



MICHIGAN DEPARTMENT OF STATE  
Candice S. Miller, Secretary of State

Lansing, Michigan 48918-0001

STATE HISTORIC PRESERVATION OFFICE  
Michigan Historical Center  
717 West Allegan Street  
Lansing, Michigan 48918-1800

June 26, 2001

MARGARET BARONDESS  
MICHIGAN DEPARTMENT OF TRANSPORTATION  
425 WEST OTTAWA  
PO BOX 30050  
LANSING, MI 48909

RE: ER-01-19 M-15 Improvement Project, I-75 to I-69, Goodrich, Oakland and Genesee  
Counties (FHWA)

Dear Ms. Barondess:

We have reviewed and approve the revisions to the Area of Potential Effects (APE) boundary definitions for the M-15 Improvement Project, as submitted by Commonwealth Cultural Resources Group, Inc.

If you have any questions, please contact Martha MacFarlane-Faes, Environmental Review Coordinator, at (517) 335-2721. **Please reference our project number in all communication with our office regarding this undertaking.** Thank you for your cooperation.

Sincerely,

Brian D. Conway  
State Historic Preservation Officer

BDC:ROC:bgg

copy: Ted Stone, The Corradino Group  
Steve Demeter, CCRG, Inc.



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](http://www.deq.state.mi.us)

RUSSELL J. HARDING, Director

REPLY TO:

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

September 26, 2001

Mr. Robert Owens  
Michigan Department of Transportation  
Bureau of Transportation Planning  
Environmental Section  
P.O. Box 30050  
Lansing, Michigan 48909

Dear Mr. Owens:

**SUBJECT: Wetland Preservation Credit Request at the M-24/M-15 Mitigation Site**

We have reviewed your letter dated August 27, 2001, requesting preservation credits for approximately 27 acres of existing wetlands at the proposed wetland mitigation creation site (Oakwood Road). The site is located on a 49 acre parcel in the northwest ¼ of Section 7, T5N, R9E, Brandon Township, Oakland County. This site is for the creation of wetlands to compensate for wetland impacts from the proposed M-24 Improvement Project in Lapeer County, from one mile north of the Oakland County line to I-69 (approximately 9 miles). More wetlands will be created on this site than is required to compensate for the wetland impacts on M-24. Any wetland mitigation not used as compensation for the M-24 project will be used for the future M-15 Improvement Project. The M-15 project involves approximately 20 miles of construction between I-75 in Oakland County and I-69 in Genesee County.

Based on the supporting documentation received, you have demonstrated, and we concur, that the subject 27 acre wetland area meets the criteria for eligible preservation credits. The report highlighted some of the ecological attributes of the existing wetlands, including but not limited to: ground water recharge, fen characteristics, and the fact that it supports plants and animals of a regional importance associated with the Kearsley Creek (a designated cold/cool water trout stream). Additionally, the Michigan Department of Natural Resources' Fisheries Division and the United States Fish & Wildlife Service both support the protection and preservation of these 27 acres.

Your report also indicates that the adjacent uplands were at one time considered for a golf course development. This adjacent area, which was a historical wetland, will now be used for a wetland mitigation site and will tie into the existing 27 acres of wetland to be preserved.

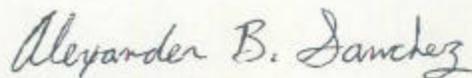
In accordance with the provisions of Rule 5(4)(d) and (7)(e)(iv) of Part 303, Wetlands Protection of the Natural Resources and Environmental Protection Act 1994 PA 451, as amended, the department allows 1 acre of credit for every acre 10 acres of wetland preservation. Therefore, we have determined that the allowable preservation credits granted for the Oakwood Road site is 2.7 acres.

Mr. Robert Owens  
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September 26, 2001

The above-mentioned statute does not allow a variation to the 1 to 10 preservation ratio. However, Rule 5(7)(f)(ii) of Part 303, does allow a reduction to the required mitigation acreage of up to 20 percent, if the department determines that an adjustment would be beneficial to the wetland resources due to factors specific to the mitigation site. Based on the uniqueness of the proposed mitigation site, we will allow a 20 percent reduction of the total wetland mitigation for wetland impacts from construction of M-24 and M-15.

