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An Annual Report
TO THE
HIGHWAY USERS OF MICHIGAN
FOR
1959

From
THE MICHIGAN STATE HIGHWAY DEPARTMENT
LANSING, MICHIGAN

To the Highway Users of Michigan

THE AVERAGE HIGHWAY USER IN MICHIGAN pays over \$100 per year in gasoline and weight taxes — and all of this money is used for highway purposes. This is a public report by your State Highway Department on the State Trunkline program. It is available to any highway user for the sole purpose of providing factual information in easily understood text and charts on how his money is being spent and why.

Of all the activities of Government, the operation of street and highway systems comes closest to the everyday lives of people. We are totally dependent upon transportation and, to most of us, transportation means automotive travel in our own vehicles.

Michigan has 108,700 miles of roads. The State Highway Commissioner is charged with administration of some 9,400 miles of those roads which comprise the state trunkline system, our main traffic arteries. In each of Michigan's 83 counties, a county road commission administers a system of county primary and local roads; and in Michigan's 510 incorporated cities and villages, the appropriate body administers its primary and local street system.

Altogether, the administration of our highways and streets involves the expenditure of enormous sums of money each year. Highly complex problems of finance, location, research, planning, design, construction, maintenance and public information, to list only a few, beset each highway administrator.

No attempt is being made in this report to outline the activities of all Divisions of the Department. If you have further questions address them to the Department in care of Motorist Services and Reports Division, Mason Building, Lansing.

Sincerely,
John C. Mackie
STATE HIGHWAY COMMISSIONER



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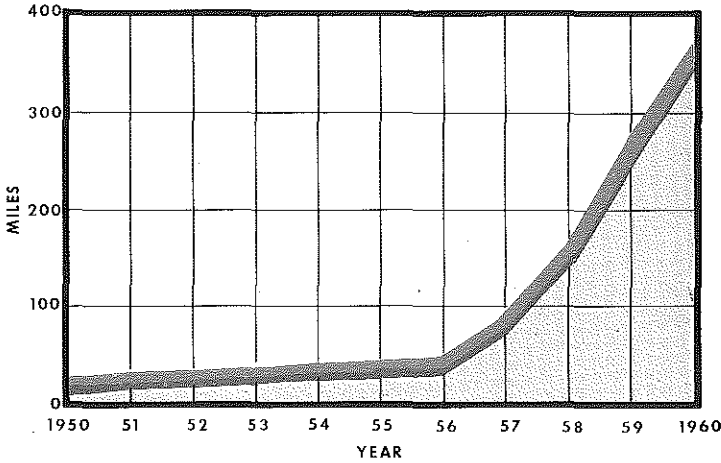
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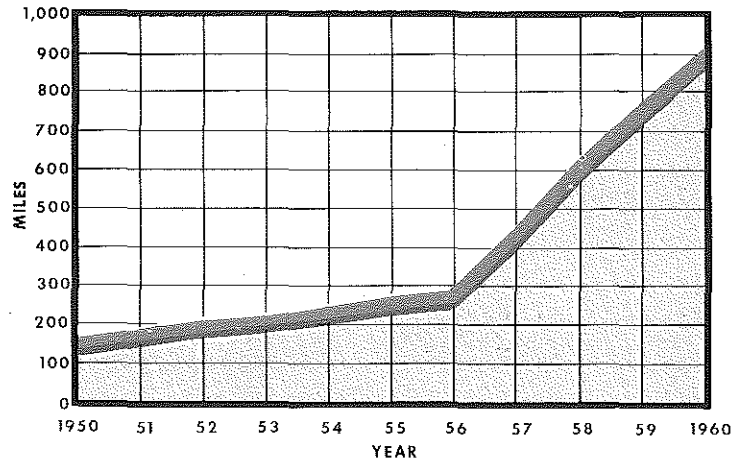
Detroit's expressway system penetrates the core of the city. Here the Lodge Expressway (lower left) opened in 1959, goes under Detroit's new Convention Hall.

MICHIGAN'S ARTERIAL HIGHWAY GROWTH

CONTROLLED ACCESS EXPRESSWAY MILEAGE



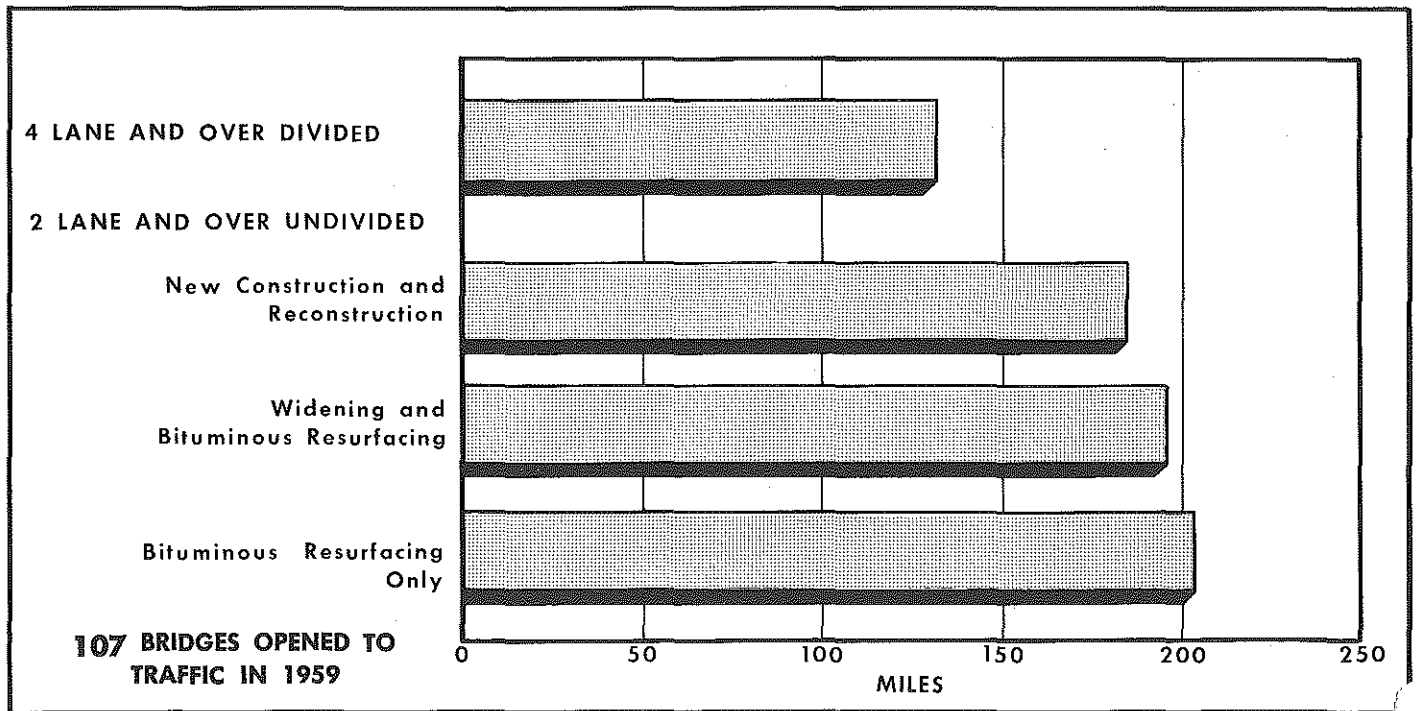
TOTAL 4-LANE DIVIDED MILEAGE



MICHIGAN'S UNPRECEDENTED ARTERIAL HIGHWAY GROWTH is charted here. Action by the Michigan Legislature earlier in the 1950's which authorized the State Highway Commissioner to borrow money through issuance of bonds to be retired from future highway revenues plus an in-

crease in state and federal gas taxes and in federal highway aid placed the program within reach. Adoption of accelerated engineering, right of way and construction schedules and methods, including a reorganization of the State Highway Department in 1957, accomplished the program.

HIGHWAY CONSTRUCTION COMPLETIONS IN CALENDAR YEAR 1959

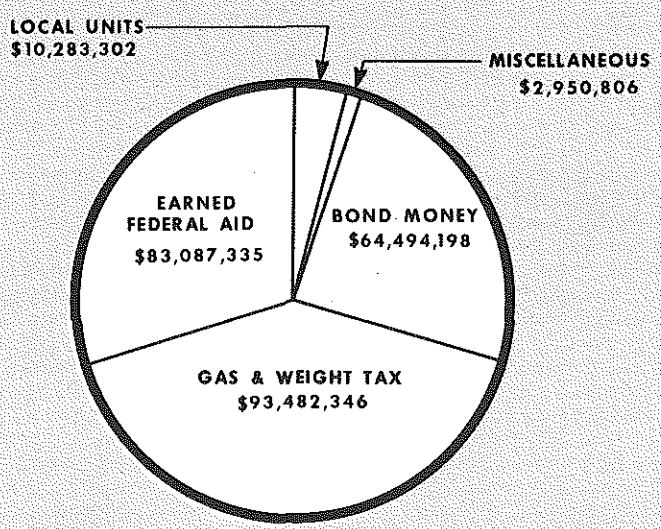


FINANCING MICHIGAN'S HIGHWAYS

SOURCE OF REVENUES

\$255 MILLION

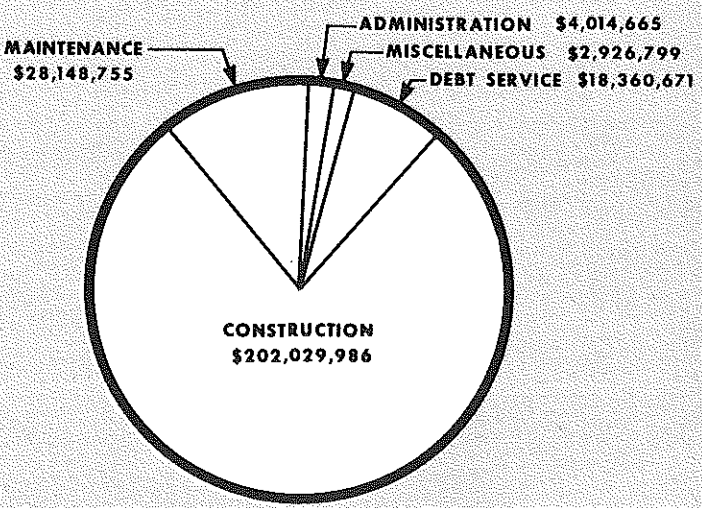
FISCAL YEAR ENDED JUNE 30, 1959



EXPENDITURES

\$255 MILLION

FISCAL YEAR ENDED JUNE 30, 1959



THE COSTS OF OPERATING the Michigan State Highway Department and of maintaining the 9,400 miles of state trunkline highways are enormous. All of the moneys expended on state trunkline routes come from the highway users — from the people who own and drive automobiles and trucks and who buy motor fuels and license plates.

The sources of revenue are four:

- 1) The State Motor Vehicle Highway Fund, which receives gas and weight taxes and a variety of miscellaneous fees. The state tax on gasoline is six cents per gallon. The weight tax (license plate fee) is 35 cents per hundredweight for automobiles registered in Michigan.
- 2) Federal Aid, financed in part by Federal taxes on cars and trucks, which is appropriated by Congress and apportioned to the states by the U. S. Bureau of Public Roads.
- 3) Cost sharing in trunkline improvements, in some instances, by counties and local communities from their share of the state gas and weight taxes.
- 4) Borrowing by the state through sale of bonds and pledging of future revenues to pay the debt.

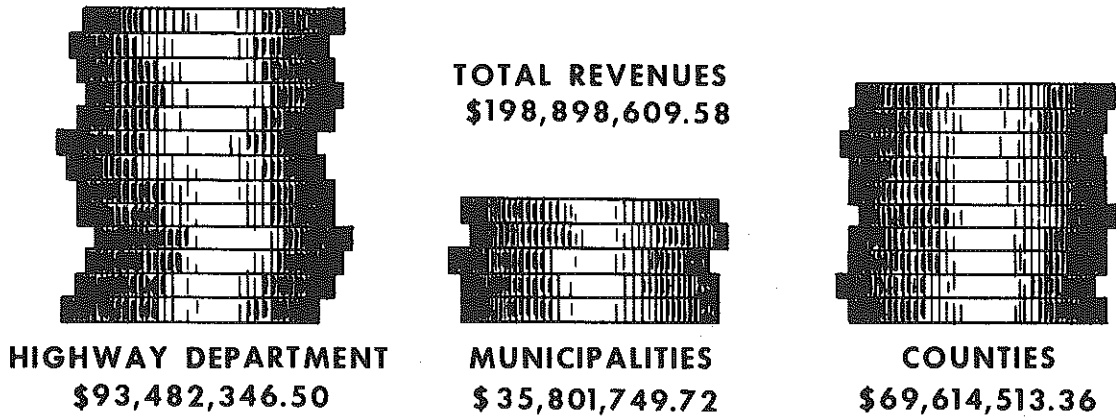
Under Michigan law, no property taxes are levied for the construction of state trunkline highways. Counties and municipalities may levy general taxes or spread special assessments for purely local service roads and streets. The Michigan state constitution requires all state gas and weight tax revenues be used for highway purposes and not diverted for other governmental costs.



Winter grading operations on this section of Interstate 94 west of Kalamazoo enabled opening of the project to traffic in 1959 considerably ahead of schedule. 128 miles of the 220 mile expressway are now open to traffic.

