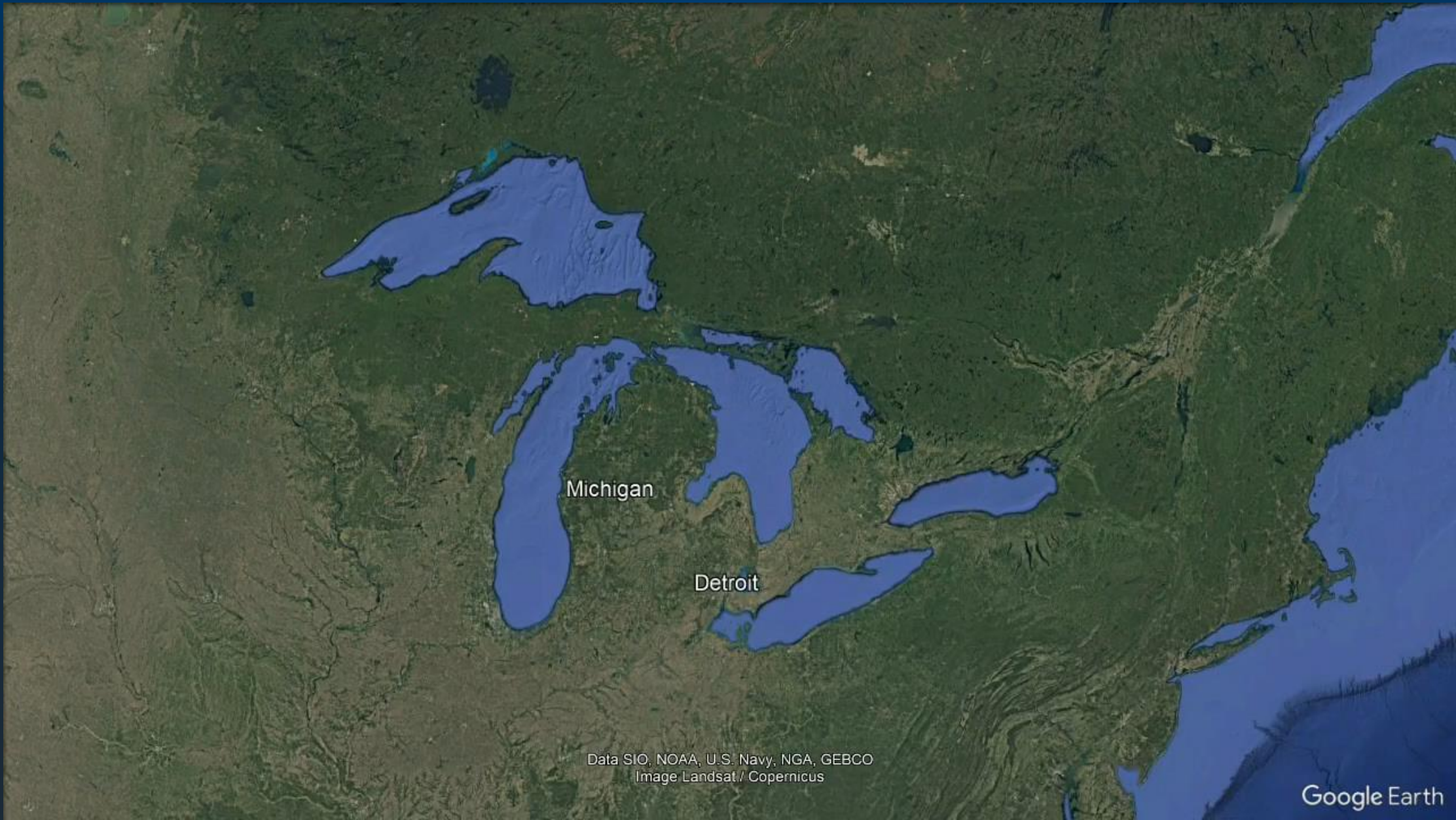


I-75/8 Mile Road Interchange Study





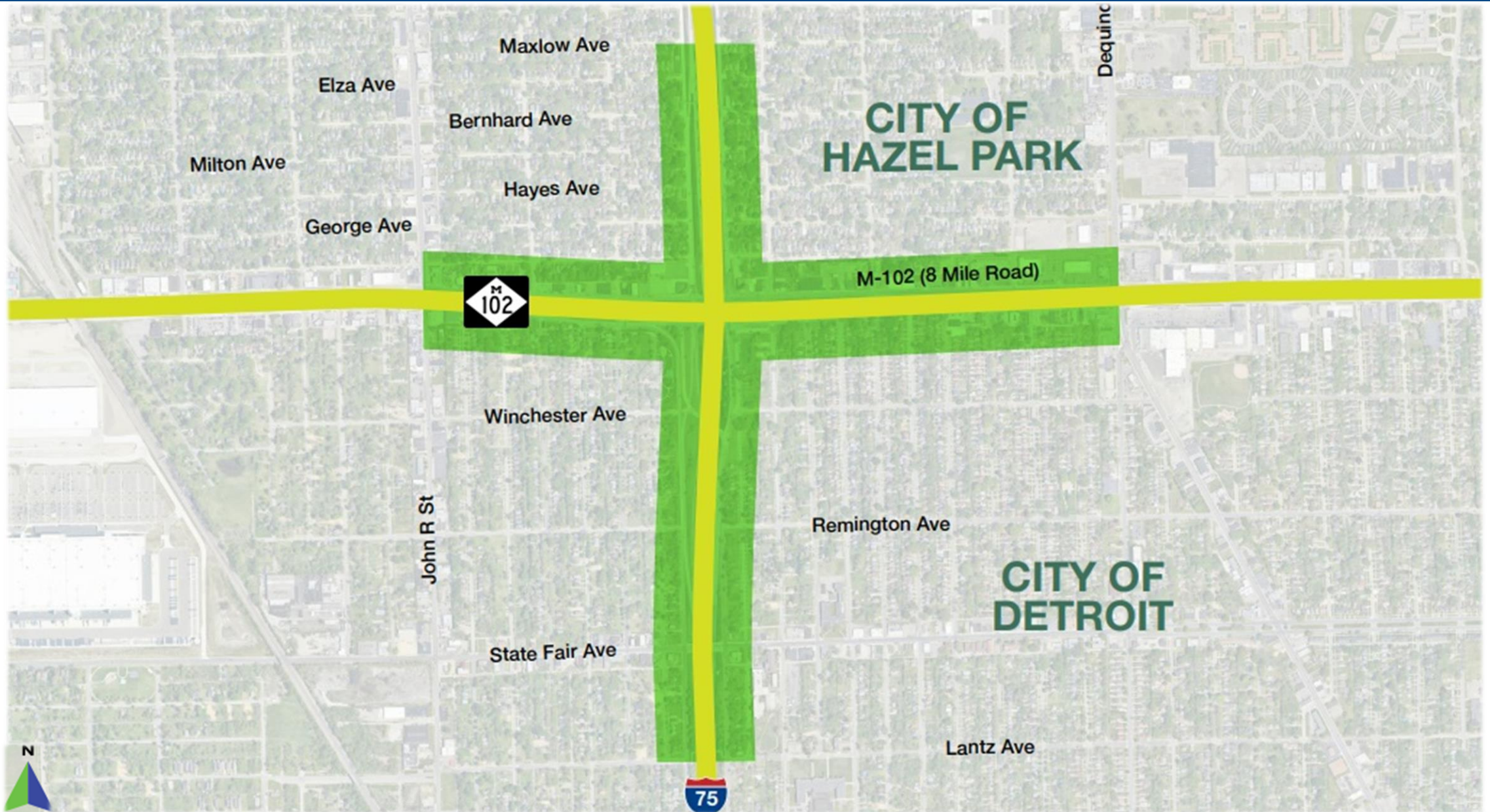
Michigan

