۲

# ORIENTATION About the Project

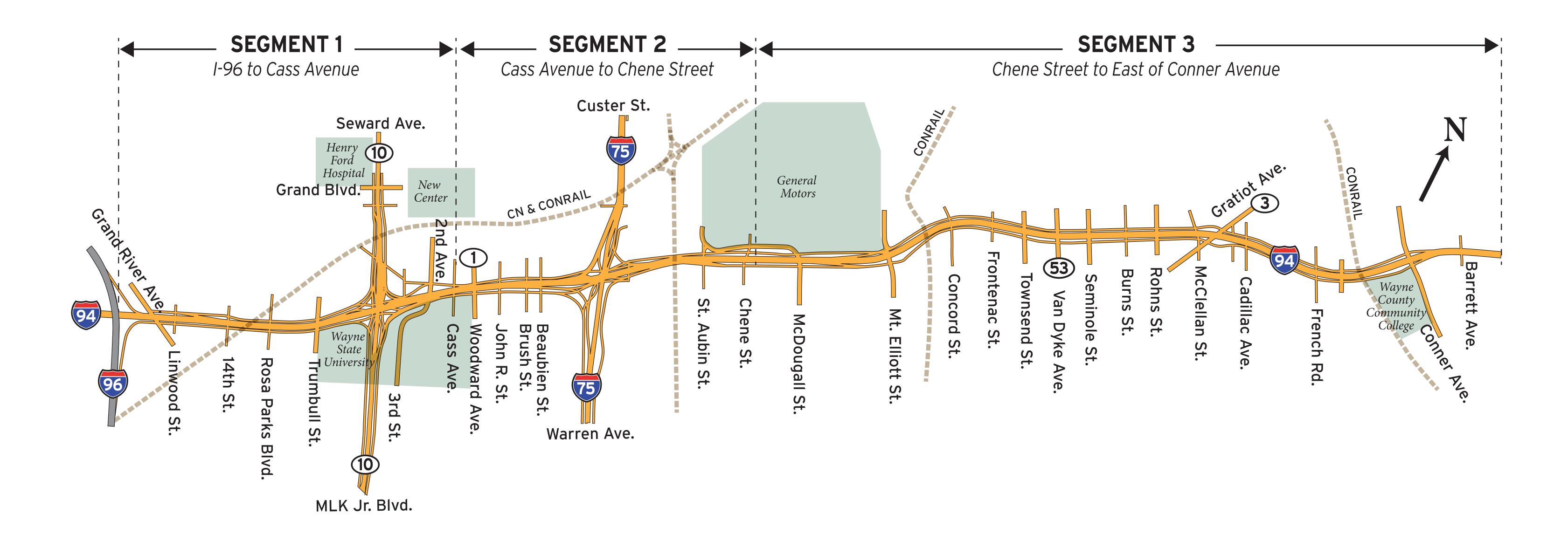


( )



# PROJECT HIGHLIGHTS

- Improve more than 60 bridge structures and six railroad overpasses
- Improve local access and neighborhood connectivity



• 6.7-mile freeway reconstruction from east of I-94/I-96 Interchange to east of Conner Avenue

• Reconstruct and modernize interchanges including the elimination of freeway left-lane exits and entrances

• Add one lane in each direction and widen shoulders to reduce congestion and improve safety.



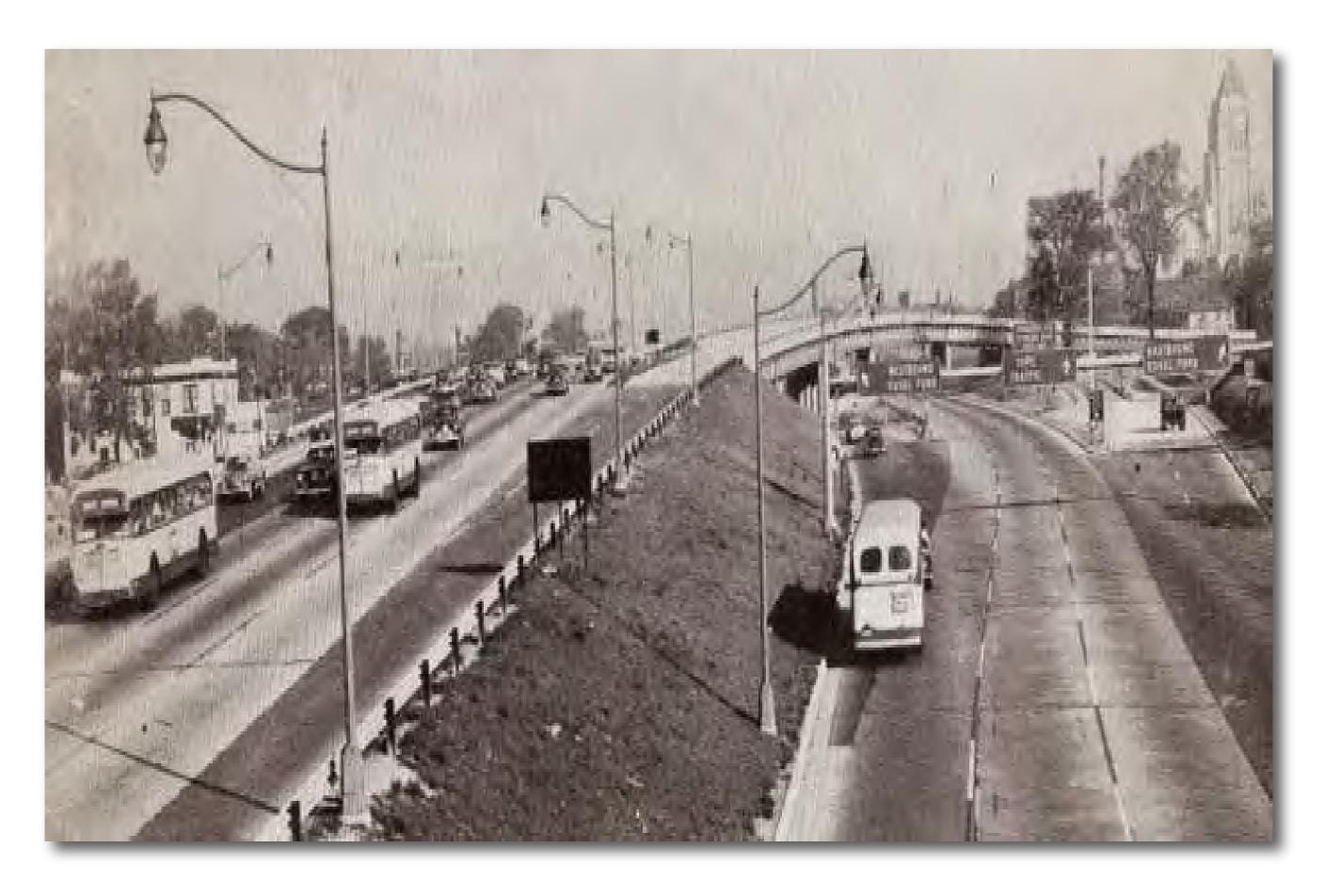


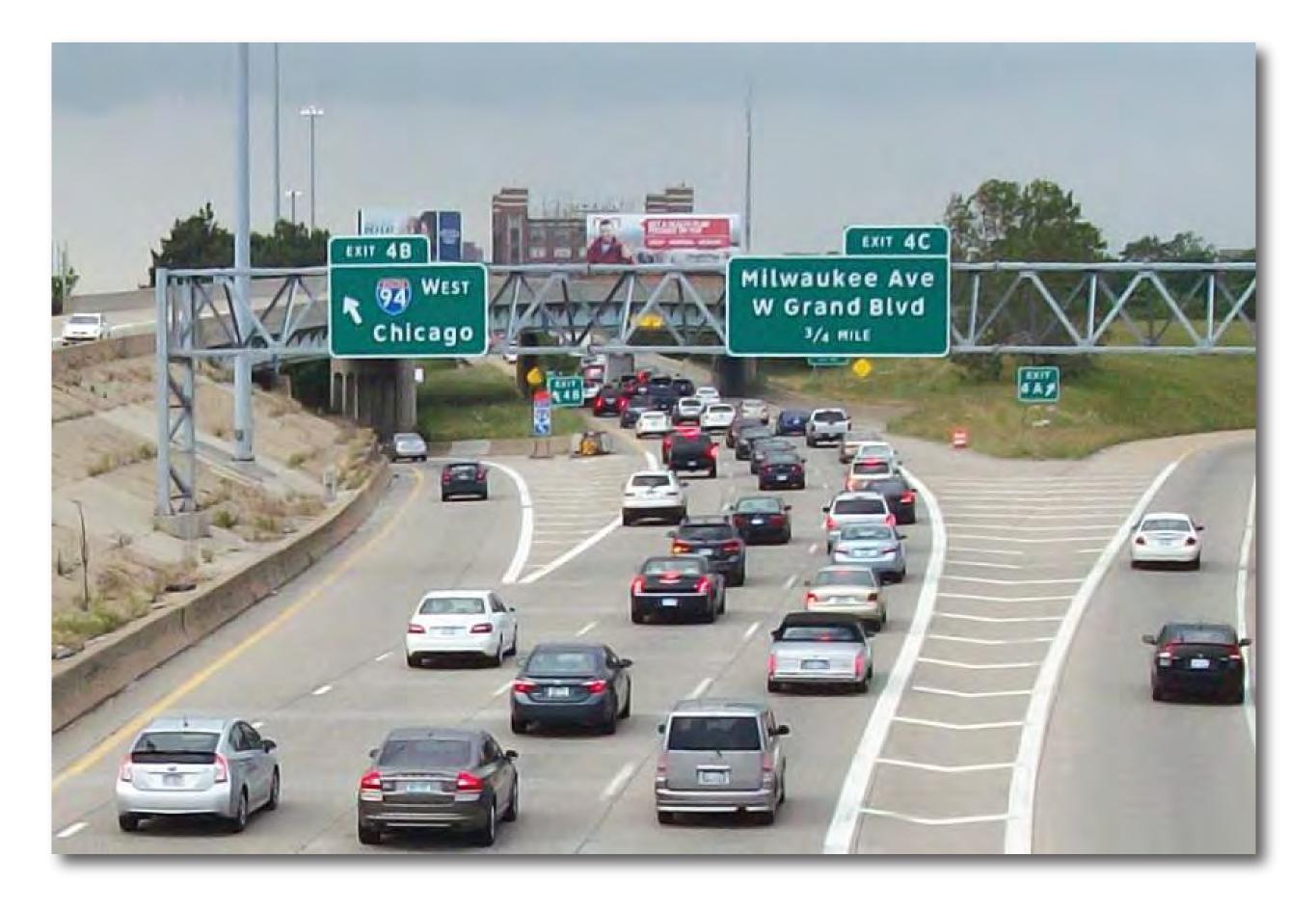
# PROJECT HISTORY

# The I-94 freeway in Detroit was originally constructed from 1947 to 1959 and has never been rebuilt.

While it was an engineering marvel in its time, it now bears few of the features associated with modern freeway design. After sixty years of operation, I-94 has exceeded its intended service life.

# 1955





Northbound M-10 at the I-94 Interchange





# 1-94 MODERNIZATION PROJECT OVERVIEW

## Why is MDOT completing a Supplemental EIS (SEIS)?

- MDOT in partnership with the Federal Highway Administration (FHWA) is completing an SEIS to document the proposed changes to the approved design from the 2005 Record of Decision (ROD). The proposed design changes have been developed to address stakeholder opposition to continuous service drives, property impacts, and a lack of connectivity among neighborhoods.
- Since 2015, MDOT has been working with project stakeholders to address their concerns and make modifications to the design to reduce property impacts and improve local connectivity among neighborhoods across the I-94 corridor.

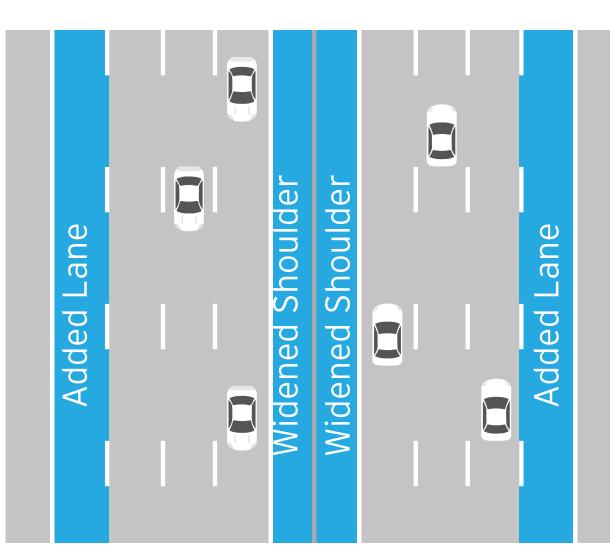
## Do the proposed freeway improvements remain the same?

• In general, yes. The proposed freeway design consists of reconstructing I-94 to provide one additional through-lane in each direction, widened shoulders, replacement of more than 60 bridges, and upgrading the interchanges to improve traffic flow and safety.

### What are the changes proposed in the SEIS?

- Elimination of the continuous service drives
- Enhanced bridge crossings with multi-modal facilities
- New Complete Streets bridge crossings in place of the pedestrian bridges that were previously proposed
- Additional bridge crossings to improve local connectivity
- Converting select existing one-way streets to two-way to improve local circulation
- Reduced overall property impacts:
- Residential relocations were reduced by approximately 64%
- Business relocations were reduced by approximately 17%
- Minimized or avoided impacts to historic, recreational, and public park properties

### **Added Lane & Widened Shoulders**

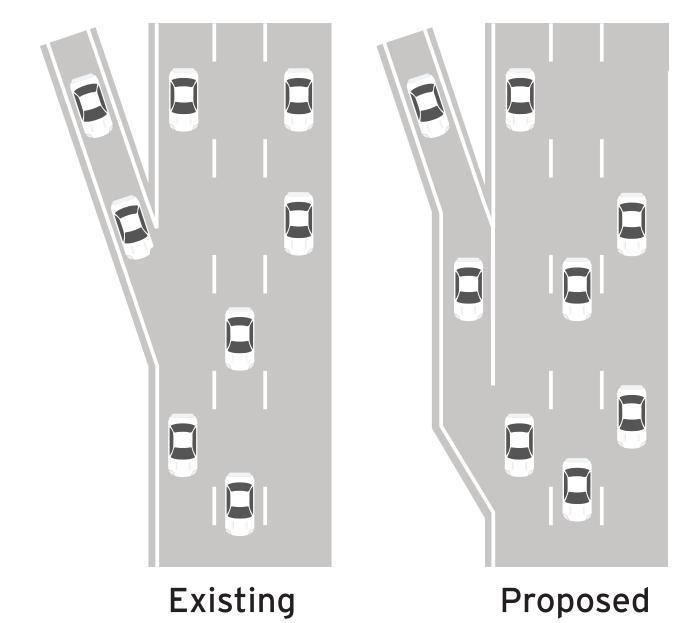




2005 Approved Selected Alternative Increased Property Impacts



### Lengthen Entrance & Exit Ramps for Improved Safety & Operations



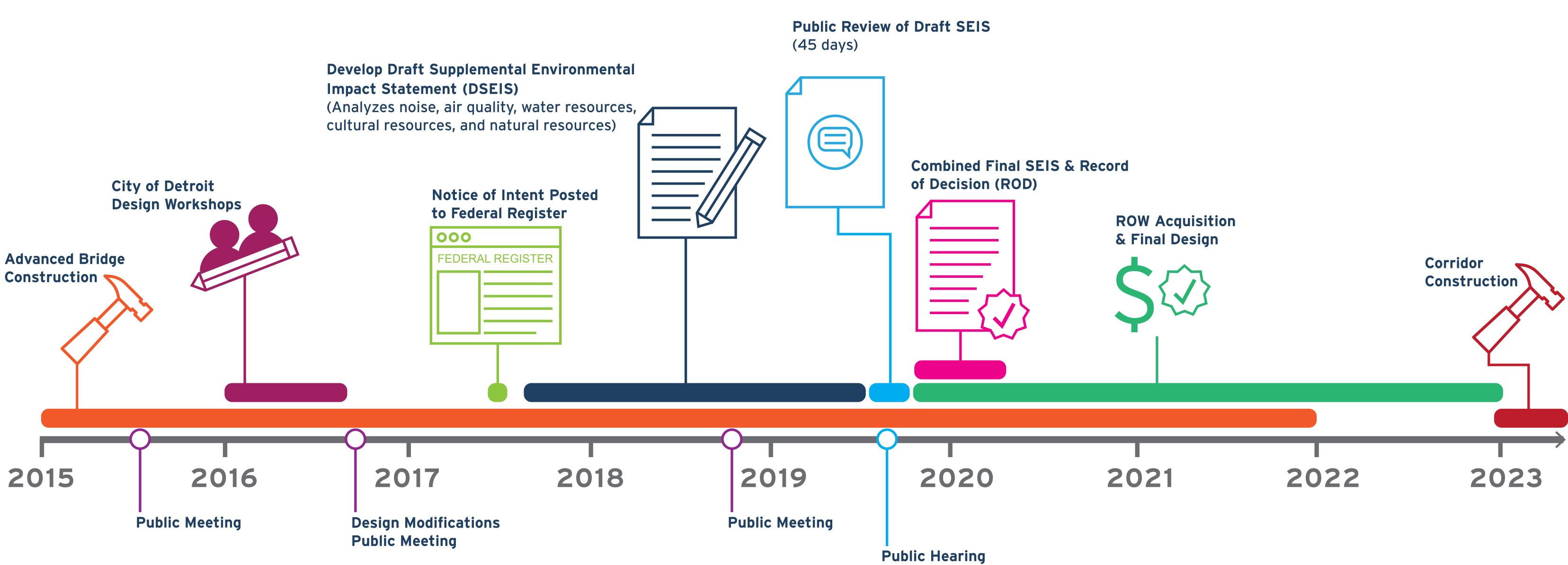
**Preferred Alternative Reduces Property Impacts** 



