

Appendix
Agency Correspondence



United States Department of the Interior

FISH AND WILDLIFE SERVICE

East Lansing Field Office (ES)
2651 Coolidge Road, Suite 101
East Lansing, Michigan 48823-6316

IN REPLY REFER TO:

February 14, 2002

Michael D. Mitchell
SmithGroup JJR, Inc.
110 Miller Avenue
Ann Arbor, MI 48104

Re: Endangered Species List Request, Proposed Dearborn Rail Passenger Intermodal Facility,
Dearborn, Wayne County, Michigan

Dear Mr. Mitchell:

Thank you for your January 24, 2002 request for information on endangered, threatened, proposed, or candidate species and critical habitat which may be present within the proposed project area. Your request and this response are made pursuant to Section 7 of the Endangered Species Act of 1973 (the Act), as amended, (87 Stat. 884, 16 U.S.C. 1531 *et seq.*).

Based on information presently available, there are no endangered, threatened, proposed, or candidate species, or critical habitat occurring within the proposed project area. This presently precludes the need for further action on this project as required under Section 7 of the Act.

We advise, however, that should a species become officially listed or proposed before completion of this project, the Federal action agency for the work would be required to reevaluate its responsibilities under the Act. Further, should new information become available that indicates listed or proposed species may be present and/or affected, consultation should be initiated with the us.

Since threatened and endangered species data is continually updated, new information pertaining to this project may become available which may modify these recommendations. Therefore, we recommend your agency annually request updates to this list.

We appreciate the opportunity to provide these comments. Please refer any questions directly to Tameka Dandridge of this office at (517) 351-8315 or the above address.

Sincerely,


for Craig A. Czarnecki
Field Supervisor

cc: Michigan Department of Natural Resources, Wildlife Division, Lansing, MI
(Attn: Lori Sargent)



STATE OF MICHIGAN

DEPARTMENT OF NATURAL RESOURCES

LANSING

JOHN ENGLER
GOVERNOR

K. L. COOL
DIRECTOR

March 12, 2002

Mr. Michael D. Mitchell
SmithGroup JJR, Inc.
110 Miller Avenue
Ann Arbor, MI 48104

Dear Mr. Mitchell:

The location of the proposed Dearborn Rail Passenger Intermodal Facility (SG JJR No. 24093) was checked against known localities for rare species and unique natural features, which are recorded in a statewide database. This continuously updated database is a comprehensive source of information on Michigan's endangered, threatened and special concern species, exemplary natural communities and other unique natural features. Records in the database indicate that a qualified observer has documented the presence of special natural features at a site. The absence of records may mean that a site has not been surveyed. Records may not always be up-to-date. In some cases, the only way to obtain a definitive statement on the presence of rare species is to have a competent biologist perform a field survey. Projects that are submitted to the Department of Environmental Quality are routinely checked for such features regardless if they are on public or private land.

Under Act 451 of 1994, the Natural Resources and Environmental Protection Act, Part 365, Endangered Species Protection, "a person shall not take, possess, transport, ...fish, plants, and wildlife indigenous to the state and determined to be endangered or threatened," unless first receiving an Endangered Species Permit from the Department of Natural Resources, Wildlife Division. *Responsibility to protect endangered and threatened species is not limited to the list below. Other species may be present that have not been recorded in the database.*

The presence of threatened or endangered species does not preclude activities or development, but may require alterations in the project plan. Special concern species are not protected under endangered species legislation, but recommendations regarding their protection may be provided. Protection of special concern species will help prevent them from declining to the point of being listed as threatened or endangered in the future.

The following is a summary of the results for the project in:
Wayne County, City of Dearborn, T2S R10E Section 21, 22.

The following list includes special features that are known to occur on or near the site(s) and may be impacted by the project. Federally listed threatened or endangered species are marked with an asterisk (*). Please contact the U.S. Fish and Wildlife Service, 2651 Coolidge Road, East Lansing, 48823 (517-351-2555) for information on federal regulations that apply to these species.

