



HOUSE of REPRESENTATIVES

STATE OF MICHIGAN

Appropriations Requests for Legislatively Directed Spending Items

1. The sponsoring representative's first name:
Reggie
2. The sponsoring representative's last name:
Miller
3. The cosponsoring representatives' names. All cosponsors must be listed. If none, please type 'n/a.' A signed letter from the sponsor approving the co-sponsorship and a signed letter from the member wishing to co-sponsor are required. Attach letters at question #9 below.
n/a
4. Name of the entity that the spending item is intended for:
Wayne County
5. Physical address of the entity that the spending item is intended for:
Wayne County Treasurer's Office - 400 Monroe Street, 5th Floor Detroit, MI 48226
6. If there is not a specific recipient, the intended location of the project or activity:
n/a
7. Name of the representative and the district number where the legislatively directed spending item is located:
Rep. Reggie Miller - MI-HD-31
8. Purpose of the legislatively directed spending item. Please include how it provides a public benefit and why it is an appropriate use of taxpayer funding. Please also demonstrate that the item does not violate Article IV, S 30 of the Michigan Constitution.
Wayne County is requesting \$7.08 million in state funds for gravel road reconstruction of roughly 6 miles of dirt roads in western Wayne County. The condition of these roads has been deteriorating for years, and the residents of these areas have consistently requested that these roads be replaced with gravel, which will help prolong the life of the roads. This funding will help expedite these projects.

The specific sections are below:

- Mott Road (West of Denton to County Line)
- Elwell Road (Timberland Drive to Bemis)
- Beck Road (Tyler to North I-94 Service Drive)
- Martinsville Road (Bemis to Huron River Drive)

9. Attach documents here if needed:

Attachments added to the end of this file.

10. The amount of state funding requested for the legislatively directed spending item.

7080000

11. Has the legislatively directed spending item previously received any of the following types of funding? Check all that apply.

["None"]

12. Please select one of the following groups that describes the entity requesting the legislatively directed spending item:

Local unit government

13. For a non-profit organization, has the organization been operating within Michigan for the preceding 36 months?

Not applicable

14. For a non-profit organization, has the entity had a physical office within Michigan for the preceding 12 months?

Not applicable

15. For a non-profit organization, does the organization have a board of directors?

Not applicable

16. For a non-profit organization, list all the active members on the organization's board of directors and any other officers. If this question is not applicable, please type 'n/a.'

n/a

17. "I certify that neither the sponsoring representative nor the sponsoring representative's staff or immediate family has a direct or indirect pecuniary interest in the legislatively directed spending item."

Yes, this is correct

18. Anticipated start and end dates for the legislatively directed spending item:

Start: Late Spring '25 - End: Late Summer '25

19. "I hereby certify that all information provided in this request is true and accurate."

Yes

Gravel Roads Bundle: This program seeks to improve the condition of unpaved roads by applying appropriate treatments based on community input and local conditions. Potential solutions include grading, shaping, resurfacing, stabilization, or paving. Upgrading to a paved surface also minimizes dust, erosion, and vehicle wear, creating a more durable and reliable transportation network. Communities will play a key role in recommending the most effective solutions to enhance road performance and reduce long-term maintenance costs (see Appendix A for list of impacted communities for each gravel road):

- Main Street (Clement to Beck Road)
- Canton Center Road (Joy Road to Isbister Elementary School)
- Napier Road (7 Mile to 8 Mile)
- Ridge Road (Ford to Ann Arbor Road)
- Joy Road (Ann Arbor Road to east of Ridge Road)
- 6 Mile (Napier to Ridge)
- Napier (Ford to Ann Arbor Road or Cherry Hill)
- Hanford (Beck to Napier)
- Warren Road (Ridge to Napier)
- Barr Road (Mott to Geddes)
- Mott Road (West of Denton to County Line)
- South Huron Road (Waltz to Clark)
- Romine (Willow to Will Carleton)
- Warhman (Sibley Road to Huron River Drive)
- Clark (Judd to Willow)
- Elwell Road (Timberland Drive to Bemis)
- Beck Road (Tyler to North I-94 Service Drive)
- Martinsville (Bemis to Huron River Drive)



Wayne County Project List and Legislative Priorities 2025

State and Federal Funding Priority Project List

This project compilation outlines key infrastructure priorities across Wayne County, identifying new and ongoing projects requiring potential funding through state and federal channels.

