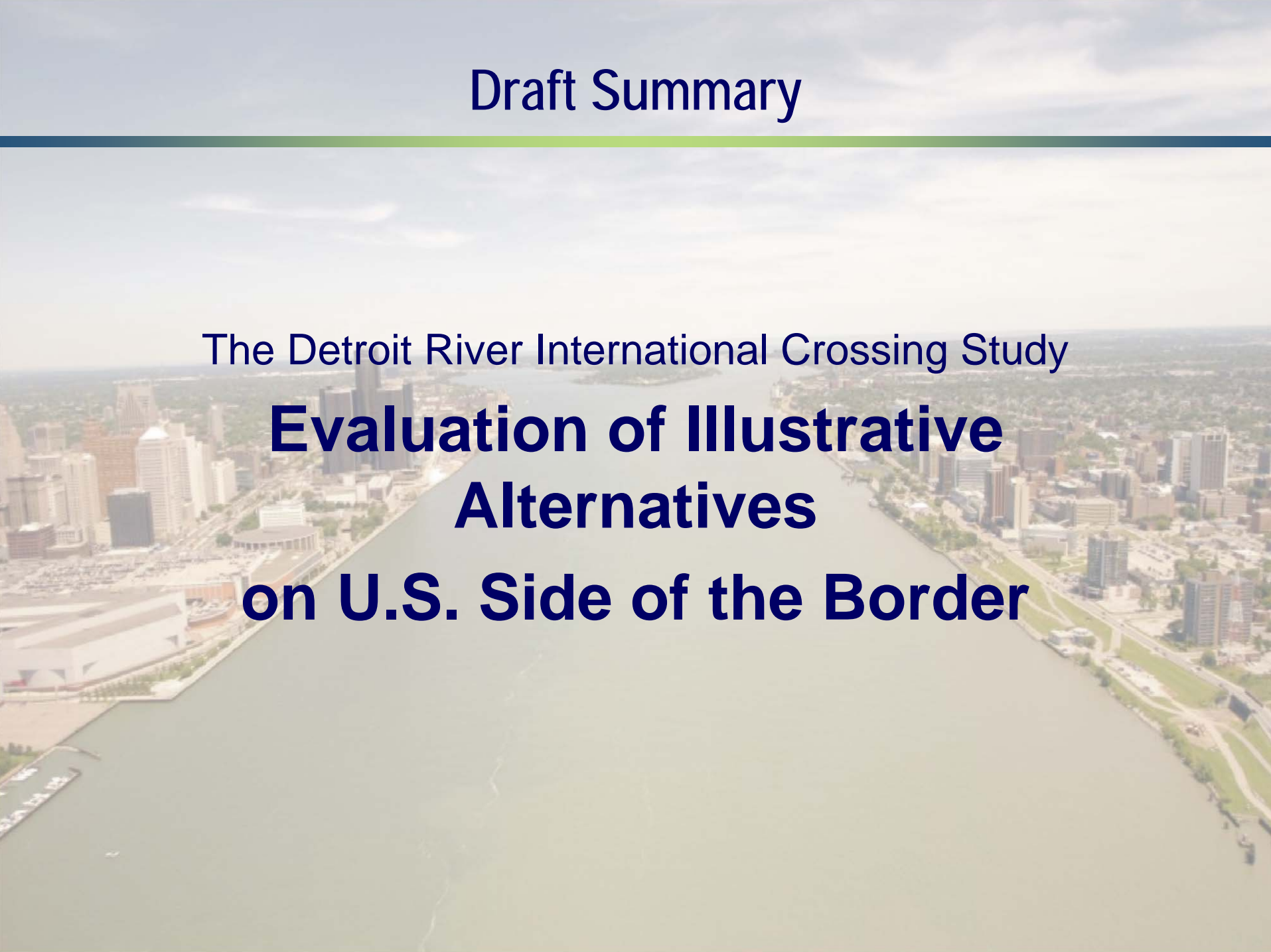


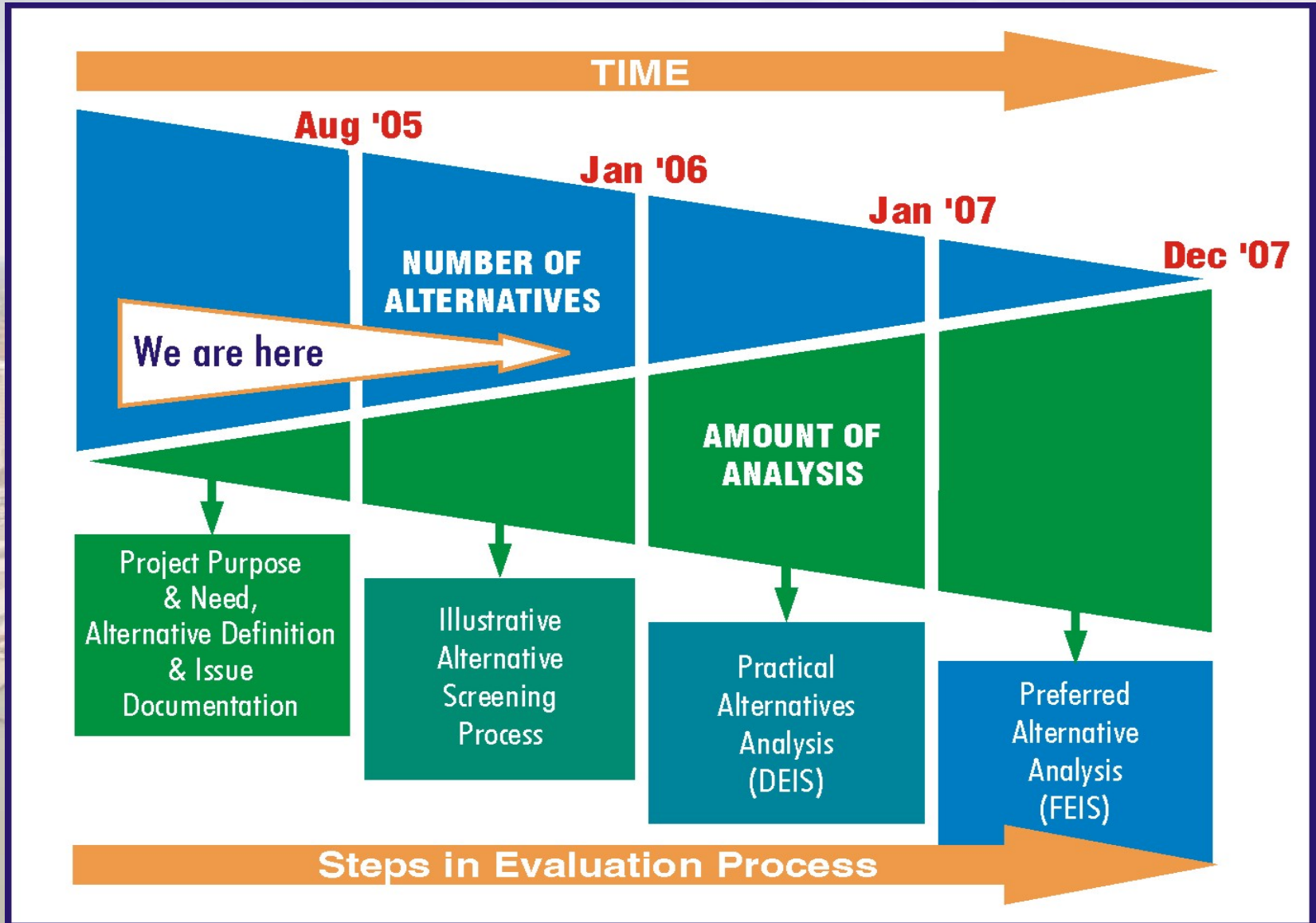
Draft Summary

The Detroit River International Crossing Study

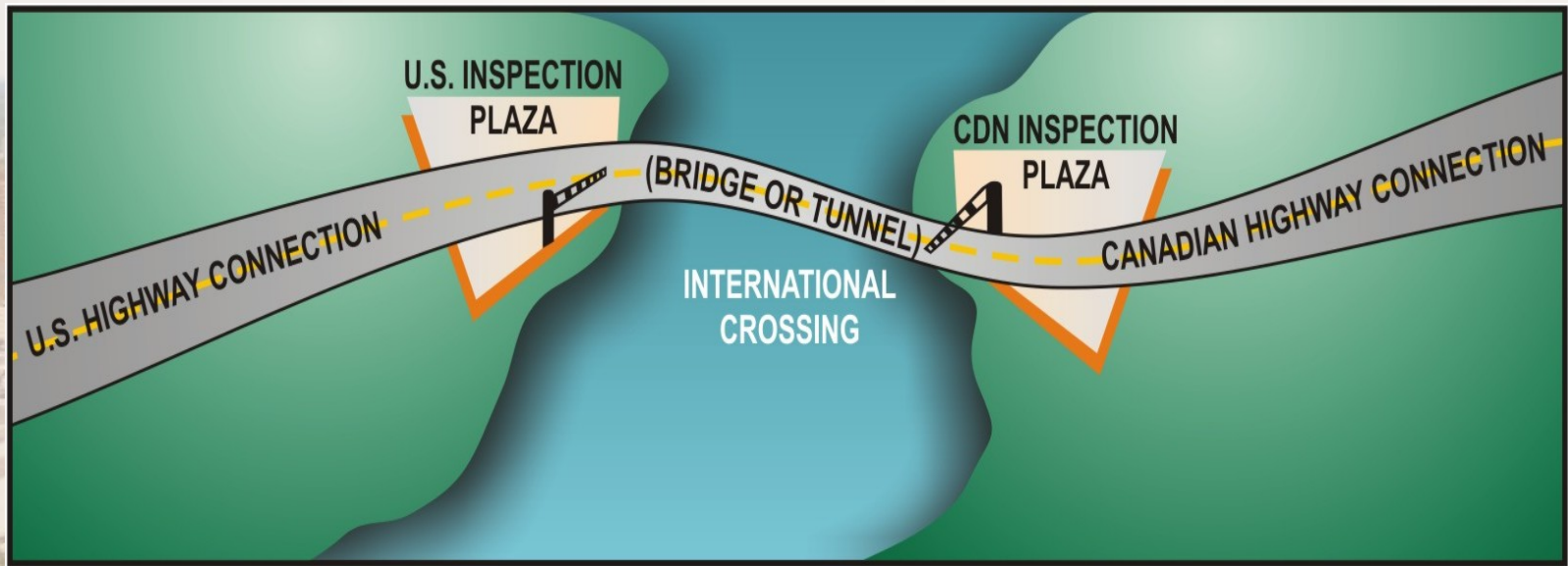
Evaluation of Illustrative Alternatives on U.S. Side of the Border



