



Conner Avenue Greenway over I-94, Proposed Artist's Rendering (August 2017)

Working with you to connect the community

From Tony Kratofil, P.E. MDOT METRO REGION ENGINEER

At last fall's public open house meetings, we received more than 350 comments on the proposed modifications to the I-94 Modernization Project. There was a great deal of positive reaction to the concepts presented. Thank you for providing this valuable feedback that the I-94 team has used to further refine the modifications.

As a next step to ensure that we improve local community connections, MDOT, in cooperation with the **Federal Highway Administration (FHWA)**, is moving forward with a **Supplemental Environmental Impact Statement (SEIS)*** for the project. This process will enable MDOT, in partnership with the City of Detroit and you, the project stakeholders, to incorporate the proposed design modifications that benefit the local community.

The project team will be attending community meetings and events in neighborhoods along

the I-94 corridor this summer and fall. I can't emphasize enough how much we need you and your neighbors to use this opportunity to give us your input on the proposed design modifications on pages 3-5 in this newsletter. This is what the SEIS process is all about and we need your input.

Modernizing I-94 presents other potential opportunities as well: All kinds of skilled trades workers will be needed to build the project -- and those jobs will be open to people with the required training and qualifications. If you or someone you know is interested in a career in the skilled trades, please see **page 2** for information on where to find apprenticeships and other training programs.

MDOT realizes this project, created to last for 75 years, will require a significant transportation investment. Our goal is to work with you to ensure that the modernized I-94 not only

moves vehicles and goods, but also complements the ongoing transformation of the city and its neighborhoods. This includes providing better local connections, beautifying the surroundings and making it easier for people to move through their neighborhoods by bicycle or on foot.

By providing your input on the proposed design modifications in this newsletter, you can help influence the final project design so that it meets the community's needs.

Thanks to each of you for your continued interest in the I-94 Modernization Project. We look forward to working with you!

*SEIS is defined on **page 6**. Other transportation terms highlighted throughout the newsletter are defined on **page 8**.

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I-94 Milestones

A BRIEF HISTORY OF THE PROJECT

- 1994**
MDOT initiates an Environmental Impact Study (EIS) for I-94 in Detroit.
- DECEMBER 2004**
The **Final Environmental Impact Statement (FEIS)** for modernizing I-94 is completed by MDOT and approved by the **FHWA**. Proposed improvements included the reconstruction of:
 - Nearly 7 miles of the freeway, from east of the I-96 interchange to east of Conner Avenue, with construction of an additional through-lane in each direction
 - Freeway-to-freeway interchanges at I-75 (Chrysler Freeway) and M-10 (Lodge Freeway)
 - More than 60 bridges spanning the freeway
- DECEMBER 2005**
A Record of Decision (ROD) is issued, allowing MDOT to move forward with final design, right-of-way acquisition and construction activities. Subsequently, a Detailed Engineering Report is completed that provides key information necessary to move the project forward and the Van Dyke, Woodward and Trumbull Avenue bridges are rebuilt. Plans for redesigning and reconstructing other bridges are underway. See the Advanced Bridges schedule on **page 8**.
- SUMMER 2015**
MDOT hosts open house events in Detroit to gather feedback from the public, primarily on ways to improve local connectivity and mobility.
- SUMMER 2016**
MDOT holds workshops with the city of Detroit planning and development and engineering departments. Together they review the planning department's vision for neighborhood mobility and connectivity and look for possible project modifications to help support that vision. Using public and city input, MDOT develops proposed modifications that improve connectivity and better utilize existing surface roads without expanding the freeway footprint.
- FALL 2016**
Proposed modifications are presented to the public for input at a second round of MDOT open house meetings in Detroit.
- MAY 2017**
MDOT and the City, in response to public feedback from the fall 2016 open house meetings, held another workshop in May 2017 to discuss additional proposed modifications to address public concerns. See **pages 3-5**, for the latest proposed modifications to the original FHWA-approved design.
- SUMMER 2017**
MDOT announces plans to prepare a SEIS to address proposed modifications to the project. The process is expected to take at least two years.