Detroit

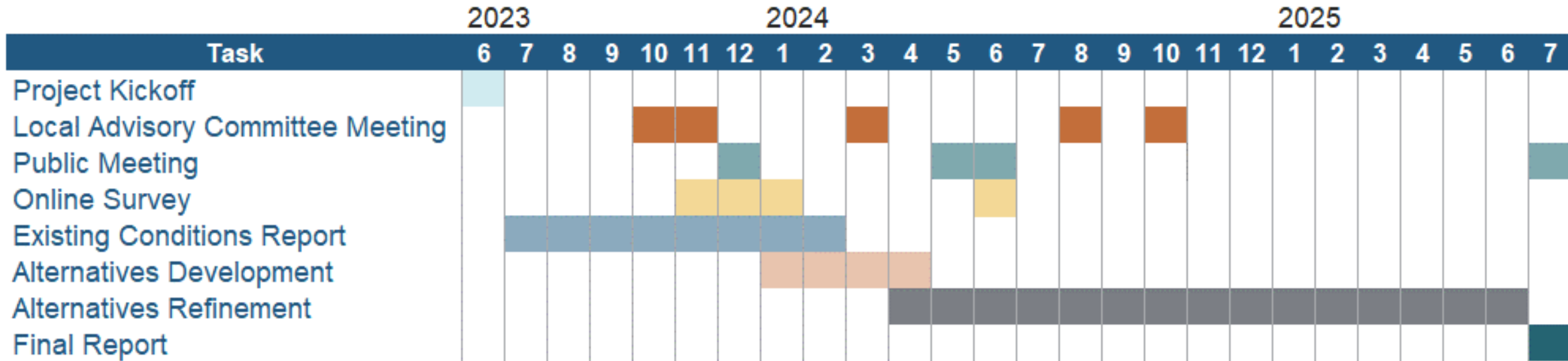
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image Landsat / Copernicus