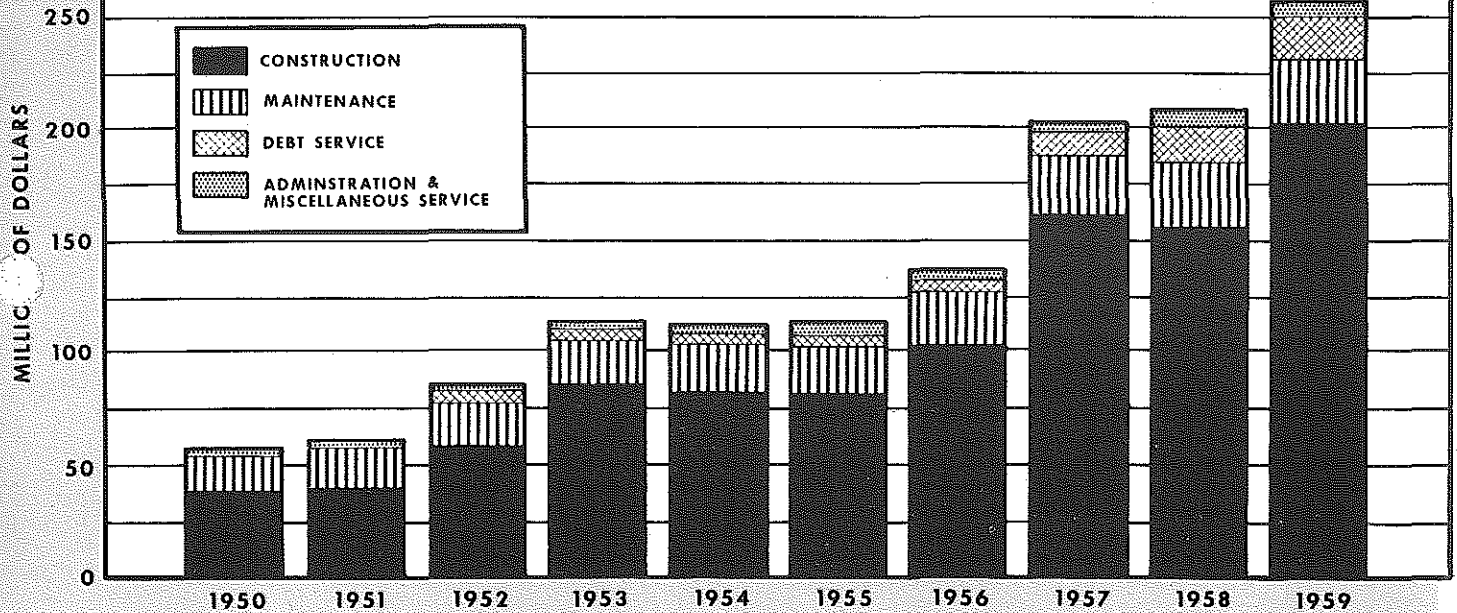
DISTRIBUTION OF MOTOR VEHICLE HIGHWAY FUNDS

FISCAL YEAR ENDED JUNE 30, 1959



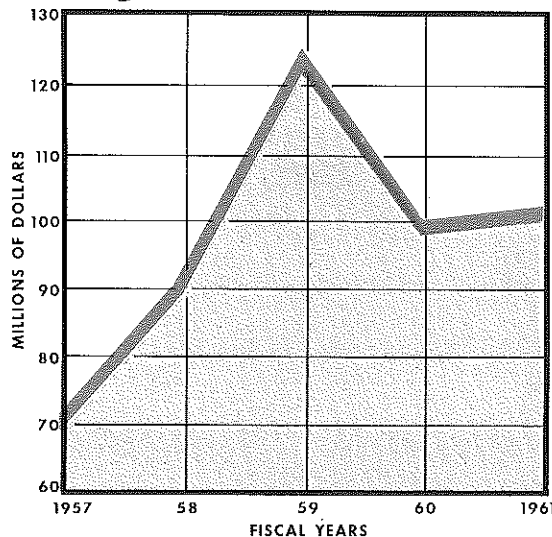
STATE HIGHWAY DEPARTMENT EXPENDITURES

BY FISCAL YEARS



FEDERAL HIGHWAY AID AVAILABLE TO MICHIGAN

(BY FISCAL YEARS)



THE FEDERAL GOVERNMENT increased taxes on gasoline and other items used by motorists in 1956 and again in 1959. The federal tax is now 4 cents per gallon. This has resulted in a substantial increase in the federal highway aid to the states. Amounts in the table on the left were available for use by Michigan in the years mentioned.

STATE HIGHWAY NEEDS

RECENT STUDIES HAVE SHOWN that Michigan's highway deficiencies are increasing at a rate exceeding previous predictions.

The last official study of state trunkline needs conducted by the Michigan State Highway Department and submitted to the U.S. Bureau of Public Roads in October, 1957, showed total dollar needs of \$3,470,000,000 in highway construction covering the period 1957-1975. A tabulation of the state trunkline needs found in 1957 is listed at the bottom of this page.

STATE MILEAGE REQUIREMENTS

These costs were matched with equally large physical requirements. The report called for 2,515 miles of new four-lane, divided highway, of which 2,458 miles were required to be on new location; and 193 miles of highway of six lanes or wider. Of our present 2-lane and 3-lane highways, the report called for relocating all or parts of sections totaling 3,568 miles.

The 1957 State Trunkline report was based in part on an updated analysis of Michigan's road needs conducted in 1955 by the Automotive Safety Foundation. Entitled "Modern Highways for Michigan," the study outlined an engineering base for a fiscal plan to meet the state, county and city road deficiencies during the period 1955-1975.

As a result of this far-reaching study, the state legislature passed Act 262 of 1957 which ordered the State Highway Commissioner to make a "continuing study of highway conditions and deficiencies, to reevaluate highway needs at regular intervals to update the 1955 study."

NEW STUDY

At the present time, a restudy of Michigan's road needs to update the 1955 study is underway and will be ready for publication in late 1960.

While final tabulations have not yet been made, it is known that the actual highway needs on state, county and municipal systems for the period of 1958-1978 will be far in excess of those shown in 1955 or the state's 1957 report. Higher design standards for the Interstate and state trunkline systems coupled with traffic volumes and automobile registration that exceeded predictions will cause the major portion of additional highway needs.

Michigan's state trunkline needs were estimated at \$3.5 billion in 1957 by the Michigan State Highway Department and approved by the Bureau of Public Roads. Just two years earlier they had been estimated at \$2.8 billion. Costs will also increase as a result of a new policy to acquire controlled-access rights-of-way in almost all cases where four-lane divided type construction is required.

FUTURE NEEDS

Future highway needs are determined by many sociological and economic factors. Chief among these are forecasts of trends in population, motor vehicle registrations and statewide travel. The chart on page 8 shows these trends at work.

During the past few years people, cars and travel have increased at a far more rapid rate than anticipated. For instance, in the 1955 report 30 billion vehicle miles of travel were forecast for 1958 — travel was actually 30.6 billion; vehicle registration was forecast at 3 million by 1958 — it was 3.2 million. More travel and more cars will require additional road capacity!

AUTOS OUTGROW ROADS

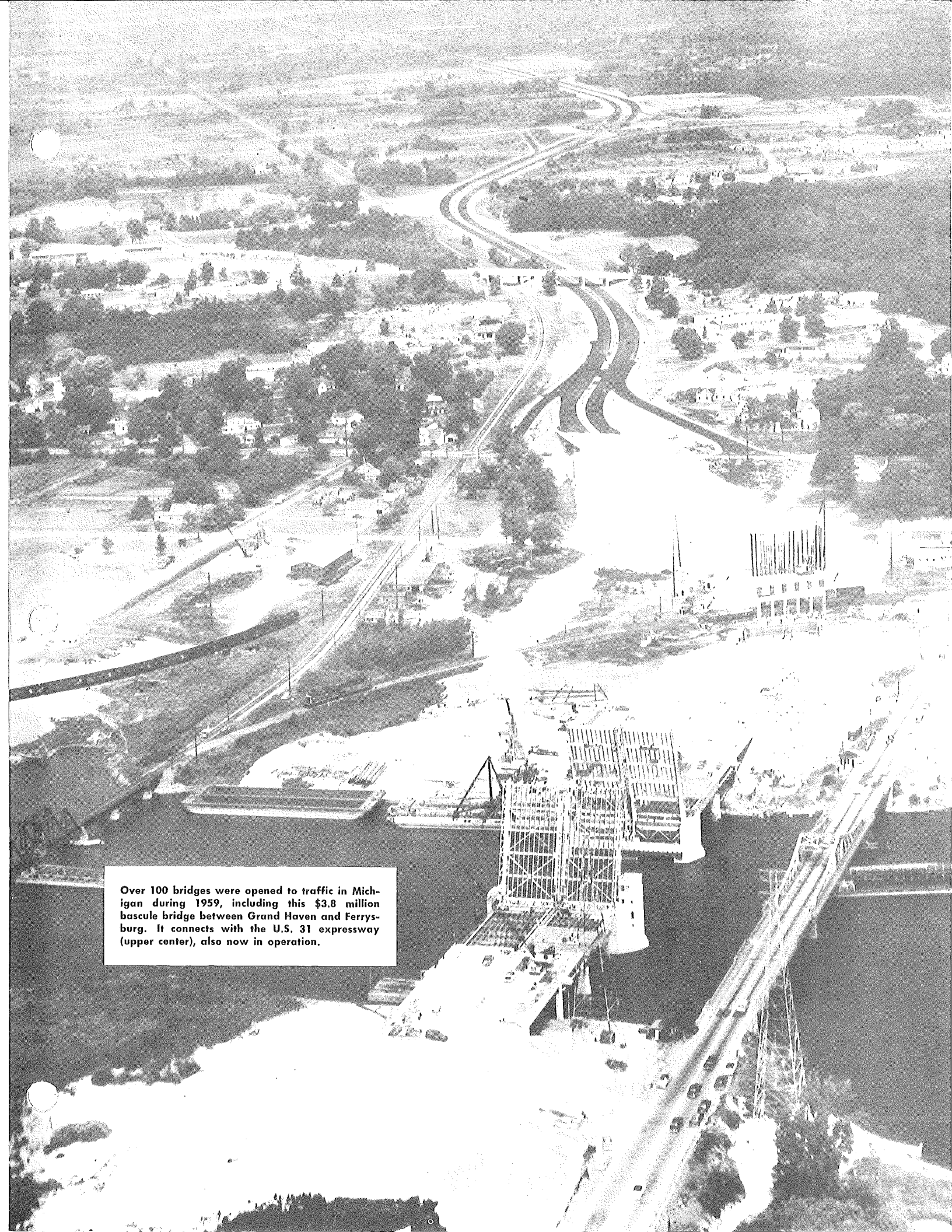
Michigan's road construction down through the years has not been able to keep pace with the automobile. The history of road building in our state, as well as the nation, has been a constant race to catch up to realities that exceeded predictions.

The road deficiencies with which we are now faced are not a recent product, but the result of years of neglect. During the great depression of the 1930's, money was scarce in all areas and road building suffered in particular. Again, during World War II, there was a virtual moratorium on highway construction. Even basic maintenance was often neglected.

After World War II, the automotive industry entered a boom period unprecedented in modern history. Within the short span of years from 1946 to 1954 automobile registrations in Michigan rose 74 per cent. Travel mounted from 16 billion miles in 1946 to 27 billion miles in 1954, an increase of 70 per cent. Demands on the outmoded, inadequate trunkline system reached staggering proportions and in some instances highways became inoperable when traffic congestion far exceeded the capacity of the road.

1957 TRUNKLINE NEEDS

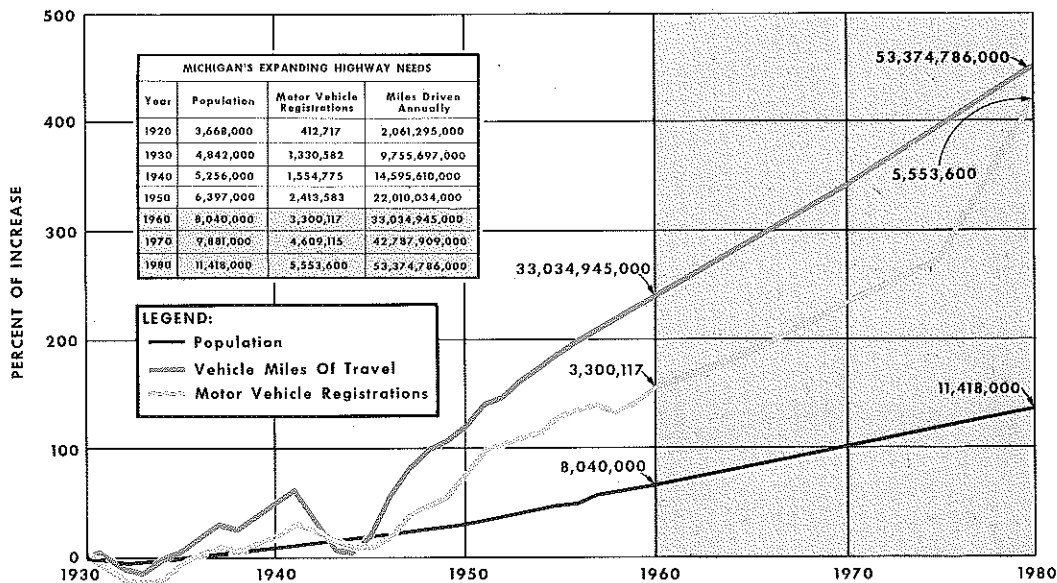
	<i>Rural</i>	<i>Urban</i>	<i>Total</i>
Interstate	\$ 736,387,000	\$ 720,935,000	\$1,457,322,000
Primary	1,405,524,000	293,819,000	1,699,343,000
Secondary	255,079,000	29,695,000	284,774,000
Non-Federal Aid	10,162,000	15,422,000	25,584,000
Total	\$2,407,152,000	\$1,059,871,000	\$3,467,023,000

An aerial black and white photograph showing a large-scale construction project. In the foreground, a massive bascule bridge is under construction, with its steel framework and concrete supports visible. The bridge spans a wide river. In the background, a multi-lane highway interchange with several overpasses is visible, connecting different parts of the road network. The surrounding area includes residential buildings, trees, and open fields. A text box is overlaid on the lower-left portion of the image.

Over 100 bridges were opened to traffic in Michigan during 1959, including this \$3.8 million bascule bridge between Grand Haven and Ferrysburg. It connects with the U.S. 31 expressway (upper center), also now in operation.

WHY OUR NEEDS ARE CRITICAL

PEOPLE, CARS AND TRAVEL DETERMINE ROAD NEEDS



THE ABOVE GRAPH SHOWS the percent of increase in population, motor vehicle registrations and motor vehicle travel in Michigan since 1930. These three factors combine to produce the needs for new roads. In the base year of 1930 the population of Michigan stood at 4,842,000 persons, motor vehicle registrations totaled 1,330,582 and vehicle miles traveled tallied 9.7 billion. By 1960 population has risen by about 66 per cent while registrations increased about 150 per cent and travel has increased by more than 200 per cent over 1930. It can be noted that both travel and cars have increased at a much faster rate than population. The projections to 1980 show that this trend can be expected to continue. The effects of the great depression of the 1930's and the war years of the 1940's can readily be seen. It was during these periods that many of today's road deficiencies had their origin. In most instances we are still driving on the roads of the 1920's and 1930's despite the fact that highway needs of today have far out stripped the inadequate facilities of that period.

MICHIGAN'S 5-YEAR ROAD BUILDING PROGRAM (JULY 1957-JUNE 1962)

IN 1957 THE MICHIGAN HIGHWAY DEPARTMENT announced a five year one and a quarter billion dollar road building program. It was the first in the nation to detail by year and by quarter of the year when contracts would be let for such a long period in advance. Priorities were determined by deficiency in highway capacity. It was designed to:

- 1—Let the motoring public know when and where needed improvements could be expected.
- 2—Gear the Highway Department's engineering, right of way and construction schedules to accelerate road construction.
- 3—Let the construction industry know what would be expected of them in terms of road building capacity.