<u>common name</u>	<u>status</u>	<u>scientific name</u>
Compass-plant	state threatened	<i>Silphium laciniatum</i>
Cup-plant	state threatened	<i>Silphium perfoliatum</i>

The **compass-plant** has been known to occur in the area. This plant inhabits prairies. In Michigan, railroad rights-of-way and depauperate prairies are about the only areas left with suitable habitat. The common name refers to the tendency of the lower leaves to orient themselves in a north-south direction to lower the radiation when exposed to full sun.

The **cup plant** has been known to occur in the area. Most of Michigan's cup-plant colonies lie on river floodplains in

forest openings and edges. It can also be found in rich woods, thickets, prairies, and roadside ditches. It is typically associated with a thick ground cover of *Ambrosia trifida* (great ragweed), *Laportea canadensis* (wood nettle), *Helianthus* spp. (sunflower), *Eupatorium* spp. (joe-pye weed), and goldenrods, such as *Solidago graminifolia* (grass-leaved goldenrod), and *S. canadensis* (Canada goldenrod). Flowering begins about mid-July and continues through August, with fruits produced by October. This species is vulnerable to hydrological disturbances of its moist riparian habitat, and probably also to overstory closure. Although forest openings are characteristic of floodplain habitats, small colonies and/or habitats deprived of a natural hydrologic regime which creates and maintains openings may benefit from human maintenance of openings.

The project site may include suitable habitat for the species listed above. Potential impacts of the project that would likely negatively impact these species include altering hydrology, direct destruction of species, and disturbance of critical habitat.

Because this project may affect protected species, **clearance from this office in the form of a "No Effect" statement will be needed before work on this project begins.** To obtain an evaluation for project clearance, please provide at least one of the following to this office:

1. description of the project area with regard to the species habitat type(s) described above. A recent photo of the project site and a map that shows habitat type(s) and location(s) of the proposed project will be necessary. This can be done by the landowner, other responsible party, or knowledgeable source (i.e. botanist, ecologist, biologist, experienced birder, etc.). This level of evaluation will only define the presence or absence of available habitat. If this office determines that there is no significant available habitat, the project may be cleared at this point. If potential habitat does exist, the next level of evaluation must be undertaken (see options 2 or 3 below).
2. a statement from a knowledgeable source (see above) stating that suitable habitat is or is not present and why the project will not impact the species or habitat(s) identified above.
3. results from a complete and adequate survey by a knowledgeable source (see above) showing whether or not the above listed species are present in the affected project area. Guidelines for conducting surveys can be obtained from this office on request. For additional information and guidance for conducting surveys, including consultation with MNFI staff biologists, please contact Lori Sargent at the number below.

In most situations, the most efficient, thorough, and expeditious evaluation of the project and its impacts results from option 3. Responses and correspondence can be sent to:

Michigan Department of Natural Resources
Wildlife Division – Natural Heritage Program
PO Box 30180
Lansing, MI 48909

Thank you for your advance coordination in addressing the protection of Michigan's natural resource heritage. If you have further questions, please call me at 517-373-1263.

Sincerely,



Lori G. Sargent
Endangered Species Specialist
Wildlife Division



STATE OF MICHIGAN
DEPARTMENT OF NATURAL RESOURCES
LANSING

JOHN ENGLER
GOVERNOR

K. L. COOL
DIRECTOR

October 22, 2002

Mr. Michael D. Mitchell
SmithGroup JJR, Inc.
110 Miller Avenue
Ann Arbor, MI 48104

Dear Mr. Mitchell:

Information received regarding the proposed Dearborn Rail Passenger Intermodal Facility (SG JJR No. 24093) in Wayne County has been reviewed. The information was found

 X to adequately address the concerns for potential threatened and endangered species at the site in question.

 not adequately address the concerns for potential threatened and endangered species at the site in question.

Based on the provided information,

 X The proposed project should have no impact on known special natural features at the location(s) specified if it proceeds according to the plans provided. Please contact me for an evaluation if the project plans are changed.