What We Heard

FROM THE NOVEMBER 2016 PUBLIC MEETINGS

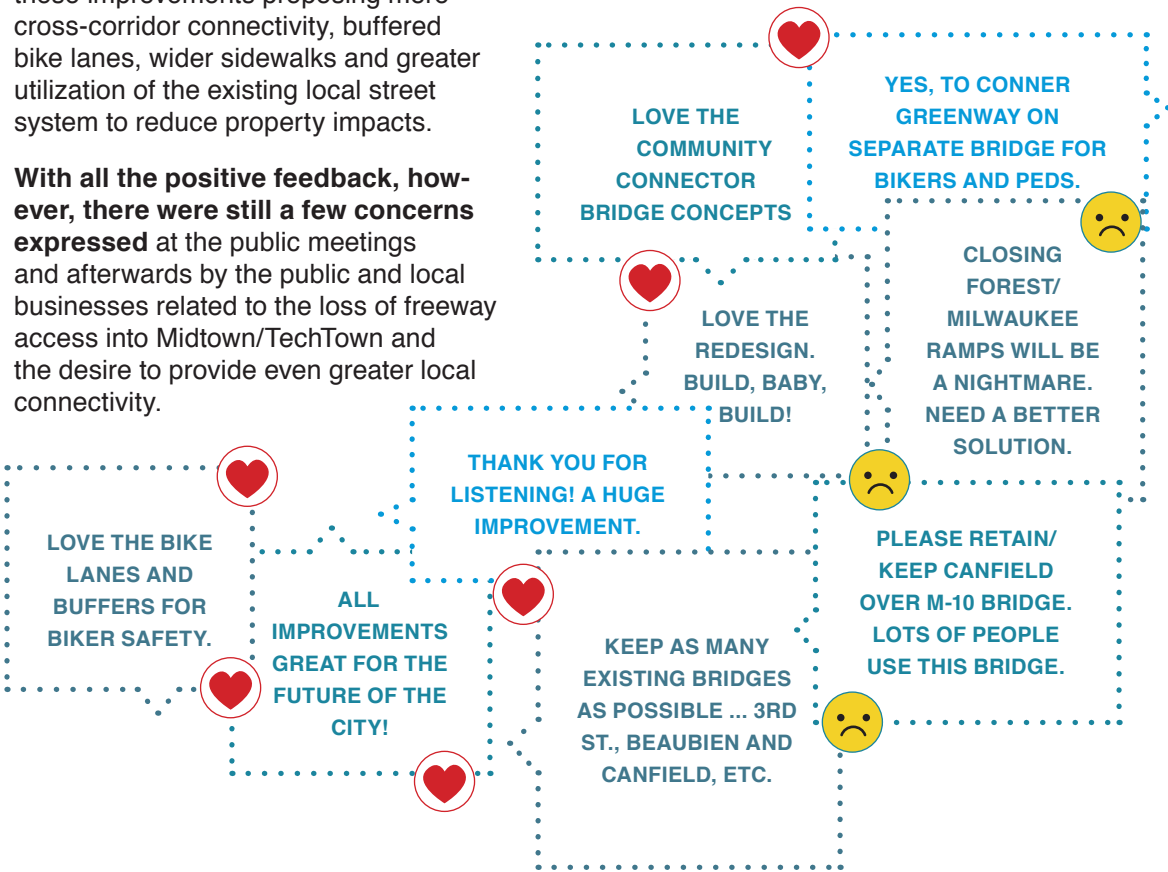
Back at the November 2016 public meetings, MDOT unveiled the Proposed Modifications under Consideration in response to feedback provided by the public in July 2015 which indicated a desire for improved local connectivity, more and wider nonmotorized facilities and a reduction in property impacts, especially to historic sites. The proposed modifications presented by MDOT in November 2016 provided the following benefits to address public concerns:

- Landscaped Buffers & Buffered Bike Lanes
- +7 Complete Streets Upgrades
- Reduced Property Impacts



Feedback from the more than 230 attendees at the November 2016 public meetings expressed broad support for these improvements proposing more cross-corridor connectivity, buffered bike lanes, wider sidewalks and greater utilization of the existing local street system to reduce property impacts.

With all the positive feedback, however, there were still a few concerns expressed at the public meetings and afterwards by the public and local businesses related to the loss of freeway access into Midtown/TechTown and the desire to provide even greater local connectivity.



Pathways to Construction Jobs



Photo Credit: Jim LeMay

Have you ever driven by a construction site and wondered, “How can I get a job doing that?”

Amid all the drilling and earthmoving and gigantic trucks moving back and forth, men and women are building roads and bridges that will last for decades. This is the kind of work that can never be outsourced. Last November, the I-94 open house meetings added a Skilled Trades Information Center to connect more people to apprenticeships,

which is the first step in getting a job that pays well on an MDOT construction project.

“In a few years, the I-94 Modernization Project will need all kinds of skilled trades workers to build the infrastructure that’s so critical to our transportation system,” said Tony Kratofil, P.E., MDOT Metro Region engineer.

Be sure to look for the Skilled Trades Information Center at upcoming open house events. To learn more about apprenticeship training programs, visit:

ACCESS FOR ALL:

Website: accessforalldetroit.com
 Phone: 248-955-3067
 E-mail: info@accessforalldetroit.com

DETROIT EMPLOYMENT SOLUTIONS:

