

BAKER & MILLER PLLC
ATTORNEYS AND COUNSELLORS

SUITE 1000
915 15TH STREET, N.W.
WASHINGTON, D.C. 20005-2318
TELEPHONE: (202) 637-9499
FACSIMILE: (202) 637-9394



October 16, 2003

BY HAND DELIVERY

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

ENTERED
Office of Proceedings
OCT 16 2003
Part of
Public Record

**Re: Central Michigan Railway Company – Abandonment Exemption – In Saginaw
County, MI, Docket AB-308 (Sub-No. 3X)**

Dear Secretary Williams:

Enclosed please find an original and eleven (11) copies of the report of Central Michigan Railway Company (“CMR”) on its efforts to reach an accommodation with Plastatech, Ltd., pursuant to the Board’s order served September 25 in this matter. Please time and date stamp the eleventh copy of this letter and the attached pleading to be returned to the messenger.

Copies of this filing are being served by first-class mail, or by more expeditious service, upon all parties of record. Please do not hesitate to contact me directly if you have any questions regarding this letter or the enclosed materials.

Sincerely,


William A. Mullins

Enclosures

cc: Central Michigan Railway Co.
All Parties of Record

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

DOCKET NO. AB-308 (SUB-NO. 3X)

**CENTRAL MICHIGAN RAILWAY COMPANY
- ABANDONMENT EXEMPTION -
IN SAGINAW COUNTY, MI**

**PETITIONER'S REPORT ON NEGOTIATIONS WITH
PARTY OPPOSING ABANDONMENT**



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William A. Mullins
David C. Reeves
Christine J. Sommer
BAKER & MILLER PLLC
915 Fifteenth Street, NW
Suite 1000
Washington, DC 20005
Tel.: (202) 637-9499
Fax: (202) 637-9394

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Attorneys for
Central Michigan Railway Company

**BEFORE THE
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**CENTRAL MICHIGAN RAILWAY COMPANY
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IN SAGINAW COUNTY, MI**

**PETITIONER'S REPORT ON NEGOTIATIONS WITH
PARTY OPPOSING ABANDONMENT**

By decision served September 25, 2003, the Surface Transportation Board ("STB" or "Board") instructed Central Michigan Railway Company ("CMR") and Plastatech, Ltd. ("Plastatech"), to attempt to reach an agreement with respect to the issues in this proceeding, and to report back to the Board about those efforts by October 16. CMR hereby submits its report.

DISCUSSION

While CMR was pleased with the prospect offered by the Board's direction that CMR and Plastatech attempt to work out a resolution in this case, CMR is disappointed to report that its efforts have been rebuffed by Plastatech. As suggested by the Board, CMR attempted to negotiate an accommodation with Plastatech over its opposition to the proposed abandonment. CMR offered Plastatech (1) a \$200 per car rebate on future rail freight charges for Plastatech shipments transloaded at CMR's facility in Saginaw; (2) to continue CMR's policy of open-ended holding of loaded private cars consigned to Plastatech without added charge by CMR; and (3) a cash payment to Plastatech sufficient to cover the book value (less salvage value) of the rail facilities that Plastatech invested in to switch from truck to rail for its receipt of PVC resin. Plastatech turned down these offers and continues to insist that it receive a substantial portion of

the condemnation payment that CMR expects from the state for the taking of CMR's bridge. Indeed, in its October 15 status report to the Board, Plastatech admits that its desire to be made whole can be accomplished by "using MDOT's money, not CMR's own money." Plastatech Status Report, October 15, 2003, at 5 ("Status Report"). As a result, CMR was not able to reach an accommodation with Plastatech.

CMR is perplexed as to why Plastatech continues to demand that it be given a significant share of the proceeds that the Michigan Department of Transportation ("MDOT") is proposing to pay CMR to take CMR's rail bridge, tracks, and appurtenances. This is CMR property for which CMR is entitled to be compensated if it is taken. MDOT is not taking any Plastatech property and MDOT has no legal obligation to compensate Plastatech. Notwithstanding that Plastatech is not legally entitled to any MDOT funds, Plastatech is trying to use this Board to achieve a back door method of obtaining MDOT money. The Board should reject this approach.

Indeed, if for whatever reason the Plastatech facility were razed and relocated by a governmental body, with Plastatech receiving compensation, would Plastatech give some of that compensation to CMR in order to compensate CMR for the fact that it would no longer receive revenue from serving the Plastatech facility? Would MDOT or the STB require Plastatech to compensate CMR? Of course not, nor should they, but that seems to be the position that Plastatech is taking; *i.e.*, that because the state is taking CMR property, Plastatech is entitled to compensation because it will lose direct rail service and the STB should be the party to order that compensation. There is no basis in law or fact for such a position.¹ Because the state is taking CMR's property, not Plastatech's, Plastatech is not legally entitled to any compensation.

¹ CMR has asked Plastatech to provide even one case where the ICC or the STB awarded compensation to a shipper in the context of an abandonment proceeding. Plastatech could provide no such precedent, and the Board should not establish such a precedent now. Not only is

Nonetheless, CMR understands that Plastatech did invest in certain railroad infrastructure to facilitate rail service, which will no longer be available, and CMR attempted to resolve Plastatech's concerns by making offers to compensate Plastatech and establish a future transload operation. CMR made these offers despite the fact that Plastatech has already more than recouped its investment in its rail facilities due to the significant savings it achieved by using rail over truck. Indeed, prior to three and half years ago, Plastatech received all of its shipments via truck, which it can do again if abandonment is allowed. Due to Plastatech's and CMR's desires to shift this traffic from truck to rail, CMR and Plastatech worked together to develop rail service. As a result, Plastatech has achieved significant savings in its transportation costs.

Based upon figures cited in Plastatech's statements to the STB,² rail-direct service saved Plastatech 1.6 cents per pound over truck-direct rates. CMR's data indicates that Plastatech has received at least 237 carloads by rail-direct service since the year 2000, yielding savings to Plastatech of \$625,680 in direct transportation costs and \$98,525 in "pre-buy"³ savings as compared to the cost of truck-direct service. These savings amount to over \$724,000, calculated as follows:⁴

there no legal basis to award compensation to a shipper who loses service from a lawfully approved abandonment, but such a precedent would represent bad policy as well. Railroads should not be required to pay money to shippers in order to exit a market, especially when the railroad is already losing money serving that shipper.

² See Plastatech's Reply in Opposition, filed August 20, 2003, at 5, n.2.

³ "Pre-buy" savings is a term used by Plastatech. It is the volume discount that they receive by purchasing large quantities of plastic in advance. Those savings would still be available if Plastatech were to accept CMR's transload option.

⁴ All figures were taken either from Plastatech's August 20 Reply In Opposition or from CMR's own carload counts.

**ANALYSIS OF PLASTATECH TRANSPORTATION SAVINGS
USING RAIL INSTEAD OF TRUCK**

YEAR	C/Ls	POUNDS	TRANS SAVINGS	PRE-BUY SAVINGS	TOTAL RAIL SAVINGS
2000	50	8,250,000	\$ 132,000	N/A	\$ 132,000
2001	57	9,405,000	\$ 150,480	\$ 27,045	\$ 177,509
2002	81	13,365,000	\$ 213,840	\$ 38,930	\$ 252,770
YTD-JUNE 2003	49	8,085,000	\$ 129,360	\$ 32,550	\$ 161,910
TOTALS	237	39,105,000	\$ 625,680	\$ 98,525	\$ 724,189

Thus, CMR's service has helped Plastatech earn a return of more than 700% on its \$100,710 investment in facilities to receive rail shipments.⁵ Given these significant savings, Plastatech shouldn't be entitled to any compensation for its investment in its rail infrastructure, but nonetheless, in an effort to work with its customer, CMR was willing to pay Plastatech the book value of its rail investment, less salvage value. Plastatech rejected this offer.