**SEIS** Preferred Alternative Minimized Property Impacts



# I-94 PROJECT SCHEDULE



 $\odot$ 

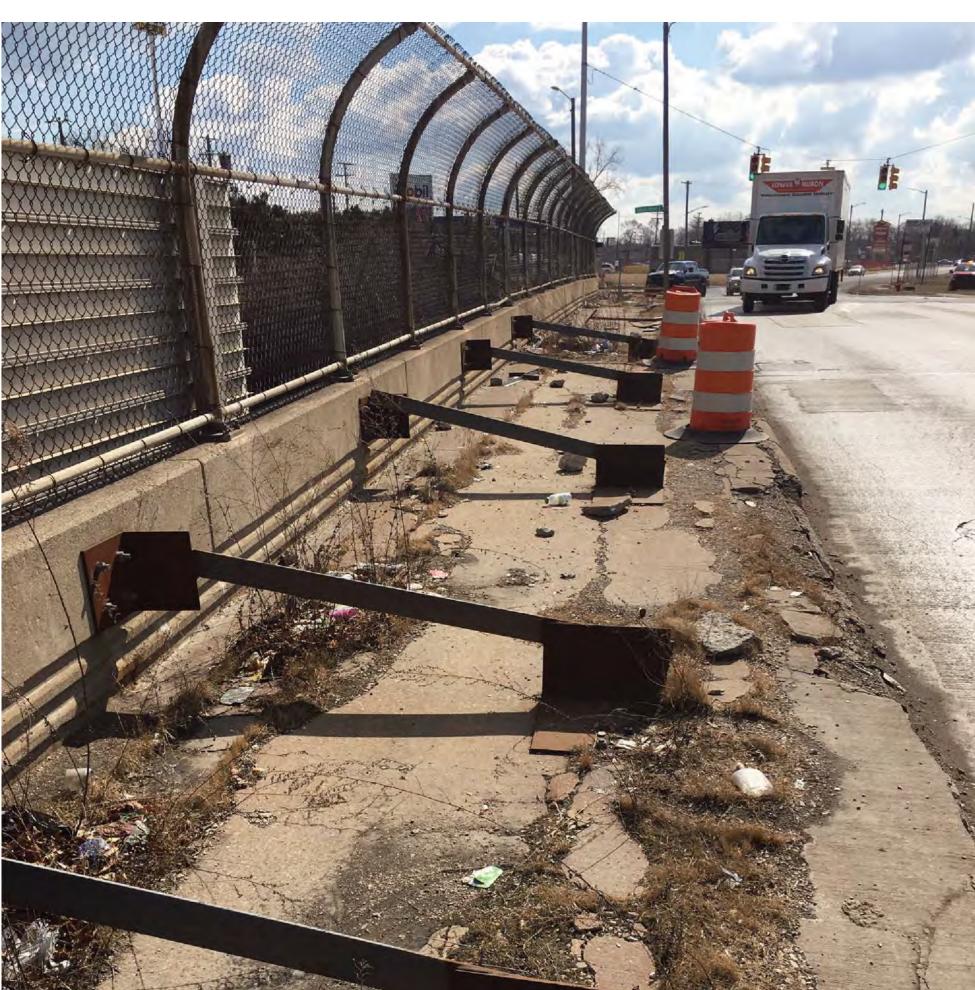


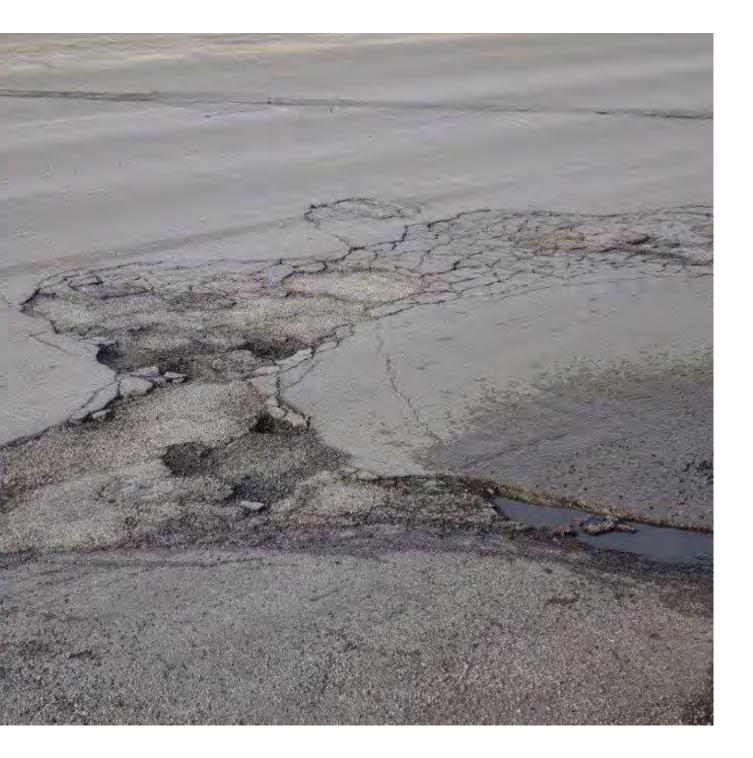


# EXISTING FREEWAY CONDITION







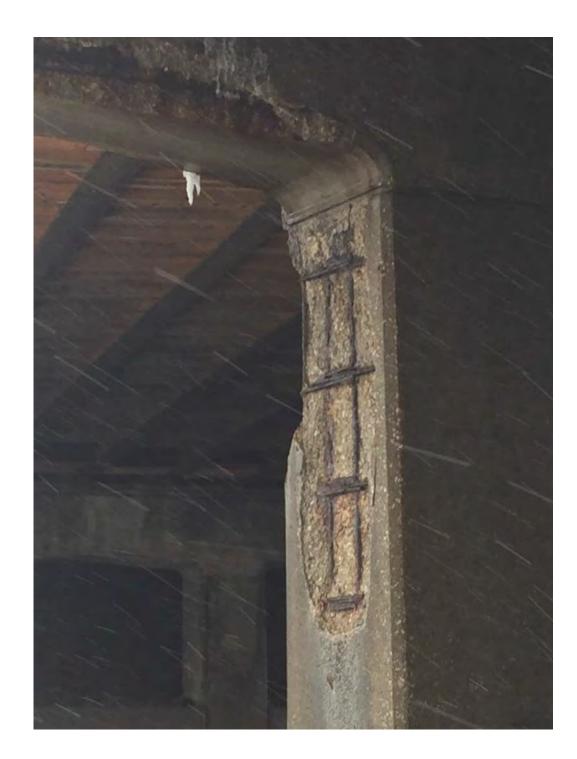














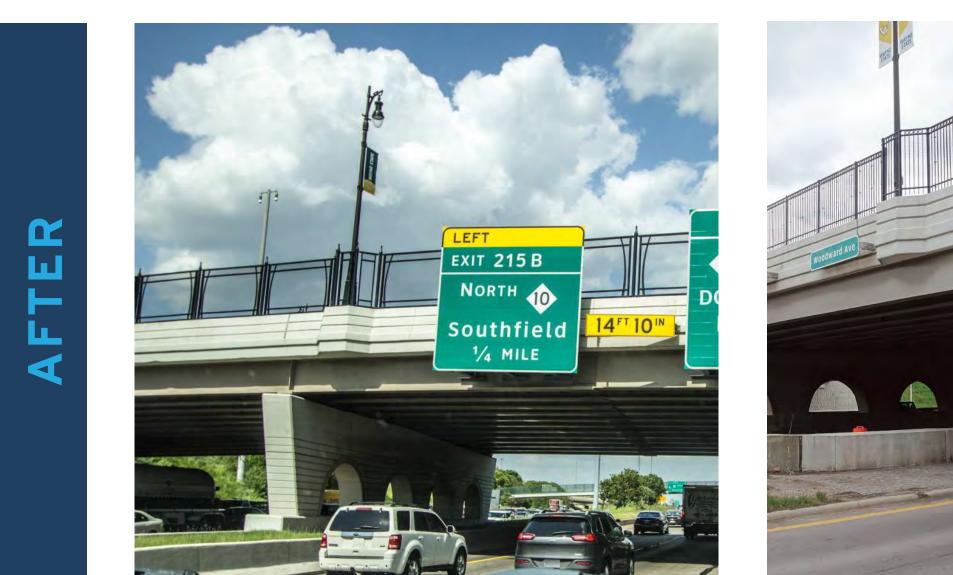
# ADVANCED BRIDGE CONSTRUCTION

 Image: Sector Sector

Trumbull Avenue over I-94 Constructed in 1954



Woodward Avenue over I-94 Constructed in 1955



Trumbull Avenue over I-94 Reconstructed 2016

Woodward Av



**Chene Street over I-94** Constructed in 1956



Van Dyke Avenue over I-94 Constucted in 1957



Woodward Avenue over I-94 Reconstructed 2015



**Chene Avenue over I-94** Reconstructed 2018



Van Dyke Avenue over I-94 Reconstructed 2013





**Gratiot Avenue over I-94** Constructed in 1958



**Gratiot Avenue over I-94** Reconstructed 2018



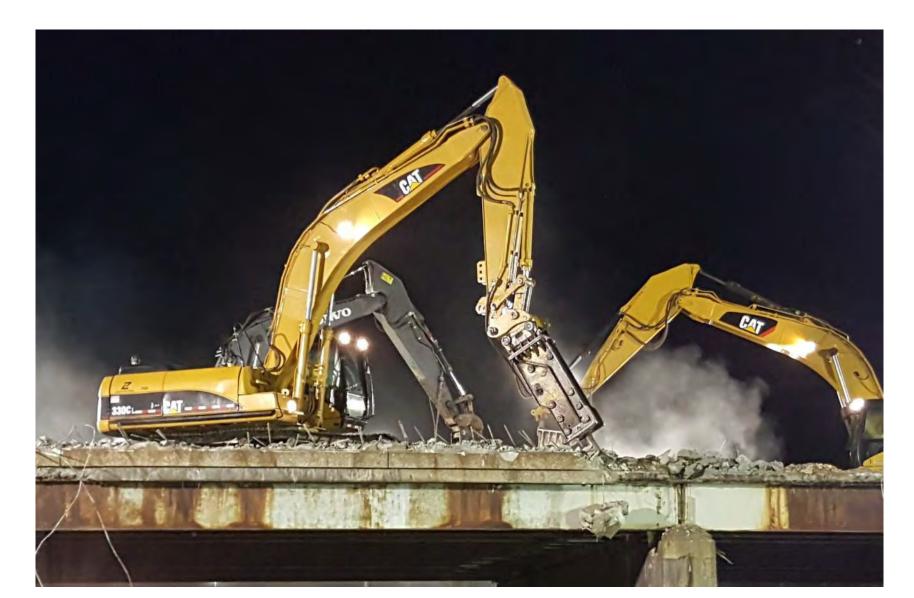
•

# ADVANCED BRIDGE CONSTRUCTION



Brush Street over I-94 Constructed in 1955

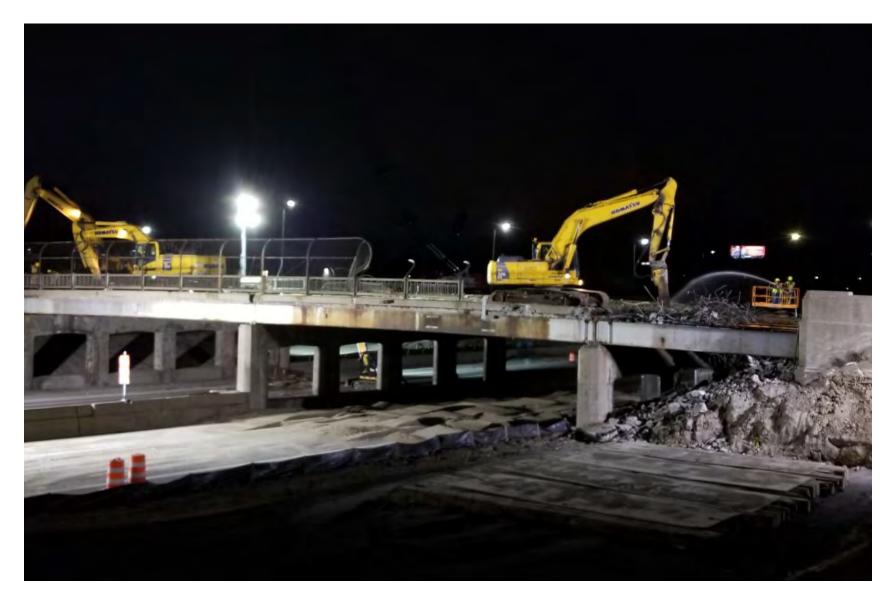




**Brush Street over I-94** 2019 Construction Season



French Road over I-94 Constructed in 1957



**French Road over I-94** 2019 Construction Season





Constructed in 1958



**Concord Avenue over I-94** 2019 Construction Season



# How We Used PUBLIC INPUT

۲

۲

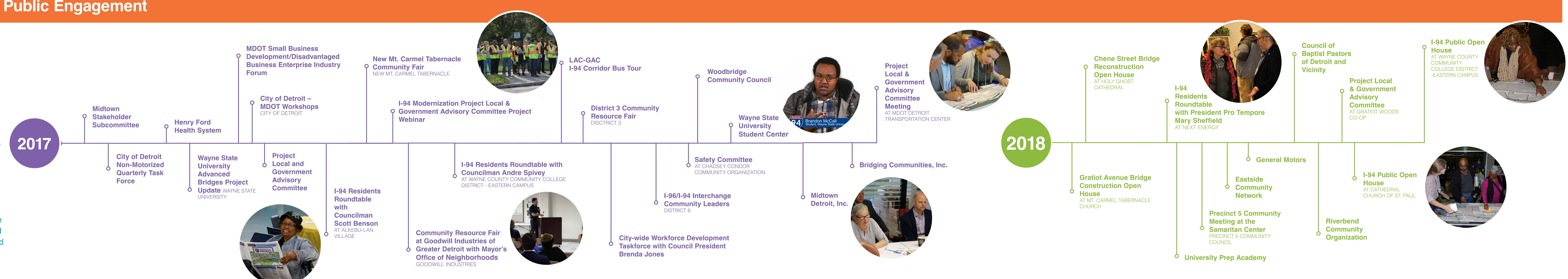






# The Importance of Public Engagement

From the start of the SEIS process, the I-94 project team sought out voices from across the community. This timeline includes many of the meetings the team hosted or participated in to hear thoughts, concerns and ideas for modifying the project to meet community needs and preferences. It includes meetings of the I-94 Local and Government Advisory Committees. These groups, made up of project area community members and representatives from local and regional government agencies, served both as project advisors and ambassadors assisting MDOT throughout the twoyear SEIS process. All comments were considered and much of what we heard is reflected in the modified design called the Approved Selected Alternative with Modifications" or ASAM.



۲

# What We STUDIED

۲





# SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS) PROCESS 94

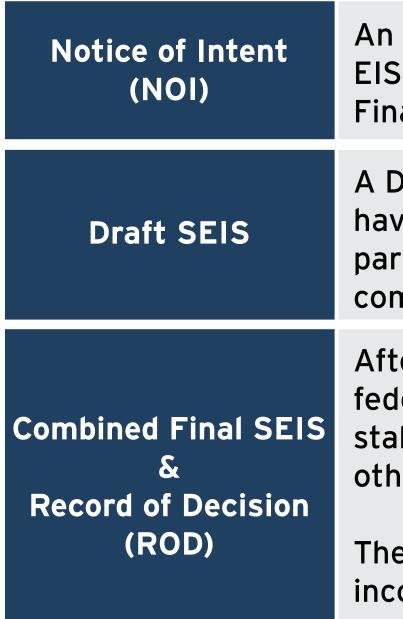
A Supplemental Environmental Impact Statement, (SEIS), reviews the findings of an existing Environmental Impact Statement (EIS). An EIS is required by the National Environmental Policy Act of **1969 (NEPA)** for projects with major impacts on the natural and human environment.

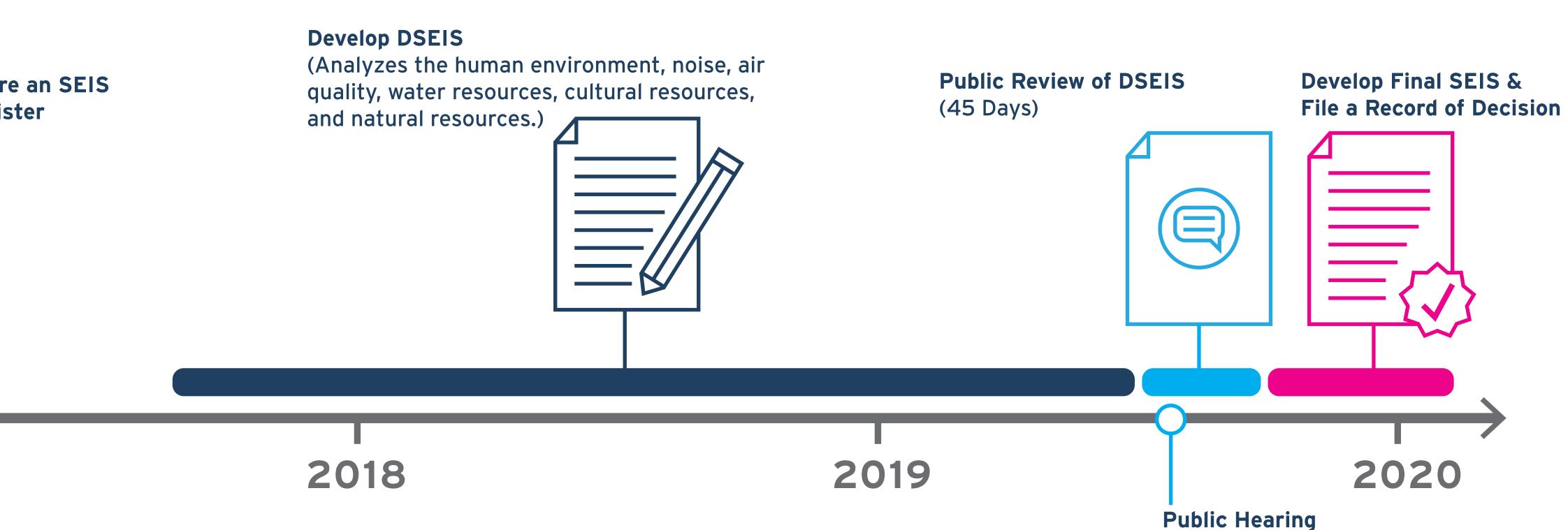
An SEIS allows agencies and the public to consider the impacts of significant changes and/or planned improvements to a project for which the NEPA process had previously been completed. Project changes and planned improvements will be examined in light of major changes in surrounding communities and changes in impact to the natural and human environment.

The SEIS analyzes the Project's direct, indirect and cumulative effects including traffic, noise, air quality, cultural resources, natural resources, relocations, construction effects, and more.