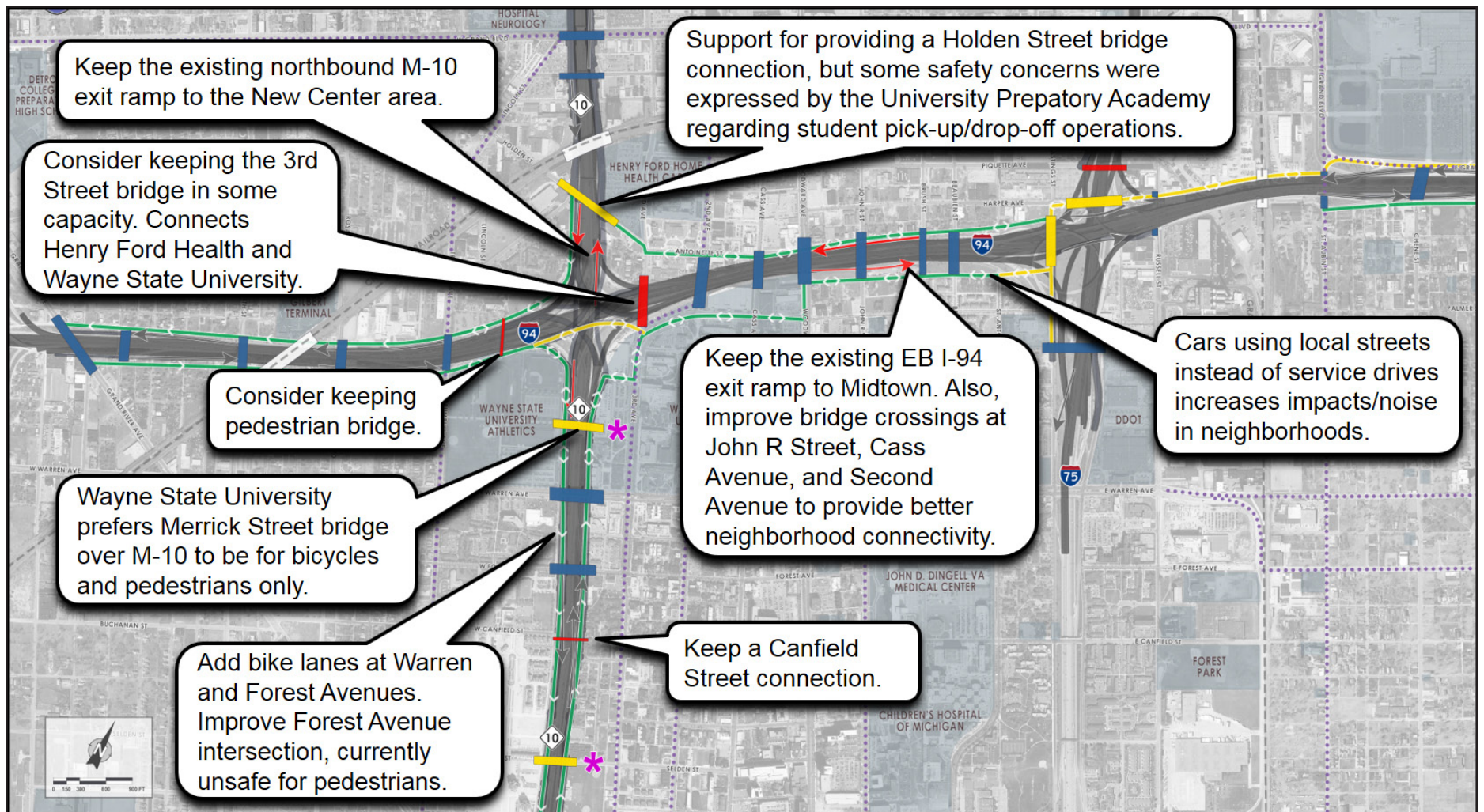
Website: detroitatwork.com/jobseeker/construction-transportation/
 Phone: 1-800-285-WORK

