U.S. Department
of Transportation

Federal Highway
Administration

Michigan Division

315 W. Allegan St., Room 207
Lansing, Michigan 48933

February 21, 2003

Ms. Margaret Barondess, Manager
Environmental Section
Project Planning Division
Bureau of Transportation Planning
Michigan Department of Transportation
Lansing, Michigan

Dear Ms. Barondess:

1-94 from west of 1 h Street to Sprinkle Road
Finding of No Significant Impact, Programmatic Section 4(f)
Kalamazoo County, Michigan

Reference is made to the letter of February 11, 2003, which requested a Finding of No Significant Impact (FONSI) for the proposed project. We have completed our final review of the document, and the attachments to the letter. Based on our review, we have concluded that the proposed project will have no significant impacts to the nnvironment. Accordingly, please find attached our signed Finding of No Significant Impact (FONSI) and programmatic section 4(f) determination. Please assure that a notice of availability of the FONSI is sent to the affected units of Federal, state, and local government, and the document will be available from your Department, or our office, upon request from the public.

By our adoption of the FONSI and completion of the public comment/hearing requirements of 23 U.S.C. 128, the MOOT is authorized to proceed with the further project development.

Sincerely,

Ronald K. Hatcher
Area Engineer

For: James J. Steele
Division Administrator

cc: Lori Noblet, MOOT, Project Planning Division

Federal Highway Administration
Finding of No Significant Impact
For
1-94 from west of 1ih Street to Sprinkle Road
In the Cities of Kalamazoo and Portage
Kalamazoo County, Michigan

The FHWA has determined that this project will not have any significant impacts on the human or natural environment. This finding of no significant impact is made after review of the attached Environmental Assessment which has been independently evaluated by the FHWA and determined to be adequate and accurately discuss the environmental issues and impacts of the proposed project.

The proposed project will require the purchase of a minor amount of additional rights-of-way. These will be acquired in compliance with the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended. There will be no relocations of private residences or commercial businesses as a result of the project. Noise abatement measures have been analyzed and are proposed at locations described in the Environmental Assessment. The Public Involvement process has been complied with as described by the Michigan Department of Transportation's February 11, 2003, letter.

The Environmental Assessment provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of the attached Environmental Assessment.

2/21/03		Field Operations Group Leader
Date	Responsible Official	Title

MICHIGAN DIVISION
FEDERALHIGHWAY ADMINISTRATION
PROGRAMMATIC SECTION 4(f) DETERMINATION AND APPROVAL
UNDER THE
NATIONWIDE 4(f) EVALUATION FOR MINOR TAKES OF
PUBLIC PARKS, RECREATION LANDS AND WILDLIFE AND
WATERFOWL REFUGES
(December 23, 1986)

Description/Location of Project I-94 from west of 12'h Street to Sprinkle Road in the cities of Portage and Kalamazoo in Kalamazoo County, Michigan

Consult the Nationwide Section 4(f) Evaluation as it relates to the following items. Complete all items. Any response in a box ([ ]) requires additional information prior to approval. This determination will be attached to the applicable FONSI.

		YES	NO
1.	Is the 4(f) site adjacent to the existing highway?		[ ]
2.	Does the amount and location of the land to be used impair the use of the remaining Section 4(f) lands, in whole or in part, for its intended purpose?	[ ]	
3.	a. If the total4(f) site is less than 10 acres, is the land to be acquired/ used less than 10% of the total acreage?		[ ]
	b. If the total4(f) site is from 10-100 acres, is land to be acquired/used less than 1 acre.	N/A	[ ]
	c. If the total 4(f) site is greater than 100 acres, is the land to be acquired/ used less then 1% of site?	N/A	[ ]
4.	Are there any proximity impacts which would impair the use of the 4(f) lands for their intended purpose?	[ ]	

		YES	NO
5.	Have the officials with jurisdiction over the Section 4(f) lands agreed in writing with the assessment of impacts of the proposed project on, and the proposed mitigation of the Section 4(f) lands?	..X	[ ]
6.	Have Federal funds been used in the acquisition or improvements of the 4(f) site?	[ ]	..X
	If yes, has the land conversion/transfer been coordinated with the appropriate Federal agency, and are they in agreement?	N/A	[ ]
7.	Does the project require the preparation ofanEIS?	[ ]	.X
8.	Is the project on new location?	[ ]	.X
9.	The scope of the project is one of the following:	.x_	[ ]

a. Improved Traffic Operations
b. Safety Improvements
c. 4R
d. Bridge Replacement on Essentially the Same Aligmnent
e. Addition of Lanes

Alternatives Considered:

Consult the Nationwide Programmatic Section 4(f) Evaluation for the generic reasons that might be addressed. The evaluation of alternatives for the subject project, however, must quantify those reasons as applicable and be supported by the circumstances of the project.

1.	The "Do Nothing" alternative has been evaluated and is considered not to be feasible and prudent?	[ ]
2.	An alternative has been evaluated which improves the highway without the use of the adjacent 4(f) land and it is considered not to be feasible and prudent?	[ ]

	YES	NO
3. An alternative on new location avoiding the use of the 4(f) land has been evaluated and is considered not to be feasible and prudent?		[X]

The proposed widening of I-94 has been limited to use of the existing right-of-way.

Measures to Minimize Harm:

1. The proposed action includes all possible planning to minimize harm?	.x_	[ ]
2. Mitigation measures include one or more of the following: (Check applicable mitigation measures)		
a. Replacement of lands used with lands of reasonably equivalent usefulness and location and of at least comparable value?	[ ]	.x_
b. Replacement of facilities impacted by the project including sidewalks, paths, benches, lights, trees, and other facilities?	[ ]	.X
c. Restoration and landscaping of disturbed areas?	[ ]	.x_
d. Special design features? (Briefly explain)	[ ]	.x_
e. Payment of the fair market value of the land and improvements taken?	[ ]	.X
f. hnprovements to the remaining 4(f) site equal to the fair market value of the lands and improvements taken?	[ ]	.X
g. Other measures (indicate)?	[X]	

A signed, designated non-motorized route will be provided to accommodate pedestrians and bicyclists during construction.

Coordination:

1. The proposed project has been coordinated with the Federal, State, and/or local officials having jurisdiction over the 4(f) lands?		[ ]

		YES	NO
2.	In the case of non-Federal4(f) lands, the official jurisdiction has been asked to identify any Federal encumbrances and there are none?	IL	[ ]
3.	For bridge projects coordination with the U. S. Coast Guard has been completed (if applicable)?	NIA	[ ]

Determination and Approval:

Based on the Environmental Assessment/Programmatic Section 4(f) Evaluation approved by FHWA on September 10. 2002 the results of public and agency consultation and coordination as evidenced by the attachments to the Michigan Department of Transportation's Februazy 11. 2003 letter attached, the FHWA has determined that:

The project meets all applicable criteria in the Nationwide Section 4(f) Evaluation and Approval for Federal-Aided Highway Projects with Minor Involvements with Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges approved on December 23, 1986.

That alternatives set forth in the Findings section of the above Nationwide Section 4(f) Evaluation have been fully evaluated and are clearly applicable for this project. Based on those Findings, it is determined there is no feasible and prudent alternatives to the use of lands from Portage Creek Bicentennial Park.

The project complies with the Measures to Minimize Harm Section of the above Nationwide Section 4(f) Evaluation and there are assurances that the measures to minimize harm will be incorporated in the project.

The coordination called for in the above Nationwide Section 4(f) Evaluation has been successfully completed.

Accordingly, the FHWA approves the proposed use oflands from Portage Creek Bicentennial Park for the construction ofl-94 from west of 12'h Street to Sprinkle Road under the above Nationwide Section 4(f) Evaluation issued on December 23, 1986.

z.b1/0-3
Date

Approval Recommended

Wf:f J?,;/4
Area Engineer

2/21/03
Date

Approved

J J
Field Operations Group Leader

DOCUMENTATION SUPPORTING A FINDING OF NO SIGNIFICANT IMPACT FOR THE PROPOSED RECONSTRUCTION AND WIDENING OF 1-94 WEST OF 12TH STREET TO SOUTH SPRINKLE ROAD IN THE CITIES OF KALAMAZOO AND PORTAGE, KALAMAZOO COUNTY, MICHIGAN

(C.S. 39022, J.N. 54230)

SECTION I

PROPOSED PROJECT

1.1 PROJECT DESCRIPTION

An Environmental Assessment/Programmatic Section 4(f) Evaluation (EN4(f)) for the proposed reconstruction and widening ofl-94 west of 12th Street to South Sprinkle Road in the cities of Kalamazoo and Portage, Kalamazoo County, Michigan was approved by the Federal Highway Administration (FHWA) on September 10, 2002. A legal notice was placed in the Kalamazoo Gazette on September 26, 2002 announcing the availability of the Environmental Assessment. The public hearing was held in accordance with Federal and State Public Involvement/Public Hearing Procedures. The public hearing was held on October 10, 2002 at the Portage City Council Chambers in Portage, Michigan. Approximately 60 people attended the public hearing. The public comment/hearing requirements have been met as certified by the Michigan Department of Transportation (MDOT) Public Hearings Officer. (Appendix A)

Three alternatives were presented in the EN4(f): (1) No Build Alternative; (2) Widen and Reconstruct I-94 including replacing 17 bridges within the project limits; and (3) Widen I-94 without improving the interchanges. MDOT is recommending that I-94 be reconstructed and widen including the replacement of 17 bridges from west of 12th Street to South Sprinkle Road in the Cities of Kalamazoo and Portage. This alternative was selected because it would alleviate all of the deficiencies that exist on I-94 between 12th Street and South Sprinkle Road in the cities of Kalamazoo and Portage.

1.2 CORRECTIONS AND CLARIFICATIONS TO THE ENVIRONMENTAL ASSESSMENT

1. Page 1, Section 1.2.2: The correct name for Sprinkle Road is South Sprinkle Road, and the correct name of the railroad is NSRR not Conrail. These two corrections apply to the entire document.

2. Page 3, Exhibit 1.1: The project arrow should be extended to South Sprinkle Road.

3. Page 8: Correct spelling for Amtrack is Amtrak, and correct wording for KATS is

Kalamazoo Area Transportation Study not Kalamazoo Area Transportation Authority.

4. Page 16, Section 2.12- Floodplains/Hydraulic: The following additional information should be included in the discussions of proposed work at I-94 and US-131 crossings of Davis Creek, Portage Creek, and the West Fork of Portage Creek:

- Based on more detailed project design, the proposed I-94 and US-131 improvements will not impact any floodplains associated with Davis Creek, Portage Creek, or the West Fork of Portage Creek.

