



The full document can be found at [I94Detroit.org](https://www.michigan.gov/I94Detroit.org).

For assistance with:

Accessing a printed copy, or portion of the document
Contact Terry Stepanski, I-94 senior project manager, at 517-241-0233 or StepanskiT@Michigan.gov.

Special Accommodations
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 are available upon request. To make a request, contact Monica Monsma by phone at 517-335-4381 or by e-mail at MonsmaM@Michigan.gov at least seven days before the meeting.

Adaptaciones Especiales
Se pueden hacer adaptaciones para personas con necesidades especiales y capacidad limitada para hablar inglés. Materiales impresos en grande, ayudas auxiliares o servicios de intérpretes, personas que hablan el lenguaje de señas o lectores están disponibles bajo solicitud previa. Para hacer una solicitud, comuníquese con Monica Monsma por teléfono al 517-335-4381 o por correo electrónico a MonsmaM@Michigan.gov al menos siete días antes de la reunión.

التسهيلات الخاصة
يمكن إجراء تسهيلات خاصة للأشخاص ذوي الإعاقة والقدرة المحدودة على التحدث باللغة الإنجليزية. تتوفر المواد المطبوعة بأحرف كبيرة والمساعدات الإضافية وخدمات المترجمين الفوريين أو مترجمي لغة الإشارات أو لقراءة النص عند الطلب. لتقديم الطلب، اتصل بمونيكا مونسمان عبر الهاتف على الرقم 517-335-4381 أو عبر البريد الإلكتروني على العنوان MonsmaM@Michigan.gov وذلك قبل الاجتماع بسبعة أيام على الأقل.

Future Public Engagement Opportunities

We still need your help as the project moves forward. Please be on the lookout for these future ways to be involved and make a difference in the I-94 project. There will be future public meetings to discuss:

- Design
- Transit planning
- Noise barriers
- Business mitigation planning
- Matters affecting travel during construction

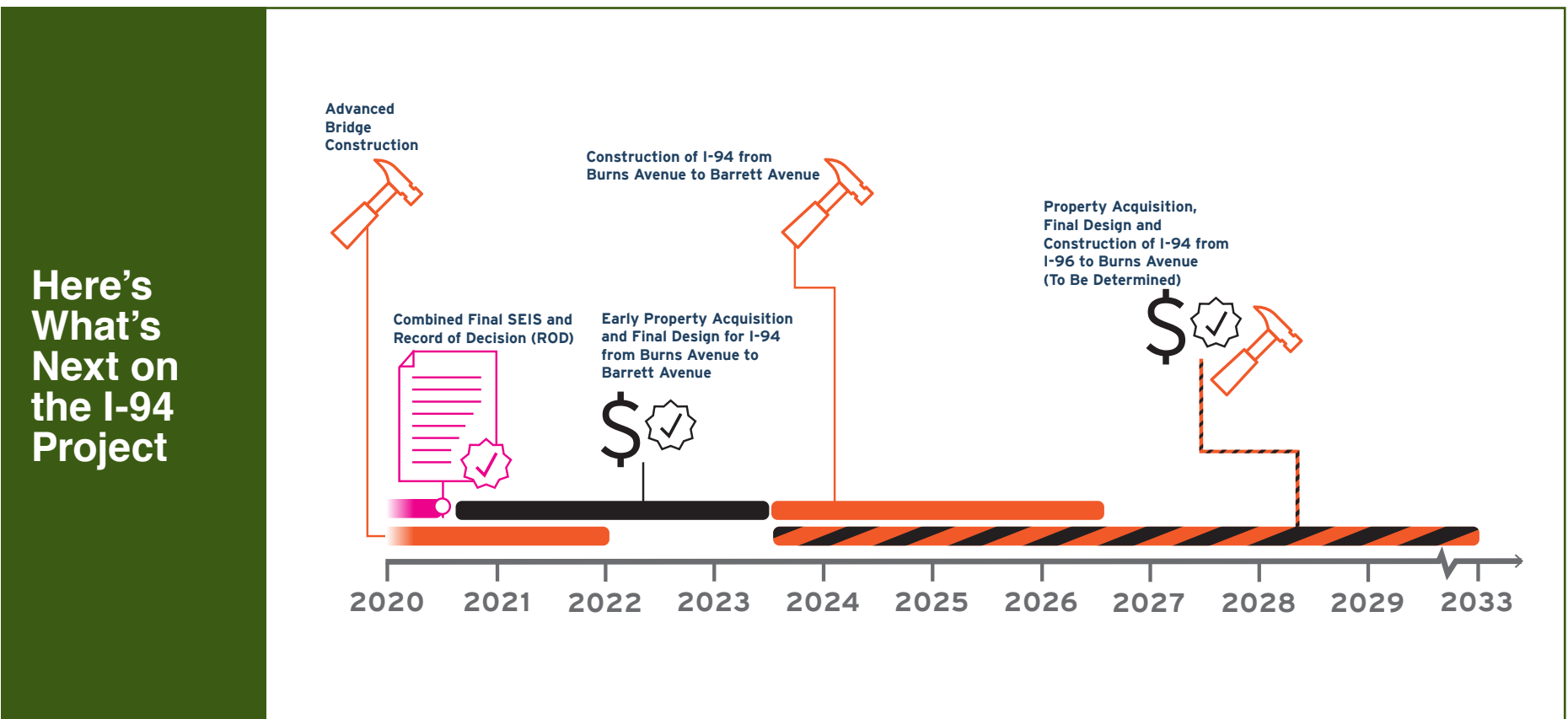


MDOT held public hearings at the Detroit Historical Museum and Wayne County Community College District – Eastern Campus on Oct. 10, 2019. Members of the public were invited to view exhibits and give formal testimony about a series of project modifications designed to increase neighborhood connectivity and mobility.