### Notice of Intent to Prepare an SEIS Published to Federal Register







An NOI is widely published and signals the initiation of the environmental review process. The NOI announces that a SEIS, which supplements the Final EIS that was prepared in 2004, is necessary because changes to the project have been proposed that may result in impacts not evaluated in the 2004 Final EIS.

A Draft SEIS (DSEIS), which includes a Section 4(f) evaluation, is prepared after the publication of the NOI. The DSEIS focuses on the changes that have occurred since the original EIS was completed. The Section 4(f) evaluation included in the DSEIS evaluates potential impacts to historic sites, parks, and recreational lands. The DSEIS is published for a 45-day public comment period and a public hearing is also held to gather additional public comments.

After the official comment period closes for the DSEIS, the comments will be reviewed from all stakeholders including the general public as well as federal, state, and local agencies. A Combined Final SEIS (FSEIS) and Record of Decision (ROD) will then be developed. This document summarizes stakeholder comments and describes mitigation measures that will be incorporated into the project. The FSEIS also documents compliance with all other applicable environmental laws and executive orders.

The ROD is the final step in the environmental review process. It presents the basis for the decision, summarizes mitigation measures to be incorporated into the project, and allows further approvals to be made including securing project funding for construction.

INTERSTATE



 $\bullet$ 

# PROJECT PURPOSE AND NEED

### I-94 is an important link in the local, regional and international transportation system.

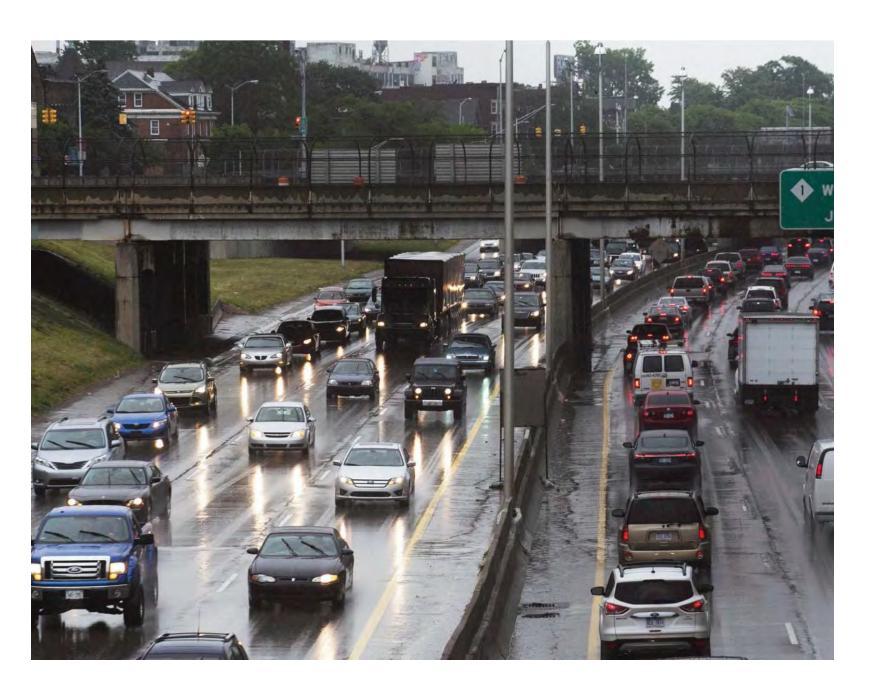
The freeway links to major international border crossings and serves as a gateway to the city of Detroit. It serves major traffic generators and has a central role in freight and passenger networks.

This infrastructure is important to the economy because it moves goods to and from local, regional, statewide, interstate and international markets.

### I-94 improvements need to address the following:

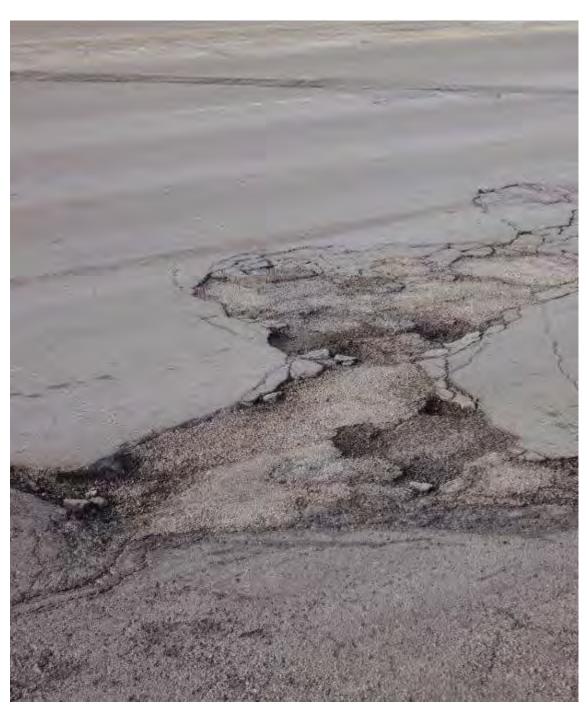
- Update infrastructure to bring it to current standards
- Address poor condition of pavement and bridges
- Address existing traffic congestion and provide for future demand
- Connect important routes in an effective and efficient manner
- Improve safety
- Provide improvements that support multimodal transportation
- Contribute to an improving economic climate in Detroit
- Improve neighborhood connectivity across I-94 and along service drives to facilitate the use of the local road system for local traffic circulation

### Add Capacity to Accomodate **Current and Future Travel Demand**



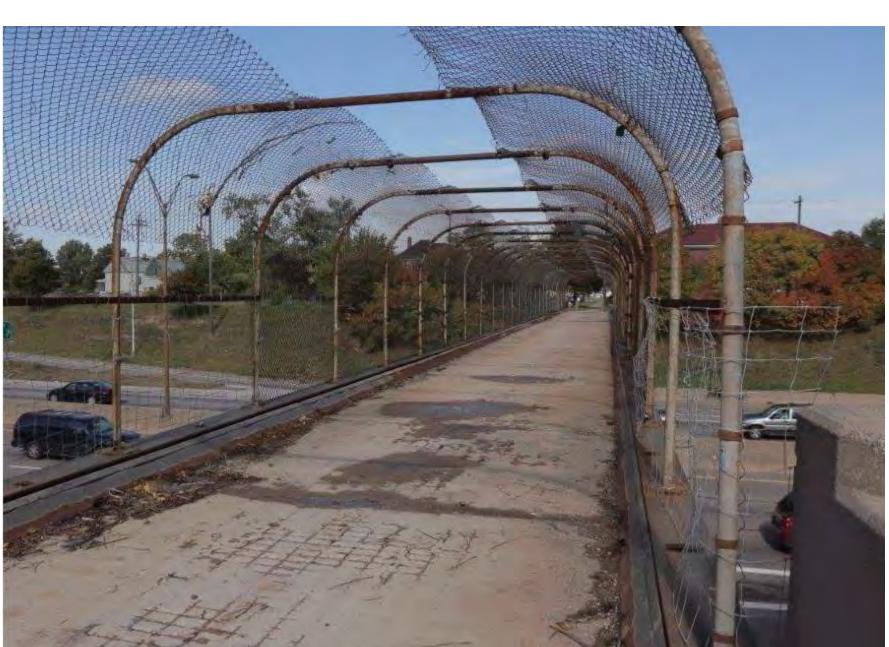
### Address Poor Condition of Pavement & Bridges

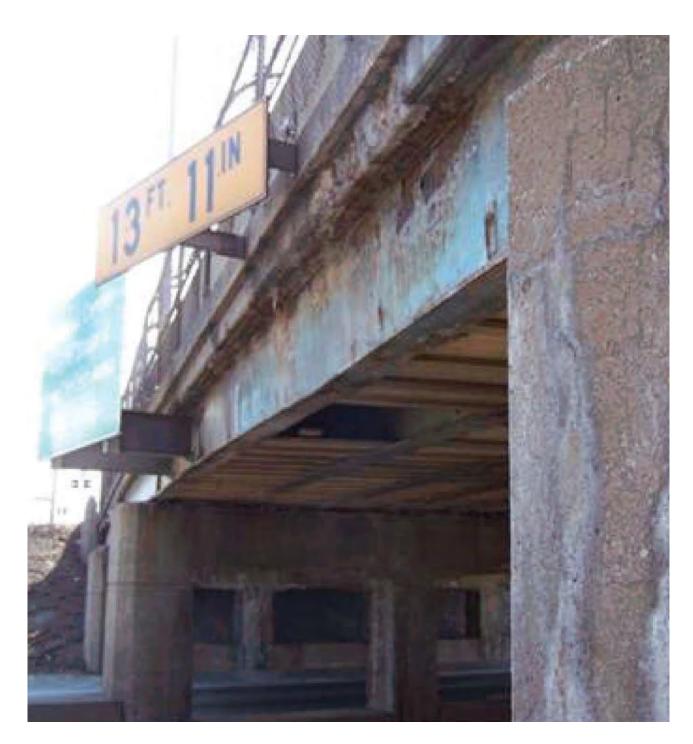




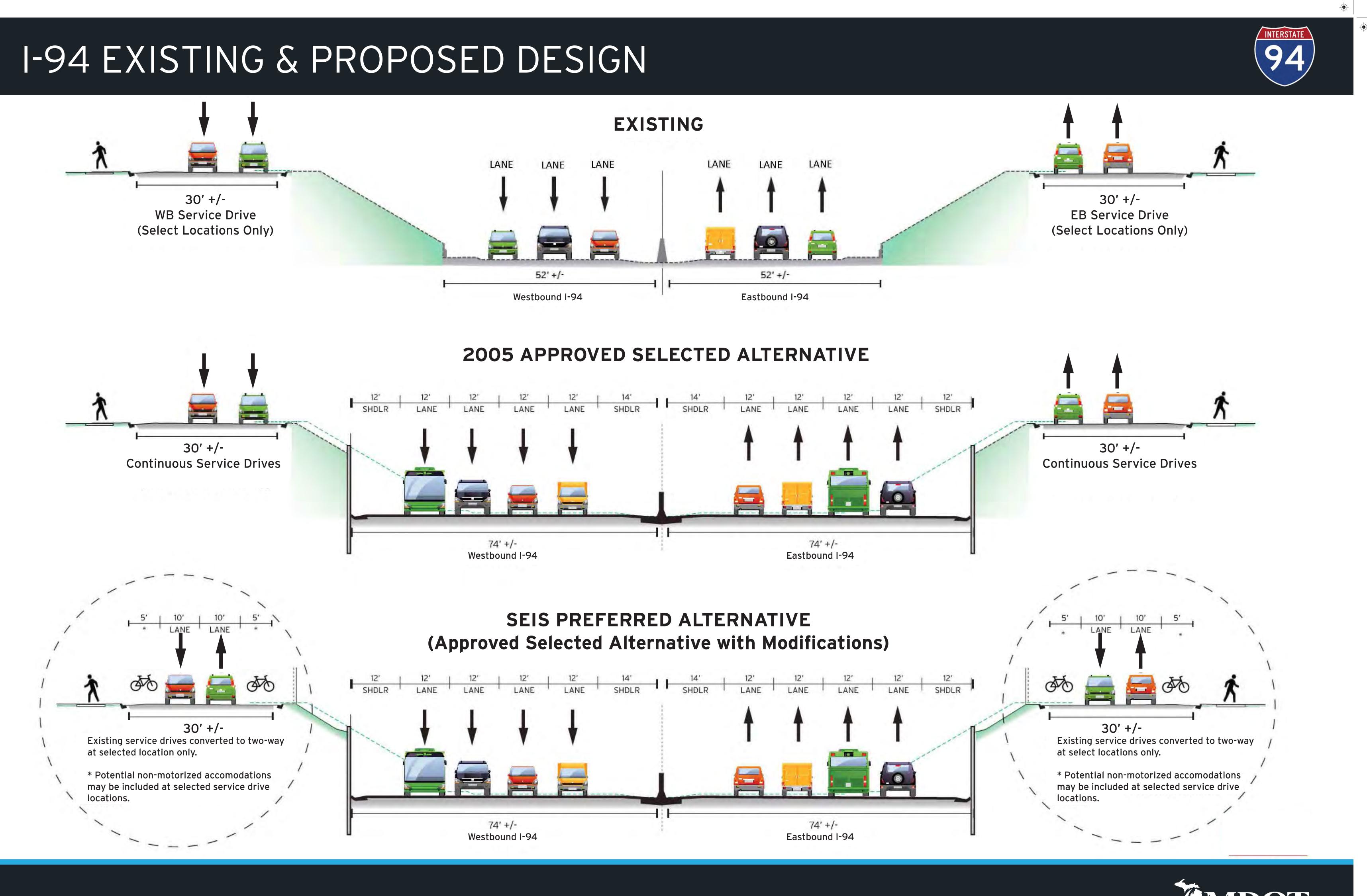


### Improve Neighborhood Connectivity to Facilitate Local Traffic Circulation









 $\odot$ 



# I-94 EXISTING & PROPOSED DESIGN RENDERINGS

### EXISTING



### PROPOSED

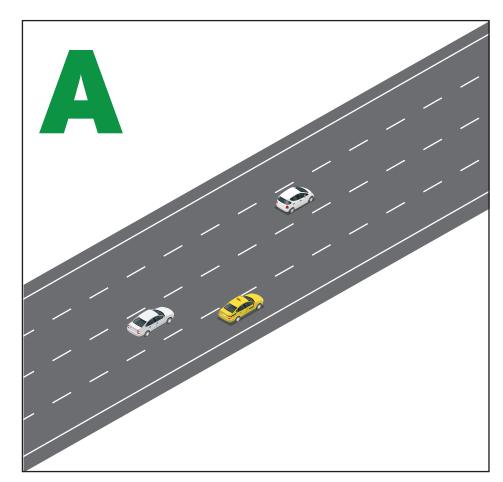




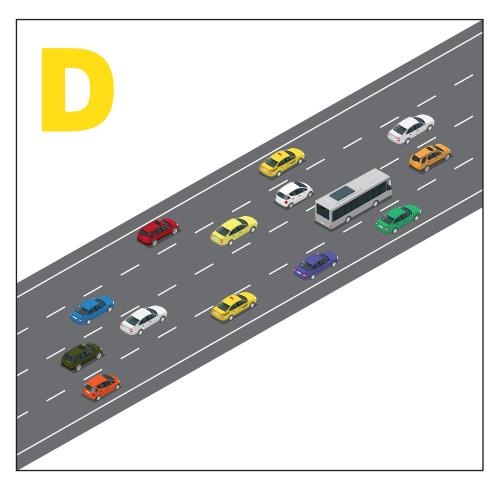


# TRAFFIC - LEVEL OF SERVICE (LOS)

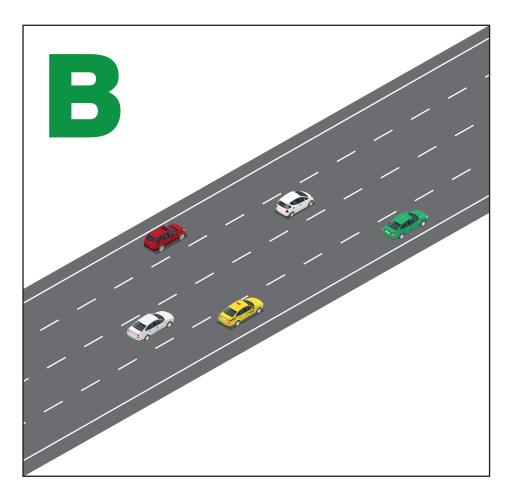
**Definition:** Level of Service (LOS) is a metric used to measure traffic flow on a roadway. LOS is a letter rating that ranges from A to F, where A represents light traffic/free flow conditions and F represents a breakdown in traffic flow and heavy traffic backups.



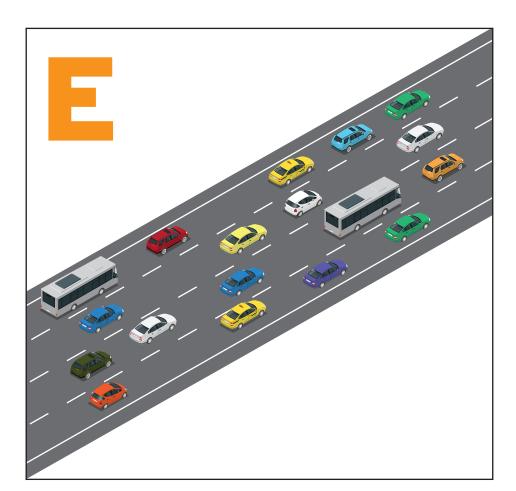
- Light traffic
- Free flow



- Speeds decline slightly
- Minor incidents create back-ups

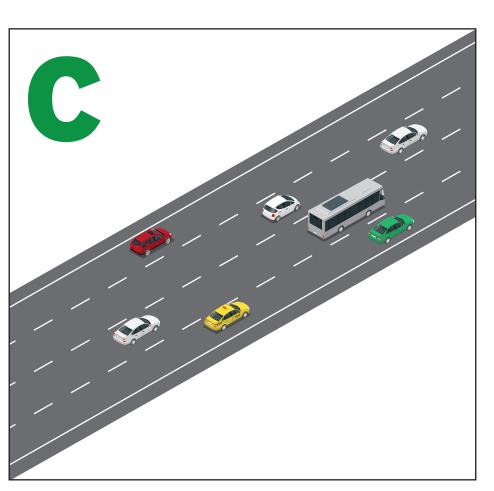


- Reasonably free flow
- Effects of minor incidents still easily absorbed

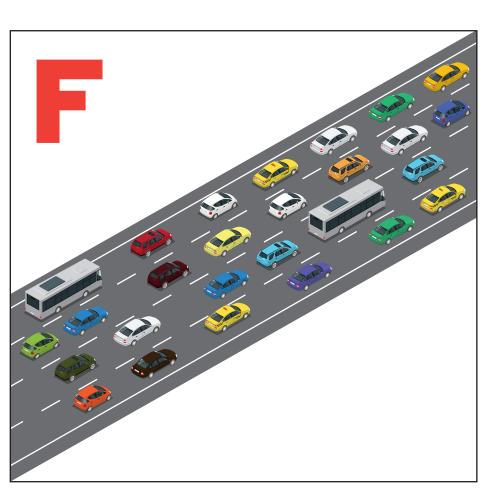


- Stop-and-go traffic
- Accidents likely
- Any disruptions cause back-ups





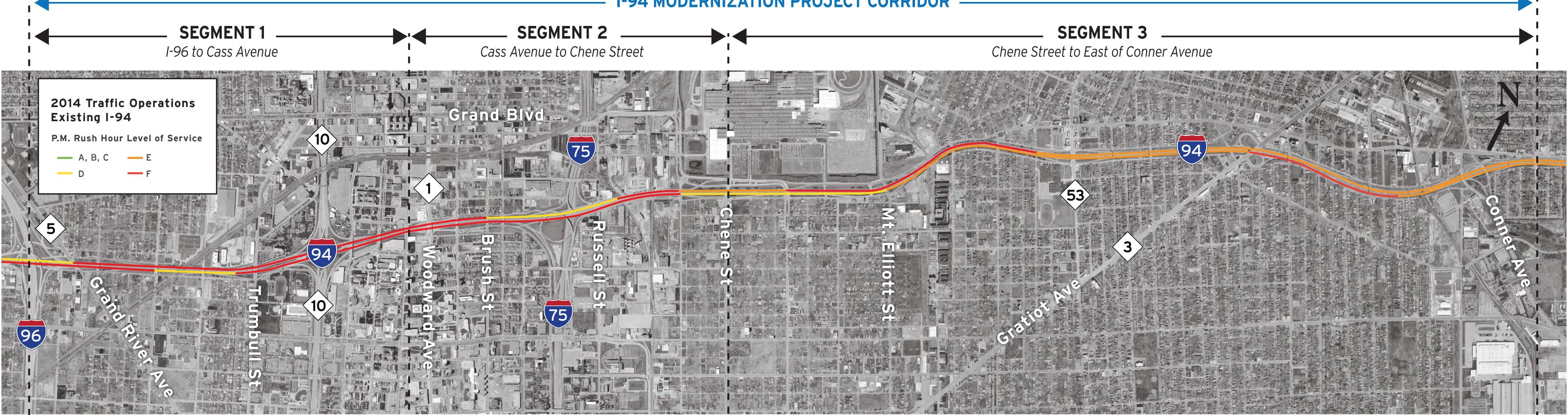
- Steady flow of traffic
- Freedom to manuever is noticeably restricted