We will continue to work closely with the Department of Transportation and consultant in your effort to achieve a successful wetland mitigation project. If you have any questions, please contact me.

Sincerely,



Alexander B. Sanchez  
Transportation and Flood Hazard Management Unit  
Land & Water Management Division  
517-335-3473

cc: Mr. John Freeland, Tilton & Associates  
Mr. Ted Stone, The Cornadino Group  
Mr. Mark Hodgkins, U.S. Fish & Wildlife Service  
Ms. Sherry Kamke, U.S. EPA  
Mr. Jim Kirschensteiner, FHWA  
Mr. Doug McInnis, North Oakland Headwaters Land Conservancy  
Ms. Lois Robbins, Brandon Township Natural Areas Task Force  
Ms. Ron Lapp, Charter Township of Brandon Supervisor  
Ms. Gerry Ayers, MDOT, Environmental Section  
Mr. Joe Leonardi, MDNR, Fisheries  
Ms. Julie Oakes, MDNR, Wildlife Div.  
Mr. Jerry Fulcher, MDEQ, LWMD  
Mr. Dave Pingel, MDEQ, LWMD - Shiawassee  
Mr. Dave Wickens, MDEQ, LWMD - Southeast Michigan



State of Michigan  
John Engler, Governor

Department of History, Arts and Libraries  
121 William M. Anderson, Director

State Historic Preservation Office

Michigan Historical Center  
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FILE COPY

November 28, 2001

MARGARET BARONDESS  
DEPARTMENT OF TRANSPORTATION  
425 WEST OTTAWA  
P.O. BOX 30050  
LANSING MI 48909

RE: ER-01-19 Phase I/II Above-Ground Survey; M-15 Improvement Project, I-75 to I-69,  
Oakland and Genesee Counties (FHWA)

Dear Ms. BarondeSS:

We have reviewed and accept the draft report entitled *Phase I/II Above-Ground Survey for the Proposed M-15 Improvement Project Between I-75 and I-69, Oakland and Genesee Counties, Michigan*, prepared by Commonwealth Cultural Resources Group (CCRG), and we concur with the recommendations in Volume II regarding National Register-eligible properties.

The State Historic Preservation Office (SHPO) is not the office of record for this undertaking. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking. If the scope of work changes in any way, or if artifacts or bones are discovered, please notify this office immediately.

If you have any questions, please contact Martha MacFarlane Fees, Environmental Review Coordinator, at (517) 335-2721. Please reference our project number in all communication with this office regarding this undertaking. Thank you for your cooperation.

Sincerely,

Brian D. Conway  
State Historic Preservation Officer

BDC:ROC:big



## **Appendix C - Section 3**

### **Minutes of Scoping Meetings**

#### **M-15 Scoping Meeting Minutes September 20, 2000 MDOT Lansing Offices 9:00 AM**

**Background:** This was the Scoping Meeting with federal and state agencies for the M-15 Environmental Assessment.

**Purpose:** The purpose of the meeting was to introduce regulatory agencies to the project, review alternatives, and to discuss potential issues/impacts of the project.

**Attendance:** See attached list.

**Discussion:**

Chris Burnell (MDOT) began the meeting with introductions. Joe Corradino (The Corradino Group) reviewed the two sets of public meetings that have been held.

Tom Peek (MDOT) asked if an Environmental Assessment (EA) is locked in or whether an Environmental Impact Statement (EIS) is possible. Ted Stone (The Corradino Group) answered that the decision is determined by the level of impacts.

Tom Peek mentioned that Ann Fortier (MDOT Environmental Section) should be contacted for MDOT 4(f) review. It was indicated she had been but was unable to attend the meeting.

Ted Stone went over the following alternatives:

- No Action;
- Paved gravel roads and intersection improvements;
- Goodrich one-way pair;
- Bypasses (Irish Road, Goodrich, and Lake Louise); and
- Widened M-15 to either a five-lane, narrow boulevard, or wide boulevard.

