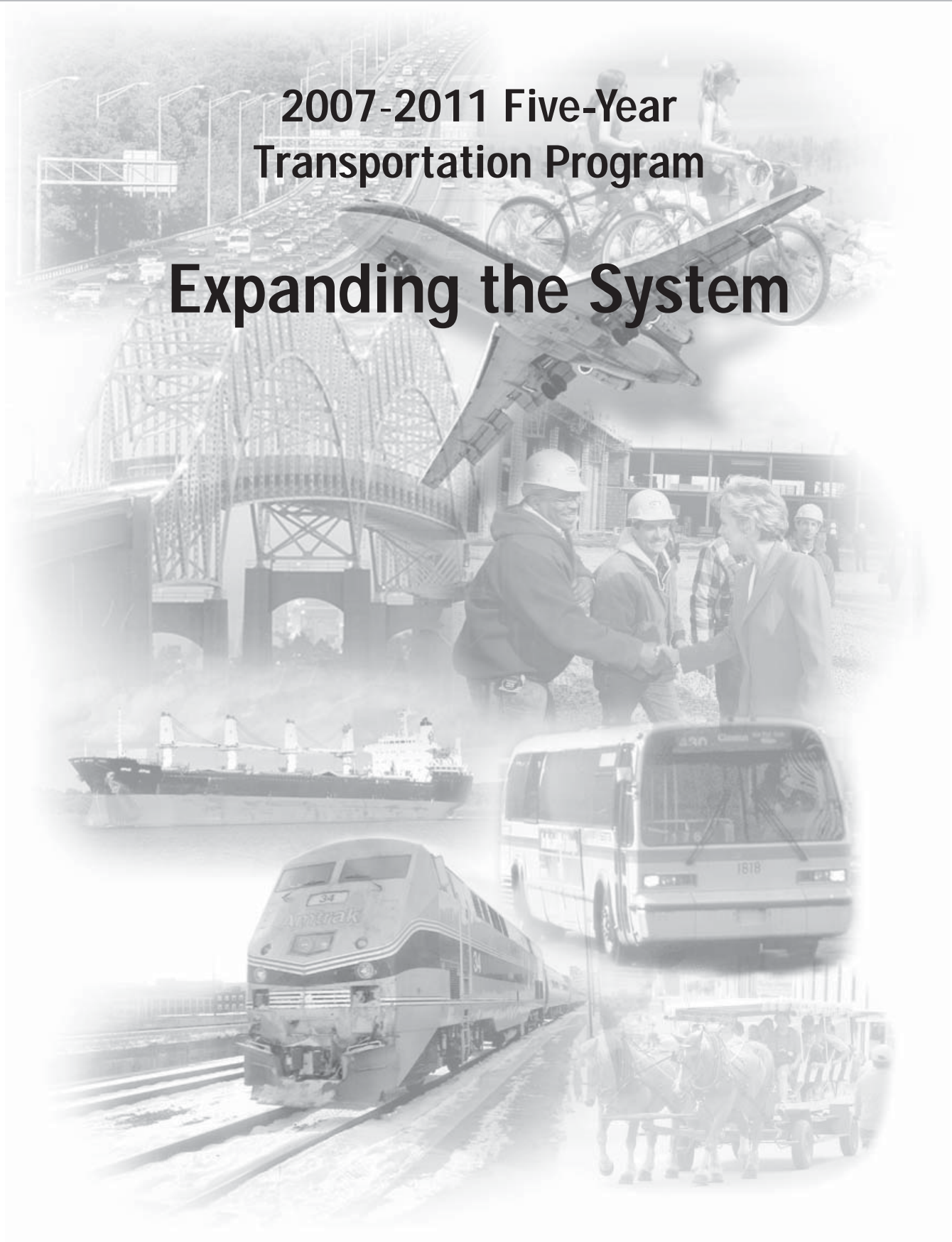


2007-2011 Five-Year Transportation Program

Expanding the System



Highway Capacity Improvements and New Roads

2007-2011

Five-Year Transportation Program

DRAFT

The following section identifies the highway capacity improvement and new roads projects that have been part of MDOT's regular program, received funding from the Jobs Today Initiative or received an earmark from the SAFETEA-LU transportation reauthorization bill. All projects listed have been developed in accordance with the department's five-year transportation program development process and are listed by region.

This 2007-2011 transportation program will provide Michigan travelers with an average of approximately 265 miles of improved roads in each of the next five years. Program investments for the highway program total \$6.63 billion. This total reflects investments for the major program categories of preservation, capacity improvement and new roads, and routine maintenance. The first two years of investments are higher than the remaining years as a result of the funding enhancement supported by the Preserve First and Jobs Today initiatives. The program size declines after FY 2007 because Preserve First ends after 2007. The program size declines further after FY 2008 due to the Jobs Today initiative sun-setting after 2008.

For those projects that received a SAFETEA-LU earmark and are new to MDOT's program, the department will work with transportation stakeholders to develop strategies to implement these earmarks consistent with the description contained within the bill.

Superior Region

The Superior Region continues to experience growth in its successful year-round tourism industry and the relocation of Midwestern retirees heading to the Upper Peninsula. The very successful passing relief lane program will be continued through the year 2008 to further increase passing opportunities associated with trucks and recreational vehicles. The region is planning to construct an additional 8.5 miles of passing relief lanes on US-2 and US-41 in 2007-2008.

Major Roadway Improvements

M-64 Bridge over the Ontonagon River

A fixed-bridge on a new alignment has been constructed to replace the existing swing-bridge. 2006 activities included completion of the bridge and road, removal of the old swing-bridge, and upgrading the "old M-64 and M 38" prior to transferring it to the village of Ontonagon.

Context Sensitive Design elements for this project included textured simulated stone (stamped concrete), installation of historic lighting, a multi use pathway, a car pool lot, and numerous tree plantings. The new bridge was opened in the fall of 2006.

North Region

The North Region continues to provide quality transportation services for Michigan's highly successful year-round tourism industry. Preservation of the existing system remains a high priority. The effective passing relief lane program will be continued with about 9 miles of new passing relief lanes planned for 2007 and 2008.