- Breakdown in flow
- Back-ups behind breakdown points
- Demand greater than capacity



# I-94 TRAFFIC - LEVEL OF SERVICE (LOS)



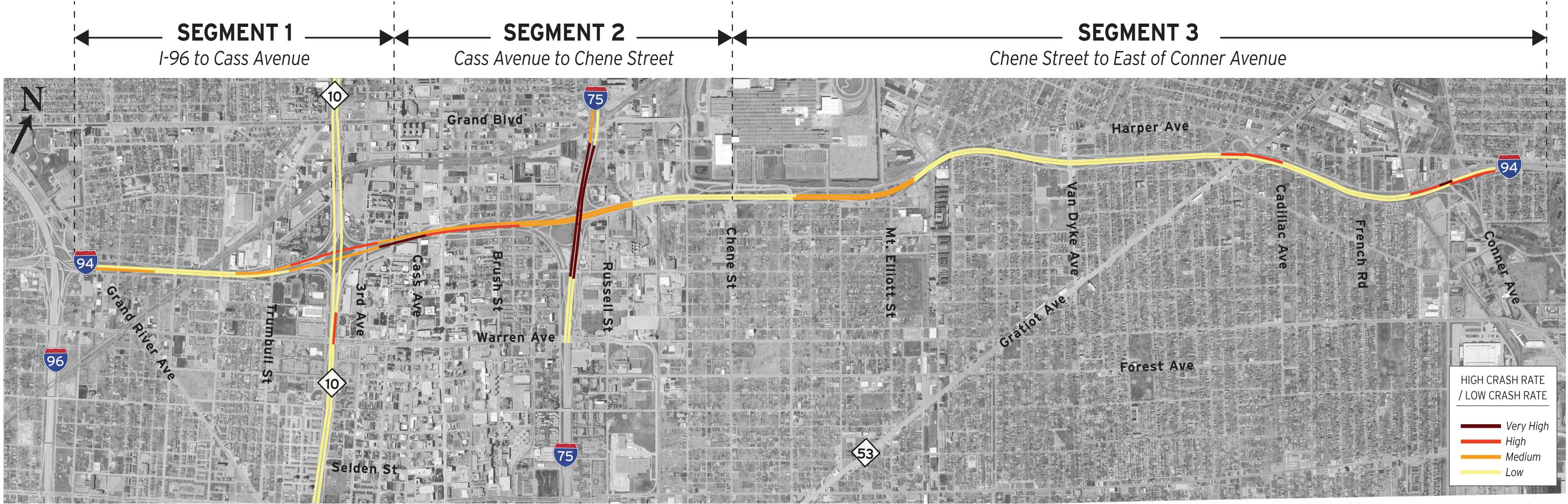


### I-94 MODERNIZATION PROJECT CORRIDOR -





# CRASH DATA



### I-94 existing safety analysis shows:

- More than 4,000 crashes resulting in 1,012 injuries
- Sideswipe, rear-end and single vehicle as the top three crash types; all indicators of a true congestion issue

### I-75 existing safety analysis shows:

- 755 crashes resulting in 159 injuries
- Sideswipe, rear-end and single vehicle as the top three crash types; all indicators of a true congestion issue

### M-10 existing safety analysis shows:

- 566 crashes resulting in 119 injuries  $\bullet$
- Sideswipe, rear-end and single vehicle as the top three crash types; all indicators of a true  $\bullet$ congestion issue

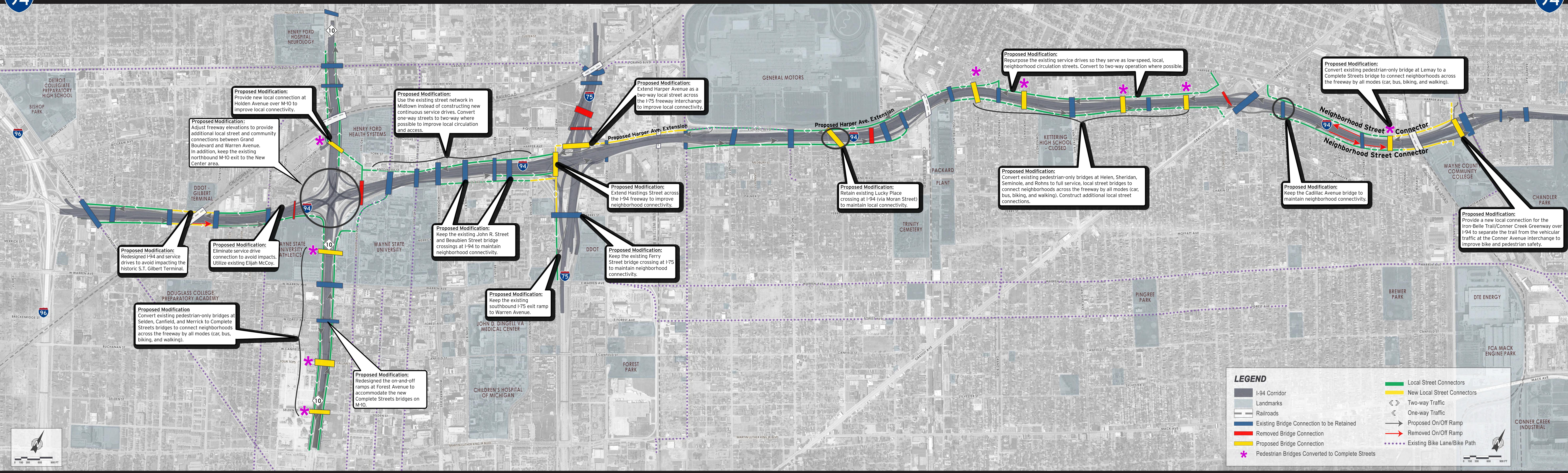




https://www.detroitnews.com/story/news/local/macomb-county/2019/03/07/ crash-closes-wb-94-10-mile-roseville/3093466002/







# I-94 MODERNIZATION PROJECT | APPROVED SELECTED ALTERNATIVE WITH MODIFICATIONS

# CORRIDOR CONNECTIVITY 94

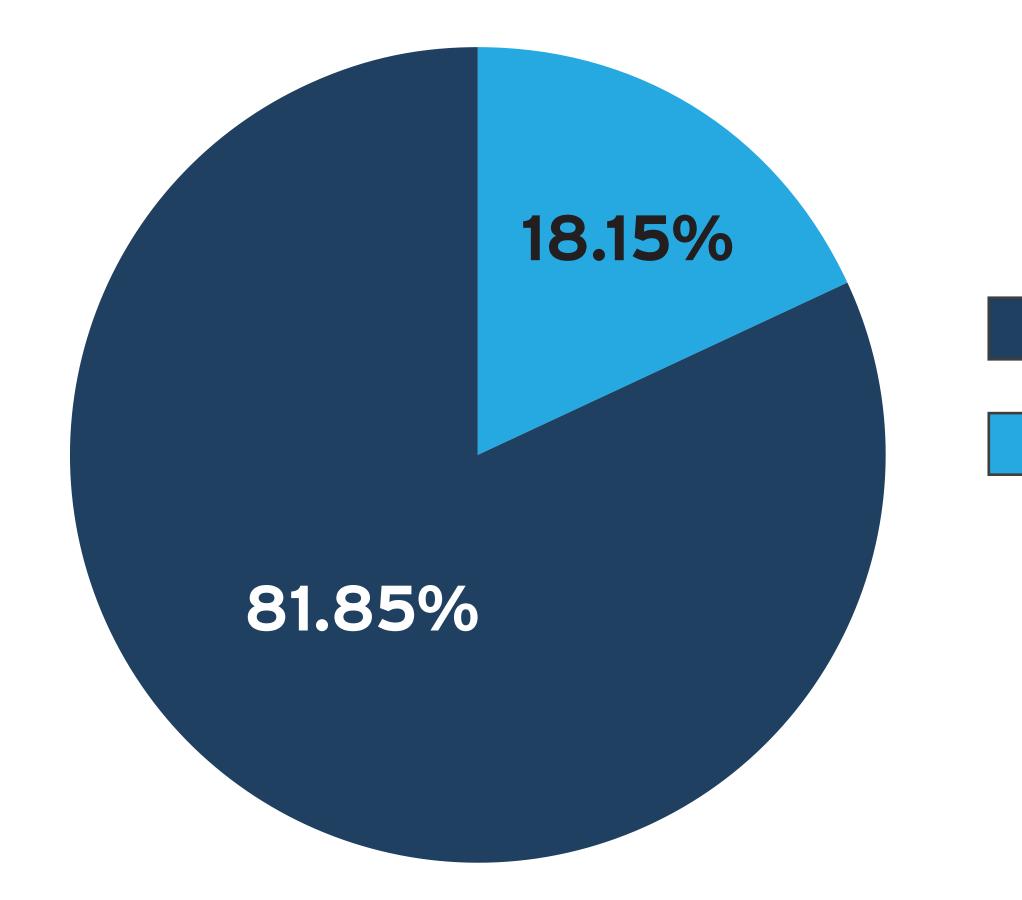




# **Preliminary Estimated Cost** \$2.83 Billion (Fiscal Year 2018 dollars) Planned project completion in 2036, with final acceptance in 2037.

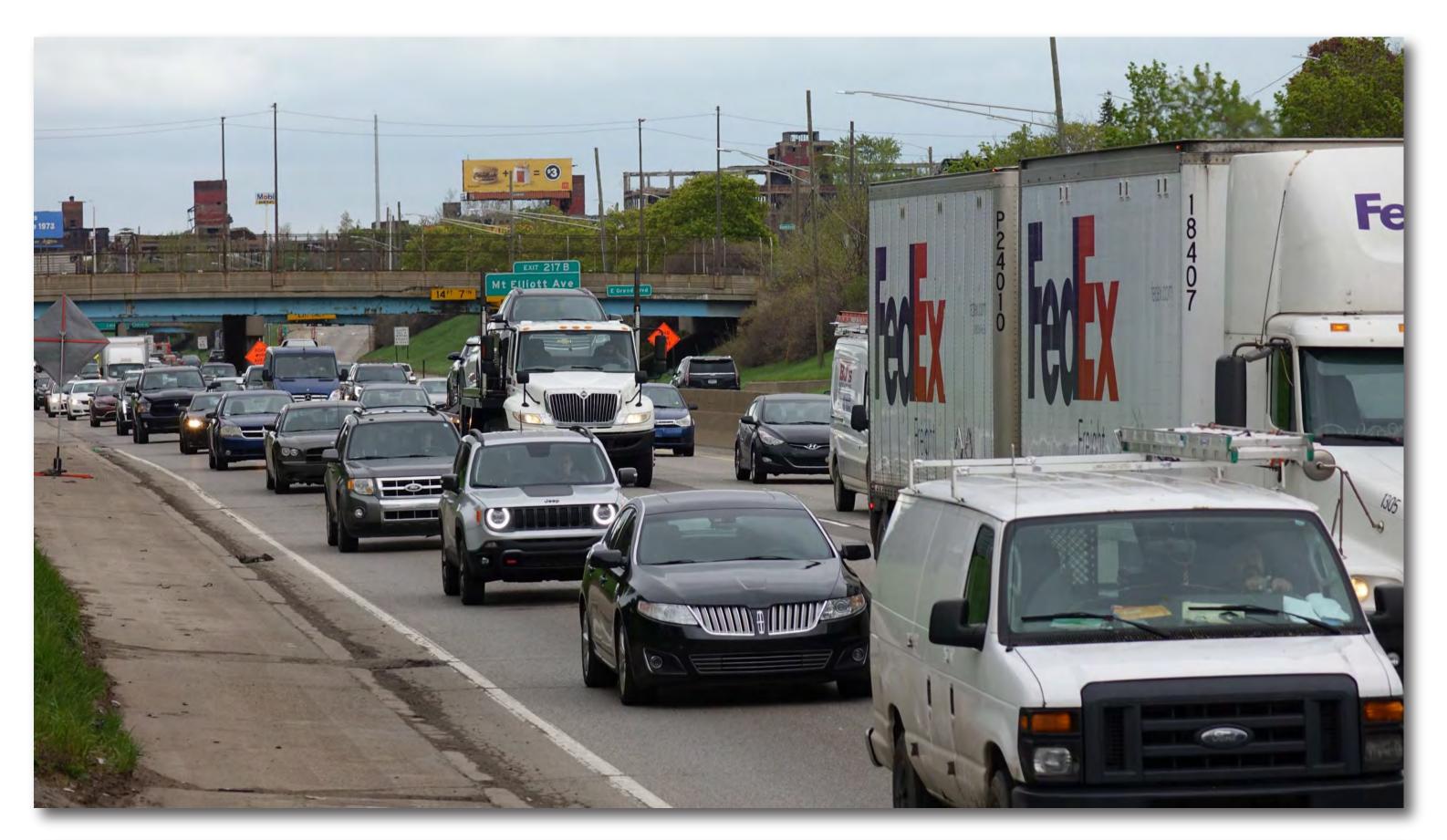
Based on current levels of funding

## Funding Percentage



Federal Funding

State Funding







Traffic on I-94



# CULTURAL RESOURCES

# What is Section 4(f)?

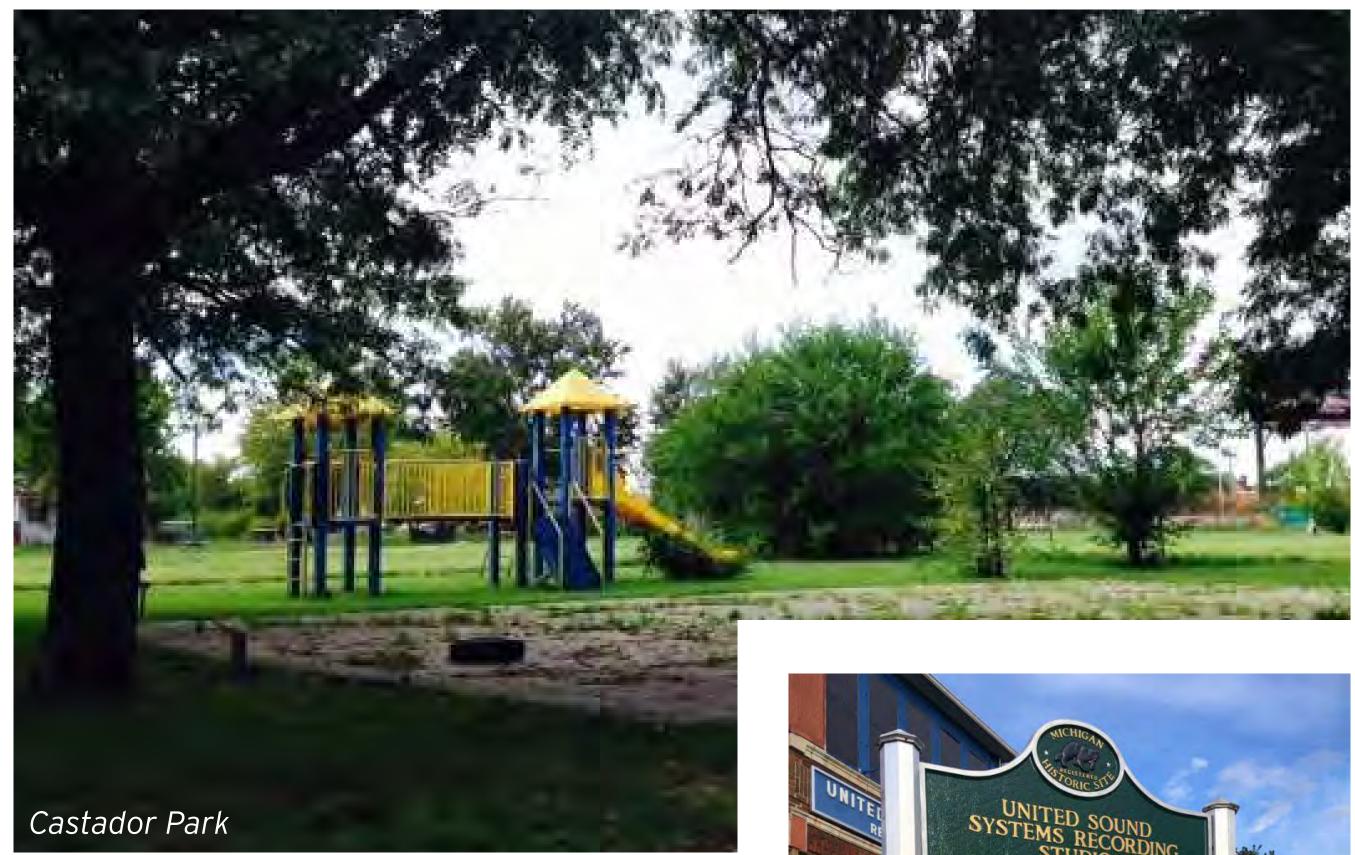
Law that restricts USDOT agencies from using property from:

- Public parks and recreation areas
- Public wildlife and waterfowl refuges
- Public or private historic properties

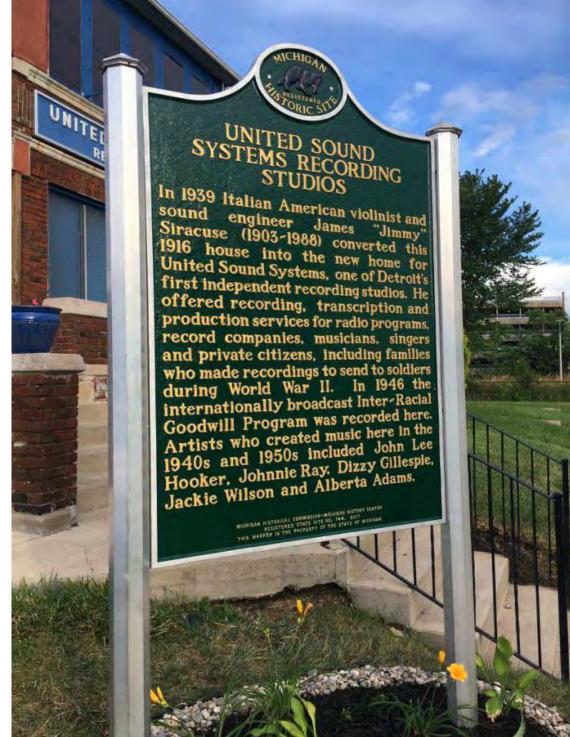
### What is Section 106?

