

ENVIRONMENTAL DOCUMENT RE-EVALUATION CHECKLIST

This written re-evaluation is to assess whether any changes that have occurred in the project scope, design, affected environment, or proposed mitigation will require supplemental environmental documentation, or if the current environmental document and decision document (EA, FONSI, and DEIS, FEIS and ROD) is still valid.

The written re-evaluation will insure project compliance with all applicable Federal and State laws and any changes that have occurred on the project since the approval of the original Environmental Document or Environmental Study Form prior to the advancement of the project to the next major production phase (Preliminary Engineering (PE), Right-of-Way (ROW) Acquisition, or Construction (CON)).

Project Name: *US-127 Limited Access Freeway, St. Johns to Ithaca, Clinton and Gratiot Counties*

Project Location: *Clinton and Gratiot Counties*

Project Control Section(s) and Job Number(s): *Job Number 46268; Control Sections 19034, 19132 and 29011*

Document Type & Approval Date: *Final Environmental Impact Statement (FEIS) approved March 1, 1985 (FHWA-MICH-EIS-77-02-F)*

Date of Last FHWA Major Approval Action: *Record of Decision (ROD) dated March 2, 1990*

Project History: *Draft Environmental Impact Statement (DEIS) March 9, 1977
Supplement to Section IV of the Draft EIS dated April 4, 1978
Preliminary Section 4(f) Statement Supplement to the DEIS dated August 31, 1981
Engineering Report 1900 dated July 30, 1982
FEIS approved March 1, 1985
Record of Decision dated March 2, 1990
Lansing to St. Johns Freeway completed 1998
M-57 Grade Separation and Interchange completed 2000
Engineering Study completed December 2001*

MDOT has been completing segments of the US-127 Limited Access Freeway Project [Project] since the 1990s. After MDOT completed the M-57 grade separation in 2000, work on the Project stopped for more than 3 years, prompting this Re-evaluation. Overall the impacts of the Project have not changed from the DEIS in the 1970s, though many laws, regulations, and design standards have changed in the subsequent decades. In fact, the impacts of the Project have decreased from the proposal discussed in the FEIS based on Engineering Study recommendations in 2001. This document re-evaluates the impacts of the revised Project using all current rules and regulations. Because so many rules and regulations have changed in the intervening 24 years since the completion of the FEIS, this Re-evaluation details some newly identified impacts. While some of the Project impacts discussed in this document may be newly identified, they are not new impacts. If these rules and regulations had

been in place in 1985, the impacts would have been identified and would be identical to those outlined in this document.

The current 4-lane divided highway is the only segment of US-127 between I-75 to the north and I-94 to the south that is not limited access. The speed limit in this section is 55 miles an hour, an abrupt change from the limited access speed limit of 70 miles an hour to the north and south. Many driveways and intersections introduce a large number of conflict points to motorists both on US-127 and the side roads.

The change to a limited access freeway would decrease the number of intersection crashes, improve the flow of traffic, encourage economic development, reduce travel time and incorporate the most current safety measures. Residents and businesses in the area overwhelmingly support the project.

- | I. Proposed Action: | <u>YES</u> | <u>NO</u> |
|--|-------------------------------------|--------------------------|
| 1. Have changes occurred in the project scope or limits since the approval of the original environmental document or subsequent environmental Re-evaluation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Has there been a change in the project design parameters since the original environmental document or subsequent environmental document was approved? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Describe changes and necessary action(s), if any. | | |

Although changes have occurred in the Project scope, and the design parameters have changed, the overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. The alignment and Project limits remain the same.

In 2000 and 2001, a Value Engineering exercise, followed by the development of a Preliminary Engineering Study, modified the preferred alternative described in the FEIS to reduce both the scope and the impacts of the proposed improvement. MDOT adopted the recommendations in the Preliminary Engineering Study completed in 2001. See Appendix A for a copy of the “Comparison with Preferred Alternative of Engineering Report #1900” which summarizes the changes suggested by the Study. Service drives north of the Clinton/Gratiot County Line are mostly eliminated, resulting in both a significant reduction in Right-of-Way needed for this project and a reduction of wetland impacts in the Maple River State Game Area. Several secondary roads will be upgraded in lieu of the service drives, and the upgrades have been examined as part of the Re-evaluation. See Appendix B for a map of the project area with the upgraded secondary roads highlighted. The grade separation at Livingston Road was also eliminated. The French Road grade separation was altered to minimize the impacts to a historic property; now US-127 will go over French Road.

- | II. Purpose and Need of Project: | <u>YES</u> | <u>NO</u> |
|--|--------------------------|-------------------------------------|
| 1. Has there been a change in the project purpose and need from what was described in the original environmental document or subsequent environmental documents? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

2. Describe changes and necessary action(s), if any.

The purpose and need remains the same. The original purpose and need of the Project (called “Project Justification” and “Overall Study Goals and Objectives” in the DEIS) stated in part, “The Michigan State Legislature has designated certain highways within the State to be improved . . . The primary function of these highways is to provide better service for the residents of the State and to promote tourism. US-27 (now US-127) . . . is one of the designated highways, and a considerable portion has already been improved . . . The route should be developed in such a way as to affect a desirable land-use pattern, to reduce traffic congestion, and to reduce any adverse effects on the surrounding areas . . . The route should be developed as economically as possible, commensurate with the required level of service to be provided.”

III. Environmental Consequences: *Identify (yes or no) if there have been any changes in project impacts from those identified in the original Environmental Document or subsequent re-evaluations. For each “yes,” describe the magnitude of the change and the potential for significant impact.*

YES **NO**

1. Has there been a change in the affected environment within or adjacent to the project area that could affect any of the impact categories (i.e. new legislation, transportation infrastructure or protected resources)?

2. Describe changes and necessary action(s), if any.

This document re-evaluates the impacts of the Project using all current rules and regulations. Because so many rules and regulations have changed in the intervening 24 years since the completion of the FEIS, this Re-evaluation details some newly identified impacts. While the impacts may be newly identified, they are not new impacts. If these rules and regulations had been in place in 1985, the impacts would have been identified and would be identical to those outlined in this document. In the end, however, the overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS.

The physical environment remains largely unchanged, although there are fewer buildings along the US-127 corridor as MDOT continued to purchase Right-of-Way. The transportation infrastructure has also remained largely unchanged with the exception of the completed M-57 grade separation and interchange, and the completed freeway south of Livingston Road. The Project will tie into the existing M-57 interchange and the completed freeway to both the north and south. New legislation and newly protected resources have been enacted and identified in the past 24 years. The new legislation, newly identified resources, and newly identified impacts are examined and discussed in the following sections: B, D, E, H, J, K, M, O, P, Q, and S.

A. Right-of-way Impacts:

YES **NO**

1. Will the proposed changes to the project require additional fee right-of-way or grading permits?

2. Describe changes and necessary action(s), if any.

Overall Right-of-Way needs are significantly reduced with the revised Project. In the original FEIS, 125 parcels would need to be acquired for this segment between St. Johns and Ithaca; only 60 parcels will now be needed for the revised Project. New Conceptual Stage Relocation Plans for both Counties (Clinton and Gratiot) are included in Appendix C.

B. Social Impacts and Environmental Justice:

YES

NO

1. Will the proposed changes affect neighborhoods or community cohesion?

2. Will the proposed changes to the project affect travel patterns, accessibility (e.g. vehicular, commuter, bicycle, or pedestrian)?

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. As discussed in the FEIS, the preferred alternative will affect travel patterns for local residents and service providers. The new freeway will be limited access, which will affect many of the residents who currently live on county roads and have unlimited access to the highway. Once the roadway has been reconstructed and changed to a limited access freeway, residents and service providers will have to travel longer distances to access the freeway at various access points along US-127. Less Right-of-way will be purchased due to the elimination of service drives in Gratiot County, which means the travel patterns and accessibility is slightly different compared to the original preferred alternative in the FEIS. To ensure that all residents are able to access their properties, and mitigate for the removal of the service drives, the Project will upgrade several county roads in Gratiot County (see Appendix B for a map of the project area, and the upgraded secondary roads). These road improvements will allow residents and service providers easier access to the new designated access points along the limited-access freeway.

3. Will the proposed changes to the project impact school districts, churches, businesses, police and fire protection, non-motorized users, transit-dependent, elderly or people with special needs?

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. As noted above, the primary change compared to the FEIS is the elimination of service drives in Gratiot County, which means fewer properties will need to be accessed. The proposed changes to the Project will have an effect on routes that are used by school districts, emergency service providers (Police, Fire and EMS) and transit providers in both Counties. As previously discussed, travel patterns for residents and service providers will be affected. Residents may have to travel further to attend church or shop at local businesses or to attend school. School district officials, transit and emergency service providers will need to analyze the routes currently being used to transport children, people with special needs (including the elderly), or for emergency situations to determine if these routes are still viable to use once US-127 has been changed to a limited access freeway. Emergency service providers, transit providers, and all property owners have been invited to multiple public meetings, and many have attended. Continued coordination with local officials, transit and emergency service providers and property owners will occur during subsequent phases of this Project. By coordinating with all of the stakeholders, everyone will be able to plan for the changes that will occur as a result of this Project. The general public overwhelmingly supports this Project.

Finally, there may be opportunities for non-motorized trails to be developed along local roads in both counties. MDOT will continue to coordinate with local agencies in identifying opportunities for future non-motorized trails. Any proposed trails will be cleared by separate environmental documents at a future date.

- 4. Will the proposed project or changes to the project scope affect the elderly, handicapped, non-motorized users, transit-dependent, minority and ethnic groups, or the economically disadvantaged?

- 5. Will the proposed changes have a disproportionately high and adverse effect on Environmental Justice Population Groups (minorities and low-income populations).

- 6. Describe changes and necessary action(s), if any.

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. Environmental Justice was not covered by the FEIS because the Executive Order was not in place in 1985. After current analysis and years of extensive outreach (see Section VII on Public Involvement) with the community and affected residents along US-127, MDOT has not identified any minority, limited English proficiency, or low-income populations within the Project area that will be disproportionately affected. The following paragraphs outline the background data to support that conclusion.

An analysis of the U.S. Census data for 2000 along with field reviews of the proposed project area determined the presence of minority and low-income populations within the townships of Greenbush, Washington and North Star (See Appendix D). The percentage of minority populations that reside in the three townships is between 1.2 percent and 1.9 percent, which is well below the average for the two counties and Michigan as a whole. The percentage of individuals below the poverty level for the three townships range from 3.3 percent to 12.2 percent; while the averages for Clinton and Gratiot Counties are between 4.6 percent and 10.3 percent with the state average being 10.5 percent.

A review of the U.S. Census data (2000) indicated that the number of people who are limited in English proficiency (LEP) is less than 5 percent in each of the townships and counties. During the project development phase of this Project, MDOT has not received any requests for an interpreter to be present at meetings, or to have any of the documents translated into another language other than English.

The Project requires the acquisition of 60 properties, a decrease from the original FEIS. A study of the Project area indicates the availability of replacement housing, commercial sites and agricultural properties for any property owner who wishes to remain in the area. Please see Appendix C for the Conceptual State Relocation Plans. The MDOT relocation programs, which comply with all applicable federal and state laws, are acceptable mitigation for the affected property owners.

This Project will affect all population groups who live adjacent to or near the US-127 highway. Multiple meetings have been held to inform the public that US-127 would be changed to a limited access freeway. Continued coordination with local officials, emergency service providers, school

district officials, transit providers and residents will occur during subsequent phases of this Project. The general public overwhelmingly supports this Project.

Although the proposed Project will not cause disproportionately high and adverse impacts on minority and low-income populations within the project area, a continuing effort will be made to identify any additional impacts that may have a disproportionately high and adverse effect on minority and low-income populations during subsequent phases of this Project. If additional impacts are identified, every effort will be made to actively involve the impacted groups in the project development process.

C. Economic Impacts:

YES NO

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| 1. Will the proposed changes affect the regional and/or local economy, such as the effects of the project on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Will the proposed changes have an impact on established businesses or business districts? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Describe changes and necessary action(s), if any. | | |

The changes to the Project do not significantly alter the economic impacts identified in the original FEIS. Although there will be displacements of at least 15 businesses, the displacements of these commercial businesses will not have a major economic or otherwise generally disruptive effect on the community. None of these businesses are major employers in the area. There are sufficient commercial facilities in the marketplace to provide for replacement property for any eligible commercial displacements in both Clinton and Gratiot County. Please see the Conceptual Stage Relocation Plans in Appendix C.

D. Agricultural Impacts:

YES NO

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| 1. Will the proposed changes affect lands zoned for agriculture or forestry? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Will new or additional Federal Farmland Protection Policy Act coordination be required? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. New coordination with the Agriculture Department was required due to new laws, rules, and regulations. A total of 225 acres in fee right-of-way purchase is proposed for current Agricultural-use land in Clinton (131 acres) and Gratiot Counties (94 acres). A Federal Farmland Conversion Impact Rating form (AD-1006) was submitted to the respective county USDA/NRCS field offices. The respective Resource Conservationist filled out Part III and Part IV of the form. MDOT scored Part VI and determined the Total Points. For Clinton County the total score is 159 points and for Gratiot County the total score is 130.2 points. The average is 144.5. This project has no other alternative except the “no build.” Therefore, there will be no comparison for the alternative with the fewest agricultural impacts. Please see Appendix E for copies of the AD-1006 forms.

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| 3. Will the proposed changes affect PA 116 lands? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. New analysis was required due to new state laws, rules, and regulations. There are several Farmland and Open Space (Part 361 of the Natural Resources and Environmental Protection Act, 1994 Act 451 as amended—formerly known as PA 116) enrolled parcels in Clinton and Gratiot Counties. If all of the required right-of-way was purchased and construction activities were scheduled for the near future there would be a minimum of 31.55 acres from 17 parcels impacted in Gratiot County and 1.56 acres from one parcel in Clinton County. Please see Appendix F for a list of the currently-enrolled parcels.

4. Describe changes and necessary action(s), if any.

All of the enrolled properties that will be impacted by the Project will be required to be relinquished from the Farmland and Open Space Preservation Program prior to construction activities. The relinquishment process begins by submitting a letter to the Michigan Department of Agriculture (MDA) and the Township or local governing body requesting the impacted parcel/parcels be released from the Part 361 program. Once the approval has been given by both governing bodies the MDA will request that the Michigan Department of Treasury determine the amount of pay-off. MDOT will then be obligated to pay the last seven years of utilized back tax credits to the Department of Treasury.

The integrity of any intercepted farm field drainage systems will be maintained.

E. Land Use :

YES NO

1. Have there been changes in the local land use or transportation plans since the original document was approved?

2. If yes, is the project consistent with the changes to the local transportation land use plan?

Since the original document was approved, both the Gratiot County Strategic Plan and the Clinton County Comprehensive Land Use Plan have been updated. Each of these updates took place in 2002. The updates to the plans were consistent with what the previous plans had envisioned for the area being impacted by this project. There were no changes in the designations for land uses or zoning changes along the corridor. The project is also consistent with the future transportation plan portions of these documents. It is not anticipated that the proposed project will change land use patterns in the area or have a significant impact on future development patterns.

3. Will the proposed changes to the project affect existing or proposed land uses?

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. The proposed changes to the project will not have an increased impact to the existing or proposed land uses for the corridor.

4. Describe changes and necessary action(s), if any.

F. Visual Impacts:

YES NO

1. Will changes in the project affect visual resources?

2. Describe changes and necessary action(s), if any.

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. The elimination of frontage roads in Gratiot County will reduce the visual impact of the limited-access freeway in those areas. The aesthetics of the existing M-57 interchange will be improved by the installation of landscaping. The community will be involved in determining the aesthetics of the grade separation at French Road to minimize the impacts to a historic property.

G. Indirect and Cumulative Impacts: **YES** **NO**

1. Will the proposed changes induce adverse indirect or cumulative effects?

2. Describe changes and necessary actions, if any.

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. The indirect and cumulative impact analysis examines impacts that may result from the proposed project, that are a result of impacts to an area over time and/or impacts that may not be directly associated to the project area. There will be no adverse indirect or cumulative impacts as a result of the Project.

The changes to the Project by eliminating the service drives in Gratiot County will have a minor indirect impact to the residents and businesses that use US-127 in Gratiot County due to the loss of direct access points to the highway. This will cause longer travel times for some travelers. To minimize this impact, the Project proposes to improve local county roads to better provide movement to the designated access points within the county. Portions of the following local roads are being improved as a part of this project: Baldwin Road, Hayes Road, Bagley Road, Roosevelt Road, Croswell/DeWitt Road and Dean Road (see map in Appendix B). The improvements may consist of widening, adding shoulders, new pavement and striping depending on the existing section of the road. Improvements to drainage may be needed as a result, but will not be known until the design phase of the Project. The public is overwhelmingly supportive of this Project.

