

I-375 IMPROVEMENT PROJECT

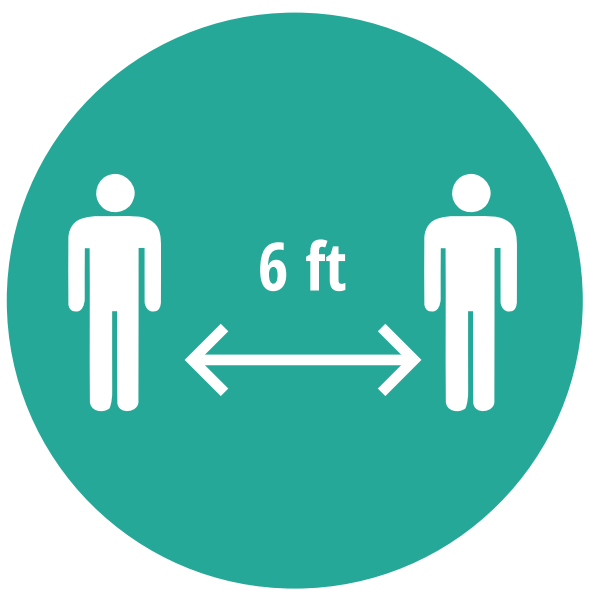
Welcome

COVID-19 SAFETY PRECAUTIONS

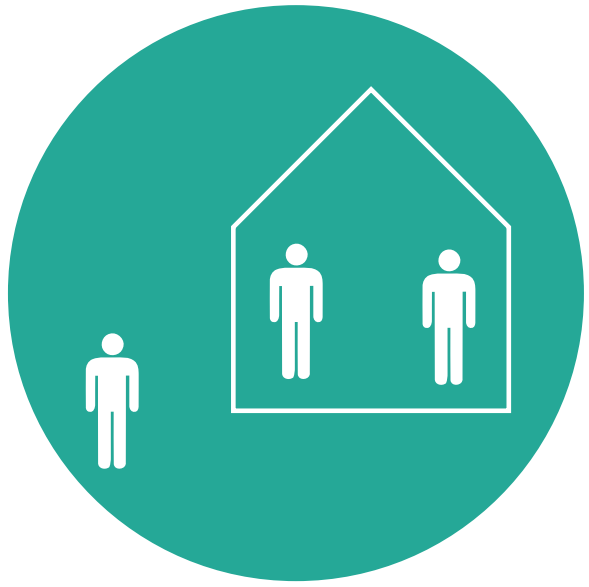
To ensure the safety of all guests and staff, the following preventative measures will be enforced to reduce the spread of COVID-19 and other respiratory diseases:



All attendees are required to wear a face covering at all times.



Participants should remain at least six feet away from other attendees and staff.



Due to current state guidelines, a limited number of people are allowed inside the room at a time and are required to follow social distance guidelines.

CONTACT US

MDOT-I-375Corridor@Michigan.gov

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www.Michigan.gov/I375study



I-375 IMPROVEMENT PROJECT

Purpose & Need

PROJECT PURPOSE

The purpose is to identify a transportation improvement alternative that will:

- Address outdated interchange design, deteriorated bridges and roadway with an appropriate solution which considers safety, operations and long-term life-cycle costs.
- Address existing and future transportation needs and roadway safety for all users.
- Improve connectivity to surrounding areas for both vehicular and nonmotorized users, and enhance connections to existing and planned transit services which may result in improved community health.
- Enhance access to enable future development and other placemaking opportunities envisioned in official land use and long-term economic development plans.

PROJECT NEED

The proposed project will address the following needs:

- Deteriorated bridges crossing I-375, which are over 50 years old, and deteriorated pavement conditions.
- Outdated existing geometric conditions, such as ramp widths and sharp curvature at the south end of the corridor, along with insufficient weave/merge areas, which result in elevated crash rates and increased congestion.
- Lack of a direct connection for vehicles and pedestrians to the developing East Riverfront from the I-375 corridor.
- Poor connectivity and confusing access to downtown destinations through the I-75/I-375 Interchange and Gratiot Avenue Connector. Operational congestion and safety issues along the Jefferson Avenue corridor west of I-375 due to high volumes and inefficient left turning movements.
- Poor environment in I-375 and Jefferson Avenue corridors for transit and nonmotorized travel, including long pedestrian crossing distances, lack of bike facilities, and poor connectivity to existing transit services.