 The following special features may occur on the site(s) and should be avoided and protected from harm from all activities associated with the project and in perpetuity from any future activities on the property.

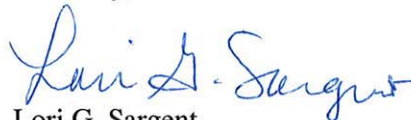
_____ An endangered species permit is required if activities will harm the species that are present. Please submit the enclosed application to the Endangered Species Coordinator, DNR - Wildlife Division at the address above.

_____ The project may proceed. The following changes in project plans are advised to minimize or eliminate impacts on endangered and threatened species.

 X Other comments:
Off-site impacts need to consider the protection of the *Silphium* site.

Thank you for your cooperation in addressing the protection of Michigan's Natural Resource Heritage. If you have further questions I can be reached at 517-373-9418.

Sincerely,



Lori G. Sargent
Endangered Species Specialist
Wildlife Division
SargenL2@michigan.gov

LGS:thg



JOHN ENGLER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

September 11, 2002

C STEVEN DEMETER
COMMONWEALTH CULTURAL RESOURCES GROUP
2530 SPRING ARBOR ROAD
JACKSON MI 49203

RE: ER-02-169 Cultural Resources Literature Review and Field Reconnaissance of the Dearborn
Rail Passenger Intermodal Station (DRPIS) Project Area, Dearborn, Wayne
County (FHWA)

Dear Mr. Demeter:

We have received your request for review of the above-cited undertaking at the location noted above. The information that you have sent has prompted us to ask for additional details.

The three properties proposed as alternatives for this project are all located within the currently defined boundaries of the Edison Institute National Historic Landmark. None of the three parcels has standing historic features and none appears to possess a direct association with the Edison Institute. The west alternative parcel is located near two structures within the Edison Institute NHL boundaries as currently defined. They are the former Oakwood Waterworks, 21031 Michigan Avenue, and an electrical power station at 721 Elm Street. The historical information, photographic documentation, and information regarding integrity for both of these structures is inadequate to permit an informed evaluation of whether or not these structures contribute to the historic character and significance of the landmark or whether they may meet the criteria for listing in the national register individually. Nor is there any information that would permit an evaluation of the effect of the project on these properties. Please send the following information so that we may complete our review:

- Please submit historical information, photographic documentation, and information regarding integrity and an opinion of eligibility for 21031 Michigan Avenue and 721 Elm Street.
- Please submit a detailed description of the undertaking, as well as a determination of effect of the project on these properties.

Please note that the Section 106 review process cannot proceed until we are able to consider the information requested above. The Section 106 process for this project is not complete. If you have any questions, please contact Martha MacFarlane Faes, Environmental Review Coordinator, at (517) 335-2721 or by email at ER@michigan.gov. Please reference our project number in all communication with our office regarding this undertaking. Thank you for your cooperation.

Sincerely,

Martha L. MacFarlane Faes
Environmental Review Coordinator

for Brian D. Conway
State Historic Preservation Officer

MMF:DLA:ROC:bagg



JENNIFER GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

September 8, 2008

DAVE WILLIAMS
FEDERAL HIGHWAY ADMINISTRATION
315 W ALLEGAN STREET
LANSING MI 48933

Post-it* Fax Note	7671	Date	9/8	# of pages	2
To	ELANE ROBINSON		From		
Co./Dept.	CLLC		Co.	SHPD	
Phone #			Phone #	517-335-2721	
Fax #	517-788-6594		Fax #		

RE: ER02-169 Dearborn Rail Passenger Intermodal Station (DRPIS), Dearborn, Wayne County (FHWA)

Dear Mr. Williams:

We have reviewed the report *National Register of Historic Places Evaluation of the Henry Ford Filtration and Pumping Station and the Ford Motor Company Engineering Laboratory and Power Plant, Dearborn, Wayne County, Michigan*, and concur with the report's conclusions.

