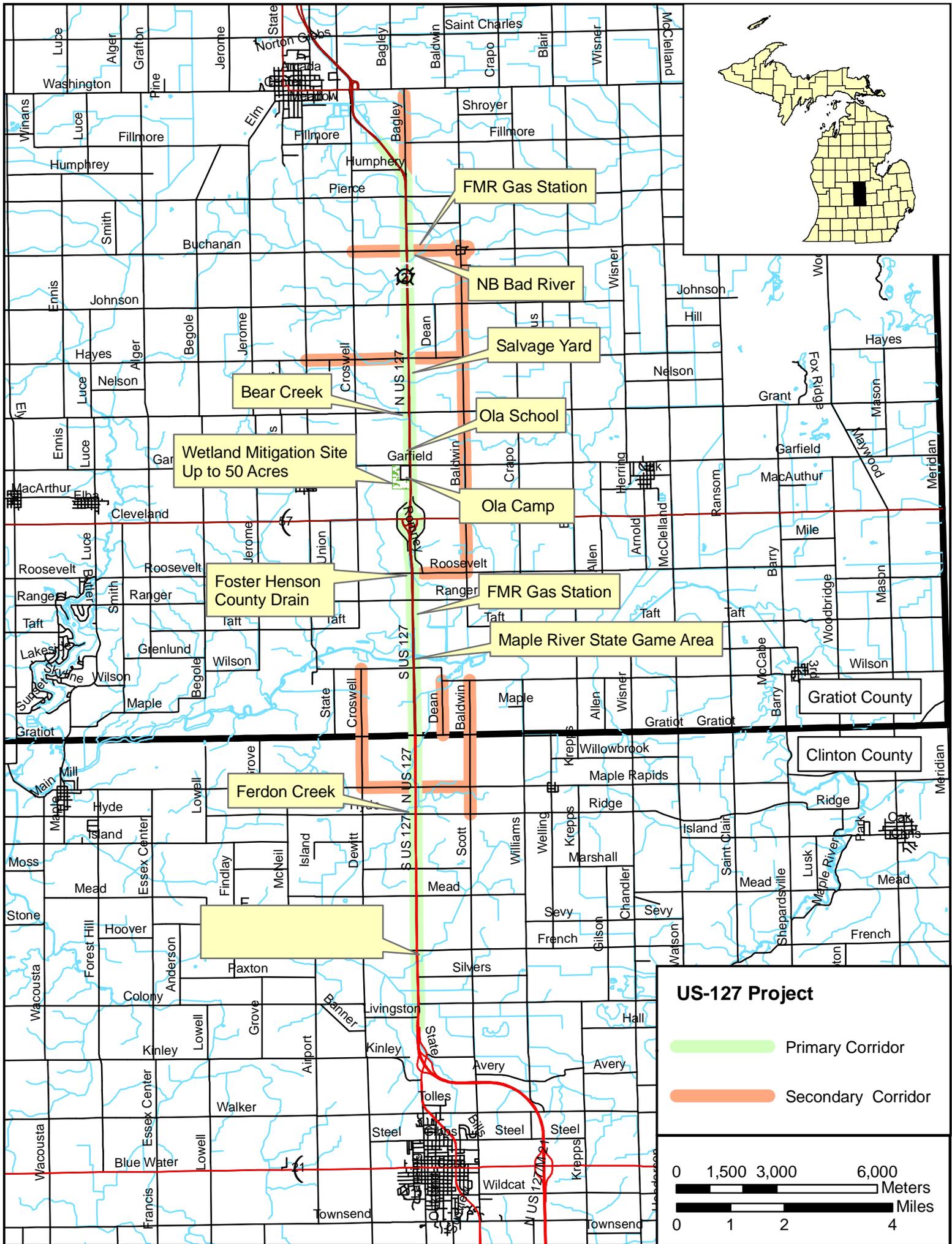


# **ATTACHMENT A**

Map of the Proposed Project Area



FMR Gas Station

NB Bad River

Salvage Yard

Bear Creek

Wetland Mitigation Site  
Up to 50 Acres

Ola School

Ola Camp

Foster Henson  
County Drain

FMR Gas Station

Maple River State Game Area

Ferdon Creek

Gratiot County

Clinton County

# ATTACHMENT B

## Photographs of Coleman's Hotel/Park House



Photograph 1—Coleman's Hotel/Park House, front façade and north elevation looking southeast.



Photograph 2—Coleman's Hotel/Park House, front façade looking northeast.



Photograph 3—Coleman's Hotel/Park House, front façade looking northeast.



Photograph 4—Coleman's Hotel/Park House, front façade detail of northern front porch looking southeast.

# **ATTACHMENT C**

SHPO Survey Acceptance Letter



JOHN ENGLER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES  
LANSING

DR. WILLIAM ANDERSON  
DIRECTOR

September 27, 2005

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

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

Dear Ms. Bergland:

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

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

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

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

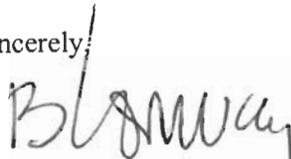
We concur with the report's conclusions that none of the other surveyed properties appears to meet the national register criteria.

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

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

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

Sincerely,

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

Brian D. Conway  
State Historic Preservation Officer

BDC: ROC: bgg

# **ATTACHMENT D**

Map of Maple River State Game Area

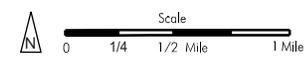


MICHIGAN  
DEPARTMENT OF NATURAL RESOURCES

Great Lakes, Great Times, Great Outdoors  
www.michigan.gov/dnr

# MAPLE RIVER STATE GAME AREA

GENERAL OVERVIEW MAP OF ENTIRE AREA  
CLINTON, GRATIOT, AND IONIA COUNTIES, MICHIGAN



(Applies to Both Units)

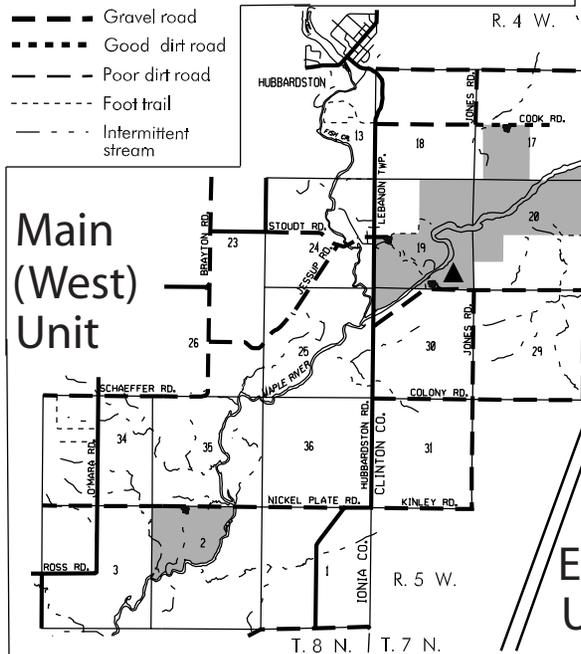
**Legend**

- General Area - Open to Hunting
- General Area - Open to Hunting No Permit Required - however NONTOXIC SHOT REQUIRED
- Parking area
- Boat launching site
- Observation Tower
- Hard surfaced road
- Gravel road
- Good dirt road
- Poor dirt road
- Foot trail
- Intermittent stream

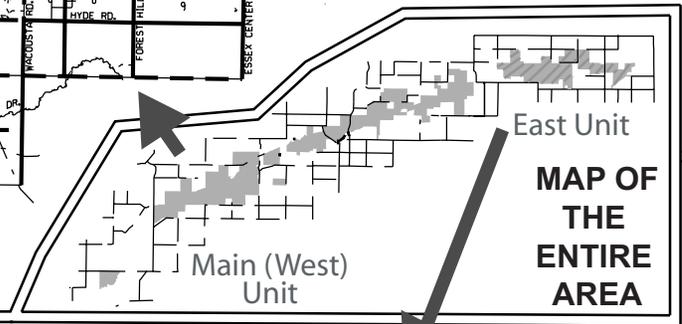
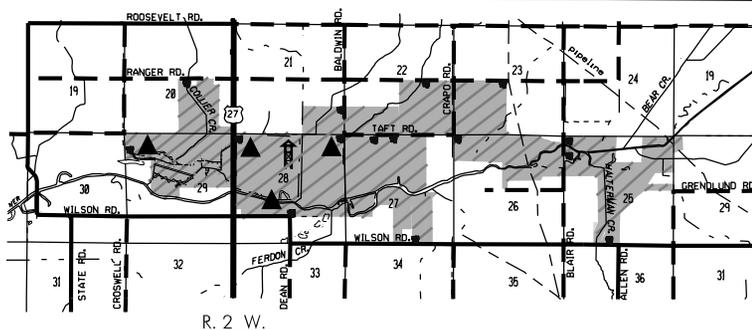
- Accessible Blind is located in East Unit, at north end of Wetland Wildlife Management Unit B (section 28).
- Accessible Hunting Trail is located in the Main Unit at it's northeastern end (section 33).

Although available for use by anyone, it is hoped that consideration for use of the accessible features will be given to individuals needing access features.

Main (West) Unit



East Unit



**NOTE the requirement for Nontoxic Shot in this area:**  
See the Land Rules (see back of map) and other waterfowl regulations for details.

The East Unit - the Wetlands Wildlife Management Units - has it's own map.



## Hunter Monies Made This Area Possible

DNR Wildlife Map 190201 (was 1105) Rev. 8/2002 -MLS

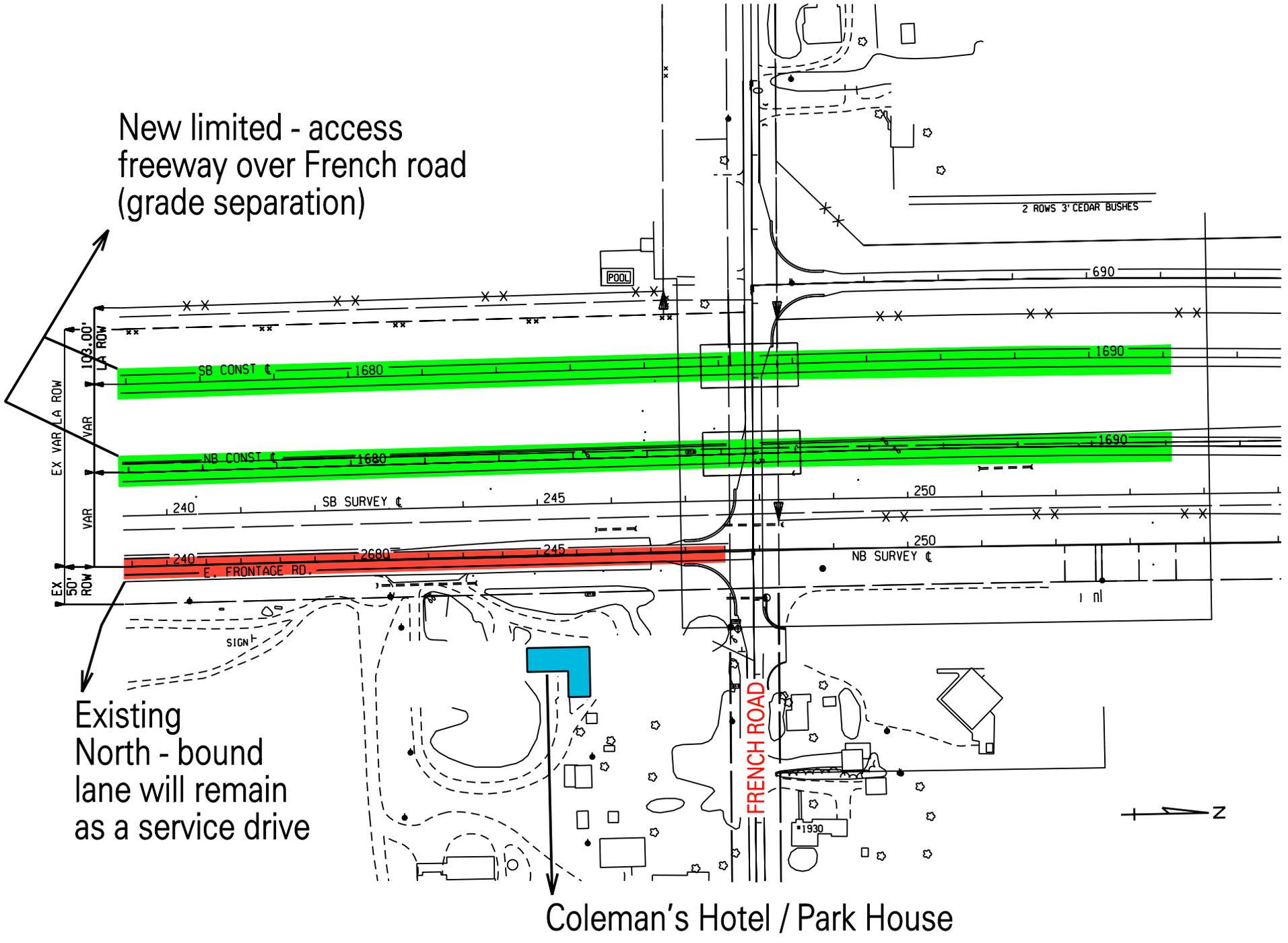


# **ATTACHMENT E**

Preliminary Plan for French Road Grade Separation

# Preliminary Plan for French Road Grade Separation

New limited - access  
freeway over French road  
(grade separation)