Google Earth

Study Limits



Study Schedule

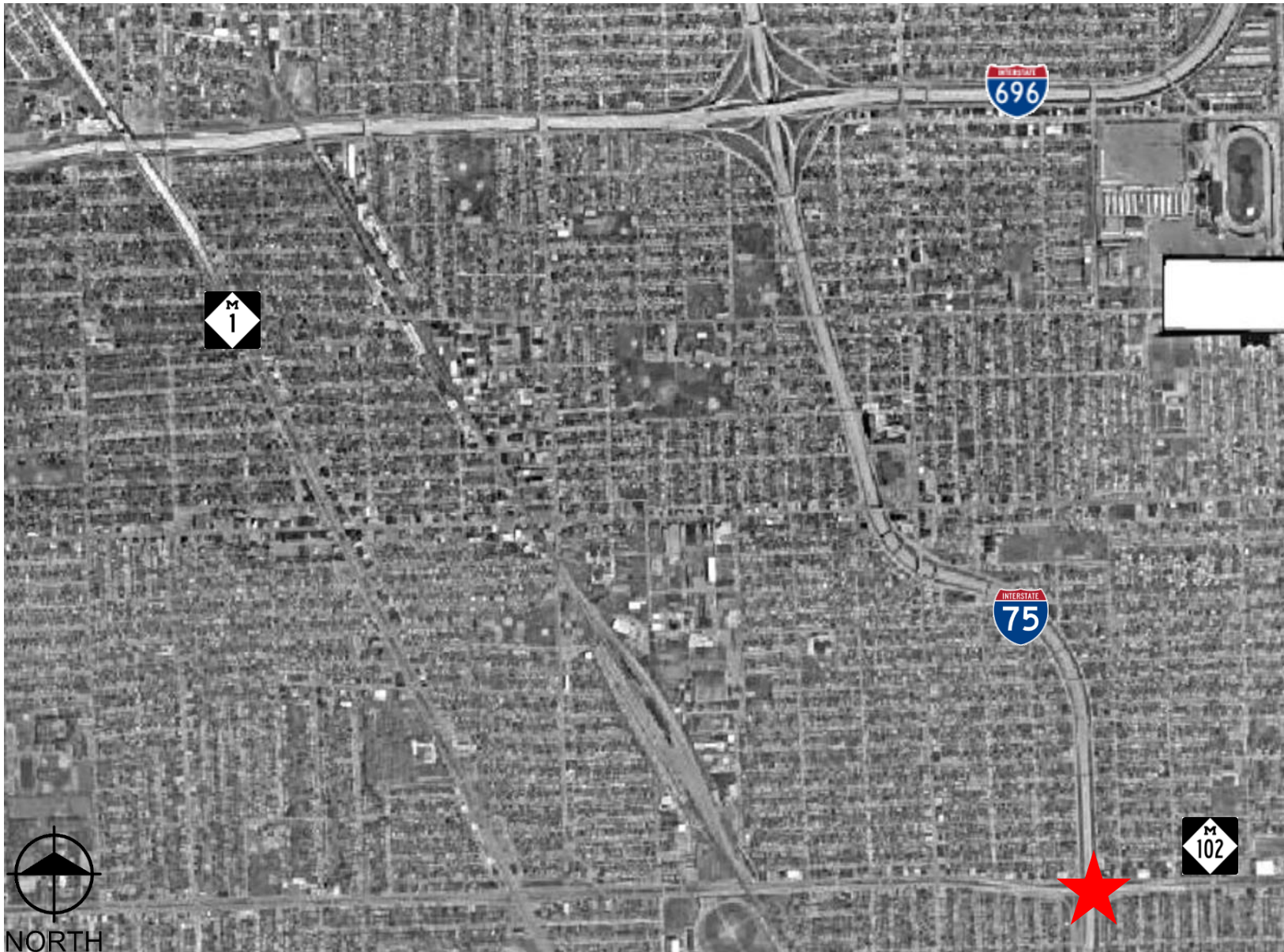


Changing Land Use and Traffic Patterns



1980 Aerial Imagery
from
Oakland County
Property Gateway

Changing Land Use and Traffic Patterns cont.