PREPARED BY:
Wayne County

UPDATED:
March 25, 2025

Summary of Projects

PROJECT TITLE	PROJECT SUMMARY	FUNDING REQUEST
<i>Engineering Division</i>		
Grosse Ile Bridge over Trenton Channel	Rehabilitation or replacement of a 150-year-old movable bridge. The project includes assessments and construction to secure critical island access and long-term safety.	\$200M
West Road Bridge over 5th Street (Conrail and GTW Railroads)	Full bridge replacement required due to severe deterioration, failing joints, and low clearances. New design will restore traffic lanes and improve safety for road and rail users.	\$60M
<i>Environmental Services Division</i>		
Fox Creek Enclosure Condition Assessment Project	Transfer of Fox Creek Enclosure (FCE) to GLWA, allowing for assessment, necessary repairs, and integration with GLWA's regional wastewater disposal system	\$5M
<i>Roads Maintenance Division</i>		
Wyoming Yard Facility Project	Upgrade or replace the aged Wyoming Yard facility to support road maintenance. Resolves structural deterioration, asbestos hazards, inadequate equipment clearance, and improves employee experience.	\$10M
<i>Engineering Division</i>		
Bridge Replacement and Rehabilitation Bundle	A bundle addressing 12 critical bridges through replacement or rehabilitation. It enhances safety, mobility, and economic stability by restoring essential infrastructure.	\$50M
Road Infrastructure Bundle	Resurfacing and reconstruction of nearly 100 lane miles plus pavement to 45 lane miles of gravel roads. This will upgrade key corridors to boost commuter, commercial, and emergency travel.	\$50M
<i>Administration</i>		
EOC (Emergency Operations Center) - Central Command & Control Center	Wayne County lacks a dedicated Emergency Operations Center (EOC) to coordinate responses to natural disasters, public safety incidents, and other crises, despite being home to critical infrastructure. Establishing an EOC is essential to ensure rapid response, seamless coordination, and enhanced public safety, protecting residents, businesses, and vital assets.	\$5M
<i>Parks Division</i>		
Nankin Mills Nature Center & Campus Revitalization Project	Revitalize a historic park campus by modernizing the Nature Center, museum, and event spaces. Upgrades include converting the tenant house, adding amphitheaters, native gardens, ADA improvements, and engaging programming.	\$16M

Detailed Project Overviews

ENGINEERING DIVISION

Grosse Ile Bridge over Trenton Channel

- A. Project Description:** The Grosse Ile Parkway Bridge, a 150-year-old movable bridge, requires immediate rehabilitation while Wayne County evaluates a full replacement. This project consists of two parts:
- Bridge Assessment:** This includes a holistic review of past maintenance recommendations and evaluate cost-benefit comparisons between continued maintenance and full bridge replacement. The study will also assess different replacement bridge types, footprint options, and long-term maintenance strategies.
- Bridge Construction (Rehabilitation/Replacement):** Following the study, the County will proceed with either a major rehabilitation or a full bridge replacement: Rehabilitation will include critical mechanical, electrical, and pier work to maintain bridge operation; while bridge replacement would include a new bridge at the same or a different location.
- B. Funding Request:** \$200M including costs for the initial assessment and as well as the subsequent construction costs for bridge replacement.
- C. Funding Challenges:** Securing the full \$200M for the Grosse Ile Parkway Bridge project is particularly challenging due to the bridge's advanced age, complex movable design, and specialized engineering requirements. The substantial investment needed for both the comprehensive assessment and the potential rehabilitation or replacement exceeds the typical funding allocated for standard bridge projects. Moreover, there is a scarcity of grant opportunities specifically earmarked for movable bridge projects, and competing infrastructure priorities further complicate the financing landscape. Without targeted financial support, delays in funding could postpone critical repairs and jeopardize the safe, reliable access that 75% of Grosse Ile's traffic relies on.
- D. Community Impact:** The Grosse Ile Parkway Bridge project ensures continued access for 75% of Grosse Ile's traffic to the mainland, which is vital for residents, businesses, and emergency services. As the only free bridge to the island, it plays a critical role in daily transportation, especially since the other toll bridge has a very low load capacity. By addressing the bridge's ongoing maintenance challenges and improving its safety, the project will reduce long-term repair costs and increase reliability. Furthermore, the bridge's improvement will support local economic activity by providing safer and more efficient transportation, while also enhancing the reliability of emergency response in the area.
- E. Project Status:** The study phase for the Grosse Ile Parkway Bridge project is currently being initiated with an RFP for consulting services underway. Following the study's findings, decisions

will be made regarding the next steps for bridge rehabilitation or replacement. In the interim, emergency repairs are underway to bring the bridge's load rating up to standard and ensure continued access to the island while the other bridge undergoes necessary repairs. This ensures that residents, businesses, and emergency services maintain critical access to Grosse Ile during the evaluation and repair process.

West Road Bridge over 5th Street (Conrail and GTW Railroads)

- A. Project Description:** The West Road Bridge over 5th Street requires a full bridge replacement due to significant structural deterioration. The substructure and piers have experienced heavy scaling and exposed reinforcement caused by failing expansion joints. The bridge's deteriorated bearings have led to the closure of the WB right lane and EB left lane. The bridge currently has a 12'-6" vertical clearance over 5th Street. The new bridge will replace the failing substructure and piers, ensuring long-term safety and functionality.
- B. Funding Request:** \$60M
- C. Funding Challenges:** Wayne County's current budget only allows for addressing a small percentage (approximately 10%) of necessary bridge projects, leaving critical gaps in infrastructure improvements. There are 26 structures in critical condition and 68 in poor condition, yet the available budget does not provide the resources needed to fully address these issues. Additionally, funding constraints limit the ability to perform essential repairs while maintaining the other 215 bridges in good or fair condition. While the County actively applies for grants and participates in local bridge program opportunities, these funding sources do not bridge the gap needed to repair, replace, and rehabilitate all assets. Without additional financial support, the County faces ongoing infrastructure deterioration and increased long-term repair costs.
- D. Community Impact:** This project will impact the city of Trenton. It will restore full traffic capacity by eliminating existing lane closures, ensuring safer and more efficient travel for motorists. It will also enhance clearance for vehicles and rail traffic below, addressing current height restrictions. By improving the bridge's structural integrity, the project will reduce long-term maintenance costs and enhance overall safety.
- E. Project Status:** Currently, the project is in the design phase, with efforts underway to identify funding sources to support a full bridge replacement.

