



**APPENDIX E. SECTION 4(F) EXHIBITS AND CORRESPONDENCE**

**E.1. Section 4(f) Property Impact Exhibits ..... E-2**

**E.2. USSRS Avoidance Options..... E-14**

**E.3. Minutes of Meetings with Officials with Jurisdiction ..... E-19**

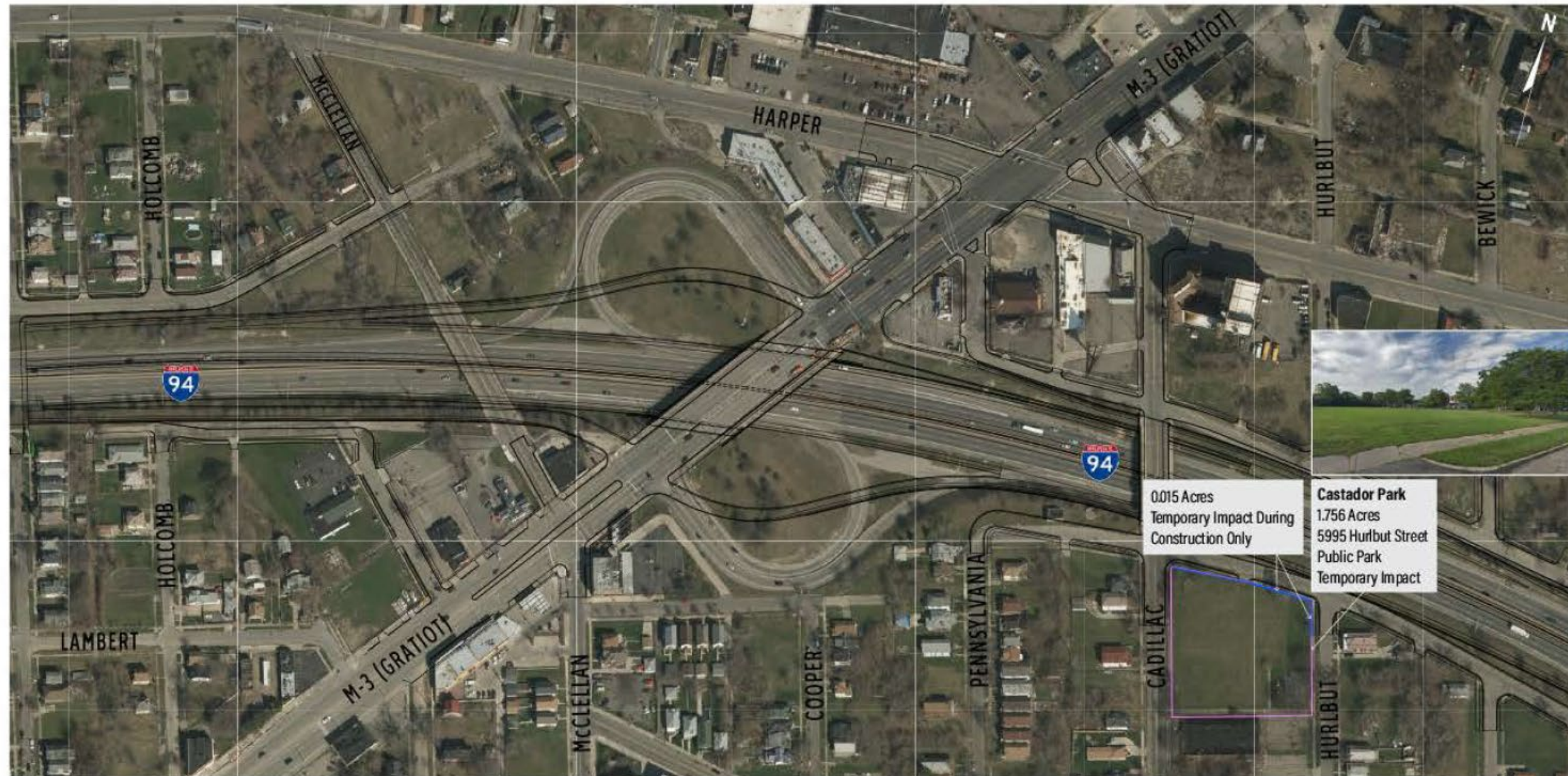
**E.4. Section 4(f) Correspondence ..... E-53**



## Section 4(f) Property Impact Exhibits



# PROPOSED PROPERTY IMPACTS TO CASTADOR PARK



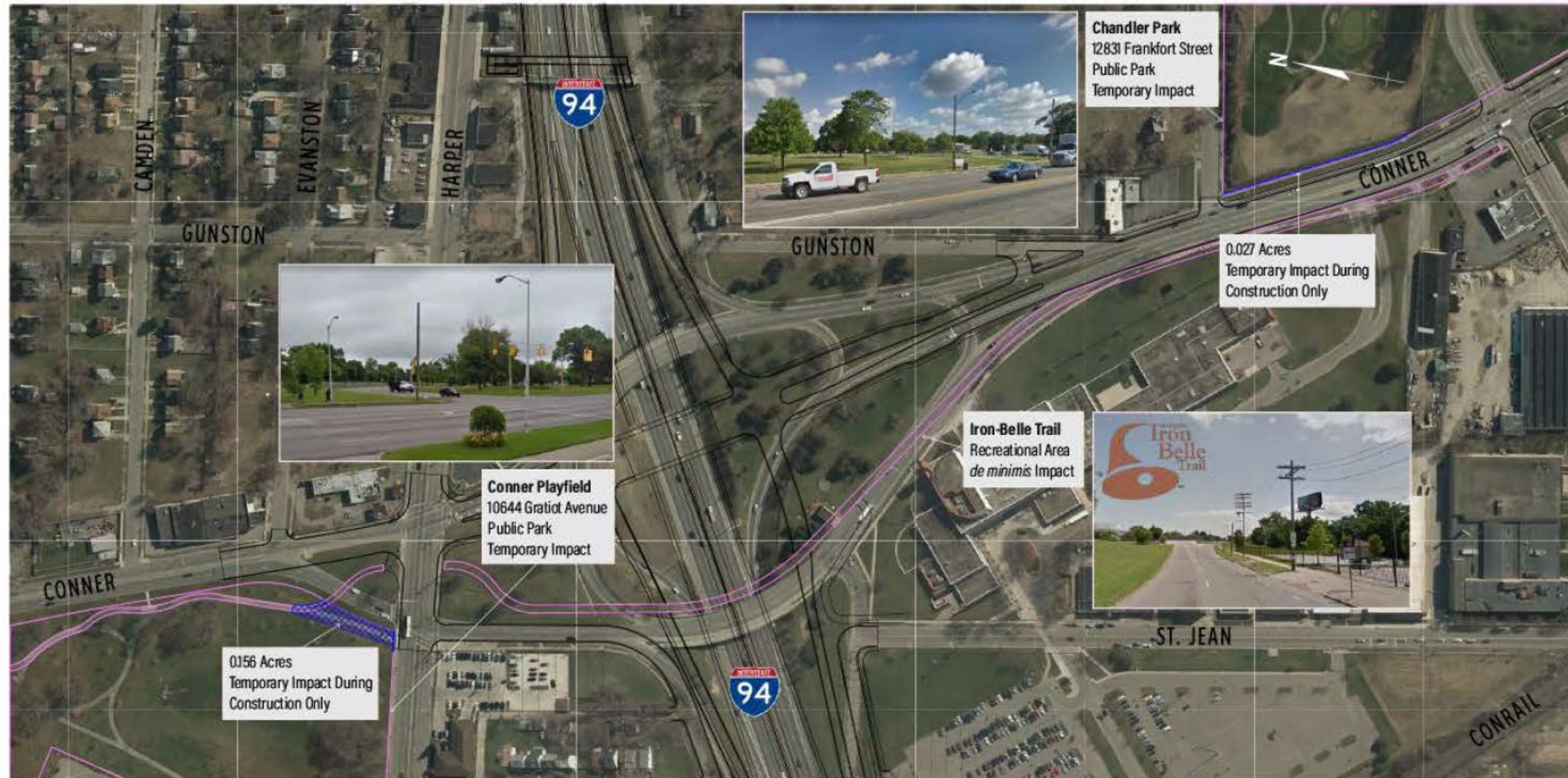
— Proposed Roadway Improvements

- Public Parks, Recreation Areas, and Historic Sites
- Temporary Impact During Construction Only
- Permanent Property Acquisition

PRELIMINARY  
11/01/2018  
PLANS SUBJECT TO CHANGE



# PROPOSED PROPERTY IMPACTS TO CONNER PLAYFIELD, CHANDLER PARK, AND IRON-BELLE TRAIL



— Proposed Roadway Improvements

- Public Parks, Recreation Areas, and Historic Sites
- Temporary Impact During Construction Only
- Permanent Property Acquisition

PRELIMINARY  
11/01/2018  
PLANS SUBJECT TO CHANGE



# PROPOSED PROPERTY IMPACTS TO GEMMER MANUFACTURING



— Proposed Roadway Improvements

- Public Parks, Recreation Areas, and Historic Sites
- Temporary Impact During Construction Only
- Permanent Easement
- Permanent Property Acquisition

PRELIMINARY  
11/01/2018  
PLANS SUBJECT TO CHANGE



# PROPOSED PROPERTY IMPACTS TO I-94/M-10 INTERCHANGE



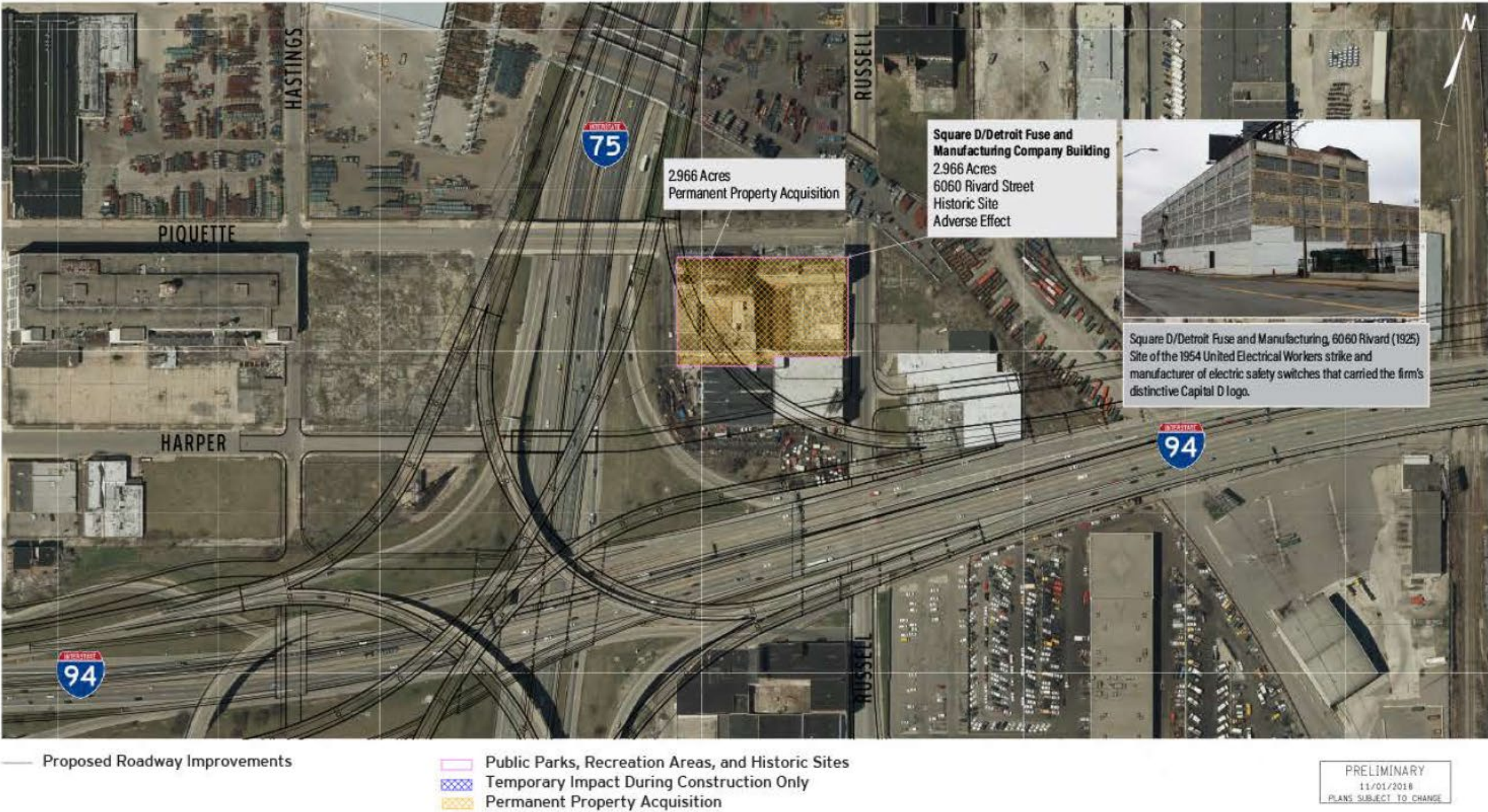


# PROPOSED PROPERTY IMPACTS TO S.T. GILBERT TERMINAL





# PROPOSED PROPERTY IMPACTS TO SQUARE D/DETROIT FUSE





# PROPOSED PROPERTY IMPACTS TO 5832, 5840 SECOND AVENUE AND 447-449 ANTOINETTE STREET



— Proposed Roadway Improvements

- Public Parks, Recreation Areas, and Historic Sites
- Temporary Impact During Construction Only
- Permanent Property Acquisition