- The "Greenfield Village and the Henry Ford Museum" National Historic Landmark nomination form's boundary description makes it clear that the district includes the property associated with the facilities discussed in the report (the boundary description refers to Oakwood Blvd. incorrectly as Oakland Blvd.). But – the boundary justification states that the boundary encloses the Edison Institute property, including all property associated with the Henry Ford Museum and Greenfield Village.
- The NHL nomination makes no mention of the Filtration and Pumping Station and the Engineering Laboratory and Power Plant. Nor are they shown on the site plan that accompanies the nomination.
- Although located within the described boundaries, the Filtration and Pumping Station and the Engineering Laboratory and Power Plant property have never been part of the Edison Institute property containing Greenfield Village and the Henry Ford Museum. Their inclusion within the NHL boundary appears to be unintentional and a mistake. The NHL boundary description should be revised so that it truly describes just the property encompassed by Greenfield Village and the Henry Ford Museum.
- The Ford Motor Company Engineering Laboratory and Power Plant with their associated property appears to meet the national register criteria as a complex. The Henry Ford Filtration and Pumping Station has suffered a number of significant renovations and does not appear eligible for listing in the national register.

The proposed Dearborn Rail Passenger Intermodal Station project will take place across the Conrail line to the north from both the Greenfield Village/Henry Ford Museum NHL and the Engineering Laboratory and Power Plant property and will have no adverse effect on either of those historic resources.

Therefore, based on the information provided for our review, it is the opinion of the State Historic Preservation Officer (SHPO) that the effects of the proposed undertaking do not meet the criteria of adverse effect [36 CFR § 800.5(a)(1)]. Therefore, the project will have **no adverse effect** [36 CFR § 800.5(b)] on Greenfield Village and the Henry Ford Museum, which is a National Historic Landmark, nor on the Ford Motor Company Engineering Laboratory and Power Plant, which appear to meet the criteria for listing in the National Register of Historic Places.

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

This letter evidences the FHWA's compliance with 36 CFR § 800.4 "Identification of historic properties" and 36 CFR § 800.5 "Assessment of adverse effects", and the fulfillment of the FHWA's responsibility to notify the SHPO, as a consulting party in the Section 106 process, under 36 CFR § 800.5(c) "Consulting party review".

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

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

Sincerely,



Brian D. Conway
State Historic Preservation Officer

BDC:ROC:bgg

copy: Elaine Robinson, CCRG, Inc.



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

APR 29 2011

Ms. Dena Sanford
National Park Service
Midwest Regional Office
601 Riverfront Drive
Omaha, NE 68102-4226

**RE: Greenfield Village and the Henry Ford Museum, and Fair Lane National
Historic Landmarks, Dearborn Rail Passenger Intermodal Station (DRPIS),
Dearborn, Wayne County, Michigan**

Dear Ms. Sanford:

The City of Dearborn, Michigan (City) and Michigan Department of Transportation (MDOT) propose to construct an approximately 16,000 square foot intermodal rail passenger facility to replace an existing facility and combine two existing rail stops for the Dearborn Rail Passenger Intermodal Station project in Dearborn, Wayne County, Michigan. The project would support the existing Amtrak intercity service between Detroit (Pontiac) and Chicago in Michigan, Indiana and Illinois, the planned Midwest High Speed Rail service between Detroit and Chicago in the same states, and the planned regional commuter rail service. The City and MDOT intend to use federal funds from the Federal Railroad Administration (FRA) for this project. With this letter, the FRA is notifying the Secretary of the Interior of involvement with the Greenfield Village and the Henry Ford Museum National Historic Landmark (NHL) as well as the Fair Lane NHL in this undertaking, per implementing regulations of Section 106 of the National Historic Preservation Act (36 CFR Part 800.10(c)).