Likewise, if the abandonment exemption was granted, CMR wanted to ensure that Plastatech would continue to use rail in the future and enjoy some savings vis-à-vis truck. As a result, CMR offered a rail transload option and a \$200 per car rebate for all future rail movements shipped via the transload operation. Under this plan, Plastatech would continue to achieve significant savings vis-à-vis truck-direct service. For example, if utilized over the past 3½ years, the transload plan would have yielded Plastatech nearly \$420,000 in transportation and "pre-buy" savings versus truck-direct service. The savings would have been as follows:

⁵ See Plastatech's Reply in Opposition, filed August 20, 2003, at 10.

**ANALYSIS OF PLASTATECH TRANSPORTATION SAVINGS
USING RAIL/TRUCK TRANSLOAD**

YEAR	TOTAL RAIL SAVINGS (SEE ABOVE)	C/Ls	ANNUAL TONS	ADDITIONAL TRANSLOAD/ TRUCKING COST (@ 18.00 N.T.) ⁶	CMR REBATE (\$200/CAR)	RAIL TRANSLOAD SAVINGS OVER TRUCK DIRECT
2000	\$132,000	50	4,125	(\$74,250)	\$10,000	\$ 57,750
2001	\$177,509	57	4,703	(\$84,654)	\$11,400	\$ 104,255
2002	\$252,770	81	6,683	(\$120,294)	\$16,200	\$148,676
YTD- JUNE 2003	\$161,910	49	4,043	(\$72,774)	\$ 9,800	\$ 98,936
	\$724,189			(\$351,972)	\$47,400	\$419,617

Thus, while Plastatech would not be able to lower its transportation costs as much through rail-truck transload as through direct-rail service, it still would achieve very substantial savings under CMR's transload offer that would otherwise not be available to Plastatech. In fact using Plastatech's own traffic projections over a ten year period the savings over trucking would be 2, 200,000 using the transload option.

Given the substantial savings already achieved by Plastatech by using CMR and the fact that it could continue to enjoy similar savings using a CMR transload operation in the future, if it so chooses, Plastatech's request that it be given a substantial portion of the condemnation payment in order to consent to the abandonment is outrageous. Although Plastatech opposes this abandonment on the basis that its transportation cost will increase if abandonment is granted, it has never been the Board's practice to require a carrier to guarantee that a shipper's costs would not rise because of an abandonment; indeed, quite the opposite is true. *See CSX Transportation,*

⁶ This \$18.00 per net ton cost to transload and truck to Plastatech's facility was quoted to CMR by Forest Transport, a local trucking operator. They have been in business for six years and specialize in bulk transport. They have also been in direct discussions with Plastatech and have offered to dedicate a trailer to Plastatech to avoid any contamination issues. The quote by Forest Transport is lower than the \$21.50 per ton figure used by Plastatech, which was based on a quotation by a carrier that serves a Plastatech-affiliated corporation.

Plastatech's Status Report claims that CMR's arguments with respect to the MDOT bridge removal project are a "red herring since MDOT is in a 'fix it first' modality and has no current plan to demolish The Bridge in 2003 or 2004." Status Report at 4. Plastatech's statements are simply wrong and are intended to confuse the issue. It is true that the broader project to widen I-75 is still in the planning stages and may not be completed for ten years. As noted in the Status Report, this fact was confirmed to Plastatech by MDOT's engineer, Mr. Andrew Phillip, and by MDOT's project director, Mr. Terry Palmer.

Plastatech, however, is trying to confuse the long term I-75 project with the immediate project to demolish the bridge. These are two separate projects, and the bridge project is scheduled for this year. MDOT's Five Year Road and Bridge Program, found on MDOT's website, shows the CMR bridge removal as planned for 2003. *See* http://www.michigan.gov/documents/MDOT_5year_plan_2003_bay_70973_7.pdf, copy attached as Exhibit A hereto, at page 80. On that page, the second listing under Saginaw County shows road reconstruction of 0.34 miles of road north of State Highway 46 to south of Interstate 675 as a construction project scheduled for 2003. That location between State Highway 46 and Interstate 675 is the location of CMR's bridge.

MDOT's website also shows the bids for the project, including the expectation that the work would be completed by October 31, 2003. Attached as Exhibit B is a copy of the first page of a list of confirmed bids for MDOT road projects, found on MDOT's website at

for a ten year period and then discounted at a 50% discount rate. CMR's projected growth has never occurred and indeed, as Plastatech's own counsel admits, that growth was "based on multiple shippers." Status Report at 5. The multiple shippers did not materialize and the only shipper now using the line is Plastatech. Indeed, as the evidence of record establishes, the traffic on this line has declined from 2,600 carloads in 2000 to 81 carloads in 2002. CMR cannot earn an adequate return on capital, let alone cover its variable costs, by serving only one shipper over the line.

<http://www.mdot.state.mi.us/bids/bidletting/2003-07-09/Resultac.txt>. That page shows the bids for this project, matching the description on page 80 shown in Exhibit A. Under "Completion Date," the description of the project says "October 31, 2003."

This clearly establishes, contrary to Plastatech's confusing contentions, that the removal of CMR's bridge is planned to occur immediately, and separate from the larger I-75 project. Of note, neither Mr. Phillips nor Mr. Palmer is cited as authority for the proposition that MDOT "has no plans to demolish The Bridge in 2003 or 2004," nor could they be because the project regarding the roadbed underneath the CMR bridge is needed now, not just at some point in the future, and is not tied to approval of the broader I-75 project.

Not only does the MDOT website show that the plans to demolish the bridge are not merely a "red herring," but MDOT's plans to move forward immediately with removal of the bridge once abandonment authority is finalized was re-confirmed to CMR's witness Charles A. Pinkerton, III in a conversation with Terry L. Anderson, Region Engineer - Bay Region Office of the Michigan Department of Transportation on October 8, 2003, and in written correspondence dated October 10, 2003. According to Mr. Anderson, the state wishes to remove the bridge promptly for public safety reasons in order to expand and widen the roadway, including the on/off ramps for State Highway 46 and Interstate 675. This is a significant first stage of the I-75 project and will eventually change the grading and abrupt curvature of lanes, which is evident from the photos included in CMR's environmental report. Mr. Anderson has confirmed that the state stands ready to award the contract for the work promptly upon notice that this abandonment

has been approved. While this removal is part of a larger, longer-term project for widening I-75, the state desires to proceed with this first stage at the earliest possible time.⁹

Against the overriding public interest to remove the rail bridge and improve road safety must be weighed the question of whether there is any substantial public interest in assuring that Plastatech continues to receive direct rail service, notwithstanding that it can use trucks or a transload operation. Indeed, absent the abandonment, the record in this proceeding shows that in order to preserve Plastatech's direct rail service, MDOT would have to spend approximately \$5.0 million to build a new, longer bridge for CMR across I-75 (as opposed to \$3.0 million to acquire the existing bridge for removal), or the public would have to continue to absorb the safety risks that MDOT seeks to eliminate through removal of the bridge.¹⁰ CMR submits that the public interest clearly does not lie in requiring CMR or the state to subsidize Plastatech. In essence, the Board must balance the interests of the people of Michigan, as represented by their state transportation planners, and the fact that CMR is losing money serving Plastatech, against the interests of Plastatech. When one does that balancing test, the public interest obviously lies with the state and CMR.