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Project Timeline

I-375 TIMELINE A BRIEF HISTORY OF THE PROJECT

MAY 2017

MDOT hosted a public meeting at Eastern Market to present the Illustrative Alternatives. Feedback from the meeting was incorporated and considered in the evaluation of the Illustrative Alternatives.

SUMMER/FALL 2017

A traffic analysis and alternative screening are conducted to evaluate the different interchange and boulevard options and analyze their impacts, resulting in two Practical Alternatives.

2019

MDOT introduced a new interchange design with a smaller footprint and enhanced connectivity. The new interchange was evaluated and refined.

2020

A Preferred Alternative is selected for study and the EA document is completed.

2014

In a joint effort between MDOT, the Federal Highway Administration (FHWA), and local stakeholders, a Planning and Environmental Linkages (PEL) study was conducted that defined the project purpose and need and Illustrative Alternatives. The study included community outreach and technical analysis of traffic operations and safety. With support from stakeholders, recommendations from the PEL were carried forward for further study.

DECEMBER 2017

MDOT hosted the second public meeting to discuss the Practical Alternative refinements and the traffic analysis.

2018

MDOT conducted a series of workshops with the City of Detroit, made further refinements to the Practical Alternatives and continued to engage stakeholders.

JANUARY 2021

The document is available and the public comment period begins. Public feedback will be gathered at a public hearing and through virtual outreach. If FHWA determines the proposed action does not result in significant impacts, they will then issue a Finding of No Significant Impact (FONSI), making the Preferred Alternative the Selected Alternative.

NEXT STEPS



DE-DESIGNATION PROCESS

The project requires the permanent de-designation of I-375, which is the removal of this section of highway from the Interstate System of Highways. Additionally, it would designate the boulevard as a non-freeway National Highway System route.



FINAL DESIGN PHASE

MDOT will develop a traffic plan to maintain temporary access for residents and businesses during the construction period. The event area will undergo a separate analysis that will result in permanent changes to the design. The final design of the corridor will be completed and local stakeholders will be engaged during this phase of the project for additional feedback before work begins.



CONSTRUCTION

Currently, the project is planned to start in spring 2027. MDOT will continue to evaluate opportunities to perform the project earlier. The project team will work closely with stakeholders throughout design and construction.

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Screening Process

Illustrative Alternatives identified in the 2014 PEL Study were carried into the Environmental Assessment and screened

Alternatives screened to identify Practical Alternatives

Refinements made based on stakeholder feedback and detailed technical and environmental analysis

Alternatives screened to identify a Preferred Alternative

+ 2 Illustrative Interchange Alternatives

PLANNING AND ENVIRONMENTAL LINKAGES STUDY

The 2014 Planning and Environmental Linkages (PEL) Study defined the project purpose and need and alternatives to address those needs.

The study included community outreach and technical analysis of traffic operations and safety. The planning decisions made during the PEL study were carried forward into the NEPA review process.

ENVIRONMENTAL ASSESSMENT INITIATED

ILLUSTRATIVE ALTERNATIVES

Six Illustrative Alternatives and two Illustrative Interchange Alternatives from the 2014 PEL Study were studied further as part of the NEPA process. A screening process based on the purpose and need and stakeholder feedback was completed to narrow the six Illustrative Alternatives to two Practical Alternatives.

PRACTICAL ALTERNATIVES

Two Practical Alternatives were identified through the Illustrative Alternative screening, and combined with one Interchange Alternative. One Practical Alternative was selected to be further refined.

PRACTICAL ALTERNATIVE REFINEMENTS

Four refined Practical Alternatives were developed based on a need to further analyze the boulevard and the introduction of a new interchange alternative as a result of stakeholder feedback.

PREFERRED ALTERNATIVE

A Preferred Alternative was selected and is analyzed in the Environmental Assessment.