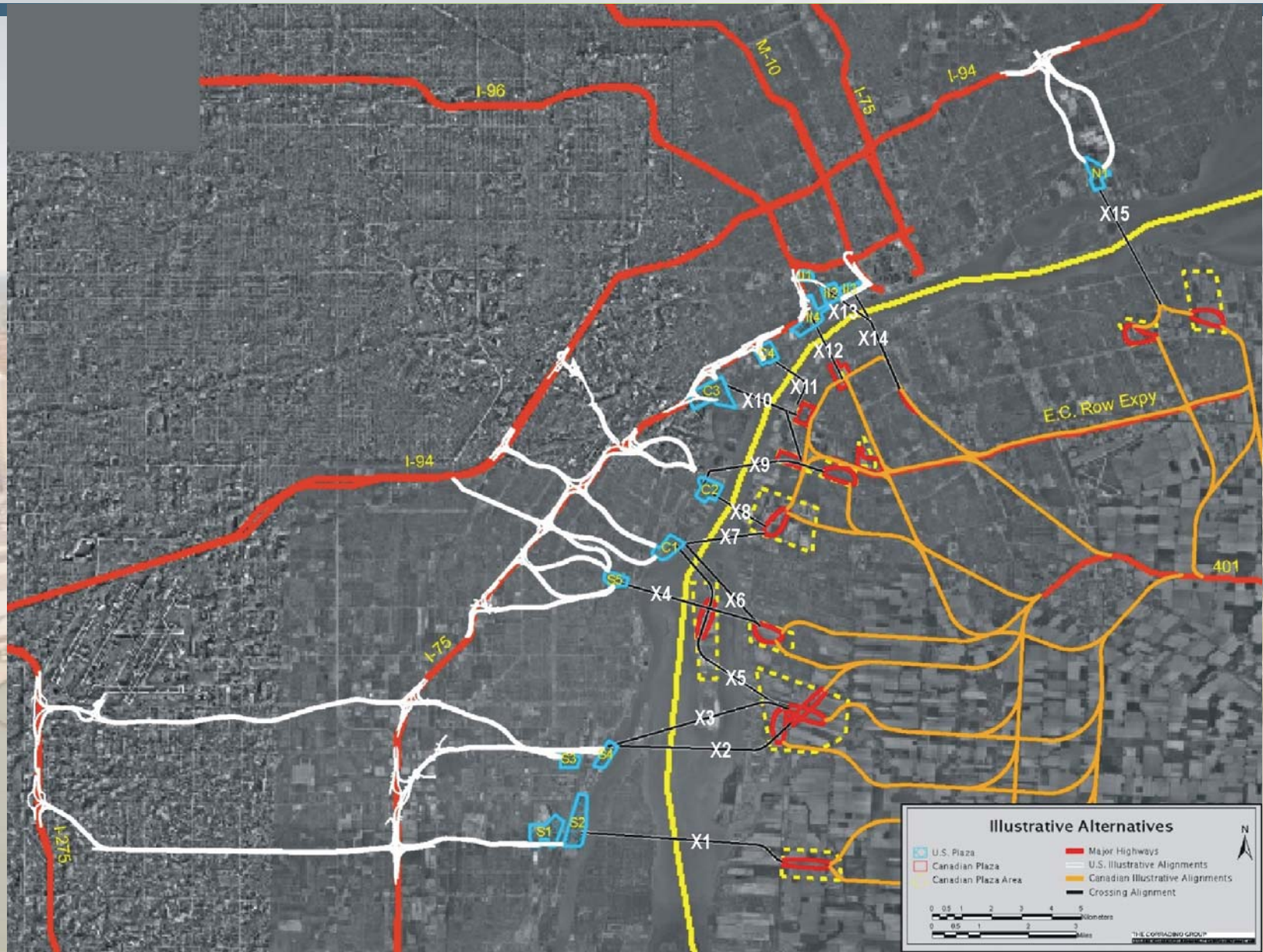
Evaluation Process



Components of New or Expanded International Crossing



Preliminary End-to-End Illustrative Alternatives

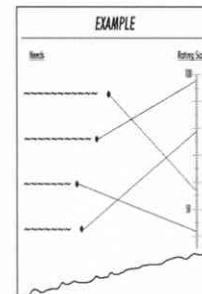


Detroit River International Crossing Study Scoring Form – Evaluation Factors

How Important Are These Items?

We want to know how you value the seven evaluation factors listed below. To provide us your opinion, please rate them on the scale of "1" through "100", with the highest rating indicating the item you believe is *most important*. Draw a line from the dot (•) following each factor on the left, to the scale on the right, to indicate your opinion. If you choose, you can have all factors at the same point on the scale at the right. When finished, return your form to a project representative, or by email, or by fax at the addresses listed at the bottom of this form.

Your opinions will be used to evaluate the impacts of the Illustrative Alternatives of the Detroit River International Crossing Project. In that process the Detroit River International Crossing Partnership must also consider the project's Purpose and Need Statement (attached). Therefore, a proposed river crossing alternative's international and national importance from economic and travel/transportation (including freight) perspectives may be overriding considerations throughout the evaluation. Thank you.



Factor

Rating Scale

Maintain Air Quality

•

Protect Community/Neighborhood
Characteristics

•

Maintain Consistency with Local
Planning

•

Protect Cultural Resources

•

Protect the Natural Environment

•

Improve Regional Mobility

•

Assess How Project Can Be Built

•



Name of Person Completing Form: _____

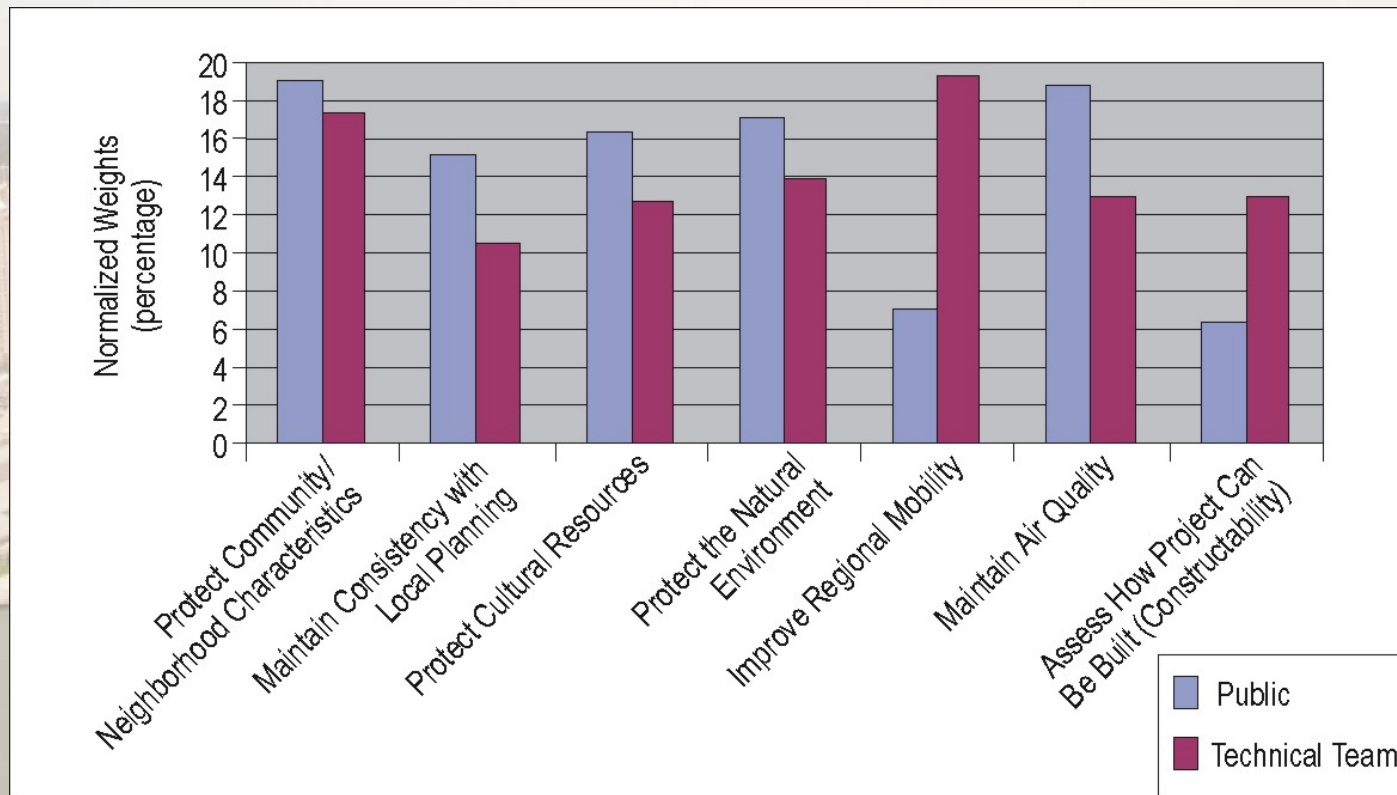
Please return the completed form by July 31, 2005.