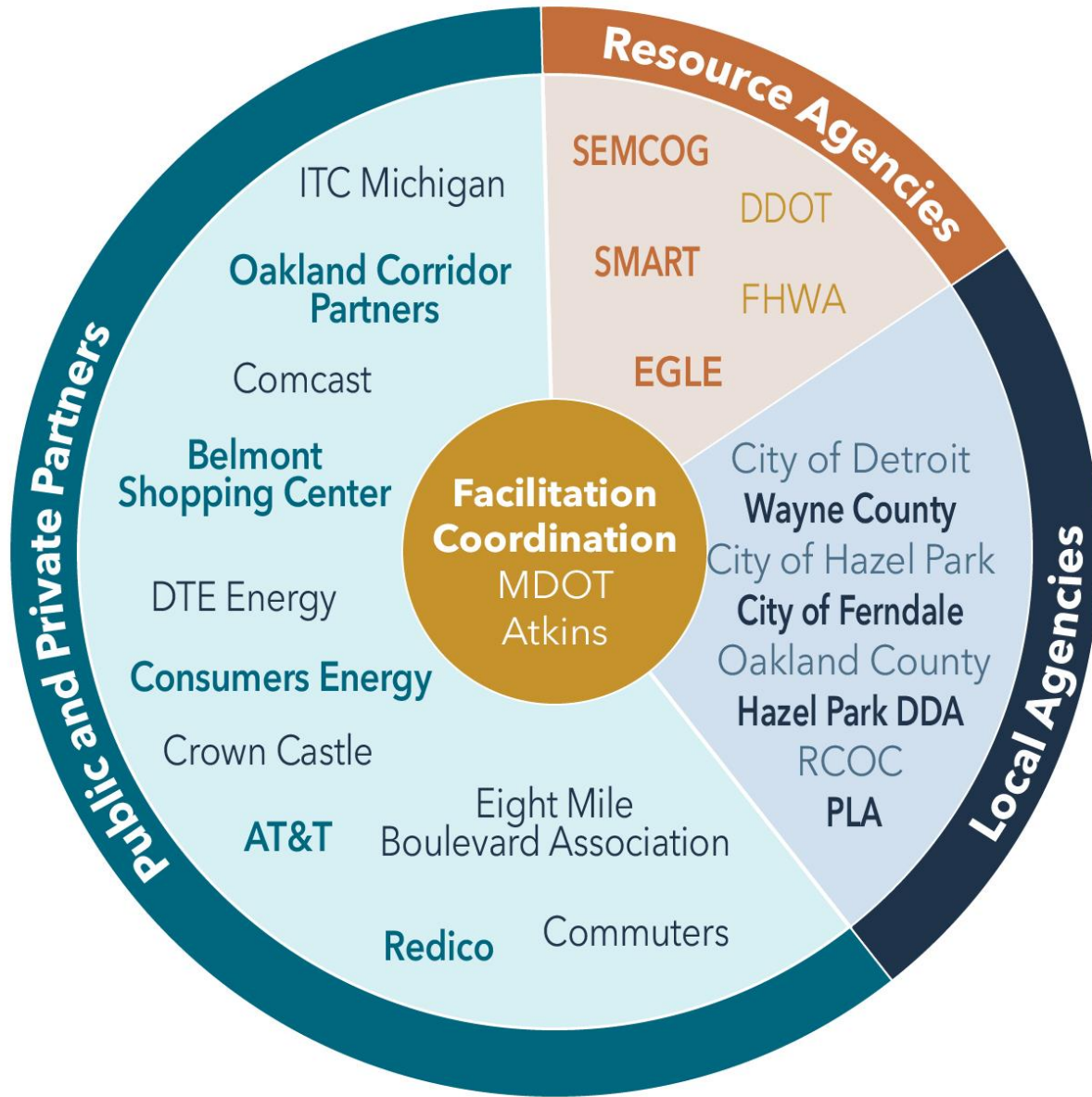


1990 Aerial Imagery
from
Oakland County
Property Gateway

Rebuilding for the Future



Study Partners



Public Engagement - Meetings

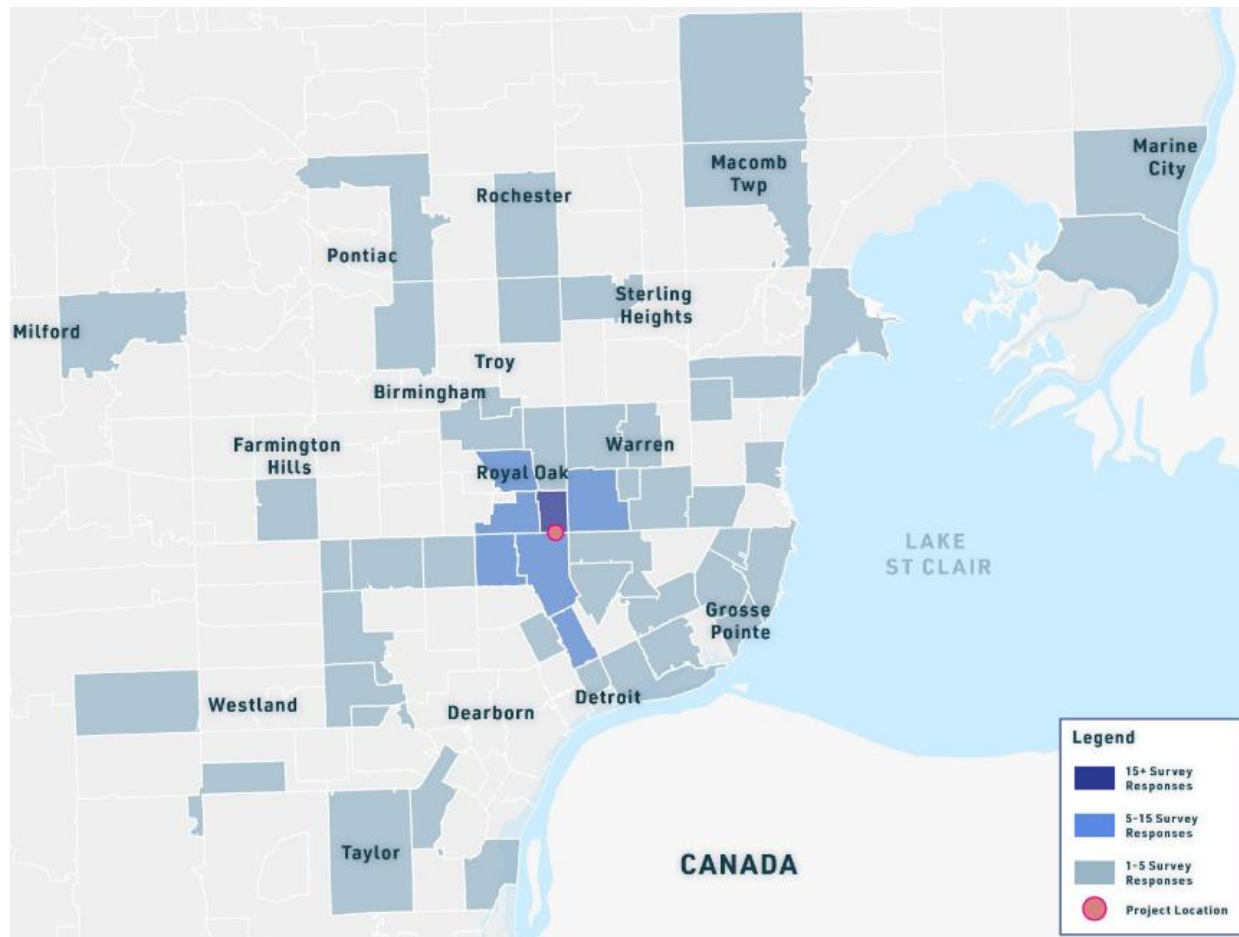


- December 2023: Hazel Park Community Center
- May 2024: Nolan Elementary/Middle School
- June 2024: Department of Neighborhoods meeting at Farwell Recreation Center
- October 2024: Department of Neighborhoods virtual meeting
- July 2025: Hazel Park Library