MDOT continues a strategy to address operational issues and remove congestion points, wherever possible, to ensure the smooth flow of traffic and improve safety. The department also continues to address recreational needs and daily congestion issues in specific locations such as Alpena, Cadillac, Gaylord, Grayling, Petoskey and Traverse City.

Major Roadway Improvements

M-72 at US-31, Grand Traverse County

2005 SAFETEA-LU transportation reauthorization bill funds are being used to make improvements to the intersection of M-72 and US-31 in Acme, north of Traverse City. A second left-turn lane will be added on M-72 and a dedicated right-turn lane will be added to NB US-31. Signal upgrades will be made as well. Construction will be completed by late June 2007.

M-55 passing relief lanes between M-37 and M-115, Wexford County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. The earmark for this project will be used to design and construct a 2.9-mile passing relief project along M-55 in Wexford County. Construction is anticipated to begin in 2007.

US-131 Manistee River bridge widening, Wexford County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. The earmark for this project will be used to complete environmental clearance and design activities associated with replacing and widening the US-131 Bridge over the Manistee River to match the cross-sections north and south of the existing bridge. These activities will begin in 2008.

US-31 from Manistee Bascule Bridge to Lincoln Street, Manistee

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. The earmark for this project will be used to implement operational improvements identified as part of a recently completed access management study along US-31. Construction will take place in 2009.

Petoskey Transportation Needs Study, Emmet County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. This earmark was a re-designation of a TEA-21 High Priority earmark. A portion of this earmark will initially be used by the Northwest Michigan Council of Government to conduct a transportation needs study of the Petoskey area beginning in late 2006.

Grayling Transportation Needs Study, Crawford County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. This earmark was a re-designation of a TEA-21 High Priority earmark. This earmark initially will be used by the Northeast Michigan Council of Governments to complete a transportation needs study in Grayling beginning in late 2006.

2007-2011 ROAD & BRIDGE PROGRAM

NORTH		Capacity Improvement								
COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
CRAWFORD	AREAWIDE		GRAYLING AREA	PLANNING & RESEARCH		EPE				
					0.000					

Grand Region

The Grand Region continues to experience significant growth and economic expansion that has resulted in increased traffic growth across the region. Through the implementation of the following capacity increase projects, the department will continue to address capacity increase and operational issues in order to remove congestion points as well as provide improved access to support the economic growth occurring across the region. Many of the following projects are part of Governor Granholm's *Jobs Today* program.

Major Road Improvements

I-196/Chicago Drive (Baldwin St.) Interchange modification, Kent and Ottawa Counties

The environmental clearance process for this interchange received federal approval March 2006. The I-196/Chicago Drive interchange modification project will utilize both Jobs Today funding as well as multiple SAFETEA-LU earmarks to construct this project in Georgetown Township and the City of Grandville. Jobs Today funds, earmarked funds, and a local agency contribution will be used to complete right-of-way acquisition and construction activities. The project is currently in the design and property acquisition phase. Construction is anticipated to begin in 2007.

US-131 BR/Michigan Street Improvements, Grand Rapids

Funding from the Jobs Today program and the Transportation Economic Development Fund will be used to construct operational improvements on US-131 BR (Division Avenue), near Michigan Street, and to lengthen and widen the Michigan Street Bridge over US-131 BR in downtown Grand Rapids. These improvements will support over 2000 new medical service jobs associated with the Life Science Corridor currently under construction in downtown Grand Rapids. Environmental clearance and design activities are ongoing with funding provided from the developer and the City of Grand Rapids. Construction will begin in early 2007, with completion expected in late 2007.

US-31, Holland to Grand Haven, Ottawa County

The 2005 SAFETEA-LU transportation reauthorization bill provided some funding for this project. Based on meetings with various local officials, the priorities identified within this project area included a new route and Grand River crossing near 120th Avenue between M-45 and I-96, and some limited improvements to existing US-31 in the Holland and Grand Haven areas. The environmental clearance should be complete in 2007, at which time the design and right of way acquisition process will begin. The construction phase for the priority segments identified has been added to the Holland and Muskegon Metropolitan Planning Organization Long Range Plans.

Design and right of way acquisition will take approximately Five-Years to complete. After completion of these activities, MDOT will be in a position to begin construction, pending funding availability.

I-196 / I-96 Corridor Improvements, Grand Rapids, Kent County

Environmental clearance activities for the I-196/I-96 corridor, including I-196 from US-131 to I-96, I-96 from Leonard Street to Cascade Road, and M-37/M-44 (East Beltline) from M-21 to Knapp Street, in the City of Grand Rapids and Grand Rapids Township, have been completed. The Federal Highway Administration issued a Finding of No Significant Impact in December 2005. Weave/merge lanes will be added between interchanges as part of the major rehabilitation project along I-196 between the Grand River and Fuller Avenue, planned for 2010, as well as several bridge widening projects to accommodate future improvements. The I-196 corridor also provides access to the developing Life Science Corridor in downtown Grand Rapids.

US-131/44th Street Interchange Improvement, Wyoming

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. MDOT and the City of Wyoming have been working together for several years to develop improvement plans and funding strategies for this interchange. MDOT will use a portion of this SAFETEA-LU earmark to rehabilitate and improve the 44th Street interchange bridge over US-131. The remainder of the earmark will be used by the City of Wyoming to assist in the funding of their portion of the interchange improvements. The design phase has started and construction is planned to begin by 2009, pending funding availability for the remainder of the project.

US-31/M-46 Transportation System Alternatives Study, Muskegon County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project that will study and identify traffic operational improvements on state and local roads in the US-31/M-46 (Apple Avenue) area. MDOT will coordinate with transportation stakeholders in Muskegon to develop an appropriate strategy to spend this earmark consistent with the language contained within SAFETEA-LU. An additional study of state and local transportation needs in the area is currently underway through the Muskegon MPO.

I-96/US-31 – Sternberg area Interchange Study, Muskegon County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project that will enhance traffic operations and access in the I-96/US-31/Sternberg Road area. MDOT has begun discussions with our transportation partners and stakeholders in the study area to develop feasible alternatives to address the transportation needs identified, and develop an appropriate strategy to spend this earmark consistent with the language contained within SAFETEA-LU.