Existing  
North - bound  
lane will remain  
as a service drive

# **ATTACHMENT F**

SHPO Adverse Effect Letter



STATE OF MICHIGAN

DEPARTMENT OF HISTORY, ARTS AND LIBRARIES  
LANSING

JENNIFER GRANHOLM  
GOVERNOR

DR. WILLIAM ANDERSON  
DIRECTOR

October 2, 2007

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



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

Dear Ms. Bergland:

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

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

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

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

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

Sincerely,

Brian D. Conway  
State Historic Preservation Officer

BDC:ROC:bgg

# **ATTACHMENT G**

Plan of Proposed Maple River State Game Area Parking Access

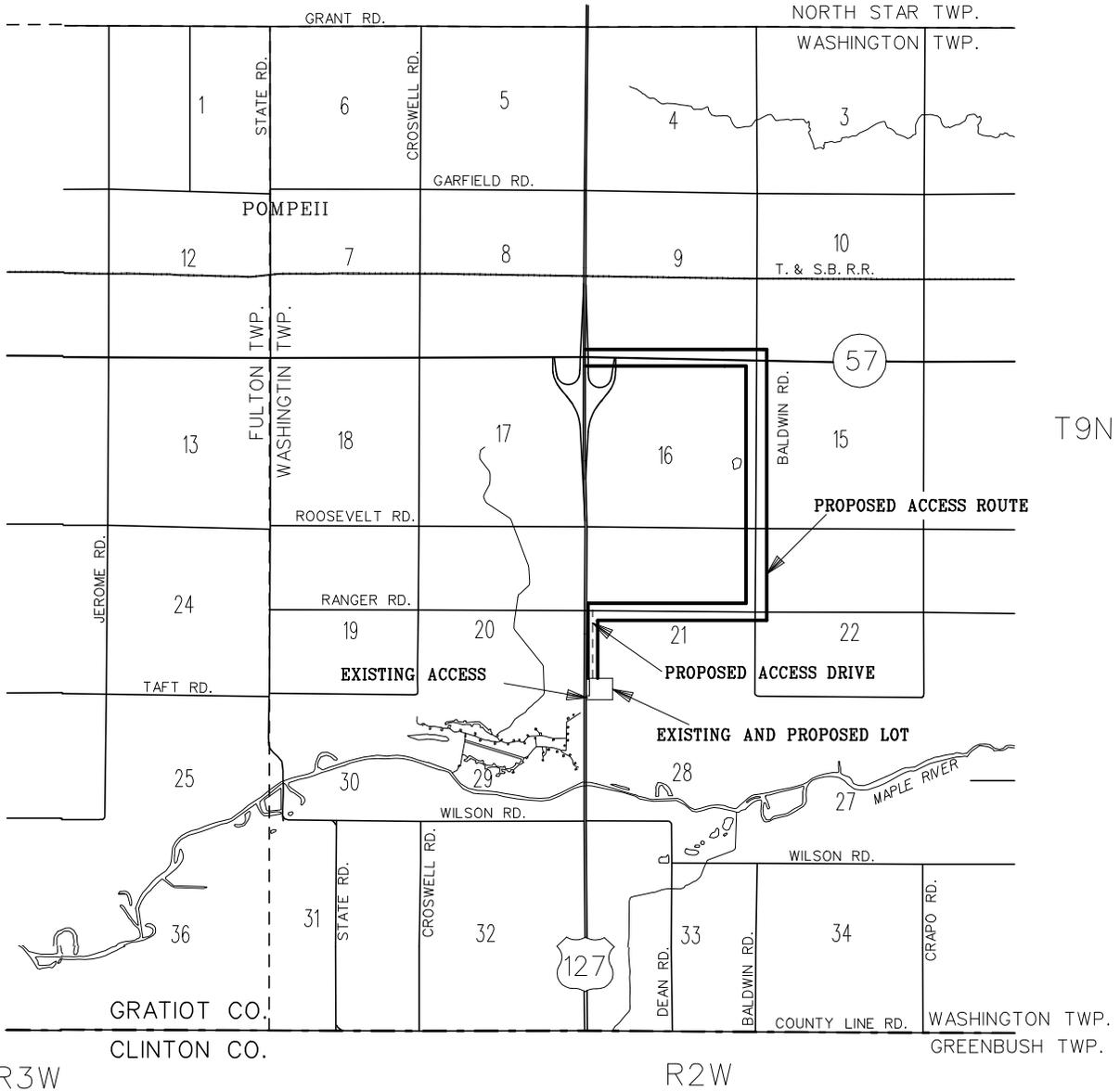
# EXISTING AND PROPOSED ACCESS ROUTE FOR MAPLE RIVER STATE GAME AREA US-127 PARKING LOT



DATE:

LAST CORRECTION BY:

FILE NAME:



**SHEET LEGEND**

- PROPOSED ACCESS ROUTE -----
- EXISTING ROADS
- IMPROVED -----
- TOWNSHIP LINE -----
- COUNTY LINE -----
- CITY OR VILLAGE LIMITS -----
- RAILROADS -----

	US-127/MAPLE RIVER GAME AREA ACCESS PLAN			
	DATE 08/10/06	SCALE 1"=NONE	CONT. SEC. 29011	JOB NO. 46268

# **ATTACHMENT H**

DNR letter to MDOT 12-19-2007



JENNIFER M. GRANHOLM  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF NATURAL RESOURCES  
LANSING



REBECCA A. HUMPHRIES  
DIRECTOR

December 19, 2007



Ms. Ann M. Lawrie  
Bureau of Transportation Planning  
Michigan Department of Transportation  
425 W. Ottawa Street  
P.O. Box 30050  
Lansing, MI 48909

Dear Ms. Lawrie:

We are writing in response to your July 18, 2007, letter regarding proposed improvement of US-127 in Gratiot and Clinton Counties. I do not concur that the proposed work will not permanently affect the use or activities of the Maple River State Game Area. I have the following comments and concerns:

- 1) US-127 Parking Lot: With a limited access highway, the public (and the DNR) will now have to drive a significant distance out of their way (12-miles round trip if coming from the south or 4 miles round trip if coming from the north) to access the US-127 parking lot. There will also be added mileage for people accessing the other parking lots for state game area lands east and west of US-127. I concur that the proposed access road is a reasonable alternative. However, it will come at a significant cost (to the public and the DNR) that is not being compensated for. A less impacting (but still significant) alternative would be to run the proposed access route entirely adjacent to US-127. However, this would require building an additional ½ mile of access road between Ranger and Roosevelt Roads. Another alternative would be mitigating for this impact through land acquisitions and wetland restoration within the dedicated boundaries of the game area.
- 2) Pump Station: The current design calls for leaving the existing pump station (by the bridge) in place, installing a gate, and improving the access to the highway. This site is the most direct access to the pump station and the adjacent south dike. My concern with this design is for the safety of employees accessing the pump station from US-127 with traffic traveling 70 miles per hour. We had originally proposed that MDOT replace the existing pump station with two smaller stations further east. This would significantly reduce (but not eliminate) the need to access US-127 at the current bridge/pump station location.

Ann M. Lawrie

Page 2

December 19, 2007

- 3) Culverts Under US-127: We continue to need separate water level control between the Wetland Units A and B on each side of US-127. Your letter states that the current plan is to replace the north culvert with a 10 x10 box culvert with water elevation controls on either side of the culvert. We have requested that water level control be raise 1.5 feet on the north culvert. It currently is 1.5 feet below the other two structures. The other two existing culverts will be replaced with 4 x 4 culverts. The letter did not state that these culverts will also contain water elevation controls. I assume that you already plan do this, but I wanted to wanted to be sure.
- 4) Right-of-Way (ROW): Your letter states that ROW and grading permits will be necessary, that the worst case scenario is 300 feet of ROW, and that ROW impacts will be minimized to the greatest extent possible. It is my understanding that the vast majority of the work will be inside the footprint of the existing road. However, since the amount of ROW work has not been defined, it is impossible to determine impacts.
- 5) Threatened and Endangered Species: Lori Sargent conducted a threatened and endangered species review on the project a while ago and commented about potential impacts to bald eagles, ospreys, king rails and Henslow's sparrow. She has not received return comments about how the project will or will not impact these species.
- 6) Swallows: Historically, the bridge over the Maple River at US-127 has sizable numbers of swallows nesting under it. This will need to be taken into consideration if construction will impact these birds.

Thanks for the opportunity to provide input. Feel free to contact me or others within Wildlife Division if you need additional input.

Sincerely,



Earl Flegler, Senior Wildlife Habitat Biologist  
Michigan Department of Natural Resources  
Rose Lake Wildlife Office  
8562 E. Stoll Road  
East Lansing, MI 48823

EF:drr

cc: David Dominic, MDNR  
Penney Melchoir, MDNR  
Michael Bailey, MDNR  
Lori Sargent, MDNR  
Scott Whitcomb, MDNR  
Steve Beyer, MDNR

# **ATTACHMENT I**

MDOT letter to DNR 2-17-2009



JENNIFER M. GRANHOLM  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

KIRK T. STEUDLE  
DIRECTOR

February 17, 2009

Earl Flegler, Senior Wildlife Habitat Biologist  
Michigan Department of Natural Resources  
Rose Lake Wildlife Office  
8562 E. Stoll Road  
East Lansing, MI 48823

Dear Mr. Flegler:

The Michigan Department of Transportation (MDOT) is in the process of completing a formal Re-evaluation of the US-127 Environmental Impact Statement (EIS) written in 1985. The purpose of this environmental document is to assess whether any changes have occurred in the project scope, design, and affected environment, if any proposed mitigation will require supplemental environmental documentation, and if the current environmental document and Record of Decision (ROD) are still valid.

As you are aware, the original EIS was prepared for the proposed improvements to US-127 between Lansing and Ithaca. Currently, the section between St. Johns and Ithaca functions as the only remaining free-access portion of the route. It is the intent of MDOT to transition this portion of US-127 to a limited-access freeway with frontage roads in some areas and interchanges.

After meeting with Michigan Department of Natural Resources (MDNR) staff on February 4, 2008, MDOT reinvestigated the Right-of-Way needs through the Maple River State Game Area. Because the frontage road originally proposed in the 1985 EIS will no longer be constructed, MDOT will require no new Right-of-Way from the Game Area. Upon further review of the original EIS and consultation with the Federal Highway Administration, there will be no Section 4(f) impact at the Maple River State Game Area. MDOT will document this determination in the Re-evaluation and the Section 4(f) Evaluation. As a result of this determination, MDOT does not require written MDNR approval for the proposed project.

