

I-75 FROM BRIDGEPORT (DIXIE HWY) NORTH TO THE I-675 SOUTH JUNCTION



May 2013

Bridgeport and Buena Vista Townships,
Saginaw County, Michigan

I-75 from Dixie Highway north 4.7 miles to the southern I-675 junction
in Bridgeport and Buena Vista Townships, Saginaw County, Michigan.

Control Section: 73111, **Job Number:** 107497

ABBREVIATED ENVIRONMENTAL ASSESSMENT

I-75 from Bridgeport (Dixie Highway) north to I-675 South Junction Bridgeport and Buena Vista Townships, Saginaw County, Michigan

Submitted Pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303

by the
U.S. Department of Transportation
Federal Highway Administration
and the
Michigan Department of Transportation

5/21/13

Date of Approval



For FHWA Division Administrator

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This document has been published by authorization of the Director of the State of Michigan's Department of Transportation in keeping with the intent of the National Environmental Policy Act of 1969 and subsequent implementing regulations and policies, including Title VI of the Civil Rights Act of 1964, that direct agencies to provide the public and other agencies an opportunity to review and comment on proposed projects and alternatives so that potential impacts of the project can be considered and taken into account during the decision-making process. Requests for alternative formats of this document under Title II of the Americans with Disabilities Act may be made by calling 517.373.9534 or TDD 800.649.3777. The cost of publishing 65 copies of this document at approximately \$9.75 per copy is \$633.75, and the document has been printed in accordance with Michigan Executive Directive 1991-6.

Preface

The National Environmental Policy Act (NEPA) of 1969 requires the analysis of all social, economic, and natural environmental impacts of any proposed action of the federal government. This project includes the use of federal funds. There are three classes of action. Class I Actions are those that may significantly impact the environment. These projects require the preparation of an Environmental Impact Statement (EIS). Class II Actions (Categorical Exclusions) are those that do not have a significant impact on the environment. Class III Actions are those projects which the significance of impacts is not known. Class III Actions require the preparation of an Environmental Assessment (EA) to determine the significance of impacts and the appropriate environmental document to be prepared - either an EIS or a Finding of No Significant Impact (FONSI).

This document is an abbreviated Environmental Assessment and will be used for decision-making and public information purposes. The abbreviated EA format is used when no significant impacts are anticipated, there is no public controversy surrounding the project, and local, state and federal agencies agree with the proposed mitigation. It describes and analyzes construction alternatives, and the measures taken to minimize harm to the project area. This analysis is done in compliance with MDOT's Environmental Procedures Manual, developed to implement NEPA. It is being distributed to the public and to various federal, state, and local agencies for review and comment. An opportunity for a public hearing on the project will be advertised in local papers. If requested, a public hearing will be held. If review and comment by the public and interested agencies support the decision that there will be "no significant impact", a FONSI will be prepared. If it is determined that the preferred alternative will have significant impacts that cannot be mitigated, an EIS is required.

This document was prepared by the Michigan Department of Transportation (MDOT), in cooperation with the Federal Highway Administration (FHWA). The study team includes representatives from the following areas within MDOT: Design, Project Planning, Real Estate, Construction and Technology, Traffic and Safety, Transportation Service Centers, and Region offices. Information contained in this Environmental Assessment was also furnished by other federal and state agencies, local units of government, public interest groups, and individual citizens.

TABLE OF CONTENTS

	PAGE
PREFACE	iii
DESCRIPTION OF PROJECT AREA.....	1
DESCRIPTION OF PROPOSED ACTION.....	1
DESCRIPTION OF PURPOSE AND NEED FOR THE PROJECT	5
TRAFFIC CONSIDERATIONS	7
ALTERNATIVES CONSIDERED AND DISMISSED.....	7
EXISTING ENVIRONMENTAL AND POTENTIAL IMPACTS	11
LAND USE.....	11
RIGHT-OF-WAY IMPACTS.....	11
AGRICULTURAL IMPACTS.....	12
SOCIAL IMPACTS	12
ENVIRONMENTAL JUSTICE.....	13
ECONOMIC IMPACTS.....	15
EFFECTS ON HISTORIC (ABOVE GROUND) RESOURCES.....	15
EFFECTS ON ARCHAEOLOGICAL RESOURCES	16
EFFECTS ON TRADITIONAL CULTURAL PROPERTIES	16
EFFECTS ON AIR QUALITY.....	16
NOISE IMPACTS	17
FISH & WILDLIFE IMPACTS.....	18
EFFECT ON THREATENED & ENDANGERED SPECIES.....	18
WETLAND IMPACTS	19
EFFECTS ON LAKES, STREAMS, OR OTHER BODIES OF WATER.....	19
FLOODPLAIN IMPACTS.....	21
EFFECTS ON WILD AND SCENIC RIVERS OR STATE DESIGNATED NATURAL RIVERS	21
WATER QUALITY IMPACTS	21
COASTAL MANAGEMENT ZONE IMPACTS	22
VISUAL IMPACTS.....	23
CONTAMINATED SITES.....	23

INDIRECT AND CUMULATIVE IMPACTS	24
PERMITS AND AUTHORIZATIONS	24
CONSTRUCTION IMPACTS.....	25
PUBLIC INVOLVEMENT AND AGENCY COORDINATION	25
EFFECTS ON SECTION 4(f)/6(f) PROPERTIES	26
PROJECT PLANNING CONSIDERATIONS	27
PROJECT COST	27
PROJECT MITIGATION SUMMARY GREEN SHEET	29

LIST OF FIGURES

FIGURE 1 - PROJECT LOCATION MAP	3
FIGURE 2 – TYPICAL CROSS SECTIONS	4
FIGURE 2a – REPLACEMENT BRIDGE TYPICAL CROSS SECTIONS.....	5
FIGURE 3 - ENVIRONMENTAL CONSTRAINTS MAP.....	10

APPENDICIES

APPENDIX A – TRAFFIC/CRASH INFORMATION, OPERATIONAL ANALYSIS AND YEAR 2000 CORRIDOR PLAN	A
APPENDIX B – CONCEPTUAL STAGE RELOCATION PLAN	B
APPENDIX C – MAINTENANCE OF TRAFFIC CONCEPT	C
APPENDIX D – SHPO CONCURRENCE LETTERS	D
APPENDIX E – NOISE ANALYSIS EXECUTIVE SUMMARY	E
APPENDIX F – PUBLIC MEETING/RESOURCE AGENCY COMMENTS.....	F
APPENDIX G – SECTION 4(f) LETTER.....	G

Abbreviated Environmental Assessment Checklist

Project Name: I-75 from Dixie Highway north to the South junction of I-675

Project Location: I-75 from Dixie Highway north 4.7 miles to the southern I-675 junction in Bridgeport and Buena Vista Townships, Saginaw County, Michigan.

Project Control Section(s) and Job Number(s): Control Section: 73111, Job Number: 107497

Description of Project Area:

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment for the proposed widening and reconstruction of I-75 from Bridgeport (Dixie Highway to I-675 South Junction (Janes Road)) and replacement of five structures, Baker Road, King Road, Hess Road, M-46 over I-75, and the railroad structure over the Huron and Eastern Railway in Bridgeport and Buena Vista Townships, Saginaw County, Michigan. Within the study area, I-75 is approximately 4.7 miles in length and is divided into two segments which include: Bridgeport (Dixie Highway) to north of Hess Road and north of Hess to I-675 South Junction (Janes Road). Refer to **Figure 1** for an overview of the project area and project limits. The study area is larger than the actual project limits to pick up potential resources close to the project start and end points. The south segment (phase 1) which is from Dixie Highway to Just north of Hess Road will be constructed in 2015 and the north segment (phase 2) which is from just north of Hess road to the south junction of I-675 will be done at a future date.

The existing I-75 roadway is a divided Interstate with three lanes in each direction. The existing travel lanes for northbound and southbound are 12 feet wide. The existing median shoulders are 14 feet paved and the existing outside shoulders are 10 feet paved.

Description of Proposed Action:

The proposed work on I-75 includes the addition of a fourth lane in each direction with widening to the outside. The new I-75 roadway will consist of four 12-foot lanes in each direction with 10-foot median shoulders and 13-foot outside shoulders. The widening will also require at least extension of drains/culverts or possibly the replacement depending upon the condition. This will be determined later in the design process. See **Figure 2** for existing and proposed I-75 cross-sections. The structures at Baker, King and Hess will be replaced due to insufficient shoulder width with the widening of I-75. Please see **Figure 2a** for the cross-sections of the replacements bridges at Baker, King and Hess Roads. King Road is currently the only structure that needs to be replaced due to poor condition. The interchange at M-46 and I-75 will also have the structure replaced and interchange ramps upgraded to partial cloverleaf. The ramps in the southwest and southeast quadrants will remain. The existing loop ramps in the

northwest and northeast quadrants will be removed which will eliminate the merge weave pattern on I-75 in both directions.

The alignment for I-75 was chosen to minimize the needs for additional right of way along this corridor. Many different geometric alignments were looked at and analyzed for potential right of way needs. **Figure 3: Environmental Constraints** identifies resources along the corridor that The MDOT tries to avoid in the alternative development process. If an impact to the resources identified is unavoidable, mitigation for the impacted resources must be made based on the guidelines regulating that resource. The chosen alignment may require up to eight potential property purchases to widen the overpasses at Baker, King and Hess Roads.

Utilities adjacent to the roadway and the surrounding area have been identified for impacts caused by the proposed project. Telephone, cable, water, electric and gas lines are located adjacent to or crossed by the project may require relocation or adjustment. If this should be the case, coordination between MDOT and the affected utility company will take place during the design phase, and relocation will take place prior to construction of the new facilities if possible. All utility work will be done within the footprint of MDOT ROW or existing utility easements. The contractor will coordinate the construction activities with the affected utility company. Service to the project area may be temporarily interrupted during the adjustment period.

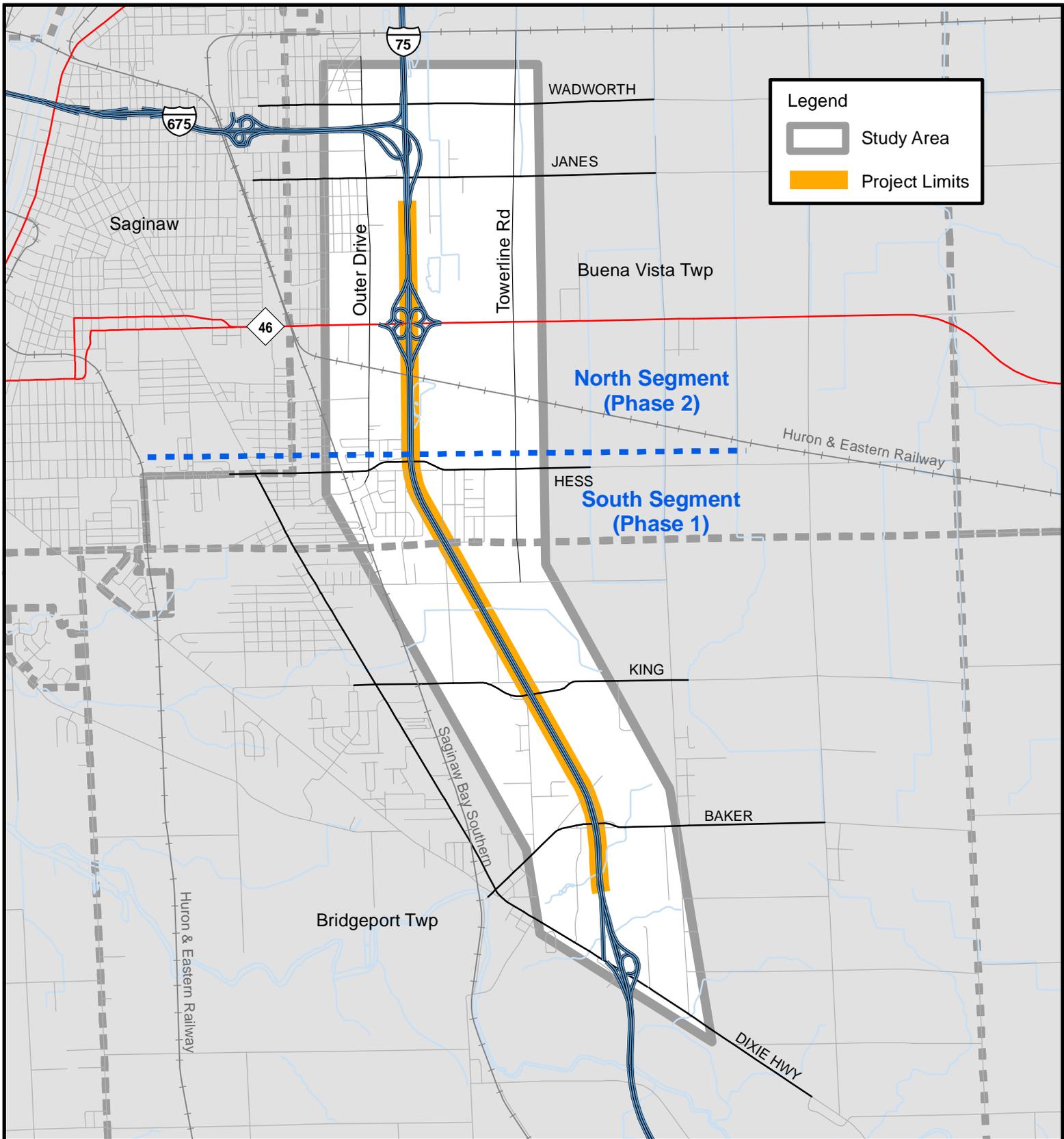
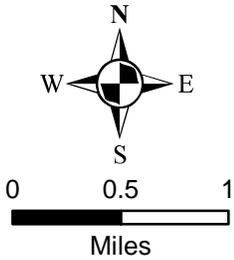
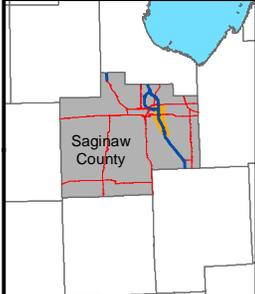
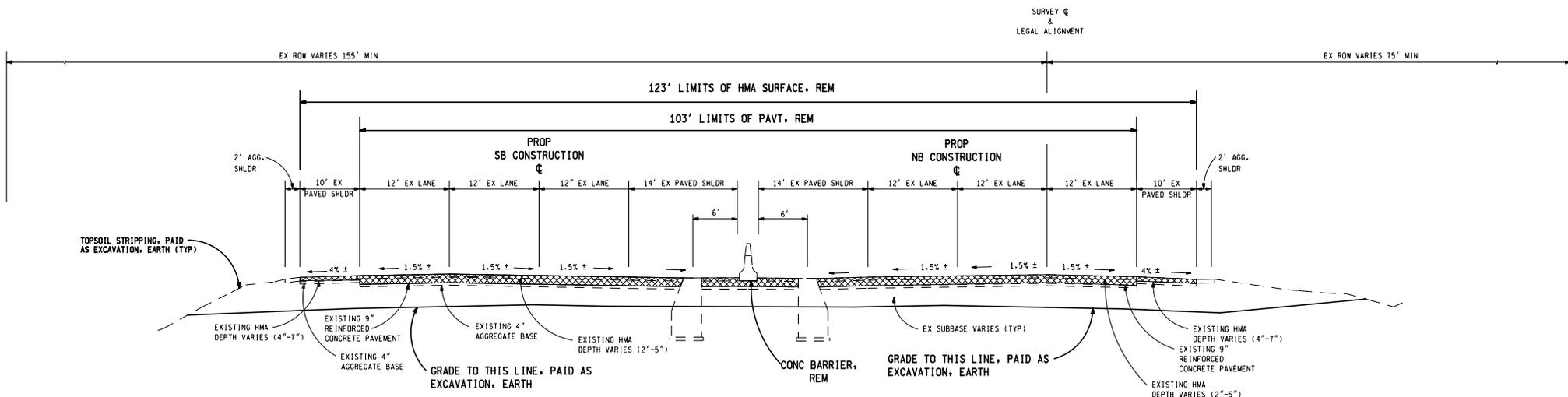


FIGURE 1 PROJECT LOCATION

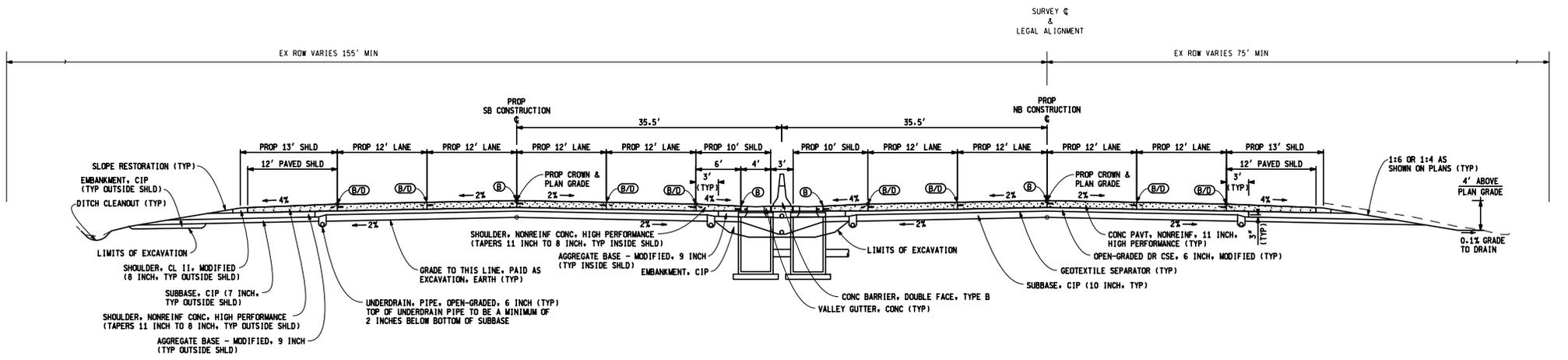
I-75 Corridor
Dixie Hwy to I-675

Project Location



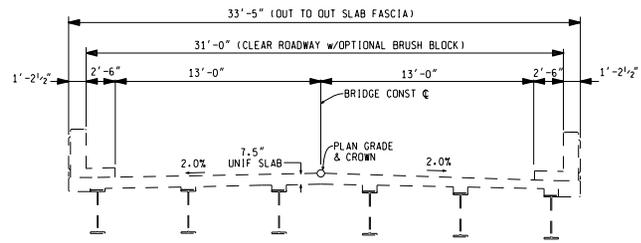


EXISTING I-75 TYPICAL 3-LANE SECTION

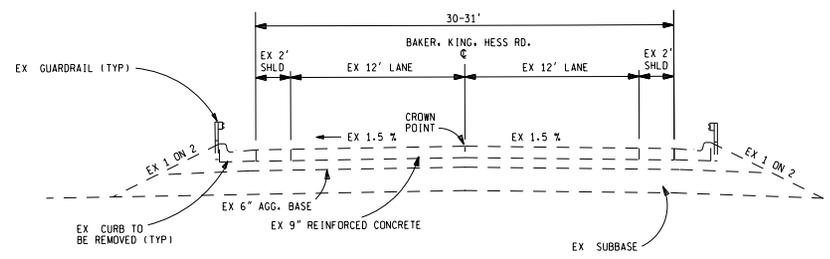


PROPOSED I-75 TYPICAL 4-LANE SECTION

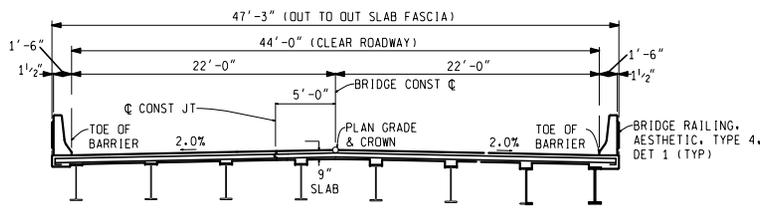
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								TSC: BAY CITY				



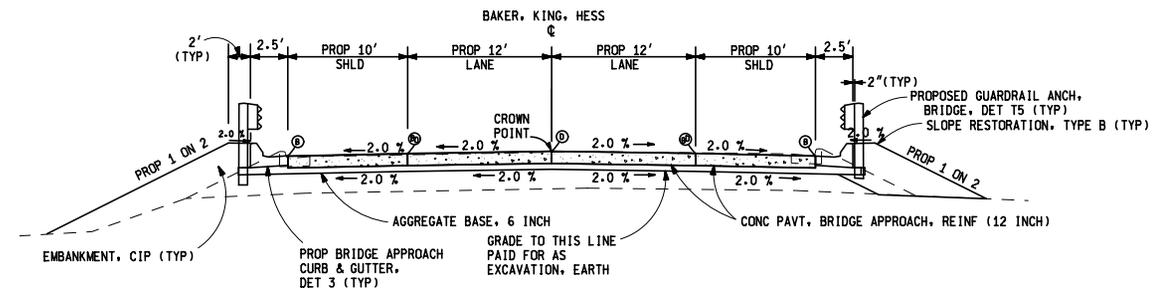
EXISTING DECK SECTION BAKER, KING, AND HESS ROADS



EXISTING BAKER, KING AND HESS ROADS OVER I-75

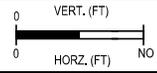


TYPICAL PROPOSED DECK SECTION BAKER, KING, AND HESS ROADS



PROPOSED APPROACH BAKER, KING, AND HESS ROADS OVER I-75

FINAL ROW PLAN REVISIONS							
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DATE: 12/20/12
 DESIGN UNIT: WEIBEL
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 JN: 107457A

FIGURE 2-A
 I-75 TYPICAL CROSS SECTIONS

DRAWING SHEET
 k75
 TYP
 2

Description of Purpose and Need for the Project:

The purpose of the proposed improvements to the I-75 Corridor in Saginaw County, Michigan is to enhance mobility and safety by improving traffic flow throughout the corridor and to improve system linkage. These improvements will help maintain the efficiency of an important link in the Michigan Interstate System without compromising freeway operations and safety by upgrading the corridor to conform to current design standards for roadways and bridges. Specific objectives of the proposed project include the following:

- Replace and rehabilitate deteriorating pavement and bridges (M-46, railroad bridge and the bridges at Baker, King, and Hess Roads)
- Add continuity to the roadway by going from 6 lanes to 8 lanes, matching the sections to the north and south of the project.
- Upgrade and modernize the freeway system to address current design criteria and guidelines
- Enhance mobility and traffic operations within the I-75 study area while minimizing negative environmental, cultural, economic, social and adjacent property impacts

These improvements will relieve congestion and improve traffic flow during construction and peak travel periods.

Need for the Proposed Project

This section of I-75 was constructed and opened to traffic in 1961. The service life of this facility has gone beyond the normal expectations for a freeway facility. In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay and Arenac Counties. The improvement plan recommended widening I-75 to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County where there was not a redundant or parallel Interstate facility (i.e., I-475 in Flint and I-675 in Saginaw). This corridor plan and the current data can be found in **Appendix A** of this document. This project, when finished, will maintain lane continuity and complete the 40-mile reconstruction and necessary widening of I-75 from the north junction of I-475 in Genesee County to M-13 in Bay County, Michigan. Factors affecting the need for this project include the following:

- Existing geometric deficiencies such as substandard vertical grades, superelevation rates, and inadequate acceleration and deceleration ramp lengths
- Deteriorated pavement and bridge conditions
- Inadequate underclearance on all bridges in project area
- Unacceptable level of service and traffic delays for motorists caused by peak travel conditions during weekends and holiday travel
- Inadequate roadway and shoulder widths to maintain traffic during construction and maintenance activities
- Improve safety by correcting the geometric deficiencies and improving LOS.

Traffic Considerations:	Yes	No
Does the project adequately serve the existing and planned future traffic projections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the future traffic year 20 years from the date of construction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Do changes in traffic cause additional project impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Describe any necessary actions and mitigation.

Please See **Appendix A** for a detailed analysis of traffic and crash data.

Alternatives Considered and Dismissed:

The proposed project considered and analyzed two mainline alternatives and five interchange alternatives at the I-75 and M-46 interchange, as a part of the EA development. Below is a brief description of each alternative and the reasons why it was either chosen or dismissed.

Mainline Alternatives

No-Build

This alternative involves taking no action to improve and add capacity to the I-75 mainline for the project area. This alternative involves only routine maintenance (which could eventually include repaving and reconstruction), repair, and preservation of the existing system. This alternative will not address the issues of congestion, modernization of the system, enhance mobility, correct geometric deficiencies, improve bridge underclearance, improve LOS or provide greater shoulder widths for maintenance of traffic presented in the purpose and need. It is the base condition used for comparison to the other alternatives.

Preferred Alternative – Widen to eight lanes

The MDOT is proposing to widen the existing cross-section from six lanes to eight lanes, the majority of the widening will happen to the outside of the existing lanes. It will also include replacing the deteriorating pavement and the bridges at Baker, King, Hess, a rail road bridge and M-46 in this section of the corridor. This alternative involves adding capacity, relieving congestion, enhancing safety, and improving traffic operations and system connectivity on I-75. Please see **Figure 2** for a detailed description of the proposed cross-section.

M-46 Interchange Alternatives

No-Build

The M-46 interchange is currently and full clover leaf interchange. The no-build alternative would involve only routine maintenance, repair, and preservation of the existing system/structure. The no-build alternative is not a feasible option for the interchange, as there is not enough clear width under the existing structure for the proposed additional lanes to the

mainline.

Preferred Alternative – Partial Clover (ramps in southern quads)

The preferred alternative is a partial clover leaf with loop ramps in the southeast and southwest quadrants (thus removing two of the eight existing ramps) with the free flow ramps remaining in all four quadrants; with the potential for traffic signals at the left turn movements introduced by the elimination of the loop ramps.

The elimination of the northeast and northwest loop ramps will remove the merge weave movement on the I-75 mainline, which has had 61 accidents in the last 5 years. (for a detailed analysis please see the **Crash Analysis and Safety memo** dated December 21, 2012 that is included as part of **Appendix A**). Advantages include: Removing the merge weave movement on I-75, which improves safety; can be placed in the existing footprint with minor modifications and no need for right of way; and is familiar to Michigan drivers. Disadvantages include: the need for additional traffic signals; delays to drivers not served by the loop ramps, and susceptibility to wrong-way entry.

Partial Clover (ramps in the opposite quads)

This alternative would have loop ramps in two of the four quads with the addition of traffic signals at M-46 for left turn movements.

The elimination of two of the loop ramps will remove the merge weave movement on the I-75 mainline, which has had 61 accidents in the last 5 years. (for a detailed analysis please see the **Crash Analysis and Safety memo** dated December 21, 2012 that is included as part of **Appendix A**). Advantages include: removing the merge weave movement for the I-75 mainline; placed in the same footprint as existing structure with minor modifications; and common for Michigan drivers. Disadvantages include: delays to movements not served by the loop ramps; susceptibility to wrong-way entry; potential for higher speed collisions due to left turning traffic across multiple lanes of traffic; two new signals would be required.

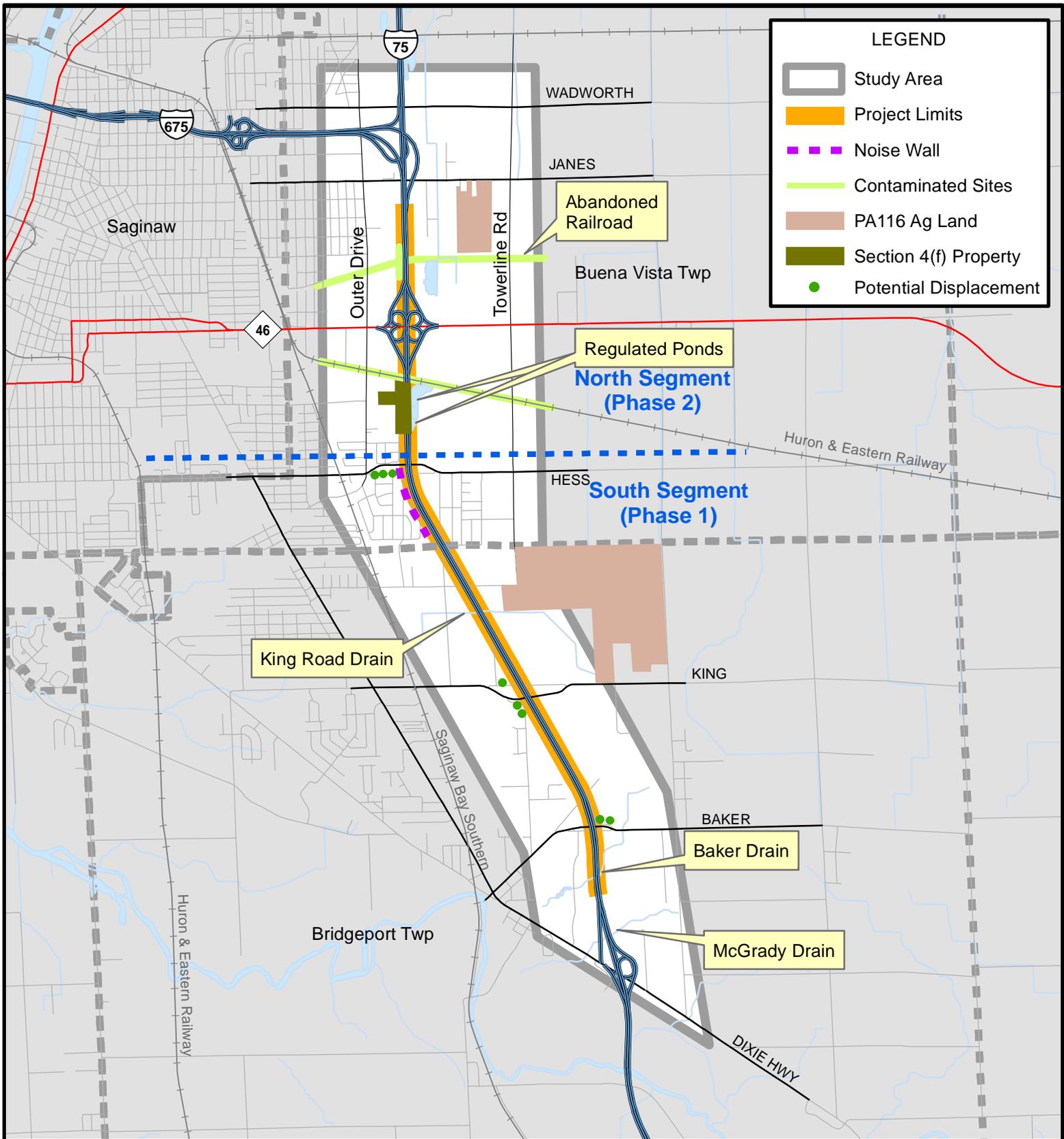
Single Point Urban Interchange (SPUI)

The SPUI would have one entry and exit ramp for each direction of I-75, which eliminates the weaving move caused by the full clover interchange. Left turn movements meet at the center of the bridge at a single traffic signal, right turns are allowed to merge onto M-46 without a signal. Advantages include: improved operational efficiency over urban diamond interchange due to only having one signal; improved safety over the traditional clover leaf due to the elimination of the weaving associated with loop ramps; and reduced right of way impact due to a smaller footprint. Disadvantages include increased construction and maintenance costs due to a larger structure; longer signal cycle due to three phases and amount of time it takes to clear left turns; and more difficult for pedestrians to traverse than traditional interchanges.

Diverging Diamond Interchange (DDI)

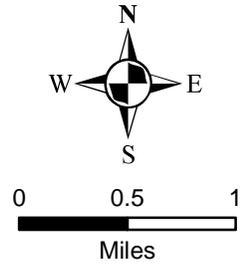
The DDI would also have one entry and exit ramp for each direction of I-75. Left turn

movements merge into traffic on the left and there is a weave on M-46. Right turn movements are allowed to merge onto M-46 without a signal. Two traffic signals would be required and each would have two phases. Advantages include: the two-phase signals have shorter cycles which would reduce delay; increases turning movements to and from the ramps; reduces the conflict points (improving safety); improves pedestrian safety; and increases the capacity while decreasing the size of the structure. Disadvantages include: It would require two new signals, increasing the potential for rear-end crashes; its design is counter intuitive to drivers; and this is a new design for Michigan and was not well received at the public meeting.

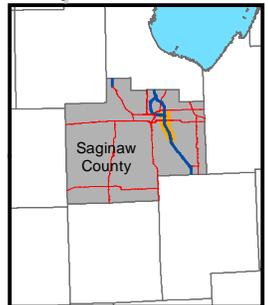


**FIGURE 3
ENVIRONMENTAL
CONSTRAINTS**

I-75 Corridor
Dixie Hwy to I-675



Project Location



Existing Environment and Potential Impacts

Identify (yes or no) if there are any project impacts. For each "yes," describe the impact and the potential for significant impact. Attach all agency correspondence.

Land Use:	Yes	No
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Is the project consistent with the existing and future local transportation plans, land use plans, and zoning ordinances?

Will the project affect existing or proposed land uses?

Describe any necessary actions and mitigation.

The Buena Vista and Bridgeport Township Zoning, Land Use and Master Plans were reviewed as part of the impact analysis. Both plans have this corridor identified as transportation use, which has been the use for a very long time. The project lies within existing transportation ROW and will not impact any other existing or future land uses and is consistent with the future plans for this corridor and immediately adjacent land uses. Some of the adjacent land uses include: agriculture, residential, industrial and commercial uses. All of which are supported by the adjacent transportation corridor.

Right-of-way Impacts:	Yes	No
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Will the project require additional fee right-of-way, easements, or grading permits?

Will the project require any relocations?

Describe any necessary actions and mitigation.

The proposed widening of I-75 may require the displacement of eight residential properties. A Conceptual Stage Relocation Plan which provides additional information on the potential eight displacements can be found in **Appendix B – Conceptual Stage Relocation Plan**. Minor amounts of additional fee right-of-way (ROW) and grading permits will also be required for this project.

All fee ROW will be acquired in conformance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Fee ROW is ROW that falls outside of existing MDOT ROW and will need to be purchased from the owner following the aforementioned policy.

Agricultural Impacts:	Yes	No
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Will the project affect lands zoned for agriculture or forestry?

Will Federal Farmland Protection Policy Act coordination be required?

If yes, what resource coordination is required?

Submittal of a Farmland Conversion Impact Rating form CPA-106 to the Flint Area NRCS office with an impact of 2 acres of Prime Farmland that is zoned Agricultural has been conducted. The total points calculated on the CPA-106 is 49.

Will the project affect PA 116 lands?

Are there any other agricultural impacts?

Describe any necessary actions and mitigation.

There are nine PA 116 parcels adjacent to the project limits. These properties are not expected to be impacted by any type of ROW acquisition or grading permits. A note will be placed on the design plans that states "No borrow shall be taken from the PA 116 enrolled properties and no disposal of excess or unsuitable material will be allowed".

Social Impacts:	Yes	No
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Will the project affect neighborhoods or community cohesion?

Will the project have long term effects on travel patterns or accessibility for vehicles, bicycles, transit users, commuters or pedestrians?

Will the project have long term effects on the elderly, handicapped, non-motorized users, transit-dependent users, minority and ethnic groups or the economically disadvantaged?

Will the project have long term effects on school district(s), recreation areas, churches, businesses, police and fire protection services, etc.?

If yes, what are the direct and the indirect impacts that may result from the displacement of households, businesses, and services?

Describe any necessary actions and mitigation.

Property owners who live along I-75 will be affected by the widening of the freeway from Dixie Highway north to Janes Road in Saginaw County. The widening of the freeway from six lanes to eight lanes will be accomplished by adding a fourth lane in each direction on the outside of the

existing northbound and southbound I-75 roadway. As a result of the widening on I-75, property owners who live adjacent to the freeway will be affected by noise impacts.

A noise analysis study was conducted. The study determined that a noise barrier south of Hess Road, on the west side of I-75 would satisfy MDOT’s feasibility and reasonableness criteria for a noise barrier. The proposed barrier would provide noise abatement for 67 single residences. For additional information on the proposed noise barrier and noise study refer to the *Noise Impact* Section in this document.

The proposed project also includes adding sidewalks along the proposed M-46 structure at the I-75/M-46 interchange. The new sidewalks will be constructed in accordance with the 1990 Americans with Disabilities Act (ADA). No neighborhood within the project area will be permanently separated from community facilities or services. Access for motorists, school buses, emergency vehicles will be maintained during construction. MDOT will coordinate with local officials in providing updated information to assist all motorists and pedestrians.

Temporary impacts to residents, businesses, community services, motorists, pedestrians, bicyclists, and emergency services will occur during the construction of the new freeway lanes and bridges. MDOT will maintain traffic on I-75, with reduced lanes in each direction. However, traffic will need to be detoured during the construction of the ramps and bridges. During the construction period, motorists (including emergency vehicles) will incur longer travel times and distances in reaching their destinations. The detour routes for motorists are shown in **Appendix C – Maintenance of Traffic Concept**.

Mitigation measures to address these temporary impacts include: minimizing disruption of traffic in the construction area by coordinating with local agencies and the community; placing signs in all of the construction areas notifying motorists of route changes, requiring construction equipment to have mufflers in good working order and portable compressors must meet federal noise-level standards for this equipment; and requiring that contractors be responsible for adequate dust-control measures during construction.

As part of an on-going coordination effort, MDOT will continue to coordinate with local agencies and the community in providing updated information about the proposed project and detour routes during construction.

Environmental Justice	Yes	No
Will the project affect minorities or low income population groups?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the project have a disproportionately high and adverse effect on minorities or low-income populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Are there any persons with limited English proficiency in the project area?



Describe any necessary actions and mitigation.

The purpose of Executive Order 12898 on Federal Actions to Address Environmental Justice impacts to Minority and Low-Income Populations is to identify, address, and avoid disproportionately high and adverse human health or environmental effects on minority and low-income populations. The proposed widening of I-75 and the construction of a noise barrier will not cause a disproportionately high and adverse human health or environmental effects on minority and low-income populations.

An analysis of the 2010 U.S. Census Data along with field reviews of the project area determined that there are minority and low-income population groups and non-minority population groups who reside in the project area. The proposed widening of I-75 and the construction of a noise barrier along I-75 will benefit all of the population groups that reside in the project area. Other temporary effects from the proposed project include traffic delays, and having to travel further distances, will affect minority and low-income populations as well as non-minority population groups.

According to the 2010 U.S. Census, the total population for Bridgeport Charter Township is 10,514, while the total population for Buena Vista Charter Township is 8,676. The total population for Saginaw County and the State of Michigan is 200,169 and 9,883,640, respectively. The minority population for Bridgeport Charter Township is 32 percent; while the minority population for Buena Vista charter Township is 68 percent. The minority population in Saginaw County and in the State of Michigan is 26 percent and 20 percent, respectively.

The U.S. Census American Community Survey 2006-2010 Estimated Data indicated that the percentage of individuals who are below the poverty level over a 12 month period for Bridgeport and Buena Vista Townships Township is 18.3 percent and 30.3 percent, respectively; while the percentage of individuals who are below the poverty level for the county is over 18.5 percent. These percentages are higher than the state level which was estimated to be 14.8 percent.

The U.S. Census American Community Survey 2006-2010 Estimated Data also indicated that there are individuals who reside in each of the townships who may be Limited in English Proficiency (LEP). In the townships, 0.3 percent and 1.6 percent of individuals speak a language other than English at home. In Saginaw County the percentage of individuals who speak a language other than English is 1.4 percent; while the percentage of individuals who speak a language other than English in the state is 3.3 percent.

As part of public outreach, MDOT held a public information meeting inviting residents and local officials to learn more about the project and the proposed detour route. Thirty-six (36) people attended the meeting held on June 6, 2012. Almost everyone who attended the meeting supported the project. MDOT did not receive any requests to have translation services at the public information meeting or to have brochures or other materials translated into another language. If

MDOT does receive a request for translation services during subsequent phases of this project, MDOT will make translation services available.

Although the proposed project will not cause disproportionate effects on minority and low-income population 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 population groups 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.

Economic Impacts	Yes	No
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Will the project affect the regional or local economy resulting in changes to development, tax revenues, public expenditures, employment opportunities, accessibility, or retail sales?

Will the project have an impact on established businesses or business districts?

Describe any necessary actions and mitigation.

There may be a slight loss of tax revenue to local governments from the potential relocations and partial ROW purchases. This could potentially be made up if the relocations are made within the same tax area.

Effects on Historic (Above Ground) Resources:	Yes	No
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Will the project affect historic resources?

Are any sites in the project area eligible for or already listed on the National Register of Historic Places?

Has a survey of the area been conducted?

Describe any necessary actions and mitigation.

There are no National Register-eligible or listed historic properties within the project Area of Potential Effect. See the April 18, 2012 letter (signed May 24, 2012) to the State Historic Preservation Office (SHPO) in **Appendix D** for SHPO concurrence with this determination. If local roads are detoured, the proposed work is so minimal there will be no impact on any potential historic resources. In addition, if any detour route work beyond the edge of the existing shoulders is proposed, it will be reviewed by an MDOT Historian.

Effects on Archaeological Resources:	Yes	No
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Will the project affect archaeological resources? Yes No

Are any sites in the project area eligible for or listed on the National Register of Historic Places? Yes No

Has a survey of the area been conducted? Yes No

Describe any necessary actions and mitigation.

No historic properties for archaeological resources will be affected by the proposed project. See the April 18, 2012 letter (signed May 24, 2012) to the State Historic Preservation Office (SHPO) in **Appendix D** for SHPO concurrence with this determination. If right-of-way needs change during the course of the project, MDOT will review any changes to ensure that the unevaluated archaeological site 20SA1376 will not be impacted.

Effects on Traditional Cultural Properties:	Yes	No
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Will the project affect any Traditional Cultural Properties? A traditional cultural property is defined as one that is eligible for inclusion in the National Register of Historic Places because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community. Yes No

Are any properties in the project area eligible for or listed on the National Register of Historic Places? Yes No

Will consultations with Indian tribes be required regarding Traditional Cultural Properties? Yes No

Describe any changes or necessary action.

Effect on Air Quality:	Yes	No
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Will the project affect a non-attainment area? Yes No

Is the project adding a lane in a single direction of 1 mile or more? Yes No

Is the project listed in the state or MPO's long range plan? Yes No

Is the project in the MPO's TIP?

Will the project require a CO, PM_{2.5}, or PM₁₀ microscale "hot-spot" analysis?

Describe any necessary actions and mitigation.

The project area is located in Saginaw County and the USEPA has designated Saginaw County to be in attainment for all National Ambient Air Quality Standard (NAAQS) criteria pollutants. The project is exempt from macro- and microscale air quality analysis. Please see the "Project Planning Considerations" portion of this document for additional information regarding the Long Range Plan and the Transportation Improvement Plan.

Noise Impacts:	Yes	No
Are any noise sensitive receivers or land uses adjacent to the proposed project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Has there been a substantial change in vertical or horizontal alignment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will traffic volumes change?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project adding a lane in a single direction of one mile or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will a noise analysis be required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Describe any necessary actions and mitigation.

The Michigan Department of Transportation noise abatement analysis has identified a feasible and reasonable noise barrier located on the west side of I-75 at the Hess Street overpass and is primarily adjacent to Mysylvia Drive and Yauck Road. The noise barrier is projected to provide noise abatement for 67 residences. An engineering level noise abatement analysis will be completed on the warranted abatement measure to ensure it meets final design phase feasibility and reasonableness criteria. Final design phase feasibility criteria are the same as in the environmental clearance phase. Final design phase reasonableness criteria include:

- 1) The approval of the abatement measure by a majority of the benefitting property owners and residents;
- 2) The cost benefit of the noise barrier is equal to or below the allowable per benefitting unit cost for the year of the final design; and
- 3) Noise attenuation level criteria that provides a 10 dB(A) reduction for at least one benefitting unit and at least a 7 dB(A) reduction for 50% or more of the benefitting units.

MDOT intends to install highway traffic noise abatement in the form of a barrier based on the studies thus far accomplished. The preliminary indications of likely abatement measures are based on preliminary design for barrier cost(s) and noise abatement as illustrated in Table 16 of the Noise Analysis Report. If it subsequently develops during final design that these conditions have substantially changed, the abatement measures might not be provided. A final decision of the installation and aesthetics of the abatement measures(s) will be made upon completion of the project's final design and the Context Sensitive Design process. A meeting to discuss the noise wall aesthetics will be offered to all affected property owners.

The Noise Analysis Technical Report accompanies this checklist and the report's Executive Summary can be found in **Appendix E**. A preliminary feasible and reasonable noise barrier has been identified along SB I-75, south of Hess Road for 2705 feet with an average height of 16 feet. The results of the noise analysis study were presented at the project's public meeting.

Fish & Wildlife Impacts:	Yes	No
Will the project affect aquatic wildlife (i.e., fish, mussels, ...)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project affect a designated trout stream or lake, a cold water lake, or an outstanding State Resource Water?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project affect terrestrial wildlife (i.e., turtles, birds, ...)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project affect migratory birds?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the project affect Michigan designated Species of Special Concern?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project affect Forester Sensitive Species designated by the U.S. Forest Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Describe any necessary actions and mitigation.

Historical use by migratory birds has been documented at the railroad overpass south of Hess Road. The "special provision for migratory bird protection" will be added to the plans and specifications for the job to mitigate for possible affects. Migratory birds are protected under the Migratory Bird Treaty Act of 1918.

Effect on Threatened and Endangered Species:	Yes	No
Will the project affect any threatened or endangered species listed in state or federal laws and regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Describe any necessary actions and mitigation.

The Michigan Natural Features Inventory database was queried for records of State and Federal listed species and none have been documented within the project limits. Federal species are protected by way of the Endangered Species Act of 1973 (16 U.S.C. 1531) and by the State of Michigan under Part 306 of Act 451 of 1994, Natural Resources and Environmental Protection.

Wetland Impacts:	Yes	No
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Will the project affect wetlands? If yes, complete the following: Yes No

Wetland Type	Number of acres	Fill quantity (cubic yds.)	Dredge quantity (cubic yds.)
NA	NA	NA	NA

Describe any necessary actions and mitigation.

No wetlands within the project limits would be impacted by the project scope of work. Wetlands are protected under Sec. 404b of the Federal Clean Water Act of 1972 (33 U.S.C.), Executive Order 11990, and Part 303 of Act 451 of 1994, Natural Resources and Environmental Protection.

Effect on Lakes, Streams, or Other Bodies of Water:	Yes	No
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Does the project affect navigation of a water body (as defined by the U. S. Coast Guard)? Yes No

Does the project affect navigable waters of the U.S. (as defined by the Army Corps of Engineers)? Yes No

Will construction require any access pads or placement of rip rap in the stream? Yes No

Will the project require stream relocations? Yes No

Does the project include replacement or widening of bridges or replacement or extension of culverts? Yes No

Will work take place in the water or below the ordinary high water mark? Yes No

Describe any necessary actions and mitigation.

This project crosses two ponds and three drains that the MDEQ has identified as regulated water bodies and may require permits under Part 31 (Water Quality) and Part 301 (Inland Lakes and Streams) of Act 451 of 1994, Natural Resources and Environmental Protection. Due to right-of-way restrictions at the three culvert locations, the extension of any stream culvert is not proposed. If the culvert headwalls are within the safety clear zone after the addition of the two new lanes, guardrail will be installed at the stream crossings. A hydraulic analysis will be done during design to ensure the culvert sizes are adequate to pass the increased runoff from the new lanes during a 100-year

storm event without increasing back-water elevations. The ponds and drains are described separately below.

The two ponds are located on the east side of I-75 between Hess Road north to the Huron & Eastern Railroad crossing. The project will not impact these two ponds and soil erosion and sedimentation controls will be set up to protect these ponds.

The southern stream crossing is the McGrandy Drain which is a tributary to the Cass River and flows across both I-75 roadways and the I-75 SB exit to Dixie Highway. The culvert is a 48" reinforced concrete pipe and has a drainage area of 0.38 square miles. This pipe was replaced in 2008 and is in good condition. This culvert is within the study area, but outside of the project limits and no work will be done at this stream crossing.

The middle stream crossing is the Baker Drain which is a tributary to the Cass River and flows across both I-75 roadways approximately 1700 feet south of Baker Road. The 6' by 8' box culvert is in good condition and no work is proposed for this culvert which has a drainage area of 1.0 square mile. Two CMP side culverts that flow through the wingwalls on the west side of the culvert are rusty and will be replaced.

The northern stream crossing is the King Drain which is a tributary to the Saginaw River and flows across both I-75 roadways approximately 2500' north of King Road. The 4' by 4' box culvert is in good condition and no work is proposed for this culvert which has a drainage area of 0.51 square miles. The drainage area of the King Drain is less than two square miles. However the area may be under the influence of the backflow of the Saginaw River. So there is the possible need for a part 31 floodplain permit but a hydraulic analysis should not be necessary. The Two CMP side culverts that flow through the wingwalls on the east side of the culvert are rusty and will be replaced.

The King and McGrandy Drains are listed by the Michigan Department of Environmental Quality as impaired water bodies scheduled for TMDLS that are not attaining water quality standards for 1) Other Indigenous Aquatic Life and Wildlife due to mercury and PCBs in the water column, and 2) Fish Consumption due to mercury and PCBs in fish tissue and the water column.

Standard sedimentation and erosion control measures will be applied including silt fencing, mulch blankets, stone check dams, and weirs. Construction staging for culvert work will be reviewed during the design phase to address required de-watering or detention needs and to maintain stream flow. Riprap will be placed in areas where scour may occur and streambed protection stone will be placed in bare areas of the culvert wingwalls to prevent erosion and provide for fish habitat.

Floodplain Impacts:	Yes	No
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Will project affect a regulated floodway or alter floodplain functions or values? If yes, complete the following: Yes No

Number of acres	Fill quantity (cubic yds.)	Dredge quantity (cubic yds.)
NA	NA	NA

Is the project consistent with local flood protection standards? Yes No

Is the project consistent with MDEQ flood hazard ordinances? Yes No

Describe any necessary actions and mitigation.

Changes in culverts size and length will be designed based upon an evaluation of the hydraulics of the specific stream to insure compliance with all applicable standards. The drainage area of the three drains area all less than two square miles. Permits under Part 31 (floodplains) of Act 451 of 1994, Natural Resources and Environmental Protection will not be required.

Effects on Wild and Scenic Rivers or State Designated Natural Rivers:	Yes	No
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Will the project affect any federally-designated Wild and Scenic Rivers? Yes No

Will the project affect any State-designated Natural Rivers? Yes No

Describe any necessary actions and mitigation.

Water Quality Impacts:	Yes	No
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Does the project impact a public or private drinking water source? Yes No

Will the project affect the potential discharge of storm water into the waters of the State? Yes No

Does the project affect a designated impaired water body or a water body with total maximum daily load restrictions? Yes No

If yes, list name(s), location(s), and pollutant(s) of concern:

Is the project located in an area with an approved local watershed plan? Yes No

Describe any necessary actions and mitigation.

In compliance with the provisions of the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq; the “Federal Act”), Michigan Act 451, Public Acts of 1994, as amended (the “Michigan Act”), Parts 31 and 41, and Michigan Executive Orders 1991-31, 1995-4, and 1995-18, this project was reviewed for regulated water crossings using the State of Michigan GIS database. Three unnamed drains are within the project area and include locations south of Tatham Road, just north of Dixie Hwy Interchange, and within the Dixie Highway Interchange. If the open drainage systems of the median and outside ditches are retained, project will comply with NPDES Stormwater Discharge Permit. Stormwater discharge directly to any regulated watercourse should be avoided (preferred buffer is minimum 200 feet of vegetation).

Compliance with MDOT’s NPDES Stormwater Discharge Permit:

MDOT goals for treating stormwater runoff on every project are: 1) eliminate direct discharges into receiving waterbodies; 2) reduce runoff velocities; and 3) reduce the amount of sediment entering the receiving waterbody. Wherever possible, newly constructed or reconstructed stormwater outlets near any waterbody must be located as far back from the water’s edge as site constraints allow (200 feet is optimal) and velocities must be reduced at or before the outlet to minimize erosion potential and encourage sedimentation prior to entering the waterbody.

Coastal Management Zone Impacts:	Yes	No
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Will fill or excavation be required within the Coastal Zone Management boundary, critical dunes or Coastal Barrier areas?

Describe any necessary actions and mitigation.

Visual Impacts:	Yes	No
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Will the project require removal of trees near streams?

Will the project require removal of trees near buildings?

Will the project affect other visual resources?

Describe any necessary actions and mitigation.

There will be minor visual impacts due to the removal of some trees in the right of way. Additionally, a public meeting will be held with the affected property owners where the noise wall will be placed to get input on the aesthetics of the wall. The same will be done for the M-46 interchange at the time that phase of the project is built.

Contaminated Sites:	Yes	No
Are there any known or potentially contaminated sites along the corridor? If, yes, answer the following two questions:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Are any utility trenches (i.e., storm or sanitary sewer, water main, ...) in the vicinity of a contaminated site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there any groundwater monitoring wells in the vicinity of a contaminated site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If buildings or residences are relocated, have they been evaluated for hazardous waste (i.e. asbestos?).	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Describe any necessary actions and mitigation.

A Project Area Contamination Survey (PACS), also known as a Phase I Environmental Site Assessment, was performed to determine if known or potential sites of environmental contamination exist that could affect the project’s design, cost, or schedule. The Project Area Contamination Survey (PACS) included a review of Michigan Department of Environmental Quality (DEQ) files, interviews, and a site investigation.

The PACS identified three potential contaminated sites within or adjacent to the proposed project area: the Huron and Eastern Railway crossing, an active railroad crossing located approximately 1,840 feet south of the I-75 and M-46 interchange; an abandoned railroad crossing located approximately 2,460 feet north of the I-75 and M-46 interchange; and an old MDOT construction staging and storage area located on the west side of I-75, from north of the M-46 interchange to the abandoned railroad crossing. Contaminated soils containing PNA’s and metals may be encountered if excavation activities occur at both the active and abandoned railroad crossings. Solid waste materials, petroleum contaminated soils, and fly ash and/or foundry sand may be encountered if excavation activities occur in the old MDOT construction staging and storage area.

No environmental contamination issues were identified with any proposed real estate acquisition.

MITIGATION

If excavation activities are to occur within the vicinity of the above noted potential contaminated sites, an estimate for contaminated soil removal will be included as a pay item in the construction contract, and the “Special Provision for Non-Hazardous Contaminated Material Handling and Disposal” will be added to the final plan package. Conditions stipulated in the “Special Provision for Non-Hazardous Contaminated Material Handling and Disposal”, including laboratory testing to solicit landfill approval, temporary storage requirements, and restrictions for reusing contaminated media as fill, will be met during construction. All contaminated media (soil and groundwater) must be handled and disposed of appropriately in accordance with state and federal regulations.

Indirect and Cumulative Impacts:	Yes	No
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Will the project cause adverse indirect or cumulative effects?

Describe any necessary actions and mitigation.

Permits and Authorizations:	Yes	No
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Will the project require any of the following permits and authorizations?