- I-94 is carried over Davis Creek by two 267' 6" long, 8' wide, 6' high box culverts. The drainage area of this crossing is 12 square miles. The proposed work consists of adding a 2 foot raise to the existing culvert headwalls on both sides. The increase in headwall height will not encroach onto the floodplain.

- Two 256' 7" long, 6' wide, 6' high box culverts carry SB US-131 over the West Fork of Portage Creek (drainage area of 2.4 square miles). The Flood Hazard Boundary Map for the city of Portage does not show any base floodplain area at either the upstream or downstream ends of the culverts carrying SB US-131 and Ramps D and Gover the creek. No work is proposed for these culverts.

- The I-94 bridges that carry I-94 over the railroad and Portage Creek will require widening on the median side. The drainage area for Portage Creek in the project area is 11.1 square miles. The bridge abutments and piers are outside of the Portage Creek floodplain so the proposed median widening of the abutments and piers will not involve a floodplain encroachment.

- The two 320' 7" long, 6' wide, 6' high box culverts that carry I-94 over the West Fork of Portage Creek will be extended 20' on the north side to accommodate the realignment ofUS-131 Ramp D (SB US-131 to WB I-94). New headwalls will be installed at the end of the proposed culvert extensions. The Flood Hazard Boundary Map for the city of Portage does not show an area of base floodplain at the I-94 crossing of the West Fork of Portage Creek. The existing culverts are under capacity and a preliminary hydraulic analysis has shown that the proposed 20' extension will not result in any increase in backwater. A Michigan Department of Environmental Quality (MDEQ) permit is required for this project and permit conditions require structures to pass the 100 year storm event without increasing backwater elevations.

SECTION2

COMMENTS AND RESPONSES

The following are summaries of letters and comments that were received as part of the public record and comments that were received at the public hearing. Each comment/concern has been responded to and copies of the letters that were received are included in the Appendices.

2.1 LETTERS FROM FEDERAL AND STATE AGENCIES REGARDING THE EA/4(0

1. The United States Department of the Interior, Fish and Wildlife Service (USF&WS) reviewed the document and had the following comments.

   First Comment: The USF&WS indicated that the document does an adequate job of describing the project purpose and need, alternatives considered and affected environments. The EA also provided a satisfactory description of the environmental consequences of the proposed actions.

   Response: Comment noted.

   Second Comment: In the EA/4(0 document, potential stream impacts are identified; however, construction activities within the stream channels and its potential effects on local fisheries is not discussed. The USF&WS also recommends that measures such as the timing restrictions during critical life cycle stages be included to avoid fishery impacts.

   Response: The inclusion of time restrictions for working in the water or other fisheries protection items are coordinated with the Michigan Department of Environmental Quality (MDEQ) during the permit application process. MDEQ will also coordinate with the Michigan Department of Natural Resources (MDNR) Fisheries Division during the permit process. MDOT will comply with any MDNR recommended time restrictions.

   Third Comment: The USF&WS indicated that the document correctly identifies the Eastern massasauga rattlesnalce and its habitat requirements. However, the USF&WS recommends minimizing impacts to the extent practicable to the upland areas that are immediately adjacent to the wetlands and that may provide potential summer habitat for the Eastern massasauga.

   Response: The MDOT agrees with the findings as outlined by the USF&WS. At this time, the Eastern massasauga rattlesnalce is listed as a candidate species on the Federal list therefore, it has no legal protection under the law. MDOT is not

proposing to perform any work within the habitat of this species and therefore should not impact it. MDOT will add a note to the final plans informing all construction workers of the potential presence of this species and ask them to minimize there construction impacts to any grassy areas surrounding wetland habitats adjacent to this project.

Fourth Comment: The USF&WS indicated that the proposed work may require a MDEQ permit for which their office would have review responsibilities. In reviewing these permit applications, the USF&WS may concur (with or without stipulations) or object to permit issuance depending upon whether specific construction practices impact public trust fish and wildlife resources of concern.

Response: Comment noted.

2. The United States Atmy Corp of Engineers reviewed the document and had the following comments:

First Comment: The Corp of Engineers (COB) indicated that they have a civil works program which includes an ongoing study on Davis Creek, which is located downstream from the proposed MDOT project. COB has asked that MDOT take the necessary steps to protect in the downstream area of Davis Creek from impacts of the highway reconstruction.

Response: MDOT will take the necessary steps to protect the downstream area of Davis Creek from any potential impacts that may occur as a result of the proposed reconstruction and widening of I-94.

Second Comment: The COB indicated that the I-94 reconstruction and widening project may have impacts on the floodplain of Davis Creek. The COB recommends that MDOT coordinate the proposed project with local officials and with the Michigan Department of Environmental Quality (MDEQ), Land and Water Management Division, Hydraulic Studies Unit regarding the applicability of a floodplain permit prior to constmction.

Response: The MDOT will coordinate with MDEQ in obtaining the necessary permits for this project.

3. The Federal Emergency Management Agency (FEMA) reviewed the document and had the following comments:

First Comment: FEMA indicates that when federal funds are involved, then compliance with Executive Order (E.O.) 11988, Floodplain Management, and agency regulations (Part 1500) on environmental quality and protection must be

assured. E.O. 11988 directs federal agencies to avoid taking any "action" in floodplains unless there is no practicable alternative. *H* no practicable alternative exists, then an eight step public review process must be implemented to consider mitigation strategies to minimize the impacts of development.
Response: Based on more detailed project design, the proposed project improvements will not impact any floodplains associated with Davis Creek, Portage Creek, or the West Fork of Portage Creek. Please refer to Section 1.2 - Corrections and Clarifications to the Environmental Assessment for more detailed infotmation regarding the proposed work at I-94 and US-131 crossings of Davis Creek, Pottage Creek, and the West Fork of Portage Creek.

Second Comment: FEMA indicates that there are current and effective Flood Insurance Rate Maps for the City of Portage and for the City of Kalamazoo that are available.

Response: MDOT has used the current and effective Flood Insurance Rate Maps as indicated on the Flood Hazard Areas and Wetland Map (Exhibit 2.1) found in the Environmental Assessment/Programmatic Section 4(f) Evaluation.

4. The U.S. Department of Interior (DOI), Office of the Secretary reviewed the document and had the following comments:

First Comment: DOI asked for clarification regarding the following statement in Section 6.1 of the EA document: " the project is being processed for approval under the U.S. Department of Transportation, Federal Highway Administration's Programmatic Section 4(f) Evaluation published in the August 22, 1983, Federal register". DOI also requested that MDOT indicate which of the four available programmatic Section 4(f) Evaluations is being applied to this project.

Response: As stated in the Section 4(f) Policy Paper (revised June 7, 1989) "There are four nationwide programmatic Section 4(f) evaluations. One covers projects that use historic bridges. The second covers projects that use minor amounts of land from public parks, recreational areas and wildlife and waterfowI refuges. The third covers projects that used minor amounts of land from historic sites. The fourth covers bikeway projects." The Pottage Creek Bicentennial Park Trail falls under the second category, minor amounts of land from public parks, recreational areas and wildlife and waterfowl refuges covered under the Final Nationwide Section 4(f) Evaluation and Approval for Federally-Aided Highway Projects With Minor Involvements With Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges as published in the Federal Register, August 19, 1987.

Second Comment: In the *EN4(f)* document, potential stream impacts are identified; however, construction activities within the stream channels and its

potential effects on local fisheries is not discussed. The DOl also recommends that measures such as the timing restrictions during c1iticallife cycle stages be included to avoid fishery impacts.

Response: The inclusion of time restrictions for working in the water or other fisheries protection items are coordinated with the Michigan Department of Environmental Quality (MDEQ) during the permit application process. MDEQ will also coordinate with the Michigan Department of Natural Resources (MDNR) Fisheries Division during the permit process. MDOT will comply with any MDNR recommended time restrictions.

Third Comment: The DOl also indicated that the document correctly identifies the Eastern massasauga rattlesnake and its habitat requirements. However, the DOl recommends minimizing impacts to the extent practicable to the upland areas that are immediately adjacent to the wetlands and that may provide potential summer habitat for the Eastern massasauga.

Response: The MDOT agrees with the findings as outlined by the DOl.. At this time, the Eastern massasauga rattlesnake is listed as a candidate species on the Federal list therefore, it has no legal protection under the law. MDOT is not proposing to perform any work within the habitat of this species and therefore should not impact it. MDOT will add a note to the final plans informing all construction workers of the potential presence of this species and ask them to minimize there construction impacts to any grassy areas surrounding wetland habitats adjacent to this project.

Fourth Comment: The DOl indicated that they have no objection to the Section 4(f) approval of this document.

Response: Comment noted.6

5. The Michigan Department of Agriculture reviewed the document and has indicated that since the area involves a highly urbanized area, the proposed project will not impact farmland, nor will it affect any land zoned for agriculture. Thus, Department of Agriculture has no further comments or concerns regarding this project.

Response: Comment noted.

6. The Michigan Department of Natural Resources reviewed the document and has indicated that they have no further information to provide other than the letter that was sent to MDOT on July 19, 2002. A copy of the letter was included in the EN4(f) document.

Response: Comment noted.

7. The Michigan Department of Environmental Quality (MDEQ) reviewed the document and replied that the proposed project will not directly impact any wetlands. However, a permit will be required for construction activities at the four stream crossings under the State's Floodplain Regulatory Authority found in Part 31, Water Resources Protection and Part 301, Inland Lakes and Streams, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended. Also, adequate soil erosion and sedimentation controls will be required for this project. MDEQ has no objections to MDOT submitting this report to FHWA for a Finding of No Significant Impact (FONSI).

   Response: MDOT will coordinate with MDEQ in obtaining the necessary permits for this project, and will make sure that all soil erosion and sedimentation controls are implemented for this project.

8. The State of Michigan, Historic Preservation Office reviewed the document and have indicated in their letter to FHWA that no historic properties will be affected by the proposed project.

   Response: Comment noted.

2.2 LETTERS FROM LOCAL AGENCIES

1. The Board of County Road Commissioners of Kalamazoo County reviewed the document and had the following comments:

   First Comment: The Board of County Road Commissioners indicated that they support the proposed project. However, they would like MDOT to undertake additional planning activities to include improvements west of the 9'h Street interchange and also extend the project eastward to the city of Battle Creek. These improvements would include the reconstruction of interchanges at South Sprinkle Road (Exit 80), 35th Street (Exit 85), 40th Street (Exit 88) and Columbia Avenue/Mercmy Drive (Exit 92).

   Response: At this time, MDOT is not planning any additional planning activities to include improvements west of the 9th interchange or extend the project east to the city of Battle Creek.