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Environmental Effects

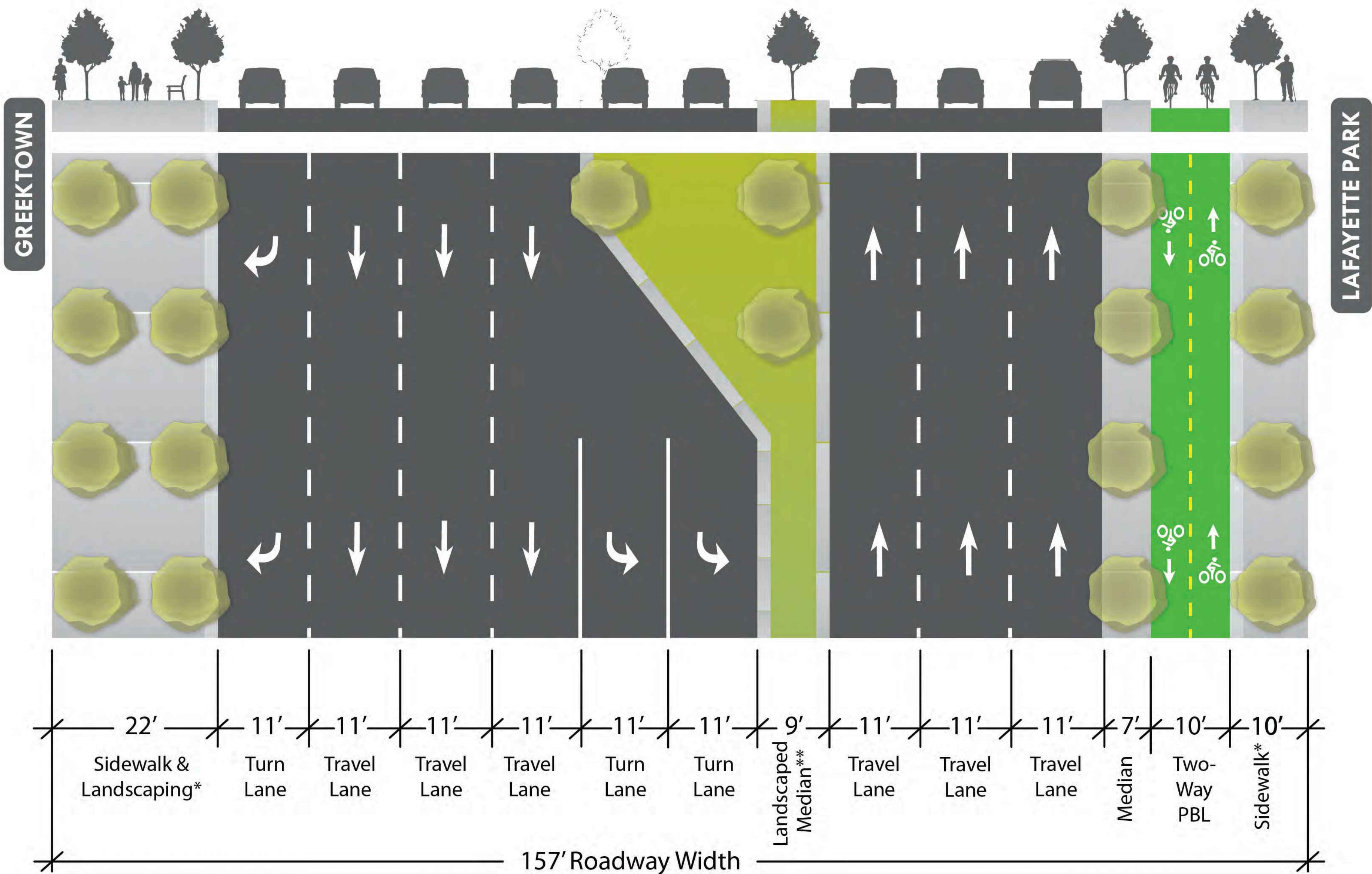
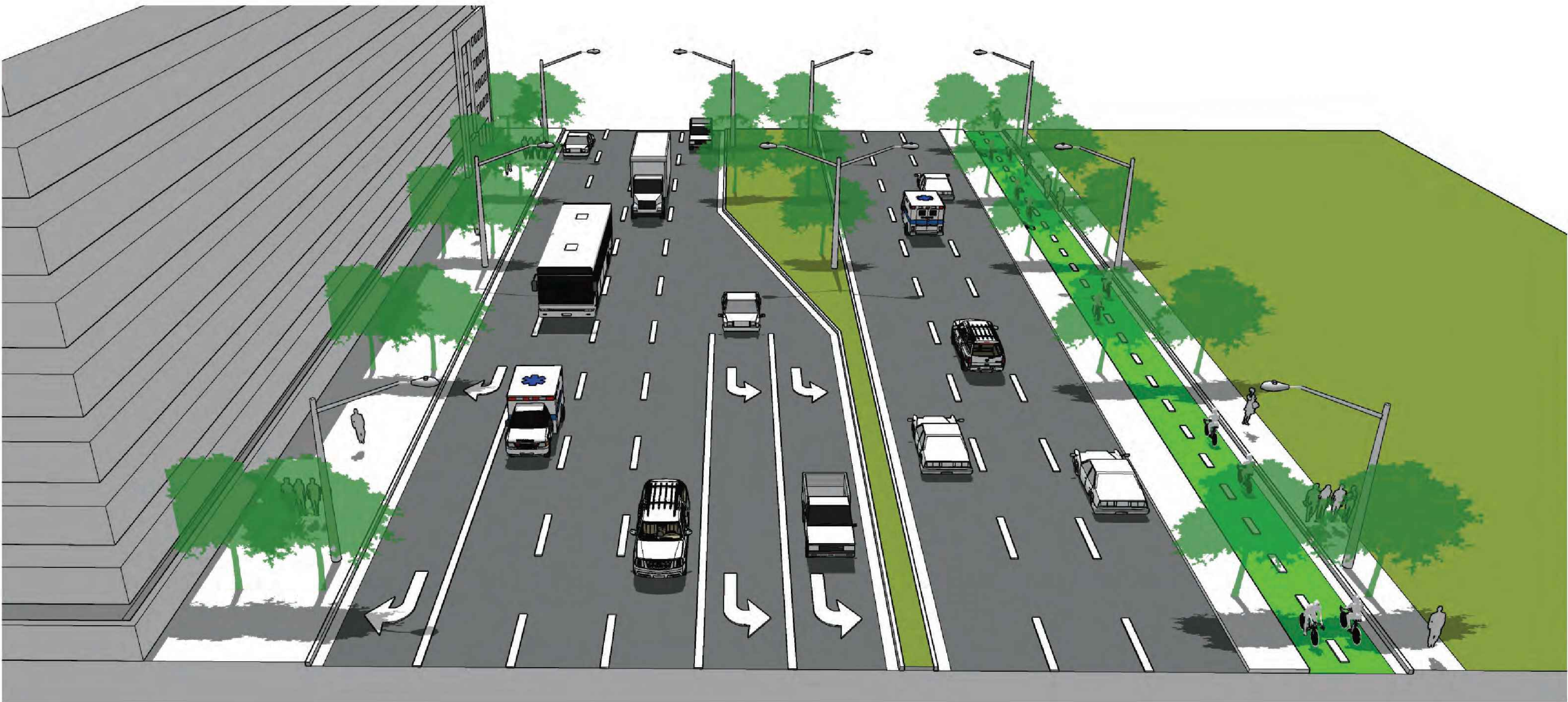
STUDY PARAMETER	EFFECT	MITIGATION
Public Transportation	Providing infrastructure to support expanded transit service, improved bus stop placement, and improved east-west connectivity.	Temporary or permanent bus stop location and route detours will be coordinated with DDOT/SMART.
Vehicular	Addition of more intersections. Benefit from reduced speeds at the boulevard and eliminating the Jefferson Avenue Curve.	Best Management Practices (BMPs) will be utilized to reduce speeds, such as traffic calming measures.
Nonmotorized	Addition of marked pedestrian crossings, two-way cycle track and new connections to the riverfront and east-west. Increased number of conflict points with vehicles.	BMPs for non-motorized design will be utilized to improve vehicular and pedestrian safety, such as countdown signals, refuge island, and protected left-turns.
Parking	449 spaces removed	None
Right-of-Way	3.24 acres of Fee Simple Acquisition 0.87 of Temporary Easement	The purchase of property will be conducted in accordance with state and federal laws. All temporary grading easement areas will be returned to existing condition or better.
Environmental Justice and Title VI	Not disproportionately high or adverse	None
Historic Resources	No adverse effect	MDOT will maintain access to historic properties and conduct monitoring where necessary during construction.
Section 4(f)	Temporary impacts to Dequindre Cut Greenway (1.143 acres) and RiverWalk/Iron Belle Trail (0.393 acres). Temporary impacts to Holy Family and Mrs. Solomon Sibley.	Access will be maintained during construction and when construction has been completed, the properties will be returned to as good, or better condition.
Air Quality	No adverse effect	None
Noise	27 Impacted noise receptors	There is no feasible way to build a noise wall that provides enough benefit for the receptors.
Contaminated Properties	Potentially 12	MDOT will complete the recommended Phase II Preliminary Site Investigation (PSIs) for sites within the Project footprint during final design.
Natural Resources	None	During the Project's design, the existing natural and ornamental vegetative cover, including trees, will be preserved and replaced where possible.
Water Resources	Decrease in impervious surfaces to 80.8 acres, 9% less than the existing amount of impervious surface.	The Project will include BMPs to protect water quality, preserve water resources and minimize the overall impact on aquatic resources.
Short-term Construction	Temporary impacts to traffic, soil erosion and sedimentation control, construction air quality, construction noise, and construction vibration.	MDOT will follow MDOT Standard Specifications for Construction for mitigation.