⁹ CMR notes that, as with Plastatech's original evidence, no Plastatech representative has verified the conversations with Mr. Phillips or Mr. Palmer or any other facts contained in Plastatech's Status Report. The statement that there are no plans to demolish the bridge is unsupported, and is contradicted by information publicly available on MDOT's website as well as by Mr. Pinkerton's conversation with Mr. Anderson.

¹⁰ In other cases involving road projects, the Board and the ICC have acted expeditiously to allow public projects to move forward. *See Montana Rail Link-Abandonment Exemption-In Lake County, MT*, STB Docket No. AB-575 (Sub-No. 1X) (served Nov. 29, 2002); *Soo Line Railroad Company—Abandonment Exemption—In Hennepin County, Minnesota*, No. AB-57 (Sub-No. 40X) (served May 14, 1998); *Burlington Northern Railroad Company—Abandonment Exemption—In Washington County, OR*, Docket No. AB-6 (Sub-No. 363X)(served Dec. 5, 1994).

CONCLUSION

CMR tried to reach a reasonable accommodation with Plastatech that would allow Plastatech continued substantial cost savings over the cost of truck-direct service. Unfortunately, Plastatech has rejected that offer. Notwithstanding the failure to reach a negotiated settlement, given the facts of this proceeding, it is clear that the Board should move forward and grant the abandonment exemption. Continued regulation is not necessary to carry out the rail transportation policy. Indeed, application of that policy, specifically sections 10101(2), (3), (5), (7), and (8), favors granting the abandonment. Furthermore, a grant of the abandonment is of limited scope and would not subject Plastatech to the abuse of market power. Indeed, not three and half years ago, Plastatech received all of its shipments via truck and it could do so again, or if it were willing to work with CMR, it could implement a transload operation that would result in significant savings over the truck only option. Accordingly, in light of Plastatech's unwillingness to accept CMR's offer and the desire of MDOT to move forward with its highway project, CMR requests that the Board grant CMR's petition for exemption as expeditiously as possible.

Respectfully submitted,



William A. Mullins
David C. Reeves
Christine J. Sommer
BAKER & MILLER, PLLC
915 Fifteenth Street, NW
Suite 1000
Washington, DC 20005
Tel: (202) 637-9499
Fax: (202) 637-9394

October 16, 2003

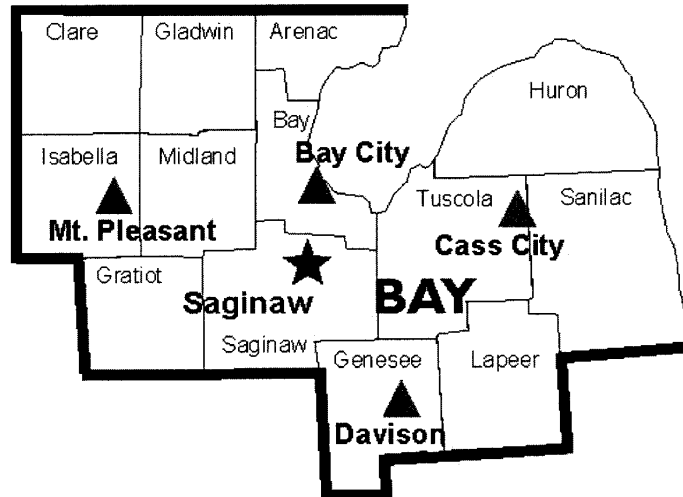
Attorneys for
Central Michigan Railway Company

EXHIBIT A

Bay Region

The Bay Region includes 13 counties in the Saginaw Bay area. They are: Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac, and Tuscola. Major state trunklines include: I-75, I-69, US-127, US-23 and US-10.

In the Bay Region, a priority is to continue to provide transportation services to the region's agricultural industry, among other things, preserving its status as a sugar beet producer and worldwide exporter of beans. The highways of the Bay Region also serve the Flint, Saginaw, Bay City and Midland industrial centers and serve as primary routes for tourism as well as international trade corridors.



Past Accomplishments

The Bay Region produced and constructed more than \$467 million in road and bridge projects over the past four years.

Major highlights of 2002 included the following:

- The elimination of two freeway “choke” points. The first elimination occurred at **I-75 between US-10/M-25 and the M-13 Connector**. The project involved the reconstruction of the freeway with a lane addition northbound and two lanes southbound. The second location was along **US-127 where it combines with US-10 near Clare**. The freeway was rehabilitated with a lane addition in along the northbound section of the US-10/US-127 segment of the route. The corresponding southbound segment will receive a lane addition in the 2003 construction season. The rehabilitation of US-127 continued north another 2.5 miles to Hatton Road.
- Other capacity improvement projects included the mill, resurfacing and one lane widening of **M-15** from the south village limits of Vassar northerly nearly one mile to Water Street at the Cass River, the widening of **M-54/Dort Highway** to five lanes from Bristol Road northerly to Hemphill in the City of Burton and the

reconstruction and widening from two to five lanes of **M-84**, from Bueker Drive northerly to Pierce Road in Kochville Township, Saginaw County.

- Resurfacing or mill and resurfacing work was completed along 23 miles of highway which included: **M-65 from US-23** northerly to the Village of Twining in Arenac County, **US-127 from M-46** to Blanchard Road in Gratiot/Isabella County, **M-84 from M-58/State Street** northerly to Bueker Drive in Saginaw County, **M-53 from M-81** northerly to the Huron County line in Sanilac County and **M-138** through the Village of Akron in Tuscola County.

In total, the work in the Bay Region over the past four years resulted in over 351 miles of roadway being resurfaced or reconstructed and 105 bridges being improved or upgraded. There were three projects that were not fully completed in 2002. These projects are:

I-75: I-475 to M-57 - Genesee County.

This project is scheduled to be constructed in two seasons. The southbound lanes were reconstructed with the addition of a lane. During the 2003 construction season the northbound lanes will be reconstructed with a lane added.

M-84: Pierce Road northerly to M-13/Euclid in Saginaw & Bay Counties.

This project is a federal high priority project that began in 2002 with the reconstruction and widening from two to five lanes from Bueker Road northerly to Pierce Road in Kochville Township, Saginaw County. In 2003, a surface course will be applied to this segment of M-84 thereby completing the work that was begun in 2003.

US-127: US-10 interchange (s) to Hatton Road in Clare County. The contractor must complete the widening of the US-127 bridge over Clare Avenue and then the paving of the new southbound lane can be completed

Five Year Road and Bridge Program

The projects identified in this 2003 to 2007 Five Year Road and Bridge Program for the Bay Region total approximately \$454 million. Investments are allocated in the following manner:

Preserve First	\$ 75 Million
Road & Bridge Preservation	\$337 Million
Capacity Improvements & New Roads	
Construction	\$ 32 Million
Design & Pre-Construction Activities	\$ 10 Million

There are a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

The 2003-2007 five year program of road preservation and capacity improvement work will upgrade more than 294 miles of the Bay Region's more than 1,500 miles over the next five years. Of the region's 1,026 bridges and culverts, 139 (13.5 percent) are scheduled for improvements or major repairs from 2003 through 2007. Capital Preventive Maintenance (CPM) projects, programmed annually, are anticipated for 195 miles of roadway during 2003. This treatment will improve the condition and extend the life of these pavements.