www.partnershipborderstudy.com
Hotline: 800.900.2649
Fax: 248.799.0146

Detroit River International Crossing Study Evaluation Factor Weightings

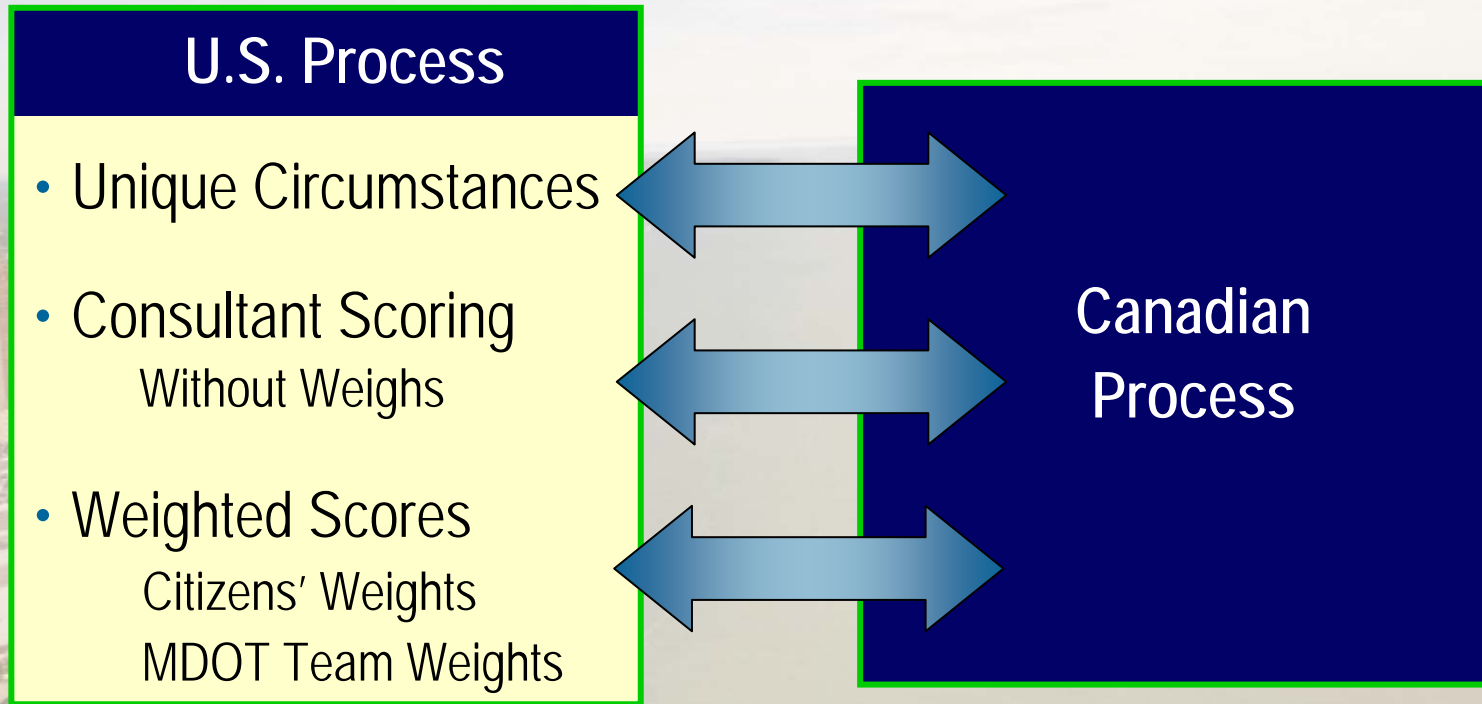
(Normalized to 100%)

Citizens and MDOT Technical Team



Detroit River International Crossing Study

U. S. Evaluation Process



Detroit River International Crossing Study

UNIQUE CIRCUMSTANCES

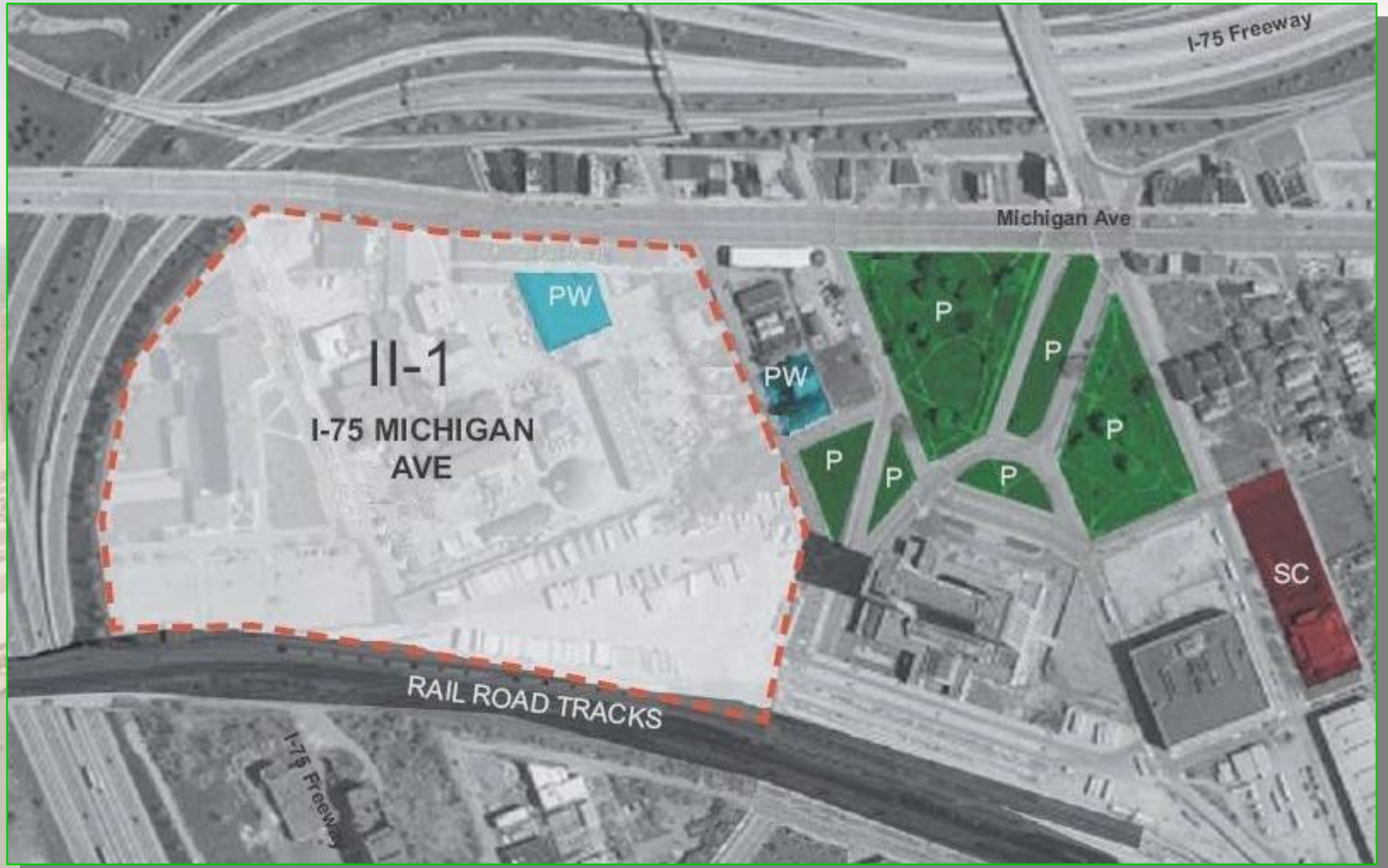
An aerial photograph of the Detroit River, showing the city skyline on both sides. The river flows from the background towards the foreground. The sky is overcast with grey clouds. The text 'UNIQUE CIRCUMSTANCES' is written in large, bold, blue capital letters across the middle of the river.



The Detroit River Tunnel Partnership Proposal

Detroit River International Crossing Study

Plaza II-1



Detroit River International Crossing Study

Evaluation of DRTP Proposal

Regional Mobility Characteristics

2035 PM Peak Hour Traffic

Evaluation Factor	Performance Measure Category		Description/Units	DRTP	
Improve Regional Mobility	Highway Network Effectiveness	VMT (int'l traffic only, PM Peak Hour for 2035)	No Action	1,089,636	
			With New Crossing	1,088,426	
			Difference from 2035 – No Action	-1,210	
			Percent Difference	-0.11%	
		VHT (int'l traffic only, PM Peak Hour for 2035)	No Action	22,113	
			With New Crossing	21,864	
			Difference from 2035 – No Action	-249	
			Percent Difference	-1.13%	
		Diversion due to disruption at Ambassador Bridge	Difference of Int'l VMT without Amb Bridge		-1,504
			Difference of Int'l VHT without Amb Bridge		9,073

Source: The Corradino Group of Michigan, Inc.

Detroit River International Crossing Study
International Traffic Volume and

Maximum Volume-over-Capacity Ratios (V/C) for Key
Regional Roadway Links
2035 PM Peak Hour Traffic

2035 PM Peak Hour	No Action		DRTP	
	Int'l Volume	Max V/C	Int'l Volume	Max V/C
New Crossing (DRTP)	N/A	N/A	601	0.78
Ambassador Bridge	3,694	1.12	3,311	1.10
Detroit River Tunnel	1,914	1.12	1,825	1.02

Source: The Corradino Group of Michigan, Inc.

Detroit River International Crossing Study

Analysis of DRTP with Downriver Crossing X-4 + Ambassador Bridge + Detroit-Windsor Tunnel + Blue Water Bridge

2035 PM Peak Hour Traffic

New Crossing at X4/S5 and DRTP		New Crossings		Existing Crossings			Total
		X4	DRTP	AMB	DW Tunnel	BW Bridge	
Alignment A36*		S5					
US-Canada	Cars	550	0	1,600	1,237	449	3,836
	Trucks	636	190	139	32	366	1,363
Canada-US	Cars	201	0	484	311	403	1,399
	Trucks	253	56	151	2	337	799
Both Directions	Cars	751	0	2,084	1,548	852	5,235
	Trucks	889	246	290	34	703	2,162
Total		1,640	246	2,374	1,582	1,555	7,397

*Alignment for X4/S4 via Dix North to I-75.
Source: The Corradino Group of Michigan, Inc.

An aerial photograph of Detroit, Michigan, showing the city skyline and the Detroit River. A white rectangular box with a dark blue border is centered over the river, containing the word "Tunnels" in a dark blue, sans-serif font. The background shows a mix of urban buildings, green spaces, and the wide expanse of the river under a cloudy sky.

