



STATE OF MICHIGAN

DEPARTMENT OF NATURAL RESOURCES
LANSING

JENNIFER M. GRANHOLM
GOVERNOR

K. L. COOL
DIRECTOR

May 19, 2003

Ms. Cynthia Warzecha
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Dear Ms. Warzecha:

**Environmental Assessment for the Proposed Replacement of Bridge
on US-25 over the Rouge River in Detroit, Wayne County**

This letter is in response to Ms. Margaret Barondess' letter of April 15, 2003. We appreciate the opportunity to review the Environmental Assessment for the proposed bridge replacement.

The project should have no impact on rare or unique natural features at the location specified above if it proceeds according to the plans provided. Please contact Ms. Lori Sargent, Natural Heritage Specialist, for an evaluation if the project plans are changed.

Thank you for your cooperation in protecting Michigan's natural resource heritage. Responses and correspondence can be sent to: Ms. Lori Sargent, Natural Heritage Specialist, Michigan Department of Natural Resources (DNR), Wildlife Division – Natural Heritage Program, P.O. Box 30180, Lansing, Michigan 48909. If you have further questions, please call Ms. Sargent at 517-373-1263.

Sincerely,

A handwritten signature in blue ink, appearing to read 'George E. Burgoyne, Jr.', written over a white background.

George E. Burgoyne, Jr.
Resource Management Deputy
517-373-0046

cc: Ms. Lori Sargent, DNR Wildlife Division

DEPARTMENT OF THE ARMY

DETROIT DISTRICT, CORPS OF ENGINEERS

BOX 1027

DETROIT, MICHIGAN 48231-1027

December 9, 2002

IN REPLY REFER TO

Engineering & Technical Services
Regulatory Office
File No. 98-009-004-1

Abdelmoez Abdalla
Environmental Program Manager
U.S. Department of Transportation
Federal Highway Administration
315 West Allegan St., Rm. 207
Lansing, Michigan 48933

Dear Mr. Abdalla:

This is in regard to your agency's request for our agency to become a cooperating agency with your agency, the U.S. Department of Transportation and the Michigan Department of Transportation on review of the environmental assessment for the Fort Street bridge replacement over the Rouge River in Detroit.

We would be happy to give input to the issues and participate in meetings. Please accept my apology for missing the response date. We would be happy to review and comment on environmental documents related to the bridge replacement and to become a cooperating agency. We have also requested that the Michigan Department of Transportation submit an application for a Department of the Army permit for the proposed work.

Should you have any questions, please contact Thomas M. Freitag at the above address or telephone (313) 226-6706. Please refer to File Number: 98-009-004-1.

Sincerely,

ORIGINAL SIGNED BY

Wally Gauthier
Chief, Permit Evaluation Branch B
Regulatory Office

Copy Furnished:
MDOT

U.S. Department
of Transportation

United States
Coast Guard



Commander (obr)
Ninth Coast Guard District
1240 East Ninth Street
Cleveland, Ohio 44199-2060

Phone: (216) 902-6084
FAX: (216) 902-6088

16590
Ser. B-111/rwb
22 November 2000

Ms. Andrea Cluley
Michigan Department of Transportation
Bureau of Transportation Planning
425 West Ottawa
P. O. Box 30050
Lansing, Michigan 48909

Dear Ms. Cluley:

This refers to Mr. Ronald S. Kinney's letter of 17 October 2000 concerning the planned replacement of the old US-25 (Fort Street) bascule bridge across the River Rouge in Detroit.

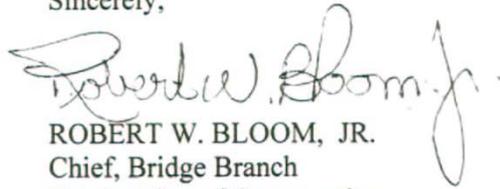
This letter will establish the Coast Guard as a cooperating agency for the project in the event the Federal Highway Administration (FHWA) is the lead federal agency for the proposed project. Whether or not the FHWA is the lead agency, a Coast Guard Bridge Administration Program permit will be required for construction of the proposed bridge. Accordingly, my 16 October 2000 e-mail comments to you are reiterated in this letter.

The Coast Guard will require the replacement bridge provide a horizontal clearance of not less than 135 feet. This clearance shall be that distance provided between the faces of a fendering system that will be required for protection of both vessels and the bridge structure. This increased horizontal clearance, as compared to the existing structure, will provide for safer vessel maneuvering through the bridge when going into the turn upstream of the bridge, or when coming out of the turn and aligning for passage through the bridge when coming downstream. Any clearance less than the 135 feet would not be conducive to maintaining safety to the bridge and to transiting vessels, nor could a lesser clearance be established to meet the needs of future navigation on the waterway. As other bridges are proposed to be replaced, or plans developed for other crossings, the 135 feet horizontal clearance will be the minimum to be considered for approval.

