

**I-75 Oakland County Planning/Environmental Study  
I-75 Council Meeting  
June 5, 2003, 9:00 a.m.  
Viking Ice Arena, Hazel Park**

**Purpose:** To update the I-75 Council on project developments and schedule.

**Attendance:** See attached list.

**Discussion:**

Sue Datta thanked everyone for attending. Self-introductions were made, then Joe Corradino began a discussion of key issues.

**INTERCHANGES**

Mike DeVries discussed the 12 Mile and 14 Mile interchanges. This was done using animated graphics and plan sheet drawings showing design options at each location. Mike DeVries explained the 12 Mile interchange first, indicating that a single-point urban interchange (SPUI) is planned for the 12 Mile interchange. He then explained how that interchange would operate.

Mike DeVries explained that the 14 Mile interchange had originally been considered a candidate for single-point treatment, but detailed analysis found that a modification of the existing interchange would better serve traffic. He noted that a key component to remedy the 14 Mile Road interchange was modifying 14 Mile Road itself and presented a potential design that shifted the mall entrance to the east. Traffic from northbound Concord, which now has the ability to turn left and access the interchange directly, would, in the future, be handled by a "Michigan Left Turn."

**C. The Oakland Mall is going to be adding square footage, which could alter the parking lot and possibly reconfigure the entrance. This expansion will occur on the side of the 14 Mile entrances.**

R. There has been no discussion with the owner of the mall regarding the proposed realignment of the entrances. The objective is to meet with Madison Heights, Troy, Madison Heights, the Road Commission for Oakland County, and the mall owner in June.

**Q: How much do you expect traffic to increase by 2025?**

A: Freeway volumes will increase about one percent per year over 25 years.

**Q: Is this upgrade at the 14 Mile Road interchange all that is planned, and what are its benefits?**

A: A SPUI will not work at 14 Mile Road. A cloverleaf is cost-prohibitive. Other options had been examined for the SPUI. For example, an early cutoff of the off-ramp behind some new development directly over to Concord was considered. This was discarded in

previous years by both MDOT and FHWA. Nevertheless, the “subtle” changes to the existing 14 Mile Road interchange shown by URS are effective in dealing with future traffic volumes.

**Q: What will the level of service be?**

A: 2025 Level of Service will be at C or D, more likely a “C-“.

**Q: What about pedestrians and buses getting through the interchange on 14 Mile Road?**

A: The interchange configuration with free-flow ramps would not change and pedestrian movements will remain the same.

**C. There is no sidewalk south of 14 Mile Road, but the city is trying to get one installed.**

R. The consultant will look at this again.

**Q: How do pedestrians get from east to west through the proposed interchanges?**

A: The configuration will remain the same at 14 Mile Road – they will have to cross free-flowing ramps. This is the same situation for the proposed SPUI at 12 Mile Road, but those free-flow ramps could be turned to a yield or stop condition, if need be.

**Q: The pedestrian issue is an important one; will we see more detailed information on it?**

A: The pedestrian issue will be examined more closely.

**C. The pedestrian bridge in Madison Heights (serving St. Dennis School) is problematical from a use standpoint. It was replaced three or four years ago for \$125,000. The school has had trouble with enrollment. Good new/improved pedestrian access east-west at 12 Mile Road may be the best solution as compared to maintaining or replacing the existing pedestrian-only bridge.**

R. There will be discussions with FHWA and MDOT on this subject.

## **HOV**

Joe Corradino used a number of graphics to show traffic flow by time of day and direction on I-75 to describe the potential HOV lane and its hours of operation and directions of operation. He noted that all the modeling in the traffic forecasts was based on the assumption of a strong background bus system and LRT in the Woodward Corridor. Joe Corradino also discussed HOV with respect to use of a fourth lane that now serves I-75 between M-59 and Joslyn Road.

**Q: Is MDOT committed to HOV elsewhere?**

A: An earlier MDOT study on HOV had shown feasibility in very few cases, I-75 being one.

**Q: There is a concern that if I-75 has the only HOV lanes in the state, there will be a huge learning curve for motorists.**

A: There are no other HOV lanes in the state. A massive public education campaign regarding HOV lanes, their proper use and the benefits to motorists, will be needed.

**Q: Does MDOT have to look at the HOV alternative for projects like this throughout the state?**

A: Per federal rules, HOV must be considered.

