



I-94 Modernization Project E-Update

Spring/Summer 2022

Welcome to the I-94 e-Update!

Here are the latest happenings on the project.

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Second Avenue Bridge Move

Virtual Public Meetings

Did you know the Michigan Department of Transportation (MDOT) will be closing the I-94 freeway to move the Second Avenue bridge into its final location? Join MDOT at one of these virtual public meetings to learn more about the bridge move, freeway closure, detours, and more. **The freeway closure is targeted for late July.**

Thursday, June 16, 2022

11:30 a.m. – 1 p.m.

Zoom and Phone Info:

bit.ly/3sNT4tV

877-853-5247 (Toll Free)

Webinar ID: 874 7727 4329

Passcode: 807595

6 – 7:30 p.m.

Zoom and Phone Info:

bit.ly/3MBSc3D

877-853-5247 (Toll Free)

Webinar ID: 842 3797 6290

Passcode: 620154

Special Accommodations: Accommodations can be made for persons who require mobility, visual, hearing, written, or other assistance for participation. Large print materials, auxiliary aids or other services of interpreters, signers, or

readers are available upon request. Please contact Orlando Curry at 517-241-7462 or complete Form 2658 for American Sign Language (ASL) located on the Title VI webpage: [Michigan.gov/MDOT/Programs/Title-Vi](http://Michigan.gov/MDOT/Programs/Title-VI). Requests should be made at least five days prior to the meeting date. Reasonable efforts will be made to provide the requested accommodation or an effective alternative, but accommodations may not be guaranteed.



A view of the new Second Avenue bridge under construction in parking lot 22 at Wayne State University.

(Photo Description: An aerial shot of the bridge surrounded by cranes and buildings. The I-94 freeway is in the foreground.)

Ready, Set ... Move ... Very, Very Slowly!

Are you among the many who have wondered how MDOT is planning to move the 1,100-ton skeleton of the new Second Avenue bridge across the parking lot into its final position over I-94? Well, the wait is almost over!

Next month, MDOT will close the I-94 freeway between M-10 (Lodge Freeway) and I-75 for seven days and roll the structure to Second Avenue into its final position over I-94. **The closure is targeted for late July.**

Usually, bridge moves over heavily traveled roadways are performed at night, which can create risks associated with worker fatigue and less than ideal lighting conditions. MDOT decided to perform all bridge move activities during the day to provide a safer environment for workers and drivers.

To make the move, MDOT will use self-propelled modular transporters (SPMTs), which are multi-axle rolling platforms that can move the heaviest loads. They can be operated mechanically or remotely. Mammoet, the company providing this state-of-the-art technology, is based in the Netherlands. (Visit <https://www.youtube.com/watch?v=wL3YvOe0ZgE> for everything you ever wanted to know about SPMTs.)

“The SPMTs will move the bridge very, very slowly,” said Dave Harris, MDOT senior construction contracts engineer, “think less than 2 miles an hour, like a slow walking pace.”

The bridge skeleton will be lifted onto SPMTs, rolled across Wayne State University’s parking lot to an area behind the south abutment, and turned. Then it will be launched over the top of the south abutment so that another set of SPMTs located down on I-94 can lift the leading end of the bridge span and roll it across the freeway onto the north and south abutments.



MDOT will move the Second Avenue bridge to its final location over I-94 using two sets of self-propelled modular transporters (SPMTs). (Photo Description: An image of a set of self-propelled modular transporters (SPMTs), vehicles composed of multiple platforms with groups of wheels underneath. An arched bridge sits on top of the SPMTs.)

Ongoing, thorough inspections will be performed during and after the move by MDOT, the designer and the contractor to confirm that no damage occurs during the bridge move. Once the bridge is in place, construction crews will install reinforcing steel and pour the concrete bridge deck. The concrete will be wet-cured for a minimum of seven days, the standard for bridges in Michigan.

During a second closure anticipated to take place this fall, final adjustments will be made to the bridge.

With one car lane in each direction, the new Second Avenue bridge will provide broad mobility access for pedestrians and cyclists through 9-foot-wide sidewalks with protective barriers and ornamental railings, and will feature a

variety of aesthetic treatments, including landscaping, planter boxes, and LED architectural lighting.



This three-dimensional visual rendering shows the Second Avenue bridge during daylight and evening hours.

(GIF Description: A 3-D digital rendering of the completed Second Avenue bridge, the camera pans over a bridge with white arches with crossed cable networks on either side, neat landscaping, and modern street lighting. Pedestrians and two lanes of motor vehicles cross the bridge. Traffic passes under the bridge on the freeway. As the camera pans, the sun sets and shows the bridge's LED architectural lighting.)