   Second Comment: The Board would also like MDOT to further extend the reconstruction and widening project eastward to the I-69 Interchange in Calhoun County.

Response: At this time, MDOT is not planning any additional planning activities to extend the reconstruction and widening project eastward to the I-69 Interchange in Calhoun County.

Third Comment: The Board is concerned about the 10 to12 year construction schedule for this project. The County Road Commission would like the construction completed in half the time.

Response: At this time, MDOT is not proposing to expedite the ten year construction schedule because of financial constraints. However, if additional funding resources are identified that would allow MDOT to expedite the construction schedule, MDOT would consider expediting the construction for this project.

2. The Kalamazoo County Road Commission reviewed the document and had the following comments:

First Comment: The County Road Commission indicated that several corrections needed to be made to the EA/4(f) document.

Response: MDOT has made the necessary spelling con·ections which are described in Section 1.1 of this document.

Second Comment: The County Road Commission inquired if South 9th Street and the I-94 interchange could be incorporated into this project.

Response: At this time, MDOT is not proposing to extend the projects limits beyond 12th street.

Third Comment: The County Road Commission asked about the landfill that exists between the railroad structures and the potential leachate entering Davis Creek, as well as the sanitary sewer (Davis Creek Interceptor). None of these features were mentioned in Section 2.1 Right of Way Impacts.

Response: At this time MDOT is not proposing to purchase any fee right of way or grading permits that would impact the landfill or the Davis Creek Interceptor.

Fourth Comment: The County Road Commission indicated that Secondary Impacts will include 12th Street widening, as well as its influence on the stream at the bridge site. Also, social impacts will be felt at the Lovers Lane bridge and road relocation (residential area south of 1-94) and in the nmtheast quadrant.

Response: Comment noted.

Fifth Comment: The County Road Commission stated that traffic models indicating that traffic will be reduced on local roads needs to be revisited.

Response: A traffic analysis will be done after the proposed project has been completed to determine if traffic has been reduced on local roads as a result of the widening and reconstruction of I-94.

Sixth Comment: The County Road Commission asked why the Indiana Bat and the Box Turtle were not discussed in the EA/4(f) document, and Can MDOT guarantee that "all" leadplants were removed and transplanted.

Response: MDOT field reviewed the project area and checked both federal and state databases as well as coordinated with the U.S. Fish and Wildlife Services and the Michigan Department of Natural Resources to determine if any endangered and threatened species existed or had the potential to exist within the project area. No Indiana Bats or Box Turtle were found to exist within the project area.

As stated in the EA/4(f) document, MDOT removed and transplanted all leadplants to new locations under a permit issued by MDNR in 1991. A field review in 2001 indicated that no leadplants were found within the project area.

Seventh Comment: The County Road Commission also asked about BMP for Phase II storm water,

Response: This issue will be addressed during the design phase of this project.

3. The Kalamazoo County Council of Governments reviewed the document and had the following comments:

First Comment: The Kalamazoo County Council of Governments (COG) is concerned about the 10 to12 year construction schedule for this project. The County Road Commission would like the construction completed in half the time.

Response: At this time, MDOT is not proposing to expedite the ten year construction schedule because of financial constraints. However, if additional funding resources are identified that would allow MDOT to expedite the schedule, MDOT would consider expediting the construction for this project.

Second Comment: The COG would like MDOT to consider the possibility of extending this project to include the area from South Sptinkle Road eastward to the Calhoun County line at mile marker 92; and extend the project westward to the 9'h Street Interchange at mile marker 72.

Response: At this time, MDOT is not planning any additional planning activities to include improvements west of the 9th interchange or extend the project east to the Calhoun County line at mile marker 92.

2.3 Comments Received at the Public Hearing

The Michigan Department of Transportation received comments from 11 individuals at the public hearing that was held at the Po1tage City Council Chambers in Portage, Michigan. Copies of these comments can be found in Appendix C.

The following is a list of concerns/comments that MDOT received and a response to each comment/concern.

1. Most of the comments that were received at the Public Hearing were from residents who live west of 12th and I-94. The residents in this area are requesting that a noise barrier be constructed along this segment of I-94 to help reduce the noise levels.

   Response: As part of the environmental assessment, MDOT did conduct a noise analysis which included the residential area located west of 12th Street and I-94. After reviewing the results of the noise analysis and the MDOT Noise Policy which states "Noise abatement will be provided if the cost of constructing a noise wall does not exceed $34,200 (2002 Dollars) per benefitting residence. The cost of providing this area with a noise barrier was more than double the limit of $34,200 per benefitting residence. Therefore, no abatement measures were recommended for this area at this time. However, future studies for widening I-94 west of 12•• Street will require an additional noise analysis. At that time, MDOT will review the analysis and determine if a noise barrier is warranted for the area west of 12th Street.

2. Several citizens including the Mayor of Kalamazoo, indicated that they support the project, but they want MDOT to expedite the proposed construction schedule.

   Response: At this time MDOT is not able to expedite the proposed construction schedule because of financial resources. However, if additional funding resources become available sooner, MDOT will consider expediting the construction of the proposed widening and reconstruction of I-94.

3. Several citizens asked that the project limits be extended.

   Response: At this time, MDOT is not planning to extend the project limits.

4. Several Residents requested that MDOT widen the 12th Street bridge at 1-94.

   Response: MDOT will replace the structure to accommodate the existing cross section on the roadway. This cross section could be reconfigured by the local road agency to provide additional capacity in the future.

5. Several citizens were concerned about the aesthetics (noise walls, green space, etc.) within the project area. They wanted to make sure that the noise walls would blend with the surroundings and that green space be make available at certain interchanges.

   Response: Aesthetic treatments were discussed and displayed at the public hearing. Bridges and noise walls will be constructed to compliment each other and to blend into the surroundings. Additional landscaping will be placed within the newly designed interchanges.

2.4 Written Connnents Received from the Public

MDOT received several comments from the citizens who live near the project area. Copies of these comments can be found in Appendix D.

1. Most of the citizens who wrote comments were requesting that MDOT construct a noise barrier west of 12th Street and 1-94. The citizens indicated that the noise levels are bad and they feel that a wall would help reduce the noise levels.

   Response: As previously stated, MDOT is not proposing to extend or build a new noise barrier west of 12th Street and 1-94.

2. Several of the residents indicated that they support the project; however they would like MDOT to expedite the proposed construction schedule. They feel that the improvements to 1-94 are needed now.

   Response: As previously stated, MDOT is not able to expedite the proposed construction schedule. However, if additional funding resources become available in the near future, MDOT will certainly consider reconstructing and widening 1-94 sooner.

3. Several residents were concerned about the 12'" Street bridge and requested that MDOT widen or improve the existing blidge.

   Response: MDOT will replace the structure to accommodate the existing cross section on the roadway. This cross section could be reconfigured by the local road agency to provide additional capacity in the future.

APPENDIX A

PUBLIC HEARING CERTIFICATION

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
L\ '-'SI"t.'

JOHN ENGLER
GOVERNOR

GREGO!iY J RJSH\E

November 6, 2002

Mr. James J. Steele
Division Administrator
Federal Highway Administration
315 West Allegan, Room 211
Lansing, Michigan 48901

Dear Mr. Steele:

Certification of the public hearing on the Environmental Assessment and Programmatic Section 4(f) Evaluation for the reconstruction and widening of 1-94 from west of 12th Street to Sprinkle Road in the cities of Kalamazoo and Portage in Kalamazoo County.

This is to certify that a public hearing was held in accordance with Federal and State Public Involvement/Public Hearing Procedures. The hearing was held Thursday, October 10,2002, at the Portage City Council Chambers, with an afternoon session from 3:30 to 5:00 PM and an evening session from 7:00 to 8:30 PM. Sixty people attended, of whom 11 provided audio-recorded comments and seven provided them in writing. Additionally, we received written comments from the Michigan Departments of Agriculture, Environmental Quality and Natural Resources, as well as from the Kalamazoo County Road Commission. Nine persons provided comments by way of mail/E-mail.

A copy of the hearing transcript and comments received is attached for your review and record.

Sincerely,

Susan P. Martel, Director
Bureau of Transportation Planning

Enclosures

APPENDIXB

LETTERS FROM FEDERAL, STATE AND LOCAL AGENCIES

JN 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

November 20, 2002

Ronald S. Kinney, Manager
Environmental Section
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

Re: Review of the Environmental Assessment/Programmatic Section 4{f) Evaluation for the Proposed Reconstruction and Widening of I-94 West of 12th Street to Sprinkle Road in the Cities of Kalamazoo and Portage, Kalamazoo County, Michigan

Dear Mr. Kinney:

Thank you for your September 16, 2002 request for comments on the Environmental Assessment/Programmatic Section 4(f} Evaluation [EA/4(f)] for the proposed improvement project on I-94 in the Cities of Kalamazoo and Portage, Kalamazoo County, Michigan. We provide these comments under the authority of the Fish and Wildlife Coordination Act and the Endangered Species Act (Act) of 1973, as amended and in accordance with the National Environmental Policy Act of 1969.

GENERAL COMMENTS

The EA/4(f) does an adequate job of describing the project purpose and need, alternatives considered and affected environments. The EA/4(f) provides a satisfactory description of the environmental consequences of the proposed actions.

SPECIFIC COMMENTS

Stream Crossings

Section 2.11, Pages 15-16. Section 2.11 identifies the streams within the proposed project area and provides a description of the proposed stream crossings. Potential stream impacts identified in this section include sedimentation and storm water runoff; however, construction activity within the stream channels and its potential effects on local fisheries is not discussed. This section outlines measures to avoid and minimize impacts from storm water runoff and erosion/sedimentation. In addition to those, we recommend the inclusion of measures, such as timing restrictions during critical life cycle stages, to avoid fishery impacts.

Wetlands

Section 2.13, Page 18. Section 2.13 identifies the location of existing wetlands within the proposed project area. This section indicates that no wetland impacts would occur as a result of the proposed action.

Threatened and Endangered Species

Section 2.10, Pages 14-15. Section 2.10 indicates that the Eastern massasauga rattlesnake *(Sistrurus catenatus catenatus),* a Federal candidate species, is known to occur within the proposed project area. This section correctly identifies its habitat requirements as including shallow wetlands and shrub swamps as well as adjacent upland areas such as grassy fields and meadows. Because the proposed action would not impact any wetlands, the EA/4(f) concludes that potential massasauga habitat would not be affected. Section 2.10 also includes a recommendation that construction workers should be informed of the possible presence of this species. In addition, we recommend minimizing impacts to the extent practicable to the upland areas that are immediately adjacent to the wetlands and that may provide potential summer habitat for the massasauga.