Analysis of future traffic volumes has shown that a two-lane or a three-lane road would not have enough capacity for future traffic.

Ted Stone described the M-15 corridor as primarily rural residential but indicated it goes through Goodrich and Ortonville. Hugh McNichol (MDOT) mentioned that Ortonville is under order from DNR to install sanitary sewers.

Ted Stone went over impact categories and explained which issues were seen as potentially significant and which were seen as less significant on this project (see attached list). Mike Tackett (The Corradino Group) mentioned that a preliminary review of listed “contaminated sites” within the project corridor revealed approximately five leaking underground storage tanks sites, which consists of operating and closed gas stations.

An agency representative asked what type of roadway was being considered for the Irish Road Bypass? Ted Stone responded a four-lane boulevard.

An agency representative asked if there were any traffic data available for the gravel roads improvements. Joe Corradino answered that there were no data available at this time but it was being developed.

An agency representative asked if both Irish Road and M-15 would be widened as a single alternative. Ted Stone answered that only one would be widened.

Tom Peek asked if Irish Road and M-15 could both be widened to 3-lanes instead of four-lanes. He said a four-lane boulevard does not minimize impacts. Joe Corradino responded that analysis would determine the answer.

Ted Stone asked about storm water runoff requirements. Jerry Fulcher (DEQ) mentioned that open discharge from storm water sewers into open water is discouraged. Tom Peek mentioned that MDOT encourages filtration through vegetation rather than the use of detention basins. Jerry Fulcher said sheet flow was preferable to storm sewers. Tom Peek agreed.

Jerry Fulcher (DEQ) mentioned that the footprint of the road must minimize impacts in wetland areas as long as safety is not affected. Credit is not given for mitigation in the median (in some large interchanges some wetland mitigation has been allowed). Mitigation must be off site and in the same watershed. Prior converted land should be looked at first for mitigation.

Tom Peek asked who determines if a project is an EA or an EIS. Ted Stone said the Federal Highway Administration would make that decision.

Al Westover (MDOT) stated that with the amount of wetlands potentially involved in this project, NEPA/Section 404 concurrency for wetlands (Corps alternatives process) would probably be needed. The four agencies that are involved in this process are the Corps of Engineers, EPA, Fish and Wildlife, and DEQ. Corradino will set up a meeting with these groups.

William Bowman (NRCS) said the NRCS is involved if over 1 acre of prime farmland is taken. He also mentioned that if land is not zoned agricultural or if there is residential development on the land it is not considered prime farmland.

Don Tilton said that preliminary results indicate that the five-lane M-15 alternative would be 120 feet wide and could directly affect about 12.6 acres of wetlands. The narrow boulevard M-15 alternative would be 172 feet wide and could take approximately 24.8 acres, and the wide boulevard M-15 alternative would be 208 feet and could take approximately 33.6 acres. The Lake Louis bypass could take approximately 26.7 acres, the Goodrich bypass could take approximately 16.2 acres, the Goodrich one-way pair could take approximately 5.2 acres, and the Irish Road alternative could take approximately 25.5 acres. The potential wetland impacts in the Irish Road alternative have not been field verified yet.

Don Tilton mentioned that some of the wetland areas are of high quality. MDOT confirmed that some of these might be some of the last good wetland areas in Oakland County.

Marc Wojtczak (SDI) said that one survey has been done so far for Endangered Species and natural areas. Of the areas surveyed (70 sites) all but three have medium or low quality. Additional surveys are planned for subsequent seasons.

Jerry Fulcher asked what water bodies would be crossed by the project. Richard Ray (The Corradino Group) said that most of the streams that would be crossed lie within the Kearsley Creek basin.

Jerry Fulcher mentioned that hydrologic impacts from stream crossings would have to be assessed.

Don Tilton mention that he is working with the drain commissions on wetland mitigation sites. He specifically mentioned the Kearsley Creek area, which has lots of prior converted wetlands, and old gravel pits as potential mitigation sites.