However, MDOT still proposes to include some of the mitigation items in the project that were discussed in previous meetings with the MDNR. MDOT greatly values the input and cooperation of the MDNR and wants to ensure the Game Area continues to function well and serve the public effectively. It is still the intention of the MDOT to provide the MDNR with project mitigation enhancements. The three existing culverts located under US-127 will be replaced with one 10x10 box culvert and two 4x4 culverts. All three culverts will include water elevation control structures on both sides of the culverts. Additionally, the 10x10 box culvert will include an area for both wet and dry crossings within the culvert.

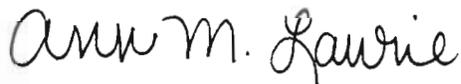
MDOT will utilize chain-link fence along the Right-of-Way line, placed on both the east and west sides of US-127 through the Maple River State Game Area. This vinyl-clad fence will be buried one foot with three feet exposed to prevent pedestrians and wildlife from crossing on US-127.

MDOT will continue to provide access to the Maple River State Game Area pump station via US-127 by providing a turnout area and gate at the existing pump station location. This area will be signed for authorized vehicles only. Should more than intermittent access be required to this pump station, MDOT will provide a short term lane closure on US-127 for the MDNR's use and safety.

Lastly, in order to maintain access to the Maple River State Game Area, MDOT will construct a new driveway access from Ranger Road. The new access point will be constructed and signed prior to closing the existing access off of US-127 to ensure the Game Area can be reached at all times. MDOT will also provide signage from US-127 to the Maple River State Game Area, Unit A parking lot. MDOT will coordinate all work in the Game Area with the MDNR when funds become available to design the project.

Thank you for your participation in this project. Should you have any additional questions, please feel free to contact me at the telephone number listed below.

Sincerely,



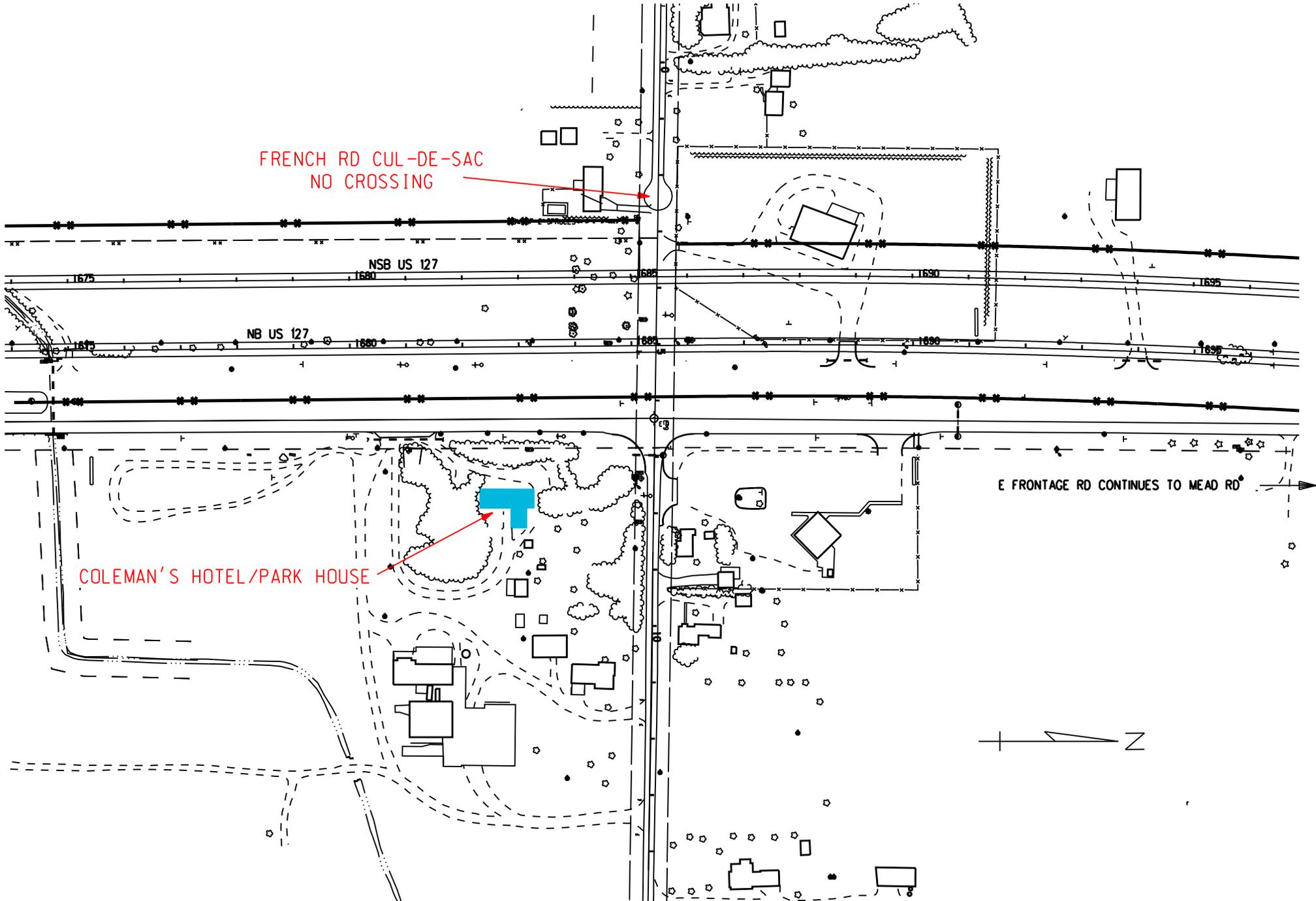
Ann M. Lawrie  
Section 4(f) Specialist  
Environmental Section  
Michigan Department of Transportation  
(517) 241-3954  
[lawriea@michigan.gov](mailto:lawriea@michigan.gov)

cc: Sigrid Bergland, MDOT  
Jack Hofweber, MDOT  
Dave Dominic, MDNR  
Penney Melchoir, MDNR  
Michael Bailey, MDNR  
Lori Sargent, MDNR  
Scott Whitcomb, MDNR  
Steve Beyer, MDNR

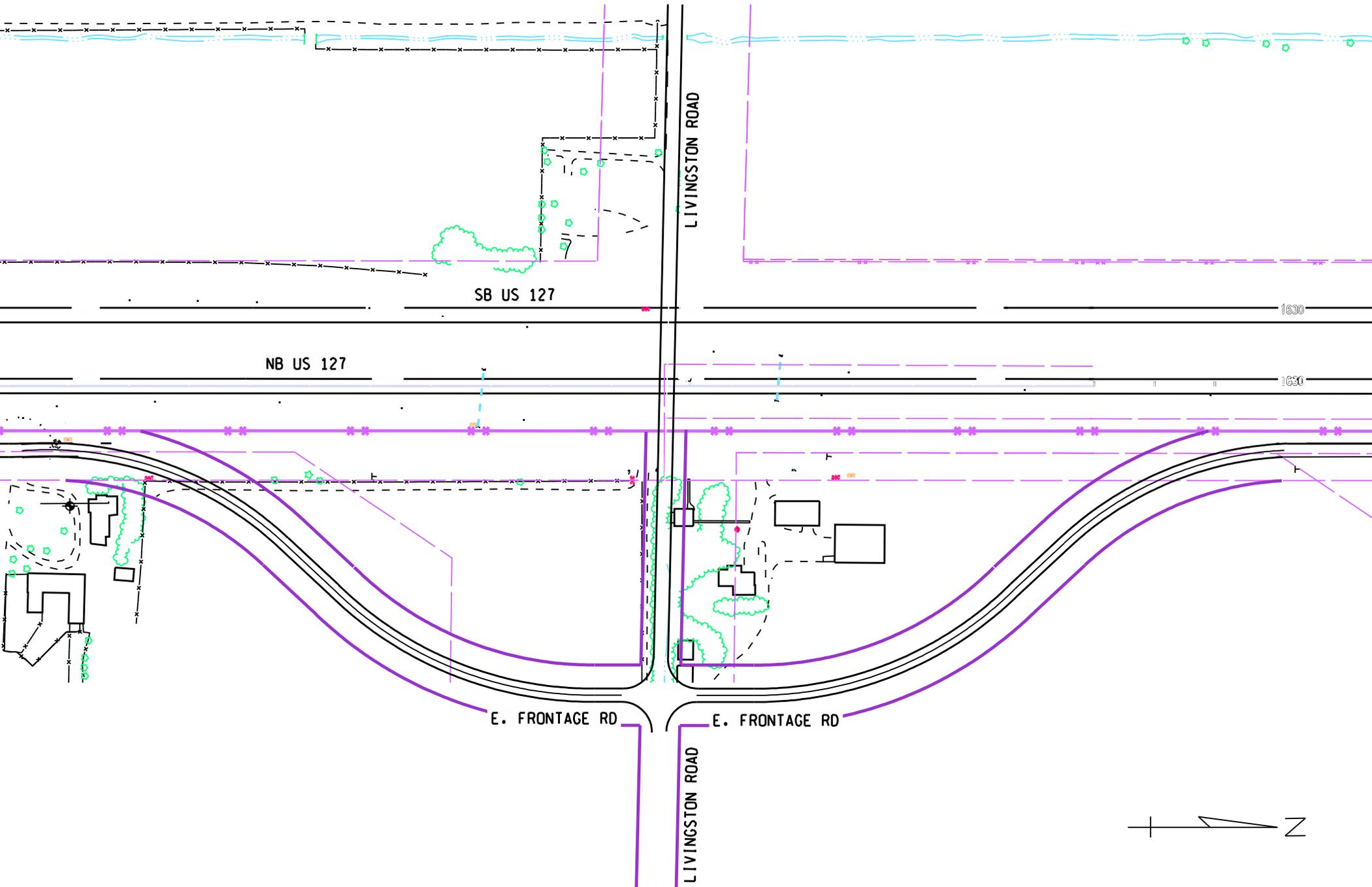
# **ATTACHMENT J**

Alternatives

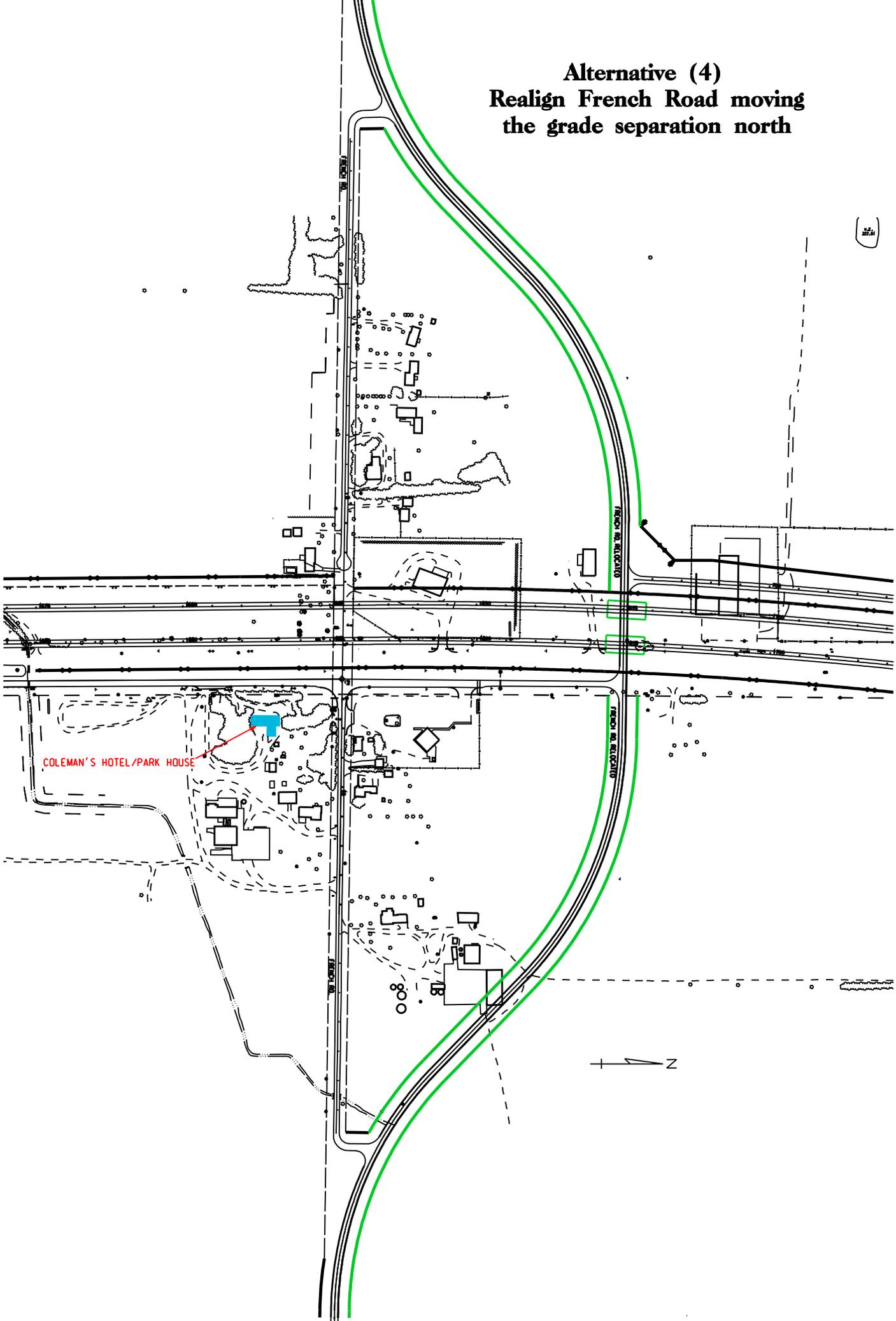
# Alternative (2) Remove grade separation at French Road



