



## Legislation Text

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**File #:** 2022-113, **Version:** 1

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### **Memorandum of Agreement between MDOT, GLWA and Detroit Regarding I-94 Modernization Project, Package 1 Drainage**

**Agenda of:** March 23, 2022

**Item No.:** **2022-113**

**Amount:** N/A

**TO:** The Honorable  
Board of Directors  
Great Lakes Water Authority

**FROM:** Suzanne R. Coffey, P.E.  
Interim Chief Executive Officer  
Great Lakes Water Authority

**DATE:** March 18, 2022

**RE: Memorandum of Agreement between MDOT, GLWA and Detroit Regarding I-94 Modernization Project, Package 1 Drainage**

#### MOTION

Upon recommendation and opinion of Randal M. Brown, General Counsel, the Board of Directors (Board) for the Great Lakes Water Authority (GLWA):

- (1) Approves the Memorandum of Agreement between MDOT, GLWA and Detroit; and
- (2) Authorizes the Interim Chief Executive Officer to take such other action as may be necessary to accomplish the intent of this vote, including the execution of the Memorandum of Agreement.

#### **JUSTIFICATION**

The I-94 Modernization Project (the Project) is to reconstruct approximately 6.7 miles of the I-94

mainline freeway in the City of Detroit from east of the I-96/I-94 interchange to east of the I-94/Conner Avenue interchange, approximately 1.8 miles of M-10 from Martin Luther King Jr. Boulevard to Seward Avenue including the I-94/M-10 system interchange, and the I-94/I-75 system interchange. Reconstruction includes the freeway, bridges, interchanges, service drives/local roads, stormwater drainage systems, and roadway appurtenances within the Project limits. The Project includes reconstruction of the freeway and the addition of one lane in each direction, widened shoulders to improve safety, lengthening the entrance and exit ramps to provide more time for drivers to safely enter and exit the freeway, elimination of left-hand entrance and exit ramps at the M-10 interchange, amongst other improvements.

These proposed improvements will enhance DWSD/GLWA's compliance with Part 31 of the Michigan Natural Resources and Environmental Protection Act, 1994 PA 451 (Part 31) and the Federal Clean Water Act, 33 USC 1251 et seq. To the extent possible, the Project will alleviate flooding and storage on the I-94 mainline freeway due to wet weather events. It is anticipated the Project will reduce peak flow to the Conner Sewer and reduce the overall total peak flow by 82% to the combined system. MDOT funding will be provided to advance the construction of wet weather CSO facilities and mitigation procedures, including backflow preventors. Finally, any proposed drainage tunnel may provide additional capacity for flooding relief.

### **BUDGET IMPACT**

GLWA will be reimbursed by MDOT for netting and disinfection facilities and land acquisition. The total amount is still being negotiated. The Board will have an opportunity to approve the contracts associated with netting and disinfection facilities and the land acquisition when they are finalized.

### **COMMITTEE REVIEW**

This matter is being presented directly to the Full Board.

### **SHARED SERVICES IMPACT**

This request does not impact the Shared Services Agreement.