Combined FSEIS and ROD 101: Frequently Asked Questions

The Combined Final Supplemental Environmental Impact Statement and Record of Decision (Combined FSEIS and ROD) is more than 500 pages long. The following FAQ will help you understand key aspects of the document and find information that may be of interest to you.

What is the Combined FSEIS and ROD?	How did MDOT respond to public comments on the Draft Supplemental Environmental Impact Statement (DSEIS)?
The Combined FSEIS and ROD is the formal document issued by the Federal Highway Administration (FHWA) on June 30, 2020, in compliance with the National Environmental Policy Act of 1969 (NEPA). It describes and analyzes the proposed project and the measures the Michigan Department of Transportation (MDOT) will implement to meet the project purpose and need while minimizing environmental impacts. The Combined FSEIS and ROD is the final step in the federal NEPA environmental review process.	MDOT and FHWA received many valuable comments and input on the DSEIS during the public comment period between Sept. 15 through Oct. 29, 2019, and at public hearings on Oct. 10, 2019. These comments, from members of the public, representatives of stakeholder groups and from state, local and federal agencies, are summarized in the Combined FSEIS and ROD. Some popular topics included: <ul style="list-style-type: none">• Concerns about adding a lane and the potential associated impacts of induced traffic• Requests for more investment in non-highway projects and support for transit, bicycle, and pedestrian improvements• Concern about the fate of United Sound Systems Recording Studios and other historic properties• Support and appreciation for the project These and many more comments, along with MDOT's responses to them, can be found in Table 1-3 of the Combined FSEIS and ROD .
Why is the Combined FSEIS and ROD important?	What will MDOT build?
The Combined FSEIS and ROD is important because it documents how MDOT evaluated public comments and environmental impacts to arrive at a selected alternative. It completes the NEPA environmental requirements and gives MDOT the ability to move ahead with final design, property acquisition and freeway construction on the I-94 Modernization project. Construction is expected to begin in 2023 on the east end of the project.	The Combined FSEIS and ROD summarizes all the alternatives that were evaluated for the project and describes the Selected Alternative. Having obtained federal approval, the Selected Alternative is now MDOT's approved alternative for rebuilding I-94 . Information and a concept plan for the Selected Alternative can be found in Chapter 2 and Appendix F of the Combined FSEIS and ROD .
What is in the Combined FSEIS and ROD?	What mitigation measures has MDOT agreed to in order to minimize impacts on the community?
The Combined FSEIS and ROD contains important information about the I-94 project, such as: <ul style="list-style-type: none">• The factors that influenced the selection of an alternative• How people participated and provided input and comments during planning, design and environmental review• How MDOT responded to comments from the public and other stakeholders• What MDOT will build• What mitigation measures MDOT and FHWA have approved to minimize impacts on the environment	A list of mitigation measures MDOT will implement are found in the Combined FSEIS and ROD's " Green Sheets " in Chapter 2 . Mitigation measures will address the United Sound Systems Recording Studios, transit planning, matters affecting travel during construction, and many other issues.



Moving the Detroit I-94 Modernization Project Forward: Guide to the Combined Final Supplemental Environmental Impact Statement and Record of Decision



Above illustration shows the selected alternative for the I-94 Modernization project.



To the I-94 Stakeholder Community – Thank You for Your Help!

I-94 in Detroit was constructed more than 50 years ago. The purpose of the I-94 Modernization project is to rebuild the freeway to improve safety and neighborhood connectivity and support commerce.

Recently, the Michigan Department of Transportation (MDOT) received the final environmental clearance from the Federal Highway Administration (FHWA), allowing us to proceed with next steps toward rebuilding approximately 7 miles of the I-94 roadway between I-96 and Conner Avenue. Today, we want to announce the release of these environmental documents, including the Combined Final Supplemental Environmental Impact Statement and the Record of Decision (Combined FSEIS and ROD).

Normally, your local libraries and MDOT offices would host hard copies of the environmental documents for your review; however, the COVID-19 pandemic prevents this from happening. To stay safe and provide you with maximum opportunities to review the final environmental documents, we are relying on this mailer to provide you with a guide to the Combined FSEIS and ROD in case you would like to contact us for further information. Of course, all of the documents are available on the website, but we understand that not everyone has access to the Internet, so we are using the mail to reach out and let you know that we are here to assist you with full access to these public documents no matter what the method.