ENVIRONMENTAL SERVICES DIVISION

Fox Creek Enclosure Condition Assessment Project

- A. Project Description:** The Fox Creek Drain is a county drain established under the Michigan Drain Code in the early 1900s and is approximately 4.5 miles in length. Around 1929, a portion of the drain was enclosed. The Fox Creek Enclosure (FCE) transports sewage from communities in both Wayne and Macomb Counties to Great Lakes Water Authority (GLWA) facilities for treatment and

disposal. GLWA has expressed interest in assuming jurisdiction over the FCE under certain terms, including funding for the FCE to be inspected and any necessary repairs performed prior to the Drainage District's relinquishment of the FCE to GLWA. This project will allow for the transfer of the FCE to GLWA, and GLWA would then perform an assessment, effectuate necessary repairs and integrate the FCE as a part of GLWA's regional wastewater disposal system. Through this process the FCE Condition Assessment Project provides a significant opportunity to improve the operations and resiliency of GLWA's regional wastewater system.

B. Funding Request: \$5M

C. Funding Challenges: The Fox Creek Drain is subject to the annual statutory maintenance limit of \$10,000/mile/drain. Thus, it is not feasible to undertake the FCE condition assessment and any necessary repairs as part of annual drain maintenance.

D. Community Impact: Optimization of the FCE could help manage and reduce sewer flow levels within the regional and local systems and could lessen the risk of basement back-ups and street flooding in severe rainfall events.

This project will benefit multiple Wayne County communities including Detroit, Grosse Pointe, Grosse Pointe Park, Grosse Pointe Shores, Grosse Pointe Woods, Harper Woods, and other customers of GLWA's regional wastewater system.

E. Project Status: Next steps are to secure funding, execute the necessary relinquishment agreement, and obtain approval from GLWA's Board of Directors and the Wayne County Commission. Once funding is secured, a relinquishment could occur in as little time as **90 to 120 days** and GLWA would take **immediate action** to initiate an inspection and complete any repairs by the end of 2026.

ROADS MAINTENANCE DIVISION

Wyoming Yard Replacement Project

A. Project Description: This project will replace or upgrade the existing Wyoming Yard facility to better support essential Road Maintenance operations, including snow and ice control, pothole repairs, and construction activities. Originally built in the 1930s, the facility is in critical condition due to deteriorated infrastructure, asbestos hazards, and garage space that is no longer functional. The garage's overhead door clearances are too low to accommodate modern maintenance trucks, making it impossible to utilize the space for essential equipment.

Feasibility studies and subsequent planning will evaluate the cost-effectiveness of upgrading versus replacing the facility. This analysis will determine whether the extent of required improvements makes upgrading feasible or if replacing the facility is a more practical long-term solution to meet the operational needs.

The project will improve operational efficiency, enhance working conditions, and optimize site layout to better support material storage and fleet movement. These improvements will also

ensure WC-DPS can continue providing reliable, efficient service for winter operations and year-round road maintenance. Key improvements include:

- **Renovating bathrooms and break areas** to meet modern health and safety standards.
- **Upgrading office spaces, furniture, and technology** to support staff productivity.
- **Repairing and expanding garage facilities** to accommodate larger equipment.
- **Enhancing site layout** to optimize material storage and fleet movement.

B. Funding Request: \$10M

C. Funding Challenges: Securing funding for the full scope of upgrades remains a challenge. The County is exploring potential funding sources, including grants, infrastructure improvement funds, and budget allocations. Investing in these facilities will yield long-term cost savings by reducing emergency repairs, improving efficiency, and extending the lifespan of critical equipment.

D. Community Impact: An improved yard facility will lead to more efficient road maintenance operations, resulting in quicker pothole repairs, improved snow and ice removal, and better overall infrastructure management. Additionally, the project will greatly enhance employee working conditions by providing a safer and healthier work environment. Renovated break areas and bathrooms will offer a place for workers to rest, while upgraded office spaces and improved site conditions will promote better overall health, safety, and morale. These improvements are expected to increase productivity, support staff retention, and create a more positive work environment.

E. Project Status: The County is in the planning phase, assessing the specific need of this facility and developing a scope for improvements. The next steps include completing a feasibility study with detailed cost estimations, securing funding, and initiating design work.

Bridge Replacement Bundle

A. Project Description: This project includes a bundle of bridges in Wayne County in poor/serious condition that require replacement or rehabilitation due to their deteriorated condition. These 13 bridges have been identified as essential for the safety, mobility, and economic stability within the region.