I-94 Project Proposed Modifications

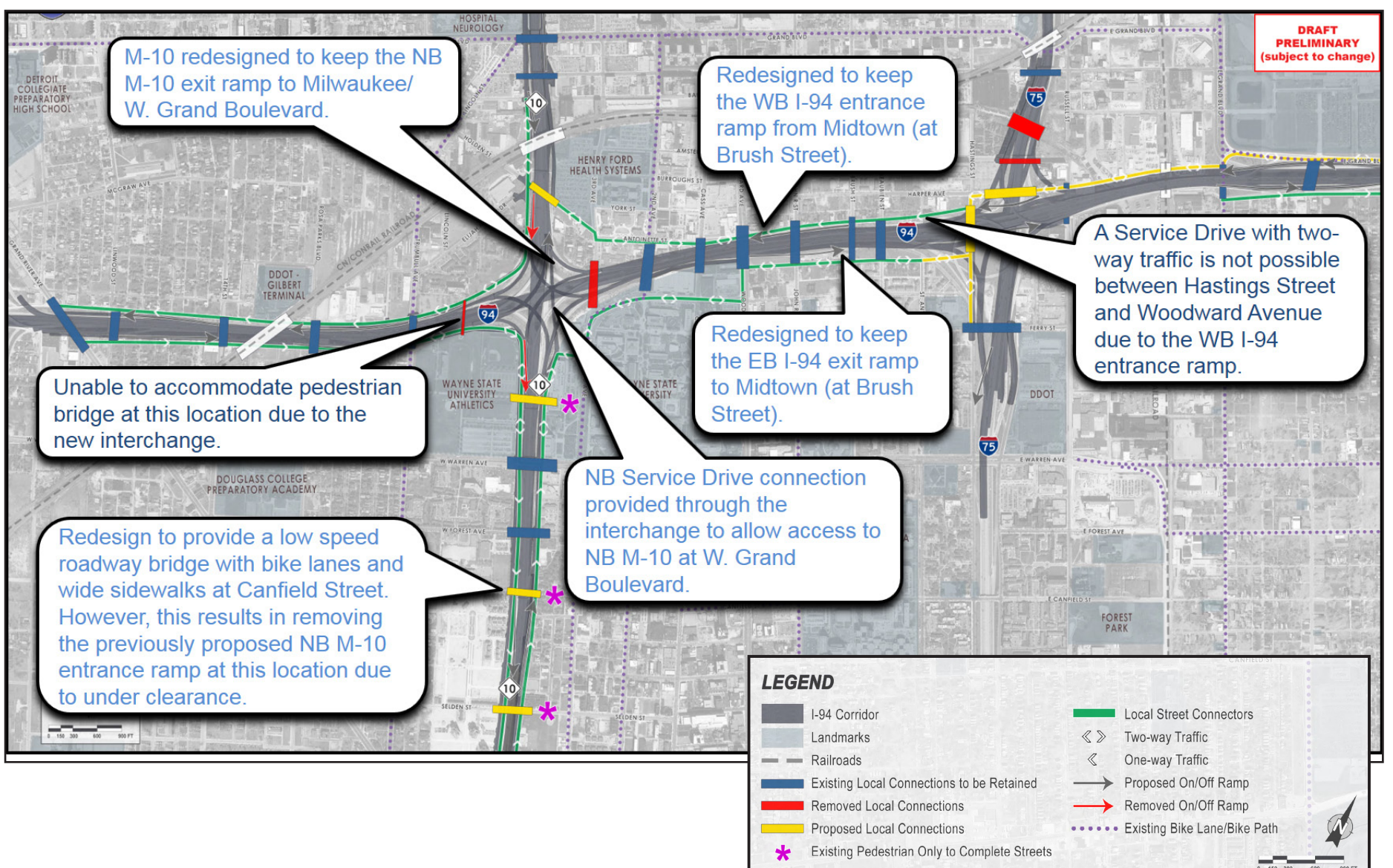
How to use stakeholder feedback maps

These maps show how MDOT used stakeholder input to refine the proposed project modifications that were presented at the November 2016 open house public meetings. The first map on each page shows what stakeholders said about the modifications as presented. The second map shows how stakeholder comments were used to refine each modification.