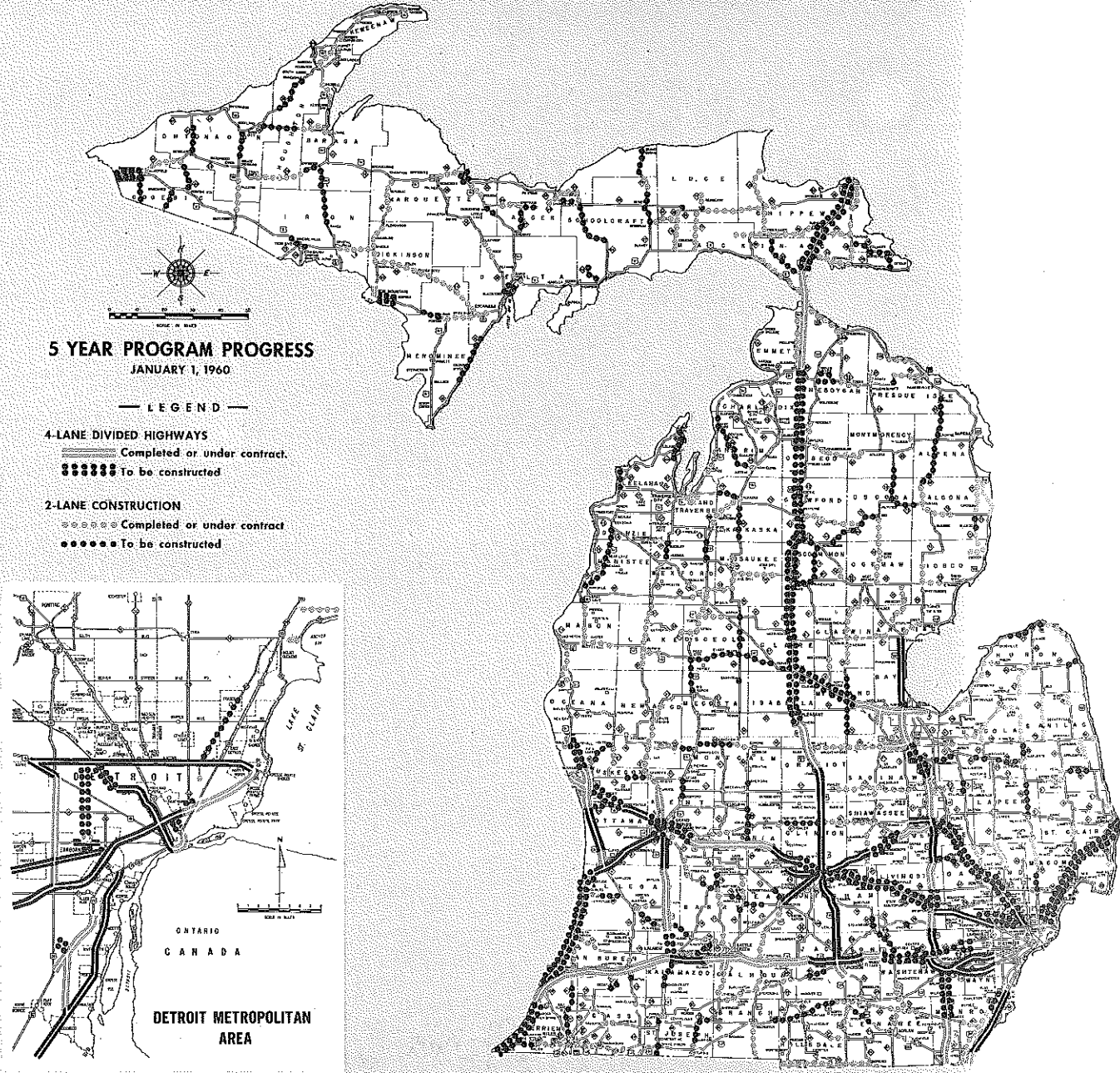
- 4—Let local units of government know what to expect in terms of new construction on state trunklines.

The program called for improvements of over 2,900 miles of trunklines, including construction of 900 miles of four lane divided highways and paving all remaining 800 miles of gravel roads on the state trunkline system (See maps on pages 9, 10 and 11).

As of January 1, 1960, 419 miles of four lane divided highways had been opened to traffic and an additional 160 miles were under contract and over 1,000 miles of two lane roads had been improved.

MEETS ONE-THIRD OF NEEDS

Despite the far-reaching effect of this five-year program, it will still only meet about one-third of



Michigan's total State trunkline highway dollar deficiencies.

It is interesting to note that expenditures for roads in Michigan represent a smaller percentage of the total cost of government today than was true prior to World War II. In 1920, highway expenditures were 22% of the total cost of government in Michigan; in 1925 the percentage reached a high of 32%, dropping to 24% by 1940. Since 1946, all expenditures on roads and streets in Michigan have averaged approximately 15% of all governmental costs.

It has often been said that good highways are the cheapest commodity taxpayers can buy. The truth in this statement is in no way more apparent than in the useless destruction and carnage on our highways each year.

Michigan's new expressways have reduced acci-

dents and injuries by over 70% compared to the old roads they have replaced.

ECONOMIC LOSSES



It has been estimated that the economic loss to the citizens of Michigan due to traveling on inadequate roads cost in excess of \$270 million every year in accidents, wasted time and extra operating cost.

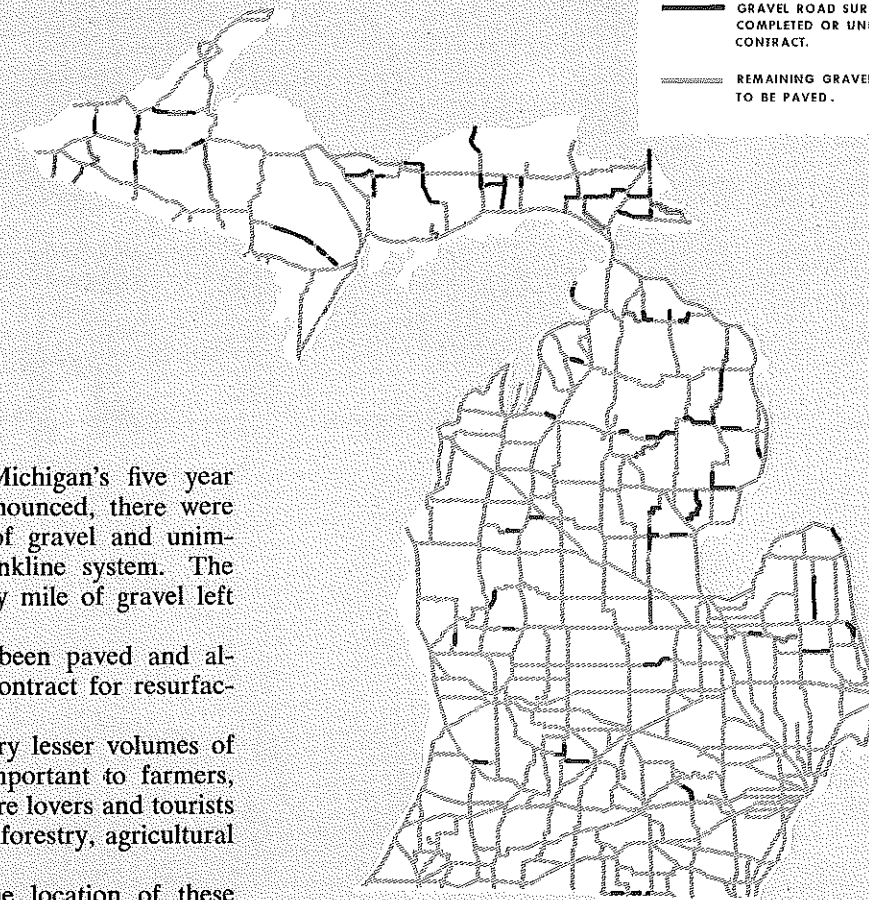
This loss, caused by *not* having an adequate highway system is greater, per year, than the money spent trying to improve the system.

It has been further estimated that completion of the 1,100 mile Interstate System of highways in Michigan, while comprising only a small percentage of the state's 9,300 miles of trunklines, will save motorists and the taxpayers, \$100 million annually in highway transportation costs.

GRAVEL ROAD IMPROVEMENT

LEGEND

-  GRAVEL ROAD SURFACING COMPLETED OR UNDER CONTRACT.
-  REMAINING GRAVEL MILEAGE TO BE PAVED.



On July 1, 1957, before Michigan's five year road building program was announced, there were slightly more than 800 miles of gravel and unimproved roads on the state trunkline system. The program called for paving every mile of gravel left on the system.

Over 400 miles have since been paved and almost 200 are currently under contract for resurfacing.

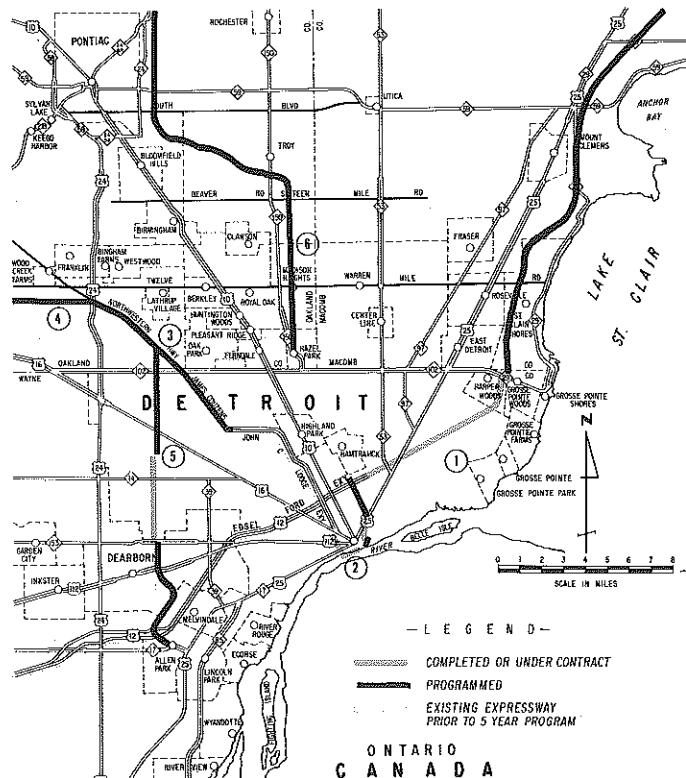
Although these highways carry lesser volumes of traffic, they nevertheless are important to farmers, hunters, loggers, fishermen, nature lovers and tourists and are thus vital to Michigan's forestry, agricultural and recreational industries.

The attached map shows the location of these roads and of those already surfaced or under contract for surfacing.

TRUNKLINE MILEAGE BY SYSTEMS

SYSTEM	URBAN	RURAL	TOTAL
FEDERAL AID INTERSTATE	240.362	860.330	1,100.692
FEDERAL AID PRIMARY	638.331	4,842.057	5,480.388
FEDERAL AID SECONDARY	222.223	2,610.115	2,832.338
NON-FEDERAL AID	17.599	47.138	64.737
TOTAL	1,118.515	8,359.640	9,478.155

METROPOLITAN EXPRESSWAY PROGRAM



THE MICHIGAN STATE HIGHWAY DEPARTMENT INCREASED the urban expressway mileage open to traffic in the Detroit area from 15 to 23 miles in the period December 1958 to December 1959. Total cost of the 23 miles of expressway in use at the end of 1959 was \$217 million.

The additions included two sections of the Edsel Ford Expressway which completed the project for its entire 14 mile length from the west limits to the northeast city limits of Detroit. This project, combined with the nine mile John C. Lodge Expressway which was also completed in 1959, makes Detroit the second most accessible city in the world to motor vehicles. Only Los Angeles, California, has more expressway mileage within its city limits.

Acceleration of the Detroit expressway network is an integral part of Michigan's current one and one quarter billion dollar five year highway construction program. The state has budgeted \$300 million in funds for Detroit Metropolitan area expressways. The following expressways are to be placed under contract during the period through June of 1962:


- 1) Extension of the Edsel Ford Expressway to Port Huron.
- 2) Walter P. Chrysler Expressway from Jefferson to an interchange with the Edsel Ford Expressway. Construction started in 1959 on this project.
- 3) Extend the John C. Lodge Expressway along

the present route of the James Couzens and Northwestern Highway to Telegraph Road in Oakland County. Initial contracts for this work will be awarded this year.

- 4) A connection of the John Lodge extension from Northwestern and Telegraph westerly to the Brighton-Farmington Expressway.
- 5) Conversion of Southfield to an expressway from the Detroit Industrial Expressway north to the Northwestern Expressway. Initial contracts for this work have already been awarded.
- 6) Oakland County Expressway from Stephenson near 11 mile road northwest bypassing Pontiac on the east to a connection with the Fenton-Clio Expressway southwest of Flint. Initial contracts for this work are scheduled for award this year.

Major advances were also made in the construction of the Grand Rapids Expressway during 1959.

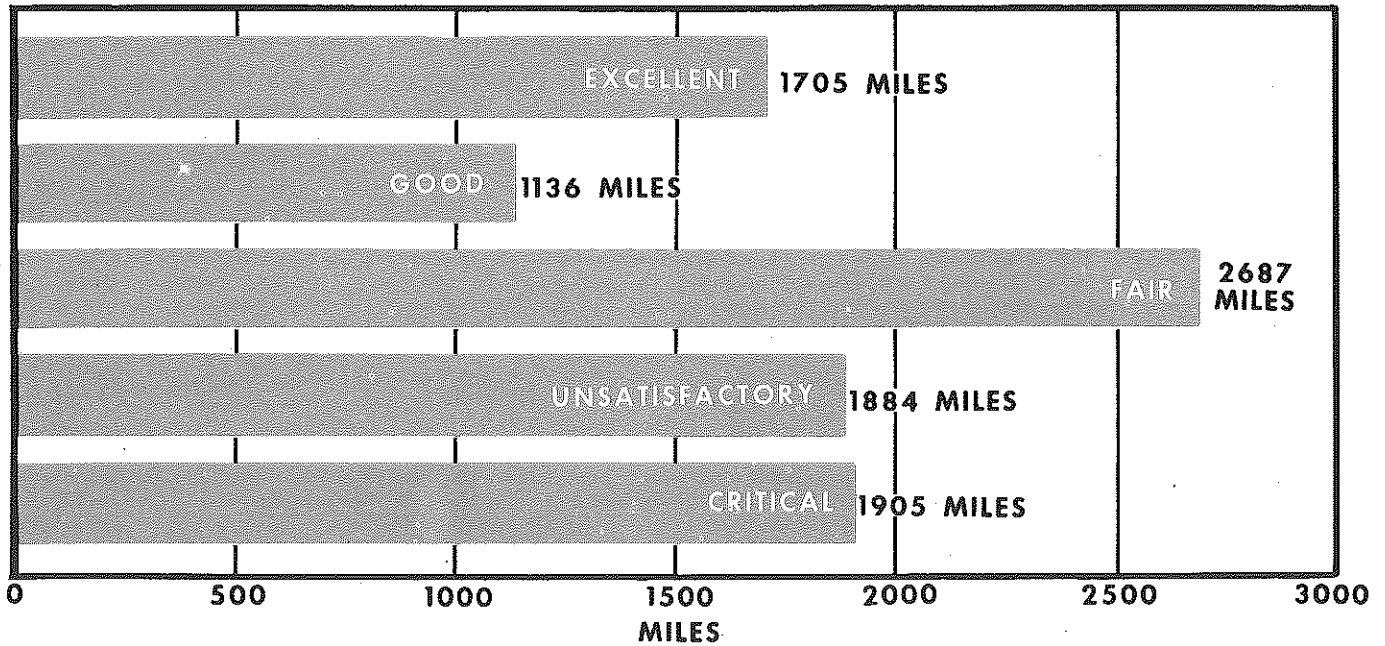
The \$54 million six mile project will allow traffic direct access to downtown Grand Rapids or to pass through the city without a stoplight. A 26 mile extension is currently open from the city limits south. Over \$16 million of Grand Rapids expressway construction had been completed or was in progress inside the city at the end of 1959. Other state trunkline improvements were in progress or planned in over 100 major Michigan cities as part of the program.