The businesses and residents in Clinton County will be impacted less due to the new service drive that is being provided as part of this Project. The service drive will run parallel to the new highway providing access to businesses, residences and local roads.

According to local units of government and the MPO for the area, it was determined that there are no local road improvement projects that may impact this project or that may be impacted by this project. Therefore, there are no anticipated cumulative impacts created by the scope of this Project or past activities in the area.

H. Historic (Above Ground) Resources: **YES** **NO**

1. Are there changes in the project that would affect Historic Resources?
(Any revisions to scope of work or location requires SHPO review)

2. Has there been a change in the status of National Register listed, eligible, or potentially eligible sites in the project area, or have any new sites been identified?

3. Will a new survey of the area be required?

4. Describe changes and necessary action(s), if any.

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. In the original FEIS, the State Historic Preservation Office (SHPO) issued a “no effect” determination for the single National Register-eligible resource, Coleman’s Hotel/Park House, identified in the FEIS.

Because the original FEIS was completed in 1985, a new above-ground survey was completed, and accepted by the SHPO, which reexamined the US-127 corridor and studied the secondary roads slated for upgrades. See attached SHPO letters dated September 27, 2005 and October 10, 2006 in Appendix G. The survey identified 5 new eligible sites and re-confirmed the eligibility of the sole resource (Coleman’s Hotel/Park House) identified in the FEIS.

While the overall impact of the Project remains the same, the SHPO has issued an adverse effect determination even though the design of the French Road grade separation has been altered to minimize the impact to the historic property. See attached SHPO letter dated October 2, 2007 in Appendix G. The project will have no adverse effect upon any of the remaining 5 eligible sites. MDOT MDOT will construct a driveway to the Ola Camp property from Garfield Road to the south on MDOT-owned property. MDOT will also consult with the SHPO to erect a historically appropriate ROW fence in front of the Ola Camp property, and at the request of the Ola Board provide additional landscaping. See Appendix G for a Resolution from the Ola Camp Board. The no adverse effect determination for the Ola School property is conditional upon MDOT offering to provide the owner with a National Register nomination, and working with the business owner to provide additional signage (if a business exists in the building when construction begin). See attached SHPO letter in Appendix G. A Memorandum of Agreement (MOA) was negotiated between FHWA, SHPO and MDOT. The signed and executed MOA is located in Appendix H. Please see the attached Section 4(f) Evaluation for more information.

I. Archaeological Resources: YES NO

1. Are there changes in the project that would affect Archaeological Resources? (Any revisions to scope of work or location requires SHPO review).

2. Has there been a change in the status of National Register listed, eligible, or potentially eligible sites in the project area, or have any new sites been identified?

3. Will a new survey of the area be required?

4. Describe changes and necessary action(s), if any.

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. It was determined that the design changes included in the US-127 Re-evaluation do not impact archaeological resources identified in previous archaeological surveys.

MDOT consulted with the Office of the State Archaeologist (OSA) who concurred with a “no historic properties affected” determination for archaeological resources. A letter from the SHPO – OSA dated October 2, 2007 confirms this determination and is included in Appendix G.

MDOT sent a formal Section 106 consultation letter to the Saginaw Chippewa Indian Tribe on September 6, 2006. No concerns, traditional cultural properties, or additional resources were identified.

J. Wetland Impacts: (If yes, resource coordination required). **YES** **NO**

1. Are there changes in project scope or design that affect the wetland impacts?
2. Acres (original/proposed): *30.05/11.4 acres*
3. Fill quantities (original/proposed): *Not available*
4. Dredge quantities (original/proposed): *Not available*
5. Describe any changes from the original environmental document and subsequent environmental re-evaluation(s).

Wetland impacts associated with the Project have decreased significantly compared to those impacts outlined in the original FEIS. The original area of impact at the Maple River State Game Area has been greatly reduced by remaining on the existing alignment to the maximum extent possible and eliminating service drives. Wetland impacts associated with the Ferdon Creek area have been reduced by design changes that avoid/minimize impacts to the greatest extent possible. Due to regulation by Part 301 Inland Lakes and Streams, drain and creek impacts which were originally included as wetland impacts in the FEIS were removed from the wetland portion of this document. Four additional wetland areas between Marshall and Hyde Roads which were not previously identified have also been added to the potential impact estimate. All of these changes result in a total of 11.4 acres of wetland that may be impacted by this project. Of the 11.4 acres of wetland, 7.82 acres are classified as palustrine forested wetland, 1.50 acres are classified as palustrine emergent wetland, and 2.08 acres are classified as a combination of palustrine emergent and scrub-shrub wetlands. These impacts represent the worst case scenario and MDOT intends to follow avoidance and minimization to the greatest extent possible during the design phase of this project.

Wetland impacts will be mitigated at current ratios (2 to 1 for forested wetlands and 1.5 to 1 for emergent/scrub-shrub wetlands) resulting in a need for 15.64 acres of forested wetland and 5.37 acres of emergent/scrub-shrub wetlands. Appendix I provides a summary of wetland impacts and required mitigation for this project. Wetland impacts associated with this project will be mitigated at MDOT’s Maple River Bank site. The Maple River Bank site consists of 7.01 acres of emergent wetland and 31.81 acres of forested wetland. The site was constructed in 2006 to serve as mitigation for this

project as well as other projects in the Maple River Watershed and Lansing Ecoregion. MDOT anticipates that wetland credits from this site will be available in the summer of 2009. Wetland fill and dredge quantities will not be available until the wetlands boundaries have been delineated and mapped as design progresses later in the development process.

K. Fish & Wildlife Impacts:

YES **NO**

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| 1. Will the proposed changes affect fish and wildlife resources? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Will the project changes require consultation with MDNR- Fisheries or Wildlife Divisions? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Does the project affect Federally listed species or U.S. Forest Service listed species? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Describe changes and necessary action(s), if any. | | |

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. Initial coordination regarding the provision of protective fencing to reduce mortality to turtles and other wildlife in the Maple River State Game Area has taken place, and will be completed with Department of Natural Resources (DNR) Wildlife Division during the design phase. Any short-term effects to nesting migratory birds associated with work on several bridges and structures along the corridor will take place and protection efforts to protect the birds will be undertaken during the construction phase of the project (see MDOT response to DNR in Appendix J). Long-term effects to migratory birds can not be estimated accurately at the present time. Replacement of the existing structures with similar designs is likely and restoration of breeding sites for bridge and culvert nesting species may be similar to those found under present circumstances.

Since 1985, changes in design guidelines and the management of aquatic species and habitat have resulted in changes to how impacts to aquatics resources are approached by MDOT and the Resource Agencies. Although no new locations are being impacted and all areas being impacted were identified in the original FEIS, stream enclosures and channel modifications are components of the project that prompted new coordination with several Resource Agencies. Coordination with the Department of Environmental Quality (DEQ), DNR-Fisheries Division, and the United States Fish and Wildlife Service (USFWS) regarding these issues has been undertaken and comments from the agencies have been received (see Appendix K). Stream crossings and relocations will be designed to minimize impacts to aquatic resources, and comments provided by Resource Agencies will be incorporated to the maximum extent practicable during the design process.

L. Threatened and Endangered Species (T&E):

YES **NO**

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| 1. Has there been a change in status of listed T&E species directly or indirectly affected by the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Will new or additional consultation with State and Federal Agencies be required? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

3. Describe changes and necessary action(s), if any.

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS, especially at the Maple River State Game Area. Coordination letters were sent to the DNR and USFWS in 2006; the initial response letters from both agencies are found in Appendix J. Since 2006, the Bald Eagle has been de-listed as a Federally-threatened species. The presence of nesting eagles within the Maple River State Game Area west of the existing right-of-way will be evaluated prior to the start of construction to determine if the birds are present and what form of mitigation may be needed to reduce or eliminate potential impacts to this species. Records for King Rail, Osprey, and Henslow’s Sparrow were reviewed and it has been determined that the project will not affect these species due to reductions in total wetland impacts and the location of potential nesting sites or cover types in relationship to the scope of work. Surveys conducted as part of this Re-evaluation did not find the species present near the roadway and there have been no additional observations made of these species in the immediate area by others. Because no specific schedule for construction of this project has been set, it is likely that additional consultation to determine the presence of listed species will be needed in the future to evaluate any new information that may become available. Please see the MDOT response to DNR questions in Appendix J for more information.

M. Water Body Involvement:

YES **NO**

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| 1. Have there been any changes to the project effects on water bodies?
If yes, complete numbers 2-4 and describe in 5. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Project affects a navigable water body (as listed by USCG). | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Project affects navigable waters of the U.S. (as defined by the Corps). | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Project affects a listed coldwater fish stream. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Describe any changes and necessary action(s), if any. | | |

Since 1985, changes in design guidelines and the management of aquatic species and habitat have resulted in changes to how impacts to aquatics resources are approached by MDOT and the Resource Agencies. Although no new locations are being impacted and all areas being impacted were identified in the original FEIS, stream enclosures and channel modifications are components of the Project that prompted new coordination with several Resource Agencies. Coordination with the DEQ, DNR-Fisheries Division, and the USFWS regarding these issues has been undertaken and comments from the agencies have been received (see Appendix K). Stream crossings and relocations will be designed to minimize impacts to aquatic resources, and comments provided by Resource Agencies will be incorporated to the maximum extent practicable during the design process.

N. Coastal Management Program (CMP):

YES **NO**

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| 1. Are there changes in the project location or specifications that impact resources within the Coastal Zone Management boundary, critical dunes or the Coastal Barrier Resources Act? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Describe changes and necessary action(s), if any. | | |

The Project does not fall within the coastal zone management boundary or within critical dunes or coastal barrier zones. There will be no impact to coastal resources from the proposed Project.

O. Contaminated Sites:

YES **NO**

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| 1. Have there been any changes in the status of known or potentially contaminated sites along the corridor? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. If buildings or residences are relocated, have they been evaluated for hazardous waste (i.e. asbestos?). | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Describe changes and necessary action(s), if any. | | |

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. A new Project Area Contamination Survey (PACS) was performed by Michael Anglebrandt of the MDOT. The PACS (i.e., Phase I Environmental Site Assessment) included a review of DEQ files, interviews, and a site visit. The PACS identified one known and one potential contaminated site within the proposed US-127 Re-Evaluation Project area. Please see Appendix L for the PACS.

The known site of contamination is located on US-127, north of Buchanan Road on the east side of the highway. This site was formerly used to store railroad ties. Heavy metal contaminated soils, railroad ballasts, and miscellaneous solid waste may be encountered at this location. The potential site of contamination is located on US-127, south of Roosevelt Road on the east side of the highway. This site was a former gas station. Petroleum contaminated soil and groundwater, and underground tanks, may be encountered at this site.

A Preliminary Site Investigation (PSI) is required at the locations noted above. The PSI (i.e., Phase II Environmental Site Assessment) is necessary in order to: 1.) meet MDOT’s due care obligations, which include preventing the exacerbation of existing contamination, and addressing potential worker health and safety issues; and 2.) avoid, minimize, and mitigate adverse impacts. The PSI should be conducted prior to the purchase of ROW, and should identify appropriate mitigation measures. All contaminated media must be handled and disposed of appropriately in accordance with state and federal regulations.

P. Air Quality:

YES **NO**

- | | | |
|---|-------------------------------------|-------------------------------------|
| 1. Will the project affect a non-attainment or maintenance area. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Will a new conformity determination be required? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Has there been a change in alignment or intersection/interchange re-configuration, or the inclusion of a new intersection that will require an updated microscale or CO “hot-spot” analysis? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Describe any changes and necessary action(s), if any. | | |

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. MDOT and the Tri-County Regional Planning Commission, the Metropolitan Planning Organization for the Project area, have completed the conformity analysis for the Project and the Project was included in the 2030 RTP and the 2006-2008 TIP on September 10, 2007. The letter is included in Appendix M.

The area is in attainment for CO and particulate matter. No localized air quality impacts are expected, therefore no CO, PM2.5 or PM10 microscale analysis is required.

Q. Floodplains Impacts:

YES **NO**

- | | | |
|--|-------------------------------------|-------------------------------------|
| 1. Have there been changes in the project effects to a regulatory floodway? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Does the project remain consistent with local flood protection standards? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Have there been changes in the status of MDEQ flood hazard ordinances? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Describe changes and necessary action(s), if any. | | |

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. The decision to remain on the existing alignment through the Maple River State Game Area and eliminate service drives has reduced the area to be impacted by the Project in this area. Impacts to floodplain resources remain for the Ferdon Creek (Hyde Road) interchange. These impacts can not be fully determined until additional study during design is conducted. All new structures will meet floodplain and hydraulic requirements.

R. Noise Impact:

YES **NO**

- | | | |
|---|--------------------------|-------------------------------------|
| 1. Has there been a change in noise sensitive receivers and land uses adjacent to the proposed project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|-------------------------------------|

The land uses along the project corridor are primarily undeveloped agricultural with scattered residential and commercial properties. Noise analysis is not required.

- | | | |
|---|-------------------------------------|-------------------------------------|
| 2. Has there been a substantial change in vertical or horizontal alignment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Have traffic volumes changed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The original traffic volumes described in the 1985 FEIS have been reexamined twice. In 2001 the MDOT completed the US-127 Engineering Study, review of the 1982 Engineering Report #1900 and the 1985 FEIS & Section 4(f) statement approved by FHWA. The corridor improvements outlined in the 2001 US-127 Engineering Study were designed to accommodate year 2022 traffic volumes. In 2008 an updated traffic analysis was conducted with future year 2030 volumes and it was determined that the 2030 directional design hour volumes remain below the expected capacity of the proposed limited-access freeway. Please see Appendix N for 2030 traffic data.

- | | | |
|---|--------------------------|-------------------------------------|
| 4. Has the number of through lanes changed? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|-------------------------------------|

5. Describe changes and necessary action(s), if any.

S. Water Quality Impacts:

YES **NO**

1. Does the project impact a public or private drinking water source?
2. Will changes to the project scope affect the potential discharge of storm water into the waters of the State?
3. Does the project affect a designated impaired water body?
(If yes, complete "a").

a. List name(s) and location(s):

- i) *The St. John's Big Ditch in Clinton County does not meet the State's Water Quality Standards for dissolved oxygen (D.O.) levels.*
- ii) *The Maple River, from State Road upstream to Blair Road in Gratiot County, is considered impaired due to levels of phosphorus and nuisance plant growth that exceed the State's Water Quality Standards.*

4. Will the project now involve a municipal separate storm sewer system (MS4) NPDES permit?

5. Describe changes and necessary action(s), if any.

The overall impacts of the Project have decreased compared to those impacts outlined in the original FEIS. Forty-four private drinking water sources have been identified within the Area of Potential Effect (APE). The original FEIS discussed impacts to water wells and, while no new impacts have been identified, additional information on locations have been included in this Re-evaluation. Location and Well ID number were obtained from the DEQ's Wellogic database. A list of well locations is located in Appendix O. If property upon which a drinking water well is located is acquired by MDOT, then appropriate steps will be taken to ensure that the well is properly abandoned. MDOT Special Provisions for abandoning or adjusting water wells will be added to plan packages as necessary.

Discharge of stormwater from this project will be covered under MDOT's National Pollutant Discharge Elimination System (NPDES) Permit (No. MI0057364) for discharge from our municipal separate storm sewer system (MS4). This permit is issued by the DEQ Water Bureau. During design and construction of this project, MDOT will ensure compliance with the provisions of this permit by ensuring implementation of the six minimum measures outlined in MDOT's Phase II Storm Water Management Plan.

T. Wild and Scenic Rivers

YES **NO**

1. Will the changes in scope affect any designated wild and scenic rivers?
2. Describe changes and necessary action(s), if any.

There are no designated wild and scenic rivers in the Project area.

U. Permits and Authorization:

YES NO

- | | | |
|---|--------------------------|-------------------------------------|
| 1. Are there any changes in the status of the following permits and authorizations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| a. Corps, Section 404/10: | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Coast Guard, Section 9: | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Flood Hazard, DEQ, and Part 31: | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Wetland Protection, DEQ, Part 303: | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Inland Lakes and Stream, DEQ, Part 301: | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. MCMP, Section 307: | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Other (Threatened and Endangered Species, Critical Dunes). If “yes, list. | <input type="checkbox"/> | <input type="checkbox"/> |

2. Describe changes and necessary action(s), if any.

The project will require Part 31, Part 303, and Part 301 permits, however, these permits will be applied for during the design phase of the project.