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Boulevard Cross Section

TYPICAL CROSS SECTION FOR THE PREFERRED ALTERNATIVE
NORTH OF LAFAYETTE AVENUE

Viewer is looking north

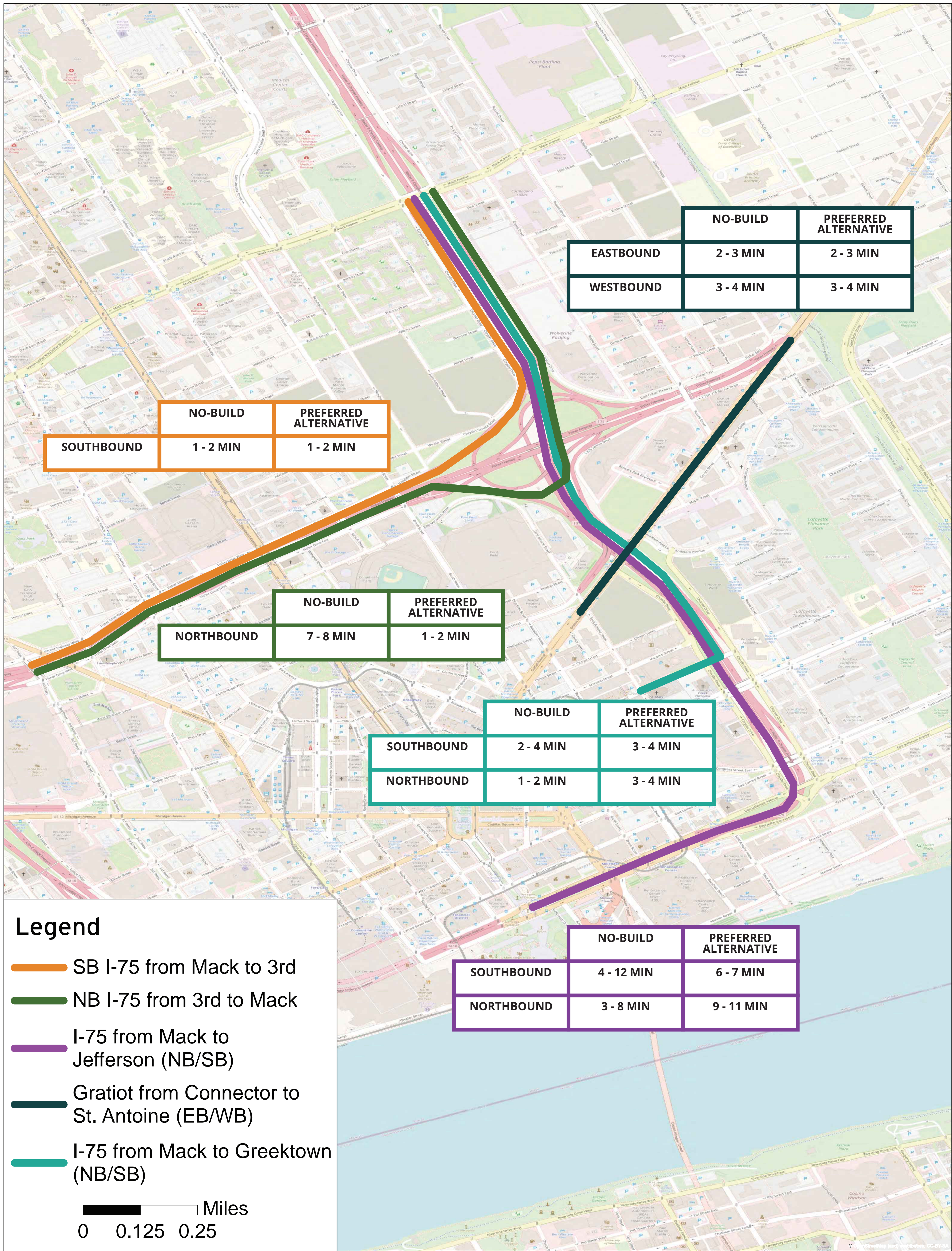