An aerial photograph showing a long, straight road cutting through a rugged, forested landscape. The road is the central focus, winding from the bottom left towards the top right. The surrounding terrain is hilly and covered in dense forest. The road's construction is visible, showing a wide base and a narrower paved top. The overall scene is a mix of natural forest and man-made infrastructure.

Michigan's "copper road". In 1959 this project paved the last gravel road mileage on U.S. 45 between the Gulf of Mexico and Lake Superior. Located in Michigan's rugged Upper Peninsula copper country, its base is scrap rock built through shifting clay. The rock contains over one million pounds of low grade copper ore.

HOW ROAD BUILDING PRIORITIES ARE DETERMINED

MICHIGAN TRUNKLINE SUFFICIENCY RATING

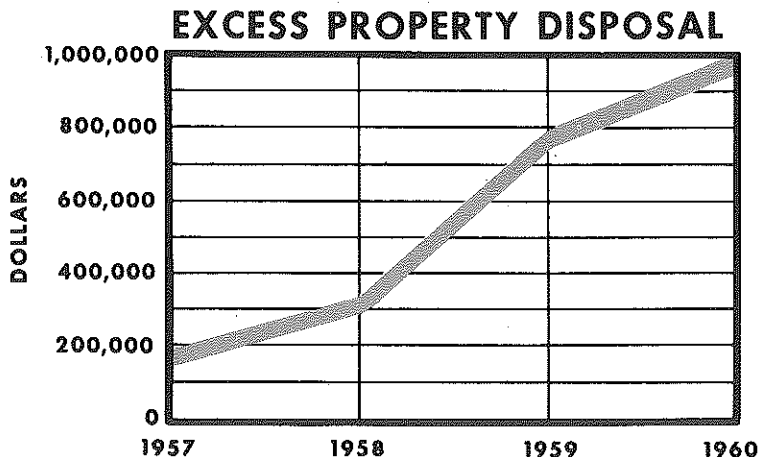


EVERY MILE OF MICHIGAN TRUNKLINE has been catalogued according to its capacity to carry traffic.

Elements considered in developing road building priorities in the state's current five year program have included a measure of the capacity of various sections of road balanced against its traffic volumes and the type of traffic it carries, as well as accident rates.

On the arterial system, the consideration of continuity in expressway construction which places some emphasis on continuous border to border routes, was also used in arriving at the final program. The program map on page 9 illustrates these routes which include border to border expressways from Detroit to the Indiana line near Chicago (220 miles), Detroit to Muskegon (180 miles) and from the Ohio line near Sylvania north to the Mackinac Bridge and beyond to Sault Ste. Marie (380 miles).

STRETCHING THE HIGHWAY DOLLAR

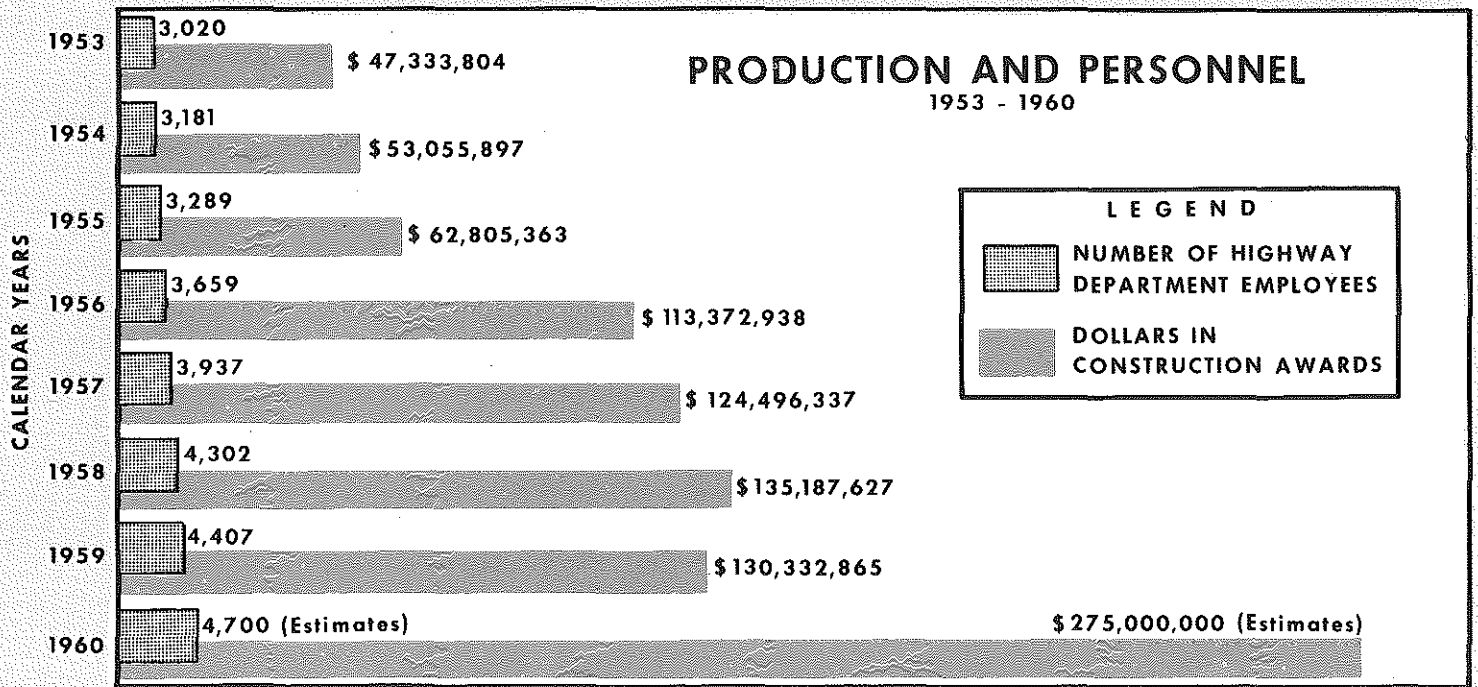


ECONOMIES IN OPERATION AND MANAGEMENT of the State Highway Department to assure the most in roads for the highway dollar have been an important and continuing objective in Michigan's current five year program.

EXCESS PROPERTY DISPOSAL

Over a long period of years the Department had accumulated excess property as a result of acquisition of whole parcels of land where sometimes only a part of the parcel was used for a highway. In prior years there was little effort to dispose of this property.

During 1958 an aggressive policy designed to convert excess highway department property into road building cash (see figure) started to pay dividends. Over three quarters of a million dollars was realized as the program moved into high gear last year.



ADMINISTRATIVE MANAGEMENT SAVINGS

Various major savings were realized in 1959 through elimination of overtime in many areas of operation as well as an increase in the per capita production of employees in engineering, design, and survey. These savings have been estimated at over \$1,000,000.

Other "smaller" savings also were realized. Eleven of them are listed here as examples of the continuing emphasis on improved ways of doing things for less money.

1.— Over \$100,000 will be saved annually by new methods adopted which reduce the size of plans sold to contractors so they can bid on highway projects.

2.— \$13,000 as a result of the installation of a new aerial rectifying enlarger which permits use of a new aerial screening technique. An aerial photo and topographical map may now be combined on one plan sheet in four hours. Previously, it took a draftsman four days to draw the map manually.

3.— \$28,904 in increased utilization of existing office furniture and other equipment through efforts of a Property Survey Board.

4.— \$7,569 in repair and service of office machines as a result of a preventive maintenance program.

5.— \$3,700 in floor space by transferring records to the State Records Center.

6.— \$6,600 in office supplies through increased control and reduction of inventory stocks.

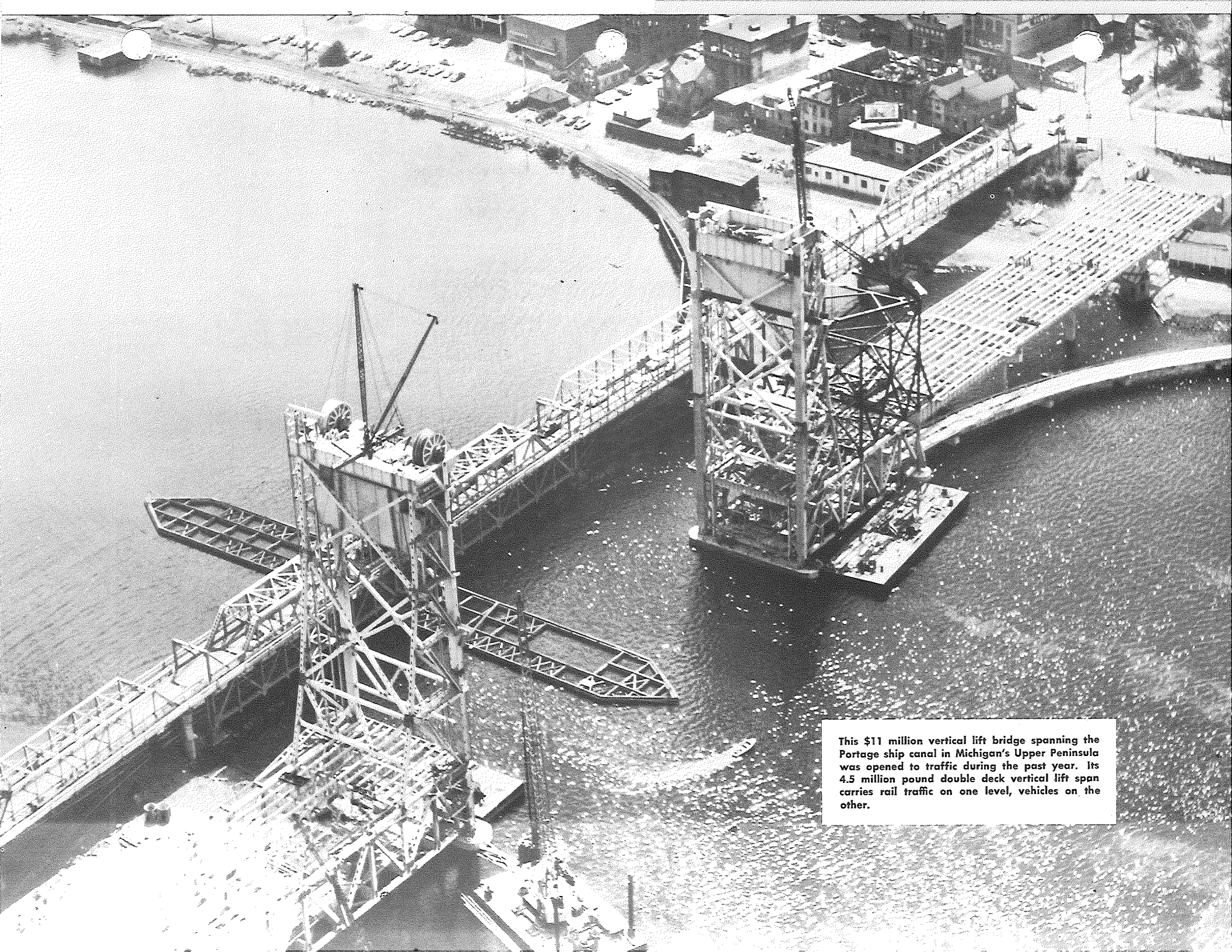
7.— \$3,350 by establishing a central control and using less expensive telegraph service such as night letters compared to straight wires.

8.— \$7,450 in postage by using less expensive mail services — fourth class compared to previously used first class — and reduction in postage furnished district offices, establishment of a "Pony Express" service to and from five district offices and use of a parcel delivery service for delivery of plans and other large packages.

9.— \$5,142 by machine checking of contract bids.

10.— \$15,924 through establishment of a work measurement program in the Blue Print, Photostat and Duplicating Sections.

11.— \$25,000 in man-hours and printing costs through simplification of county outline maps. Additional thousands will be saved each year because the program permits annual map revisions rather than complete re-mappings.



This \$11 million vertical lift bridge spanning the Portage ship canal in Michigan's Upper Peninsula was opened to traffic during the past year. Its 4.5 million pound double deck vertical lift span carries rail traffic on one level, vehicles on the other.