IV. Construction Impacts:

YES NO

Have the following potential construction effects changed:

- | | | |
|-------------------------------------|-------------------------------------|--------------------------|
| 1. Construction timing commitments? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------|-------------------------------------|--------------------------|

MDOT will construct the access road to the Maple River State Game Area parking lot prior to closing off access from US-127.

- | | | |
|--|-------------------------------------|-------------------------------------|
| 2. Temporary degradation of water quality? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Temporary stream diversion? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Stream flow will need to be temporarily diverted at some locations where culverts are being replaced and where stream channels will be realigned. Temporary diversion of the stream and its flow will be designed and constructed according to current MDOT standards set forth in the most recent Soil Erosion and Sedimentation Control Manual. Impacts to aquatic organisms and water quality from sedimentation will be minimized.

- | | | |
|---|-------------------------------------|-------------------------------------|
| 4. Temporary degradation of air quality? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Temporary delays and detours of traffic? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Maintaining traffic was only briefly discussed in the FEIS. The current maintaining traffic plan for US-127 is as follows: One lane in each direction will be maintained at all times on US-127. There will be alternate county road closures and local traffic will be detoured onto secondary roads. A Motorist Information Plan (MIP) which includes electronic message signs and a website, will be developed and implemented during the construction to identify lane closures and alternate routes. No

improvements to the detour routes are anticipated at this time. Access to businesses will be maintained during construction.

During construction, there may be temporary impacts such as delays in travel times, construction noise and dust. However, upon completion, the proposed improvements will provide for a more efficient and safer freeway by improving traffic flow.

- | | | |
|--|--------------------------|-------------------------------------|
| 6. Temporary impact to businesses? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Other construction impacts, including noise? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Describe changes and necessary action(s), if any. | | |

IV. Traffic	<u>YES</u>	<u>NO</u>
--------------------	-------------------	------------------

- | | | |
|---|-------------------------------------|-------------------------------------|
| 1. Does the proposed design adequately serve the existing and planned future traffic projections? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Is the future traffic year still 20 years from the date of construction? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Do changes in traffic cause additional project impacts? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Describe changes and necessary action(s), if any. | | |

The corridor improvements outlined in the US-127 Engineering Study completed December 2001 were designed to accommodate year 2022 traffic volumes. An updated traffic analysis was conducted with future year 2030 volumes and it was determined that the 2030 directional design hour volumes remain below the expected capacity of the proposed limited access freeway. Please see Appendix N for 2030 traffic data.

V. Section 4(f)/6(f):	<u>YES</u>	<u>NO</u>
------------------------------	-------------------	------------------

- | | | |
|--|-------------------------------------|-------------------------------------|
| 1. Has there been a change in status of Section 4(f) properties affected by the proposed action? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Would the proposed action affect Section 4(f) properties? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Has there been a change in the status of the Section 6(f) properties affected by the proposed action? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Is the use of 6(f) property a conversion of use per Section 6(f) of the LWCFEA? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. If yes to any of the above, attach appropriate Section 4(f) and Section 6(f) documentation. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The Michigan Department of Transportation met with a variety of stakeholders during the development of the US-127 Engineering Study. The Engineering Study itself incorporated the information from and needs of the stakeholders wherever possible (see Appendix A).

A summary of the comments received at the February 19, 2002 meeting with responses is included in Appendix S. The US-127 Action Committee sent a letter on March 12, 2002, which is located in Appendix T. Most of the concerns identified in the letter are addressed by the public meeting comment responses found in Appendix S. One concern not addressed was the request for an interchange and related service drive at Buchanan Road. At this point in time there are no plans to construct an additional interchange at this location, based on funding constraints and the lack of a demonstrated need. This issue was also raised by the Gratiot County Road Commission.

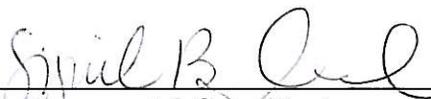
The comments received at the two most recent public meetings in 2007 and 2008 are very similar to the 2002 comments. The public continues to overwhelmingly support the Project. Written comments from the 2008 public meeting (none were received at the 2007 Section 106 meeting) are included in Appendix R.

VIII. Environmental Re-Evaluation:

YES

NO

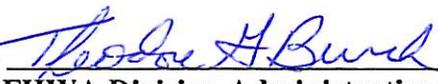
1. Do the conclusions and commitments of the original environmental document approval or subsequent re-evaluations remain valid (if no, go to # 2).
2. Will the changes in project scope, environmental consequences, or public controversy requires a new, supplemental environmental document or EIS.

Prepared by: 
Environmental Coordinator

Date: 6/25/09

Approved by: 
Project Planning Division Administrator

Date: 6/25/09

Approved by: 
FHWA Division Administration

Date: 09/15/2009

List of US-127 Re-Evaluation Appendices

Appendix A	2001 Engineering Study Summary
Appendix B	Map of the project area
Appendix C	Conceptual Stage Relocation Plan
Appendix D	U.S. Census Data
Appendix E	AD-1006 Forms
Appendix F	Farmland and Open Space Enrolled Parcels
Appendix G	SHPO Letters
Appendix H	Memorandum of Agreement
Appendix I	Wetland Impact Summary
Appendix J	Threatened and Endangered Species Coordination Letters
Appendix K	Agency Comments on Aquatic Resources
Appendix L	Project Area Contamination Survey
Appendix M	Air Quality Conformity Analysis Letter
Appendix N	2030 Traffic Data
Appendix O	Identified Well Sites
Appendix P	Section 4(f) Evaluation
Appendix Q	Project Mitigation Summary Green Sheet
Appendix R	May 15, 2008 Public Meeting Comments
Appendix S	Public Meeting Comments Final Preliminary Engineering Study
Appendix T	US-27 Action Committee Letter

APPENDIX A

2001 Engineering Study Summary

4.0 COMPARISON WITH PREFERRED ALTERNATIVE OF ENGINEERING REPORT #1900

4.1 Alternative Evaluation and Analysis

A project team was assembled including Bay Region, University Region, Planning and Design representatives along with the consultant. An evaluation of Engineering Report #1900 was completed by the consultant and presented to the Project Team in February of 2001. Team meetings were held in March, April, May and June of 2001 to identify alternatives that minimize construction and maintenance costs while meeting the objectives for providing a limited or controlled access transportation facility. Additional meetings were held with key project stakeholders, such as the Gratiot and Clinton County Road Commissions and key property owners to discuss the project and further refine alternatives.

The following is a brief summary of the changes between the Final Preliminary Engineering Study and the original Engineering Report #1900. These changes are a result of input received from the MDOT Project Team Members, MDOT Management, and key project stakeholders.

Project Description

- 1. US-27 Horizontal Alignment** - The horizontal alignment for the project was established by "best fitting" an alignment based on Engineering Report #1900 to the aerial imaging provided by MDOT. The plan includes constructing a new divided highway with a 28.5m (94') median to the west of the existing alignment between Livingston Road and French Road. At French Road the alignment changes to be east of the existing alignment. At Marshall Road the median width begins to taper from 28.5m (94') to 21.2m (70'). This reduction in median width is to minimize impacts to, or to avoid, wetland features between Hyde and Maple Rapids Road. This median width is continued to a point in front of Uncle John's Cider Mill, station 13+425, where the proposed project will begin to follow the existing alignment. In this location the median increases from 21.2m (70') to over 28.5m (94') just north of County Line Road and then reduces to 14m (46') just south of Maple River. The existing median width of 14m (46') will be carried across the Maple River State Game Area to minimize impacts to this wetland area and then increase to 28.5m (94') at Roosevelt Road. Also, between Ranger Road and Roosevelt Road the alignment will transition to become west of the existing alignment to match the work completed for the M-57 interchange.

Just north of the M-57 interchange the alignment will transition from west of the existing alignment to have the proposed southbound alignment match the existing southbound alignment just north of Garfield Road. From here to the end of the project, just north of Bagley Road, the median width would be 28.5m (94') from the existing southbound alignment by constructing the new northbound lanes to the east of the existing northbound lanes.

- 2. US-27 Vertical Alignment** - Using the digital terrain model provided by MDOT, URS refined the vertical alignment for the project to be more suitable with existing conditions. For the portions from Uncle John's Cider Mill to Ranger Road, station 13+425 to 18+025, and from Garfield Road to

Bagley Road, station 22+060 to 31+040, the proposed vertical alignment will match the existing alignment. The remaining vertical alignment will be as proposed in the Draft Engineering Report.

3. **Frontage Road** - The frontage road is planned to remain for the portion of the project in Clinton County. A frontage road is planned Between Hyde Road and Maple Rapids Road on the west side and between Hyde Road and County Line Road on the east side of US-27. For the portion of the project in Gratiot County, improvements are planned for existing County roads in lieu of providing a continuous frontage road.
4. **Interchange** - With the completion of the interchange at M-57 in 2000 the only interchange planned for project is at Maple Rapids Road. To minimize impacts to wetland features and to avoid extensive modifications to existing slab culvert structures, a rural diamond configuration was selected over the partial cloverleaf configuration for the northbound lanes. The resulting ramp configurations are longer than desirable. The partial cloverleaf configuration was used for the southbound lanes to avoid the Emerald Golf Course. Careful attention in the design of these ramps is required to avoid the commercial properties situated just south of these ramps and a loop ramp radius less than the desired 80m may be needed, pending the gathering of field survey information for the alignment.
5. **Grade Separations** - The following comments or changes apply to the grade separations described in Engineering Report #1900. It is anticipated that the grade separations for this segment north of M-57 would be constructed in advance of constructing the new northbound lanes. Figure 4.2 shows how the structures would need to be offset to accomplish this.
 - a. **Livingston Road** - The need for this grade separation will be investigated as part of additional studies for this project.
 - b. **French Road** - This grade separation was changed from a local road over US-27 to US-27 over the local road. This change is to preserve the historical property in the southeast quadrant and the residential properties in the northwest quadrant.
 - c. **Roosevelt Road** - This grade separation was changed from US-27 over the local road to a local road over US-27. This change is to reduce the cost for this grade separation.
 - d. **TSBY Railroad** - The need for this grade separation will be investigated as part of additional studies for this project.
 - e. **Grant Road** - This grade separation was changed from US-27 over the local road to a local road over US-27. This change is to allow for constructing the grade separation over the existing roadway prior to constructing improvements to US-27.
 - f. **Hayes and Johnson Road** - The grade separation planned for Johnson Road was relocated to Hayes Road to provide access for Northstar Golf Course.

4.2 Design Criteria

A summary of specific minimum and desired geometric standards for freeways, freeway ramps, rural arterials and local collector roads are shown in Tables 4.1.1 and 4.1.2. Using this freeway and non-freeway criteria we conducted a review of Engineering Report #1900. The review is intended to compare current design standards with those used for the Report when it was prepared in 1982. The review includes the following criteria.

4.2.1 Design Speed

The design speed utilized for Engineering Report #1900 was 128 kph (80 mph). The current design speed for a four lane rural freeway is 120 kph (75 mph) and it will be used for comparison of the various geometric features.

4.2.2 Roadway Geometry

The following geometric factors were reviewed and compared against the current desired design criteria shown in Tables 4.1.1 and 4.1.2.

Horizontal Alignment

The alignment proposed in Engineering Report #1900 transitions from either side of the existing US-27 alignment in three locations. Starting from the south, the alignment transitions from west to east of the existing road just north of French Road, from east to west of the existing road just north of Maple Rapids Road and then back to east of the existing road just north of the TSBY Railroad. Each of these transitions uses a series of $0^{\circ}15'00''$ (6985m) curves. These curves exceed the desirable minimum curve radius for a four lane rural freeway (1200m). These curves will have a normal crown cross-slope and will not require superelevation.

Additionally, there is a $1^{\circ}30'00''$ (1164m) curve used to tie into the existing freeway in the vicinity of Bagley Road. This curve is slightly below the desirable curve radius of 1200m, but greater than the minimum curvature of 700 m. Since the radius is less than 1200m, with a design speed greater than 70 kph, spiral transitions will be required. The proposed superelevation according to MDOT Road Standards is 5.3 percent. No superelevation rates were provided in Engineering Report #1900.

Grade

The proposed US-27 freeway grade varies from less than 0.3 percent to a maximum of 2 percent at the overpasses. Desired freeway grades should not exceed 3 percent or have a minimum grade of less than 0.3 percent for drainage. Grades are shown for the proposed project on the profile figures contained in Section 5 of this report.

Engineering Report #1900 details grades that are less than 0.3 percent in the vicinity of the Maple Rapids State Game Area. This grade is presumed to be required to minimize the encroachment into the Maple River

State Game Area. Drainage in this area may require further considerations for wetland impacts including detention and sedimentation control. Storm drains will be constructed in the median to carry storm water as needed.

Sight Distance

The upper range of the stopping sight distance is provided for the proposed freeway. The “K” values for the crest vertical curves range from 122 to 204. The sag vertical curves maintain “K” values ranging from 45 to 406. For vertical curve information refer to the figures contained in Section 5 of this report.

Stopping sight distance where local roads cross over the freeway are designed for 110 kph (structure only) and 110 kph within the interchange area. This distance was measured graphically along the Maple Rapids Road profile utilizing a 1070mm height of eye and a 300mm height of object. At the Maple Rapids interchange, the intersection sight distance at the ramp terminals exceeds the desirable 880m of intersection sight distance. This distance was measured graphically with a 1070mm height placed 6.1m from the edge of the crossroad along the terminal. The height of eye was adjusted for the cross-slope of the proposed terminal. A sight triangle was then established to ensure that a 1300mm object height adjusted for the cross-slope of the local road was unimpaired.

At the freeway crossovers, the placement of the frontage road tie-ins were established utilizing the distances established from the desirable stopping sight distance, intersection sight distance and frontage road profile grades. These distances were measured graphically utilizing the same criteria established to measure intersection sight distance at the Maple Rapids Road ramp terminals.

Lane Width

The freeway lane widths proposed in Engineering Report #1900 meet the current design standards detailed in Table 4.1.1. Local road lane widths were not specified in Engineering Report #1900 but will vary from 3.3m to 3.6m, depending on roadway classification and ADT.

Median Width

Engineering Report #1900 details a proposed freeway median width on US-27 of 28.5m (94'). This median provides for the future single lane widening of US-27 within the median, without the addition of median attenuation, except in the vicinity of the proposed bridge piers. See the Proposed Rural Cross Section with Frontage Roads in Figure 4.1. Figure 4.1 also includes the Proposed Rural Cross Section without a Frontage Road that shows the variable median width described in Section 4.1.

Shoulder Widths

Proposed shoulder widths were not specified in Engineering Report #1900. For the freeway, the Michigan Road Design Manual recommends a 1.2m paved and 1.2m gravel median shoulder width and a 3.3m paved and 0.3m gravel outside shoulder width (Figure 4.1). The local road shoulder widths will vary from 0.6m to 2.4m.