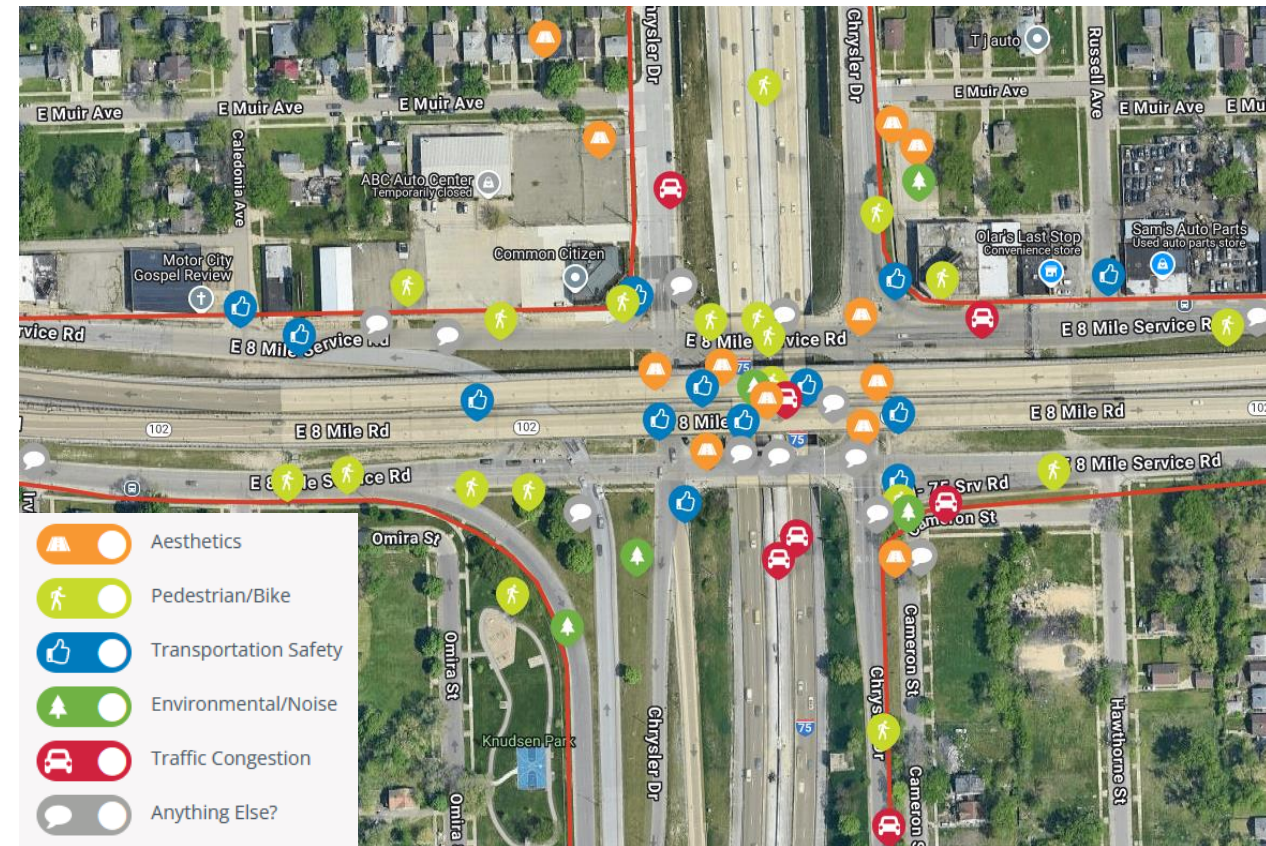


Public Engagement - Surveys

June 2024 Survey Response Density
(214 Responses)



2023-2024 Interactive Social Pinpoint Map
(49 Comments)