Corps, Section 404 and Section 10

Coast Guard, Section 9

Flood Hazard, DEQ, and Act 451 Part 31

Wetland Protection, DEQ, Act 451 Part 303

Inland Lakes and Streams, DEQ, Act 451 Part 301

Wild and Scenic Rivers Act

Municipal separate storm sewer system (MS4) NPDES permit?

Storm water discharge NPDES permit?

Construction site NPDES permit?

Michigan Coastal Management Program, Section 307 permit?

County Drain Commissioner review/approval?

Other (for example, Threatened and Endangered Species, Critical Dunes).

If "yes, list additional permits and authorizations.

Describe any necessary actions and mitigation.

Construction Impacts:	Yes	No
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Will the project have any of the following potential construction effects?

Construction timing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Clearing or work in a stream	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will any bridge painting occur over watercourses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project disturb more than five acres of soil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Temporary degradation of water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Temporary stream diversion or work on an access pad?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Temporary degradation of air quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Temporary delays and detours of traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Temporary impact to businesses such as access and parking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other construction impacts, including noise and vibration?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will there be restriction dates for clearing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will there be restriction dates for work in a stream?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Describe any necessary actions and mitigation.

See the **Project Mitigation Green Sheet** at the end of this section of the EA for a list of the impacts and any additional mitigation measures.

Public Involvement and Agency Coordination:

Describe what actions were taken to identify stakeholders during scoping or at public information meetings or formal public hearings.

The MDOT coordinated with local officials and the MPO for the region to identify and make contact with stakeholders in the area.

Describe the type of public involvement and agency coordination that has occurred.

As part of the early coordination process, MDOT sent out letters to various federal, state and local agencies, interested local groups, and the tribes located in Michigan. MDOT did receive a few responses regarding the project. These letters and responses can be found in **Appendix F**.

Two public information meetings were held, one on September 15, 2010, which informed the public of the proposed project and to seek input from the public. The other was held June 6, 2012. The intent of this meeting was to present the results of the Noise Analysis Report and to discuss the need for a small piece of right of way from the Section 4(f) park. The sign-in sheets and comments received at the meetings are also included in **Appendix F**.

Discuss pertinent issues raised by the public and resource agencies. Attach applicable correspondence and responses.

Most of the comments received had to do with concerns about the potential increase in noise from the added lanes. As mentioned previously, a Noise Analysis was completed as part of the EA process and there is one area that met the guidelines for a noise wall. Other concerns were about tree removal or felt that the money could be spent better in other ways. The tree removal is required to meet the clear distance safety standards. Any trees that can remain will remain in place.

Effects on Section 4(f)/6(f) Properties:	Yes	No
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Will the proposed action affect Section 4(f) properties?

Will the proposed action affect Section 6(f) properties?

If yes to either of the above, attach appropriate Section 4(f) and Section 6(f) documentation.

There are no parks or recreational areas of national, state or local significance that are both publicly owned and open to the public. The Saginaw Soap Box Derby property is located adjacent to I-75, south of the I-75/M-46 interchange. Access to the Saginaw Soap Box Derby property is through the Buena Vista Lions Club Park. Buena Vista Charter Township maintains the fence line of the Soap Box Derby property to control access and preserve the aesthetics of their own park, however, Buena Vista Charter Township does not have ownership rights, nor do they maintain the remainder of the Soap Box Derby property. Correspondence from the Buena Vista Charter Township Interim Manager can be found in **Appendix G** of this document.

A public meeting was held on June 6, 2012 where exhibits were presented to the public identifying a small take of ROW from the Saginaw Soap Box Derby property. No adverse comments were received regarding the minor property acquisition.

Project Planning Considerations:	Yes	No
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Is the project listed in the Regional Transportation Plan (RTP)?

Is the project listed in the Transportation Improvement Program (TIP)?

The Dixie Highway to just north of Hess Road segment of the project (Phase 1) is in the constrained portion of the 2040 RTP for the Saginaw Metropolitan Area Transportation Study (SMATS). An amendment added this portion of the project in 2010. Additionally, the RTP was amended on April 16, 2013 to move Phase 2 (Hess Road to south junction of 675 segment) into the constrained portion of the RTP. Phase 1 of the project is in the 2014-2017 TIP for the MPO. Phase 2 will be added in 2016 when it is time to develop the 2017-2020 TIP for the MPO.

Project Cost

What is the anticipated cost per phase for the preferred alternative?

The project will be built in two phases. Phase one will consist of widening the portion of I-75 from Dixie Highway to just north of Hess Rd. This work will also include the replacement of the bridges at Baker, King and Hess Roads. The widening of the mainline is estimated to cost 41.4 million in 2015 dollars. The replacement of the three bridges in this phase is estimated to cost 12.2 million in 2015 dollars. Phase 2 will consist of the Widening of I-75 from just north of Hess to the I-675 interchange, including the replacement of the I-75 and M-46 interchange and replacement of the Huron & Eastern Railway structure. The estimated costs for Phase 2 are 48.2 million for the mainline widening and 6 million for the bridge replacement. The costs are estimated in year 2015 dollars, but construction is not anticipated until 2020 or later.

Project Mitigation Summary (Green Sheet)
For the Preferred Alternative

March 13, 2013

Abbreviated Environmental Assessment

Proposed Reconstruction and Widening on I-75
From Bridgeport (Dixie Highway) North 4.7 Miles to
I-675 South Junction (Janes Road)
Bridgeport and Buena Vista Townships
In Saginaw County, Michigan

This Project Mitigation Summary “Green Sheet” contains project specific mitigation measures being considered at this time. An updated “Green Sheet” will be prepared and included in the Finding of No Significant Impact (FONSI) for this project. These mitigation items may be modified during the final design, right-of-way acquisition, or construction phases of this project.

I. Social and Economic Environment

- A. *Relocations and Access to Residential and Commercial Properties*- This project will require a maximum of eight residential displacements. A Conceptual Stage Relocation Plan has been prepared and is included in Appendix A. Adequate replacement housing is available in the area. Access to adjacent properties will be maintained during construction. Minor amounts of additional fee right-of-way and grading permits will also be required for this project.
- B. *Noise Impacts* – The Michigan Department of Transportation noise abatement analysis has identified a feasible and reasonable noise barrier located on the west side of I-75 at the Hess Street overpass and is primarily adjacent to Mysylvia Drive and Yauck Road. The noise barrier will be approximately 2700 feet long with an average height of 16 feet. The noise barrier is projected to provide noise abatement for 67 residences, including minority and low income populations. An engineering level noise abatement analysis will be completed on the warranted abatement measure to ensure it meets final design phase feasibility and reasonableness criteria. If during final design these conditions have substantially changed, the abatement measures might not be provided. A final decision of the installation and aesthetics of the abatement measures(s) will be made upon completion of the project’s final design and the Context Sensitive Design process. A meeting to discuss the noise wall aesthetics will be offered to all affected property owners.

- C. *Recreational Properties* – The Contractor shall not park any vehicles or store any equipment or materials on any public recreational property. Access to the recreational properties must be maintained at all times during construction.
- D. *Air Quality Impacts* – Exposure to diesel exhaust by construction workers and those nearby a construction site can have serious health implications. The construction period is of short duration and construction mitigation is not required. However, several measures may be implemented to reduce engine activity or reduce emissions per unit of operating time. Construction equipment should be kept clean, tuned-up, and in good operating condition. MDOT’s Standard Construction Specification Sections 107.15(A) and 107.19 would apply to control fugitive dust during construction and cleaning of haul roads. All MDOT vehicles and equipment must follow MDOT Guidance #10179 (2/15/2009) Vehicle and Equipment Engine Idling.

II. Natural Environment

- A. *Stream Crossings* – The three stream culverts on this project are in good condition and will not be replaced. Minor culvert extensions and replacement of the culvert wing walls may be required. Disturbed stream channel areas will have streambed protection stone placed to stabilize them and provide spawning areas. Construction staging plans will be set up during the design of the proposed culvert wing wall replacement and culvert extensions to address the need to maintain uninterrupted water flow.
- B. *Agricultural Land* – There are nine parcels of land enrolled in the Act 451, Part 361, Farmland and Open Space Preservation (old PA 116), adjacent to the project limits. These properties are not expected to be impacted by any type of ROW acquisition or grading permits. A note will be placed on the design plans that states “No borrow shall be taken from the PA 116 enrolled properties and no disposal of excess or unsuitable material will be allowed”
- C. *Wetlands* – There are wetlands in the SE quadrant of the I-75/M-46 interchange but they will not be impacted by this project. Soil erosion and sedimentation controls will be implemented to protect these wetlands.
- D. *Floodplains* - Culvert sizes will be reviewed (and increased if necessary) in the design phase following completion of the hydraulic and scour analysis’s to ensure that culverts are able to pass the 100 year storm event without increasing backwater elevations.
- E. *Water Quality* - Best Management Practices (BMP’s) will be used to treat storm water when designing the I-75 drainage systems. BMP’s such as routing road and bridge runoff through vegetated swales prior to discharge into project water courses will be included in this project.

- F. *Wildlife Resources* - The “Special Provision for Migratory Bird Protection” will be set up on this project and be implemented during construction to avoid impacts to nesting barn swallows at the railroad overpass south of Hess Road and bridge replacements at Baker, King, and Hess Roads.
- G. *Fisheries Resources* - No work will be allowed in project stream channels from March 1 through May 31 to protect spawning activities of native species. Work may occur during this time frame if done inside an enclosed cofferdam installed prior to the March 1 date. Stream flow will be maintained during construction except for short periods of time necessary to place new culvert sections.

III. Hazardous/Contaminated Materials

- A. *Removal of Residential Structures* – Structures acquired for this project will be tested for asbestos and lead containing materials before demolition. The MDEQ notification procedures for demolition will be followed. Conditions stipulated in the Supplemental Specification for Asbestos Removal and Disposal will be met. All contaminated materials will be properly disposed of.
- B. *Three Contaminated Properties* – If excavation will occur within the vicinity of the noted two railroad (one active and one abandoned) and one MDOT potential contaminated sites, an estimate for contaminated soil removal should be included as a pay item and the Special Provision for Non-Hazardous Contaminated Material Handling and Disposal will be included in the final plan package. Conditions stipulated in this Special Provision include laboratory testing to solicit landfill approval, temporary storage requirements, and restrictions for reusing contaminated media as fill should be met during construction.

Contaminated soils containing PNA’s (Poly Nuclear Aromatics) and metals may be encountered if excavation activities occur at both an active and abandoned railroad crossings. Solid waste materials, petroleum contaminated soils, and fly ash and/or foundry sand may be encountered if excavation activities occur in the old MDOT construction staging and storage area.

IV. Construction

- A. *Maintaining Traffic* - Traffic on I-75 and ramps will be maintained by part-width construction. Traffic on local roads where bridges (Baker, King, and Hess) will be replaced will be detoured over local roads to adjacent bridges crossing I-75. All lane closures, traffic shifts, and changed travel patterns will be clearly marked. MDOT will coordinate with local officials to provide updated project information to assist all motorists including emergency vehicles, school buses, and public transit.
- B. *Soil Erosion/Sedimentation Control* - Strict soil erosion and sedimentation controls will be set up and maintained during construction.

- C. *Construction Noise and Vibration*- Construction noise will be minimized by measures such as requiring construction equipment to have mufflers, that portable compressors meet federal noise-level standards for that equipment, and that all portable equipment be placed away from or shielded from sensitive noise receptors if at all possible. All local noise ordinances will be adhered to unless otherwise granted exception by the responsible municipality.

To document potential vibration damage from construction activities, residential structure foundation surveys will be offered in areas where vibration impacts could occur. Structures within 150 to 200 feet of construction operations such as bridge/pavement removal or piling/steel sheeting installation will be identified during final design. Vibration impacts are not anticipated at this time.

- D. *Construction Permits* - Permits under Act 451, Parts 31 (Water Quality) and 301 (Inland Lakes and Streams) are required from the MDEQ for this project. Coverage under the National Pollutant Discharge Elimination System (NPDES), which is administered by the MDEQ, is also required.

Work in Water Restriction Dates - No work will be allowed in project stream channels from March 1 through May 31, unless done inside an enclosed cofferdam installed prior to the March 1 date.

- E. *Railway Coordination* – During design and construction of segment 2 of this project; MDOT will coordinate with the Huron & Eastern Railway regarding the new I-75 structure replacement over the railway.
- F. *Freeway “Wrong Way” Entry* – Per the MDOT Office Memorandum: Implementation of Countermeasures to Deter Wrong-Way Movements onto Freeways, Dated August 8, 2011, some of the proposed mitigation measures include installation of “wrong way” entry signs at approximately 20 degrees from the cross road to face the paths of possible wrong way vehicle movements. The “wrong way” sign heights were recently lowered from 7’ to 4’ to improve visibility for lower vehicles and a three foot red reflective strip was added to the sign posts to reduce the potential for “wrong way” vehicles. Additional, mitigation measures in the above referenced Memorandum will be used as necessary.

APPENDIX A

Appendix A

Traffic Patterns

The travel patterns along the project section of I-75 indicate this freeway system provides a dual purpose to the motoring public. The corridor serves as a work related route for commuters going to and from employment centers within the Flint, Saginaw and Bay City metropolitan areas and their surrounding counties. In addition, the corridor also serves as the main recreational route for travelers providing access to northern Michigan resort areas. Adjacent traffic generators such as the City of Frankenmuth and Birch Run Shopping Center attract tourists to the area year round. M-46 (Holland Avenue), the only interchange in the project area, is an east-west route that traverses the state from Muskegon near Lake Michigan westerly to Port Sanilac on the Lake Huron coastline; this “thumb” area is heavily reliant on agriculture and tourism for their economy.

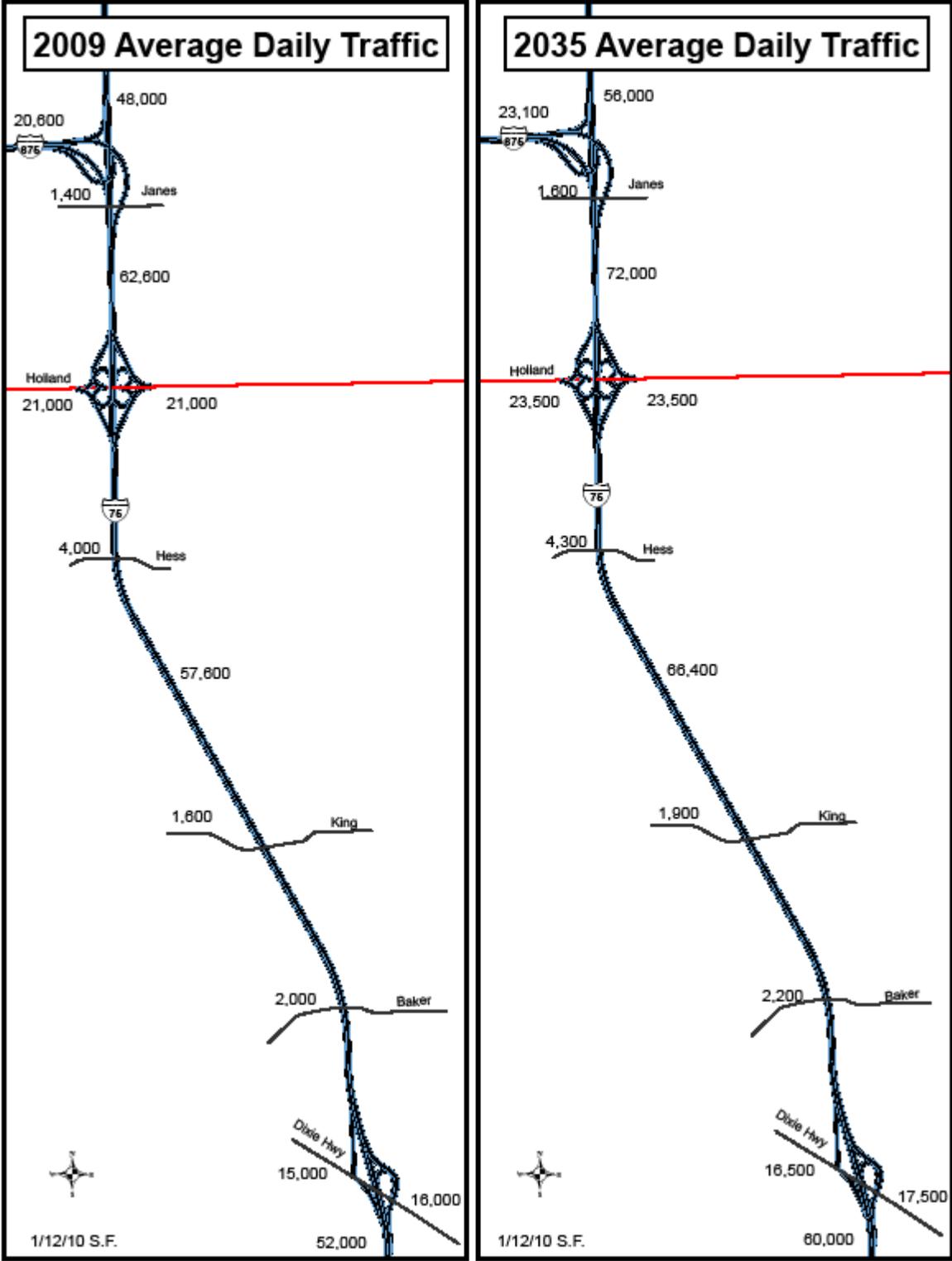
An analysis of Average Daily Traffic (ADT) reveals current traffic ranging from 57,600 south of M-46 to 62,600 south of the south junction of I-675 interchange and forecasted to increase from 66,400 to 72,000 in 2035. (**Figure A1-1**) Commercial traffic on the mainline interstate is approximately ten percent while commercial traffic on M-46 (Holland Ave) varies between four to six percent of total traffic.

The Design Hour Volume (DHV) or 30th High Hour is the volume that represents a reasonable value for designing the geometrics and control elements of a facility. Development of the DHV was based on data collected by a Permanent Traffic Recorder (PTR) located south of the Dixie Highway interchange. The northbound DHV occurs on a summer Friday between 4:00PM and 7:00PM at 16% of total daily traffic. The southbound DHV occurs on a summer Sunday between 2:00PM and 5:00PM at 17% of total daily traffic.

During the normal weekday travel, there is minimal difference in directional traffic flow in the AM and PM Peak Hours. However, during recreational weekends, the corridor encounters significant northbound traffic congestion and long backups on Friday during vacation and hunting season while the southbound peak hour traffic is heaviest on the Sunday return trip. To compound this challenge, a large percentage of this tourist traffic includes motor homes and vehicles pulling boats, trailers and campers.

There are no north/south routes that reasonably serve as a viable alternative to the I-75 corridor and it is the only Michigan interstate north of Flint. Because of the lack of alternative routes, the lane reduction from four to three lanes on I-75 north of the Dixie Highway interchange to the south junction of I-675 is the primary cause of congestion issues in the area. The preferred alternative of adding an additional fourth lane in both directions will eliminate this chokepoint on the freeway system.

Figure A1-1
2009 AND 2035 AVERAGE DAILY TRAFFIC



Traffic Analysis

The study area was analyzed based on the procedures set forth in the 2000 Highway Capacity Manual (HCM) and the Highway Capacity Software (HCS + T7F). Conventional analysis of basic freeway segments, ramp-freeway ramps, weave sections, signalized intersections and unsignalized intersections involves the determination of a “Level of Service” (LOS). Levels of Service range from “A” to “F”, similar to an alphabetic grading system, with each level describing a different set of operational characteristics. LOS “A” describes operational performance under light traffic volumes and minimal delay. LOS “F” describes a high degree of congestion with extensive delays and queuing. LOS “D” is commonly considered to be acceptable for peak-hour traffic operations in urbanized areas.

The Level of Service criteria defined by the HCM is described in **Table A1-1** for basic freeway segments, ramp-freeway junctions, weave sections, signalized intersections and unsignalized intersections. As shown in **Table A1-1**, density is the performance measure used to define the limits of each Level of Service for basic freeway segments, ramp-freeway junctions and weave sections. Control delay is the performance measure used for signalized intersections and unsignalized intersections. Control delay includes all delay caused by traffic signal control, including deceleration delay, time spent waiting for the traffic signal to turn green, and acceleration delay.

TABLE A1-1
PEAK-HOUR LEVEL-OF-SERVICE DEFINITIONS

LOS	Basic Freeway Segments	Signalized Intersections	Unsignalized Intersections	Freeway Weave Sections	Ramp-Freeway Junctions
	Maximum density (pc/mi/ln)	Max. stopped-time delay(sec/veh)	Max. average total delay (sec/veh)	Maximum density (pc/mi/ln)	Maximum density (pc/mi/ln)
A	10.0	10.0	10	10	10
B	16.0	20.0	15	20	20
C	24.0	35.0	25	28	28
D	32.0	55.0	35	35	35
E	45.0	80.0	50.0	43	>35
F	<45.0	>80.0	>50.0	>43	Demand flow exceed limits

Caution is advised when examining the Level Of Service results contained in the following tables because the HCM analyses assumes isolated conditions and does not account for conditions downstream that may affect upstream traffic. Detailed HCM worksheets and SYNCHRO analyses are available on request on compact disc (CD).

Base Year (2009) No Build Traffic Analyses

Twenty-four hour counts were collected on the I-75 through lanes, Dixie Highway, M-46, and I-675 interchange ramps and on key surface streets within the study area. Peak hour turning movements were conducted at ramp terminals and at key signalized and unsignalized intersections within the study area. **Figures A1-2, A1-3, A-1-4 (2009 AM and PM Peak Hour Volumes)** provides AM and PM Peak Hour Traffic for the affected interchanges during the base year.

2009 Existing Freeway Segments Analyses (No Build Conditions)

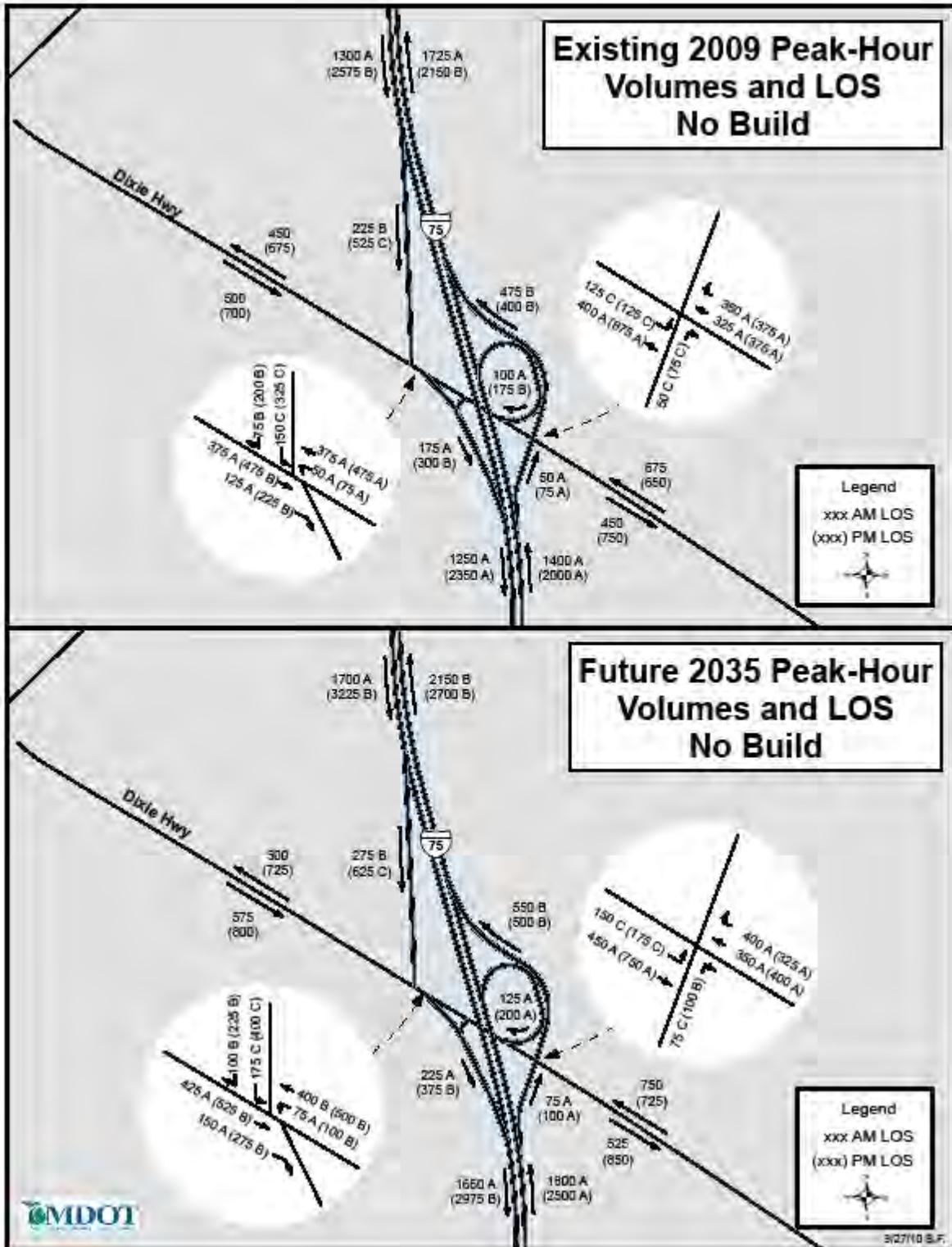
As shown in **Table A1-2 (Existing (2009) AM and PM Peak Hour-Basic Freeway Segments-No Build)** the I-75 mainline corridor operates at acceptable level-of-service during the both the morning and evening peak hour conditions.

**Table A1-2
Existing (2009) AM and PM Peak Hour Level of Service
Basic Freeway Segments (No Build)**

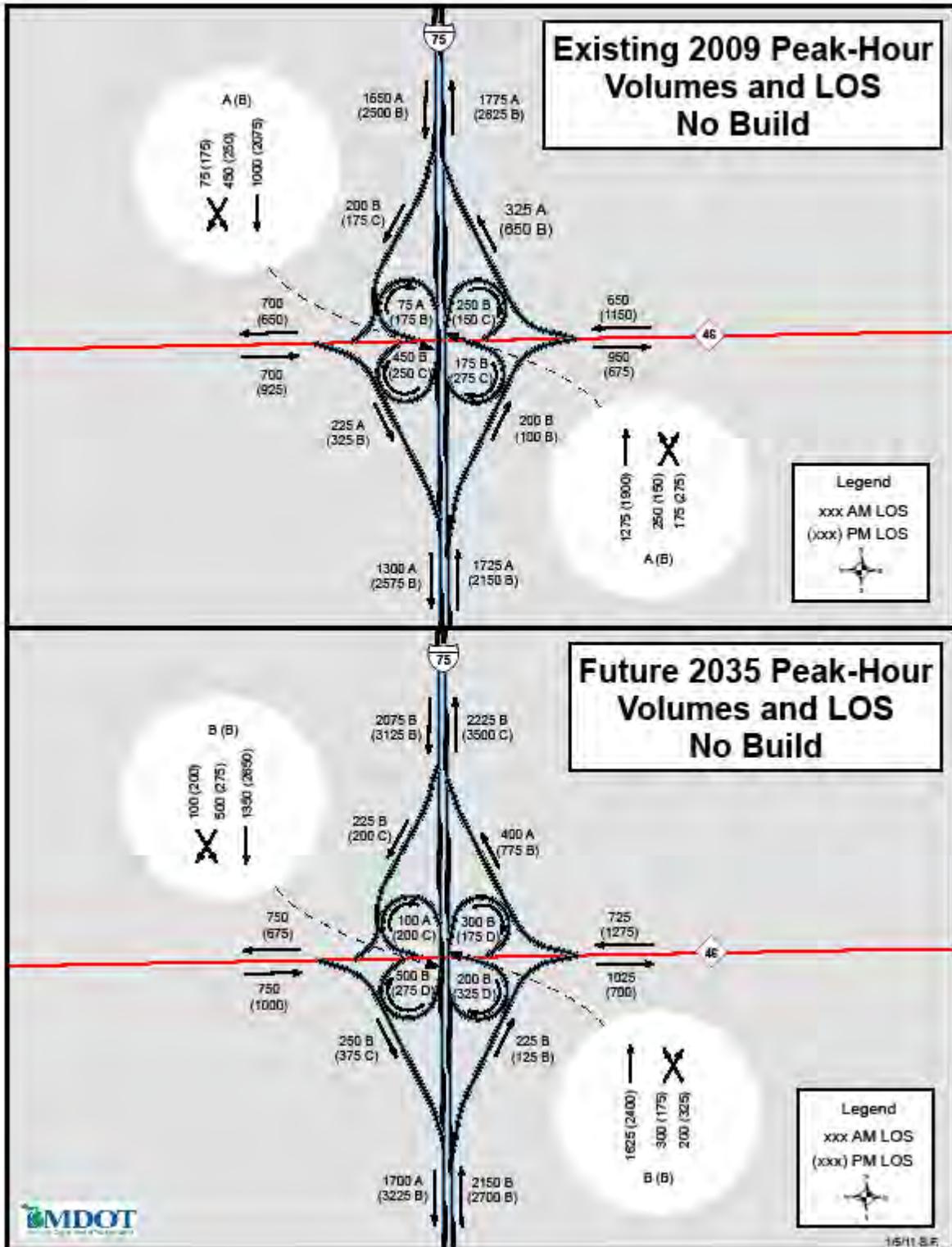
Southbound I-75 AM Peak					Southbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
North of I-675*	1,375	537	7.7	A	1,975	771	11.0	B
I-675 to M-46	1,650	644	9.2	A	2,500	976	13.9	B
M-46 to N. of Dixie Hwy	1,300	507	7.2	A	2,575	1,005	14.4	B
South of Dixie Hwy *	1,250	366	5.2	A	2,350	688	9.8	A
Northbound I-75 AM Peak					Northbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
South of Dixie Hwy *	1,400	408	5.8	A	2,000	586	8.4	A
N. of Dixie Hwy to M-46	1,725	673	9.6	A	2,150	796	11.4	B
M-46 to I-675	1,775	693	9.9	A	2,825	1,103	15.8	B
North of I-675*	1,250	488	7.0	A	1,975	771	11.0	B

*Outside of project area

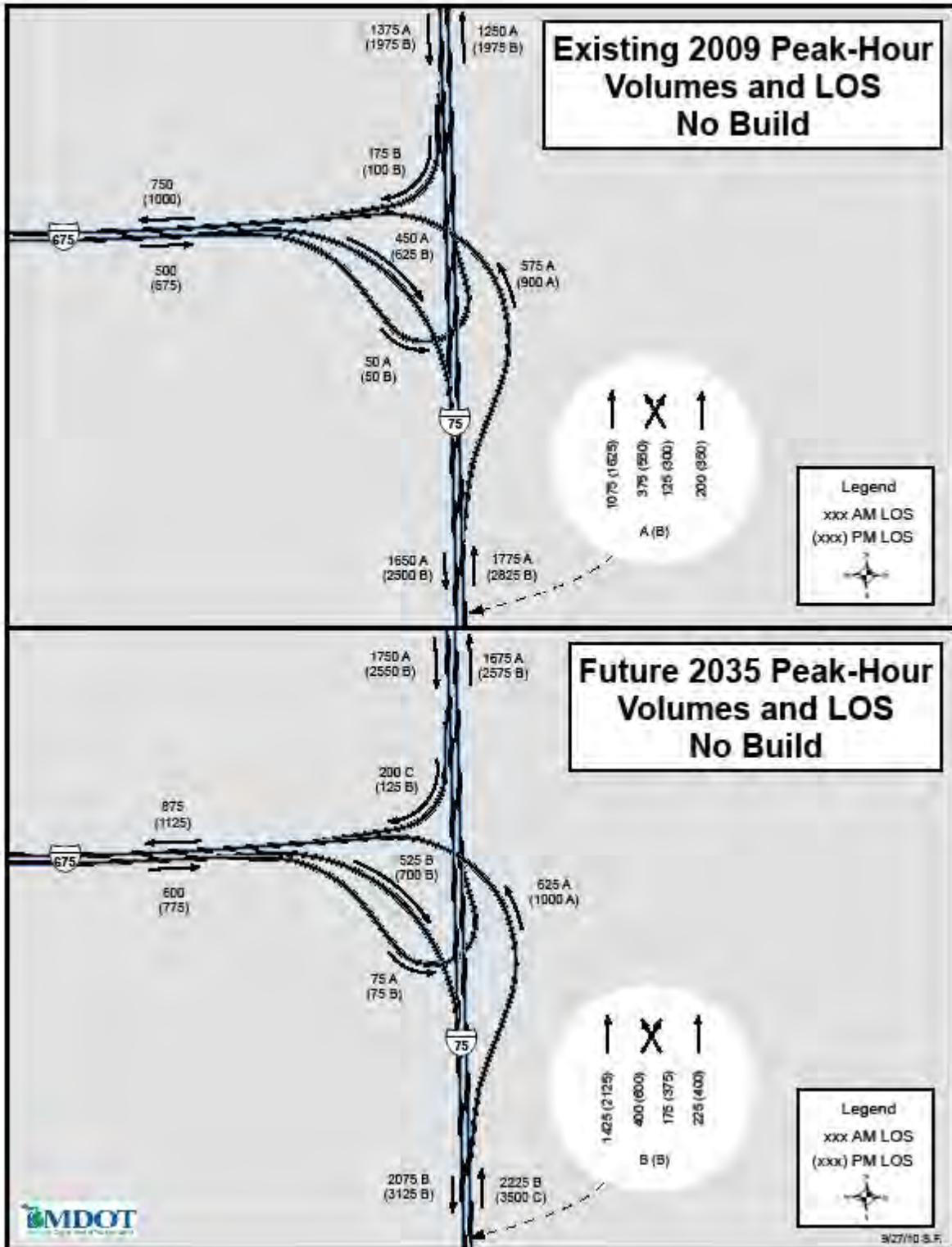
Figures A1-2
2009 AND 2035 AM AND PM PEAK HOUR VOLUMES



Figures A1-3
2009 AND 2035 AM AND PM PEAK HOUR VOLUMES



Figures A1-4
2009 AND 2035 AM AND PM PEAK HOUR VOLUMES



2009 Existing Freeway Weave Analyses (No Build Conditions)

As shown in **Table A1-3 (Existing (2009) AM and PM Peak Hour-Ramp Merge/Weave Sections-No Build)** all I-75 merge/weave lanes operate at acceptable level-of-service during the both the morning and evening peak hour conditions.

**Table A1-3
2009 Existing AM/PM Peak Hour Level of Service
Ramp Merge/Weave Sections (No Build)**

Merge/Weave Segment	Weaving Volume				Average Speed	Density	LOS
	V A-C	V A-D	V B-C	V B-D			
2009 Southbound I-75 AM Peak							
M-46 WB on-ramp To M-46 EB off-ramp	1,000	450	75		52.39	8.47	A
2009 Northbound I-75 AM Peak							
M-46 EB on-ramp To M-46 WB off-ramp	1,275	250	175		54.31	9.12	A
M-46 WB on-ramp To I-675 Off-ramp	1,075	375	125	200	62.95	9.41	A
2009 Southbound I-75 PM Peak							
M-46 WB on-ramp To M-46 EB off-ramp	2,075	250	175		52.74	14.80	B
2009 Northbound I-75 PM Peak							
M-46 EB on-ramp To M-46 WB off-ramp	1,900	150	275		53.10	12.78	B
M-46 WB on-ramp To I-675 Off-ramp	1,625	550	300	350	62.95	9.41	A

2009 Existing Ramp Analyses (No Build Conditions)

As shown in **Table A1-4** (Existing (2009) AM and PM Peak Hour-Ramp Junction-No Build) all I-75 ramps operate at acceptable level-of-service during the both the morning and evening peak hour conditions.

Table A1-4
Existing (2009) AM and PM Peak Hour Level of Service
I-75 Interchange Ramp Junctions (No Build)

Southbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
Mainline	Ramp	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS
SB I-75	To WB I-675	1,375	175	10.2	B	1,975	100	14.0	B
SB I-75	From EB I-675	1,200	450	7.6	A	1,875	625	12.9	B
SB I-75	To WB M-46	1,650	200	14.7	B	2,500	175	20.1	C
SB I-75	From WB M-46	1,450	75	11.1	B	2,325	175	20.1	C
SB I-75	To EB M-46	1,525	450	15.6	B	2,500	250	25.4	C
SB I-75	From EB M-46	1,075	225	9.2	A	2,250	325	16.4	B
SB I-75	To Dixie Hwy	1,300	225	12.0	B	2,575	525	20.9	C
SB I-75	From Dixie Hwy	1,075	175	5.4	A	2,050	300	10.9	B
Northbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
Mainline	Ramp	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS
NB I-75	To EB Dixie Hwy	1,400	50	2.8	A	2,000	75	5.6	A
NB I-75	To WB Dixie Hwy	1,350	100	4.0	A	1,925	175	6.9	A
NB I-75	From Dixie Hwy	1,250	475	11.3	B	1,750	400	13.4	B
NB I-75	To EB M-46	1,725	200	12.2	B	2,150	100	14.8	B
NB I-75	From EB M-46	1,525	175	18.2	B	2,050	275	23.8	B
NB I-75	To WB M-46	1,700	250	17.5	B	2,325	150	23.8	C
NB I-75	From WB M-46	1,450	325	7.0	A	2,175	650	13.9	B
NB I-75	To WB I-675	1,775	575	13.4	A	2,825	900	6.8	A
NB I-75	From EB I-675	1,200	50	7.5	A	1,925	50	11.4	B

*vph – volume per hour

2009 Existing Signalized/Unsignalized Analyses (No Build Conditions)

As shown in **Table A1-5** (*Existing (2009) AM and PM Peak Hour Signalized/Unsignalized Intersections-No Build*) all I-75 signalized/unsignalized intersections operate at acceptable level-of-service during the both the morning and evening peak hour conditions.

**Table A1-5
Existing (2009) AM and PM Peak Hour Level of Service
Signalized & Unsignalized Intersections (No Build)**

Signalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)
Dixie Hwy/NB I-75 Ramps	B	10.1	A	9.0
Dixie Hwy and SB I-75 Off Ramp	A	9.3	B	12.5
Unsignalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Approach Delay (sec/veh)	Level of Service	Approach Delay (sec/veh)
Dixie Hwy & SB I-75 On ramp	A	8.6	A	9.2

Forecasted Year (2035) No Build Traffic Analyses

Projected traffic volumes for the No Build scenario used the transportation model generated by the Great Lakes Bay Region Alliance (GLBR), coupled with historical projections and a review of the recent economic downturn. The model revealed lower growth rates for the No-Build Alternative than the growth rates experienced over the previous decade. This section provides an analysis of forecasted year (2035) traffic operations, assuming no capacity improvements are made to the I-75 corridor within the study limits. **Figures A1-2, A1-3, A-1-4** (*Forecasted 2035 AM and PM Peak Hour Volumes*) provides AM and PM Peak Hour Traffic for the affected interchanges during the forecasted year.

2035 Forecasted Freeway Segments Analyses (No Build Conditions)

As shown in **Table A1-6** (*Forecasted (2035) AM and PM Peak Hour-Basic Freeway Segments-No Build*) the I-75 mainline corridor operates at acceptable level-of-service during the both the morning peak and evening peak hour conditions.

Table A1-6
Forecasted (2035) AM and PM Peak Hour Level of Service
Basic Freeway Segments (No Build)

Southbound I-75 AM Peak					Southbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
North of I-675*	1,750	683	9.8	A	2,550	995	14.2	B
I-675 to M-46	2,075	810	11.6	B	3,125	1,220	17.4	B
M-46 to N. of Dixie Hwy	1,700	664	9.5	A	3,225	1,259	18.0	B
South of Dixie Hwy *	1,650	483	6.9	A	2,975	871	12.4	B
Northbound I-75 AM Peak					Northbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
South of Dixie Hwy *	1,800	525	7.5	A	2,500	732	10.5	A
N. of Dixie Hwy to M-46	2,150	839	12.0	B	2,700	1,000	14.3	B
M-46 to I-675	2,225	869	12.4	B	3,500	1,366	19.5	C
North of I-675*	1,675	654	9.3	A	2,575	1,005	14.4	B

*Outside of project area

2035 Forecasted Freeway Weave Analyses (No Build Conditions)

As shown in **Table A1-7** (Forecasted (2035) AM and PM Peak Hour-Ramp Merge/Weave Sections- No Build) all I-75 merge/weave lanes operate at acceptable level-of-service during the both the morning and evening peak hour conditions.

Table A1-7
Forecasted (2035) AM/PM Peak Hour Level of Service
Ramp Merge/Weave Analyses (No Build)

Merge/Weave Segment	Weaving Volume				Average Speed	Density	LOS
	V A-C	V A-D	V B-C	V B-D			
2035 Southbound I-75 AM Peak							
M-46 WB on-ramp To M-46 EB off-ramp	1,350	500	100		50.49	11.23	B
2035 Northbound I-75 AM Peak							
M-46 EB on-ramp To M-46 WB off-ramp	1,625	300	200		51.99	11.91	B
M-46 WB on-ramp To I-675 Off-ramp	1,425	400	175	225	65.12	10.00	A
2035 Southbound I-75 PM Peak							
M-46 WB on-ramp To M-46 EB off-ramp	2,650	275	200		50.81	17.96	B
2035 Northbound I-75 PM Peak							
M-46 EB on-ramp To M-46 WB off-ramp	2,400	175	325		50.48	16.76	B
M-46 WB on-ramp To I-675 Off-ramp	2,125	600	375	400	59.70	17.00	B

2035 Forecasted Ramp Analyses (No Build Conditions)

As shown in **Table A1-7** (Forecasted (2035) AM and PM Peak Hour-Ramp Junction-No Build) all I-75 ramps operate at acceptable level-of-service during the both the morning and evening peak hour conditions.

Table A1-7
Forecasted (2035) AM and PM Peak Hour Level of Service
I-75 Interchange Ramp Junctions (No Build)

Southbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
		Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS
Mainline	Ramp								
SB I-75	To WB I-675	1,750	200	12.8	B	2,550	125	17.7	B
SB I-75	From EB I-675	1,550	525	10.2	A	2,425	700	16.6	B
SB I-75	To WB M-46	2,075	225	17.5	B	3,125	200	23.8	C
SB I-75	From WB M-46	1,850	100	13.5	B	2,925	200	20.1	C
SB I-75	To EB M-46	1,950	500	19.8	B	3,125	275	31.7	D
SB I-75	From EB M-46	1,450	250	11.4	B	2,850	375	20.1	C
SB I-75	To Dixie Hwy	1,700	275	14.8	B	3,225	625	24.9	C
SB I-75	From Dixie Hwy	1,425	225	7.5	A	2,600	375	11.2	B
Northbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
		Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS
Mainline	Ramp								
NB I-75	To EB Dixie Hwy	1,800	75	4.7	A	2,500	100	8.0	A
NB I-75	To WB Dixie Hwy	1,725	125	5.8	A	2,400	200	9.2	A
NB I-75	From Dixie Hwy	1,600	550	13.9	B	2,200	500	16.7	B
NB I-75	To EB M-46	2,150	225	15.0	B	2,700	125	18.2	B
NB I-75	From EB M-46	1,925	200	22.0	C	2,575	325	29.0	D
NB I-75	To WB M-46	2,125	300	21.8	C	2,900	175	29.6	D
NB I-75	From WB M-46	1,825	400	9.8	A	2,725	775	18.0	B
NB I-75	To WB I-675	2,225	625	11.1	A	3,500	1,000	3.1	A
NB I-75	From EB I-675	1,600	75	9.9	A	2,500	75	14.8	B

*vph – volume per hour

2035 Forecasted Signalized/Unsignalized Analyses (No Build Conditions)

As shown in **Table A1-8** (*Forecasted (2035) AM and PM Peak Hour Signalized/Unsignalized Intersections- No Build*) all I-75 signalized/unsignalized intersections operate at acceptable level-of-service during the both the morning and evening peak hour conditions.

Table A1-8
Forecasted (2035) AM and PM Peak Hour Level of Service
Signalized & Unsignalized Intersections (No Build)

Signalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)
Dixie Hwy/NB I-75 Ramps	B	10.1	B	11.0
Dixie Hwy and SB I-75 Off Ramp	A	9.7	B	16.9
Unsignalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Approach Delay (sec/veh)	Level of Service	Approach Delay (sec/veh)
Dixie Hwy & SB I-75 On ramp	A	9.9	B	11.0

Forecasted Year (2035) Build Traffic Analyses

This section provides an analysis of forecasted (2035) traffic operations for the proposed Build Alternative, which includes the construction of an additional fourth lane in each direction along the I-75 corridor between Dixie Highway and I-675. It also includes the elimination of the northbound I-75 to westbound M-46 loop and the eastbound M-46 to southbound I-75 loop ramps. These capacity improvements were incorporated into the MDOT Statewide Planning Model. This model revealed that there would be minimal, if any induced traffic due to the additional laneage. This section provides an analysis of forecasted year (2035) traffic operations, assuming no capacity improvements are made to the I-75 corridor within the study limits. **Figures A1-5, A1-6, A-1-7** (*Forecasted 2035 AM and PM Peak Hour Volumes-4 Lane Alternative*) provides AM and PM Peak Hour Traffic for the affected interchanges during the base year.

2035 Forecasted Freeway Segments Analyses (Build Alternative)

As shown in **Table A1-9** (*Forecasted (2035) AM and PM Peak Hour-Basic Freeway Segments- Build*) the I-75 mainline corridor operates at acceptable level-of-service during the both the morning peak and evening peak hour conditions.

Table A1-9
Forecasted (2035) AM and PM Peak Hour Level of Service
Basic Freeway Segments (Build)

Southbound I-75 AM Peak					Southbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
North of I-675*	1,750	683	9.8	A	2,550	995	14.2	B
I-675 to M-46	2,075	608	8.7	A	3,125	915	13.1	B
M-46 to N. of Dixie Hwy	1,700	498	7.1	A	3,225	944	13.5	B
South of Dixie Hwy *	1,650	483	6.9	A	2,975	871	12.4	B
Northbound I-75 AM Peak					Northbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
South of Dixie Hwy *	1,800	525	7.5	A	2,500	732	10.5	A
N. of Dixie Hwy to M-46	2,150	629	9.0	A	2,700	750	10.7	A
M-46 to I-675	2,225	651	9.3	A	3,500	1,025	14.6	B
North of I-675*	1,675	654	9.3	A	2,575	1,005	14.4	B

*Outside of project area

Figure A1-5
FORECASTED 2035 AM AND PM PEAK HOUR VOLUMES-4 LANE ALTERNATIVE

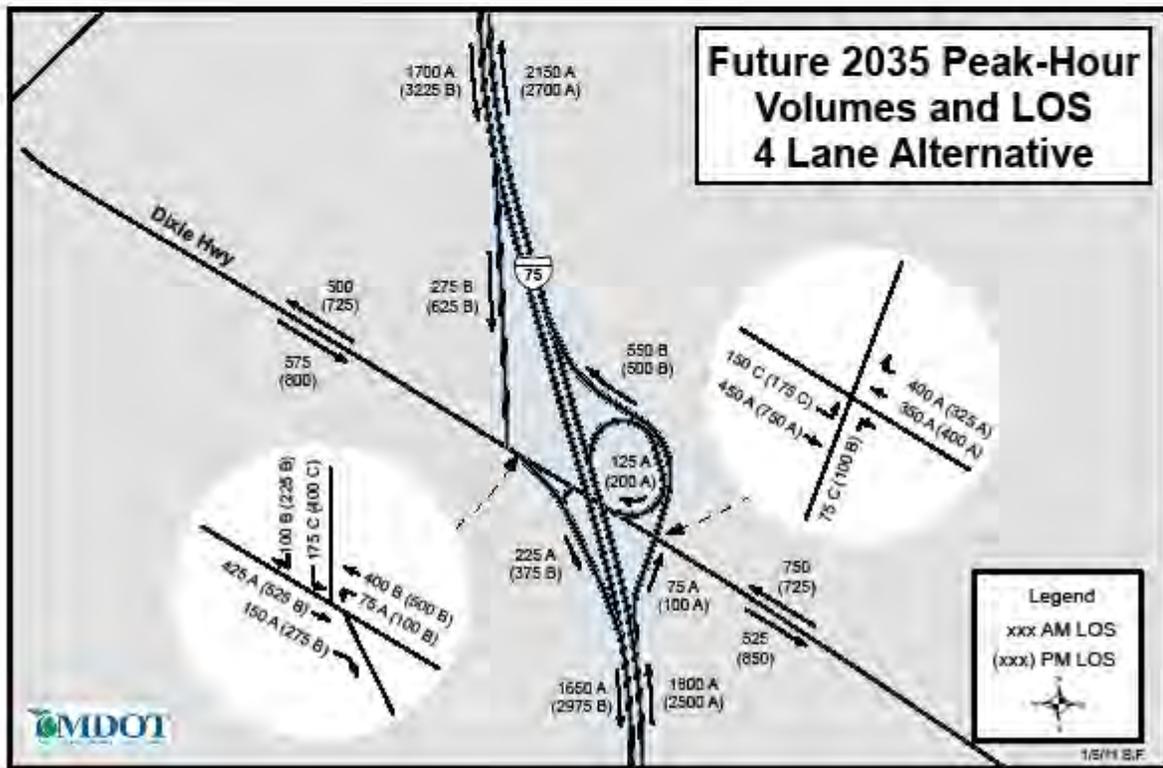


Figure A1-6

FORECASTED 2035 AM AND PM PEAK HOUR VOLUMES-4 LANE ALTERNATIVE

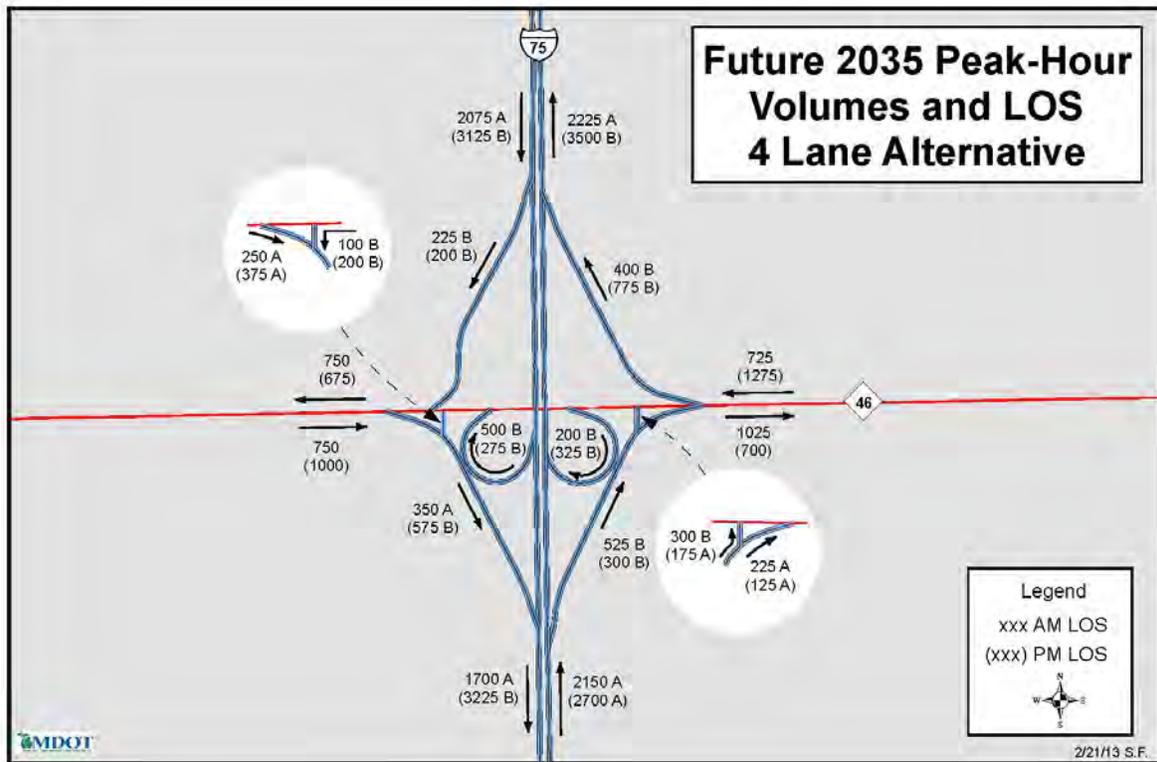
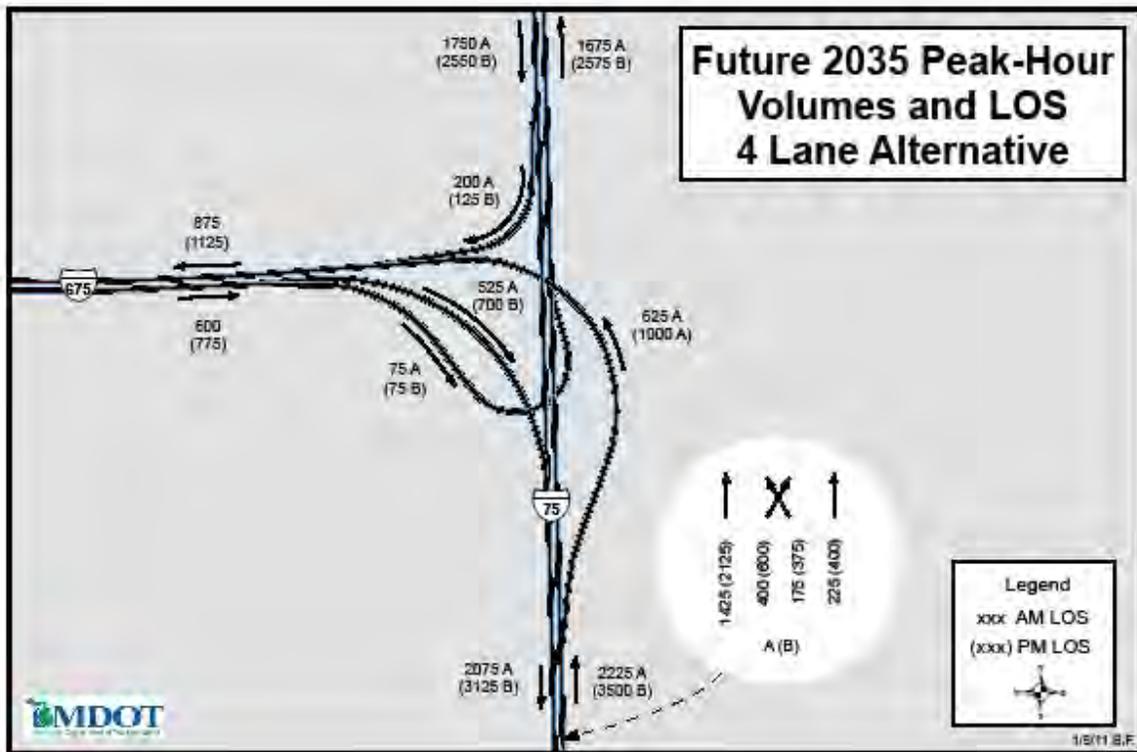


Figure A1-7

ORECASTED 2035 AM AND PM PEAK HOUR VOLUMES-4 LANE ALTERNATIVE



2035 Forecasted Freeway Weave Analyses (Build Conditions)

As shown in **Table A1-10** (*Forecasted (2035) AM and PM Peak Hour-Ramp Merge/Weave Sections- Build*) all I-75 merge/weave lanes operate at acceptable level-of-service during the both the morning and evening peak hour conditions.

