger county line to Shelter Bay Road	Road Rehabilitation	8.177	N/A	N/A	N/A	N/A	\$
Gogebic	213446	N/A	US-2	from Old US-2 west of Watersmeet easterly to the Gogebic/Iron county line.	Road Rehabilitation	11.655	N/A	N/A	N/A	N/A	\$

**Traffic And Safety - Safety Programs - Total Length: 0.260**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Alger	214028	N/A	M-28	at Autrain Forest Lake Road intersection	Traffic Safety	0.260	N/A	\$/CON	N/A	N/A	N/A

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## Region: University

### Bridge - Big Bridge Program

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Monroe	221124	7173	I-75 N	I-75 Over CONRAIL, RAISIN R, FRONT	Bridge Replacement	N/A	N/A	N/A	\$/CON	CON	CON

### Bridge Replacement and Preservation

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Hillsdale	211678	3258	M-49	M-49 Over ST JOSEPH RIVER	Superstructure Replacement	N/A	\$/CON	N/A	N/A	N/A	N/A
Monroe	221353	7097	US-23 N	US-23 Over LOCKWOOD CREEK	Substructure Patching	N/A	\$/CON	CON	CON	N/A	N/A
Monroe	221353	7098	US-23 N	US-23 Over HOEGLE DRAIN	Culvert Replacement	N/A	\$/CON	CON	CON	N/A	N/A
Monroe	221353	7106	US-23 N	RAUCH RD Over US-23	Overlay - Epoxy	N/A	\$/CON	CON	CON	N/A	N/A
Monroe	221353	7107	US-23 N	SUMMERFIELD RD Over US-23	Overlay - Epoxy	N/A	\$/CON	CON	CON	N/A	N/A
Monroe	221353	7108	US-23 N	IDA CENTER RD Over US-23	Overlay - Epoxy	N/A	\$/CON	CON	CON	N/A	N/A
Jackson	221989	13948	I-94 E	I-94 EB Over JAIL RR & GRAND RIVER	Overlay - Epoxy	N/A	\$/CON	N/A	N/A	N/A	N/A
Jackson	221989	13949	I-94 E	I-94 WB Over JAIL RR & GRAND RIVER	Overlay - Epoxy	N/A	\$/CON	N/A	N/A	N/A	N/A
Jackson	221989	14499	I-94 E	I-94 EB Over US-127	Overlay - Epoxy	N/A	\$/CON	N/A	N/A	N/A	N/A
Jackson	221989	14500	I-94 E	I-94 WB Over US-127	Overlay - Epoxy	N/A	\$/CON	N/A	N/A	N/A	N/A
Washtenaw	129977	10838	US-23	US-23 NB Over I-94	Overlay - Epoxy	N/A	N/A	\$/CON	CON	CON	N/A
Washtenaw	129977	10839	US-23	US-23 SB Over I-94	Overlay - Epoxy	N/A	N/A	\$/CON	CON	CON	N/A
Washtenaw	129977	10863	US-23	US-23 NB Over CONRAIL & HURON RIVER	Bridge Replacement	N/A	N/A	\$/CON	CON	CON	N/A
Washtenaw	129977	10864	US-23	US-23 SB Over CONRAIL & HURON RIVER	Bridge Replacement	N/A	N/A	\$/CON	CON	CON	N/A
Washtenaw	129977	10865	US-23	US-23NB, I-94BL Over PACKARD RD	Bridge Replacement	N/A	N/A	\$/CON	CON	CON	N/A