Obviously, while the letter from Mr. Kinney indicates the MDOT proposes no changes to the horizontal or vertical clearances, nor to the piers and abutment locations, plans will have to be changed to meet the minimum horizontal clearance requirements of the Coast Guard. The vertical clearance of the existing bridge when the spans are in the closed position may remain the same for the proposed structure. While vehicular traffic can be detoured during the bridge project, vessel traffic has no detour available and the shipping channel shall be maintained for passing vessels.

The above comments and clearance requirements are based upon comments received from the navigation interests which frequent the River Rouge, as voiced through the Lake Carriers' Association and the International Ship Masters' Association.

Sincerely,

A handwritten signature in cursive script, appearing to read "Robert W. Bloom, Jr.", written in dark ink.

ROBERT W. BLOOM, JR.
Chief, Bridge Branch
By direction of Commander,
Ninth Coast Guard District

STATE OF MICHIGAN



JOHN ENGLER, Governor

DEPARTMENT OF ENVIRONMENTAL QUALITY

"Better Service for a Better Environment"

HOLLISTER BUILDING, PO BOX 30473, LANSING MI 48909-7973

INTERNET: www.deq.state.mi.us

RUSSELL J. HARDING, Director

REPLY TO:

LAND & WATER MANAGEMENT DIVISION
PO BOX 30458
LANSING MI 48909-7958

December 5, 2000

Ms. Andrea Cluley
Michigan Department of Transportation
Bureau of Transportation Planning
425 West Ottawa County
P. O. Box 30050
Lansing, Michigan 48909

Dear Ms. Cluley:

SUBJECT: US-25 Fort Street bascule bridge over the Rouge River, City of Detroit

I am writing in response to your request for comments on the proposed replacement of this bridge in 2005. Information that you have provided indicates that the existing bridge will be replaced with a new bridge having the same dimensions and the new piers and abutments will be replaced in the same location.

The proposed bridge replacement will be reviewed by the Land and Water Management Division under the authority of Part 301, Inland Lakes and Streams and the Floodplain Regulatory Authority, Part 31, Water Resources Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended. A September 25, 2000 site inspection indicated that there were no wetlands present in the immediate vicinity of the bridge that would be impacted.

Under Part 31, any new or replacement bridge (including temporary haul roads or access pads) needs to be evaluated hydraulically to ensure that the proposal does not cause a harmful interference. In addition, compensating cut must be provided for any fill (in excess of 300 cubic yards) placed below the 100-year floodplain elevation.

Under Part 301, projects must be designed to ensure that sediment does not enter any watercourse as a result of construction activities associated with the project. It is preferred that all runoff from the bridge or roadway flow through vegetated areas before entering a waterbody. The use of curb sections over stream crossings should be used where possible to eliminate any direct runoff to the watercourse. Before the design phase starts we would like to know how the construction would be accomplished. Will all work be done from the existing bridge, from barges or will temporary haul roads and access pads be needed?

The sediment in the vicinity of the bridge appears to be contaminated. Any dredged material will require disposal at the Point Mouille confined disposal facility or a Type II landfill. Testing of the dredged material prior to disposal may be required. Mr. Alex Sanchez of our office previously sent you a copy of the sediment testing procedure. This procedure is currently being revised. As the project gets closer to the design stage you should obtain an updated copy of the procedure. The use of an environmental clam shell bucket should be investigated to minimize the potential dredging impacts (see attached handout).

Mr. Sanchez also sent you a copy of the preferred dredging periods and restrictions for working in the Rouge River. It appears that there are restrictions for working in the river from March 15 through May 31. These restrictions should be built into your construction schedule. Generally work within steel sheet piling cofferdams can continue during the restricted dates.

Finally, this project falls under jurisdiction of the U.S. Army Corps of Engineers and will require a separate permit from their office. Coordination from the U.S. Coast Guard will also be needed to ensure that the navigational channel is kept open during construction.

If you have any questions, please contact Mr. Alex Sanchez at 517-335-3473, or you may contact me.

Sincerely,



Gerald W. Fulcher, Jr., P.E. Chief
Transportation and Flood Hazard Management Unit
Land and Water Management Division
517-335-3172

Attachment

cc: Mr. Gary Mannesto, U.S. Army Corps of Engineers
Mr. Ron Kinney, MDOT
Mr. Mary Vanderlaan, MDEQ
Mr. Alex Sanchez, MDEQ

