



I-94 Modernization Project e-Update

May 2018

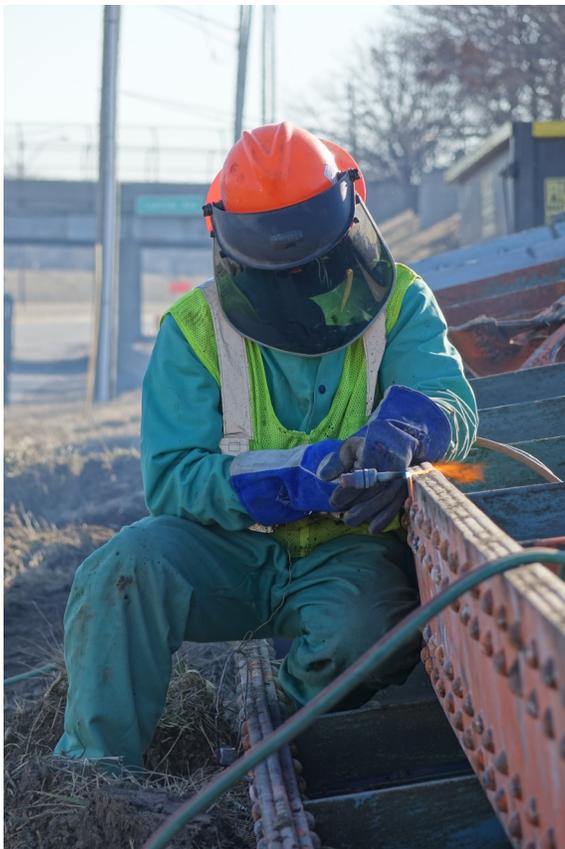
Welcome to the I-94 e-Update. Every month, we'll be sending you the latest happenings on the I-94 project. We'd love to hear from you, too!

Advanced Bridges

The advanced bridges project is MDOT's effort to reconstruct 18 bridges along the I-94 corridor in Detroit that are in the poorest condition. After closing the freeway to traffic over the weekend of March 16, project contractor C.A. Hull demolished Chene Street bridge and half of the Gratiot Avenue structure. (Chene Street bridge traffic is currently detoured to the Mt. Elliott Street bridge, while traffic is being maintained on the remaining half of the Gratiot Avenue structure.)



Demolition of the Chene Street bridge.



Demolition of the Gratiot Avenue bridge.

As of today, Chene Street bridge construction workers are driving pilings and building footings to create the structure's foundation. Meanwhile at Gratiot Avenue, excavation for the spread footings is taking place to create that bridge's foundation. These two brand new bridges are expected to open in November.

Later this year, French and Concord Street bridges are up for reconstruction. Also, pedestrian bridges at Rohns and Helen streets are scheduled to be replaced with Complete Streets bridges; and, the bridge previously at Springfield Street will be replaced at nearby Lemay Street.

Public Engagement

MDOT is continuing to meet with community members to get their input on proposed modifications to the original I-94 project design that was approved by FHWA in 2005. The goal of the proposed changes is to improve neighborhood connectivity and mobility. MDOT has participated in more than 25 community meetings and stakeholder briefings since late summer 2017, in addition to creating local and government advisory committees to provide input.

Community meetings are also being held to inform the community about advanced bridges projects as they are scheduled to begin.

Public Engagement, cont.

Project-area stakeholders are encouraged to contact Nate Ford, director of public engagement for the I-94 project team, for more information about the project or to discuss meeting opportunities. He can be reached by phone at **313-230-1410** or by e-mail at nkford@hntb.com.

Upcoming Community Meetings

Tuesday, May 22, 6 – 8 p.m.

I-94 Resident Roundtable Meeting, Council District 5
 Hosted by Council President Pro Tempore Mary Sheffield
 NextEnergy
 461 Burroughs St.
 Detroit, MI 48202

Accommodations can be made for persons with disabilities and limited English-speaking ability. Large print materials, auxiliary aids or the services of interpreters, signers, or readers available upon request. Please call Anita Richardson at **517-373-9534** to request accommodations at least seven days before the meeting date.

Learn Even More

I-94 Project Office

3031 West Grand Boulevard, Suite 236,
 Detroit, MI 48202

MDOT Project Manager

Terry Stepanski, P.E.
 E-mail: stepanski@michigan.gov
 Phone: 517-241-0233

MDOT Communications

Rob Morosi
 E-mail: morosir@michigan.gov
 Phone: 248-483-5107

Visit the new I-94 Project website

www.i94Detroit.org

Follow us on social media

Twitter: [@i94Detroit](https://twitter.com/i94Detroit)

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Send us your comments and questions

i94detroit@gmail.com

SEIS Process

The ongoing Supplemental Environmental Impact Statement (SEIS) process is studying design alternatives proposed by the stakeholders that may have the potential to improve local connectivity and mobility for the residents of Detroit. The SEIS process is expected to take at least two years to complete.



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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.