A section of the National Historic Preservation Act that is concerned with protecting historic properties. Section 106 requires the Project sponsor to: • Take into account the effects of their projects on historic resources • Consult with the State Historic Preservation Office, Indian Tribes and others to assess the effects of the project on historic and archaeological

- resources

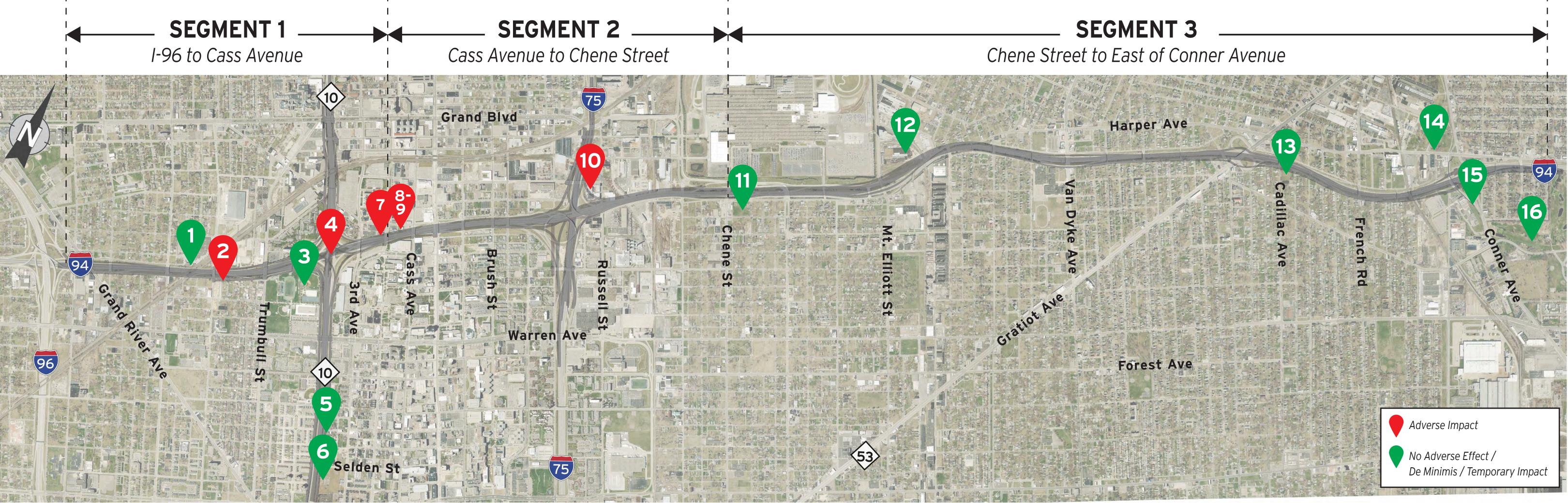








# SECTION 4(F) RESOURCE IMPACTS





### **Adverse Effect**

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

- Woodbridge Historic District Contributing Element 2. - House (5287 Hecla St.)
- I-94/M-10 Interchange 4.
- House (5832 Second Ave.) 7.
- United Sound System Recording Studios 8. (5840 Second Ave.)
- Apartment (447-449 Antoinette St.) 9.
- 10. Square D/Detroit Fuse and Manufacturing Company Building (6060 Rivard St.)



### No Adverse Effect / De Minimis / Temporary Impact

A de minimis determination for the transportation use of the Section 4(f) resource is when the project, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

For Section 106, when a transportation project's effects do not adversely affect historic resources, or the project design is modified or conditions are imposed to avoid adverse effects.

Temporary impacts for grading during construction are not considered an adverse effect because no structures would be affected, and the Project will not alter, directly or indirectly, the functions or characteristic of the property that would qualify it for Section *4(f) protections.* 

- **S.T. Gilbert Terminal** (5600 Wabash St.)
- Wayne State University Athletic Campus З. (Southwest quadrant of the I-94/M-10 *interchange*)
- West Willis #2 Park (949 W. Willis St.) 5.
- Wigle Recreation Center (aka Wigle Park) 6. (3650 John C. Lodge Service Drive)



- **Vernor Park** (5947 Grandy St.) 11.
- 12. **Gemmer Manufacturing** (6400 Mt. Elliott St.)
- 13. Castador Park (5995 Hurlbut St.)
- 14. **Conner Playfield** (10644 Gratiot Ave.)
- 15. Iron Belle Trail
- **Chandler Park** (12831 Frankfort St.) 16.



### What makes United Sound Systems historic?

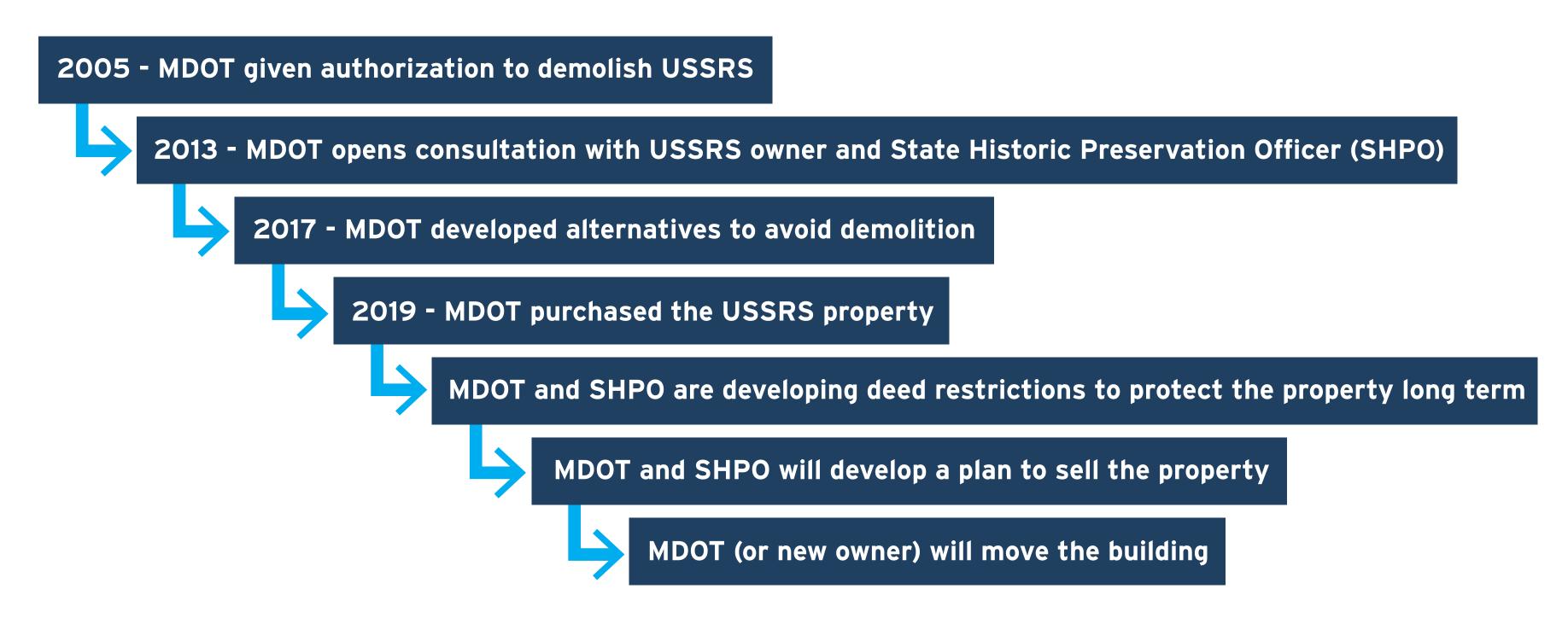
United Sound Systems Recording Studios (USSRS) is eligible for inclusion in the National Register of Historic Places for its association with some of the most influential musical artists of the 20th century. The recording studio was founded by James V. Siracuse in 1933 and moved to this location in 1939-1940.

Besides recording popular music across many genres, the studio also recorded countless jingles used in radio and television commercials. The two-story brick building was originally a residence, built in 1916. The rear addition was added in circa 1960 when United Sound Systems expanded its business.

Artists who have recorded here include Miles Davis, John Lee Hooker, Isaac Hayes, Aretha Franklin, Keith Richards, George Clinton, and others.

The studio closed in 2006 but was re-opened in 2014. It was listed as a City of Detroit Historic District in 2015. In 2017 a Michigan Historical Marker was erected on site by the United Sound Systems Recording Studios and the Detroit Sound Conservancy (Registered Site S0744).

### What will happen to United Sound Systems Recording Studios?



# UNITED SOUND SYSTEMS RECORDING STUDIOS











# When Are Noise Walls **Considered?**

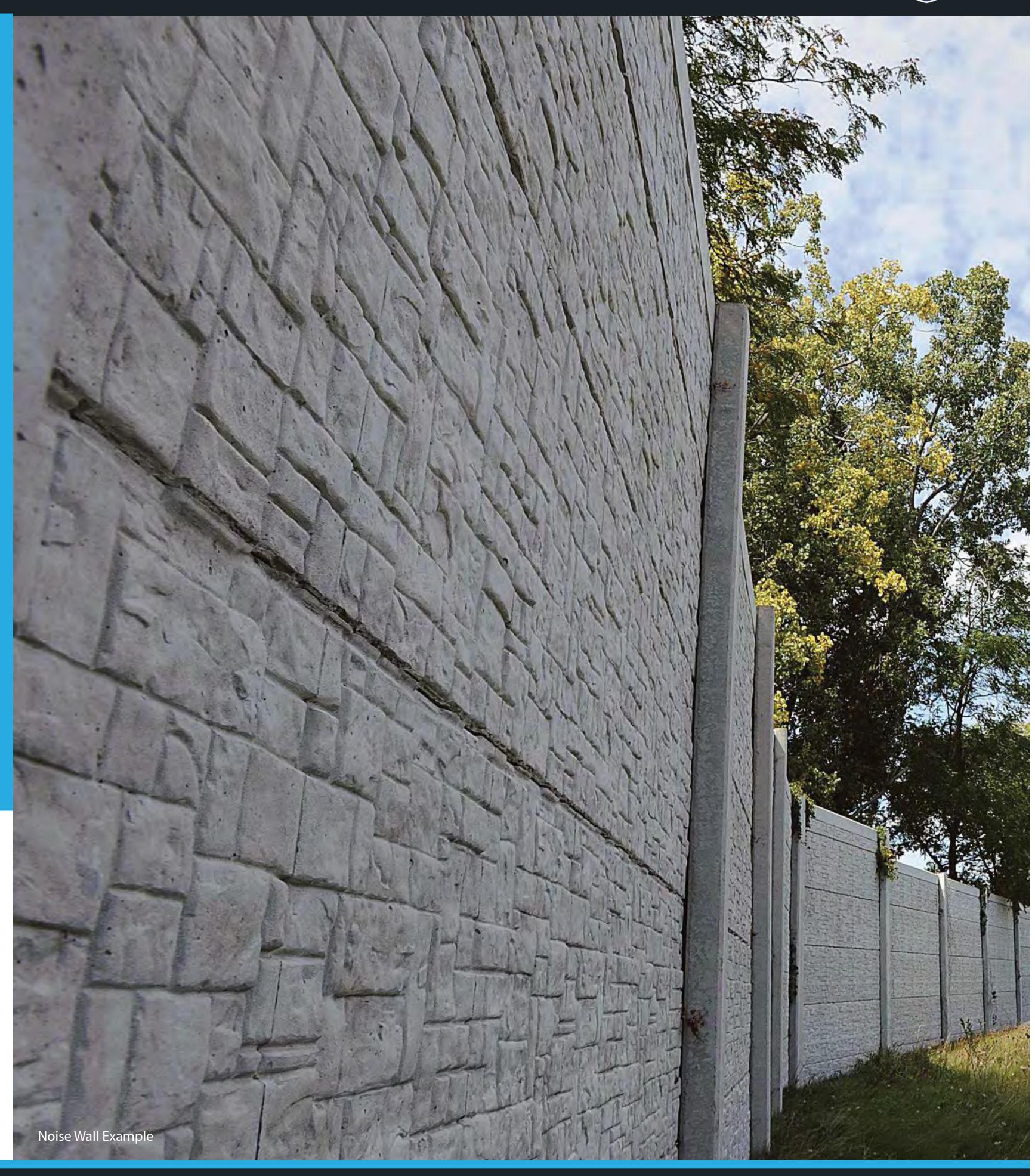
# New Roadway

# **New Travel Lanes**

# **Substantial Alteration**

If the predicted future-year noise levels approach or exceed Federal Highway Administration noise abatement criteria, noise abatement measures are considered.

# WHAT ARE THE TYPES OF PROJECTS THAT REQUIRE NOISE ANALYSIS





INTERSTATE

(94)

# TYPICAL NOISE ANALYSIS PROCESS

# Impacts Identified for Worst-case Receptors

Step 1	I	Identify Adjacent Land Use a Noise Receptor Locations
Step 2		<ul> <li>Traffic Noise Impact Identification</li> <li>Future Build noise levels approact meet, or exceed the FHWA Noise Criteria (NAC)</li> <li>Substantial increase in noise**</li> </ul>
Step 3	I	Traffic Noise Abatement Anal
Step 4		Traffic Noise Abatement Recommendation and Public

\*Approach is defined as equal to 1 dB(A) less than the NAC \*\*Substantial increase in noise is defined as a 10 dB(A) increase

# Noise Abatement Criteria (NAC)

## and

cation ch\*, Abatement

lysis

Meeting

### **Category A**

Serene lands - rarely applies (e.g.: Tomb of the Unknown Solider)

### **Category B** Residential

# Category C

Hospitals, schools, places of worship, parks

### Category D\*

Hospitals, libraries, places of worship, institutions, schools

Category E Hotels, offices, restaurants

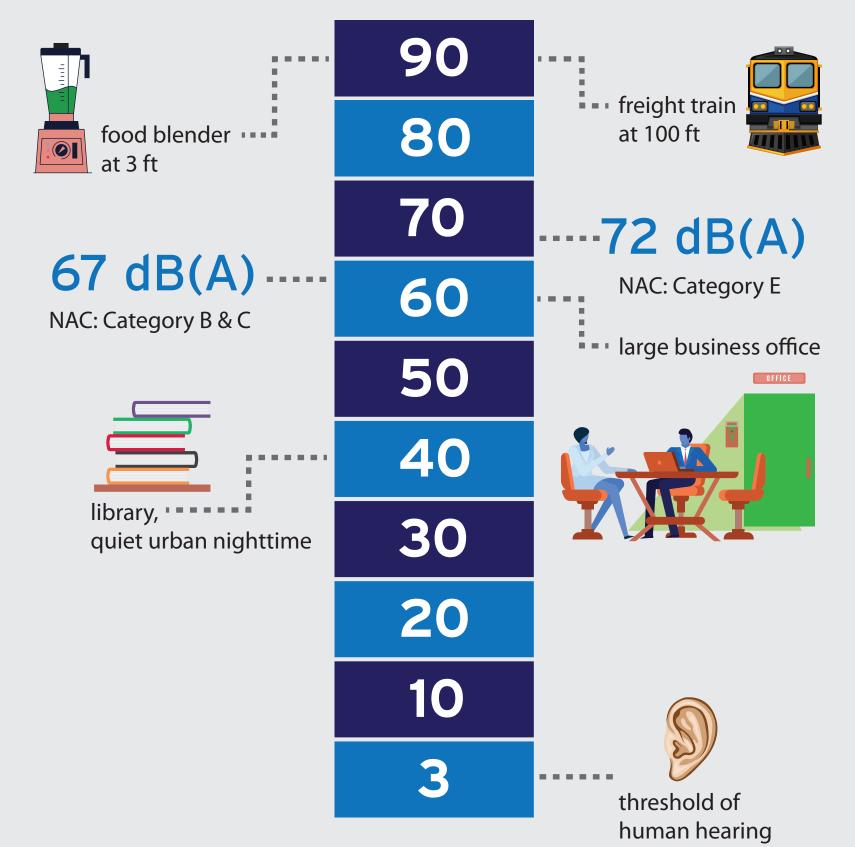
**Category F** Agricultural, industrial, retail, utilities

### Category G Undeveloped lands

NO ESTABLISHED NOISE ABATEMENT CRITERIA - CATEGORY F Agricultural, industrial, retail, utilities CATEGORY G Undeveloped lands \*Interior noise, to be studied only after exterior is studied, or if noise abatement is not feasible and reasonable



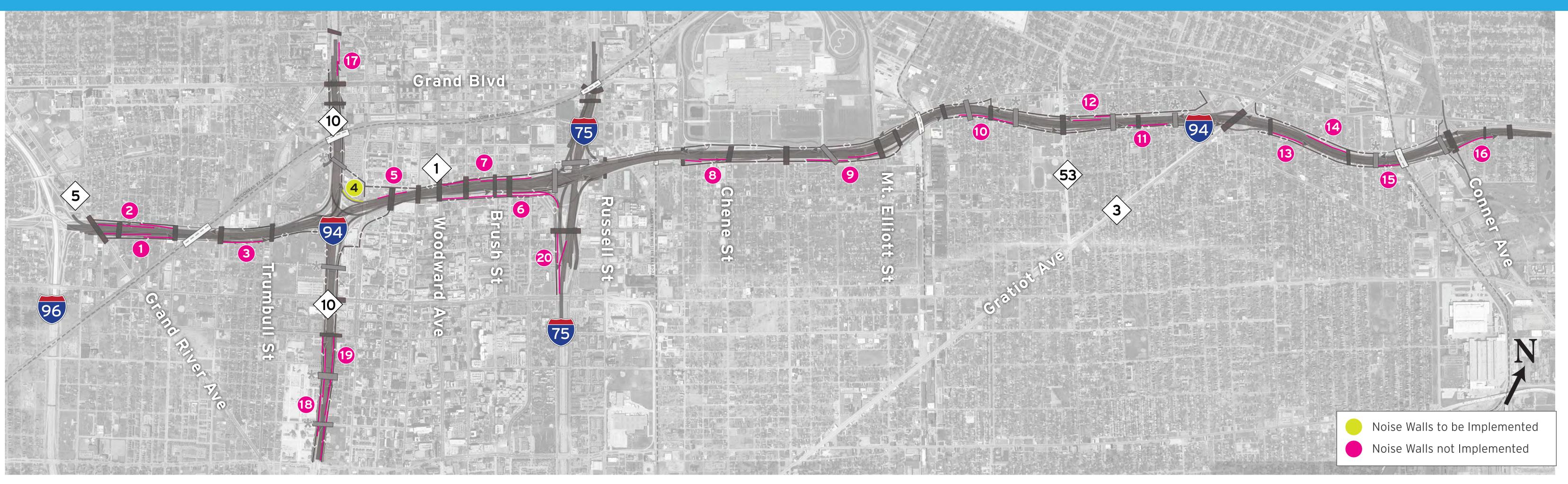
# Sound Level dB(A)





# I-94 TRAFFIC NOISE ANALYSIS

# Analyzed Noise Walls



# **20** Noise Walls Studied

### Noise Wall met Feasibility/Reasonableness Criteria

A modeled noise wall must meet both feasibility and reasonableness criteria to be implemented

### Feasibility Criteria:

- Noise reduction of 5 decibels (dB(A)) achieved by at least 75% of impacted receptors
- Noise wall can physically be constructed with regard to safety, topography, drainage, utilities, and maintenance of the abatement measure including maintenance access to adjacent properties.