FUTURE HIGHWAY CONSTRUCTION—PROJECTS TO BE PLACED UNDER CONTRACT OR COMPLETED

January 1, 1960 to July 1, 1962

County	Trunk Line Number	Miles	Location	Type of Improvement	Placed Under Contract	Scheduled Letting Quarter
Alcona	M-72	4.073	W. County Line E. to M-65	Bituminous Surfacing		1st 60
	M-72	4.924	M-65 E.	Bituminous Surfacing		1st 60
	M-171	4.380	Mikado to M-72	Bituminous Surfacing	8-25-59	
	M-171	14.150	Southwest Limits Lincoln, Northeasterly to US-23	Bituminous Surfacing	8-25-59	
	M-65 Reloc.	7.000	4.0 Miles N. of M-72 N. to N. County Line	Grading and Drainage		1st 61
Alger	M-65 Reloc.	7.000	4.0 Miles N. of M-72 N. to N. County Line	Bituminous Surfacing		1st 62
	M-65 Reloc.		At McGinn Creek	Bridge		1st 61
	M-67	9.172	M-94 S.	Grading, Drainage, Aggregate, Prime & Double Seal	6-30-59	
	M-94	4.973	Chatham to Forest Lake	Grading, Drainage, Aggregate, Prime & Double Seal		1st 60
	M-94 Reloc.	1.129	M-28 S. to County Line	Grading, Drainage, Aggregate, Prime & Double Seal	11-9-59	
	M-28	9.593	Shingleton W. to M-94	Grading, Drainage, Aggregate, Prime & Double Seal		1st 60
	M-28	9.593	Shingleton W. to M-94	Bituminous Surfacing		4th 60
	M-67	9.172	M-94 S.	Bituminous Surfacing		4th 60
	M-77	6.400	Grand Marais S.	Bituminous Surfacing		2nd 60
	M-77	6.500	S. County Line N.	Bituminous Surfacing		2nd 60
	M-94	4.973	Chatham to Forest Lake	Bituminous Surfacing		4th 60
	M-94 Reloc.	1.129	M-28 S. to County Line	Bituminous Surfacing		4th 60
	Allegan	M-89	0.270	In Fennville	Bituminous Surfacing	8-6-59
M-89		5.673	In Fennville and W. to US-31	Widen & Bituminous Surfacing	8-6-59	
US-131		6.183	M-118 S. to Plainwell	Grading, Drainage, and Divided Roadways	6-9-59	
M-89		0.500	I-96 (US-31 Reloc.) E. to US-31	Grading, Drainage, Structures, and Surfacing		3rd 60
M-89		4.500	Plainwell E. to County Line	Grading, Drainage, & Aggregate		4th 60
M-89		4.500	Plainwell E. to County Line	Bituminous Surfacing		1st 62
I-96		18.000	(US-31 Reloc.) S. County Line N. to Existing US-31 N. of Saugatuck	Grading, Drainage, Structures & Divided Roadways		3rd 61
I-96		7.000	Existing US-31 N. to S. of Holland	Grading, Drainage, Structures & Divided Roadways		4th 61
US-131 Reloc.		2.000	M-89 to S. County Line	Grading, Drainage, Structures & Divided Roadways		3rd 61
Alpena		M-65	7.600	S. County Line N. to Beaver Lake Rd.	Grading, Drainage, Aggregate		1st 61
	M-65	7.600	S. County Line N. to Beaver Lake Rd.	Bituminous Surface		1st 62
	M-65	10.000	Lachine N. to County Line	Grading, Drainage, Aggregate		4th 60
Antrim	US-31	5.000	Eastport to Atwood	Bituminous Surface		1st 62
	US-31	5.000	Eastport to Atwood	Bituminous Surfacing		2nd 62
Arenac	US-23	0.634	In Standish, S. to N. City Limits	Bituminous Resurfacing	10-7-59	
Baraga	M-28 Reloc.	5.903	County Line Northeasterly to Covington	Grading, Drainage, Aggregate, Prime & Double Seal	5-10-59	
	M-28 Reloc.	6.100	W. County Line E.	Bituminous Surfacing		2nd 60
	US-141 Reloc.	9.900	S. County Line N. to M-28 & Covington Connection	Grading, Drainage, Aggregate & Structures		2nd 60
Barry	US-141 Reloc.	9.900	S. County Line N. to M-28 & Covington Connection	Bituminous Surfacing		1st 61
	M-43	3.297	N. Limits Hastings N.	Grading, Drainage, Aggregate, Prime & Double Seal	10-1-59	
	M-79	1.031	E. County Line W. to M-66	Grading, Drainage, Aggregate, Prime & Double Seal	6-30-59	
	M-43	4.600	In Hastings and N.	Widen and Bituminous Resurfacing		2nd 60
	M-79	3.600	Nashville W. to Barryville Road	Widen and Bituminous Resurfacing		2nd 60
	M-79	1.000	East County Line W. to M-66	Bituminous Surfacing		1st 61
	M-89	1.100	W. County Line to S. County Line	Grading, Drainage, Aggregate		4th 60
	M-89	1.100	W. County Line to S. County Line	Bituminous Surfacing		1st 62
	Bay	US-10 Reloc.	2.135	S. County Line N. to Relocation M-20	Grading, Drainage, Single & Divided Roadways	6-3-59
US-20 Reloc.		0.717	M-20 Relocation Northwesterly	Grading, Drainage, & Divided Roadways	6-19-59	
US-23 Reloc.		5.540	S. County Line N. to M-20	Grading, Drainage, Structures & Divided Roadways	10-8-59	
I-75		0.905	M-20 N. to End of Interstate	Grading, Drainage, Structures & Divided Roadways		1st 60
US-23 Reloc.		2.600	End of Interstate N. to Kawkawlin	Grading, Drainage, Structures & Divided Roadways		1st 60
Benzie	US-31	5.000	M-115 S. to County Line	Widen & Bituminous Resurfacing		2nd 60
Berrien	Old US-12	18.700	M-60 N. to Stevensville	Bituminous Surfacing at Various Locations		1st 60
	US-12 Reloc.	4.514	Ridge Road N. to St. Joseph River	Grading, Drainage, Structures & Divided Roadways	6-30-59	
	US-12 Reloc.	6.319	St. Joseph River Northeasterly to W. of Main Street in Benton Harbor	Grading, Drainage, Structures & Divided Roadways	3-20-59	

	US-12	0.212	In Coloma	Grading, Drainage, Aggregate, Bituminous Surfacing	9-9-58	
	US-112-M-60	10.463	In Galien and E. to Niles	Widen & Bituminous Surfacing	7-23-59	
	M-139	0.372	At Napier Ave. Intersection Betterment	Grading, Drainage, Base Widen & Bituminous Surfacing	9-21-59	
	US-12	5.000	In New Buffalo and N. to Point of Ending	Bituminous Resurfacing		2nd 62
	US-12BR Reloc.	2.300	M-139 E. to I-94	Grading, Drainage, Structures & Surfacing		3rd 60
	I-94	3.540	Indiana State Line Northeast to M-60—US-112	Grading, Drainage, Structures & Divided Roadways		2nd 60
	I-94	4.600	M-60 E. to Easy Road	Grading, Drainage, Structures & Divided Roadways		2nd 60
	I-94	6.757	Easy Road N. to Snow Road	Grading, Drainage, Structures & Divided Roadways		1st 60
	I-94	8.000	Snow Road East to Ridge Road	Grading, Drainage, Structures & Divided Roadways		2nd 60
	I-96	10.000	US-12 Relocation N. to County Line	Grading, Drainage, Structures & Divided Roadways		3rd 61
	US-12-M-60	1.000	C. & O. R.R. E.	Resurfacing & Additional Roadway		2nd 60
	US-112	1.500	M-60 BR in Niles Southeasterly to County Line	Grading, Drainage, Surfacing		3rd 60
	M-140	9.457	US-31 & US-33 N. to M-62	Grading, Drainage, & Bituminous Surfacing		1st 60
	M-140	1.300	M-62 N.	Bituminous Surfacing		4th 60
	M-140 Reloc.	7.500	M-62 N.	Grading, Drainage & Bituminous Surfacing		4th 60
Calhoun	US-12	0.680	In Albion to N. City Limits & N. (Part New Location)	Grading, Drainage, Widen, Concrete Surfacing	3-13-59	
	US-12 Reloc.	5.482	0.7 Mile E. of Wheatfield Road E. to Near 16 Mile Road	Grading, Drainage & Divided Roadway	6-30-59	
	US-12 Reloc.	13.715	Near 16 Mile Road E. to County Line	Grading, Drainage, Structures & Divided Roadway	3-13-59	
	M-78 Reloc.	3.994	Graham Lake N. to US-12 Relocation	Grading, Drainage, Concrete Surfacing		1st 60
	M-78	0.170	From Battle Creek City Limits N.	Grading, Drainage & Divided Roadways	11-18-59	
	I-194	1.411	US-12 Relocation N. to Existing US-12	Grading, Drainage & Divided Roadways		1st 60
	M-96	0.200	W. County Line to M-89	Grading, Drainage, Aggregate & Bituminous Surfacing		2nd 60
Cass	M-60-US-112		Intersection Southeast of Niles	Bridge & Concrete Surfacing		1st 60
Cheboygan	US-27 Reloc.	18.560	Topinabee Road N. to US-31	Grading, Drainage, Structures & Divided Roadway	5-27-59	
	US-27 Reloc.	0.260	Junction US-31 N. to Bridge Entrance	Grading, Drainage, & Divided Roadway	6-10-59	
	M-68	8.000	US-27 E.	Grading, Drainage & Bituminous Surfacing		4th 60
	M-68 Reloc.	8.000	I-75 E. to M-33	Grading, Drainage & Aggregate		4th 60
		8.000	I-75 E. to M-33	Bituminous Surfacing		1st 61
	M-68	3.600	3.6 Miles W. of M-33 E. to M-33	Grading, Drainage & Aggregate		2nd 60
		3.600	3.6 Miles W. of M-33 E. to M-33	Bituminous Surfacing		1st 61
	I-75	5.000	S. County Line N. to Wolverine	Grading, Drainage, Structures & Divided Roadways		1st 61
	I-75	9.500	Wolverine N. to M-68 Relocation	Grading, Drainage, Structures & Divided Roadways		1st 61
	I-75	2.500	Existing M-68 to Existing US-27	Grading, Drainage, & Structures		3rd 60
		2.500	Existing M-68 to Existing US-27	Divided Roadways (Surfacing)		1st 61
Chippewa	I-75	3.126	S. of Existing US-27 N. to S. of Topinabee Road	Grading, Drainage, & Divided Roadways		1st 60
	M-28		Over Henrie River	Bridge	8-7-59	
	M-48	27.009	W. Main Street in Rudyard S. & W. to County Line	Grading, Drainage, Aggregate & Bituminous Surfacing	9-2-59	
	M-123	9.531	M-28 N.	Aggregate & Bituminous Surfacing	7-29-59	
	M-129	8.304	US-2 in Sault Ste. Marie S. to Dafter Road	Grading, Drainage, Aggregate & Bituminous Surfacing	6-30-59	
	M-48	17.900	M-129 E. and S. to Bituminous	Grading, Drainage, Aggregate		3rd 61
		17.900	M-129 E. and S. to Bituminous	Bituminous Surfacing		2nd 62
	I-75	3.000	S. County Line N. to N. of M-48	Grading, Drainage, Structures & Divided Roadways		3rd 61
	I-75	13.500	N. of M-48 N. to M-28	Grading, Drainage, Structures & Divided Roadways		3rd 61
	I-75	8.500	M-28 N. to S. Limits Sault Ste. Marie	Grading, Drainage, Structures & Divided Roadways		3rd 61
	I-75	2.500	Existing US-2 at S. Limits Soo, N. to Easterday Street	Grading, Drainage, Structures & Divided Roadways		2nd 61
	I-75	0.300	Easterday Street to Eureka	Grading, Drainage, Structures & Divided Roadways		3rd 60
	M-123	11.000	M-28 to M-48	Grading, Drainage, Aggregate		3rd 60
Clare	M-28	11.000	M-28 to M-48	Bituminous Surfacing		1st 62
	US-10 Reloc.	1.000	S. County Line to Clare	Grading, Drainage, Structures & Divided Roadways		3rd 60
	US-27 Reloc.	11.100	S. County Line N. to S. of M-61 (Harrison)	Grading, Drainage, Structures & Divided Roadways		4th 60
	US-27 Reloc.	6.000	0.5 Miles S. of M-61 N. to Arnold Lake Road	Grading, Drainage, Structures & Divided Roadways		4th 60
	US-27 Reloc.	5.600	Arnold Lake Road to N. County Line	Grading, Drainage, Structures & Divided Roadways		2nd 60
Clinton	I-96	4.250	M-100 Southeast to S. County Line	Grading, Drainage, Structures & Divided Roadways		4th 60
Crawford	M-72	3.000	2.0 Miles W. of E. County Line W.	Bituminous Surfacing		1st 60
	US-27 Reloc.	4.500	County Line N. to I-75	Grading, Drainage, Structures & Divided Roadways		4th 60
	I-75	4.500	M-76 N. to S. of N.Y.C.R.R.	Grading, Drainage, Structures & Divided Roadways		4th 60

FUTURE HIGHWAY CONSTRUCTION—PROJECTS TO BE PLACED UNDER CONTRACT OR COMPLETED—Continued

County	Trunk Line Number	Miles	Location	Type of Improvement	Placed Under Contract	Scheduled Letting Quarter
Crawford (Cont.)	I-75	5.000	S. of N.Y.C.R.R. N. to M-93	Grading, Drainage, Structures & Divided Roadways .....	.....	3rd 60
	I-75	10.000	M-93 N. to County Line	Grading, Drainage, Structures & Divided Roadways .....	.....	3rd 60
	M-144 Reloc.	8.500	S. County Line N. to M-72	Grading, Drainage, Aggregate & Bituminous Surfacing .....	.....	3rd 60
Delta	M-69	5.225	Jct. US-2 and US-41 Northwest to County Line	Grading, Drainage, Aggregate & Bituminous Surfacing	9-2-59	.....
	US-2 Reloc.	2.000	In Gladstone	Grading, Drainage, Structures & Divided Roadways .....	.....	3rd 60
	M-35	1.400	S. County Line N.	Grading, Drainage, Aggregate & Bituminous Surfacing .....	.....	1st 61
Dickinson	M-69	2.768	Menominee County Line Northwest	Grading, Drainage, Aggregate & Bituminous Surfacing	9-3-59	.....
	M-95	5.966	N. Junction M-69 S. to S. Junction M-69	Widen & Bituminous Surfacing	8-6-59	.....
Eaton	US-2	4.600	Iron Mountain to Norway	Grading, Drainage, & Concrete Surfacing .....	.....	3rd 61
	M-43 BR	0.350	River Street to S. Limits Grand Ledge	Widen & Bituminous Surfacing	4-14-59	.....
	M-50	4.147	In Charlotte and N.	Widen & Bituminous Surfacing	8-28-59	.....
	M-79	7.130	County Line E. and W. of Ainger Road	Grading, Drainage, Prime & Double Seal	6-30-59	.....
	US-27 Reloc.	4.000	Charlotte By-Pass	Grading, Drainage, Structures & Divided Roadways .....	.....	3rd 60
	M-79	7.000	W. County Line E.	Bituminous Surfacing .....	.....	1st 61
Emmet	I-96 Reloc.	7.500	E. County Line Northwesterly to S. of M-43	Grading, Drainage, Structures & Divided Roadways .....	.....	1st 61
	I-96 Reloc.	2.100	S. of M-43 N. to N. County Line	Grading, Drainage, Structures & Divided Roadways .....	.....	4th 60
	US-31	4.000	Carp Lake to Existing US-31	Grading, Drainage, Aggregate & Bituminous Surfacing .....	.....	4th 61
	US-31 Reloc.	1.000	In Petoskey	Grading, Drainage & Concrete Surfacing .....	.....	3rd 60
	M-78 Reloc.	5.894	M-13 Northwesterly to Swartz Creek	Grading, Drainage, Structures & Divided Roadways	5-14-59	.....
Genesee	I-75	8.000	County Line Northwesterly to US-23	Grading, Drainage, Structures & Divided Roadways .....	.....	4th 60
	M-78 Reloc.	4.500	Existing M-78 E. to US-23 Relocation	Grading, Drainage, Structures & Divided Roadways .....	.....	3rd 61
	M-30	11.873	S. County Line N. to M-61	Grading, Drainage, & Bituminous Surfacing	11-11-59	.....
Gladwin	M-30	14.286	N. of M-61 N.	Grading, Drainage, Widen & Bituminous Surfacing	11-18-59	.....
	M-28	4.104	County Line W. to D.S.S.&A. R.R.	Bituminous Surfacing	5-10-59	.....
Gogebic	US-2	0.400	State Line E. to W. Limits Ironwood	Grading, Drainage, Structures & Divided Roadways .....	.....	3rd 61
	US-2	8.900	Wemple Street in Ironwood E. to W. Limits Wakefield	Grading, Drainage & Bituminous Surfacing .....	.....	3rd 61
	M-28	12.800	State Line to N. of Wakefield	Base Correction & Bituminous Surfacing .....	.....	1st 61
	M-64 Reloc.	9.800	State Line to Marenisco	Grading, Drainage .....	.....	3rd 60
	M-64	9.800	State Line to Marenisco	Bituminous Surfacing .....	.....	1st 61
	M-64	12.700	US-2 to N. County Line	Grading, Drainage & Aggregate .....	.....	3rd 60
	M-64	12.700	US-2 to N. County Line	Bituminous Surfacing .....	.....	1st 61
	US-31	2.713	M-72 (Acme) S. to Proposed 4-Lane Divided	Grading, Drainage, Additional Roadway to Make Divided	9-2-59	.....
	M-37	6.300	S. County Line N.	Bituminous Surfacing .....	.....	2nd 60
	US-27 Reloc.	5.754	N. of Washington Road to S. of Lincoln Road	Grading, Drainage & Divided Roadways	11-19-59	.....
Gratiot	US-27 Reloc.	4.130	M-46 N. to County Line	Grading, Drainage, Structures & Divided Roadways .....	.....	1st 60
	M-46	9.961	E Limits St. Louis E. to County Line (Omit Brush Creek & Breckenridge)	Widen, Structures & Bituminous Surfacing	9-3-59	.....
	US-27 Reloc.	3.800	Van Buren Road to M-46	Grading, Drainage & Divided Roadways	12-30-59	.....
Hillsdale	US-27 Reloc.	Bridge	Over C.&O. Tracks S. of St. Louis	Bridge	12-9-59	.....
	M-57 Reloc.	2.484	E. County Line W.	Bituminous Surfacing .....	.....	1st 60
	M-120	10.264	M-99 W. to M-49	Grading, Drainage & Bituminous Surfacing	10-8-59	.....
Houghton	M-28	2.082	W. Limits Sidnaw to E. County Line	Grading, Drainage, Aggregate & Prime & Double Seal	5-10-59	.....
	M-26	16.593	From Painesdale Southwest to 1.03 Miles S. of Lake Roland	Grade Lift & Bituminous Resurfacing .....	.....	1st 60
	M-28 Reloc.	12.500	Jumbo Creek to E. County Line	Bituminous Surfacing .....	.....	2nd 60
	M-35	12.300	E. County Line to W. County Line	Grading, Drainage, Aggregate & Bituminous Surfacing .....	.....	2nd 60
	US-41—M-26	0.700	Houghton-Portage Lake Hancock-Portage Lake	Approaches .....	.....	1st 60