Tunnels

Detroit River International Crossing Study

Tunnel Practical Feasibility

Category	Downriver	Central	Belle Isle
Soft Ground Bored Tunnel	<p>Not Practically Feasible</p> <ul style="list-style-type: none"> ▪ Insufficient soil depth 	<p>Possibly Practically Feasible</p> <ul style="list-style-type: none"> ▪ Soil depth varies from marginal to insufficient 	<p>Practically Feasible</p> <ul style="list-style-type: none"> ▪ Marginal soil depth
Rock Tunnel	<p>Not Practically Feasible</p> <ul style="list-style-type: none"> ▪ Poor rock ▪ Deep tunnel/long approaches ▪ Poor history 	<p>Not Practically Feasible</p> <ul style="list-style-type: none"> ▪ Poor Rock ▪ Even deeper tunnel/long approaches ▪ Poor history 	<p>Not Practically Feasible</p> <ul style="list-style-type: none"> ▪ Poor rock ▪ Very deep tunnel/long approaches
Submerged Tunnel	<p>Not Practically Feasible</p> <ul style="list-style-type: none"> ▪ Rock excavation required ▪ Environmental issues 	<p>Technically Practical – Engineering</p> <p>Not Practically Feasible – Environmental Issues</p>	<p>Technically Practical – Engineering</p> <p>Not Practically Feasible – Environmental Issues</p>

Source: Parsons Transportation Group

An aerial photograph of Detroit, Michigan, showing the city skyline and the Detroit River. The river flows from the top of the image towards the bottom. The city buildings are visible on both sides of the river. A white rectangular box with a dark blue border is centered over the river, containing the text 'Plazas C-1 and C-2'.

Plazas C-1 and C-2

Example of Relocation Site for U.S. Steel Operations



Detroit River International Crossing Study Plaza C-2 – U.S. Steel North

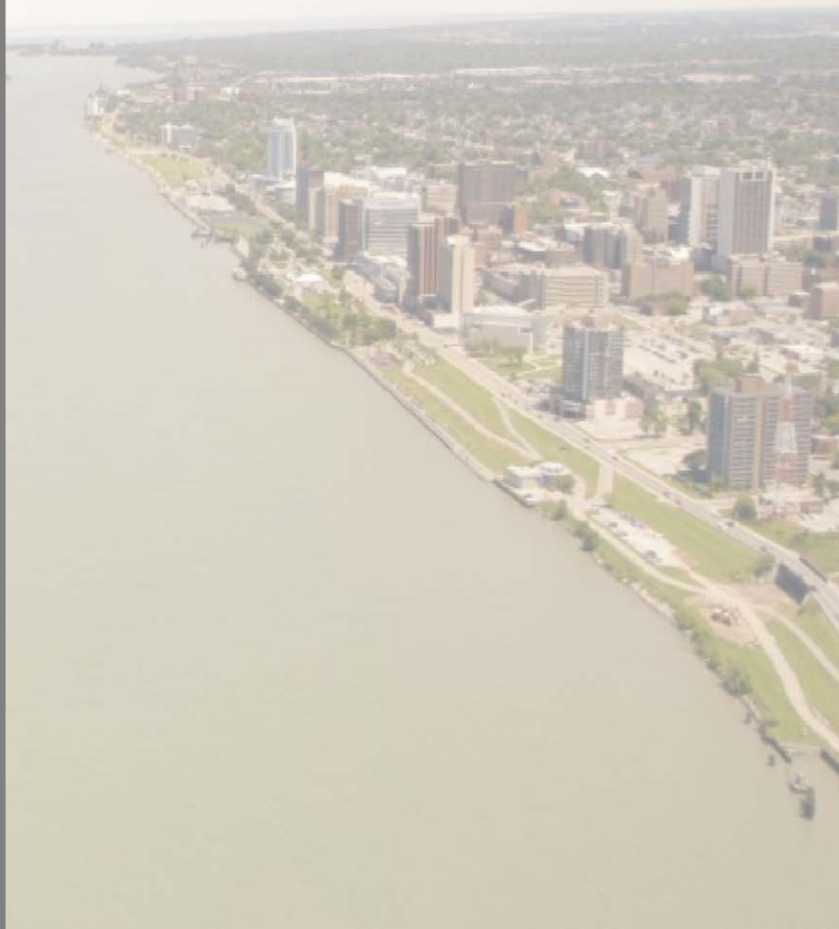




Fighting Island

Detroit River International Crossing Study

Fighting Island



Illustrative Alternatives Evaluation Process

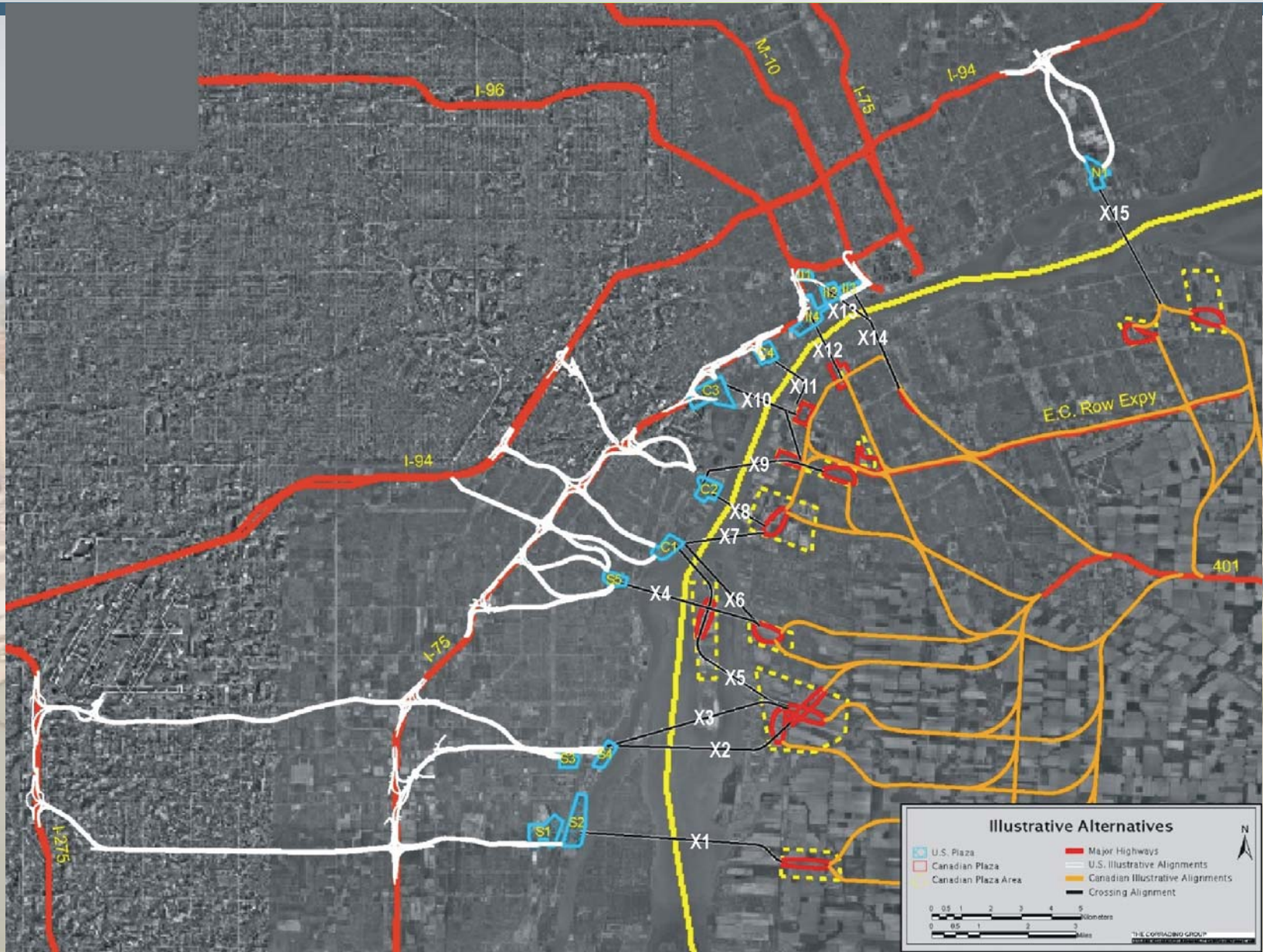


Detroit River International Crossing Study Preliminary Results

Without Weights

An aerial photograph of Detroit, Michigan, showing the city skyline and the Detroit River. A white rectangular box with a dark blue border is centered over the river, containing the text "Without Weights". The background shows a mix of urban buildings, green spaces, and the wide expanse of the river under a cloudy sky.