PRELIMINARY  
11/01/2018  
PLANS SUBJECT TO CHANGE

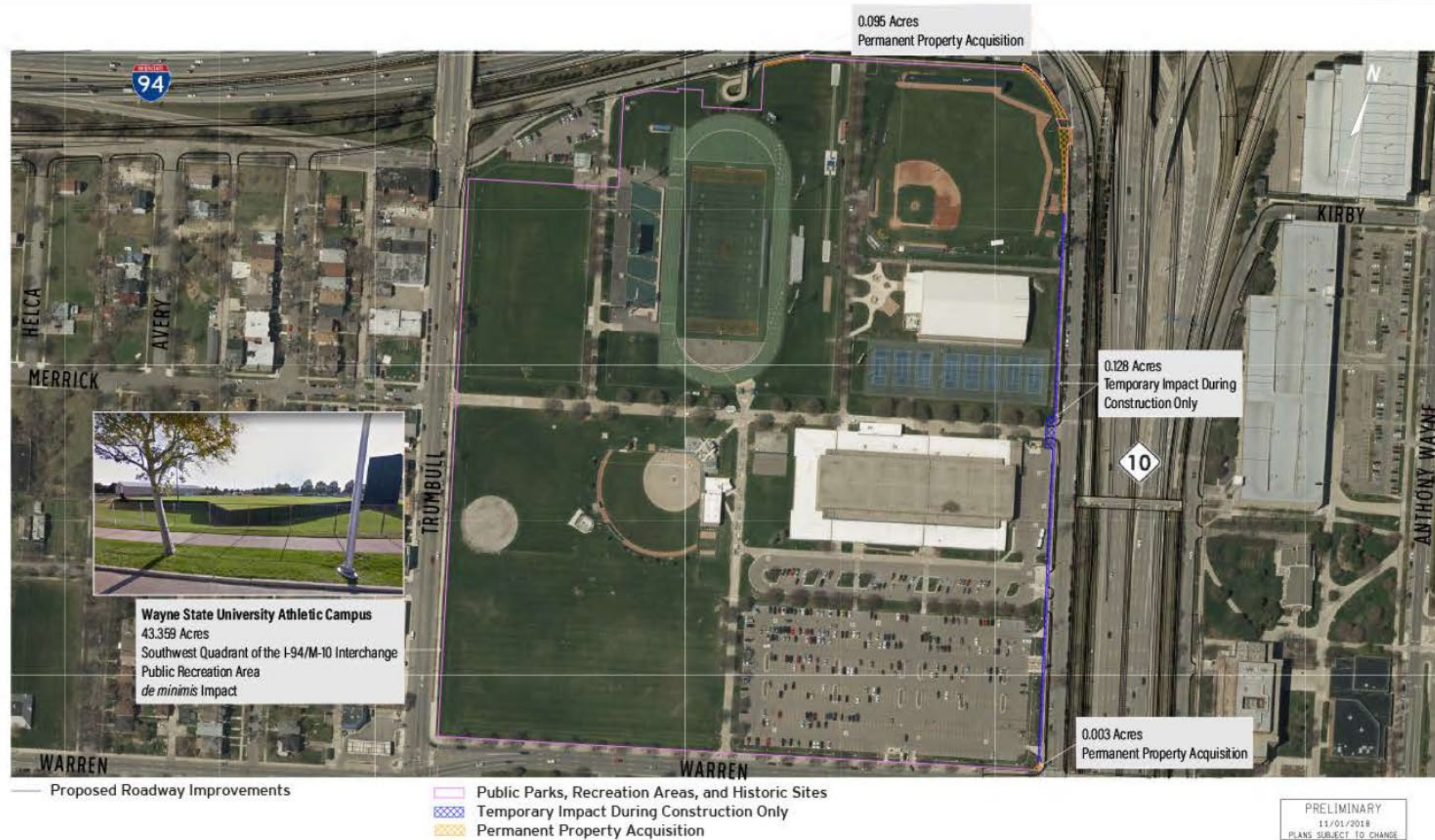


# PROPOSED PROPERTY IMPACTS TO VERNOR PARK





# PROPOSED PROPERTY IMPACTS TO WAYNE STATE UNIVERSITY ATHLETIC CAMPUS





# PROPOSED PROPERTY IMPACTS TO WIGLE REC CENTER AND WEST WILLIS #2 PARK



— Proposed Roadway Improvements

- Public Parks, Recreation Areas, and Historic Sites
- Temporary Impact During Construction Only
- Permanent Property Acquisition

PRELIMINARY  
11/01/2018  
PLANS SUBJECT TO CHANGE



# PROPOSED PROPERTY IMPACTS TO WOODBRIDGE HISTORIC DISTRICT







## **United Sound Systems Recording Studios (USSRS) Avoidance Options**



**Table 1 of 2: I-94 Detroit Modernization - United Sound Systems Recording Studios (USSRS) Avoidance Options 0 through 3**

	Option 0	Option 1	Option 2	Option 2 Revised	Option 3	Option 3 Revised	Option 3 Revised v2
<b>Description</b>	Match the I-94 alignment from the Approved Selected Alternative (ASA) in the 2004 FEIS	Second Ave. and Cass Ave. bridge abutments are constrained; no design exceptions	Second Ave. and Cass Ave. bridge abutments are constrained; design exceptions required	Second Ave. and Cass Ave. bridge abutments are constrained; design exceptions required	Only Second Ave. bridge abutments are constrained; modified EB service drive; no design exceptions	Only Second Ave. bridge abutments are constrained; modified EB service drive; design exceptions required	Only Second Ave. bridge abutments are constrained; modified EB service drive; design exceptions required
<b>Design Modifications</b>	None	<ul style="list-style-type: none"> <li>Shift the WB I-94 alignment to the south</li> <li>Reduce the median shoulder width from 14 feet to 10 feet (minimum design criteria)</li> <li>Maintain a lane width of 12 feet for all lanes as proposed in the ASA</li> <li>Maintain an outside shoulder width of 8 feet as proposed in the ASA</li> <li>Emergency pull-out options can be provided along the outside of westbound I-94 under the Second Ave. and Cass Ave. bridges</li> </ul>	<ul style="list-style-type: none"> <li>Shift the WB I-94 alignment to the south</li> <li>Reduce the median shoulder width from 14 feet to 4 feet (accounts for shy distance and drainage)</li> <li>Maintain a lane width of 12 feet for all lanes as proposed in the ASA</li> <li>Maintain an outside shoulder width of 8 feet as proposed in the ASA</li> <li>Emergency pull-out options can be provided along the outside of westbound I-94 under the Second Ave. and Cass Ave. bridges</li> </ul>	<ul style="list-style-type: none"> <li>Shift the WB I-94 alignment to the south</li> <li>Reduce the median shoulder width from 14 feet to 10 feet (minimum design criteria)</li> <li>Reduce the outside shoulder widths along I-94 from 8 feet to 6 feet (minimum design criteria for a ramp)</li> <li>Reduce the lane width of EB lanes 1, 2, 5, and 6 from 12 feet to 11 feet (lanes 3 and 4 will be 12 feet wide as proposed in the ASA)</li> <li>Reduce the lane width of WB lanes 1, 2, and 5 from 12 feet to 11 feet (lanes 3 and 4 will be 12 feet wide as proposed in the ASA)</li> <li>Emergency pull-out option can be provided along the outside of westbound I-94 under the Second Ave. bridge</li> </ul>	<ul style="list-style-type: none"> <li>Shift the Cass Ave. bridge south</li> <li>Shift the EB and WB I-94 alignments to the south</li> <li>Reduce the median shoulder width from 14 feet to 10 feet (minimum design criteria)</li> <li>Maintain a lane width of 12 feet for all lanes as proposed in the ASA</li> <li>Maintain an outside shoulder width of 8 feet as proposed in the ASA</li> <li>Reduce the EB service drive width from 33 feet to 22 feet by removing a lane</li> <li>Emergency pull-out option can be provided along the outside of westbound I-94 under the Second Ave. bridge</li> </ul>	<ul style="list-style-type: none"> <li>Shift the south abutment of the Cass Ave. bridge south</li> <li>Shift the EB and WB I-94 alignments south</li> <li>Reduce the median shoulder width from 14 feet to 10 feet (minimum design criteria)</li> <li>Reduce the outside shoulder widths along I-94 from 8 feet to 6 feet (minimum design criteria for a ramp)</li> <li>Reduce the lane width of EB lanes 1, 2, 5, and 6 from 12 feet to 11 feet (lanes 3 and 4 will be 12 feet wide as proposed in the ASA)</li> <li>Reduce the lane width of WB lanes 1, 2, and 5 from 12 feet to 11 feet (lanes 3 and 4 will be 12 feet wide as proposed in the ASA)</li> <li>Reduce the EB service drive width from 33 feet to 22 feet by removing a lane</li> <li>Emergency pull-out option can be provided along the outside of westbound I-94 under the Second Ave. bridge</li> </ul>	<ul style="list-style-type: none"> <li>Shift the south abutment of the Cass Ave. bridge south</li> <li>Shift the EB and WB I-94 alignments south</li> <li>Reduce the median shoulder width from 14 feet to 10 feet (minimum design criteria)</li> <li>Maintain outside shoulder width of 8 feet as proposed in the ASA</li> <li>Reduce the lane width of EB lanes 1, 2, 5, and 6 from 12 feet to 11 feet (lanes 3 and 4 will be 12 feet wide as proposed in the ASA)</li> <li>Reduce the lane width of WB lanes 1, 2, and 5 from 12 feet to 11 feet (lanes 3 and 4 will be 12 feet wide as proposed in the ASA)</li> <li>Reduce the EB service drive width from 33 feet to 22 feet by removing a lane</li> <li>Emergency pull-out option can be provided along the outside of westbound I-94 under the Second Ave. bridge</li> </ul>
<b>Distance from the corner of USSRS to face of the proposed I-94 Retaining Wall</b>	Impacts the USSRS building	11'-6"	22'-1"	23'-7"	17'-6"	30'-1"	28'
<b>Design Exceptions</b>	None	None	<ul style="list-style-type: none"> <li>4-foot usable median shoulders</li> <li>Potential super-transition exceptions</li> </ul>	<ul style="list-style-type: none"> <li>11-foot lane width for EB I-94 lanes 1, 2, 5, and 6 and WB I-94 lanes 1, 2, and 5</li> <li>Potential super-transition exceptions</li> </ul>	None	<ul style="list-style-type: none"> <li>11-foot lane width for EB I-94 lanes 1, 2, 5, and 6 and WB I-94 lanes 1, 2, and 5</li> <li>Potential super-transition exceptions</li> </ul>	<ul style="list-style-type: none"> <li>11-foot lane width for EB I-94 lanes 1, 2, 5, and 6 and WB I-94 lanes 1, 2, and 5</li> <li>Potential super-transition exceptions</li> </ul>
<b>Compatible w/ ASA?</b>	Yes	Yes	Yes	Yes	Yes, but revises the EB service drive width from 33 feet to 22 feet	Yes, but revises the EB service drive width from 33 feet to 22 feet	Yes, but revises the EB service drive width from 33 feet to 22 feet
<b>Compatible w/ ASAM?</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes



	Option 0	Option 1	Option 2	Option 2 Revised	Option 3	Option 3 Revised	Option 3 Revised v2
<b>Constructability*</b>	N/A	<ul style="list-style-type: none"> <li>Compatible with retaining wall options A-D, I and J</li> <li>Options A and C require underpinning of building</li> <li>Option B requires tiebacks under building</li> <li>Option D eliminates the wall when wall is &gt; 24 feet from the building, and underpinning not likely</li> <li>Options I and J require sheet pile approximately 5 feet from the USSRS building (at the closest corner)</li> <li>All options require extensive vibration analysis and monitoring due to potential vibratory damage during wall construction</li> </ul>	<ul style="list-style-type: none"> <li>Compatible with retaining wall options A-D, I and J</li> <li>Options A, C, D - Underpinning of building is less likely or only a portion of the building</li> <li>Option B requires tiebacks under a portion of the building</li> <li>Option D eliminates the wall when wall is &gt; 24 feet from the building</li> <li>Options I and J require sheet pile approximately 15 feet from the USSRS building (at the closest corner)</li> <li>All options require extensive vibration analysis and monitoring due to potential vibratory damage during wall construction</li> </ul>	<ul style="list-style-type: none"> <li>Compatible with retaining wall options A-D, I and J</li> <li>Options A, C, D - Underpinning of building is less likely or only a portion of the building</li> <li>Option B requires tiebacks under a portion of the building</li> <li>Option D eliminates the wall when wall is &gt; 24 feet from the building</li> <li>Options I and J require sheet pile approximately 15 feet from the USSRS building (at the closest corner)</li> <li>All options require extensive vibration analysis and monitoring due to potential vibratory damage during wall construction</li> </ul>	<ul style="list-style-type: none"> <li>Compatible with retaining wall options A-D, I and J</li> <li>Options A, C, D - Underpinning of building is less likely or only a portion of the building</li> <li>Option B requires tiebacks under building</li> <li>Option D eliminates the wall when wall is &gt; 24 feet from the building</li> <li>Options I and J require sheet pile approximately 11 feet from the USSRS building (at the closest corner)</li> <li>All options require extensive vibration analysis and monitoring due to potential vibratory damage during wall construction</li> </ul>	<ul style="list-style-type: none"> <li>Compatible with retaining wall options A-D, F, I and J</li> <li>Options A, C, D - Underpinning of building may not be needed</li> <li>Option B requires tiebacks under portion of the building</li> <li>Option D - wall is eliminated</li> <li>Option F requires sheet pile approximately 5 feet from the USSRS building (at the closest corner)</li> <li>Options I and J require sheet pile approximately 16 feet from the USSRS building (at the closest corner)</li> <li>All options (except D) require extensive vibration analysis and monitoring due to potential vibratory damage during wall construction</li> </ul>	<ul style="list-style-type: none"> <li>Compatible with retaining wall options A-D, F, I and J</li> <li>Options A, C, D - Underpinning of building may not be needed</li> <li>Option B requires tiebacks under portion of the building</li> <li>Option D - wall is eliminated</li> <li>Option F requires sheet pile approximately 5 feet from the USSRS building (at the closest corner)</li> <li>Options I and J require sheet pile approximately 16 feet from the USSRS building (at the closest corner)</li> <li>All options (except D) require extensive vibration analysis and monitoring due to potential vibratory damage during wall construction</li> </ul>
<b>Safety (IHSDM-HSM) Analysis (Expected Crashes)</b>	Total Expected Crashes = 29.90 (Base Line) Expected KA Crashes = 0.3741 Expected Kinj Crashes = 6.7716	Total Expected Crashes = 31.73 (+1.83) Expected KA Crashes = 0.3979 (+0.0369) Expected Kinj Crashes = 7.2027 (+0.4311)	N/A - 4-foot shoulders not allowable by MDOT. Therefore, this option was not analyzed in the safety analysis	Total Expected Crashes = 32.85 (+2.95) Expected KA Crashes = 0.4305 (+0.0564) Expected Kinj Crashes = 7.581 (+0.8094)	Total Expected Crashes = 31.73 (+1.83) Expected KA Crashes = 0.3979 (+0.0369) Expected Kinj Crashes = 7.2027 (+0.4311)	Total Expected Crashes = 32.85 (+2.95) Expected KA Crashes = 0.4305 (+0.0564) Expected Kinj Crashes = 7.581 (+0.8094)	Total Expected Crashes = 31.87 (+1.97) Expected KA Crashes = 0.4169 (+0.0428) Expected Kinj Crashes = 7.3394 (+0.5678)
<b>Operational Analysis</b>	No change	No change	No change	Minimal effect	No change	Minimal effect	Minimal effect
<b>Advantages</b>	<ul style="list-style-type: none"> <li>Provides a consistent I-94 cross-section through the entire project limits</li> <li>No design exceptions</li> <li>Does not require relocation of the proposed Second Ave. and Cass Ave. bridges</li> <li>Lowest Total Expected Crashes, KA Crashes, and Kinj Crashes</li> </ul>	<ul style="list-style-type: none"> <li>No design exceptions</li> <li>Does not require relocation of the proposed Second Ave. and Cass Ave. bridges</li> <li>Emergency pull-outs can be provided</li> </ul>	<ul style="list-style-type: none"> <li>Does not require relocation of the Second Ave. and Cass Ave. bridges</li> <li>Provides additional separation from the USSRS building</li> <li>Emergency pull-outs can be provided</li> </ul>	<ul style="list-style-type: none"> <li>Does not require relocation of the Second Ave. and Cass Ave. bridges</li> <li>Provides additional separation from the USSRS building</li> <li>Emergency pull-outs can be provided</li> </ul>	<ul style="list-style-type: none"> <li>No design exceptions</li> <li>Provides additional separation from the USSRS building</li> <li>Emergency pull-outs can be provided</li> </ul>	<ul style="list-style-type: none"> <li>Provides additional separation from the USSRS building</li> <li>Emergency pull-outs can be provided</li> <li>Best balances safety performance with avoidance distance from the USSRS building</li> </ul>	<ul style="list-style-type: none"> <li>Provides additional separation from the USSRS building</li> <li>Emergency pull-outs can be provided</li> <li>Best balances safety performance with avoidance distance from the USSRS building</li> </ul>
<b>Disadvantages</b>	<ul style="list-style-type: none"> <li>Impacts the USSRS building</li> </ul>	<ul style="list-style-type: none"> <li>Highest risk of constructability issues due to retaining wall being located only 11'6" feet from the USSRS building</li> </ul>	<ul style="list-style-type: none"> <li>Design exceptions required</li> </ul>	<ul style="list-style-type: none"> <li>Design exceptions required</li> <li>Highest Total Expected Crashes, KA Crashes, and Kinj Crashes</li> </ul>	<ul style="list-style-type: none"> <li>Requires redesign of the Cass Ave. bridge</li> <li>High risk of constructability issues due to retaining wall being located only 17'6" feet from the USSRS building</li> </ul>	<ul style="list-style-type: none"> <li>Design exceptions required</li> <li>Requires redesign of the Cass Ave. bridge</li> <li>Highest Total Expected Crashes, KA Crashes, and Kinj Crashes</li> </ul>	<ul style="list-style-type: none"> <li>Design exceptions required</li> <li>Requires redesign of the Cass Ave. bridge</li> </ul>