2007-2011 ROAD & BRIDGE PROGRAM

GRAND Capacity Improvement

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
OTTAWA	BALDWIN STREET		MAIN ST EAST TO KENT/OTTAWA COUNTY LINE	INTERCHANGE REDESIGN & UPGRADING	0.001	CON	CON			
OTTAWA	BALDWIN STREET		MAIN ST EAST TO KENT/OTTAWA COUNTY LINE	INTERCHANGE REDESIGN & UPGRADING		ROW				
KENT	BALDWIN STREET		KENT/OTTAWA COUNTY LINE EAST TO I-196	INTERCHANGE REDESIGN & UPGRADING	0.122	CON	CON			
KENT	I-196 (Gerald R Ford Freeway)	JT	AT CHICAGO DRIVE INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING	2.868		CON	CON		
KENT	I-196 (Gerald R Ford Freeway)		AT CHICAGO DRIVE INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING		PE				
KENT	I-196		EB AND WB OVER CSX RAILROAD	INTERCHANGE REDESIGN & UPGRADING	0.000		CON	CON		
MUSKEGON	I-96		AT US-31 AND STERNBERG RD VICINITY	INTERCHANGE REDESIGN & UPGRADING	0.000		CON	CON		
MUSKEGON	I-96		AT US-31 AND STERNBERG RD VICINITY	INTERCHANGE REDESIGN & UPGRADING		ROW				
MUSKEGON	I-96		AT US-31 AND STERNBERG RD VICINITY	INTERCHANGE REDESIGN & UPGRADING		PE				
OTTAWA	M-231		M-231(NEW ROUTE) OVER THE GRAND RIVER	NEW STRUCTURE ON NEW ROUTE	0.001				CON	CON
OTTAWA	M-231		M-231(NEW ROUTE) OVER THE GRAND RIVER	NEW STRUCTURE ON NEW ROUTE	0.001					CON
KENT	US-131		UNDER 44TH STREET	REPLACE BRIDGE, ADD LANES	0.000			CON	CON	CON
KENT	US-131		UNDER 44TH STREET	REPLACE BRIDGE, ADD LANES		ROW	ROW			
KENT	US-131		UNDER 44TH STREET	REPLACE BRIDGE, ADD LANES		PE	PE			
MUSKEGON	US-31		AT M-46	INTERCHANGE REDESIGN & UPGRADING			EPE			
MUSKEGON	US-31		AT M-46	INTERCHANGE REDESIGN & UPGRADING	0.490					CON
MUSKEGON	US-31		AT M-46	INTERCHANGE REDESIGN & UPGRADING				ROW	ROW	ROW
MUSKEGON	US-31		AT M-46	INTERCHANGE REDESIGN & UPGRADING				PE	PE	
					3.483					

GRAND New Roads (Capacity Expansion)

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
OTTAWA	M-231 (US-31 Bypass)		M-45 NORTH TO I-96/M-104	STUDIES		EPE				
OTTAWA	M-231 (US-31 Bypass)		M-45 NORTH TO I-96/M-104	NEW ROUTES		PE	PE	PE	PE	PE
OTTAWA	REGIONWIDE (US-31 Bypass)		M-45 NORTH TO I-96/M-104	NEW ROUTES			ROW	ROW	ROW	
					0.000					

Bay Region

The Bay Region's priority is to continue to provide transportation services to the region's agricultural industry. By doing so, the region's status is preserved as a leading producer of sugar beets and worldwide exporter of beans. The highways of the Bay Region also serve the Flint, Saginaw, Bay City and Midland industrial centers and are primary routes for tourism as well as international trade corridors.

Major Road Improvements

M-24 / I-69 to Pratt Road, Lapeer County

This project will improve safety and reduce congestion, by widening M-24 from a two-lane road to a four-lane boulevard, from I-69 in Lapeer Township southerly to Pratt Road in Metamora Township. In 2004, Lapeer and Metamora Townships adopted an access management plan to help maintain efficient future operations along the segment from I-69 to Pratt Road. Construction began in 2006. Work will continue through 2007 with anticipated completion in 2008. This project will utilize both Jobs Today initiative funds and the SAFETEA-LU earmark to construct the proposed improvements.

M-24 / Pratt Road to south Lapeer County line, Lapeer County

This project is also a reconstruction and widening of M-24 from a two-lane road to a four-lane boulevard, from Pratt Road to Brauer Road in southern Lapeer County. Design was completed in 2005, with right of way and construction phases deferred, pending reasonable assurance of achieving and sustaining system condition goals, and identification of additional funding. Metamora Township has adopted access management plan as a precursor to the improvements identified in the environmental document, to help optimize traffic operations along M-24.

I-675 at M-13, City of Saginaw, Saginaw County

This project received earmarks in SAFETEA-LU to build a new ramp from I-675 to M-13. MDOT will complete a federally required interstate access justification study to determine the appropriate access improvements between I-675 and M-13. This study and final report will be completed in late 2006 and submitted to the Federal Highway Administration (FHWA) for approval. If an alternative is approved and adequate funding is available, subsequent phases will begin.

US-127 / North of St. Johns to Ithaca, Clinton and Gratiot Counties

The re-evaluation of the previously approved Environmental Impact Statement and the preparation of final right-of-way plans for the US-127 corridor from St. Johns to Ithaca are expected to be completed in 2007.

Additional funding has been provided from the 2005 SAFETEA-LU transportation reauthorization Bill and will be used for partial right-of-way acquisition or a possible grade separation consistent with on-going design along the US-127 corridor. Final design activities and the acquisition of any remaining right-of-way have been deferred pending reasonable assurance of achieving and sustaining system condition goals, and the identification of additional funding.

M-84 / Delta Road to Euclid Avenue, Bay County

This project includes the reconstruction of the existing two-lane road as a five-lane road with intersection improvements, from Delta Road to M-13 (Euclid Avenue) in Bay City. MDOT has completed design and secured the right-of-way for future construction. MDOT will reconstruct the bridges over Squaconning and Dutch Creeks immediately east and west of I-75 in 2011. Remaining portions of this project have been deferred, pending reasonable assurance of achieving and sustaining system condition goals, and the identification of additional funding.

US-127 BR/Isabella Road extension, Mount Pleasant

The Jobs Today initiative provided funding to improve access to US-127 by extending Isabella Road to the south. It is anticipated that this project will relieve congestion on Mission Street and support economic development in the area. Environmental clearance is expected in late 2006 and construction will take place in 2007.