Preliminary End-to-End Illustrative Alternatives

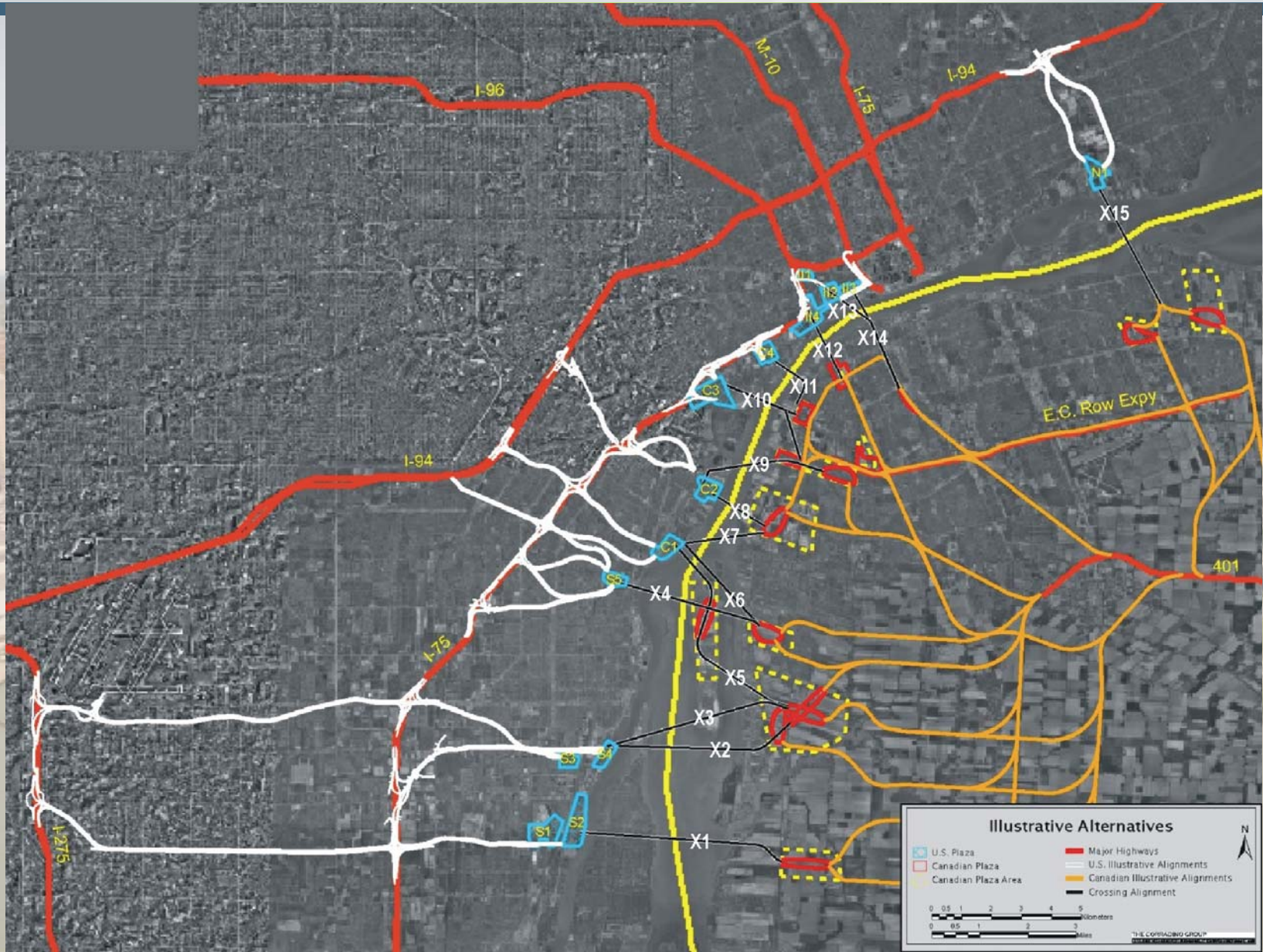


Ranking for 21 Downriver Area Crossing Systems

Preliminary Results Without Weights

Downriver Area	Crossing Systems in Area	Number Ranking in Top or Bottom													
		Comm/Neigh.		Local Planning		Cult. Res.		Nat. Env.		Reg. Mob.		Air Quality		Constructability	
		Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19
21		10	11	7	14	16	5	5	16	4	17	17	4	7	14

Preliminary End-to-End Illustrative Alternatives



Detroit River International Crossing Study

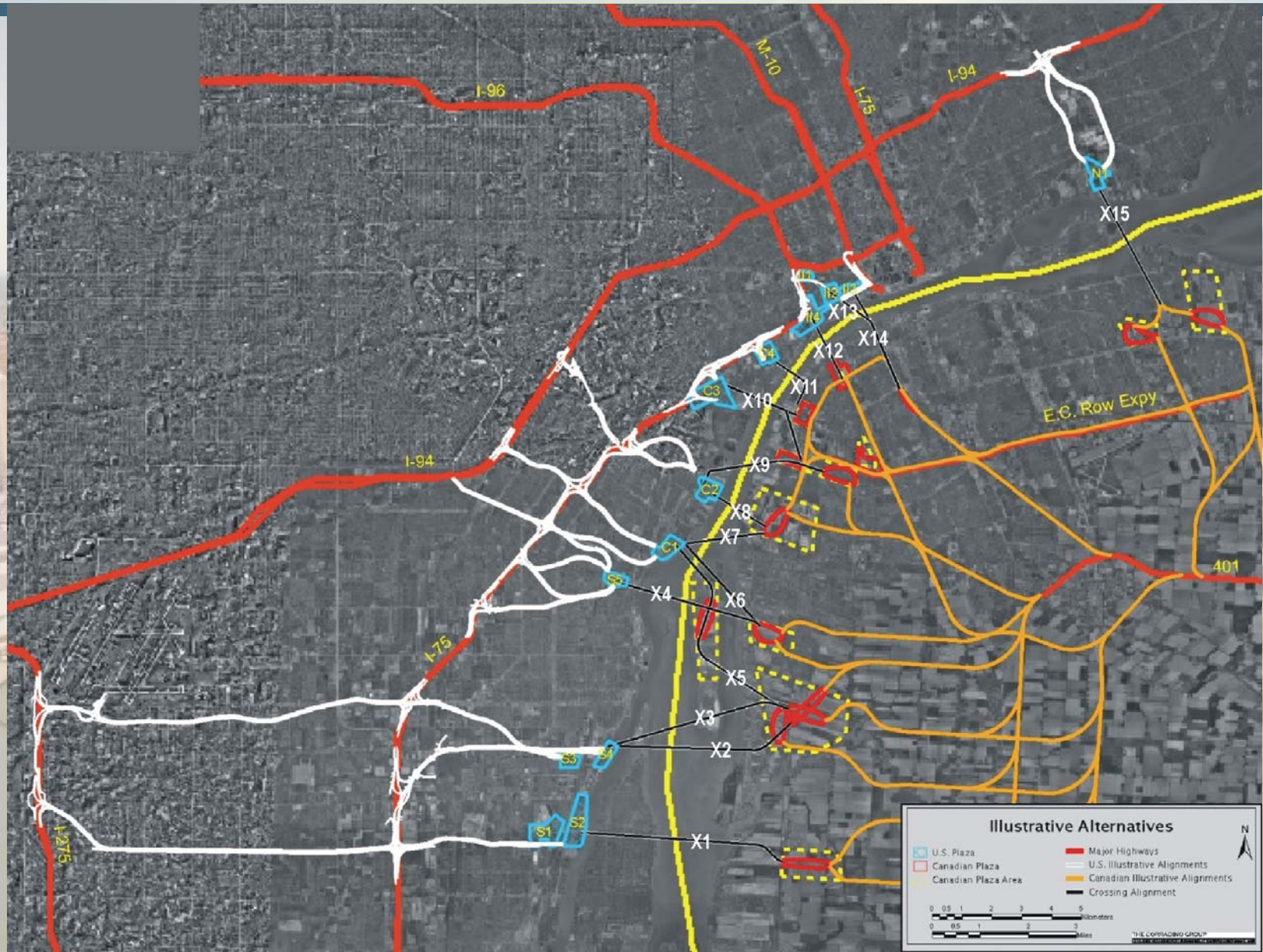
Ranking for Crossing Systems

Top = 18 Crossing Systems

Bottom = 19 Crossing Systems

Central Area	Crossing Systems in Area	Number Ranking in Top or Bottom													
		Comm/Neigh.		Local Planning		Cult. Res.		Nat. Env.		Reg. Mob.		Air Quality		Constructability	
		Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19
	11	6	5	9	2	0	11	8	3	11	0	0	11	6	5

Preliminary End-to-End Illustrative Alternatives

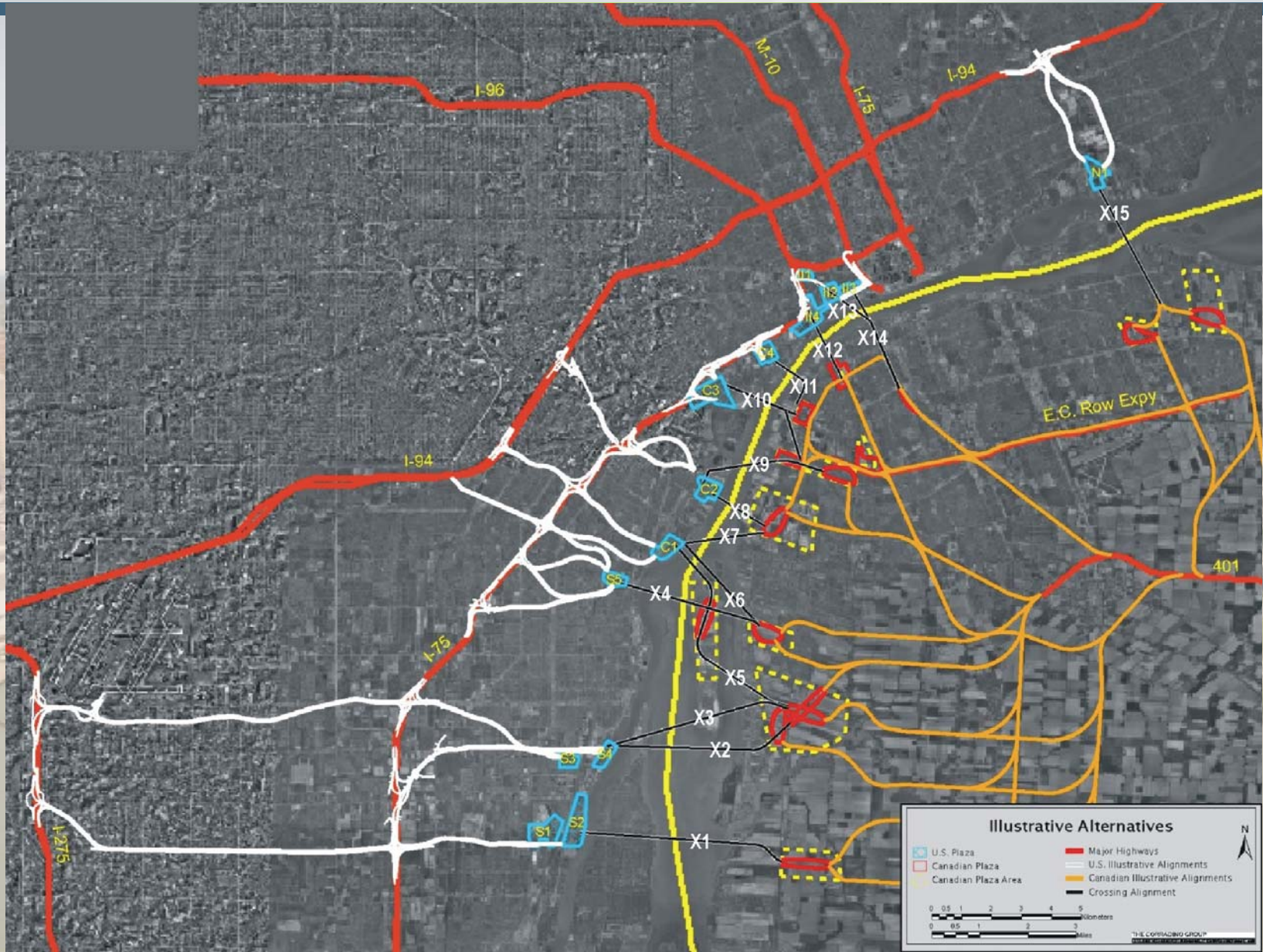


Ranking for 3 I-75/I-96 Area Crossing Systems

Preliminary Results Without Weights

I-75/ I-96 Area	Crossing Systems in Area	Number Ranking in Top or Bottom													
		Comm/Neigh.		Local Planning		Cult. Res.		Nat. Env.		Reg. Mob.		Air Quality		Constructability	
		Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19
	3	2	1	2	1	0	3	3	0	3	0	0	3	3	0