\* See Appendix for retaining wall evaluation matrices and cross section exhibits



	Option 4	Option 5	Option 6	Option 7
<b>Constructability*</b>	<ul style="list-style-type: none"> <li>Compatible with retaining wall options A-D, F, I and J</li> <li>Options A, C, D - Underpinning of building may not be needed</li> <li>Option B requires tiebacks under portion of the building</li> <li>Option D - wall is eliminated</li> <li>Option F requires sheet pile approximately 5 feet from the USSRS building (at the closest corner)</li> <li>Options I and J require sheet pile approximately 16 feet from the USSRS building (at the closest corner)</li> <li>All options (except D) require extensive vibration analysis and monitoring due to potential vibratory damage during wall construction</li> </ul>	<ul style="list-style-type: none"> <li>Compatible with retaining wall options A-D, I and J</li> <li>Options A, C, D - Underpinning of building is less likely or only a portion of the building</li> <li>Option B requires tiebacks under building</li> <li>Option D eliminates the wall when wall is &gt; 24 feet from the building</li> <li>Options I and J require sheet pile approximately 11 feet from the USSRS building (at the closest corner)</li> <li>All options require extensive vibration analysis and monitoring due to potential vibratory damage during wall construction</li> </ul>	<ul style="list-style-type: none"> <li>Compatible with retaining wall options A-D, F, G, I and J</li> <li>Options A, C, D - Underpinning of building may not be needed</li> <li>Option B requires tiebacks under a portion of the building</li> <li>Option D - wall is eliminated</li> <li>Options F and G require sheet pile approximately 5 feet from the USSRS building (at the closest corner)</li> <li>Options I and J require sheet pile approximately 28 feet from the USSRS building (at the closest corner)</li> <li>All options (except D) require extensive vibration analysis and monitoring due to potential vibratory damage during wall construction</li> </ul>	N/A
<b>Safety (IHSDM-HSM) Analysis (Expected Crashes)</b>	N/A - 4-foot shoulders not allowable by MDOT. Therefore, this option was not analyzed in the safety analysis.	Total Expected Crashes = 31.73 (+1.83) Expected KA Crashes = 0.3979 (+0.0369) Expected Kinj Crashes = 7.2027 (+0.4311)	N/A - 4-foot shoulders not allowable by MDOT. Therefore, this option was not analyzed in the safety analysis.	Total Expected Crashes = 29.90 (Base Line) Expected KA Crashes = 0.3741 Expected Kinj Crashes = 6.7716 (Same as Option 0)
<b>Operational Analysis</b>	No change	No change	No change	No change (Same as Option 0)
<b>Advantages</b>	<ul style="list-style-type: none"> <li>Provides additional separation from the USSRS building</li> <li>Emergency pull-outs can be provided</li> </ul>	<ul style="list-style-type: none"> <li>No design exceptions</li> <li>Provides additional separation from the USSRS building</li> <li>Reduces span lengths for both of the Second Ave. and Cass Ave. bridges</li> </ul>	<ul style="list-style-type: none"> <li>Provides maximum separation between the USSRS building and WSU parking structure</li> <li>Reduces span lengths for both of the Second Ave. and Cass Ave. bridges</li> </ul>	<ul style="list-style-type: none"> <li>Provides a consistent I-94 cross-section through the entire project limits</li> <li>No design exceptions</li> <li>Does not require relocation of the proposed Second Ave. and Cass Ave. bridges</li> <li>Lowest Total Expected Crashes, KA Crashes, and Kinj Crashes (Same as Option 0)</li> </ul>
<b>Disadvantages</b>	<ul style="list-style-type: none"> <li>Design exceptions required</li> <li>Requires redesign of the Cass Ave. bridge</li> </ul>	<ul style="list-style-type: none"> <li>Requires redesign of the Second Ave. and Cass Ave. bridges</li> <li>High risk of constructability issues due to retaining wall being located only 17'5" feet from the USSRS building</li> </ul>	<ul style="list-style-type: none"> <li>Design exceptions required</li> <li>Requires redesign of the Second Ave. and Cass Ave. bridges</li> </ul>	<ul style="list-style-type: none"> <li>Impacts the USSRS building (Same as Option 0)</li> </ul>

\* See Appendix for retaining wall evaluation matrices and cross section exhibits





Table 2 of 2: I-94 Detroit Modernization - United Sound Systems Recording Studios (USSRS) Avoidance Options 4 through 7

	Option 4	Option 5	Option 6	Option 7
Description	Only Second Ave. bridge abutments are constrained; modified EB service drive; design exceptions required	No constraints for Second Ave. or Cass Ave. bridges; modified EB service drive; no design exceptions	No constraints for Second Ave. or Cass Ave. bridges; modifies EB service drive; design exceptions required	Maintains the freeway cross section as proposed under the Approved Selected Alternative but shift the I-94 alignment south.
Design Modifications	<ul style="list-style-type: none"><li>• Shift the Cass Ave. bridge south</li><li>• Shift the EB and WB I-94 alignments south</li><li>• Reduce the median shoulder width from 14 feet to 4 feet (accounts for shy distance and drainage)</li><li>• Maintain a lane width of 12 feet for all lanes as proposed in the ASA</li><li>• Maintain an outside shoulder width of 8 feet as proposed in the ASA</li><li>• Reduce the EB service drive width from 33 feet to 22 feet by removing a lane</li><li>• Emergency pull-out option can be provided along the outside of westbound I-94 under the Second Ave. bridge</li></ul>	<ul style="list-style-type: none"><li>• Shift Second Ave. and Cass Ave. bridges south</li><li>• Shift the EB and WB I-94 alignments south</li><li>• Reduce the median shoulder width from 14 feet to 10 feet (minimum design criteria)</li><li>• Maintain a lane width of 1 - feet for all lanes as proposed in the ASA</li><li>• Maintain an outside shoulder width of 8 feet as proposed in the ASA</li><li>• Reduce the EB service drive width from 33 feet to 22 feet by removing a lane</li></ul>	<ul style="list-style-type: none"><li>• Shift Second Ave. and Cass Ave. bridges south</li><li>• Shift the EB and WB I-94 alignments south</li><li>• Reduce the median shoulder width from 14 feet to 4 feet (accounts for shy distance and drainage)</li><li>• Maintain a lane width of 12 feet for all lanes as proposed in the ASA</li><li>• Maintain an outside shoulder width of 8 feet as proposed in the ASA</li><li>• Reduce the EB service drive width from 33 feet to 22 feet by removing a lane</li></ul>	<ul style="list-style-type: none"><li>• Reduce the EB service drive width from 33 feet to 22 feet by removing a lane</li><li>• Shift the I-94 alignment approximately 9 feet, 9 inches to the south</li></ul>
Distance from the corner of USSRS to face of the proposed I-94 Retaining Wall	28'-5"	17'-5"	35'	5'
Design Exceptions	<ul style="list-style-type: none"><li>• 4-foot usable median shoulders</li><li>• Potential super-transition exceptions</li></ul>	None	<ul style="list-style-type: none"><li>• 4-foot usable median shoulders</li><li>• Potential super-transition exceptions</li></ul>	None
Compatible w/ ASA?	Yes, but revises the EB service drive width from 33 feet to 22 feet	Yes, but revises the EB service drive width from 33 feet to 22 feet	Yes, but revises the EB service drive width from 33 feet to 22 feet	Yes, but revises the EB service drive width from 33 feet to 22 feet
Compatible w/ ASAM?	Yes	Yes	Yes	Yes





## Minutes of Meetings with Officials with Jurisdiction



## MEETING MINUTES

<b>MDOT JN:</b>	122117
<b>Ctrl Section:</b>	82024
<b>Meeting:</b>	I-94 Modernization Supplemental EIS Meeting with the Michigan State Historic Preservation Office (SHPO)
<b>Date/Time:</b>	May 7, 2018 10:00 am EST
<b>Location:</b>	735 E Michigan Ave, Lansing, MI – State Historic Preservation Office
<b>Purpose:</b>	Discussion with SHPO regarding United Sound Systems Recording Studio avoidance alternatives
<b>Attendees:</b>	Lloyd Baldwin (MDOT) Robbert McKay, Todd Walsh, and Brian Grennell (SHPO) Connie White and John Baldauf (MDOT/ORC - HNTB)

---

This meeting is to update SHPO on the avoidance options for the United Sound Systems Recording Studio (USSRS). MDOT/ORC presented some highlights of the United Sound Systems Recording Studios Avoidance Options Tech Memo (MDOT – TM 43), which included a comparison matrix, a constructability analysis, safety and operational analysis results, plan views, and cross sections of the site. Options include various iterations of reducing the lane widths and shoulder widths on I-94 in combination with shifting the alignment of I-94.

This analysis included the option of maintaining the 2004 Final Environmental Impact Statement (FEIS) approved design, with which a Memorandum of Agreement under Section 106 was previously executed to allow the demolition of the building with mitigation to create a documentary film about the USSRS and photo recordation of the structure. The USSRS Avoidance Analysis determined Option 3 Revised v2 provided the best balance between avoidance, safety, constructability, and other factors included in the analysis. It separated the building and I-94 mainline by 28 feet. However, even with the 28 feet of separation, a retaining wall would need to be constructed and presents a high risk of damage to the USSRS building during construction due to vibration from construction activities (such as pile-driving) in combination with the soil conditions.

Due to the high risk of damage during construction, MDOT/SHPO agreed avoidance is not an option and discussed the potential of relocating the USSRS as an option to maintain the building. The suggested location for the relocation would be to the adjacent parking lot (owned by the same property owner as USSRS) adjacent to the north side of the current building location, which is on the corner of Second Avenue and Antoinette Street. The existing parking lot would then be moved to the current USSRS building site.

MDOT/ORC noted the building between USSRS and I-94 will be demolished. SHPO noted this does not present any major Section 106 related concerns as it does not significantly alter the setting, which is still



adjacent to the freeway. The two buildings to the east (447 and 459 Antoinette Street) are also proposed to be impacted.

The various options for acquisition of the building were discussed.

SHPO stated that the events that occurred in the building is what is important, rather than the architecture. Setting in this case isn't what is important. The interior has recently been remodeled to a 1970's era style. SHPO stated that moving the building is a potential option; it appears to be feasible to move the building over and rebuild the block constructed addition on the back side of the building. SHPO noted for relocation to be a viable option, a viable operator needs to be in place to ensure the building and historical significance is retained. A viable operator was defined as one demonstrating a business plan and means to maintain the building and historical significance of the USSRS. At this time it was unknown if the current owner has interest in maintaining the USSRS. If the current owner was interested in selling, it was noted that there may be an interested party given the public sentiment that has been expressed so far during the project. Since the 2004 FEIS, the building has been purchased, renovated, and is currently thought to be in use as a recording studio.

SHPO asked if there is a minimum distance from the retaining wall that would eliminate the likely constructability (vibration) impacts of installing the retaining wall anchors. MDOT/ORC replied that to determine the minimum distance needed to avoid the risk of damage would require detailed analysis and design. The risk of damage is a function of separation from the building, the greater the separation the greater the reduction in the risk of damage.

It was asked whether there had ever been a vegetated buffer (trees) along the freeway? It was not certain, but trees would not provide any measure of noise attenuation anyway. The removal of the two buildings to the east (447 and 459 Antoinette Street) would already modify the setting. MDOT indicated they would review the buildings in the 2004 EIS and follow-up with SHPO later this week. The setback requirement on Antoinette Street was discussed and it was decided that this would not be an issue.

The significance of the historic resource was discussed and it was agreed that USSRS is one of the few standing pieces of the musical legacy of Detroit, other than the Motown story.

Other historic sites within the study corridor were briefly discussed. It was questioned whether Square D (6060 Rivard Street) was still extant. It was reported that the house at 5287 Hecla Street has an interested buyer who wants to move it to an adjacent lot and renovate it. This would move it out of the area of impact.

It was agreed that the next steps for USSRS would be to determine if the U.S. Attorney still needs to approve an acquisition of the site (due to the ongoing federal court case involved). MDOT will coordinate internally with Tom Jay of MDOT Real Estate to discuss next steps for this. MDOT will need to meet with the owner of the USSRS due to the upcoming construction of the Second Avenue bridge and will initiate discussions regarding potential relocation. In addition, MDOT/ORC needs to investigate if the parking lot site has any risk of contamination due to the former Cadillac Printing business that was previously located there. This will provide additional information regarding the feasibility/cost of relocating the USSRS.