From I-96 to New Center: Recent Stakeholder Feedback

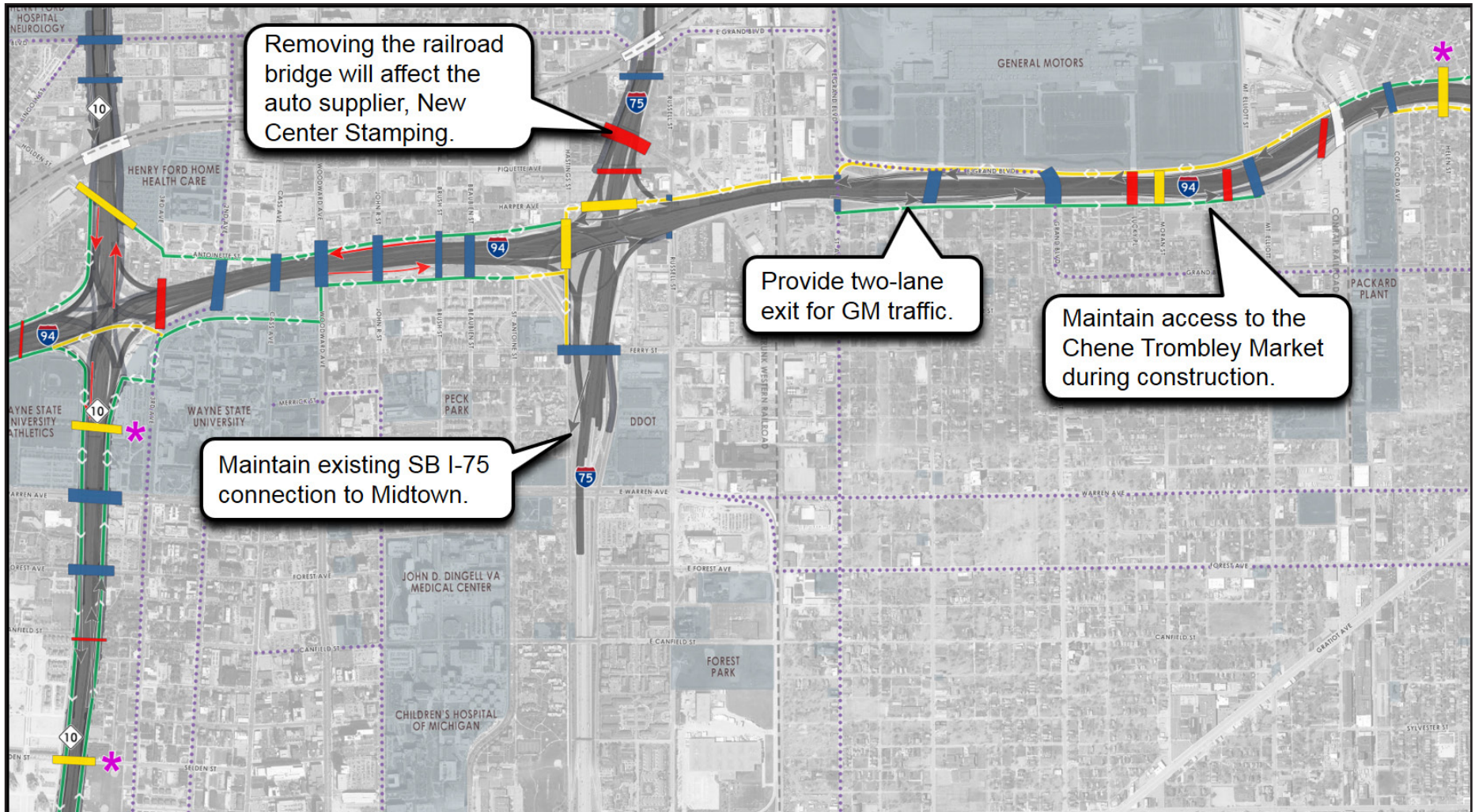


From I-96 to New Center: Proposed Modifications

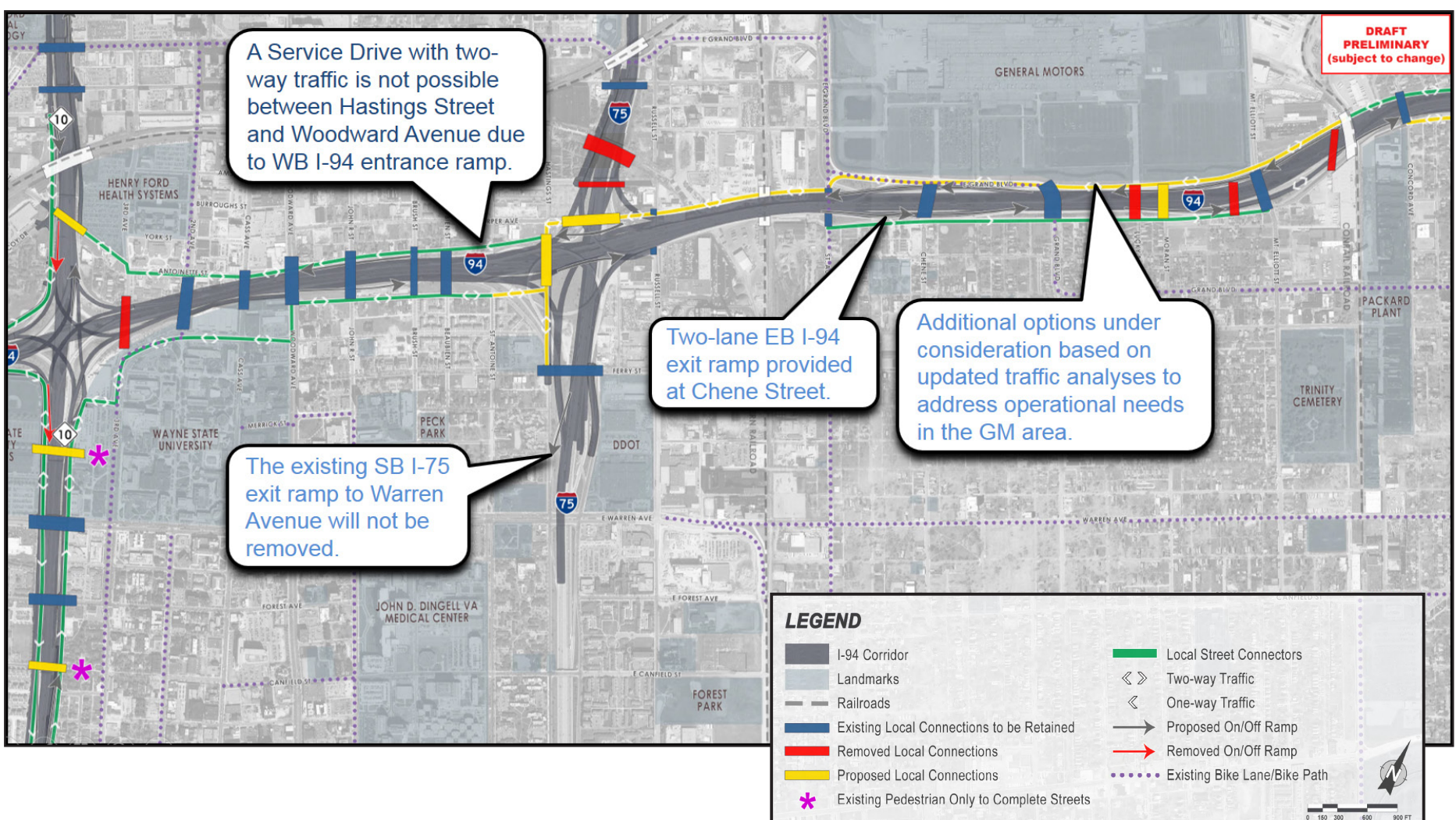


I-94 Project Proposed Modifications (continued)