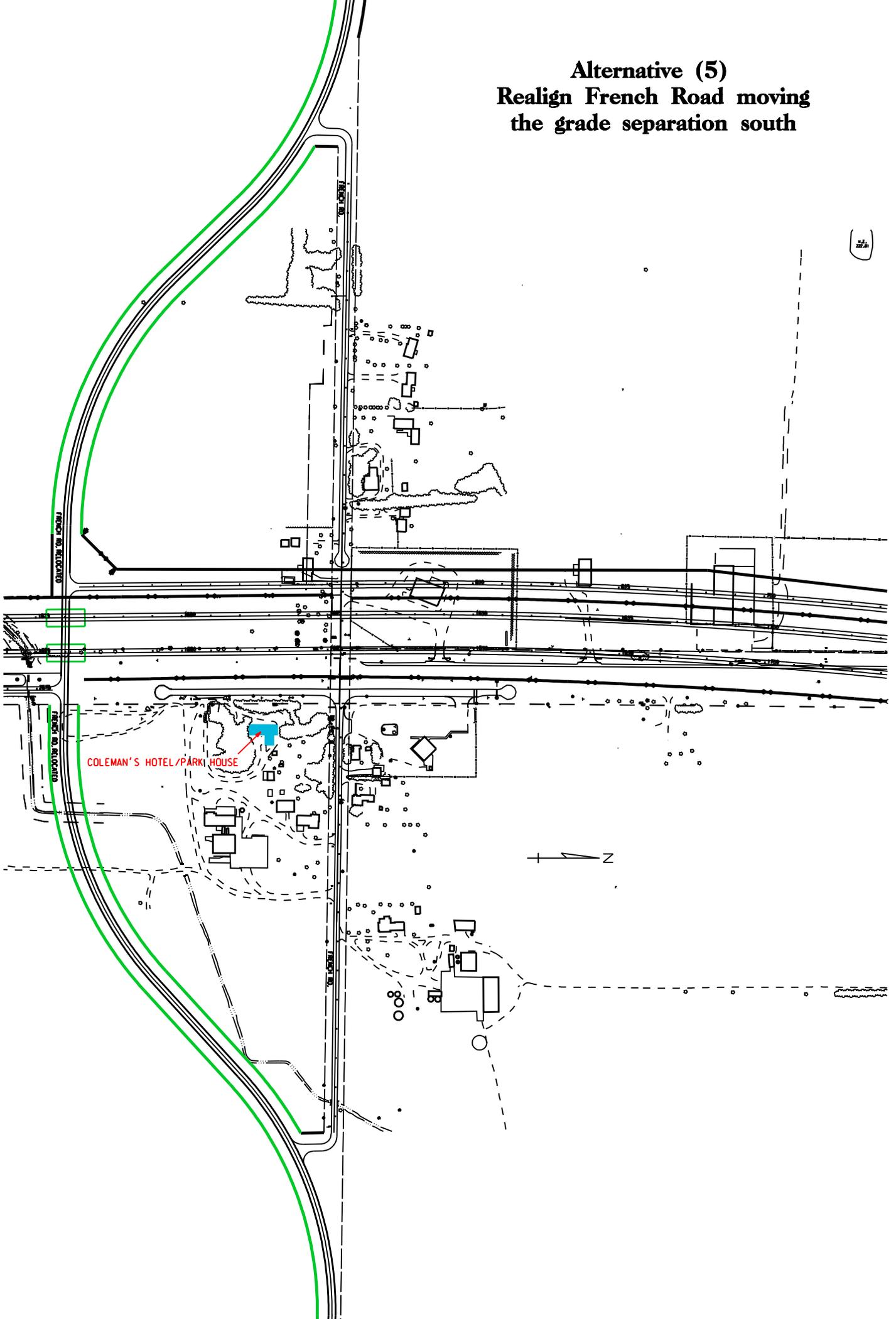
# Alternative (3) Move grade separation to Livingston Road



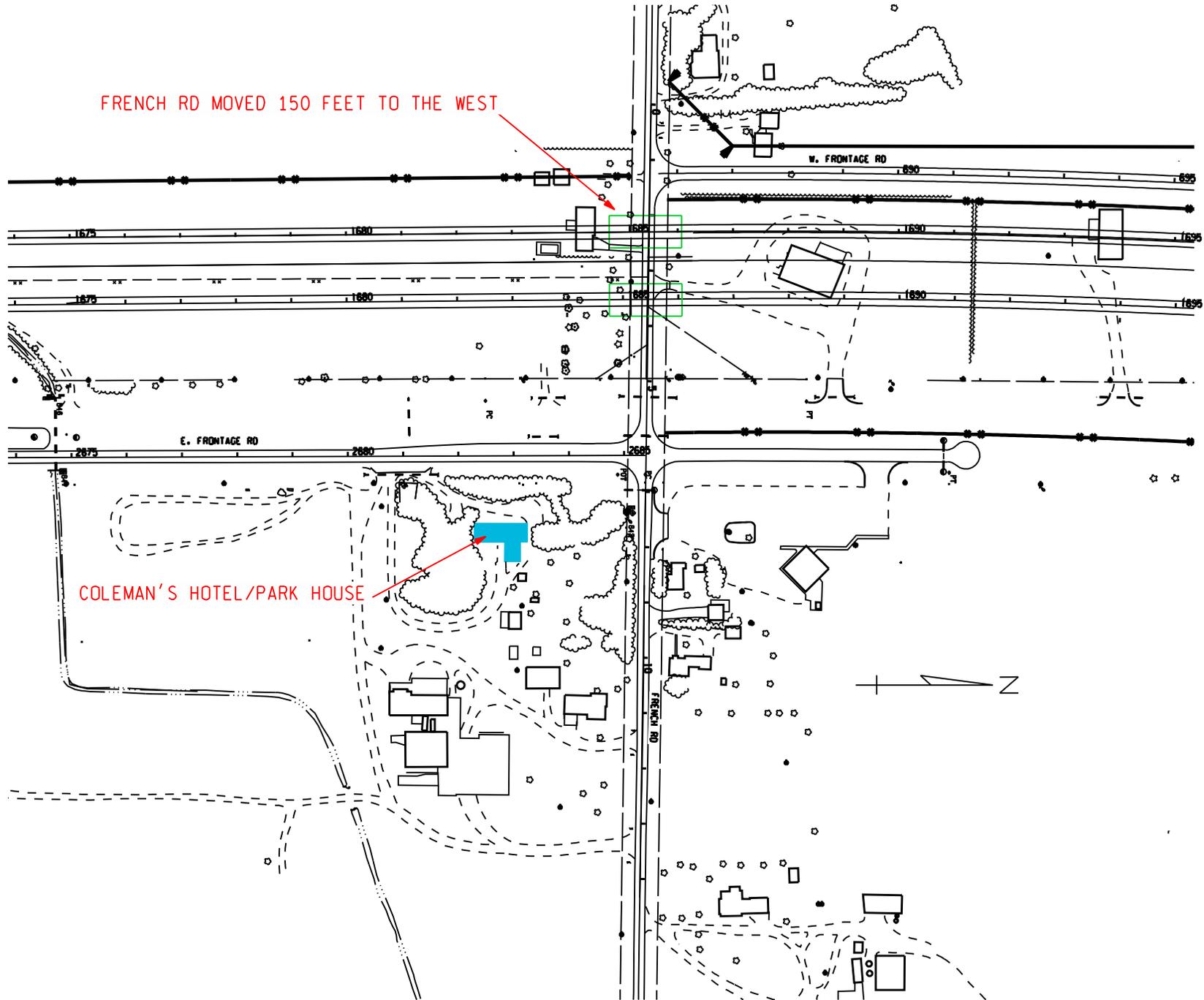
**Alternative (4)  
Realign French Road moving  
the grade separation north**



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



**Alternative (6)  
Move grade separation to the west**



# **ATTACHMENT K**

Clinton County Road Commission Letter

# CLINTON COUNTY ROAD COMMISSION

Russel Bauerte, Chairperson  
Donald Sisung, Vice Chairperson  
Peter Blauwiel, Member

RECEIVED

Michael M. Nobach, Managing Director  
Patricia E. Wysong, Director of Finance/Clerk of the Board  
Daniel R. Armentrout, P.E., Director of Engineering

July 23, 2007

JUL 25 2007

Paul Steinman  
Lansing TSC Manager  
1019 Trowbridge Road  
East Lansing, MI 48823

Dear Mr. Steinman:

Following our recent discussion regarding the Alternative Plans for the US 127 extension north of St. Johns through Clinton County I would offer these remarks.

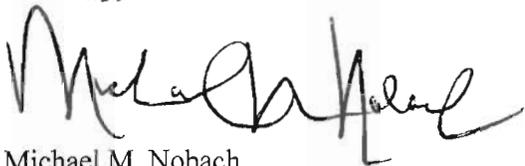
The design most preferred by the Clinton County Road Commission, and the impacted townships, would be the original design. This plan would allow for US127 to be carried over French Road. French Road is a valuable, necessary road for Clinton County and the traffic that must transit east and west across US 127. There are not many hard surfaced main roads that travel east and west crossing the existing US 127 corridor.

French Road carries traffic generated from the local gravel pits. There are also many farmers who need this road to cross between their farming operations on each side of the highway. It would have a huge economic impact on those who need to keep this road intact. Moving it would cause a greater loss of farming acres and also impact the immediate farming operations. Other impacts would be: the existing restaurant, the farm equipment sales, and the gravel pits that use this intersection daily. We would not accept a cul-de-sac on French Road.

It has been mentioned that we consider an extension of Colony Road west of US 127 to Dewitt Road. The property that would be used is very wet, mostly muck soils, and it has a number of crossings over county drains which could be very expensive and could cause many future high maintenance costs.

The best plan to date is the continuation of US 127 over French Road and a frontage road along the east side of the proposed highway alignment. The residents and customers of the existing businesses will be much more agreeable to this design.

Sincerely,



Michael M. Nobach  
Managing Director

MMN:pew



# **ATTACHMENT L**

Memorandum of Agreement

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

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

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

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

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

**STIPULATIONS**

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

**I. General Recordation**

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

## II. Landscaping

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

## III. Design

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

## IV. Amendment

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

## V. Dispute Resolution

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

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

## VI. Termination

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

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

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

**FEDERAL HIGHWAY ADMINISTRATION**

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

**MICHIGAN STATE HISTORIC PRESERVATION OFFICER**

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

Concur:

**MICHIGAN DEPARTMENT OF TRANSPORTATION**

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

# **ATTACHMENT M**

Draft comment and response

historical property

May 11, 2009

Dear Mr. David Wresinski, Administrator  
Project Planning Division  
Bureau of Transportation Planning

After reviewing the information packet that I recently received from MDOT I continue to have the same concerns that I addressed in the letter I faxed to MDOT on 6-2-08 (copy enclosed)

According to the previous information that I received from MDOT, historical properties are to be considered in the early stages of planning. We were first contacted by MDOT in August of 2007. Many crucial decisions regarding this US-127 limited access freeway were already made. Earlier contact would have been appropriate when you consider that we have owned this historical property for 20 years.