Ingham	US-16 Reloc.	5.400	E. County Line W. to Meech Road	Grading, Drainage, Structures & Divided Roadways	4th 60
	US-16 Reloc.	6.000	Meech Road W. to W. of Meridian Road	Grading, Drainage, Structures & Divided Roadways	4th 60
	US-16 Reloc.	7.800	W. of Meridian Road (College Road) W. to US-127	Grading, Drainage, Structures & Divided Roadways	1st 61
	US-16 Reloc.	3.600	US-127 W. to County Line	Grading, Drainage, Structures & Divided Roadways	1st 61
M-78	M-78	1.000	Pennsylvania Avenue, Lansing	Traffic Channelization	1st 60
	M-78	0.100	Grand River to Larch Street (Lansing)	Grading, Drainage & Concrete Surfacing	3rd 61
	M-78	0.100	Larch Street to Cedar Street (Sheridan Street)	Grading, Drainage & Concrete Surfacing	3rd 61
	US-16	0.500	W. County Line E. (Intermittently)	Bituminous Surfacing	2nd 60
Ionia	US-23-M-171	0.232	Intersection	Widen, Bituminous Surfacing & Curb	8-25-59
	M-55	7.894	M-65 E. to N. and S. Gravel Road	Bituminous Surfacing	3-20-59
Iosco	M-171	6.052	N. of US-23 N.	Widen, Bituminous Surfacing	8-25-59
	US-141 Reloc.	8.952	N. County Line S.	Grading, Drainage, Structures & Prime & Double Seal	1st 60
Isabella	US-10 Reloc.	5.000	N. County Line S.	Bituminous Surfacing	1st 61
	US-27 Reloc.	4.500	E. County Line Northwest to Clare County Line	Grading, Drainage, Structures & Divided Roadways	3rd 60
	US-27 Reloc.	3.000	Shepherd N. to S. Connection Mt. Pleasant	Grading, Drainage, Structures & Divided Roadways	2nd 60
	US-27 Reloc.	6.000	Mt. Pleasant Connection N. to M-20	Grading, Drainage, Structures & Divided Roadways	2nd 60
	US-27 Reloc.	7.000	N. of M-20 N. to N. of Rosebush Road	Grading, Drainage, Structures & Divided Roadways	2nd 60
	US-27 Reloc.	1.000	N. of Rosebush Road to N. of Herrick Road	Grading, Drainage, Structures & Divided Roadways	2nd 60
	US-27 Reloc.	1.000	N. of Herrick Road to N. County Line	Grading, Drainage, Structures & Divided Roadways	4th 60
	US-27BR Reloc.	1.500	From US-27 Relocation S. of Deerfield Road W. to Existing US-27 S. of Mt. Pleasant	Grading, Drainage, Structures & Divided Roadways	2nd 60
	US-27BR Reloc.	0.800	US-27 to US-27 Relocation N. of Mt. Pleasant	Grading, Drainage, Structures & Divided Roadways	2nd 60
	US-27BR Reloc.	0.800	US-27 Relocation Northwest to Existing US-27 at Clare	Grading, Drainage, Structures & Divided Roadways	2nd 60
Jackson	US-27 Reloc.	4.352	S. County Line N.	Grading, Drainage, Structures & Divided Roadways	10-8-59
	US-12 Reloc.	0.842	County Line E. to E. of M-99	Grading, Drainage & Divided Roadways	3-6-59
	US-12 Reloc.	5.066	Willis Road E. to County Line	Grading, Drainage, Structures & Divided Roadways	6-30-59
	US-12 Reloc.	4.807	Existing US-12 & US-12 BR E. to Willis Road	Grading, Drainage, Structures & Divided Roadways	9-28-59
	M-50	0.779	In Jackson and N. to US-12	Widen, Bituminous Surfacing	9-1-59
Kalamazoo	M-99	7.084	US-12 N. to N. of N.Y.C.R.R. in Springport	Widen, Bituminous Surfacing	7-23-59
	US-131	0.252	Whites Road and Cork Street W. of Westnedge Avenue	Bituminous Surfacing & Curb	8-6-59
	US-12 BR	1.300	Old US-12 S. to US-12 Relocation	Widen, Bituminous Surfacing	2nd 60
	M-89 Reloc.	1.500	N. County Line Southeasterly to 27 Mile Road	Grading, Drainage & Aggregate	4th 60
	M-96	3.300	N. County Line Southeasterly to 27 Mile Road	Bituminous Surfacing	1st 62
	M-96	3.300	E. County Line W. to Washington Street in Augusta	Grading, Drainage & Aggregate	2nd 60
	M-96	3.300	E. County Line W. to Washington Street in Augusta	Bituminous Surfacing	4th 61
	M-96	3.500	Washington Street in Augusta Southwest to Galesburg	Grading, Drainage & Aggregate	4th 60
	M-96	3.500	Washington Street in Augusta Southwest to Galesburg	Bituminous Surfacing	4th 61
	M-96	3.500	Washington Street in Augusta Southwest to Galesburg	Grading, Drainage, Structures & Divided Roadways	4th 61
Kalkaska	US-131 Reloc.	6.800	N. of Schoolcraft N. to I-94 (US-12 Reloc.)	Grading, Drainage, Structures & Divided Roadways	4th 61
	US-131 Reloc.	12.500	I-94 (US-12 Reloc.) N. to N. County Line	Grading, Drainage, Structures & Divided Roadways	3rd 61
	M-66	13.139	Manistee River N. to M-72	Widen, Aggregate & Prime & Double Seal	10-30-59
Kent	M-72 Reloc.	8.000	W. County Line to US-131	Grading, Drainage, & Aggregate	1st 61
	M-72 Reloc.	8.000	W. County Line to US-131	Bituminous Surfacing	4th 61
Kent	US-16	8.485	E. County Line W. to Whitneyville Road	Bituminous Surfacing	1st 60
	US-131 Reloc.	1.002	28th Street in Wyoming N. to Burton Street, Grand Rapids	Grading, Drainage, Structures & Divided Roadways	4-14-59
	US-131 Reloc.	0.288	Market Avenue to Fulton Street	Grading, Drainage, Structures & Divided Roadways	5-6-59
	US-131 Reloc.	0.258	N. of Fulton to N. of Blumrich	Grading, Drainage, Structures & Divided Roadways	9-21-59
	M-114	0.100	2.75 Miles E. of Ottawa County Line	Structures	1st 60
	US-16 BR	0.100	Grand River W. to Scribner in Grand Rapids	Grading, Drainage & Surfacing	3rd 60
	US-16BR-M-50BR	1.200	In Grand Rapids, Union Avenue E.	Bituminous Resurfacing	2nd 60
	US-16 By-Pass	1.430	In Grand Rapids, Madison Street E. to E. Limits	Bituminous Resurfacing	2nd 60
	US-16 By-Pass	2.210	E. Limits Grand Rapids E. to M-37	Bituminous Resurfacing	2nd 60
	M-37 Reloc.	7.500	Ballards Northerly to W. County Line	Grading, Drainage & Concrete Surfacing	3rd 61
	I-96	2.016	W. of Whitneyville Road W. to Thornapple River Drive	Grading, Drainage, Structures & Divided Roadways	1st 60
	I-96	3.000	W. of Whitneyville Road W. to N. of US-16	Grading, Drainage, Structures & Divided Roadways	1st 60
	I-96	2.900	N. of US-16 N. to N. of US-16 BR	Grading, Drainage, Structures & Divided Roadways	2nd 60
	I-96	2.900	US-16 BR Northwest to I-196	Grading, Drainage, Structures & Divided Roadways	2nd 60

FUTURE HIGHWAY CONSTRUCTION—PROJECTS TO BE PLACED UNDER CONTRACT OR COMPLETED—Continued

County	Trunk Line Number	Miles	Location	Type of Improvement	Placed Under Contract	Scheduled Letting Quarter
Kent (Cont.)	I-96	0.900	Coit Avenue to Alabama	Grading, Drainage & Structures		1st 61
	I-96	8.000	Alabama Southwest to W. of Grandville	Grading, Drainage, Structures & Divided Roadways		2nd 62
	US-131 Reloc.	1.500	Burton to Franklin	Grading, Drainage, Structures & Divided Roadways		2nd 60
	US-131 Reloc.	0.624	Franklin to Wealthy	Grading, Drainage, Structures & Divided Roadways		1st 60
	US-131 Reloc.	0.400	Lake Michigan Drive E. to I-96	Grading, Drainage, Structures & Divided Roadways		3rd 60
	US-131 Reloc.	0.100	Grandville—C.&O. Pennsylvania Railroad	Railroad Overpass		2nd 60
	I-196	4.000	I-96 Northwest to US-131	Grading, Drainage & Divided Roadways		2nd 60
	I-196	2.000	US-131 W. to Grand River	Grading, Drainage, Structures & Divided Roadways		2nd 60
	I-196	2.000	Grand River Bridge to Bristol Road	Grading, Drainage, Structures & Divided Roadways		2nd 60
	I-196	4.205	Bristol Road to W. County Line	Grading, Drainage, Structures & Divided Roadways		2nd 60
Lake	I-296	4.400	6th Street N. to S. of US-16 Relocation	Grading, Drainage, Structures & Divided Roadways		3rd 60
	M-63	5.900	Howe Lake to Luther	Grading, Drainage, Aggregate & Bituminous Surfacing		1st 60
Lapeer	M-38	7.600	W. Limits Clifford E. to County Line	Grading, Drainage, Aggregate & Bituminous Surfacing		2nd 60
Leelanau	M-22	13.000	Sutton's Bay to Northport	Grading, Drainage, Aggregate & Bituminous Surfacing		2nd 62
Lenawee	M-120	8.831	US-127 E. to Ohio State Line (Includes Morenci)	Grading, Drainage, Aggregate & Bituminous Surfacing	10-8-59	
	US-223	0.180	Treat Road Intersection	Base Widen & Bituminous Surfacing	8-21-59	
Livingston	US-223	0.185	Rome Road W.	Base Widen & Bituminous Surfacing	8-21-59	
	US-223	5.410	M-52 to Palmyra	Bituminous Surfacing	8-21-59	
	US-23	5.834	N. of S. County Line N.	Grading, Drainage & Single Concrete Roadway	11-17-59	
	US-23		S. County Line to US-16 Reloc.	Structures	11-17-59	
	US-16	4.400	Kent Lake to Brighton (US-23)	Bituminous Surfacing		2nd 60
	US-23 Reloc.	5.500	Whitmore Lake N. to US-16 (Ultimate Divided Stage)	Grading, Drainage, Structures & Single Roadway		2nd 60
	US-23 Reloc.	8.000	Existing US-16 N. to N. of M-59	Grading, Drainage, Structures & Divided Roadways		4th 60
	US-23	9.000	Dunham Road (M-59) N. to County Line (Ultimate Divided Stage)	Grading, Drainage, Structures & Single Roadway		2nd 60
	M-59	1.500	Existing US-16 to I-96	Grading, Drainage, Structures & Divided Roadways		1st 61
	I-96	2.000	US-16 Reloc.—US-23 Interchange	Interchange Area		4th 60
Luce	I-96	2.000	(US-16 Reloc.) Brighton By-Pass (US-23 Reloc. to Existing US-16)	Grading, Drainage, Structures & Divided Roadways		4th 60
	I-96	6.000	W. of Existing US-16 W. to W. of Chilson Road	Grading, Drainage, Structures & Divided Roadways		4th 60
	I-96	6.000	0.5 Mile W. of Chilson Road W. to M-59	Grading, Drainage, Structures & Divided Roadways		4th 60
	I-96	8.000	M-59 Existing W. to County Line	Grading, Drainage, Structures & Divided Roadways		4th 60
	M-98	7.583	W. County Line E. to M-135	Grading, Drainage, Aggregate & Bituminous Surfacing	9-2-59	
	Mackinac	US-2	4.143	N. End of Bridge to N. of St. Ignace	Grading, Drainage, Structures & Divided Roadways	8-27-59
M-48		13.311	Chippewa County Line W.	Grading, Drainage, Aggregate & Bituminous Surfacing	9-9-59	
I-75		17.000	M-123 N. to N. County Line	Grading, Drainage, Structures & Divided Roadways		4th 61
M-123		18.000	US-2 Northwest to County Line	Grading, Drainage, Aggregate & Prime & Double Seal		3rd 60
Macomb	US-2	18.000	US-2 Northwest to County Line	Bituminous Surfacing		1st 62
	M-185	8.100	On Mackinac Island	Bituminous Surfacing		3rd 60
	M-29	2.971	US-25 Relocated E. to M-59	Bituminous Surfacing	12-31-59	
	M-29	1.400	Existing US-25 to I-94	Widen & Bituminous Resurfacing		3rd 61
	M-59	1.422	Gratiot Avenue—US-25 E. to Farwell Road	Grading, Drainage & Concrete Surfacing		1st 60
	M-59	1.050	Farwell to Selfridge Field Entrance	Grading, Drainage, Widen & Bituminous Resurfacing		1st 60
	I-94	9.400	8 Mile Road to Shook Road	Grading, Drainage, Structures & Divided Roadways		3rd 61
	I-94	4.700	Shook Road to Joy Road	Grading, Drainage, Structures & Divided Roadways		4th 61
	I-94	3.100	Joy Road to Cotton Road	Grading, Drainage, Structures & Divided Roadways		3rd 61
	I-94	6.900	Cotton Road to E. County Line	Grading, Drainage, Structures & Divided Roadways		3rd 61
M-97	7.100	8 Mile Road to 14 Mile Road	Bituminous Resurfacing		2nd 62	