Table A1-10
Forecasted (2035) AM and PM Build Peak Hour Level of Service
Ramp Merge/Weave Analyses (Build)

Merge/Weave Segment	Weaving Volume				Average Speed	Density	LOS
	V A-C	V A-D	V B-C	V B-D			
2035 Northbound I-75 AM Peak							
M-46 WB on-ramp To I-675 Off-ramp	1,425	400	175	225	64.21	8.11	A
2035 Northbound I-75 PM Peak							
M-46 WB on-ramp To I-675 Off-ramp	2,125	600	375	400	61.22	13.38	B

2035 Forecasted Ramp Analyses (Build Conditions)

As shown in **Table A1-11** (Forecasted (2035) AM and PM Peak Hour-Ramp Junction-Build) all I-75 ramps operate at acceptable level-of-service during the both the morning and evening peak hour conditions.

Table A-11
Forecasted (2035) AM and PM Build Peak Hour Level of Service
I-75 Interchange Ramp Junctions (Build)

Southbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
		Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/Diverge LOS
Mainline	Ramp								
SB I-75	To WB I-675	1,750	200	8.7	A	2,550	125	11.7	B
SB I-75	From EB I-675	1,550	525	7.1	A	2,425	700	11.8	B
SB I-75	To WB M-46	2,075	225	12.4	B	3,125	200	16.7	B
SB I-75	To EB M-46	1,850	500	10.6	B	2,925	275	14.0	B
SB I-75	From M-46	1,350	350	9.3	A	2,650	575	15.9	B
SB I-75	To Dixie Hwy	1,700	275	11.1	B	3,225	625	19.7	B
SB I-75	From Dixie Hwy	1,425	225	7.5	A	2,600	375	11.2	B
Northbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
		Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/Diverge LOS
Mainline	Ramp								
NB I-75	To EB Dixie Hwy	1,800	75	4.7	A	2,500	100	8.0	A
NB I-75	To WB Dixie Hwy	1,725	125	5.8	A	2,400	200	9.2	A
NB I-75	From Dixie Hwy	1,600	550	10.9	B	2,200	500	12.7	B
NB I-75	To M-46	2,150	525	11.8	B	2,700	300	13.0	B
NB I-75	From EB M-46	1,625	200	10.4	B	2,400	325	14.3	B
NB I-75	From WB M-46	1,825	400	10.1	B	2,725	775	12.6	B
NB I-75	To WB I-675	2,225	625	14.2	A	3,500	1,000	7.9	A
NB I-75	From EB I-675	1,600	75	7.9	A	2,500	75	10.2	B

*vph – volume per hour

2035 Forecasted Signalized/Unsignalized Analyses (Build Conditions)

As shown in **Table A1-12** (*Forecasted (2035) AM and PM Peak Hour Signalized/Unsignalized Intersections- Build*) all I-75 signalized/unsignalized intersections operate at acceptable level-of-service during the both the morning and evening peak hour conditions.

Table A1-12
Forecasted (2035) AM and PM Peak Hour Level of Service
Signalized & Unsignalized Intersections (Build)

Signalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)
Dixie Hwy/NB I-75 Ramps	B	10.1	B	11.0
Dixie Hwy and SB I-75 Off Ramp	A	9.7	B	16.9
NB I-75 Off ramp & M-46	B	16.5	B	18.2
Unsignalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Approach Delay (sec/veh)	Level of Service	Approach Delay (sec/veh)
Dixie Hwy & SB I-75 On ramp	A	9.9	B	11.0
WB M-46 to SB I-75 On ramp	B	1.6	B	4.0
SB I-75 Off Ramp to WB M-46	B	12.7	B	11.9

Base Year (2009) No Build Traffic Analyses - Friday Peak Hour

Twenty-four hour counts were collected on the I-75 through lanes, Dixie Highway, M-46, and I-675 interchange ramps and on key surface streets within the study area during summer Friday traffic conditions. Peak hour turning movements were conducted at ramp terminals and at key signalized and unsignalized intersections within the study area. **Figures A1-8 A1-9 A-1-10 (2009 AM and PM Peak Hour Volumes-Friday Peak)** provides AM and PM Peak Hour Traffic for the affected interchanges during the base year. *Caution is advised when examining the Level Of Service results contained in the following tables because the HCM analyses assumes isolated conditions and does not account for conditions downstream that may affect upstream traffic.* Detailed HCM worksheets and SYNCHRO analyses are available on request on compact disc (CD).

2009 Existing Freeway Segments Analyses (No Build-Friday Peak)

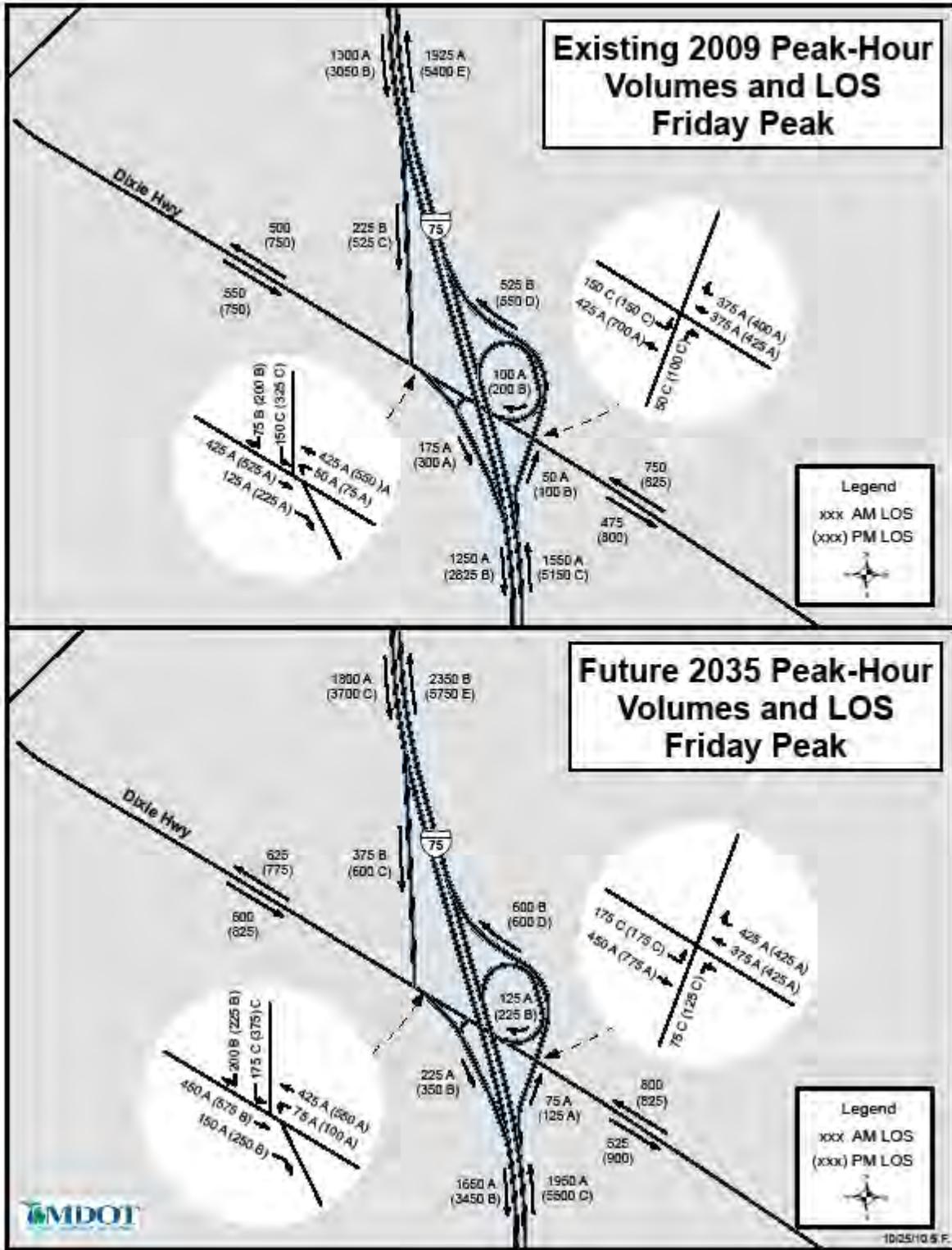
As shown in Table **A1-13 (Existing (2009) AM and PM Peak Hour-Basic Freeway Segments-No Build-Friday Peak)** the I-75 mainline corridor operates at acceptable level-of-service during the morning peak hour and at an unacceptable level from northbound Dixie Highway to I-675 in the Friday evening peak hour conditions.

**Table A1-13
Existing (2009) AM and PM Peak Hour Level of Service
Basic Freeway Segments (No Build –Friday Peak)**

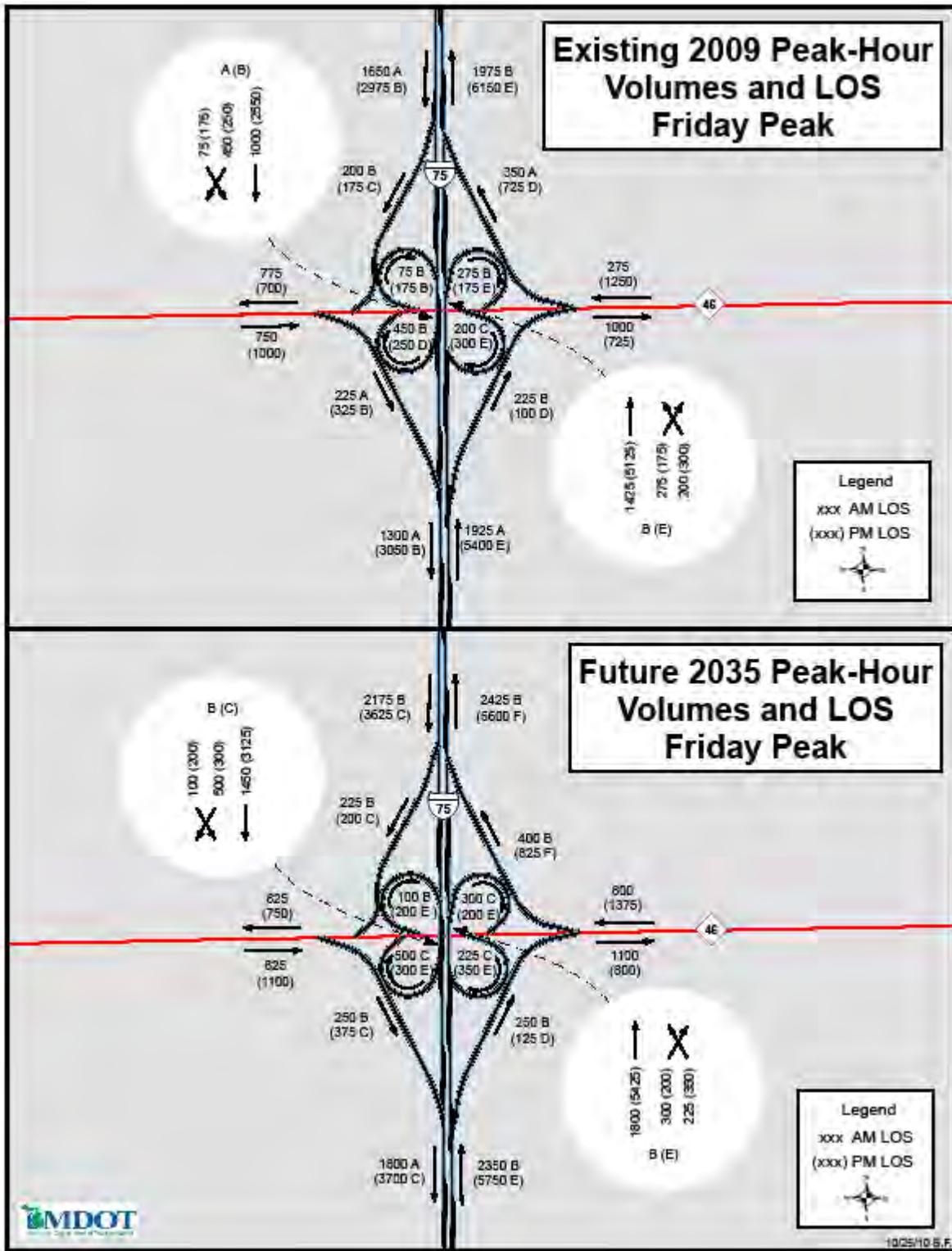
Southbound I-75 AM Peak					Southbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
North of I-675*	1,375	539	7.7	A	2,450	949	13.6	B
I-675 to M-46	1,650	642	9.2	A	2,975	1,166	16.7	B
M-46 to N. of Dixie Hwy	1,300	509	7.3	A	3,050	1,182	16.9	B
South of Dixie Hwy *	1,250	367	5.2	A	2,825	821	11.7	B
Northbound I-75 AM Peak					Northbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
South of Dixie Hwy *	1,550	456	6.5	A	5,150	1,514	21.7	C
N. of Dixie Hwy to M-46	1,925	754	10.8	A	5,400	2,156	35.2	E
M-46 to I-675	1,975	774	11.1	B	6,150	2,383	44.1	E
North of I-675*	1,400	549	7.8	A	5,125	1,985	30.5	D

Figures A1-8

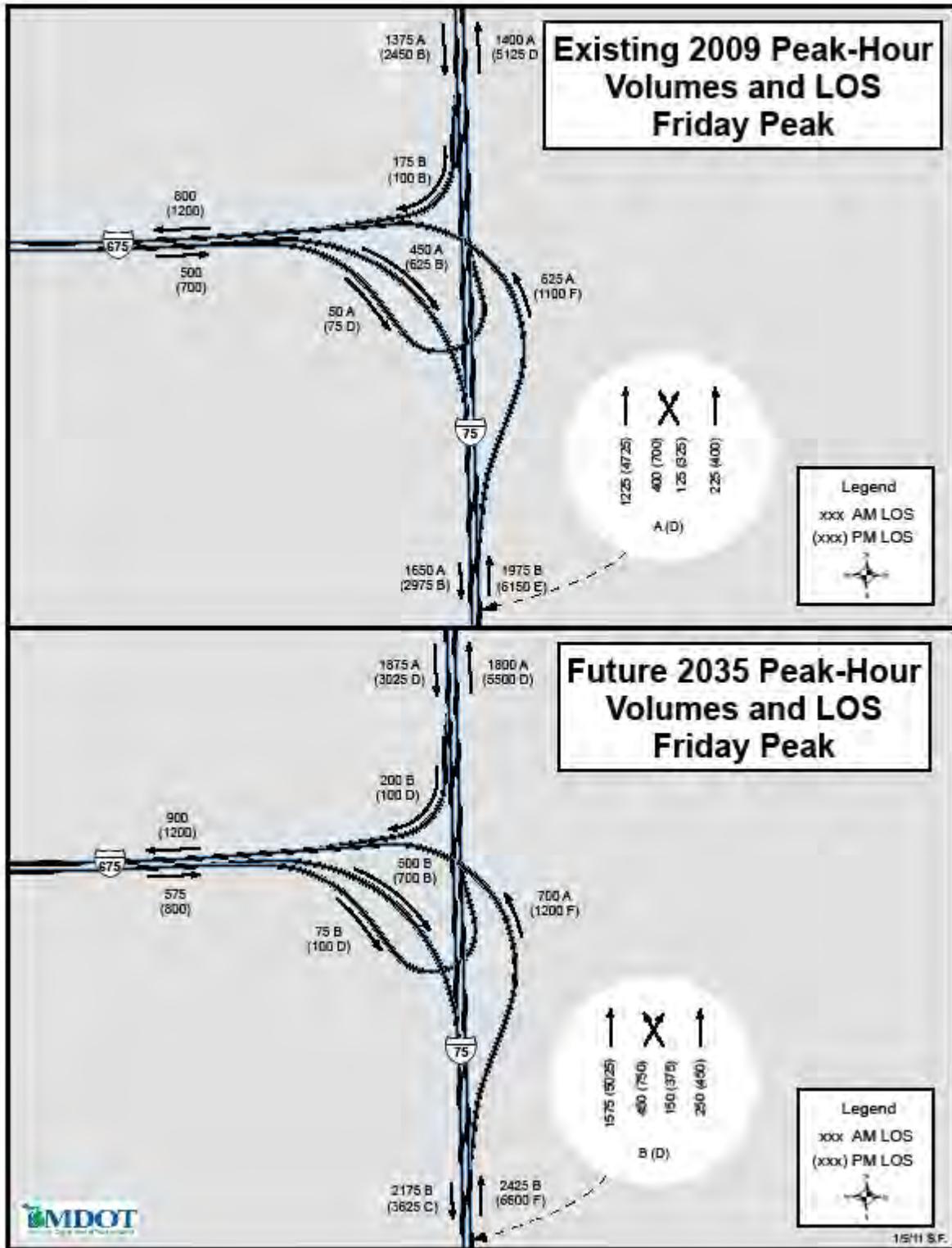
2009 AND 2035 AM AND PM PEAK HOUR VOLUMES-FRIDAY PEAK



Figures A1-9
 2009 AND 2035 AM AND PM PEAK HOUR VOLUMES-FRIDAY PEAK



Figures A1-10
 2009 AND 2035 AM AND PM PEAK HOUR VOLUMES-FRIDAY PEAK



2009 Existing Freeway Weave Analyses (No Build-Friday Peak)

As shown in **Table A1-14** (*Existing (2009) AM and PM Peak Hour-Ramp Merge/Weave Sections-No Build-Friday Peak*) all I-75 merge/weave lanes operate at acceptable level-of-service during the Friday morning peak hour conditions and at an unacceptable level of service at the northbound M-46 Eastbound on-ramp to M-46 westbound off ramp weave movement during the Friday evening peak hour conditions. The weave analyses results are indicative of the bottleneck conditions created by this weave section during peak hours.

Table A-14
2009 Existing AM/PM Peak Hour Level of Service
Ramp Merge/Weave Analyses (No Build -Friday Peak)

Merge/Weave Segment	Weaving Volume				Average Speed	Density	LOS
	V A-C	V A-D	V B-C	V B-D			
2009 Southbound I-75 AM Peak							
M-46 WB on-ramp To M-46 EB off-ramp	1,000	450	75		52.39	8.47	A
2009 Northbound I-75 AM Peak							
M-46 EB on-ramp To M-46 WB off-ramp	1,425	275	200		52.81	10.52	B
M-46 WB on-ramp To I-675 Off-ramp	1,225	400	125	225	63.55	9.10	A
2009 Southbound I-75 PM Peak							
M-46 WB on-ramp To M-46 EB off-ramp	2,550	250	175		52.08	16.57	B
2009 Northbound I-75 PM Peak							
M-46 EB on-ramp To M-46 WB off-ramp	5,125	175	300		44.89	36.21	E
M-46 WB on-ramp To I-675 Off-ramp	4,725	700	325	400	59.95	29.80	D

2009 Existing Ramp Analyses (No Build-Friday Peak)

As shown in **Table A1-15** (*Existing (2009) AM and PM Peak Hour-Ramp Junction-No Build-Friday Peak*) all I-75 ramps operate at acceptable level-of-service during the morning peak hour conditions. The eastbound-to-northbound I-75/M-46 on-ramp and the northbound –to-westbound I-75/M-46 off-ramp operates at unacceptable level of service in the Friday evening peak hour conditions.

Table A1-15

**Existing (2009) AM and PM Peak Hour Level of Service
I-75 Interchange Ramp Junctions (No Build-Friday Peak)**

Southbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
		Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS
Mainline	Ramp								
SB I-75	To WB I-675	1,375	175	10.2	B	2,450	100	17.1	B
SB I-75	From EB I-675	1,200	450	7.6	A	2,350	625	15.4	B
SB I-75	To WB M-46	1,650	200	14.7	B	2,975	175	23.0	C
SB I-75	From WB M-46	1,450	75	11.1	B	2,800	175	19.1	B
SB I-75	To EB M-46	1,525	450	15.6	B	2,975	250	30.3	D
SB I-75	From EB M-46	1,075	225	9.2	A	2,725	325	18.9	B
SB I-75	To Dixie Hwy	1,300	225	12.1	B	3,050	525	23.6	C
SB I-75	From Dixie Hwy	1,075	175	5.4	A	2,525	300	9.8	A
Northbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
		Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS
Mainline	Ramp								
NB I-75	To EB Dixie Hwy	1,550	50	3.5	A	5,150	100	19.4	B
NB I-75	To WB Dixie Hwy	1,500	100	4.3	A	5,050	200	19.6	B
NB I-75	From Dixie Hwy	1,400	525	12.6	A	4,850	550	31.5	D
NB I-75	To EB M-46	1,925	225	13.6	B	5,400	100	32.4	D
NB I-75	From EB M-46	1,700	200	20.1	C	5,300	300	53.4	E
NB I-75	To WB M-46	1,900	275	19.6	B	5,600	175	53.9	E
NB I-75	From WB M-46	1,625	350	8.3	A	5,425	725	32.1	D
NB I-75	To WB I-675	1,975	625	12.2	A	6,150	1,000	14.4	B
NB I-75	From EB I-675	1,350	50	8.3	A	5,050	75	28.6	D

*vph – volume per hour

As shown in **Table A1-16** (*Existing (2009) AM and PM Peak Hour Signalized/Unsignalized Intersections- No Build-Friday Peak*) all I-75 signalized/unsignalized intersections operate at acceptable level-of-service during the both the Friday morning and evening peak hour conditions.

Table A1-16
Existing (2009) AM and PM Peak Hour Level of Service
Signalized & Unsignalized Intersections (No Build-Friday Peak)

Signalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)
Dixie Hwy/NB I-75 Ramps	A	9.8	A	10.0
Dixie Hwy and SB I-75 Off Ramp	A	9.1	B	12.4
Unsignalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Approach Delay (sec/veh)	Level of Service	Approach Delay (sec/veh)
Dixie Hwy & SB I-75 On ramp	A	8.8	A	9.3

Forecasted Year (2035) No Build Traffic Analyses - Friday Peak Hour

This section provides an analysis of forecasted year (2035) traffic operations during summer Friday traffic conditions, assuming no capacity improvements are made to the I-75 corridor within the study limits. Although the model does not account for Friday Peak travel conditions, similar growth rates derived from the weekday No Build conditions were assumed. **Figures A1-8, A1-9, A1-10** (*Forecasted 2035 AM and PM Peak Hour Volumes-No Build Friday Peak*) provides AM and PM Peak Hour Traffic for the affected interchanges during the forecasted year. *Caution is advised when examining the Level Of Service results contained in the following tables because the HCM analyses assumes isolated conditions and does not account for conditions downstream that may affect upstream traffic.*

2035 Forecasted Existing Freeway Segments Analyses (No Build-Friday Peak)

As shown in Table **A1-17** (*Forecasted (2035) AM and PM Peak Hour-Basic Freeway Segments-No Build-Friday Peak*) the I-75 mainline corridor operates at acceptable level-of-service during the Friday morning peak hour and at an unacceptable level from northbound Dixie Highway to I-675 in the Friday evening peak hour conditions.

Table A1-17
Forecasted (2035) AM and PM Peak Hour Level of Service
Basic Freeway Segments (No Build-Friday Peak)

Southbound I-75 AM Peak					Southbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
North of I-675*	1,875	735	10.5	A	3,025	1,172	16.7	D
I-675 to M-46	2,175	846	12.1	B	3,625	1,420	20.3	C
M-46 to N. of Dixie Hwy	1,800	705	10.1	A	3,700	1,433	20.5	C
South of Dixie Hwy *	1,650	485	6.9	A	3,450	1,002	14.3	B
Northbound I-75 AM Peak					Northbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
South of Dixie Hwy *	1,950	573	8.2	A	5,500	1,586	22.8	C
N. of Dixie Hwy to M-46	2,350	921	13.2	B	5,750	2,228	37.6	E
M-46 to I-675	2,425	950	13.6	B	6,600	2,557	NA	F
North of I-675*	1,800	705	10.1	A	5,500	2,131	34.4	D

*Outside of project area

2035 Forecasted Freeway Weave Analyses (No Build-Friday Peak)

As shown in **Table A1-18** (*Forecasted (2035) AM and PM Peak Hour-Ramp Merge/Weave Sections-No Build-Friday Peak*) all I-75 merge/weave lanes operate at acceptable level-of-service during the Friday morning peak hour conditions and at an unacceptable level of service at the northbound M-46 eastbound on-ramp to M-46 westbound off-ramp weave movement. The weave analyses results are indicative of the bottleneck conditions created by this weave section during the Friday evening peak hour conditions.

Table A1-18
2035 Forecasted AM/PM Peak Hour Level of Service
Ramp Merge/Weave Analyses (No Build- Friday Peak)

Merge/Weave Segment	Weaving Volume				Average Speed	Density	LOS
	V A-C	V A-D	V B-C	V B-D			
2035 Southbound I-75 AM Peak							
M-46 WB on-ramp To M-46 EB off-ramp	1,450	500	100		50.26	12.0	B
2035 Northbound I-75 AM Peak							
M-46 EB on-ramp To M-46 WB off-ramp	1,800	300	225		51.08	13.32	B
M-46 WB on-ramp To I-675 Off-ramp	1,575	450	150	250	62.96	11.31	B
2035 Southbound I-75 PM Peak							
M-46 WB on-ramp To M-46 EB off-ramp	3,125	300	100		49.80	20.97	C
2035 Northbound I-75 PM Peak							
M-46 EB on-ramp To M-46 WB off-ramp	5,425	200	350		43.36	40.0	E
M-46 WB on-ramp To I-675 Off-ramp	5,025	750	375	450	59.25	32.36	D

2035 Forecasted Ramp Analyses (No Build-Friday Peak)

As shown in **Table A1-19** (*Forecasted (2035) AM and PM Peak Hour-Ramp Junction-No Build-Friday Peak*) all I-75 ramps operate at acceptable level-of-service during the morning peak hour conditions. The eastbound-to-northbound I-75/M-46 on-ramp, northbound-to-westbound I-75/M-46 off-ramp, westbound-to-northbound I-75/M-46 on-ramp and the southbound-to-eastbound I-75/M-46 off-ramp operate at unacceptable level of service in the Friday evening peak hour conditions.

Table A1-19
Forecasted (2035) AM and PM Peak Hour Level of Service
I-75 Interchange Ramp Junctions (No Build-Friday Peak)

Southbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
		Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS
Mainline	Ramp								
SB I-75	To WB I-675	1,875	200	13.6	B	3,025	100	20.5	C
SB I-75	From EB I-675	1,675	500	10.7	B	2,925	700	19.2	B
SB I-75	To WB M-46	2,175	225	18.1	B	3,625	200	26.7	C
SB I-75	From WB M-46	1,950	100	14.1	B	3,425	200	22.7	C
SB I-75	To EB M-46	2,050	500	20.9	C	3,625	300	36.8	E
SB I-75	From EB M-46	1,550	250	12.0	B	3,325	375	22.5	C
SB I-75	To Dixie Hwy	1,800	375	15.8	B	3,700	600	27.3	C
SB I-75	From Dixie Hwy	1,425	225	7.5	A	3,100	350	12.2	B
Northbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
		Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS
Mainline	Ramp								
NB I-75	To EB Dixie Hwy	1,950	75	5.4	A	5,500	125	21.1	C
NB I-75	To WB Dixie Hwy	1,875	125	6.0	A	5,375	225	29.1	D
NB I-75	From Dixie Hwy	1,750	600	15.2	B	5,150	600	33.5	D
NB I-75	To EB M-46	2,350	250	16.4	B	5,750	125	34.4	D
NB I-75	From EB M-46	2,100	225	23.9	C	5,625	350	56.7	E
NB I-75	To WB M-46	2,325	300	23.9	C	5,975	200	57.5	E
NB I-75	From WB M-46	2,025	400	11.0	B	5,775	825	34.5	F
NB I-75	To WB I-675	2,425	700	9.7	A	6,600	1,200	18.2	B
NB I-75	From EB I-675	1,725	75	10.6	B	5,400	100	30.7	D

*vph – volume per hour

2035 Forecasted Signalized/Unsignalized Analyses (No Build-Friday Peak)

As shown in **Table A1-20** (*Forecasted (2035) AM and PM Peak Hour Signalized/Unsignalized Intersections- No Build-Friday Peak*) all I-75 signalized/unsignalized intersections operate at acceptable level-of-service during the Friday morning and evening peak hour conditions.

Table A1-20
Forecasted (2035) AM and PM Peak Hour Level of Service
Signalized & Unsignalized Intersections (No Build-Friday Peak)

Signalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)
Dixie Hwy/NB I-75 Ramps	B	10.9	B	10.6
Dixie Hwy and SB I-75 Off Ramp	A	9.5	B	14.0
Unsignalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Approach Delay (sec/veh)	Level of Service	Approach Delay (sec/veh)
Dixie Hwy & SB I-75 On ramp	A	9.9	B	10.9

Forecasted Year (2035) Build Traffic Analyses - Friday Peak Hour

This section provides an analysis of forecasted (2035) traffic operations under summer Friday conditions for the proposed Build Alternative, which includes the construction of an additional fourth lane in each direction along the I-75 corridor between Dixie Highway and I-675. It also includes the elimination of the northbound I-75 to westbound M-46 loop and the eastbound M-46 to southbound I-75 loop ramps. The Great Lakes Bay Region (GLBR) Travel Demand Model is based on average weekday travel patterns while school is in session and does not allow for Friday peak hour conditions. In an effort to identify induced traffic to the I-75 corridor under this alternative, Permanent Traffic Recorder (PTR) data was examined and capacity was reduced on the weekday traffic model to simulate congested conditions. This simulated model inferred that a small amount of I-75 corridor travelers familiar with the local road system currently avoids I-75 congestion by using the local road system. However, because of the lack of viable alternative routes to northern recreational areas, there would be minimal diversion of through traffic between forecasted build and no build conditions. *It was therefore assumed that an additional 10% of northbound traffic with half of that traffic exiting on the M-46 Corridor under this Build Alternative for the Friday PM Peak Hour. Figures A1-11, A1-12, A1-13 (Forecasted 2035 AM and PM Peak Hour Volumes-Build Friday Peak) provides AM and PM Peak Hour Traffic for the affected interchanges during the forecasted year. Caution is advised when examining the Level Of Service results contained in the following tables because the HCM analyses assumes isolated conditions and does not account for conditions downstream that may affect upstream traffic.*

2035 Forecasted Freeway Segments Analyses (Build Friday Peak)

As shown in **Table A1-21 (Forecasted (2035) AM and PM Peak Hour-Basic Freeway Segments- Build-Friday Peak)** the I-75 mainline corridor operates at acceptable level-of-service during the Friday the morning peak and evening peak hour conditions.

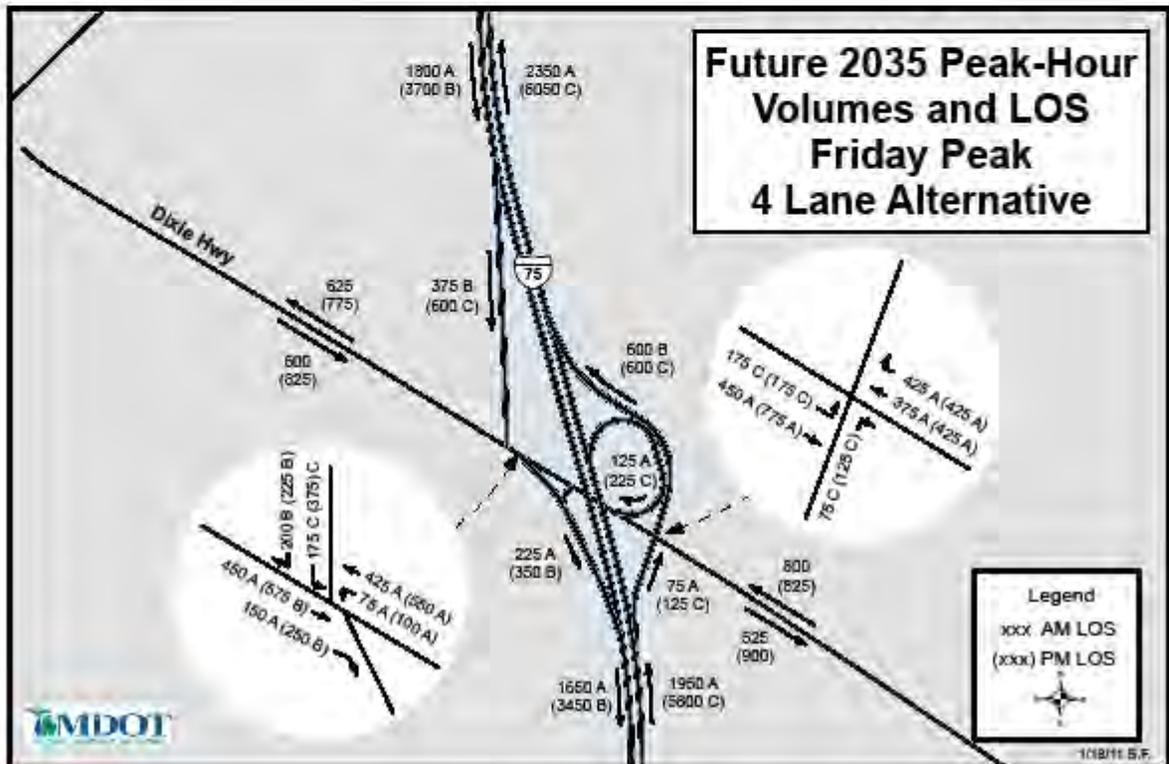
Table A1-21

Forecasted (2035) AM and PM Peak Hour Level of Service Basic Freeway Segments (Build-Friday Peak)

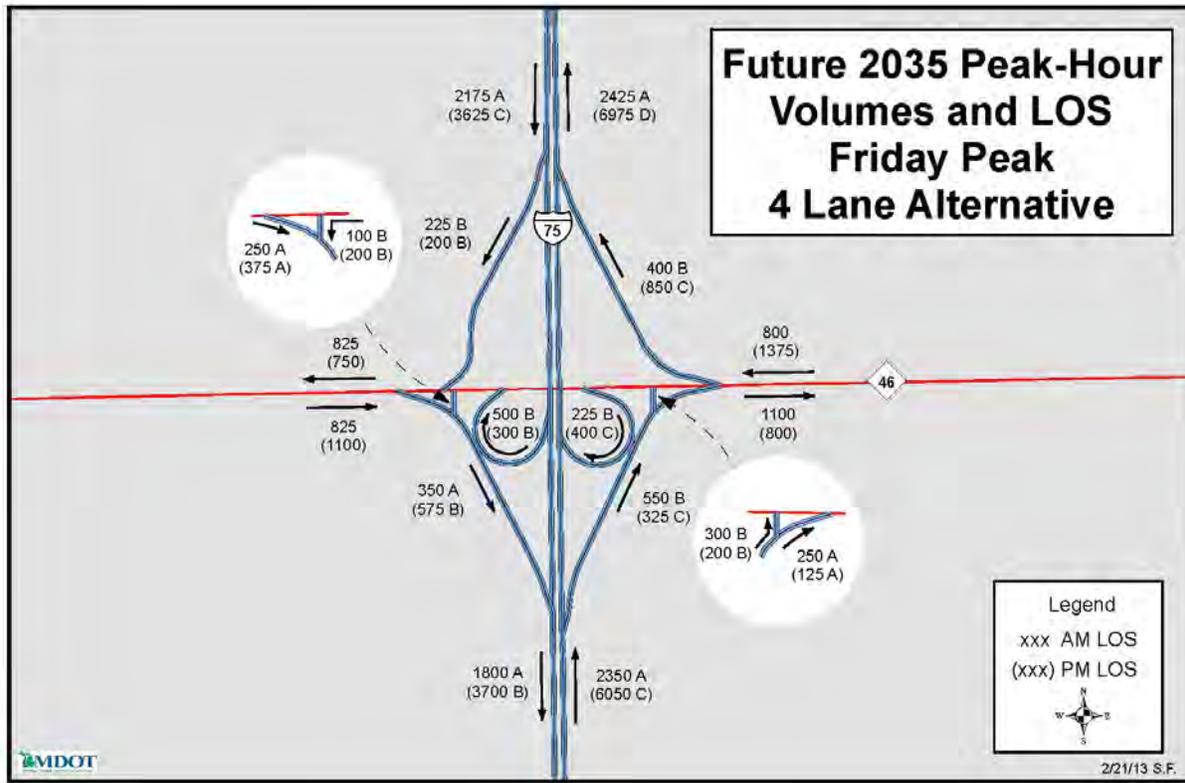
Southbound I-75 AM Peak					Southbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
North of I-675*	1,875	735	10.5	A	3,025	1,172	16.7	D
I-675 to M-46	2,175	634	9.1	A	3,625	1,065	15.2	C
M-46 to N. of Dixie Hwy	1,800	529	7.6	A	3,700	1,075	15.4	B
South of Dixie Hwy *	1,650	485	6.9	A	3,450	1,002	14.3	B
Northbound I-75 AM Peak					Northbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
South of Dixie Hwy *	1,950	573	8.2	A	5,800	1,672	24.2	C
N. of Dixie Hwy to M-46	2,350	691	9.9	A	6,050	1,758	25.7	C
M-46 to I-675	2,425	713	10.2	A	6,975	2,027	31.5	D
North of I-675*	1,800	705	10.1	A	5,650	2,141	34.7	D

*Outside of project area

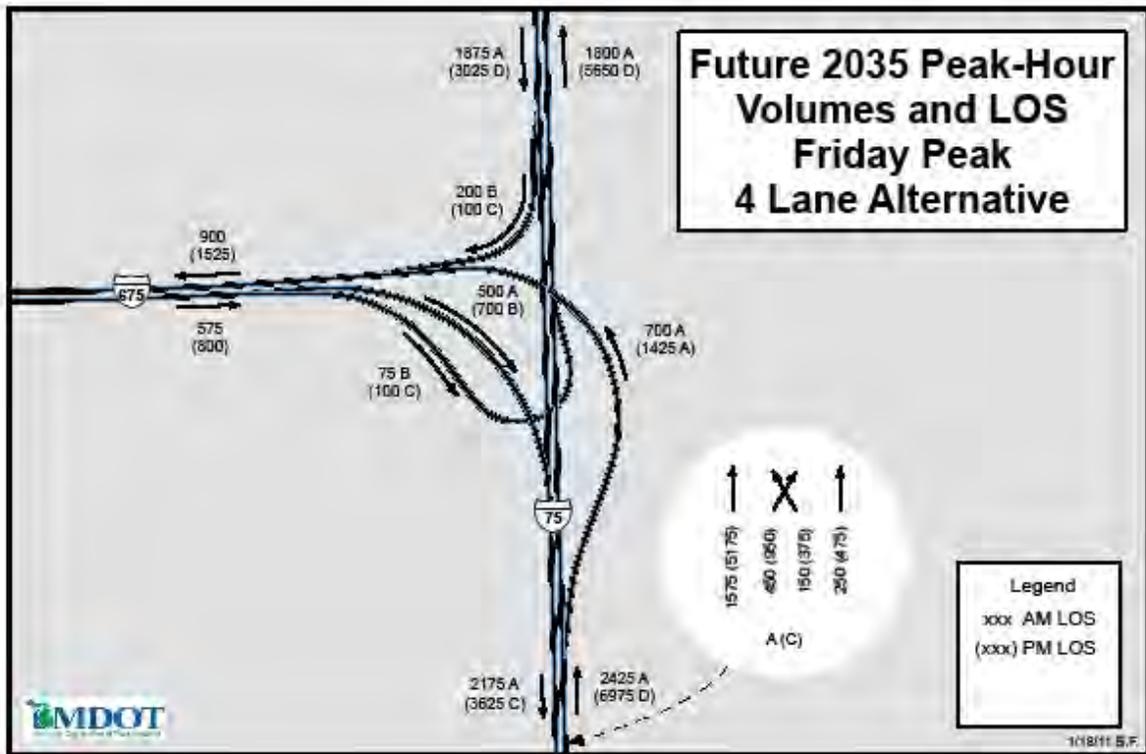
Figures A1-11
2035 AM AND PM PEAK HOUR VOLUMES-BUILD FRIDAY PEAK



Figures A1-12
2035 AM AND PM PEAK HOUR VOLUMES-BUILD FRIDAY PEAK



Figures A1-13
2035 AM AND PM PEAK HOUR VOLUMES-BUILD FRIDAY PEAK



2035 Forecasted Freeway Weave Analyses (Build Friday Peak)

As shown in **Table A1-22** (Forecasted (2035) AM and PM Peak Hour-Ramp Merge/Weave Sections-Build-Friday Peak) all I-75 merge/weave lanes operate at acceptable level-of-service during the Friday morning and evening peak hour conditions.

Table A1-22
Forecasted (2035) AM/PM Peak Hour Level of Service
Ramp Merge/Weave Analyses (Build-Friday Peak)

Merge/Weave Segment	Weaving Volume				Average Speed	Density	LOS
	V A-C	V A-D	V B-C	V B-D			
2035 Northbound I-75 AM Peak							
M-46 WB on-ramp To I-675 Off-ramp	1,575	450	150	250	64.06	8.89	A
2035 Northbound I-75 PM Peak							
M-46 WB on-ramp To I-675 Off-ramp	5,175	950	375	475	59.69	27.16	C

2035 Forecasted Ramp Analyses (Build-Friday Peak)

As shown in **Table A1-23** (Forecasted (2035) AM and PM Peak Hour-Ramp Junction- Build Friday Peak) all I-75 ramps operate at acceptable level-of-service during the Friday morning and evening peak hour conditions.

Table A1-23
Forecasted (2035) AM and PM Build Peak Hour Level of Service
I-75 Interchange Ramp Junctions (Build-Friday Peak)

Southbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
		Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS
Mainline	Ramp								
SB I-75	To WB I-675	1,875	200	13.6	B	3,025	100	20.5	C
SB I-75	From EB I-675	1,675	500	7.4	A	2,925	700	13.5	B
SB I-75	To WB M-46	2,175	225	12.8	B	3,625	200	18.8	B
SB I-75	To EB M-46	1,950	500	11.1	B	3,425	300	16.2	B
SB I-75	From EB M-46	1,450	350	9.6	A	3,125	575	17.7	B
SB I-75	To Dixie Hwy	1,800	375	12.1	B	3,700	600	21.6	C
SB I-75	From Dixie Hwy	1,425	225	7.5	A	3,100	350	12.2	B
Northbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
		Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS
Mainline	Ramp								
NB I-75	To EB Dixie Hwy	1,950	75	5.4	A	5,800	125	22.4	C
NB I-75	To WB Dixie Hwy	1,875	125	6.0	A	5,675	225	22.4	C
NB I-75	From Dixie Hwy	1,750	600	11.9	B	5,450	600	25.3	C
NB I-75	To M-46	2,350	550	12.9	B	6,050	325	27.9	C
NB I-75	From EB M-46	1,800	225	11.3	B	5,725	400	27.1	C
NB I-75	From WB M-46	2,025	400	11.3	B	6,125	850	25.6	C
NB I-75	To WB I-675	2,425	700	9.7	A	6,975	1,425	4.1	A
NB I-75	From EB I-675	1,725	75	10.6	B	5,550	100	21.4	C

2035 Forecasted Signalized/Unsignalized Analyses (Build-Friday Peak)

As shown in **Table A1-20** (Forecasted (2035) AM and PM Peak Hour Signalized/Unsignalized Intersections- Build-Friday Peak) all I-75 signalized/unsignalized intersections operate at acceptable level-of-service during the both the Friday morning and evening peak hour conditions.

Table A1-20
Forecasted (2035) AM and PM Peak Hour Level of Service
Signalized & Unsignalized Intersections (Build-Friday Peak)

Signalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)
Dixie Hwy/NB I-75 Ramps	B	10.9	B	10.6
Dixie Hwy and SB I-75 Off Ramp	A	9.5	B	14.0
NB I-75 Off ramp & M-46	B	16.6	B	18.2
Unsignalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Approach Delay (sec/veh)	Level of Service	Approach Delay (sec/veh)
Dixie Hwy & SB I-75 On ramp	A	9.9	B	10.9
WB M-46 to SB I-75 On ramp	A	1.5	B	13.4
SB I-75 Off Ramp to WB M-46	B	4.0	B	12.5

Base Year (2009) No Build Traffic Analyses - Sunday Peak Hour

Twenty-four hour counts were collected on the I-75 through lanes, Dixie Highway, M-46, and I-675 interchange ramps and on key surface streets within the study area during summer Sunday traffic conditions. Peak hour turning movements were conducted at ramp terminals and at key signalized and unsignalized intersections within the study area. **Figures A1-14 A1-15 A-1-16 (2009 AM and PM Peak Hour Volumes-Sunday Peak)** provides AM and PM Peak Hour Traffic for the affected interchanges during the base year. *Caution is advised when examining the Level Of Service results contained in the following tables because the HCM analyses assumes isolated conditions and does not account for conditions downstream that may affect upstream traffic.* Detailed HCM worksheets and SYNCHRO analyses are available on request on compact disc (CD).

2009 Existing Freeway Segments Analyses (No Build- Sunday Peak)

As shown in Table A1-21 (Existing (2009) AM and PM Peak Hour-Basic Freeway Segments-No Build-Friday Peak) the I-75 mainline corridor operates at acceptable level-of-service during the Sunday morning peak hour and at an unacceptable level from southbound I-675 to Dixie Highway in the Sunday evening peak hour conditions.

**Table A1-21
Existing (2009) AM and PM Peak Hour Level of Service
Basic Freeway Segments (No Build-Sunday Peak)**

Southbound I-75 AM Peak					Southbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
North of I-675*	2,200	848	12.1	B	4,950	1,952	29.7	D
I-675 to M-46	2,450	945	13.5	B	5,450	2,159	35.3	E
M-46 to N. of Dixie Hwy	2,100	788	11.1	B	5,525	2,164	35.4	E
South of Dixie Hwy *	2,025	586	8.4	A	5,275	1,525	21.9	C
Northbound I-75 AM Peak					Northbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
South of Dixie Hwy *	1,000	289	4.1	A	1,500	430	6.1	A
N. of Dixie Hwy to M-46	1,325	511	7.3	A	1,650	636	6.1	A
M-46 to I-675	1,375	530	7.6	A	2,100	778	11.1	B
North of I-675*	950	366	5.2	A	1,350	521	7.4	A

*Outside of project area

Figure A1-14
2009 AND 2035 AM AND PM PEAK HOUR VOLUMES-SUNDAY PEAK

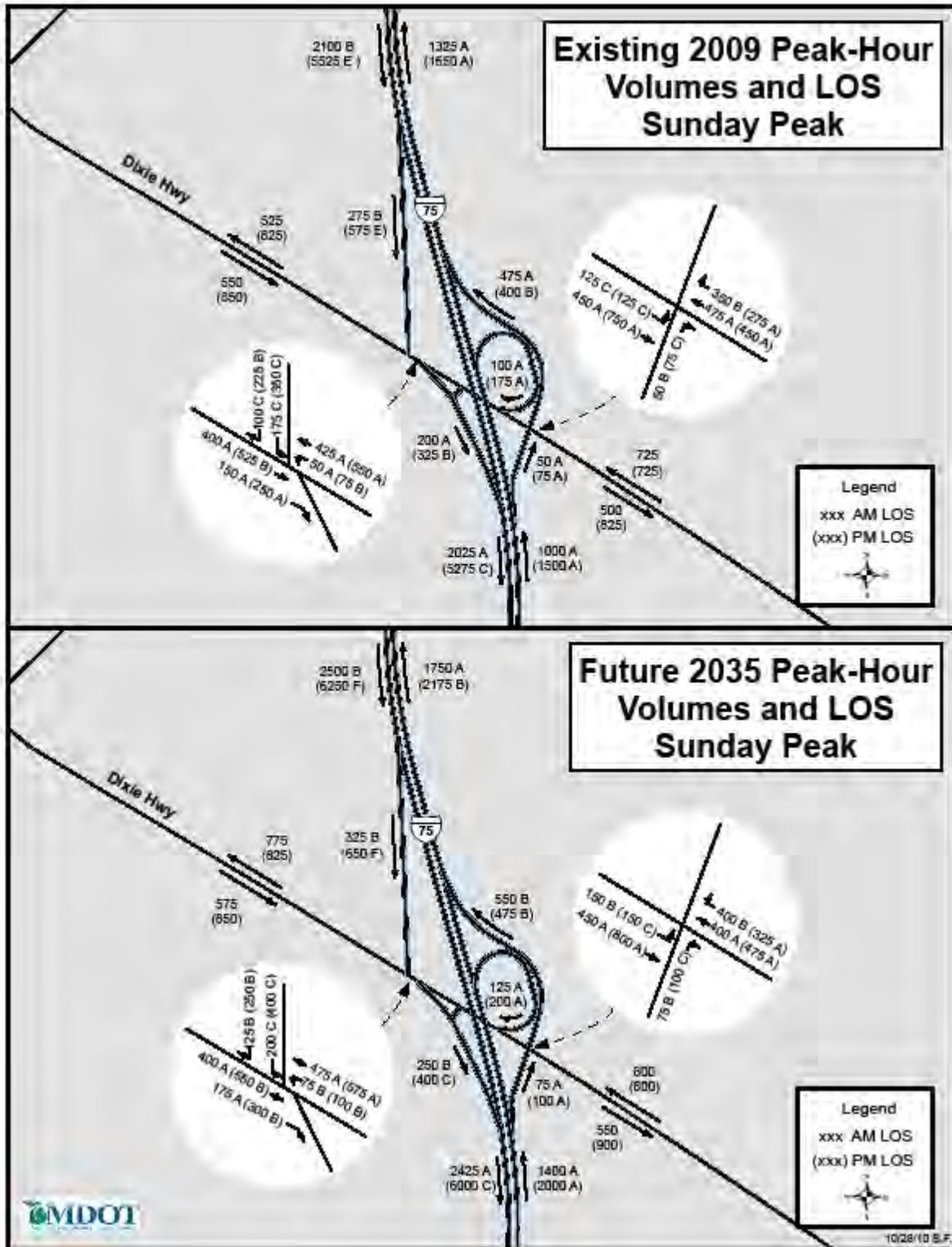


Figure A1-15
2009 AND 2035 AM AND PM PEAK HOUR VOLUMES-SUNDAY PEAK

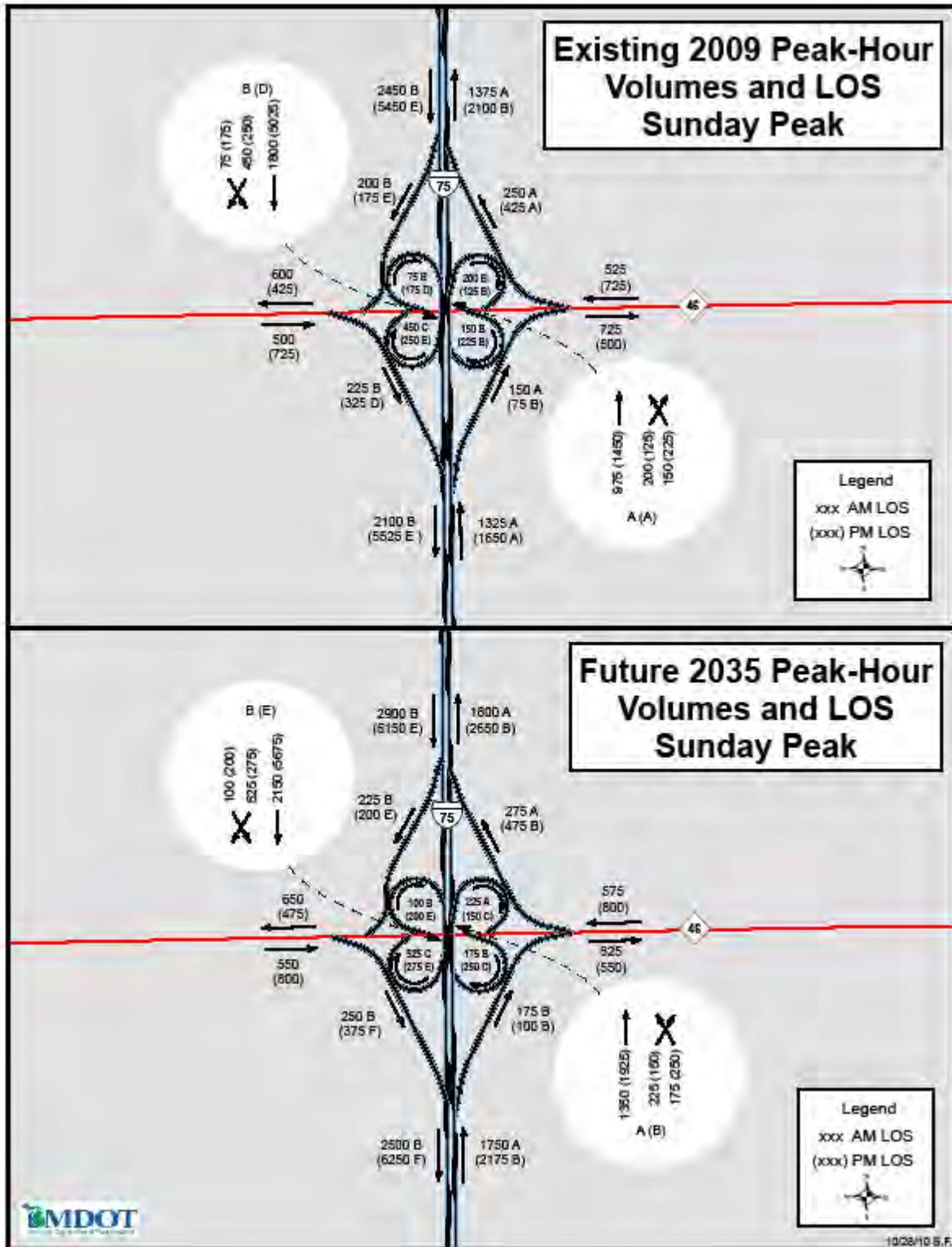
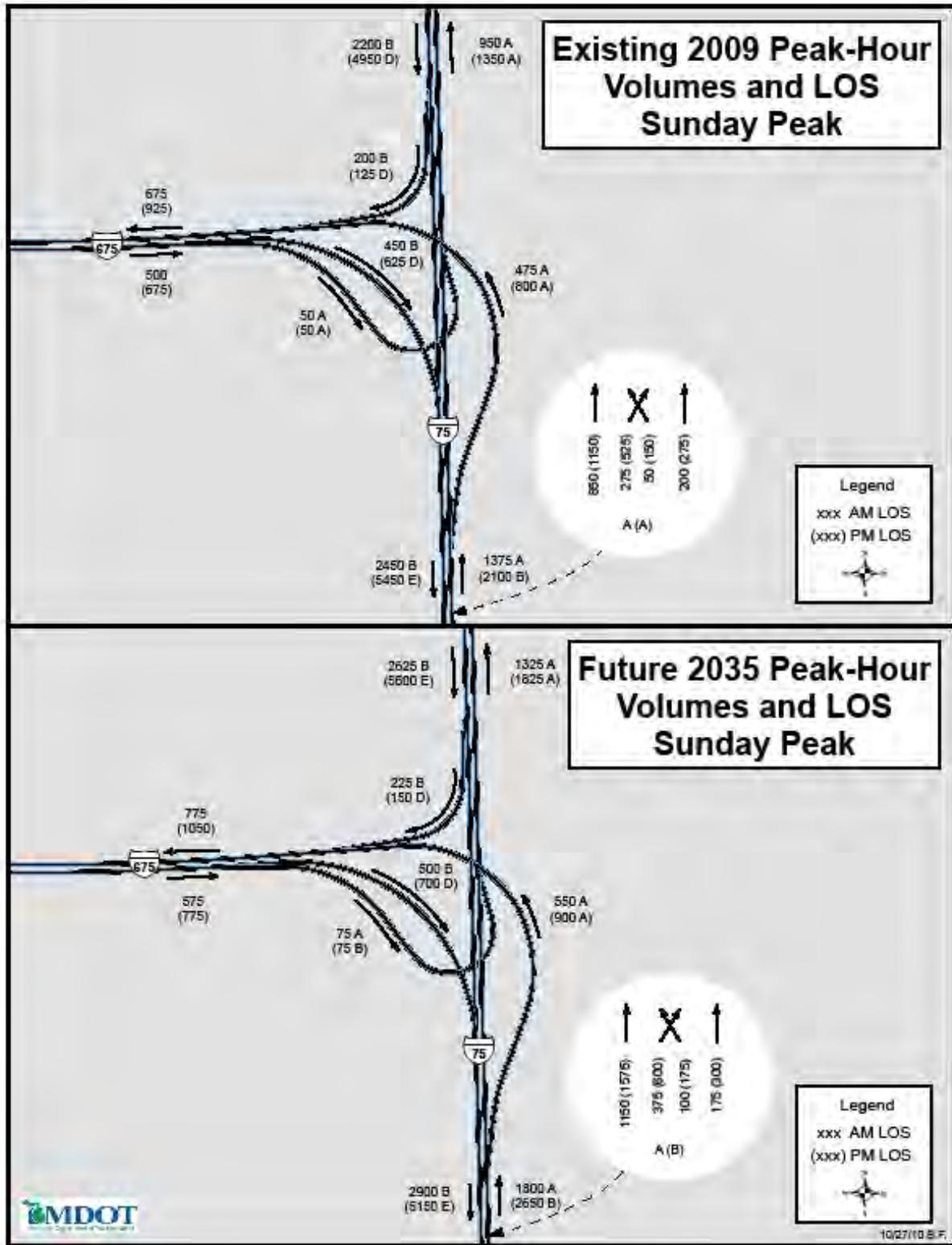


Figure A1-16
2009 AND 2035 AM AND PM PEAK HOUR VOLUMES-SUNDAY PEAK



2009 Existing Freeway Weave Analyses (No Build–Sunday Peak)

As shown in **Table A1-22** (Existing (2009) AM and PM Peak Hour-Ramp Merge/Weave Sections-No Build-Sunday Peak) all I-75 merge/weave lanes operate at acceptable level-of-service during the Sunday morning and evening peak hour conditions.