4.2.3 Structure Geometry

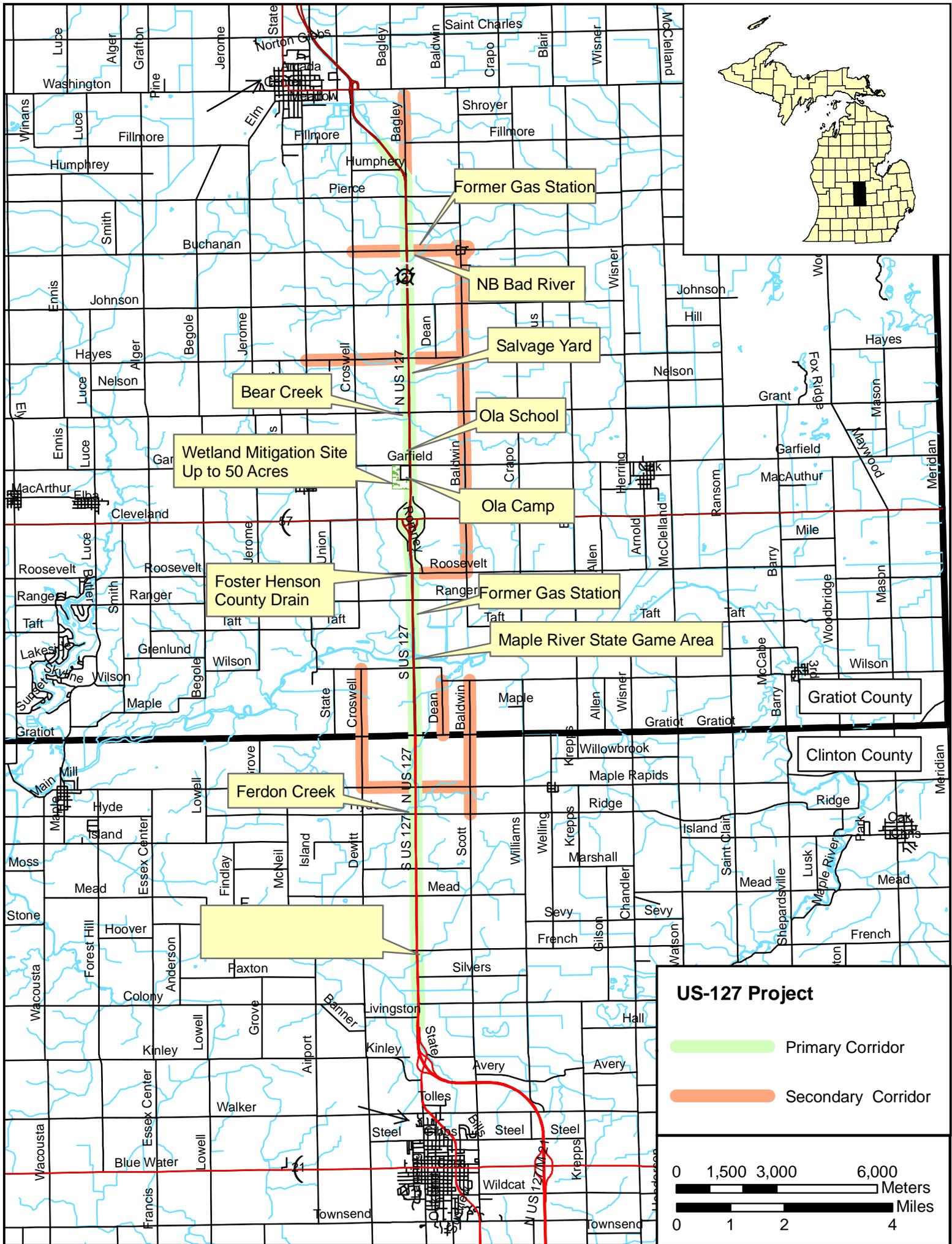
This section discusses the available information from Engineering Report #1900 in regards to structure geometry and compares this information with current structure geometric requirements. For Engineering Report #1900, the intersecting road design at interchanges were widened to four through lanes plus turning lanes within the limits of the interchange. It was noted that critical capacity patterns were not expected. For grade separations where the freeway is carried over the intersecting road, sufficient horizontal clearance was provided to widen the cross-road to four lanes.

Current structure requirements were reviewed and are summarized in Figure 4.2. Intersecting roads are not anticipated to reach critical capacity patterns, therefore a two-lane configuration is anticipated for all local roads except at Maple Rapids Road. A three-lane cross-section, similar to M-57, is anticipated.

In 2000 the interchange at M-57 was constructed to include three travel lanes and 3.0m shoulders. Span lengths include provisions for a lane widening of US-27 in each direction. Other structure features are summarized in Table 4.2.1, which includes the inventory of structures anticipated for the proposed project. This information was used for the purposes of determining structure cost presented in Section 6. Refinement of this information and selection of the substructure and structure type would be completed as part of the design for the project.

APPENDIX B

Map of the project area



Former Gas Station

NB Bad River

Salvage Yard

Bear Creek

Wetland Mitigation Site
Up to 50 Acres

Ola School

Ola Camp

Foster Henson
County Drain

Former Gas Station

Maple River State Game Area

Ferdon Creek

Gratiot County

Clinton County

APPENDIX C

Conceptual Stage Relocation Plans

**Michigan Department of Transportation
Real Estate Division
Conceptual Stage Relocation Plan
Control Section 19034/19132, Project Number 46268B
US-127, Clinton County
University Region
March 21, 2007**

General Area and Project Information

The project is a conversion of US-127 from a four-lane free access highway to a four-lane limited access expressway. The project is located in along US-127 in Greenbush Township, Clinton County. The project begins approximately one-half mile south of Livingston Road and ends at County Line Road. The general area along the US-127 Corridor contains a mixture of agricultural, residential, and commercial land uses.

Displacements:

The following are potential displacements:

Business:	5
Residential:	18
Billboards:	6
Business Signs:	2

Displacement Effects and Analysis:

Several advanced acquisitions have been completed. Acquisition of the remaining properties for this project will allow for an orderly and timely relocation of all eligible displaced residents and businesses. The acquiring agency will insure that there will be replacement properties available on the open market throughout the relocation process.

Residential: The project could cause the displacement of 18 residential units. A thorough study of the availability of replacement housing indicates a sufficient supply of homes and rentals exist for this project. It is anticipated that the local residential real estate market will have the capacity to absorb the displacements resulting from this project.

Business: The project could cause the displacement of five businesses. A thorough examination of availability of replacement commercial sites indicates that the displacement of these businesses will not have a major economic or otherwise generally disruptive effect on the community. There will be sufficient commercial facilities in the marketplace to provide for replacement property for any eligible commercial displacement.

Assurances:

The acquiring agency will offer assistance to all eligible residents, businesses, farms and nonprofit organizations impacted by the project, including persons requiring special services and assistance. The agency's relocation program will provide such services in accordance with Act 31, Michigan P.A. 1970; Act 227, Michigan P.A. 1972; Act 87, Michigan P.A. 1980, as amended, and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended. The acquiring agency's relocation program is realistic and will provide for the orderly, timely and efficient relocation of all eligible displaced persons in compliance with state and federal guidelines.

Prepared by:

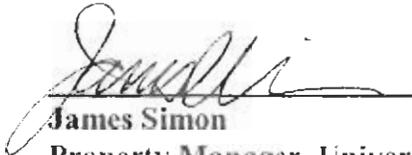


Scott D. Goeman
Property Analyst, University Region

3-21-07

Date

Reviewed by:



James Simon
Property Manager, University Region

3/21/7

Date

Michigan Department of Transportation
Real Estate Division
Conceptual Stage Relocation Plan
US-127, Gratiot County
C.S. 29011, Project Number 46268B
July 7, 2006

GENERAL AREA AND PROJECT INFORMATION

The project is a conversion of U.S.-127 from a four-lane free access highway to a four-lane limited access expressway. The project is located along US-127 in Washington and North Star Townships, Gratiot County; it begins at County Line Road and ends at Fillmore Road, with a project gap at the M-57 interchange.

DISPLACEMENTS

The following are potential displacements:

Business:	10
Residential:	23
Agricultural:	2
Non-Profit:	2
Billboards:	25
Business signs:	7

In addition, there are ten vacant buildings on the project that will have to be demolished for construction but involve no displacement.

DISPLACEMENT EFFECTS AND ANALYSIS

Several advanced acquisitions have been completed. Acquisition of the remaining property for this project will allow for an orderly and timely relocation of all eligible displaced residents, businesses, farms, and nonprofit organizations. The acquiring agency will ensure the availability of a sufficient number of replacement properties in the local area for all eligible displacees.

Residential: The project may cause the displacement of approximately 23 residential units. A study of the housing market in the project area indicates a sufficient number of replacement homes and rentals will be available throughout the relocation process. It is anticipated that the local residential real estate market will have the capacity to absorb the residential displacements impacted by this project.

Business: The project may cause the displacement of approximately 10 businesses. A review of the local commercial real estate market indicates that

there are a sufficient number of replacement sites available to relocate eligible displaced businesses. Displacement of these businesses is not expected to have a major economic or otherwise generally disruptive effect on the community impacted by this project.

Nonprofit organizations: The project may cause the displacement of approximately 2 nonprofit organizations. In fact, it is not certain that one of the organizations (church camp) is currently active. A review of the local real estate market indicates that there is an adequate supply of properties available as replacement sites for eligible nonprofit organizations.

Farms: The project may cause the displacement of approximately 2 farms. A review of the local real estate market for available agricultural properties indicates a sufficient supply of farm properties to which eligible owners may be relocated.

ASSURANCES

The acquiring agency will offer assistance to all eligible residents, businesses, farms and nonprofit organizations impacted by the project, including persons requiring special services and assistance. The agency's relocation program will provide such services in accordance with Act 31, Michigan P.A. 1970; Act 227, Michigan P.A. 1972; Act 87, Michigan P.A. 1980, as amended, and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended. The acquiring agency's relocation program is realistic and will provide for the orderly, timely, and efficient relocation of all eligible displaced persons in compliance with state and federal guidelines.

Prepared by:



Joni Tarras, Property Analyst

Date: 7-7-06

Approved by:



Andrew Philp, Bay Region Real Estate Agent

Date: 7-11-06

APPENDIX D

U.S. Census Data

Census Information

Unit of Government	Total Population	Percentage of Minority Populations	Percentage of Individuals below the poverty level
Greenbush Township	2,115	1.2%	3.3%
Washington Township	909	1.9	4.2%
North Star Township	2,530	4.3%	3.2%
Clinton County	64,753	3.6%	5.5%
Gratiot County	42,285	8.0%	10.3%
State of Michigan	9,938,444	Over 19%	10.5%

Source: 2000 U.S. Census Data

APPENDIX E

AD-1006 Forms

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	5/14/07	Sheet 1 of 1
1. Name of Project US-127 Re-Evaluation, JN46268		5. Federal Agency Involved FHWA		
2. Type of Project Transportation		6. County and State Clinton, MI		
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form.)		7/1/07	Thoen	
4. Major Crop(s) Corn, Soybeans, Wheat		4. Acres Irrigated	Average Farm Size	
5. Name of Land Evaluation System Used LESA		6. Farmable Land in Government Jurisdiction Acres: 303600 % 83	2556 193	
7. Name of Local Site Assessment System NONE		7. Amount of Farmland As Defined in FPPA Acres: 210000 % 57		10. Date Land Evaluation Returned by NRCS 7/3/07

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	131			
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	131	0	0	0

PART IV (To be completed by NRCS) Land Evaluation Information	
A. Total Acres Prime And Unique Farmland	90
B. Total Acres Statewide And Local Important Farmland	30
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	85

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	78
---	----

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1. Area in Nonfarm Use	15	13			
2. Perimeter in Nonfarm Use	10	7			
3. Percent Of Corridor Being Farmed	20	15			
4. Protection Provided by State And Local Government	20	20			
5. Size of Present Farm Unit Compared To Average	10	6			
6. Creation Of Nonfarmable Farmland	25	5			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	10			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	81	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	78			
Total Corridor Assessment (From Part VI above or a local site assessment)	160	81	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	159	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
5. Reason For Selection:			

Signature of Person Completing this Part:

DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3 Date of Land Evaluation Request	12/20/06	Sheet 1 of 1
1 Name of Project		5 Federal Agency Involved		
US-127 EIS Re-evaluation St. Johns to Ithaca		FHWA		
2 Type of Project		6 County and State		
Transportation		Gratiot, Michigan		
PART II (To be completed by NRCS)		1 Date Request Received by NRCS	2 Person Completing Form	
3 Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form)		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	
5 Major Crop(s)		6. Farmable Land in Government Jurisdiction		7 Amount of Farmland As Defined in FPPA
Corn, wheat and soybeans		Acres: 318,900 87 %		Acres: 202,700 55 %
8 Name of Land Evaluation System Used		9 Name of Local Site Assessment System		10 Date Land Evaluation Returned by NRCS
LESA		None		11/8/07

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A Total Acres To Be Converted Directly	94			
B Total Acres To Be Converted Indirectly Or To Receive Services	0			
C Total Acres In Corridor	94	0	0	0

PART IV (To be completed by NRCS) Land Evaluation Information	
A Total Acres Prime And Unique Farmland	88
B Total Acres Statewide And Local Important Farmland	6
C Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.004%
D Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	85
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	62.2

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1 Area in Nonurban Use	15	13			
2 Perimeter in Nonurban Use	10	8			
3 Percent Of Corridor Being Farmed	20	17			
4 Protection Provided By State And Local Government	20	20			
5 Size of Present Farm Unit Compared To Average	10	5			
6 Creation Of Nonfarmable Farmland	25	2			
7 Availability Of Farm Support Services	5	5			
8 On-Farm Investments	20	10			
9 Effects Of Conversion On Farm Support Services	25	0			
10 Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	68	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	62.2			
Total Corridor Assessment (From Part VI above or a local site assessment)	160	68	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	130.2	0	0	0

1 Corridor Selected	2 Total Acres of Farmlands to be Converted by Project	3 Date of Selection	4 Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
5 Reason For Selection			

Signature of Person Completing this Part: James E. Snyder, DC DATE: 11-8-2007

NOTE: Complete a form for each segment with more than one Alternate Corridor

APPENDIX F

Farmland and Open Space Enrolled Parcels

US-127 Re-Evaluation Agricultural Impacts

Farmland and Open Space Preservation Program (PA 116)

Gratiot County

WASHINGTON TWP:		
Farol and Margaret Bontrager*	4.93 + 1.11 + 0.50 =	6.54 Acres
Charles Misenhelder*	2.28 + 4.66 =	6.94 Acres
Total Acres		13.48 Acres

NORTHSTAR TWP:		
Steve and Cynthia Bovee*	3.00 =	3.00 Acres
John and Ann Franich*	2.23 + 1.55 =	3.78 Acres
Vance and Evelyn Humm*	0.99 + 1.05 + 1.34 + 3.14 + 0.03 =	6.54 Acres
David and Jan Eckelbarger*	0.62 + 0.94 + 1.35 =	2.91 Acres
David and Marilyn Kramp*	1.83 =	1.83 Acres
Total Acres		31.55 Acres

GRATIOT COUNTY TOTAL	45.03 Acres
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Clinton County

GREENBUSH TWP:		
Roy C. Davis*	1.56 =	1.56 Acres
Total Acres		1.56 Acres

CLINTON COUNTY TOTAL	1.56 Acres
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TOTAL PA116 IMPACT FOR THE PROJECT	46.59 Acres
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* Impacts required by construction; owners may request MDOT purchase the entire parcel.

Federal Farmland Protection Policy Act (FPPA)

Farmland Conversion Impact Rating (AD-1006)

County	AD-1006 Score	Agricultural Acres Impacted
Gratiot County:	130.2	94 Acres
Clinton County:	159.0	131 Acres
	Average: 144.5	Total: 225 Acres

APPENDIX G

SHPO Letters



JOHN ENGLER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

September 27, 2005

SIGRID BERGLAND
MICHIGAN DEPARTMENT OF TRANSPORTATION
425 WEST OTTAWA
PO BOX 30050
LANSING MI 48909

RE: ER-2207 US-27, Lansing to Ithaca, Clinton and Gratiot Counties (FHWA)

Dear Ms. Bergland:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed the report, *Reconnaissance and Intensive Level Survey of Above-Ground Resources: US-127 Reevaluation, Clinton and Gratiot Counties*, and have the following comments concerning the reports conclusions regarding national register eligibility. We concur with the report's recommendations that the following properties appear to meet the national register criteria:

- Coleman's Hotel/Park House, 4958 North US-127, Greenbush Township, Clinton County: Criteria A, B, and C.
- Gratiot County Holiness Association Campground (Ola Camp), 7386 South Bagley Road. (US-127), Washington Township, Gratiot County: Criteria A and C.
- Ola School/Washington Township School No. 7, 1969 East Garfield Road, Washington Township, Gratiot County: Criteria A and C; exc. G.
- North Star I.O.O.F. Hall Buildings, South Main Street, North Star Township (unincorporated village of North Star), Gratiot County: Criteria A and C.
- Bard/Geisenhafer Farm, 2379 East Hayes Road, North Star Township, Gratiot County: Criterion C.
- Oyer House, 3121 East Wilson Road, Washington Township, Gratiot County: Criterion C.

We have questions concerning the recommendations of ineligibility for the national register for the following properties:

- Robert Gladstone Farm, 1361 E. Buchanan Road, North Star Township, Gratiot County: From the one photograph, the house appears to be a highly intact representative example of the gabled-ell/gable-front-and-wing house form dating from around 1880. The house by itself seems to us to present some potential for national register eligibility as a representative example of a common house form of its time that generally retains far less integrity.
- Strouse Farm, 1893 West Maple Rapids Road, Greenbush Township, Clinton County: The description of the house presented in the report cites "slightly projecting wood window surrounds with bull's eye corner blocks," generally a later 1880s or 1890s feature, suggesting that this house is not a typical Italianate building constructed in the 1860s or 70s but a later one. Like the Gladstone House cited above, this one seems to present some potential for national register eligibility as a representative example of a later Late Victorian "Italianate" that we have seen elsewhere around the state.

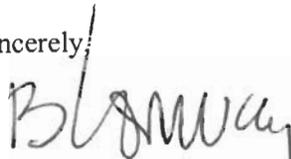
We concur with the report's conclusions that none of the other surveyed properties appears to meet the national register criteria.

A general concern we have with this and other MDOT reports we have seen is the difficulty in reading printed versions of the photographs. In pre-electronic image days we received standard black and white prints that possessed a degree of clarity far greater than that provided by text copies. Maybe a CD-R containing the images could be provided with the report. We would like to discuss with you a procedure for ensuring clear images.