While the Act does not extend protection to candidate species, we encourage their consideration in environmental planning. Avoidance of unnecessary impacts to candidate species will reduce the likelihood that they will require the protection of the Act in the future.

Fish and Wildlife Coordination Act Comments

The proposed work may require a Michigan Department of Environmental Quality permit for which this office would have review responsibilities. In the review of these permit applications, we may concur {with or without stipulations) or object to permit issuance depending upon whether specific construction practices may impact public trust fish and wildlife resources of concern.

We appreciate the opportunity to provide these comments. Please refer any questions directly to Barbara Hosler of this office at {517) 351-6326 or the above address.

Sincerely,

Robert A. Czarnecki
Field Supervisor

cc: Michigan Department of Environmental Quality, Geological & Land Management Division, Lansing, MI {Attn: Jerry Fulcher)
Michigan Department of Natural Resources, Wildlife Division, Lansing, MI (Attn: Pat Lederle)

G:\ADMINISTRATION\ARCHIVES\2002\NOV02\I-94-Kalamazoo_EA.blh.wpd

DEPARTMENT OF THE ARMY
DETROIT DISTRICT, CORPS OF ENGINEERS
BOX 1027
DETROIT, MICHIGAN 48231-1027

IN REPLY REFER TO:

NOV 2 2 2002

Planning Division
Environmental Analysis Branch

Ms. Margaret Barondess, Manager
Environmental Section
Project Planning Division
MichigHn Department of Transportation
Murray D. Van Wagoner Building
PO Box 30050
Lansing, Michigan 48909

Dear Ms. Barondess:

We are writing in response to your September 16, 2002, correspondence on the proposed reconstruction and widening ofi-94 from west of 12[1]h Street to Sprinkle road in Kalamazoo and Portage, Michigan. In accordance with our responsibilities, the following comments are provided under our civil works/floodplain management program and our regulatory program.

Our civil works program includes an ongoing study on Davis Creek, which is downstream from your proposed project (Enclosures I and 2). The purpose of the Davis Creek study is to investigate methods for restoring the creek ecosystem. We assume you will protect the downstream area of Davis Creek from impacts of the highway reconstruction. If you need additional information, you may contact Adam Fox, Principal Planner for the Davis Creek study, at 313-226-6710.

Our Floodplain Manager notes that both Kalamazoo and Portage participate in the Regular Phase of the National Flood insurance Program (NFIP). Review of the information provided in your letter and in the current effective NFIP Flood Insurance Rate Map indicates that the I-94 reconstruction and widening project may have some impact on the flood plain of Davis Creek. Therefore, we recommend that you coordinate the project proposal with local officials and with the Michigan Department of Environmental Quality, Land and Water Management Division, Hydraulic Studies Unit (517-335-3181) regarding the applicability of a floodplain permit prior to construction. This coordination would help insure full compliance with local and state floodplain management .regulations and acts. If you obtain any information indicating that your project would be impacting a flood plain, you should consider other sites. This would be consistent with current Federal policy to formulate projects that, to the extent possible, avoid or minimize adverse impacts associated with the use of the flood plain.

Our Regulatory Office has reviewed your proposal for regulatory compliance pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. No activities under the Corps of Engineers' regulatory jurisdiction may commence without prior Corps' authorization. The proposed reconstruction and widening ofl-94 in Kalamazoo and Portage, Kalamazoo County, is outside of our regulatory jurisdiction and, as such, a Department of the Army permit is not required. Please contact the Michigan Department of Environmental Quality, Land and Water Management Division, Permit Consolidation Unit (517-373-9244) for a determination of any state permit requirements. Please note that this is a preliminary review and does not represent a comprehensive public interest review such as would occur during a permit application evaluation process.

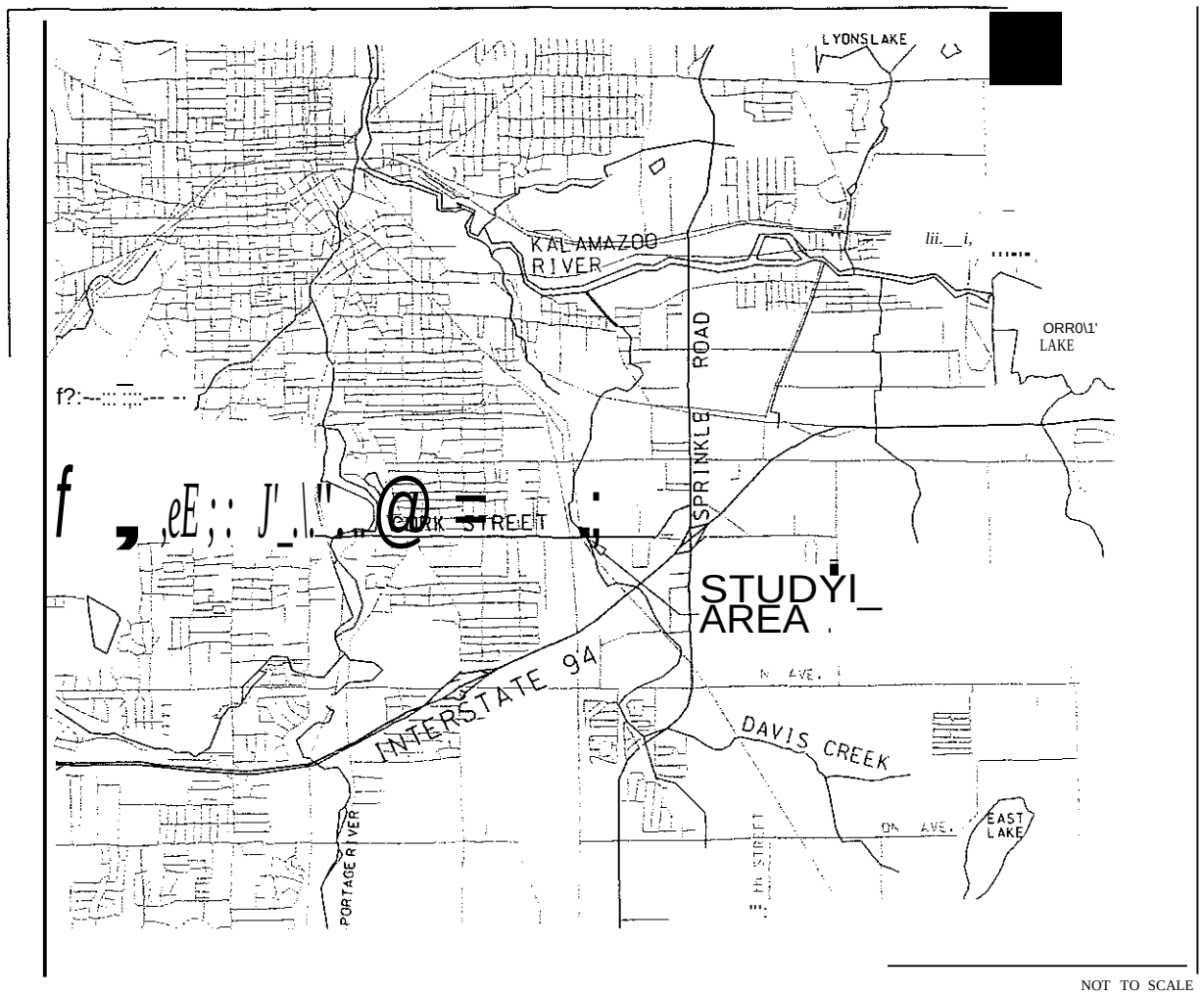
We appreciate the opportunity to comment upon your project proposal. Any questions regarding our civil works/floodplain management program can be directed to Mr. Joe Wanielista, Chief, Planning Branch, at 313-226-6773. Questions regarding our regulatory program should be directed to Mr. Robert Tucker, Chief, Enforcement Branch, Regulatory Office, at 313-226-6812 (Reference file 02-239-002-0). Other environmental review questions may be directed to Mr. Paul Allerding at 313-226-7590.

Sincerely,

LesE. Weigum
Chief, Environmental Analysis Branch

Enclosures

Copy furnished: Adam Fox, Principal Planner, Detroit District, U.S. Army Corps of Engineers