2007-2011 ROAD & BRIDGE PROGRAM

BAY Capacity Improvement

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
SAGINAW	I-675		AT M-13	NEW INTERCHANGE-EXISTING ROUTE		EPE				
LAPEER	M-24 (South Lapeer Road)	JT	PRATT ROAD TO SOUTH OF I-69	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	4.894	CON	CON			
LAPEER	M-24 (South Lapeer Road)		FROM PRATT ROAD TO SOUTH OF I-69 LAPEER COUNTY	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	4.894	CON				
LAPEER	M-24 (South Lapeer Road)		FROM PRATT ROAD TO SOUTH OF I-69 IN LAPEER COUNTY	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	4.894	CON				
MIDLAND	US-10 BR (North Eastman Road)		FROM EASTMAN ROAD TO SYLVAN LANE, CITY OF MIDLAND	CONSTRUCT ROADWAY LIGHTING		PE				
MIDLAND	US-10 BR (North Eastman Road)		FROM EASTMAN ROAD TO SYLVAN LANE, CITY OF MIDLAND	CONSTRUCT ROADWAY LIGHTING		UTL				
					14.682					

BAY New Roads (Capacity Expansion)

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
GRATIOT	US-127		NORTH OF ST. JOHNS TO ITHACA	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M			ROW			
					0.000					

Southwest Region

The Southwest Region is home to many industries, particularly those supporting automobile and aerospace manufacturing and medical/pharmaceutical industries. Tourism and agriculture are also significant industries in southwest Michigan. The department will continue to address capacity increase and operational issues in order to remove congestion points, as well as provide improved access to support the economic growth occurring across the region.

Major Road Improvements

I-94, US-131 to Sprinkle Road, Kalamazoo County

The 2005 SAFETEA-LU transportation reauthorization bill provided multiple earmarks for this project. These earmarks will be used to reconstruct and widen I-94 from west of US-131 to east of Oakland Drive, including the I-94/US-131 interchange. Construction for this segment began in 2006 and will be completed in 2009. The remaining segments will be constructed as funding becomes available.

I-94 Business Loop, Battle Creek, Calhoun County

The planned realignment of I-94 BL includes reconstructing Dickman Road east of I-94 to five lanes from I-194 to facilitate the relocation of this segment of the business loop. A re-evaluation of the Environmental Impact Statement is underway. Design activities for this project resumed in 2006 as part of the Jobs Today initiative. Jobs Today funding will also be used for right-of-way acquisition and construction. Construction is anticipated to begin in 2008.

Design activities for this project resumed in 2006 as part of the Jobs Today initiative. Jobs Today funding will also be used for right-of-way acquisition and construction. Construction is anticipated to begin in 2008.

US-31, Napier Road to I-94/I-196, Berrien County

The design phase for the last segment of this major US-31 improvement is complete and partial right-of-way acquisition is ongoing. The construction phase and any remaining right-of-way acquisitions are deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. Napier Avenue, the temporary connection between US-31 and I-94, is adequately handling current traffic demands.

US-131, Bypass of Constantine, St. Joseph County

Environmental clearance activities will be completed in 2007. The preferred alternative in this corridor will be a bypass of the Village of Constantine. Design for the new Constantine bypass will begin in late 2007 or early 2008, and construction will follow.

2007-2011 ROAD & BRIDGE PROGRAM

SOUTHWEST Capacity Improvement

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF US-131	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	1,630	CON	CON	CON	CON	
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE	SUPERSTRUCTURE REPLACEMENT	1,000	CON				
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE	BRIDGE REPLACEMENT	0,000	CON				
KALAMAZOO	I-94		FROM EAST OF US-131 TO EAST OF OAKLAND DRIVE	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	0,980	CON				
KALAMAZOO	I-94		FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	2,610	CON				
CALHOUN	I-94 BL (East Dickman Road)	JT	I-194 EAST TO ELM STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	0,076		CON	CON		
CALHOUN	I-94 BL (East Dickman Road)	JT	I-194 EAST TO ELM STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	0,076		CON			
CALHOUN	I-94 BL (East Dickman Road)	JT	I-194 EAST TO ELM STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW			
CALHOUN	I-94 BL (East Dickman Road)	JT	I-194 EAST TO ELM STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE				
					6,372					

SOUTHWEST New Roads (Capacity Expansion)

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
BERRIEN	I-94		BRITAIN AVENUE TO I-196	NEW ROUTES		PE				
ST. JOSEPH	US-131		STATE LINE TO NORTH OF THREE RIVERS	RELOCATION OF EXISTING ROUTE		EPE				
ST. JOSEPH	US-131		STATE LINE TO NORTH OF THREE RIVERS	RELOCATION OF EXISTING ROUTE	16,400				CON	CON
ST. JOSEPH	US-131		STATE LINE TO NORTH OF THREE RIVERS	RELOCATION OF EXISTING ROUTE				ROW	ROW	
ST. JOSEPH	US-131		STATE LINE TO NORTH OF THREE RIVERS	RELOCATION OF EXISTING ROUTE			PE	PE		
BERRIEN	US-31 REL		NORTH OF NAPIER ROAD TO I-94	RELOCATION OF EXISTING ROUTE		ROW				
BERRIEN	US-31 REL		NORTH OF NAPIER ROAD TO I-94	RELOCATION OF EXISTING ROUTE						
					16,400					

University Region

The University Region serves 10 counties in the heart of south-central Michigan: Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, Monroe, Shiawassee and Washtenaw. The University Region's central location makes it the crossroads of the Lower Peninsula, with six major freeway corridors (I-69, I-75, I-94, I-96, US-23 and US-127) passing through the region as part of the national network of highways supporting commerce and international trade. The department will continue to address capacity increase and operational issues in order to remove congestion points as well as provide improved access to support the economic growth occurring across the region.

Capacity Improvements and New Roads

M-59 / I-96 to Michigan Avenue, Livingston County

This project will reconstruct and widen the M-59 corridor in Livingston County. The Jobs Today initiative provided funding for the construction of this segment east of I-96 to Michigan Avenue in Howell. Design was completed in 2006 and construction is anticipated to begin in 2007.