### **Reasonableness Criteria:**

- Cost effectiveness of the noise wall is less than \$48,376 per benefited receptor
- Achieves the following noise reduction design goals:
- A 10 dB(A) reduction for one benefited receptor
- At least a 7 dB(A) reduction for 50% or more benefited receptors

A Dimensions: Length x Average Height (Feet) B Number of Impacted Receptors C Number of Benefiting Receptors D Estimated Barrier Cost E Cost pe							
	<b>1</b> A 1,861 ft x 24 ft	<b>4 A</b> 383 ft x 24 ft	<b>7</b> A 2,064 ft x 24 ft	10 A 1,273 ft x 18-21 ft	<b>13</b> A 992 ft x 21 ft	<b>16 A</b> 917 ft x 9-24 ft	<b>19</b> A 2,681 ft x 24 ft
	<b>B</b> 6	<b>B</b> 8	<b>B</b> 64	<b>B</b> 1	<b>B</b> 1	<b>B</b> 2	<b>B</b> 25
	<b>C</b> 0	<b>C</b> 20	<b>C</b> 32	<b>C</b> 3	<b>C</b> 2	<b>C</b> 3	<b>C</b> 0
	<b>D</b> \$2,010,015	<b>D</b> \$414,135	<b>D</b> \$2,229,120	<b>D</b> \$1,167,300	<b>D</b> \$937,215	<b>D</b> \$811,080	<b>D</b> \$2,895,255
ed.	E NA <sup>1</sup>	<b>E</b> \$20,707	E NA	<b>E</b> \$389,300	<b>E</b> \$468,608	E NA	E NA
	<b>2 A</b> 1,910 ft x 24 ft	<b>5 A</b> 544 ft x 24 ft	<b>8</b> A 1,078 ft x 18-24 ft	11 A 848 ft x 24 ft	<b>14</b> A 988 ft x 24 ft	<b>17</b> A 1,871 ft x 24 ft	20 A 1,929 ft x 24 ft
S,	<b>B</b> 9	<b>B</b> 1	<b>B</b> 11	<b>B</b> 7	<b>B</b> 1	<b>B</b> 111	<b>B</b> 63
	<b>C</b> 15	<b>C</b> 2	<b>C</b> 14	<b>C</b> 6	<b>C</b> 1	<b>C</b> 111	<b>C</b> 0
	<b>D</b> \$2,062,530	<b>D</b> \$587,745	<b>D</b> \$1,071,675	<b>D</b> \$916,605	<b>D</b> \$1,066,635	<b>D</b> \$2,019,645	<b>D</b> \$2,083,455
	E NA	E NA	<b>E</b> \$76,548	E NA	E NA	E NA	E NA
	<b>3</b> A 920 ft x 24 ft	<b>6 A</b> 3,904 ft x 24 ft	<b>9</b> A 1,779 ft x 24 ft	12 A 931 ft x 15-24 ft	<b>15 A</b> 516 ft x 18-24 ft	<b>18</b> A 2,391 ft x 24 ft	Information from The Noise and Vibration Analysis Technical Memorandum
	<b>B</b> 5	<b>B</b> 46	<b>B</b> 1	<b>B</b> 1	<b>B</b> 3	<b>B</b> 14	
	<b>C</b> 0	<b>C</b> 36	<b>C</b> 1	<b>C</b> 2	<b>C</b> 3	<b>C</b> 90	Wennorandam
	<b>D</b> \$993,105	<b>D</b> \$4,216,815	<b>D</b> \$1,921,635	<b>D</b> \$881,910	<b>D</b> \$504,720	<b>D</b> \$2,582,280	<sup>1</sup> NA - Noise barrier is not feasible or does not meet the design goal.
	E NA	E NA	E NA	<b>E</b> \$440,955	E NA	E NA	





•

 $\bullet$ 

# LAND ACQUISITION FOR THE I-94 MODERNIZATION PROJECT

# **4 TYPES OF LAND ACQUISITION**

### Full Acquisitions (Total takes)

Acquisition of all rights and interest of real property

### Partial Acquisitions (Partial takes)

Acquisition of all rights and interest of the total real property

### **Permanent Easements**

Where underlying ownership is retained by the property owner, but access is permanently allowed during and after construction for maintenance of facilities such as drainage structures

### **Temporary Consents**

Where underlying ownership is retained by the property owner, but access is temporarily allowed only during construction for items such as grading work, driveway construction, and landscaping restoration

### Land Acquisition Process

Survey & Appraisal

Offer 8 Must o

♥

### When Will I Know if My Property is Needed?

The Michigan Department of Transportation (MDOT) will advise you well in advance of actual negotiations, through public hearings and personal visits. Do not act on rumors. Be sure you have the facts from MDOT.

### **Relocation Assistance**

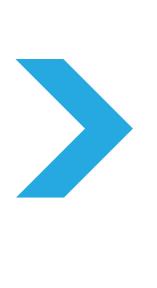
Any person, family, business farm or nonprofit organization displaced by a transportation project will be offered assistance in locating a suitable replacement property.

An MDOT representative will contact you personally to gather information and establish eligibility based on your specific situation. If you have a special situation, MDOT will make every effort to secure the services of other organizations.



### **Offer & Negotiations**

Must offer fair market compensation for needed property based on independent appraisal



Settlement OR Condemnation/ Court Proceeding (Considered as last resort)





Eligibility based on state and federal laws





۲

# Please Provide Your COMMENTS

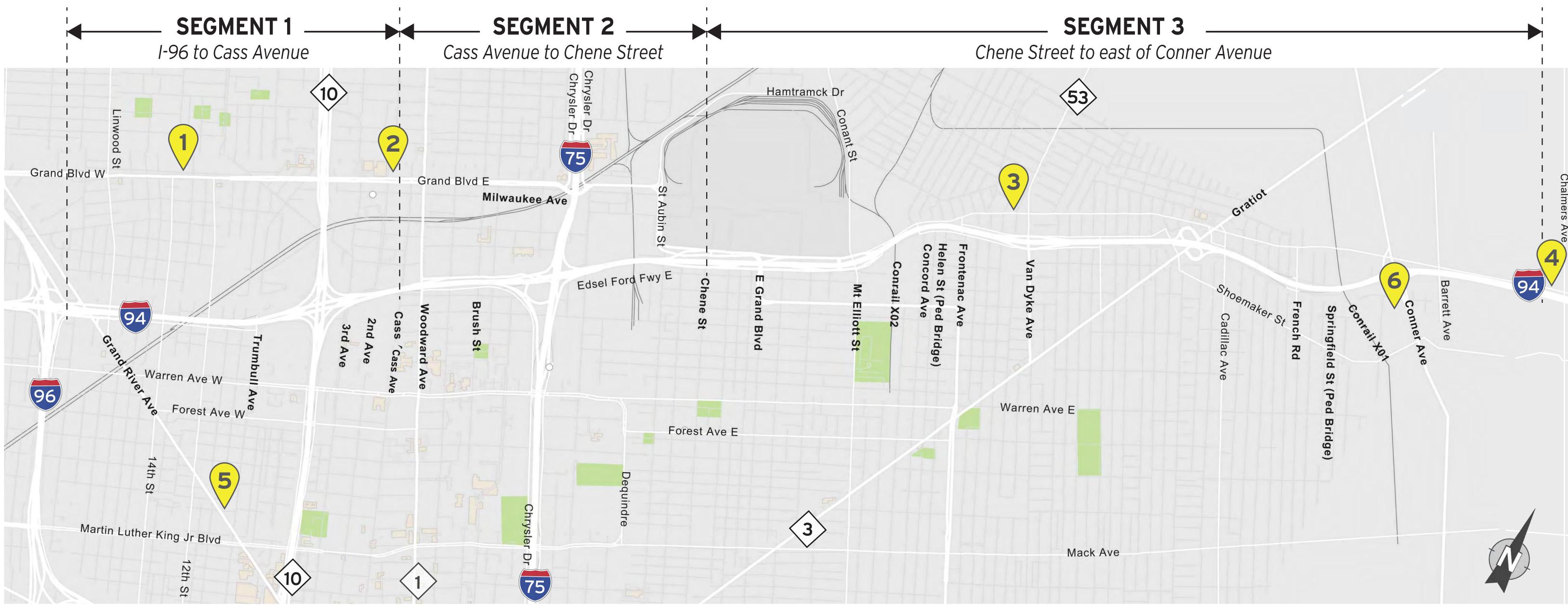
۲







# WHERE CAN I FIND AND COMMENT ON THE DSEIS?



### **Public Review Locations**

- **1.** Divie B. Duffield Detroit Public Library (2507 W. Grand Blvd., Detroit, 48208)
- **2.** I-94 Project Office (3031 W. Grand Blvd., Detroit, 48202)
- **3.** Alkebu-lan Village Community Center (7701 Harper Ave., Detroit, 48213)
- **4.** Chandler Park Detroit Public Library (12800 Harper Ave., Detroit, 48213)
- **5.** Douglass Detroit Public Library (3666 Grand River Ave., Detroit, 48208)
- **6.** Wayne County Community College District, Eastern Campus (5901 Conner Ave., Detroit, 48213)

**OFF MAP – The Matrix Center** (13560 E. McNichols Rd., Detroit, 48205) **OFF MAP – MDOT Detroit Transportation Center** (1060 W. Fort St., Detroit, 48226) **OFF MAP – MDOT Lansing Office** (425 West Ottawa St., Lansing, 48933)

### Where To Find A Review Copy

An electronic copy of this document is available on the project website, **194Detroit.org**. Paper copies are located at the Michigan Department of Transportation (MDOT) office, the I-94 project office, and select libraries and community centers throughout the project area. Please contact one of the people listed below for more information or check the project website.

### How Can I Provide Comments?

- Drop them into the comment box at one of the public hearings
- Send comments to: Terry A. Stepanski, P.E. (B220)
  - I-94 Modernization Senior Project Manager Michigan Department of Transportation P.O. Box 30050 Lansing, MI 48909
- Email comments to: MDOT-194Comments@Michigan.gov
- All comments must be submitted or postmarked by October 28, 2019



Have Questions or Need Additional Information? • Please contact: Terry Stepanski, **MDOT Senior Project Manager** (517) 241-0233