In summary, SHPO stated that since there is no prudent alternative; SHPO would leave the current MOA in place. It would be acceptable for MDOT to move the building; but recommended that this be done only if a viable operator can be found. This would involve making an amendment to the existing MOA. Minutes of this meeting will be prepared for concurrence by SHPO.

See attached action item matrix.

---

**Attachments:** Sign-in sheet

**Meeting Facilitator:** Lloyd Baldwin

**Submitted by:** Connie White, AICP

**Minutes Reviewed by:** John Baldauf, PE

**cc:** Meeting attendees, file

*This meeting summary is the understanding of items discussed, decisions reached and proposed actions. Please contact the Meeting Facilitator if there are changes or additions within five working days. If no changes or additions are received, this will be considered an accurate account of the meeting.*

### ***Action Item Log***

**Month: April 2018**

<b>Action</b>	<b>Responsibility</b>	<b>Status</b>
Determine if the U.S. Attorney still needs to approve an acquisition of the site.	MDOT (Noblet)	COMPLETE 5/14/18
Coordinate with Tom Jay of MDOT Real Estate to inquire about the acquisition process.	MDOT (Noblet)	COMPLETE 5/16/18
Investigate potential historical significance of the building east of the USSRS.	MDOT (Baldwin)	PENDING
Determine if the adjacent parking lot was identified as a potential contaminate site.	HNTB (White)	COMPLETE 5/15/18





## I-94 MODERNIZATION



### MEETING MINUTES

<b>MDOT JNs.:</b>	122117
<b>Ctrl Section:</b>	82023
<b>Meeting:</b>	MDOT and DNR Iron Belle Trail Section 4(f)
<b>Date/Time:</b>	January 4, 2018 3 p.m.
<b>Location:</b>	MDOT One-West Conference Room and WebEx conference call
<b>Purpose:</b>	MDOT is moving forward with reevaluating the environmental documentation (EIS) for the I-94 corridor in Detroit. As part of the reevaluation MDOT is exploring the idea of relocating the Iron Belle trail as it crosses I-94 at Connor Ave. This meeting shows DNR the current trail alternatives at this location and see if there are any concerns or comments
<b>Attendees:</b>	Terry Stepanski (MDOT), Ann Lawrie (MDOT), Sheila Upton (MDOT), Matt Simon (HNTB), John Baldauf (HNTB), Connie White (HNTB), Ed Strada (HNTB), Dakota Hewlett (DNR), Paul Yauk (DNR), Kriss Bennett (DNR), and Tyler Klifman (SEMCOG)

#### 1. Introduction

##### *a. Terry Stepanski – MDOT Project Manager*

The project was reviewed in 2004 and a Final EIS issued, MDOT is making modifications based on feedback and so a supplemental EIS is now being prepared. The anticipated date of construction is 2036.

#### 2. Project Description

John Baldauf presented the description, design updates and changes made to the project since the original Record of Decision was filed. These changes are based on stakeholder feedback that desired utilization of the existing facilities as much as possible, connection to the grid where it makes sense, and conversion of the service drives to two-way traffic.

Modifications to the interchanges are proposed to modernize them and increase their capacity with the intent of increasing safety. Interchanges being modified include M-10, Gratiot Avenue and Connor Avenue (where Iron Belle Trail crosses I-94).

The project modification also addresses desired improvements to crossings to make better connections across the freeway. This is a change from the previous design that replaced pedestrian bridges, instead replacing them with complete streets, which will reduce impacts.

HNTB has mapped the trail location based on information from the DNR website. The trail is currently on-street. MDOT needs DNR's feedback on options for moving the trail through the revised interchange configuration.



The existing configuration was shown. The proposed concept would be to revise it into a diamond interchange to lessen the driver confusion and use less space. The Iron Belle Trail would be on a proposed shared use path that separates it from the ramps. The existing bridge would be removed and replaced with a shared use path to separate the bikes/peds from the autos.

This interchange was identified by stakeholders as an one of a few important focal points and these points are called "Community Connectors". There will be more aesthetics, complete streets and landscaping will be applied here.

They tried to keep the bridge in the same location so that it can be ADA compliant. The current proposal is for a 14-foot-wide path over the bridge. The concept plan shows it narrow, but it could be wider.

The location of city park properties is included in the presentation (slide #14). A surface crossing on Harper would be made with a crosswalk and pedestrian signals. This crossing was moved from an existing mid-block crossing and would go off the existing path alignment through the property called Conner Parkway, a grassy spot in the middle of the interchange. It is not used as a park and **coordination with the city is required to establish for certain if it is considered Section 4(f) property**. It was suggested that perhaps more can be done at this location now that the trail would cross it and it is a more desirable spot. The trail can meander here and DNR agreed this is a good idea and that a resting place would be appropriate here. **This should be discussed further with the city parks department**. Initial discussion with the city indicates that they are open to this idea.

Wayne County Community College (WCCC) has been coordinated with and they expressed interest in rerouting the Iron Belle Trail from Conner Street to the southeast of the interchange, down Shoemaker Street and up St. Jean Street. This proved to be an engineering challenge due to the touchdown point being at an existing intersection. The alternative is shown in the concept plan in the presentation (Slides 11 and 12).

Todd Scott and the Detroit Greenways Coalition have been involved. Their feedback was incorporated into the present proposed trail alignment conceptual design.

It was requested that MDOT make the transitions from street to shared use path in logical locations. **HNTB committed to providing more details about those connection points.**

After today's initial meeting with DNR, the project team plans to meet with City Parks.

Ann Lawrie explained that the trail is a Section 4(f) facility and so MDOT cannot impact it without approval of the officials with jurisdiction. MDOT wanted to offer it to the public after DNR and the city are happy with the concept. The public involvement will occur and then the officials with jurisdiction will have the opportunity to sign off.

Kriss mentioned that the intersection is confusing and it was agreed that the new design improves the existing condition in terms of navigating the interchange. DNR concurred that MDOT should follow AASHTO design guidelines for the trail. DNR requested that MDOT make the trail wider on the bridge to give enough separation space for pedestrians and bicyclists. WCCC will be a key hub on the trail and this part of the trail is expected to be used more in the future.

John summarized the SEIS and design effort. The SEIS and Section 4(f) process is planned to wrap up in 2020. The project will be constructed in segments due to funding constraints.

So far the city, locals and Greenways people are supportive of the proposal.

DNR noted that the design should consider that the trail is designed to be a spine of the larger trail network. So, the connections to recreation resources and colleges are important at this location. **To determine if any other projects need to be coordinated with, MDOT should contact SEMCOG (Tyler Klifman) or the city.**



Considerations include aesthetic treatments on the bridge, which has been done elsewhere along the trail. Signage is also an opportunity for aesthetic treatments. Some communities apply design to reflect environmental, cultural and historic characteristics of the surrounding area. The communities own and manage their pieces of the trail. In fact, this used to be called the "Showcase Trail" because of that. The only single common element would be the trail logo. **DNR will forward to HNTB/MDOT the Iron Belle Trail logo.**

**It was decided to ask the city for a town hall type meeting to solicit input.**

**MDOT will set up a meeting to bring together DNR and the City after MDOT meets individually with city staff.** Dakota or Kriss is available to assist.

---

**Attachments:** Agenda, PowerPoint Presentation

**Meeting Facilitator:** John Baldauf, P.E.

**Submitted by:** Connie White, AICP

**Minutes Reviewed by:** Matt Simon, PE

**cc:** Meeting attendees, file

*This meeting summary is the understanding of items discussed, decisions reached and proposed actions. Please contact the Meeting Facilitator if there are changes or additions within five working days. If no changes or additions are received, this will be considered an accurate account of the meeting.*



### Action Planning

See summary of **actions** discussed during the meeting below:

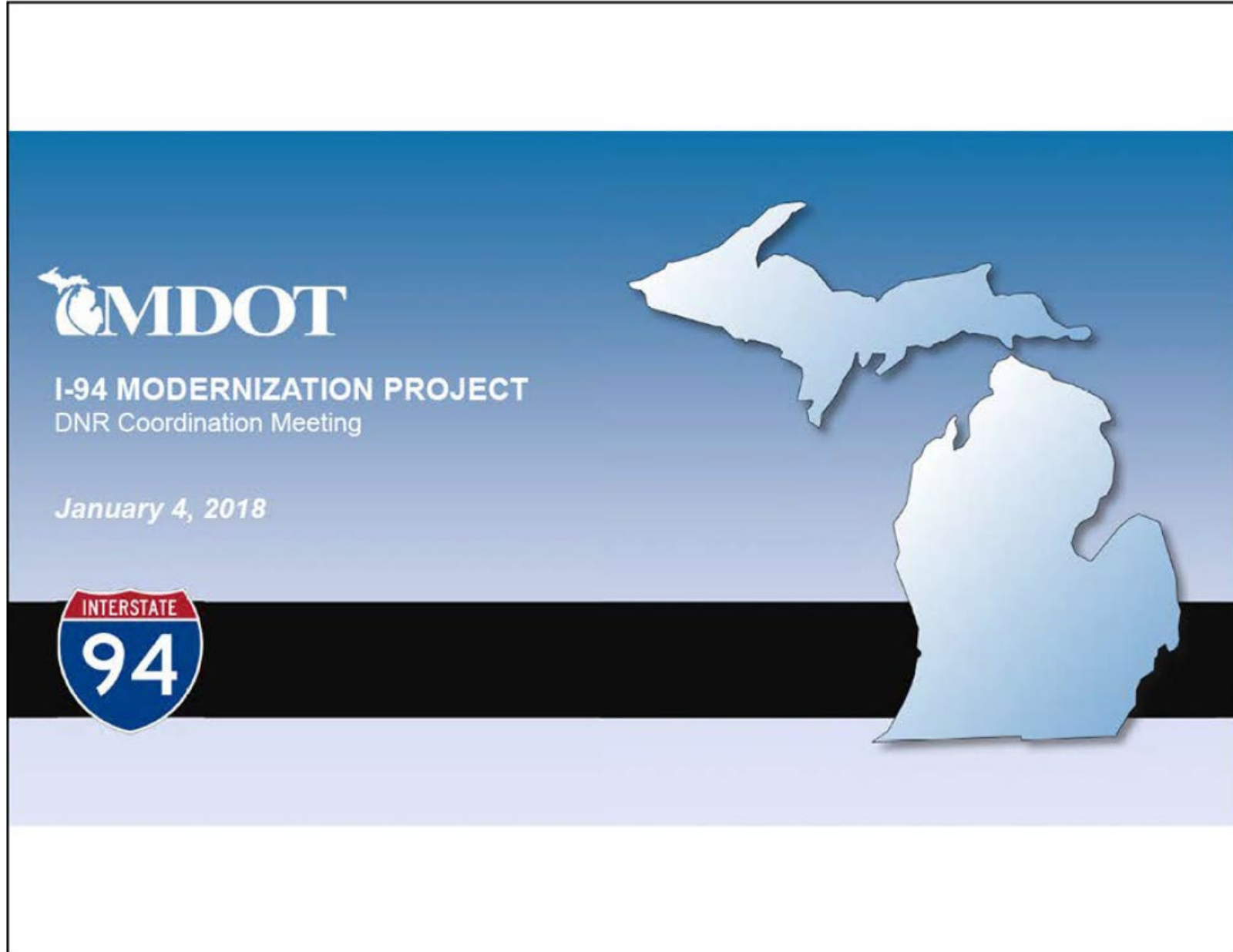
Action ID	Action	Meeting Date	Responsible Party	Due Date	Status	Completed Date
1.	Discuss trail section through the Conner Parkway lot with city of Detroit Parks Department staff. Establish whether it is a Section 4(f) property/use.		MDOT/HNTB	1/31/18		
2.	Provide more details about the design of connections where the trail transitions between street running bike lane and multi-use path.		MDOT/HNTB	1/31/18		
3.	To determine if any other projects need to be coordinated with contact SEMCOG (Tyler Klifman) and the City.		MDOT/HNTB/ SEMCOG	1/31/18		
4.	Forward vector copy and high-resolution transparent .png of the Iron Belle Trail logo for use in project materials and plans		DNR	1/31/18		
5.	Meet with the City to provide similar information as was provided in the 1/5/18 meeting with DNR.		MDOT/HNTB			
6.	Schedule a meeting with both the city and DNR to discuss plans and answer Officials with Jurisdiction's questions.		MDOT/HNTB	TBD		
7.	Schedule a town hall style meeting with the city to solicit public input		MDOT/HNTB	TBD		

### Commitment Tracking List

See summary of **commitments** made during the meeting below:

Item ID	Commitment Description	Action Needed	Date	Assigned Responsibility	Stakeholder(s) Affected	Timeframe (Project Phase)
1.	Commitment to hold a public meeting	Schedule a public meeting when appropriate and after city and DNR have concurred on concept, ask the city for a town hall type meeting.		Nate Ford?	Residents and businesses	







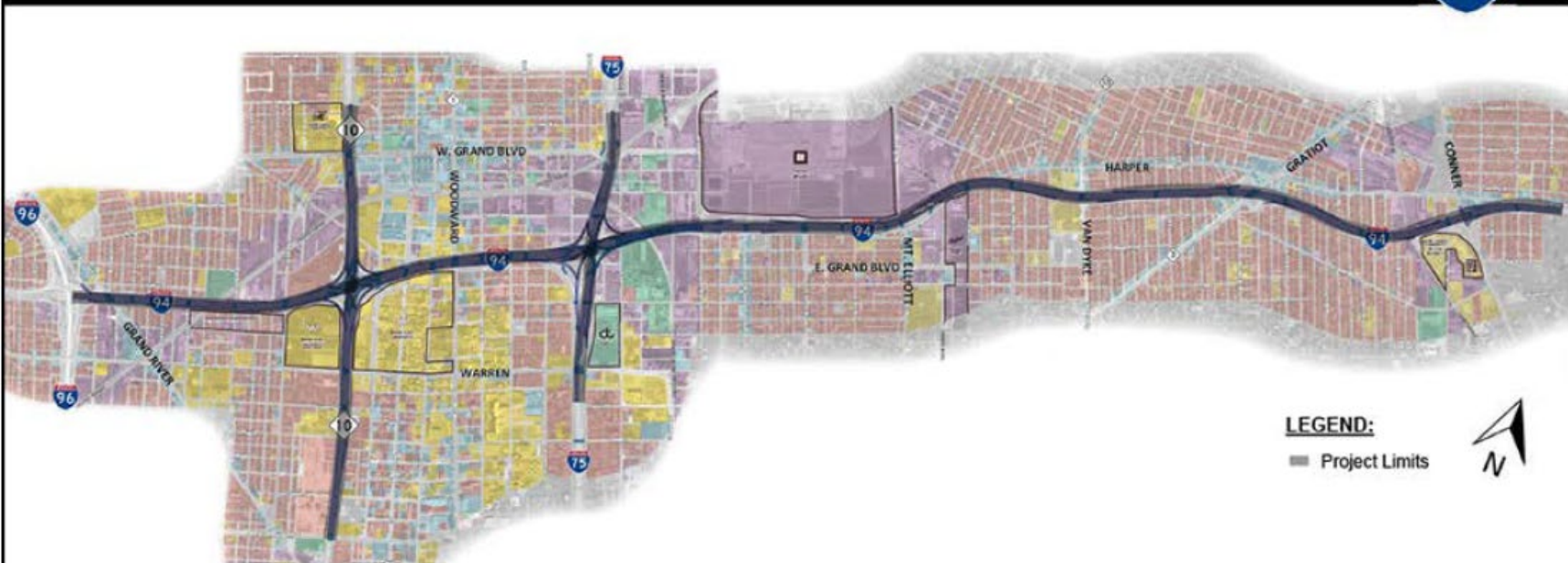
## MEETING AGENDA



- Introductions
- Project Overview/Update
- Iron-Belle Trail Crossing over I-94
- Next Steps