Bridge Replacement Bundle (See Appendix A for list of impacted communities)

- Five Mile Road over Bell Creek, Structure Number (SN) 12076*
- Northville Road over Middle Rouge, SN 12123
- Northville Road over Middle Rouge, SN 12124
- Six Mile Road over E.N. Hines Drive, SN 12087*
- Six Mile Road over Middle Rouge River, SN 12086*
- Hanford Road over Fellows Creek, SN 12253*
- Cherry Hill over Fellow Creek, SN 12048*
- Inkster Road over Edward N. Hines Drive, SN 12169*
- Ferry Street over Thorofare Canal, Structure Number, SN 12273

- Swan Drive over Swan Channel, SN 12272
- Racho Road over Blakely Drain, SN 12249*
- Gibraltar Road over Silver Creek, SN 11991
- Inkster Road over Blakely Drain, SN 12165

** Preliminary engineering design completed.*

- B. Funding Request:** \$50M The estimated total cost for these projects is based on design and engineering assessments.
- C. Funding Challenges:** Current funding sources include a combination of federal, state, and local funds, including state programs such as the Transportation Economic Development Fund (TEDF) and the Michigan Department of Transportation's (MDOT) Local Bridge Program. While these programs provide critical support, the projects remain in need of additional funding to advance into the full design and construction phases. Without the necessary financial support, further delays could lead to increased costs and heightened risks associated with continued infrastructure deterioration, ultimately impacting public safety and mobility.
- D. Community Impact:** The replacement and rehabilitation of these bridges will ensure safe and reliable transportation for residents, commuters, and commercial traffic, reducing the risk of structural failures and road closures. These projects will also help lower long-term maintenance costs by addressing deteriorating conditions before they become critical. Maintaining and upgrading these bridges will support economic development by preserving essential transportation links, facilitating commerce, and improving access to local businesses. Additionally, improved bridge conditions will enhance regional mobility, allowing for more efficient travel and emergency response capabilities, ultimately benefiting public safety and quality of life.
- E. Project Status:** Engineering assessments and preliminary designs have been completed for the structures marked with an asterisk (*), while design is in progress for the remaining bridges listed.

Road Infrastructure Bundle

- A. Project Description:** This project supports the resurfacing and reconstruction of key roadways, as well as improvements to gravel roads across multiple jurisdictions. These roads serve as critical transportation corridors, facilitating commuter travel, commercial activity, and emergency response. The project consists of two bundles:

Road Resurfacing Bundle: The County has approximately 1,029 lane miles in poor condition that require resurfacing. With 100-150 lane miles resurfaced per year, it will take about seven years to complete these projects. This bundle focuses on resurfacing high-traffic corridors to extend pavement life and improve safety (see Appendix A for a list of impacted communities). Key corridors include:

- W. Jefferson Ave (Outer Drive to Schaefer)
- Moross Road (Kelly to I-94)

- Seven Mile Road (Wayne to Farmington)
- Six Mile Road (Newburgh to Farmington)
- E.N. Hines Drive (Haggerty to Newburgh)
- Middle Belt Road (Van Born to Michigan Ave)
- West Road (Allen to Fort Street)
- Sibley Road (Vining to I-275)

Gravel Roads Bundle: This program seeks to improve the condition of unpaved roads by applying appropriate treatments based on community input and local conditions. Potential solutions include grading, shaping, resurfacing, stabilization, or paving. Upgrading to a paved surface also minimizes dust, erosion, and vehicle wear, creating a more durable and reliable transportation network. Communities will play a key role in recommending the most effective solutions to enhance road performance and reduce long-term maintenance costs (see Appendix A for list of impacted communities for each gravel road):

- Main Street (Clement to Beck Road)
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- Martinsville (Bemis to Huron River Drive)

B. Funding Request: \$50M (Total bundle costs \$75M)

C. Funding Challenges: Current funding sources include the Federal Aid Committee (FAC) allocations, Michigan's Act 51 funds, and appropriations through state and federal channels. Without securing additional funds, the county faces prolonged project timelines, escalating repair costs, and deteriorating road conditions. Addressing this gap is critical to ensure safe and reliable transportation infrastructure for residences and businesses in Wayne County.

D. Community Impact: These projects will improve road conditions, enhance safety, and provide a smoother driving experience for residents, businesses, and emergency responders. Upgrading

these corridors will reduce vehicle maintenance costs, improve traffic flow, and support economic development by ensuring reliable infrastructure. Investment in resurfacing and reconstruction will also help extend the life of these roadways, reducing long-term maintenance expenses for the County and the State.

- E. Project Status:** Engineering assessments have been completed for most of these road segments, and preliminary plans are in place. The County is prepared to advance these projects upon securing the necessary funding.

ADMINISTRATION

EOC (Emergency Operations Center) - Central Command & Control Center

- A. Project Description:** An Emergency Operations Center (EOC) is a centralized location where key stakeholders collaborate to manage and coordinate efforts during emergencies or disasters. It serves as the hub for supporting response and recovery activities, including gathering, analyzing, interpreting, and disseminating information from various sources, coordinating resource needs and requests, and developing plans to address current and future requirements.