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Washtenaw	129977	10866	US-23	US-23SB, I-94BL Over PACKARD RD	Bridge Replacement	N/A	N/A	\$/CON	CON	CON	N/A
Washtenaw	129977	10867	US-23	US-23 NB Over US-23 BR	Bridge Replacement	N/A	N/A	\$/CON	CON	CON	N/A
Washtenaw	129977	10868	US-23	US-23 SB Over US-23 BR	Bridge Replacement	N/A	N/A	\$/CON	CON	CON	N/A
Washtenaw	129977	10869	US-23	US-23 NB Over HURON RIVER DRIVE	Bridge Replacement	N/A	N/A	\$/CON	CON	CON	N/A
Washtenaw	129977	10870	US-23	US-23 SB Over HURON RIVER DRIVE	Bridge Replacement	N/A	N/A	\$/CON	CON	CON	N/A
Washtenaw	129977	10871	US-23	GEDDES RD Over US-23	Overlay - Deep	N/A	N/A	\$/CON	CON	CON	N/A
Washtenaw	129977	10872	US-23	EARHART RD Over US-23	Bridge Replacement	N/A	N/A	\$/CON	CON	CON	N/A
Washtenaw	129977	10874	US-23	ELLSWORTH RD Over US-23	Overlay - Epoxy	N/A	N/A	\$/CON	CON	CON	N/A
Ingham	208841	1892	US-127	US-127 SB Over COLEMAN RD	Overlay - Epoxy	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	1893	US-127	US-127 NB Over COLEMAN RD	Overlay - Epoxy	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3842	US-127	US-127 NB Over RED CEDAR RIVER & RAMP V	Bridge Replacement	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3843	US-127	US-127 SB Over RED CEDAR RIVER & RAMP V	Bridge Replacement	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3844	US-127	US-127 SB RAMP Over RAMP TO I-496 WB	Deck Replacement	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3845	US-127	RAMP FROM I-496 EB Over US-127 NB RAMP	Deck Replacement	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3846	US-127	US-127 SB Over KALAMAZOO STREET	Bridge Barrier Railing Replace	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3847	US-127	US-127 SB Over M-143	Overlay - Epoxy	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3848	US-127	US-127 SB Over VINE STREET	Bridge Barrier Railing Replace	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3849	US-127	US-127 SB Over SELLERS STREET	Bridge Barrier Railing Replace	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3850	US-127	M-43 EB Over US-127	Bridge Barrier Railing Replace	N/A	N/A	\$	CON	CON	N/A

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County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Ingham	208841	3851	US-127	M-43 WB Over US-127	Deck Replacement	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3852	US-127	US-127 NB Over KALAMAZOO STREET	Bridge Barrier Railing Replace	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3853	US-127	US-127 NB Over M-143	Overlay - Epoxy	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3854	US-127	US-127 NB Over VINE STREET	Bridge Barrier Railing Replace	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3855	US-127	US-127 NB Over SELLERS STREET	Bridge Barrier Railing Replace	N/A	N/A	\$	CON	CON	N/A
Ingham	208841	3856	US-127	LAKE LANSING ROAD Over US-127	Overlay - Epoxy	N/A	N/A	\$	CON	CON	N/A
Lenawee	217553	5512	US-223	US-223 Over WOLF CREEK	Overlay - Epoxy	N/A	N/A	\$/CON	N/A	N/A	N/A
Lenawee	217553	5513	US-223	US-223 Over WOLF CREEK	Asphalt overlay w/ waterproofing membrane	N/A	N/A	\$/CON	N/A	N/A	N/A
Lenawee	217553	5521	US-223	US-223 Over MDOT RR COR & M-34	Overlay - Epoxy	N/A	N/A	\$/CON	N/A	N/A	N/A
Washtenaw	202036	10934	I-94 E	I-94 EB Over CONRAIL	Overlay - Epoxy	N/A	N/A	N/A	N/A	\$/CON	CON
Washtenaw	202036	10935	I-94 E	NOTTEN RD Over I-94	Overlay - Epoxy	N/A	N/A	N/A	N/A	\$/CON	CON
Washtenaw	202036	10936	I-94 E	KALMBACH RD Over I-94	Deck Replacement	N/A	N/A	N/A	N/A	\$/CON	CON
Washtenaw	202036	10937	I-94 E	I-94 EB Over PIERCE RD	Overlay - Epoxy	N/A	N/A	N/A	N/A	\$/CON	CON
Washtenaw	202036	10938	I-94 E	I-94 WB Over PIERCE RD	Overlay - Epoxy	N/A	N/A	N/A	N/A	\$/CON	CON
Washtenaw	202036	10939	I-94 E	M-52 Over I-94	Deck Replacement	N/A	N/A	N/A	N/A	\$/CON	CON
Washtenaw	202036	10940	I-94 E	FREER RD Over I-94	Overlay - Epoxy	N/A	N/A	N/A	N/A	\$/CON	CON
Washtenaw	217633	10831	I-94 E	I-94 Over I-94 BL	Superstructure Repair - Steel	N/A	N/A	N/A	N/A	\$/CON	N/A
Washtenaw	217633	10949	I-94 E	JACKSON AV WB,94BR Over I-94 RAMP	Overlay - Epoxy	N/A	N/A	N/A	N/A	\$/CON	N/A
Lenawee	219119	5518	US-223	US-223 Over RAISIN RIVER	Overlay - Epoxy	N/A	N/A	N/A	N/A	\$/CON	N/A
Monroe	205628	7203	I-75	READY ROAD Over I-75	Bridge Replacement	N/A	N/A	N/A	N/A	N/A	\$/CON
Ingham	221997	14587	I-96	I-96 EB Over FROST DRAIN	Miscellaneous Rehabilitation	N/A	N/A	N/A	N/A	N/A	\$/CON