MDOT mentioned that they are revising their wetland mitigation policy. They prefer using prior converted wetlands for mitigation over digging and creating new wetlands.

## LANSING SCOPING SIGN IN SHEET

<u>Name</u>	<u>Representing</u>	<u>Phone #</u>
William Bowman	Nat. Resources Conservation Svc.	517-324-5241
Chris Burnell	MDOT	517-373-3781
Guy Corradino	The Corradino Group	502-587-7221
Joe Corradino	The Corradino Group	502-587-7221
Jerry Fulcher	MDEQ-LWMD	517-335-3172
Karl Hausler	MDA-ESD	517-373-9803
Jose Lopez	MDOT	517-373-9534
Hugh McNichol	MDOT-Project Planning	517-335-2943
Robert A. Owens	MDOT-Env.	517-373-2259
Tom Peek	MDOT	517-335-2616
Doug Proper	MDOT-Env.	517-335-2618
Richard Ray	The Corradino Group	502-587-7221
Alex Sanchez	MDEQ-LWMD	517-335-3473
Ted Stone	The Corradino Group	502-587-7221
Mike Tackett	The Corradino Group	502-587-7221
Jane Tesner	Tilton & Associates	734-769-3004
Donald Tilton	Tilton & Associates	734-769-3004
Alison Townsend	The Corradino Group	502-587-7221
Al Westover	MDOT-Env.	517-335-2633
Marc E. Wojtczak	SDI Consultants	630-571-0353
William Zipp	Orchard, Hiltz & McCliment	734-522-6711

## **4 Preliminary Issues Analysis**

### Potentially Significant Issues

- 1) Relocations
- 2) Wetlands
- 3) Land Use
- 4) Cultural Resources
- 5) Surface Water Impacts

### Less Significant Issues

- 1) Air Quality
- 2) Threatened/Endangered Species
- 3) Noise
- 4) Farmland
- 5) Contaminated Sites
- 6) Mineral Resources
- 7) Utility Systems
- 8) Traffic Flow
- 9) Parks/Recreation Areas
- 10) Community Cohesion
- 11) Engineering Difficulty

**M-15 Scoping Meeting Minutes**  
**September 20, 2000**  
**Old Brandon Township Hall Ortonville, Michigan 1:00 PM**

Background: This was the Scoping Meeting with local agencies for the M-15 Environmental Assessment.

Purpose: The purpose of the meeting was to introduce regulatory agencies to the project, review alternatives, and to discuss potential issues/impacts of the project.

Attendance: See attached list.

Discussion:

Chris Burnell (MDOT) began the meeting with introductions and described the project limits. Joe Corradino (The Corradino Group) reviewed the schedule and described the process of identifying and evaluating alternatives, and the public involvement and NEPA processes.

Ted Stone (The Corradino Group) described the project need, alternatives, and potential issues/impacts of the project.

Gary Kelley of the Davison Schools mentioned he was concerned about the Irish Road alternative. He indicated Irish Road takes traffic off M-15 and that traffic is already congested on Irish Road. There is a school with over 600 students on this road and it has 18 school buses that use Irish Road.

A local law enforcement officer asked if the alternative on Sashabaw Road has been discarded? Joe Corradino said that some Sashabaw Road improvements are in the transportation network but that improvements to the road itself are beyond the scope of the study.

It was asked if Baldwin Road and other road improvements would relieve traffic on M-15. Joe Corradino said there would be some improvement to these roads as part of a separate I-75 project. I-75 study improvements are included in traffic modeling for this project, which show that even with these improvements M-15 will still need to be improved.

Someone asked when costs would be provided? Joe Corradino said that costs could not be considered until social and environmental concerns have been evaluated.

Amy Murray (Oakland Conservation District) asked whether widening a lot of gravel roads or building boulevards had more impacts. Is there a rule of thumb? How is drainage handled? Joe Corradino stated that there is no rule of thumb and that different types of roads would have different types of impacts. Drainage will have to be improved along gravel roads if they were to be paved.

