

MARSHALL MODERNIZATION PROJECT UPDATE



Jan. 7, 2026: Final newsletter for now, to resume in spring 2026.

Project Overview

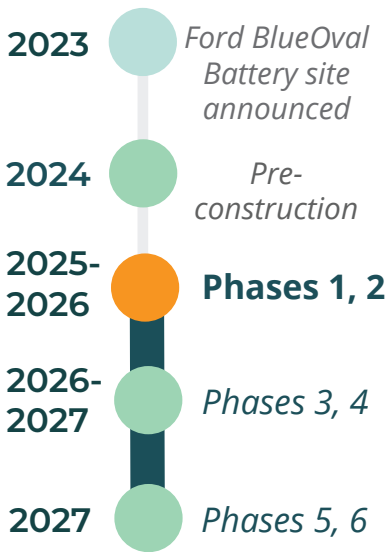
To accommodate the Marshall Area Jobs, Opportunity and Recreation (MAJOR) Campus industrial development, the Michigan Department of Transportation (MDOT) is making improvements to M-96 (Michigan Avenue), I-94 and I-69, and the I-69/M-96, I-69/I-94, and I-94/M-311 interchanges in Calhoun County. The project aims to upgrade and modernize these corridors and interchanges to meet anticipated future traffic volumes.

What's Happening Now

December 2025

- At the diverging diamond interchange (DDI), contractors will be working on the following:
 - Traffic signal installation
 - Retention pond grading in the northeast quadrant
 - Miscellaneous concrete flat work
 - Minor cleanup on I-69
 - Opening all lanes to traffic
- At Michigan Avenue west of the DDI, contractors will be installing traffic signals, permanent signs, light towers and large overhead sign structures.
- To prepare for the 2026 construction season, utility companies will be relocating their infrastructure so that utilities are out of the way for the upcoming construction at the I-94/M-311 interchange.

Project Timeline



Anticipated Construction Schedule

Phases 1 and 2

Tasks

| | 2025 | | | | | | | | | | | | 2026 | | |
|--|------|------|------|------|-----|------|------|------|-------|------|------|------|------|------|------|
| Tasks | Jan. | Feb. | Mar. | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. |
| Clearing | | | | | | | | | | | | | | | |
| Temporary Paving and Prep Work | | | | | | | | | | | | | | | |
| Build New Southbound I-69 Auxiliary Lane | | | | | | | | | | | | | | | |
| Build Eastbound Michigan Avenue Boulevard, Replace Southern Michigan Avenue Bridge Over I-69, and Begin Bear Creek Culvert | | | | | | | | | | | | | | | |
| Build New Northbound I-69 Auxiliary Lane | | | | | | | | | | | | | | | |
| Improve Existing Michigan Avenue, Replace Northern Michigan Avenue Bridge Over I-69, and Complete Bear Creek Culvert | | | | | | | | | | | | | | | |
| Substantial Completion (2025) (i.e., Installing Overhead Lighting and Permanent Signs) | | | | | | | | | | | | | | | |

We Are Here

2026

Construction Resumes

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Project Map



Project Contractors

- **C.A. Hull Co.:** Bridges, Walled Lake, MI
- **Hoffman Bros. Inc.:** Excavating, Battle Creek, MI
- **Ajax Paving Industries:** Concrete Pavement, Troy, MI
- **Anlaan Corp.:** Culverts/Bridges, Grand Haven, MI
- **Michigan Paving and Materials Co.:** HMA Pavement, Kalamazoo, MI

Engineering: AECOM, Lead Designer supported by Baker, C2G, and SME

Project Photos

These aerial photos show improvements and additional roadways at the BlueOval plant looking west.



For more information, visit the project page:



Michigan.gov/MDOT/Projects-Studies/Marshall-Modernization

For road closure information, visit Mi Drive:



www.Michigan.gov/Drive

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Why is a diverging diamond interchange (DDI) being used?

A DDI is an innovative, modern interchange designed to cross traffic to the left side of the roadway and eliminate left turns for ease of access to/from the interstate. Benefits of this design include:

1. **Safety Improvements:** Reduces vehicle crossing conflict points (14 compared to 26 for a conventional diamond interchange).
2. **Greater Capacity and Efficiency:** Drivers make freeflow right and left turns onto the major freeway. The completed construction will have the capacity for the full MAJOR Campus build out.
3. **Easier to Navigate:** Guides drivers with overhead signs, pavement markings, medians, and traffic signals.
4. **Pedestrians can safely cross traffic lanes at stop-controlled and signalized intersections.** Pedestrians are routed through the interchange to optimize safety and cross at signalized intersections.

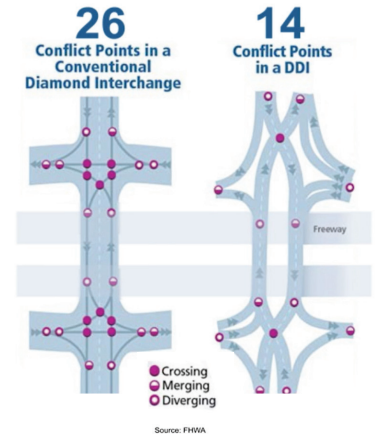


Photo of the Built DDI

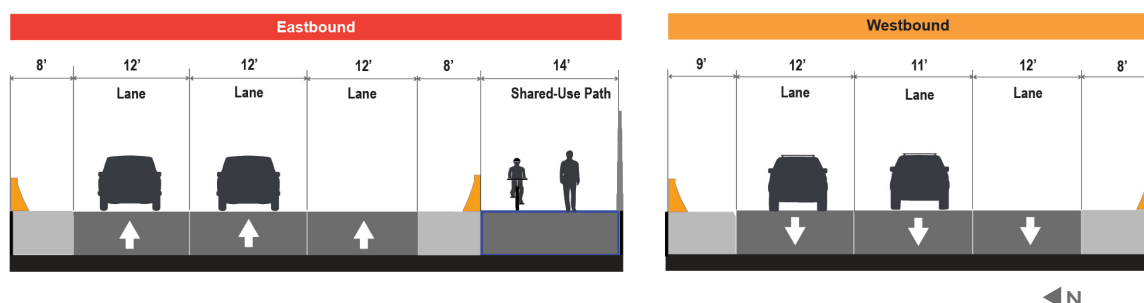


This aerial photo of the built DDI at Michigan Avenue and I-69 is labeled to show the flow of traffic.

Nonmotorized Safety Benefits

The DDI also improves safety for pedestrians and bicyclists. By routing the shared-use path in the middle of the interchange, it allows for crossings at stop-controlled or signalized intersections as well as a buffered shared path on the overpass. In addition, a shared-use path will be built along Michigan Avenue from West Drive to Opportunity Drive. A signalized pedestrian crossing will also be added to West Drive and Myron Avery/15 Mile Road.

Pathway on the I-69 Overpass Bridge



For more information on DDI, you can watch the video online [linked here](#) or scan the QR code to access.