**Q: What is the average daily traffic on I-75 in this area relative to other areas in the county?**

A: The latest MDOT ADT map will be provided. But, I-75 in Oakland County between I-696 and M-59 has the largest daily traffic volumes of any road in the state.

### **MAINLINE ROADWAY**

Discussion turned to changes to the mainline roadway, including the 9 Mile curve, the curve at Big Beaver Road, potential changes to the Square Lake interchange, and the operational situation north of I-696.

The two curves in Hazel Park (north and south at 9 Mile Road) are problematic. Marko Paranosic explained the effects of straightening them. Curve A (south curve) meets the radius standard set by the Federal Highway Administration, but Curve B (north curve) is deficient. For Curve B to meet these standards, approximately 154 parcels of property would have to be acquired.

Ted Stone then noted the effects of modifying the Big Beaver Road curve. I-75 in this location was constructed to rural standards. Since that time, the area has urbanized. The recommendation is leave the curve as it is because improving it to modern standards will cause major displacements, including a portion of the Troy City Government Complex.

Ted Stone went on to discuss the impacts of shifting the left exit and entrance on northbound 75 at Square Lake to the right. He indicated that due to impacts and travel desire paths, it was reasonable to leave the left exit and entrance as they are.

Finally, there was a discussion of the braiding of northbound I-696 to I-75 ramps with the off-ramp serving 11 Mile Road. This operational and safety improvement would likely result in impacts to 15 parcels and eight dwelling units.

**Q: Are you getting crash data for the problem areas?**

A: A Crash Analysis was delivered to MDOT just prior to the meeting.

**Q: Have you identified the most dangerous areas of I-75?**

A: There will be a detailed analysis for each section in the DEIS.

**Q: Did you analyze if the 11 Mile Road exit can be closed?**

A: Yes. The finding was that it would cause too great an impact to the residences and businesses that rely on that connection.

## **10-FOOT VERSUS 12-FOOT INSIDE SHOULDERS**

Joe Corradino described the effects of reconstructing I-75 with 12-foot inside shoulders rather than 10-foot. A memorandum had been submitted to FHWA on this subject. He noted that 10-foot shoulders are adequate from a design standpoint but that 12-foot shoulders were considered more desirable when heavy truck traffic is present. To preserve existing bridges, a “gapping out” approach could be developed; however, such an approach would leave something less than half the roadway length with full 12-foot shoulders. To remove and replace all bridges and have a uniform 12-foot inside shoulder would cost on the order of \$20 million through the corridor. Including modifications at the I-696 bridges, another \$80 million could be added, bringing the total to \$100 million. The recommendation is to use 10-foot shoulders.

## **DRAINAGE**

Ted Stone noted that in the north part of the study corridor, the drainage challenge is to avoid increasing the stormwater flow rate. In the south, between 12 Mile and M-102, this is compounded by the need to separate the sewers. The depressed section of I-75 now has its stormwater flowing to a combined sewer system. He noted the benefits to the region of separation.

Questions were raised about having the old system and a new system connect, and where that location would be. Several local officials commented that they just spent \$140 million to fix the existing system. Ted noted that all existing and future conditions caused by the existing system and the locally funded changes underway will be considered in the plans. But, he stressed it was the current intention of the EIS work to separate the I-75 drainage from the combined sewer system.

## **PEDESTRIAN BRIDGES**

Ted Stone noted that the six pedestrian bridges affected by the I-75 project must be raised to increase the under clearance and must meet the Americans with Disabilities Act (ADA) access regulations. With the limits on grades and the need for periodic platforms, the bridge approaches will be very long, leading to a need for right-of-way acquisition. The lengthening of the approaches will affect users, so, the possibility of having stairs installed, along with the ramps, will be explored with MDOT/FHWA. There may be maintenance issues that prevent this. The team has considered installing elevators, but everyone involved is reluctant to provide maintenance and security for elevators.

## **WETLANDS**

Ted Stone noted that wetland impacts for the project would be very minor, likely less than half an acre.

## **NOISE**

Ted Stone noted that a number of noise walls are anticipated with the project, but that the details of locations and heights were still being worked out with MDOT. This information will be available for review in the DEIS. He discussed noise issues with the freeway, noting that the human ear cannot perceive anything less than a three-decibel difference. The project would have a lesser effect, but noise levels already exceed criteria, so noise mitigation must be considered.