Manistee	US-31 Reloc.	0.223	County Line N. to Existing US-31	Grading, Drainage & Bituminous Surfacing	8-24-59	.....
	US-31	10.000	M-22 N. to Bear Lake	Grading, Drainage, Aggregate & Bituminous Surfacing		2nd 61
Marquette	US-31	6.500	Bear Lake N. to County Line	Widen & Bituminous Resurfacing		2nd 60
	US-41—M-28	1.995	In Marquette and W.	Grading, Drainage & Single & Divided Roadways	11-2-59	.....
Mason	US-41 Reloc.	3.500	Marquette By-Pass	Grading, Drainage, Structures & Divided Roadways		4th 61
	US-31	2.840	S. of Hoague Road N. to County Line	Grading, Drainage, Widen & Bituminous Surfacing	8-24-59	.....
Mecosta	US-131	0.900	Big Rapids—Cedar Street to S. Limits	Widen & Bituminous Resurfacing		3rd 60
Menominee	M-69	17.947	E. County Line Northeasterly to W. County Line	Grading, Drainage, Aggregate & Bituminous Surfacing	9-3-59	.....
	M-35 Reloc.	9.300	N. County Line S. to Cedar River	Grading, Drainage, Aggregate & Bituminous Surfacing		1st 61
	M-35 Reloc.	7.000	Cedar River Southwest	Grading, Drainage, Aggregate & Bituminous Surfacing		1st 61
	M-35	1.400	Northeast of County Line Southwesterly to County line	Grading, Drainage, Aggregate & Bituminous Surfacing		1st 61
Midland	US-10 Reloc.	5.341	W. of Stark Road E. to Swede Road	Grading, Drainage & Divided Roadways	6-22-59	.....
	US-10 Reloc.	3.092	Swede Road Southeasterly to S. County Line	Grading, Drainage & Divided Roadways	6-19-59	.....
	US-10 Reloc.		S. County Line to M-18	Structures	6-19-59	.....
	US-10 Reloc.	6.500	W. County Line to W. of M-18	Grading, Drainage, Structures & Divided Roadways		3rd 60
	US-10 Reloc.	9.500	Stark Road E. to Fine Road	Grading, Drainage, Structures & Divided Roadways		3rd 60
	US-10	0.400	Existing M-20 to Reloc. M-20 (Midland)	Grading, Drainage & Concrete Surfacing		2nd 60
	US-10	0.800	In Coleman	Bituminous Resurfacing		2nd 60
	M-20 Reloc.	3.486	Hillsworth Street in Midland, E.	Grading, Drainage, Structures & Divided Roadways		1st 60
	M-30 Reloc.	14.400	S. County Line to US-10	Grading, Drainage, Aggregate & Bituminous Surfacing		2nd 60
	M-30 Reloc.	0.700	US-10 N.	Grading, Drainage, Aggregate & Bituminous Surfacing		2nd 60
	M-30 Reloc.	4.300	4.300 Miles S. of Edenville N.	Grading, Drainage, Aggregate & Bituminous Surfacing		2nd 60
	Monroe	US-23 Reloc.	5.500	M-50 to Ann Arbor Railroad	Grading, Drainage, Structures & Divided Roadways		2nd 60
US-23 Reloc.		3.100	Ann Arbor Railroad to Milan	Grading, Drainage, Structures & Divided Roadways		2nd 60
Montcalm	M-46	9.902	US-131 E. to M-91	Grading, Drainage, Aggregate & Prime & Double Seal		1st 60
	M-46	5.005	W. of M-91 E. to W. of 8 Mile Road	Grading, Drainage, Aggregate & Prime & Double Seal		1st 60
Muskegon	M-46	4.600	W. County Line to US-131	Grading, Drainage & Bituminous Surfacing		3rd 61
	US-31	4.483	From Section 10 N. to M-46 Thence N. 0.5 Miles.	Grading, Drainage, & Single & Divided Roadways	2-2-59	.....
	M-46	7.210	M-37 W.	Grading, Drainage, Aggregate & Bituminous Surfacing	12-30-59	.....
	US-31 Reloc.	19.000	M-46 N. to Whitehall	Grading, Drainage, Structures & Divided Roadways		4th 61
	M-37 Reloc.	0.500	W. County Line Northwesterly to M-46	Grading, Drainage & Surfacing		3rd 61
	I-196	5.400	E. of Existing US-31 to S. County Line	Grading, Drainage, Structures & Divided Roadways		2nd 60
Newaygo	M-46	6.270	E. County Line W.	Bituminous Surfacing		1st 60
Oakland	US-10		Woodward at Walton Boulevard	Intersection Improvement		1st 60
	M-59	0.095	W. of Dequindre Road E.	Intersection Improvement		1st 60
	M-59	0.180	W. of John R. East	Intersection Improvement		1st 60
	M-218	0.340	In Walled Lake	Grading, Drainage, Aggregate & Bituminous Surfacing	6-30-59	.....
	I-75	14.250	11½ Mile Road Northerly to M-59	Grading, Drainage, Structures & Divided Roadways		3rd 61
	I-75	9.700	Walton Boulevard Northwesterly to M-15	Grading, Drainage, Structures & Divided Roadways		4th 60
	I-75	7.500	M-15 Northwest to M-87	Grading, Drainage, Structures & Divided Roadways		4th 60
	I-75	7.000	M-87 to N. County Line	Grading, Drainage, Structures & Divided Roadways		4th 60
	M-87 Reloc.	2.900	In Holly and Northeast to US-10 Reloc.	Reconstruction & Surfacing		1st 60
	M-218	3.700	Orchard Lake to Pontiac	Bituminous Surfacing		2nd 60
	I-696	7.750	W. of Haggerty Road to US-24	Grading, Drainage, Structures & Divided Roadways		2nd 61
	I-696	1.250	US-24 E. to Lahser Road	Grading, Drainage, Structures & Divided Roadways		2nd 61
	Southfield Hwy.	1.000	8 Mile Road to Northwestern Highway	Grading, Drainage, Structures & Divided Roadways		4th 61
	Northwestern Hwy.	0.500	8 Mile Road to Cornell Road	Grading, Drainage, Structures & Divided Roadways		1st 61
	Northwestern Hwy.	4.500	Cornell Road to I-696 Interchange	Grading, Drainage, Structures & Divided Roadways		3rd 61
Ontonagon	M-28	0.565	W. County Line E.	Bituminous Surfacing	4-10-59	.....
	M-64	10.667	Bergland N.	Grading, Drainage, Aggregate & Prime & Double Seal	6-30-59	.....
	M-28	3.700	M-64 W.	Bituminous Surfacing		4th 60
	M-35 Reloc.	5.900	M-26 E. to County Line	Bituminous Surfacing		2nd 60
	US-45 Reloc.	6.000	Bruce Crossing N.	Widen & Bituminous Surfacing		2nd 60

FUTURE HIGHWAY CONSTRUCTION—PROJECTS TO BE PLACED UNDER CONTRACT OR COMPLETED—Continued

County	Trunk Line Number	Miles	Location	Type of Improvement	Placed Under Contract	Scheduled Letting Quarter
Ontonagon (Cont.)	M-64	5.100	M-28 to S. County Line	Grading, Drainage & Aggregate		3rd 60
		5.100	M-28 to S. County Line	Bituminous Surfacing		1st 61
	M-64 Reloc.	10.700	Bergland to White Pine	Bituminous Surfacing		2nd 60
Osceola	US-45 Reloc.	7.800	M-26 South	Bituminous Surfacing		2nd 60
	US-131	12.216	0.5 Mile Southeast of M-63 Northeasterly to N. County Line	Bituminous Surfacing	6-30-59	
Oscoda	M-72	0.345	E. of M-33 to W. of M-33	Bituminous Surfacing		1st 60
	M-72 Reloc.	8.246	M-33 E. to County Line	Bituminous Surfacing		1st 60
	M-72 Reloc.	6.024	Luzerne to 2.0 Miles W. of Mio	Grading, Drainage & Aggregate, Prime and Double Seal		1st 60
Otsego	I-75	7.700	Luzerne to 2.0 Miles W. of Mio	Bituminous Surfacing		1st 61
		7.700	S. County Line N. to N. of Charles Road	Grading, Drainage, Structures & Divided Roadways		4th 60
	I-75	5.200	N. of Charles Road to N. of M-32	Grading, Drainage, Structures & Divided Roadways		4th 60
Ottawa	I-75	9.000	N. of M-32 to N. of Vanderbilt	Grading, Drainage, Structures & Divided Roadways		4th 60
	I-75	4.500	Vanderbilt N. to County Line	Grading, Drainage, Structures & Divided Roadways		1st 61
	I-96	0.250	E. County Line W. to Divided	Grading, Drainage, Structures & Divided Roadways		2nd 62
	I-96	2.500	Holland-Zeeland By-Pass	Interchange & Structure		4th 61
	M-104 Reloc.	1.000	Spring Lake to Ferrysburg	Grading, Drainage & Concrete Surfacing		3rd 61
	I-196	1.595	E. County Line Northwest	Grading, Drainage & Divided Roadways		1st 60
	I-196	7.250	Coopersville Northwest to W. of State Road	Grading, Drainage, Structures & Divided Roadways		2nd 60
Presque Isle	I-196	2.600	W. of State Road Northwest to N. County Line	Grading, Drainage, Structures & Divided Roadways		2nd 60
	M-65	3.500	Posen S. to County Line	Grading, Drainage & Aggregate		3rd 60
		3.500	Posen S. to County Line	Bituminous Surfacing		1st 62
Roscommon	M-68	6.500	N. of Millersburg N. and E.	Bituminous Surfacing		2nd 60
	US-27 Reloc.	3.500	S. County Line to Wolf Creek	Grading, Drainage, Structures & Divided Roadways		2nd 60
	US-27 Reloc.-M-55	9.900	Wolf Creek to M-55 & US-27 Reloc. to US-27	Grading, Drainage, Structures & Divided Roadways		2nd 60
	US-27 Reloc.	7.000	M-55 to State Park Road	Grading, Drainage, Structures & Divided Roadways		3rd 60
	US-27 Reloc.	5.000	State Park Road to N. County Line	Grading, Drainage, Structures & Divided Roadways		4th 60
Saginaw	US-10 Reloc.	2.184	North County Line S.	Grading, Drainage & Divided Roadways	6-30-59	
	US-23	1.934	S. and N. of M-46 and Wadsworth Road to M-81	Grading, Drainage & Concrete Surface	5-27-59	
	US-23 Reloc.	4.024	Existing US-23 N. to N. County Line	Grading, Drainage & Divided Roadways	10-8-59	
	M-46	11.787	W. County Line E. Through Merrill to M-47	Grading, Drainage & Divided Roadways	10-8-59	
	M-46	0.818	25th Street E. to W. of Tower Road	Grading, Drainage & Divided Roadways	10-8-59	
	M-46	0.492	E. of Outer Drive E.	Grading, Drainage & Divided Roadways	10-8-59	
	M-46	1.300	From Sheridan Street to Intersection Holland and 15th	Grading, Drainage & Divided Roadways		3rd 61
	M-47	0.454	In Oakley from Railroad S.	Bituminous Surfacing		1st 60
	M-57 Reloc.	10.188	W. County Line E. to M-47	Bituminous Surfacing		1st 60
	I-75	9.000	Birch Run N. to Bridgeport	Grading, Drainage, Structures & Divided Roadways		2nd 60
Sanilac	I-75	4.518	Bridgeport N. to M-46	Grading, Drainage, Structures & Divided Roadways		1st 60
	I-75	1.700	M-46 to M-81	Grading, Drainage, Structures & Divided Roadways		2nd 60
	M-38	1.700	In Marlette and W.	Grading, Drainage, Aggregate & Bituminous Surfacing		2nd 60
Schoolcraft	M-90	9.000	Peck to Crosswell	Grading, Drainage, Aggregate & Prime & Double Seal		3rd 60
	M-77	9.000	N. County Line S.	Bituminous Surfacing		2nd 60
	M-77	6.800	M-28 S. to Germfask	Bituminous Surfacing		1st 60
	M-94	22.900	N. County Line S.	Bituminous Surfacing		4th 60
	M-149	7.400	US-2 N. to Indian Lake	Grading, Drainage & Aggregate Surfacing		2nd 60
	M-77	6.800	Germfask N. to M-28 at Seney	Grading, Drainage, Aggregate, Prime & Double Seal	6-30-59	
	M-94	0.619	West Island Lake Road N.	Grading, Drainage, Aggregate, Prime & Double Seal	9-22-59	
Shiawassee	M-94	6.434	11.07 Miles N. of Manistique, Northwest	Grading, Drainage, Aggregate, Prime & Double Seal	9-22-59	
	M-94	3.296	S. of N. County Line to Line	Grading, Drainage, Aggregate, Prime & Double Seal	11-9-59	
	M-78 Reloc.	5.123	Durand Northeast to M-13	Grading, Drainage & Divided Roadways	6-30-59	
	M-21	0.689	In Owosso—State E. to Ball Street	Bituminous Surfacing		2nd 60
	M-78 Reloc.	7.000	Perry to Bancroft	Grading, Drainage, Structures & Concrete Surfacing		2nd 60
	4.500	Bancroft to Durand	Grading, Drainage, Structures & Concrete Surfacing		2nd 60	