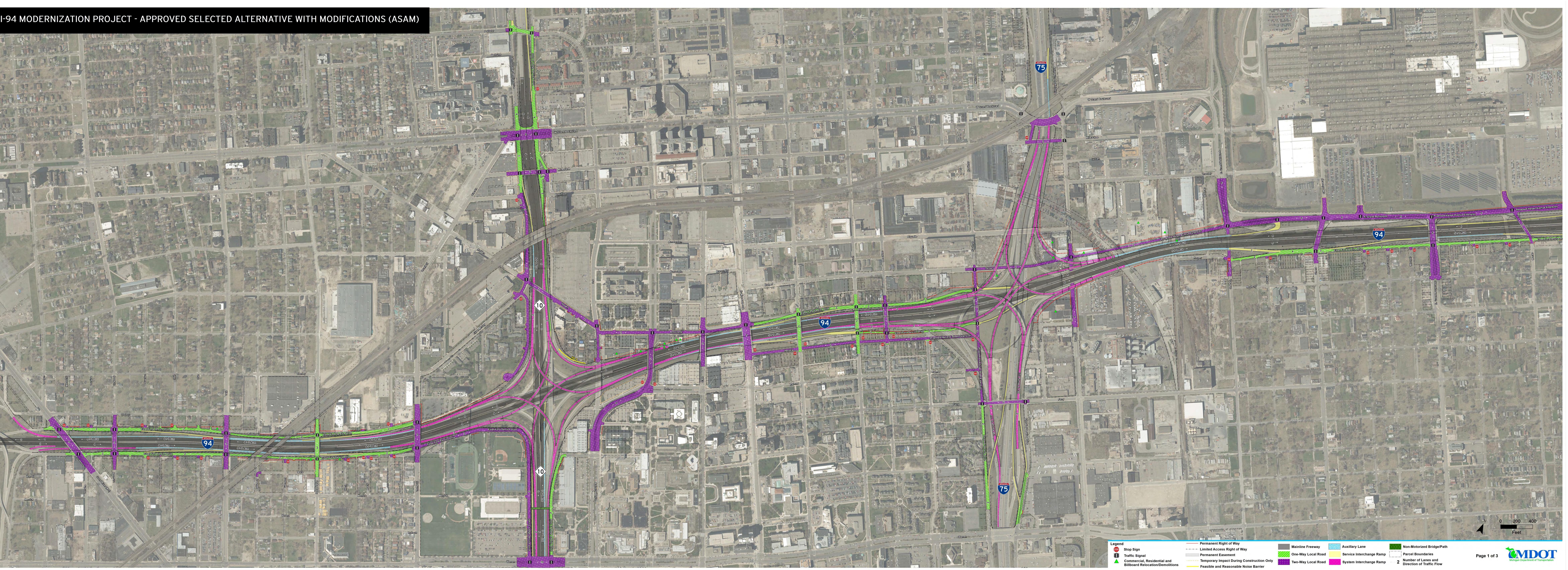
# The Preferred ALTERNATIVE

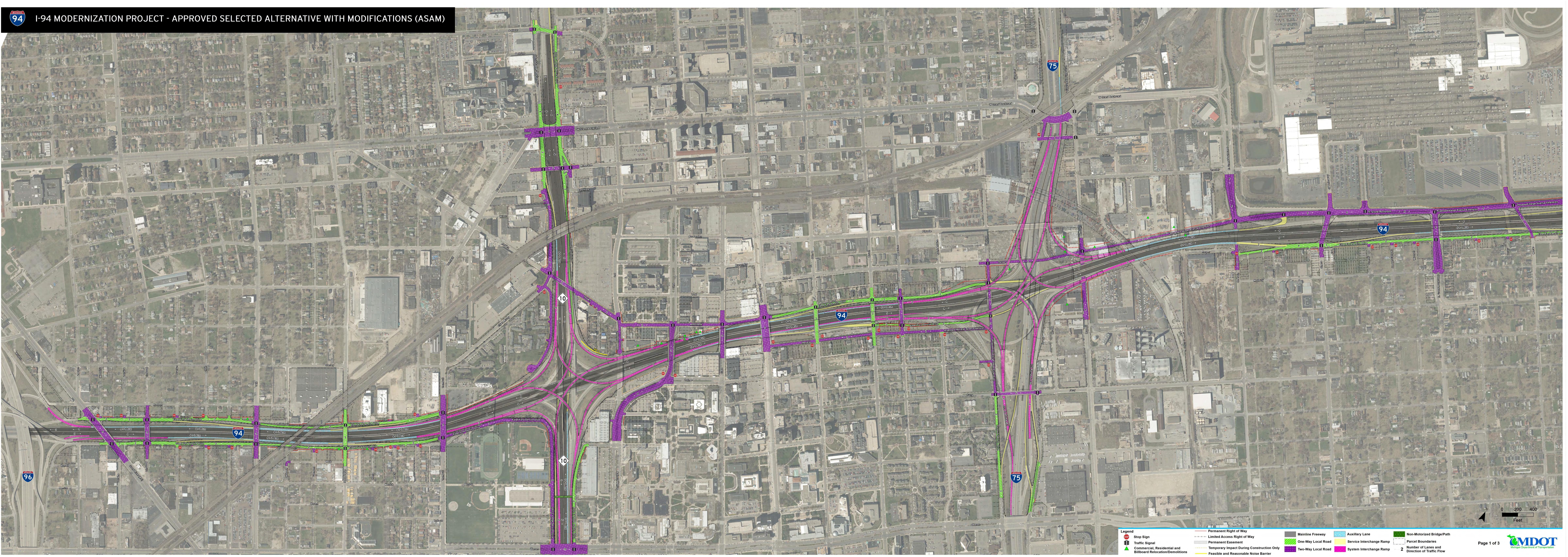
۲







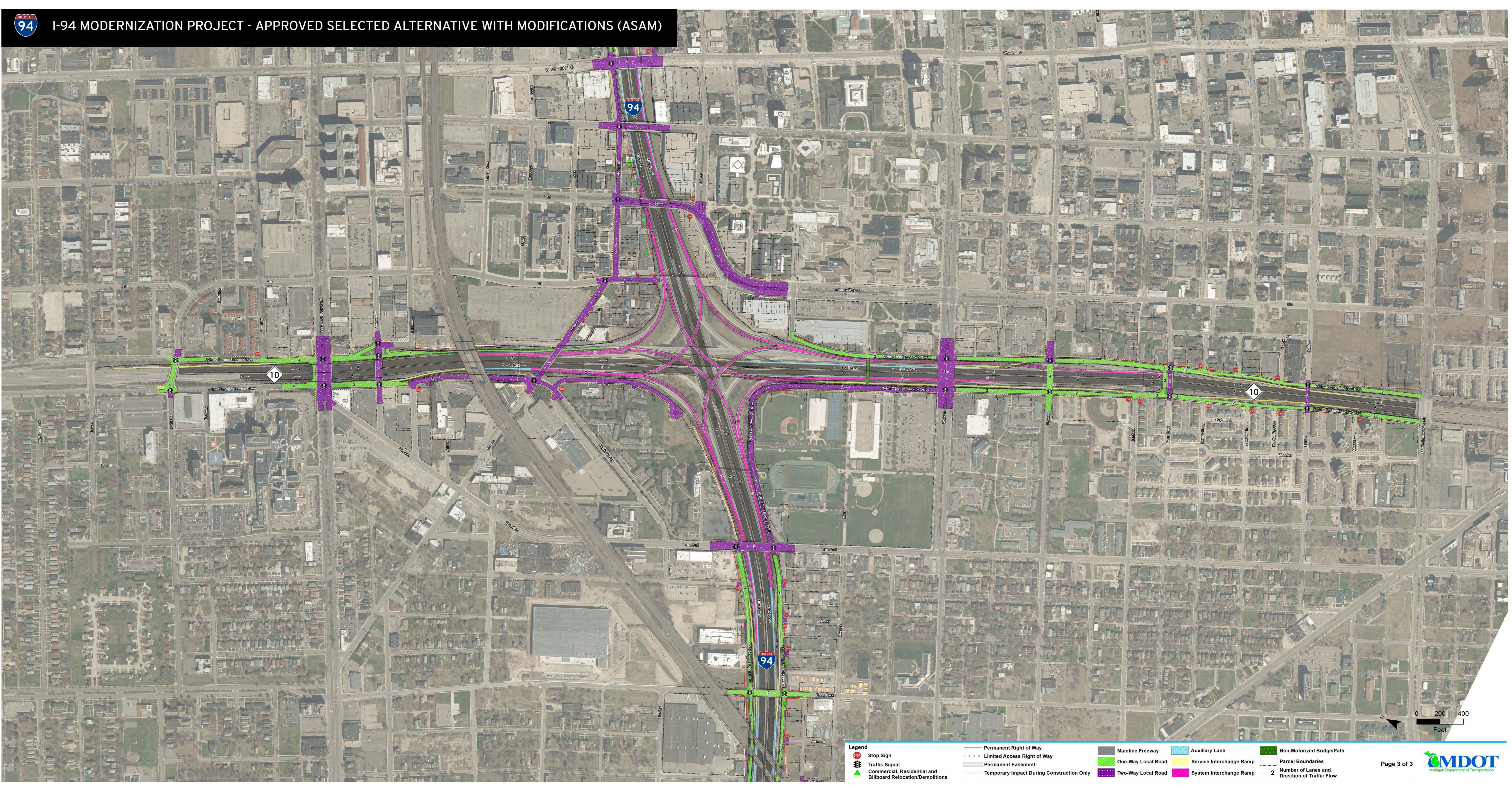






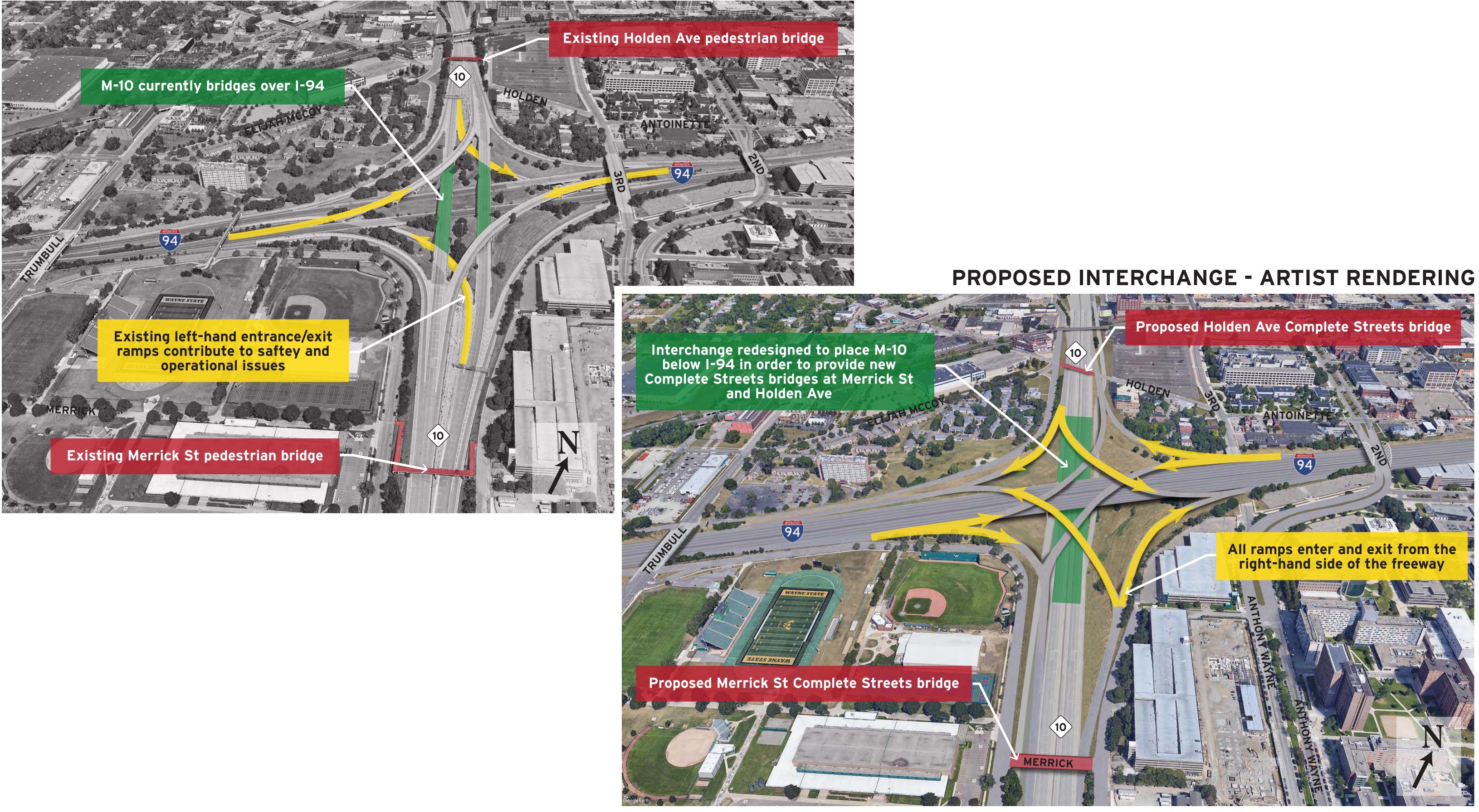






# I-94/M-10 INTERCHANGE

### **EXISTING INTERCHANGE**

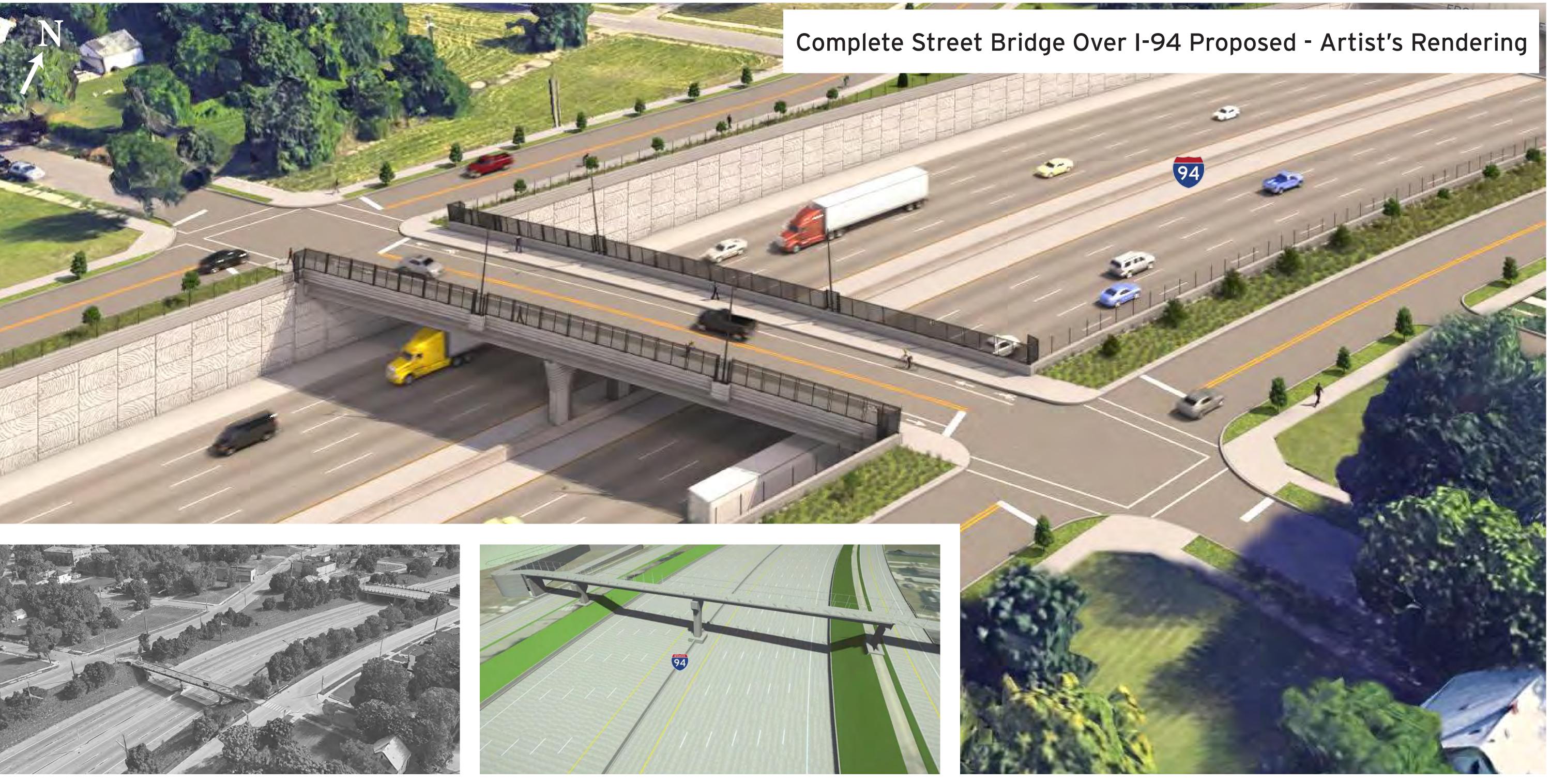






# PEDESTRIAN TO COMPLETE STREET BRIDGE CONVERSIONS





Existing Pedestrian Bridge Over I-94 (Looking North)

2005 Approved Selected Alternative





# PEDESTRIAN TO COMPLETE STREET BRIDGE CONVERSIONS



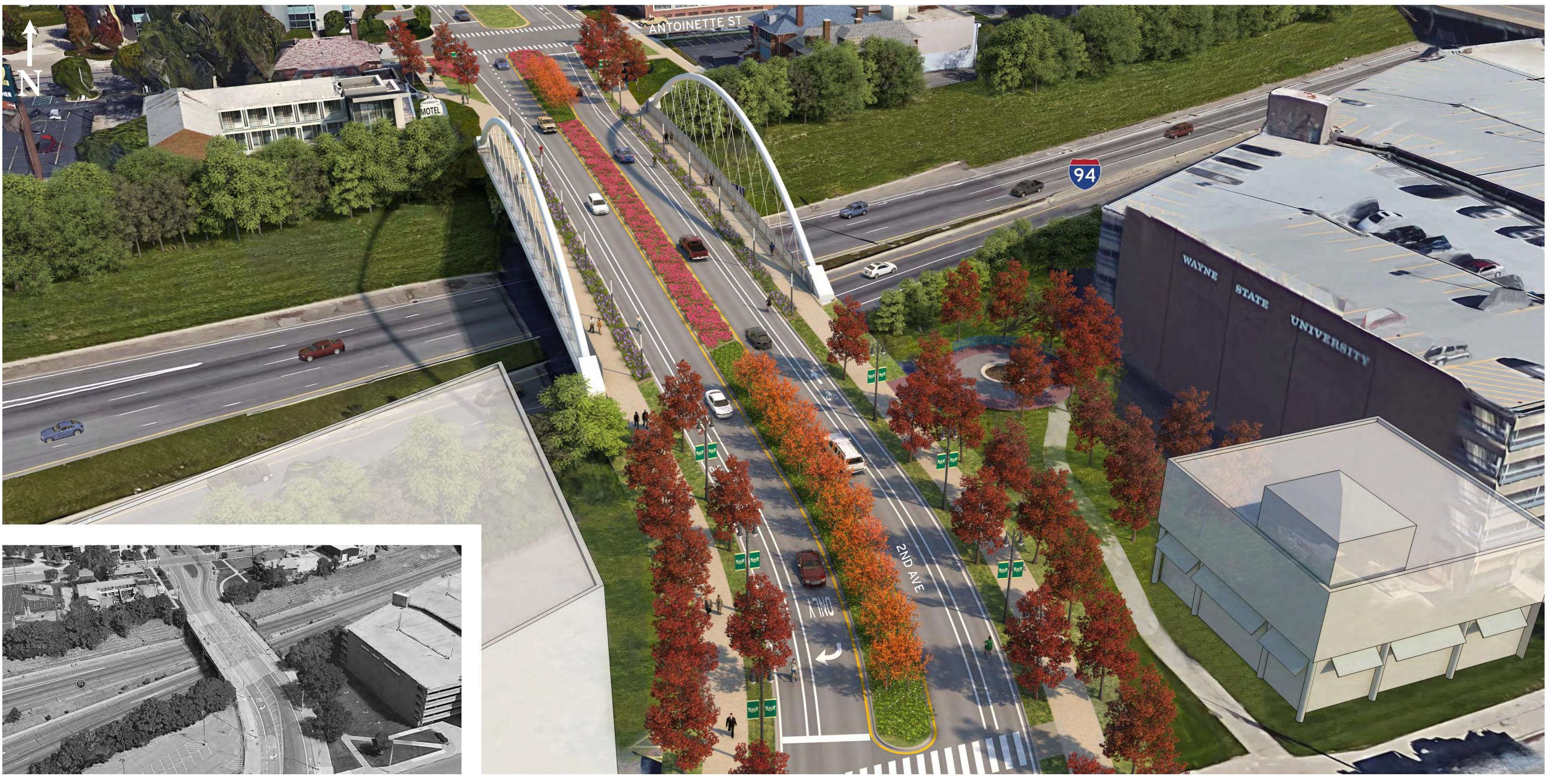


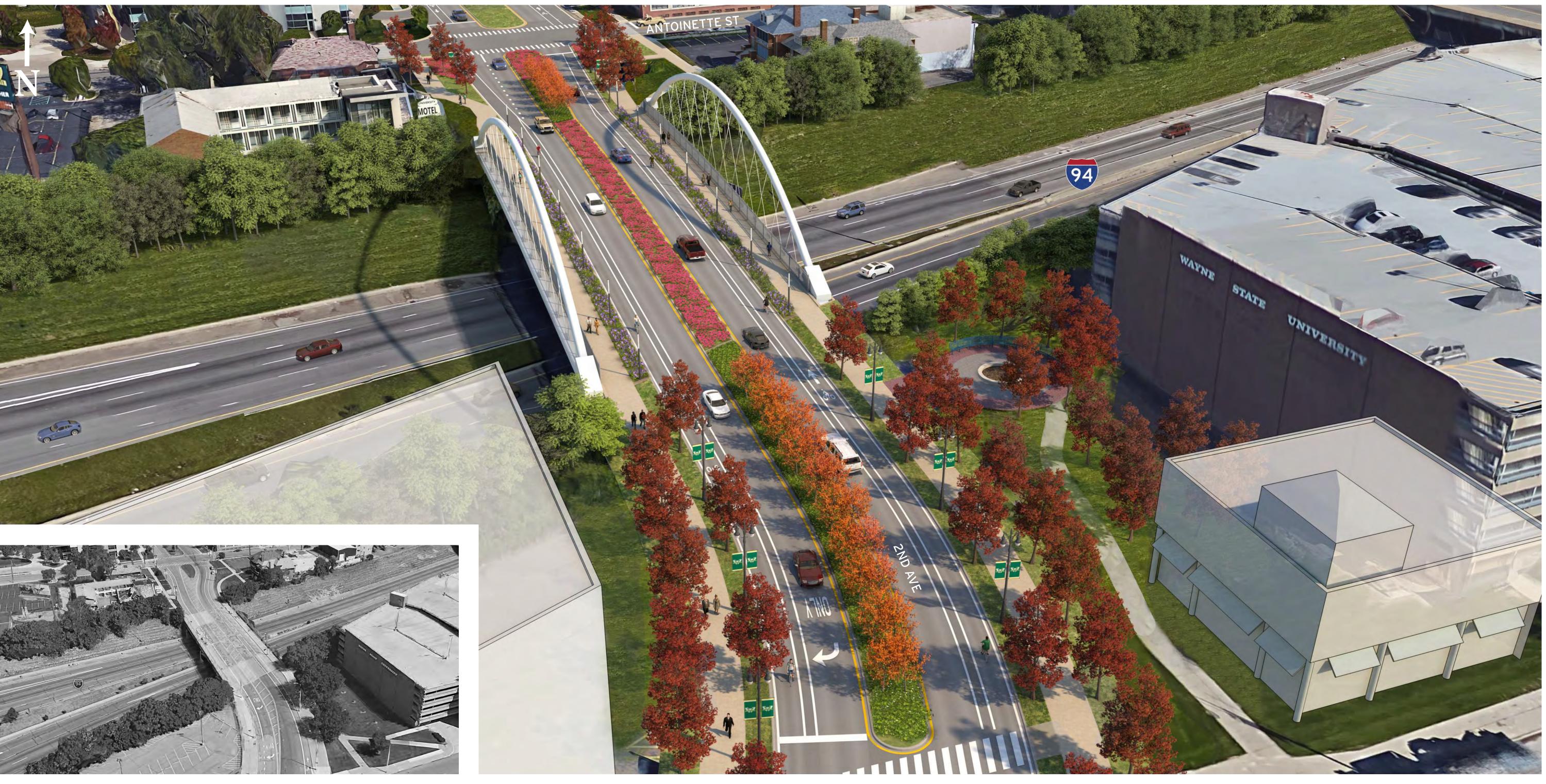
Existing Pedestrian Bridge Over I-94 Existing (Looking North)