Table A1-22
Existing (2009) AM and PM Peak Hour Level of Service
Ramp Merge/Weave Analyses (No Build-Sunday Peak)

Merge/Weave Segment	Weaving Volume				Average Speed	Density	LOS
	V A-C	V A-D	V B-C	V B-D			
2009 Southbound I-75 AM Peak							
M-46 WB on-ramp To M-46 EB off-ramp	1,800	450	75		51.66	12.97	B
2009 Northbound I-75 AM Peak							
M-46 EB on-ramp To M-46 WB off-ramp	975	200	150		56.88	6.7	A
M-46 WB on-ramp To I-675 Off-ramp	850	275	50	200	65.67	6.15	A
2009 Southbound I-75 PM Peak							
M-46 WB on-ramp To M-46 EB off-ramp	5,025	250	175		46.31	34.00	D
2009 Northbound I-75 PM Peak							
M-46 EB on-ramp To M-46 WB off-ramp	1,450	125	225		56.07	9.25	A
M-46 WB on-ramp To I-675 Off-ramp	1,150	525	150	275	61.86	9.75	A

2009 Existing Ramp Analyses (No Build-Sunday Peak)

As shown in **Table A1-23** (Existing (2009) AM and PM Peak Hour-Ramp Junction-No Build-Sunday Peak) all I-75 ramps operate at acceptable level-of-service during the morning peak hour conditions. The southbound-to-westbound I-75/M-46 off-ramp, southbound-to-eastbound I-75/M-46 off-ramp and the southbound-to-Dixie Highway off-ramp operate at unacceptable level of service in the Sunday evening peak hour conditions.

Table A1-23
Existing (2009) AM and PM Peak Hour Level of Service
I-75 Interchange Ramp Junctions (No Build-Sunday Peak)

Southbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
Mainline	Ramp	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/Diverge LOS
SB I-75	To WB I-675	2,200	200	15.5	B	4,950	125	30.4	D
SB I-75	From EB I-675	2,000	450	11.9	B	4,825	625	29.1	D
SB I-75	To WB M-46	2,450	200	19.6	B	5,450	175	35.3	E
SB I-75	From WB M-46	2,250	75	15.2	B	5,275	175	32.2	D
SB I-75	To EB M-46	2,325	450	23.3	C	5,450	250	54.4	E
SB I-75	From EB M-46	1,875	225	12.9	B	5,200	325	32.1	D
SB I-75	To Dixie Hwy	2,100	275	17.3	B	5,525	575	35.9	E
SB I-75	From Dixie Hwy	1,825	200	9.1	A	4,950	325	18.4	B
Northbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
Mainline	Ramp	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/Diverge LOS
NB I-75	To EB Dixie Hwy	1,000	50	1.0	A	1,500	75	3.3	A
NB I-75	To WB Dixie Hwy	950	100	2.2	A	1,425	175	4.4	A
NB I-75	From Dixie Hwy	850	475	9.1	A	1,250	400	10.6	B
NB I-75	To EB M-46	1,325	150	13.6	B	1,650	75	11.3	B
NB I-75	From EB M-46	1,175	150	14.6	B	1,575	225	18.9	B
NB I-75	To WB M-46	1,325	200	9.3	A	1,800	125	17.6	B
NB I-75	From WB M-46	1,125	250	4.5	A	1,675	425	9.0	A
NB I-75	To WB I-675	1,375	475	5.8	A	2,100	800	10.6	A
NB I-75	From EB I-675	900	50	5.8	A	1,300	50	7.9	A

*vph – volume per hour

2009 Existing Signalized/Unsignalized Analyses (No Build-Sunday Peak)

As shown in **Table A1-24** (*Existing (2009) AM and PM Peak Hour Signalized/Unsignalized Intersections- No Build-Friday Peak*) all I-75 signalized/unsignalized intersections operate at acceptable level-of-service during the both the Sunday morning and evening peak hour conditions.

Table A1-24
Existing (2009) AM and PM Peak Hour Level of Service
Signalized & Unsignalized Intersections (No Build-Sunday Peak)

Signalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)
Dixie Hwy/NB I-75 Ramps	A	9.5	A	9.5
Dixie Hwy and SB I-75 Off Ramp	B	10.9	B	13.2
Unsignalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Approach Delay (sec/veh)	Level of Service	Approach Delay (sec/veh)
Dixie Hwy & SB I-75 On ramp	A	9.7	B	10.6

Forecasted Year (2035) No Build Traffic Analyses- Sunday Peak Hour

This section provides an analysis of forecasted year (2035) traffic operations during summer Sunday traffic conditions, assuming no capacity improvements are made to the I-75 corridor within the study limits. Although the model does not account for Sunday Peak travel conditions, similar growth rates derived from the weekday No Build conditions were assumed. Figures **A1-14**, **A1-15**, **A1-16** (*Forecasted 2035 AM and PM Peak Hour Volumes-No Build Sunday Peak*) provides AM and PM Peak Hour Traffic for the affected interchanges during the forecasted year. *Caution is advised when examining the Level Of Service results contained in the following tables because the HCM analyses assumes isolated conditions and does not account for conditions downstream that may affect upstream traffic.*

2035 Forecasted Existing Freeway Segments Analyses (No Build-Sunday Peak)

As shown in Table **A1-25** (*Forecasted (2035) AM and PM Peak Hour-Basic Freeway Segments-No Build-Sunday Peak*) the I-75 mainline corridor operates at acceptable level-of-service during the morning peak hour and at an unacceptable level from northbound Dixie Highway to I-675 in the Sunday evening peak hour conditions in the project area.

Table A1-25
Forecasted (2035) AM and PM Peak Hour Level of Service
Basic Freeway Segments (No Build-Sunday Peak)

Southbound I-75 AM Peak					Southbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
North of I-675*	2,625	1,012	14.5	B	5,600	2,159	35.3	E
I-675 to M-46	2,900	1,118	16.0	B	6,150	2,371	43.5	E
M-46 to N. of Dixie Hwy	2,500	926	13.2	B	6,250	2,410	N/A	F
South of Dixie Hwy *	2,425	701	10.0	A	6,000	1,735	25.3	C
Northbound I-75 AM Peak					Northbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
South of Dixie Hwy *	1,400	405	5.8	A	2,000	573	8.2	A
N. of Dixie Hwy to M-46	1,750	675	9.6	A	2,175	839	12.0	B
M-46 to I-675	1,800	694	9.9	A	2,650	981	14.0	B
North of I-675*	1,325	511	7.3	A	1,825	704	10.1	A

*Outside of project area

2035 Forecasted Freeway Weave Analyses (No Build–Sunday Peak)

As shown in **Table A1-26** (Forecasted (2035) AM and PM Peak Hour-Ramp Merge/Weave Sections-No Build-Sunday Peak) all I-75 merge/weave lanes operate at acceptable level-of-service during the Sunday morning and at an unacceptable level for the weaving movement from the M-46 westbound-to-southbound on-ramp to the M-46 southbound-to-eastbound off-ramp. The weave analyses results are indicative of the bottleneck conditions created by these weave sections during the Sunday evening peak hour conditions.

Table A1-26
2035 Forecasted AM/PM Peak Hour Level of Service
Ramp Merge/Weave Analyses (No Build -Sunday Peak)

Merge/Weave Segment	Weaving Volume				Average Speed	Density	LOS
	V A-C	V A-D	V B-C	V B-D			
2035 Southbound I-75 AM Peak							
M-46 WB on-ramp To M-46 EB off-ramp	2,150	525	100		49.10	16.29	B
2035 Northbound I-75 AM Peak							
M-46 EB on-ramp To M-46 WB off-ramp	1,350	225	175		54.96	9.17	A
M-46 WB on-ramp To I-675 Off-ramp	1,150	375	100	175	64.10	8.11	A
2035 Southbound I-75 PM Peak							
M-46 WB on-ramp To M-46 EB off-ramp	5,675	275	200		44.30	40.11	E
2035 Northbound I-75 PM Peak							
M-46 EB on-ramp To M-46 WB off-ramp	1,925	150	250		53.83	12.39	B
M-46 WB on-ramp To I-675 Off-ramp	1,575	600	175	300	61.27	12.42	B

2035 Forecasted Ramp Analyses (No Build-Sunday Peak)

As shown in **Table A1-27** (Forecasted (2035) AM and PM Peak Hour-Ramp Junction-No Build-Sunday Peak) all I-75 ramps operate at acceptable level-of-service during the morning peak hour conditions. The southbound-to-westbound I-75/M-46 off-ramp, westbound-to-southbound I-75/M-46 on-ramp, southbound-to-eastbound I-75/M-46 off-ramp, eastbound-to-southbound I-75/M-46 on-ramp and the southbound-to-Dixie Highway off-ramp operate at unacceptable level of service in the Sunday evening peak hour conditions.

Table A1-27
Forecasted (2035) AM and PM Peak Hour Level of Service
I-75 Interchange Ramp Junctions (No Build-Sunday Peak)

Southbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
Mainline	Ramp	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/Diverge LOS
SB I-75	To WB I-675	2,625	225	18.1	B	5,600	150	33.3	D
SB I-75	From EB I-675	2,400	500	14.5	B	5,450	700	33.2	D
SB I-75	To WB M-46	2,900	225	22.4	C	6,150	200	40.4	E
SB I-75	From WB M-46	2,675	100	17.6	B	5,950	200	37.0	E
SB I-75	To EB M-46	2,775	525	27.8	C	6,150	275	61.4	E
SB I-75	From EB M-46	2,250	250	15.1	B	5,875	375	36.5	F
SB I-75	To Dixie Hwy	2,500	325	19.8	B	6,250	650	41.0	F
SB I-75	From Dixie Hwy	2,175	250	11.1	B	5,600	400	21.2	C
Northbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
Mainline	Ramp	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/Diverge LOS
NB I-75	To EB Dixie Hwy	1,400	75	2.9	A	2,000	100	5.6	A
NB I-75	To WB Dixie Hwy	1,325	125	3.9	A	1,900	200	6.5	A
NB I-75	From Dixie Hwy	1,200	550	11.6	B	1,700	475	13.6	B
NB I-75	To EB M-46	1,750	175	12.2	B	2,175	100	14.8	B
NB I-75	From EB M-46	1,575	175	18.5	B	2,075	250	23.6	C
NB I-75	To WB M-46	1,750	225	17.8	B	2,325	150	22.6	C
NB I-75	From WB M-46	1,525	275	6.9	A	2,175	475	12.2	B
NB I-75	To WB I-675	1,800	550	13.5	A	2,650	900	7.8	A
NB I-75	From EB I-675	1,250	75	7.9	A	1,750	75	10.6	B

*vph – volume per hour

2035 Forecasted Signalized/Unsignalized Analyses (No Build-Sunday Peak)

As shown in **Table A1-28** (*Forecasted (2035) AM and PM Peak Hour Signalized/Unsignalized Intersections- No Build-Sunday Peak*) all I-75 signalized/unsignalized intersections operate at acceptable level-of-service during the both the Sunday morning and evening peak hour conditions.

Table A1-28
Forecasted (2035) AM and PM Peak Hour Level of Service
Signalized & Unsignalized Intersections (No Build-Sunday Peak)

Signalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)
Dixie Hwy/NB I-75 Ramps	A	9.9	A	9.8
Dixie Hwy and SB I-75 Off Ramp	B	10.1	B	15.0
Unsignalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Approach Delay (sec/veh)	Level of Service	Approach Delay (sec/veh)
Dixie Hwy & SB I-75 On ramp	A	9.4	B	11.4

Forecasted Year (2035) Build Traffic Analyses- Sunday Peak Hour

This section provides an analysis of forecasted (2035) traffic operations under summer Sunday conditions for the proposed Build Alternative, which includes the construction of an additional fourth lane in each direction along the I-75 corridor between Dixie Highway and I-675. It also includes the elimination of the northbound I-75 to westbound M-46 loop and the eastbound M-46 to southbound I-75 loop ramps. The Great Lakes Bay Region (GLBR) Travel demand Model is based on average weekday travel patterns while school is in session and does not allow for Sunday peak hour conditions. In an effort to identify induced traffic to the I-75 corridor under this alternative, Permanent Traffic Recorder (PTR) data was examined and capacity was reduced on the weekday traffic model to simulate congested conditions. This simulated model inferred that a small amount of I-75 corridor travelers familiar with the local road system currently avoids I-75 congestion by using the local road system. However, because of the lack of viable alternative routes from northern recreational areas, there would be minimal diversion of through traffic between forecasted build and no build conditions. *It was therefore assumed that an additional 5% of southbound traffic with half of that traffic exiting on the M-46 Corridor under this Build Alternative for the Sunday PM Peak Hour.*

Figures A1-17, A1-18, A1-19 (*Forecasted 2035 AM and PM Peak Hour Volumes-Build Sunday Peak*) provides AM and PM Peak Hour Traffic for the affected interchanges during the forecasted year. *Caution is advised when examining the Level Of Service results contained in the following tables because the HCM analyses assumes isolated conditions and does not account for conditions downstream that may affect upstream traffic.*

2035 Forecasted Freeway Segments Analyses (Build Sunday Peak)

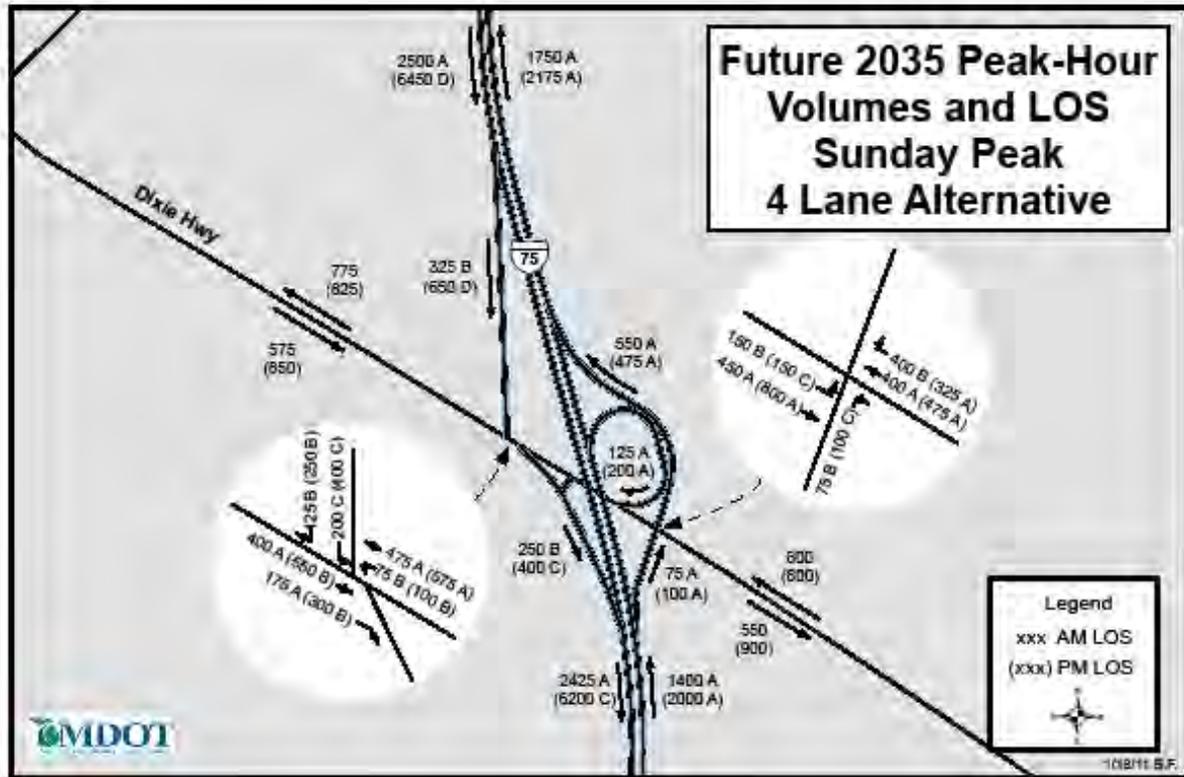
As shown in **Table A1-29** (*Forecasted (2035) AM and PM Peak Hour-Basic Freeway Segments- Build-Sunday Peak*) the I-75 mainline corridor operates at acceptable level-of-service during the both the morning peak and evening peak hour conditions within the project area.

Table A1-29
Forecasted (2035) AM and PM Peak Hour Level of Service
Basic Freeway Segments (Build-Sunday Peak)

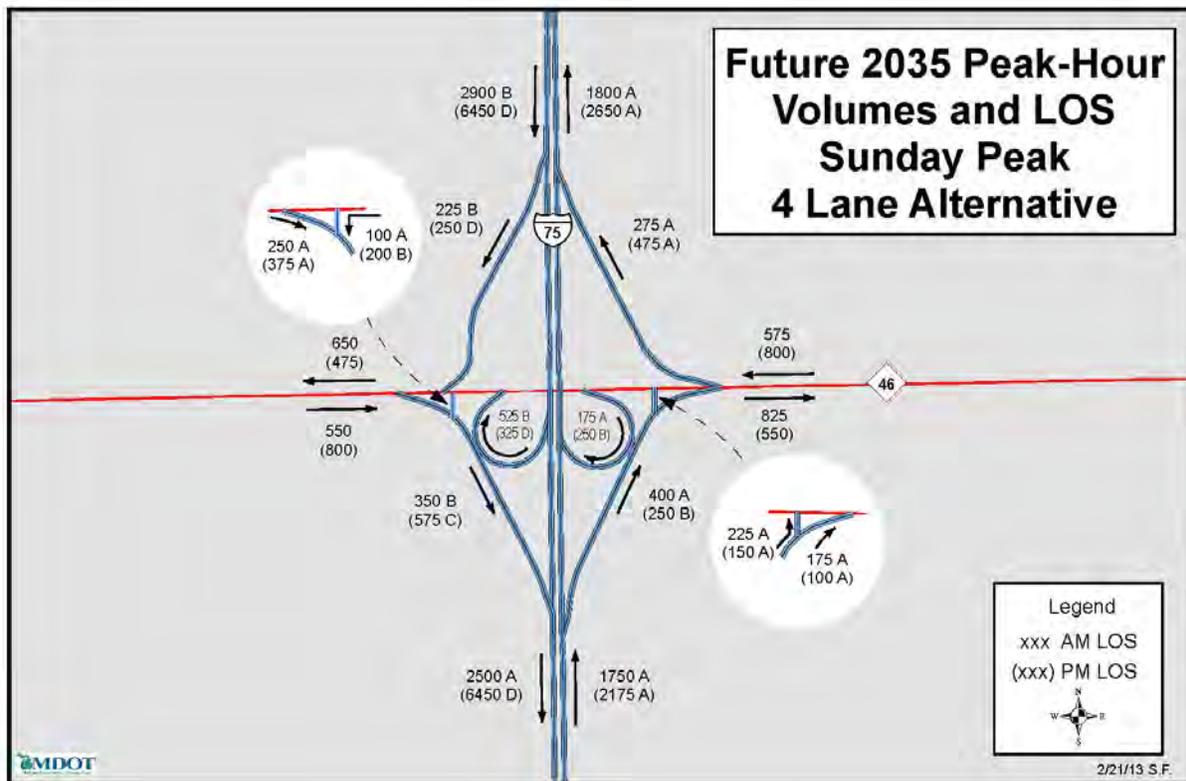
Southbound I-75 AM Peak					Southbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
North of I-675*	2,625	1,012	14.5	B	5,800	2,236	37.9	E
I-675 to M-46	2,900	839	12.0	B	6,450	1,865	27.8	D
M-46 to N. of Dixie Hwy	2,500	694	9.9	A	6,450	1,865	27.8	D
South of Dixie Hwy *	2,425	701	10.0	A	6,200	1,793	26.4	D
Northbound I-75 AM Peak					Northbound I-75 PM Peak			
Freeway Segment To/From	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS	Volume, V	Flow Rate, Pc/hr	Density*, Pc/mi/ln	LOS
South of Dixie Hwy *	1,400	405	5.8	A	2,000	573	8.2	A
N. of Dixie Hwy to M-46	1,750	675	9.6	A	2,175	629	9.0	A
M-46 to I-675	1,800	521	7.4	A	2,650	736	10.5	A
North of I-675*	1,325	511	7.3	A	1,825	704	10.1	A

*Outside of project area

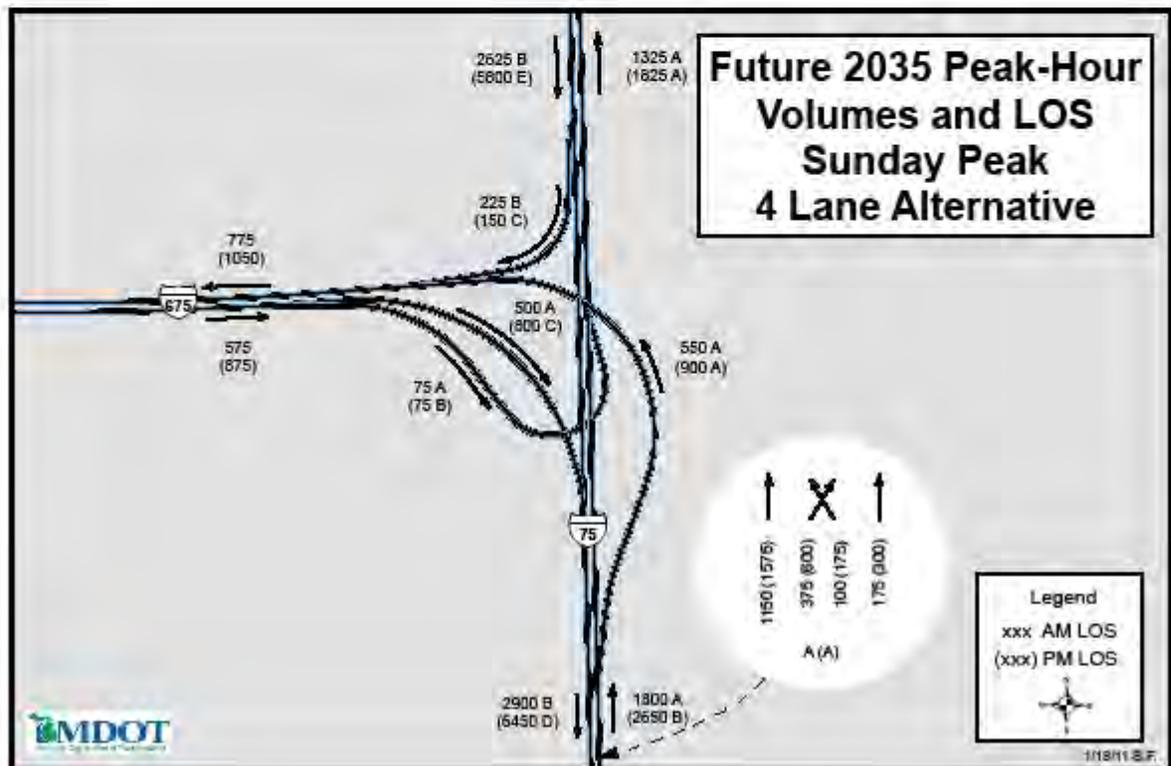
Figures A1-17
2035 AM AND PM PEAK HOUR VOLUMES-BUILD SUNDAY PEAK



Figures A1-18
2035 AM AND PM PEAK HOUR VOLUMES-BUILD SUNDAY PEAK



Figures A1-19
2035 AM AND PM PEAK HOUR VOLUMES-BUILD SUNDAY PEAK



2035 Forecasted Freeway Weave Analyses (Build–Sunday Peak)

As shown in **Table A1-30** (*Forecasted (2035) AM and PM Peak Hour-Ramp Merge/Weave Sections-Build-Sunday Peak*) all I-75 merge/weave lanes operate at acceptable level-of-service during the Sunday morning and evening peak hour conditions.

**Table A1-30
2035 Forecasted AM/PM Peak Hour Level of Service
Ramp Merge/Weave Analyses (Build –Sunday Peak)**

Merge/Weave Segment	Weaving Volume				Average Speed	Density	LOS
	V A-C	V A-D	V B-C	V B-D			
2035 Northbound I-75 AM Peak							
M-46 WB on-ramp To I-675 Off-ramp	1,150	375	100	175	65.03	6.40	A
2035 Northbound I-75 PM Peak							
M-46 WB on-ramp To I-675 Off-ramp	1,575	600	175	300	62.59	9.73	A

2035 Forecasted Ramp Analyses (Build-Sunday Peak)

As shown in **Table A1-31** (Forecasted (2035) AM and PM Peak Hour-Ramp Junction-Build-Sunday Peak) all I-75 ramps operate at acceptable level-of-service during the Sunday morning and evening peak hour conditions.

Table A1-31
Forecasted (2035) AM and PM Peak Hour Level of Service
I-75 Interchange Ramp Junctions (Build-Sunday Peak)

Southbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
		Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS
Mainline	Ramp								
SB I-75	To WB I-675	2,625	225	12.5	B	5,800	150	25.8	C
SB I-75	From EB I-675	2,400	500	9.8	A	5,650	800	24.1	C
SB I-75	To WB M-46	2,900	225	15.9	B	6,450	250	30.9	D
SB I-75	To EB M-46	2,675	525	14.3	B	6,200	325	28.0	D
SB I-75	From EB M-46	2,150	350	12.2	B	5,875	575	27.7	C
SB I-75	To Dixie Hwy	2,500	325	14.7	B	6,450	650	33.7	D
SB I-75	From Dixie Hwy	2,175	250	11.1	B	5,800	400	21.9	C
Northbound I-75 Junctions		AM Peak Hour				PM Peak Hour			
		Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS	Fwy. Volume (vph)	Ramp Volume (vph)	Density	Merge/ Diverge LOS
Mainline	Ramp								
NB I-75	To EB Dixie Hwy	1,400	75	2.9	A	2,000	100	5.6	A
NB I-75	To WB Dixie Hwy	1,325	125	3.9	A	1,900	200	6.5	A
NB I-75	From Dixie Hwy	1,200	550	9.4	A	1,700	475	10.7	B
NB I-75	To M-46	1,750	400	9.4	A	2,175	250	10.4	B
NB I-75	From EB M-46	1,350	175	9.2	A	1,925	250	11.9	B
NB I-75	From WB M-46	1,525	275	7.5	A	2,175	475	8.0	A
NB I-75	To WB I-675	1,800	550	15.8	A	2,650	900	11.1	A
NB I-75	From EB I-675	1,250	75	6.3	A	1,750	75	8.4	A

*vph – volume per hour

2035 Forecasted Signalized/Unsignalized Analyses (Build-Sunday Peak)

As shown in **Table A1-32** (Forecasted (2035) AM and PM Peak Hour Signalized/Unsignalized Intersections-Build-Sunday Peak) all I-75 signalized/unsignalized intersections operate at acceptable level-of-service during the both the morning and evening peak hour conditions.

Table A1-32
Forecasted (2035) AM and PM Peak Hour Level of Service
Signalized & Unsignalized Intersections (Build-Sunday Peak)

Signalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)
Dixie Hwy/NB I-75 Ramps	A	9.9	A	9.8
Dixie Hwy and SB I-75 Off Ramp	B	10.1	B	15.0
NB I-75 Off ramp & M-46	B	16.5	B	17.4
Unsignalized Intersection	AM-Peak Hour		PM-Peak Hour	
	Level of Service	Approach Delay (sec/veh)	Level of Service	Approach Delay (sec/veh)
Dixie Hwy & SB I-75 On ramp	A	9.4	B	11.4
WB M-46 to SB I-75 On ramp	A	1.7	B	11.8
SB I-75 Off Ramp to WB M-46	B	5.4	B	10.7

Maintaining Traffic

As previously stated, there are few alternative through routes available for I-75 during construction. Since the corridor incurs a significant amount of recreational traffic congestion, the traffic impacts from a single lane closure have been significant. It is assumed those familiar with the local road system will avoid the construction congestion by using the local road system, specifically arterials such as M-54, M-83 and M-13.

One detour alternative would be the utilization of a reversible movable barrier wall for maintaining traffic. The barrier will minimize impacts on adjacent local roads and makes it possible to use various phasing plans and transition a five lane roadway from three lanes northbound and two lanes southbound prior to the Friday peak hours to three southbound and two lanes northbound on the Sunday peak hours.

If the removable barrier wall alternative is not selected, the following detour routes would be in considered by construction phases as shown in **Figure A1-20 (Detour Map)**.

Phase 1 involves the widening of I-75 to an 8 lane cross-section from north of Dixie Highway to the Hess Road bridge and the reconstruction of the Baker, King and Hess Bridges; As stated previously, there few available detour routes around the project area. The closest detour east of the I-75 corridor would utilize the north/south routes of Airport and Portsmouth Roads. Both of these roads are two lanes, residential routes that would incur substantial impacts needed to accommodate any additional traffic, widening and upgrading that the detour route would require. **Figure A1-20** shows the probable detour route for Phase 1. Traffic would be diverted at the I-75 Bridgeport interchange and the I-75/M-46 Holland interchange and use South Outer Drive, Hess Avenue and Dixie Highway. This route is four/five lanes, heavily used, largely zoned commercial and currently includes eleven traffic signals.

A travel time study was conducted and showed the following travel times during normal free flow conditions during noontime weekday traffic in April. There was little difference in directional traffic travel times during these free flow conditions. Traversing all the signals on the Outer Drive alternative during free flow conditions was very favorable with good progression. However, with the large amount of increased traffic incurred during detour peak hour conditions, it is doubtful that a vehicle could make it through the route in that short of a time period.

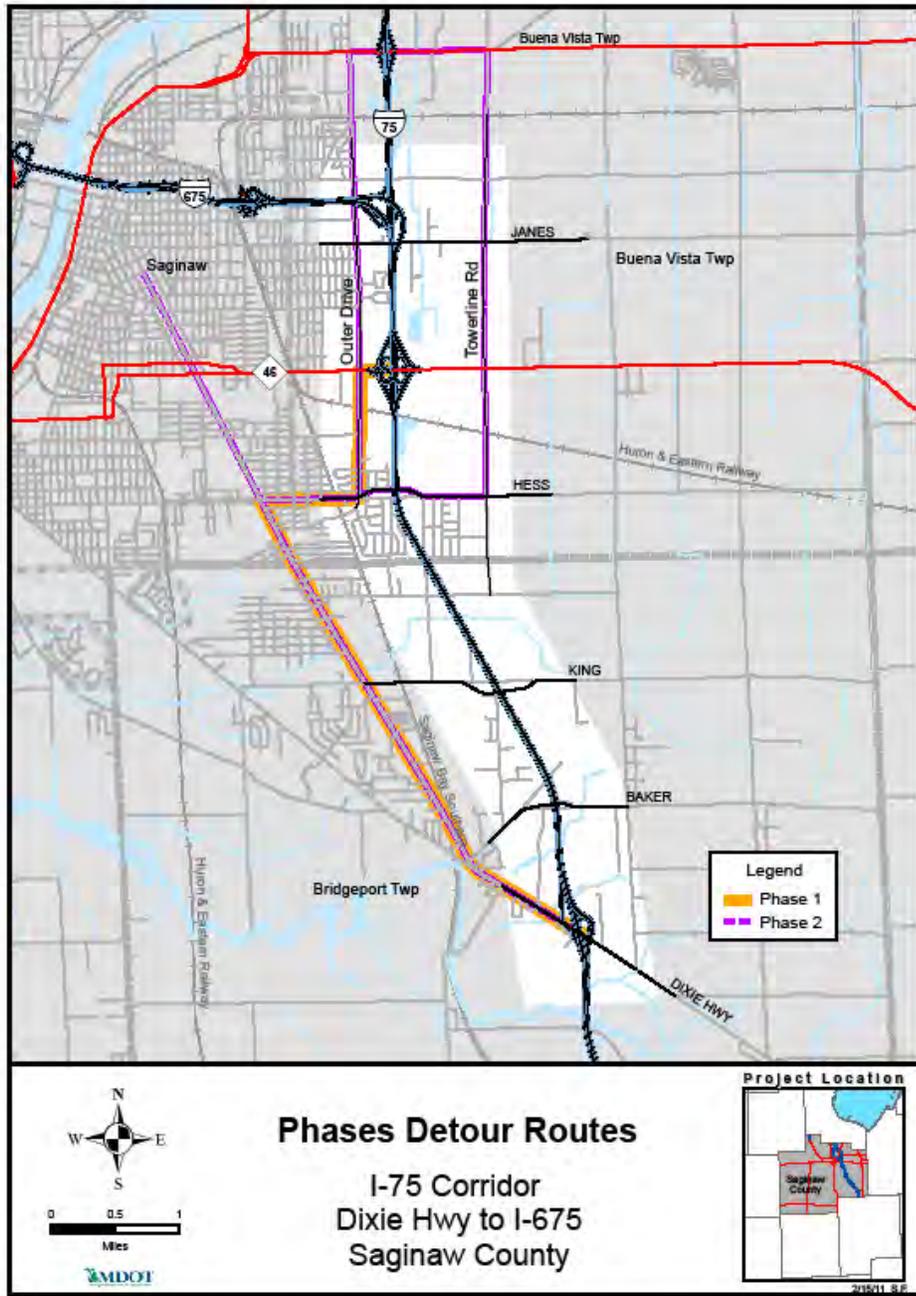
Both Directions Phase 1	Distance	Avg. Travel Time	Comments
Dixie Highway to M-46	4.9 miles	3.75 min	
Dixie/Airport/Hess/Towerline/M-46	7 mile	12.5 min	2 lane road; many impacts
Dixie/Hess/Outer Drive/M-46	6.2 miles	10.75 min	Numerous traffic signals

Phase 2 of the project involves the widening of I-75 to an 8 Lane cross section from north of the Hess Bridge to the south junction of I-675 and include the reconfiguration of M-46. Both of the detour routes on Outer Drive and Towerline Road are 2 lanes and would require significant impacts to upgrade the additional traffic, widening and upgrading that the detour route would require.

Both Directions Phase 2	Distance	Avg. Travel Time	Comments
M-46 to M-81	2.6 miles	2 min	
M-46/Towerline/M-81	4 miles	8 min	2 lane road; many impacts
M-46/Outer Drive/M-81	3.1 miles	4.75 min	2 lane road; many impacts

Variable message signs could be used to warn drivers of traffic congestion and roadwork zones within the project area. These signs could provide guidance to the motoring public of route alternatives. One key route decision point for travelers and possible placement for the sign is at the I-96/US-23 interchange near Brighton.

Figure A1-20
DETOUR ROUTES BY PHASES



Crash Analyses

Mainline I-75

Mainline I-75 crash data was collected between October 2006 and September 2009. These crashes totaled 297 with Fixed Object being the most common crash type and accounting for 40% of the total. Half of the crashes took place during icy or wet conditions. There were no fatalities during this three-year period. **Figure A1-22** provides a graphical representation of the crash data.

I-75/M-46 Intersection Reconstruction Crash Analyses and Safety Review

Crash data was collected on the I-75/M-46 intersection between September 2007 and September 2012. These crashes totaled 86 with Fixed Object being the most common crash type and accounting for 34% of the total. 45% of the crashes took place during icy or wet conditions. There were no fatalities during this three-year period and 28 injuries. Many of the crashes can be attributed to driving too fast for conditions and losing control on wet/icy conditions.

The preferred alternative will provide for the following mitigation measures that should reduce the severity and frequency of crashes:

Freeway Crash Countermeasures

Various countermeasures were incorporated into the Build Alternative which will decrease the potential for traffic crashes for the entire study area. These countermeasures include:

1. Construction of additional freeway capacity to minimize congestion and unexpected traffic back-ups.
2. Widening the existing outside shoulder along sections of the corridor to provide needed storage for disabled vehicles and consequently alleviate potential congestion due to roadside incidents.
3. Reconfiguration of the I-75/M-46 interchange to increase ramp-freeway merge capacity and reduce conflicts on mainline I-75.
4. Erection of a permanent variable message sign to improve the efficiency and safety of the corridor by providing the motoring public with timely travel advice.
5. Install additional static signing warning motorists of deer crossing.
6. Improve drainage and increase surface friction.

Ramp Crash Countermeasures

Various countermeasures are incorporated into the Build Alternative which will decrease the potential for traffic crashes on the freeway ramps in the study area. These countermeasures include:

1. Increased storage for off-ramp approaches.
2. Lengthening of acceleration and deceleration lanes where possible.
3. Improved signage and attenuation for all ramp movements which require a significant decrease in speed in order to navigate the ramp.

Ramp Terminal Intersection Countermeasures

Various countermeasures are incorporated into the Build Alternative which will decrease the potential for traffic crashes at ramp-terminal intersections in the study area. These countermeasures include:

1. Increased storage for off-ramp and surface street turn bays.
2. Optimized traffic signal timing, including incorporation of all-red clearance phases.
3. Improved lane definition through pavement markings.

Figure A1-22
CRASH DATA -OCT 2006 AND SEPT 2009

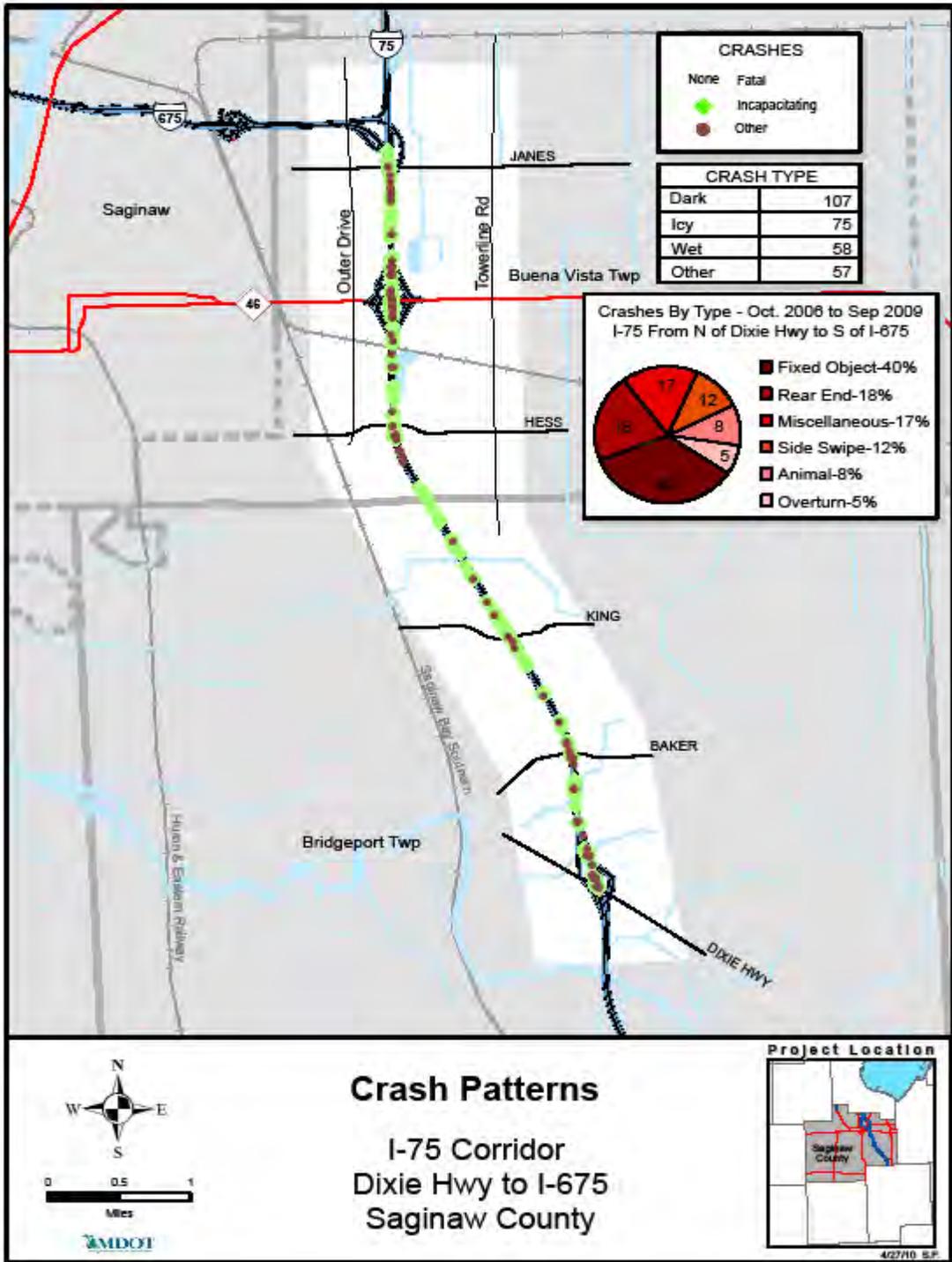


Figure A1-23

Intelligent Transportation System

The *Michigan Department of Transportation Bay Region Intelligent Transportation Systems (ITS) Deployment Plan* was developed in 2008 to focus on a 20-year vision of ITS and was initiated to develop a strategy of Intelligent Transportations Systems for the Bay Region. The loop road of I-675 in the City of Saginaw provides an excellent opportunity to use ITS technology to “manage” traffic during incidents or times of heavy congestion. The region has deployed its first major ITS Freeway Management System in the Saginaw area with two signs located on I-75; one southbound just north of the I-675 junction and one northbound north of M-46. In addition, two signs are placed on the I-675 Loop, one northbound and one southbound. This technology provides timely information to motorists on the status of prevailing traffic patterns and the effective use of the capacity on both I-75 and I-675.

DATE: December 21, 2012

TO: Rachel Phillips
Cost & Scheduling Engineer
Bay City TSC

FROM: Donald Matula
Transportation Engineer
Bay City TSC

SUBJECT: Crash Analysis and Safety Review
I-75/M-46 Interchange Reconstruction

File:

NB I-75 C.S. 73111 M.P. 4.663 - M.P. 4.723
P.R. 468303 M.P. 15.131 - M.P. 15.191
SB I-75 C.S. 73111 M.P. 4.680 - M.P. 4.759
P.R. 468302 M.P. 15.162 - M.P. 15.241

Ramp 003A P.R. 484602 M.P. 0.000 - M.P. 0.411
Ramp 003B P.R. 484509 M.P. 0.000 - M.P. 0.231
Ramp 003C P.R. 484510 M.P. 0.000 - M.P. 0.241
Ramp 003D P.R. 484601 M.P. 0.000 - M.P. 0.376
Ramp 003E P.R. 468903 M.P. 0.000 - M.P. 0.348
Ramp 003F P.R. 484508 M.P. 0.000 - M.P. 0.239
Ramp 003G P.R. 484507 M.P. 0.000 - M.P. 0.231
Ramp 003H P.R. 460501 M.P. 0.000 - M.P. 0.369

M-46 C.S. 73063 M.P. 3.279 – M.P. 3.700
P.R. 3730053 M.P. 3.777 – P.R. M.P. 4.198

Buena Vista Township, Saginaw County

I have conducted a crash analysis and safety review for a five year period (September 1, 2007 – September 30, 2012) of the subject location. The proposed project consists of reconstructing the I-75/M-46 interchange. The proposed work includes ramp realignment, new M-46 structure over I-75, drainage and safety improvements. All ramp lanes will be constructed to 16' widths, 8' right shoulders (7' paved), and 6' left shoulders (4' paved). Existing M-46 is a 4-lane roadway with 12' lanes and a raised paved median and will be reconstructed to the same configuration. The existing I-75 roadway is an 6-lane facility with 12' lanes and 10' paved shoulders. The ADT on I-75 was 25,750 in 2011 (commercial ADT was 2,000).

NB I-75 PR 468303 M.P. 15.131 - M.P. 15.191 to Ramps 003B & 003C Weave Area
This 0.06 mile roadway experienced a total of 32 crashes, of which 7 crashes resulted in 14

injuries and 0 fatalities. The crashes consisted of 13 (40.6%) fixed object, 7 (21.9%) misc. single vehicle, 4 (12.5%) rear-end straight, 1 (3.1%) overturn and 1 (3.1%) side-swipe same type collisions. After reviewing the UD-10 crash reports, 17 (53.1%) of the crashes can be attributed to driving too fast for conditions and losing control on wet/icy pavement and 6 (18.8%) were not paying attention for slowed/stopped traffic or changing lanes. Two (6.3%) hit debris in the roadway.

SB I-75 PR 468302 M.P. 15.162 - M.P. 15.241 to Ramps 003F & 003G Weave Area

This 0.08 mile roadway experienced a total of 29 crashes, of which 2 crashes resulted in 2 injuries and 0 fatalities. The crashes consisted of 9 (31.0%) fixed object, 8 (27.6%) misc. single vehicle, 1 (3.5%) rear-end straight, 1 (3.5%) overturn and 1 (3.5%) side-swipe same type collisions. After reviewing the UD-10 crash reports, 11 (37.9%) of the crashes can be attributed to driving too fast for conditions and losing control on wet/icy pavement and 8 (27.6%) were not paying attention for slowed/stopped traffic or changing lanes. Four (13.8%) hit debris in the roadway. One was alcohol related.

EB M-46 PR 3730053 M.P. 3.916 - M.P. 4.018 to Ramps 003B & 003G Weave Area

This 0.1 mile roadway experienced a total of 13 crashes, of which 5 crashes resulted in 7 injuries and 0 fatalities. The crashes consisted of 3 (23.1%) fixed object, 3 (23.1%) rear-end straight, 4 (30.8%) side-swipe same and 2 (15.4%) angle straight type collisions. After reviewing the UD-10 crash reports, 5 (38.5%) of the crashes can be attributed to driving too fast for conditions and losing control on wet/icy pavement and 6 (46.2%) were not paying attention for slowed/stopped traffic or changing lanes. One was alcohol related.

WB M-46 PR 3730053 M.P. 3.946 - M.P. 4.048 to Ramps 003C & 003F Weave Area

This 0.1 mile roadway experienced a total of 6 crashes, of which 1 crash resulted in 3 injuries and 0 fatalities. The crashes consisted of 2 (33.3%) angle straight, 2 (33.3%) side-swipe same, 1 (16.7%) misc. single vehicle and 1 (16.7%) rear-end straight type collisions. After reviewing the UD-10 crash reports, 2 (33.3%) of the crashes can be attributed to driving too fast for conditions and losing control on wet/icy pavement and 2 (33.3%) were not paying attention for slowed/stopped traffic or changing lanes.

The roadway friction was looked at for the existing friction number of 30 or below indicating a very poor surface condition. The pavement friction values on NB I-75 in the weave area ranged from 39 to 46 in 2011. The pavement friction values on SB I-75 in the weave area ranged from 39 to 43 in 2011. The pavement friction values on EB M-46 in the weave area ranged from 34 to 42 in 2011. The pavement friction values on WB M-46 in the weave area ranged from 26 to 48 in 2011. Some very poor pavement friction exists on the weave areas for both EB and WB M-46. The existing roadway surface is concrete in poor condition with numerous potholes, cold patches and joint spalling. The surface aggregates are also polished reducing the surface friction. The existing cross slope is 1.5% which does not allow water to drain to the shoulders adequately. The new cross slope will be the standard 2%. Once the reconstruction project is completed, these factors contributing to the loss of control in wet/icy conditions will greatly reduce the number of crashes in this section of roadway.

In conclusion, 35 (40.7%) of the 86 crashes in the weaving areas of NB & SB I-75 and EB &

WB M-46 were related to drivers going too fast for conditions and losing control of their vehicles. Another 22 (25.6%) of crashes can be attributed to drivers lack of attention. The proposed interchange reconstruction, eliminating the weaving areas, improved drainage and increased surface friction could reduce the number of crashes by over 66.3 %.

No safety additions are needed. This review does not constitute exception to appropriate MDOT 3R/4R design requirements. If you have any questions, please contact me at 989-671-1535, ext. 313.

Transportation Engineer

cc: M. Fisher
K. Zimmer
A. Rivard

CRASH SUMMARY REPORT

Summary Produced from 9/1/2007 to 9/30/2012

Physical Road Name	Physical Reference Number	BMP	EMP	State Route Name	Direction	Ramp	County
Holland/S I 75 RAM	460501	0.000	0.369		0	NA	Saginaw
I-75	468302	15.162	15.241	I-75	S	NA	Saginaw
I-75	468303	15.131	15.191	I-75	N	NA	Saginaw
S I 75/Holland RAM	468903	0.000	0.348		0	NA	Saginaw
S I 75/Holland RAM	484507	0.000	0.231		0	NA	Saginaw
W M 46/S I 75 RAM	484508	0.000	0.239		0	NA	Saginaw
Holland/N I 75 RAM	484509	0.000	0.231		0	NA	Saginaw
N I 75/Holland RAM	484510	0.000	0.241		0	NA	Saginaw
W M 46/N I 75 RAM	484601	0.000	0.376		0	NA	Saginaw
N I 75/Holland RAM	484602	0.000	0.411		0	NA	Saginaw
M-46	3730053	3.777	4.198	M-46	E/W	NA	Saginaw

Crash Type	Count	Rate	%age
Total	86		100
Miscellaneous 1 Vehicle	12		13.95
Overturn	3		3.49
Hit Train	0		0
Hit Parked Vehicle	0		0
Backing	0		0
Parking	0		0
Pedestrian	0		0
Fixed Object	29		33.72
Other Object	1		1.16
Animal	9		10.47
Bicycle	0		0
Head-On	1		1.16
Angle Straight	5		5.81
Rear-End Straight	11		12.79
Angle Turn	0		0
Side Swipe Same	13		15.12
Rear-End Left Turn	0		0
Rear-End Right Turn	0		0
Other Drive	0		0
Angle Drive	1		1.16
Rear-End Drive	0		0
Side-Swipe Opposite	1		1.16
Head-On Left-Turn	0		0
Dual Left Turn	0		0
Dual Right Turn	0		0

Crash Type	Rate	Count	%age
ICY		25	29.07
DARK		33	38.37
WET		13	15.12
FATAL		0	0.00
INJURY		17	19.77

Severity	Count	Rate
Fatalities:	0	
Injuries A:	4	
Injuries B:	2	
Injuries C:	22	
Injuries:	28	

Disclaimers: Crash information is conditioned upon your agreement to comply with the requirements of federal law.. MDOT provides access to this information with the understanding that it will be used strictly for scientific research purposes and/or for governmental purposes by governmental units. MDOT authorizes no other use of this privileged information. MDOT does not waive any privilege based on this limited release of information.