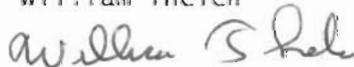
Our one and only brief meeting with three MDOT people was at a local restaurant, (Hitching Post) in late August of 2007. The follow up meeting for public comment was on Sept. 13, 2007. Both these meetings were only a formality. The offer to landscape the grade separation area plus landscape of the historical property were all that were offered as solutions to the adverse effects. These considerations were actually offered at our one and only meeting with MDOT which was prior to the public comment meeting.

The last statement in section 4.1 of the information packet received states that this project will substantially impair the esthetic features and attributes of the Coleman's Hotel/Park House.

From my perspective I would prefer MDOT to purchase this property to avoid a substantial decrease in my property value from these adverse effects.

I will pursue legal options if necessary. Please provide any follow up in writing.

Sincerely, William Thelen



5-29-08

To: Sigrid JJ Bergland

Considering I met with MDOT representatives for the first time last August and have only seen limited details of the proposed US-127 double overpass over French Rd it's difficult to predict all potential concerns regarding my property at 4958 N. US-27, St. Johns.

I will mention some of the concerns that I currently have.

Our future property value will be decreased substantially. The complete front view of this historical house will be altered significantly with mounds of dirt, guard rails & bridge column supports

The noise level will increase due to all traffic will now have to stop & start again due to the service road design

As the new service road traffic levels increase my driveway will become more difficult to exit due to all traffic will be slowing down to stop at French Rd thus blocking the driveway.

At the last meeting in Ithaca on May 15, 2008 I had a chance to see the plans for the new Michigan left turn plans that are planned for next year. These temporary road plans that will likely be in place for many years have a major effect on my property. My driveway access will be limited to only go North due to the center crossover being eliminated. In order to leave the property we will have to fight with the traffic slowing down to go right on French road plus the gravel trains going North which will be trying to pickup there speed as well as all other French road traffic going North. The noise level will increase due to the gravel trains being much closer to the house and trying to pickup speed while loaded and going uphill.

State employee's continue to say they do not want to put a negative effect on the property because there are laws that protect historic properties however they are affecting the property every time they keep trying to work around it. When I ask questions the response is we have considered all other options and this is the best one.

As I see it the State of Michigan will spend much more money working around the property and at the same time reduce my property value.

Please call with any questions, cell 989 666 4695

Sincerely, William Thelen



STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

JENNIFER M. GRANHOLM  
GOVERNOR

KIRK T. STEUDLE  
DIRECTOR

June 18, 2009

Mr. William Thelen  
3207 West Island Road  
St. Johns, Michigan 48879

Dear Mr. Thelen:

The Michigan Department of Transportation (MDOT) is in receipt of your letter dated May 11, 2009, as an official comment to include in the Final Section 4(f) Evaluation for the proposed US-127 Limited Access Freeway Project in Clinton and Gratiot Counties. This response letter will also be included in the Final Section 4(f) Evaluation, and you will receive a copy of the Evaluation when it is finalized, hopefully by the end of July.

You are correct that some decisions regarding the US-127 limited-access freeway were made many years ago. The original environmental clearance for this project was begun in the 1970s, culminating in a preferred alternative outlined in the 1985 Final Environmental Impact Statement, with a Record of Decision in 1990. At that time, the effect of the project on the Coleman's Hotel/Park House property, which was identified as a historic property, was not considered an adverse effect by the State Historic Preservation Office (SHPO). The original plan was to have a French Road bridge over US-127.

As mentioned in the submittal letter for the Draft Section 4(f) Evaluation, many portions of the project cleared in 1990 have already been built, but a formal re-evaluation became necessary due to the passage of time and changes to the project. New historic properties were identified and renewed consultation with the SHPO begun. Please note that if the re-evaluation of the project had not been triggered, the grade separation would have been built as originally planned, and no additional mitigation would have been required.

In order to comply with federal law, specifically the National Historic Preservation Act (36 CFR 800) and Section 4(f) of the Department of Transportation Act of 1966 (now 23 CFR 774), MDOT must avoid impacting and purchasing historic properties. If impacts are unavoidable, the second step is to minimize any impact to the greatest extent possible. One of the first alterations made to the project was to change the French Road grade separation to a US-127 bridge over French Road. This change allowed a greater distance between the bridge and the Park House, and also provided room for more screening. Even with this change the SHPO felt the grade separation was an adverse effect. MDOT then contacted you to discuss mitigation and held the public meeting to gather further input on mitigation.

I am sorry you feel these meetings were merely a formality; however, I can assure you they were not. Very often public input gathered at these meetings is implemented as part of the overall project. The

Mr. William Thelen

Page 2

June 18, 2009

mitigation discussed at both the meeting with you, and the public meeting, was based on similar situations we have encountered in the past. We are always open to hearing new suggestions, but these mitigation items were offered because they do make a difference and can be successfully implemented.

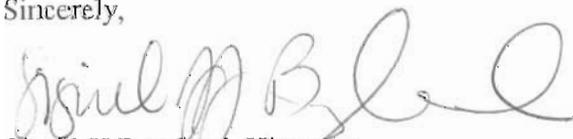
MDOT was then responsible for preparing a Draft Section 4(f) Evaluation to outline why there are no prudent and feasible alternatives to the grade separation at French Road. It is extremely unfortunate that the project will have an adverse effect on the Park House due to visual impacts, but I believe the Draft Evaluation provides an outline as to why other alternatives are not prudent or feasible. For example, at the public meeting in September 2007, the verbal public comments (there were no written comments) were overwhelmingly supportive of the project and of keeping French Road a through road. This is a situation where MDOT must consider the needs of the general public and local agencies (like the County Road Commission) in relationship to, in this case, the historic property and its owner. The solution outlined in the Draft Evaluation is to attempt to balance the needs of all parties involved while respecting and mitigating the impacts to the historic property as much as possible, and complying with all applicable federal and state rules and regulations. It is a never an easy task.

Your letter states, "I would prefer MDOT to purchase this property to avoid a substantial decrease in my property value from these adverse effects." MDOT is bound by the law to avoid purchase of historic properties wherever possible. Through screening and aesthetic treatments as outlined in the Draft Evaluation, the adverse effects of the project will be mitigated as much as possible. Furthermore, MDOT acquires property located within the designed proposed right-of-way; your property is not within the proposed right-of-way. The proposed service drive (current northbound US-127) mimics other freeway configurations across the state and around the country and gives existing homes and businesses access, while allowing the property to remain largely intact.

To date, MDOT has not identified any further funding for the construction of this project. The completion may be many years in the future. As you may already know, MDOT is facing a great decline in revenue and is currently canceling projects in the coming years. Future funding for this project, which has already been deferred many years, is extremely uncertain. The current construction of the indirect left turn lane at French Road is a solution for the accident history at the intersection that would not be necessary if funding existed for the limited-access freeway construction. The turn lanes were a completely separate project, and were not reviewed as part of the re-evaluation or Draft Section 4(f) Evaluation.

Finally, we certainly remain very open to any other suggestions you may have to offer for additional mitigation of the proposed grade separation. Although we have not received other mitigation ideas to date, please feel free to contact me at (517) 335-4229 if you have further suggestions.

Sincerely,



Sigrid JJ Bergland, Historian  
Environmental Section  
Project Planning Division

# **ATTACHMENT N**

Department of Interior Draft comment



# United States Department of the Interior

OFFICE OF THE SECRETARY  
Washington, DC 20240



JUN 10 2009

9043.1  
PEP/NRM

ER 09/452

Mr. James J. Steele  
Division Administrator  
Federal Highway Administration  
315 West Allegan Street, Room 201  
Lansing, Michigan 48933



Dear Mr. Steele:

As requested, the Department of the Interior (Department) reviewed the draft Section 4(f) Evaluation for the proposed **U.S. Highway 127 (US-127) Limited Access Freeway Project, Clinton and Gratiot Counties, Michigan**. The Department offers the following comments and recommendations for your consideration.

### Section 4(f) Comments

The draft Section 4(f) evaluation identified two properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)). These properties were the Coleman's Hotel/Park House (determined to be eligible for the National Register of Historic Places) and the Maple River State Game Area (a State wildlife refuge that serves as both a refuge and a recreational resource). The Federal Highway Administration (FHWA) and the Michigan Department of Transportation (MDOT) determined that the project will have an adverse effect on the Coleman's Hotel/Park House due to an addition of a grade separation with French Road (US-127 will be built as an overpass), causing a visual intrusion. The Section 4(f) Evaluation considered several other alternatives as well as the no-action alternative that would have avoided impacts to the property; however, none were determined to be prudent alternatives. Consultation with the Michigan State Historic Preservation Officer resulted in an executed Memorandum of Agreement to consider mitigation to the property. This agreement is presented in the document. Therefore, the Department concurs that there appears to be no feasible or prudent alternative which

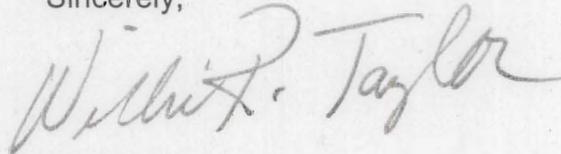
would result in the loss of eligible Section 4(f) property. The Department also concurs that all measures to minimize harm to the property have been employed.

The Department does not necessarily agree with the determination that there would be no constructive use of the Maple River State Game Area. Although most of the disagreement between MDOT and the Michigan Department of Natural Resources (MDNR) focused on the parking lot at Ranger Road and access to the refuge from US-127, the proposal to install culverts that would preserve hydrological connections to portions of the refuge on either side of the highway would have been a constructive use had MDOT not agreed to build water elevation control structures as part of the culverts. However, FHWA and MDOT have agreed to incorporate those water elevation control structures in all culverts (a mitigation suggestion made by MDNR) and provided the mitigation for any constructive use that may have existed. Therefore, the Department has no objections to the final determination as long as the commitment for those structures remains.

The Department has a continuing interest in working with FHWA and MDOT to ensure impacts to resources of concern to the Department are adequately addressed. For matters related to Section 4(f), please contact Regional Environmental Coordinator Nick Chevance, National Park Service, Midwest Regional Office, 601 Riverfront Drive, Omaha, Nebraska 68102-4226; telephone 402-661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,



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

cc:  
Mr. David E. Wresinski, Administrator  
Project Planning Division  
Michigan Department of Transportation  
Post Office Box 30050  
Lansing, Michigan 48909

# **APPENDIX Q**

Project Mitigation Summary Green Sheet

**Project Mitigation Summary “Green Sheet”**  
**For the Preferred Alternative**

**March 27, 2009**

Re-Evaluation  
Final 4(f) Evaluation

US-127 Limited Access Freeway  
St. Johns to Ithaca  
Clinton and Gratiot Counties, Michigan

**This project mitigation summary “Green Sheet” contains the project specific mitigation measures being considered at this time. These mitigation items and commitments may be modified during the final design, right-of-way acquisition or construction phases of this project.**

**I. Social and Economic Environment**

- a. *Relocations* – Adequate replacement housing is available for relocated residences and businesses. Less right-of-way and fewer displacements are currently required compared to the original project due to the elimination of the adjacent service roads in Gratiot County. Please see the Conceptual Stage Relocation Plans for Gratiot and Clinton Counties found in Appendix C of this Re-Evaluation.
- b. *Visual Resources* – Landscaping will be provided for the existing US-127/M-57 interchange to improve aesthetics and reduce visual impacts. As included in the MOA, MDOT will coordinate with the community and SHPO during the design phase to develop appropriate design and aesthetics for the proposed bridge and grade separation proposed for French Road. MDOT will review landscaping options with the SHPO and owner of the historic property adjacent to the new French Road structure.
- c. *Maintaining Traffic* – A Motorist Information Plan (website and temporary electric message signs) will be developed and implemented during construction to identify lane closures and alternate routes. One lane of traffic in each direction will be maintained at all times on US-127. There will be alternate county road closures and local traffic will be detoured onto secondary roads. Access to remaining residences and businesses within the project area will be maintained during construction. Coordination with local officials will occur prior to construction to facilitate emergency service and school bus routes.
- d. *Recreation* – MDOT will construct, sign, and open for traffic the new access road from Ranger Road to the Maple River State Game Area parking lot prior to

closing off access from existing US-127. MDOT will also provide signage from US-127 to the Maple River State Game Area, Unit A parking lot. MDOT will continue to provide access to the Maple River State Game Area pump station via US-127 by providing a turnout area and gate at the existing pump station location. This area will be signed for “Authorized Vehicles Only”. MDOT will coordinate all work in the Game Area with the MDNR during the design phase of the project. During construction, the parking of vehicles or storage of equipment and materials on any public recreational property is prohibited. All disturbed areas adjacent to the Maple River State Game Area parking lot will be stabilized with seed and mulch.