Preliminary End-to-End Illustrative Alternatives

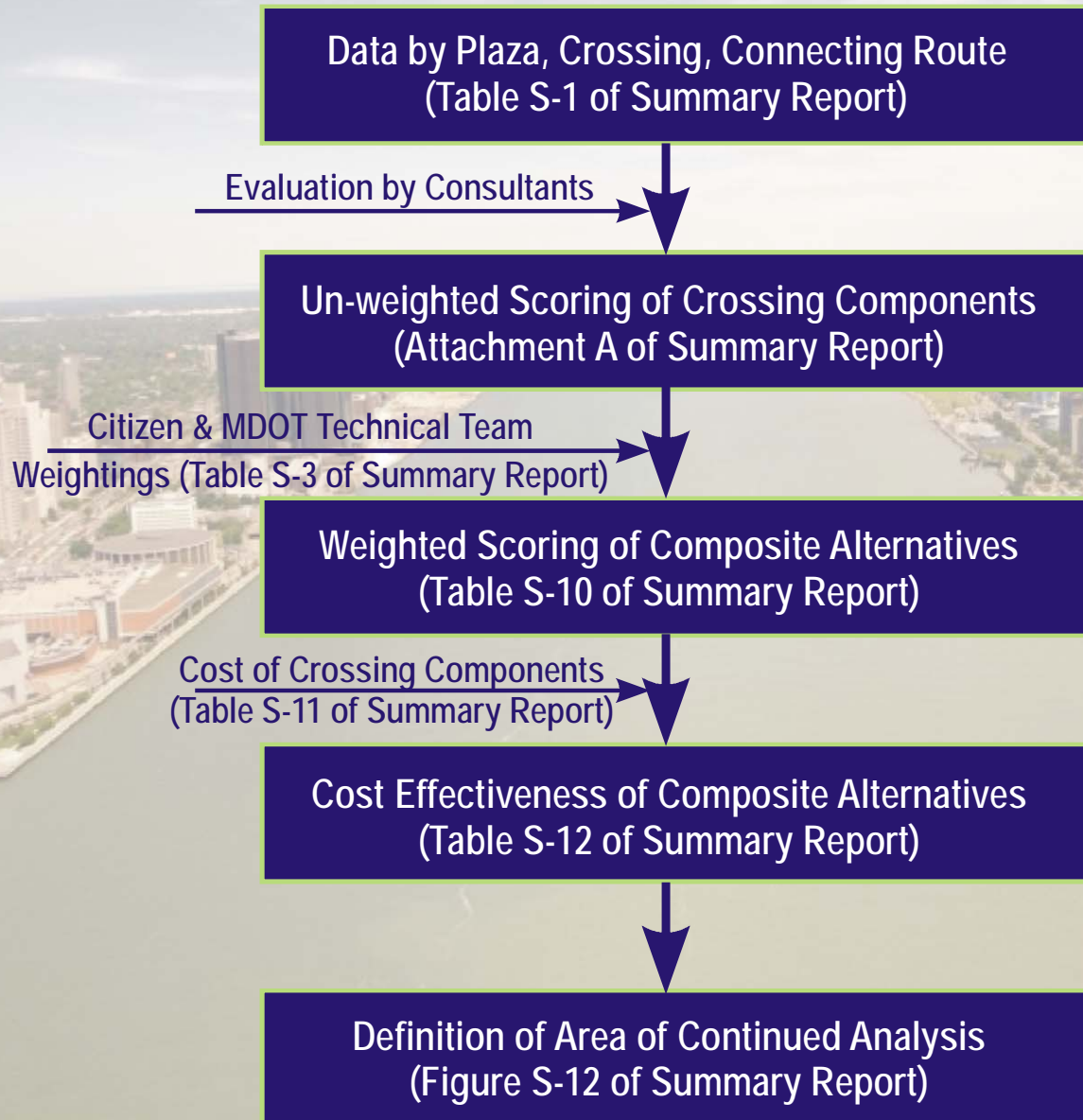


Ranking for 2 Belle Isle Area Crossing Systems

Preliminary Results Without Weights

Belle Isle Area	Crossing Systems in Area	Number Ranking in Top or Bottom													
		Comm/Neigh.		Local Planning		Cult. Res.		Nat. Env.		Reg. Mob.		Air Quality		Constructability	
		Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19
2	0	2	0	2	0	2	2	0	0	2	0	2	2	0	

Illustrative Alternatives Evaluation Process



Detroit River International Crossing Study

Weighted Performance Evaluation Crossing Systems (Route + Plaza + Crossing) U.S. Side of Border

Weighted Scores													
Plaza Crossing	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
Alignment	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Citizen Weighted Score	170.21	162.53	177.06	165.69	187.44	188.96	178.09	187.23	188.75	177.88	180.19	180.22	171.21
Rank	33	35	30	34	17	13	28	18	14	29	25	24	31
Technical Team Weight Score	169.80	163.29	175.04	165.66	182.34	183.09	173.46	182.50	183.24	173.62	176.15	175.85	167.70
Rank	31	35	28	34	22	20	30	21	19	29	25	27	33

Weighted Scores													
Plaza Crossing	S4	S4	S4	S5	S5	S5	S5	S5	S5	C2	C2	C2	C2
	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X4	X8	X8	X8	X8
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275	S5Moran/I-75	S5Dix South/I-75	S5Dix North/I-75	S5Southfield/I-75	S5Southfield/I-94	S5Southfield/I-94	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94
Citizen Weighted Score	180.13	180.16	171.15	185.33	191.55	185.39	184.97	181.89	181.89	195.09	192.46	194.94	193.52
Rank	27	26	32	20	10	19	21	22	22	3	8	4	5
Technical Team Weight Score	176.30	176.01	167.85	185.34	190.14	185.32	184.87	181.50	181.50	201.46	199.03	201.21	199.94
Rank	24	26	32	16	15	17	18	23	23	3	8	4	5

Weighted Scores													
Plaza Crossing	C2	C2	C2	C2	C3	C3	C4	I12	I13	I14	N1	N1	N1
	X9	X9	X9	X9	X10	X10	X11	X14 I12	X14 I13	X12	X15	X15	X15
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/I-75	C3Springwells/I-75	C4Dragoon/I-75	I12Lafayette/M-10	I13Lafayette/M-10	I14Gateway/I-75	N1St. Jean/I-94	N1Conner/I-94	N1Conner/I-94
Citizen Weighted Score	193.41	190.78	193.26	191.84	188.69	189.41	196.98	187.97	180.34	197.89	153.89	152.61	152.61
Rank	6	11	7	9	15	12	2	16	23	1	36	37	37
Technical Team Weight Score	199.89	197.47	199.65	198.38	197.65	198.03	208.18	197.45	191.70	206.92	161.08	159.76	159.76
Rank	6	12	7	9	11	10	1	13	14	2	36	37	37

Detroit River International Crossing Study

Weighted Performance Evaluation Crossing Systems

(Route + Plaza + Crossing)

U.S. Side of Border

Weighted Scores													
Plaza Crossing	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
Alignment	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Citizen Weighted Score	170.21	162.53	177.06	165.69	187.44	188.96	178.09	187.23	188.75	177.88	180.19	180.22	171.21
Rank	33									29	25	24	31
Technical Team Weight Score	169.80									173.62	176.15	175.85	167.70
Rank	31									29	25	27	33

Weighted Scores													
Plaza Crossing	S4	S4	S4	S4	S4	S4	S4	S4	S4	S4	S4	S4	S4
	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275
Citizen Weighted Score	180.13												
Rank	27												
Technical Team Weight Score	176.30												
Rank	24												

Weighted Scores													
Plaza Crossing	C2	C2	C2	C2	C3	C3	C4	I12	I13	I14	N1	N1	N1
	X9	X9	X9	X9	X10	X10	X11	X14 I12	X14 I13	X12	X15	X15	X15
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/I-75	C3Springwells/I-75	C4Draagoon/I-75	I12Lafayette/M-10	I13Lafayette/M-10	I14Gateway/I-75	N1St. Jean/I-94	N1Conner/I-94	N1Conner/I-94
Citizen Weighted Score	193.41	190.78	193.26	191.84	188.69	189.41	196.98	187.97	180.34	197.89	153.89	152.61	152.61
Rank	6	11	7	9	15	12	2	16	23	1	36	37	37
Technical Team Weight Score	199.89	197.47	199.65	198.38	197.65	198.03	208.18	197.45	191.70	206.92	161.08	159.76	159.76
Rank	6	12	7	9	11	10	1	13	14	2	36	37	37

Detroit River International Crossing Study

Weighted Performance Evaluation Crossing Systems (Route + Plaza + Crossing) U.S. Side of Border

Weighted Scores													
Plaza Crossing	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
Alignment	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Citizen Weighted Score	170.21	162.53	177.06	165.69	187.44	188.96	178.09	187.23	188.75	177.88	180.19	180.22	171.21
Rank	33	35	30	34	17	13	28	18	14	29	25	24	31
Technical Team Weight Score	169.80	163.29	175.04	165.66	182.34	183.09	173.46	182.50	183.24	173.62	176.15	175.85	167.70
Rank	31	35	28	34	22	20	30	21	19	29	25	27	33

Weighted S	C2	C2	C2	C2	C3	C3	C4
	X9	X9	X9	X9	X10	X10	X11
	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/I-75	C3Springwells/I-75	C4Dragoon/I-75
Citizen Wei Rank	193.41	190.78	193.26	191.84	188.69	189.41	196.98
Technical T Rank	6	11	7	9	15	12	2
Weighted S	199.89	197.47	199.65	198.38	197.65	198.03	208.18
	6	12	7	9	11	10	1