Five Fast Facts About the Second Avenue Bridge

1. The new Second Avenue bridge will be the first network tied-arch bridge in the state of Michigan. "Network" refers to the numerous

cables that will be crossed from the top of the arch to the part of the structure supporting traffic.

2. It is 245 feet long, 96.5 feet wide and 44.5 feet tall. It is almost the size of a football field, making it substantially larger than the former structure. The bridge weighs approximately 5 million pounds.
3. The bridge design is a clear span, which means there will be no center pier in the middle of I-94. This will allow the flow of traffic to be maintained when the I-94 freeway and the I-94/M-10 interchange are rebuilt.
4. The first Second Avenue bridge was built in 1954 and demolished in 2020 at 66 years of age. The new bridge is expected to last 60+ years with scheduled maintenance.
5. The new bridge costs \$26 million.



Contractors install one of the hanger cables on the bridge.

(Photo Description: A group of seven contractors in safety vests and helmets works on installing a hanger cable at the outer corner of one of the Second Avenue bridge arches. Against a blue sky, one worker helps from an orange cherry picker, three assist from the scaffolding, another worker helps on the bridge arch, and two more assist from another cherry picker.)

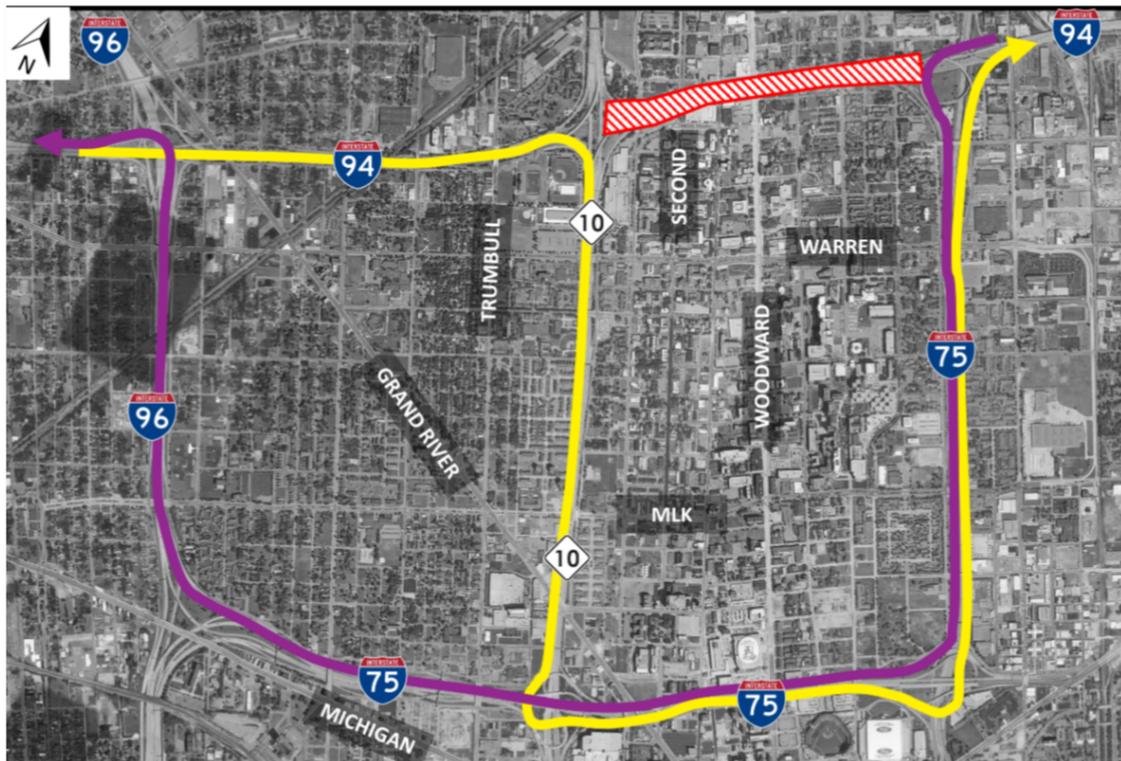
For MDOT and the Entire Second Avenue Bridge Team: It's All About Safety

Safety is our priority. Our engineers and consultants are fully aware of the structural challenges facing such a major undertaking as an off-site construction and move of a multi-ton bridge. We have constantly studied, revised, and tested our bridge calculations to make sure that **all** questions and concerns are addressed and meet final approval of our independent design checkers, inspectors, and on-site supervisors. **No** post-tensioning or cable adjustments will be made over live traffic on I-94; therefore, the

expressway will be closed. This was unanimously agreed upon by MDOT, the design team and the contractor in the interest of safety.

