

Appendix C

SHPO Letter of Concurrence (Draft)



JENNIFER GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GLORIA J. JEFF
DIRECTOR

April 21, 2004

DRAFT

Ms. Martha MacFarlane-Faes
Environmental Review Coordinator
State Historic Preservation Office
Michigan Historical Center
717 W. Allegan Street
PO Box 30740
Lansing, Michigan 48909-8240

Dear Ms. MacFarlane-Faes:

ER-04-121, M-1/M-102 Intersection Environmental Assessment Study, Cities of Ferndale and Detroit, in Oakland and Wayne Counties, Michigan (FHWA)

This request will amend and be supplementary to the previous coordination letters sent to your office on September 23, 2003, January 27, 2004, and March 22, 2004, for the above-referenced project. In addition to the noted correspondence, this request references previously submitted reports and a coordination meeting held the week of April 12, 2004, regarding the project.

The M-1 overpass opened to traffic in 1955, and the remainder of the intersection opened the following year. The M-1/M-102 intersection is eligible for listing on the NRHP, under Criterion A, for its importance in the evolution of transportation patterns in the Detroit metropolitan region. More details regarding this intersection are provided in our letter dated March 22, 2004, and the two cultural resources reports previously provided to your office.

As was outlined in my letter from March 22, 2004, the Michigan Department of Transportation (MDOT) is planning to rehabilitate the existing M-1 overpass bridge and associated service road bridges. The majority of the repair work would be done on the bridge deck and piers including deck replacement, structural steel repair and painting, substructure repair, and railing replacement. Recognizing the historic significance of this bridge, and in the spirit of our commitment to Context Sensitive Design, MDOT proposes to improve the intersection through the application of aesthetic treatments that are consistent with the historic character of the intersection. The specific types of aesthetic treatments have not yet been fully identified but will include painting, restoration of existing R4 railing and replacement of non-historic railings with R4 railings, and replacement of historic lighting/fixtures. We note that to meet safety warrants,

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MDOT may be required to retrofit the R4 railing with a crash-worthy three beam or tube railing on the traffic sides. MDOT is also considering the installation of landscaping on the approaches to the intersection. The specifics of the aesthetic treatments will be determined during the design phase of the project in conjunction with meetings with the public.

The proposed aesthetic treatments (such as repairing/replacing the railings or lighting elements in kind) will be consistent with the historic nature of the intersection. Lighting fixtures and poles will be matched as closely as possible to the historic lighting documented in photographs of the intersection. Any concrete stain, if used, will be a non-elastomeric mineral stain and approved by your office. The bridge structure will not be seal-coated. MDOT will provide an opportunity for the State Historical Preservation Office (SHPO) to review and approve the aesthetic treatments proposed for the intersection as well as an opportunity to review, comment upon, and approve the preliminary plans for the rehabilitation.

MDOT requests SHPO's concurrence that the proposed rehabilitation of the M-1/M-102 intersection, will pose "no adverse effect" to the historic resource based on the mitigation commitments proposed in this letter. As always, feel free to contact me if you have any questions. I can be reached at 241-2702 or by email at baldwinll@michigan.gov.

Sincerely,

Lloyd Baldwin, Historian
Project Planning Division

I concur:

Brian Conway, State Historic Preservation Office

Date: _____

Enclosures

Cc: Sue Datta

Wes Butch (DLZ)