Crash Type	Count	Rate	%age
Miscellaneous Multiple Vehic	0		0
Angle Right Turn	0		0

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Michigan Department of Transportation
CRASH REPORT (One Line Listing)

From 9/1/2007 to 9/30/2012
 PR:3730053 BMP:3.777 EMP:4.198

Interchange
 Intersection
 Mid-Block
 Non-Traffic

REG ION	CS NUM	CS MP	PR NUM	PR MP	AREA	LOCA TION	CRASH TYPE	DIRECTION OF VEHICLE1	IMPACT OF VEHICLE1	INTENT OF VEHICLE1	DIRECTION OF VEHICLE2	IMPACT OF VEHICLE2	INTENT OF VEHICLE2	WEA THER	SURFACE COND ITION	DAY	HOUR	DATE	CRASH ID NUMBER	A	B	C	PDOTOTAL	TOTAL INJ	TOTAL FATAL	ALCHOL INVOL
Bay	73111	4.419	460501	0.001	terchang	ramp	FXOBJ	South	Rear Corner;	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Clear	Icy	Mon	2000	02/21/2011	7945609	0	0	0	Y	0	0	No
Bay	73111	4.758	460501	0.34	terchang	ramp	FXOBJ	South	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Cloudy	Wet	Mon	1546	01/28/2008	6919106	0	0	0	Y	0	0	No
Bay	73111	4.437	460501	0.019	terchang	ramp	FXOBJ	South	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Clear	Dry	Sat	0545	09/08/2007	6770806	0	0	0	Y	0	0	No
Bay	73111	4.712	468302	5.194	terchang	other freeway	FXOBJ	South	Multiple Areas	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Cloudy	Snowy	Sun	2050	02/20/2011	7951769	0	0	0	Y	0	0	No
Bay	73111	4.717	468302	5.199	terchang	other freeway	FXOBJ	South	Multiple Areas	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Rain	Wet	Tue	0425	06/22/2010	7638419	0	0	0	Y	0	0	No
Bay	73111	4.704	468302	5.186	terchang	other freeway	SS-SM	South	Front Corner; D	Going Straight	South	Front Corner; P	Change Lanes	Clear	Dry	Mon	1414	09/03/2012	8427226	0	0	0	Y	0	0	No
Bay	73111	4.755	468302	5.237	terchang	ramp	OTURN	South	Side; Driver Si	Enter Road	Unknown	Uncoded Errors	Uncoded Error	Cloudy	Dry	Mon	1653	05/05/2008	6997846	1	0	0	N	1	0	Yes
Bay	73111	4.718	468302	15.2	terchang	other freeway	SC-MLT	South	Multiple Areas	Going Straight	South	Front Corner; P	Going Straight	Rain	Wet	Tue	0425	06/22/2010	7638421	0	0	0	Y	0	0	No
Bay	73111	4.728	468302	15.21	terchang	transition area	FXOBJ	South	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Snow /	Icy	Fri	1920	02/10/2012	8278545	0	0	0	Y	0	0	No
Bay	73111	4.714	468302	5.196	terchang	ramp	SS-SM	Unknown	Uncoded Errors	Change Lanes	North	Side; Passenger	Going Straight	Clear	Dry	Fri	1154	03/26/2010	7583349	0	0	0	Y	0	0	No
Bay	73111	4.718	468302	15.2	terchang	other freeway	SS-SM	South	Front Center	Going Straight	South	Side; Driver Si	Going Straight	Rain	Wet	Wed	2030	07/16/2008	7062259	0	0	0	Y	0	0	No
Bay	73111	4.689	468302	5.171	terchang	other freeway	FXOBJ	South	Rear Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Snow /	Snowy	Sun	1330	12/21/2008	7216080	0	0	0	Y	0	0	No
Bay	73111	4.685	468302	5.167	terchang	ramp	FXOBJ	South	Multiple Areas	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Snow /	Icy	Mon	1445	02/21/2011	7958223	0	0	0	Y	0	0	No
Bay	73111	4.728	468302	15.21	terchang	other freeway	SC-SNG	South	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Rain	Wet	Sun	0300	06/08/2008	7022398	0	0	0	Y	0	0	No
Bay	73111	4.713	468302	5.195	terchang	straight, unrel	O-OBJ	South	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Clear	Dry	Sun	1820	05/03/2009	7318256	0	0	0	Y	0	0	No
Bay	73111	4.69	468302	5.172	terchang	transition area	FXOBJ	North	Rear Corner;	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Clear	Dry	Sat	1922	07/31/2010	7667011	0	0	0	Y	0	0	No
Bay	73111	4.728	468302	15.21	terchang	other freeway	SS-SM	South	Multiple Areas	Going Straight	South	Front Corner; P	Going Straight	Clear	Dry	Mon	0942	11/03/2008	7137752	0	0	0	Y	0	0	No
Bay	73111	4.68	468302	5.162	terchang	other freeway	FXOBJ	South	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Snow /	Snowy	Sun	1449	12/21/2008	7192781	0	0	0	Y	0	0	No
Bay	73111	4.717	468302	5.199	terchang	other freeway	SS-OP	Unknown	Uncoded Errors	Going Straight	South	Multiple Areas	Going Straight	Rain	Wet	Tue	0546	06/22/2010	7638420	0	0	0	Y	0	0	No

Disclaimers: Crash information is conditioned upon your agreement to comply with the requirements of federal law.. MDOT provides access to this information with the understanding that it will be used strictly for scientific research purposes and/or for governmental purposes by governmental units. MDOT authorizes no other use of this privileged information. MDOT does not waive any privilege based on this limited release of information.

Michigan Department of Transportation
CRASH REPORT (One Line Listing)

From 9/1/2007 to 9/30/2012
 PR:3730053 BMP:3.777 EMP:4.198

Interchange
 Intersection
 Mid-Block
 Non-Traffic

REG ION	CS NUM	CS MP	PR NUM	PR MP	AREA	LOCATI ON	CRASH TYPE	DIRECTION OF VEHICLE1	IMPACT OF VEHICLE1	INTENT OF VEHICLE1	DIRECTION OF VEHICLE2	IMPACT OF VEHICLE2	INTENT OF VEHICLE2	WEA THER	SURFACE COND ITION	DAY	HOUR	DATE	CRASH ID NUMBER	A	B	C	PDOT	TOTAL INJ	TOTAL FATAL	ALCHOL INVOL
Bay	73111	4.742	468302	5.224	terchang	other freeway	SS-SM	South	Front Corner; D	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Rain	Wet	Mon	2345	04/12/2010	7588679	0	0	0	Y	0	0	No
Bay	73111	4.718	468302	15.2	terchang	other freeway	RE-ST	South	Front Corner; D	Slowing Stopped	South	Other Unknown	Slowing Stopped	Clear	Dry	Thu	1630	06/10/2010	7631173	0	0	0	Y	0	0	No
Bay	73111	4.704	468303	5.172	terchang	other freeway	FXOBJ	North	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Rain	Wet	Tue	0719	09/04/2012	8419053	0	0	1	N	1	0	No
Bay	73111	4.704	468303	5.172	terchang	other freeway	FXOBJ	North	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Snow /	Icy	Fri	0720	12/04/2009	7478557	0	0	0	Y	0	0	No
Bay	73111	4.704	468303	5.172	terchang	other freeway	FXOBJ	North	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Snow /	Icy	Fri	0720	12/04/2009	7478556	0	0	0	Y	0	0	No
Bay	73111	4.676	468303	5.144	terchang	other freeway	RE-ST	North	Rear Center	Going Straight	North	Front Corner; P	Going Straight	Snow /	Snowy	Sat	1010	12/06/2008	7171768	0	0	3	N	3	0	No
Bay	73111	4.714	468303	5.182	terchang	other freeway	SC-SNG	North	Side; Passenger	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Snow /	Icy	Sun	2030	11/16/2008	7186517	0	0	0	Y	0	0	No
Bay	73111	4.685	468303	5.153	terchang	other freeway	RE-ST	North	Front Center	Going Straight	North	Rear Center	Slowing Stopped	Clear	Dry	Tue	0933	11/13/2007	6827666	0	0	0	Y	0	0	No
Bay	73111	4.723	468303	5.191	terchang	straight, unrel	RE-ST	South	Front Center	Avoiding the veh	South	Rear Center	Avoiding the veh	Clear		Fri	1202	11/06/2009	7452622	0	0	0	Y	0	0	No
Bay	73111	4.685	468303	5.153	terchang	other freeway	FXOBJ	North	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Rain	Wet	Fri	0500	04/04/2008	6979577	0	0	0	Y	0	0	No
Bay	73111	4.712	468303	15.18	terchang	other freeway	SC-SNG	North	Rear Corner; P	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Clear	Dry	Wed	2220	11/11/2009	7459372	0	0	0	Y	0	0	No
Bay	73111	4.704	468303	5.172	terchang	other freeway	FXOBJ	North	Rear Corner; P	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Snow /	Icy	Wed	2243	12/24/2008	7194045	0	0	0	Y	0	0	No
Bay	73111	4.685	468303	5.153	terchang	transition area	FXOBJ	North	Front Corner; D	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Clear	Snowy	Sat	1807	01/29/2011	7932388	0	0	0	Y	0	0	No
Bay	73111	4.685	468303	5.153	terchang	other freeway	FXOBJ	North	Multiple Areas	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Rain	Wet	Mon	1230	09/06/2010	7693080	0	0	0	Y	0	0	No
Bay	73111	4.714	468303	5.182	terchang	other freeway	SC-SNG	North	Front Corner; P	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Snow /	Icy	Sun	2030	11/16/2008	7186516	0	0	0	Y	0	0	No
Bay	73111	4.676	468303	5.144	terchang	ramp	SS-SM	North	Uncoded Errors	Slowing Stopped	North	Other Unknown	Uncoded Error	Snow /	Icy	Sat	1020	12/06/2008	7171773	0	0	0	Y	0	0	No
Bay	73111	4.672	468303	15.14	terchang	other freeway	SC-MLT	South	Side; Driver Si	Going Straight	South	Front Center	Going Straight	Snow /	Snowy	Sun	1710	02/20/2011	7996123	0	0	0	Y	0	0	No
Bay	73111	4.69	468303	5.158	terchang	other freeway	RE-ST	North	Front Center	Going Straight	North	Rear Center	Starting up on	Clear	Dry	Fri	1455	10/10/2008	7124528	0	0	5	N	5	0	No
Bay	73111	4.723	468303	5.191	terchang	other freeway	FXOBJ	North	Rear Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Snow /	Snowy	Sat	1010	12/06/2008	7171770	0	0	1	N	1	0	No

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Michigan Department of Transportation
CRASH REPORT (One Line Listing)

From 9/1/2007 to 9/30/2012
 PR:3730053 BMP:3.777 EMP:4.198

Interchange
 Intersection
 Mid-Block
 Non-Traffic

REG ION	CS NUM	CS MP	PR NUM	PR MP	AREA	LOCATI ON	CRASH TYPE	DIRECTION OF VEHICLE1	IMPACT OF VEHICLE1	INTENT OF VEHICLE1	DIRECTION OF VEHICLE2	IMPACT OF VEHICLE2	INTENT OF VEHICLE2	WEA THER	SURFACE COND ITION	DAY	HOUR	DATE	CRASH ID NUMER	A	B	C	PDOT	TOTAL INJ	TOTAL FATAL	ALCHOL INVOL
Bay	73111	5.328	468903	0.31	interchang	ramp	OTURN	South	Front Corner; P	Enter Road	Unknown	Uncoded Errors	Uncoded Error	Clear	Dry	Wed	1315	03/14/2012	8304309	0	0	1	N	1	0	No
Bay	73111	5.338	468903	0.32	interchang	ramp	SC-SNG	West	Front Corner; P	Change Lanes	Unknown	Uncoded Errors	Uncoded Error	Snow /	Snowy	Wed	0009	02/02/2011	7927983	0	0	0	Y	0	0	No
Bay	73111	4.909	484507	0.229	interchang	ramp	SS-SM	South	Rear Corner;	Change Lanes	South	Front Corner; D	Going Straight	Clear	Dry	Thu	1610	08/18/2011	8094392	0	0	0	Y	0	0	No
Bay	73111	4.922	484508	0.163	interchang	ramp	FXOBJ	South	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Cloudy	Dry	Wed	0739	10/19/2011	8166158	0	0	1	N	1	0	No
Bay	73111	4.739	484509	0.076	interchang	ramp	FXOBJ	East	Side; Driver Si	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Clear	Dry	Thu	1251	04/01/2010	7583350	0	0	1	N	1	0	No
Bay	73111	4.682	484509	0.019	interchang	ramp	SC-SNG	North	Multiple Areas	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Clear	Icy	Mon	0745	01/31/2011	7926566	0	0	0	Y	0	0	No
Bay	73111	4.69	484509	0.027	interchang	other freeway	FXOBJ	South	Multiple Areas	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Cloudy	Dry	Sat	2025	11/17/2007	6842397	0	0	0	Y	0	0	No
Bay	73111	4.733	484509	0.07	interchang	straight, unrel	FXOBJ	West	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Cloudy	Snowy	Wed	0300	11/30/2011	8205815	0	0	0	Y	0	0	No
Bay	73111	4.843	484510	0.1	interchang	ramp	OTURN	North	Multiple Areas	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Clear	Dry	Sun	1240	07/06/2008	7040939	0	0	1	N	1	0	No
Bay	73111	4.757	484510	0.014	interchang	ramp	SC-SNG	North	Multiple Areas	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Clear	Wet	Sun	2055	03/13/2011	7984505	0	0	0	Y	0	0	No
Bay	73111	4.811	484510	0.068	interchang	ramp	SC-SNG	North	Side; Passenger	Slowing Stopped	Unknown	Uncoded Errors	Uncoded Error	Clear	Dry	Tue	1101	04/27/2010	7611068	0	0	0	Y	0	0	No
Bay	73111	4.927	484510	0.184	interchang	ramp	FXOBJ	North	Front Corner; P	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Rain	Wet	Wed	1610	12/21/2011	8243552	0	1	1	N	2	0	No
Bay	73111	4.771	484510	0.028	interchang	ramp	FXOBJ	North	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Snow /	Slushy	Tue	0828	01/22/2008	6904816	0	0	0	Y	0	0	No
Bay	73111	5.379	484601	0.367	interchang	ramp	RE-ST	North	Front Corner; P	Going Straight	North	Front Center	Slowing Stopped	Clear	Dry	Tue	1820	05/15/2012	8340544	0	0	0	Y	0	0	No
Bay	73111	4.813	484602	0.41	interchang	ramp	RE-ST	North	Front Center	Enter Road	North	Rear Center	Slowing Stopped	Clear	Dry	Mon	1040	11/01/2010	7784274	0	0	1	N	1	0	No
Bay	73111	4.412	484602	0.009	interchang	ramp	FXOBJ	North	Side; Passenger	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Clear	Dry	Tue	1050	11/22/2011	8199223	0	0	0	Y	0	0	No
Bay	73111	4.812	484602	0.409	interchang	ramp	SC-SNG	West	Multiple Areas	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Severe Wind	Dry	Wed	1153	03/07/2012	8298186	0	0	0	Y	0	0	No
Bay	73111	4.422	484602	0.019	interchang	ramp	FXOBJ	North	Front Corner; D	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Cloudy	Icy	Fri	0800	12/02/2011	8205842	0	0	0	Y	0	0	No
Bay	73063	3.503	3730053	4.001	interchang	straight, unrel	RE-ST	East	Front Center	Going Straight	East	Rear Center	Slowing Stopped	Cloudy	Dry	Fri	1521	06/24/2011	8054114	0	0	0	Y	0	0	No

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REG ION	CS NUM	CS MP	PR NUM	PR MP	AREA	LOCATI ON	CRASH TYPE	DIRECTION OF VEHICLE1	IMPACT OF VEHICLE1	INTENT OF VEHICLE1	DIRECTION OF VEHICLE2	IMPACT OF VEHICLE2	INTENT OF VEHICLE2	WEA THER	SURFACE COND ITION	DAY	HOUR	DATE	CRASH ID NUMBER	A	B	C	P	D	TOTAL INJ	TOTAL FATAL	ALCOHOL INVOL
Bay	73063	3.585	3730053	4.083	terchang	transitio area	RE-ST	East	None	U-turn	East	Rear Corner;	Going Straight	Clear	Dry	Wed	0700	01/16/2008	6901709	0	0	0	Y	0	0	No	
Bay	73063	3.508	3730053	4.006	terchang	straight, unrel	RE-ST	West	Front Center	Going Straight	West	Rear Center	Slowing Stopped	Rain	Wet	Mon	1240	05/07/2012	8332752	0	0	0	Y	0	0	No	
Bay	73063	3.505	3730053	4.003	terchang	straight, unrel	FXOBJ	East	Multiple Areas	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Clear	Dry	Mon	0815	12/19/2011	8224199	0	0	1	N	1	0	No	
Bay	73063	3.693	3730053	4.188	terchang	within intersec	AN-ST	North	Side; Driver Si	Enter Road	East	Multiple Areas	Going Straight	Clear		Tue	1805	06/16/2009	7343329	0	0	0	Y	0	0	No	
Bay	73063	3.679	3730053	4.177	terchang	other intersect	RE-ST	East	Front Center	Going Straight	East	Rear Center	Stopped on Road	Clear	Dry	Mon	0734	03/16/2009	7276641	0	0	3	N	3	0	No	
Bay	73063	3.604	3730053	4.102	terchang	straight, unrel	AN-ST	East	Side; Driver Si	Change Lanes	East	Front Corner; P	Avoid Vehicle	Clear	Dry	Mon	1353	05/03/2010	7610012	0	0	1	N	1	0	No	
Bay	73063	3.338	3730053	3.836	terchang		SC-SNG	West	Front Corner; P	Enter Road	Unknown	Uncoded Errors	Uncoded Error	Snow /	Snowy	Sat	1750	01/10/2009	7219735	0	0	0	Y	0	0	No	
Bay	73063	3.314	3730053	3.812	terchang	transitio area	AN-ST	West	Other Unknown	Change Lanes	West	Side; Driver Si	Going Straight	Clear	Dry	Wed	0300	06/02/2010	7635564	0	0	0	Y	0	0	No	
Bay	73063	3.477	3730053	3.975	terchang	other freeway	SS-SM	East	Uncoded Errors	Change Lanes	East	Multiple Areas	Going Straight	Clear	Dry	Mon	1115	09/07/2009	7396306	0	1	0	N	1	0	No	
Bay	73063	3.308	3730053	3.806	terchang	straight, unrel	SS-SM	West	Front Corner; D	Change Lanes	West	Rear Corner;	Going Straight	Clear	Dry	Thu	1255	05/10/2012	8344398	0	0	0	Y	0	0	No	
Bay	73063	3.488	3730053	3.986	terchang	straight, unrel	SS-SM	West	Side; Driver Si	Going Straight	West	Front Corner; P	Going Straight	Clear	Dry	Thu	1345	01/28/2010	7544299	0	0	0	Y	0	0	No	
Bay	73063	3.483	3730053	3.978	terchang	straight, unrel	HD-ON	East	Front Center	Going Straight	West	Front Center	Going Straight	Snow /	Snowy	Mon	2011	12/22/2008	7190932	0	0	1	N	1	0	Yes	
Bay	73063	3.488	3730053	3.986	terchang	ramp	SS-SM	East	Side; Driver Si	Change Lanes	East	Side; Passenger	Going Straight	Clear	Dry	Wed	1013	11/14/2007	6827665	0	0	0	Y	0	0	No	
Bay	73063	3.494	3730053	3.992	terchang	straight, unrel	FXOBJ	East	Under Carriage	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Snow /	Snowy	Tue	0826	02/02/2010	7544301	0	0	0	Y	0	0	No	
Bay	73063	3.693	3730053	4.188	terchang	ramp	SS-SM	East	Side; Driver Si	Change Lanes	East	Front Corner; P	Going Straight	Cloudy	Dry	Tue	0941	06/17/2008	7028947	0	0	0	Y	0	0	No	
Bay	73063	3.503	3730053	4.001	terchang	transitio area	FXOBJ	East	Front Center	Going Straight	Unknown	Uncoded Errors	Uncoded Error	Snow /	Snowy	Fri	1016	02/01/2008	6919806	0	0	0	Y	0	0	No	
Bay	73063	3.383	3730053	3.881	terchang	transitio area	SS-SM	East	Side; Driver Si	Change Lanes	East	Side; Passenger	Going Straight	Clear	Dry	Thu	1433	03/27/2008	6969469	0	0	0	Y	0	0	No	
Bay	73063	3.463	3730053	3.958	terchang	straight, unrel	AN-ST	North	Front Center	Going Straight	West	Front Corner; D	Going Straight	Clear	Dry	Sun	2020	04/22/2012	8327300	3	0	0	N	3	0	No	
Bay	73063	3.494	3730053	3.992	terchang	straight, unrel	AN-ST	East	Side; Driver Si	Avoid Vehicle	East	Front Corner; P	Going Straight	Snow /	Snowy	Wed	0610	01/28/2009	7239496	0	0	0	Y	0	0	No	

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Bay	73063	3.421	3730053	3.919	terchang	driveway relate	AN-DR	South	Front Corner; D	Enter Road	West	Other Unknown	Going Straight	Clear	Dry	Thu	1234	07/05/2012	8385671	0	0	0	Y	0	0	No

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27th St

Outer Dr

23

003E

003D

003F

003C

Exit-1

003B

E Hollan Rd

Prueter Rd

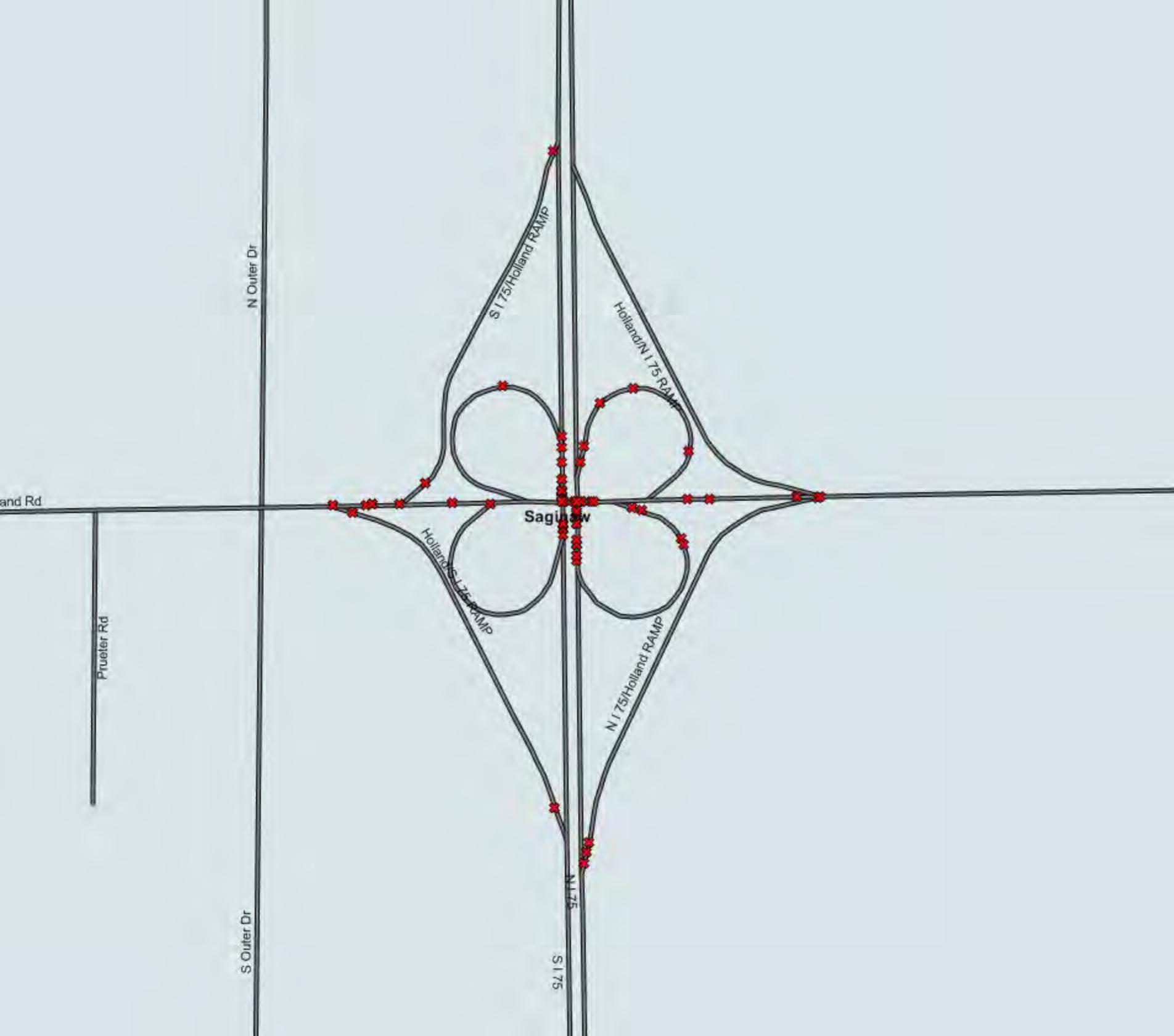
003G

003H

003A

Street Aerial TOPO Elevation

NFC AADT CADT Trunkline Lane MI



Intersection Ranking Report

Intersection Name	Total Crashes	PDO	Injury	TypeA	Fatal	EPDO	Modified EPDO	AADT	MEV	Rate per MEV			City or Township	County
										Crash	Injury	Fatality		
∩ Holland/N I 75 RAMP & N I 75	16	13	3	0	0	144	20944		0.000				Buena Vista	
∩ N I 75 & N I 75/Holland RAMP	15	13	2	0	0	135	19635		0.000				Buena Vista	
∩ S I 75/Holland RAMP & S I 75	14	14	0	0	0	126	18326		0.000				Buena Vista	
∩ Holland/S I 75 RAMP & S I 75	13	11	2	1	0	117	17017		0.000				Buena Vista	
∩ E Holland Rd & Holland/N I 75 RAMP	11	8	3	0	0	99	14399		0.000				Buena Vista	
∩ Holland/S I 75 RAMP & E Holland Rd	9	6	3	0	0	81	11781		0.000				Buena Vista	
∩ N I 75/Holland RAMP & E Holland Rd	8	5	3	0	0	72	10472		0.000				Buena Vista	
∩ Holland/S I 75 RAMP & E Holland Rd	4	4	0	0	0	36	5236		0.000				Buena Vista	
∩ E Holland Rd & S I 75/Holland RAMP	4	4	0	0	0	36	5236		0.000				Buena Vista	
∩ S I 75/Holland RAMP & E Holland Rd	3	2	1	0	0	27	3927		0.000				Buena Vista	
∩ E Holland Rd & Holland/N I 75 RAMP &	2	0	2	0	0	18	2618		0.000				Buena Vista	
∩ N I 75/Holland RAMP & N I 75	2	2	0	0	0	18	2618		0.000				Buena Vista	
∩ S I 75 & Holland/S I 75 RAMP	1	1	0	0	0	9	1309		0.000				Buena Vista	

* - A check preceding the Intersection Name means ADT information for that Intersection is incomplete.

12/20/2012 3:12:04 PM

Roadsoft Version 7.5.0

I-75 & M-46 Interchange Ramps

MilePoint	UD10 #	UD10 City/Township	UD-10 Crash		Crash Type	Crash Severity	Date	Hour of Occurrence	Number of:			Weekday	Environmental Condition			Relationship On Road
			Location	UD-10 Crossroad Reference					Veh.	Occup.	Inj.		Weather	Lighting	Surface	
PR Number: 3730053			Road Name: E Holland Rd													
3.812	7635564	Buena Vista Twp	127' E	OUTER	Angle Straight	PDO	6/2/2010	03AM-04AM	2	2	0	Wednesday	Clear	Dark,Lighted	Dry	On Road
3.836	7219735	Buena Vista Twp	0' X	S I 75/HOLLAND	Misc. Single Vehicle	PDO	1/10/2009	05PM-06PM	1	2	0	Saturday	Snow	Dark,Lighted	Snowy	On Road
3.881	6969469	Buena Vista Twp	185' W	S I 75/HOLLAND	Side-Swipe Same	PDO	3/27/2008	02PM-03PM	2	3	0	Thursday	Clear	Daylight	Dry	On Road
3.975	7396306	Buena Vista Twp	5' W	I75	Side-Swipe Same	Injury	9/7/2009	11AM-NOON	2	3	1	Monday	Clear	Daylight	Dry	On Road
3.978	7190932	Buena Vista Twp	10' E	I75	Head-on	Injury	12/22/2008	08PM-09PM	2	2	1	Monday	Snow	Dark,Lighted	Snowy	On Road
3.986	6827665	Buena Vista Twp	13' W	N I 75	Side-Swipe Same	PDO	11/14/2007	10AM-11AM	2	2	0	Wednesday	Clear	Daylight	Dry	On Road
3.986	7544299	Buena Vista Twp	10' W	I75	Side-Swipe Same	PDO	1/28/2010	01PM-02PM	2	2	0	Thursday	Clear	Daylight	Dry	On Road
3.992	7239496	Buena Vista Twp	20' E	I-75	Angle Straight	PDO	1/28/2009	06AM-07AM	2	2	0	Wednesday	Snow	Dark	Snowy	On Road
3.992	7544301	Buena Vista Twp	20' E	I75	Fixed Object	PDO	2/2/2010	08AM-09AM	1	3	0	Tuesday	Snow	Daylight	Snowy	In Median
4.001	6919806	Buena Vista Twp	69' E	OUTER	Fixed Object	PDO	2/1/2008	10AM-11AM	1	2	0	Friday	Snow	Daylight	Snowy	On Shoulder
4.001	8054114	Buena Vista Twp	69' E	N I 75	Rear-End Straight	PDO	6/24/2011	03PM-04PM	2	2	0	Friday	Cloudy	Daylight	Dry	On Road
4.003	8224199	Buena Vista Twp	77' E	N I 75	Fixed Object	Injury	12/19/2011	08AM-09AM	1	1	1	Monday	Clear	Daylight	Dry	On Shoulder
4.083	6901709	Buena Vista Twp	185' E	I75	Rear-End Straight	PDO	1/16/2008	07AM-08AM	3	3	0	Wednesday	Clear	Dark	Dry	On Road
4.102	7610012	Buena Vista Twp	285' E	I75	Angle Straight	Injury	5/3/2010	01PM-02PM	2	4	1	Monday	Clear	Daylight	Dry	On Road
4.177	7276641	Buena Vista Twp	111' E	I75	Rear-End Straight	Injury	3/16/2009	07AM-08AM	2	3	3	Monday	Clear	Daylight	Dry	On Road
Total crashes for PR 3730053: 15								Total Fatal Crashes: 0 Total Injury Crashes: 5 Total PDO Crashes: 10								
PR Number: 0484509			Road Name: Holland/N I 75 RAMP													
0.019	7926566	Buena Vista Twp	100' BR	HOLLAND	Misc. Single Vehicle	PDO	1/31/2011	07AM-08AM	1	1	0	Monday	Clear	Daylight	Icy	Unknown
0.027	6842397	Buena Vista Twp	142' BR	HOLLAND	Fixed Object	PDO	11/17/2007	08PM-09PM	1	2	0	Saturday	Cloudy	Dark	Dry	On Shoulder
0.070	8205815	Buena Vista Twp	369' BR	HOLLAND	Fixed Object	PDO	11/30/2011	03AM-04AM	1	1	0	Wednesday	Cloudy	Dark	Snowy	Out Shou/Curb
0.076	7583350	Buena Vista Twp	400' BR	HOLLAND	Fixed Object	Injury	4/1/2010	NOON-01PM	1	1	1	Thursday	Clear	Daylight	Dry	In Median
Total crashes for PR 0484509: 4								Total Fatal Crashes: 0 Total Injury Crashes: 1 Total PDO Crashes: 3								
PR Number: 0460501			Road Name: Holland/S I 75 RAMP													
0.001	7945609	Buena Vista Twp	6' BR	HOLLAND	Fixed Object	PDO	2/21/2011	08PM-09PM	1	1	0	Monday	Clear	Dark	Icy	On Road
0.019	6770806	Buena Vista Twp	100' BR	HOLLAND	Fixed Object	PDO	9/8/2007	05AM-06AM	1	1	0	Saturday	Clear	Dawn	Dry	Unknown
0.163	8166158	Buena Vista Twp	399' ER	S I 75	Fixed Object	Injury	10/19/2011	07AM-08AM	1	1	1	Wednesday	Cloudy	Daylight	Dry	Out Shou/Curb
0.340	6919106	Buena Vista Twp	151' ER	S I75	Fixed Object	PDO	1/28/2008	03PM-04PM	1	2	0	Monday	Cloudy	Daylight	Wet	On Shoulder
Total crashes for PR 0460501: 4								Total Fatal Crashes: 0 Total Injury Crashes: 1 Total PDO Crashes: 3								
PR Number: 0468303			Road Name: N I 75													
15.140	7996123	Buena Vista Twp	50' N	RAMP 003B	Misc. Multiple Vehicle	PDO	2/20/2011	05PM-06PM	3	4	0	Sunday	Snow	Daylight	Snowy	On Road
15.144	7171768	Buena Vista Twp	69' S	HOLLAND	Rear-End Straight	Injury	12/6/2008	10AM-11AM	2	3	3	Saturday	Snow	Daylight	Snowy	On Road

I-75 & M-46 Interchange Ramps

MilePoint	UD10 #	UD10 City/Township	UD-10 Crash		Crash Type	Crash Severity	Date	Hour of Occurrence	Number of:			Weekday	Environmental Condition			Relationship On Road
			Location	UD-10 Crossroad Reference					Veh.	Occup.	Inj.		Weather	Lighting	Surface	
15.144	7171773	Buena Vista Twp	69' S	HOLLAND	Side-Swipe Same	PDO	12/6/2008	10AM-11AM	2	1	0	Saturday	Snow	Daylight	Icy	On Road
15.153	6827666	Buena Vista Twp	116' S	HOLLAND	Rear-End Straight	PDO	11/13/2007	09AM-10AM	2	3	0	Tuesday	Clear	Daylight	Dry	On Road
15.153	6979577	Buena Vista Twp	116' S	HOLLAND	Fixed Object	PDO	4/4/2008	05AM-06AM	1	1	0	Friday	Rain	Dark	Wet	On Road
15.153	7693080	Buena Vista Twp	118' N	003B	Fixed Object	PDO	9/6/2010	NOON-01PM	1	4	0	Monday	Rain	Daylight	Wet	On Shoulder
15.153	7932388	Buena Vista Twp	116' S	HOLLAND	Fixed Object	PDO	1/29/2011	06PM-07PM	1	1	0	Saturday	Clear	Dark	Snowy	On Shoulder
15.158	7124528	Buena Vista Twp	143' N	HESS	Rear-End Straight	Injury	10/10/2008	02PM-03PM	2	7	5	Friday	Clear	Daylight	Dry	On Road
15.172	7194045	Buena Vista Twp	100' S	HOLLAND	Fixed Object	PDO	12/24/2008	10PM-11PM	1	1	0	Wednesday	Snow	Dark	Icy	In Median
15.172	7478556	Buena Vista Twp	100' S	M46	Fixed Object	PDO	12/4/2009	07AM-08AM	1	1	0	Friday	Snow	Dark	Icy	In Median
15.172	7478557	Buena Vista Twp	100' S	M46	Fixed Object	PDO	12/4/2009	07AM-08AM	1	1	0	Friday	Snow	Dark	Icy	In Median
15.180	7459372	Buena Vista Twp	60' S	HOLLAND	Misc. Single Vehicle	PDO	11/11/2009	10PM-11PM	1	1	0	Wednesday	Clear	Dark	Dry	On Shoulder
15.182	7186516	Buena Vista Twp	50' S	HOLLAND	Misc. Single Vehicle	PDO	11/16/2008	08PM-09PM	1	1	0	Sunday	Snow	Dark	Icy	On Shoulder
15.182	7186517	Buena Vista Twp	50' S	HOLLAND	Misc. Single Vehicle	PDO	11/16/2008	08PM-09PM	1	1	0	Sunday	Snow	Dark	Icy	On Shoulder
15.191	7171770	Buena Vista Twp	1' N	HOLLAND	Fixed Object	Injury	12/6/2008	10AM-11AM	1	1	1	Saturday	Snow	Daylight	Snowy	In Median
15.191	7452622	Buena Vista Twp	0' X	HOLLAND	Rear-End Straight	PDO	11/6/2009	NOON-01PM	3	3	0	Friday	Clear	Daylight	Uncoded	On Road

Total crashes for PR 0468303: 16

Total Fatal Crashes: 0 Total Injury Crashes: 3 Total PDO Crashes: 13

PR Number: 0484602 Road Name: N I 75/Holland RAMP

0.009	8199223	Buena Vista Twp	50' BR	I-75	Fixed Object	PDO	11/22/2011	10AM-11AM	1	1	0	Tuesday	Clear	Daylight	Dry	On Road
0.014	7984505	Buena Vista Twp	74' BR	HOLLAND	Misc. Single Vehicle	PDO	3/13/2011	08PM-09PM	1	1	0	Sunday	Clear	Dark	Wet	On Shoulder
0.019	8205842	Buena Vista Twp	100' BR	N I 75	Fixed Object	PDO	12/2/2011	08AM-09AM	1	1	0	Friday	Cloudy	Daylight	Icy	On Shoulder
0.028	6904816	Buena Vista Twp	146' BR	N I 75	Fixed Object	PDO	1/22/2008	08AM-09AM	1	1	0	Tuesday	Snow	Daylight	Slushy	Out Shou/Curb
0.068	7611068	Buena Vista Twp	358' BR	N I 75	Misc. Single Vehicle	PDO	4/27/2010	11AM-NOON	1	1	0	Tuesday	Clear	Daylight	Dry	Out Shou/Curb
0.100	7040939	Buena Vista Twp	527' BR	N I 75	Overturn	Injury	7/6/2008	NOON-01PM	1	2	1	Sunday	Clear	Daylight	Dry	Out Shou/Curb
0.184	8243552	Buena Vista Twp	300' ER	HOLLAND	Fixed Object	Injury	12/21/2011	04PM-05PM	1	2	2	Wednesday	Rain	Daylight	Wet	In Median
0.410	7784274	Buena Vista Twp	5' ER	HOLLAND	Rear-End Straight	Injury	11/1/2010	10AM-11AM	2	4	1	Monday	Clear	Daylight	Dry	Unknown

Total crashes for PR 0484602: 8

Total Fatal Crashes: 0 Total Injury Crashes: 3 Total PDO Crashes: 5

PR Number: 0468302 Road Name: S I 75

15.162	7192781	Buena Vista Twp	0' S	HOLLAND	Fixed Object	PDO	12/21/2008	02PM-03PM	1	1	0	Sunday	Snow	Daylight	Snowy	In Median
15.167	7958223	Buena Vista Twp	28' N	RAMP 003G	Fixed Object	PDO	2/21/2011	02PM-03PM	1	2	0	Monday	Snow	Daylight	Icy	In Median
15.171	7216080	Buena Vista Twp	48' S	M46	Fixed Object	PDO	12/21/2008	01PM-02PM	1	1	0	Sunday	Snow	Daylight	Snowy	Out Shou/Curb
15.172	7667011	Buena Vista Twp	51' N	S I 75/HOLLAND	Fixed Object	PDO	7/31/2010	07PM-08PM	1	2	0	Saturday	Clear	Daylight	Dry	On Shoulder
15.194	7951769	Buena Vista Twp	15' N	HOLLAND	Fixed Object	PDO	2/20/2011	08PM-09PM	1	1	0	Sunday	Cloudy	Dark	Snowy	On Shoulder
15.195	7318256	Buena Vista Twp	20' N	HOLLAND	Other Object	PDO	5/3/2009	06PM-07PM	1	2	0	Sunday	Clear	Daylight	Dry	On Road

I-75 & M-46 Interchange Ramps

MilePoint	UD10 #	UD10 City/Township	UD-10 Crash		Crash Type	Crash Severity	Date	Hour of Occurrence	Number of:			Weekday	Environmental Condition			Relationship On Road
			Location	UD-10 Crossroad Reference					Veh.	Occup.	Inj.		Weather	Lighting	Surface	
15.196	7583349	Buena Vista Twp	29' N	HOLLAND	Side-Swipe Same	PDO	3/26/2010	11AM-NOON	2	1	0	Friday	Clear	Daylight	Dry	On Road
15.199	7638419	Buena Vista Twp	40' N	HOLLAND	Fixed Object	PDO	6/22/2010	04AM-05AM	1	2	0	Tuesday	Rain	Dark,Lighted	Wet	Uncoded
15.199	7638420	Buena Vista Twp	40' N	HOLLAND	Side-Swipe Opposite	PDO	6/22/2010	05AM-06AM	2	1	0	Tuesday	Rain	Dark,Lighted	Wet	Uncoded
15.200	7062259	Buena Vista Twp	50' N	M46	Side-Swipe Same	PDO	7/16/2008	08PM-09PM	2	2	0	Wednesday	Rain	Dark	Wet	On Road
15.200	7631173	Buena Vista Twp	50' N	HOLLAND	Rear-End Straight	PDO	6/10/2010	04PM-05PM	2	3	0	Thursday	Clear	Daylight	Dry	On Road
15.200	7638421	Buena Vista Twp	45' N	HOLLAND	Misc. Multiple Vehicle	PDO	6/22/2010	04AM-05AM	2	2	0	Tuesday	Rain	Dark,Lighted	Wet	On Road
15.210	7022398	Buena Vista Twp	100' N	HOLLAND	Misc. Single Vehicle	PDO	6/8/2008	03AM-04AM	1	1	0	Sunday	Rain	Dark	Wet	On Road
15.210	7137752	Buena Vista Twp	100' N	HOLLAND	Side-Swipe Same	PDO	11/3/2008	09AM-10AM	2	2	0	Monday	Clear	Daylight	Dry	On Road
15.224	7588679	Buena Vista Twp	92' S	HOLLAND/S I 75	Side-Swipe Same	PDO	4/12/2010	11PM-MDNT	2	1	0	Monday	Rain	Dark	Wet	On Road
15.237	6997846	Buena Vista Twp	21' N	HOLLAND	Overturn	Injury	5/5/2008	04PM-05PM	1	1	1	Monday	Cloudy	Daylight	Dry	On Road
15.247	7039978	Buena Vista Twp	32' N	HOLLAND	Side-Swipe Same	Injury	7/6/2008	01PM-02PM	2	5	2	Sunday	Clear	Daylight	Dry	On Road

Total crashes for PR 0468302: 17

Total Fatal Crashes: 0 Total Injury Crashes: 2 Total PDO Crashes: 15

PR Number: 0484507 Road Name: S I 75/Holland RAMP

0.229	8094392	Buena Vista Twp	11' ER	HOLLAND	Side-Swipe Same	PDO	8/18/2011	04PM-05PM	2	3	0	Thursday	Clear	Daylight	Dry	On Road
0.320	7927983	Buena Vista Twp	150' ER	HOLLAND	Misc. Single Vehicle	PDO	2/2/2011	MDNT-01AM	1	1	0	Wednesday	Snow	Dark	Snowy	On Shoulder

Total crashes for PR 0468903: 2

Total Fatal Crashes: 0 Total Injury Crashes: 0 Total PDO Crashes: 2

Total crashes for Network: 66

Total Fatal Crashes: 0 Total Injury Crashes: 15 Total PDO Crashes: 51

I-75/M-46 Interchange Ramps

Dates: 9/1/2007 to 12/31/2011

TOTAL NUMBER OF CRASHES: 66

CRASHES BY DAY OF WEEK

Sunday	=	11	16.7%
Monday	=	14	21.2%
Tuesday	=	8	12.1%
Wednesday	=	11	16.7%
Thursday	=	5	7.6%
Friday	=	9	13.6%
Saturday	=	8	12.1%

CRASHES BY SURFACE CONDITION

Dry	=	29	43.9%
Wet	=	11	16.7%
Icy	=	10	15.2%
Snowy	=	14	21.2%
Muddy	=	0	0.0%
Slushy	=	1	1.5%
Debris	=	0	0.0%
Other	=	0	0.0%
Uncoded	=	1	1.5%

CRASHES BY TIME OF DAY

MDNT-01AM	=	1	1.5%
01AM-02AM	=	0	0.0%
02AM-03AM	=	0	0.0%
03AM-04AM	=	3	4.5%
04AM-05AM	=	2	3.0%
05AM-06AM	=	3	4.5%
06AM-07AM	=	1	1.5%
07AM-08AM	=	6	9.1%
08AM-09AM	=	4	6.1%
09AM-10AM	=	2	3.0%
10AM-11AM	=	7	10.6%
11AM-NOON	=	3	4.5%
NOON-01PM	=	4	6.1%
01PM-02PM	=	4	6.1%
02PM-03PM	=	4	6.1%
03PM-04PM	=	2	3.0%
04PM-05PM	=	4	6.1%
05PM-06PM	=	2	3.0%
06PM-07PM	=	2	3.0%
07PM-08PM	=	1	1.5%
08PM-09PM	=	8	12.1%
09PM-10PM	=	0	0.0%
10PM-11PM	=	2	3.0%
11PM-MDNT	=	1	1.5%
MDNT	=	0	0.0%
Uncoded	=	0	0.0%
Unknown	=	0	0.0%

CRASHES BY LIGHT CONDITION

Daylight	=	40	60.6%
Dawn	=	1	1.5%
Dusk	=	0	0.0%
Dark, Lighted	=	6	9.1%
Dark	=	19	28.8%
Other	=	0	0.0%
Uncoded	=	0	0.0%

CRASHES BY SEVERITY

Fatal	=	0	0.0%
A-Type	=	1	1.5%
B-Type	=	2	3.0%
C-Type	=	12	18.2%
PDO	=	51	77.3%

CRASHES BY INVOLVEMENT

Drinking	=	2	3.0%
Truck/Bus	=	5	7.6%
Snowmobile	=	0	0.0%
Emergency Vehicle	=	1	1.5%
Off Road Vehicle	=	0	0.0%
Pedestrian	=	0	0.0%
Bicyclist	=	0	0.0%
Farm Equipment	=	0	0.0%
Deer	=	0	0.0%
School Bus	=	0	0.0%
Motorcycle	=	1	1.5%
Train	=	0	0.0%
Hit and Run	=	6	9.1%
Fleeing Situation	=	0	0.0%

CRASHES BY DRIVER VIOLATION

Careless or Negligent	=	6	9.1%
Fatal + A-Type	=	0	0.0%
Disobeyed TCD	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Drove Left of Center	=	1	1.5%
Fatal + A-Type	=	0	0.0%
Drove Wrong Way	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Fail to Stop ACD	=	7	10.6%
Fatal + A-Type	=	0	0.0%
Failed to Yield	=	5	7.6%
Fatal + A-Type	=	0	0.0%
Improper Backing	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Improper Lane Use	=	2	3.0%
Fatal + A-Type	=	0	0.0%
Improper Pass	=	1	1.5%
Fatal + A-Type	=	0	0.0%
Improper Signal	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Improper Turn	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Other	=	6	9.1%
Fatal + A-Type	=	0	0.0%
Reckless Driving	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Speed Too Fast	=	23	34.8%
Fatal + A-Type	=	1	4.3%
Speed Too Slow	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Ran Red Light	=	1	1.5%
Fatal + A-Type	=	0	0.0%

CRASHES BY TYPE

Angle Drive	=	0	0.0%
Angle Straight	=	3	4.5%
Angle Turn	=	0	0.0%
Animal	=	0	0.0%
Backing	=	0	0.0%
Bicycle	=	0	0.0%
Dual Left-Turn	=	0	0.0%
Dual Right-Turn	=	0	0.0%
Fixed Object	=	27	40.9%
Head-on	=	1	1.5%
Head-on Left-Turn	=	0	0.0%
Hit Parked Vehicle	=	0	0.0%
Hit Train	=	0	0.0%
Misc. Multiple Vehicle	=	2	3.0%
Misc. Single Vehicle	=	9	13.6%
Miscellaneous	=	0	0.0%
Other Drive	=	0	0.0%
Other Object	=	1	1.5%
Overturn	=	2	3.0%
Parking	=	0	0.0%
Pedestrian	=	0	0.0%
Rear End Left Turn	=	0	0.0%
Rear End Right Turn	=	0	0.0%
Rear End Drive	=	0	0.0%
Rear End Straight	=	9	13.6%
Side Swipe Opposite	=	1	1.5%
Side Swipe Same	=	11	16.7%

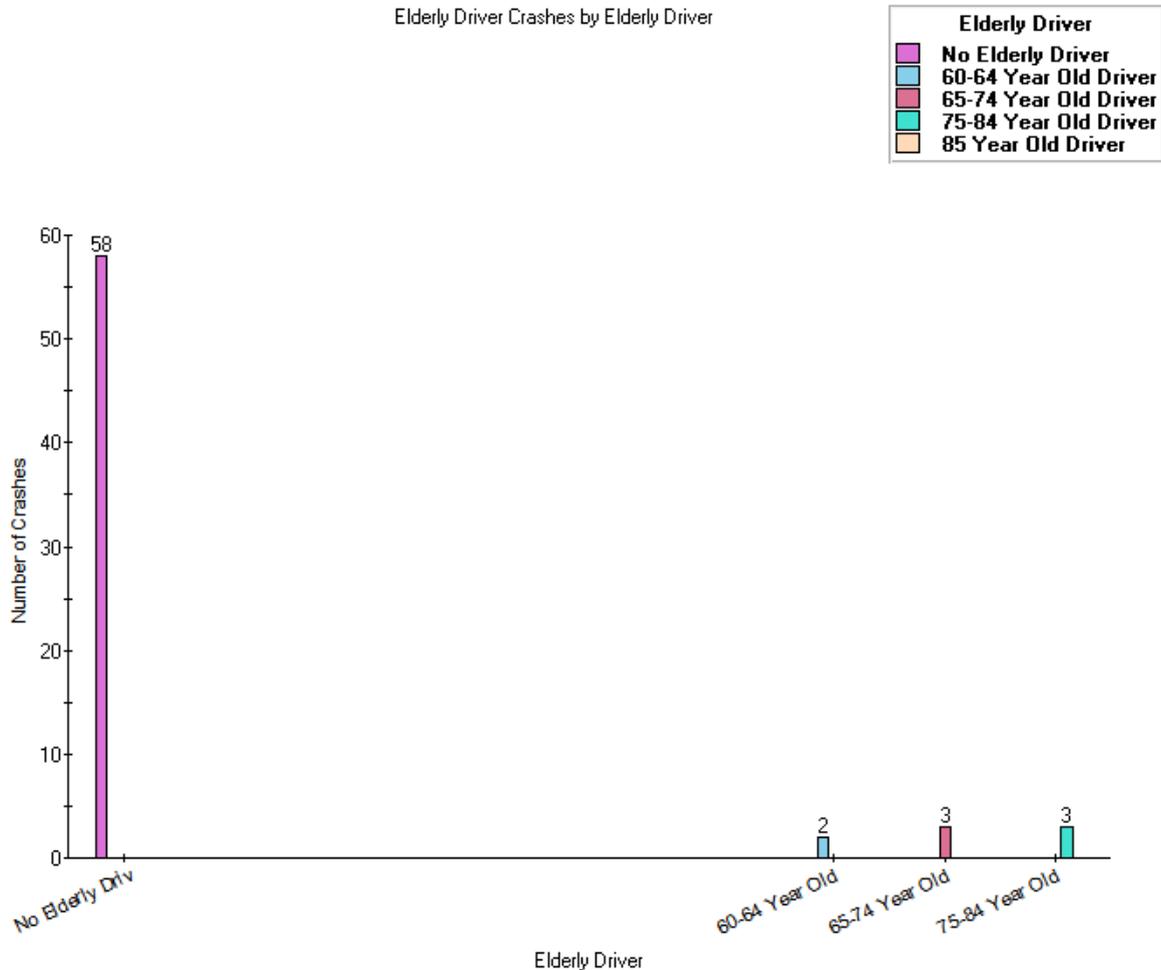
CRASHES BY MONTH

January	=	8	12.1%
February	=	7	10.6%
March	=	4	6.1%
April	=	4	6.1%
May	=	3	4.5%
June	=	7	10.6%
July	=	4	6.1%
August	=	1	1.5%
September	=	3	4.5%
October	=	2	3.0%
November	=	11	16.7%
December	=	12	18.2%
Unknown	=	0	0.0%

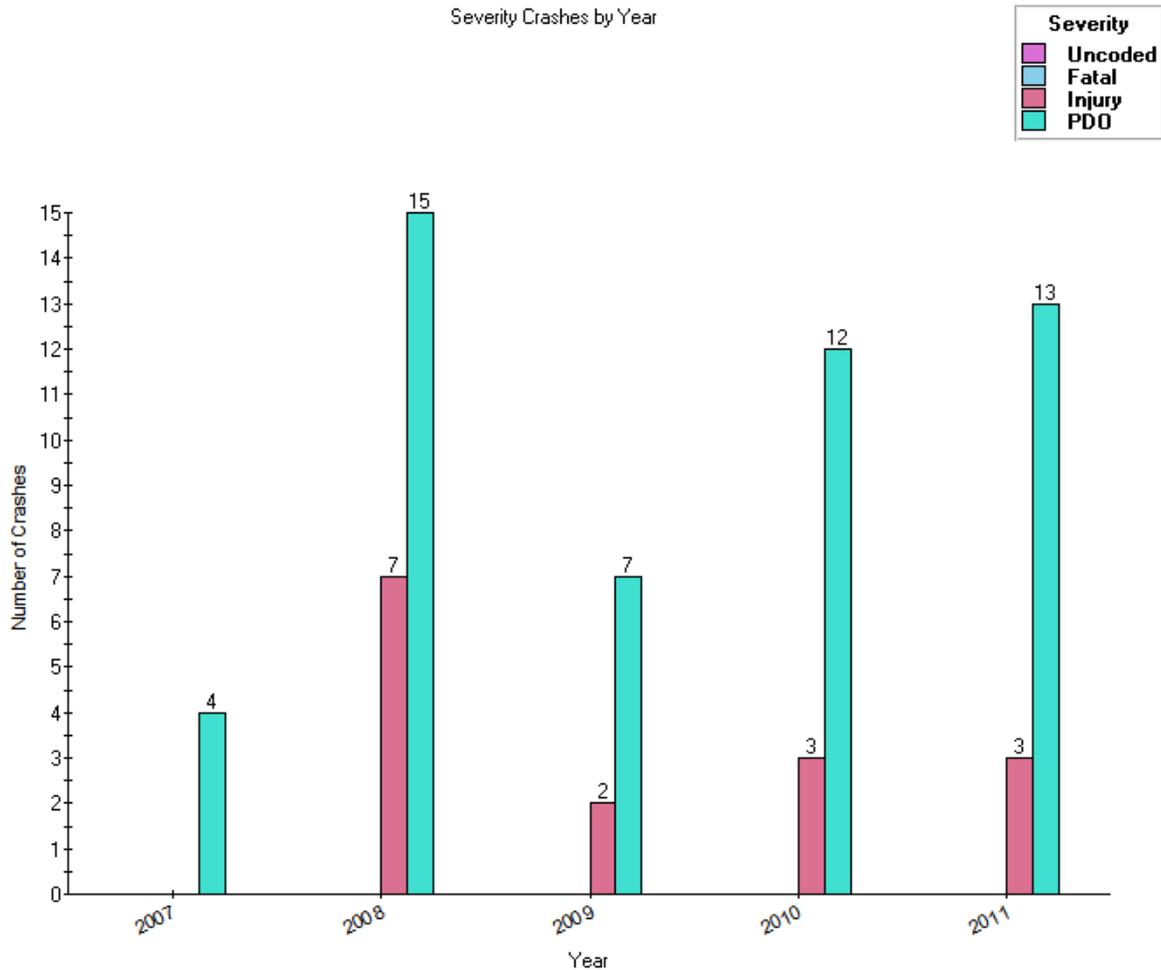
CRASHES BY WEATHER CONDITION

Clear	=	30	45.5%
Cloudy	=	8	12.1%
Fog	=	0	0.0%
Rain	=	9	13.6%
Sleet/Hail	=	0	0.0%
Snow	=	19	28.8%
Wind	=	0	0.0%
Other	=	0	0.0%
Uncoded	=	0	0.0%

Elderly Driver Crashes by Elderly Driver



Severity Crashes by Year



BAY REGION

MICHIGAN DEPARTMENT OF TRANSPORTATION

METROPOLITAN AREA FREEWAY PROGRAM

July, 2000

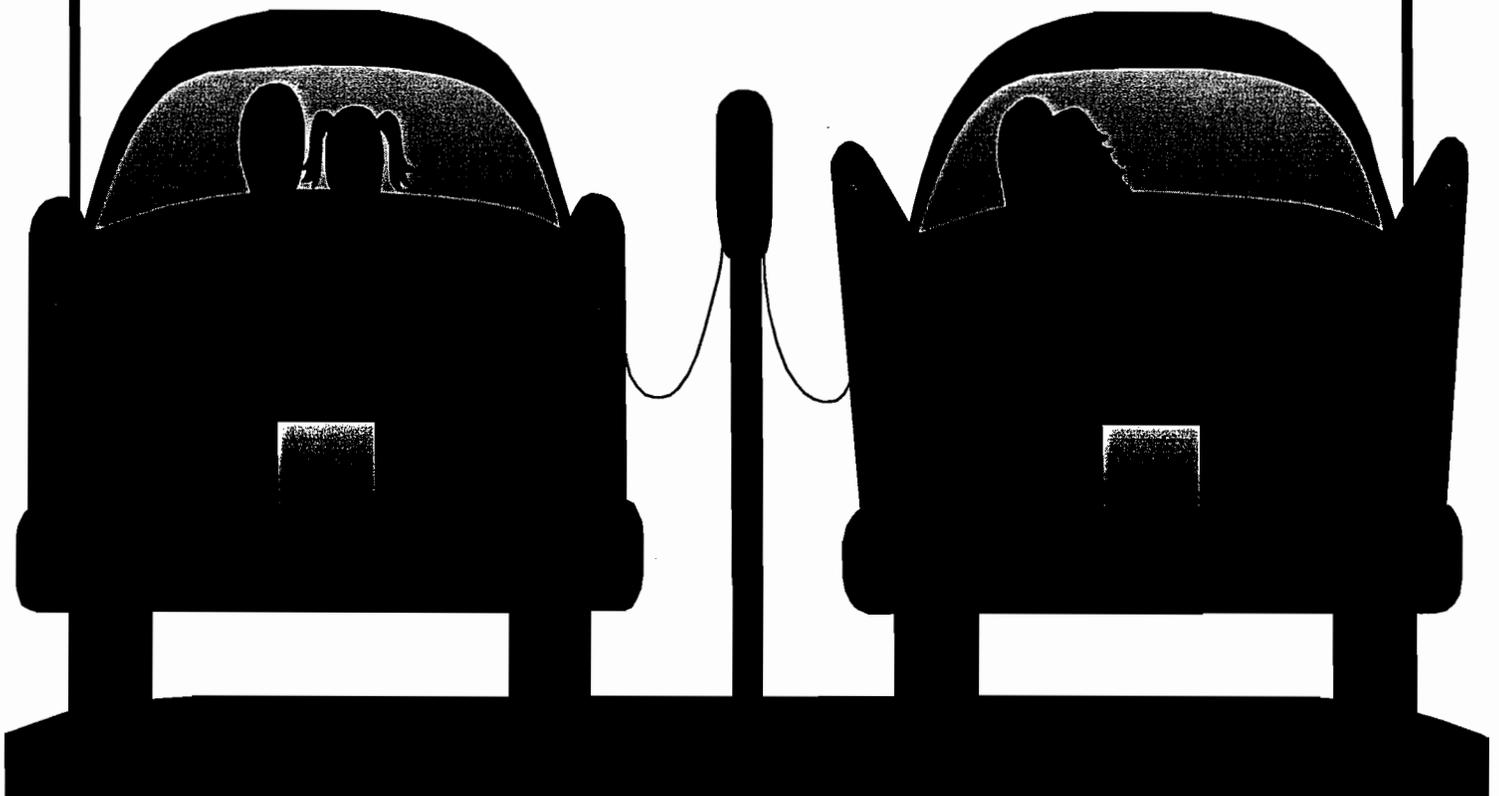


TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
MDOT's Focus on the Freeway System	
1. Governor's Build Michigan II.	1
2. MDOT's Program Goals - Statewide.	1
The Bay Region	
1. The Region's System Size and Age.	1
2. Bay Region Condition Evaluation of Freeways.	2
3. Bay Region Freeway Traffic Volumes and Operations.	3
4. The Bay Region Metropolitan Areas.	4
5. Bay Region Proposal for I-75.	6
6. Possible Constraints and Issues.	8

THE BAY REGION METROPOLITAN AREA FREEWAY PROGRAM

“FIXING THE WORST FIRST”

MDOT’s Focus on the Freeway System:

1. Governor’s Build Michigan II

Governor Engler’s Build Michigan II program emphasizes the maintenance, repair and reconstruction of the Michigan state trunkline system. The goal of the program is to fix the worst roads first with added emphasis directed towards the freeway system. The Governor and the Michigan Legislature have made this program achievable through the increase in the Michigan fuel tax. The increase in State revenue is being channeled into an intensive maintenance and rehabilitation program developed through the seven regional offices of the Michigan Department of Transportation (MDOT). In addition, the Michigan Delegation to the U.S. Congress passed federal transportation legislation, known as TEA-21, which increases Michigan’s allocation of federal funding by \$300 million per year over six years. Much of this additional revenue is being combined with state revenues so that capacity improvements can accompany decisions regarding freeway rehabilitation. Capacity decisions are prioritized based on statewide, regional and metropolitan needs.