What We Heard - Key Themes

Nonmotorized Operations and Safety

Transportation Operations

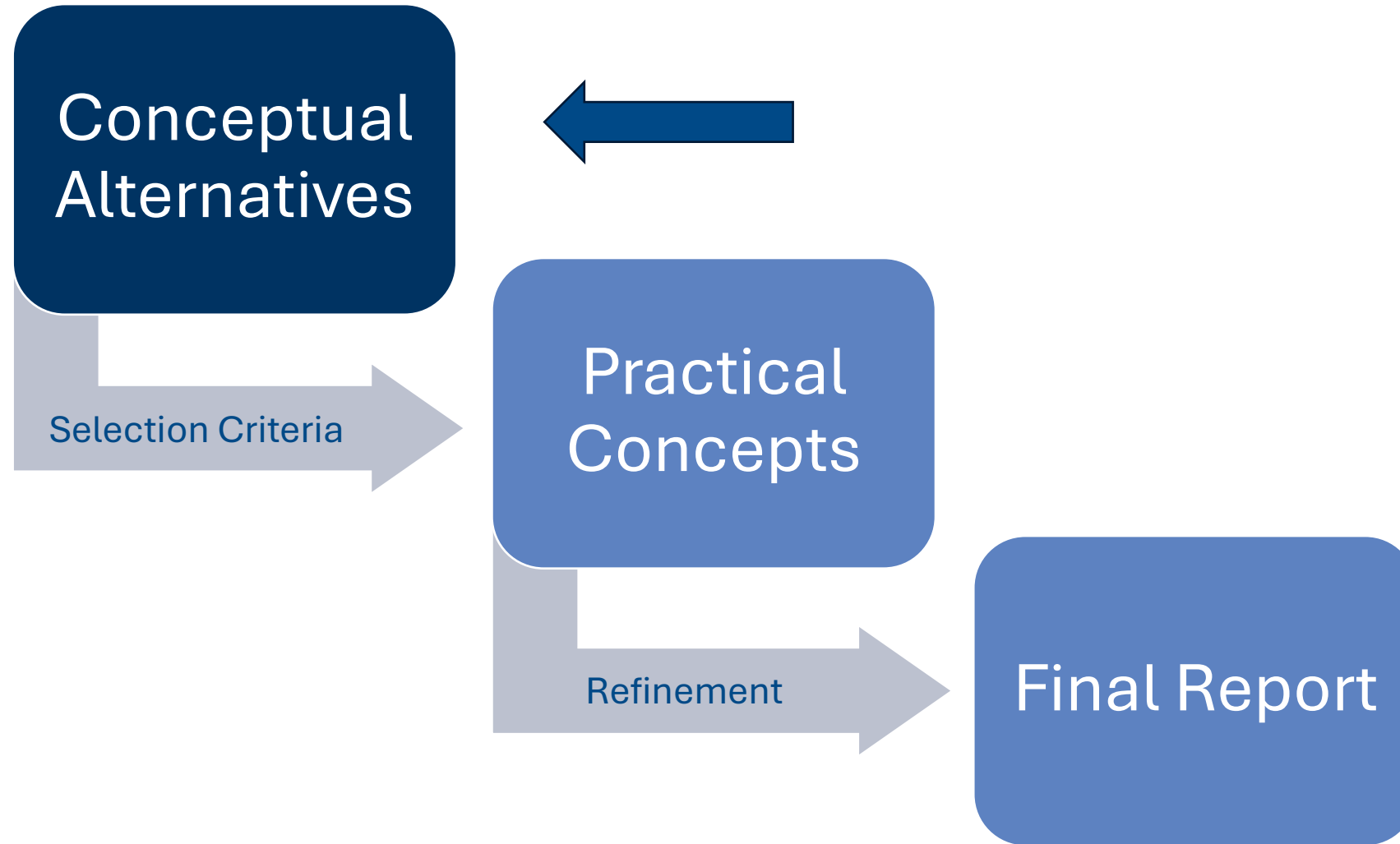
Aesthetics



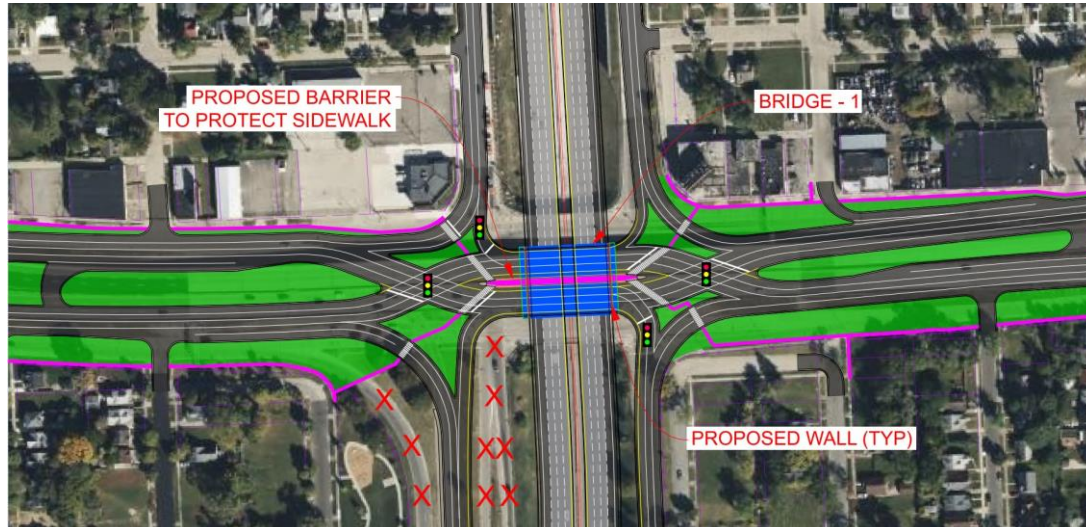
Eastbound 8 Mile Road Service Drive, looking west.

- Improve ways for pedestrians to cross 8 Mile Road.
- Find better ways to incorporate nonmotorized transportation methods along 8 Mile Road.
- Make I-75 four lanes to eliminate bottleneck.
- Look at alternative interchange design.
- Improve signs.
- Improve lighting in and around the interchange area.
- Add landscape features around interchange area.

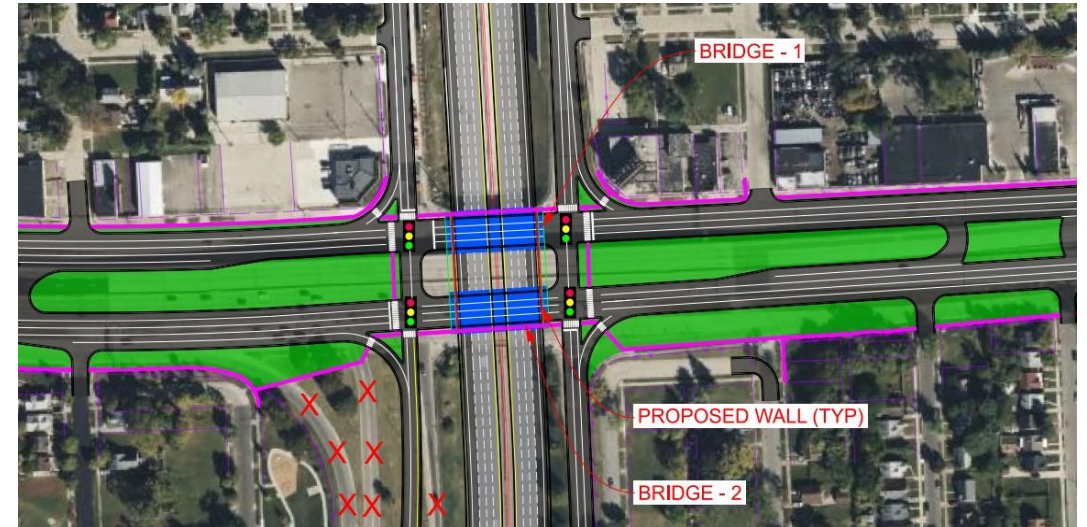
Study Process (Conceptual Alternatives)