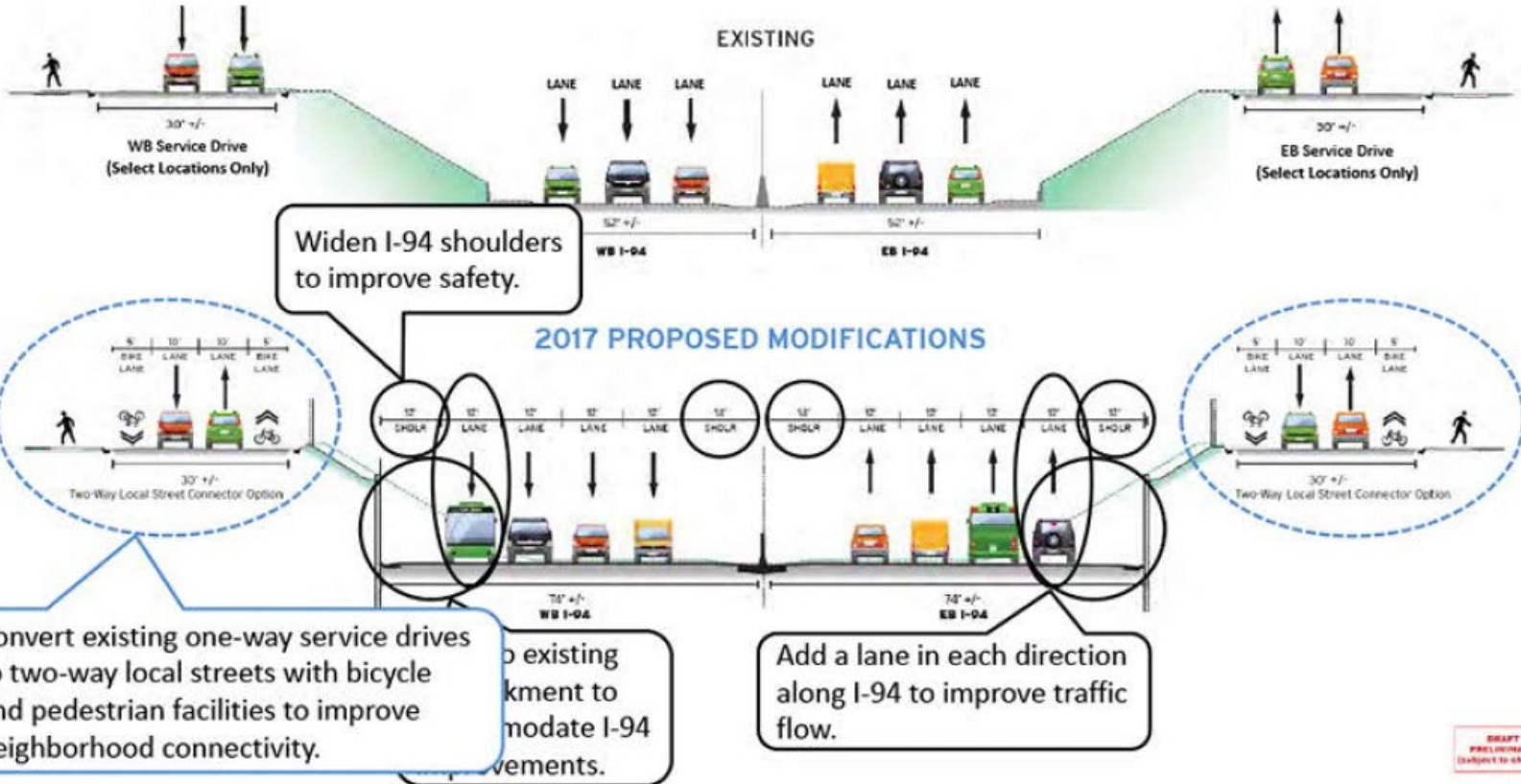


## PROJECT OVERVIEW



Approximately 6.7 miles

## I-94 PROPOSED DESIGN





## I-94 PROPOSED DESIGN CONCEPT RENDERING



DRAFT  
PRELIMINARY  
(subject to change)

## I-94 INTERCHANGE MODERNIZATIONS



- Eliminate left-hand entrance/exit ramps.
- Lengthen entrance/exit ramps for better merging.
- Increase ramp capacity (additional lanes) where necessary.
- **Interchange Reconfigurations:**
  - I-94/M-10
  - Gratiot Avenue
  - Conner Avenue





## 2017 PROPOSED MODIFICATIONS LOCAL CONNECTIVITY – COMPLETE STREETS CONVERSIONS



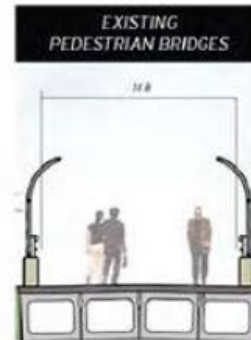
The following existing pedestrian bridges are proposed to be removed and replaced with “Complete Streets” roadway bridges:

### **I-94:**

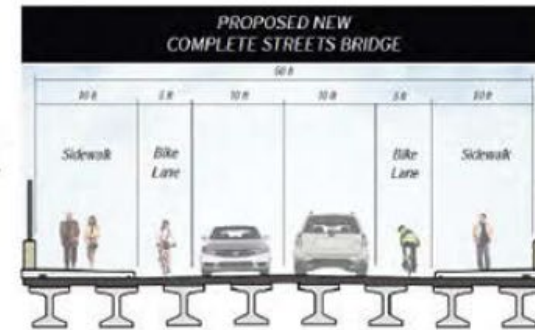
Helen  
Townsend  
Seminole  
Rohns  
Springfield

### **M-10:**

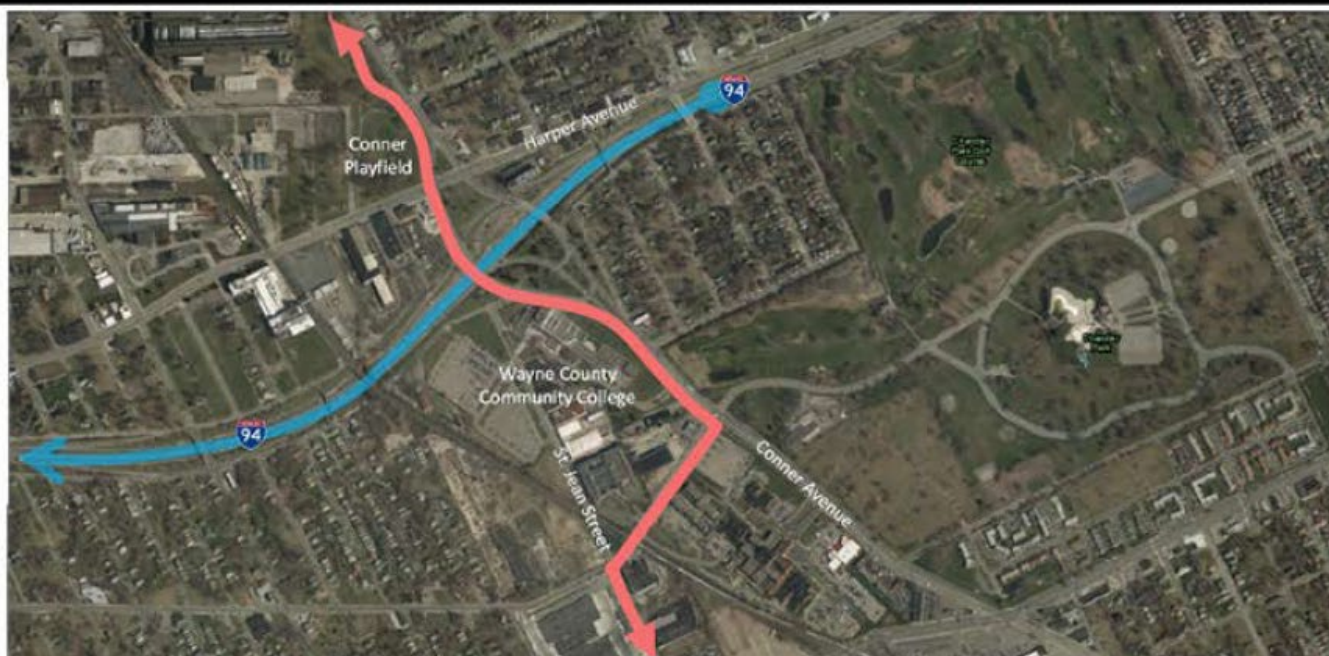
Holden  
Merrick  
Canfield  
Selden



CONVERSION TO



## EXISTING IRON-BELLE TRAIL CROSSING



February 23, 2017  
 Showcase Trail: Existing Segments  
 @img

 I-94 Project Limits



Source: [http://www.michigan.gov/dnr/0,4570,7-153-10365\\_16839\\_71459--,00.html](http://www.michigan.gov/dnr/0,4570,7-153-10365_16839_71459--,00.html)

1:9,028  
 0 0.075 0.15 0.3 mi  
 0 0.075 0.15 0.3 km

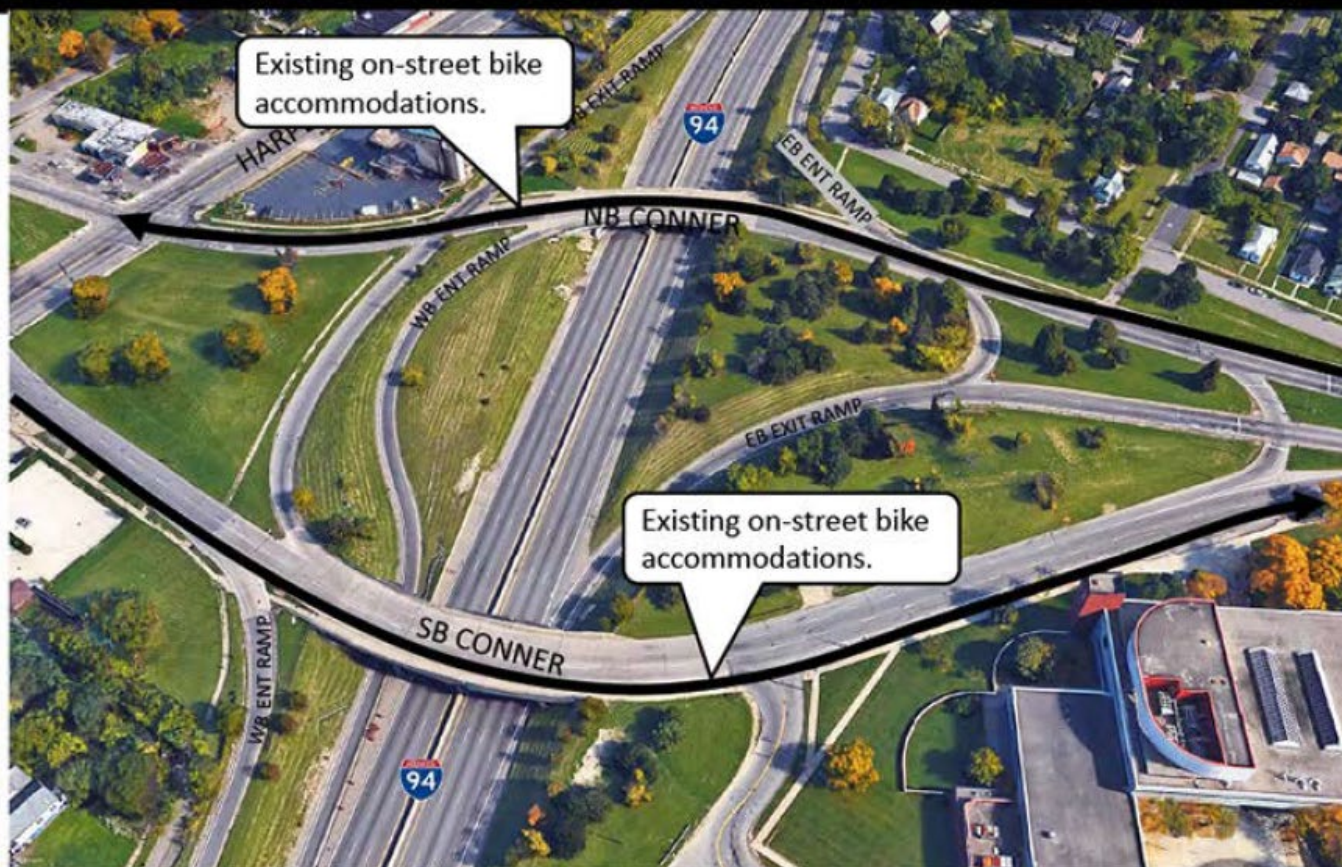
Esri, HERE, DeLorme, Mapbox, and other contributors,  
 and the GIS user community.  
 Source: Esri, DeLorme, GeoEye, Earthstar, GeoGraphics,  
 IGN, Intermap, Inc., USDA, AeroGRID, IGN, and the GIS User  
 Community

Trail User





## EXISTING CONNER AVENUE INTERCHANGE



## PROPOSED CONNER AVENUE INTERCHANGE



DRAFT  
PRELIMINARY  
(subject to change)



## PROPOSED CONNER AVENUE INTERCHANGE



DRAFT  
PRELIMINARY  
(subject to change)

## PROPOSED IRON-BELLE TRAIL OPTION







## ENVIRONMENTAL IMPACT STATEMENT



- **The previous 2004 Final EIS will need to be supplemented to address the proposed I-94 design modifications.**
- **This Supplemental Environmental Impact Statement (SEIS) will address changed impacts to:**
  - Adjacent neighborhoods
  - Traffic noise and air quality
  - Drainage and stormwater
  - Recreational properties (parks and trails)
  - Historic and archaeological resources
  - Others