Alignment	South/I-75	South/I-94	North/I-75	North/I-94	75	75	75	10	M-10	75	94	I-75/I-94
Citizen Weighted Score	193.41	190.78	193.26	191.84	188.69	189.41	196.98	187.97	180.34	197.89	153.89	152.61
Rank	6	11	7	9	15	12	2	16	23	1	36	37
Technical Team Weight Score	199.89	197.47	199.65	198.38	197.65	198.03	208.18	197.45	191.70	206.92	161.08	159.76
Rank	6	12	7	9	11	10	1	13	14	2	36	37

Detroit River International Crossing Study

Weighted Performance Evaluation Crossing Systems (Route + Plaza + Crossing) U.S. Side of Border

Weighted Scores													
Plaza	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
Alignment	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Citizen Weighted Score	170.21	162.53	177.06	165.69	187.44	188.96	178.09	187.23	188.75	177.88	180.19	180.22	171.21
Rank	33	35	30	34	17	13	28	18	14	29	25	24	31
Technical Team Weight Score	169.80	163.29	175.04	165.66	182.34	183.09	173.46	182.50	183.24	173.62	176.15	175.85	167.70
Rank	31	35	28	34	22	20	30	21	19	29	25	27	33

Weighted Scores													
Plaza	S4	S4	S4	S4	S4	S4	S4	S4	S4	S4	S4	S4	S4
Crossing	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4	X3S4
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275	S4Eureka/I-275
Citizen Weighted Score	180.13	180.16											
Rank	27	26											
Technical Team Weight Score	176.30	176.01											
Rank	24	26											

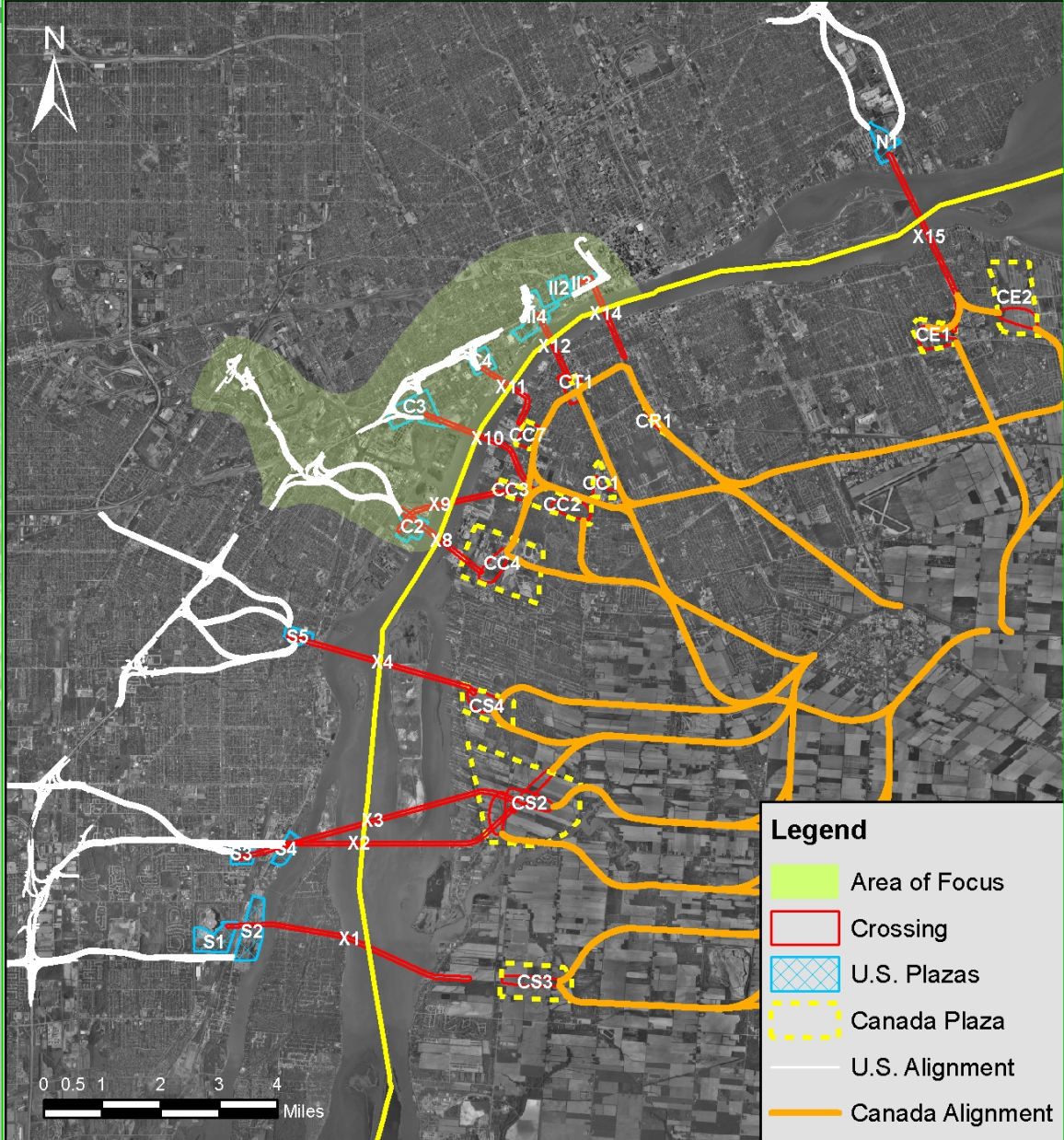
II2	II3	II4
X14 II2	X14 II3	X12
II2Lafayette/M-10	II3Lafayette/M-10	II4Gateway/I-75
187.97	180.34	197.89
16	23	1
197.45	191.70	206.92
13	14	2

C2	C2	C2	C2
X8	X8	X8	X8
Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94
195.09	192.46	194.94	193.52
3	8	4	5
201.46	199.03	201.21	199.94
3	8	4	5

Weighted Scores													
Plaza	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2
Crossing	X9	X9	X9	X9	X9	X9	X9	X9	X9	X9	X9	X9	X9
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C2Schaefer North/I-94
Citizen Weighted Score	193.41	190.78	193.26	191.84	188.69	189.41	196.98	187.97	180.34	197.89	153.89	152.61	
Rank	6	11	7	9	15	12	2	16	23	1	36	37	
Technical Team Weight Score	199.89	197.47	199.65	198.38	197.65	198.03	208.18	197.45	191.70	206.92	161.08	159.76	
Rank	6	12	7	9	11	10	1	13	14	2	36	37	

Area of Focus Based on Weighted Performance Analysis

U.S. Side of Border



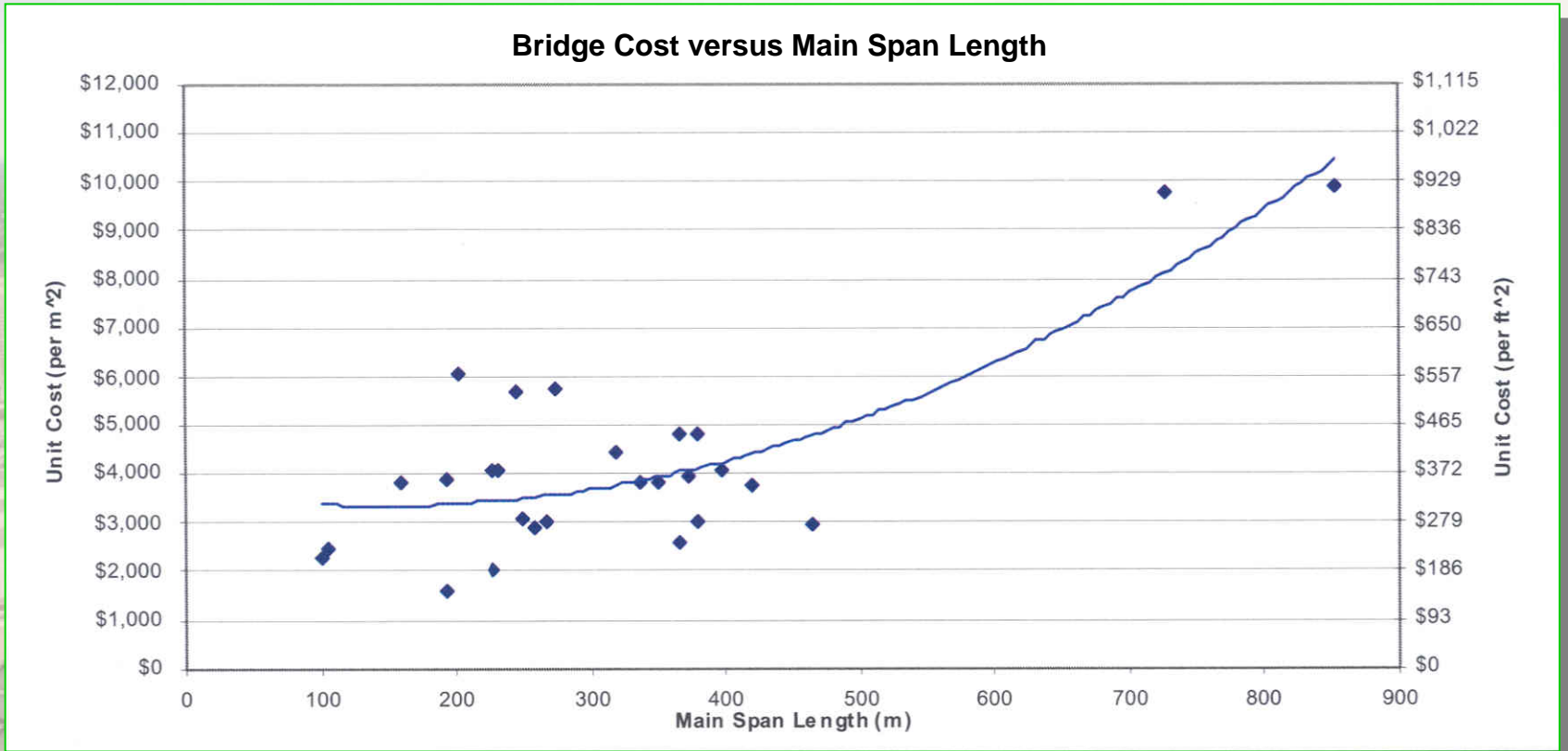
Detroit River International Crossing Study

