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I-94 Modernization Project E-Update

Fall/Winter 2022

Welcome to the I-94 e-Update! Here are the latest happenings on the project.

Looking Back: 2022 in Review



Advanced Bridges

Nine years ago, the I-94 team began demolishing and rebuilding the bridges along the corridor that were in the poorest condition. The first to be completed was the **Van Dyke Avenue bridge**. Since then, 14 bridges have been completely rebuilt.

In 2018, MDOT took on the rebuilding of the **Second Avenue bridge**—the most challenging bridge rebuild on the I-94 project so far. It started with designing Michigan’s first network tied arch bridge, then building the bridge structure in a Wayne State University (WSU) parking lot adjacent to the freeway (thanks, WSU!). And last but certainly not least, slowly moving the bridge from the parking lot and in place over the I-94 freeway.

Three cheers to the project team and you, the community! The former for the hard work it took to build the bridge and the steely nerves it took to move it, and the latter for your patience, especially while we closed the freeway to get the job done.

This year the project team also completed and reopened the **Burns Avenue, Frontenac Avenue, and Cadillac Avenue bridges**; began rebuilding the **Grand River Avenue bridge** and demolished the **Third Street bridge** which will not be replaced.



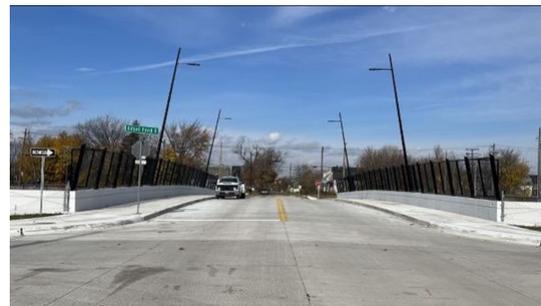
Frontenac Avenue bridge



Grand River Avenue bridge



Former Third Street bridge



Burns Avenue bridge

I-94 Modernization Mobility Study

Round one of the **I-94 modernization mobility study** was completed, an effort to learn how local residents use I-94 and nearby city streets to get to their important destinations. The Michigan Department of Transportation (MDOT), the City of Detroit, and the Southeast Michigan Council of Governments (SEMCOG) have been analyzing the collected data.

The goal is to determine the best strategies for minimizing construction-related inconveniences once MDOT begins rebuilding the mainline freeway.

Looking Forward: Plans for 2023

In the coming year, the I-94 team will:

- Open and complete the **Second Avenue** and **Grand River Avenue bridges**.
- Complete sidewalk and driveway paving along **Grand River** and **Cass avenues**.
- Complete unique landscaping on the **Second Avenue bridge**.
- Demolish and rebuild the **Cass Avenue bridge**.
- Seek public input for creating public art for the new **Cass Avenue bridge**.
- Demolish the **McClellan Avenue bridge** (which will not be replaced), demolish the **Seminole pedestrian bridge** (a new crossing will be built at Iroquois Street later in the project), and demolish the **Beaubien Street bridge** (which will also be rebuilt later in the project).
- Present proposed strategies for improving mobility and safety as part of the **I-94 modernization mobility study**.
- Host **public meetings** to begin providing details about what to expect as we move closer to the 2024 start of mainline freeway construction. The work will start from **Burns Avenue to Barrett Avenue** on the east side of the project.
- Continue offering learning and growth opportunities through the **Small Business Enterprise Program**.

Traveling in Midtown and Downtown

Yes, there are still closures related to the **Second Avenue bridge** in place. And yes, the **Cass Avenue bridge** is closed to cars and trucks to ensure public safety.

However, you can still shop and enjoy all the holiday sights and sounds in Detroit. Here are a few tips for getting around:

- Use Woodward Avenue, John R Street (southbound one-way for vehicles), or Brush St (northbound one-way for vehicles) to cross I-94.
- For traffic traveling east or west in the area, Harper Avenue, Antoinette Street, and Warren Avenue are all good east/west routes.



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