## SEIS PROCESS

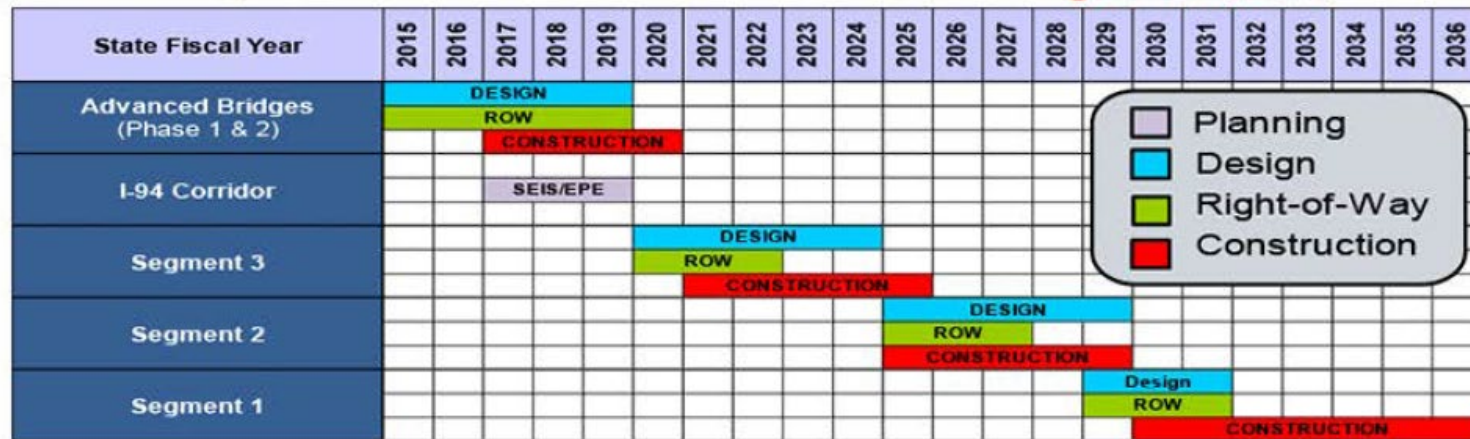


The SEIS process is expected to take at least two years to complete.



KEY TERMS	<b>Notice of Intent (NOI)</b>	An NOI is widely published and signals the initiation of the environmental review process. The NOI announces that a Supplemental Environmental Impact Statement (SEIS), which supplements the Final EIS that was prepared in 2004, is necessary because changes to the project have been proposed that may result in impacts not evaluated in the 2004 Final EIS.
	<b>Draft SEIS</b>	A Draft SEIS is prepared, which focuses on the changes proposed. Once prepared, a Notice of Availability is widely published. The Draft SEIS is circulated and a public hearing is held to gather public and agency comments.
	<b>Final SEIS</b>	After circulation of the Draft SEIS and consideration of comments received, a Final SEIS is prepared. This document summarizes public and agency involvement and describes mitigation measures that will be incorporated into the project. The Final SEIS also documents compliance with all other applicable environmental laws and executive orders.
	<b>Record of Decision (ROD)</b>	The ROD is the final step in the environmental review process. It presents the basis for the decision, summarizes mitigation measures to be incorporated into the project, and allows further approvals to be made including securing project funding for construction.







I-94 MODERNIZATION PROJECT



QUESTIONS?





**Contact information:**

**Terry Stepanski, PE**

**MDOT Senior Project Manager**

**Email: [stepanskit@michigan.gov](mailto:stepanskit@michigan.gov)**





## I-94 MODERNIZATION



### MEETING MINUTES

**MDOT JNs.:** 122117

**Ctrl Section:** 82023

**Meeting:** I-94 Modernization Project – MDOT, City of Detroit Parks & Recreation Department and City of Detroit General Services Department (GSD) Coordination

**Date/Time:** January 29, 2018; 10:30 a.m. – 11:30 a.m.

**Location:** City of Detroit Parks & Recreation Department, 18100 Meyers Rd., Detroit, MI 48235 and WebEx conference call

**Purpose:** Update the City of Detroit Parks & Recreation Department and GSD on the I-94 Modernization Project, review Park resources in the project limits, and obtain feedback on potential impacts.

**Attendees:** Keith Flourney (City of Detroit – Parks & Recreation)  
Tim Karl, Juliana Fulton (City of Detroit - GSD)  
Terry Stepanski\*, Ann Lawrie\*, Lori Noblet\* (MDOT)  
Matt Simon, Nate Ford, John Baldauf, Connie White\*, Ed Strada (HNTB)

\*On the phone  
Sign in sheet attached

### 1. Project Description

MDOT/ORC (John Baldauf) presented an overview of the I-94 Modernization project, design modifications and changes to the project that have occurred since the Record of Decision was issued in 2005. These changes are based on stakeholder feedback that desired utilization of the existing facilities as much as possible, connection to the grid where it makes sense, and conversion of the service drives to two-way traffic.

The City (Juliana Fulton) asked if there will be any impacts to the areas that the City maintains. MDOT will work with the City on the scope of the maintenance agreements.

The City (Tim Karl) pointed out for reference that they refer to the grass area between the curb and the ROW fence as the "berm". The City asked if there was beautification plan and the corridor wide aesthetic plan was mentioned. There are aesthetic and landscaping plans for the project. MDOT/ORC noted that the height of the berm and the walls varies throughout the corridor.

**Action:** MDOT/ORC send the I-94 Modernization Project's aesthetic and landscaping guidelines to the City.

Modifications to the interchanges are proposed to modernize them and increase their capacity with the intent of increasing safety. Interchanges being modified include M-10, Gratiot Avenue and Connor Avenue. The project modification also addresses desired improvements to crossings to make better connections across the freeway. This is a change from the previous design that replaced pedestrian bridges, instead replacing them with complete streets, which will reduce impacts.





## I-94 MODERNIZATION



MDOT/ORC summarized the SEIS and design effort. The SEIS and Section 4(f) process is planned to wrap up in 2020. The project will be constructed in segments due to funding constraints.

MDOT/ORC next reviewed the City park properties that are within the project limits starting at the east end of the project. He asked the City if there are any other parks in the project limits.

**Action:** *City of Detroit to confirm the list of park properties shown in the presentation covers all parks in the project limits.*

The existing Conner Avenue interchange is proposed to be modernized and reconfigured to a diamond interchange which reduces the overall footprint and will lessen the driver confusion. The Iron-Belle Trail (Bike) would be relocated from on-street bike lanes to a proposed off-street shared-use path that is separated from the interchange traffic. The Iron-Belle trail would cross at the intersection of Harper Avenue and Conner Avenue which would be equipped with a crosswalk and pedestrian signals.

The City (Tim Karl) asked if the path could be adjusted so it wasn't going around Conner Parkway. MDOT/ORC presented an option that meanders through the parkway. The City indicated they were in favor and preferred the Iron-Belle trail to meander through Conner Parkway. MDOT/ORC noted the bridge is high over the roads so there will be walls and embankment as it comes down through Conner Parkway.

MDOT/ORC discussed the potential impacts to each of the park properties in the interchange (see attached presentation for impact in acres). The City (Juliana Fulton) discussed the different classifications of property. Boulevards and Parkways are different from parks. It was noted that the impact to Conner Parkway doesn't impact the intended use.

The City (Tim Karl) asked about impacts to the fence at Chandler Park. MDOT/ORC noted that a temporary grading permit would be needed in this area for sidewalk construction. If a temporary relocation of the fence is necessary, the City will work with MDOT to address that.

**Action:** *HNTB to review location of fence in relation to temporary grading permit.*

The City (Juliana Fulton) asked who would be responsible for maintenance of the trail. MDOT (Ann Lawrie) indicated that a maintenance agreement would be developed and that MDOT will own the structure.

MDOT/ORC asked if the City had plans for any proposed improvements to the Iron-Belle trail in this location. Some communities want to add decorative elements, signage or other things that represent the area's character. The City (Juliana Fulton) indicated that there were no current plans but mentioned the City would take advantage of the opportunity to add trees and other items to make it friendlier. The big picture looks good regarding the proposed plans for the I-94 project and they will see what the details look like once completed.

The City (Tim Karl) asked if a property swap would be possible for the properties in the area (Connor Parkway and the area being abandoned with the realignment of Conner Avenue). MDOT (Terry Stepanski) confirmed that MDOT has a process for property acquisition and that it will be addressed later when the property is needed.

MDOT/ORC next showed the area around Gratiot Avenue that includes Castador Park and Harper Court Park (see attached presentation for impact in acres). The City (Juliana Fulton) asked if the 0.001 acre permanent take impacts that softball backstop. MDOT/ORC said that the impact was minimal but the area will be reviewed to confirm no impacts to the backstop.

**Action:** *HNTB to confirm that the take does not impact the backstop.*

The City asked how the proposed two-way service drives work with the ramps. MDOT/ORC explained that the



## I-94 MODERNIZATION



two-way service drives would be stopped 1-2 blocks in away from the ramps.

The City (Juliana Fulton) said that Castator Park is in the Parks Master Plan to be updated in 3-4 years. Harper Court Park is being watched in case a detour route has an impact.

MDOT/ORC requested information on the park parcels and any grants that were used at the parks. MDOT (Ann Lawrie) confirmed that information on the type of grant and the name of grant would be helpful. The City has that information and can provide it.

**Action:** City of Detroit to provide property maps, acquisition files, and grant information for all parks in the project area.

MDOT/ORC showed that there is no anticipated impact to Burns-Lambert Park. The City (Juliana Fulton) mentioned that it is in the Parks Master Plan but any work is a few years off. MDOT/ORC next showed the area around E Grand Blvd and impacts to Lucky Place Park and Vernor Playground (see attached presentation for impact in acres). The City asked if MDOT will be looking for staging areas and if the parks would be used. It was confirmed that no 4(f) properties will be used for construction staging.

MDOT/ORC (Nate Ford) asked how much these parks are used. The City confirmed that they are not overly used. The City (Juliana Fulton) mentioned that there are groups that have adopted parks, including Chandler Park, and are more active. The City has information on what groups are associated with what parks.

**Action:** City of Detroit to provide information on known park advocacy groups.

The City confirmed the playground equipment has been removed from Vernor Playground. The City (Juliana Fulton) said that there are parks in the City that have been designated as "Community Open Spaces". These are parks that have no plans and will become passive natural spaces.

MDOT/ORC next showed the area around the Wayne State University athletic fields including Hecla Park (see attached presentation for impact in acres). The City (Tim Karl) indicated that the park is different than it is shown on the exhibit. It is actually 3 parcels and on both side of the street. The City (Juliana Fulton) said that they are currently looking to relocate the park to the corner of Avery and Merrick.

**Action:** City of Detroit to provide the actual location of the proposed park.

MDOT/ORC next showed the area along M-10 and impacts to Wigle Park and West Willis #2 Park (see attached presentation for impact in acres). The City (Juliana Fulton and Keith Flourmoy) noted that both parks have been surplused and may not be parks in the future. The City mentioned that Wigle Park may need to be replaced in Midtown.

The City (Juliana Fulton) mentioned that it was good to see the Selden improvements since that was one of the requests from a Community Group. The City asked why pedestrian bridges need to be higher and MDOT/ORC explained that because of the way they are designed they need to be higher to avoid a high load hit. MDOT/ORC noted that the Canfield crossing may not stay where it is currently shown. The design is being evaluated to replace the existing ramps at Forest which are not part of the current design modifications. The City asked if the two-way service drives were going to remain one way outside of the project limits. MDOT/ORC confirmed that it was the case. An exhibit showing the two-way road conversions is on the project website.

**Action:** HNTB to provide link to project website.

The City (Juliana Fulton) indicated that the property required for the project is not expected to be grant or deed restricted.





## I-94 MODERNIZATION



MDOT/ORC (John Baldauf) reviewed the complete streets conversions, the SEIS proves and the project schedule.

The City (Keith Flourney) asked if any permits would be needed and what the timeline would be. MDOT (Ann Lawrie) explained that this was a first glance look at the impacts and the details would be coming with the design. Since these are 4(f) properties, MDOT needs approval from the owner and they need to show that they are limiting impacts. The public will have the opportunity to review the concepts and then an Agency official will review for approval. At that time MDOT will send a letter to the City with FHWA required language and a sample response letter for the City to send back. Real Estate acquisition will occur at a later date.

The City (Keith Flourney) asked if there will be any Eminent Domain on the park properties and it was indicated that there is not any.

MDOT (Ann Lawrie) stated that if Conner Parkway is not a park, it does not need to be included in the process. The City (Juliana Fulton) confirmed that is not a park and MDOT noted that green space does not fall under Section 4(f).

The City (Keith Flourney) asked about community engagement activities. MDOT/ORC (Nate Ford) gave an overview of the recent community engagement including 23 meetings since September. The City (Keith Flourney) offered assistance if there is anything they can do to help with community engagement.

---

**Attachments:** Sign-In Sheet, PowerPoint Presentation

**Meeting Facilitator:** John Baldauf, P.E.

**Submitted by:** Edward Strada, P.E.

**Minutes Reviewed by:** Matt Simon, PE, John Baldauf, PE

**cc:** Meeting attendees, file

*This meeting summary is the understanding of items discussed, decisions reached and proposed actions. Please contact the Meeting Facilitator if there are changes or additions within five working days. If no changes or additions are received, this will be considered an accurate account of the meeting.*

## MEETING MINUTES

**Project Title:** I-94 Modernization – Supplemental EIS

**MDOT JN.:** 122117

**Ctrl Section:** 82024

**Meeting:** Iron Belle Trail Coordination Meeting with Officials with Jurisdiction

**Date/Time:** August 28, 2018; 2:00 p.m.-3:30 p.m. EST

**Location:** WebEx and General Services/Recreation Department Administration, 18100 Meyers, 2nd Floor Executive Conf Rm, Detroit, Michigan 48235

**Attendees:** Ann Lawrie\* (MDOT)  
Dakota Hewlett\*, Kris Bennett\* (DNR)  
Julianna Fulton, Arianna Zennette, Gary Barton (City of Detroit/General Services Division/Recreation)  
Caitlin Malloy-Marcon\* (City of Detroit Planning & Development)  
John Baldauf, Connie White\*, Nate Ford, Ed Strada (HNTB)  
Jeri Stroupe\* (Nelson/Nygaard)

\*Attended via WebEx

---

John Baldauf (HNTB) presented an overview of the development of Iron Belle Trail (IBT) concepts for rerouting the trail off-street through the Conner Avenue/I-94 interchange and bridging I-94 as a part of the I-94 Modernization project. Options were developed and adjustments made to the alignment of the IBT based on both groups' feedback at the previous meetings. The city also recently implemented a new protected bike lane project on Conner Avenue, which is now incorporated into the concepts.