Our I-94 team says “Thank You!” to the community. We asked you to help us make the I-94 project better and you responded by sharing your time and ideas. FHWA seriously considered what you had to say – and how we responded to your concerns— before issuing the federal approval for the Combined FSEIS and ROD. Make no mistake, it is because of you, our community partners, that we have reached this important milestone.

As we move into the next phases of the project, including design and construction, there will be many more opportunities for community input and partnership. It is our hope those of you who participated so far will continue to do so, and others will join you.

Thank you again for your past – and future – support.

Sincerely,

Terry Stepanski, P.E.
I-94 senior project manager
Michigan Department of Transportation

Property Acquisition Information	If your property is affected by the project, MDOT's acquisition team will reach out to you directly. Please beware of scams! If you are approached by anyone asking to purchase your property for the I-94 project, please reach out to us first. You can also interact with our property team at future public engagement events. MDOT published a booklet titled “Your Rights and Benefits” that provides general information about property acquisition. You can find it on the MDOT website: https://www.Michigan.gov/Documents/RightsBenefits_25499_7.pdf .	If you have any questions or concerns about your property, please contact Terry Stepanski, I-94 senior project manager, at 517-241-0233 or by e-mail at: StepanskiT@Michigan.gov .
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You Are Invited to a Virtual Public Meeting!

To protect everyone's safety, please join the I-94 team online or by phone.

Why?

To learn more about the **Combined Final Supplemental Environmental Impact Statement and What's Next for the I-94 Project**

When?

Thursday, Aug. 13, 2020

9:30 – 11:30 a.m.

5:30 – 7:30 p.m.

How to Connect?

9:30 a.m. Morning Session: <https://tinyurl.com/ycvppppp>

5:30 p.m. Evening Session: <https://tinyurl.com/y8x2d4ot>

Morning and Evening Session by Phone:
Dial: 669-900-9128, Webinar ID: 938 7219 2824, Passcode: 466397



Public hearing held in October 2019.

We look forward to answering your questions!!



I-94 Modernization Project

SUMMER/FALL 2020



MDOT is already rebuilding bridges over I-94 that are in the poorest condition. Advanced bridges completed so far are located at Woodward, Trumbull, Van Dyke, Concord, and Gratiot avenues; Brush and Chene streets and French Road. Bridges at Second Avenue, East Grand Boulevard and Mt. Elliott Street are currently under construction. For more information on advanced bridges, visit I94Detroit.org.



I-94 Project Office

3031 W Grand Blvd., Suite 236
Detroit, MI 48202

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GET THE FACTS.

Visit the I-94 Project Website I94Detroit.org
Follow us on social media: [Twitter: @I94Detroit](https://twitter.com/I94Detroit) -- [Facebook: fb.com/I94Detroit/](https://facebook.com/I94Detroit/)
Call Terry Stepanski, P.E., I-94 senior project manager at: 517-241-0233

I-94 Timeline A Brief History of the Project

1994
MDOT initiates an Environmental Impact Study (EIS) for I-94 in Detroit.

DECEMBER 2005
A Record of Decision (ROD) is issued, allowing MDOT to move forward with final design, property acquisition and construction activities.

DECEMBER 2004
The Final Environmental Impact Statement (FEIS) for modernizing I-94 is completed by MDOT and approved by 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

FALL 2010
A Detailed Engineering Report is completed that provides key information necessary to move the project forward. After it is approved, MDOT begins design and construction on a series of I-94 bridges identified as being in poor condition.

SEPTEMBER 2015
MDOT hosts open house events in Detroit to gather feedback from the public, primarily on ways to improve local connectivity and mobility.

SEPTEMBER 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.

SEPTEMBER 2017
MDOT announces plans to prepare a Supplemental Environmental Impact Statement (SEIS) to address proposed modifications to the project. A Notice of Intent is published signaling the start of the environmental review process. The SEIS is necessary because changes to the project have been proposed that may result in impacts not evaluated in the 2004 FEIS.

FALL 2017
MDOT begins work for developing a Draft Supplemental Environmental Impact Statement (DSEIS) to analyze noise, air quality and water, cultural and natural resources. MDOT continues design and construction to rebuild I-94 bridges in poor condition.

FALL 2018 THROUGH WINTER 2019
To gather stakeholder input on the proposed design modifications for the DSEIS, MDOT forms Local and Government Advisory Committees, and collaborates with the City of Detroit. The I-94 project team participates in nearly 50 public engagement meetings to hear ideas and concerns from the public. Work on the advanced bridges continues.

FALL 2019
A Notice of Availability is published announcing a 45-day public comment period and public hearings to solicit input from all stakeholders on the DSEIS. Two public hearings are held on Oct. 10, 2019.

SUMMER 2020
A Combined Final Supplemental Environmental Impact Statement and Record of Decision is signed by FHWA in compliance with the National Environmental Policy Act of 1969 and published in the Federal Register. MDOT now has the ability to move ahead with final design, property acquisition and construction on the I-94 Modernization project.

I-94 Project Map

Project area for the I-94 project extends from I-96 east to Conner Street in Detroit.