We are also in the process of consulting with the Michigan State Historic Preservation Officer (MI SHPO) per Section 106. Consultation began in July 2002 with a document entitled "A Cultural Resources Literature Review and Field Reconnaissance of the Dearborn Rail Passenger Intermodal Station (DRPIS) Project Area, City of Dearborn, Michigan" (see Attachment A) which was submitted to the MI SHPO at a time when the Federal Highway Administration (FHWA) was identified as the lead federal agency. The MI SHPO followed with a letter dated September 11, 2002, concurring with the document's findings that the Henry Ford Filtration and Pumping Station, and Ford Motor Company Engineering Laboratory and Power Plant needed to be evaluated for the National Register of Historic Places (NRHP) (see Attachment B). The letter also requested a determination of effect. In August 2008, a report entitled "National Register of Historic Places Evaluation of the Henry Ford Filtration and Pumping Station and the Ford Motor Company Engineering Laboratory and Power Plant, Dearborn, Wayne

County, Michigan” (see Attachment C) was submitted to the MI SHPO by the City of Dearborn on behalf of the FHWA. The report evaluated the filtration and pumping station, as well as the laboratory and power plant for the NRHP. The report found that the filtration and pumping station was not eligible for the NRHP, but that the laboratory and power plant were together eligible. The report also indicated that the undertaking would have no adverse effect on historic properties. The MI SHPO concurred with these findings in a September 8, 2008, letter (see Attachment D). The MDOT and MI SHPO also discussed the nature of the NHL boundary and found that there are no contributors located north of the railroad tracks.

Since the original submittal to the MI SHPO, the project limits have been modified and the FRA has become the lead federal agency. Therefore, we are in the process of consulting with the MI SHPO by submitting its “Application for Section 106 Review” (see Attachment E). As part of the application, the Area of Potential Effects (APE) was changed to take into account current project limits which now also include visitor access to Greenfield Village and the Henry Ford Museum; an overpass located to the north of the Dearborn Station that would connect it to a greenway/bike path; and additional minor works to be done along the railroad tracks. There are three historic properties located within this revised APE: (1) Greenfield Village and the Henry Ford Museum (NHL historic district), (2) Ford Motor Company Engineering Laboratory and Power Plant (NRHP eligible buildings), and (3) Fair Lane (NHL historic district). The application includes a map showing the revised APE and its relationship to the undertaking and historic properties, as well as associated photographs. The document also has an updated effect determination.

The project includes a parking lot, new road, and pedestrian overpass to an existing greenway/bike trail, as well as the two-story Dearborn Station and pedestrian crosswalk tower which are taller features. The proposed undertaking would have a direct effect on Greenfield Village and the Henry Ford Museum within a portion of the northern section of the NHL historic district with no NHL contributors. Some of the district contributors, including the Henry Ford Museum building, would be located adjacent to the walkway associated with visitor access. The construction of the proposed undertaking would follow the path of an existing paved walkway, with only some additional landscaping and an associated plaza/gathering space that would not be visually intrusive to the contributing buildings. In addition, the alterations made to the property shall be consistent with the Secretary of the Interior’s Rehabilitation Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable rehabilitation guidelines.

NHL district contributors, and the NRHP eligible Ford Motor Company Engineering Laboratory and Power Plant would be located within the indirect APE adjacent to the rail line. However, the view of the proposed undertaking from the nearest district contributors, and the eligible laboratory and power plant would be camouflaged by existing trees as well as vegetation associated with the proposed undertaking. The southern end of the woodlands associated with the Fair Lane NHL are also located within the indirect APE. However, the large and dense wooded area protects the viewshed of the rest of the Fair Lane property’s contributing resources. In addition, a major arterial

roadway (Michigan Avenue) separates the NHL from the undertaking. The undertaking would not introduce new visual, atmospheric, or audible elements to historic properties. It is determined that this undertaking would not constitute an adverse effect on historic properties. Additional detail regarding this determination is located in the attached application.