**Q: Saying “a 6-decibel change” doesn’t mean much, what is that percentage?**

**A:** Examples were provided of how decibel levels relate to everyday events. It was noted that a 10-decibel difference is generally considered to be a doubling of the noise level.

## **INDIRECT/CUMULATIVE EFFECTS**

Ferndale City Manager Tom Barwin noted a new report on Michigan Metro Patterns. It says Michigan changes land use at a rate five times above the national average. Information is available at [www.michigansa.org](http://www.michigansa.org). Joe Corradino noted he also has information regarding land-use patterns that indicate in Oakland County the ratio of land conversion (undeveloped to developed) to population growth was 3:1 while for the state as a whole it was 7:1 or 8:1. He noted that he would gather the various data regarding this discussion for the DIES. He referred to an aerial photo on the wall that showed development decade by decade and cited other reports and analysis done by Corradino to reach conclusions on secondary and cumulative impacts.

## **SCHEDULE**

Joe Corradino explained that the project is four months behind schedule. The DEIS will be delivered by the end of this month for MDOT review. The official DEIS will be made publicly available in late September and a hearing held by late October 2003.

## **NEXT MEETING**

Sue Data will email everyone to schedule the next meeting.

The meeting adjourned at approximately 11:45 a.m.

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June 5, 2003, 9:00 a.m.  
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**Attendance**

Name	Representing	Address	City	Zip	Telephone	E-mail
Ari Adler	Corradino	535 Griswold, Ste. 918	Detroit	48228	313-964-1926	aadler@corradino.com
Jon Austin	Madison Hts.	300 W. 13 Mile	Madison Hts.	48071	248-583-0829	jonaustin@madison-heights.org
Tom Barwin	Ferndale	300 E. Nine Mile	Ferndale	48020	248-546-2360	tbarwin@ameritech.net
Robin Beltramini	Troy	6564 Parkview	Troy	48098	248-879-8898	rbeltram@hotmail.com
Brian Blaesing	RCOC		Bev. Hills		248-645-2000	bblaesing@rcoc.org
Guy Corradino	Corradino	200 S 5 <sup>th</sup> Street	Louisville	40202	800-880-8241	gcorradino@corradino.com
Joe Corradino	Corradino	200 S. 5 <sup>th</sup> Street	Louisville	40202	800-880-8241	jccorradino@corradino.com
Sue Datta	MDOT	18101 W. Nine Mile	Southfield	48075	248-483-5135	dattas@michigan.gov
Mike DeVries	URS Corp.	3950 Sparks Dr.	Grand Rapids	49546	616-574-8500	mike-devries@urscorp.com
Dan Dirks	SMART	660 Woodward, Suite 950	Detroit	48226	313-223-2107	dgdirks@smartbus.org
Gerrad Godley	Rowe Inc.	6211 Taylor Dr.	Flint	48507	810-341-7500	ggodley@roweincorp.com
Lori Noblet	MDOT – Env.	425 W Ottawa St.	Lansing	48909	517-335-2906	noblet@michigan.gov
Carmine Palombo	SEMCOG	535 Griswold	Detroit	48226	313-961-4266	palombo@semcog.org
Marko Paranosic	OHM	34395 Schoolcraft	Livnoia	48266	734-466-4437	paranosic@ohm-eng.com
Bob Parsons	MDOT	P.O. Box 30050	Lansing	48909	517-373-9534	parsonsb@michigan.gov
Brenda V. Peek	MDOT	18101 W 9-Mile	Southfield	48075	248-483-5109	peekb@michigan.gov
Ron Ristau	SMART	660 Woodward, Suite 950	Detroit	48226	313-223-2309	rristau@smartbus.org
Harvey Santana	Corradino	535 Griswold, Ste. 918	Detroit	48228	313-964-1926	hsantana@corradino.com
Neall Schroeder	City of Troy	500 W Big Beaver	Troy	48084	248-524-3383	schroedencn@ci.troy.mi.us
Jim Schultz	MDOT	MIT	Detroit	48226	313-256-9880	schultzj3@michigan.gov
Ted Stone	Corradino	200 S. 5 <sup>th</sup> Street	Louisville	40202	800-880-8241	tstone@corradino.com
Ed Swanson	Madison Hts.	300 W 13 Mile	Madison Hts.	48071	248-583-0829	
J. David Vanderveen	Oakland County	1200 N. Telegraph	Pontiac	48341-0409	248-858-0516	vanderveend@oakland.mi.us
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