Wayne County is home to critical infrastructure, including Detroit Metropolitan Airport, major highways, sports stadiums, and numerous industrial and commercial hubs. Despite our size and the significance of our assets, we currently lack a dedicated EOC to effectively coordinate emergency response efforts in the event of natural disasters, public safety incidents, or other crises. An EOC serves as the backbone of emergency preparedness, ensuring rapid response, seamless coordination between agencies, effective communications, and enhanced public safety.

Without a centralized command center, our ability to manage large-scale emergencies is limited, putting residents, businesses, and vital infrastructure at risk. Investing in an EOC is essential to safeguard our communities and ensure continuity of operations when disaster strikes.

- B. Funding Request:** \$5M
- C. Funding Challenges:** Wayne County lacks the necessary funding to establish a dedicated Emergency Operations Center (EOC), leaving our communities vulnerable in times of crisis. We would like to engage with our state legislators to prioritize funding for this critical project to ensure effective emergency response and protect residents, businesses, and vital infrastructure.
- D. Community Impact:** A dedicated Emergency Operations Center (EOC) would enhance Wayne County's ability to respond swiftly and effectively to disasters, public safety incidents, and other emergencies. It would improve agency coordination, enabling rapid delivery of critical resources to affected areas. Real-time information and strategic decision-making would minimize disruptions to businesses, infrastructure, and daily life. Ultimately, investing in an EOC strengthens community resilience, protects lives, and ensures a safer, more prepared Wayne County.

- E. Project Status:** : The project is currently in the planning phase, beginning with initial feasibility studies and discussions. Efforts are focused on securing funding through engagement with state legislators, with the goal of obtaining approval in the next fiscal year. We are actively evaluating potential solutions, sites, and identifying the additional resources, technology, and operational capabilities required to support the successful implementation of the Emergency Operations Center.

PARKS DIVISION

Nankin Mills Nature Center & Campus Revitalization Project

- A. Project Description:** The Wayne County Park Nature Center & Campus Revitalization Project is a comprehensive plan to enhance and modernize a historically rich site, while preserving its legacy and expanding its community impact. The park, which includes the historical **grist mill building** purchased and converted by Henry Ford into a hydroelectric car production mill, currently houses the **Nature Center, historical museum**, and various park administration offices. This project aims to revitalize the campus by improving its educational, recreational, and event spaces, ensuring it serves both as a community asset and a sustainable revenue-generating facility. The planned improvements will provide a wealth of new opportunities for engagement, education, and enjoyment for local residents and visitors.

Activation of the Historic Tenant House: The project will breathe new life into the currently unused tenant house on the property, transforming it into a new event rental space and a coffee shop. This addition will offer a unique venue for private events, meetings, and social gatherings, providing an inviting atmosphere for park visitors and helping to generate additional revenue for the park system. The coffee shop will provide a cozy, community-focused space where guests can enjoy refreshments while exploring the nature center and museum.

Amphitheaters & Outdoor Classroom Spaces: New amphitheaters and outdoor classrooms will be introduced to support educational programming and community events. These spaces will host nature education programs, historical tours, concerts, and performances, providing flexible venues for a range of activities. The outdoor classrooms will enhance the park's ability to offer hands-on, interactive learning experiences for school groups, families, and nature enthusiasts.

Historical & Natural Education Programming: The project will enrich both historical education and natural education programming by improving exhibits and developing new displays that connect visitors to the park's storied past and natural surroundings. Interactive displays and educational signage will engage visitors in learning about the hydroelectric production history of the mill and the surrounding ecosystem. Access to the hydroelectric head and tailrace will be highlighted with educational signage to further educate the public about the site's unique role in industrial history and sustainability.

Gathering Plaza & Nodes of Activity: A newly designed gathering plaza will become the heart of the campus, offering a central space for visitors to relax, socialize, and engage with park activities. The plaza will be surrounded by nodes of activity, such as nature trails, historical markers, and seating areas, designed to encourage exploration and interaction. These nodes will connect

visitors to different areas of the campus, promoting a sense of discovery and making the space more vibrant and inviting.

Native Gardens & Donor Plaza: The introduction of native gardens will enhance the campus's ecological sustainability while beautifying the grounds. These gardens will be designed to showcase local plant species and provide valuable habitat for wildlife, creating a rich, biodiverse environment. The donor plaza will serve as a special space to recognize contributors to the park system, offering a dedicated place to celebrate community support and stewardship.

Parking & Circulation Improvements: To accommodate growing visitor numbers, increased parking will be added alongside improvements to both pedestrian and vehicular circulation throughout the campus. Better flow and easier access to key areas of the park will ensure a more enjoyable experience for all visitors. ADA-compliant upgrades throughout the campus will make the space more accessible, ensuring all guests can participate in educational and recreational activities without barriers.

Large and Small Event Planning Capabilities: The park will expand its event space offerings, making it possible to host both large and small events such as weddings, festivals, conferences, and corporate events. These new venues will offer flexibility for planners and increase the park's capacity to host diverse community events, generating additional revenue and bringing people together for special occasions.