Along with the many preservation, bridge, and CPM projects scheduled, three roadway improvement projects in the Bay Region are under way and are scheduled for completion during the five year program. These projects are on I-75, M-84 and M-24 will mitigate anticipated congestion due to economic and population growth in the region as well as provide better service to motorists and commercial traffic using the main north / south corridor through the region.

Corridor Improvement Strategies

I-75 is a major tourist route from out-of-state locations and southeast Michigan to attractions in the north. Project selection strategies in this region will emphasize freeway modernization, with particular attention given to I-75 as a statewide corridor of significance and through safety and operational improvements. Consistent with this strategy, the Bay Region has systematically improved almost all of the US-127 corridor from the Gratiot County line to the north Clare County line.

Capacity Improvements and New Roads

M-84, from south of Kochville Road to the south Junction of M-13, Saginaw and Bay Counties. This project is planned for: five lanes from south of Kochville to north of Pierce; a four-lane boulevard from north of Pierce to Delta; and a variable three to five lane cross section from Delta to M-13 (Euclid Ave) in Bay City. Environmental clearance documentation, design work and right of way acquisition are complete. Construction of the five-lane segment from Kochville to Pierce Road is complete, and the finish pavement course will be applied in 2003. The MDOT will proceed with the construction phase of this project from Pierce Road to Delta Road in 2004. Construction of the segment of M-84 from Delta Road to Euclid Road is being deferred to a future 5 Year Road and Bridge Program.

M-24, from the south Lapeer County line to south of I-69, Lapeer County.

This 8.5 mile segment of M-24 in Lapeer County is planned to be widened from two-lanes to a four-lane boulevard from south of I-69 to south of Brauer Road. The Federal Highway Administration issued environmental clearance in June 2002, and MDOT will complete the design phase in 2005. The MDOT will proceed with right-of-way acquisition and construction of M-24 as a boulevard between I-69 and Pratt Road may begin in late 2005. Right-of-way acquisition and construction of the segment between Pratt and Brauer Roads is being deferred to a future Five Year Road and Bridge Program.

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

A two-year engineering study to develop a plan for improvements to US-127 north of St. Johns to Ithaca has been completed. The MDOT will proceed with the re-evaluation of the previously approved Environmental Impact Statement and the preparation of final right-of-way plans will continue through 2004. The acquisition of right-of-way is being deferred to a future Five Year Road and Bridge Program. No construction funds have been identified and no construction dates have been targeted.

M-15 between I-75 and I-69, Oakland and Genesee Counties.

An environmental impact statement is nearing completion for a future widening of M-15, in northern Oakland County, and eastern Genesee County. The Final Environmental Impact System is under way. The department will work with the local communities to establish an access management plan for this corridor as a precursor to implementing the preferred alternative.

FIVE YEAR HIGHWAY AND BRIDGE PROGRAM
Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2003	2004	2005	2006	2007
AREMAC	I-75		US-23 TO LINCOLN ROAD	ROAD - LONG AND TRANSVERSE JOINT REPAIRS	3.932	CON				
AREMAC	I-75		LINCOLN TO NORTH STERLING ROAD	ROAD - PAVEMENT RUBBLIZE AND RESURFACE	4.200			CON		
AREMAC	I-75		NORTH OF STERLING ROAD TO OGEMAW COUNTY LINE	ROAD - PAVEMENT RUBBLIZE AND RESURFACE	8.958				CON	
AREMAC	M-33 (Brook Road)		OVER I-75	BRIDGE - APPROACH WORK	0.000				CON	
AREMAC	M-33 (Brook Road)		M-33 OVER I-75	BRIDGE - BRIDGE REPLACEMENT	0.000				CON	
AREMAC	M-81 (CEDAR STREET)		HOSPITAL TO US-23	ROAD - RECONSTRUCTION	0.603				CON	
BAY	I-75		ZILWAKEE BRIDGE TO SOUTH OF US-10	ROAD - PAVEMENT PATCHING	7.198			CON		
BAY	M-13 (EUCLID AVENUE)		CASS TO LAFAYETTE	ROAD - RECONSTRUCT EXISTING, NO WIDENING	0.932		CON			
BAY	M-13 (STATE ROAD)		TOWNLINE ROAD TO PINCONNING NORTH VILLAGE LIMIT	ROAD - RECONSTRUCT EXISTING, NO WIDENING	2.860					
BAY	M-13 (STATE ROAD)		PINCONNING NORTH CITY LIMIT TO WORTH ROAD	ROAD - RESURFACE	4.232	CON				
BAY	M-13 (EUCLID AVENUE)		M-13 FISCHER TO WILDER	ROAD - RESURFACE, MILL AND PULVERIZE	2.010			CON		
BAY	M-13 CONNECTOR		I-75 TO M-13	ROAD - PAVEMENT REPAIR AND DIAMOND GRINDING	2.430		CON			
BAY	M-15 (STATE ROAD)		COLUMBUS TO M-25, BAY CITY	ROAD - ADDITIONAL LANES	0.780					
BAY	M-15 (STATE ROAD)		COLUMBUS TO M-25	ROAD - LANDSCAPING - NEW	0.500					
BAY	M-84 (WEST SIDE SAGINAW ROAD)		TWO BRIDGES IN BAY REGION	BRIDGE - APPROACH WORK	0.000				CON	
BAY	M-84 (WEST SIDE SAGINAW ROAD)		M-33 CONNECTOR OVER DAM RAILROAD AND OLD M-76	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000				CON	
BAY	M-84 (WEST SIDE SAGINAW ROAD)		M-13 AND M-84 OVER WEST CHANNEL OF SAGINAW RIVER	BRIDGE - SUBSTRUCTURE REPAIR	0.000				CON	
CLARE	M-115 (MAIN STREET/FIFTH STREET)		WEST CITY LIMITS OF CLARE TO SUNSET STREET	ROAD - RESURFACE, MILL AND PULVERIZE	1.379		CON			
CLARE	US-10		OSCEOLA COUNTY LINE EAST TO US-10 FREEWAY	ROAD - RESURFACE AND SHOULDERS	9.500				CON	
CLARE	US-10		M-115 TO US-127	ROAD - PAVEMENT RUBBLIZE AND RESURFACE	7.307		CON			
CLARE	US-10 EB		OVER NB US-127 AND EBERHART ROAD	BRIDGE - OVERLAY - DEEP	0.000				CON	
CLARE	US-10 WB		OVER EBERHART ROAD	BRIDGE - OVERLAY - DEEP	0.000				CON	
CLARE	US-10		CLAREABELLA ROAD OVER US-10	BRIDGE - OVERLAY - DEEP	0.000				CON	
CLARE	US-127		RAMP, US-10/US-127	ROAD - RESURFACE AND SHOULDERS	0.000	CON				
CLARE	US-127 BR (MCEWAN STREET)		OLD M-115 TO SOUTH OF TOBACCO RIVER	ROAD - RESURFACE AND CURB AND GUTTER	0.730	CON				
CLARE	US-127 BR		TOWNLINE LAKE ROAD NORTH TO US-127	ROAD - OVERLAY	3.156		CON			
GENESEE	I-475		EIGHT BRIDGES IN GENESEE COUNTY	BRIDGE - APPROACH WORK	0.000		CON			
GENESEE	I-475		I-75 RAMP B OVER GTW RAILROAD AND I-75	BRIDGE - OVERLAY - SHALLOW	0.000		CON			
GENESEE	I-475		COURT STREET TO WB OVER I-475	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESEE	I-475		I-69 RAMP E OVER I-75	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESEE	I-475		I-75 RAMP H AND M OVER I-69 RAMP L	BRIDGE - OVERLAY - SHALLOW	0.000		CON			
GENESEE	I-475		LAPEER ROAD OVER I-69	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESEE	I-475		I-475 RAMP F OVER I-475/I-69 UNDER I-475 RAMP	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESEE	I-475		I-475 RAMP G AND H OVER I-475 RAMP E AND F, M-78, A	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESEE	I-475		SAGINAW STREET NORTH TO I-75	ROAD - PAVEMENT PATCHING	3.764		CON			