M-59/Michigan Avenue, to Old US-23 (Whitmore Lake Road), Livingston County

MDOT is completing the design phase and right-of-way acquisition to reconstruct and widen M-59 between Michigan Avenue and Old US-23 in Livingston County. Construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

I-94 / Baker Road, Washtenaw County

This project involves the reconstruction of the existing interchange and the addition of new ramps in response to traffic congestion at this interchange. Heavy truck traffic combined with recent growth in the area generated the need for this project. Funding to construct this improvement has been provided by the Jobs Today initiative. Construction began in the fall of 2006 and is expected to be completed in 2007.

I-94 / from M-60 to Sargent Road, Jackson County

Environmental clearance for this segment of I-94 was completed in 2006. The recommended alternative established a corridor improvement strategy for modernizing and ultimately widening the I-94 freeway through the urban area. The 2005 SAFETEA-LU transportation reauthorization bill provided funding which will be used to advance priority improvements identified in the I-94 Modernization Study. No additional funding has been identified to undertake recommended improvements.

US-127 / North of St. Johns to Ithaca, Clinton and Gratiot Counties

A re-evaluation of the previously approved Environmental Impact Statement and the preparation of final right-of-way plans for the US-127 corridor from St. Johns to Ithaca are expected to be completed in 2007. The 2005 SAFETEA-LU transportation reauthorization bill provided funding that will be used for additional right-of-way acquisition and a possible grade separation consistent with on-going design along the US-127 corridor. Final design activities and the acquisition of any remaining right-of-way have been deferred to a future program when funding becomes available. No construction funds have been identified and no construction dates have been targeted.

US-23 / M-14 to I-96, Washtenaw and Livingston Counties

MDOT will conduct a feasibility study from M-14 in Washtenaw County to I-96 in Livingston County. The study will develop a long-range master plan for the US-23 corridor that can be used to guide near-term investment decisions relating to preservation needs, on-going and future private development proposals along the corridor, and identify future phasing opportunities for longer-term corridor widening improvements. The feasibility of adding dedicated transit facilities both within the existing right-of-way limits as well as adjacent to the corridor also will be assessed. Finally, this study will provide an assessment of possible innovative financing techniques and methods to implement identified improvements.

This feasibility study will provide a portion of the analysis and alternative revisions that will be required within an environmental clearance document for this project. The study will be a useful step in streamlining future environmental clearance activities.

I-96/Latson Road Interchange, Livingston County

The environmental clearance and design phases have been completed. Available funding will be used to acquire a portion of the necessary right of way and construct a new bridge over I-96 at Latson Road. Design plans are being modified to include only bridge and local road improvements. The design and right of way activities will be initiated in 2007 and construction will follow.

2007-2011 ROAD & BRIDGE PROGRAM

UNIVERSITY Capacity Improvement

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
WASHTENAW	I-94	JT	BAKER ROAD, WEST OF ANN ARBOR	INTERCHANGE REDESIGN & UPGRADING	0.000	CON	CON			
LIVINGSTON	M-59 (West Highland Road)	JT	EAST OF I-96 TO EAST OF MICHIGAN AVENUE	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	4.190	CON	CON	CON	CON	
LIVINGSTON	M-59 (Highland Road)		MICHIGAN AVENUE TO WHITMORE LAKE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW			
LIVINGSTON	M-59 (Highland Road)		MICHIGAN AVENUE TO WHITMORE LAKE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE				
LIVINGSTON	M-59		OVER CSX (R01), HOWELL	RELOCATION OF RAILROAD FACILITIES	0.168	CON				
					4.358					

Metro Region

The Metro Region serves four counties in southeastern Michigan: Wayne, Oakland, Macomb and St. Clair. These four counties encompass 161 cities and townships that are served by state trunklines. The state's largest population and the oldest and busiest freeways are within the Metro Region. Forty-three percent of the Vehicle Miles Traveled (VMT) on Michigan's freeway system occurs in this region. Since the Metro Region has the largest population concentration in the state, much of the land is being developed or re-developed at a rapid pace to accommodate growth. This includes increasing densities of land use adjacent to existing freeway rights of way. Widening of existing freeway right-of-way to increase capacity is becoming increasingly difficult without costly residential or commercial displacements. The department must be able to consider alternatives to address congestion to meet long-term demand and move people and commerce safely and efficiently.

The Metro Region is unique in that although it is composed of only four counties, it is the home to five international border crossings. These include the three roadway crossings of the Ambassador Bridge in Detroit, the Blue Water Bridge in Port Huron and the Detroit-Windsor tunnel in Detroit. The Ambassador Bridge is the busiest commercial border crossing in North America, the Blue Water Bridge is the second busiest commercial crossing in North America and the Detroit-Windsor Tunnel is the second busiest passenger crossing on the United States-Canada border. There are also two rail tunnels in the region, the Port Huron- Sarnia rail tunnel and the Detroit-Windsor rail tunnel.

MDOT will continue to improve international border crossings in the region to facilitate the flow of trade across the Canadian border and bordering states.

Major Road Improvements

I-96 / Wixom Road, Wixom, Oakland County

This project was developed in conjunction with the I-96/Beck Road project. This interchange will be reconstructed as a Single Point Urban Interchange (SPUI). The existing interchange is congested due to growth in the area. Environmental clearance for this project has been completed. The department is working with the local communities and developers regarding right-of way donations.

Funding from the Jobs Today initiative and a SAFETEA-LU earmark will be used to improve the I-96 / Wixom Road interchange. These improvements will reduce congestion and improve access to the Cities of Wixom and Novi. These funds will be used to complete design, acquire a portion of the right-of-way and construct the proposed interchange improvements. Design work on this project resumed in 2006. Acquisition of additional right-of-way and construction is expected to begin in 2007 and the project is expected to be completed in 2009.

I-696 / Franklin Road, Southfield, Oakland County

This project will modify the existing interchange at I-696/US-24/M-10 and add two new ramps at Franklin Road to improve access to the area. Environmental clearance activities were completed in 2005. Design activities and right-of-way acquisition for this project were completed by the City of Southfield. This project includes several locally funded components. One component of this project was the relocation of Franklin Road. The relocation was completed in 2003 and was funded locally. Construction of the project began in 2006 and is scheduled to be completed in 2007.