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 Brian Grennell, Environmental Review Specialist, at (517) 335-2721. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "B. Conway". The signature is written in a cursive style and is positioned above the typed name.

Brian D. Conway
State Historic Preservation Officer

BDC: ROC: bgg



STATE OF MICHIGAN
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

JOHN ENGLER
GOVERNOR

DR. WILLIAM ANDERSON
DIRECTOR

October 10, 2006

SIGRID BERGLAND
MICHIGAN DEPARTMENT OF TRANSPORTATION
425 WEST OTTAWA
PO BOX 30050
LANSING MI 48909

RE: ER-2207 Reconnaissance and Intensive Level Survey of Above Ground Resources, US-27,
Reevaluation, Clinton and Gratiot Counties (FHWA)

Dear Ms. Bergland:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed and approve the *Reconnaissance and Intensive Level Survey of Above-Ground Resources: US-127 Reevaluation, Clinton and Gratiot Counties*, final report, and we concur with the recommendations in the report that the Robert Gladstone Farm and Strouse Farm do not appear to meet the criteria for listing in the National Register of Historic Places.

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 Brian Grennell, Environmental Review Specialist, at (517) 335-2721. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,

Brian D. Conway
State Historic Preservation Officer

BDC: ROC: bgg



STATE OF MICHIGAN

DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

JENNIFER GRANHOLM
GOVERNOR

DR. WILLIAM ANDERSON
DIRECTOR

October 2, 2007

SIGRID BERGLAND
MICHIGAN DEPARTMENT OF TRANSPORTATION
425 WEST OTTAWA
PO BOX 30050
LANSING MI 48909



RE: ER-2207 US-27 Lansing to Ithaca / US-127 Reevaluation, Clinton and Gratiot Counties (FHWA)

Dear Ms. Bergland:

Under the authority of Section 106 of the National Historic Preservation Act of 1966 as amended, we have reviewed the re-evaluation FEIS for the above-referenced project. We concur with MDOT's determination that the proposed overpass plan for US-127 at French Road will result in an *adverse effect* on Coleman's Hotel/Park House because it will introduce a large visual element, the overpass structure and highway embankments leading to it, out of character with the hotel into the immediate surroundings of the building and its grounds.

We also concur with MDOT's determination that the proposed US-127-related construction activities will have *no adverse effect* on the following historic resources:

- Oyer House, 3121 Wilson Rd.
- Bard Geisenhafer Farm, 2379 E. Hayes Rd.
- North Star I. O. O. F. Buildings, Main Street/Buchanan Road
- Ola Holiness Camp, US-127

Ola School, Garfield Rd. at US-127: We do not agree with MDOT's determination of effect for this property. In our view the proposed US-127 reconstruction project, because it will close off the connection between Garfield Road and US-127, will isolate the former school building from the traffic that now makes its use for commercial purposes feasible. As a result of this project the school will be located at the end of a cull-de-sac one mile from the nearest crossroad. In our view this will very likely result in the building's abandonment for commercial purposes. We question what other appropriate use there may be for the building. The most likely future use, residential, will likely result in much more substantial alterations to the building than it has thus far suffered since its conversion from school use.

If you have any questions, please contact Martha MacFarlane Faes, Environmental Review Coordinator, at (517) 335-2721 or by email at ER@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,

Brian D. Conway
State Historic Preservation Officer

BDC:ROC:bgg



JENNIFER GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

January 28, 2008

SIGRID BERGLAND
MICHIGAN DEPARTMENT OF TRANSPORTATION
425 WEST OTTAWA
PO BOX 30050
LANSING MI 48909

RE: ER-2207 US-27 Lansing to Ithaca / US-127 Reevaluation, Clinton and Gratiot Counties
(FHWA)

Dear Ms. Bergland:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed the above-cited undertaking at the location noted above. Based on the information provided for our review, the State Historic Preservation Officer (SHPO) concurs with the determination of MDOT that the proposed undertaking will have **no adverse effect** [36 CFR § 800.5(b)] on the OLA School, which appears to meet the criteria for listing in the National Register of Historic Places, provided the following conditions are met:

- If the occupant of the OLA School building remains a viable business when construction of the US-127 project occurs, MDOT will work with the business owner to provide additional signage to help direct patrons from US-127 to the business.
- MDOT will offer to assist the owner of the OLA School in the preparation of a National Register nomination for the building, if the owner so desires.

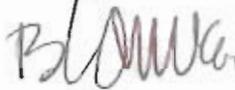
If you concur, the accompanying form must be signed by an agency official with legal and financial responsibility for the above-cited undertaking [36 CFR § 800.2(a)]. Please return the signed original to us. Please note that the Section 106 review process will not be complete and the FHWA's responsibility to comply with 36 CFR § 800.4, "Identification of historic properties," and 36 CFR § 800.5, "Assessment of adverse effects", will not be fulfilled until we have received this letter with the original signature of the agency official. If the agency official disagrees with these conditions, then consultation with this office shall be reopened per 36 CFR § 800.5(a).

The views of the public are essential to informed decision making in the Section 106 process. Federal Agency Officials or their delegated authorities must plan to involve the public in a manner that reflects the nature and complexity of the undertaking, its effects on historic properties and other provisions per 36 CFR § 800.2(d). We remind you that Federal Agency Officials or their delegated authorities are required to consult with the appropriate Indian tribe and/or Tribal Historic Preservation Officer (THPO) when the undertaking may occur on or affect any historic properties on tribal lands. **In all cases**, whether the project occurs on tribal lands or not, Federal Agency Officials or their delegated authorities are also required to make a reasonable and good faith effort to identify any Indian tribes or Native Hawaiian organizations that might attach religious and cultural significance to historic properties in the area of potential effects and invite them to be consulting parties per 36 CFR § 800.2(c-f).

The State Historic Preservation Office 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 Brian Grennell, Environmental Review Specialist, at (517) 335-2721 or by email at ER@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,



Brian D. Conway
State Historic Preservation Officer

BDC:ROC:BGG

Enclosure(s)

copy: Dave Williams, FIIWA



JENNIFER GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

SIGRID BERGLAND
MICHIGAN DEPARTMENT OF TRANSPORTATION
425 WEST OTTAWA
PO BOX 30050
LANSING MI 48909

RE: ACCEPTANCE LETTER

ER-2207 US-27 Lansing to Ithaca / US-127 Reevaluation, Clinton and
Grafton Counties (FHWA)

We have received comments from the State Historic Preservation Office (SHPO) in regards to the above-cited undertaking at the location noted above. We intend to follow the conditions as specified by the SHPO.

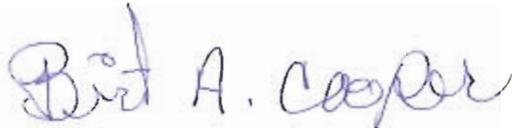
I concur: Sigrid Bergland Date: 2/6/08

Printed name and title of agency official: SIGRID BERGLAND, MICHIGAN DEPARTMENT OF TRANSPORTATION HISTORICIAN

Ola Holiness Association

The Ola Camp meeting was held on March 3, 2007 with six members present. The Ola Camp is located at 7386 South Bagley road (US-127). The board members unanimously agreed to accept the proposal by MDOT for realignment of highway US-127 to the East missing Ola Camp. MDOT will build an access road coming from Garfield road on the North it will be built at state expense, with a fence at the right of way and trees planted to relieve noise from the highway.

President
Birt Cooper

A handwritten signature in blue ink that reads "Birt A. Cooper". The signature is written in a cursive style with a large initial "B".

Trustee
Jack Bellinger

A handwritten signature in blue ink that reads "Jack Bellinger". The signature is written in a cursive style with a large initial "J".

APPENDIX H

Memorandum of Agreement

**MEMORANDUM OF AGREEMENT BETWEEN
THE FEDERAL HIGHWAY ADMINISTRATION AND
THE MICHIGAN STATE HISTORIC PRESERVATION OFFICER
REGARDING
THE US-127 LIMITED ACCESS FREEWAY PROJECT BETWEEN
LIVINGSTON ROAD AND BAGLEY ROAD
CLINTON AND GRATIOT COUNTIES, MICHIGAN
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 CFR PART 800.6(b)(1)**

WHEREAS, the Federal Highway Administration (FHWA) has determined that the US-127 Limited Access Freeway Project between Livingston Road and Bagley Road (Project) will have an adverse effect upon the former Coleman's Hotel/Park House (Historic Property) at 4958 North US-127, which appears to meet the criteria for listing in the National Register of Historic Places (NRHP); and

WHEREAS, the FHWA has consulted with the Michigan State Historic Preservation Officer (SHPO) in accordance with Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) (the Act); and

WHEREAS, The Michigan Department of Transportation (MDOT) has participated in the consultation and has been invited to concur in this Memorandum of Agreement (MOA);

NOW, THEREFORE, the FHWA and the SHPO agree that the Project shall be implemented in accordance with the following stipulations to take into account the effect of this Project on the Historic Property.

STIPULATIONS

The FHWA shall ensure that the following stipulations are carried out:

I. General Recordation

MDOT will prepare photographic documentation and a historical overview of the Historic Property according to the SHPO *Documentation Guidelines* attached hereto as Attachment A. MDOT shall ensure that all documentation is completed and accepted by the SHPO for deposit in the State Archives of Michigan, and any appropriate local repositories designated by the SHPO, prior to the initiation of any construction activities.

II. Landscaping

MDOT shall ensure that the frontage of the Historic Property is landscaped in accordance with a landscape plan designed in consultation with and approved by the SHPO and the property owners. MDOT will retain a historian meeting the Secretary of the Interior's *Professional Qualifications Standards* (48 FR 44738-39) and trained in historic landscape analysis and design to assist in plan development.

III. Design

MDOT shall ensure that the grade separation at French Road near the Historic Property is designed and landscaped in consultation with the SHPO, the property owners, and the general public. MDOT will retain a historian meeting the Secretary of the Interior's *Professional Qualifications Standards* (48 FR 44738-39) and trained in historic landscape analysis and design to assist in plan development.

IV. Amendment

Any party to this MOA may propose to the other parties that it be amended, whereupon the parties will consult in accordance with 36 CFR 800.6(c)(7) to consider such an amendment.

V. Dispute Resolution

Should the parties to this agreement object within 30 (thirty) days to any actions proposed pursuant to this MOA, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall forward all documentation relevant to the dispute to the Advisory Council on Historic Preservation (Council). Within 45 (forty-five) days after receipt of all pertinent documentation, the Council will either:

- A. provide the FHWA with recommendations, which the FHWA will take into account in reaching a final decision regarding the dispute; or
- B. notify the FHWA that it will comment pursuant to 36 CFR 800.7(c) and proceed to comment. Any Council comment provided in response to such a request will be taken into account by FHWA in accordance with 36 CFR 800.7(c)(4) with reference to the subject of the dispute.

VI. Termination

- A. If the FHWA determines that it cannot implement the terms of this MOA, or if the SHPO determines that the MOA is not being properly implemented, the FHWA or the SHPO may propose to the other parties to this MOA that it be terminated.

- B. The party proposing to terminate this MOA shall so notify all parties to this MOA explaining the reasons for termination and affording at least sixty (60) days to consult and seek alternatives to termination. The parties shall then consult.
- C. Should such consultation fail, the FHWA or the SHPO may terminate the MOA by so notifying all parties.
- D. Should this MOA be terminated, the FHWA shall either:
1. Consult in accordance with 36 CFR § 800.6 to develop a new MOA; or
 2. Request the comments of the Council pursuant to 36 CFR § 800.7.

Execution and implementation of this MOA and submission to the Council evidences that the FHWA has afforded the Council a reasonable opportunity to comment on the Project and that the FHWA has taken into account the effects of the project on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

By: James J. Stegle Date: October 22, 2008
James J. Stegle, Division Administrator

MICHIGAN STATE HISTORIC PRESERVATION OFFICER

By: Brian Conway Date: 9/9/08
Brian Conway, State Historic Preservation Officer

Concur:

MICHIGAN DEPARTMENT OF TRANSPORTATION

By: Susan Mortel Date: 9/28/08
Susan Mortel, Deputy Director, Bureau of Transportation Planning

APPENDIX I

Wetland Impact Summary

Summary of Wetland Impacts for US-127 St. Johns to Ithaca Clinton and Gratiot Counties

FEIS #	County	Type	Location	Est. Impact (acres)	Mit. Required (acres)
16C	Clinton	PFO	Ferdon Creek	1.30	2.60
17	Gratiot	PFO	Maple River SGA	1.29	2.58
17	Gratiot	PEM/SS	Maple River SGA	2.08	3.12
N/A	Clinton	PFO	Marshall to Hyde Road	5.23	10.46
N/A	Clinton	PEM	Marshall to Hyde Road	1.50	2.25
				11.4 acres	21.01 acres

APPENDIX J

Threatened and Endangered Species Coordination Letters



STATE OF MICHIGAN

DEPARTMENT OF NATURAL RESOURCES
LANSING

JENNIFER M. GRANHOLM
GOVERNOR

REBECCA A. HUMPHRIES
DIRECTOR

November 20, 2006

Mr. David Schuen
Environmental Section
Project Planning Division
Department of Transportation
PO Box 30050
Lansing, MI 48909

RE: Proposed project along US-127, Walker Road to Filmore Road

Dear Mr. Schuen:

The location of the proposed project was checked against known localities for rare species and unique natural features, which are recorded in a statewide database. This continuously updated database is a comprehensive source of information on Michigan's endangered, threatened and special concern species, exemplary natural communities and other unique natural features. Records in the database indicate that a qualified observer has documented the presence of special natural features at a site. The absence of records may mean that a site has not been surveyed. Records may not always be up-to-date. In some cases, the only way to obtain a definitive statement on the presence of rare species is to have a competent biologist perform a field survey.

Under Act 451 of 1994, the Natural Resources and Environmental Protection Act, Part 365, Endangered Species Protection, "a person shall not take, possess, transport, ... fish, plants, and wildlife indigenous to the state and determined to be endangered or threatened," unless first receiving an Endangered Species Permit from the Department of Natural Resources, Wildlife Division. *Responsibility to protect endangered and threatened species is not limited to the list below. Other species may be present that have not been recorded in the database.*

The presence of threatened or endangered species does not preclude activities or development, but may require alterations in the project plan. Special concern species are not protected under endangered species legislation, but recommendations regarding their protection may be provided. Protection of special concern species will help prevent them from declining to the point of being listed as threatened or endangered in the future.

If the project is located on or adjacent to wetlands, lakes, streams, or other regulated resources, additional permits may be required. To obtain more information regarding permits in these areas, please visit the DEQ's website at <http://www.michigan.gov/deq>. Or you may contact the Michigan Department of Environmental Quality, Land and Water Management Division at 517-241-1515.

The following is a summary of the results for the project in Clinton & Gratiot Counties.

The following list includes unique features that are known to occur on or near the site(s) and may be impacted by the project. Federally threatened or endangered species are marked with an asterisk (*). Please contact the U.S. Fish and Wildlife Service, 2651 Coolidge Road, Suite 101, East Lansing, MI, 48823 or (517) 351-2555 for information on federal regulations that apply to these species.

<u>common name</u>	<u>status</u>	<u>scientific name</u>
Bald eagle*	state/federally threatened	<i>Haliaeetus leucocephalus</i>

Osprey
King rail
Henslow's sparrow

state threatened
state endangered
state threatened

Pandion haliaetus
Rallus elegans
Ammodramus henslowii

The bald eagle has been observed nesting in the area near the Maple River State Game Area. Nest sites are usually within a ½ mile of water and at the top of tall, established trees. Bald eagles prefer forested habitats adjacent to the shorelines of lakes, large rivers, floodings, and other bodies of water where prey is available throughout the breeding season. Live trees are generally favored over dead ones. In Michigan, eagles arrive at their nesting territories between mid-February and mid-March. Nesting pairs are usually faithful to previous nesting sites. Individual eagles pair for life, but replacement of lost mates occurs between seasons as well as within the same season. By October and November, immature bald eagles and most adults move southward, with many remaining in Michigan throughout the winter.