FIVE YEAR HIGHWAY AND BRIDGE PROGRAM
Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2003	2004	2005	2006	2007
GENESSEE	I-475 AND I-69		TWO BRIDGES ON I-475 IN FLINT	BRIDGE - APPROACH WORK	0.000	CON				
GENESSEE	I-475 AND I-69		I-475 OVER CSX RAILROAD AND NB SERVICE ROAD (ABANDONED)	BRIDGE - OVERLAY - SHALLOW	0.000	CON				
GENESSEE	I-475 AND I-69		I-475 OVER M-54 BR (SAGINAW STREET)	BRIDGE - OVERLAY - SHALLOW	0.000	CON				
GENESSEE	I-69		TEN BRIDGES, GENESSEE COUNTY	BRIDGE - APPROACH WORK	0.000		CON			
GENESSEE	I-69		I-475 RAMP E OVER I-475, M-21, UNDER I-475 RAMP	BRIDGE - PAINTING COMPLETE	0.000		CON			
GENESSEE	I-69		19 BRIDGES, GENESSEE COUNTY	BRIDGE - APPROACH WORK	0.000		CON			
GENESSEE	I-69		I-75 RAMP A AND C OVER SWARTZ CREEK	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESSEE	I-69		I-75 RAMP H AND M OVER SWARTZ CREEK	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESSEE	I-69		I-75 RAMP L OVER SWARTZ CREEK	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESSEE	I-69		I-75 RAMP D OVER GTW RAILROAD	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESSEE	I-69		SB SERVICE ROAD OVER RAMP D, I-69 AND I-475 INTERCHANGE	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESSEE	I-69		FIFTH STREET OVER I-475 AND RAMP C AND D	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESSEE	I-69		I-75 RAMP B OVER I-69	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESSEE	I-69		I-75 RAMP C OVER I-69	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESSEE	I-69		I-69 RAMP F OVER I-75	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESSEE	I-69		I-75 RAMP C OVER I-75	BRIDGE - PREVENTIVE MAINTENANCE	0.000		CON			
GENESSEE	I-69		I-75 RAMP C AND D OVER BALLENGER ROAD	BRIDGE - OVERLAY - THIN	0.000		CON			
GENESSEE	I-69		I-69 FROM IRISH ROAD TO M-15	ROAD - RECONSTRUCTION	1.935				CON	
GENESSEE	I-69		BELSAIR ROAD OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				
GENESSEE	I-69 WB		I-69 WESTBOUND OVER IRISH ROAD	BRIDGE - OVERLAY - THIN	0.000	CON				
GENESSEE	I-69 EB		I-69 EB OVER IRISH ROAD	BRIDGE - OVERLAY - THIN	0.000	CON				
GENESSEE	I-69		WEST OF I-75 TO CENTER ROAD, FLINT	ROAD - PAVEMENT REPAIR AND DIAMOND GRINDING	6.521	CON				
GENESSEE	I-69		CENTER TO IRISH	ROAD - RECONSTRUCTION	4.114					CON
GENESSEE	I-69		ELMS TO I-75	ROAD - RECONSTRUCTION	3.650				CON	
GENESSEE	I-69 EB		I-69 EB OVER M-15	BRIDGE - OVERLAY - DEEP	0.000				CON	
GENESSEE	I-69 WB		I-69 WB OVER M-15	BRIDGE - OVERLAY - DEEP	0.000				CON	
GENESSEE	I-69 WB		I-69 WB TO I-475 NB RAMP OVER I-475 SB ON RAMP C	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESSEE	I-69 WB		I-69 WB RAMP H AND F OVER BALLENGER ROAD	BRIDGE - OVERLAY - DEEP	0.000		CON			
GENESSEE	I-69		EB AND WB OVER M-15	BRIDGE - APPROACH WORK	0.000				CON	
GENESSEE	I-69		OVER CSX RAILROAD (ABANDONED)	BRIDGE - APPROACH WORK	0.000	CON				
GENESSEE	I-69		OVER CSX RAILROAD (ABANDONED)	BRIDGE - OVERLAY - DEEP	0.000	CON				
GENESSEE	I-69		15 BRIDGES ON I-69, FLINT	BRIDGE - APPROACH WORK	0.000	CON				
GENESSEE	I-69		M-54 BR AND M-56 WB OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				
GENESSEE	I-69 EB		I-69 EB OVER I-75	BRIDGE - OVERLAY - DEEP	0.000	CON				
GENESSEE	I-69 WB		I-69 WB OVER I-75	BRIDGE - OVERLAY - DEEP	0.000	CON				