I-94 / East of I-96 to east of Conner Avenue, Detroit, Wayne County

This project would rehabilitate, widen, provide safety improvements and continuous service roads along a seven-mile segment of I-94, including reconstruction of the I-94 interchanges with I-75 and M-10, and 67 bridges. The environmental clearance has been completed and a Record of Decision was issued in 2005. An engineering study is being conducted to help further minimize the project's impacts and refine other engineering issues within the corridor. This study should be completed in 2008. Design has been deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

I-75/I-96/Ambassador Bridge Gateway, Detroit, Wayne County

The Ambassador Bridge handles the largest volume of international freight of any border crossing in North America. This project will reconstruct I-75 and I-96 from south of West Grand Boulevard to just north of Michigan Avenue, in the City of Detroit, and provide new direct access ramps from the Ambassador Bridge to

I-75 and I-96. Environmental clearance for the project was obtained in 1997.

Construction has been completed on the first two phases of the project, involving road and bridge elements. The third phase that includes a new eastbound I-96 service drive from Michigan Avenue (US-12) southerly to Vernor Highway is currently under construction and will be completed by early 2007. Construction on the remaining phase, which includes reconstruction of the mainline freeway and direct plaza access ramps, will begin in 2007.

These phases will also include construction of a signature pedestrian bridge connecting east and west Mexicantown across I-75/I-96, along with extensive landscaping and architectural treatments as part of the context sensitive design. Construction is scheduled to be completed in 2009.

I-375 / East Detroit Riverfront Access, Detroit, Wayne County

The environmental clearance for a new interchange connecting I-375 to the East Riverfront Area has been completed but will need to be re-evaluated. The new interchange will improve access between the interstate system and the area just east of General Motor's World Headquarters in the Renaissance Center.

Final design was completed in 2005. Right-of-way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

US-24, Brownstown Township, Wayne County

This segment of US-24 (Telegraph Road), between Vreeland Road and West Road, is to be reconstructed and widened from 4 to 5 lanes to improve safety in this corridor. Environmental clearance was completed but a review of project additions is underway. Design and right-of-way acquisition activities are ongoing. Design Plan Completion is scheduled for May 2007. Construction letting is scheduled November 2007, with construction to take place in 2008.

M-59 / Crooks Road, Rochester Hills, Oakland County

Design is underway to replace the existing two-lane bridge with a dual span six-lane bridge to match the new cross section proposed for Crooks Road. In addition, two new loop ramps will be constructed to alleviate congestion caused by left turns to ramps onto M-59. Design was completed through the plan review stage in 2006. Right-of-way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

M-59 / Crooks Road to Ryan Road, Oakland and Macomb Counties

This project will widen the M-59 corridor from a four lane to a six lane freeway between Crooks Road and Ryan Road in Oakland and Macomb Counties. Funding has been made available for the preparation of design plans and completion of an environmental re-evaluation. These activities will start in 2007 and are expected to be completed in 2008. Construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

I-75 / M-59 Interchange, Oakland County

Environmental clearance has been completed (a re-evaluation may be needed) and initial design activities to determine specific right-of-way requirements were completed in early 2005. Right-of-way required in the southeast quadrant has been acquired. The remainder of the design phase of the project has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. Funding, to acquire the remaining right-of-way and construct the project, has not been identified.

The Northwestern Connector, Oakland County

MDOT and the Road Commission for Oakland County (RCOC) are continuing work to improve connections between M-10 (Northwestern Highway) and M-5 (Haggerty Connector). The project will rebuild one mile of Orchard Lake Road as a six-lane boulevard with roundabout intersections, realign 14 Mile Road east of Northwestern Highway, and construct a series of six additional modern roundabouts along 14 Mile Road and Maple Road. Environmental clearance for this project was completed in November 2002. The RCOC began design work in 2003 that continue into 2007, and they are currently acquiring right-of-way.

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. The earmark for this project will be used to construct roundabouts at the intersections of Maple/Drake, Maple/Farmington, and Farmington/14 Mile Road. RCOC currently plans to begin construction in late 2006 or early 2007.

I-75 / 8 Mile Road to M-59, Oakland County

Environmental clearance activities for the widening of this segment of I-75 in Oakland County were completed in 2006. This project will add an additional directional lane to I-75 that will operate as a High Occupancy Vehicle (HOV) lane during the peak hours and a general purpose lane during the remaining hours. Access from I-696 to northbound I-75 will be modified to improve traffic flow and safety.

This project also includes the reconstruction of the 12 Mile and 14 Mile Road interchanges and improvements to the storm water system throughout the corridor. An engineering study will be conducted in 2007 to help further minimize the project's impacts and refine other engineering issues within the corridor. Design activities have been deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

I-75 / Crooks Road, Troy, Oakland County

This project will improve the operation of the existing interchange and provide better access to the area by modifying the existing intersection of Crooks Road and the I-75 entrance/exit ramps and Corporate Drive. Design and construction activities are deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

I-75 / South of Chrysler Drive to M-24, Auburn Hills, Oakland County

The project will add collector-distributor roads adjacent to I-75, and reconstruct and modify the I-75/University Drive interchange. Environmental clearance is currently being re-evaluated since the original clearance was completed in 1987. Some right-of-way has been acquired, but the remainder of right-of-way acquisition is deferred. No funds have been identified to construct the project.

M-59 / Adams Road, Auburn Hills and Rochester Hills, Oakland County

The relocation of the M-59/Adams Road interchange was required to provide proper spacing between this interchange and the new interchange at M-59/Squirrel Road that was constructed to improve access to this area of Oakland County. This project is being constructed in three phases. Construction of phases one and two of this project was initiated in 2004, and the interchange was opened to traffic in 2005. Phase three, which includes two ramps for future traffic growth, is deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

The I-94 Bridge over Black River & Blue Water Bridge Plaza, St. Clair County

The I-94 Bridge over Black River, built in 1950, is in poor condition and inadequate to meet the demands of future traffic volumes. U.S. and Canadian partners, including MDOT, the Department of Homeland Security, and the General Services Administration, are evaluating options to accommodate inspection and toll collection activities on the U.S. side of the Blue Water Bridge.