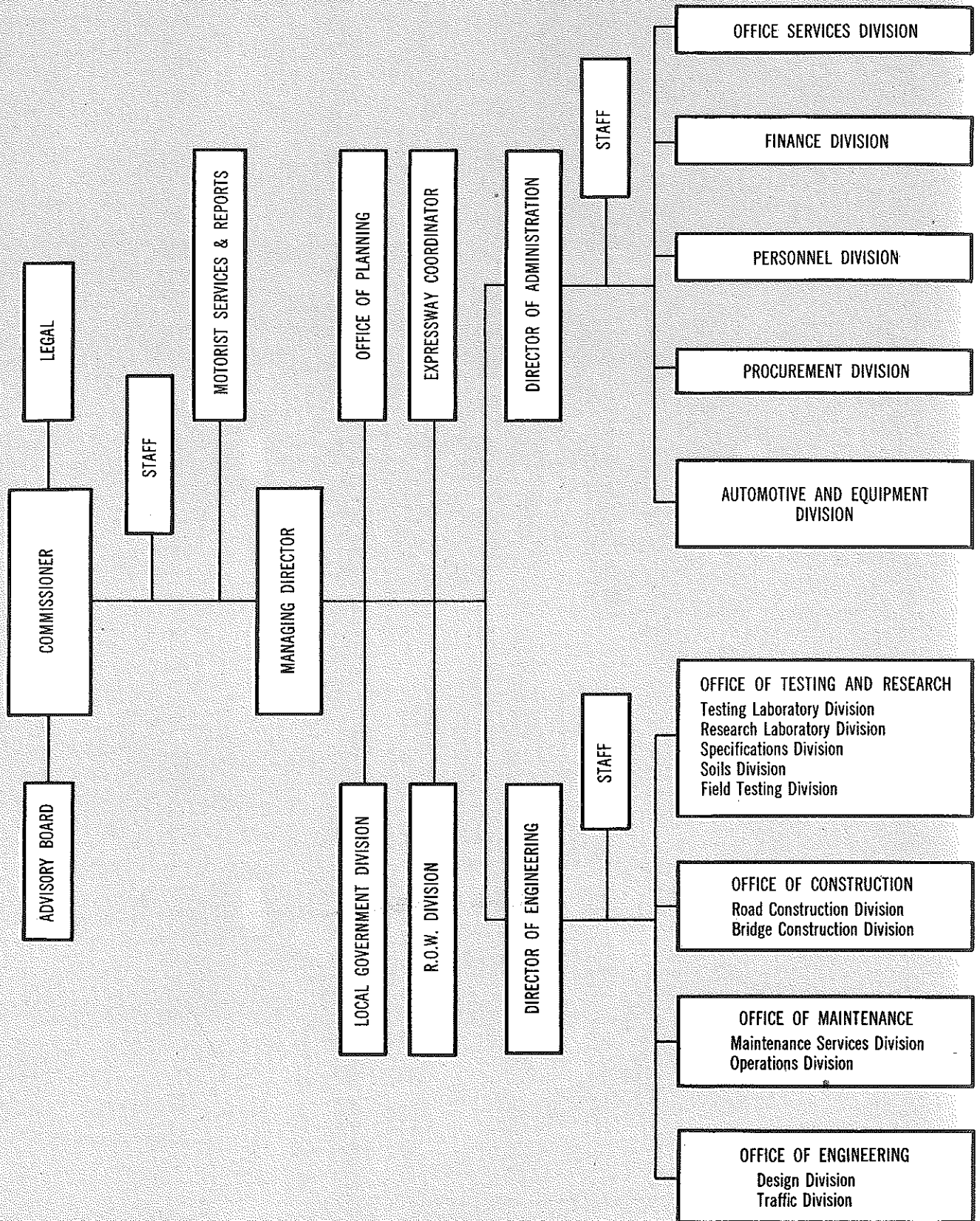
St. Clair	I-94	11.000	W. County Line Northeast to N. of Rattle Run Road	Grading, Drainage, Structures & Divided Roadways	1st 62
	I-94	5.000	N. of Rattle Run Road Northeast to US-25—Marysville	Grading, Drainage, Structures & Divided Roadways	1st 62
	I-94	8.400	US-25 N. and E. & N. to Bridge Plaza	Grading, Drainage & Divided Roadways	3rd 61
St. Joseph	M-78	2.653	State Line N. to US-112 in Sturgis	Grading, Drainage, Widen & Bituminous Surfacing	5-21-59
	US-131	0.234	Continental Plaza (Three Rivers) N. to US-131	Grading, Drainage, Structures & Bituminous Surfacing	1st 60
	M-78	0.203	M-86 S.	Grading, Drainage, Aggregate & Prime & Double Seal	1st 60
	M-78 & M-86	2.819	Colon W.	Grading, Drainage, Aggregate & Prime & Double Seal	1st 60
	M-78 & M-86	6.900	W. of Colon to M-86 Junction	Bituminous Surfacing	2nd 61
Tuscola	M-38	7.200	W. County Line to Vassar and in Vassar	Grading, Drainage, Aggregate & Bituminous Surfacing	2nd 60
	M-38	4.000	Juanita E. to W. of Mayville	Bituminous Surfacing	2nd 60
	M-38	4.100	Mayville to Silverwood	Grading, Drainage, Aggregate & Bituminous Surfacing	2nd 60
	US-12 Reloc.	3.286	M-119 W. to M-40	Grading, Drainage & Divided Roadways	6-17-59
Van Buren	US-12 Reloc.	0.811	M-40 W.	Grading, Drainage & Divided Roadways	6-17-59
	US-12 Reloc.	9.628	W. of M-40 W. to Thomas Road	Grading, Drainage & Divided Roadways	6-30-59
	M-40 & M-119	0.461	In Paw Paw, Kalamazoo Street to St. Joseph Street	Grading, Drainage & Concrete Surfacing	6-30-59
	M-50 & M-119	0.843	S. of Paw Paw	Grading, Drainage & Divided Roadways	6-30-59
	I-96	13.000	S. County Line to N. County Line	Grading, Drainage, Structures & Divided Roadways	3rd 61
Washtenaw	US-12	0.785	US-12 Relocation to Tyler Road	Grading, Drainage & Concrete Surfacing	6-30-59
	US-12	0.174	W. of Bomber Avenue E. on Service Road to McGregor Avenue	Grading, Drainage, Aggregate & Prime & Double Seal	6-30-59
	M-14	1.659	In Ann Arbor—Moore Street to Broadway	Bituminous Surfacing	6-9-59
	US-112 BR	0.150	E. County Line W. to M-17	Bituminous Surfacing	8-21-59
	US-112	0.921	Service Roads, Devonshire Road Southeasterly to Lamay Road and E. to Ecorse Road Crossover	Grading, Drainage, Aggregate & Prime & Double Seal	6-30-59
	M-14	9.526	Broadway Street E. to County Line	Widen & Bituminous Surfacing	6-9-59
	US-23 Reloc.	9.800	Milan N. to US-112	Grading, Drainage, Structures & Divided Roadways	4th 60
	US-23 Reloc.	3.000	N. of Existing US-12 N. to S. of Huron River	Grading, Drainage, Structures & Divided Roadways	3rd 61
	US-23 Reloc.	2.000	S. of Huron River to N. of M-14	Grading, Drainage, Structures & Divided Roadways	3rd 61
	US-23 Reloc.	2.000	N. of M-14 to Existing US-23	Grading, Drainage, Structures & Divided Roadways	3rd 61
	I-94	7.800	W. County Line to Fletcher Road	Grading, Drainage, Structures & Divided Roadways	2nd 60
	I-94	4.978	Fletcher Road E. to Baker Road	Grading, Drainage, Structures & Divided Roadways	1st 60
	I-94	5.100	Baker Road E. to Ann Arbor	Grading, Drainage, Structures & Divided Roadways	2nd 60
Wayne	M-14	3.672	W. County Line E. to Plymouth Road	Widen & Bituminous Surfacing	6-5-59
	M-17	0.191	W. Limits Lincoln Park E. to Dix-Toledo Road	Bituminous Surfacing	1st 60
	M-17	0.516	Allen Road E. to E. Limits Lincoln Park	Widen & Bituminous Resurfacing	1st 60
	M-17	0.160	At Middlebelt Road and at Wayne Road	Intersection Improvement	1st 60
	US-24	1.502	Center Line—Ford Road N.	Single Concrete Roadway to Make Divided	12-26-58
	US-24	0.316	S. End of Curb Return Ann Arbor Trail	Grading, Drainage & Concrete Surfacing	12-26-58
	US-25	6.117	1376' S. of Northline Road S.	Grading, Drainage & Concrete Surfacing	9-17-58
	I-94	0.170	Ridgemont to Vernier	Grading, Drainage, Structures & Divided Roadways	12-30-59
	M-102	3.071	Van Dyke W. to Dequindre (West Bound)	Bituminous Resurfacing	8-28-59
	M-102	4.720	Van Dyke W. (East Bound)	Bituminous Resurfacing	8-28-59
	M-102	1.344	Dequindre W. to W. Limits Hazel Park (West Bound)	Bituminous Resurfacing	8-18-59
	M-102	0.156	J. C. Lodge W. to Greenfield Road (East Bound)	Bituminous Resurfacing	8-28-59
	M-102	2.209	In Ferndale W. to E. Limits Oak Park (West Bound)	Bituminous Resurfacing	8-28-59
	M-102	0.303	Ferndale W. to Hilton Road (West Bound)	Bituminous Resurfacing	8-28-59
	M-102	1.660	E. Limits Oak Park W. to Northwest Highway (West Bound)	Bituminous Resurfacing	8-28-59
	M-102	0.857	Northwestern Highway W. to Southfield Road (West Bound & East Bound)	Bituminous Resurfacing	8-28-59
	US-112 BR	0.994	M-17 to US-112 BR in Ypsilanti	Divided Roadways	8-21-59
	E. F. Expressway	0.570	Morang Avenue to Kingsville Avenue	Grading, Drainage & Divided Roadways	5-13-58
	W. P. Chrysler		N. of Jefferson to N. of Lafayette Avenue	Service Roads, Grading & Drainage, Side Slopes	6-30-59
	Southfield Hwy	1.798	Kirkwood to Joy Road	Service Roads, Grading & Drainage, Temporary Roads, Paving, etc.	6-30-59

FUTURE HIGHWAY CONSTRUCTION—PROJECTS TO BE PLACED UNDER CONTRACT OR COMPLETED—Concluded

County	Trunk Line Number	Miles	Location	Type of Improvement	Placed Under Contract	Scheduled Letting Quarter	
Wayne (Cont.)	I-75	2.600	Sibley Road N. to Pennsylvania Road	Grading, Drainage, Structures & Divided Roadways		3rd 60	
	I-75	1.100	Randolph E. to Hastings and N. to Gratiot Avenue	Grading, Drainage, Structures & Divided Roadways		3rd 61	
	I-75		Fisher Interchange Area (1st Contract)	Grading, Drainage, Structures & Divided Roadways		2nd 60	
	I-75		Fisher Interchange Area (2nd Contract)	Grading, Drainage, Structures & Divided Roadways		1st 61	
	I-75	0.700	Division to Alexandrine	Grading, Drainage, Structures & Divided Roadways		2nd 60	
	I-75	0.500	Alexandrine N. to Warren	Grading, Drainage, Structures & Divided Roadways		4th 60	
	I-75	0.300	Warren to Ferry	Grading, Drainage, Structures & Divided Roadways		3rd 61	
	I-75		Ford Interchange Area (1st Contract)	Grading, Drainage, Structures & Divided Roadways		2nd 60	
	I-75		Ford Interchange Area (3rd Contract)	Grading, Drainage, Structures & Divided Roadways		4th 61	
	I-75	5.000	Ford Interchange Area (4th Contract)	Grading, Drainage, Structures & Divided Roadways		1st 62	
	I-94	0.144	N. County Line to Ridgemont	Grading, Drainage, Structures & Divided Roadways		3rd 61	
	I-94		At Oakwood Boulevard	Ramps & Structures	12-9-59		
	I-94	0.200	At Belleville Lake	Service Roads		4th 60	
	M-97	0.200	Gratiot to Findlay	Widen & Bituminous Resurfacing		1st 60	
	M-102	0.800	At Woodward Avenue and Ferndale	Widen & Bituminous Resurfacing		2nd 60	
	US-112	1.000	Pershing Avenue to N. 4th Street—Wayne	Bituminous Resurfacing		2nd 60	
	US-112	1.100	E. City Limits in Wayne Westerly on Main Street	Bituminous Resurfacing		2nd 60	
	M-153	2.000	Inkster Road to US-24	Bituminous Surfacing		2nd 60	
	J. C. Lodge Ext.	0.950	Wyoming to Meyers	Grading, Drainage, Structures & Divided Roadways		4th 60	
	J. C. Lodge Ext.	1.300	Meyers Road to 7 Mile Road	Grading, Drainage, Structures & Divided Roadways		1st 61	
	J. C. Lodge Ext.	1.000	7 Mile Road to Greenfield	Grading, Drainage, Structures & Divided Roadways		3rd 61	
	J. C. Lodge Ext.	0.800	Greenfield to 8 Mile Road	Grading, Drainage, Structures & Divided Roadways		3rd 61	
	J. C. Lodge Ext.		Wyoming to 8 Mile Road	Water Mains & Median		2nd 60	
	Detroit-Toledo Exp. Connection	2.600	Pennsylvania to Eureka Road	Grading, Drainage, Structures & Divided Roadways		4th 60	
	Southfield Hwy.	5.000	I-94 N. to Ford Road (M-153)	Grading, Drainage, Structures & Divided Roadways		4th 61	
	Southfield Hwy.	2.000	N. of Ford Road to N. of Joy Road	Grading, Drainage, Structures & Divided Roadways		2nd 60	
	Southfield Hwy.	2.000	N. of Joy Road to N. of Schoolcraft	Grading, Drainage, Structures & Divided Roadways		3rd 60	
	Southfield Hwy.	2.000	N. of Schoolcraft to 6 Mile Road	Grading, Drainage, Structures & Divided Roadways		4th 60	
	Southfield Hwy.	1.750	6 Mile Road to Trojan	Grading, Drainage, Structures & Divided Roadways		2nd 61	
	Southfield Hwy.	0.250	Trojan to 8 Mile Road	Grading, Drainage, Structures & Divided Roadways		3rd 61	
	Southfield Hwy.		N. of Joy Road to 8 Mile Road	Water Mains, Utilities Changes & Installations	12-9-59		
	Wexford	M-37	6.746	W. Junction M-115 in Mesick W. & S.	Grading, Drainage & Bituminous Surfacing	9-29-59	
		M-37	8.000	N. County Line S. to M-42	Bituminous Resurfacing		2nd 60
US-131 Reloc.		2.000	Cadillac S. to M-115	Grading, Drainage & Bituminous Surfacing		1st 61	
		2,098.279					

ORGANIZATION CHART

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