



FACT SHEET

The new structure will be 245 ft long, 96.5 ft wide and 44.5 ft tall, almost the size of a football field. It weighs about 5 million pounds.



The bridge is the first network tied-arch bridge in the state of Michigan. Using an innovative accelerated bridge construction process, it will be rolled into place from its staging area onto abutments on I-94 by Self-Propelled Modular Transport (SPMT).

The bridge will move over the freeway by Self-Propelled Modular Transport, a very sophisticated multi-axle rolling platform that self-adjusts to accommodate elevation changes or terrain while keeping the bridge absolutely level.



There will be one driving lane in each direction, accessibility for pedestrians and cyclists, LED architectural lighting, and sustainable landscaping.

The bridge is being constructed off-site at the Wayne State University parking lot #22 between Second and Third Avenue. The foundation and abutment walls are being built on the sides of the freeway.



Accelerated bridge construction—off-site (bridge) and on-site (foundation and abutment walls)—allows both operations to occur simultaneously, keeping workers and the public safe, and minimizing traffic impacts on I-94.

MICHIGAN DOT and HNTB Michigan developed the initial concept for the bridge. The skeleton was designed by TetraTech and the network tied-arch span was designed by HDR. It is being built by Z Contractors, a Michigan construction company, and will be moved by Mammoet, the leading heavy-lift contractor in the world.



Safety is the number one priority on this project. Case studies have been discussed at length and configurations are constantly reviewed that address how to build, move and install the bridge in the safest way possible. This level of attention to detail will continue following the completion of construction.

The network tied-arch bridge design does not have a center pier, which accommodates the new freeway design and eliminates the need to increase the grade on Second Avenue.



There will be two closures over I-94 to install the bridge. The first closure will be seven days, the second closure, five days. Detours will be posted.