From Midtown to Mt. Elliott: Recent Stakeholder Feedback

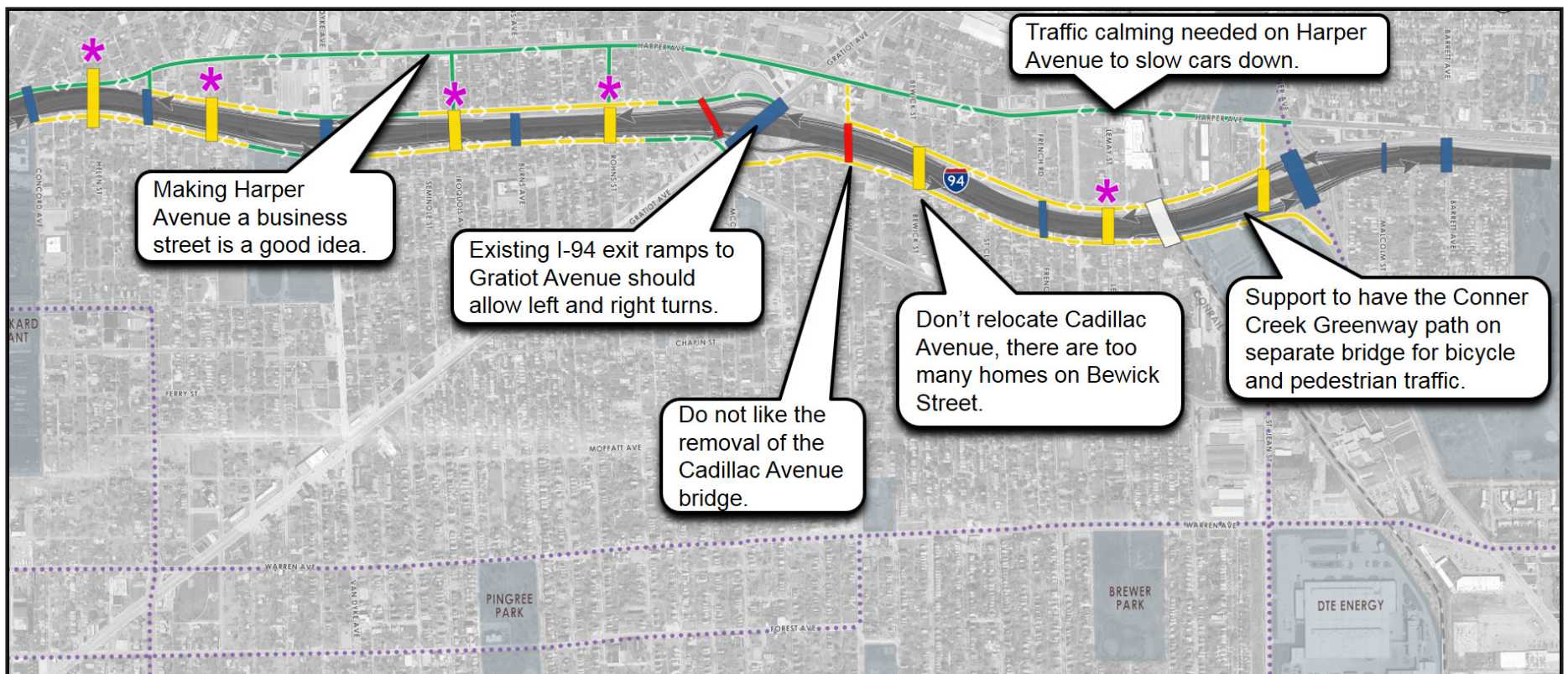


From Midtown to Mt. Elliott: Proposed Modifications



I-94 Project Proposed Modifications (continued)

From Mt. Elliott to Conner: Recent Stakeholder Feedback



From Mt. Elliott to Conner: Proposed Modifications



Supplemental EIS Gets Underway for Detroit I-94 Modernization Project

WILL ADDRESS PROPOSED MODIFICATIONS THAT CREATE BETTER STREET CONNECTIONS

On July 7, 2017, an **Notice of Intent (NOI)** was published in the Federal Register announcing MDOT’s plan to prepare an **SEIS** regarding the modernization of the I-94 freeway in Detroit.

The SEIS will address the addition of a series of proposed design modifications to improve the original design plan that was approved by the **FHWA** in 2005. It will consider how the modifications might impact a variety of resources, including the surrounding community, local traffic, storm water drainage, the economy, plants and animals, and parks and recreation.

The proposed modifications, first presented for public comment at the November 2016 open house meetings, were developed to address changes in the city of Detroit that have occurred over the past decade including, but not limited to, the redevelopment of Midtown. Overall, the focus of the design modifications is to:

- Better use existing city streets as local connections instead of building new, continuous service drives adjacent to the freeway as proposed in the original plan
- Modify local access ramps to and from I-94, M-10 and I-75
- Add **“Complete Streets”** bridges to provide multi-modal access, making them user-friendly for cars, bikes and pedestrians with wider walkways/paths separated from traffic and landscaping

Once a Draft SEIS is completed and published, MDOT will provide a 45-day public comment period and schedule a public hearing to solicit public comments. It is expected to take approximately two years to complete the draft document. Public hearing dates, locations and times will be announced through a Notice of Availability that will be widely published through local media and on the project website (www.michigan.gov/94detroit) at the appropriate time.

While MDOT moves ahead with the SEIS, other parts of the project will progress as well. This includes the design, right-of-way acquisition and construction work on freeway bridges that are in very poor condition. This work was selected to continue because it is not impacted by the proposed modifications.

The Advanced Bridges list and current schedule is on **page 8**.

“The SEIS process will study alternatives proposed by stakeholders that may have the potential to improve local connectivity and mobility for the residents of Detroit.”

Terry Stepanski
MDOT SENIOR PROJECT
MANAGER, I-94
MODERNIZATION PROJECT

SEIS Process

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

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 process is expected to take at least two years to complete.



KEY TERMS	Notice of Intent (NOI)	An NOI is widely published and signals the initiation of the environmental review process. The NOI announces that a Supplemental Environmental Impact Statement (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.
	Draft SEIS	A Draft SEIS is prepared, which focuses on the changes proposed. Once prepared, a Notice of Availability is widely published. The Draft SEIS is circulated and a public hearing is held to gather public and agency comments.
	Final SEIS	After circulation of the Draft SEIS and consideration of comments received, a Final SEIS is prepared. This document summarizes public and agency involvement and describes mitigation measures that will be incorporated into the project. The Final SEIS also documents compliance with all other applicable environmental laws and executive orders.
	Record of Decision (ROD)	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.

