

## **Middle/South Sections: Flint River to Bristol Road**

The planning and environmental linkages (PEL) study provided the Michigan Department of Transportation (MDOT) with valuable insight of the community's vision for the corridor. One of the most important components from the PEL study is the need for improved connectivity between the communities on the east and west sides of I-475. As a direct result of the PEL findings, MDOT is looking at each I-475 crossing within the project limits for opportunities to improve connectivity and pedestrian safety between the communities. The opportunities currently being incorporated into the project are:

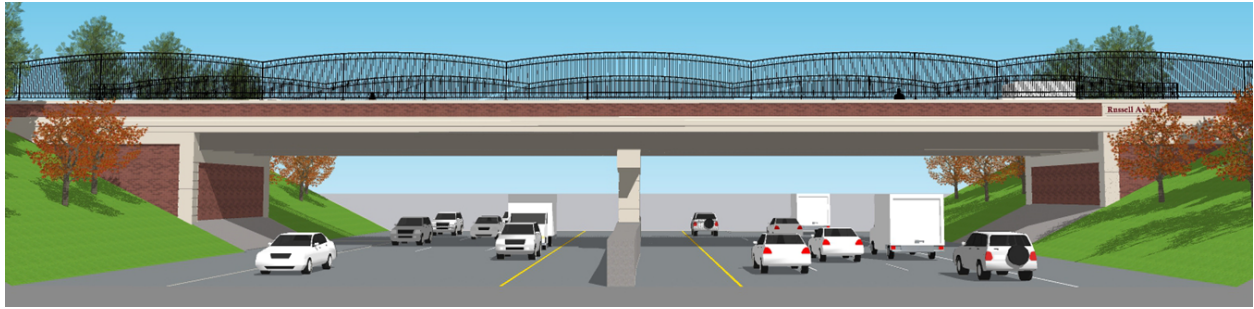
- **Converting the Second Street bridge to a pedestrian-only facility**
  - The Second Street bridge currently carries little traffic given that Second Street ends on the east side of I-475. The Second Street bridge is a prime location to provide better pedestrian and bike access between the communities on the east side of I-475 with local businesses and public facilities on the west side of I-475.
  - MDOT and the City of Flint are working together to develop several concepts for the aesthetic appearance of the re-purposed structure. Input from the community on the preferred option will be requested once the concepts are refined.
- **Improved multimodal/pedestrian facilities**
  - Eastbound and westbound Robert T. Longway Boulevard
    - The existing bridges over I-475 consist of four traffic lanes that are no longer necessary to meet current traffic volumes. Pavement markings will be reconfigured as three lanes, creating a six-foot shoulder on each side of the bridge. This shoulder will serve as a buffer for pedestrians on the sidewalks and provide space for bicyclists.
  - Kearsley Street
    - The existing bridge over I-475 consists of two 14-foot lanes, one 12-foot center turn lane, and two 6-foot shoulders. All lanes will be re-marked to the standard 12-foot lanes, allowing the shoulders to be widened to 8 feet. This will provide additional buffer space for pedestrians on the sidewalks along with additional space for bicyclists.
  - Eastbound and westbound M-21 (Fifth Street/Court Street)
    - The existing bridges over I-475 consist of four traffic lanes that are no longer necessary with current traffic volumes. Pavement markings will be re-configured as three lanes, creating a 6-foot shoulder on each side of the bridge. This shoulder will serve as a buffer for pedestrians on the sidewalks and will provide space for bicyclists.

- Local road crossings under I-475
  - The existing local road crossings under I-475 will receive new overhead lighting to improve visibility and safety for pedestrians and bicyclists. These locations include:
    - Southbound Chavez Drive (near Mott Baseball Field)
    - Davison Road
    - Broadway Boulevard
    - Saginaw Street
    - Northbound S. Grand Traverse Street (north of Atherton Road)
    - Atherton Road
- Linsey Boulevard pedestrian bridge
  - The existing bridge will not meet current under-clearance standards with the reconstruction of I-475. The bridge will be removed and replaced with a new pedestrian crossing under I-475 at Oakley Street. The Oakley Street location will be better aligned with Cummings Park on the east side of I-475 and the school on the west side of I-475. This new crossing will be for nonmotorized use only. The crossing under I-475 will receive overhead lighting.
- Carman Street
  - A new pedestrian structure will be built over I-475, connecting communities on the east and west side of I-475.
- Northbound and southbound Chavez Drive - Fifth Street to Davison Road
  - The existing Chavez Drive is three or more lanes wide on each side. Chavez Drive will be reduced to two lanes where feasible by eliminating the outside lane. Reducing the overall widths of the road will promote reduced vehicle speeds. The narrowed road widths and reduced speeds will provide safer crossings for pedestrians and bicyclists.
- Northbound and southbound South Grand Traverse Street - Bristol Road to Atherton Road
  - Multiple intersections along South Grand Traverse Street include designated right and left-turn lanes, which result in pedestrians crossing up to five lanes of traffic. All intersections are being evaluated to reduce lanes where possible and improve safety for pedestrians and bicyclists.
- New multimodal path
  - A new multimodal path will be built on the west side of I-475 from Fifth Street to Kearsley Street to promote safer pedestrian/bicyclist travel between the communities and businesses.