The U.S. Fish and Wildlife Service completed the bald eagle recovery plan for the Northern States in 1983. Management guidelines for bald eagle breeding areas are as follows: Eagle tolerance of human presence is highly variable, both seasonally and among different individuals or pairs of eagles. All nesting eagles are disturbed more easily at some times of the nesting season than at others. Prior to egg laying bald eagles engage in courtship activities and nest building. During this and the incubation periods they are most intolerant of external disturbances and may readily abandon the area. The most critical period is defined as one month prior to egg laying to four weeks after hatching. For Michigan this is described as January 1 to June 1 in the Lower Peninsula and from January 10 to June 10 in the Upper Peninsula. **Activity is prohibited during the nesting season within ¼ mile from the nest.**

Osprey have been observed nesting in the area near the Maple River State Game Area. Osprey are most commonly found in forested regions near lakes, large rivers, and floodings. They will nest in snags, dead topped pines, tamaracks, and man-made platforms near bodies of water. They feed on fish caught in relatively clear rivers or lakes. Their past decline has been attributed to habitat loss, human intrusion, and chemical pollution. **It is recommended that land altering activities not occur within 400 meters (1/4 mile) of an active nest(s) during the nesting season (March 15 to August 31).** Impacts will be minimized if work is avoided during the nesting season.

The king rail has been known to occur in the area near the Maple River State Game Area. The king rail prefers freshwater marshes in the Midwest, although it uses brackish wetlands elsewhere. Grasses, sedges, and rushes are important cover types; cattail is a key plant throughout the species range. Studies in Michigan have found king rails in monotypic cattail stands, cattail-sedge-shrub mixtures, and tussock-forming sedge-grass wetlands. Although expansive stands of marshy herbaceous vegetation are typically considered preferred habitats, king rails have been found occupying marsh habitats interspersed with willow (*Salix* spp.) and dogwood (*Cornus* spp.). Nests are usually in shallow water (0 to 25 cm). These birds tend to return to the same breeding territory year after year. Arrival dates in Michigan are estimated from mid April into May and departure dates from mid October to November. Habitat destruction and drainage of wetlands are prime contributors toward the decline of the king rail. Surveys are conducted with tape-recorded calls.

The Henslow's sparrow has been known to occur in the area near the Maple River State Game Area. Henslow's sparrow require grasslands to breed. Today, this means grassy fields, pastures, hayfields and meadows with scattered shrubs. They are often found in damp/moist low-lying locations. Henslow's arrive in Michigan in early April and are on their breeding ground by late to early May. Two broods are common during the breeding season, which means nesting can last into August. Fall migration begins in late September to mid-October.

In summary, the project site may include suitable habitat for the above listed species. Potential impacts might include direct destruction of species and disturbance of critical habitat. **Clearance from this office in the form of a "No Effect" statement will be needed before work on this project begins.** To obtain an evaluation for project clearance, please provide at least one of the following to this office:

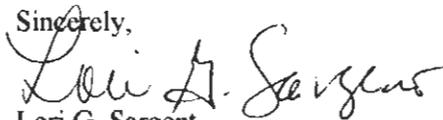
1. Description of the project area with regard to the species habitat type(s) described above. A recent photo of the project site and a map that shows habitat type(s) and location(s) of the proposed project will be necessary. This can be done by the landowner, other responsible party, or knowledgeable source (i.e. botanist, ecologist, biologist, experienced birder, etc.). This level of evaluation will only define the presence or absence of available habitat. If this office determines that there is no significant available habitat, the project may be cleared at this point. If potential habitat does exist, the next level of evaluation must be undertaken (see options 2 or 3 below).
2. A statement from a knowledgeable source (see above) stating that suitable habitat is or is not present and why the project will not impact the species or habitat(s) identified above.
3. Results from a complete and adequate survey by a knowledgeable source (see above) showing whether or not the above listed species are present in the affected project area. Guidelines for conducting surveys can be obtained from this office on request. For additional information and guidance for conducting surveys, including consultation with MNFI staff biologists, please contact me at the number below or go to the DNR website at www.michigandnr.com/publications/pdfs/huntingwildlifehabitat/TE_consultants.pdf.

In most situations, the most efficient, thorough, and expeditious evaluation of the project and its impacts results from option 3. Responses and correspondence can be sent to:

Michigan Department of Natural Resources
Wildlife Division – Natural Heritage Program
PO Box 30180
Lansing, MI 48909

Thank you for your advance coordination in addressing the protection of Michigan's natural resource heritage. If you have further questions, please call me at 517-373-1263 or e-mail at SargenL2@michigan.gov.

Sincerely,



Lori G. Sargent
Endangered Species Specialist
Wildlife Division

cc: Craig Czarnecki, US Fish & Wildlife Service



United States Department of the Interior

FISH AND WILDLIFE SERVICE

East Lansing Field Office (ES)
2651 Coolidge Road, Suite 101
East Lansing, Michigan 48823-6316

IN REPLY REFER TO:

November 28, 2006

Mr. David W. Schuen
Environmental Section
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

Re: Endangered Species List Request, US 127 Walker Road to Filmore Road Project, Clinton and Gratiot Counties, Michigan

Dear Mr. Schuen:

Thank you for your October 25, 2006, request for information about species federally listed as endangered or threatened, species proposed for listing, candidate species, and critical habitat near your proposed project. Your request and this response are made pursuant to section 7 of the Endangered Species Act of 1973, as amended (Act).

Our records indicate that the bald eagle and Indiana bat (*Myotis sodalis*) may occur in the proposed action area. The bald eagle is federally listed as threatened, and the Indiana bat is listed as endangered.

Bald Eagle

Bald eagles nest on the Maple River State Game Area, adjacent to US-127. Nest sites are usually associated with aquatic habitats (coastal areas, rivers, lakes, and reservoirs) with forested shorelines. Bald eagles construct nests in large trees that are open and accessible; nests are used for several years by the same pair of eagles. In southern Michigan, bald eagles arrive at their breeding territories in January. Bald eagles then commence courtship, nest building and egg-laying during which they are the most sensitive to disturbance. This most critical period covers February 1 to April 20 in southern Michigan. Moderately critical periods include January 1 to January 31 and April 21 to May 21 (post hatching).

The Northern States Bald Eagle Recovery Plan outlines three zones around eagle nests in which activities should be limited. The primary zone extends to a 330-foot radius around the nest trees; all land use should be restricted in the primary zone, and disturbances should be prohibited during the most and moderately critical periods. The secondary zone extends from 330 to 660 feet around the nest: significant changes to the landscape should be restricted, and human entry prohibited during the most critical period. The tertiary zone reaches from 660 feet to 1,320 feet. Depending on topography and vegetative cover, the tertiary zone may go out to 2,640 feet from the nest if the adult bald eagles would have a clear line of sight of the activities. Activities in the tertiary zone should be minimized during the most critical period.

Indiana Bat

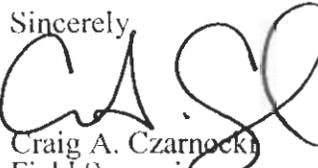
The proposed project is within the breeding range of the Indiana bat. In Michigan, this area includes the southern half and most of the western coastal counties of the Lower Peninsula. Summering Indiana bats roost in trees in riparian, bottomland, and upland forests, ranging from highly altered landscapes to intact forests. We have enclosed additional information about the distribution, life history, and habitat requirements of the Indiana bat.

We recommend a qualified individual conduct a survey to determine if potential Indiana bat habitat occurs in the proposed action area. Although we have no documented records of Indiana bats in the vicinity of the proposed project, survey information is lacking, and maternity colonies are likely yet to be discovered. Thus, for projects within the species' breeding range where potential habitat is present, we recommend that project proponents assess potential effects to Indiana bats.

Because this project involves a federal action (i.e., authorized, funded, or carried out in whole or in part by a federal agency), the federal action agency, or its designated agent, is responsible for determining if the proposed project *may affect* federally listed threatened or endangered species or designated critical habitat. If you determine that the project *may affect but is not likely to adversely affect* federally listed species or designated critical habitat, the action agency or its designee must seek written concurrence from us. If you determine that the proposed project is *likely to adversely affect* federally listed species or adversely modify designated critical habitat, the federal agency must initiate formal consultation by providing this office with a copy of the biological assessment and any other relevant information used to reach the determination. We have attached Enclosure A, which provides additional information regarding requirements for federal agencies under the Act.

The bald eagle and Indiana bat also receive protection from the Michigan Department of Natural Resources. Please contact Ms. Lori Sargent at 517/373-1263 for information regarding the protection of threatened and endangered species under State law.

We appreciate your concern for endangered and threatened species. Because endangered species data changes continuously, we recommend you contact this office for an updated species list if more than six months have passed prior to commencement of the proposed work. Please direct any questions to Barbara Hoster of this office at 517/351-6326.

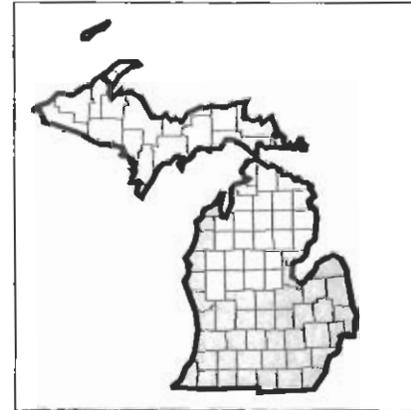
Sincerely,

Craig A. Czarnocki
Field Supervisor

cc: MDNR, Wildlife Division, Lansing, MI (Attn: Lori Sargent)

Indiana Bat Life History

Since listing as endangered in 1967, the range-wide Indiana bat population has declined by nearly 60%. Several factors have contributed to its decline including the loss and degradation of suitable hibernacula, human disturbance during hibernation, pesticides, fragmentation of forest habitat, and loss and degradation of forested habitat, particularly stands of large, mature trees.

In Michigan, summering Indiana bats roost in trees in riparian, bottomland, and upland forests from approximately April 15 to September 15. Indiana bats may summer in a wide range of habitats, from highly altered landscapes to intact forests. Roost trees are typically found in patches of forests of varying size and shape, but have also been found in pastures, hog lots, fence rows, and residential yards.



Indiana bat range in shaded areas.

Male Indiana bats are dispersed throughout the range in the summer, roosting individually or in small groups, but may favor areas near hibernaculum. In contrast, reproductive females form larger groups, referred to as maternity colonies. Female Indiana bats exhibit strong site fidelity to summer roosting and foraging areas, tending to return to the same summer range annually to bear their young. These traditional summer sites are essential to the reproductive success and persistence of local populations.

Indiana bats are known to use a wide variety of tree species for roosting, but structure (i.e., crevices or exfoliating bark) is probably most important in determining if a tree is a suitable roost site. Roost trees generally are dead, dying or live trees (e.g. shagbark hickory and oaks) with peeling or exfoliating bark which allows the bat to roost between the bark and bole of the tree, but Indiana bats will also use narrow cracks, split tree trunks and/or branches as roosting sites. Southern Michigan maternity roost trees are typically in open areas exposed to solar radiation. Roost trees vary considerably in size, but those used by Indiana bat maternity colonies usually are large relative to other trees nearby, typically greater than 9 inches dbh. Male Indiana bats have been observed roosting in trees as small as 3 inches dbh.

Maternity roosts of the Indiana bat can be described as “primary” or “alternate” based upon the proportion of bats in a colony consistently occupying the roost site. Maternity colonies typically use 10–20 different trees each year, but only 1–3 of these are **primary roosts used by the majority of bats for some or all of the summer**. It is not known how many alternate roosts must be **available to assure retention of a colony** within a particular area, but large, nearby forest tracts appear important. **Although the Indiana bat appears to be adaptable to changes in its roosting habitat, it is essential that a variety of suitable roosting trees exist within a colony's summer area to assure the persistence of the colony.**

From: Richard Wolinski
To: Flegler, Earl; Sargent, Lori
Date: 3/27/2009 12:55:26PM
Subject: US-127 Response

Lori,

Please find attached the response to the DNR letter referencing the above project through a portion of the Maple River State Game Area in Gratiot County.

Richard A. Wolinski
Wildlife Ecologist
Ecological Services, Compliance and Mitigation Unit
(517) 335-2633 Fax (517) 373-9255

CC: Bailey, Michael; Bergland, Sigrid; Beyer, Stephen; Dominic, David; Lawrie, Ann; Whitcomb, Scott

This document has been written in response to comments submitted to the Michigan Department of Transportation (MDOT) for the re-evaluation of the US-127 project in regards to threatened and endangered species, migratory bird nesting, and effects to those species associated with the Maple River State Game Area in a letter dated 19 December 2007 to Ann Lawrie from Earl Flegler of the Department of Natural Resources. This re-evaluation is part of the National Environmental Policy Act (NEPA) process. The information presented below is presented to respond to items 5 and 6 as presented in the original communication. Please be aware that this project is not now scheduled for construction and funding to proceed on additional design has not been appropriated.

Item 5. Threatened and Endangered Species: Lori Sargent conducted a threatened and endangered species review on the project a while ago and commented about potential impacts to bald eagles, ospreys, king rails and Henslow's sparrow. She has not received return comments about how the project will or will not impact these species.

Response:

Bald Eagle (*Haliaeetus leucocephalus*): The presence of nesting eagles in close proximity to the existing right-of-way (ROW) is well documented. The nest previously used was in direct view of the roadway and was of some concern regarding how mitigation of potential impacts would be affected (via temporal restrictions on construction activity, screening of construction work, etc.). This nest is not now being used and a new nest placed within the riparian corridor farther from the ROW and screened from view is now being occupied. Though the placement of this nest poses less of a threat during critical phases of the nesting cycle due to its location, additional review and analysis will be conducted prior to initiation of construction work to determine if nesting is taking place, and if so, what mitigation measures would be appropriate to reduce or eliminate effects to nesting birds. Any decisions regarding the need and form of mitigation that would be required will be done in consultation with resource agency staff.

Osprey (*Pandion haliaetus*): Observations of this species flying over US-127 and over the Maple River SGA have been made by MDOT staff during collection of data for the re-evaluation of the project. These birds have been flying to and from their nest site on a communications tower more than a half a mile from the ROW. Due to the distance involved, no effect to this species is likely to occur.

King Rail (*Rallus elegans*): This deep marsh nesting species has not been documented since the last element occurrence in July 1998 nearly a mile east of the ROW by MDOT staff or others. Given the lack of wetland impact to cover types that serve as foraging and nesting habitat for this species no impact to this species is expected to take place.

Henslow's Sparrow (*Ammodramus henslowii*): Survey of grassland cover types adjacent to the ROW, including the historical location for this species have failed to document the continued presence of this species within the project area. No effect to species is

expected.

Item 6. Swallows: *Historically, the bridge over the Maple River at US-127 has sizable numbers of swallows nesting under it. This will need to be taken into consideration if construction will impact these birds.*

Response:

Documentation of the presence of nesting Barn Swallow (*Hirundo rustica*) has been made during the re-evaluation process. Impacts to this species are expected to take place if total bridge replacement is undertaken for one or both bridges. In the event that any construction activity is undertaken that would affect use of these structures for nesting by migratory birds the “Migratory Bird Special Provision” will be added to project plan and specification sheets; this provision provides specific measures that must be undertaken by the contractor to insure the protection of migratory birds. Adherence to this provision is designed to prohibit the incidental take of nesting migratory birds.

Depending on the final design of the bridge under-structure migratory bird use may resume after work is completed at the same, greater, or less numbers. Nesting opportunities may be eliminated entirely if specific designs are used; though this is unlikely given the width of the river at this location and the need to carry loads via steel beam construction. At this time the nature and extent short-term and long-term effects to migratory birds is unknown and will be characterized once design of the bridge elements have been determined.

Additional consultation and field work to determine the current status of these and other species will be conducted once the project has been scheduled for construction to complete the environmental clearance process.

APPENDIX K

Agency Comments on Aquatic Resources

From: Holly Vickers
To: Bethany Matousek
Date: Fri, Mar 14, 2008 4:00 PM
Subject: US-127 Clinton & Gratiot Co

MDEQ Preliminary Review File Number 08-19-5001

Thank you for the opportunity to meet and discuss this project. Scott Hanshue (DNR, Fisheries) made a quick field review and photographed the crossings on March 3, 2008. At this time, I would like to share the following comments/concerns with you; beginning with the following general comments:

- 1) We recommend that all of the crossings be clear spanned with bridges or bridge-like 3 sided structures.
- 2) We recommend that all crossings be as short as possible, allowing the maximum amount of day-lighting of the stream.
- 3) Measures must be taken to address stormwater treatment prior to entering streams and/or wetlands.
- 4) Stream mitigation may be required for enclosures of existing streams.