NOT TO SCALE

MALCOM DIRNIE ON MAp

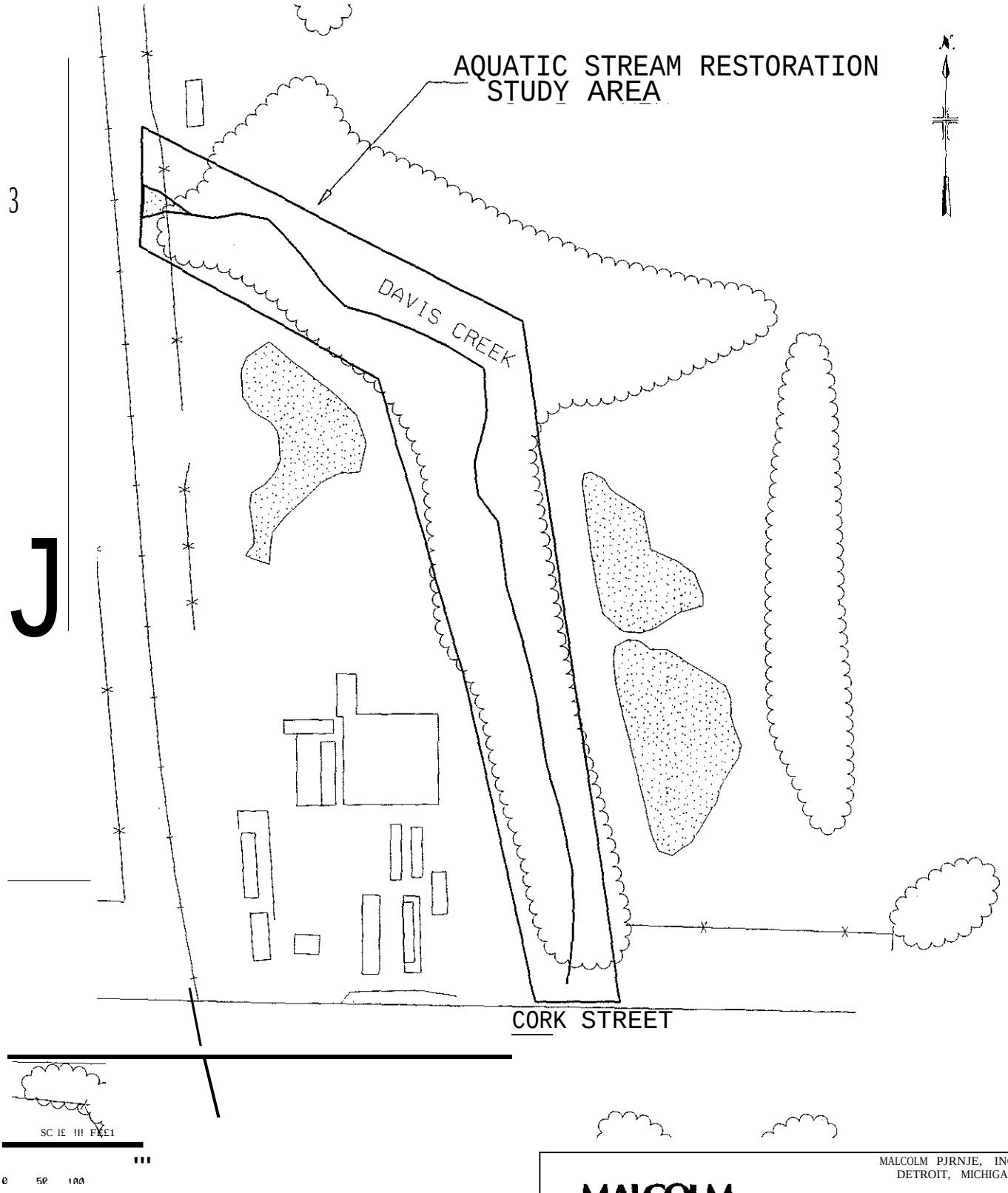
MALCOM D/ RNIE INC. DETROI . MICHIGAN

COPYRIGHT<Q2000

DATE: DECEMBER 2001

SITE LOCA:J RESTORATION PROJECT
AQUATIC STRE
DAVIS CREEK, MICHIGAN
KALAMAZOO,

FIGURE 1-1



NOTES

1. BASEMAP SJURCEo SURVEY BY IIAOE TRJM, INC•• BAY CJTY, MICHIGAN (1<!98),
2. THIS GRAVING MAY BE REPRODUCED FCfi USE BY THE U.S. ARMY CORPS OF ENGINEERS ffi ITS AUTHORIZED FEPRESENTATIVE.

MALCOLM PJRNJE, INC,
DETROIT, MICHIGAN

MALCOLM PIRNIE

DATE• DECEMBER 2001 PATH/FILENAMEoJa/02858q6/0WG/OCWORKLIMJT5

WORK LIMITS
AQUATIC STREAM RESTORATION PROJECT
DAVIS CREEK
KALAMAZOO. MICHIGAN

FIGURE 1-2

Enclosure

Federal Emergency Management Agency

Region V
536 South Clark Street, 6th Floor
Chicago, IL 60605-1521

CC 0 r: Z00Z

Ronald S. Kinney
Project Manager, Environmental Section
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, Ml 48909

RE: Environmental Assessment/Programmatic section 4(f) Evaluation for the Proposed Reconstrucrion and Widening ofl-94 West of 12th Street to Sprinkle Road in the Cities of Kalamazoo and Portage in Kalamazoo County, Michigan

Dear Mr. Kinney:

We have received a copy of the Environmental Assessment for the reconstruction ofl-94. We wish to provide the following comments.

Project sponsors are responsible for identifying environmental impacts of the proposed action, and to mitigate any detrimental impacts and comply with all required development permits. When federal funds are involved, then compliance with Executive Order (E.O.) 11988, Floodplain Management, and agency regulations (Part 1500) on environmental quality and protection must be assured. E.O. 11988 directs federal agencies to avoid taking any "action" in floodplains unless there is no practicable alternative. A "Finding of No Practicable Alternative" made by the responsible Federal official must be part of the environmental review and must be a separate determination. If no practicable alternative exists, then an eight-step public review process must be implemented to consider mitigation strategies to minimize the impacts of development. It should be noted that the E.O. 11988 cannot be circumvented simply by documenting that there are no negative impacts, such as increased flooding or habitat loss, and that any supposed beneficial impacts outweigh negative ones. The Executive Order instructs federal agencies that fund, permit, plan, or construct to avoid the floodplain. Since the goal ofthe E.O. 11988 is to reduce future flood damages and loss of life by limiting floodplain development, the reconstruction of highways in the floodplain should be carefully considered.

As you noted on page 17 of your Assessment. encroachment on floodplains will not cause an increased flood stage that would result in "harmful interference". The current and effective Flood Insurance Rate Map for the City of Portage is 511611983 and for the City of Kalamazoo is 5/1/1985 and 9/3011992. To obtain additional copies of this floodplain map, please call our map service center at 1-800-358-9616. I hope this information is helpful. Thank you for the opportunity to review and comment. If you have any questions, please call Maxine Kinikin at (312) 408-5220.

Sincerely,

Terry Re!lss Fell, Chief
Hazard Identification and Risk Assessment Branch

Cc: NFIP State Coordinator
Regional Environmental Officer, FEMA

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

ER-02/1050

JAN 9 20n'

Mr. James J. Steele
Division Administrator
Federal Highway Adnlinistration
Federal Building, Room 207
315 West Allegan Street
Lansing, Michigan 48933-1528

Dear Mr. Steele:

As requested, the Department of the Interior (Department) has reviewed the Draft Environmental Assessment (DEA) and Section 4(f) Evaluation for the proposed reconstruction and widening of I-94 west of 12th Street to Sprinkle Road in the cities of Kalamazoo and Portage, Kalamazoo County, Michigan. The Department offers the following comments for your consideration.

SECTION 4(f) EVALUATION COMMENTS

Section 6.1 states that the project is being processed for approval under the U.S. Department of Transportation, Federal Highway Administration's Programmatic Section 4(f) Evaluation published in the August 22, 1983, Federal Register. Please clarify the statement and indicate which of the four available programmatic Section 4(f) Evaluations is being applied.

The project will temporarily impact a portion of the Portage Creek Bicentennial Park Trail, a Section 4(f) resource. During construction, in cooperation with the City of Portage, the Michigan Department of Transportation will provide a signed, designated, non-motorized route to accommodate pedestrians and bicyclists during construction.

We concur that there is no feasible and prudent alternative to the proposed project, if project objectives are to be met. We also concur with the proposed measures to minimize harm to the Portage Creek Bicentennial Park Trail.

ENVIRONMENTAL ASSESSMENT COMMENTS

General Comments

The draft EA does an adequate job of describing the project's purpose and need, alternatives considered, and affected environment. The draft EA also provides a satisfactory description of the environmental consequences of the proposed action and measures to mitigate the potential adverse impacts.

Specific Comments

Stream Crossings

Section 2.11, Pages 15-16: Section 2.11 identifies the streams within the proposed project area and provides a description of the proposed stream crossings. A nine-mile segment of Portage Creek, from Lake Hampton to Kalamazoo is listed on the Nationwide Rivers Inventory (NRI), prepared by the National Park Service (NPS). Portage Creek is included on the NRI because of its recreational values, most notably, canoeing and fishing.

The NRI is a register of rivers that may be eligible for inclusion in the National Wild and Scenic River System. These rivers were included on the NRI based on the degree to which they are free-flowing, the degree to which the rivers and their corridors are undeveloped, and the outstanding characteristics of the rivers and their immediate environments. Section S(d) of the National Wild and Scenic Rivers Act requires, "In all planning for the use and development of water and related land resources, consideration shall be given by all Federal Agencies involved to potential national wild, scenic and recreational river areas." In partial fulfillment of the Section S(d) requirements, the NPS has compiled and maintains the NRI.

Potential stream impacts identified in this section include sedimentation and storm water runoff; however, construction activity within the stream channels and its potential effects on local fisheries is not discussed. This section outlines measures to avoid and minimize impacts from storm water runoff and erosion/sedimentation. In addition to those, we recommend the inclusion of measures, such as timing restrictions during critical life cycle stages, to avoid fishery impacts.

Wetlands

Section 2.13, Page 18: Section 2.13 identifies the location of existing wetlands within the proposed project area. This section indicates no wetland impacts would occur as a result of the proposed action.

Threatened and Endangered Species

Section 2.10, Pages 14-15: Section 2.10 indicates the Eastern massasauga rattlesnake *(Sistrurus catenatus catenatus)*, a Federal candidate species, is known to occur within the proposed project area. This section correctly identifies its habitat requirements as including shallow wetlands and shrub swamps, as well as adjacent upland areas such as grassy fields and meadows. Because the proposed action would not impact any wetlands, the draft EA concludes potential massasauga habitat would not be affected. Section 2.10 also includes a recommendation that construction

workers should be infonned of the possible presence of this species. In addition, we recommend minimizing impacts to the extent practicable to the upland areas that are immediately adjacent to the wetlands and that may provide potential summer habitat for the massasauga.

While the Endangered Species Act (Act) does not extend protection to candidate species, we encourage their consideration in environmental planning. Avoidance of unnecessary impacts to candidate species will reduce the likelihood they will require the protection of the Act in the future.

SUMMARY COMMENTS

The Department has no objection to section 4(f) approval ofthis project. The Department has a continuing interest in working with the Federal Highway Administration and Michigan Department of Transportation to ensure impacts to resources of concern to the Department are adequately addressed. For matters related to fish and wildlife resources, please continue to coordinate with the Field Supervisor, U.S. Fish and Wildlife Service, 2651 Coolidge Road, Suite 101, East Lansing, Michigan 48823-6316, telephone 517-351-2555.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc:
Mr. Ron Kinney, Manager
Environmental Section
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

STATE OF MICHIGAN
DEPARTMENT OF AGRICULTURE
LANSING

JOHN ENGLER
GOVERNOR

DAN WYANT
DIRECTOR

September 23, 2002

Ronald S. Kinney, Manager
Environmental Section
Michigan Department of Transportation
P.O. Box 30050
Lansing, Ml 48909

Dear Mr. Kinney:

Thank you for the opportunity to comment on the Environmental Assessment for the proposed reconstruction and widening of highway 1-94 from west of 12th Street to Sprinkle Road in the cities of Kalamazoo and Portage.

The project area involves a highly urbanized area. As mentioned in the Environmental Assessment, the proposal will not impact farmland, nor will it affect any land zoned for agriculture. Therefore, we have no comments or concerns to offer regarding this reconstruction proposal.

Again, thank you for the opportunity to comment.