MDOT will replace three existing equalizer culverts across US-127 within the Maple River State Game Area with two 4 foot by 4 foot culverts and one 10 foot by 10 foot box culvert. The 10 foot by 10 foot box culvert will include both wet and dry crossings within the culvert. All three culverts will include elevation control structures on both ends of the culverts. MDOT will utilize chain-link fence along the right-of-way line, placed on both the east and west sides of US-127 through the Maple River State Game Area. This vinyl-clad fence will be buried one foot with three feet exposed to prevent pedestrians and wildlife from crossing on US-127.

## II. Natural Environment

- a. *Stream Crossing* –Removal of the existing Maple River pier and construction of the new bridge pier will be done inside an enclosed cofferdam. MDOT will also be working on numerous creek and drain structures along the US-127 corridor. This work will consist of bridge and culvert replacements, culvert extensions, and stream relocations. Field reviews of these crossings with staff from affected Resource Agencies (MDEQ, MDNR Fisheries and Wildlife, and U.S. Fish and Wildlife Service) have occurred and MDOT will take their concerns into account during the design phase of the project. Continued coordination will occur with the Resource Agencies throughout the project. Stream bed protection stone will be placed in all disturbed river bottom areas.
- b. *Wetlands* – Wetland impacts for this project have been significantly reduced from 30.05 acres with the original FEIS project to 11.4 acres by keeping the narrow median thru the Maple River Game Area and eliminating service drives. This impact includes 7.82 acres of palustrine forested wetland, 1.5 acres of palustrine emergent wetland, and 2.08 acres of combination palustrine emergent and scrub-shrub wetland. The mitigation ratios of 2:1 for forested and 1.5:1 for emergent/scrub-shrub require that MDOT will develop 15.64 acres of forested wetland and 5.37 acres of emergent/scrub-shrub for a total of 21.01 acres of wetland mitigation. Mitigation will occur at the Maple River bank site established in 2006. MDOT anticipates that wetland credits from this site will be available in the summer of 2009. The wetland locations, sizes, impacts, and

mitigation will be documented in the Act 451, Part 303 wetland permit to be obtained from the MDEQ.

- c. *Floodplains* –Riprap scour protection may be required adjacent to the new bridge pier. The hydraulic information will be verified in final design once all construction limits and design details are identified. All new bridges and culverts will meet all applicable hydraulic requirements.
- d. *Water Quality* – Where feasible, measures to eliminate direct discharges to the river and provide pre-treatment for stormwater runoff will be implemented per the conditions of MDOT’s National Pollutant Discharge Elimination System (NPDES) permit. Any disturbed groundwater wells will be properly abandoned. All storm water outfalls will be properly labeled.
- e. *Farmlands* – The integrity of any intercepted farm field drainage systems will be maintained.
- f. *Wildlife* – Any nesting migratory birds associated with work on several bridges along the US-127 corridor will be identified and efforts to protect the birds will be implemented during the construction phase of the project.

### **III. Cultural Environment**

- a. *Historic Resource* –Specific details of the mitigation commitments are listed in the signed Memorandum of Agreement found in Appendix H of this Re-Evaluation. Mitigation items include documentation of the Coleman’s Hotel/Park House visual setting. MDOT will construct a driveway to the Ola Camp property from Garfield Road to the south on MDOT-owned property. MDOT will also consult with the SHPO to erect a historically appropriate ROW fence in front of the Ola Camp property, and at the request of the Ola Board provide additional landscaping. MDOT will also work with the Ola School business to provide additional signage to direct patrons from US-127 to the business if it is still viable when the US-127 construction occurs. MDOT will offer to assist the owner of the Ola School in the preparation of a National Register nomination for the building, if the owner so desires.

### **IV. Hazardous/Contaminated Materials**

- a. *Project Contamination* – A Project Area Contamination Survey (PACS) was performed for this project. Potential areas of concern have been identified and additional review (and testing if required) will occur during the design phase when slope-stake lines and construction limits are determined. A Preliminary Site Investigation (PSI) is recommended at the one known (former property used to store old railroad ties) and one potential (former gas station) contaminated site. All contaminated media will be handled and properly disposed of in accordance with state and federal regulations. All areas of contamination will be noted on the

- construction plans. Any utility cuts in the vicinity of these properties will be reviewed to ensure proper excavation and backfill methods.
- b. *Contamination Exposure* – A Workers Health and Safety Plan will be prepared if any asbestos, lead, or other contamination is identified. The MDEQ notification procedures for demolitions will be followed.

## V. Construction

- a. *Construction Permits* – Permits under Act 451 (Natural Resources and Environmental Protection), Parts 31 (Water Quality and Floodplains), 301, (Inland Lakes and Streams) and 303 (Wetlands), 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.
- b. *Construction Restriction Dates* – No work will occur in the Maple River channel from March 15 to June 30 to protect spawning activities and early development stages of native fish species. Work in water restriction dates for smaller creeks and drains range from March 1 or May 1 until June 30. Work may occur inside an enclosed cofferdam if installed prior to the start of the restriction date.
- c. *De-Watering* – Water from de-watering of cofferdams used for work in the Maple River and other smaller stream crossings will be treated prior to discharge.

# **APPENDIX R**

May 15, 2008 Public Meeting Comments

**US-127 LIMITED ACCESS FREEWAY PROJECT  
RE-EVALUATION COMMENT FORM**

The Michigan Department of Transportation (MDOT) is nearing completion of a Re-evaluation of the original Final Environmental Impact Statement for completing a proposed limited access freeway between St. Johns and Ithaca. This is your opportunity to comment on the Re-evaluation, which reexamines the social, cultural and natural impacts of the project to convert the existing highway in Clinton and Gratiot counties to a limited access freeway.

**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name Greg Carlson E-mail gcarlson@ispmt.com  
Address 8245 N. Osborn Rd  
City Elwell State MI Zipcode 48832

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

I would like to see the least expensive method of up-grading 127 (footprint expansion/new roadbed vs barrier system on existing roadbed). I believe that if the cost is significant, the saving of the land for private use (farming) vs aesthetics the saving of land should be ~~the~~ priority.

The Buchanan Rd area should be designed as an interchange. There is an industrial park south

**Please return this form before you leave or mail, fax or E-mail to:**

**Robert H. Parsons  
Public Hearings Officer  
Michigan Department of Transportation  
425 W. Ottawa, P.O. Box 30050  
Lansing, MI 48909  
Fax: 517.373.9255  
[parsonsb@michigan.gov](mailto:parsonsb@michigan.gov)**

of Ithaca that without the interchange would cause semi traffic to travel thru the downtown area. Greater Gratiot Development has already received comments from potential industrial park companies that easy access via Buchanan Rd would make the industrial park more desirable. The other alternative, State Rd south to M-57, is not feasible as State is not capable of heavy semi usage.

The Buchanan Rd interchange would also relieve congestion at Washington once the Ethynol plant is operational. Trucks bringing raw product from the North and taking final product North will ~~need~~ increase the Washington Rd interchange usage dramatically. Forcing traffic to ~~and~~ from the south thru Washington Rd will cause extensive increases in usage and maintenance. Having Buchanan Road as an interchange will allow for the southern ~~and~~ traffic more direct and easier access.

US-127 LIMITED ACCESS FREEWAY PROJECT  
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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name MARK KNOWLES E-mail M3KNOWLES@YAHOO.COM  
Address 6255 W. LINCOLN RD  
City ELWELL State MI Zipcode 48832

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

PROGRESS ON THIS PROJECT IS EXTREMELY  
IMPORTANT TO THE CONTINUED DEVELOPMENT  
OF CENTRAL & NORTHERN MICHIGAN. THE  
CURRENT BOTTLENECK CREATED BY EXISTING  
SYSTEM MUST CHANGE TO ALLOW RECREATION,  
BUSINESSES, & INDUSTRY TO GROW & PROSPER.  
AS A GRATIOT COUNTY COMMISSIONER, I  
URGE MDOT TO HAVE CONTINUED COMMUNICATION

Please return this form before you leave or mail, fax or E-mail to:

Robert H. Parsons  
Public Hearings Officer  
Michigan Department of Transportation  
425 W. Ottawa, P.O. Box 30050  
Lansing, MI 48909  
Fax: 517.373.9255  
[parsonsb@michigan.gov](mailto:parsonsb@michigan.gov)

WITH LOCAL AGENCIES I.E. GREATER GRATIOT DEVELOPMENT, ALL LOCAL ROAD COMMISSIONS, CITIES LIKE ITHACA, ALMA, ST. LOUIS & MT. PLEASANT TO NAME A FEW. FUTURE DEVELOPMENT OF ALL THESE AREAS WILL BE GREATLY ENHANCED WITH THE PROGRESS ON THE 127 CORRIDOR.

THE INVESTMENT IN THIS HIGHWAY WILL HAVE A BIG INFLUENCE ON THIS AREA'S & THE STATE'S OVERALL ECONOMY. PRIORITY THINKING SHOULD DICTATE THE PROJECT BE PUT AT THE TOP OF THE LIST.

US-127 LIMITED ACCESS FREEWAY PROJECT  
RE-EVALUATION COMMENT FORM

The Michigan Department of Transportation (MDOT) is nearing completion of a Re-evaluation of the original Final Environmental Impact Statement for completing a proposed limited access freeway between St. Johns and Ithaca. This is your opportunity to comment on the Re-evaluation, which reexamines the social, cultural and natural impacts of the project to convert the existing highway in Clinton and Gratiot counties to a limited access freeway.

**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name Roland L. Merig E-mail \_\_\_\_\_  
Address 7076 Ransom Rd  
City Ashley State MI Zipcode 48806-9301

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

I wish the state would finish  
this strip of highway

Com Roland L Merig thanks

Please return this form before you leave or mail, fax or E-mail to:

Robert H. Parsons  
Public Hearings Officer  
Michigan Department of Transportation  
425 W. Ottawa, P.O. Box 30050  
Lansing, MI 48909  
Fax: 517.373.9255  
[parsonsb@michigan.gov](mailto:parsonsb@michigan.gov)

**US-127 LIMITED ACCESS FREEWAY PROJECT  
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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name PHILLIP MOORE E-mail pmoore@ci.alma.mi.us  
Address 325 E. Superior  
City ALMA State MI Zipcode 48801

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

THE INTERCHANGE FOR US127 & BUCHANAN ROAD SHOULD  
BE INCLUDED IN THE PLANS

**Please return this form before you leave or mail, fax or E-mail to:**

**Robert H. Parsons  
Public Hearings Officer  
Michigan Department of Transportation  
425 W. Ottawa, P.O. Box 30050  
Lansing, MI 48909  
Fax: 517.373.9255  
[parsonsb@michigan.gov](mailto:parsonsb@michigan.gov)**

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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name MARK CRAFT E-mail MARK@GRATIOTROADS.ORG  
Address P.O. BOX 187  
City ITHACA State MI Zipcode 48847

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

I BELIEVE AN INTERCHANGE NEEDS TO BE INCLUDED AT BUCHANAN ROAD. IT WOULD SERVICE THE SOUTH PART OF ITHACA INDUSTRIAL PARK AS WELL AS NORTH STAR. AT A MINIMUM, THIS SHOULD A LEAST BE EVALUATED AND CONSIDERED FOR FUTURE GROWTH IN THE AREA.