Improved Programming and Community Engagement: The revitalized park will feature enhanced programming and educational experiences, such as hands-on nature programs, historical reenactments, workshops, and guided tours. The improvements to the park's facilities, including the introduction of interactive displays, will create immersive learning opportunities for visitors. With ADA-compliant upgrades, the park will ensure that its programs are accessible to all, enhancing inclusivity and community participation.

B. Funding Request: \$16M

C. Funding Challenges: Only partially funded through federal grants and county park millage funds are limited. Future federal grants are not guaranteed.

D. Community Impact: The revitalization of the Wayne County Park Nature Center & Campus will have a transformative impact on the surrounding communities, providing numerous benefits to residents, schools, and local organizations. By preserving this historic site while introducing modern amenities and educational opportunities, the project will become a cornerstone of community life. In addition to enhancing recreational and educational offerings, the project will also introduce new spaces for events, enrich local partnerships, and foster a deeper connection between residents and their environment.

The economies of Westland, Livonia, Plymouth, Northville, Dearborn, and Dearborn Heights will see the most direct impact by the increase in visitors to the area. All 43 communities in Wayne County will benefit from the preserved local history and increased programming opportunities. A feasibility study concluded that southeast Michigan has few venues and high demand, based on wait lists, for sites that match the size and offerings of this project. The combination of filling a need and the unique, historic, natural setting will make this site a state and regional draw with a wide range of benefiting communities.

Additional impacts on residents and communities include but are not limited to the following:

Unique Event Space & Executive Retreat Opportunities: A major impact of this project will be the introduction of new, high-quality event rental spaces, including the newly activated tenant house and expansive outdoor areas. These spaces will offer an exciting opportunity for executive retreats, business meetings, conferences, and private events. The addition of these versatile venues will provide local businesses and organizations with the rare option of hosting events in a scenic, tranquil environment, offering an alternative to traditional conference centers or hotels. With few comparable event rental spaces of this size in the area, this will position Wayne County Parks as a distinctive location for both corporate and social gatherings, generating a valuable revenue stream for the park system and attracting visitors from across the region.

Educational Programming & School Partnerships: The revitalization will greatly enhance educational opportunities for local schools. The park will expand its existing partnerships with local schools, providing a rich array of hands-on learning experiences in both historical and natural education. Through collaborative programs, students will gain access to specialized field trips and activities that align with state educational standards, including interactive lessons on local history, ecology, and sustainability. Naturalists will lead educational programs focused on local ecosystems, wildlife conservation, and environmental stewardship, offering students an immersive experience in nature.

The Nature Center's animal exhibits will provide even more educational opportunities, as students and families will be able to learn about local wildlife through up-close interactions with live animals and detailed informational displays. This hands-on experience will deepen students' understanding of biodiversity, wildlife protection, and environmental issues, inspiring future generations of conservationists and environmental stewards.

Enhanced Community Access to Nature & History: With the introduction of new historical education exhibits, interactive displays, and expanded natural education programming, the park will provide local residents with unprecedented access to both the natural world and the region's industrial heritage. The historical mill site, once a hub of innovation under Henry Ford's ownership, will come to life through interactive exhibits that explore its transformation from a grist mill to a hydroelectric car production facility. This will offer a deeper connection to the area's rich history, creating a sense of community pride in preserving this unique legacy.

Meanwhile, the nature programs and outdoor classrooms will ensure that all residents – whether school children or adults – have the chance to engage with the environment in meaningful ways. Educational offerings will include nature walks, bird watching, and sustainability workshops, ensuring that both the historical and natural aspects of the park are equally celebrated and accessible.

Community Gathering & Social Spaces: The creation of a gathering plaza and nodes of activity throughout the park will establish a welcoming space for residents to connect and socialize. Whether enjoying a casual stroll, participating in a community event, or simply relaxing in the new native gardens, residents will find an array of spaces to gather with friends, family, and neighbors. These areas will provide the perfect setting for park activities such as festivals, farmers' markets, and outdoor concerts, ensuring that the park becomes a focal point for the community.

Revenue Generation & Economic Benefits: The new event rental spaces, including the tenant house and outdoor amphitheaters, will offer a unique location for events, making the park an attractive venue for both corporate retreats and private gatherings like weddings and family reunions. By offering one of the few event spaces of this size in the area, the park will attract visitors from outside the immediate community, boosting the local economy and supporting nearby businesses.

The addition of new event spaces, a coffee shop, and rental venues, along with improved programming and historical exhibits, will also contribute to the park system's revenue generation potential. By diversifying the types of events and activities hosted on campus, the park system will have new opportunities for financial sustainability, helping to fund ongoing maintenance and future improvements while ensuring the park remains a valuable resource for generations to come.

Improved Accessibility & Inclusivity: The park's revitalization includes a commitment to ADA-compliant upgrades, ensuring that all residents, regardless of age or ability, will be able to enjoy the park's amenities. Enhanced pedestrian and vehicular circulation will make it easier for visitors to navigate the site, while the upgraded historical and nature exhibits will be accessible to a wider audience. The park's design will be inclusive, ensuring that everyone can explore and engage with the space in a way that is comfortable and convenient for them.

Local Jobs & Volunteer Opportunities: The expanded offerings and improved facilities have the potential to create new employment opportunities for local residents, from park staff and event coordinators to naturalists and educators. There may also be volunteer opportunities to foster a sense of ownership and pride in the park, while also providing valuable community engagement.