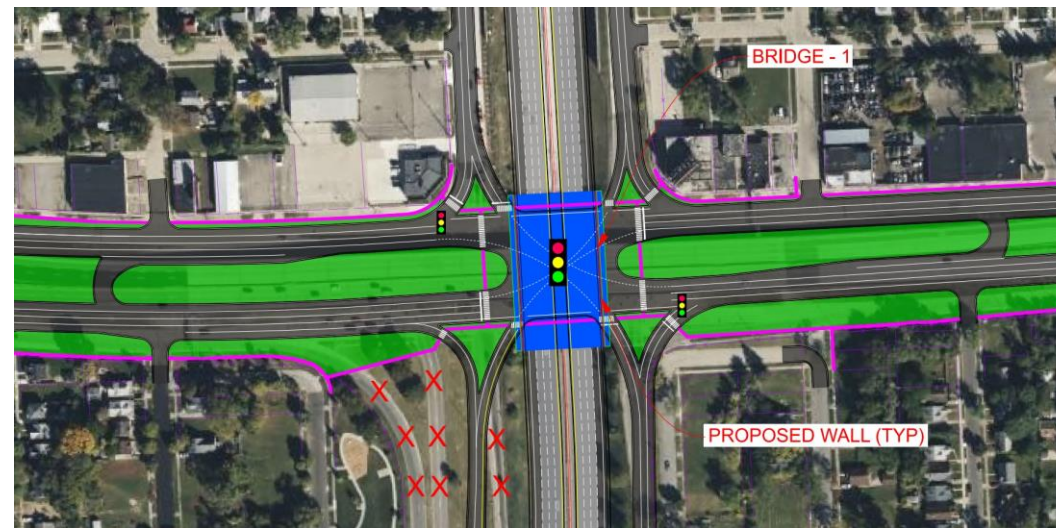
Conceptual Alternatives



Diverging Diamond



Urban Diamond























Single-Point Urban Interchange

Selection Criteria

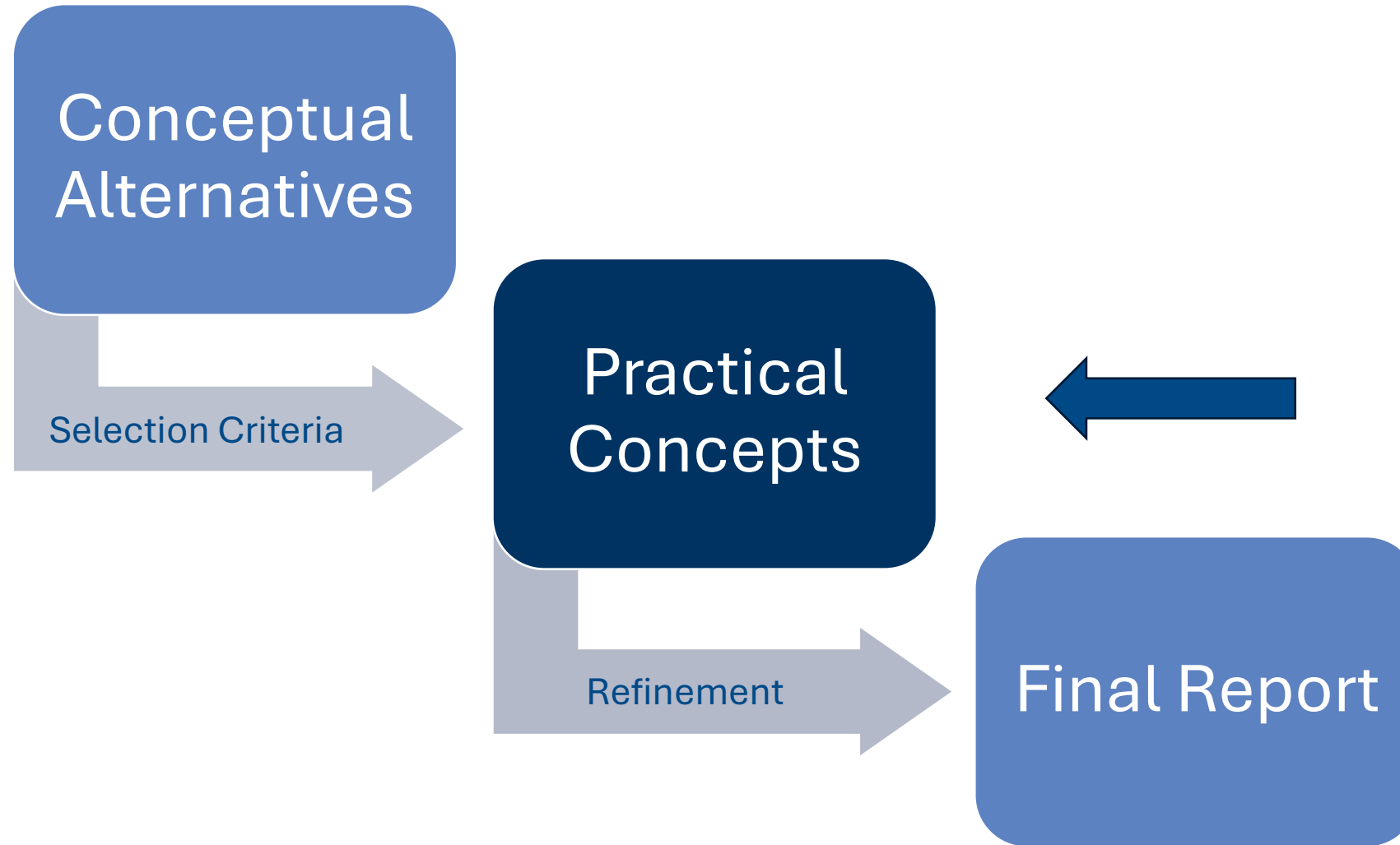
- Minimize traffic delays
- Traffic safety (crash reduction)
- Improved access/security for pedestrians and bicyclists
- Improved community connections
- Preserve and improve bus stops/shelters
- Cost to build and long-term maintenance costs
- Minimize disruption during construction
- Maintain easy access for emergency services
- Maintain business access (driveways)

- **Bolded criteria were ranked as most important by stakeholders and the public**

Selection Criteria - Scoring

CRITERIA	EXISTING CONFIGURATION	DIVERGING DIAMOND	URBAN DIAMOND	SINGLE-POINT URBAN
Future Traffic Operations (Delay)				
Vehicular Safety - Conflict Points				
Active Transportation - Access				
Active Transportation - Security				
Community Reconnection				

Study Process (Practical Concepts)