The I-94 Project involves reconfiguring the interchange to a standard diamond interchange, bringing it up to current standards. The proposed IBT crossing would be a shared use path, where now it is on street. The Project team initially tried to avoid the Conner Parkway property, but found it doesn't fall under Section 4(f) and so it was no longer a constraint. Wayne County Community College (WCCC) has a desire to route the trail through their campus. The trail is proposed to be placed on a structure over I-94 with associated ramps and a combination of embankment and retaining wall north and south of the ramps. The north end touches down in Conner Parkway approximately 20 feet south of Harper. The southern end at Shoemaker Street is where the trail would transition from on-street bike lane to off-street path. The south end of the bridge would touch down in front of WCCC approximately 100 feet south of the entrance. The concept is to have more embankment than structure, which would present greenspace opportunities and allow for crime prevention through design. A spur was added from IBT to connect to St. Jean Street to provide the access desired by WCCC. The southern bridge touch down is near the Gunston Street intersection with Conner Street. The proposed options would meet ADA standards for design. The DNR expressed that they had no concern with the spur and it addresses the WCCC request for access.



In this area, the IBT is on-street biking and it was a goal to pull the bikes off the street and make it a multi-use path. To account for the transition from on-street to off-street, the project was extended south to the Shoemaker Street intersection because it is a logical transition point. The city stated that they recently received a trust fund grant to do a trail connection to Chandler Park. They planned a connection on the southeast corner of the Shoemaker Street intersection. The city will send HNTB more detailed information on that project.

A possible crossing at Gunston Avenue for the frequently used bus stop would address the city's concern about access to transit. A crossing there is possible to provide access to WCCC from the bus stop. City Traffic Engineering coordinated with others at MDOT on a crossing, and MDOT prefers to wait until the interchange plan is completed. John Baldauf will discuss it with Carrie Warren after to confirm and coordinate. He has already discussed it with Terry Stepanski, the MDOT Project Manager. Will need to continue coordination with city planning & development. John Baldauf will report back to the group.

Four different cross sections (Locations A to D) were presented. Location A is from street level south of WCCC, B is where the bridge begins, C is the bridge itself and D is the path through Conner Parkway. Bicycle/pedestrian separation needs were studied as well as requirements for incorporating a good transition between street running and off-street path. Two options were presented for each location. One option has separate pedestrian and bike paths and one is a narrower, shared path with markers to separate pedestrians and bikes but no physical separation.

City staff noted that most people prefer a physical separation for safety and comfort. The city often gets complaints on paths where there is no separation.

The IBT has lower bike volumes than Dequindre cut, but this is still an important connection. Pros and cons of each option are presented on the handouts and presentation. Considerations include ease of maintenance, which is easier on the combined path, and loss of existing trees - especially at Location B.

John B asked if DNR needs to avoid ROW acquisition from WCCC for the IBT. DNR will help work through that with WCCC; DNR has no problem with it. DNR is not strongly advocating for either option. Option 2 gives more flexibility to allow side-by-side. DNR thinks both solutions are good solutions. Meandering simply to avoid taking trees would require ROW acquisition and is not necessary. Construction around the trees will compromise the tree's health, and the standard, although not always effective depending on species, is to avoid construction under the dripline. If it cannot be avoided DNR recommends employing a forester to advise.

### **Location A**

DNR feels that for maintenance, Option A-2 makes sense, but DNR won't say either one outweighs the other; that it comes down to levels of use on the trail. There are no DNR or city standards for level of use in this decision. There is no current bike count data on Conner; but the city wants to get some and Caitlin will follow up with John Baldauf on when they might be able to get counters out there.

The city noted that to provide separation between bikes and pedestrians would be consistent with other trails nearby. All agreed to the listed pros and cons.

### **Location B**

Option B1 and B2 attempts to maintain existing trees.

There was concern about pedestrians walking on the bike path. It was noted that scooters are often on the bike path. Separating bikes and pedestrians gives the highest guarantee that walkers will stay out of bike paths.

There is no bike lane now going across the Conner Street Bridge; the bikes share the road or there are very narrow bike lanes.

### **Location C**

On the bridge and approaches the two options are similar, but the overall width is different (16 feet vs. 22 feet). Option C1 is standard and minimal. The wider Option C2 provides a more comfortable space. DNR requested consistency and continuity in the typical section width as key to a good path design.

Consider that pedestrians may stop to see views from the bridge, so a wider section would allow people to pass them. This is one of the I-94 Project's "Community Connector" bridges so people need to have an opportunity to safely stop and safely pass one another.

A sidewalk will be included on the Conner Street Bridge; but need to encourage using the pedestrian bridges for safety. There is another nearby pedestrian structure over I-94 to the east of the interchange.

No other IBT crossings over interstates were known and so DNR could not provide an example. DNR noted this project would be the nicest crossing so far on the IBT and would be setting the precedent. Most other crossings are complete street type bridges. DNR stated they have preference for greater width for pedestrians over the bridge.

Construction cost is higher for a wider bridge.

Regarding maintenance concerns, having no barriers would make it easier to plow. There is snow storage opportunity on the wider bridge too.

The city doesn't plow any shared use facilities at this time. The Street Maintenance Division bought a plow and sweeping equipment for the paths. They require six feet of clearance. Clearing the bridge might not be a big issue. They currently plow Conner Street bike lanes. They clear snow within 72 hours after a snow event.

General sentiment on Option C was that there is more interest in the wider Option 2.

### **Location D**

In Conner Parkway, the path is shown tight to the adjacent roadway (St. Jean Street) within the bridge clearance space, then it meanders to the Harper Street crossing under both options. City earlier suggested meandering the path here as an opportunity to provide interest along with space for landscaping treatment. The city agreed the proposed alignment allows for the landscaping.

There was discussion about where the path connects into the existing off-street pathway on the north side of Harper and whether the approximately ten-foot width affects the choice of cross-



section and providing continuity in widths and user expectation. The Conner Creek Greenway Master Plan will provide information about future plans for the IBT in this section. City felt that the difference in width of the existing IBT through Conner Playfield wouldn't cause confusion and isn't an issue. The bridge itself signals that it is specialized so a different cross section wouldn't be unexpected. DNR agrees that keeping it separate is fine and that any changes north of Harper can blend in with existing width.

### **General discussion**

The one-foot buffer should not be grassed or in plantings because it is too hard to maintain. Choose tree species carefully in the ten-foot tree zone at location B. If planted, the buffer needs to be 36 inches at least. Suggested no trees, rather plantings if this is the case. Based on experience at other locations, MDOT won't want irrigation or planters on the bridges because they cannot be maintained under current budget.

It was agreed that the path should be separated south of Harper. Design and aesthetic details would be addressed during final design. The MLK bridge across the Lodge is a good example that was successful.

Regarding the St. Jean spur, see what's feasible with the tight curve and what the width can be. The approach will be to attempt to make it separated if feasible, but geometric constraints may cause shared use with just the spur. The fact that it would tie into a sidewalk (not bike path) may be a consideration. Consider bike speed and the fact that it leads into sidewalk. Chicago has some examples that could be reviewed for this. Discuss this with WCCC.

### **Intersection treatments**

Intersection concepts were presented at Shoemaker/Conner Street where there would be a transition from on-street bike lanes to off-street multi-use path. There is a planned path on the south side along Chandler Park Drive that needs to be considered and added in to the drawings.

The conceptual plans account for the existing transit stop near existing Gunston Avenue intersection. The concept calls for green paint on bike lanes and crossings. City stated that they like this treatment. Master Plan for Chandler Park also calls for bike lanes. DNR also supported the intersection concepts, especially that it is a protected intersection.

Harper intersection concept plan keeps people on the path and crosses at a location to safely connect to the path through Conner Playfield. The crosswalk separates bikes and pedestrians with paint colors – green for bikes, white for pedestrians in a manner consistent with Location D cross section.

When asked if DNR has funding to provide enhancements at this crossing it was indicated that there are no funds available from IBT as they are still prioritizing their funding to build trails. Waste bins/benches or other amenities, trailhead features, and rest areas can be discussed in final design. DNR needs to know first what the community wants. City has some trash cans at bus stops and they can look at a bus shelter or other things in the future detailed design phase. There is a restroom facility at Chandler Park so that's not necessary here, but signage would be good.

## 1. Next Steps/Action Planning

MDOT/FHWA are working on an SEIS for I-94 project – this meeting with the officials with jurisdiction (OWJ) is part of the Section 4(f) coordination process. A public meeting to discuss impacts to 4(f) resources is tentatively scheduled for October. Other park properties will be presented as well at that meeting, but the IBT is the most significant of all the effects on parks. Ann Lawrie gave an overview of Section 4(f), which is a DOT law that says MDOT can't use public property without approval from the OWJ. They are required to afford the public to comment on what is proposed. This would be at the planned October public meeting. After that MDOT will formally ask for the officials' approval. Ann will send a letter to them and will include a sample letter to aid in their response. MDOT will ask that they agree that it won't impact the attributes of the facility that make it a 4(f) property. Ann can answer any questions they have about the law. The impact level at IBT/Conner Greenway is relatively minor. For the other affected parks there are temporary impacts to sidewalks. We will notify and invite the OWJ to the public meeting; let MDOT know of anything they would like to have at that meeting. The purpose of the meeting is to gain public feedback.

MDOT will incorporate feedback from today's meeting into what they would present to the public. In advance of the public meeting MDOT will brief the Local and Government Advisory Committees to distribute the information to their groups to get people out to the public meetings.

### ACTION ITEMS

Action Description	Assigned To
City to send HNTB/NN plans for Chandler Park Trail (coming spring 2019)	City
NN to refine to one cross-section per location <ul style="list-style-type: none"> <li>Separated bike/pedestrian facility preferred (maintenance okay)</li> <li>Confirm consistency of bike/pedestrian alignment throughout</li> <li>Gauge space available for separation between bikes and pedestrian (at least 36" needed for any landscaped buffer)</li> </ul>	Nelson Nygaard
NN to refine intersection plan views <ul style="list-style-type: none"> <li>Confirm consistency of bike/pedestrian alignment at Harper Ave.</li> <li>Incorporate new plans into Chandler park at Shoemaker</li> </ul>	Nelson Nygaard
HNTB to confirm possibility of a crosswalk across Conner at Gunston to bus stop.	HNTB
HNTB to coordinate with city to get ped/bike counts to establish existing conditions.	HNTB
Meet with WCCC to present concepts and get feedback.	HNTB/MDOT

**Submitted by:** Connie White, AICP

**Minutes Reviewed By:** John Baldauf, PE

**CC:** Distribution List, File

*This meeting summary is the understanding of items discussed, decisions reached and proposed actions. Please contact the Meeting Facilitator if there are changes or additions within five working days. If no changes or additions are received, this will be considered an accurate account of the meeting.*





## Section 4(f) Correspondence



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

PAUL C. AJEGBA  
DIRECTOR

May 21, 2019

Ms. Janet Anderson  
Administrator of General Services Department  
City of Detroit  
18100 Meyers Road  
Detroit, MI 48235  
Email: [Jan@detroitmi.gov](mailto:Jan@detroitmi.gov)

Dear Ms. Anderson:

I am writing in regard to the Michigan Department of Transportation's (MDOT's) proposed I-94 modernization project in the City of Detroit. The project limits are as follows:

- I-94 from east of the I-94/I-96 interchange to the east of the I-94 Connor Avenue Interchange
- M-10 from Martin Luther King, Jr. Boulevard to Steward Avenue
- I-75 from Warren Avenue to Custer Street
- Conner Avenue from Shoemaker Street to Harper Avenue

The proposed preferred alternative includes, but is not limited to, the addition of one driving lane in each direction of I-94, including full-width shoulders, the redesign of entrance and exit ramps, and relocating and eliminating some ramps. Interchanges within the project limits will be reconstructed, reconfigured and modified. Retaining walls will be constructed along the corridor. Additionally, multiple bridges will be replaced within the corridor, three new bridge connections will be added, and several bridges will be removed and not replaced. The service drive network will also include new connections, and some areas of the service drive will be converted from one-way traffic flow to two-way local street connectors.

In order to complete the proposed project, MDOT is proposing to slightly relocate the Iron Belle State Trail at the Conner Avenue interchange. The Conner Avenue interchange will be redesigned and reconstructed, creating an opportunity to reroute the Iron Belle Trail off the street to a separate shared-use path and bridge over I-94. Changes proposed within Conner Playfield include vacating the southbound separated right-turn lane from Conner Avenue to Harper Avenue. This change will create additional land at Conner Playfield to move the State Trail and align it with the crossing at Harper Avenue.

Additionally, MDOT is proposing minor temporary impacts in order to replace sidewalks and provide trail connectivity at the following City of Detroit Park properties:

MURRAY D. VAN WAGONER BUILDING • P.O. BOX 30050 • LANSING, MICHIGAN 48909  
[www.michigan.gov/mdot](http://www.michigan.gov/mdot) • 517-373-2090

LH-LAN-0 (01/19)



- Chandler Park (0.027 acre temporary impact)
- Vernor Park (0.030 acre temporary impact)
- West Willis #2 Park (0.010 acre temporary impact)
- Wigle Recreation Center (Wigle Park) (0.031 acre temporary impact)
- Castador Park (0.015 acre temporary impact)
- Conner Playfield (0.156 acre temporary impact)

Please see the attached exhibits outlining the proposed trail relocation and temporary park impacts. The proposed work will not permanently affect the use or activities of the City of Detroit Park properties listed above or the Iron Belle Trail.

**As mitigation:**

- **Any vegetation disturbed on City of Detroit Park property will be restored to its current condition, or better, upon completion of construction.**

Under federal law, public recreational properties are considered important resources protected by Section 4(f) of the Department of Transportation Act. Section 4(f) requires that MDOT demonstrate there is no prudent or feasible alternative to using property from recreational property, and that all possible planning to minimize harm has been undertaken. Documentation for Section 4(f) is extensive, unless the official having jurisdiction over the resource agrees in writing with the assessment of the impacts and the proposed mitigation for the property. Our assessment of the impacts shows them to be minimal/de minimis (Iron Belle Trail) and temporary (City of Detroit Parks), and the work will not permanently affect the use, features, or activities of the City of Detroit Park properties or the Iron Belle Trail.

Federal guidelines require written documentation from you agreeing to the proposed work. I have enclosed a sample letter that we request from officials who have jurisdiction over properties that are subject to the provisions of Section 4(f) of the Department of Transportation Act. The information contained in this sample letter has been excerpted from Federal guidelines pertaining to Section 4(f) and is required.

I appreciate your cooperation with this project. If there are any questions regarding Section 4(f) or this letter, please call me at (517) 241-3954.