More specific comments include:

- 1) At St John's Big Ditch(CO3-19034), no concerns with the proposed 6 foot extension. No work will be allowed in the stream from May 1 thru June 30.
- 2) At Hayworth Creek(BO2 1 and 2), in addition to the general comments above, this is a flashy system (frequently experiencing high, concentrated flows; bank erosion and scouring). We would like to see some flood retention/detention adjacent to the creek, where possible to address the amount and speed of stormwater entering the creek. No work will be allowed in the water from March 1 thru June 30.
- 3) At Silver Nail Drain(CO3) we prefer the open median design, minimizing the amount of enclosed channel. The general comments above apply. No work will be allowed in the water from May 1 thru June 30.
- 4) At Bennett Drain(CO4), we think we would prefer the perpendicular alignment to reduce the length of the structure as much as possible. This would require some minor stream relocation and/or bank stabilization. A bridge may have less impacts than a culvert at this location and could eliminate the need for such a long enclosure and stream realignment. No work will be allowed in the water from March 1 thru June 30.
- 5) At the crossing of Ferdon Creek(CO5), the proposed relocation work appears to be through an area that is forested wetland. Field verification of the presence and a delineation is recommended. A detailed analysis of feasible and prudent alternatives to any stream relocation that will impact this forested area must be done. If this analysis indicates that the realignment must occur here, minimization to the forested wetland impacts shall be thoroughly examined. Mitigation for unavoidable impacts to this area shall occur at a 2:1 ratio and be adjacent to the Ferdon Drain at another location due to the functions and values of the forested resource to the drain itself in this area.

The alternatives to consider should include relocation of the interchange at

Maple Rapids Road, relocation of Maple Rapids Road to intersect with 27 north or south of the proposed intersection avoiding Ferdon Creek and the associated wetlands, reconfiguration of the on and off ramps to avoid or minimize impacts to Ferdon Creek and associated wetlands and eliminating or relocating the frontage road. These are only a few of the alternatives to consider; we are open to others that DOT may propose.

If the alternatives indicate that the proposed relocation must occur, we request that the new stream channel be constructed in the dry, one (1) year prior to diverting flow to allow for proper stabilizing vegetation to become established. The location of the new stream channel should be as far from the road as possible, but topography east of the existing channel rises quickly and could pose difficulty in stabilizing the new channel.

6) At the (C06) crossing of Ferdon Creek, most of the same comments will apply regarding the east end of the creek relocation. In addition, the upstream side of the crossing is experiencing severe erosion in the southern roadside ditch and was creating a plume downstream of the crossing. This situation should be repaired immediately. The two (unauthorized, unpermitted) upstream crossings would be improved with DOT's proposal as they will be removed and the stream essentially restored.

7) At the other (B03) crossings of Ferdon Creek, no work is proposed to the existing structures at this time.

I have attached photos of the area taken on March 3, 2008 and have labeled them; I hope correctly.

As requested in the meeting, DOT would prefer letters from each of the resource agencies, the DNR Fisheries and USFWS will be providing separate letters with their preliminary comments. There may be some overlap of each agency's comments. Our letter is not intended to preclude any other agencies concerns/comments. Of course, we may add to these comments as the project develops.

Thanks very much,

Holly Vickers
(o) 517-373-4667
(f) 517-241-0275
Michigan Department of Environmental Quality
Land and Water Management Division
Transportation and Flood Hazard Unit
PO Box 30458
Lansing, Michigan 48909-7756

CC: Adam Wygant; barbara_hosler@fws.gov; Gerald Fulcher; Minmin Shu; Scott Hanshue

From: Scott Hanshue
To: Bethany Matousek; Holly Vickers
Date: Fri, Mar 21, 2008 1:11 PM
Subject: Fwd: US-127 Clinton & Gratiot Co

I agree with the preliminary comments provided by Holly Vickers regarding the proposed construction. In addition, I have the following comments:

Since the completion of the 1985 Final Environmental Impact Statement, the Michigan Department of Natural Resources developed the Michigan Wildlife Action Plan (WAP) which provides a framework toward holistic conservation of Michigan's wildlife diversity. There are several aquatic and terrestrial Species of Greatest Conservation Need (SGCN) identified in the WAP that are known to occur in the Maple River watershed. Identified fish species include: brassy minnow, striped shiner, spotted sucker, golden redhorse, stonecat, tadpole madtom, grass pickerel, pirate perch, and least darter. The WAP identifies dredging and channelization, altered hydrologic regimes, altered nutrient and sediment loads, and habitat fragmentation as principle threats to these species. Development of mitigation plans for lost stream and wetland habitats will need to consider the specific needs of these species.

A review of terrestrial SGCN that may potentially occur in the project area should also be completed. Specific needs for these species should also be a component in the development of future mitigation plans.

Attached to this note are copies of MDNR Fisheries Division Policies and Procedures regarding aquatic habitat protection issues associated with the construction of bridges and culverts, stream enclosures, and stream relocation. These procedures detail our concerns and recommendations regarding these types of projects and should be considered when the project enters the design phase.

Please contact me if you have any questions.

Scott Hanshue
Fisheries Management Biologist
Southern Lake Michigan Management Unit
621 North 10th Street
Plainwell, Michigan 49080

hanshusk@michigan.gov
tx: 269-685-6851 ext. 118
fax: 269-685-1362

CC: Adam Wygant; barbara_hosler@fws.gov; Earl Flegler; Gerald Fulcher; Jay Wesley; Joseph Leonardi; Minmin Shu

From: <Barbara_Hosler@fws.gov>
To: "Bethany Matousek" <MatousekB@michigan.gov>
Date: Fri, Mar 28, 2008 4:48 PM
Subject: Re: Agency Comments on US-127 FEIS Re-evaluation

Bethany,

We concur with the MDEQ's and MDNR's general comments as follows:

- 1) We recommend that all of the crossings be clear spanned with bridges or bridge-like 3 sided structures.
- 2) We recommend that all crossings be as short as possible, allowing the maximum amount of day-lighting of the stream.
- 3) Measures must be taken to address stormwater treatment prior to entering streams and/or wetlands.
- 4) Stream mitigation may be required for enclosures of existing streams.

Specific needs of aquatic and terrestrial SGCN should be a component in the development of future mitigation plans.

We do not have any additional comments.

Barbara Hosler
U.S. Fish & Wildlife Service
East Lansing Field Office
East Lansing, Michigan
PH: 517/351-6326
FAX: 517/351-1443
barbara_hosler@fws.gov

APPENDIX L

Project Area Contamination Survey



OFFICE MEMORANDUM

DATE: March 24, 2005

TO: Molly Lamroeux
Environmental Section
Planning Division

FROM: Michael Anglebrandt, Environmental Quality Specialist
Project Delivery Section
Real Estate Support Area

SUBJECT: C.S. 29011, J.N. 46268
US-127; Gratiot/Clinton County Line to Ithaca
Project Area Contamination Survey

The project area was investigated on March 18, 2005 to determine if known or potential sites of environmental contamination exist that could affect the project's design, cost, or schedule. There were one known and one potential sites identified within the proposed project area. The project is located in a rural part of Gratiot County.

I have talked with Bay region Real Estate staff regarding what parcels have already been acquired through advanced acquisition. The two sites that I have identified as being of environmental contamination concern have not yet been acquired. One site is a former gasoline station that will need to be tested and the other site is a known site that we can put some quantities for contaminated soil removal on the contract. The rest of the properties did not appear to be of concern. There may be some miscellaneous solid waste removal issues but no other significant issues were observed.

General recommendations for any contaminated sites located within the project area are based on a review of Michigan Department of Environmental Quality files, interviews, and a site investigation. Additional testing within MDOT right of way may be helpful, especially on the sites that were identified as having a potential impact on the project. The testing should be able to determine if contamination exists and the concentration of any contaminants in the soil and ground water. If no testing is conducted, general recommendations should include pay items for contaminated soil removal and ground water treatment and disposal.

US-127, South of Roosevelt Road on East side of Highway, Former Gasoline Station, STA 500.

Site Information: Former gasoline station.

Potential site of environmental contamination.

Jason Pittman- Page 2
March 24, 2005

Recommendations: If deep excavation is to occur adjacent to this property (i.e., storm sewers, sanitary sewers, or water mains), there is a risk that petroleum contaminated soils and groundwater may be encountered in the existing and proposed right of way. In addition, underground tanks may still be present on the property. The construction contract should include provisions for contaminated soil removal.

US-127; north of Buchanan Road on East Side of Highway, Soil contamination, STA 831.

Site Information: Former location of railroad tie storage area.

Known site of environmental contamination.

Recommendations: If deep excavation is to occur adjacent to this property (i.e., storm sewers, sanitary sewers, or water mains), there is a risk that heavy metal contaminated soils and railroad ballast may be encountered in the right of way. The construction contract should include provisions for contaminated soil removal.

If you have any questions or need additional information, please feel free to contact me at 517-335-2271.



Environmental Quality Specialist

MA

Attachment

cc: E. Smith D. Fishell
P. McAlister C. Rouse
S. Adams J. Ruest
H. Hicks

Electronic Environmental File
G:\MIKEA\2946268.doc

BIBLIOGRAPHY

The information sources listed below were reviewed or consulted prior to the preparation of this report.

LISTS

Michigan Sites of Environmental Contamination, Revised January 2004. Prepared pursuant to the Natural Resources and Environmental Protection Act, Act 451, Part 201, Public Acts of 1994, Remediation and Redevelopment Division, Michigan Department of Environmental Quality, Lansing, Michigan 48909.

Leaking Underground Storage Tank Sites and Locations in Michigan, Revised January 2004. Natural Resources and Environmental Protection Act, Part 211, Act 451, Public Acts of 1994, Remediation and Redevelopment Division, Michigan Department of Environmental Quality, P.O. Box 30157, Lansing, Michigan 48909.

Registered Underground Storage Tanks for Gratiot County, Revised January 2004. Natural Resources and Environmental Protection Act, Part 210, Act 451, Public Acts of 1994, Remediation and Redevelopment Division, Michigan Department of Environmental Quality, Lansing, Michigan 48909.

INTERVIEWS

Andy Philp, Bay Region Real Estate Agent, Michigan Department of Transportation, Saginaw, MI..

APPENDIX M

Air Quality Conformity Analysis Letter



U.S. Department
of Transportation
**Federal Highway
Administration**

Michigan Division

315 W. Allegan, Room 201
Lansing, Michigan 48933

September 10, 2007

Ms. Susan P. Mortel, Director
Bureau of Transportation Planning (B340)
Michigan Department of Transportation
Lansing, Michigan

Dear Ms. Mortel:

We have reviewed the amendments and changes to the air quality conformity analysis for the Regional 2030 Transportation Plan (LRP) and FY 2006-2008 Transportation Improvement Program (TIP) for the Lansing urbanized area submitted by your letter of July 19, 2007. Our review compared the amended plan and TIP with the requirements of 49 USC 1607, 23 USC 134, the Clean Air Act Amendments of 1990 (CAAA), and the regulations issued in connection with each Act. The air quality conformity portion of our review was coordinated with the Environmental Protection Agency (EPA).

We find that the Regional 2030 Transportation Plan and FY 2006-2008 are in conformance with the transportation related requirements of the 1990 CAAA and the regulations for determining conformity of transportation plans and programs to State Implementation Plans (SIP) for air quality as contained in 40 CFR Part 93. A new conformity finding will be required if the plan is modified by adding or deleting non-exempt projects, or if any of the triggering events specified in 40 CFR 93.104 occur.

We have determined that the project additions were developed in accordance with the provisions of 23 CFR 450 and are approved for inclusion in the FY 2006-2008 STIP.

If there are any questions regarding this action, please contact me at (517) 702-1823.

Sincerely,

Original Signed by:

Sarah Koepke, AICP
Transportation Planner

For: James J. Steele
Division Administrator

Profile No. S-96478

**MOVING THE
AMERICAN
ECONOMY**



APPENDIX N

2030 Traffic Data

Future year 2030 Traffic Data

US-127 Location	2006 ADT	2006 DDHV	2030 ADT	2030 DDHV	Design Capacity
North JCT US-127 BR to Maple Rapids Road	26,451	2,111	36,900	2,945	3,850
Maple Rapids Road to JCT M-57	21,917	1,749	30,600	2,440	3,830
JCT M-57 to Bagley Road	20,624	1,646	28,800	2,300	3,830

APPENDIX O

Identified Well Sites

US-127 Identified Well Sites

	County:	Name:	Address:	Well ID:
1	Clinton	Rivest, Julie	1500 Silvers Rd	19000004826
2	Clinton	Butter, Pat	2150 French Rd	19000004864
3	Clinton	Henning, Michael	4006 N. US-27	19000003528
4	Clinton	Twin Cars Golf Course		19000003527
5	Clinton	Wilbourne, Paula & Eric	2186 Hyde Rd	19000002705
6	Clinton	Beck, Barbara	2150 W. Hyde Rd	19000002704
7	Clinton	Beck, Ben	RFD N. US-27	19000002704
8	Clinton	Thelen, Brenda	2411 Maple Rapids Rd	19000005351
9	Clinton	Salem United Methodist Church	2307 Maple Rapids Rd	19000003696
10	Clinton	Thielen Turf Management	8103 N. US-27	19000003521
11	Clinton	Sherrill, Gene	2119 Maple Rapids Rd	19000005080
12	Clinton	Beck, John	8614 N. US-27	19000003513
13	Clinton	Uncle John's Cider Mill	8614 N. US-27	19000003514
14	Gratiot	Salem United Methodist Church	2065 E. South County Line Rd	29000001312
15	Gratiot	Harris, Fred	11391 S. Bagley Rd	29000001313
16	Gratiot	Bethel Mennonite Church	9695 S. Bagley Rd	29000001296
17	Gratiot	Bontrager, Farol	2150 E. Ranger Rd	29000001294
18	Gratiot	Burnham, Jasper	2002 Roosevelt Rd	29000001298
19	Gratiot	Akers, William	2651 Roosevelt Rd	29000001282
20	Gratiot	Malson, Richard	E. Roosevelt Rd	29000001784
21	Gratiot	Kilpatric, C.L.	8980 Baldwin Rd	29000001285
22	Gratiot	Reynolds, John	8311 S. Bagley Rd	29000001281
23	Gratiot	Interstate Highway Corp.	US-27 at M-57	29000000280
24	Gratiot	Lator, Jeffrey	6275 S. Bagley Rd	29000001261
25	Gratiot	Hodges, Terry	6099 S. Baldwin Rd	29000001258
26	Gratiot	Eyer, Earl	5688 S. Baldwin Rd	29000001523
27	Gratiot	Bovee, Terry	5475 S. Baldwin Rd	29000000527
28	Gratiot	Hedley-Ward Corp.	RFD #2	29000001697
29	Gratiot	Southworth, Charles	22228 E. Hayes Rd	29000001524
30	Gratiot	Foland, Wendy	2486 E. Hayes Rd	29000001969
31	Gratiot	Mills, Clay	S. Hayes Rd	29000002712
32	Gratiot	North Star Golf Course	4550 S Bagley Rd	29000000436
33	Gratiot	Kimmel, Scott	3290 E. Johnson Rd	29000000832
34	Gratiot	Burnell, Russell	3375 S. Baldwin Rd	29000000830
35	Gratiot	Hayes, Brad	319 S. Main St	29000002607
36	Gratiot	Edgar, Don	3244 S Bagley Rd	29000001510
37	Gratiot	Dougherty, Lloyd	1854 S. Bagley Rd	29000001491
38	Gratiot	Thompson Alice		29000001706
39	Gratiot	Cramer, Kim	1228 S. Bagley Rd	29000001488
40	Gratiot	Smith, William S.	1322 S. Bagley Rd	29000001489
41	Gratiot	Gilbert, Dan	572 S. Bagley Rd	29000002367
42	Gratiot	Foster, Kendall	204 S. Bagley Rd	29000000641
43	Gratiot	Stahl, Pat	1995 E. Washington	29000001477
44	Gratiot	Boyd, J.C.	2160 E. Washington	29000001476

APPENDIX P

Section 4(f) Evaluation

Final Section 4(f) Evaluation

1. INTRODUCTION

Section 4(f) of the 1966 Department of Transportation Act states that publicly-owned land from a park, recreational area, or wildlife and waterfowl refuge of national, state or local significance, or any land from a historic site of national, state or local significance, may not be used for transportation projects unless: 1) there is no feasible and prudent alternative; and 2) proposed project include all possible planning to minimize harm.

This Section 4(f) Evaluation discusses the proposed project, its potential impact to Section 4(f) properties, avoidance alternatives and measures to minimize harm. Based on the following evaluation, a preliminary determination has been made by the FHWA Division Administrator that the proposed action will impact a Section 4(f) resource, that all alternatives have been fully evaluated, and that measures will be taken to minimize the impacts to the Section 4(f) land and the adjacent properties. Upon consideration of comments received from resource agencies and the public concerning the proposed action, the FHWA will either apply the Section 4(f) Evaluation and document the project files or prepare a separate final Section 4(f) document for processing under the procedures set forth in FHWA regulations 23 CFR 771.135.