Practical Concepts



Diverging Diamond



Urban Diamond

Practical Concept – Diverging Diamond 1

PROPOSED DIVERGING DIAMOND CONFIGURATION



PROPOSED DIVERGING DIAMOND INTERCHANGE CONFIGURATION
AT I-75 AND 8 MILE ROAD

FOR ILLUSTRATIVE PURPOSES ONLY
INCLUDES AERIAL IMAGES OF LOCAL RESIDENTIAL STREETS AND HOMES FOR CONTEXT

Practical Concept – Diverging Diamond 2

PROPOSED DIVERGING DIAMOND CONFIGURATION



PROPOSED DIVERGING DIAMOND INTERCHANGE CONFIGURATION
AT I-75 AND 8 MILE ROAD

FOR ILLUSTRATIVE PURPOSES ONLY
INCLUDES AERIAL IMAGES OF LOCAL RESIDENTIAL STREETS AND HOMES FOR CONTEXT

Practical Concept – Diverging Diamond 3

PROPOSED DIVERGING DIAMOND CONFIGURATION



PROPOSED DIVERGING DIAMOND INTERCHANGE CONFIGURATION
AT I-75 AND 8 MILE ROAD

FOR ILLUSTRATIVE PURPOSES ONLY
INCLUDES AERIAL IMAGES OF LOCAL RESIDENTIAL STREETS AND HOMES FOR CONTEXT

Practical Concept – Urban Diamond 1

PROPOSED URBAN DIAMOND CONFIGURATION



PROPOSED URBAN DIAMOND INTERCHANGE CONFIGURATION
AT I-75 AND 8 MILE ROAD

FOR ILLUSTRATIVE PURPOSES ONLY
INCLUDES AERIAL IMAGES OF LOCAL RESIDENTIAL STREETS AND HOMES FOR CONTEXT

Practical Concept – Urban Diamond 2

PROPOSED URBAN DIAMOND CONFIGURATION



PROPOSED URBAN DIAMOND INTERCHANGE CONFIGURATION
AT I-75 AND 8 MILE ROAD

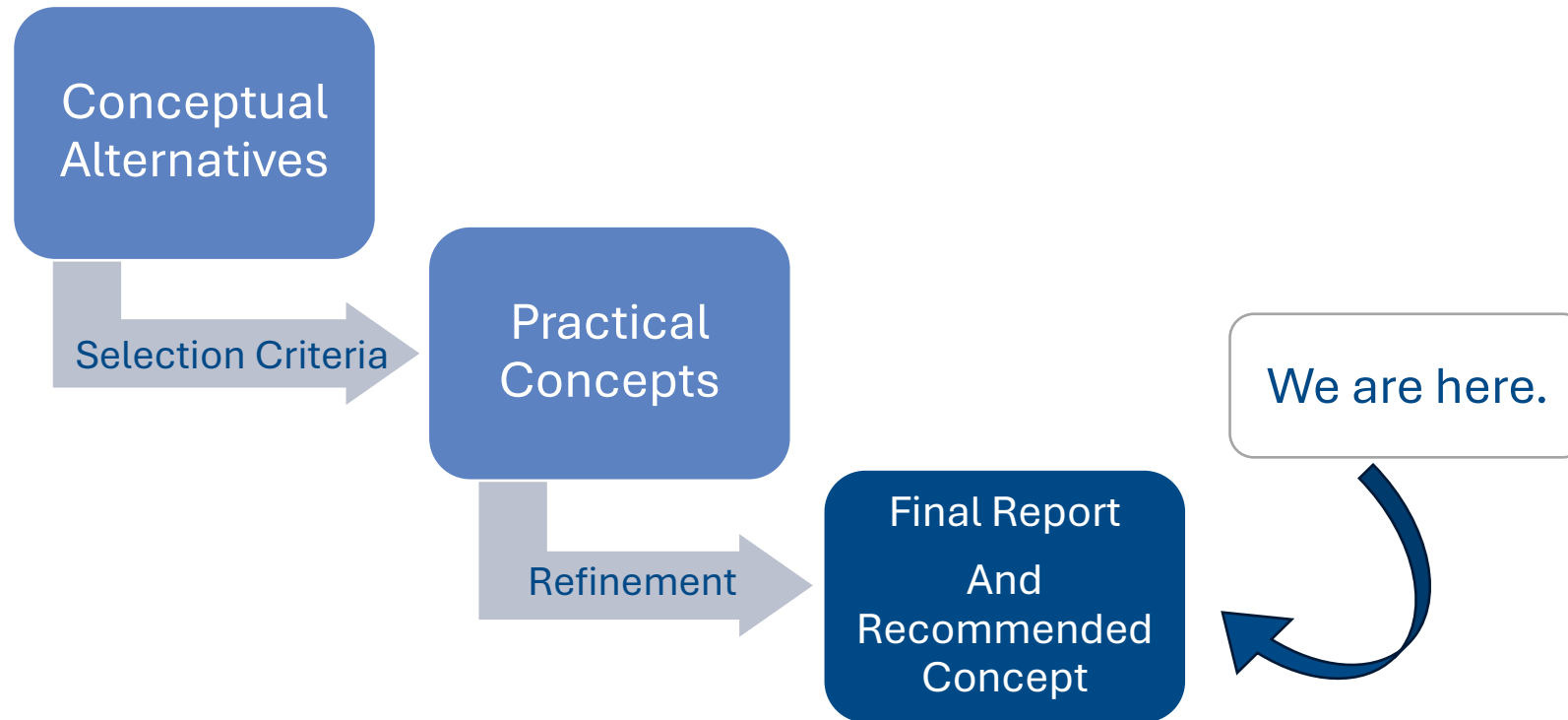
FOR ILLUSTRATIVE PURPOSES ONLY
INCLUDES AERIAL IMAGES OF LOCAL RESIDENTIAL STREETS AND HOMES FOR CONTEXT

Recommended Concept – Urban Diamond



Concept shown is subject to change in final design.

Study Process and Next Steps



Next step: Identify and secure funding to move into further concept refinement and design.



Key Contacts

Study Web Page: www.Michigan.gov/I75-M102

MDOT Project Manager James VanSteel

VanSteelJ2@Michigan.gov, 248-234-0192

MDOT Public Involvement Specialist Monica Monsma

MonsmaM@Michigan.gov, 517-335-4831

Selection Criteria - Definitions

CRITERIA	DESCRIPTION
Future Traffic Operations	Concept minimizes the length of vehicular delays along the 8 Mile corridor.
Vehicular Safety	Concept improves safety performance by reducing the number of conflict points.
Active Transportation – Access	Concept provides ADA accessible pedestrian facilities and comfortable ped/bicycle facilities and crossings where possible.
Active Transportation - Security	Concept has clear sight lines, fewer visual obstructions, improved lighting, and multiple path options for nonmotorized trips.
Community Cohesion	Concept helps remove physical and visual barriers between neighborhoods and communities; consistent and pleasing aesthetically across whole area.
Emergency Access	Concept provides access for emergency vehicles of all sizes across 8 Mile, all service drives and I-75.
Cost	Estimated cost of construction (in today's dollars).
Minimize Construction Disruption	During construction, concept limits impacts to traffic, has a shorter timeline, and maintains access to businesses and neighborhood streets. Concept does not require significant removal or relocation of existing utilities.
Right-of-Way Impacts	Concept does not need to purchase property or easements, and/or reduces use within existing right-of-way to allow for more greenspace.
Business Access	Concept maintains access to businesses.

Selection Criteria – Scoring cont.

CRITERIA	REPLACE IN KIND	DIVERGING DIAMOND	URBAN DIAMOND	SINGLE POINT URBAN
Future Traffic Operations (delay)				
Vehicular Safety – conflict points				
Active Transportation - Access				
Active Transportation - Security				
Community Cohesion				
Emergency Access				
Cost	\$\$\$\$	\$\$\$	\$\$\$	\$\$\$
Minimize Construction Disruption				
ROW Impacts	Anticipated Minimal Impact			
Business Access				

<30 seconds of delay <15 \$\$\$\$ < \$125 million

30-90 seconds of delay 15-20 \$\$\$\$ \$125 - \$150 million

>90 seconds of delay >20 \$\$\$\$ > \$170 million