Long-Term Community Benefits: This project will create a sustainable, long-term resource for local residents and the broader community. By expanding educational offerings, creating diverse event spaces, and preserving the historical significance of the park, the project will help build a lasting connection between residents and their heritage. The improved programming, both historical and environmental, will enhance community engagement for years to come, ensuring the park remains a treasured and well-used community asset.

In conclusion, the Wayne County Park Nature Center & Campus Revitalization Project will have a lasting, positive impact on local residents by providing a diverse range of recreational, educational, and social opportunities. From enhancing historical education through interactive exhibits to offering a rare executive retreat venue, the park will become a dynamic hub for community engagement, learning, and entertainment. Partnerships with local schools, new event spaces, and improved programming will ensure that the park continues to be an accessible and valuable resource for all members of the community, creating both short-term and long-term benefits for the surrounding area.

- E. Project Status:** This project is fully designed. Next steps are to complete bid advertisement in February 2025. **Construction is anticipated to start in 2025**, and construction can be completed by the end of 2026.

Appendix A. Community Overviews for Bridge and Road Bundles

PROJECT NAME	PROJECT SCOPE	ESTIMATED TOTAL PROJECT COST	LOCATION CITY, STATE	COUNTY DISTRICT	HOUSE DISTRICT	SENATE DISTRICT
Bridge Bundle						
Five Mile Road over Bell Creek, SN 12076*	Superstructure and Deck Bridge Replacement	\$5.16M	Redford Township	6	16, 17	6
Northville Road over Middle Rouge, SN 12123	Superstructure and Deck Bridge Replacement	\$4.2M	Northville Township	9	22	13
Northville Road over Middle Rouge, SN 12124	Superstructure and Deck Bridge Replacement	\$4.56M	Northville Township	9	22	13
Six Mile Road over E.N. Hines Drive, SN 12087*	Superstructure Bridge Replacement	\$10.08M	Northville Township	9	22	13
Six Mile Road over Middle Rouge River, SN 12086*	Superstructure Bridge Replacement		Northville Township	9	22	13
Hanford Road over Fellows Creek, SN 12253*	Superstructure and Deck Bridge Replacement	\$1.32M	Canton Township	10	24	5
Cherry Hill over Fellow Creek, SN 12048*	Pin and Hangers Bridge Replacement	\$5.04M	Canton	10	24	5
Inkster Road over Edward N. Hines Drive, SN 12169*	Deck Surface Bridge Replacement	\$6.62M	Dearborn Heights	8	25	2, 5
Ferry Street over Thorofare Canal, Structure Number, SN 12273	Superstructure and Deck Bridge Replacement	\$1.32M	Grosse Ile	15	27	4
Swan Drive over Swan Channel, SN 12272	Superstructure and Substructure Bridge Replacement	\$2.64M	Grosse Ile	15	27	4
Racho Road over Blakely Drain, SN 12249*	Superstructure and Substructure Bridge Replacement	\$1.44M	Brownstown Township	14	28	4
Gibraltar Road over Silver Creek, SN 11991	Bridge Replacement	\$5.18M	Flat Rock	11	28	4
Inkster Road over Blakely Drain, SN 12165	Superstructure Bridge Replacement	\$1.44M	Brownstown Township	11	28, 29	1, 4

PROJECT NAME	PROJECT SCOPE	ESTIMATED TOTAL PROJECT COST	LOCATION CITY, STATE	COUNTY DISTRICT	HOUSE DISTRICT	SENATE DISTRICT
Road Resurfacing Bundle						
W. Jefferson Ave (Outer Drive to Schaefer)	Road Resurfacing	\$3.5M	Ecorse, River Rouge	4	1, 2	1
Moross Road (Kelly to I-94)	Road Resurfacing	\$2M	Detroit	2	11, 12	10
Seven Mile Road (Wayne to Farmington)	Road Resurfacing	\$10M	Livonia	9	17, 22	6
Six Mile Road (Newburgh to Farmington)	Road Resurfacing	\$5M	Livonia	9	17, 22	5, 6
E.N. Hines Drive (Haggerty to Newburgh)	Road Resurfacing	\$2.5M	Plymouth Township, Livonia	10	22	5, 13
Middle Belt Road (Van Born to Michigan Ave)	Road Resurfacing	\$4M	Inkster, Westland	8, 12	26	5
West Road (Allen to Fort Street)	Road Resurfacing	\$5M	Trenton	14, 15	27, 28	4
Sibley Road (Vining to I-275)	Road Reconstruction	\$14.5M	Huron Township	11	29	4
Gravel Road Bundle*						
Main Street (Clement to Beck Road)	Reconstruct 1 mile of gravel road	Up to \$1.2M	Northville Township	9	22	13
Canton Center Road (Joy Road to Isbister Elementary School)	Reconstruct 0.25 mile of gravel road	Up to \$300K	Plymouth Township	9	22	13
Napier Road (7 Mile to 8 Mile)	Reconstruct 1 mile of gravel road	Up to \$1.2M	Northville	9	22, 23	13, 14
Ridge Road (Ford to Ann Arbor Road)	Reconstruct 1.10 miles of gravel road	Up to \$1.32M	Plymouth Township, Canton	10	22, 24	5, 13
Joy Road (Ann Arbor Road to east of Ridge Road)	Reconstruct 0.9 mile of gravel road	Up to \$1.08M	Plymouth, Canton	9, 10	22, 24	5, 13
6 Mile (Napier to Ridge)	Reconstruct 0.5 mile of gravel road	Up to \$600K	Northville Township	9	23	14