FIVE YEAR HIGHWAY AND BRIDGE PROGRAM
Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2003	2004	2005	2006	2007
GENESEE	I-69 EB		I-69 EB OVER BALLENGER ROAD	BRIDGE - OVERLAY - DEEP	0.000	CON				
GENESEE	I-69 WB		I-69 WB OVER BALLENGER ROAD	BRIDGE - OVERLAY - DEEP	0.000	CON				
GENESEE	I-69		I-69 OVER GTW RAILROAD	BRIDGE - OVERLAY - DEEP	0.000	CON				
GENESEE	I-69 EB		I-69 EB OVER AVERILL AVENUE	BRIDGE - OVERLAY - DEEP	0.000	CON				
GENESEE	I-69 WB		I-69 WB OVER AVERILL AVENUE	BRIDGE - OVERLAY - DEEP	0.000	CON				
GENESEE	I-69 EB		I-69 EB OVER HAMMERBURG DRIVE	BRIDGE - OVERLAY - DEEP	0.000	CON				
GENESEE	I-69 WB		I-69 WB OVER HAMMERBURG DRIVE	BRIDGE - OVERLAY - DEEP	0.000	CON				
GENESEE	I-69		GRAND TRAVERSE STREET OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				
GENESEE	I-69		CHURCH STREET OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				
GENESEE	I-69		BEACH STREET M-58 EB OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				
GENESEE	I-69 EB		I-69 EB OVER I-475 AND I-475 RAMPS	BRIDGE - OVERLAY - DEEP	0.000	CON				
GENESEE	I-69 WB		I-69 WB OVER I-475 AND I-475 RAMPS	BRIDGE - OVERLAY - DEEP	0.000	CON				
GENESEE	I-69 AND I-475		TWO BRIDGES IN FLINT	BRIDGE - APPROACH WORK	0.000	CON				
GENESEE	I-69 AND I-475		I-69 ON RAMP AND (NINTH) OVER I-69 AND I-475 RAMP A	BRIDGE - OVERLAY - SHALLOW	0.000	CON				
GENESEE	I-69 AND I-475		EIGHTH STREET SERVICE ROAD OVER I-475 RAMP D	BRIDGE - OVERLAY - SHALLOW	0.000	CON				
GENESEE	I-75		OAKLAND COUNTY LINE TO I-475	ROAD - RESURFACE	5.634	CON				
GENESEE	I-75		NB US-231-I-75 OVER PINE RUN CREEK	BRIDGE - WIDEN, OVERLAY, ADD LANES	0.000		CON			
GENESEE	I-75		SB US-231-I-75 OVER PINE RUN CREEK	BRIDGE - WIDEN, OVERLAY, ADD LANES	0.000		CON			
GENESEE	I-75		NB AND SB OVER CSX RAILROAD	BRIDGE - APPROACH WORK	0.000		CON			
GENESEE	I-75		I-75 NB OVER CSX RAILROAD	BRIDGE - OVERLAY - SHALLOW	0.000		CON			
GENESEE	I-75		I-75 SB OVER CSX RAILROAD	BRIDGE - OVERLAY - SHALLOW	0.000		CON			
GENESEE	I-75		BRIDGES ON I-75, GENESEE COUNTY	BRIDGE - APPROACH WORK	0.000		CON			
GENESEE	I-75		SB M-54 OVER I-75	BRIDGE - OVERLAY - SHALLOW	0.000		CON			
GENESEE	I-75		I-75 SB OVER COOK ROAD	BRIDGE - OVERLAY - SHALLOW	0.000		CON			
GENESEE	I-75		I-75 NB OVER COOK ROAD	BRIDGE - OVERLAY - SHALLOW	0.000		CON			
GENESEE	I-75		M-54 (DORT HIGHWAY) OVER I-75 SB	BRIDGE - PAINTING COMPLETE	0.000		CON			
GENESEE	I-75		M-54 (DORT HIGHWAY) OVER I-75 NB	BRIDGE - PAINTING COMPLETE	0.000		CON			
GENESEE	I-75		I-475 SB OVER I-75 NB	BRIDGE - OVERLAY - SHALLOW	0.000		CON			
GENESEE	I-75		STANLEY ROAD OVER I-75	BRIDGE - OVERLAY - THIN	0.000	CON				
GENESEE	I-75		M-57 (VIENNA ROAD) OVER I-75	BRIDGE - OVERLAY - THIN	0.000	CON				
GENESEE	I-75		HOLLY ROAD OVER I-75	BRIDGE - OVERLAY - THIN	0.000	CON				
GENESEE	I-75		I-475 SOUTH JUNCTION TO I-475 NORTH JUNCTION	ROAD - RESURFACE	13.964					CON
GENESEE	M-13 (SHERIDAN AVENUE)		I-69 TO M-21, LENNON	ROAD - RESURFACE	2.400		CON			
GENESEE	M-15 (STATE ROAD)		SOUTH OF MILLINGTON	ROAD - RESURFACE AND SHOULDERS	6.280	CON				
GENESEE	M-15 (STATE ROAD)		DAVISON ROAD TO DODGE ROAD	ROAD - RESURFACE, MILL AND PULVERIZE	7.915	CON				

FIVE YEAR HIGHWAY AND BRIDGE PROGRAM
Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2003	2004	2005	2006	2007
GENESEE	M-21 (COURT STREET)		MILLER ROAD TO I-475, FLINT	ROAD - RESURFACE AND CURB AND GUTTER	1.054		CON			
GENESEE	M-21 (CORUNNA ROAD)		I-75 TO COURT STREET	ROAD - RESURFACE	2.010	CON				
GENESEE	M-54 (DORT HIGHWAY)		ROBERT T. LONGWAY TO LEITH STREET	ROAD - RESURFACE, MILL AND PULVERIZE	1.220		CON			
GENESEE	M-54 (DORT HIGHWAY)		LEITH STREET TO STEWART	ROAD - RESURFACE, MILL AND PULVERIZE	1.130				CON	
GENESEE	M-54 (DORT HIGHWAY)		I-69 TO ROBERT T. LONGWAY BOULEVARD, FLINT	ROAD - RECONSTRUCTION	1.000	CON				
GENESEE	M-57 (VIENNA ROAD)		M-54 TO CLIO WEST CITY LIMIT TO RAILROAD CROSSING	ROAD - RECONSTRUCT EXISTING, NO WIDENING	1.500			CON		
GENESEE	M-57 (VIENNA ROAD)		MONTEROSE WEST CITY LIMITS TO FLINT RIVER	ROAD - RESURFACE	1.270	CON				
GENESEE	US-23 NB		FENTON REST AREA	REST AREA - BUILDING REPLACEMENT			CON			
GENESEE	US-23		THOMPSON ROAD OVER US-23	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000			CON		
GENESEE	US-23		BALDWIN ROAD OVER US-23	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000			CON		
GENESEE	US-23		TORREY ROAD OVER US-23	BRIDGE - PAINTING COMPLETE	0.000			CON		
GENESEE	US-23		GRAND BLANC ROAD OVER US-23	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000			CON		
GENESEE	US-23		HILL ROAD OVER US-23	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000			CON		
GRATIOT	M-46 (MONROE MAIN)		GRAFTON TO CROSWELL, ST. LOUIS	ROAD - RESURFACE AND SHOULDERS	5.469	CON				
GRATIOT	M-46 (WASHINGTON ROAD)		M-46 OVER PINE RIVER	BRIDGE - PREVENTIVE MAINTENANCE	0.000	CON				
GRATIOT	M-46 (MONROE ROAD)		M-46 OVER SUGAR CREEK	BRIDGE - BRIDGE REPLACEMENT	0.000	CON				
GRATIOT	M-46 (MONROE ROAD)		WEST COUNTY LINE TO US-127 BR	ROAD - RESURFACE AND SHOULDERS	8.980	CON				
GRATIOT	M-46, US-127, M-20, M-13		TEN BRIDGES IN BAY REGION	BRIDGE - APPROACH WORK	0.000	CON				
GRATIOT	M-46/US-127 BR (MONROE ROAD)		M-46 AND US-127 BR OVER US-127	BRIDGE - PREVENTIVE MAINTENANCE	0.000	CON				
GRATIOT	US-127 SB		US-127 SB OVER PINE RIVER	BRIDGE - OVERLAY - DEEP	0.000	CON				
GRATIOT	US-127 NB		US-127 NB OVER LITTLE SALT RIVER	BRIDGE - OVERLAY - SHALLOW	0.000	CON				
GRATIOT	US-127		US-127 SB OVER LITTLE SALT RIVER	BRIDGE - OVERLAY - THIN	0.000	CON				
GRATIOT	US-127		SIX BRIDGES ON US-127	BRIDGE - APPROACH WORK	0.000			CON		
GRATIOT	US-127 NB		US-127 NB OVER US-127 BR AND M-61	BRIDGE - DECK REPLACEMENT	0.000			CON		
GRATIOT	US-127 SB		US-127 SB OVER US-127 BR AND M-61	BRIDGE - DECK REPLACEMENT	0.000			CON		
GRATIOT	US-127 NB		US-127 NB OVER MDOT RAILROAD	BRIDGE - OVERLAY - DEEP	0.000			CON		
GRATIOT	US-127 SB		US-127 SB OVER MDOT RAILROAD	BRIDGE - OVERLAY - DEEP	0.000			CON		
GRATIOT	US-127 NB		US-127 NB OVER US-127 BR	BRIDGE - OVERLAY - DEEP	0.000			CON		
GRATIOT	US-127 SB		US-127 SB OVER US-127 BR	BRIDGE - OVERLAY - DEEP	0.000			CON		
GRATIOT	US-127		BEGOLE ROAD OVER US-127	BRIDGE - OVERLAY - DEEP	0.000			CON		
GRATIOT	US-127		ST CHARLES ROAD OVER US-127	BRIDGE - OVERLAY - DEEP	0.000			CON		
GRATIOT	US-127 NB		US-127 NB OVER MICHIGAN AVENUE	BRIDGE - JOINT REPLACEMENT	0.000			CON		
GRATIOT	US-127 SB		US-127 SB OVER MICHIGAN AVENUE	BRIDGE - JOINT REPLACEMENT	0.000			CON		
GRATIOT	US-127		BAGLEY TO US-127 BR	ROAD - RESURFACE	1.740					CON
GRATIOT	US-127		NORTH OF M-57 TO BAGLEY ROAD	ROAD - RESURFACE	6.013	CON				