**Please return this form before you leave or mail, fax or E-mail to:**

**Robert H. Parsons  
Public Hearings Officer  
Michigan Department of Transportation  
425 W. Ottawa, P.O. Box 30050  
Lansing, MI 48909  
Fax: 517.373.9255  
[parsonsb@michigan.gov](mailto:parsonsb@michigan.gov)**

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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name EILEEN GILLESPIE E-mail \_\_\_\_\_  
Address 8797 N. US-27  
City ST. JOHNS State MI Zipcode 48879

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

The Michigan Turnaround at Uncle's John's Cider Mill  
is a very unsafe confusion. IT should not be made  
other ideas should be mutually agreed upon by the  
residents it disrupts and endangers.

**Please return this form before you leave or mail, fax or E-mail to:**

**Robert H. Parsons  
Public Hearings Officer  
Michigan Department of Transportation  
425 W. Ottawa, P.O. Box 30050  
Lansing, MI 48909  
Fax: 517.373.9255  
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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name Jean Bradley E-mail \_\_\_\_\_  
Address 3842 N. Scott Rd \_\_\_\_\_  
City St Johns State Mi Zipcode 48879

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

I think that Colony Road, Mead Road and Marshall Road should be cul-de-sacs with no cross traffic which could be accident scenes. Until the freeway is built, and overpasses provided there, should be no access to the highway at these locations.

I also think that too much lead is being wasted with too massive interchanges. As mentioned above, you need to stop cross traffic and utilize the turn-abouts (inhibit lefts) all the way to the Denton Co. line. Why on I-75 across the bridge, do they use steel girders for their overpasses and dirt is used down here.

**Please return this form before you leave or mail, fax or E-mail to:**

**Robert H. Parsons  
Public Hearings Officer  
Michigan Department of Transportation  
425 W. Ottawa, P.O. Box 30050  
Lansing, MI 48909  
Fax: 517.373.9255  
[parsonsb@michigan.gov](mailto:parsonsb@michigan.gov)**

**US-127 LIMITED ACCESS FREEWAY PROJECT  
RE-EVALUATION COMMENT FORM**

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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name Chelsey Foster E-mail chelseyfostere@gratiot.org  
Address 136 S. Main St.  
City Ithaca State MI Zipcode 48847

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

Some kind of interchange is absolutely necessary at Buchanan Rd. in Gratiot County, and will be even more of an issue in the future. The existing Washington Rd. interchange is inadequate to serve the growing and imminent traffic (heavy trucks) for the Ithaca Industrial Parks and Renaissance Zones.

Thank you!

Please return this form before you leave or mail, fax or E-mail to:

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Michigan Department of Transportation  
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Lansing, MI 48909  
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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name Kent Shinabery E-mail JKshinabery@peoplepc.com  
Address 1741 W. Gratiot Co Line Rd  
City St. Johns State MI Zipcode 48879

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

We question the reason for black topping Dean Rd  
in Gratiot Co and leaving South County Line Rd  
gravel between Dean Rd and Baldwin Rd.

**Please return this form before you leave or mail, fax or E-mail to:**

**Robert H. Parsons  
Public Hearings Officer  
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### GET INVOLVED!

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name JAMES SEALS E-mail \_\_\_\_\_  
Address 215 FARR \_\_\_\_\_  
City ASHLEY State MI Zipcode 48806

### TELL US WHAT YOU THINK.

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

CURRENT PLANS SHOW NO ACCESS TO 127 (WHEN  
COMPLETED) BETWEEN M-57 AND WASHINGTON RD - YET THERE  
IS AN ACCESS PLANNED FOR MAPLE RAPIDS RD. IT WOULD  
SEEM THAT AN ACCESS BETWEEN M-57 & WASHINGTON RD WOULD  
(PERHAPS AT BUCHANAN) BE NECESSARY TO ACCOMMODATE THE  
RESIDENTS LIVING EAST & WEST OF 127. GIVE THE RESIDENTS  
OF GRATIOT THE SAME CONSIDERATIONS THAT ARE GIVEN TO  
CLINTON RESIDENTS.

Please return this form before you leave or mail, fax or E-mail to:

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Public Hearings Officer  
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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name Laura CROCKER E-mail lcrocker@hotmail.com  
Address 7338 S CRAPO  
City Ashley State MI Zipcode 48806

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

- \* Why no exit off/on Ramps from M-57 till Ithaca. That sounds crazy to me. Folks south of Washington are getting the short end here.
- \* We sold property & bought homes/buildings. I hope we have the opportunity to purchase buildings again. Don't change your decision based on one person - Base your decision on the many families that purchased homes/buildings and moved to locations off US-127.

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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name Phil Tuggle E-mail ptuggle@Michigan.com  
Address P.O. Box 195  
City Middleton State MI Zipcode 48856

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

I want to make sure that MDOT understands the importance of the short line railroad that services the Middleton area business. Michigan Ag Commodities needs the railroad to stay a viable business serving the agriculture commodities.

**Please return this form before you leave or mail, fax or E-mail to:**

**Robert H. Parsons  
Public Hearings Officer  
Michigan Department of Transportation  
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Lansing, MI 48909  
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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name DON SCHURR E-mail don.schurr@gratiot.org  
Address 136 S. Main  
City Ithaca State MI Zipcode 48847

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

There must be allowance for construction of an interchange at Buchanan Rd.

The County of Gratiot has passed a resolution of total support for completion + the interchange.

**Please return this form before you leave or mail, fax or E-mail to:**

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Public Hearings Officer  
Michigan Department of Transportation  
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Lansing, MI 48909  
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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name Brad Heffner E-mail \_\_\_\_\_  
Address 129 West Emerson \_\_\_\_\_  
City Ithaca State MI Zipcode 48847

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

It is very important to continue moving forward with this project. We understand that the revenue is difficult to get secured, but step by step we will continue to solve this safety and capacity problem. As money becomes available the priority needs to be moving this project along.

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**Michigan Department of Transportation**  
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**Lansing, MI 48909**  
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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name Bill Diltz E-mail gd520@edzone.net  
Address 667 N. GRAFTON ROAD  
City ITHACA State MI Zipcode 48847

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

YOU NEED TO RECONSIDER AN INTERCHANGE AT BUCHANAN  
ROAD. NOT DOING SO WILL EFFECTIVELY BOTTLENECK  
THE WASHINGTON ROAD INTERCHANGE AND MAKE TRAFFIC  
EVER MORE DANGEROUS THAN IT IS NOW. WE  
NEED BETTER ACCESS ON CASE I ROADS THAN A  
SIMPLE OVER PASS

Please return this form before you leave or mail, fax or E-mail to:

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Public Hearings Officer  
Michigan Department of Transportation  
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Lansing, MI 48909  
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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name Margaret Hooper E-mail None  
Address 4240 S. State Rd.  
City Ithaca State MI Zipcode 48847

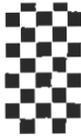
**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

Based on a 79 year relationship with US 27/US 127  
I believe there is an urgent need to complete  
the limited access freeway. The present situation  
is a serious hazard to the residents of Gratiot  
and Clinton counties. It is extremely dangerous  
to move farm equipment in this mostly agricultural  
area.

**Please return this form before you leave or mail, fax or E-mail to:**

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Public Hearings Officer  
Michigan Department of Transportation  
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Lansing, MI 48909  
Fax: 517.373.9255  
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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name TIM LAMBRECHT GRATIOT COUNTY COMMISSIONER E-mail timlambrecht  
 Address 1026 PINEVIEW COURT  
 City ALMA State MI Zipcode 48801

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

I FULLY SUPPORT THE US-127 LIMITED ACCESS FREEWAY PROJECT. IT IS A PUBLIC SAFETY ISSUE AS WELL AS AN ECONOMIC BENEFIT. A FORMER STUDENT OF MINE WAS KILLED IN AN ACCIDENT INVOLVING A DRIVER ATTEMPTING TO CROSS 127. THIS NEEDS TO BE A TOP PRIORITY FOR THE STATE.

*Please return this form before you leave or mail, fax or E-mail to:*  
**Robert H. Parsons**  
**Public Hearings Officer**  
**Michigan Department of Transportation**  
**425 W. Ottawa, P.O. Box 30050**  
**Lansing, MI 48909**  
**Fax: 517.373.9255**  
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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name Walter & Ruth Smith E-mail WALTER B @ Casair .Net  
Address 9532 S. Bagley Rd  
City Ashtley State Mi Zipcode 48806

**TELL US WHAT YOU THINK.**

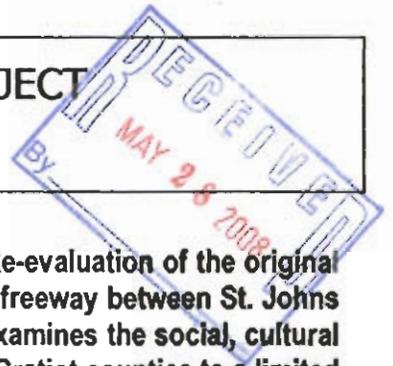
Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

Please put us on your  
priority buy out list  
due to our age. Birth date's  
1930 & 1934. Would like a  
permanent residence while  
still able to move around.  
Thank you!

Please return this form before you leave or mail, fax or E-mail to:

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Public Hearings Officer  
Michigan Department of Transportation  
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Lansing, MI 48909  
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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name Margaret Bontrager E-mail bontrager@journey.com  
Address 2150 E. Ranger Rd.  
City Ashley State MI Zipcode 48806

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

Re: Meeting May 15, 2008 - Ithaca, MI

Property: 9427 S. Bagley Rd. (US-127) Washington Twp., Gratiot Co.

I am interested in selling the above described property. It was my in-laws. They both passed away in 1990. My late husband had approached MDOT about purchasing it in late summer of 2002. We received a letter from Bonnie Towslee stating their intent but nothing further developed. A copy of that letter is enclosed. My husband passed away in 2003. I live just east on Ranger road.

**Please return this form before you leave or mail, fax or E-mail to:**

**Robert H. Parsons**  
**Public Hearings Officer**  
**Michigan Department of Transportation**  
**425 W. Ottawa, P.O. Box 30050**  
**Lansing, MI 48909**  
**Fax: 517.373.9255**  
**parsonsb@michigan.gov**



STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
BAY REGION OFFICE

JOHN ENGLER  
GOVERNOR

GREGORY J. ROSINE  
DIRECTOR

September 13, 2002

Mr. and Mrs. Farol F. Bontrager  
2150 E. Ranger Road  
Ashley, Michigan 48806

Dear Mr. and Mrs. Bontrager:

C/S 29011, Job No. 46268B, Parcel 314AP

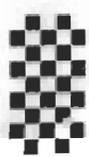
I have received authorization from our Lansing office to proceed with having your property appraised for advance acquisition. This process will still take considerable time. Please contact me if you have any questions or require additional information regarding this process. My telephone number is (989) 754-0878, ext. 232.

Sincerely,

A handwritten signature in cursive script that reads "Bonnie Towslee".

Bonnie Towslee, Bay Region  
Real Estate Agent

R/E:blt



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**GET INVOLVED!**

Your comments are important.

\* \* \* PLEASE PRINT CLEARLY \* \* \*

Name William Thelen E-mail Universal@Voyager.Nc  
 Address 3207 W. Island Rd  
 City St Johns State MI Zipcode 49879

**TELL US WHAT YOU THINK.**

Please use the space below and additional pages if necessary. Turn your comment form in at the public hearing, or give your comments orally to the court recorder. If you wish, you may mail, fax or e-mail them (see below).

Please note the attached typed letter  
Please call after reviewing

Thelen  
William Thelen  
989 666 4695

**Please return this form before you leave or mail, fax or E-mail to:**

**Robert H. Parsons  
 Public Hearings Officer  
 Michigan Department of Transportation  
 425 W. Ottawa, P.O. Box 30050  
 Lansing, MI 48909  
 Fax: 517.373.9255  
[parsonsb@michigan.gov](mailto:parsonsb@michigan.gov)**

5-29-08

To: Sigrid JJ Bergland

Considering I met with MDOT representatives for the first time last August and have only seen limited details of the proposed US-127 double overpass over French Rd it's difficult to predict all potential concerns regarding my property at 4958 N. US-27, St. Johns.