PROJECT NAME	PROJECT SCOPE	ESTIMATED TOTAL PROJECT COST	LOCATION CITY, STATE	COUNTY DISTRICT	HOUSE DISTRICT	SENATE DISTRICT
Napier (Ford to Ann Arbor Road or Cherry Hill)	Reconstruct 2 miles of gravel road	Up to \$2.4M	Plymouth, Canton	10	23, 24	5, 15
Hanford (Beck to Napier)	Reconstruct 2 miles of gravel road	Up to \$2.4M	Canton	10	24	5
Warren Road (Ridge to Napier)	Reconstruct 1 mile of gravel road	Up to \$1.2M	Canton	10	24	5
Barr Road (Mott to Geddes)	Reconstruct 1 mile of gravel road	Up to \$1.2M	Canton	10	24	5
Mott Road (West of Denton to County Line)	Reconstruct 0.9 mile of gravel road	Up to \$1.08M	Canton, Van Buren Township	10, 11	24, 31	4, 5
South Huron Road (Waltz to Clark)	Reconstruct 1 mile of gravel road	Up to \$1.2M	Huron Township	11	29	4
Romine (Willow to Will Carleton)	Reconstruct 1.5 miles of gravel road	Up to \$1.8M	Huron Township	11	29	4
Warhman (Sibley Road to Huron River Drive)	Reconstruct 0.8 mile of gravel road	Up to \$960K	Huron Township	11	29	4
Clark (Judd to Willow)	Reconstruct 2 miles of gravel road	Up to \$2.4M	Sumpter Township	11	29, 31	4
Elwell Road (Timberland Drive to Bemis)	Reconstruct 1.5 miles of gravel road	Up to \$1.8M	Van Buren Township	11	31	4
Beck Road (Tyler to North I-94 Service Drive)	Reconstruct 1 mile of gravel road	Up to \$1.2M	Van Buren Township	11	31	4
Martinsville (Bemis to Huron River Drive)	Reconstruct 2.5 miles of gravel road	Up to \$3M	Van Buren Township	11	31	4

** As gravel road conditions vary, communities will play a key role in defining the appropriate project scope, which may include upgrading gravel roads to paved surfaces or maintenance strategies like grading, shaping, or stabilization. Solutions will be justified by factors like traffic demand, safety, long-term cost savings, and public input.*

PROJECT NAME	PROJECT SCOPE	ESTIMATED TOTAL PROJECT COST	LOCATION CITY, STATE	COUNTY DISTRICT	HOUSE DISTRICT	SENATE DISTRICT
Napier (Ford to Ann Arbor Road or Cherry Hill)	Reconstruct 2 miles of gravel road	Up to \$2.4M	Plymouth, Canton	10	23, 24	5, 15
Hanford (Beck to Napier)	Reconstruct 2 miles of gravel road	Up to \$2.4M	Canton	10	24	5
Warren Road (Ridge to Napier)	Reconstruct 1 mile of gravel road	Up to \$1.2M	Canton	10	24	5
Barr Road (Mott to Geddes)	Reconstruct 1 mile of gravel road	Up to \$1.2M	Canton	10	24	5
Mott Road (West of Denton to County Line)	Reconstruct 0.9 mile of gravel road	Up to \$1.08M	Canton, Van Buren Township	10, 11	24, 31	4, 5
South Huron Road (Waltz to Clark)	Reconstruct 1 mile of gravel road	Up to \$1.2M	Huron Township	11	29	4
Romine (Willow to Will Carleton)	Reconstruct 1.5 miles of gravel road	Up to \$1.8M	Huron Township	11	29	4
Warhman (Sibley Road to Huron River Drive)	Reconstruct 0.8 mile of gravel road	Up to \$960K	Huron Township	11	29	4
Clark (Judd to Willow)	Reconstruct 2 miles of gravel road	Up to \$2.4M	Sumpter Township	11	29, 31	4
Elwell Road (Timberland Drive to Bemis)	Reconstruct 1.5 miles of gravel road	Up to \$1.8M	Van Buren Township	11	31	4
Beck Road (Tyler to North I-94 Service Drive)	Reconstruct 1 mile of gravel road	Up to \$1.2M	Van Buren Township	11	31	4
Martinsville (Bemis to Huron River Drive)	Reconstruct 2.5 miles of gravel road	Up to \$3M	Van Buren Township	11	31	4

** As gravel road conditions vary, communities will play a key role in defining the appropriate project scope, which may include upgrading gravel roads to paved surfaces or maintenance strategies like grading, shaping, or stabilization. Solutions will be justified by factors like traffic demand, safety, long-term cost savings, and public input.*