FIVE YEAR HIGHWAY AND BRIDGE PROGRAM
Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2003	2004	2005	2006	2007
GRATIOT	US-127 NB		US-127 NB OVER PINE RIVER	BRIDGE - OVERLAY - DEEP	0.000	CON				
GRATIOT	US-127 BR (CENTER STREET)		MAIN STREET EAST TO US-127, ITHACA	ROAD - RESURFACE, MILL AND PULVERIZE	1.330	CON	CON			
GRATIOT	US-127 BR (ALGER ROAD)		US-127 BR OVER US-127	BRIDGE - OVERLAY - SHALLOW	0.000	CON				
GRATIOT	US-127 BR		US-127 BR, ITHACA	ROAD - OVERLAY	0.737		CON			
HURON	M-142 (SAND BEACH ROAD)		PARISVILLE ROAD TO HARBOR BEACH	ROAD - RESURFACE	7.239	CON				
HURON	M-142		M-25 TO CASEVILLE	ROAD - OVERLAY	4.940		CON			
HURON	M-25 (LAKESHORE ROAD)		HURON COUNTY LINE TO HELENA ROAD	ROAD - RESURFACE	6.100	CON				
HURON	M-25 (PINE STREET/BECK STREET)		SEBEWAING ROAD TO CANBORO STREET	ROAD - RESURFACE AND DRAINAGE IMPROVEMENT	0.888	CON				
HURON	M-25 (SOUTH LAKESHORE ROAD)		OVER ELM CREEK	BRIDGE - APPROACH WORK	0.000	CON				
HURON	M-25 (SOUTH LAKESHORE ROAD)		M-25 OVER ELM CREEK	BRIDGE - BRIDGE REPLACEMENT	0.000	CON				
HURON	M-25 (LAKE SHORE DRIVE)		HARBOR BEACH, SOUTH TO NORTH CITY LIMITS	ROAD - RECONSTRUCT EXISTING, NO WIDENING	1.060		CON			
HURON	M-25 (SOUTH LAKESHORE ROAD)		TWO BRIDGES ON M-25 IN HURON COUNTY	BRIDGE - APPROACH WORK	0.000	CON				
HURON	M-25 (SOUTH LAKESHORE ROAD)		M-25 OVER NEW RIVER	BRIDGE - OVERLAY - DEEP	0.000	CON				
HURON	M-25 (SOUTH LAKESHORE ROAD)		M-25 OVER WILLOW CREEK	BRIDGE - PREVENTIVE MAINTENANCE	0.000	CON				
HURON	M-25 (SOUTH LAKESHORE ROAD)		OVER ROCK FALLS CREEK	BRIDGE - APPROACH WORK	0.000	CON				
HURON	M-25 (SOUTH LAKESHORE ROAD)		M-25 OVER ROCK FALLS CREEK	BRIDGE - BRIDGE REPLACEMENT	0.000	CON				
HURON	M-25 (LAKESHORE ROAD)		SOUTH CITY LIMIT TO NORTH CITY LIMIT, HARBOR BEACH	ROAD - LANDSCAPING - NEW	1.000		CON			
HURON	M-53 (VAN DYKE ROAD)		SOUTH HURON COUNTY LINE TO SEBEWAING ROAD	ROAD - RESURFACE AND SHOULDERS	4.010	CON				
HURON	M-53 (VAN DYKE ROAD)		POPPLE ROAD TO OUTER DRIVE, BAD AXE	ROAD - RESURFACE	5.720			CON		
HURON	M-53		M-142 TO KINDE ROAD	ROAD - OVERLAY	7.740			CON		
ISABELLA	M-20 (REMUS ROAD)		M-20 OVER CHIPPEWA RIVER	BRIDGE - OVERLAY - THIN	0.000	CON				
ISABELLA	M-20 (REMUS ROAD)		M-20 OVER NORTH BRANCH OF CHIPPEWA RIVER	BRIDGE - OVERLAY - DEEP	0.000	CON				
ISABELLA	M-20 (HIGH STREET)		M-20, BRADLEY TO WASHINGTON	ROAD - RESURFACE AND CURB AND GUTTER	1.020	CON				
ISABELLA	US-10		LOOMIS ROAD OVER US-10	BRIDGE - OVERLAY - DEEP	0.000				CON	
ISABELLA	US-10		US-10 OVER WB US-10 RAMP TO US-10 BR	BRIDGE - OVERLAY - DEEP	0.000				CON	
ISABELLA	US-27 NB		OVER CSX RAILROAD	BRIDGE - BRIDGE REPLACEMENT	0.000				CON	
ISABELLA	US-27 SB		OVER CSX RAILROAD	BRIDGE - BRIDGE REPLACEMENT	0.000				CON	
LAPEER	I-69		ELBA ROAD OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69		HADLEY ROAD OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69		GOLF ROAD OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69		I-69 OVER GTW RAILROAD (ABANDONED)	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69 WB		I-60 WB OVER FARMERS CREEK	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69		LAKE GEORGE ROAD OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69		LAKE PLEASANT ROAD OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69		BLACKS CORNERS ROAD OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				