# COMMUNITY CONNECTOR BRIDGES - SECOND AVENUE





Second Avenue Over I-94 Existing (Looking North)

Second Avenue Over I-94 Proposed - Artist's Rendering





# COMMUNITY CONNECTOR BRIDGES - SECOND AVENUE





Second Avenue Over I-94 Existing (Looking North)

Second Avenue Over I-94 Proposed - Artist's Rendering





# COMMUNITY CONNECTOR BRIDGES - CASS AVENUE





Cass Avenue Over I-94 Existing (Looking North)

Cass Avenue Over I-94 Proposed - Artist's Rendering







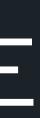
# COMMUNITY CONNECTOR BRIDGES - CASS AVENUE





Cass Avenue Over I-94 Existing (Looking North)

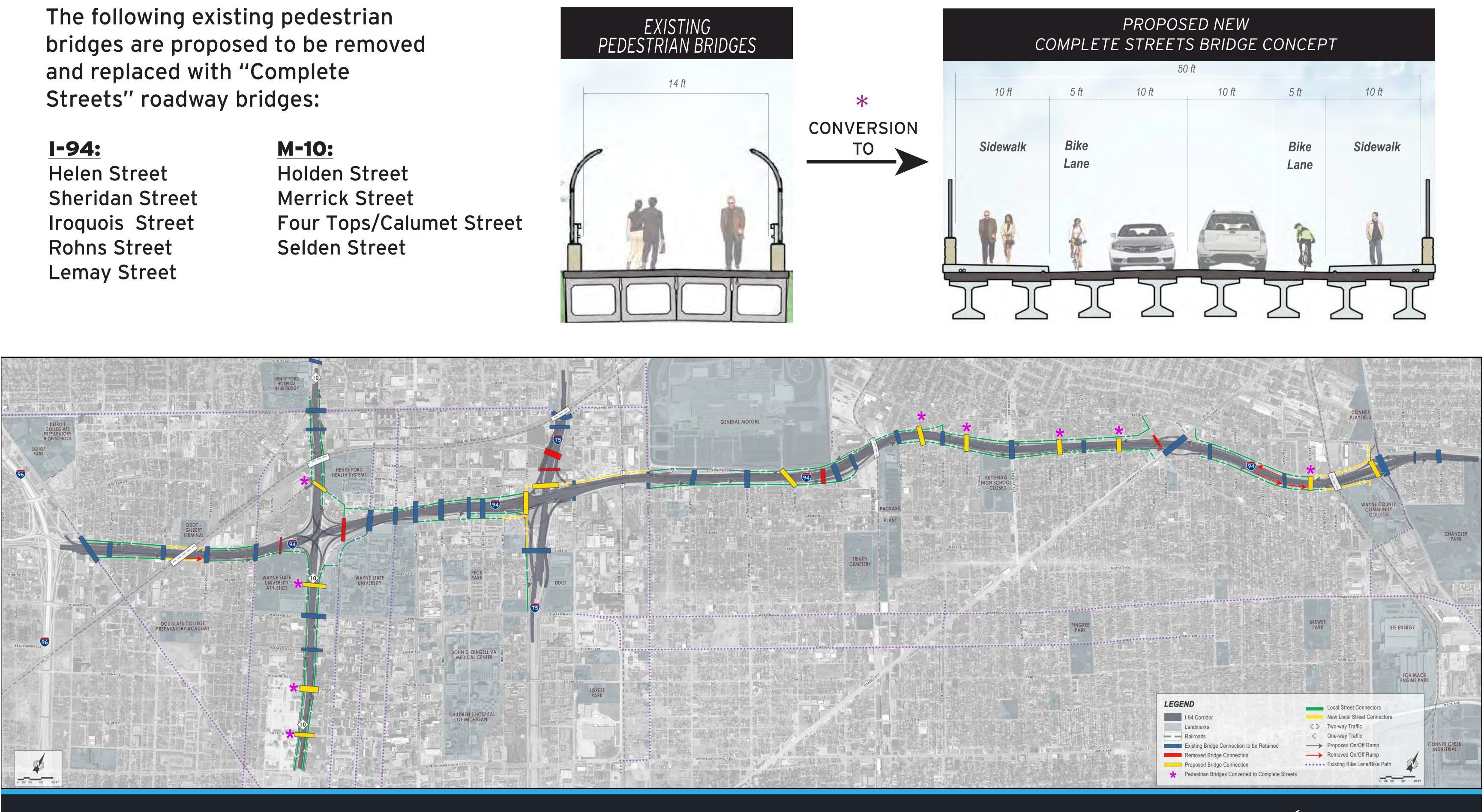
Cass Avenue Over I-94 Proposed - Artist's Rendering







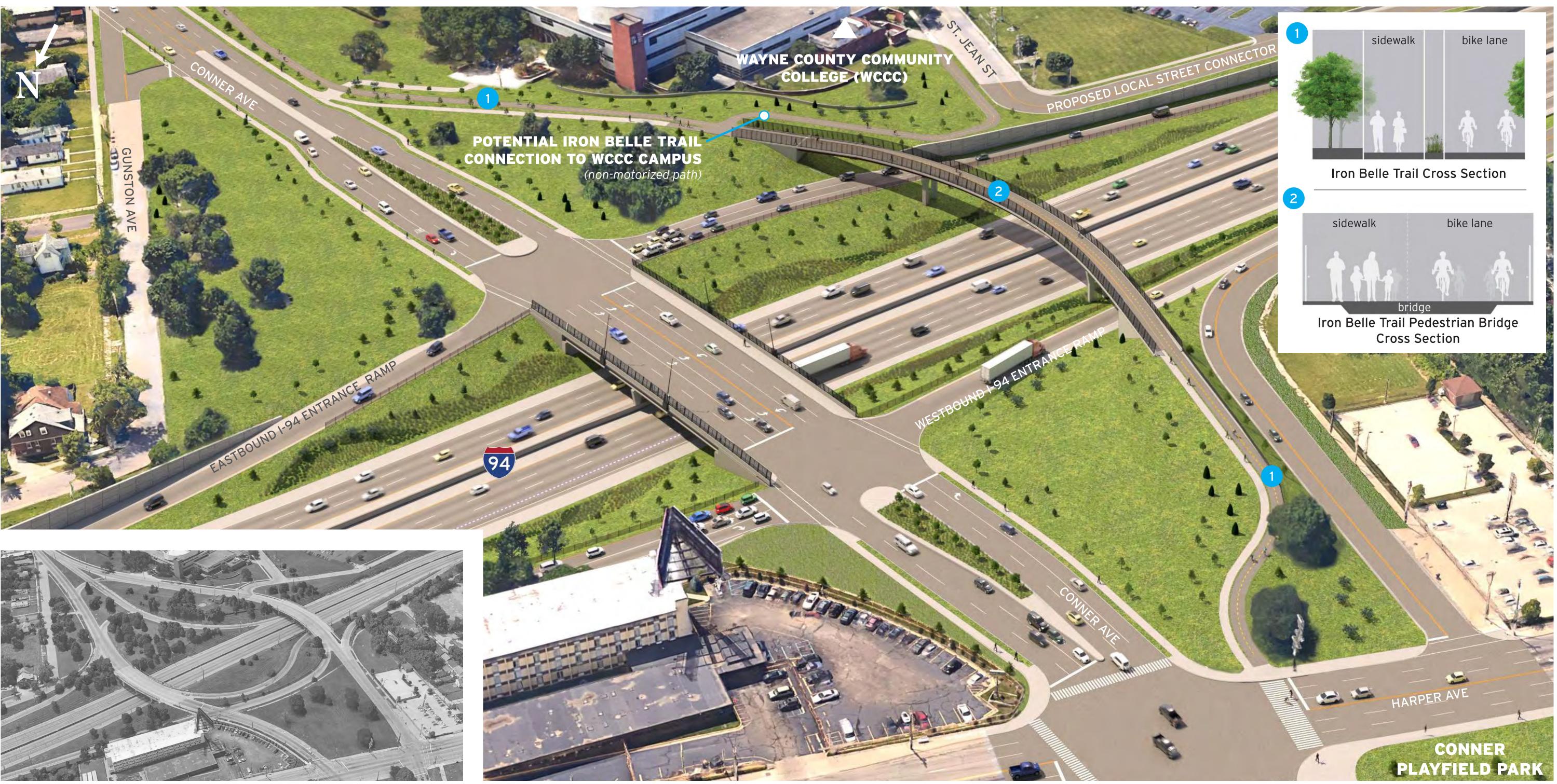
# COMPLETE STREETS BRIDGE CONVERSIONS

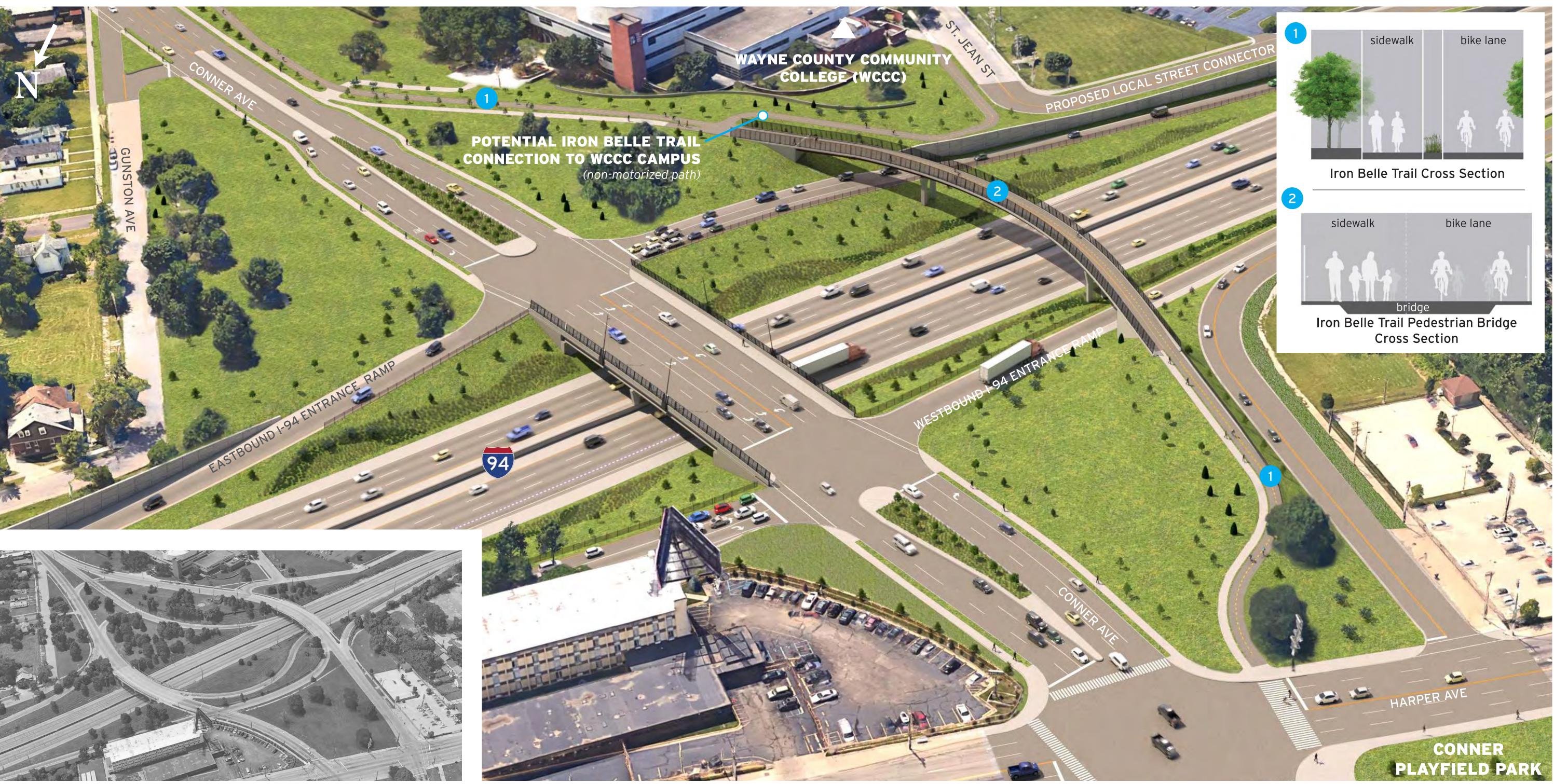






# COMMUNITY CONNECTOR BRIDGES - IRON BELLE TRAIL





Conner Avenue Over I-94 Existing (Looking South)

Conner Avenue/Iron Belle Trail Over I-94 Proposed - Artist's Rendering





# COMMUNITY CONNECTOR BRIDGES - IRON BELLE TRAIL





Conner Avenue Over I-94 Existing (Looking North)

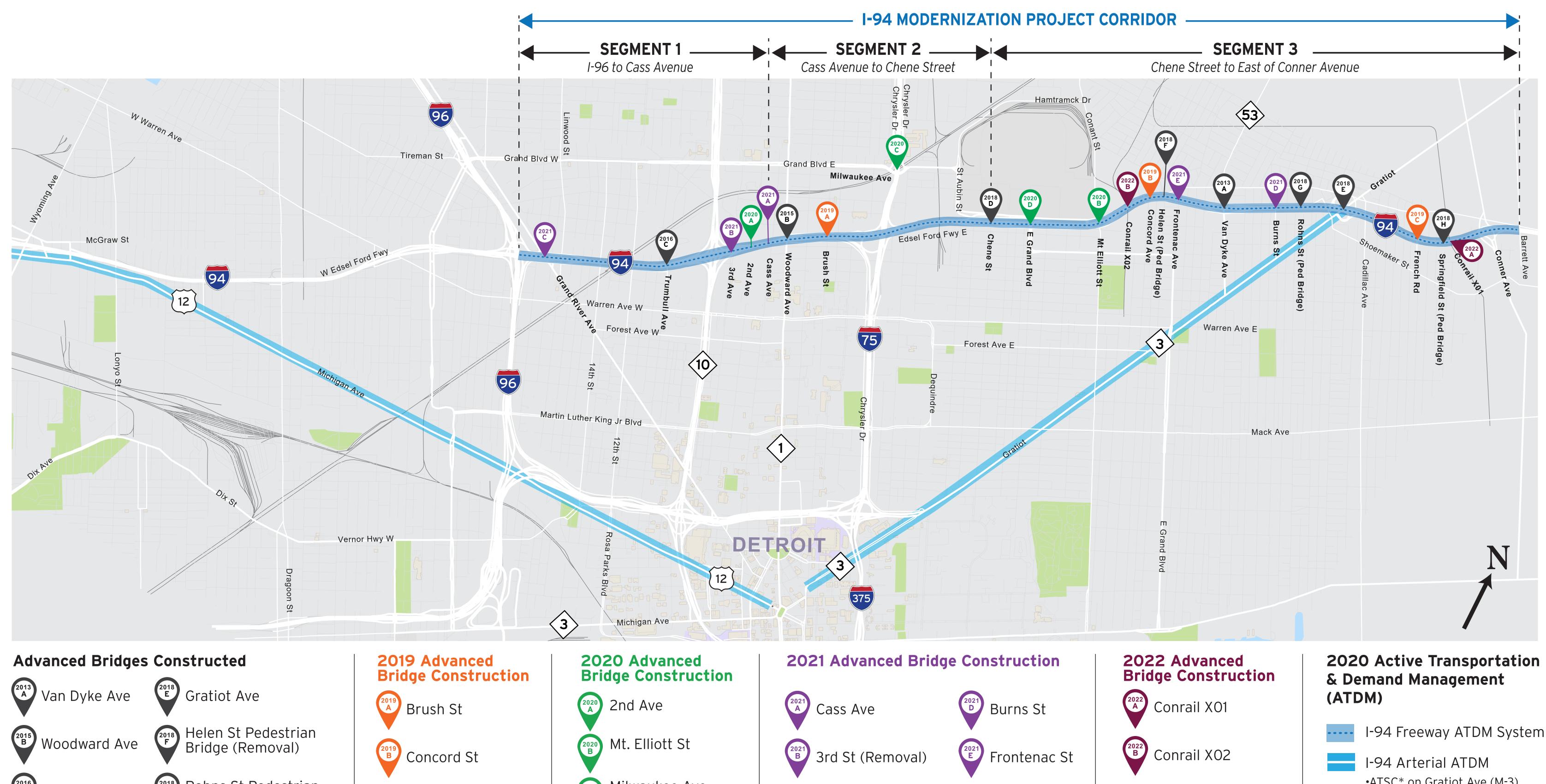
Iron Belle Trail Over I-94 Proposed - Artist's Rendering

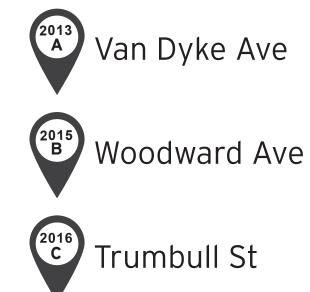






# I-94 CONSTRUCTION STATUS













<sup>2018</sup> Rohns St Pedestrian Bridge (Removal)

Springfield St Pedestrian
 Bridge (Removal)

# French Rd

(2020) Milwaukee Ave

2020 D E Grand Blvd

Grand River Ave



I-94 Freeway ATDM System

•ATSC\* on Gratiot Ave (M-3) •ATSC\* on Michigan Ave (US-12)

\*ATSC - Adaptive Traffic Signal Control NOTE: The ATDM projects are being completed independently from the I-94 Modernization Project.