2. MDOT’s Program Goals - Statewide

Following the Governor’s objectives for transportation, the Michigan Department of Transportation is focusing on “the worst roads first”. The administration of MDOT established some system goals which it is trying to achieve. Only 62 percent of the state trunkline system, both freeway and arterial routes, was in good condition in 1996. The MDOT administration has established a goal to improve the overall system to 90 percent in good condition. With the anticipated state and federal revenues, the time-line for achieving this goal has been set for the end of the construction season of the year 2007. However, the administration did recognize that the freeway system serves as the backbone for the entire highway system in the State. Therefore, they have requested the MDOT Regions to improve the freeway system to 95 percent good condition by 2007.

With a program of nearly \$1.3 billion per year and with 1,800 center line miles of freeway as part of a 9,600 mile state highway system, it is crucial to annually monitor the progress on system improvements.

The Bay Region:

1. The Region’s System Size and Age:

The Bay Region of the Michigan Department of Highways has nearly 310 centerline miles of freeway it must maintain within its total responsibilities. Of that 310 miles, 186 miles are part of the Federal Interstate Highway System while the remaining 124 miles are US and Michigan routes which augment the interstate system and serve as connectors to that system (See Table # 1).

Freeway Centerline Miles in the Bay Region Table # 1

Co./Rte	I-69	I-75	I-475	I-675	US-10	US-23	US-27	M-20	M-47	Total
Arenac		19.458				2.414				21.872
Bay		28.287			11.638				2.135	42.06
Clare					1.291		25.064			26.355
Genesee	24.889	40.443	16.994			12.376				94.702
Gladwin										
Gratiot							15.683			15.683
Huron										
Isabella					7.246		14.629			21.875
Lapeer	24.838									24.838
Midland					26.072			3.018		29.09
Saginaw		23.599		7.892					2.197	33.688
Sanilac										
Tuscola										
Total	49.727	111.787	16.994	7.892	46.247	14.79	55.376	3.018	4.332	310.163
Interstate Routes				186.4						

The 310 miles of freeway in the Bay Region represents over 17.2 percent of the freeway miles within the state and consists of Interstate highways I-69, I-75, I-475 and I-675. The remaining freeway segments include US-10, US-23, US-27 and small sections of M-20 and M-47.

Most of the Region's freeway system was constructed during the 1960's and 1970's. The one exception is Interstate Freeway 69 in Lapeer County, from M-24 easterly, which was opened to travel in 1984. Therefore the majority of the freeway system within the Bay Region is at least 30 years old and some segments are approaching 40 years of service.

2. Bay Region Condition Evaluation of Freeways:

The MDOT long range goal is to have 95 percent of all freeways in good condition by the end of year 2007. From this goal a roadway condition program has been developed and refined. One critical factor within the evaluation is the "remaining service life" (RSL), that is contained within each segment of freeway pavement. The Remaining Service Life determines what maintenance actions are required to achieve the goal as stated above. The result is that some segments of freeway may require complete reconstruction, others only resurfacing whereas those in good condition require only capital preventive maintenance. To determine the needed level of action and the priority of funding allocation, a project strategy has been developed. This strategy is developed through the "Road Quality Forecasting System" (RQFS) model. This model predicts the condition of the freeway based on existing condition information, the various types of improvement with their costs and the net benefit of each type of improvement. Factors like traffic, cost, ride quality, surface condition, safety, user savings and maintenance savings are considered within the model. The model then lists the priority segments to be considered for each year.

Although RQFS provides guidance regarding the roadway element of the freeway, it does not assist with a critical segment of the freeway, namely bridges. MDOT has developed a similar model for bridges which is entitled the Bridge Condition Forecasting System (BCFS) model. This model examines the existing condition, deterioration rates and investment strategies to determine which bridges, on a "Worst First" basis, should receive funding.

Through the use of RQFS and BCFS, MDOT hopes to apply the appropriate fix immediately, but also evaluate what combination of fixes will be necessary to achieve the goal that MDOT has established. The 1999 RSL factors developed for the Bay Region freeway segments are provided in Table # 2.

Nested within the system evaluation remains a critical issue; **"how should freeway capacities influence the decisions regarding the reconstruction of the system?"** Capacity problems along the Michigan freeway system may already exist on a daily basis, on a seasonal basis or could occur within the next five, ten or twenty years. The capacity factor in combination with the road and bridge condition and MDOT's financial limitations are all elements that help define the freeway improvement strategy within each of the MDOT Regions.

Bay Region Freeway - "Remaining Service Life" Time Lines

1999 Ratings *

Table # 2

Route	County	Beginning Point	Ending Point	0-5 Yrs.	6-10 Yrs.	11-15 Yrs	15 + Yrs.
I-69	Genesee	W. County Line w. Miller Road	E. County Line w. of Miller Road		X	X	
I-69	Lapeer	W. County Line M-24	E. County Line M-24	X	X		
I-75	Genesee	S. County Line US-23 N. of Miller Road N. of Mt. Morris Rd. S. of M-57	US-23 N. of Miller Road N. of Mt. Morris Rd. S. of M-57 N. County Line	X X			X X
I-75	Saginaw	S. County Line Dixie Highway Z" Bridge	Dixie Highway Z." Bridge N. County Line	X		X X	
I-75	Bay	S. County Line US-10/M-25 N. of Linwood Road	US-10/M-25 N. of Linwood Rd. N. County Line	X			X
I-75	Arenac	S. County Line	N. County Line	X		X	
I-475	Genesee	I-75 S. Junction	I-75 N. Junction	X			
I-675	Saginaw	I-75 S. Junction	I-75 N. Junction		X		
US-10	Clare	US-10 W. 2 lanes US-27	US-27 E. County Line	X X			
	Isabella	W. County Line	E. County Line				X
	Midland	W. County Line M-18	M-18 E. County Line				X
	Bay	W. County Line M-20/US-10BR	M-20/US-10BR I-75		X X		X
US-23	Genesee Arenac	S. County Line I-75 S. Junction	I-75 M-13				X X
US-27	Gratiot Isabella	Bagley Road S. County Line S. Jct. of US-27BR S. of Broomfield Rd. N. Jct. of US-27BR	N. County Line S. Jct of US-27BR S. of Broomfield Rd. N. Jct. of US-27BR N. County Line	X X X		X X	
	Clare	S. County Line N. of Long Lake Rd.	N. of Long Lake Rd. N. County Line	X			X
M-20	Midland	Washington St.	US-10	X			
M-47	Saginaw Bay	N. of Freeland Road S. County Line	N. County Line US-10			X X	

* The ratings shown are general in nature ; that is, a freeway segment may be rated higher or lower than the segment in the opposite direction. The predominant rating for a freeway segment was used to place that segment within the four - five year time spans shown within this table

3. Bay Region Freeway Traffic Volumes & Operations:

Tables # 3-1 and 3-2 provides 1998 directional traffic information as it pertains to the freeway segments defined with in the RSL program. This information was reported in the 1998 Highway Sufficiency Manual. The tables indicate the high and low average daily traffic volumes, the high and low design volume estimate and the high and low percentage of commercial vehicles using the freeway. Freeways with three lanes in each direction is italicized and highlighted. The two tables provide a general comparison between freeway volume characteristics within the Bay Region. It is also important to compare these regional volume characteristics with those at selected locations around the State of Michigan.

Table # 3-3 lists traffic data for freeways around the southern one-half of the Michigan's lower peninsula. Through this comparison several features about the Bay Region freeway system become apparent. I-94 in Michigan, is considered as a primary trucking route. However when volumes on I-69 are compared with those on I-94 in Calhoun County, it is evident that I-69 also is a high commercial volume route. Since the establishment of the North American Free Trade Agreement (NAFTA), commercial volumes to and from Canada via I-69 have increased significantly. The construction of a second bridge between the Cities of Port Huron, Michigan and Sarnia, Ontario became necessary and was expedited as the impact of NAFTA was realized.

I-75 in the Bay Region also has some unique features. The design hour volume is extremely high for the average daily traffic carried on this route. In addition, the commercial truck volume is substantial, but not quite as predominant as I-69. In brief, I-75 serves a three-fold function; 1.) a commuter route between the metropolitan areas of Flint, Saginaw , Bay City, and Metro Detroit; 2.) as a commercial route to and from those same metropolitan areas, and interconnects with I-69 for international trade and for the "just-in-time" flow of automotive products and parts. Finally, 3.) I-75 serves a major recreation route which provides access between travel origins from southeastern Michigan and out-of-state to various tourist and recreational destinations in northern Michigan.

The importance of I-75 as a weekend recreational and tourism route is reflected in Table # 3-4. This table indicates that I-75 near Birch Run, Michigan carries as much volume on a summer weekend than US-27 at St. Johns, Michigan and US-31 at Muskegon, Michigan, combined. I-75 has just six travel lanes at this location while US-31 and US-27 have eight lanes, combined.

The traffic volume capacity of a highway is expressed in terms of "Level of Service". Levels of Service (LOS), are based on the volumes which are recorded at the 30th highest hour or the design hour volume (DHV) the route accommodates. The LOS charts range from "A" through "F" MDOT's general policy concerning level of service is that level of service "D" is an acceptable level of operation on an freeway. In general, LOS-D translates into the 30th highest hour volume that reaches, but not exceeds about 90 percent of the carrying capacity of the route. Depending on the

**Bay Region Freeway 1998 Directional Average Daily Traffic, Design Hour Volumes and
Percent Commercial Vehicles for the Remaining Service Life Segments**

Interstate Freeway Routes
Table # 3-1

Route	County	Beginning Point	Ending Point	Low ADT	High ADT	Low DHV	High DHV	Percent Commercial	
								% Low	% High
I-69	Genesee	W. County Line	w. of Miller Road	12,725	16,094	1,494	3,901	18	23
I-69	Lapeer	<i>w. Miller Road</i>	<i>E. County Line</i>	17,189	48,740	1,984	4,549	8	16
		W. County Line	M-24	13,721	17,189	1,585	1,891	16	20
		M-24	E. County Line	6,456	9,826	788	1,200	21	26
I-75	Genesee	S. County Line	US-23	17,287	23,691	2,896	3,998	11	12
		<i>US-23</i>	<i>N. of Miller Road</i>	23,655	34,640	6,258	6,291	12	13
		<i>N. of Miller Road</i>	<i>N. of Mt. Morris Rd.</i>	24,626	36,669	4,322	5,625	8	15
		<i>N. of Mt. Morris Rd.</i>	<i>S. of M-57</i>	23,835	23,835	4,307	4,307	25	16
		<i>S. of M-57</i>	<i>N. County Line</i>	25,052	25,052	4,657	4,657	15	15
I-75	Saginaw	S. County Line	<i>Dixie Highway</i>	25,052	28,858	4,657	5,018	13	15
		<i>Dixie Highway</i>	<i>Z" Bridge</i>	22,633	35,439	4,217	4,891	8	16
		<i>Z" Bridge</i>	<i>N. County Line</i>	23,313	30,105	4,181	5,442	5	9
I-75	Bay	S. County Line	<i>US-10/M-25</i>	28,487	30,105	5,149	5,442	5	5
		<i>US-10/M-25</i>	<i>N. of Linwood Rd.</i>	14,323	20,021	2,999	3,509	8	9
		N. of Linwood Road	N. County Line	11,697	11,996	2,906	2,980	9	11
I-75	Arenac	S. County Line	N. County Line	6,609	11,697	1,736	2,906	8	13
I-475	Genesee	<i>I-75 S. Junction</i>	<i>I-75 N. Junction</i>	11,220	41,374	1,218	4,634	2	12
I-675	Saginaw	I-75 S. Junction	I-75 N. Junction	5,361	16,078	739	1,873	3	10

Freeway segments that are shown in *italics* are segments which contain, in total or in part, three travel lanes in each direction.

**Bay Region Freeway 1998 Directional Average Daily Traffic, Design Hour Volumes and
Percent Commercial Vehicles for the Remaining Service Life Segments**

**US & "M" Freeway Routes
Table # 3-2**

Route	County	Beginning Point	Ending Point	Point	Low ADT	High ADT	Low DHV	High DHV	Percent Commercial	
									% Low	% High
US-10	Clare	US-10 W. 2 lanes	US-27		2,026	3,929	367	629	14	20
		US-27	E. County Line		3,081	3,754	629	659	16	16
	Isabella Midland	W. County Line	E. County Line		3,081	4,422	625	681	11	16
		W. County Line	M-18		4,221	4,411	625	654	11	12
Bay	W. County Line	M-18	E. County Line		6,309	10,187	813	1,277	5	9
		W. County Line	M-20/US-10BR		7,071	16,576	887	1,984	9	9
	M-20/US-10BR	I-75		12,944	17,301	1,441	2,071	5	9	
US-23	Genesee	S. County Line	I-75		19,623	30,785	2,794	3,685	8	8
	Arenac	I-75 S. Junction	M-13		2,498	2,498	361	361	9	14
US-27	Gratiot	Bagley Road	N. County Line		8,110	10,090	1,276	1,622	7	11
		S. County Line	S. Jct of US-27BR		10,090	11,443	1,622	1,822	6	7
	Isabella	S. Jct. of US-27BR	S. of Broomfield Rd.		7,170	7,170	1,692	1,692	6	6
		S. of Broomfield Rd.	N. Jct. of US-27BR		4,655	7,170	1,080	1,692	6	10
		N. Jct. of US-27BR	N. County Line		5,375	7,833	1,158	1,732	9	13
Clare	S. County Line	N. of Long Lake Rd.		5,375	11,855	1,158	2,662	8	10	
	N. of Long Lake Rd.	N. County Line		4,508	4,508	1,594	1,594	10	8	
M-20	Midland	Washington St.	US-10		6,064	3,550	988	1,158	5	8
M-47	Saginaw Bay	N. of Freeland Road	N. County Line		4,505	4,505	602	602	7	7
		S. County Line	US-10		5,083	5,083	643	643	6	6

**Statewide Freeway 1988 Directional Average Daily Traffic, Design Hour Volumes
and Percent Commercial Volumes along 4 and 6 Lane Freeways**

Table # 3-3

Route	County	Beginning Point	Ending Point	6 Lane Freeways				Percent Commercial	
				Low ADT	High ADT	Low DHV	High DHV	% Low	% High
I-94	Macomb	S. County Line	21 Mile Road	24,750	76,670	2,772	6,975	2	6
I-75	Oakland	11 Mile Road	Sq. Lake Road	49,640	82,800	4,945	6,503	5	8
I-96	Oakland	West County Line	I-696	46,525	63,206	6,039	8,203	6	9
US-131	Kent	44th Street	I-96	27,653	65,936	3,066	6,751	5	9
4 Lane Freeways									
I-196	Allegan	S. County Line	US-31	8,639	12,374	1,235	3,775	20	27
I-94	Calhoun	West County Line	East County Line	14,677	20,536	1,618	2,657	30	38
US-131	Kent	I-96	North County Line	12,461	31,394	1,874	4,360	7	10
US-31	Muskegon	S. County Line	North County Line	5,096	23,352	674	3,032	4	12
US-27	Clinton	I-69	End of Freeway	7,133	11,422	886	1,352	7	11
I-94	Calhoun	West County Line	East County Line	14,677	20,536	1,618	2,657	30	38

**TRAFFIC VOLUME COMPARISON
I-75 WITH OTHER MICHIGAN - NORTH/SOUTH FREEWAYS
SUMMER WEEKEND AND WEEKDAY AVERAGES**

**Table # 3-4
1998**

WEEKEND - Friday through Sunday

	I-75 @ Birch Run 6 lanes	US-31 @ (a) Muskegon 4 lanes	US-131 @ Morley 4 lanes	US-27 @ St. Johns 4 lanes
July	77,223	53,614	28,383	Not Available
August	84,226	53,586	Not Available	30,326

WEEKDAY - Monday through Thursday

	I-75 @ Birch Run 6 lanes	US-31 @ Muskegon 4 lanes	US-131 @ Morley 4 lanes	US-27 @ St. Johns 4 lanes
July	63,086	59,159	21,002	Not Available
August	60,655	54,006	Not Available	23,704

1998 AVERAGE ANNUAL DAILY TRAFFIC

	I-75 @ Birch Run 6 lanes	US-31 @ Muskegon 4 lanes	US-131 @ Morley 4 lanes	US-27 @ St. Johns (b) 4 lanes
	54,846	46,824	18,247	26,646(b)

(a) US-31 Permanent Traffic Recorder is 0.5 miles south of M-46/Apple Avenue in the Muskegon urbanized area.

(b) The US-27 Permanent Traffic Recorder was only operational during the month of August in 1998 so that figure actually represents an Average Monthly Volume. Preliminary volumes from July, 1999 indicate that the Average Monthly Volume for July, 1999 is 23,237.

commercial volume that is mixed with automobiles, volumes ranging between 1,800 to 2,000 vehicles per lane would be the upper limit of LOS-D

In some special circumstances a level of service "E" may be acceptable to MDOT in metropolitan areas. The metropolitan planning organization must be in agreement with this exception as part of its long range plan and must document the basis for this decision; i.e., that additional capacity is not physically or financially feasible and that travel demand management and/or public transportation may have potential for maintaining or reducing the freeway volume.

Using the 1998 Highway Sufficiency Manual (HSM), Table # 4 was constructed which combines the RSL chart from Table # 2 and the level of service recorded from the HSM. This table then begins to reveal those freeway segments within the Bay Region which have a short Remaining Service Life and which also is at or is approaching a capacity limit. The segments of immediate concern are italicized and highlighted.

Table # 4 indicates that most the immediate level of service concerns appear to reside outside the Flint metropolitan area, along I-75. I-75 from the northern Genesee County line through Bay County has major segments that operate at level of service "D" and "E". This freeway has many urban characteristics about it as it traverses the Flint, Saginaw and Bay City metropolitan areas, but yet serves as "the" north-south recreational route within the State of Michigan. In that context, it serves as the entryway for Michigan's tourist industry and is a primary route used by many out-of-state travelers. Michigan's ability to accommodate those travelers could impact the potential for repeat visits by those tourists.

Freeway volumes and changes in capacity are most volatile in metropolitan areas where land use development often occurs at or near interchanges. In turn, traffic movements, such as, merging and weaving of traffic between interchanges reduces the flow rate and the capacity of the freeway. Therefore it is important, and required under federal regulation, to develop traffic forecasts within metropolitan areas.

4. The Bay Region Metropolitan Areas:

Under Section 104, 134 and 135 of Title 23 of the United States Code (USC), a continuous, comprehensive and coordinated transportation and land use planning program must be established in each urbanized or metropolitan area with a population greater than 50,000 residents. The purpose of this federal regulation is to insure that transportation decisions are made in coordination between state and local jurisdictions based on current local land use plans.

Within the Bay Region, there are three metropolitan areas which have been established under Section 134, and with three metropolitan planning organizations (MPO's) designated to fulfill the annual transportation planning program. The three metropolitan areas and their respective MPOs are: The Flint Metropolitan Statistical Area (MSA) under the guidance of the Genesee County Metropolitan Planning Commission (GCMPC), the Saginaw urbanized area under the guidance of the Saginaw

Bay Region Freeway - "Remaining Service Life" Time Lines With Traffic "Level of Service" - RSL 1999/LOS 1998

Table # 4*

Route	County	Beginning Point	Ending Point	0-5 Yrs.	6-10 Yrs.	11-15 Yrs	15 + Yrs.
I-69	Genesee	W. County Line w. Miller Road	w. of Miller Road E. County Line			X..."C"	
I-69	Lapeer	W. County Line M-24	M-24 E. County Line	X..."B"		X..."C/D"	
I-75	Genesee	S. County Line US-23 N. of Miller Road N. of Mt. Morris Rd. S. of M-57	US-23 N. of Miller Road N. of Mt. Morris Rd. S. of M-57 N. County Line	X..."C" X..."D/E"			X..."D" X..."D"
I-75	Saginaw	S. County Line Dixie Highway Z" Bridge	Dixie Highway Z." Bridge N. County Line	X..."E"		X..."D" X..."D/E"	
I-75	Bay	S. County Line US-10/M-25 N. of Linwood Road	US-10/M-25 N. of Linwood Rd. N. County Line	X..."E"			X..."E"
I-75	Arenac	S. County Line	N. County Line	X..."C/E"		X..."E"	
I-475	Genesee	I-75 S. Junction	I-75 N. Junction	X..."C/E"			
I-675	Saginaw	I-75 S. Junction	I-75 N. Junction		X..."A/C"		
US-10	Clare	US-10 W. 2 lanes US-27	US-27 E. County Line	X..."A" X..."A"			
	Isabella	W. County Line	E. County Line			X..."A"	
	Midland	W. County Line M-18	M-18 E. County Line		X..."A"	X..."A"	
	Bay	W. County Line M-20/US-10BR	M-20/US-10BR I-75		X..."A"		X..."B"
US-23	Genesee Arenac	S. County Line I-75 S. Junction	I-75 M-13			X..."D"	
US-27	Gratiot Isabella	Bagley Road S. County Line S. Jct. of US-27BR S. of Broomfield Rd. N. Jct. of US-27BR	N. County Line S. Jct of US-27BR S. of Broomfield Rd. N. Jct. of US-27BR N. County Line	X..."B" X..."C" X..."C"		X..."C" X..."C"	X..."B"
	Clare	S. County Line N. of Long Lake Rd.	N. of Long Lake Rd. N. County Line	X..."A"			X..."C/D"
M-20	Midland	Washington St.	US-10	X..."A"			
M-47	Saginaw Bay	N. of Freeland Road S. County Line	N. County Line US-10		X..."A" X..."A"		

* The ratings shown are general in nature ; that is, a freeway segment may be rated higher or lower than the segment in the opposite direction. The predominant rating for a freeway segment was used to place that segment within the four - five year time spans shown within this table

County Planning Commission and the Saginaw Metropolitan Area Transportation Study (SMATS) and the Bay City urbanized area under the guidance of the Bay County Planning Commission and the Bay City Area Transportation Study (BCATS).

The Bay Region Office along with the Bureau of Transportation Planning of MDOT has evaluated the freeway system within the Flint, Saginaw and Bay City Metropolitan areas. These three metropolitan areas are combined in the freeway evaluation for three reasons: 1. Their boundaries are adjacent to each other, 2. I-75 freeway is "the" connecting link between them in the form of a commuter and commercial shipping route, and 3. the Bay Region reconstruction and rehabilitation funding priorities, as part of the statewide program, are based on the facility type and not by geographic or metropolitan area..

In addition, freeway reconstruction coordination within metropolitan areas is important with regards to possible detour routes, coordination with local street and roadway construction projects and the priorities in financing for each roadway improvement. The MDOT program goal for freeway reconstruction and rehabilitation has been shared with all the metropolitan areas in the Bay Region and has been endorsed as acceptable within the framework of those metropolitan plans. Capacity improvements, in conjunction with freeway rehabilitation is a transportation issue that requires the review and approval of the MPO. This fact is especially true in light of recent actions by the United States Environmental Protection Agency (US-EPA) which may declare the three MPO areas as being in non-attainment of the one hour standard for air quality.

The Urban Modeling Unit and the Project Planning Section of MDOT assembled existing and forecast freeway traffic for the Flint, Saginaw and Bay City metropolitan areas. The transportation models for the three metropolitan areas were used to establish forecasts for the year 2020, which is the forecast year for the current MPO Long Range Plans. Existing (1998) average daily and design hour traffic volumes were obtained from MDOT's Average Daily Traffic file and level of service from MDOT's Highway Sufficiency Manual. Table # 5-1 & 5-2 provides the results of this evaluation. These two tables clearly indicate that I-75 is projected to have a capacity problem by the year 2020 and will need actions to remedy this problem.

When information from Table # 2 (Remaining Service Life - Bay Region Freeways), is combined with Table # 4 (Remaining Service Life & Existing Traffic Level of Service - Bay Region Freeways) and Tables 5-1, 5-2 (Statewide & Metropolitan Freeway Traffic Forecasts), the need to place priority on the resurfacing/reconstruction and widening of I-75, is clear. What is not clear from this information are the funding resources nor the type and staging of improvements to I-75.

In order to meet the tenets of Section 134 of Title 23, USC, the I-75 improvement program should occur as part of the long range transportation planning process conducted within each of the metropolitan planning organizations (MPOs). However, since the freeway system is under the legal jurisdiction of the Michigan Department of Transportation (MDOT), it is imperative that MDOT develop the initial option(s) to resolve the condition and capacity problems and present them to the MPOs as a basis for discussion, negotiation, adjustment and endorsement. Since the enactment of

TEA-21, MDOT has assigned the freeway rehabilitation responsibility, including a funding allotment, to each of seven MDOT regions. In order to achieve the MDOT highway condition goals, each region must develop a strategy to meet the statewide goal. It then becomes evident that the Bay Region Office, along with its respective Transportation Service Centers, must develop the rehabilitation strategy for the I-75 Corridor. This then is the basis for the following proposal contained in the paragraphs below.

5. Bay Regional Proposal for I-75:

The Bay Region office proposes a two pronged approach for maintaining and improving the I-75 corridor through the Region. The first element to this program is the emphasis on maintaining the corridor so it meets MDOT's overall objective that 95 percent of the State's freeway system is fair or good condition by the year 2008. The emphasis during the Five Year Plan (2000-2004), is that of Preservation. The Preservation Plan is to implement the correct fix in order to extend the life of the pavement until such time reconstruction and widening of the freeway can be properly designed and staged for construction.

Preservation:

The plan involves road surface and base improvements staged within the Five Year Plan and beyond. In general, this involves joint repair, and/or rotomill and resurfacing that began in 1998 and extends through the year 2002.

- 1998 - North of M-81 to M-13 Connector: Diamond grind and Joint repair.
- 1998 - I-475 to I-675: Rut filling and micro surfacing
- 1999 - M-21 to I-475: Joint repair, rotomill and resurface.
- 1999 - M-13 Connector to Linwood Road: Repair joints and improvement to 10 structures.
- 2000 - US-23 to M-21: Joint repair, mill & resurfacing and add northbound lane to eliminate choke point.
- 2000 - Linwood Road to US-23: Concrete joints and surface grinding
- 2000 - I-675 to Zilwaukee Bridge: Rut filling and micro surfacing.
- 2001 - 1.0 mi. S. of US-10 to N. of M-13 Connector: Rotomill and resurface and add southbound lane to eliminate choke point.
- 2001 - US-23 to Sterling Road: Rubbilize and resurface.
- 2002 - Sterling Road to Ogemaw County Line: Concrete & Bit overlay.
- 2008 - Oakland County Line to US-23 (s): Repair joints , mill and resurface.

Completion of this work will place the 70 miles of I-75 in the Bay Region in good or fair condition for at least 10 years at which time another cycle of preservation work will begin, but with additional capacity improvements.

Reconstruction & Capacity:

As indicated earlier, I-75 on weekends often experiences directional traffic that is three times the volume experienced during the weekday. During the four summer months of 1999, May through August, the recorded Friday through Sunday volume was 3.7 million vehicles or an average daily volume of 76,000 vehicles. One way volumes reached 67,000 vehicles and the pattern is such, the volumes are increasing as more and more motorists seek opportunities to enjoy the recreation activities of northern Michigan.

Even though the volume is significant, the mix of vehicles and travel speeds have caused increasing problems in traffic operations. Automobiles, motor homes, vehicles pulling trailers with recreational vehicles or campers along with large trucks is one aspect of the equation to the traffic problem. The second element is the vehicle driver. Drivers are from various origins from within and out of Michigan. Many drivers are familiar with the route but some are not and will drive with more caution and rely on direction signing. A final element is the varying age groups traveling the route and the varying comfort levels of the drivers. These drivers consist of young motorists with campers or trailers who wish to make the most of their limited time to older retired motorists who have time to enjoy the route for what it offers as part of the trip to their destination.

According to the capacity analysis in the previous section, the segment of I-75, from I-475 north of Flint to I-675 in Saginaw, will reach design hour LOS F between the years of 2008 and 2010. The segment of I-75 from I-675, north of Saginaw, to US-23 will reach LOS F in a period between 2011 and 2015. The section of I-75 through the Flint metropolitan area will also have volumes which could result in LOS F operations, however it is anticipated that through the development of Intelligent Transportation System (ITS) strategies, which is currently under study, congestion situations can be possibly averted in the near future and delaying capacity improvements to meet a long range need.

To meet the future capacity needs for I-75, as noted above, bridges have been widened. In addition, the elimination of two freeway "Choke Points", are within the MDOT Five Year Plan. The one "Choke Point" at the I-75/ US-23 freeway merge in Genesee County was eliminated as part of the 2000 reconstruction program. The "Choke Point" along south bound I-75, between the M-13 Connector and US-10 in Bay County, is scheduled to be resolved during the 2001 construction season when an additional south bound lane is constructed. However, beginning in year 2004 reconstruction and widening work should begin.

To accomplish this, the Bay Region will annually need an additional \$15 million in Improve/Expand funds, \$20 million in Preserve funds and \$5 million in Bridge funds from 2002 through to 2017. The Bay Region faces one major problem. The above funding would be combined with an annual "Road Surface & Base" allocation of \$53 million. However, in 2003 the Bay Region RS&B budget is scheduled to be slashed from \$53 million to \$37 million. If the RS&B budget is re-established at \$53 million, then that sum along with the

added revenues itemized above would permit the 15 year construction plan as listed below.

- 2002 - I-475(N) to the Saginaw/Genesee County line: Reconstruct + add a travel lane.
- 2004 - Saginaw/Genesee County line to Bridgeport interchange: Reconstruct + add a travel lane.
- 2005 Bridgeport Interchange to M-46: Reconstruct + add a travel lane.
- 2006 No construction during this season.
- 2007 - I-675 to US-10: Reconstruct + add a travel lane.
- 2009 - US-10 to Linwood Rd. : Reconstruct and add a travel lane.
- 2011 - Linwood to Pinconning Road : Reconstruct and add a lane.
- 2013 - Pinconning Road to US-23: Reconstruct and add a lane.
- 2015 - M-21 to I-475 (N): Reconstruct and add a lane.
- 2017 - US-23 to M-21: Reconstruct, add lanes and incorporate CD Roads.
- 2020 - Oakland County Line to US-23: Reconstruction of the freeway.

6. Possible Constraints or Issues:

With any major improvement project, there are usually a series of constraints or list of issues which may effect or alter the proposal as originally developed. Since this proposal covers a multi-county and multi-MPO area, MDOT seeks input from local agencies through the Metropolitan Planning Organization. This document is intended to give an overview of the condition and capacity elements of the freeway system within the Genesee, Saginaw and Bay County areas and the improvement proposal which has been developed by the Bay Region Office of the Michigan Department of Transportation.

Constraints such as narrow right-of-way, inadequate median width or structure width, interchanges which do not meet modern design standards or operating over capacity, encroachment into wetland areas or potential noise impacts on residential neighborhoods are some of the constraints/issues which could be encountered.

A preliminary list of possible issues are as follows:

Genesee County:

- Interchange design, spacing and merge-weave movements for interchanges extending from M-121 (Bristol Road) through M-21/Corunna Road.
- Limited median width or underpass structural width to permit median widening within the existing right-of-way from US-23 northerly to Pierson Road.
- Possible need for noise walls from the south Genesee County line to I-475 and wetland mitigation from the south Genesee County line to the north Genesee County line.

Saginaw County:

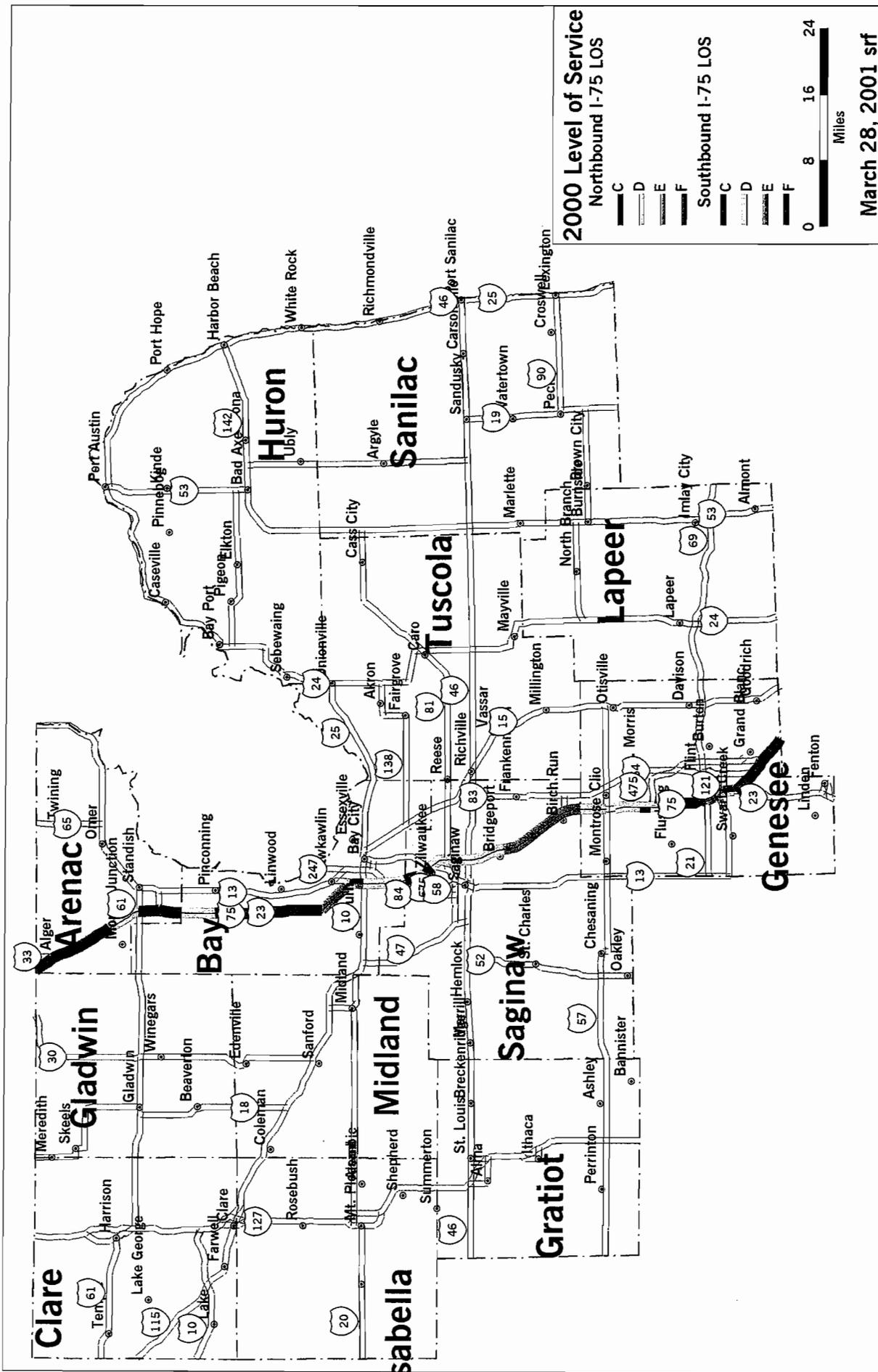
- Significant wetland adjacent to the freeway right-of-way from the south Saginaw County line to I-675 (south interchange). From I-675 (south interchange) to the north Saginaw County line areas of open water proximity to the freeway.

- Possible intrusion on archeological sensitive areas from Birch Run Road northerly to the I-675 (north interchange).
- Narrow median and underpass structural width from Dixie Highway at Bridgeport to I-675 (north interchange).
- Interchange design, spacing and merge-weave movements from south of M-46 to the M-81 interchange.

Bay County:

- Several limited areas of wetland and archeological impacts.
- Interchange design and merge-weave movements at US-10/M-25 and I-75 interchange.

These are some of the general issues which need further delineation as the study progresses. It is at this point the Metropolitan Planning Organizations can develop a more definitive list of concerns or issues which further consideration as preliminary and final plans are developed.



Clare

Gladwin

Arenac

Bay

Midland

Saginaw

Genesee

Gratiot

Charleston

Chesaning

Oakley

Bannister

St. Louis

Breckinridge

Hemlock

Alma

Yithaca

Perrinton

Ashley

Bannister

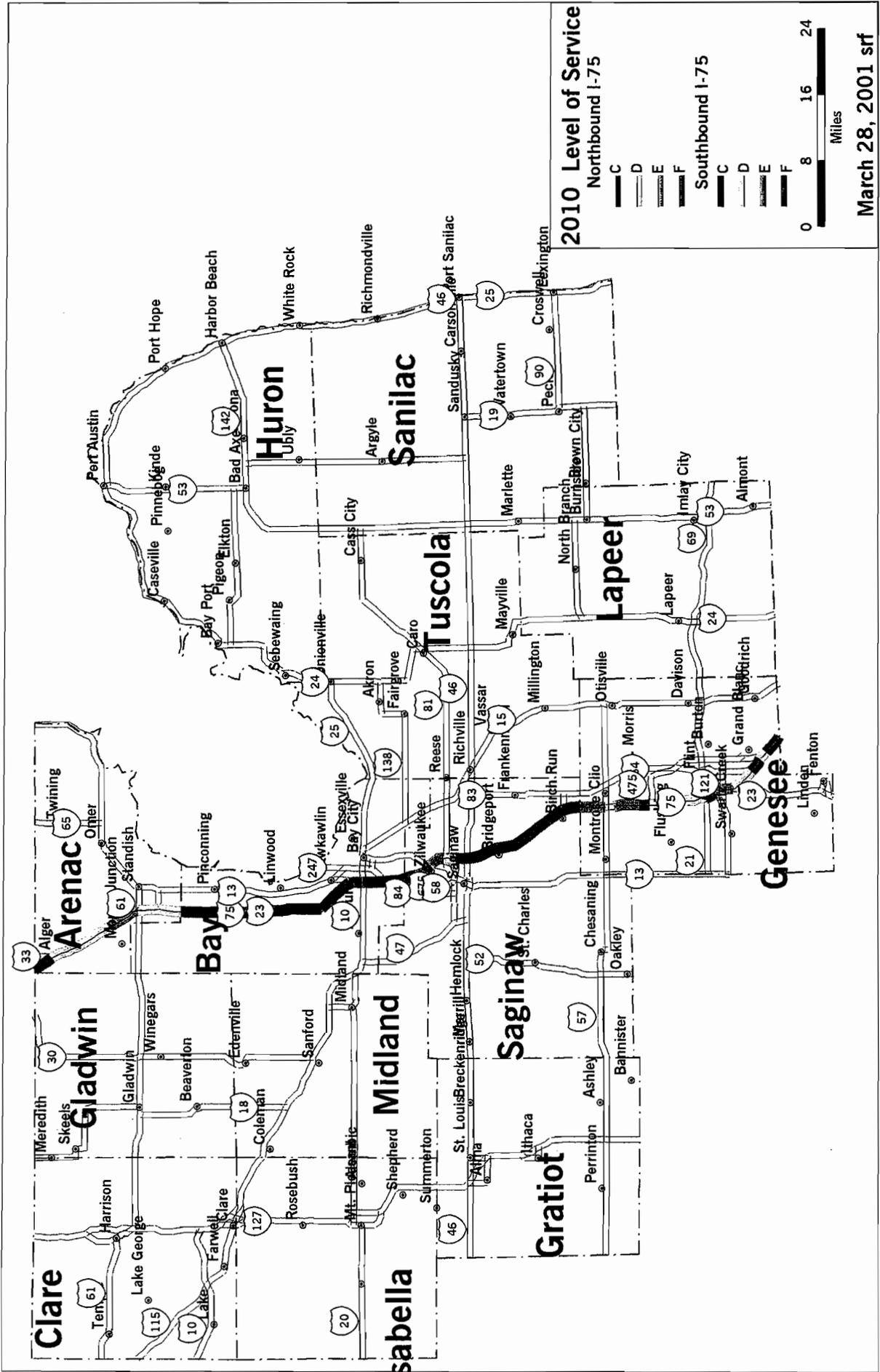
Chesaning

Oakley

St. Charles

Bridgeport

Flint



2010 Level of Service
Northbound I-75

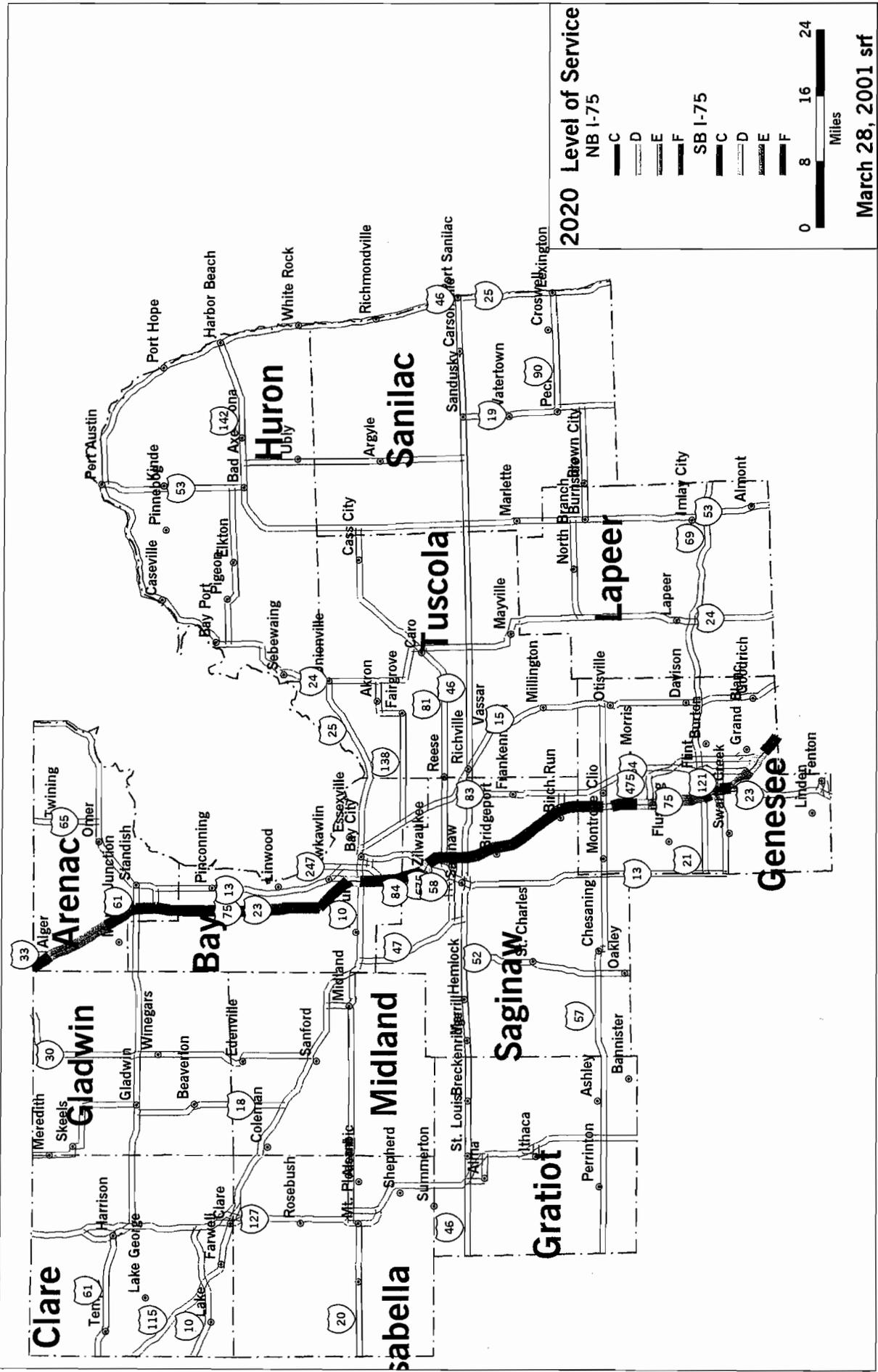
- C
- D
- E
- F

Southbound I-75

- C
- D
- E
- F



March 28, 2001 srf



Clare

Ten

Lake George

Lake

Farwell

Clare

Rosebush

Mt. Pleasant

Shepherd

Summerton

St. Louis

Breckenridge

Garrison

Hemlock

Alma

Vithaca

Perrinton

Ashley

Bannister

Oakley

Chesaning

Charles

Saginaw

St. Louis

Meredith

Skeels

Gladwin

Winegars

Beaverfon

Edenville

Sanford

Midland

Bay City

Essexville

Bay City

Reese

Richville

Vassar

Flankent

Birch Run

Monroe

Clio

Morris

Flint

Burton

Grand Rapids

Genesee

Linden

Fenton

Alger

Arenac

Junction

Standish

Pisconning

Inwood

Okawlin

Bay City

Fairgrove

Caro

Tuscola

Mayville

Millington

Otisville

Davison

Flint

Swartz Creek

Grand Rapids

Genesee

Linden

Fenton

Winning

Other

Caseville

Pinnacle

Bay Port

Pigeon

Elkton

Sebewaing

Ineaville

Argyle

Sanilac

Marlette

North Branch

Burns

North Branch

Imlay City

Almont

Lapeer

Lapeer

Flint

Swartz Creek

Grand Rapids

Genesee

Linden

Fenton

Port Austin

Port Hope

Harbor Beach

White Rock

Richmondville

Sandusky

Carson

Port Sanilac

Waterstown

Peach

Cross

Exhington

Mayville

Millington

Otisville

Davison

Flint

Swartz Creek

Grand Rapids

Genesee

Linden

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Bay Port

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Fenton

APPENDIX B

Michigan Department of Transportation
Development Services Division
Real Estate Section
Conceptual Stage Relocation Plan
I-75 Reconstruction from Dixie Highway to I-675
Control Section 73111, Job Number 107497

August 7, 2012

GENERAL AREA AND PROJECT INFORMATION

The Michigan Department of Transportation (MDOT) is proposing a trunkline project in Saginaw County along I-75 from Dixie Highway to I-675 in Bridgeport and Buena Vista Townships. The project involves widening and reconstruction of I-75.

DISPLACEMENTS

Residential: 8

DISPLACEMENT EFFECTS AND ANALYSIS

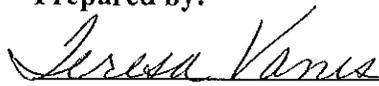
Acquisition of property for this project will allow for an orderly and timely relocation of all eligible displaced residents, businesses, farms and nonprofit organizations (*community facilities*). The acquiring agency will ensure the availability of a sufficient number of replacement properties in the local area for all eligible displacees.

Residential: The project may cause the displacement of approximately 8 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.

ASSURANCES

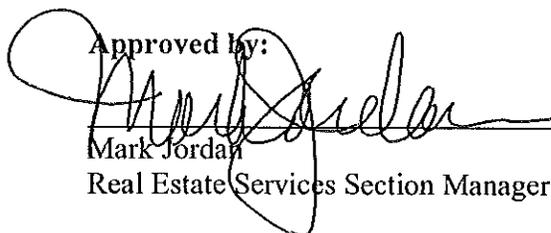
The acquiring agency will offer assistance to all eligible residents, businesses, farms and non-profit organizations impacted by the project, including persons requiring special services and assistance. The agency's relocation program will provide such services in accordance with Act 31, Michigan P.A. 1970; Act 227, Michigan P.A. 1972; Act 149, Michigan P.A. 1911, as amended; 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:


Teresa Vanis
Local Agency Coordinator/Relocation Specialist

Date: 8-7-12

Approved by:


Mark Jordan
Real Estate Services Section Manager

Date: 8/7/12

APPENDIX C

Maintenance of Traffic Concept

Draft Technical Memorandum

I-75 EA Bridge Replacement

Saginaw, Michigan

MDOT J.N. 107497

Prepared by:

Bay City Transportation Service Center

Prepared For:

The Michigan Department of Transportation



July 11, 2012

Contents

Background.....	3
Preferred Detour Route.....	3
Pedestrian Concerns	5
Proposed Signing.....	5
Economic Impacts.....	5

Appendices

Appendix A – Detour Route

Background

The I-75 project area is approximately 5.4 miles in length and consists of a six-lane limited access freeway with concrete median barrier located in Saginaw County Michigan. There are three affected interchanges; the first is at the project terminus of Dixie Highway, the second is at the southern interchange of I-675, and the third interchange being at M-46 (Holland Road–Exit 149). Construction of the preferred alternative for the I-75 project will include replacement of overpass structures and approaches at Baker, King, and Hess Roads and the I-75 structure over the Huron & Eastern Rail Line. Detour routes were chosen to be used during construction for two main reasons:

- 1) The existing overpass structures do not meet current design standards for horizontal clearances along I-75. The outside abutments from I-75 need to be removed and relocated in order to provide additional clearance for the I-75 widening. It is not possible to maintain any vehicular traffic during construction.
- 2) Viable detour routes are available for all three structures.

Preferred Detour Route

The preferred detour route for each structure is shown in **(Figure 1)**. Baker Road will be closed at Airport Road on the east side and at Dixie Highway on the west side of the structure. All traffic will follow the signed detour route. Local residents will be provided access to their homes at all times. The detour route for eastbound Baker Road will be east on Dixie Highway, then north on Airport Road to Baker Road where it ends. The detour route for westbound Baker Road will be south on Airport Road, then west on Dixie Highway to State Street where it ends. It is anticipated that the contractor will utilize the space between Brown Street and Hartl Drive for staging and storage, as well as for any additional construction operations.