2. PROPOSED ACTION

The proposed project will convert the existing US-127 4-lane divided highway into a limited-access freeway between Livingston Road in Clinton County and Bagley Road in Gratiot County, a total of almost 16 miles (Attachment A). This segment is the only unfinished portion of the original project cleared with a Final Environmental Impact Statement (FEIS) in March of 1985 after the completion of the 21-mile portion of US-127 limited-access freeway between St. Johns and Lansing, the I-69/US-127 interchange north of Lansing, and the grade separation of M-57 and US-127. This Section 4(f) Evaluation is done in conjunction with a Re-Evaluation of the FEIS in 2009. The original purpose and need for the project, still valid, was described in 1985 as:

The Michigan State Legislature has designated certain highways within the State to be improved . . . The primary function of these highways is to provide better service for the residents of the State and to promote tourism. US-27 [now US-127] . . . is one of the designated highways, and a considerable portion has already been improved . . . In line with the importance of recreation in Michigan, US-27 has experienced steadily increasing travel demands as a thoroughfare to the northern part of the State.

Currently the Average Daily Traffic (ADT) for the entire 16-mile segment is between 21,000 and 23,000 depending upon the specific location. Traffic volumes are heavier in Clinton County than in Gratiot County. US-127 is also a major route for Michigan residents and tourists traveling to northern Michigan. As a result, the northbound traffic on Fridays and southbound traffic on Sundays is significantly higher. Major holidays

generate additional traffic. For example, on Friday, July 1, 2005 a total of 36,702 cars traveled US-127 in Clinton County just south of Colony Road.

The current 4-lane divided highway is the only segment of US-127 between I-75 to the north and I-94 to the south that is not limited access. The speed limit in this section is 55 miles an hour, an abrupt change from the limited access speed limit of 70 miles an hour to the north and south. Many driveways and intersections introduce a large number of conflict points to motorists both on US-127 and the side roads.

The change to a limited access freeway would decrease the number of intersection crashes, improve the flow of traffic, encourage economic development, reduce travel time and incorporate the most current safety measures. Residents and businesses in the area overwhelmingly support the project.

3. SECTION 4(f) PROPERTY

3.1 Historic

Historic resources are those buildings, structures, districts and/or sites that are listed on or eligible for listing on the National Register of Historic Places (NRHP). The criteria for evaluation of eligibility is the quality of significance in American history, architecture, archaeology, engineering and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- A. are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. are associated with the lives of persons significant in our past; or
- C. embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. have yielded, or may be likely to yield, information important in prehistory or history.

Coleman's Hotel/Park House

Coleman's Hotel/Park House at 4958 North US-127 is located at the southeast corner of French Road and US-127 and is under private ownership (Attachment B). The building is currently subdivided into several apartments.

Coleman's Hotel, also called the Park House and less frequently French's Tavern, was constructed by brothers Floyd and Charles Coleman circa 1855 in a small community initially called Keystone. In 1879 David French purchased Coleman's Hotel and expanded the original structure to its current size. The hotel became known as Park House, and was described as "an excellent property, in the midst of which stands a beautiful home, tastefully and richly furnished and supplied with all the comforts that go on to make life worth living." After the hotel expansion, the Park House became much more than simply a stagecoach stop on the way north from St. Johns. The large ballroom

on the second floor hosted dances and various other social affairs, and an ice rink outside was the site of skating parties. The popularity of David French and his establishment prompted the renaming of the road that ran north of his property to French Road.

David French rose to the rank of first lieutenant in the Union Army during the Civil War. After the War ended he became the secretary of the St. Johns Manufacturing Company, one of the largest employers in the burgeoning city. Often called “Major,” French served as the mayor of St. Johns from 1876 through 1878, was elected Treasurer for Clinton County between 1897 and 1900, was part of the local school board for many years, commanded the St. Johns Grand Army of the Republic (G.A.R.), and was a member of the local Masonic lodge, the Royal Arch Mason chapter, and the Knights Templar. French also managed the original 240-acre farm associated with the Park House and eventually amassed 320 acres of farmland.

Coleman’s Hotel/Park House was listed on the Michigan State Register of Historic Sites on November 21, 1975. Coleman’s Hotel/Park House is also eligible for listing on the National Register under Criteria A, B, and C according to an MDOT survey approved by the SHPO on September 27, 2005 (Attachment C). Coleman’s Hotel qualifies under Criterion A due to its association with transportation history and the development of Clinton County. The significance of David French’s achievements and his importance in the community meet Criterion B. Due to the architectural integrity of the house and the rarity of the architectural type, Coleman’s Hotel qualifies under Criterion C.

3.2 Wildlife Refuge

The Maple River State Game Area

The Maple River State Game Area, under the jurisdiction of the Michigan Department of Natural Resources (MDNR), contains the largest contiguous wetland complex in mid-Michigan (Attachment D). The 9,000 acre property located on both sides of US-127, south of Ithaca, primarily consists of floodplain, lowlands, and marshes associated with the Maple River corridor. The property is used for wetland-related wildlife viewing year-round, as thousands of ducks, geese, and swans stop over in these wetlands on their annual migration to northern breeding grounds. The Maple River State Game Area is also used by hikers of all types. A wildlife observation tower and barrier-free viewing blind provide views of the floodplain/wetland complex. Additionally, the property is open to public hunting during the MDNR designated hunting seasons. Eight unimproved boat ramps are scattered throughout the Game Area along the river and the area is used for fishing both from shore and from small boats. The 2006 US-127 ADT at the Maple River State Game Area was 21,920.

4. IMPACTS ON THE SECTION 4(f) PROPERTY

4.1 Historic

The project would alter the surroundings of the Coleman’s Hotel/Park House by introducing a grade separation bridge directly in front of the building (Attachment E).

The 1985 FEIS planned to build the grade separation north of Coleman's Hotel, with French Road going over US-127, and the State Historic Preservation Office (SHPO) determined at the time this was not an adverse effect.

Despite measures taken to minimize the impact of the grade separation by taking US-127 Road over French Road, today the State Historic Preservation Office (SHPO) considers this an adverse effect (Attachment F). Since the building's construction in 1855, the surrounding topography has been dominated by farmland. Although Coleman's Hotel sits on a gentle rise, it has always been easily viewed from the road. Likewise, the west view from Coleman's Hotel is of the road and farmland. Introducing a grade separation bridge directly west of Coleman's Hotel will alter the surrounding landscape, the view from the building, the view of the building from the roadway, and will sever the direct access that historically linked the roadway and the Hotel. The road was the reason the Hotel existed, and thus that historic connection will be broken when US-127 is elevated above French Road.

Although right-of-way (ROW) will not be acquired from the historic property, the addition of the grade separation in front of Coleman's Hotel constitutes a constructive use because the project will substantially impair the esthetic features and attributes of Coleman's Hotel/Park House.

4.2 Impacts on the Wildlife Refuge

Maple River State Game Area

The 1985 Section 4(f) Evaluation examined the impacts of the US-127 project proposed at the time. The 1985 proposal would have resulted in a Section 4(f) use because 10.3 acres of ROW were required from the Maple River State Game Area to construct a frontage road. The current proposal, which eliminates the frontage road through the Game Area, will stay within the existing ROW. The US-127 project will not result in a use of any part of the Maple River State Game Area.

The current proposal will also not result in a constructive use of the Game Area. The existing parking lot will be accessed from Ranger Road with a new driveway constructed by MDOT prior to closing the current US-127 access drive (Attachment G). For the past several years MDOT has both formally and informally coordinated with the MDNR. The MDNR has indicated the altered access to the parking lot along US-127 will permanently affect the use of the Game Area (Attachment H). While MDOT does recognize this parking lot, which receives "moderate" traffic according to a MDNR 2005 survey, will be impacted by the US-127 project, the entire Game Area has 59 other parking lots that will remain unchanged.

Several steps will be taken to further limit the impact to the Maple River State Game Area, in accordance with Section 4(f) Exception found in 774.13(d) (Attachment I). In each case, the duration will be temporary, the scope of work minor, the land will be restored, the effect will not be adverse, and MDOT will coordinate with the MDNR on all activities within the Game Area. The three existing culverts located under US-127 will be

removed and replaced with one 10x10 box culvert and two 4x4 culverts. All three culverts will include water elevation control structures on both sides of the culverts. Additionally, the 10x10 box culvert will include an area for both wet and dry crossings within the culvert.

MDOT will utilize chain-link fencing along the Right-of-Way line, placed on both the east and west sides of US-127 through the Maple River State Game Area. This vinyl-clad fence will be buried one foot with three feet exposed to prevent pedestrians and wildlife from crossing on US-127.

Additionally, MDOT will continue to provide access to the Maple River State Game Area pump station via US-127 by providing a turnout area and gate at the existing pump station location. This area will be signed for authorized vehicles only.

Lastly, in order to continuously maintain access to the Maple River State Game Area, MDOT will construct a new driveway access from Ranger Road (Attachment G). The new access point will be constructed and signed prior to closing the existing access off of US-127 to ensure the Game Area can be reached at all times. MDOT will also provide signage from US-127 to the Maple River State Game Area, Unit A parking lot.

5. AVOIDANCE ALTERNATIVES

5.1 Historic

(A) Alternative 1—Do nothing

Because US-127 is such an important tourism route for Michigan, this project has broad support throughout the state. Area residents overwhelmingly support the project. The reduced speed limit in this segment will continue to cause travel delays for both residents and tourists. Safety improvements are planned at certain busy intersections due to traffic volumes and the number of accidents at specific locations, but as traffic volumes increase these improvements will become necessary for the entire route. This alternative does not meet the purpose and need to promote tourism and make the route safer for the traveling public.

(B) Alternative 2—Remove the grade separation at French Road without a replacement grade separation at another location

This alternative would result in no grade separation at French Road or any nearby roads (Attachment J). A letter from the Clinton County Road Commission dated July 23, 2007 stated French Road is a major thoroughfare that services residents, agricultural traffic, and commercial vehicles from local gravel pits (Attachment K). Roughly 1500 vehicles per day use French Road making it the most traveled route within the Clinton County portion of the project. None of the nearby east-west roads are paved, and without a grade separation at French Road, the County would need to pave and extend Colony Road through unstable soils and crossing multiple county drains (Attachment K). MDOT

would also need to pave two additional existing roads for an estimated \$2.5 million to provide adequate access to other grade separations. By removing the grade separation, the distance between crossings would increase from 2 miles to 3 miles, and businesses and farmers would be forced to use longer alternate routes. The County feels this alternative is simply not acceptable and would cause severe adverse economic impacts to the businesses and farmers. Based on the additional cost to pave other roads, the adverse economic impact, and the importance of French Road to the County, this is not a prudent or feasible alternative.

(C) Alternative 3—Move grade separation to Livingston Road

This alternative would replace the French Road grade separation with a grade separation at Livingston Road 1.25 miles to the south (Attachment J). Livingston Road is currently a gravel road serving under 500 vehicles per day. Shifting the 1500 vehicles from French Road to Livingston Road would result in paving Livingston Road. Several acres of farmland and 1 farmhouse with outbuildings would need to be purchased by MDOT to accommodate the new grade separation. Some of the additional farmland acquisition would be difficult due to previous legal issues that arose during the construction of the Lansing to St. Johns portion of US-127. The additional cost of acquiring the ROW for the grade separation and paving Livingston Road is estimated at \$2.4 million. The Clinton County Road Commission stated in a letter dated July 23, 2007 that French Road was an important east-west through road, and that a cul-de-sac at French Road was simply not acceptable, causing severe adverse economic impacts. Based on the displacement, the cost of the additional ROW and paving of Livingston Road, difficult legal situation, and the importance of French Road to the County, this is not a prudent or feasible alternative.

(D) Alternative 4—Realign French Road moving the grade separation north

This alternative would move the French Road grade separation north of the existing alignment to avoid a bridge structure in front of Coleman's Hotel/Park House (Attachment J). Roughly 42 acres of farmland, 6 residences, and 2 farm complexes would need to be purchased by MDOT to accommodate the relocated grade separation. The added cost of the grade separation realignment is estimated at \$1.4 million. The total for the additional ROW and the road work combined is \$5.7 million. Furthermore, the grade separation would still be very visible from Coleman's Hotel/Park House. Based on the number of displacements, and the high cost of the additional ROW and grade separation realignment, this is not a feasible or prudent alternative.

(E) Alternative 5—Realign French Road moving the grade separation south

This alternative would move the French Road grade separation south of the existing alignment to avoid a bridge structure in front of Coleman's Hotel/Park House (Attachment J). Roughly 31 acres of farmland and 1 residence would need to be purchased by MDOT to accommodate the realigned grade separation. Some of the additional farmland acquisition would be difficult due to previous legal issues that arose

during the construction of the Lansing to St. Johns portion of US-127. The added cost of the grade separation realignment is estimated at \$1.4 million. The total for the additional ROW and the road work combined is \$2.61 million. Furthermore, the grade separation would still be very visible from Coleman's Hotel/Park House. Based on the additional displacement, difficult legal situation, and the cost of the additional ROW and grade separation realignment, this is not a feasible or prudent alternative.

(F) Alternative 6—Move grade separation to the west

This alternative would move the grade separation further west from its current proposed location to provide more room between the bridge structure and the historic property (Attachment J). The grade separation could only be moved 150-feet further west due to the existing freeway south of Kinley Road. Moving any further to the west would require the realignment and rebuilding of the existing limited-access freeway south of Livingston Road, which is not feasible or prudent.

If the freeway were moved 150-feet to the west, 36 acres of farmland would need to be acquired and 1 residence. The additional farmland acquisition would be difficult due to previous legal issues that arose during the construction of the Lansing to St. Johns portion of US-127. The additional ROW costs are estimated at \$810,000. Furthermore, the grade separation would still be extremely visible from Coleman's Hotel/Park House dominating the front view shed. Based on the additional ROW costs, the difficult legal situation, and the displacement, this is not a feasible or prudent alternative.

6. MEASURES TO MINIMIZE HARM

6.1 Historic

MDOT negotiated and executed a Memorandum of Agreement with the SHPO (Attachment L). The following measures are proposed to minimize the adverse effect on Coleman's Hotel/Park House by the construction of a grade separation at US-127 and French Road:

A. Record Coleman's Hotel/Park House

MDOT will prepare a history of the site and will photograph the site prior to any construction activities. The history and photographs will comply with SHPO standards. Copies of the history and photographs will be provided to the SHPO and the property owner. The history will be provided to local archives as well.

B. Aesthetic treatments for the grade separation bridge

MDOT will incorporate aesthetic treatments into the design and landscaping of the bridge to minimize the visual impact of the structure. MDOT will consult with the SHPO on the final aesthetic treatments.

C. Landscaping for Coleman's Hotel/Park House

MDOT will consult with the SHPO and the property owner to provide landscaping on the site to further screen Coleman's Hotel/Park House from the new grade separation structure.

7. COORDINATION

7.1 Historic Property

Effects of the proposed action, the alternatives considered, and the proposed measures to minimize harm to the historic property were reviewed by, and developed in consultation with, the SHPO. MDOT has coordinated with local public agencies concerning the project and held a public meeting on September 13, 2007 to discuss the historic property. MDOT also met with the property owner to discuss the project impacts and proposed mitigation.

MDOT circulated the Draft Section 4(f) Evaluation for comment on April 24, 2009 to interested parties, the SHPO, the MDNR, and the Department of the Interior. Two comment letters were received. The first, from the owner of the historic property, is included in Attachment M along with the MDOT response letter. The second comment letter, from the Department of the Interior, concurred with the MDOT alternative analysis for the Coleman's Hotel/Park House (Attachment N).

7.2 Wildlife Refuge

The Department of the Interior concurred with the MDOT determination there will be no constructive use of the Maple River State Game Area if the culvert replacements include water elevation control structures. MDOT has committed to include the water elevation control structures as part of the culvert replacements at the Maple River State Game Area, and will continue to coordinate with the MDNR during design and construction.

8. CONCLUSION

Based upon the above considerations, there is no feasible and prudent alternative to the use of land from the Coleman's Hotel/Park House and the proposed action includes all possible planning to minimize harm to the Coleman's Hotel/Park House resulting from such use.

List of US-127 Section 4(f) Evaluation Attachments

Attachment A	Map of the Proposed Project Area
Attachment B	Photographs of Coleman's Hotel/Park House
Attachment C	SHPO Survey Acceptance Letter
Attachment D	Map of Maple River State Game Area
Attachment E	Preliminary Plan for French Road Grade Separation
Attachment F	SHPO Adverse Effect Letter
Attachment G	Plan of Proposed Maple River State Game Area Parking Access
Attachment H	DNR letter to MDOT 12-19-2007
Attachment I	MDOT letter to DNR 2-17-2009
Attachment J	Alternatives
Attachment K	Clinton County Road Commission Letter
Attachment L	Memorandum of Agreement
Attachment M	Draft comment and response
Attachment N	Department of the Interior Draft comment