- Removal of redundant entrance/exit ramps
  - Removal of entrance/exit ramps at Second Street will allow for reduced lanes on northbound and southbound Chavez Drive at Second Street. The reduced lanes will allow for shorter pedestrian and bicyclist crossings. Removing these ramps will also improve safety for drivers by reducing the number of conflict points when merging onto the service drives and I-475. The ramps planned for removal are:
    - The southbound I-475 exit ramp to Second Street.
    - The Second Street entrance ramp to northbound I-475.
  - Removal of entrance/exit ramps at Hemphill Road will allow for reduced lanes on northbound and southbound South Grand Traverse Street at Hemphill Road. The reduced lanes will allow for shorter pedestrian and bicyclist crossings. Removing these ramps will also improve safety for drivers by reducing the number of conflict points when merging onto the service drives and I-475. The ramps planned for removal are:
    - The southbound I-475 exit ramp to Hemphill Road.
    - The Hemphill Road entrance ramp to northbound I-475.
- Removal of 14th Street bridge
  - The 14th Street bridge over I-475 carries a low volume of vehicles. The Harrison Street/14th Street intersection tends to attract illicit activities, including illegal dumping of trash. 14th Street no longer serves any active businesses or residential properties. For these reasons, the 14th Street bridge, as well as 14th Street from Harrison Street to Clifford Street and potentially Harrison Street from 13th Street to 14th Street, are being planned for removal. Public comment will be requested before moving forward with the removal.
- Removal of indirect left-turns
  - Current traffic volumes no longer necessitate indirect left-turn structures along southbound South Grand Traverse Street south of Atherton Road, north of Hemphill Road, and south of Hemphill Road. These indirect left-turns will be removed. Signals and signs along southbound South Grand Traverse Street will be modified to allow southbound left turns to take place at the Atherton Road and Hemphill Road intersections.

In addition to the connectivity and safety improvements, MDOT is implementing aesthetic improvements on all bridges within the project limits. The aesthetics will include a combination of a red brick appearance, wrought iron railing, concrete surface coating (concrete painting), and fascia beam painting. The aesthetic theme was selected based on meetings and feedback with city officials. The level of aesthetic work completed will depend on the type of work being performed at each location.

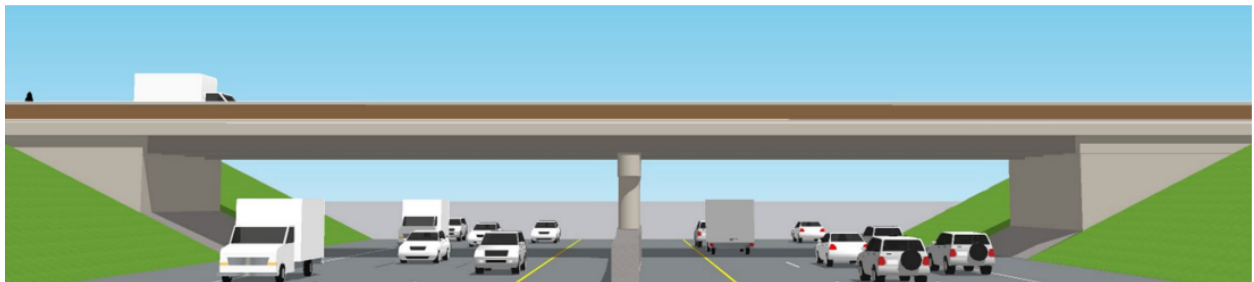
- Full bridge replacement



- Bridge improvements with deck and railing replacement



- Minor bridge improvements



As the design progresses and estimates are further refined, MDOT will continue to provide updates and share changes. Additional public engagement opportunities will be scheduled in the coming months to share design concepts.