* Includes 2' curb and gutter
** Includes 2' curb and gutter on both sides

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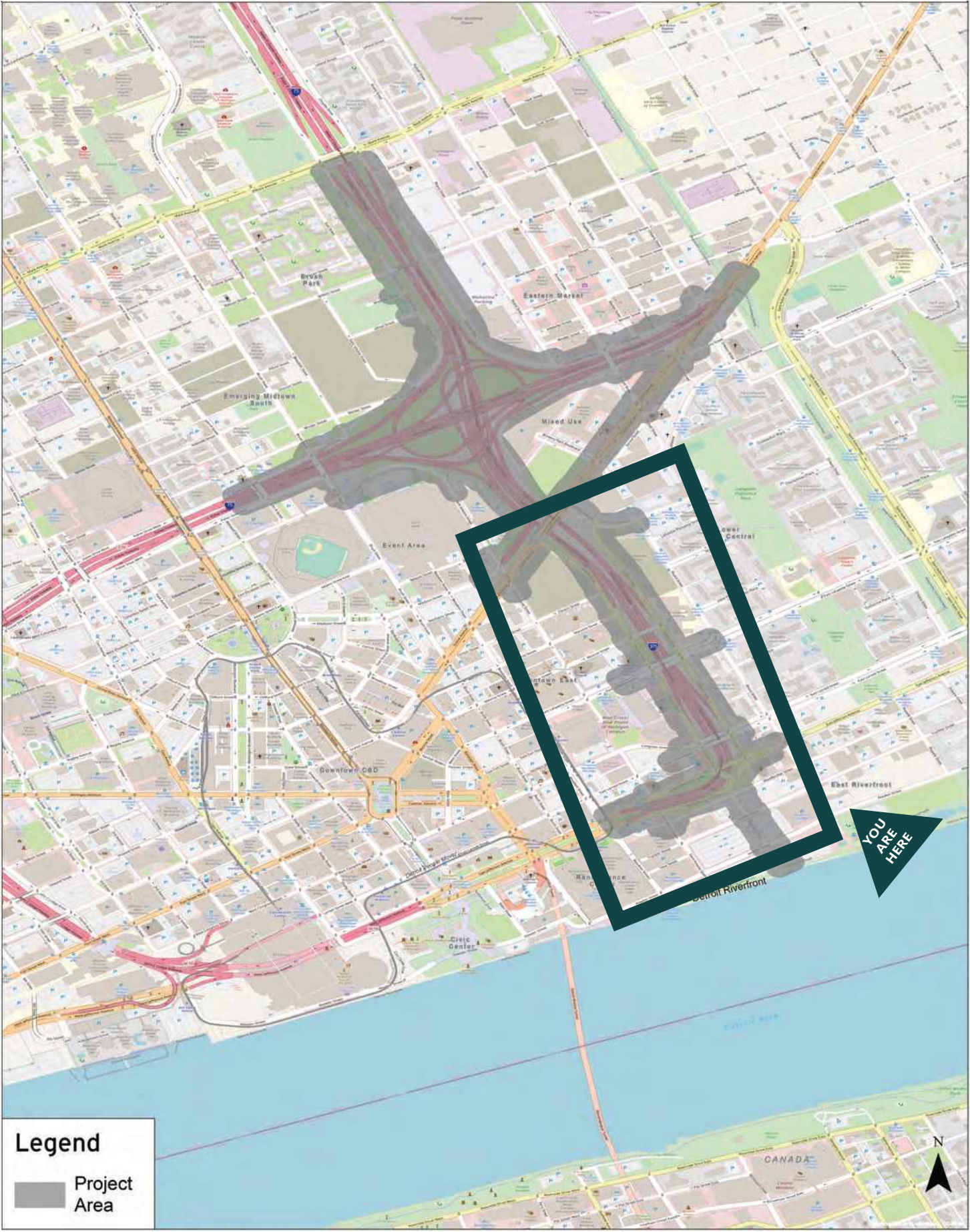
Future Travel Times