Sincerely,



Ann M. Lawrie  
Resource Specialist  
Environmental Section  
Michigan Department of Transportation

cc: Lori Noblet  
Tim Karl



CITY OF DETROIT  
GENERAL SERVICES DEPARTMENT

18100 MEYERS RD  
DETROIT, MICHIGAN 48235  
PHONE 313 • 628-0900  
FAX 313 • 628-0927

May 21, 2019

Ms. Ann M. Lawrie  
Environmental Services Section  
Bureau of Development  
Michigan Department of Transportation  
425 W. Ottawa Street  
P.O. BOX 30050  
Lansing, Michigan 48909

Dear Ms. Lawrie,

I am writing in support of the efforts of MDOT's proposed I-94 modernization project in the City of Detroit.

I have spoken with your department regarding the proposed construction of Michigan Department of Transportation's (MDOT's) I-94 modernization project in the City of Detroit. The proposed work will involve the minor, or de minimis, use of Iron Belle Trail and the temporary use of City of Detroit Parks which have been determined to qualify as Section 4(f) properties. I agree this project will have no significant impact to the resources and the amount and location of the land to be used does not impair the use of the remaining Section 4(f) property for its intended purpose.

I understand and agree that as a result of this project, the proposed work will not result in any temporary or permanent adverse change to the current activities, features, or attributes which are important to the purposes or functions that qualify the following sites for protection under Section 4(f), and that it will include only a minor amount of property regarding the following sites:

- Chandler Park: 12831 Frankfort (0.027 acre temporary impact)
- Vernor Park: 5947 Grandy (0.030 acre temporary impact)
- West Willis #2 Park: 949 West Willis (0.010 acre temporary impact)
- Wigle Recreation Center (Wigle Park): 3650 J.C. Lodge (0.031 acre temporary impact)
- Castador Park: 5995 Hulbut (0.015 acre temporary impact)
- Conner Playfield: 10644 Gratiot (0.156 acre temporary impact)

I have also reviewed and agree to the assessment of the impacts of the proposed project as well as the proposed mitigation for this project on aforementioned sites.

I appreciate the coordination efforts made on behalf of your department. If I can be of further assistance, please feel free to contact me via office telephone at 313.224.3877 or postal mail to 18100 Meyers, Detroit, MI 48235.

Sincerely,

  
Janet Anderson, PhD  
Director, General Services Department





GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

PAUL C. AJEGBA  
DIRECTOR

May 21, 2019

Mr. Paul Yauk  
Trail System and Services Chief  
Michigan Department of Natural Resources  
P.O. Box 30028  
Lansing, MI 48909  
Email: [yaukp@michigan.gov](mailto:yaukp@michigan.gov)

Dear Mr. Yauk:

I am writing in regard to the Michigan Department of Transportation's (MDOT's) proposed I-94 modernization project in the City of Detroit at the Iron Belle Trail. The project limits are as follows:

- I-94 from east of the I-94/I-96 interchange to the east of the I-94 Connor Avenue Interchange
- M-10 from Martin Luther King, Jr. Boulevard to Steward Avenue
- I-75 from Warren Avenue to Custer Street
- Conner Avenue from Shoemaker Street to Harper Avenue

The proposed preferred alternative includes, but is not limited to, the addition of one driving lane in each direction of I-94, including full-width shoulders, the redesign of entrance and exit ramps, and relocating and eliminating some ramps. Interchanges within the project limits will be reconstructed, reconfigured and modified. Retaining walls will be constructed along the corridor. Additionally, multiple bridges will be replaced within the corridor, three new bridge connections will be added, and several bridges will be removed and not replaced. The service drive network will also include new connections, and some areas of the service drive will be converted from one-way traffic flow to two-way local street connectors.

In order to complete the proposed project, MDOT is proposing to slightly relocate the Iron Belle State Trail at the Conner Avenue interchange. The Conner Avenue interchange will be redesigned and reconstructed, creating an opportunity to reroute the Iron Belle Trail off the street onto a separate shared-use path and bridge over I-94. Changes proposed within Conner Playfield include vacating the southbound separated right-turn lane from Conner Avenue to Harper Avenue. This change will create additional land at Conner Playfield to move the Iron Belle Trail and align it with the crossing at Harper Avenue. On the side of the interchange, the Iron Belle Trail will be extended to Shoemaker Street.

MURRAY D. VAN WAGONER BUILDING • P.O. BOX 30050 • LANSING, MICHIGAN 48909  
[www.michigan.gov/mdot](http://www.michigan.gov/mdot) • 517-373-2090

LH-LAN-0 (01/19)

Please see the attached exhibit outlining the proposed trail relocation. The proposed work will not permanently affect the use or activities of the Iron Belle Trail.

**As mitigation:**

- **Access on the Iron Belle Trail will be maintained during construction.**

Under federal law, public recreational properties are considered important resources protected by Section 4(f) of the Department of Transportation Act. Section 4(f) requires that MDOT demonstrate there is no prudent or feasible alternative to using property from recreational property, and that all possible planning to minimize harm has been undertaken. Documentation for Section 4(f) is extensive, unless the official having jurisdiction over the resource agrees in writing with the assessment of the impacts and the proposed mitigation for the property. Our assessment of the impacts shows them to be minimal, or de minimis, and the work will not permanently affect the use, features, or activities of the Iron Belle Trail.

Federal guidelines require written documentation from you agreeing to the proposed work. I have enclosed a sample letter that we request from officials who have jurisdiction over properties that are subject to the provisions of Section 4(f) of the Department of Transportation Act. The information contained in this sample letter has been excerpted from Federal guidelines pertaining to Section 4(f) and is required.

I appreciate your cooperation with this project. If there are any questions regarding Section 4(f) or this letter, please call me at (517) 241-3954.

Sincerely,



Ann M. Lawrie  
Resource Specialist  
Environmental Section  
Michigan Department of Transportation

cc: Lori Noblet  
Dakota Hewlett





GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF NATURAL RESOURCES  
LANSING



DANIEL EICHINGER  
DIRECTOR

June 6, 2019

Ms. Ann M. Lawrie  
Environmental Services Section  
Bureau of Development  
Michigan Department of Transportation  
425 W. Ottawa Street  
P.O. BOX 30050  
Lansing, Michigan 48909

Dear Ms. Lawrie:

The Department of Natural Resources (DNR) supports the efforts of MDOT to modernize the intersection of I-94 and Connor Ave. in Detroit.

Myself and Iron Belle Trail Coordinator, Dakota Hewlett, have met with staff from your department regarding the proposed construction involving Connor Avenue in Detroit and its relation to the Iron Belle Trail. The proposed work will involve the minor, or de minimis, impact on the Iron Belle Trail which has been determined to qualify as a Section 4(f) property. DNR agrees this project will have no significant impact to the resource and the amount and location of the land to be used does not impair the use of the remaining Section 4(f) property for its intended purpose.

The DNR understands and agrees that as a result of this project, that the proposed work will not result in any temporary or permanent adverse change to the current activities, features, or attributes which are important to the purposes or functions that qualify the Iron Belle Trail for protection under Section 4(f), and that it will include only a minor realignment of the trail. DNR has also reviewed and agrees to the assessment of the impacts of the proposed project as well as the proposed mitigation for this project on the trail.

DNR appreciates the coordination efforts made on behalf of MDOT as you work to improve this intersection. If I can be of further assistance, please feel free to contact me at 517-331-0111.

Sincerely,

Paul Yauk, State Trails Coordinator

CC: Dakota Hewlett, DNR



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

PAUL C. AJEGBA  
DIRECTOR

June 3, 2019

Ms. Ashley Flintoff  
Director  
Planning and Space Management  
Wayne State University  
Email: [ashley.flintoff@wayne.edu](mailto:ashley.flintoff@wayne.edu)

Dear Ms. Flintoff:

I am writing in regard to the Michigan Department of Transportation's (MDOT's) proposed I-94 modernization project in the City of Detroit at the Wayne State University Athletic Campus. The project limits are as follows:

- I-94 from east of the I-94/I-96 interchange to the east of the I-94 Connor Avenue Interchange
- M-10 from Martin Luther King, Jr. Boulevard to Steward Avenue
- I-75 from Warren Avenue to Custer Street
- Conner Avenue from Shoemaker Street to Harper Avenue

The proposed preferred alternative includes, but is not limited to, the addition of one driving lane in each direction of I-94, including full-width shoulders, the redesign of entrance and exit ramps, and relocating and eliminating some ramps. Interchanges within the project limits will be reconstructed, reconfigured and modified. Retaining walls will be constructed along the corridor. Additionally, multiple bridges will be replaced within the corridor, three new bridge connections will be added, and several bridges will be removed and not replaced. The service drive network will also include new connections, and some areas of the service drive will be converted from one-way traffic flow to two-way local street connectors.

In order to complete the project, MDOT is proposing to acquire a minor amount of permanent property for sidewalk reconstruction from the Wayne State University (WSU) Athletic Campus southwest of the I-94/M-10 interchange. The first area is located at the corner of Edsel Ford Service Drive and John C. Lodge Service Drive, next to the Harwell Baseball field. The second area is located at the northwest quadrant of the M-10 and Warren Avenue intersection. Additionally, MDOT is proposing temporary impacts during construction along the John C. Lodge Service Drive to accommodate for roadway and sidewalk construction. Street trees between the sidewalk and street will likely be removed during the replacement of the sidewalk and roadway. Additionally, the chain link fence surrounding the athletic facilities and a ground mounted WSU sign may also be relocated where property is required by MDOT.

MURRAY D. VAN WAGONER BUILDING • P.O. BOX 30050 • LANSING, MICHIGAN 48909  
[www.michigan.gov/mdot](http://www.michigan.gov/mdot) • 517-373-2090

LH-LAN-0 (01/19)



Please see the attached exhibit outlining the permanent and temporary property impacts.

**As mitigation:**

- Any vegetation disturbed on Wayne State University Athletic Campus property will be restored to its current condition, or better, upon completion of construction.
- Any trees removed, will be replaced. If space does not permit for replacements along the service drive, replacement trees can be planted in other areas on WSU campus.
- Should the chain link fence surrounding the athletic complex be impacted, it will be moved and replaced.
- Where ROW is required, space for athletic facilities should be maximized and green space between the street and sidewalk may be minimized.
- The ground mounted kiosk at the corner of the John C. Lodge Service Drive and Warren Avenue will be relocated. Sidewalk space in this area will be maximized, where possible.
- Access to the recreational facilities will be maintained during construction.

Under federal law, public recreational properties are considered important resources protected by Section 4(f) of the Department of Transportation Act. Section 4(f) requires that MDOT demonstrate there is no prudent or feasible alternative to using recreational property, and that all possible planning to minimize harm has been undertaken. Documentation for Section 4(f) is extensive, unless the official having jurisdiction over the resource agrees in writing with the assessment of the impacts and the proposed mitigation for the property. Our assessment of the impacts shows them to be minimal, or de minimis, and the work will not permanently affect the use, features, or activities of the Wayne State University Athletic Campus.

Federal guidelines require written documentation from you agreeing to the proposed work. I have enclosed a sample letter that we request from officials who have jurisdiction over properties that are subject to the provisions of Section 4(f) of the Department of Transportation Act. The information contained in this sample letter has been excerpted from Federal guidelines pertaining to Section 4(f) and is required.

I appreciate your cooperation with this project. If there are any questions regarding Section 4(f) or this letter, please call me at (517) 241-3954.

Sincerely,



Ann M. Lawrie  
Resource Specialist  
Environmental Section  
Michigan Department of Transportation

cc: Lori Noblet  
Harry E. Wyatt, Jr.

**WAYNE STATE UNIVERSITY**  
ASSOCIATE VICE PRESIDENT

FACILITIES PLANNING AND MANAGEMENT  
5454 CASS AVENUE  
DETROIT, MICHIGAN 48202

June 4, 2019

Ms. Ann M. Lawrie  
Environmental Services Section  
Bureau of Development  
Michigan Department of Transportation  
425 W. Ottawa Street  
P.O. BOX 30050  
Lansing, Michigan 48909

Dear Ms. Lawrie:

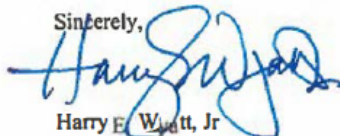
Wayne State University supports the efforts of MDOT to acquire a minor amount of permanent property for sidewalk reconstruction from the Wayne State University (WSU) Athletic Campus southwest of the I-94/M-10 interchange. The first area is located at the corner of Edsel Ford Service Drive and John C. Lodge Service Drive, next to the Harwell Baseball field. The second area is located at the northwest quadrant of the M-10 and Warren Avenue intersection. Additionally, MDOT is proposing temporary impacts during construction along the John C. Lodge Service Drive to accommodate for roadway and sidewalk construction. Street trees between the sidewalk and street will likely be removed during the replacement of the sidewalk and roadway. Additionally, the chain link fence surrounding the athletic facilities and a ground mounted WSU sign may also be relocated where property is required by MDOT.

Wayne State University's Facilities Planning and Management department (FP&M) has spoken with Ann M. Lawrie and Terry Stepanski from your department regarding the proposed construction of the I-94 modernization project in the City of Detroit, Wayne County. The proposed work will involve the minor/de minimis and temporary use of the Wayne State University Athletic Campus which has been determined to qualify as a Section 4(f) property. Wayne State University agrees this project will have no significant impact to the resource and the amount and location of the land to be used does not impair the use of the remaining Section 4(f) property for its intended purpose.

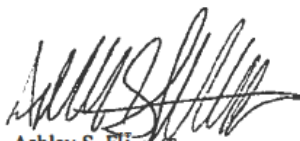
Wayne State University understands and agrees that as a result of this project, the proposed work will not result in any temporary or permanent adverse change to the current activities, features, or attributes which are important to the purposes or functions that qualify the Wayne State University Athletic Campus for protection under Section 4(f), and that it will include only a minor amount of the Wayne State University Athletic Campus's property. Wayne State University has also reviewed and agrees to the assessment of the impacts of the proposed project as well as the proposed mitigation for this project on the Wayne State University Athletic Campus.

Wayne State University appreciates the coordination efforts made on behalf of your department. If I can be of further assistance, please feel free to contact the office of the Associate Vice President of Facilities Planning and Management at [fp@m.wayne.edu](mailto:fp@m.wayne.edu) or 313-577-4302.

Sincerely,



Harry E. Wyatt, Jr.  
Associate Vice President  
Facilities Planning and Management



Ashley S. Flioroff  
Director, Planning and Space Management  
Facilities Planning and Management

PHONE: 313.577.4301 FAX: 313.577.1817  
E-MAIL: [HARRY.WYATT@WAYNE.EDU](mailto:HARRY.WYATT@WAYNE.EDU)