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Ingham	221997	14588	I-96	I-96 WB Over FROST DRAIN	Miscellaneous Rehabilitation	N/A	N/A	N/A	N/A	N/A	\$/CON

**Freeway Resurfacing Program - Total Length: 2.864**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Clinton	219768	N/A	I-69 E	I-69 from I-69BL (Saginaw St) to Shiawassee County Line	Road Rehabilitation	2.864	\$/CON	N/A	N/A	N/A	N/A

**Non-Freeway Resurfacing Program (NFRP) - Total Length: 5.990**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Washtenaw	204075	N/A	M-153	from M-14 to Frains Lake Road	Road Capital Preventive Maintenance	1.553	\$/CON	N/A	N/A	N/A	N/A
Monroe	219757	N/A	US-24	South of 7th Street to Stewart Road	Road Capital Preventive Maintenance	2.316	\$/CON	N/A	N/A	N/A	N/A
Ingham	219773	N/A	M-43/ Saginaw St	EB M-43/I-69BL (Saginaw St) from Stanley St to Pennsylvania Ave	Road Capital Preventive Maintenance	2.121	\$	CON	N/A	N/A	N/A

**Operations - Total Length: 10.454**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Livingston	210655	N/A	M-59	M-59 at Latson Road	Minor Widening	0.450	N/A	\$/CON	CON	N/A	N/A
Livingston	211937	N/A	Kensington/ I-96 W Ramp	Kensington Rd from Larkins Rd to Grand River Ave	Minor Widening	0.890	N/A	N/A	\$/CON	CON	N/A
Eaton	211941	N/A	M-43	Broadbent to I-96	Traffic Safety	1.174	N/A	N/A	\$/CON	CON	N/A
Livingston	214555	N/A	Highland/ I-96 E Ramp	I-96 at M-59	Traffic Safety	0.802	N/A	N/A	\$/CON	CON	N/A
Washtenaw	214522	N/A	M-153	M-153 at Plymouth Rd	Minor Widening	0.452	N/A	N/A	N/A	\$/CON	N/A
Washtenaw	210997	N/A	I-94	I-94 from Ann Arbor/Saline Road to US-23; US-23/I-94 interchange	Minor Widening	3.343	N/A	N/A	N/A	N/A	\$/CON

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County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Washtenaw	210997	10836	I-94	STONE SCHOOL RD Over I-94	Bridge Replacement	3.343	N/A	N/A	N/A	N/A	\$/CON

**Road - Rehabilitation and Reconstruction - Total Length: 84.251**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Jackson	211147	N/A	M-99	South Street north and east to Gibbs Road	Road Rehabilitation	1.451	\$/CON	N/A	N/A	N/A	N/A
Hillsdale	211153	N/A	M-49	Southern Village Limits of Camden to bridge over St Joe River	Reconstruction	0.960	\$/CON	CON	N/A	N/A	N/A
Eaton	211163	N/A	M-78	550' south of Sharkey Street to the Battle Creek River	Road Rehabilitation	1.217	\$/CON	CON	N/A	N/A	N/A
Monroe	213488	N/A	US-23	School Road to Ida Center Road	Reconstruction	4.020	\$/CON	CON	CON	N/A	N/A
Ingham	221111	N/A	US-127 N	US-127 from Lake Lansing to Clark Rd	Road Rehabilitation	4.085	\$/CON	N/A	N/A	N/A	N/A
Ingham	221111	1892	US-127 N	US-127 SB Over COLEMAN RD	Overlay - Epoxy	4.085	\$/CON	N/A	N/A	N/A	N/A
Ingham	221111	1893	US-127 N	US-127 NB Over COLEMAN RD	Overlay - Epoxy	4.085	\$/CON	N/A	N/A	N/A	N/A
Ingham	221111	3856	US-127 N	LAKE LANSING ROAD Over US-127	Overlay - Epoxy	4.085	\$/CON	N/A	N/A	N/A	N/A
Ingham	132605	N/A	US-127 N	I-496 to Lake Lansing Rd	Road Rehabilitation	2.278	N/A	\$/CON	CON	N/A	N/A
Washtenaw	211155	N/A	US-23 N	M-14 to I-94	Reconstruction	7.316	N/A	\$/CON	CON	CON	N/A
Washtenaw	211155	10862	US-23 N	US-23 Over OAK PK & WAST HTS CO DR	Culvert Replacement	7.316	N/A	\$/CON	CON	CON	N/A
Jackson	213442	N/A	I-94BL	Dwight Street to Bender Street	Reconstruction	1.258	N/A	N/A	\$/CON	N/A	N/A
Monroe	217456	N/A	I-75	LaPlaisance Road to N Dixie Highway	Reconstruction	3.423	N/A	N/A	\$/CON	CON	CON
Monroe	217456	7166	I-75	I-75 NB Over PLUM CREEK	Bridge Replacement	3.423	N/A	N/A	\$/CON	CON	CON
Monroe	217456	7167	I-75	I-75 SB Over PLUM CREEK	Bridge Replacement	3.423	N/A	N/A	\$/CON	CON	CON
Monroe	217456	7168	I-75	I-75 Over PAPER CO WATER MAINS	Bridge Replacement	3.423	N/A	N/A	\$/CON	CON	CON