Have Your Say!

Public Engagement Opportunities

WHEN, WHERE AND HOW TO GIVE YOUR INPUT.

I-94 Resident Roundtables

WHAT

The I-94 project team will be attending community meetings and events in neighborhoods along the I-94 corridor this summer and fall to host I-94 Resident Roundtables. These sessions are designed especially for people living in and around the project area. You'll have the opportunity to learn more about the project and give your input about the proposed modifications directly to the I-94 team members.

GET INVOLVED

Come to one of the I-94 Resident Roundtables at a community meeting or event in your neighborhood. As roundtables are scheduled, MDOT will post the information in local media, on social media, the I-94 website (www.michigan.gov/94Detroit), community group websites, and other sources.

Invite us to a community function in your neighborhood. If you have a planned community, block club or organization meeting, we want to come and hear your thoughts and/or concerns. Contact the I-94 team at [313-230-1014](tel:313-230-1014) or i94Detroit@gmail.com.

I-94 Website

WHAT

The latest project information will be maintained on the project website at www.michigan.gov/94Detroit.

GET INVOLVED

Go to the project website at www.michigan.gov/94detroit to re-view available materials and click the link to MDOT-I94Detroit@michigan.gov to provide MDOT with your comments.

“We need community input --especially from people who live and work in the project area.”

Tony Kratofil
MDOT METRO REGION
ENGINEER

U.S. Mail

WHAT

Project stakeholders within a quarter-mile of the project limits will periodically receive public meeting invitations, flyers, newsletters and information about upcoming construction as new information is available.

You can also send comments about the project by mail.

GET INVOLVED

Send your written comments to:
MDOT I-94 Project Office, 3031 West Grand Boulevard, Suite 236, Detroit, MI 48202

Public Meeting

WHAT

Another public meeting is planned for early 2018. The purpose of this meeting is to share the Approved Selected Alternative with Modifications (that's the original I-94 design with the modifications to improve mobility and connectivity included) to be cleared as part of the SEIS process.

GET INVOLVED

Attend the public meeting! Date, time and location will be announced.

Public Hearing

WHAT

Once the Draft **SEIS** is complete, a formal public hearing will be held to gather comments and concerns from the public and all interested parties. These comments will be included in the Final SEIS that will be submitted to **FHWA** for review and approval.

GET INVOLVED

Attend the public hearing! Date, time and location will be announced.

I-94 Stakeholder Mailing List

WHAT

The I-94 stakeholder mailing list includes people who have attended an I-94 public meeting or expressed interest in the project. List members receive email notifications about upcoming I-94 Resident Roundtables, public meetings and hearings and the e-version of the I-94 Project Update.

GET INVOLVED

Sign up for the list. Please send your name, e-mail address and organization and title (if any) to i94Detroit@gmail.com.



I-94 Project Advisory Committees

The Local and Government Advisory Committees held a kick-off meeting on July 13, 2017 at the MDOT Operations & Service Center in Detroit.

Photo Credit: Bill Givens

To gather continuous input from all stakeholders, ensure that every voice is heard and modify the project to enhance and support Detroit's residents, the I-94 project team is convening two advisory committees: the Local Advisory Committee (LAC) and the Government Advisory Committee (GAC).

WHAT IS THE PURPOSE OF THIS LAC AND WHO REPRESENTS THIS GROUP?

The purpose of the LAC is to provide MDOT with additional feedback on the proposed project modifications and to share the latest project information with their neighbors, constituents and colleagues. Additionally, the project team will work with the LAC to engage area residents and other individuals and organizations to hear their comments, questions or concerns.

The LAC includes local community leaders, district managers from the city's Department of Neighborhoods, major businesses, institutions, nonprofit organizations, business associations, coalitions and faith-based leaders located within the project area.

WHAT IS THE PURPOSE OF THE GAC AND WHO REPRESENTS THIS GROUP?

The purpose of the GAC is to assist MDOT with the oversight of major activities associated with the project, provide comments, opinions and input for project development and contribute to policy decisions supporting the development of the project.

The GAC includes senior staff from agencies and local units of governments with a role in transportation improvements within the project area. These agencies include MDOT, FHWA, the City of Detroit, local, state and federal elected officials and others.

HOW DO I LEARN MORE ABOUT THESE ADVISORY COMMITTEES?