....-sincerely,

}t_lJyJ

Dan Wyant
Director

CONSTITUTION HALL • P.O. BOX 30017 • LANSING, MICHIGAN 48909
www.michigan.gov • (517) 373-1104

STATE OF MICHIGAN
DEPARTMENT OF NATURAL RESOURCES
LANSING

JOHN ENGLER
GOVERNOR

K. L. COOL
DIRECTOR

October 4, 2002

Mr. Ronald S. Kinney, Manager
Environmental Section Project
Planning Division Department
of Transportation P.O. Box
30050
Lansing, Ml 48909

Dear Mr. Kinney:

Thank you for your letter of September 16, 2002, regarding the Environmental Assessment for the proposed reconstruction and widening of 1-94 from west of 12[1]h Street to Sprinkle Road in the cities of Kalamazoo and Portage, Michigan.

The Department of Natural Resources does not have any further information beyond that sent to Mr. David Schuen of your office on July 19, 2002. Thank you for the opportunity to comment.

Sincerely,

'''llOyOO,".
Resource Management Deputy
517-373-0046

STEVENS T. MASON BUILDING • P.O. BOX 30028 • LANSING, MICHIGAN 48909-7528
www.michigan.gov • (517) 373-2329

STATE OJ' M!CliiGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING

JOHN ENGLER
GOVERNOR

DE€\.

RUSSELL J. HARDING
DIRECTOR

October 2, 2002

Mr. Ronald S. Kinney, Manager
Environmental Section
Project Planning Division
Michigan Department of Transportation
P. O. Box 30050
Lansing, Michigan 48909

Dear Mr. Kinney:

SUBJECT: Environmental Assessment for 1-94 between 1ih Street to Sprinkle Avenue
Cities of Kalamazoo/Portage, Kalamazoo County

We have reviewed the environmental assessment for the proposed 1-94 reconstruction and widening in the Cities of Kalamazoo and Portage, Kalamazoo County. The proposed project does not directly impact any wetlands. A permit will be required for the four stream crossing extensions under the State's Floodplain Regulatory Authority found in Part 31, Water Resources Protection and Part 301, Inland Lakes and Streams, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended. We have no objections to you submitting this report to the Federal Highway Administration with a Finding of No Significant Impact.

Adequate soil erosion and sedimentation controls will be required to ensure that no sediment from the construction activities enters a water body.

If you have any questions, please feel free to contact me.

9JJJJ.ifJJ,

Gerald W. Fulcher, Jr., P.E., Chief
Transportation and Flood Hazard Management Unit
Geological and Land Management Division
517-335-3172

cc: Mr. Kameron Jordan, DEQ
Mr. David Schipper, DEQ
Ms. Holly Stearns, DEQ

STATE OF MICHIGAN

JOHN ENGLER
GOVERNOR

DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

November 13, 2002

ABDELMOEZABDALLA
FEDERAL IDGHWAY ADMINISTRATION
315 W ALLEGAN STREET
ROOM207
LANSING MI 48933

1 9 2002

RE: ER-02-371 Reconstruction and Widening ofi-94 West ofU.S.-12 to Sprinkle Road, Kalamazoo and Portage, Kalamazoo County (FWHA)

Dear Mr. Abdalla:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed the above-cited undertaking at the location noted above. Based on the information provided for our review, it is the opinion of the State Historic Preservation Officer (SHPO) that no historic properties are affected within the area of potential effects of this undertaking.

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

This letter evidences the Federal Highway Administration's compliance with 36 CFR § 800.4 "Identification of historic properties", and the fulfillment of the Federal Highway Administration's responsibility to notify the SHPO, as a consulting party in the Section 106 process, under 36 CFR § 800.4(d)(l) "No historic properties affected".

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

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

Sincerely,

BrianD. Conway
State Historic Preservation fficer

BDC:JRH:ROC:mtz

Copy: Ronald S. Kinney, anager-Environmental Section, MDO

Kalamazoo
Count\'
Road·
Commission

3801 East Kilgore Road - Kalamazoo. Michigan 49001
Telephone: (616) 381-3171 - Fax: (616) 381-1760
http://www.kcrc-roads.com

October 23, 2002

Mr. Jose Lopez
Public Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30060
Lansing, Ml 48909

Re: Additional comments regarding the proposed reconstruction and widening of 1-94 from west of 12th Street to South Sprinkle Road, Kalamazoo County, Michigan

Dear Mr. Lopez:

We, the Board of County Road Commissioners of Kalamazoo County, extend to the Michigan Department of Transportation our appreciation for MOOT's efforts to reconstruct and widen this very essential segment of 1-94. This portion of 1-94 serves as a significant link in the economic success of Southwest Michigan. This road segment and the proposed improvement project will have a tremendous impact on all aspects of society in this area.

As noted in the environmental assessment document, the need to improve this section of 1-94 is based upon the inadequate roadway capacity, the existing geometric deficiencies, and the deteriorated condition of pavement and bridges. The MOOT proposal to add an additional lane, both eastbound and westbound, on 1-94 west of 12th Street to South Sprinkle Road, as well as to improve several interchanges and bridges in the cities of Kalamazoo and Portage, Michigan, is applauded.

However, additional planning activities must also be undertaken. We respectfully request that MOOT expand its planning and proposed construction activities to include improvements westerly of the 9th Street interchange (Exit 72) and extend this project eastward to the city of Battle Creek. This would include the reconstruction of the interchanges at:

- South Sprinkle Road (Exit 80),
- 35th Street (Exit 85)
- 40th Street (Exit 88) and
- Columbia Avenue/Mercury Drive (Exit 92)

We also encourage MOOT to further extend the reconstruction and widening project eastward to the 1-69 interchange in Calhoun County.

We are alarmed about the 10 to 12 year construction schedule that has been proposed for the 1-94 section from west of 12th Street to South Sprinkle Road. We encourage you to develop a more aggressive construction schedule that will allow for the project to be completed in at least half the time. **A** lengthy period of construction would have a significant negative impact on the community and the entire Southwest Michigan region.

We appreciate this opportunity to comment on the proposed project and, further, thank you for your effort to address the important needs of 1-94 through Kalamazoo Count:,'.

Sincerely,

C. Lara Meeuwse
Chairperson

Reed YouA!is
Vice Chairperson

William B French
Member

dm

U. S. Senator Levin
U. S. Senator Stabenow
U. S. Representative Upton
State Senator Shugars
State Representative George
State Representative Lipsey
State Representative VanderRoest
Members of the Kalamazoo County Board of Commissioners
Charleston Township Supervisor Bell
Comstock Township Supervisor Hudson
Texas Township Supervisor Commissaris
City Mayors in Kalamazoo County
Village Presidents in Kalamazoo County
Kalamazoo County Council of Governments
Kalamazoo Area Transportation Study
City of Battle Creek Mayor
Calhoun County Road Commission
Battle Creek Area Transportation Study
Kalamazoo County Chamber of Commerce

Kalamazoo
County
Road
Commission

3801 East Kilgore Road • Kalamazoo, Michigan 49001
Telephone: (616) 381·3171 • Fax: (616) 381-1760
http1iwww.kcrc-roads.com

October 25, 2002

Mr. Jose Lopez
Public Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30060
Lansing, Ml 48909

Re: Environmental Assessment for 1-94, Kalamazoo County

Pear Mr. Lopez:

Thank you for this opportunity to comment about the proposed reconstruction and widening of 1-94 from west of 12th Street to South Sprinkle Road, Kalamazoo County, Michigan.

The description of the project needs to have the correct street names. The official road name for the east termini is SOUTH Sprinkle Road. Following are page-by-page comments on issues related to the Environmental Assessment

1.2.2 Page 1
- South Sprinkle Road
- Railroad Is NSRR not Conrail
- There are two railroad bridges between Portage Road and South Sprinkle Road (CN and NSRR)
- Why not incorporate the South 9th Street and 1-94 interchange? Describe US-131 SB over or under 1-94

Exhibit 1.1
Project location arrow to the east indicate project stops by one of the railroad structures.

21 Pa e7
Right-a -way Impacts
Conrail Railroad is NSRR
What about landfill that exists between the railroad structures and the leachate into Davis Creek?
Also sanitary sewer (Davis Creek interceptor)

2.2 Page 7
Secondary impacts will include 12th Street widening, as well as its influence ori the stream at the bridge site.
Social impact will be felt at the Lovers Lane bridge and road relocation (residential area south of 1-94) and on NE quadrant

Page 8
Amtrack is properly spelled Amtrak
KATS is Kalamazoo Area Transportation Study
Traffic models saying traffic will be reduced on local roads need to be revisited.
L.ocal people will still use 1-94 as a commuter route, South Sprinkle Road traffic may increase

fs Why define sound in such delicate terms when the object is traffic noise?

2.10Page14
The Indiana Bat is not mentioned. What about the Box Turtle?

Page 15
Leadplant-can you guarantee "all" were removed and transplanted?

Page 16
BMP for Phase II storm water

;:-age 17
Sewer and water north of 1-94 crosses US-131 in vicinity of project start.

Paoe A-2 Contract 3
First construction season EB 1-94 over NSRR and Portage Creek also Bike Trail (4F) and sanitary sewer or water

PageA-3
Contract 5
Doesn't mention Cor!<. Street landfill and Davis Creek interceptor in close proximity to both railroad structures and the possible contaminated soils and groundwater.

Dewatering of bridge foundation at CNRR

The entire project needs to be constructed as soon as possible.

Thank you.

Sincerely,

Chief Engineer

.::: John Polasek. MDOT-Kalamazoo

Kalamazoo County Council of Governments

January 7, 2003

Mr. Jose Lopez
Public Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30060
Lansing, Ml 48909

Re: Reconstruction & widening of 1-94 in the Kalamazoo County area.

Dear Mr. Lopez,

Regarding the MDOT proposal to reconstruct and widen 1-94 from west of 12[1]·· Street to South Sprinkle Road in the Kalamazoo area, the Kalamazoo County Council of Governments (COG) hereby expresses concern over the proposed time table provided for this project. The proposed ten to twelve year construction schedule hopefully can be accelerated substantially to provide more immediate relief.

In addition to the above mentioned improvements, COG would also encourage your office to seriously and aggressively pursue the possibility of extending this project to include the area from South Sprinkle Road eastward at least to the Calhoun County line at mile marker 92. Important, but to a lesser degree, would be an extension to the west to the 9''' Street interchange at mile marker 72.

The 1-94 corridor is vital to the economic development and success of the immediate Kalamazoo County area and beyond. Any assistance which would result in speedier completion and/or extension of this project would be greatly appreciated.