Actions are being taken to address both of these needs.

The Black River Bridge project is undertaking an Environmental Assessment (EA) to widen I-94 to the Lapeer Connection and reconstruct the Water Street Interchange. This EA is scheduled to be completed in 2007. An Environmental Impact Statement (EIS) is being prepared for the Blue Water Bridge Plaza. Increasing commercial traffic and border inspection and security requirements will require an expansion to the plaza. Practical alternatives now under evaluation include at-grade or off-site plaza layouts and related road improvements. MDOT expects to complete an environmental impact statement for a preferred alternative in 2008.

A Special Experimental Project -15 (SEP-15), a FHWA program to speed delivery of critical transportation projects, has been applied for. Under SEP-15, FHWA will provide MDOT approval to use federal aid funds for advanced acquisition of voluntarily available residential and commercial properties that are located within the I-94/I-69/Black River Bridge Corridor and the Blue Water Bridge Plaza footprint, prior to receiving federal environmental clearance. We will be able to acquire properties beginning in calendar year 2007 if SEP-15 is approved for this project.

Detroit Intermodal Freight Terminal (DIFT), Wayne County

This project would develop a regional intermodal freight terminal complex to serve shippers and industries in Southeastern Michigan. The six intermodal facilities currently located in Southeast Michigan are inadequate to accommodate growing demand.

The Detroit Intermodal Freight Terminal (DIFT) would consolidate some of these facilities at one site in Southwest Detroit. The preferred alternative would consolidate three Class I Railroads at the Livernois-Junction Yard and provide direct truck access to the yard from major roadways.

The Final Environmental Impact Statement (EIS) is expected to be completed in 2008. Identification of funding is being investigated.

Detroit River International Crossing Study (DRIC), Wayne County

The Canada-U.S.-Ontario-Michigan Border Transportation Partnership (the Partnership) consists of the U.S. Federal Highway Administration, Transport Canada, the Michigan Department of Transportation and the Ontario Ministry of Transportation. In January 2004, the Partnership completed a Planning/Need and Feasibility Study Report that documented the need for additional cross border capacity and recommended the pursuit of environmental clearance for a new or upgraded border crossing in the Detroit/Windsor area.

The DRIC Study was undertaken in early 2005 with a schedule that calls for completion of environmental clearance by 2008. Illustrative alternatives were developed and evaluated within an area from Belle Isle, Detroit, to the City of Wyandotte. The area of focus has been narrowed to locations generally from Zug Island to the Ambassador Bridge area. Several practical alternatives have been developed and are in the process of being evaluated.

The Partnership will continue oversight of the environmental clearance process, ensuring that federal, state and provincial governments jointly plan border improvements. The environmental study will result in the identification of a recommended alternative(s) to handle security concerns and support trade and tourism between Canada and the United States for the long term.

Van Dyke Road Improvements from I-696 to Red Run Drain, City of Warren

MDOT will coordinate with our transportation stakeholders within the City of Warren to develop an appropriate strategy to spend this earmark funding consistent with the language contained within the 2005 SAFETEA-LU reauthorization Bill.

M-85 Railroad grade separation, north of Van Horn Road, Trenton

MDOT will coordinate with our transportation stakeholders in Wayne County and Trenton to develop an appropriate strategy to spend this earmark funding consistent with the language contained within the 2005 SAFETEA-LU reauthorization Bill.

M-85 Fort St. Bascule Bridge Project, Wayne County

An Environmental Assessment for the Bascule Bridge on M-85 over the Rouge River was completed in 2005. The design phase of the project is underway and will be completed in 2007. Construction is scheduled to begin in 2008.

M-1 / M-102 Environmental Assessment Study, Wayne and Oakland County.

The environmental Assessment was completed in 2004 for the Woodward Avenue (M-1) Bridge over Eight Mile Road (M-102). A Finding of No Significant Impact was issued in 2005 by FHWA. Construction began in 2006 and will be completed in 2007.