FRA is required to comply with Section 4(f) of the US Department of Transportation Act, as codified in 49 U.S.C. 303. In accordance with this statute, a *de minimis* impact determination may be made if FRA receives written concurrence from MI SHPO that a finding of No Adverse Effect is appropriate in accordance with Section 106 of the National Historic Preservation Act. Furthermore, because the affected historic site is an NHL, we cordially request concurrence from the NPS that there would be No Adverse Effect on the Greenfield Village and the Henry Ford Museum. If both MI SHPO and NPS concur with the No Adverse Effect finding described above, FRA intends to make a determination of *de minimis* impact on the Greenfield Village and the Henry Ford Museum NHL for purposes of Section 4(f) based on that concurrence. FRA will not make a determination of *de minimis* impact on the Ford Motor Company Engineering Laboratory and Power Plant and Fair Lane as there is no direct use of these properties.

Thank you for considering notification of this undertaking and Section 4(f) *de minimis* impact. If you have any questions, please feel free to contact Wendy Messenger of my staff at wendy.messenger@dot.gov or (202) 493-6396.

Sincerely,



David Valenstein
Chief, Environment and Systems Planning

Attachments:

- Attachment A. "A Cultural Resources Literature Review and Field Reconnaissance of the Dearborn Rail Passenger Intermodal Station (DRPIS) Project Area, City of Dearborn, Michigan" (July 2002)
- Attachment B. Correspondence from the MI SHPO regarding the July 2002 submittal of the literature review and reconnaissance survey (September 2002)
- Attachment C. "National Register of Historic Places Evaluation of the Henry Ford Filtration and Pumping Station and the Ford Motor Company Engineering Laboratory and Power Plant, Dearborn, Wayne County, Michigan" (August 2008)
- Attachment D. Correspondence from the MI SHPO regarding the August 2008 submittal of the NRHP evaluations (September 2008)
- Attachment E. MI SHPO Application for Section 106 Review (ER# 02-169) (This attachment includes the updated effects determination and an updated APE Map.)

cc: Mr. Nick Chevance, Midwest Regional Office, National Park Service
Mr. Brian D. Conway, Michigan Historical Center (Michigan State Historic
Preservation Office)
Ms. Therese Cody, Michigan Department of Transportation
Mr. Barry Murray, City of Dearborn
Mr. George A. Moroz, The Henry Ford
Ms. Louise Brodnitz, ACHP



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

APR 29 2011

Mr. Brian D. Conway
Michigan State Historic Preservation Officer
Michigan Historical Center
702 W. Kalamazoo Street
P. O. Box 30740
Lansing, MI 48909-8240

**RE: Dearborn Rail Passenger Intermodal Station (DRPIS), Dearborn, Wayne
County (ER02-169)**

Dear Mr. Conway:

The City of Dearborn, Michigan (City) and the Michigan Department of Transportation (MDOT) propose to construct an approximately 16,000 square foot intermodal rail passenger facility to replace an existing facility and combine two existing rail stops for the Dearborn Rail Passenger Intermodal Station project in Dearborn, Wayne County. The City and MDOT intend to use federal funds from the Federal Railroad Administration (FRA) for this project. Therefore, we are coordinating with the Michigan State Historic Preservation Officer (MI SHPO) per Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations at 36 CFR Part 800.

The FRA would like to continue consultation with the MI SHPO initiated in September 2002 and August 2008 (see Attachments A, B, C and D). In addition, the Secretary of the Interior is being notified of the involvement of the Greenfield Village and Henry Ford Museum National Historic Landmark (NHL) and Fair Lane NHL as part of this project, per 36 CFR Part 800.10(c) of the Section 106 regulations. This letter and the attached "Application for Section 106 Review" (see Attachment E) are supplemental to the cultural resources literature review and reconnaissance survey report (July 2002), and National Register of Historic Places (NRHP) evaluation of the Ford Motor Company Engineering Laboratory and Power Plant, and the Henry Ford Filtration and Pumping Station report (August 2008) that were previously submitted to the MI SHPO by the City of Dearborn on behalf of the Federal Highway Administration (FHWA), the lead agency at that time. The attached application provides a map showing a modified Area of Potential Effects (APE), as well as associated photographs and an updated effect determination.