Detours: Getting Around While the Freeway is Closed

MDOT will close the I-94 freeway between M-10 (Lodge Freeway) and I-75 for seven days to move Second Avenue bridge. **The closure dates are targeted for late July.** Here's how to get around while the freeway is closed:



LEGEND	
	WORK ZONE
	DETOUR: WESTBOUND
	DETOUR: EASTBOUND

Westbound I-94 Detour - Vehicular traffic:

Southbound I-75 to westbound I-96 to westbound I-94

Eastbound I-94 Detour - Vehicular traffic:

Southbound M-10 to northbound I-75 to
eastbound I-94

Good News!

The **Burns Avenue, Frontenac Avenue, and Cadillac Avenue bridges** will be open to traffic this summer! Fence posts and electrical lighting have been installed, and the bridge approaches have been paved. All three bridges have been built to clear the highest truck trailers.

Work at **Grand River Avenue bridge** is ongoing.

For questions or concerns during bridge work, please contact:

**Victor Judnic, P.E.
Sr. Resident Engineer, HNTB
248-249-1084
E-mail: VJudnic@hntb.com**

The Cass Avenue Bridge Public Art Project

The Public Art Committee (PAC) met both in-person and virtually to review the work of 68 artists who made it through the first ranking round for the Cass Avenue Bridge Public Art project. A total of 146 artists from across the country responded to the Call for Entry and submitted their qualifications for consideration.

The PAC recommended four artists to MDOT who will make the final selection.

This summer, MDOT will host a community forum to bring the selected artist and the community together to begin envisioning what the artist might eventually create. The event will include presentations and activities geared toward that end.

“Collaboration between the artist and the community is critical,” said Terry Stepanski, P.E., I-94 senior project manager. “It presents the artist opportunities to gather information, insights, and inspiration as they begin their design process. Often a spark of inspiration for the work comes from this exchange.”

There will be two community forums, the first will take place this summer. A second, at which the artist will present their preliminary designs for further community input, will take place in late summer or early fall.

“We look forward to having the public involved in creating what we hope will become iconic works of art that will beautify the new Cass Avenue bridge and the city,” said Stepanski.

Stay tuned for the date, time, and location of the first community forum happening this summer.



Members of the Cass Avenue bridge Public Art Committee (PAC) review artists' submissions.

(Photo Description: Three people sit at a conference table with papers in front of them and smile at the camera. In the background, other members of the committee are visible in a video meeting.)

I-94 Modernization Mobility Study

Round one of public engagement for the I-94 Modernization Mobility Study, an effort to learn how local residents use I-94 and nearby city streets to get to their important destinations, was completed at the end of March.

Through an online survey and eight focus groups held in partnership with nonprofits, community leaders, block clubs, and neighborhood associations, the I-94 project team heard from east side neighborhoods including Chandler Park,

Morningside, Denby, East English Village, and Cornerstone.

Those who participated in the study shared their experiences traveling to and from work, school, shopping, doctor's appointments, and other important destinations by car, transit, bike, and other modes of transportation. Also shared were the routes they used, including I-94, Gratiot Avenue, East Warren Avenue, East Jefferson Avenue, Mack Avenue, Harper Avenue, Conner Avenue, East Outer Drive, Seven and Eight Mile roads, and Cadieux Road, among others.

MDOT, the City of Detroit, and the Southeast Michigan Council of Governments (SEMCOG) are analyzing the collected data. Their goal is to determine the best strategies for minimizing the impacts that lane closures and other construction-related inconveniences are likely to have on local residents as MDOT rebuilds the I-94 freeway. Rebuilding is slated to begin in 2024 on a segment from Burns Avenue to Barrett Avenue.

Once a series of draft strategies has been developed, the I-94 project team will present them to the community for review and further input to ensure that they address the travel needs of local residents.

Thank you to everyone who participated in the study!



Members of the I-94 team assist participants in filling out the I-94 Modernization Mobility Survey. A total of eight virtual and in-person events were held.

(Photo Description: In the foreground, two masked people look over a paper survey on the table, one fills it out with a pen. Others in the background fill out the survey at their tables.)

SBE Spotlight: Annette Stroman, P.E.