Very Truly\t:lurs,

Kalamazoo County Council of Governments (COG)
Donald St vehson, President

\J.Y'

Temporary Address • 231 Snapdragon • Climax Mi 49034 • (616) 746-4188

APPENDIX C

COMMENTS RECEIVED AT THE PUBLIC HEARING

STATE OF MICHIGAN

MICHIGAN DEPARTMENT OF TRANSPORTATION

In the matter of:

The Environmental Assessment and Programmatic Section 4(f) Evaluation for the reconstruction and widening of I-94 from west of 12th Street to Sprinkle Road in the cities of Kalamazoo and Portage in Kalamazoo County

P U B L I C H E A R I N G

3:30p.m. to 5:00p.m.
and
7:00 p.m. to 8:30 p.m.

October 10, 2002
7900 South Westnedge
Kalamazoo, Michigan

Recorded by NETWORK REPORTING CORPORATION
Karon J. Strong, CER-6742

I N D E X

(Hearing scheduled to start at 3:00p.m.; actual start time was 3:00p.m.)

STATEMENT BY MAYOR ROBERT JONES:

This is Mayor Robert Jones, Mayor of the City of Kalamazoo. I would like to add my comments about widening I-94. I would like to first start off by saying that I travel and I get comments from people that travel all over the United States on interstate highways and they are amazed at the light (sic) of traffic that exists on some places and how nice the roads and everything are. And then they come back to Michigan, particularly the area here on I-94 going through Kalamazoo County. The traffic is bumper-to-bumper, accidents and people are asking me, "vlhy is so much highway money being spent all over this country for such little traffic when we have the heaviest traffic in the nation going through our community of Kalamazoo and Portage, but -- and still we don't seem to be able to get moving on this project of widening I-94?"

I strongly recommend and support widening I-94. The City of Kalamazoo, along with the City of Portage, have a very, very tough financial situation at the present time. So I hope and pray that the widening of I-94 will take place with interstate highway funds or that other funds will be available so that the local community of Kalamazoo, which -- match on the local part would be of the order

of -- let me put on my glasses here so I can see $833,000. And for Portage the local match would be $1;900,000.

Well, we need this road. It's a disgrace. People are dying. And I hope that whoever is in charge here gets moving on this. And that's about it.

STATEMENT BY JAMES CALDWELL:

I would like to ask at this time that a sound barrier be considered for the area that's adjacent to our home area and the few the homes that are there. We're just to the west of the bridge that's going to be replaced on 12th Street. We've lived on that property for 38 years. We bought that property when the highway was just five years old and so the traffic was not near as heavy as it is today. And now it's going to be wider and certainly would be somewhat heavier in the years to come. If ever a time was to be appropriate for putting in a sound barrier for our area, it would be now, while the construction is going on and the sound barrier is being made along the area before it gets to our place, but it stops just short of that. So we would really petition you to at this time give some consideration for giving us some protection against the sound, too. It would certainly help us in the years ahead.

STATEMENT BY LES ROSTEK:

My official comment is: Please build it quickly.

STATEMENT BY AGNES GIBBONS:

I live in Oshtemo and Kalamazoo definitely needs this project because we're overcrowded and oversaturated, the highways with the trucks and everything. I -- we really need it, so I hope it goes through.

STATEMENT BY TOM SCHOMMER:

My name is Tom Schommer, S C H O M M E R. The only thing I was going to suggest is when they come by and since they're going to start over the 12th Street bridge, that's now two lane, that they would consider making that bridge gap under there three lane due to the increase in traffic that has shown on 12th Street probably -- I would say they could do traffic counts and within the last five years the traffic has probably gone tenfold and 12th Street is getting used more and more and it bottlenecks right there at the bridge. And if they're going to start in that area, put an extra lane underneath that bridge for the future, because 12th Street is a heavily used north-south corridor. That's it.

STATEMENT BY KATHLEEN GIBBONS:

I would just like to comment on the professionalism of the presentation today. I thought that was very well executed. I am in favor of the plan. I think it's very long overdue. I would definitely say the downside of the entire plan is that it does not encompass more of I-94, because I think I would like to see it go all the way down to Benton Harbor, to at least Battle Creek. But given that stretch of the road and using it every single day of the week, it's been long overdue and I definitely can see that it's going to be an asset for the community, especially with Western developing as much as they are. So keep up the good work.

STATEMENT BY CALVIN JONES:

Comments on the environmental assessment on it. On the cover sheet we would like the words to be that it is "South Sprinkle Road," because all of our street name is by "South Sprinkle Road" nowadays. We have, according to your booklet, several comments to make. We will be sending an official letter through later. We have also grammatical errors as well as other questions based on this, so we will be sending in a statement at a later time. Thank you.

STATEMENT BY RON COMMISSARIS:

I would like to see this project include I-94 to the west of 131 to 9th Street. The reason being the volume of traffic that is going to be projected to go out there in the future with KVCC current enrollment of over 12,000 students, projecting to go up to over 15- to 16,000 in the next decade, plus the fact that we have the headquarters for the Data Corporation Research and First of America -- is out there as well, their computer area that employed around 1200. Pharmacia's computer headquarters are also located off of that exit, plus what's going on to the north of our township on 9th Street as well is going to dictate that there's a need to go to three lanes.

The bridge over I-94 was constructed recently to accommodate three lanes in each direction. With the rest area just being tore down there's a deceleration lane there already on the eastbound lane, so there's only about probably a quarter to a half mile to the interchange of 131 on the eastbound. All they would have to do is go on the westbound lane and then widen the bridge at 12th Street to accommodate the three lanes, which is -- that bridge goes over 12th Street. I think it would be minimal cost for a lot of benefit that would be gained in the long run.

STATEMENT BY RICHARD VOORMAN:

My name is Richard Voorman. I live at 2419 Carlisle Drive in Kalamazoo and I'm here representing myself as an area resident and a user of the I-94 corridor and the intersecting roadways. I have four comments that I would like to make. First of all is a positive one, that I appreciate all the work that has gone into this and the in particular the attention to aesthetic design in the texture of the concrete and the angles of the concrete and the bridgework and so on; very nice, and that's very much in line with what's happening in other parts of the country.

My other comments are related to intersection design. I would like to say -- and this is my second comment. ∎ would like to especially see the intersection at Westnedge upgraded from the current I think it's SPUI, something like that, a single point unit intersection, something like that, which requires use of a traffic signal. I would like to see the community purchase the essential right-of-way so that they would own the four quadrants around that intersection in order to make that a potential for a full cloverleaf design; that is, without a traffic signal controlling left turn access from Westnedge onto the expressway I-94. I think this would be a long-term investment for the community because it would improve

traffic flow through there and would allow for narrow -- smaller road width and less congested design.

My third comment is essentially the same comment for the Oakland Drive intersection, that I would prefer to see a -- I think it's called a wide-Y design, rather than a narrow-Y design there, which might again permit elimination of a traffic signal there and improve the congestion on that intersection. This would be a large investment, bu I think it would pay off for us in the long-term enhancement of our community.

My fourth comment is that I think the Lover's Lane bridge expansion is unnecessary going to five lanes. That road is nowhere near its capacity at this time. I don't think it ever will be -- come up to anything like a five-lane bridge capacity and I think this is an unwise use of public funds. Thank you.

STATEMENT BY BOB BELL:

I think this is long overdue and looks wonderful. I'm very excited about it and I wish it had happened about 10 years ago. I look forward to having it happen and I think it's going to be a great boon for Portage, Kalamazoo and the whole area.

1 STATEMENT BY SARAH WICK:

2 The bright usonion (phonetic) or the darker concrete

3 barriers. That's all. Really -- the sound barriers, not

brown metal.

J (Hearing concluded at approximately 8:35p.m.)

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RECORDER'S CERTIFICATE AND NOTARIZATIOK

I, Karon J. Strong, Court Recorder, do hereby certif · that the foregoing is a true and accurate transcription of the electronic recording made and recorded at the time and place of the above hearing, and is all the same so far as pertains thereto.

Karon J. Strong

Karon J. Strong, CER-6742
Notary Public
My commission expires 1-29-2004

APPENDIX D

LETTERS/COMMENTS FROM THE PUBLIC

COMMENTS

Public input is very valuable. Please let us know your concerns regarding the proposed reconstruction and widening of 1-94 from west of 12'" Street to Sprinkle Road in the Cities of Kalamazoo and Portage, Kalamazoo County, Michigan. Each Comment will be shared with all the members of the study team for their consideration and will be included in the official transcript of the public hearing.

Comments should be postmarked or electronically dated on or before Friday, October 25, 2002.

We live on Hickory Hill Lane off 12th street
I am concerned about the increased noise
of high traffic flow along I-94. Hickory
Hill Lane is about 50 yards from I-94.
We really need a sound barrier
extending from the 12th street bridge to
the beginning of the Sl-Sam preserve property
on the South side of I-94.

Also - I am concerned about the 12th street
bridge. It needs replacement soon.
In the winter every time certain trucks —
travelling on I-94 cross the bridge the
windows in our house shake. The bridge
supports are deteriorating.

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QC DATE 10-24-02

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ZIP 49009

Please deposit your comments in the box at meeting site or mail, fax, e-mail comments to:

Jose A. Lopez, Public Hearings Officer
Bureau of Transportation
P.O. Box 30050, Lansing, Michigan 48909
Fax: (517) 373-9255
e-mai l: lopezjos@michigan.gov

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NAME Dorothy Howard (Please Print) DATE Oct. 11, 2002

ADDRESS 1013 f.J.c o\s \26

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NAME Mike & Mary Caldwell DATE 10-25-02
(Please Print)
ADDRESS 5197 Hickory Hill Lane
CITY Kalamazoo STATE MI ZIP 49009

Please deposit your comments in the box at meeting site or mail, fax, e-mail comment to:

Jose A. Lopez, Public Hearings Officer
Bureau of Transportation
P.O. Box 30050, Lansing, Michigan 48909
Fax: (517) 373-9255
e-mail: lopezjos@michigan.gov

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I was out of town during your last meeting. I am in favor of widening I-94.

We bought our home 2½ years ago. I didn't notice highway noise when we bought our home. Noise is getting worse as traffic is heavier. When leaves are off the trees, you can hardly sleep at night. Then some trucker will use his jake brakes. Wakes us right up and we can't go back to sleep.

In consideration of us and our neighbors, We think sound barriers should go ½ mile West of 12th street.

That is almost to the old rest area. I sure am glad the rest area closed. Now we don't have to listen to trucks shifting when they are leaving rest area.