I will mention some of the concerns that I currently have.

Our future property value will be decreased substantially. The complete front view of this historical house will be altered significantly with mounds of dirt, guard rails & bridge column supports

The noise level will increase due to all traffic will now have to stop & start again due to the service road design

As the new service road traffic levels increase my driveway will become more difficult to exit due to all traffic will be slowing down to stop at French Rd thus blocking the driveway.

At the last meeting in Ithaca on May 15, 2008 I had a chance to see the plans for the new Michigan left turn plans that are planned for next year. These temporary road plans that will likely be in place for many years have a major effect on my property. My driveway access will be limited to only go North due to the center crossover being eliminated. In order to leave the property we will have to fight with the traffic slowing down to go right on French road plus the gravel trains going North which will be trying to pickup there speed as well as all other French road traffic going North. The noise level will increase due to the gravel trains being much closer to the house and trying to pickup speed while loaded and going uphill.

State employee's continue to say they do not want to put a negative effect on the property because there are laws that protect historic properties however they are affecting the property every time they keep trying to work around it. When I ask questions the response is we have considered all other options and this is the best one.

As I see it the State of Michigan will spend much more money working around the property and at the same time reduce my property value.

Please call with any questions, cell 989 666 4695

Sincerely, William Thelen

# **APPENDIX S**

Public Meeting Comments Final Preliminary Engineering Study

**Public Meeting Comments  
Final Preliminary Engineering Study**

**FOR**

**US-27 Preliminary Engineering Study  
MDOT No. 99-0458P, Job No. 46268  
Control Section 29011/19032**

**GRATIOT & CLINTON COUNTIES**

Submitted to:	Michigan Department of Transportation
Date Prepared:	April 4, 2002
MDOT Contract Number:	99-0458P
URS Number:	M103835 Series
URS File Reference:	A3, B1

Following is a brief summary of our review of the public comments as it relates to the Final Preliminary Engineering Study. These comments are in response to the input received from the MDOT Project Meeting on February 19, 2002 that were provided to us on March 18, 2002 by Jose Lopez.

**Public Comments:**

1. **Eliminate Frontage Roads in Greenbush Township:** This concept was evaluated as part of the no-frontage road option presented to the Project Team. Eliminating the frontage roads will require purchasing access from all of the affected properties resulting in increased costs for right of way. Further examination could allow the frontage road between Colony Road and French Road to be eliminated.
2. **Include Emergency Services in Design:** This should be incorporated into the project implementation at the appropriate time to allow local emergency services time to plan for changes to the free access route.
3. **Explain Local Road Connectivity in Lieu of Frontage Roads:** This should be incorporated into the project implementation at the appropriate time to allow local officials time to plan for changes to the free access route. Two areas were specifically identified as areas of concern for local access roads. These were between Maple Rapids Road and Wilson Road and between Buchanan Road and Bagley Road. Costs for improving a local road between Maple Rapids Road and Wilson Road were included in the project cost under local road connectivity. The portion between Buchanan Road and Bagley Road is served by Baldwin Road which is approximately 1 mile to the east of the project. We understand that Baldwin Road is currently a surfaced road in good condition that would serve future needs for local traffic. Also, the issue of extending the service road between Buchanan Road and Bagley Road was examined as part of the Value Engineering Portion of the project and rejected in part because it would require maintaining/upgrading an un-signalized railroad crossing.
4. **Continue Frontage Road from Roosevelt Road to Ranger Road:** This option would require purchasing right of way separate from the US-27 right of way to keep a farm in the northeast corner of Ranger Road and US-27. It would also require an additional crossing of the Hensen County Drain. However, it would also serve as access to the pipeline pumping station located in the area and provide a paved access to the relocated entry drive to the Maple River State Game Area.. Another related comment suggested moving the entry drive to the Maple River State Game Area to behind (east) the Mennonite Church. This would require right of way to be acquired from adjacent property owners separate from the US-27 right of way. Also, it has been discussed with the MDNR to relocate the entry drive to the Maple River State Game Area to be off of Baldwin Road.

5. **Provide Detailed Cost Estimate for the Frontage Road to Cross the Maple River State Game Area:** This work was completed as part of the Value Engineering indicating a cost of \$6.77 million to construct the freeway with a frontage road, as shown in Engineering Report #1900, including wetland mitigation for 10.3 acres as identified in Engineering Report #1900. Following the VE we developed a refined wetland impact of 27.57 acres which would add more than \$2.0 million to this estimate or a revised total of \$8.77 million. Upon discussions with regulatory officials it was determined that it would be difficult to prove the crossing is the only feasible and prudent alternative in today's permitting requirements and for this reason was eliminated from consideration except for slope flattening to stabilize the existing slopes which would impact 4.67 acres of the total 27.57 acres.
6. **Consider existing well and fire protection dry well access points in design:** Currently there are fire protection dry hydrants along the route. The project should be discussed with local emergency services at the appropriate time to allow time for these agencies to plan for changes to the free access route.
7. **Provide Landscaping for Noise Reduction in Populated Areas:** The Final Environmental Impact Statement and 4(f) Statement does not appear to have addressed noise impacts along the corridor. A noise analysis for the corridor may be required for the project.
8. **Eliminate Grade Separation Crossing and Paving for Hayes Road:** The grade separation at Hayes Road is in response to providing access to the south side of the Northstar Golf Course property. If arrangements could be made to access the Northstar Golf Course off of Johnson Road then the grade separation could be moved back to Johnson Road. This would require providing access across adjacent properties.
9. **Provide Improved Signage at M-57 Interchange for Northbound Traffic:** The ramp configuration at M-57 was dictated by the TSBY Railroad crossing north of the interchange. A rural diamond interchange could be constructed if the railroad were abandoned or a grade separation provided. For the interim, we understand that additional signing and lighting is under consideration by the TSC.
10. **Provide Interchange at Buchanan Road:** This item was studied as part of the Value Engineering portion of the project and was rejected by the VE team. The interchange spacing for this project fits within the 5 to 9 mile spacing for interchanges that is typical in rural areas.

# **APPENDIX T**

US-27 Action Committee Letter

US-127 ACTION COMMITTEE  
C/O Greater Gratiot Development, Inc.  
136 South Main St., Ithaca, MI 48847

RECEIVED  
MAR 18 2002

March 12, 2002

Mr Thomas A. Raymond, Supervisor  
Project Planning Section  
Bureau of Transportation Planning  
MDOT  
Van Wagoner Building  
425 W Ottawa Street  
P O Box 30050  
Lansing, MI 48909

Dear Mr Raymond:

On behalf of the U.S.-127 Action Committee, I want to thank you for conducting the Public Forum in Ithaca on February 19, 2002. We were very pleased by the number of MDOT staff present to assist the large numbers of public in attendance. We are not sure of the final attendance count but I could easily estimate over 200. There seemed to be a wide variety of interests represented. I am finding people are still calling my office with questions and concerns. I have asked any municipal units of government and any organizations with a specific concern or interest to write to MDOT directly as well as adopting a formal resolution of their position which should be forwarded to you.

We are able to report to MDOT that there is unanimous municipal support for finishing the project. **After decades of "planning and waiting and planning and waiting" we want it completed as soon as possible.**

At this time please consider the following comments from the Committee regarding the proposed engineering design and work schedule as it was identified at the Public Forum.

#1 It would be very helpful for all parties if MDOT would make available copies of the proposal as it "sits". We realize that the design is *just a proposal* at this time, however, several differences as they were explained and what shows on the drawings are confusing. Perhaps a drawing, labeled proposal / with a date, could be sent to the Road Commissions in Gratiot and Clinton Counties as well as the affected local units of government, and therefore be available for the public to review. We would like to know the time frame in which the final decision(s) will be made. We would like to meet with MDOT planning staff to clarify any issues before decisions are finalized.

#2 The Committee is strongly advocating that the project be moved onto the 5 Year Construction Plan as soon as possible. We appreciate the large scope of work while the project is in the Capacity Improvement Research Category, it extends through 2005. We don't want any of this effort to be wasted. We need to capitalize on the work as soon as possible. One of the dilemmas we currently face is the modification of a plan which originated a long time ago.

Today's reality is driving the changes proposed for the updated 20+ year old plan. Clearly, if the road had been built when originally planned we would not be faced with these issues. However, to ignore today's and the future's known needs is unwise. We are very concerned that unless the new plan moves to construction we may end up having to modify, yet again, at some undetermined time in the future. It seems clear that the project may need to be done in phases and, as such, it seems reasonable that the initial construction phase could be scheduled to begin when the final design is slated to be completed. We think four to five years out is a reasonable time frame for action.

#3 The Committee is in agreement that the southern section of the project should be addressed first. We are concerned that the portion of the project in Clinton County, already having a very dangerous safety record, will grow exponentially more dangerous due to development pressure and the increase in through traffic arising from tourism and commerce activity. We believe the through driving public is experiencing frustration in the congested area in Clinton County. As such, people are taking more unsafe chances in that area and they are speeding -even faster- when they arrive at the southern edge of Gratiot County.

#4 The Committee has an overall concern about the plan for service drives and access roads in Clinton and Gratiot County. There does seem to be general acceptance for the proposed plans in Clinton County but there is a desire to understand more of the detail before a sign off. Our study shows that overall right-of-way costs could be as much as 70% higher if right-of-way is purchased on both sides of the road. This being the case, the construction of service and access roads needs to be examined in light of what it may actually cost to upgrade other local roads. Building selected service and access roads may be more cost effective than upgrading existing roads.

In Gratiot County the County Commission has passed a resolution (enclosed) which, first, advocates the completion of the limited access "16 mile gap". Second, the Commission specifically requests the construction of an interchange at Buchanan Road. Third, the Commission wants an extension of the current "class A" Bagley Road to run parallel to 127 and terminate at Buchanan Road near the proposed interchange at Buchanan Road. Fourth, the Commission is concerned that the current proposal will create undue hardship in the Maple River area if there is a 3 mile stretch with no east / west access. We would like to request that MDOT provide a cost estimate for crossing the Maple, excluding any environmental impacts except cost for any mitigation (which may or may not be required). We, therefore, request that this issue along with a more detailed explanation of how existing local roads will be improved (if there is the general elimination of service roads in this area and the balance of the proposed project) be addressed by MDOT.

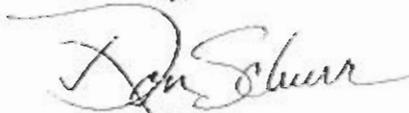
Again, we will be pleased to meet with MDOT staff to examine various possibilities / options for any aspect of the project.

The three counties, municipalities, Saginaw Chippewa Tribe, chambers of commerce and economic development organizations impacted by U.S.-127 all recognize how important the

completion of this project is to their well being. Most are participating in the U.S.-127 Action Committee and many have passed formal resolutions of support (enclosed). The Cities of Alma and St. Louis have **discussed and passed** a resolution advocating concurring action with the County of **Gratiot** (resolutions enclosed). The City of Ithaca has a keen and direct interest in seeing the implementation of many of the proposed changes. The safety and general welfare of local citizens and the traveling public are in potential jeopardy. The City has had several discussions regarding the project and the proposed changes. The City will act on a formal resolution **next week** which will be forwarded under separate cover. Several townships are currently discussing the issues and action is anticipated.

We thank you for your time and effort regarding this project and look forward to hearing from you in the near future. Please feel free to contact me at the above address and number or Mr. Bill Hartwig at (517) 332-3329. We will convene the Committee to consider any information you feel is necessary.

Sincerely,



Donald C. Schurr  
US-127 Action Committee

enclosures

cc: Senator Levin, Senator Stabenow, Representative Camp, Representative Rogers, Governor Engler, Senator Garcia, Senator Goshka, Senator Emmons, Senator Schuette, Representative DeVuyst, Representative Hummel, Representative Caul, Representative Stamas,

cc: local municipalities, committee members -without resolutions