One of MDOT's goals for the I-94 project is to create opportunities for small and minority-owned businesses. The Small Business Enterprise (SBE) program is a mentoring program for small and minority-owned businesses, providing them a unique environment to collaborate with the main contractor on the project. It helps them gain experience, grow their technical capabilities, and meet the financial requirements for working on future MDOT projects.

Annette Stroman, P.E., is vice president and co-owner of Access Engineering, Inc. (AEI) and has been a participant in the SBE program since 2013.



Annette Stroman, P.E., co-owner of Access Engineering, Inc.

(Photo Description: A headshot of a smiling woman, Annette Stroman, with tan skin and straight, dark, shoulder-length hair.)

Please introduce yourself and tell us a little about your business?

My name is Annette Stroman and I am the vice president and co-owner of Access Engineering. My co-founder and co-owner, Elizabeth Harding, and I have been in business since 1999. We provide maintaining traffic design services and quality reviews for roadway and bridge reconstruction and rehabilitation projects. We also provide roadway design, pavement marking design, and permanent signing design services.

How did Access Engineering get started?

Before we started the business, my partner and I were both working for MDOT. MDOT was starting to consult out more design work and we wanted to take advantage of this opportunity. We loved the work, and we also wanted to have the flexibility to work from home and raise a family. At the time, there were not a

lot of work-from-home options in our field, so we started our company with the goal of doing quality engineering work while providing a flexible environment for working parents.

What kind of work do you do on the I-94 modernization project?

We provided maintaining traffic design services for Phase 1 and 2 of the I-94 advanced bridges project. We also produced freeway and non-freeway permanent signing plans as part of the Small Business Enterprise Program. Permanent signing is one of the new services we wanted to add to our business. In the first phase of the project, we were doing non-freeway signing, which includes the signs on bridges, service drives, and local roadways connected to I-94. In the second phase, we did freeway and non-freeway signing plans. For phase three, we've got the non-freeway signing for some of the bridges that are crossing I-94 and then Conner Road, the Conner Road interchange, and then the service drives east of Gratiot Avenue.

How long have you been part of the MDOT mentor-protégé program?

We are grateful to have been part of the mentor-protégé program since 2013. We were protégé to Wade Trim for non-freeway signing on the M-24 Harmon to Clarkston project. We joined the first phase of the I-94 advanced bridges project in 2016 as a protégé for non-freeway signing and obtained our prequalification during the second phase. Our next focus is freeway signing.

How has being in the program and working on the I-94 project impacted your business?

It's been good because we've been able to get experience; it helped us obtain our prequalification in one of the services. Also, the networking has been great. There are just so many resources working with the different companies, with both large and small companies providing value in unique ways. We've been able to meet new people and establish connections, plus it's just nice to

be able to collaborate with a bigger pool of resources on the same project.

We've been on both sides of the mentor-protégé program. We've been a protégé for the signing, but we also helped mentor in maintaining traffic. It was good to gain experience on both sides.

What does the future hold for Access Engineering?

The intent is to expand the services that we are able to provide, by expanding our prequalification into other categories. We would also like to hire more staff soon. I'm an owner, and at some point down the road I'm going to retire, so hiring someone who shares our commitment to providing exceptional work, continuing strong relationships, and maintaining a healthy work/home balance as a potential owner is important to me.

We always ask this question in case there are young people reading this and thinking about their future careers; what made you want to become an engineer?

I always loved math and science growing up, but back then, when I was still in school, there weren't a lot of female engineers. That wasn't something I aspired to be. I lived in the Philippines until I was 17 and during that time, I never thought to myself, "Oh, I want to grow up and be an engineer."

I just kept taking courses in college that I really enjoyed and then one of my professors asked if I had ever considered becoming an engineer. Once I thought about it, it seemed like I was already leaning toward that path anyway. That's why I really think it's important to do something that you enjoy doing. That will hopefully lead you to the right career, and the right path for you.

Announcements



Congratulation to Tarolyn Buckles, president of Onyx Enterprises and a participant in MDOT's Small Business Enterprise program! She has been named the state of Michigan's Small Business Person of the Year for 2022 by the U.S. Small Business Administration (SBA). Each year, the SBA names winners from each of the 50 states as one of the nation's top entrepreneurs. Buckles was formally recognized on May 5 during National Small Business Week (NSBW) Awards Ceremony.

(Photo Description: A close headshot of a woman, Tarolyn Buckles, smiling. She has brown skin and curly black hair.)



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