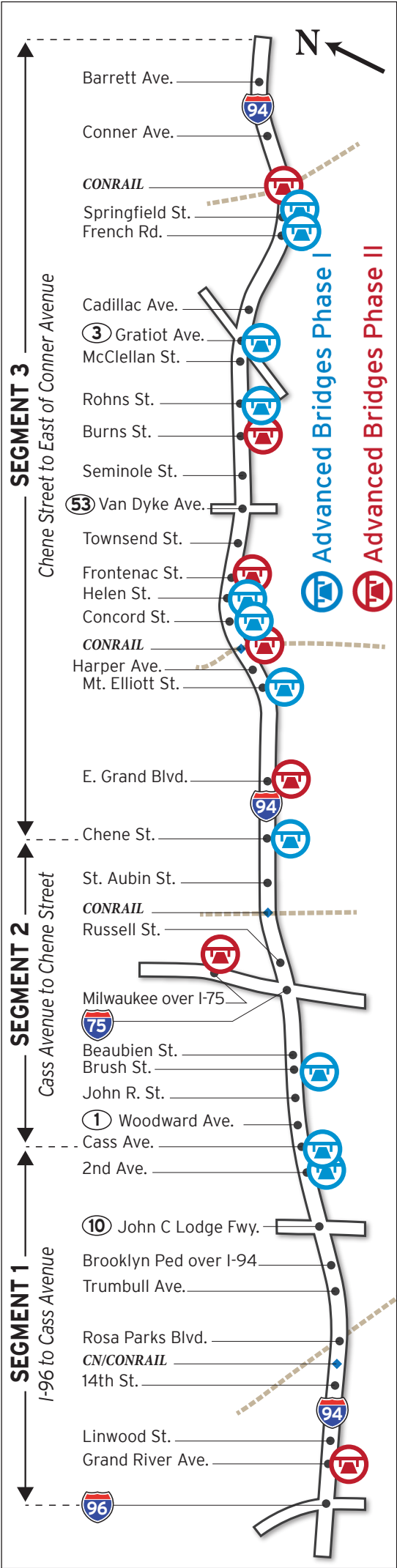
A listing of advisory committee members and summaries from regular meetings will be maintained on the I-94 project website at www.michigan.gov/94detroit.

The Advanced Bridges

MEANWHILE, PROGRESS CONTINUES

While MDOT moves ahead with the SEIS, other parts of the project will progress as well. This includes the design, right-of-way acquisition and construction work on freeway bridges that are in very poor condition. These are called the Advanced Bridges. This work was selected to continue because it is not impacted by the proposed modifications. The Advanced Bridges list and schedule is below.

I-94 ADVANCED BRIDGES PHASES 1 & 2 - TENTATIVE SCHEDULE



ADVANCED BRIDGES PHASE 1

STRUCTURE	PROPOSED CONSTRUCTION
Chene St.	2018
Gratiot Ave.	2018
Helen St.*	2018
Rohns St.*	2018
Springfield Ave.*	2018
Mt. Elliott St.	2019
Concord Ave.	2018
French Rd.	2018
Second Ave.	2019
Cass Ave.	2019
Brush St.	2019

ADVANCED BRIDGES PHASE 2

STRUCTURE	PROPOSED CONSTRUCTION
Grand River Ave.	2019 - 2020
E. Grand Blvd.	2019 - 2020
Frontenac St.	2019 - 2020
Burns St.	2019 - 2020
Milwaukee Ave.	2019 - 2020
Conrail Railroad	2021 - 2022
Conrail Railroad	2021 - 2022

PRIORITY BRIDGES PREVIOUSLY CONSTRUCTED

Woodward Ave. (with M-1 Rail Project)
Trumbull Ave.
Van Dyke Ave.

*Helen St., Rohns St., Springfield Ave., removal only.

Contact Information

I-94 PROJECT OFFICE
3031 West Grand Boulevard, Suite 236,
Detroit, MI 48202

MDOT PROJECT MANAGER
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MDOT COMMUNICATIONS
Rob Morosi
E-mail: morosir@michigan.gov
Phone: 248-483-5107

VISIT THE I-94 PROJECT WEBSITE
www.michigan.gov/94detroit

SEND YOUR SEIS COMMENTS AND QUESTIONS TO
i94Detroit@gmail.com

Transportation Terms

COMPLETE STREETS

- Streets designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

ENVIRONMENTAL IMPACT STATEMENT (EIS)

- A document prepared for an action (such as a transportation project) that is likely to have significant impact on the natural or human environment.
- It summarizes the major environmental impacts, outlines issues and examines reasonable alternatives for creating the project.
- It also recommends mitigation measures to minimize or eliminate negative effects. After the public comments on a draft and final environmental impact statement (FEIS), a Record of Decision is prepared that identifies the selected alternative for the project.
- Development of an EIS is required under the National Environmental Policy Act (NEPA).

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

- An agency of the United States Department of Transportation charged with assisting states to construct and improve highways, urban and rural roads, and bridges.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

- A law enacted in 1969 that required government agencies to make consideration of the impacts of their actions on the natural and human environments part of their decision-making processes. The lead agency for this EIS will be the Federal Highway Administration.
- For any action using federal funding or requiring federal approval, documentation that the agency has considered the impacts of its decisions on the environment is required under NEPA. Depending on the size and impact of the action, NEPA may require a documentation that the action requires no further consideration under NEPA (a Categorical Exclusion, called different things in different agencies), an Environmental Assessment, or, for the largest and most significant actions, an Environmental Impact Statement.

NOTICE OF INTENT (NOI)

- An NOI is an announcement that signals the start of an environmental review process (such as an SEIS) and is published widely.

RECORD OF DECISION (ROD)

- A document issued by the lead federal agency stating the agency's decision on the action documented in the EIS. The ROD states the selected choice or alternative for moving a project forward, other alternatives considered, and mitigation measures adopted for the selected choice or alternative.

*Resources: U.S. Department of Transportation, April 2015 and the Ohio Department of Transportation