The APE has been modified to take into account current project limit boundaries which include visitor access to Greenfield Village and the Henry Ford Museum; an overpass

located to the north of the proposed Dearborn Station that would connect it to a greenway/bike path; and additional minor work to be done along the railroad tracks. There are three historic properties located within this revised APE: (1) Greenfield Village and Henry Ford Museum (NHL historic district), (2) Ford Motor Company Engineering Laboratory and Power Plant (NRHP eligible buildings), and (3) Fair Lane (NHL historic district). The MDOT and MI SHPO have previously discussed the nature of the historic properties within the NHL District, and found that there are no contributors located north of the railroad tracks.

The project includes a parking lot, new road, and pedestrian overpass to an existing greenway/bike trail, as well as the two-story Dearborn Station and pedestrian crosswalk tower which are taller features. The proposed undertaking would have a direct effect on Greenfield Village and the Henry Ford Museum within a portion of the northern section of the NHL historic district with no NHL contributors. Some of the district contributors, including the Henry Ford Museum building, would be located adjacent to the walkway associated with visitor access. Its construction, however, would follow the path of an existing paved walkway, with only some additional landscaping and an associated plaza/gathering space that would not be visually intrusive to the contributing buildings. In addition, the alterations made to the property shall be consistent with the Secretary of the Interior's Rehabilitation Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable rehabilitation guidelines.

NHL district contributors, and the NRHP eligible Ford Motor Company Engineering Laboratory and Power Plant would be located within the indirect APE adjacent to the rail line. However, the view of the proposed undertaking from the nearest district contributors, and the eligible laboratory and power plant would be camouflaged by existing trees as well as vegetation associated with the proposed crosswalk. The southern end of the woodlands associated with the Fair Lane NHL are also located within the indirect APE. However, the large and dense wooded area protects the viewshed of the rest of the Fair Lane property's contributing resources. In addition, a major arterial roadway (Michigan Avenue) separates the NHL from the undertaking. The undertaking would not introduce new visual, atmospheric, or audible elements to historic properties. FRA determines that this undertaking would not constitute an adverse effect on historic properties. Additional detail regarding this determination is located in the attached application. We request your concurrence with the finding that this undertaking would not constitute an adverse effect on historic properties.

FRA is required to comply with Section 4(f) of the US Department of Transportation Act, as codified in 49 U.S.C. 303. In accordance with this statute, a *de minimis* impact determination may be made if FRA receives written concurrence from MI SHPO that a finding of No Adverse Effect is appropriate in accordance with Section 106 of the National Historic Preservation Act. Therefore, if you concur with the FRA's No Adverse Effect finding, FRA intends to make a determination of *de minimis* impact on the Greenfield Village and the Henry Ford Museum NHL for purposes of Section 4(f) based on that concurrence. FRA will not make a determination of *de minimis* impact on the

on that concurrence. FRA will not make a determination of *de minimis* impact on the Ford Motor Company Engineering Laboratory and Power Plant and Fair Lane as there is no direct use of these properties.

Thank you for your review of this undertaking. If you have any questions, please feel free to contact Wendy Messenger of my staff at wendy.messenger@dot.gov or (202) 493-6396.

Sincerely,



David Valenstein
Chief, Planning and Environment Division

Attachments:

- Attachment A. "A Cultural Resources Literature Review and Field Reconnaissance of the Dearborn Rail Passenger Intermodal Station (DRPIS) Project Area, City of Dearborn, Michigan" (July 2002)
- Attachment B. Correspondence from the MI SHPO regarding the July 2002 submittal of the literature review and reconnaissance survey (September 2002)
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- Attachment E. MI SHPO Application for Section 106 Review (ER# 02-169) (This attachment includes the updated effects determination and an updated APE Map.)

cc: Ms. Dena Sanford, National Park Service
Ms. Therese Cody, Michigan Department of Transportation
Mr. Barry Murray, City of Dearborn
Mr. George A. Moroz, The Henry Ford
Ms. Louise Brodnitz, ACHP