2007-2011 ROAD & BRIDGE PROGRAM

METRO Capacity Improvement

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
OAKLAND	11 MILE ROAD		FROM FRANKLIN ROAD TO EAST OF INKSTER ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	0.000	CON				
WAYNE	COUNTYWIDE		LIVERNOS JUNCTION YARD	STUDIES		EPE				
OAKLAND	I-696		AT FRANKLIN ROAD INTERCHANGE	NEW INTERCHANGE EXISTING ROUTE	0.000	CON				
OAKLAND	I-696 (Reuther Freeway)		AT FRANKLIN ROAD INTERCHANGE	GENERAL MISCELLANEOUS	1.637	CON				
WAYNE	I-75		AT THE AMBASSADOR BRIDGE	INTERCHANGE REDESIGN & UPGRADING	0.664	CON	CON			
OAKLAND	I-75 (Walter P Chrysler Freeway)		M-102 (8 MILE ROAD) TO NORTH OF 12 MILE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		EPE				
OAKLAND	I-75 (Walter P Chrysler Freeway)		AT CROOKS ROAD, CITY OF TROY, OAKLAND COUNTY.	STUDIES		EPE	EPE			
WAYNE	I-75		BRIDGES AT LAFAYETTE BLVD, PORTER ST & VERNOR AVE	BRIDGE REPLACEMENT	0.392	CON	CON			
WAYNE	I-75		3 NEW BRIDGES OVER I-75 AT THE AMBASSADOR BRIDGE	NEW STRC-EXTG RTE	0.001	CON	CON			
OAKLAND	I-75		12 MILE ROAD TO M-59	BLANKET PE (SCOPING AND/OR DESIGN)		EPE				
WAYNE	I-75 (Detroit Toledo Freeway)		AT THE AMBASSADOR BRIDGE	GENERAL MISCELLANEOUS		ROW				
WAYNE	I-94		I-96 TO CONNER AVE IN DETROIT	STUDIES		EPE	EPE			
ST. CLAIR	I-94		I-94; BLUE WATER BRIDGE PLAZA, PORT HURON	WARRANTY INSPECTION ON NEW ROADS		ROW	ROW			
WAYNE	I-94		X02-82023, X02-82024, X01-82025, X01-82112	RAILROAD OVERSIGHT	0.124	CON				
WAYNE	I-94		X02-82023, X01-82112	RAILROAD OVERSIGHT	0.124	CON				
ST. CLAIR	I-94 BLUE WATER BRIDGE		PORT HURON, ST. CLAIR COUNTY	GENERAL MISCELLANEOUS		ROW	ROW	ROW		
ST. CLAIR	I-94 BLUE WATER BRIDGE		PORT HURON, ST. CLAIR COUNTY	GENERAL MISCELLANEOUS		EPE	PE	PE		
ST. CLAIR	I-94/BLEUE WATER BRIDGE		BLUE WATER BRIDGE PLAZA	STUDIES		EPE	EPE			
ST. CLAIR	I-94/BLEUE WATER BRIDGE		BLUE WATER BRIDGE PLAZA	STUDIES		ROW	ROW	ROW		
ST. CLAIR	I-94/BLEUE WATER BRIDGE		BLUE WATER BRIDGE PLAZA	STUDIES			PE	PE	PE	
OAKLAND	I-96	JT	AT WIXOM ROAD INTERCHANGE	INTERCHANGE REDESIGN & UPGRADING	0.000		CON	CON	CON	
OAKLAND	I-96	JT	AT GRAND RIVER AVENUE AND WIXOM ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	0.250		CON	CON		
OAKLAND	I-96	JT	AT GRAND RIVER AVENUE AND WIXOM ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW				
OAKLAND	I-96		AT WIXOM ROAD INTERCHANGE	INTERCHANGE RECONSTRUCT	0.827		CON	CON		
OAKLAND	I-96		AT WIXOM ROAD INTERCHANGE	INTERCHANGE RECONSTRUCT		ROW	ROW			
OAKLAND	I-96		AT WIXOM ROAD INTERCHANGE	INTERCHANGE RECONSTRUCT		ROW	ROW			
OAKLAND	I-96		AT WIXOM ROAD INTERCHANGE	INTERCHANGE RECONSTRUCT	0.827		CON	CON		
OAKLAND	I-96	JT	WIXOM ROAD INTERCHANGE	INTERCHANGE RECONSTRUCT		ROW	ROW			
MACOMB	M-53		AT 18 1/2 MILE ROAD & VAN DYKE	NOISE BARRIER TYPE I ON EXISTING ROUTE	0.720			CON	CON	CON
MACOMB	M-53		AT 18 1/2 MILE ROAD & VAN DYKE	NOISE BARRIER TYPE I ON EXISTING ROUTE		PE	PE	PE		
OAKLAND	M-59		AT CROOKS ROAD INTERCHANGE	REPLACE BRIDGE, ADD LANES		PE	PE			
OAKLAND	M-59		CROOKS TO RYAN	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE	PE			
					5.566					

2007-2011 ROAD & BRIDGE PROGRAM

METRO New Roads (Capacity Expansion)										
COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2007	2008	2009	2010	2011
WAYNE	DETROIT RIVER INTNTL CROSSING		SE MICHIGAN & SW ONTARIO	NEW ROUTES		EPE	EPE			
OAKLAND	M-5 (Haggerty Connector)		12 MILE ROAD TO NORTH OF 14 MILE ROAD	NEW ROUTES				ROW		
					0.000					

Multi-Modal Expansion Program

Within the multi-modal program, expansion efforts will depend on annual funding levels and local investment decisions. Only a small portion the multi-modal program is focused on expansion, including:

- The Airport Improvement Program which supports capital projects at local airports, which including improvements at locally owned airports.
- Economic development loans and grants for rail-dependent business and industry.

Expansion may also result from increased federal transit funding under SAFETEA-LU, both in terms of increased formula apportionments and High Priority Project earmarks. However, the increased funding will also serve to keep up with the increased costs of operating and maintaining existing systems.

Transit expansion that may be facilitated with the \$114.4 million in New Starts earmarks included in SAFETEA-LU - \$14.4 million for the Grand Rapids area and \$100 million for the Ann Arbor to Detroit corridor - are not yet included in MDOT's Transportation Program. Final implementation timelines have not yet been set for these two projects, and it has not yet been determined if the projects will be a state or local lead.

Another transit expansion effort under way is the Midwest Regional Rail System (MWRRS) Initiative. The initiative reflects a fundamental change in the delivery of intercity passenger rail service in the Midwest, primarily using existing rail rights-of-way shared with freight and commuter rail to provide increased train speeds, frequency, system connectivity and service reliability. In Michigan, this could result in up to nine daily round trips between Detroit and Chicago consisting of a mix of express and local service.

The MWRRS initiative would be a major infrastructure project consisting of a total capital cost of \$7.7 billion (\$6.6 billion in infrastructure and \$1.1 billion in train equipment) extending over a 10-year period. Michigan's portion of this infrastructure investment would be \$1.1 billion. It is estimated that development of this system would create 2,000 permanent jobs and an average of 6,000 construction jobs per year during the construction period. There are no state or federal funds for this project included in MDOT's Five-Year Transportation Program.

2007-2011

Five-Year Transportation Program

DRAFT

Transportation Economic Development Fund Program (TEDF)

2007-2011

Five-Year Transportation Program

DRAFT

While it is typical to plan and fund transportation projects five years in advance, the Transportation Economic Development Funds (TEDF) is a mechanism that allows MDOT the ability to respond quickly to economic development opportunities. The fund provides a means for state government, local agencies, and business to work together to meet the urgent demands placed upon the transportation system throughout the state. Between 2007 and 2011, the TEDF Category A (Target Industries) program will be responsive to specific development opportunities that attract private investment and create or retain Michigan jobs.

An example of a recent TEDF State Trunkline investment is a grant for \$415,900 to improve traffic safety and access to the Van Andel Institute and the Life Sciences Corridor in the City of Grand Rapids.

The project on Division Avenue/US-131 BR will provide left and right-turn lanes into the new parking ramp adjacent to the Van Andel Institute. The ramp will be used by the Van Andel Institute for employee, visitor, and delivery vehicle parking. The proposed project will be coordinated with the construction of the \$4.0 million Jobs Today/Greenlight Michigan Street bridge improvement project, scheduled for 2007. The Michigan Street bridge project is directly over the proposed US-131 BR project and both will need to be constructed concurrently. These projects will support the creation of 300 new jobs and private investment of \$120 million.