Thank You

NAME Le<..Yrt/ 9-'/-l'a.t.. Me Iser; DATE 10-2-Z.-0z_

(Please Print) / /

ADDRESS02'/,j-#C..Ji:Or¥ Hill Lane

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Please deposit your comments in the box at meeting site or mail, fax, e-mail comments to:

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over the years we've been living here.
At times our windows rattle and we
live on the south side of Hickory Hill!
I would very much like to see sound
barriers on the south side of I-94. I
believe the barriers should start just west
of US 131 and run to El Sabo Land Preserve

I am also concerned about the bridge over
12th Street. "West of 12th" sounds like you
are including that in the widening.
It is deteriorating.
I believe that reducing the lanes on such a
highly truck-trafficed free-way so near to

NAME Joan M. Blincoe DATE 10-24-02
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Fax: (517) 373-9255
e-mail: lopezjos@michigan.gc

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My neighbors and I, approximately twenty homes, live on Hickory Hill Ln.
The street is just west of 12TH ST.
The homes that are along I-94 are particularly bothered by the ever present drone of Highway noise
My neighbors and I request that the proposed sound wall barrier be extended to include us.
We ask that the wall go as far as the old truck stop, approximately 1500-2000 ft. west of 12TH ST..
We pay ample state and local taxes to include us in this project.

Thank You,

Dr. Mark Rosenbaum

NAME MARK ROSENBAUM **DATE** 10-19-02
(Please Print)

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Bureau of Transportation
P.O. Box 30050, Lansing, Michigan 48909
Fax: (517) 373-9255
e-mail: lopezjos@michigan.ge

Oct. 14 2002

Mich. Dept of Transportation
P.O. Box 30050
Lansing, Mi. 48909
Attn: Jose A. Lopez
Public Hearing Officer
Re: Widening of I-94

Dear Sir,

We are writing re: paragraph 2 & 3 on Page 4 of your publication re: Public Hearing on Widening I-94. Paragraph 2 acknowledges increased noise at several locations along I-94. Our residence is one of them. Also paragraph 2 states "existing walls will be replaced and significantly extended along with constructing entirely new installations to mitigate this impact." This is what we are requesting.

We have lived here for the last 38 years. The highway was only 5 yrs. old and we believed they would put up a barrier in due time. It was never done.

We note, according to the charts seen at the Public Meeting Oct. 10, 2002 that a sound barrier is being planned for our area. However, according to the chart, it stops just short of the East side of the I-94 - 12th St bridge. We request the barrier extend on the West side of 12th to protect Hickory Hill Lane.

Paragraph 3 on Page 4 states "there will be no long term negative impact on disadvantaged individuals" this statement is definitely not correct. As noted on page 2 of your publication "this section of I-94 carries more vehicles per day than any other 4 lane freeway in the state". That will not change but only increase.

With this in mind we request sound barrier walls be erected on the South side of I-94 at the 12th St bridge and west to protect Hickory Hill Lane. Now, with this huge I-94 widening reconstruction project, is the appropriate time. Please do not exclude us.

Kindly reply so that we know this letter has reached the proper people involved in this project. Thank you for your reply.

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269 (375-2936)

COMMENTS

Public input is very valuable. Please let us know your concerns regarding the proposed reconstruction and widening of 1-94 from west of 12th Street to Sprinkle Road in the Cities of Kalamazoo and Portage, Kalamazoo County, Michigan. Each Comment will be shared with all the members of the study team for their consideration and will be included in the official transcript of the public hearing.

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NAME Bart Lieststrate DATE 10-10-02
(Please Print)

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e-mail: lopezjos@michigan.gov

COMMENTS

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NAME Shannon Sauer-Becker (Please Print) DATE 10/09/02

ADDRESS 1721 Fairfield Rd.

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(Please deposit) your comments in the box at meeting site or mail, fax, e-mail comments to:

Jose A. Lopez, Public Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
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e-mail: lopezjos@mdot.state.ml.us

COMMENTS

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Jose A. l6pe:z:, Public Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050, lansing, Ml 48909
Fax: (517) 373-9255
e-mail: lope:z:jos@mdot.state.ml.us

COMMENTS

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EXPAND LANDSCAPE TREATMENT THE
PORTAGE / I-94 INTERCHANGE. MAYBE
NOT TO THE DEGREE -AT 131 OR
WESTNEDGE, BUT IMPROVED BEYOND WHAT
(L, CURRENTLY FOUND. MORE TREES, ETC.

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Please deposit your comments In the box at meeting site or mail, fax. e-mail comments to:

Jose A. Lope%, Public Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050, Lansing, MJ 48909
Fax: (517) 373-9255
e-mail: lope%fos@mdot.state.ml.us

COMMENTS

Public input is very valuable. Please let us know your concerns.

1 CUmJJA recommend extending sound barrier along south side of I-94 west of 12th St. at least as far west as the city entrance to Al Kalso (city limits) (Rather than stopping at east side of 12th) & moved from Kilgore Rd. because of traffic — to Hickory Hill Ln. to avoid have more traffic expansion —

There are an (.Lf)'v - . \ /01.1£i/ 9 homes on Hickory Hill that would benefit from this barrier

Feel free to use other side of this page-+

NAME (Please V,.k;f -i:L'''- t-Vee.<,UlaA DATE lD/10/()

ADDRESS 6(03 ±bt·{L{)Q7-L1 fuu_ IJJ

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-Jose A. Lopez, Public Hearings Officer
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NAME MARK ANTHONY MARTIN DATE OCT 10 2002

ADDRESS 70 TZ Dil 7773

CITY rY'-"•<:7,1-HT STATE mtc..r

ZIP 49081

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Jose A. Lopez, Public Hearings Officer
Bureau of Transportation
P.O. Box 30050, Lansing, Michigan 48909
Fax: (517) 373-9255
e-mail: lo_Q_ezios@michiqan.Qov

COMMENTS

Public input is very valuable. Please let us know your concerns.

Overall, You hitZt)fZ- eft 1e 1.n e client ·c·l / ıı
Planning the I-94 upgrade!

I was Ofeased to See that the extra lanes u_,, ((
Come out of the Middle of the Current highway

As a homeowner with property (back yard)
abutting I-94 just West of Oakland Drive
(New Subdivision 5yrs) I was glad to See
that a Noise barrier is Planned. This will be
a necessity. Iib Ye f-&r 'tl'-"- ::;· ·;rd
Option. xxxxxx fine brick

Can you extend the barrier Past Portage Northern
High School So That All of the Kids with Attention
Deficit Disorder (ADD) wuY::r. L So {!8 S: 17
distracted by The highway S'j/cJs Feel free to use other side of this page-+
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Please deppsit your comments In the box at meeting site or mail, fax. e-mail comments to:

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Jose A. lopez, Public Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050, lansing, Ml 48909
Fax: (517) 373-9255
e-mail: lopezjos@mdot.state.ml.us

From: "john calnin" <johncalnin@hotmail.com>
To: <lopezjos@michigan.gov>, <garwady@kalamazoogazette.com>, <rpierce@ kalamazoogazette.com>
Date: 10/17/02 3:31PM
Subject: 1-94 Widening Kalamazoo County

This email is addressed to:
Mr, Jose A. Lopez, Public Hearing Officer, Bureau of Transportation, MOOT
Mr. George Arwady, Publisher, Kalamazoo Gazette
Ms. Rebecca Pierce, Editor, Kalamazoo Gazette

From: John Calnin
6744 Pleasantview
Portage, Ml 49024
269-327-0205

The October 10, 2002 Public Hearing for the proposed reconstruction and widening of 1-94 in Kalamazoo County to three lanes was very informative. The individuals representing MDOT that were available to answer questions were very well prepared.

The project is long overdue and by the time it is completed it will be less than adequate. Construction could start by 2007, and it would be completed in stages over a period of 11 years. In other words, we are guaranteed to have traffic backups and delays through 2018.

The first problem is confining the project from just west of 12th street to a point just west of Sprinkle Road bridge. From US-131 to 1-94 eastbound the traffic flow will improve only to become very congested as the road narrows back to two lanes and the cars and trucks compete for traffic lanes approaching the Sprinkle bridge. I understand the Sprinkle bridge would require replacement if the three lanes continued east of the bridge. If the widening is to accommodate the traffic loads, then three lanes beyond Sprinkle is necessary.

The design for the US-131 interchange is very good, and it should keep the traffic flowing as long as both southbound and northbound traffic from 131 to 1-94 are equally considered.

The Oakland bridge replacement is to meet the Federal standards with a higher clearance for 1-94 and a better flow of traffic for vehicles turning west onto 1-94. Keep in mind that this bridge recently was changed from two lanes to five and now it must be replaced 100%. How much did the poor planning cost us?

The Westnedge bridge and interchange replacement is unique. While it appears to solve the traffic movement entering and exiting 1-94, delays for northbound and southbound Westnedge could result. The traffic light timing must be coordinated with the traffic controls on Westnedge.

The Portage Road exit seems to have some improvement; however, the configuration remains the same. The configuration should be improved. Perhaps the design for Westnedge could also be used on Portage.

Where do you start and where do you end? We need to start near Mattawan where the 1-94 bridge was already widened
to accommodate three lanes. To the east the widening should go beyond Battle Creek. **The** drive between Kalamazoo and Battle Creek is very congested, and it is a real contest between the trucks and cars.

MDOT should ask the Kalamazoo Gazette to publish the plans for each interchange so that more people can see the designs and provide their input. 1-94 is important to our continued economic development and the widening project can go a long way to improving the economic opportunities. If 1-94 js not improved and remains congested, we will risk the loss of business.

Our representatives in the State and Federal government should be acting on our behalf to make the widening of 1-94 through Kalamazoo and Calhoun Counties a high priority. What have they been doing? Do the representatives for the Grand Rapids and Kent County area have all the highway dollars spent on the S-curve improvements and the construction for the New South Beltway? Even Berrien County has three lanes for 1-94 for a 34 mile stretch. We need to have our representatives fight for a higher priority for widening 1-94 and to continue the project beyond Battle Creek.

. CITY OF PORTAGE

CITIZEN COMMENT CARD

YOUR COMMENTS ARE SOLICITED-
IMPROVED SERVICE IS OUR GOAL

Personnel of the City of Portage value your comments as to service given. After completing, please place in the comment box provided. Or, if you prefer, you can complete this form at your leisure and place in the U.S. Mail. **THANK YOU** for taking the ti:ne tc give your comments.

On /Lf:,J , I visited the Department of: City Hall

(do/o)-

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City Cit!	Fire	Senior Citizen Services
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Community Development	Parks/Recreation	Transportation & Utilities
Employee Development	Police	

I feel the 2ttenticn/service I wc.s given by staff in this department was:

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Please forward this citizen comment to The MDot official. Their meeting terminated before suggested time.

Name Chris Bartley Phone 269-341-4590

Address 1511 Edgewood Blvd Date Oct 10, 2002

Please fold in half and seal for mailing

Kalamazoo - Mi. 49008