United States Department of the Interior

National Park Service

Midwest Regional Office HNRP: KS, NE, MI, MN
c/o Agate Fossil Beds National Monument
301 River Road
Harrison, NE 69346



IN REPLY REFER TO:

H3417 (MWR-CR/HNRP)

May 26, 2011

David Valenstein
Chief, Environment and Systems Planning
U. S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Mr. Valenstein:

Thank you for submitting for National Park Service (NPS) review documentation related to the proposed Dearborn Rail Passenger Intermodal Station (DRPIS), in Dearborn, Wayne County, Michigan. Per Section 106 of the National Historic Preservation Act, among other resources your office has identified are two National Historic Landmark (NHL) properties within the area of potential effect (APE): the Greenfield Village/the Henry Ford Museum and Fair Lane. As Federal administrator of the NHL program, the NPS is responsible for monitoring NHLs.

We concur with the APE, and concur with the determination of no adverse effect. The information provided confirms that there will be no direct adverse impact on either NHL. We agree that the view of the proposed construction from areas within the Henry Ford, including the multi-story station and pedestrian overpass, would be partially camouflaged by existing trees and additional plantings associated with the proposed undertaking. The dense wooded area of the southern end of the Fair Lane NHL screens views of the APE from the interior of that NHL. We appreciate that the schematic designs dated 15 October 2010 reflect consideration of the Secretary of the Interior's Standards for the Treatment of Historic Properties regarding new construction in the architectural reference to the Edison Institute's roundhouse. We concur that other aspects of the proposed construction, including creation of a new walkway following an existing walkway within the Greenfield Village NHL, installation of additional landscaping and a plaza, would not be visually intrusive to the nearby contributing buildings. Finally, we concur that given the presence of Michigan Avenue and the existing rail line, there will not be new atmospheric or audible elements introduced to either NHL.

If you have questions, please contact me at 308-436-9797, or via electronic mail at dena_sanford@nps.gov.

Sincerely,

Dena Sanford, Architectural Historian
National Register Programs

cc:

Mr. Nicholas Chevance, Regional Environmental Coordinator, Planning and Compliance, National Park Service Midwest Regional Office, 601 Riverfront Drive, Omaha, NE 68102

Mr. Brian Conway, State Historic Preservation Officer, Michigan Housing Development Authority
702 W. Kalamazoo St., P.O. Box 30740, Lansing, MI 48909-8240



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN STATE HOUSING DEVELOPMENT AUTHORITY
STATE HISTORIC PRESERVATION OFFICE

GARY HEIDEL
EXECUTIVE DIRECTOR

June 7, 2011

WYNNE DAVIS
FEDERAL RAILROAD ADMINISTRATION
1200 NEW JERSEY AVE SE
WASHINGTON DC 20590

RE: ER02-169 Dearborn Rail Passenger Intermodal Station (DRPIS), Section 23, T2S, R10E,
Dearborn, Wayne County (FRA)

Dear Mr. Davis:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed the above-cited undertaking at the location noted above. Based on the information provided for our review, it is the opinion of the State Historic Preservation Officer (SHPO) that the effects of the proposed undertaking do not meet the criteria of adverse effect [36 CFR § 800.5(a)(1)]. Therefore, the project will have no adverse effect [36 CFR § 800.5(b)] on the Henry Ford Estate (Fair Lane), Greenfield Village and the Henry Ford Museum, which are National Historic Landmarks, nor on the Ford Motor Company Engineering Laboratory and Power Plant, which appear to meet the criteria for listing in the National Register of Historic Places.

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

This letter evidences the FRA's compliance with 36 CFR § 800.4 "Identification of historic properties" and 36 CFR § 800.5 "Assessment of adverse effects", and the fulfillment of the FRA's responsibility to notify the SHPO, as a consulting party in the Section 106 process, under 36 CFR § 800.5(c) "Consulting party review".

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

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

Sincerely,

Brian D. Conway
State Historic Preservation Officer

BDC:DLA:ROC:bpg

copy: Neal Biletdeaux, JJR
Sigrid Bergland, MDOT