FIVE YEAR HIGHWAY AND BRIDGE PROGRAM
Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2003	2004	2005	2006	2007
LAPEER	I-69		M-53 OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69		BOWMAN ROAD OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69		BRISTOL ROAD OVER I-69	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69 EB		I-69 EB OVER GRAHAM ROAD	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69 EB		I-69 EB OVER NEWARK ROAD	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69 EB		I-69 EB OVER WINSLOW ROAD	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69 WB		I-69 WB OVER WINSLOW ROAD	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69 EB		I-69 EB OVER SUMMERS ROAD	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69 WB		I-69 WB OVER SUMMERS ROAD	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69 WB		I-69 WB OVER GRAHAM ROAD	BRIDGE - OVERLAY - THIN	0.000	CON				
LAPEER	I-69 WB		I-69 WB OVER NEWARK ROAD	BRIDGE - OVERLAY - THIN	0.000	CON				
MIDLAND	US-10		US-127 TO ISABELLA EAST COUNTY LINE	ROAD - PAVEMENT REPAIR AND DIAMOND GRINDING	13.811			CON		
MIDLAND	US-10 EB		M-30 TO MIDLAND CITY LIMITS	ROAD - PAVEMENT RUBBLIZE AND RESURFACE	12.430					CON
MIDLAND	US-10 BR/W-20		WASHINGTON TO US-10, MIDLAND	ROAD - RESURFACE AND SHOULDERS	2.500			CON		
SAGINAW	I-75		M-57 TO I-675	ROAD - RESURFACE	19.235	CON				
SAGINAW	I-75 NB		NORTH M-46 TO SOUTH I-675	ROAD - RECONSTRUCTION	0.340	CON				
SAGINAW	I-75		M-57 NORTH TO BIRCH RUN CREEK	ROAD - RECONSTRUCTION	7.005		CON			
SAGINAW	I-75 NB		I-75 NB OVER CASS RIVER	BRIDGE - WIDEN, DECK REPLACEMENT, ADD LANE	0.000				CON	
SAGINAW	I-75 SB		I-75 SB OVER CASS RIVER	BRIDGE - WIDEN, DECK REPLACEMENT, ADD LANE	0.000				CON	
SAGINAW	I-75 NB		I-75 NB OVER DIXIE HIGHWAY	BRIDGE - WIDEN, DECK REPLACEMENT, ADD LANE	0.000				CON	
SAGINAW	I-75 SB		I-75 SB OVER DIXIE HIGHWAY	BRIDGE - WIDEN, DECK REPLACEMENT, ADD LANE	0.000				CON	
SAGINAW	M-13 (EAST ROAD)		M-13 OVER CASS RIVER	BRIDGE - OVERLAY - DEEP	0.000	CON				
SAGINAW	M-46 (HOLLAND AVENUE)		PORTSMOUTH ROAD TO M-15	ROAD - RESURFACE	8.565	CON				
SAGINAW	M-47		NB AND SB OVER CSX RAILROAD	BRIDGE - APPROACH WORK	0.000	CON				
SAGINAW	M-47		M-47 NB OVER CSX RAILROAD	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
SAGINAW	M-47		M-47 SB OVER CSX RAILROAD	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000	CON				
SAGINAW	M-47		HIGHLAND ROAD TO US-10	ROAD - PAVEMENT RUBBLIZE AND RESURFACE	4.332			CON		
SAGINAW	M-52 (GRAHAM ROAD)		SOUTH COUNTY LINE TO ST CHARLES SOUTH CITY LIMIT	ROAD - RESURFACE	11.178					CON
SAGINAW	M-57 (BRADY ROAD)		M-52 TO RAILROAD CROSSING	ROAD - RESURFACE, MILL AND PULVERIZE	2.370		CON			
SAGINAW	M-43 (MAIN STREET/GERA ROAD)		NORTH CITY LIMIT OF FRANKENMUTH TO M-46	ROAD - RESURFACE, MILL AND PULVERIZE	4.880	CON				
SAGINAW	M-83		M-46 TO M-15	ROAD - OVERLAY	1.630		CON			
SANILAC	M-19 (SOUTH SANDUSKY ROAD)		OVER HALE CREEK	BRIDGE - APPROACH WORK	0.000	CON				
SANILAC	M-19 (SOUTH SANDUSKY ROAD)		M-19 OVER HALE CREEK	BRIDGE - CULVERT REPLACEMENTS	0.000	CON				
SANILAC	M-46 (SANILAC ROAD)		WEST OF M-19 TO WEST OF GATES ROAD	ROAD - RESURFACE	3.803	CON				
SANILAC	M-46 (SANILAC ROAD)		RUTH ROAD TO CARSONVILLE WEST VILLAGE LIMIT	ROAD - OVERLAY	2.490		CON			

FIVE YEAR HIGHWAY AND BRIDGE PROGRAM
Repair and Rebuild Roads

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2003	2004	2005	2006	2007
SANILAC	M-53 (VAN DYKE ROAD)		M-46 TO SEVERENCE	ROAD - RESURFACE	9.010				CON	
TUSCOLA	M-138		SHREEVES ROAD TO AKRON WEST VILLAGE LIMIT	ROAD - OVERLAY	5.910			CON		
TUSCOLA	M-138		VASSAR ROAD TO SHREEVES ROAD	ROAD - OVERLAY	5.910			CON		
TUSCOLA	M-15 (STATE ROAD)		NORTH CITY LIMIT OF VASSAR TO M-46	ROAD - RESURFACE, MILL AND PULVERIZE	4.540	CON				
TUSCOLA	M-15		M-15 OVER CASS RIVER	BRIDGE - JOINT REPLACEMENT	0.000	CON				
TUSCOLA	M-46 (SANILAC ROAD)		M-53 WEST THREE MILES	ROAD - RESURFACE AND SHOULDERS	3.000					CON
TUSCOLA	M-81 (CARO ROAD)		COLLING TO M-24, CARO	ROAD - RESURFACE, MILL AND PULVERIZE	1.916		CON			
TUSCOLA	M-81 (CARO ROAD)		COLLING ROAD TO M-24	ROAD - LANDSCAPING - NEW	1.369		CON			

FIVE YEAR HIGHWAY AND BRIDGE PROGRAM
Repair and Rebuild Roads

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2003	2004	2005	2006	2007
Capacity Improvements										
BAY/SAGINA	M-84		NORTH OF PIERCE ROAD TO DELTA ROAD	RECONSTRUCT AS BOULEVARD	2.270	PE, ROW	CON			
LAPEER	M-24		BRAUER ROAD TO PRATT ROAD	WIDEN ROADWAY	5.000	PE	PE			
LAPEER	M-24		PRATT ROAD TO I-69	WIDEN ROADWAY	4.894	PE	PE, ROW	PE, CON		
GENESEE/O	M-15		I-75 TO I-69	WIDEN	0.000	EPE				
GRATIOT	US-127		NORTH OF ST. JOHNS TO ITHACA	CONVERT TO FREEWAY	9.000	PE, ROW	PE			

EPE - early preliminary engineering; PE - preliminary engineering; ROW - acquisition of right of way; CON - construction

EXHIBIT B

All project items have been justified for this letting. There are no
Items remaining to be announced (TBA) for the Letting of July 9, 2003.

Item	Status	Update date: 8/19/2003
0307 036	All bids were rejected	
0307 081	All bids were rejected	
0307 032	Correction was made	
0307 088	Correction was made	

LETTING OF JULY 09, 2003 (PP 6/6/2003)	ENG. EST.	LOW BID
PROPOSAL 0306114	\$ 1,455,929.73	\$ 1,647,477.74
PROJECT ANH 73111-74264		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - OCTOBER 31, 2003		13.16 %

0.34 mi of constructing hot mix asphalt and concrete
auxiliary lane, relocating a pump house, storm sewer,
safety improvements and removal of railroad bridge and
piers (X02) on northbound I-75 from M-46 to I-675, in
Buena Vista Township, Saginaw County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
A. J. Rehmus & Son, Inc.			
Kelcris Corporation			
Midwest Bridge Company	\$ 1,648,283.86	Same	2
Fisher Contracting Company	\$ 1,996,432.52	Same	3
Ajax Paving Industries, Inc.			
Snowden, Inc.			
Florence Cement Company			
M & M Excavating Company, Inc.			
Dan's Excavating, Inc.	\$ 1,647,477.74	Same	1 **
Rohde Brothers Excavating, Inc.			
Walter Toebe Construction Co.			
Davis Construction, Inc.			
Anlaan Corporation			
Zito Construction Co.			
Six-S, Inc.			
3-S Construction			

3 Bidders

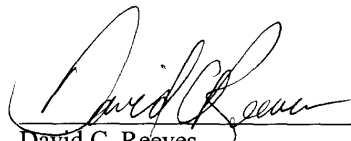
07/31/2003

LETTING OF JULY 09, 2003	ENG. EST.	LOW BID
PROPOSAL 0307001	\$ 452,645.20	\$ 393,753.95
PROJECT BRO 23015-56490		
LOCAL AGRMT. 03-5318		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - NOVEMBER 28, 2003		-13.01 %

Remove existing structure, construction of a prestressed
concrete box beam bridge and related approach work on

CERTIFICATE OF SERVICE

I certify that on October 16, 2003, I served copies of the foregoing Petitioner's Report On Negotiations With Party Opposing Abandonment upon all parties of record, by first class mail or more expedited service, charges prepaid.


David C. Reeves
Attorney for
Central Michigan Railway Company