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Monroe	217456	7172	I-75	I-75 Over CN, GTW & NS RR'S	Bridge Replacement	3.423	N/A	N/A	\$/CON	CON	CON
Monroe	217456	7174	I-75	I-75 Over NORFOLK SOUTHERN RR	Bridge Replacement	3.423	N/A	N/A	\$/CON	CON	CON
Monroe	217456	13897	I-75	I-75 Over MASON DRAIN	Culvert Replacement	3.423	N/A	N/A	\$/CON	CON	CON
Monroe	217456	13898	I-75	I-75 Over UNNAMED DRAIN	Culvert Replacement	3.423	N/A	N/A	\$/CON	CON	CON
Lenawee	208282	N/A	US-223	Ogden Highway to High Street in Blissfield, Lenawee County	Road Rehabilitation	6.669	N/A	N/A	N/A	\$/CON	N/A
Clinton	211164	N/A	M-21	Morton Street to Scott Road	Reconstruction	1.411	N/A	N/A	N/A	\$/CON	N/A
Eaton	208754	N/A	I-69	Island Highway to Vermontville Highway	Reconstruction	6.631	N/A	N/A	N/A	N/A	\$/CON

**Traffic And Safety - Safety Programs - Total Length: 0.517**

County	Job Number	Structure Number	Major Route	Location	Type of Work	Length	2026	2027	2028	2029	2030
Jackson	214083	N/A	M-60	at Cross Road	Traffic Safety	0.150	\$	CON	N/A	N/A	N/A
Hillsdale	211777	N/A	US-127	at Harper Road/ Lewis Road	Traffic Safety	0.307	N/A	\$/CON	N/A	N/A	N/A
Lenawee	218702	N/A	M-50	at Matthews Highway in Lenawee County	Traffic Safety	0.060	N/A	N/A	\$/CON	N/A	N/A

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# Acronyms

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5YTP	Five-Year Transportation Program	MM2045	Michigan Mobility 2045
AIP	Airport Improvement Program	MTPP	Michigan Transportation Program Portal
APT	Airport Parking Tax	NBI	National Bridge Inventory
ASP	Air Service Program	RBMP	Rebuilding Michigan Program
BWB	Blue Water Bridge	RSL	Remaining Service Life
CPM	Capital Preventive Maintenance	SAF	State Aeronautics Fund
CTF	Comprehensive Transportation Fund	SHSP	Strategic Highway Safety Plan
EBA	Economic Benefits Analysis	SLRTP	State Long-Range Transportation Plan
FAA	Federal Aviation Administration	SOGR	State of Good Repair
FAST	Fixing America's Surface Transportation Act	STC	State Transportation Commission
FY	Fiscal Year	STF	State Trunkline Fund
GF	General Fund	STIP	State Transportation Improvement Program
GRP	Gross Regional Product	TAM	Transit Asset Management
IIJA	Infrastructure Investment and Jobs Act	TREDIS	Transportation Economic Development Impact System
KPI	Key Performance Indicator	TZD	Toward Zero Deaths
LBO	Local Bus Operating	VRU	Vulnerable Road Users
MDOT	Michigan Department of Transportation		
MASP	Michigan Aviation System Plan		



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