King Road will be closed at Airport Road on the east side and at Dixie Highway on the west side of the structure. All traffic will follow the signed detour route. Local residents will be provided access to their homes at all times. The detour route for eastbound King Road will be east on Dixie Highway, then north on Airport Road to King Road where it ends. The detour route for westbound King Road will be south on Airport Road, then west on Dixie Highway to King Road where it ends. It is anticipated that the contractor will utilize the space between South Townline Road and Old King Road for staging and storage, as well as for any additional construction operations.

Hess Road will be closed at Airport Road on the east side and at Dixie Highway on the west side of the structure. All traffic will follow the signed detour route. Local residents will be provided access to their homes at all times. The detour route for eastbound Hess Road will be west on Dixie Highway, then east on Holland Avenue (M-46), then south on Airport Road to Hess Road

where it ends. The detour route for westbound Hess Road will be north on Airport Road, then west on Holland Avenue (M-46), then east on Dixie Highway to Hess Road where it ends. It is anticipated that the contractor will utilize the space between South Outer Drive and Hess Road for staging and storage, as well as for any additional construction operations.

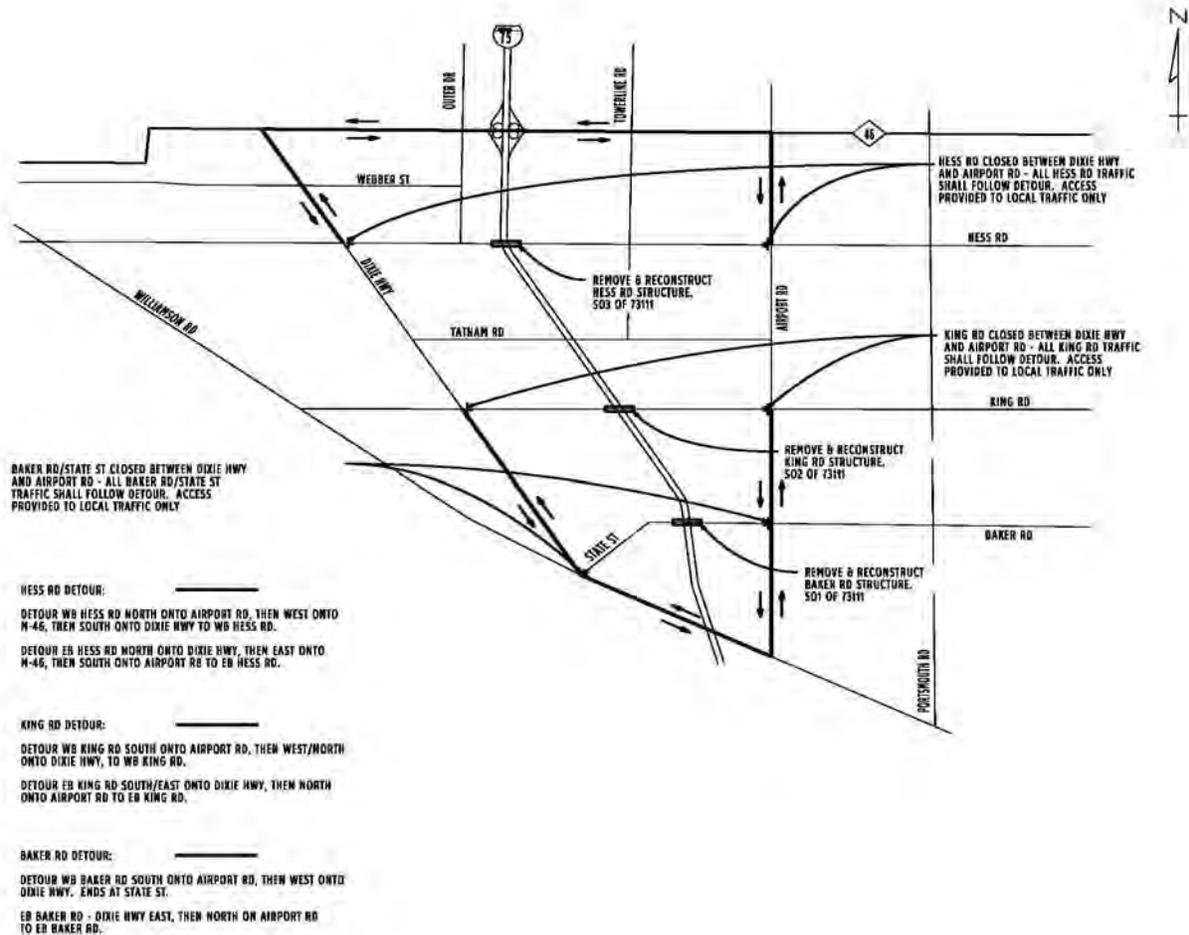


Figure 1

While the specifics of the Maintenance of Traffic (MOT) plan will be developed during the design phase, this report outlines the anticipated schemes that will be utilized to limit any environmental impacts.

The detour route's primary focus will be to maintain local traffic on county roadways and access to residences on Baker Road, King Road, and Hess Road while avoiding more residential local roadways. During a public meeting with the local residents, it was determined that the majority of those affected by construction are local residents and they will likely not use the signed detour route. Local traffic familiar with the area will find other routes. Airport Road and Dixie Highway will be used by local traffic, but any other combination of side streets are potential candidates to reach destinations.

These routes were chosen mainly because they are primary county roadways, a state highway, provide minimal turning movements along the detour routes, and avoid residential streets. The intersections of State Street and Dixie Highway, King Road and Dixie Highway, Hess Road and Dixie Highway, and Holland Avenue (M-46) and Dixie Highway are signalized and will be an advantage ensuring that detoured traffic does not queue up on the left turn movements in the more heavily traveled sections of the detour routes.

Pedestrian Concerns

The Baker Road, King Road, and Hess Road structures over I-75 are located in a rural residential setting with little or no indications of pedestrian activity. There are no existing sidewalks or bike paths along any of the three structures. Based on this, it is anticipated that the reconstruction of the three structures will have no impact on pedestrians.

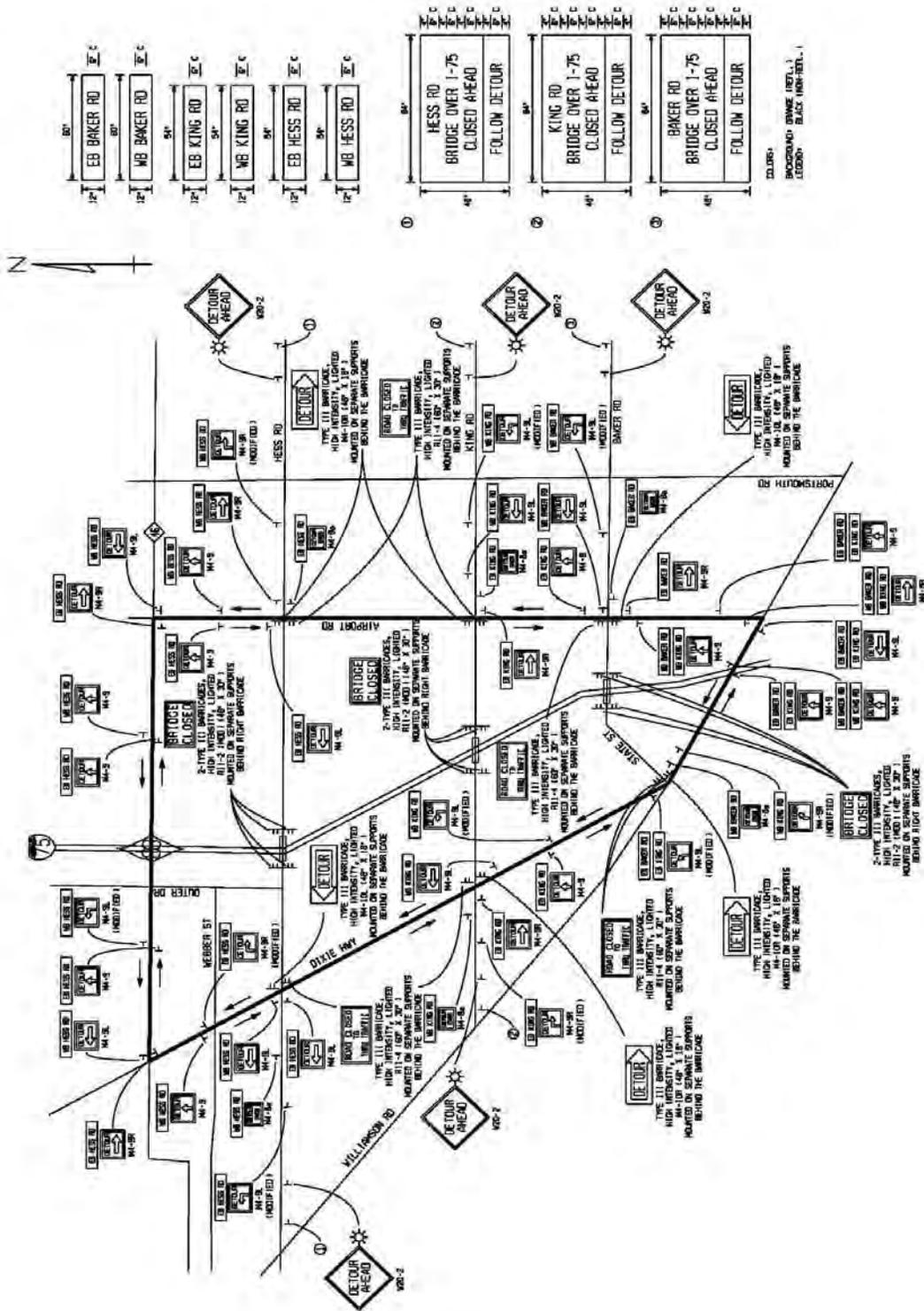
Proposed Signing

Detour signing will be placed on Dixie Highway prior to Baker Road, King Road, and Hess Road directing eastbound traffic to follow the posted detour route. Detour signing will also be placed on Airport Road prior to Baker Road, King Road, and Hess Road directing westbound traffic to follow the posted detour route. Refer to the MOT detour plan (**Appendix A**) for additional information.

Economic Impacts

Baker Road, King Road, and Hess Road are important east – west local roads for the residents on the east side of I-75 to provide access to the Bridgeport and Dixie Highway business corridor. Construction on the Baker Road and Hess Road structures would take place at the same time. Access east of I-75 would be provided from King Road. Once the structures on Baker Road and Hess Road are reconstructed, the King Road overpass would be closed and reconstructed. Access to the business corridor on Dixie Highway would be provided from either Baker Road or Hess Road.

There are alternate, redundant routes to the Dixie Highway business corridor that avoid the closed roadways other than the signed detour routes.



APPENDIX D



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RECEIVED
APR 18 2012

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

April 18, 2012

Mr. Brian Conway
State Historic Preservation Office
Michigan Historical Center
PO Box 30740
702 West Kalamazoo Street
Lansing, Michigan 48909-8240

Dear Mr. Conway:

Environmental Assessment
Interstate 75 from Dixie Highway to the I-675 Freeway Interchange
Buena Vista and Bridgeport Townships in
Saginaw County, Michigan - ER12-78

The purpose of this letter is to request State Historic Preservation Office (SHPO) formal concurrence with a no historic properties affected determination for the above-referenced project.

Project Description

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (Exit 144) northerly to the southern terminus of the I-675 freeway interchange at Exit 150. The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road, Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King, and Hess Roads, and the I-75 structure over the Huron and Eastern Rail Line.

Project History

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way (ROW), and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding. In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include potential right-of-way displacements,

noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate under-clearance for all bridge overpasses within the project limits.

Archaeological Resources

James A. Robertson, Ph.D., MDOT staff archaeologist, reviewed the possible impacts of the proposed project to archaeological resources and determined that the Area of Potential Effects (APE) for archaeological resources is restricted to areas where new ROW would be acquired. Previous investigations by MDOT within the existing I-75 ROW in Saginaw County indicated that, except in extraordinary circumstances, the entire existing ROW is disturbed by the original construction of the road.

MDOT began consultation with Dean L. Anderson, Ph.D., State Archaeologist, on October 9, 2009. At that time, MDOT proposed that site sensitivity is moderate to high in several locations and that survey would be undertaken at those locations if ROW were required. These locations included: 1) within 500 feet of the two intermittent streams between Baker Road and Dixie Highway in Section 15 of T11N/R5E (Bridgeport Township); and 2) within 500 feet of the original routes of Baker Road, Grotto/Hartl Roads, Old King Road, Tatham Road, and Hess Road. As a result of that consultation, Dr. Anderson concurred with MDOT's proposed APE and scope of work. In a letter dated February 3, 2010, Dr. Robertson initiated consultation with Michigan's twelve federally-recognized and two state-recognized Indian Tribes.

The MDOT project manager provided MDOT Archaeology staff with the worst-case estimate of ROW width that might be required. Consequently, the survey limits for the areas defined above were set at 100 feet (30 m.) beyond the present ROW. The archaeological survey identified six new archaeological sites. Between November 2010 and July 2011, MDOT intermittently conducted archaeological survey of the areas where MDOT anticipated construction of new lanes requiring acquisition of new ROW and had obtained right of entry from the landowner(s).

Dr. Robertson again consulted with State Archaeologist Dr. Anderson on July 27, 2011, and reviewed the survey results. As a result of that consultation, Dr. Anderson concurred that four of the sites, 20SA1376, 20SA1377, 20SA1378, and 20SA1379, are not eligible for listing on the National Register of Historic Places (NRHP). For two other sites, 20SA1376 and 20SA1375, MDOT proposed the following:

1) Site 20SA1376, is a historic period archaeological site. The only area of possibly significant deposits is a pit feature with abundant nineteenth century artifacts that was located during shovel testing by MDOT archaeologists. To protect this site, MDOT will avoid impacts to the area within 25 feet of the shovel test that exposed the pit feature. If avoidance is not possible, MDOT will consult with Dr. Anderson again regarding appropriate testing measures to determine the significance of the deposits.

2) Site 20SA1375 is a prehistoric period site that produced fire-cracked rock, chipped stone debitage, ceramic sherds, and two possible cultural features. To protect this site, MDOT agrees to avoid impacts to the site with procedures developed in consultation with the State Archaeologist once

the design plans are available. If avoidance is not possible, MDOT will consult with Dr. Anderson again regarding appropriate testing measures to determine the significance of the deposits.

On August 16, 2011, Dr. Robertson participated in a conference call meeting with the MDOT I-75 project team regarding possible impacts to archaeological sites. The project team concluded: 1) 20SA1376 could be avoided, since no ROW would be required at this location; and, 2) that it was likely that the project would impact 20SA1375. Dr. Robertson recommended that MDOT contract an archaeological consultant to conduct sufficient test excavations to determine if the site is eligible for listing on the NRHP. Dr. Robertson informed Dr. Anderson of MDOT's intention to avoid 20SA1376 and evaluate the NRHP eligibility of 20SA1375 during the week of August 22, 2011. Dr. Robertson also consulted with Dr. Anderson in preparing MDOT's scope of work to evaluate 20SA1375, which specified that twenty (20) 1 m x 1 m would be excavated.

MDOT's archaeological consultant, TranSystems, completed the fieldwork October 23, 2011, and submitted a management summary, draft, and final reports documenting the results of the archaeological testing. They concluded and recommended that 20SA1375 is not eligible for listing on the NRHP; MDOT concurred with TranSystems recommendation. MDOT provided these reports to Dr. Anderson and on March 1, 2012, he concurred with MDOT that 20SA1375 is not eligible for listing on the NRHP.

Subsequent to the determination that 20SA1375 is not eligible for listing on the NRHP, the MDOT I-75 project manager provided the MDOT staff archaeologist with ROW plans. Sheet 1 (enclosed) demonstrates that no ROW will be required in the area where 20SA1375 is located. In addition, the enclosed ROW map labeled Sheet 2 confirms that no ROW will be necessary in the vicinity of 20SA1376. Should this plan change, it will be reviewed by Dr. Robertson to ensure the work will have no impact.

Above-Ground Resources

MDOT Historian Sigrid Bergland reviewed the I-75 corridor between Bridgeport and I-675 Freeway Interchange initially using various mapping resources followed by a site visit on August 9, 2009. Every building adjacent to the I-75 on both sides of the freeway, including properties abutting every interchange ramp, was included in the APE for above-ground resources. The APE also encompassed subdivisions and building enclaves near I-75.

The corridor is characterized by an extremely varied mixture of mid-to-late 20th Century subdivisions, industrial buildings, vacant land, large factory complexes, apartment buildings, and a handful of older late 19th and early 20th Century farmhouses. This wide variety reflects decades of urban/suburban development near this major freeway. Due to the wide range of building types and ages, and lack of any architecturally significant subdivisions, there are no possible NRHP-eligible historic districts in this area. In addition, there are no individually eligible NRHP-eligible buildings in the APE, because any buildings older than 50 years are either extensively altered or very common with no significant architectural features. The I-75 freeway and all associated bridges are exempted from NRHP eligibility (exempted through SAFETEA-LU reauthorization, Section 6007). Therefore, no historic properties will be affected by the widening of the I-75 corridor.

Mr. Brian Grennell

Page 4

April 18, 2012

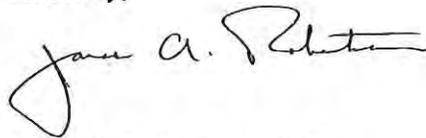
Several detour routes, for local roads only, have been identified for the removal and construction of bridge replacements along the corridor. I-75 itself will not be detoured and moveable barriers will be used to keep traffic flowing, so the detour routes will not experience large increases in the number of vehicles. MDOT Historian Bergland made a second site visit on October 8, 2010, to review the detour routes. Several sites of possible interest were identified including a number of farmsteads, a church, a commercial building, and two cemeteries. The detour route upgrades; however, will be minimal and largely within the existing footprint of each road. If any detour upgrades beyond the edge of the existing shoulders are proposed during the design phase, they will be reviewed by MDOT Historian Bergland to ensure the work will have no impact. Therefore no historic properties will be affected by any detour route upgrades.

Summary

To summarize the foregoing, six archaeological sites were located as a result of MDOT's survey. Five sites, including 20SA1375, are not eligible for listing on the NRHP. The sixth site, 20SA1376, will not be affected by the project, as no ROW will be required. Thus, no historic properties will be affected for archaeological resources. For above-ground resources, no historic properties will be affected by the widening of the I-75 corridor or the proposed detour route upgrades.

If you concur with our determination that no historic properties will be affected by the proposed I-75 project, please sign the concurrence line below. Please feel free to contact me at 335-2637 with any questions or concerns. Thank you.

Sincerely,



James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section
Bureau of Transportation Planning

BOHD:ENV:JR:ks

Enclosures (2)

I concur:


for

Brian Conway, State Historic Preservation Office

Date:

5/24/12



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Mr. Derek J. Bailey, Tribal Chairman
Grand Traverse Band of Ottawa & Chippewa Indians
2605 N.W. Bayshore Drive
Suttons Bay, Michigan 49682

Dear Chairman Bailey:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way, and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding.

In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include: potential right-of-way displacements, noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate underclearance for all bridge overpasses within the project limits.

Mr. Derek J. Bailey

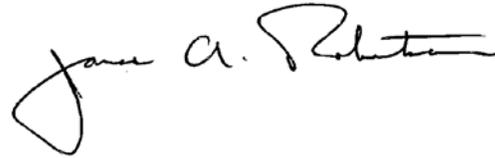
Page 2

February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Grand Traverse Band of Ottawa & Chippewa Indians to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

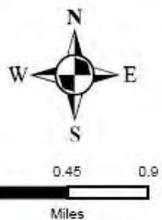
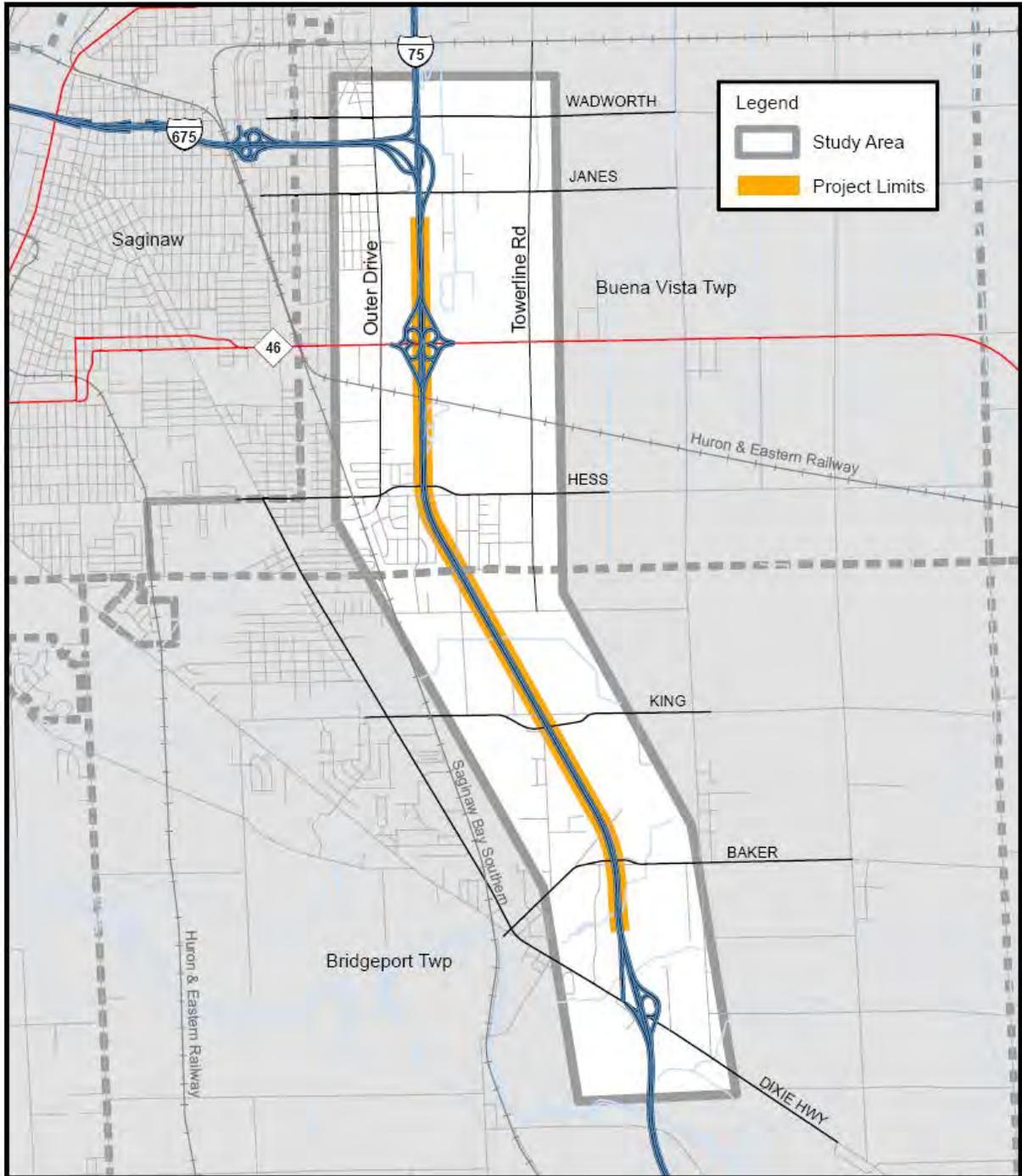
A handwritten signature in black ink that reads "James A. Robertson". The signature is written in a cursive style with a large, looped initial "J".

James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT

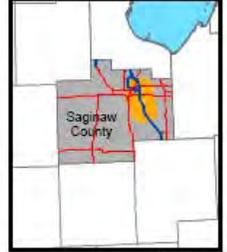


PROJECT LIMITS

I-75 Corridor
Dixie Hwy to I-675



Project Location





JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Ms. Paula Carrick
Tribal Historic Preservation Officer
Bay Mills Indian Community
12099 West Lakeshore Drive
Brimley, Michigan 49715

Dear Ms. Carrick:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way, and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding.

In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include: potential right-of-way displacements, noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate under clearance for all bridge overpasses within the project limits.

Ms. Paula Carrick

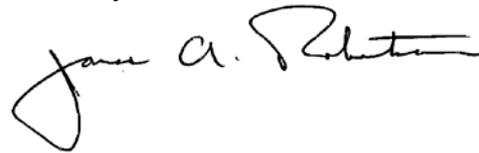
Page 2

February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Bay Mills Indian Community to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "James A. Robertson". The signature is written in a cursive style with a large, looped initial "J".

James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Ms. Summer Sky Cohen
Tribal Historic Preservation Officer
Keweenaw Bay Indian Community
16429 Beartown Road
Baraga, Michigan 49908

Dear Ms. Cohen:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way, and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding.

In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include: potential right-of-way displacements, noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate under clearance for all bridge overpasses within the project limits.

Ms. Summer Sky Cohen

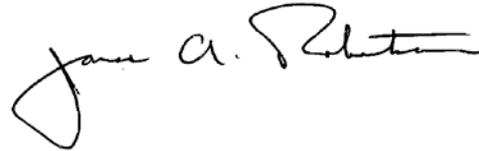
Page 2

January 26, 2010

On behalf of the FHWA, MDOT respectfully invites the Keweenaw Bay Indian Community to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "James A. Robertson". The signature is written in a cursive style with a large, looped initial "J".

James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Mr. Monte Davis, Environmental Quality Specialist
Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians, Gun Lake Tribe
1743 142nd Avenue
P.O. Box 218
Dorr, Michigan 49323

Dear Mr. Davis:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way, and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding.

In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include: potential right-of-way displacements, noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate under clearance for all bridge overpasses within the project limits.

Mr. Monte Davis

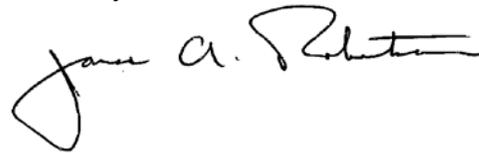
Page 2

February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians, Gun Lake Tribe to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "James A. Robertson". The signature is written in a cursive style with a large, looped initial "J".

James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Ms. Giiwegiizhigookway Martin
Tribal Historic Preservation Officer
Lac Vieux Desert Band of Lake Superior Chippewa Indians
P.O. Box 249
Watersmeet, Michigan 49969

Dear Ms. Martin:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way, and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding.

In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include: potential right-of-way displacements, noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate under clearance for all bridge overpasses within the project limits.

Ms. Giiwegiizhigookway Martin

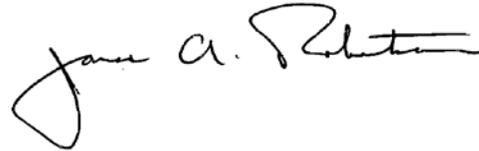
Page 2

February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Lac Vieux Desert Band of Lake Superior Chippewa Indians to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

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James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Mr. Earl Meshigaud, Director
Department of Cultural, Language and History
Hannahville Indian Community
N14911 Hannahville, B1 Road
Wilson, Michigan 49896-9717

Dear Mr. Meshigaud:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way, and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding.

In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include: potential right-of-way displacements, noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate under clearance for all bridge overpasses within the project limits.

Mr. Earl Meshigaud

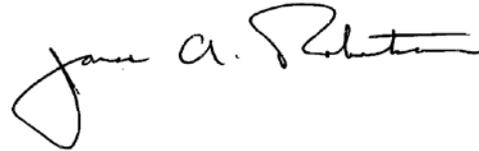
Page 2

February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Hannahville Indian Community to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "James A. Robertson". The signature is written in a cursive style with a large, looped initial "J".

James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Mr. Mark Parrish
Tribal Historic Preservation Officer
Pokagon Band of Potawatomi Indians
P.O. Box 180
Dowagiac, Michigan 49047

Dear Mr. Parrish:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way, and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding.

In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include: potential right-of-way displacements, noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate under clearance for all bridge overpasses within the project limits.

Mr. Mark Parrish

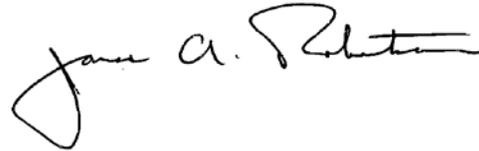
Page 2

February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Pokagon Band of Potawatomi Indians to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "James A. Robertson". The signature is written in a cursive style with a large initial "J" and "R".

James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Mr. Dan Shepard, Tribal Planning Director
Little River Band of Ottawa Indians
375 River Street
Manistee, Michigan 49660

Dear Mr. Shepard:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way, and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding.

In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include: potential right-of-way displacements, noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate under clearance for all bridge overpasses within the project limits.

Mr. Dan Shepard

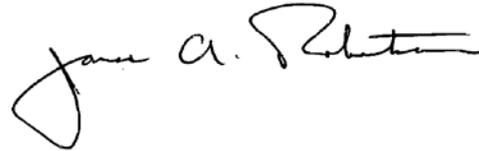
Page 2

February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Little River Band of Ottawa Indians to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

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James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Mr. Jay Sam, Cultural Coordinator
Little River Band of Ottawa Indians
375 River Street
Manistee, Michigan 49660

Dear Mr. Sam:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way, and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding.

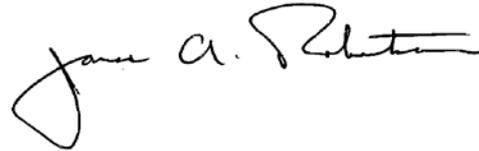
In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include: potential right-of-way displacements, noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate under clearance for all bridge overpasses within the project limits.

Mr. Jay Sam
Page 2
February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Little River Band of Ottawa Indians to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

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James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure
BTP:PPD:ENV:JAR:ks
cc: Gloria Siwek, MDOT



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Mr. Cecil E. Pavlat, Sr.
Cultural Repatriation Specialist
Sault Ste. Marie Tribe of Chippewa Indians
523 Ashman Street
Sault Ste. Marie, Michigan 49783

Dear Mr. Pavlat:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way, and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding.

In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include: potential right-of-way displacements, noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate under clearance for all bridge overpasses within the project limits.

Mr. Cecil E. Pavlat, Sr.

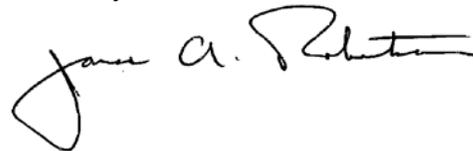
Page 2

February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Sault Ste. Marie Tribe of Chippewa Indians to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

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James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Mr. Eric Hemenway
Tribal Repatriation Specialist
Little Traverse Bay Band of Odawa Indians
7500 Odawa Circle
Harbor Springs, Michigan 49740

Dear Mr. Hemenway:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way, and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding.

In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include: potential right-of-way displacements, noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate under clearance for all bridge overpasses within the project limits.

Mr. Eric Hemenway

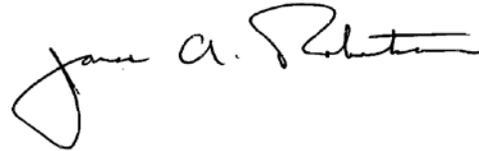
Page 2

February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Little Traverse Bay Band of Odawa Indians to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

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James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Mr. John Rodwan, Environmental Director
Nottawaseppi Huron Bank of Potawatomi Indians
2221 1½ Mile Road
Fulton, Michigan 49052

Dear Mr. Rodwan:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way, and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding.

In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include: potential right-of-way displacements, noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate under clearance for all bridge overpasses within the project limits.

Mr. John Rodwan

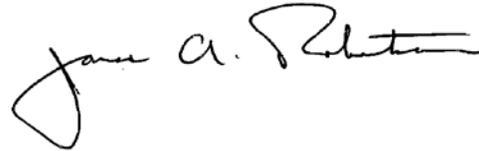
Page 2

February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Nottawaseppi Huron Band of Potawatomi Indians to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "James A. Robertson". The signature is written in a cursive style with a large, looped initial "J".

James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Mr. William Johnson
Curator Cultural Resource Management
Saginaw Chippewa Indian Tribe
7070 East Broadway
Mt. Pleasant, Michigan 48858

Dear Mr. Johnson:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

In 2000, MDOT developed an improvement plan for the I-75 corridor in Genesee, Saginaw, Bay, and Arenac Counties. The plan addressed such deficiencies as aging roads and bridges, increased traffic volumes on weekends and holidays, available right-of-way, and drainage. The corridor plan recommended that I-75 be widened to eight lanes in all areas between I-69 in Genesee County and M-13 in Bay County, where there was not a redundant or parallel interstate facility; i.e., I-475 in Flint and I-675 in Saginaw. The corridor plan also recommended implementing the improvements in phases due to costs and available funding.

In general, the proposed project is to reconstruct the freeway and widen it from six to eight lanes. Because a concrete median barrier already exists, any additional lanes added within this project section will require widening on the outside lanes. Preliminary issues identified during project scoping include: potential right-of-way displacements, noise impacts, environmental justice, maintenance of traffic considerations associated with heavy seasonal tourism travel, impacts associated with construction activities including possible impacts to cultural resources, and providing adequate under clearance for all bridge overpasses within the project limits.

Mr. William Johnson

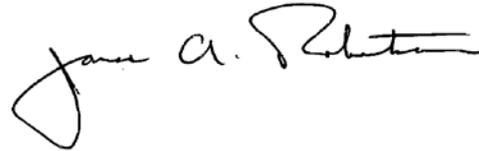
Page 2

February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Saginaw Chippewa Indian Tribe to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "James A. Robertson". The signature is written in a cursive style with a large initial "J" and "R".

James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Mr. Ronald F. Yob, Chairman
Grand River Band of Ottawa Indians
P.O. Box 2937
Grand Rapids, Michigan 49501

Dear Chairman Yob:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

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Mr. Ronald F. Yob

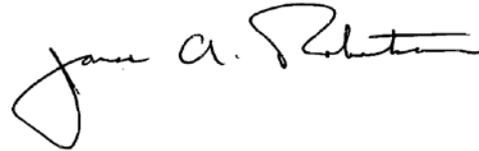
Page 2

February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Grand River Band of Ottawa Indians to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

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James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 3, 2010

Mr. Curtis Chambers, Chairman
Burt Lake Bank of Ottawa and Chippewa Indians
6461 Brutus Road
Brutus, Michigan 49716

Dear Chairman Chambers:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

The Michigan Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of Interstate 75 (I-75) from Dixie Highway (*Exit 144*) northerly to the southern terminus of the I-675 freeway interchange (*Exit 150*). The project is located in Buena Vista and Bridgeport Townships in Saginaw County, Michigan. The proposed project is approximately 5.4 miles in length. Existing I-75 within the proposed project section consists of a six-lane freeway with concrete median barrier. There are three affected interchanges; one at the project terminus of Dixie Highway (Bridgeport), one at M-46 (Holland Road–Exit 149), and one at the southern terminus of the I-75/I-675 interchange. The project also includes the overpass structures at Baker, King and Hess Roads and the I-75 structure over the Huron and Eastern Rail Line. Enclosed is a map that depicts the proposed project limits and study area.

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Mr. Curtis Chambers

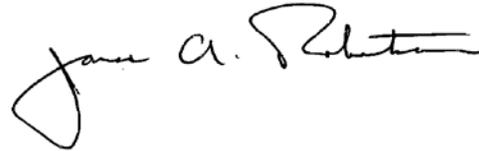
Page 2

February 3, 2010

On behalf of the FHWA, MDOT respectfully invites the Burt Lake Bank of Ottawa and Chippewa Indian to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites that you are concerned may be affected by this proposed project.

We would appreciate hearing from you as soon as possible to consult with you on this proposed undertaking. If you have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "James A. Robertson". The signature is written in a cursive style with a large, looped initial "J".

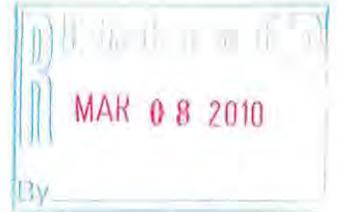
James A. Robertson, Ph.D.
Staff Archaeologist
Project Planning Division
Environmental Section

Enclosure

BTP:PPD:ENV:JAR:ks

cc: Gloria Siwek, MDOT

*Little Traverse Bay Bands of Odawa Indians
Archives, Records and Cultural Preservation Department
7500 Odawa Circle, Harbor Springs, Michigan 49740
(231) 242-1450 phone (231) 242-1455 fax*



February 24, 2010

James Robertson
Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Re: Proposed Reconstruction and Widening of Interstate 75 Saginaw County, Mi.

Dear Mr. Robertson:

At this time, we do not have any information concerning the presence of any Indian Traditional Cultural Properties, Sacred Sites, or Other Significant Properties in the designated area of the proposed construction site in Saginaw County, MI. This is not to say that such site does not exist, just this office does not have any available information indicating that a site is present using our current documentation of the area. If contact could be made with the closest tribe, that being the Saginaw Chippewa Indian Tribe, they could provide you with more information.

However, this office would be more than willing to assist, if in the future or during construction, there is an inadvertent discovery of Native American human remains or burial objects. I have enclosed a Site Reference Form that our office uses in the event of a discovery in order to speed the process. Please contact me if you have any further question or requests. I can be reached at (231)242-1453.

We thank you for including our tribe in your plans.

Miigwetch (thank you)

Winnay Wemigwase
Director
Archives/Records and Cultural Preservation
Little Traverse Bay Band of Odawa Indians



Little River Band of Ottawa Indians
Tribal Historic Preservation
375 River Street
Manistee, MI 49660
1-888-723-8288

February 8, 2010

State of Michigan
Department of Transportation
Murray D. Van Wagoner Building
Lansing, MI 48906

Dear Mr. Robertson,

The Tribe has received your Letter of No. Feb. 3, 2010, referencing the reconstruction and widening of I-75 in Buena Vista and Bridgeport Townships in Saginaw County, MI requesting a determination as to whether or not the proposed project will affect Indian religious sites. Thank you for ensuring that we received notification. This letter is the Tribe's formal answer to your request.

In reply to the above cited letter, I can reply by stating that the site listed is located in a region of the state of Michigan that Little River Band of Ottawa Indians did not occupy significantly. Further, after a careful review of our information the Little River Band of Ottawa Indians has determined there that this project will not affect any religious, cultural or historic Little River Band of Ottawa Indians sites of which we are currently aware.

The Tribe would, however, appreciate work stopping and being contacted should there be something of a cultural, religious or historic nature discovered so as to assist in mitigation of the discovered site.

Signed

A handwritten signature in blue ink, appearing to read "Jonnie Sam II".

Jonnie Sam II, Director
Historic Preservation Department
Little River Band of Ottawa Indians

Robertson, James (MDOT)

From: Esther Helms <EHelms@sagchip.org>
Sent: Thursday, February 25, 2010 5:06 PM
To: James Robertson
Subject: Proposed Reconstruction and Widening of Interstate 75, Beuna Vista and Bridgeport Townships, Saginaw County, MI

February 25, 2010

State of Michigan
Department of Transportation
Mr. James Robertson

Re: Proposed Reconstruction and Widening of Interstate 75, Beuna Vista and Bridgeport Townships, Saginaw County, MI

Dear Mr. Robertson;

This letter is in regards to the above referenced project.

The proposed area of concern is close to an area in which we have information indicating the presence of an Indian traditional cultural property.

This office will be available to assist you in the future or during the course of the project if there is discovery of Native American human remains or burial objects. I am attaching a Site Reference Form for your use if such an instance occurs.

Feel free to call my office if you have any questions or requests at 989-775-4730.

We thank you for including this Tribe in your plans.

Sincerely,

William Johnson /elh

Curator
Ziibiwing Center of Anishinabe Culture & Lifeways
Saginaw Chippewa Indian Tribe of Michigan



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Ms. Cindy Patek, Director
Eyaawing Museum and Cultural Center
Grand Traverse Band of Ottawa and Chippewa Indians
2605 N. West Bay Shore Drive
Peshawbestown, Michigan 49682

Dear Ms. Patek:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Grand Traverse Band of Ottawa and Chippewa Indians participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

BHD.ESS.JR.js

cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Ms. Paula Carrick
Tribal Historic Preservation Officer
Bay Mills Indian Community
12099 West Lakeshore Drive
Brimley, Michigan 49715

Dear Ms. Carrick

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Bay Mills Indian Community participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

BHD.ESS.JR.js

cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Mr. Chris Chosa
Tribal Historic Preservation Officer
Keweenaw Bay Indian Community
16429 Beartown Road
Baraga, Michigan 49908

Dear Mr. Chosa:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Keweenaw Bay Indian Community participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

A handwritten signature in black ink that reads "James A. Robertson".

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

BHD.ESS.JR.js

cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Ms. Giiwegiizhigookway Martin
Tribal Historic Preservation Officer
Lac Vieux Desert Band of Lake Superior Chippewa Indians
P.O. Box 249
Watersmeet, Michigan 49969

Dear Ms. Martin:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Lac Vieux Desert Band of Lake Superior Chippewa Indians participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

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James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

BHD.ESS.JR.js

cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Mr. Cecil E. Pavlat, Sr.
Cultural Repatriation Specialist
Sault Ste. Marie Tribe of Chippewa Indians
523 Ashman Street
Sault Ste. Marie, Michigan 49783

Dear Mr. Pavlat:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Sault Ste. Marie Tribe of Chippewa Indians participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

BHD.ESS.JR.js

cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Mr. William Johnson
Curator, Ziibiwing Center
The Saginaw Chippewa Indian Tribe of Michigan
6650 East Broadway
Mt. Pleasant, Michigan 48858

Dear Mr. Johnson:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Saginaw Chippewa Indian Tribe of Michigan participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

BHD.ESS.JR.js

cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Mr. Mike Zimmerman
Tribal Historic Preservation Officer
Pokagon Band of Potawatomi Indians
PO Box 180
Dowagiac, Michigan 49047

Dear Mr. Zimmerman:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Pokagon Band of Potawatomi Indians participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

BHD.ESS.JR.js

cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Ms. Sydney Martin
Match-E-Be-Nash-She-Wish Band of Potawatomi
3556 26th Street
Hopkins, Michigan 49328

Dear Ms. Martin:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Match-E-Be-Nash-She-Wish Band of Potawatomi participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

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Environmental Section

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Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Mr. Daniel Shepard
Planning Director
Little River Band of Ottawa Indians
375 River Street
Manistee, Michigan 49660

Dear Mr. Shepard:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Little River Band of Ottawa Indians participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

BHD.ESS.JR.js

cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Mr. Jay Sam
Cultural Coordinator
Little River Band of Ottawa Indians
375 River Street
Manistee, Michigan 49660

Dear Mr. Sam:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Little River Band of Ottawa Indians participate in formal Section 106 consultation on the above-referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

A handwritten signature in black ink that reads 'James A. Robertson'.

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

BHD.ESS.JR.js

cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Mr. John Rodwan
Environmental Director
Nottawaseppi Huron Band of Potawatomi Indians
2221 1 1/2 Mile Road
Fulton, Michigan 49052

Dear Mr. Rodwan:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Nottawaseppi Huron Band of Potawatomi Indians participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

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David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Mr. Earl Meshigaud
Department of Culture, Language and History
Hannahville Indian Community
N-14911 Hannahville, B1 Road
Wilson, Michigan 49896-9717

Dear Mr. Meshigaud:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Hannahville Indian Community participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

A handwritten signature in black ink that reads "James A. Robertson".

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

BHD.ESS.JR.js

cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Mr. Ronald F. Yob, Chairman
Grand River Band of Ottawa Indians
P.O. Box 2937
Grand Rapids, Michigan 49501

Dear Mr. Yob:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Grand River Band of Ottawa Indians participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

BHD.ESS.JR.js

cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Mr. Bruce Hamlin
The Burt Lake Band of Ottawa & Chippewa Indians, Inc.
6461 E. Brutus Road
Box 206
Brutus, Michigan 49716

Dear Mr. Hamlin:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Burt Lake Band of Ottawa & Chippewa Indians, Inc. participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

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cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Mr. Monte Davis
Environmental Quality Specialist
Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians
1743 142nd Avenue
PO Box 218
Dorr, Michigan 49323

Dear Mr. Davis:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Match-E-Be-Nash-She-Wish Band of Potawatomi participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

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cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 1, 2012

Mr. Wesley L. Andrews
MACPRA/NAGPRA Representative
Little Traverse Bay Bands of Odawa Indians
524 Bemidji Ct.
Ann Arbor Michigan 48103

Dear Mr. Andrews:

Proposed Reconstruction and Widening of Interstate 75
Saginaw County, Michigan

In our letter dated February 3, 2010, the Michigan Department of Transportation (MDOT) requested that the Little Traverse Bay Bands of Odawa Indians participate in formal Section 106 consultation on the above referenced project. This is a follow-up letter to inform you about the results of MDOT's archaeological investigations that located six archaeological sites. Five of these sites were determined not eligible for listing on the National Register of Historic Places. The sixth site is located outside of MDOT right of way and will not be impacted by the proposed construction, as no new right of way is required at this location. At this time MDOT does not anticipate the need for additional archaeological investigations; however, if project plans change in the future requiring additional archaeological investigations, we will notify you. In the interim, if you have any questions or concerns please contact me at 517-335-2637 or at robertsonj3@michigan.gov.

Sincerely,

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Section

BHD.ESS.JR.js

cc: Mary Finch, FHWA
David Williams, FHWA
Stuart Lindsay, MDOT
File

APPENDIX E

Noise Analysis Technical Report

1. EXECUTIVE SUMMARY

This report evaluated the potential noise impacts of the proposed improvements along a portion of the I-75 corridor, within the project limits from Dixie Highway to Janes Road in Saginaw County, in conformance with corresponding Federal regulations and guidance and the National Environmental Policy Act (NEPA). The goal of the I-75 project is to widen and reconstruct the existing six-lane freeway section to eight-lanes within the project limits noted.

The project is being studied as a Type 1 project because it includes the addition of a through-traffic lane in each direction, which triggers the requirement for a noise analysis.

The noise analysis presents the existing and future acoustical environment at various receptors located along the I-75 corridor. The determination of noise abatement measures and locations is in compliance with the Federal Highways Administration's (FHWA's) *Procedures for Abatement of Highway Traffic Noise and Construction Noise* as presented in the Code of Federal Regulations, Title 23 Part 772 (23 CFR 722), and the Michigan Department of Transportation (MDOT): *Highway Noise Analysis and Abatement Handbook, July 2011*. The MDOT: *Highway Noise Analysis and Abatement Handbook* is in compliance with the MDOT's *State Transportation Commission Policy 10136 Noise Abatement*, dated July 31, 2003.

Field measurements with concurrent traffic counts are taken to compare with modeled noise levels to validate the TNM for use on the specific project to predict existing and design year noise levels. Existing noise level measurements were conducted on May 9, 2011, May 10, 2011 and May 24, 2011 at fourteen (14) representative sites in the project vicinity. A minimum 15 minute measurement was taken at each site during peak and off-peak traffic time periods. Peak traffic periods are generally defined as between 7:00 am and 8:30 am and between 4:00 pm and 6:00 pm. Traffic counts were taken at each site, concurrent with the noise measurements.

The traffic noise prediction program, TNM[®]2.5, was used to model existing, 2035 No-Build, and 2035 Build traffic noise levels within the study area. Table 1 lists the number of locations within a Common Noise Environment (CNE) that approaching or exceeding the FHWA Noise Abatement Criteria (NAC). The limits of the CNEs are depicted in Figure 1 and in Appendix A. The Future 2035 No-Build traffic noise levels, within the overall project area, would increase by a maximum 2 dB(A), L_{eq} over the existing conditions. The Future 2035 Build traffic noise levels, within the overall project area, would increase by a maximum 2 dB(A), L_{eq} over the existing conditions.

Table 1: Number of Locations Within CNEs that Approach or Exceed the NAC

Activity Description	Existing	2035 No Build	2035 Build
CNE Area A – Multifamily	0	0	0
CNE Area B – Park Area	0	0	0
CNE Area C – Residential	10	12	12
CNE Area D – Residential	52	56	60
CNE Area E – Residential	23	25	25
CNE Area F – Residential	12	14	16
CNE Area G – Residential	9	12	16
CNE Area H – Residential	4	4	6
CNE Area I – Residential	11	14	19
CNE Area J – Residential	4	6	8
CNE Area K – Residential	9	9	10
CNE Area L – Residential	5	5	6
CNE Area M – Residential	1	2	2
CNE Area N – Active Sports Area	1	1	1
CNE Area O – Mixed use	0	0	0

A total of twelve (12) noise barriers have been evaluated for this noise study. The barriers were labeled according to the CNE area they were designed to protect.

Noise Barrier D was the only barrier that was found to satisfy MDOT's feasibility and reasonableness criteria. This barrier would provide mitigation for 67 single family residences. The noise barrier would be 16 feet in height, have an approximate length of 2705 feet, and provide 2 to 15 decibels of insertion loss. The estimated cost of this barrier is \$1,947,555 with a cost that would equal \$29,068 per benefitted residence.

Barriers C, G, and N were found to be feasible but beyond the allowable cost per benefit upper limit in the reasonableness determination. The remaining evaluated barriers (Barriers E, F, H, I, J, K, L, and M) do not meet the MDOT feasibility criteria or the MDOT reasonableness criteria for noise barrier construction.

MDOT is committed to informing local officials within whose jurisdiction(s) the highway project is located, of ways to prevent future highway traffic noise impacts on currently undeveloped lands. This outreach typically includes: providing information on noise compatible land use planning concepts; estimation of the distance to the Future 2035 Build 66 dB(A) noise contour (the noise level corresponding with MDOT's definition of "approaching" the NAC for Activity Categories B and C), shown on Figures NP1 through NP8 in Appendix A; and informing local officials of MDOT's Type II noise barrier program and its requirements as outlined in MDOT's *Highway Noise Analysis and Abatement Handbook* and *MDOT Commission Policy 10136*.

MDOT's noise policy states that when noise impacts are identified, feasible and reasonable noise abatement measures shall be incorporated into transportation improvement project. Based on the study completed, abatement of noise impacts for

the proposed I-75 project appears to be feasible and reasonable for the residential properties located on the west side of I-75 found directly south of Hess Street.

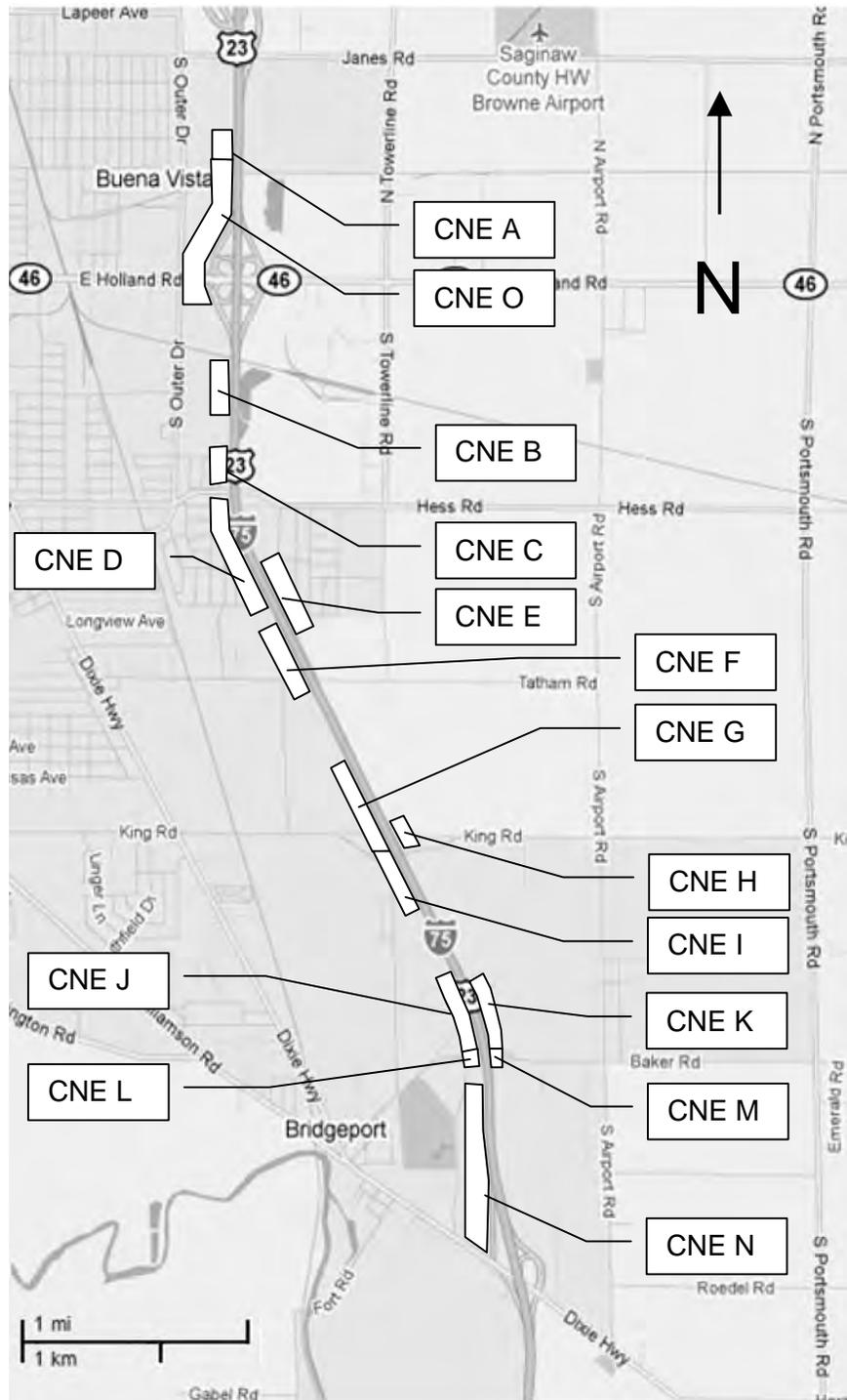


Figure 1: CNE Vicinity Map

APPENDIX F



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF AGRICULTURE
LANSING

DON KOIVISTO
DIRECTOR

January 29, 2010

Mr. David Wresinski, Administrator
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Re: EA for I-75 Reconstruction and Widening from Dixie Highway to I-675

Dear Mr. Wresinski:

I received your request for review and comment as part of the Early Coordination Process in preparation for the Environmental Assessment for the proposed reconstruction and widening of I-75 from Dixie Highway (Exit 144) to northerly to the southern terminus of the I-675 interchange.

I have reviewed the map of the Project Limits with Michigan Department of Agriculture Staff. Our primary concern, as it relates to this project, would be potential impacts the widening and reconstruction may have on properties enrolled under Part 361 of NREPA (formerly PA 116, the Farmland and Open Space Preservation Act) and on established intra- and inter-county drains.