A local citizen asked if a five-lane road would fit in an area why would other types of roads be looked at? Joe Corradino said that a five-lane road was proposed by MDOT in an earlier study. At that time local communities preferred a boulevard to a five-lane. Boulevards are considered safer than five-lane roads, provide better access control, and are often considered more aesthetically attractive. In addition, the federal environmental process requires that multiple alternatives to be studied.

Ted Stone stated that maps of school bus routes would be helpful in planning access points and other roadway characteristics. These are being collected.

A local citizen stated that the Lake Louise bypass would be by a new school, would cut natural springs, and is near where new homes are being built.

A law enforcement officer stated that most of the traffic on M-15 is local and is not through traffic. He asked if the model could pinpoint where traffic is going. Joe Corradino said analysis to date shows at least half the traffic on M-15 is local.

It was mentioned that Oakland County GIS is about to be available and will tell where new housing is located.

Jay Blair (NRCS) mentioned that the farm service in Genesee County flies the county every year to prepare aerial photography.

Joe Corradino noted that all major impacts will be field verified.

It was asked when endangered species and historic resources change alignments? It was noted there is no rule of thumb. There are regulations covering both of these topics that will be adhered to.

A law enforcement officer stated that boulevards are better for emergency access and that a five-lane road would have a much greater human cost. There would be more fatalities with a five-lane road than with a boulevard. He also stated that paving gravel roads could result in more pedestrian accidents.

A citizen asked how meetings are announced? The response was mailings, fliers, newspapers and other media, and the Internet.

It was stated that bus routes and turn around points would be needed for Brandon Schools and the other schools in the area.

Joe Corradino mentioned that there would be “blisters”, areas where the road would become wider, to allow buses and other large vehicles to make u-turns. Corradino will work with schools and areas served by trucks to find where these will be needed.

Someone from the audience stated that a boulevard would be safer for schools in Ortonville. There is a middle school, a high school, and a library there.

It was asked if a road not on the state highway system were improved, such as Irish Road, whether it would receive a state highway number. Chris Burnell answered that it would not.

Joe Corradino stated that an improvement to M-15 is a long-term project. However, improving Glass Road at M-15 will be done sooner.

## ORTONVILLE SCOPING SIGN IN SHEET

<u>Name</u>	<u>Representing</u>	<u>Phone #</u>
Pat Alexander	Brandon Twp.	248-627-4918
Jecine Bellefenilla		248-627-4128
Jerome Bellefenilla		248-627-4128
Jay Blair	Gen. Cty. Cons. District	810-230-8766 x3
Chris Burnell	MDOT	517-373-3781
Guy Corradino	The Corradino Group	502-587-7221
Joe Corradino	The Corradino Group	502-587-7221
Therese A. Gillis	RCOC	248-645-2000
Frank & Gail Gualdoni	Citizens' Concerned Group	248-627-2149
Thomas J. Hacker	Citizens' Concerned Group	248-627-5631
Wendi Hardin		248-627-5457
Polly & Ron Hoard		248-627-7123
D'Anna Keeble	Citizens' Concerned Group	248-627-4214
Gary W. Kelley	Davison Comm. Schools	810-591-0803
Dale LaBair, LT	Oakland Co. Sheriff	248-620-4968
Sue Malone	RCOC	248-858-4770
Amy Murray	Oakland Conservation District	248-673-4496
Charles & Darlene Newberry		248-627-3977
Dan Oehlke		248-627-2336
Steve Presley	Oakland County Health Div.	248-858-1322
Richard Ray	The Corradino Group	502-587-7221
Susan Reddy	Citizens' Concerned Group	248-627-4418
Jerry R. Rose		248-627-9943
Jakki Sidge	Village of Goodrich	810-636-2570
Eugene Snowden	Oakland County Drain Comm.	248-858-1601
Ted Stone	The Corradino Group	502-587-7221
Mike Tackett	The Corradino Group	502-587-7221
Alison Townsend	The Corradino Group	502-587-7221
Diane Trawick	Oakland Schools	248-209-2047

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