TRAVEL TIMES PREDICTED FOR 2040



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Boulevard



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Riverfront

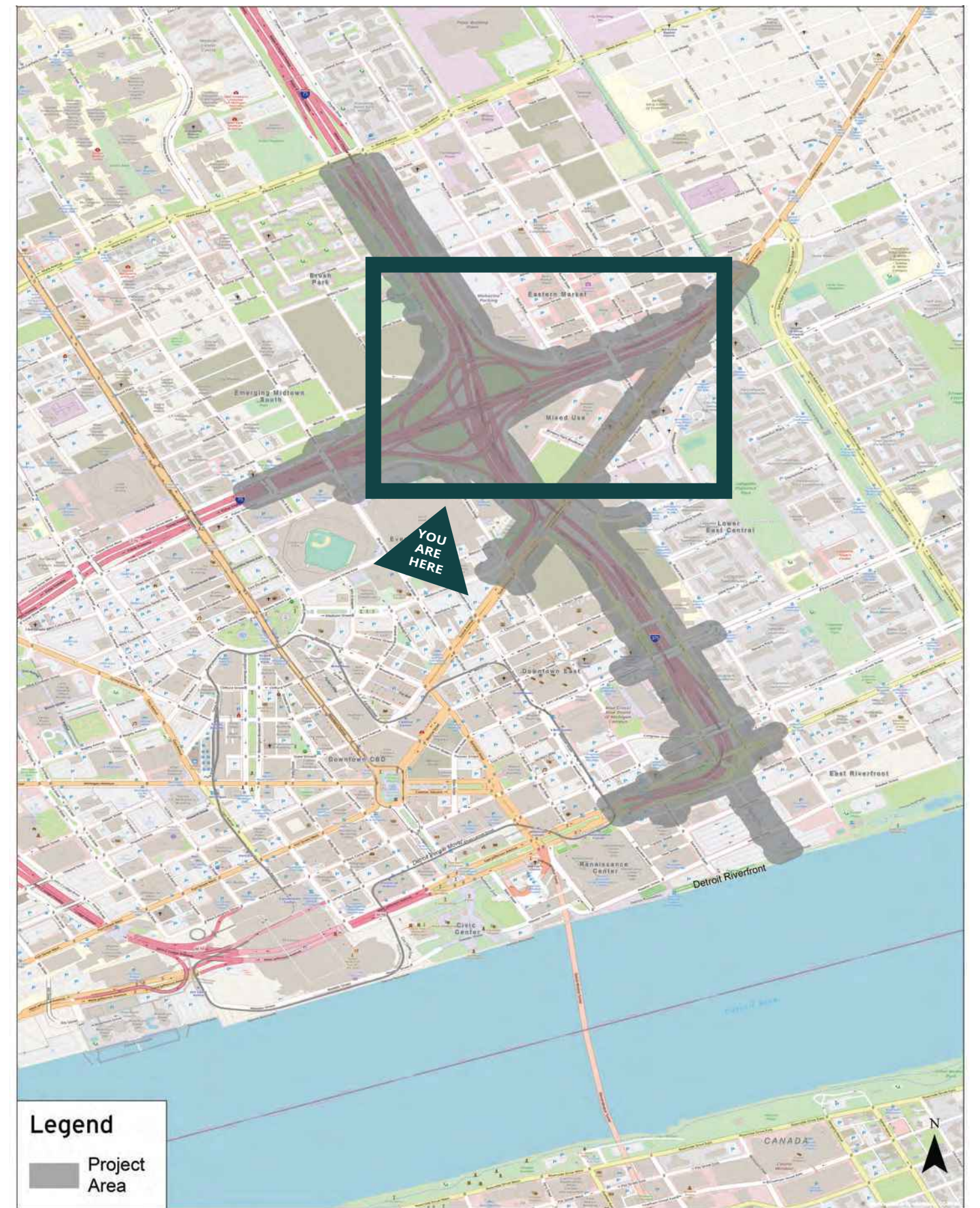


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I-75/I-375

Interchange

EXISTING



PREFERRED ALTERNATIVE



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Nonmotorized

THE PREFERRED ALTERNATIVE INCLUDES:

- Two-way cycle track on the east side of the boulevard
- Wide sidewalks (22 feet) on the west side of the boulevard
- Pedestrian refuges for pedestrians to wait for a signal to change
- Countown pedestrian signals



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