Because the project will require additional Right-of Way acquisition it is possible that Part 361 lands may be impacted. If this is the case, it is important to keep in mind that in order to move forward with a project affecting any of the these properties you must 1) receive local unit of government approval, 2) seek formal termination of the individual agreements through the MDA Farmland Preservation Program and 3) pay back up to seven (7) years of tax credits claimed on the property, if any. I have enclosed a map highlighting lands in the vicinity of the project that are enrolled under Part 361. It appears at this time that the most likely parcels, if any, to be impacted by the proposed project are as follows:

1. Larry N. Schulz & Patricia Frost, et al:
E 33.4 acres of N66.81 acres of frac $\frac{1}{4}$, EXC S 120 ft of E 205 ft, ALSO EXC N 250 ft of S 370 ft of E'ly 314 N'ly 11 ft of S 120 ft of W'ly 109 ft E 314 ft ALSO EXC S 109 ft of 109 ft of E 314 ft of NE fra $\frac{1}{4}$, Sec 4, T11N R5E, ALSO that part of W 33.41 acres of N 66.81 acres of NE frac $\frac{1}{4}$ lying E'ly of E'ly line of US-23 highway, EXC N 72 ft, Section 4, T11N R5E, Bridgeport Township, Saginaw County, Michigan.

Mr. David Wresinski
January 29, 2010
Page 2

2. Arthur G. Hoff & Elizabeth F. Hoff:

W 444.4 ft of that part of SW ¼ of NW ¼ lying S of Tatham Road, EXC E 248 ft of W 281 ft of N 268 ft, Section 3, T11N R5E, Bridgeport Township, Saginaw County Michigan.

Our office can provide you a more targeted list of potentially affected properties, if necessary, once we have more detail of your plans during the Environmental Assessment.

It is also possible that this project will impact intra- or inter-county drains either directly through construction or alteration of the drain itself or indirectly through additional contribution of stormwater to the facility. I encourage you to coordinate your work with the office of Jim Koski, Saginaw Publics Works Commissioner.

We appreciate being included in this EIS review process. Feel free to contact me at (517) 241-3933 if I can be of further assistance.

Sincerely,



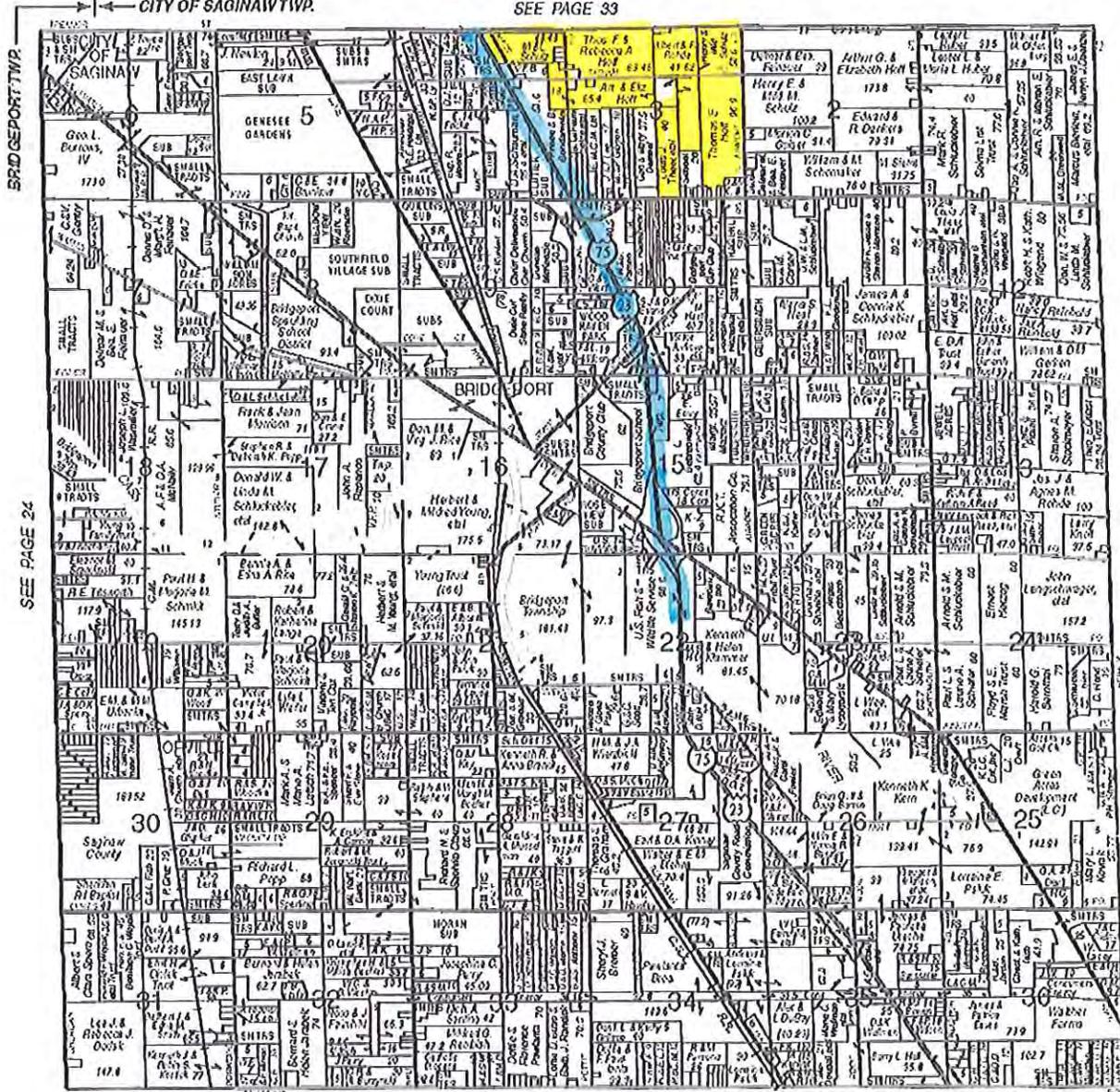
Abigail S. Eaton
Environmental Resource Specialist
Environmental Stewardship Division

Cc: Rich Harlow, MDA – Farmland Preservation Program
Elizabeth Juras, MDA – Farmland Preservation Program

BRIDGEPORT SOUTHEAST PART CITY OF SAGINAW T.11N.-R.5E.

CITY OF SAGINAW TWP.

SEE PAGE 33



SEE PAGE 24

© 2002 Rockford Map Publ., Inc.

SEE PAGE 19

Saginaw County, MI

E1000

E2000

E3000

E4000

E5000

E6000



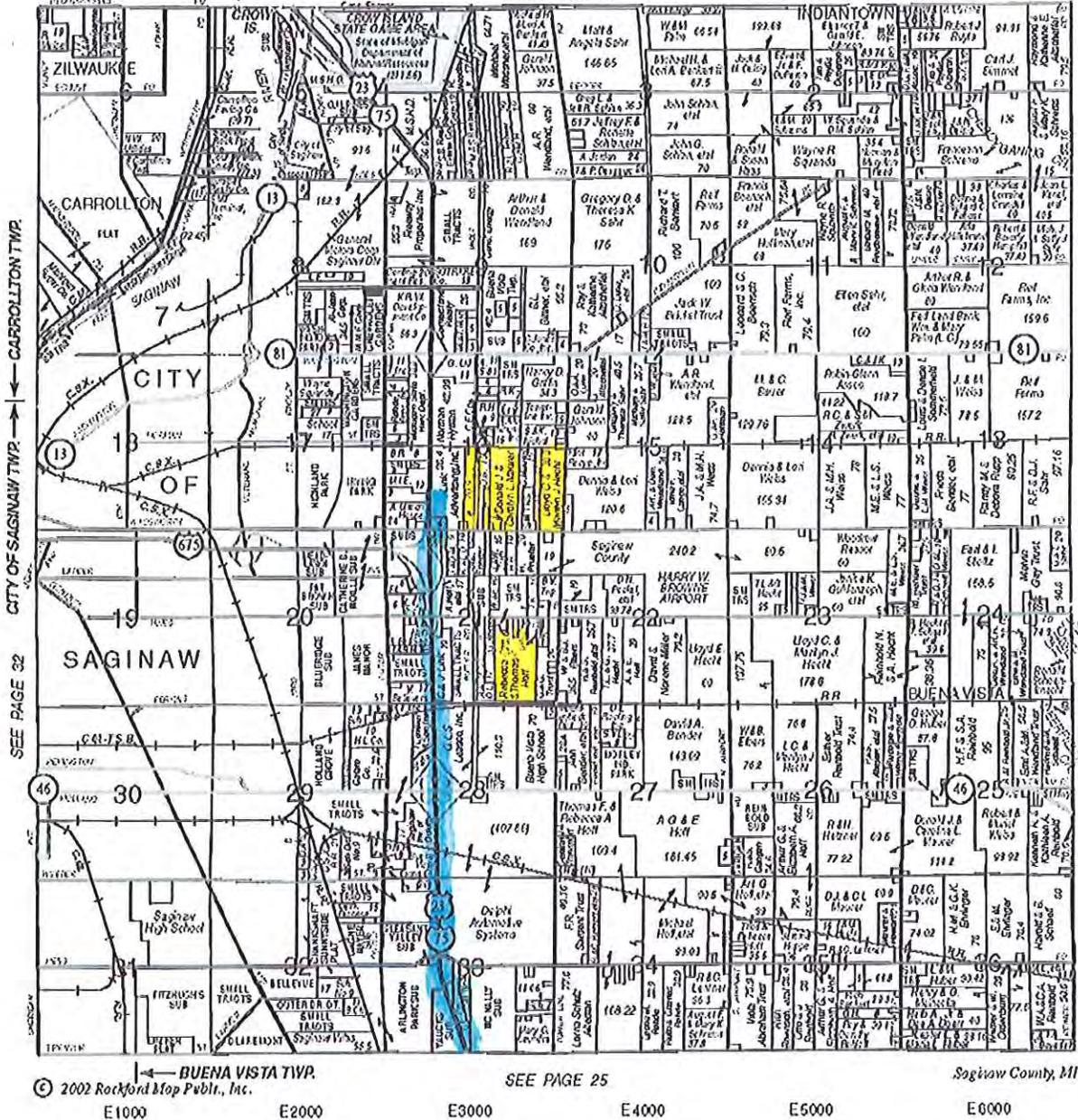
Proposed I-75 Reconstruction & Widening



Lands Enrolled under Part 36

SOUTH PART BUENA VISTA NORTHEAST CITY OF SAGINAW
 EAST CARROLLTON SOUTH ZILWAUKEE
 ZILWAUKEE TWP SEE PAGE 38

T.12N.-R.5E.



■ Proposed I-75 Reconstruction & widening
■ Lands Enrolled under Part 361

United States Department of Agriculture



Helping People Help the Land
Natural Resources Conservation Service
3001 Coolidge Road, Suite 250
East Lansing, MI 48823
T (517) 324-5270 • F (517) 324-5171 • www.nrcs.usda.gov

January 4, 2010

David E. Wresinski
Administrator, Project Planning Division
Bureau of Transportation
P.O. Box 30050
Lansing, Michigan 48909

RE: I-75 Widening Project from Approximately I-675 South to Dixie Highway, Saginaw County, Michigan

Dear Mr. Wresinski:

In reviewing the impact that the proposed widening of I-75 may have on the loss of prime and unique farmland, we have identified two such areas. One area has the prime soil map units of Tappan loam (19) and Londo loam (76A) and borders the east side of I-75, running north from the railroad grade for a distance of about 2000 feet towards James Road. Please see map #2. The second area has the Tappan loam (19) soil map unit and also borders the east side of I-75, running north from the Hess Street Overpass for a distance of about 1000 feet. Please see map #1.

If more than one acre for either site will be converted to non-agricultural uses after the completion of the proposal, then Form AD-1006 (Farmland Conversion Impact Rating) or NRCS-CPA-106 (Farmland Conversion Impact Rating for Corridor Type Projects) should be completed to determine if these areas still qualify as prime and unique farmland. These forms are enclosed. Should the farmland still qualify as prime farmland, alternative to the widening project in these areas should be explored before proceeding.

Sincerely,


GARRY LEE
State Conservationist

Enclosures: AD 1006; CPA 106; Maps #1 & 2

cc: w/o enclosures:

Vacant, District Conservationist, NRCS, Saginaw, Michigan
Karen Blair, Acting Area Conservationist, NRCS, Flint, Michigan

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.

An Equal Opportunity Provider and Employer

Map #1

Farmland Classification - Saginaw County, Michigan



Farmland Classification

Farmland Classification— Summary by Map Unit — Saginaw County, Michigan				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
19	Tappan loam	Prime farmland if drained	94.7	58.1%
62A	Tappan-Londo complex, 0 to 3 percent slopes	Prime farmland if drained	14.6	8.9%
71	Udoithents, loamy, nearly level to steep	Not prime farmland	39.9	24.5%
W	Water	Not prime farmland	13.8	8.5%
Totals for Area of Interest			162.9	100.0%

Description

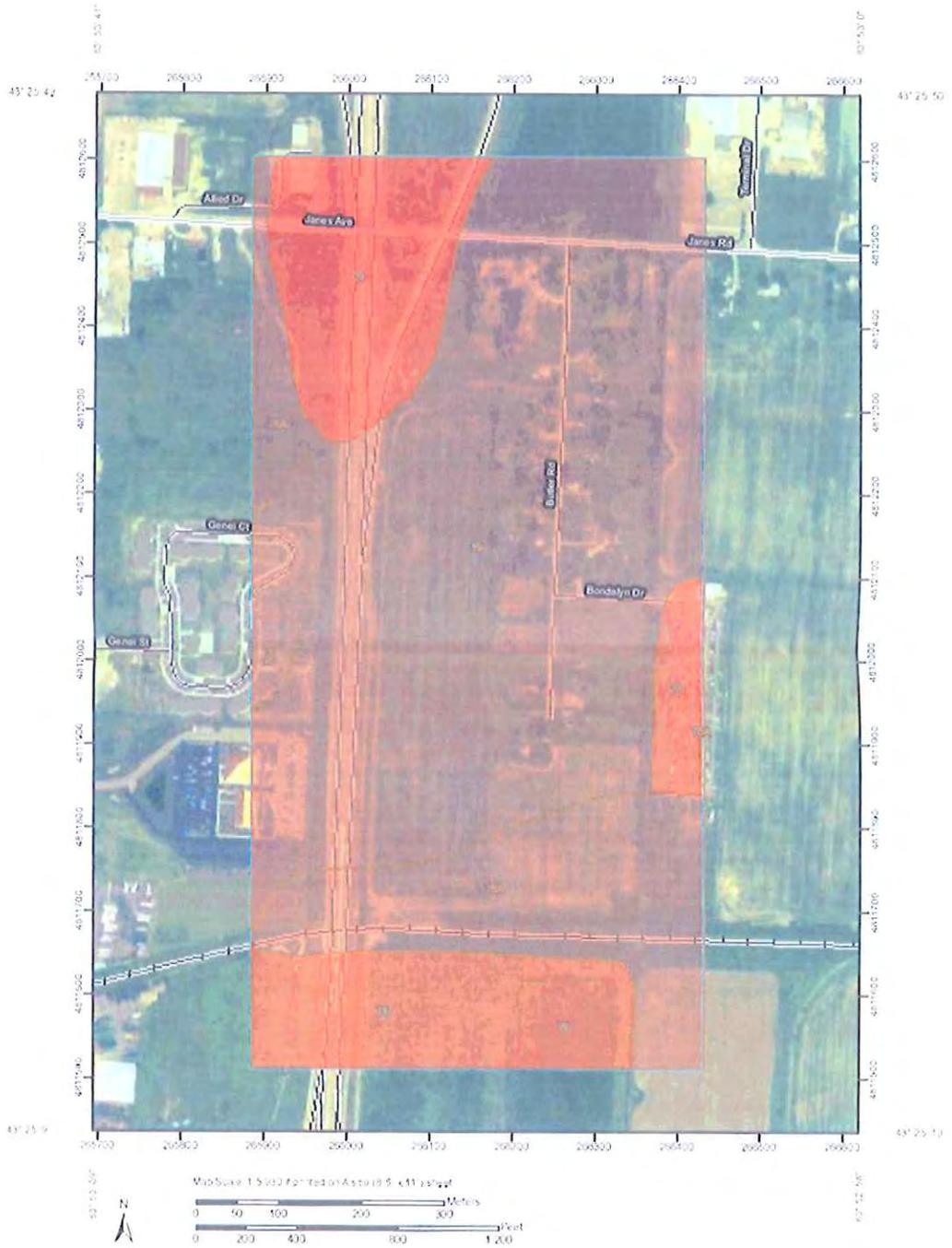
Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

Farmland Classification—Saginaw County, Michigan



MAP LEGEND

-  Area of Interest (AOI)
-  Area of Interest (AOI)
-  Soils
-  Soil Map Unit
-  Soil Ratings
-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland & drained
-  Prime farmland if protected from flooding or frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

MAP INFORMATION

US Routes
 Major Roads
 Local Roads

Prime farmland if irrigated and the product of 100% fertility, open, or mixed 90 Prime farmland if irrigated and reclaimed of excess salts and sodium
 Farming of statewide importance
 Farming of local importance
 Farming of unique importance
 Not rated or not available

Political Features
 Cities
 Counties
 Streams and Canals

Transportation
 Major Roads
 Interstate Highways

Map Scale: 1:5,930 (if printed on A size (8.5" x 11") sheet)
 The soil surveys that comprise your AOI were mapped at 1:15,840

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: UTM Zone 17N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Saginaw County, Michigan
 Survey Area Date: Version 8, Dec 14, 2009
 Date(s) aerial images were photographed: 7/9/2005, 7/18/2005

This orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification

Farmland Classification— Summary by Map Unit — Saginaw County, Michigan				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
19	Tappan loam	Prime farmland if drained	85.7	57.9%
71	Udorthents, loamy, nearly level to steep	Not prime farmland	32.3	21.8%
76A	Londo loam, 0 to 3 percent slopes	Prime farmland if drained	26.8	18.1%
W	Water	Not prime farmland	3.1	2.1%
Totals for Area of Interest			147.9	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)	Date Of Land Evaluation Request
Name Of Project	Federal Agency Involved
Proposed Land Use	County And State

PART II (To be completed by NRCS)		Date Request Received By NRCS	
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply -- do not complete additional parts of this form)</i>		Yes <input type="checkbox"/>	No <input type="checkbox"/>
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: _____ %	Acres Irrigated	Average Farm Size
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Amount Of Farmland As Defined In FPPA Acres: _____ %	Date Land Evaluation Returned By NRCS

PART III (To be completed by Federal Agency)		Site A	Alternative Site Rating		
			Site B	Site C	Site D
A Total Acres To Be Converted Directly					
B Total Acres To Be Converted Indirectly					
C Total Acres In Site	0.0	0.0	0.0	0.0	0.0

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

PART V (To be completed by NRCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale Of 0 To 100 Points)	0	0	0	0

PART VI (To be completed by Federal Agency)				
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points			
1 Area In Nonurban Use				
2 Perimeter In Nonurban Use				
3 Percent Of Site Being Farmed				
4 Protection Provided By State And Local Government				
5 Distance From Urban Builtup Area				
6 Distance To Urban Support Services				
7 Size Of Present Farm Unit Compared To Average				
8 Creation Of Nonfarmable Farmland				
9 Availability Of Farm Support Services				
10 On-Farm Investments				
11 Effects Of Conversion On Farm Support Services				
12 Compatibility With Existing Agricultural Use				
TOTAL SITE ASSESSMENT POINTS	160	0	0	0

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

Site Selected	Date Of Selection	Was A Local Site Assessment Used?
Reason For Selection		Yes <input type="checkbox"/> No <input type="checkbox"/>

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 - Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 - Originator will send copies A, B and C together with maps indicating locations of site(s), to the Natural Resources Conservation Service (NRCS) local field office and retain copy D for their files. (Note: NRCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the NRCS State Conservationist in each state.)

Step 3 - NRCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 - In cases where farmland covered by the FPPA will be converted by the proposed project, NRCS field offices will complete Parts II, IV and V of the form.

Step 5 - NRCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for NRCS records.)

Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 - The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in § 658.5 (b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points, and alternative Site "A" is rated 180 points:

$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144$ points for Site "A."

Maximum points possible = 200

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 5/7/12	4. Sheet 1 of _____
1. Name of Project JN 107497 I-75 Dixie Hwy to I-675, EA	5. Federal Agency Involved FHWA		
2. Type of Project Transportation, Reconstruct, Add Lane	6. County and State Saginaw, Michigan		
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 5/7/12	2. Person Completing Form J. Werlein
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"/>		4. Acres Irrigated Average Farm Size 216	
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 396,700 % 745	7. Amount of Farmland As Defined in FPPA Acres: 235,700 % 745	
8. Name Of Land Evaluation System Used County LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 6/6/12	

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	2			
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	2	0	0	0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	2			
B. Total Acres Statewide And Local Important Farmland				
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	27			

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)

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	3			
2. Perimeter in Nonurban Use	10	2			
3. Percent Of Corridor Being Farmed	20	1			
4. Protection Provided By State And Local Government	20	2			
5. Size of Present Farm Unit Compared To Average	10	3			
6. Creation Of Nonfarmable Farmland	25	1			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	5			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	22	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	27			
Total Corridor Assessment (From Part VI above or a local site assessment)	160	22	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	49	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project: 2000 ≈ 1.68	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:
only other alternative is the no build.
This project has greatly evolved to reduce the amount of ROW required.
Avoidance of ROW/farmland impacts has taken place.

Signature of Person Completing this Part: _____ DATE _____

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

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
 - More than 90 percent - 15 points
 - 90 to 20 percent - 14 to 1 point(s)
 - Less than 20 percent - 0 points
- (2) How much of the perimeter of the site borders on land in nonurban use?
 - More than 90 percent - 10 points
 - 90 to 20 percent - 9 to 1 point(s)
 - Less than 20 percent - 0 points
- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
 - More than 90 percent - 20 points
 - 90 to 20 percent - 19 to 1 point(s)
 - Less than 20 percent - 0 points
- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
 - Site is protected - 20 points
 - Site is not protected - 0 points
- (5) Is the farm unit(s) containing the site (before the project) as large as the average size farming unit in the County? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
 - As large or larger - 10 points
 - Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points
- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
 - Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 - Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 - Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points
- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
 - All required services are available - 5 points
 - Some required services are available - 4 to 1 point(s)
 - No required services are available - 0 points
- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
 - High amount of on-farm investment - 20 points
 - Moderate amount of on-farm investment - 19 to 1 point(s)
 - No on-farm investment - 0 points
- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
 - Substantial reduction in demand for support services if the site is converted - 25 points
 - Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 - No significant reduction in demand for support services if the site is converted - 0 points
- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
 - Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 - Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 - Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points



STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING



JENNIFER M. GRANHOLM
GOVERNOR

STEVEN E. CHESTER
DIRECTOR

December 30, 2009

Mr. David E. Wresinski, Administrator
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

Dear Mr. Wresinski:

SUBJECT: Early Coordination I-75 Reconstruction/Improvements
Buena Vista and Bridgeport Townships, Saginaw County
Michigan Department of Environmental Quality (MDEQ), Land and Water
Management Division (LWMD) Project Number 09-73-5002

Thank you for your December 9, 2009, early coordination letter regarding the proposed improvements to I-75 in Saginaw County. The project starts at Dixie Highway in section 15 of Bridgeport Township and ends at I-675 in section 21 of Buena Vista Township. The project involves the reconstruction and widening from 6 to 8 lanes on the outside of I-75. Your letter indicates that your agency is in the process of preparing an Environmental Assessment.

The LWMD has the following comments.

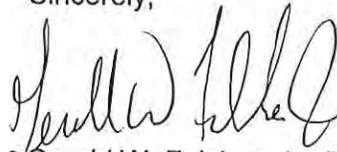
- a) There are 2-3 stream/drain crossings along this stretch of highway. A permit will be required to extend or replace these structures under Part 301, Inland Lakes and Streams, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA). Under Part 301, we recommend that replacement structures fully span the bottomlands when feasible.
- b) These streams/drains all have a drainage area of less than 2 square miles, therefore a permit will not be required under the State's Floodplain Regulatory Authority, found in Part 31, Water Resources Protection, of the NREPA.
- c) It is not clear if any wetlands would be impacted by the proposed project. Available maps indicate the presence of hydric soils along significant portions of the road corridor. If there are wetland impacts, they should be field verified, and their types, functions, and values properly described. Impacts to wetlands due to filling, grading, or draining will require a permit under Part 303, Wetlands Protection, of the NREPA. Mitigation will be required for any unavoidable impacts to wetlands. Additional information on wetlands and the mitigation requirements can be found at www.michigan.gov/deqwetlands.
- d) A National Pollution Discharge Elimination System (NPDES) permit will be required for storm water discharges associated with construction activities in accordance with

Rule 2190 promulgated in accordance with Part 31, Water Resources Protection, of the NREPA.

- e) A review of our database indicates potential Part 201 sites being located in sections 9 and 15, T11N, R5E of Bridgeport Township and sections 21, 28, and 33, T12N, R5E of Buena Vista Township. It is recommended that you contact Ms. Rhonda Klann of the MDEQ's Remediation and Redevelopment Division in the LWMD Saginaw Bay District Office at Klannr@michigan.gov.

If you have any other questions or wish to arrange a site inspection, please contact Mr. Jeff Silagy of the LWMD Gaylord District Office at 989-705-3429, or you may contact me.

Sincerely,



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

cc: Ms. Rhonda Klann, MDEQ
Mr. Jeff Silagy, MDEQ



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN

DEPARTMENT OF NATURAL RESOURCES

LANSING



REBECCA A. HUMPHRIES
DIRECTOR

January 5, 2010

Mr. David Wresinski
Project Planning Division
Department of Transportation
PO Box 30050
Lansing, Michigan 48909

SUBJECT: Proposed widening of I-75 from Dixie Highway to I-675

Dear Mr. Wresinski:

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 existing data on Michigan's endangered, threatened, or otherwise significant plant and animal species, natural plant communities, and other 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 in the database for a particular site may mean that the site has not been surveyed. The only way to obtain a definitive statement on the status of natural features is to have a competent biologist perform a complete 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. The presence of threatened or endangered species does not preclude activities or development, but may require alterations in the project plan. *Species may be present that have not been recorded in the database.*

The following is a summary of the results of the review in Saginaw County, T11N R5E and T12N R5E:

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

Thank you in for your coordination in addressing the protection of Michigan's natural resource heritage. Responses and correspondence can be sent to: Michigan Department of Natural Resources, Wildlife Division, P.O. Box 30444, Lansing, Michigan 48909. If you have further questions, please call Ms. Sargent at 517-373-9418, or at SargentL@michigan.gov.

Sincerely,

Russ Mason, Ph.D., Chief
Wildlife Division
517-373-1263

NATURAL RESOURCES COMMISSION

Keith J. Charters, Chair • Mary Brown • Hurley J. Coleman, Jr. • John Madigan • Timothy L. Nichols • J. R. Richardson • Frank Wheallake

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United States
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Commander (dpb)
Ninth Coast Guard District
1240 E. Ninth Street, Room 2025
Cleveland, OH 44199-2060

Phone: (216) 902-6087
FAX: (216) 902-6088

16590
B-142/Ads
December 22, 2009

Mr. David E. Wresinski
Administrator, Project Planning Division
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Mr. Wresinski,

I am responding to your letter dated December 9, 2009 regarding the rehabilitation of Interstate 75 between the towns of Bridgeport Township and Saginaw in Saginaw County, Michigan.

The proposed project does not appear to cross a waterway where the Coast Guard Bridge Administration Program exercises jurisdiction. Accordingly, a Coast Guard Bridge Permit is not required. Additionally we do not have any concerns with the project as proposed in your letter.

Though a Coast Guard Bridge Permit is not required you must comply with the requirements of other federal, state, or local agencies. Please ensure these requirements are satisfied.

Please contact me at (216) 902-6087 if you have further questions or concerns regarding this matter.

Sincerely,


SCOTT M. STRIFFLER
Chief, Bridge Branch
By direction of Commander,
Ninth Coast Guard District



IN REPLY REFER TO:

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

January 25, 2010

Mr. David E. Wresinski
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

Re: Environmental Assessment for Proposed Reconstruction and Widening of I-75, Saginaw County, Michigan

Dear Mr. Wresinski:

We are responding to your letter of December 9, 2009, requesting early coordination for the above referenced project. We submit these comments pursuant to section 7 of the Endangered Species Act of 1973, as amended (ESA), and in accordance with the intent of the National Environmental Policy Act (NEPA).

Shiawassee National Wildlife Refuge

As shown on the map that accompanied your letter, the project limits extend along I-75 from the interchange with Dixie Highway to the southern terminus of the I-675 freeway interchange; however, the study area encompasses a larger corridor around I-75 and reaches south of Dixie Highway to Cass River. The Cass River Unit of the Shiawassee National Wildlife Refuge falls within this study area. The Environmental Assessment (EA) should evaluate not only any direct effects to refuge lands but also the indirect effects, such as increased noise levels, to wildlife and the wildlife-dependent public uses that the refuge provides. The EA should also discuss measures to avoid and mitigate these impacts.

Migratory Birds

Under the Migratory Bird Treaty Act of 1918, as amended, it is unlawful to take, capture, kill, or possess migratory birds, their nests, eggs, and/or young. For proposed projects that may contain habitat suitable for nesting by migratory birds, we recommend avoiding and minimizing the loss and fragmentation of habitat to the extent practicable. For unavoidable impacts, we recommend you schedule construction activities or remove potential habitat or nesting structures before the initiation of spring nesting or after the breeding season in order to avoid take of migratory birds, eggs, young, and/or active nests. The EA should assess the potential direct effects to migratory birds as well as indirect effects from noise and the functional loss of habitat, and consider mitigation measures to avoid, minimize, and compensate for these impacts.

Wetlands

Pursuant to the Natural Resources and Environmental Protection Act and the Federal Clean Water Act, the State of Michigan regulates certain activities in wetlands. Development that would impact wetlands may require a permit for which this office may have review authority under the Fish and Wildlife Coordination Act. In the review of these permit applications, we may concur (with or without stipulations) or object to permit issuance depending whether the proposed work may impact Federal trust resources.

Endangered Species

Section 7(a)(2) of the ESA requires Federal agencies, or their designees, to determine effects to federally listed threatened and endangered species for all federally funded, constructed, permitted, or licensed projects. For section 7 consultations with the U.S. Fish and Wildlife Service, please refer to our endangered species and technical assistance website, located at <http://www.fws.gov/midwest/endangered/section7/index.htm>.

We appreciate the opportunity to provide these comments at this early stage of project planning. Please direct any questions to Barbara Hosler of this office at 517/351-6326.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. A. Czarnecki', written in a cursive style.

Craig A. Czarnecki
Field Supervisor

cc: FHWA, Lansing, MI (Attn: David Williams)
FWS, Shiawassee NWR, Saginaw, MI (Attn: Steve Kahl)
USEPA, NEPA Implementation Section (E-19), Chicago, IL (Attn: Sherry Kamke)
MDNRE, Land and Water Management Division, Gaylord, MI (Attn: Jeff Silagy)



**Saginaw County Metropolitan
Planning Commission**
County Governmental Center
111 South Michigan Avenue
Saginaw, Michigan 48602
Phone: (989) 797-6800 Fax: (989) 797-6809

January 27, 2010

Mr. David Wresinski
Project Planning Division
Bureau of Transportation Planning
MDOT
P.O. Box 30050
Lansing MI 48909

RE: Environmental Assessment for I-75 Reconstruction & Widening

Dear Mr. Wresinski:

On behalf of the Saginaw County Metropolitan Planning Commission (SCMPC), I am writing in response to your request for comments for the EA for the reconstruction and widening of I-75 from Exit 144 to Exit 150.

The SCMPC is the policy body for the Saginaw Metropolitan Area Transportation Study (SMATS), the MPO for Saginaw County. In this capacity, the SCMPC has reviewed and approved the EPE and PE phases of this project for inclusion in the MPO's Transportation Improvement Program (TIP) for 2008 through 2011.

The issues that have been identified during project scoping and noted in your December 9, 2009 letter are appropriate and will generally be sufficient for preparation of the Environmental Assessment.

In addition, you may be aware that adjacent communities and emergency services personnel had previously expressed concerns over emergency access to both northbound and southbound lanes due to the enclosed median and barrier wall that were part of the I-75 reconstruction from Birch Run Creek to Dixie Highway in 2006. Therefore, I also encourage you to ensure that emergency responders are included in the early coordination for this project.

Thank you for the opportunity to comment. Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Douglas A. Bell". The signature is written in a cursive style.

Douglas A. Bell
Director
dbell@saginawcounty.com

ATTENDANCE RECORD FOR I-75 Reconstruction & Widening – Saginaw County

– Saginaw County – Wednesday, Sept. 15, 2010

Name GARY L. DIETLEIN
Address 2971 W. OHIO
City BAY CITY Zip 48706
Representing JACK DINGEMAN
E-mail (optional) _____

Name ADAM BALL
Address 4471 M-61
City STAMFORD Zip 48058
Representing SURVEYING SOLUTIONS, INC
E-mail (optional) aball@ssi.mi.com

Name Jeanie Argumedo
Address 3867 Cluifer
City Sag Zip 48601
Representing _____
E-mail (optional) _____

Name CHARLES DEZELAZI
Address 3870 CLYMER
City SAGINAW, MICH Zip 48601
Representing _____
E-mail (optional) _____

Name Steve Warren
Address 5859 Sherman
City Saginaw Zip 48605
Representing Wilcox Professional Services
E-mail (optional) Steve.Warren@wilcox.us

Name ROBERT CONWAY
Address 315 AUEGAN
City LAUNING Zip 48933
Representing FHWA
E-mail (optional) robert.conway@dot.gov

Name GLORIA PLATKO
Address 2374 S. OUTER DR
City SAGINAW Zip 4860
Representing BENA VISTA TWP
E-mail (optional) gplatko@charter.net

Name Harold Mumprik
Address 3740 Old Park Rd
City Saginaw, Mich Zip 48601
Representing Bridgeport Swf.
E-mail (optional) _____

THANK YOU FOR ATTENDING • PLEASE PRINT

THANK YOU FOR ATTENDING • PLEASE PRINT

ATTENDANCE RECORD FOR I-75 Reconstruction & Widening – Saginaw County – Wednesday, Sept. 15, 2010

Name Therese M. Rainey
Address 13918 Chestnut Hill
City Saginaw Mich Zip 48601
Representing Bridgeport Sup.
E-mail (optional) _____

Name Corey Davis SR.
Address 4028 Autumn Ridge
City SAGINAW Zip 48603
Representing _____
E-mail (optional) _____

Name Gerrard Godley
Address 725 Prudden St. Zip 48906
City Lansing Representing CLAE
E-mail (optional) gerrard.godley@clae.com

Name DAVID WILLIAMS
Address FHWA - MIL DIVISION
City _____ Zip _____
Representing _____
E-mail (optional) _____

THANK YOU FOR ATTENDING • PLEASE PRINT

Name Michael Schian Liu Buckner
Address 3784 Grotto Rd.
City Bridgeport Zip 48722
Representing _____
E-mail (optional) ymbuckner1@hotmail.com

Name Jim Lewis
Address 515 N. Washington Ave, Suite 401
City Saginaw MI Zip 48607
Representing Congressman Dale Kildee
E-mail (optional) jim.lewis@mail.house.gov

Name Bryde Broadbeck
Address 258 Wilbur St. Zip 48601
City Saginaw MI Representing BU Townships
E-mail (optional) bbroadbeck@bvtc.org

Name PATRICIA ABRICH
Address 4304 DED BAKER
City BRIDGEPORT Zip 48722
Representing BRIDGEPORT TWP.
E-mail (optional) _____

THANK YOU FOR ATTENDING • PLEASE PRINT

ATTENDANCE RECORD FOR I-75 Reconstruction & Widening – Saginaw County – Wednesday, Sept. 15, 2010

Name MIKE NIEDERQUELL
Address 11167 THORNBERY DR
City FREELAND Zip 48623
Representing WADE TRIM
E-mail (optional) mniederquell@wadetrim.com

Name Mike Baysdell
Address 3377 Eastdale Dr.
City Flint Zip 48506
Representing N/A
E-mail (optional) mbaysdell@davionschools.org
mrbsaysde@svsu.edu

Name _____
Address _____
City _____ Zip _____
Representing _____
E-mail (optional) _____

Name _____
Address _____
City _____ Zip _____
Representing _____
E-mail (optional) _____

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Address _____
City _____ Zip _____
Representing _____
E-mail (optional) _____

THANK YOU FOR ATTENDING • PLEASE PRINT

THANK YOU FOR ATTENDING • PLEASE PRINT

**I-75 RECONSTRUCTION AND WIDENING, SAGINAW COUNTY
COMMENT FORM**

MDOT is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of I-75 in Saginaw County, from Dixie Highway to the southern interchange of I-675. The 5.4-mile project in Buena Vista and Bridgeport townships would complete a 40-mile stretch of reconstructed, eight-lane freeway from I-475 north of Flint to the M-13 Connector in Bay County. Your input is important as MDOT considers the impacts the improvements would have on the human and natural environments. Thank you.

GET INVOLVED!

Your comments are important and will become a matter of public record. Comments and supportive documentation will be shared with the appropriate MDOT and Federal Highway Administration personnel.

* * * PLEASE PRINT CLEARLY * * *

Name CHARLES DEZELAN E-mail _____
Address 3890 CANTIER _____
City SAGINAW State MI Zipcode 48601

TELL US WHAT YOU THINK.

Please use the space below and additional pages if necessary. Turn your comment form in at the public meeting, or mail, fax or e-mail them (see below).

MY MAIN CONCERN IS TRAFFIC NOISE.

Please return this form before you leave, or mail or fax it as soon as possible to:

**Robert H. Parsons
Public Involvement and Hearings Officer
Michigan Department of Transportation
425 W. Ottawa, P.O. Box 30050
Lansing, MI 48909
Fax: 517.373.9255
parsonsb@michigan.gov**

**I-75 RECONSTRUCTION AND WIDENING, SAGINAW COUNTY
COMMENT FORM**

MDOT is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of I-75 in Saginaw County, from Dixie Highway to the southern interchange of I-675. The 5.4-mile project in Buena Vista and Bridgeport townships would complete a 40-mile stretch of reconstructed, eight-lane freeway from I-475 north of Flint to the M-13 Connector in Bay County. Your input is important as MDOT considers the impacts the improvements would have on the human and natural environments. Thank you.

GET INVOLVED!

Your comments are important and will become a matter of public record. Comments and supportive documentation will be shared with the appropriate MDOT and Federal Highway Administration personnel.

* * * PLEASE PRINT CLEARLY * * *

Name Jean Argumedo E-mail _____
Address 3867 Clavier _____
City Sag State MI Zipcode 48601

TELL US WHAT YOU THINK.

Please use the space below and additional pages if necessary. Turn your comment form in at the public meeting, or mail, fax or e-mail them (see below).

Stress on house
Noise
Cars off expressway are right up
to the fence

Please return this form before you leave, or mail or fax it as soon as possible to:

**Robert H. Parsons
Public Involvement and Hearings Officer
Michigan Department of Transportation
425 W. Ottawa, P.O. Box 30050
Lansing, MI 48909
Fax: 517.373.9255
parsonsb@michigan.gov**

I-75 RECONSTRUCTION AND WIDENING, SAGINAW COUNTY COMMENT FORM

MDOT is preparing an Environmental Assessment (EA) for the proposed reconstruction and widening of I-75 in Saginaw County, from Dixie Highway to the southern interchange of I-675. The 5.4-mile project in Buena Vista and Bridgeport townships would complete a 40-mile stretch of reconstructed, eight-lane freeway from I-475 north of Flint to the M-13 Connector in Bay County. Your input is important as MDOT considers the impacts the improvements would have on the human and natural environments. Thank you.

GET INVOLVED!

Your comments are important and will become a matter of public record. Comments and supportive documentation will be shared with the appropriate MDOT and Federal Highway Administration personnel.

* * * PLEASE PRINT CLEARLY * * *

Name Margaret M. Mair-Riize E-mail _____
Address 3918 Clute's Road _____
City Saginaw State Mich Zipcode 48601

TELL US WHAT YOU THINK.

Please use the space below and additional pages if necessary. Turn your comment form in at the public meeting, or mail, fax or e-mail them (see below).

Noise + Vibration - Tree Removal on the overpasses (King Rd)
How property will be repaired and fix, if have to come on
property to remove trees. Route in property.

Please return this form before you leave, or mail or fax it as soon as possible to:

Robert H. Parsons
Public Involvement and Hearings Officer
Michigan Department of Transportation
425 W. Ottawa, P.O. Box 30050
Lansing, MI 48909
Fax: 517.373.9255
parsonsb@michigan.gov

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* * * PLEASE PRINT CLEARLY * * *

Name Breaire Braddock E-mail bbraddock@bvct.org
 Address 1160 South Outer Drive
 City Saginaw State MI Zipcode 48601

TELL US WHAT YOU THINK.

Please use the space below and additional pages if necessary. Turn your comment form in at the public meeting, or mail, fax or e-mail them (see below).

- 1) ^{Businesses} Traffic flow or ^{delays} ~~back up~~ - Public/neighborhood concerns
- 2) Overall appearance + Maintenance of property.
incorporating visual improvements
- 3) Final Design - Roundabout?
- 4) Support BV's improvement - Street scape project.
- 5) Communication to the BV residents/^{businesses} - ~~thru~~

Please return this form before you leave, or mail or fax it as soon as possible to:

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 Public Involvement and Hearings Officer
 Michigan Department of Transportation
 425 W. Ottawa, P.O. Box 30050
 Lansing, MI 48909
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* * * PLEASE PRINT CLEARLY * * *

Name DAVE GEIGER E-mail _____
Address S45 FREDERICK ST.
City FRANKENMUTH State MI? ↑ Zipcode 48734
(IT'S LITTLE BAVARIA!)

TELL US WHAT YOU THINK.

Please use the space below and additional pages if necessary. Turn your comment form in at the public meeting, or mail, fax or e-mail them (see below).

I FAVOR WIDENING SO TRUCKS WILL REMAIN
ON I-75 AND NOT COME THROUGH FRANKENMUTH
AND HONK THEIR HORNS AT TOURIST LADIES IN
THEIR TANK TOPS..... BESIDES WE WANT TRAFFIC
CALMING SO WE CAN HEAR THE ACCORDIAN
MUSIC AT THE FISCHER PLATZ

Please return this form before you leave, or mail or fax it as soon as possible to:

Robert H. Parsons
Public Involvement and Hearings Officer
Michigan Department of Transportation
425 W. Ottawa, P.O. Box 30050
Lansing, MI 48909
Fax: 517.373.9255
parsonsb@michigan.gov

(OVER)

**ENVIRONMENTAL ASSESSMENT FOR WIDENING
5.4 MILES OF I-75 IN SAGINAW COUNTY
PUBLIC MEETING – JUNE 6, 2012
COMMENT FORM**

GET INVOLVED! Your comments are important.

* * * PLEASE PRINT CLEARLY * * *

Name ROBERT G. MINARD E-mail robminard@aol.com
Address 4327 S. PORTSMOUTH
City BRIDGEPORT State MI Zip Code 48722

TELL US WHAT YOU THINK.

Please use the space below and additional pages if necessary. Turn your comment form in at the public meeting. If you wish, you may mail, fax or e-mail them (see below).

HERE REPRESENTING

PETER PASTERE 3137 S. TOWERLINE RD BRIDGEPORT, MI
48722. INTERESTED IN EFFECT ON PROPERTY, IF ANY
EFFECT (LOSS), HE WOULD BE INTERESTED IN
SELLING THE HOUSE. CURRENTLY, THE GARAGE IS
UP TO THE FENCE. I SEE THEY ARE BUILDING A
NOISE BARRIER BETWEEN ROAD & HOUSE. IF YOU
NEED TO CONTACT PETER, CALL 704-512-8671.

Please return this form before you leave or mail, e-mail or fax to:

Bob Parsons
MDOT Public Involvement
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255
parsonsb@mchigan.gov

**ENVIRONMENTAL ASSESSMENT FOR WIDENING
5.4 MILES OF I-75 IN SAGINAW COUNTY
PUBLIC MEETING – JUNE 6, 2012
COMMENT FORM**

GET INVOLVED! Your comments are important.

* * * PLEASE PRINT CLEARLY * * *

Name BRJAN LAFRAMBOISE E-mail N/A
Address 4120 OLD KING RD
City SAGINAW State MI Zip Code 48601

TELL US WHAT YOU THINK.

Please use the space below and additional pages if necessary. Turn your comment form in at the public meeting. If you wish, you may mail, fax or e-mail them (see below).

I FEEL THIS IS A VERY BAD INVESTMENT.

CURRENT ROADS COULD BE BETTER UPDATED

INSTEAD OF WASTING BILLIONS ON A

HIJHWAY THAT IS ONLY "BOTTLED NECKED

TWO DAYS A YEAR FOR APPROXIMATELY 514 HOURS.

I ALSO FEEL THIS WILL DECREASE MY PROPERTY VALUE

Please return this form before you leave or mail, e-mail or fax to:

**Bob Parsons
MDOT Public Involvement
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255
parsonsb@mchigan.gov**

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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Meeting Purpose: Environmental Assessment for I-75 Widening in Saginaw County

Location of Meeting: Bay Region Office Date: June 6, 2012

Please Print * Please Print * Please Print * Please Print

NAME	Robert G. Minard	NAME	Fredrick LaClair
ADDRESS	4327 S. POITSMOUTH RD	ADDRESS	4035 Old King
CITY	BRIDGEPORT	CITY	Saginaw
STATE	MI	STATE	MI
ZIP	48722	ZIP	48601
EMAIL ADDRESS		EMAIL ADDRESS	

REPRESENTING	PETER BASTAZ 3137 S. TRAVELINE BRIDGEPORT	REPRESENTING	LaClair Household
NAME	Toni Czolgosz	NAME	Gary Dietrich
ADDRESS	3761 HARTL DR.	ADDRESS	6572 Hess
CITY	BRIDGEPORT	CITY	Saginaw
STATE	MI	STATE	MI
ZIP	48722	ZIP	48601
EMAIL ADDRESS	tonilcm@aol.com	EMAIL ADDRESS	gary4stard@yahoo.com
REPRESENTING		REPRESENTING	

NAME	Henry R. W.D.	NAME	Gary T. Hall
ADDRESS	14455 Rowetta	ADDRESS	3205 MYSY VIA DR
CITY	Saginaw	CITY	Saginaw (Riverside)
STATE	MI	STATE	Mich
ZIP	48601	ZIP	48601
EMAIL ADDRESS	brenda - G1033@aol.com et	EMAIL ADDRESS	
REPRESENTING		REPRESENTING	

NAME	Henry R. W.D.	NAME	Gary T. Hall
ADDRESS	14455 Rowetta	ADDRESS	3205 MYSY VIA DR
CITY	Saginaw	CITY	Saginaw (Riverside)
STATE	MI	STATE	Mich
ZIP	48601	ZIP	48601
EMAIL ADDRESS	brenda - G1033@aol.com et	EMAIL ADDRESS	
REPRESENTING		REPRESENTING	

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Location of Meeting:
Bay Region Office

Date:
June 6, 2012

Please Print * Please Print * Please Print * Please Print

NAME <i>Wendy LaGlar</i>	ADDRESS <i>4035 Old King</i>	CITY <i>Saginaw</i>	STATE <i>Mi</i>	ZIP <i>48601</i>	NAME <i>MICHAEL NIEDERQUELL</i>	ADDRESS <i>8769 WANDERING WAY</i>	CITY <i>FREELAND</i>	STATE <i>Mi</i>	ZIP <i>48623</i>
EMAIL ADDRESS <i>wendyl@acol.com</i>	REPRESENTING	EMAIL ADDRESS <i>m.niederquell@wade-trim.com</i>	REPRESENTING <i>WADE TRIM</i>						

NAME <i>BRADLEY SCOWLS JEFF LADD</i>	ADDRESS <i>4151 BEAUBERT BLVD</i>	CITY <i>BRIDGEPORT</i>	STATE <i>Mi</i>	ZIP <i>48722</i>	NAME <i>JOHN Baldernas Audrey Edmund</i>	ADDRESS <i>3186 E WASHINGTON</i>	CITY <i>Saginaw</i>	STATE <i>MICH</i>	ZIP <i>48601-6449</i>
EMAIL ADDRESS <i>LADDJTB@BSCS.K12.MI.US</i>	REPRESENTING	EMAIL ADDRESS <i>JOHN Baldernas 42@yahoo.com</i>	REPRESENTING						

NAME <i>Bill Buckner + Michael Schwan</i>	ADDRESS <i>3784 Groth Rd</i>	CITY <i>Bridgeport</i>	STATE <i>MI</i>	ZIP <i>48722</i>	NAME <i>DAVE GEIGER</i>	ADDRESS <i>545 FREDERICK</i>	CITY <i>FRANKENMUTH</i>	STATE <i>Mi</i>	ZIP <i>48734</i>
EMAIL ADDRESS <i>mbuckner1@hotmail.com</i>	REPRESENTING	EMAIL ADDRESS	REPRESENTING						

Please Print * Please Print * Please Print * Please Print

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Location of Meeting:
Bay Region Office

Date:
June 6, 2012

Please Print * Please Print * Please Print * Please Print * Please Print

NAME Derek Bink	NAME Matt Bony
ADDRESS 405 E Old King Rd	ADDRESS 3500 Wadsworth
CITY Saginaw	CITY Saginaw
STATE MI	STATE MI
ZIP 48601	ZIP 48601
EMAIL ADDRESS	EMAIL ADDRESS jennifer@abelsgreenhouse.com
REPRESENTING	REPRESENTING Abel Greenhouse

NAME Shandra Ables	NAME Donald Shepherd
ADDRESS 445 Penata St	ADDRESS 3535 Wadsworth Rd
CITY Saginaw	CITY Saginaw
STATE MI	STATE MI
ZIP 48601	ZIP 48601
EMAIL ADDRESS	EMAIL ADDRESS
REPRESENTING	REPRESENTING

NAME Maxine C Harris	NAME Jeff Barrett
ADDRESS 3819 Hartl Dr	ADDRESS 8243 Nue Mile
CITY Bridgeport	CITY Saginaw
STATE MI	STATE MI
ZIP 48722	ZIP 48658
EMAIL ADDRESS	EMAIL ADDRESS jbarrett@ssi-mi.com
REPRESENTING	REPRESENTING

Please Print * Please Print * Please Print * Please Print * Please Print

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Environmental Assessment for I-75 Widening in Saginaw County

Location of Meeting:
Bay Region Office

Date:
June 6, 2012

Please Print * Please Print * Please Print

NAME	BRYAN LAFRAMBOSSE			NAME	Alfred + Louise Sutfirez		
ADDRESS	9130 KING RD			ADDRESS	3050 Weiss St		
CITY	STATE	ZIP	CITY	STATE	ZIP	CITY	ZIP
SAGINAW	MI	48601	Saginaw	MI	48602		
EMAIL ADDRESS	N/A			EMAIL ADDRESS			
REPRESENTING	SAME AS ABOVE			REPRESENTING			
NAME	John Hall			NAME	Arthur Hall		
ADDRESS	1795 7 th Avenue			ADDRESS	4400 Hubbard		
CITY	STATE	ZIP	CITY	STATE	ZIP	CITY	ZIP
Saginaw	MI	48604	Saginaw	MI	48601		
EMAIL ADDRESS	John@WSGW.com			EMAIL ADDRESS			
REPRESENTING	WSGW Radio			REPRESENTING			
NAME	Lee/Linda Albright Jr			NAME	Debra Harris		
ADDRESS	3895 Groto			ADDRESS	3288 Nysq/VA		
CITY	STATE	ZIP	CITY	STATE	ZIP	CITY	ZIP
Bridgeport	MI	48708	Saginaw	MI	48601		
EMAIL ADDRESS				EMAIL ADDRESS			
REPRESENTING				REPRESENTING	Self		

Please Print * Please Print * Please Print * Please Print

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Meeting Purpose: Environmental Assessment for I-75 Widening in Saginaw County

Location of Meeting: Bay Region Office

Date: June 6, 2012

Please Print * Please Print * Please Print

NAME <i>Jake Hodges</i>	ADDRESS <i>16124 Doob</i>	CITY <i>Freeport</i>	STATE <i>MI</i>	ZIP <i>48103</i>	NAME <i>Michael Ledette</i>	ADDRESS <i>2110 Nard Thomas</i>	CITY <i>Saginaw</i>	STATE <i>MI</i>	ZIP <i>48609</i>
EMAIL ADDRESS <i>lindajdiaz@hotmail.com</i>	REPRESENTING <i>MacK Rd.</i>	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING
NAME <i>John D. Battistini</i>	ADDRESS <i>3190 N 57th Dr.</i>	CITY <i>Saginaw</i>	STATE <i>MI</i>	ZIP <i>48601</i>	NAME <i>Henry Jody</i>	ADDRESS <i>2267 Towers Park</i>	CITY <i>Sky</i>	STATE <i>MI</i>	ZIP <i>48601</i>
EMAIL ADDRESS	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING
NAME <i>Mrs. Tom's Robert Endress</i>	ADDRESS <i>2121 Vance Rd</i>	CITY <i>Saginaw</i>	STATE <i>MI</i>	ZIP <i>48601</i>	NAME	ADDRESS	CITY	STATE	ZIP
EMAIL ADDRESS	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING	REPRESENTING

Please Print * Please Print * Please Print * Please Print

APPENDIX G

Lawrie, Ann (MDOT)

Subject: FW: Buena Vista Lions Club Park

From: Dexter Mitchell [<mailto:dmitchell@bvct.org>]
Sent: Wednesday, April 24, 2013 8:46AM
To: Lawrie, Ann (MDOT)
Cc: Bayus, Richard (MDOT)
Subject: RE: Buena Vista Lions Club Park

Ann,
Yes your statement is accurate

Dexter A. Mitchell
Interim Township Manager
Buena Vista Charter Township
1160 S. Outer Dr.
Saginaw MI 48601

This electronic mail transmission contains **PRIVILEGED AND CONFIDENTIAL INFORMATION** intended only for the use of the Addressee(s) named above. If you are not the intended recipient, you are hereby notified that any dissemination or copying of this transmission is strictly prohibited. If you have received this transmission in error, please immediately notify us by telephone and return the original transmission to us at the above e-mail address. Thank you.

From: Lawrie, Ann (MDOT)
Sent: Monday, April 15, 2013 1:50PM
To: dmitchell@bvct.org
Cc: Bayus, Richard (MDOT)
Subject: Buena Vista Lions Club Park

Good Afternoon Mr. Mitchell,

We spoke recently regarding MDOT's proposed improvements to I-75 and the potential to impact the Buena Vista Lions Club Park. During the discussion, it came to light that Buena Vista Charter Township does not own or have any deeded rights to the Soap Box Derby property directly adjacent to I-75, although the Township does maintain a small portion of the Soap Box Derby property to preserve aesthetics at the adjacent Lions Club Park.

So that MDOT may move forward with our Environmental Assessment process, would you please confirm the above to be accurate?

Thank you again for your time and assistance.

Kindest Regards,

Ann

Ann M. Lawrie
Environmental Clearance Coordinator/Section 4(f) Specialist
Environmental Section
Michigan Department of Transportation
(517) 241-3954