Preliminary Results



**Cost and
Cost-Effectiveness**

Bridge Cost versus Main Span Length



Detroit River International Crossing Study

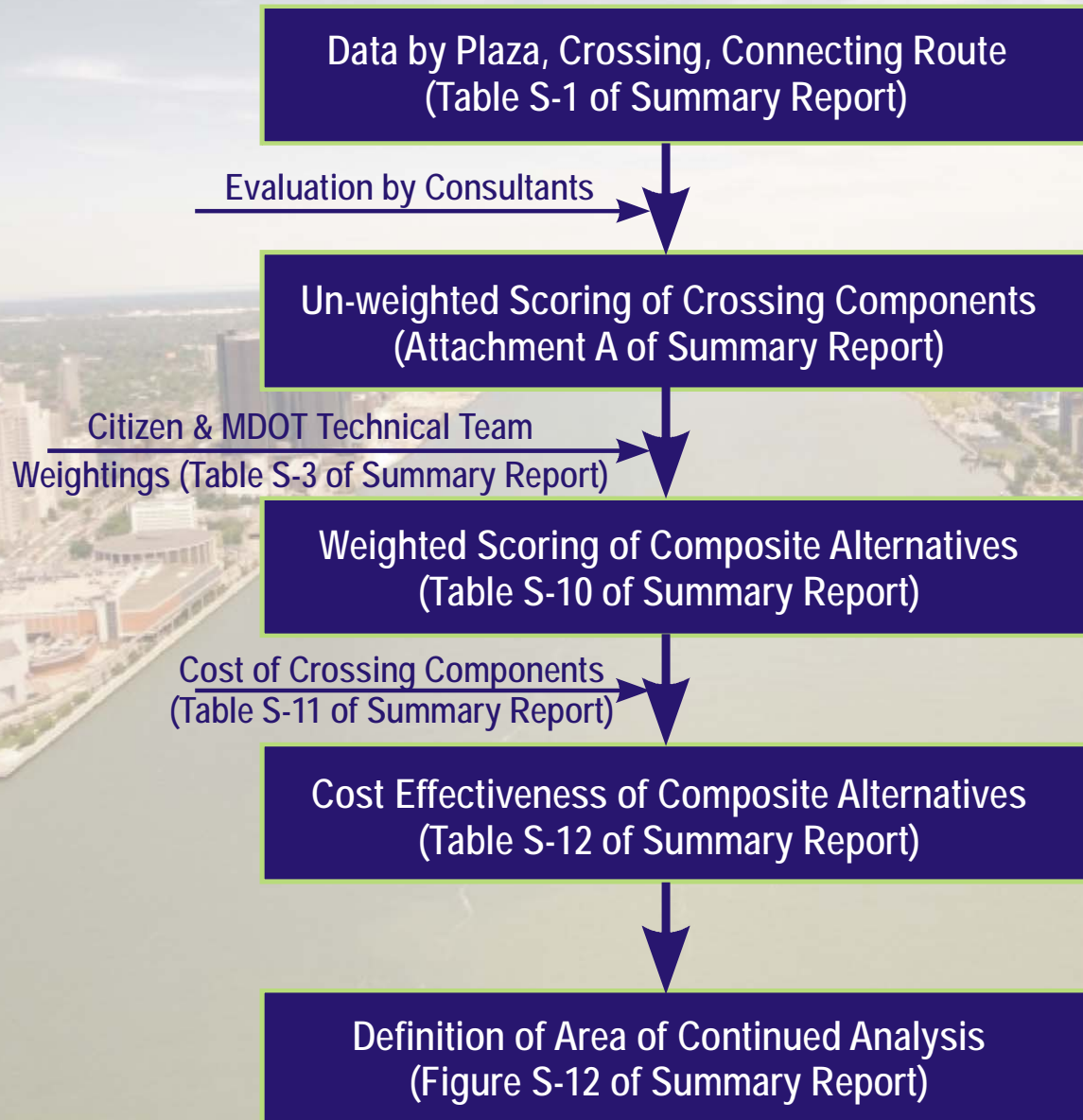
Total Estimated Cost of River Crossing System

U.S. Side of Border
(millions of 2005 dollars)

Plaza Crossing	S1 X1S1	S1 X1S1	S2 X1S2	S2 X1S2	S3 X2S3	S3 X2S3	S3 X2S3	S3 X3S3	S3 X3S3	S3 X3S3	S4 X2S4	S4 X2S4	S4 X2S4
Alignment	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Property Related	472.35	814.70	453.94	796.29	875.59	1012.66	2053.72	857.42	994.50	2035.56	876.98	997.46	2037.52
Construction Related	1069.29	1116.28	1098.93	1145.92	1064.60	1044.46	1231.01	1019.10	998.96	1185.51	1106.98	1087.53	1274.08
Total	1541.64	1930.98	1552.87	1942.21	1940.18	2057.12	3284.73	1876.52	1993.46	3221.07	1983.95	2084.98	3311.59
Costs (\$1 million)													
Plaza Crossing	S4 X3S4	S4 X3S4	S4 X3S4	S5 X4	S5 X4	S5 X4	S5 X4	S5 X4	C2 X8	C2 X8	C2 X8	C2 X8	C2 X8
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275	S5Moran/I-75	S5Dix South/I-75	S5Dix North/I-75	S5Southfield I-75	S5Southfield I-94	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C2Schaefer North/I-94
Property Related	871.29	991.77	2031.83	515.03	439.32	307.07	392.51	653.50	265.04	315.63	299.98	322.25	322.25
Construction Related	1061.48	1042.03	1228.58	1103.15	1087.93	1085.44	1085.44	1168.52	1336.34	1344.20	1352.30	1360.16	1360.16
Total	1932.77	2033.80	3260.41	1618.18	1527.25	1392.50	1477.94	1822.02	1601.38	1659.83	1652.28	1682.42	1682.42
Costs (\$1 million)													
Plaza Crossing	C2 X9	C2 X9	C2 X9	C2 X9	C3 X10	C3 X10	C4 X11	I12 X14 I12	I13 X14 I13	I14 X12	N1 X15	N1 X15	N1 X15
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/I-75	C3Springwells/I-75	C4Dragoon/I-75	I12Lafayette/M-10	I13Lafayette/M-10	I14Gateway/I-7	N1St.Jean/I-94	N1Conner/I-94	N1Conner/I-94
Property Related	265.04	315.63	299.98	322.25	152.07	185.11	115.57	550.24	494.31	391.61	332.29	327.42	327.42
Construction Related	1284.34	1292.20	1300.30	1308.16	1269.44	1270.56	733.60	1014.00	997.50	702.00	979.36	977.43	977.43
Total	1549.38	1607.83	1600.28	1630.42	1421.51	1455.67	849.17	1564.24	1491.82	1093.61	1311.65	1304.85	1304.85

Source: The Corradino Group of Michigan, Inc.

Illustrative Alternatives Evaluation Process



Detroit River International Crossing Study

Cost Effectiveness Results

U.S. Crossing Systems

(Route + Plaza + Crossing)

Plaza Crossing	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
Alignment	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Citizen Cost Effectiveness Score	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	5.17
Rank	22	33	21	32	25	28	35	24	26	34	29	31	37
Technical Team Cost Effectiveness Score	11.01	8.46	11.27	8.53	9.40	8.90	5.28	9.73	9.19	5.39	8.88	8.43	5.06
Rank	22	32	21	31	25	28	35	24	26	34	29	33	37

Cost Effectiveness

Plaza Crossing	S4	S4	S4	S5	S5	S5	S5	S5	S5	C2	C2	C2	C2
	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X4	X8	X8	X8	X8
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275	S5Moran/I-75	S5Dix South/I-75	S5Dix North/I-75	S5Southfield/I-75	S5Southfield/I-94	S5Southfield/I-94	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94
Citizen Cost Effectiveness Score	9.32	8.86	5.25	11.45	12.54	13.31	12.52	9.98	12.18	11.60	11.80	11.50	
Rank	27	30	36	20	6	3	7	23	9	18	14	19	
Technical Team Cost Effectiveness Score	9.12	8.65	5.15	11.45	12.45	13.31	12.51	9.96	12.58	11.99	12.18	11.88	
Rank	27	30	36	20	12	5	10	23	9	18	16	19	

Cost Effectiveness

Plaza Crossing	C2	C2	C2	C2	C3	C3	C4	I12	I13	I14	N1	N1
	X9	X9	X9	X9	X10	X10	X11	X14 I12	X14 I13	X12	X15	X15
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/I-75	C3Springwells/I-75	C4Dragoon/I-75	I12Lafayette/M-10	I13Lafayette/M-10	I14Gateway/I-75	N1St. Jean/I-94	N1Conner/I-94
Citizen Cost Effectiveness Score	12.48	11.87	12.08	11.77	13.27	13.01	23.20	12.02	12.09	18.10	11.73	11.70
Rank	8	13	11	15	4	5	1	12	10	2	16	17
Technical Team Cost Effectiveness Score	12.90	12.28	12.48	12.17	13.90	13.60	24.52	12.62	12.85	18.92	12.28	12.24
Rank	6	13	11	17	3	4	1	8	7	2	14	15

Detroit River International Crossing Study

Cost Effectiveness Results

U.S. Crossing Systems

(Route + Plaza + Crossing)

Plaza Crossing	S1 X1S1	S1 X1S1	S2 X1S2	S2 X1S2	S3 X2S3	S3 X2S3	S3 X2S3	S3 X3S3	S3 X3S3	S3 X3S3	S3 X3S3	S4 X2S4	S4 X2S4	S4 X2S4
Alignment	S1King/I-75	S1King/I-75	S2King/I-75	S2King/I-75	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-75	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-75	S3Eureka/I-75	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-75
Citizen Cost Effectiveness Score	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	5.17	
Rank	22	33	21	32	25	28	35	24	26	34	29	31	37	
Technical Team Cost Effectiveness Score	11.01	8.46	11.27	8.53	9.40	8.90	5.28	9.98	9.47	5.52	9.08	8.64	5.17	
Rank	22	32	21	31	25	28	35	24	26	34	29	31	37	

Plaza Crossing	S4 X3S4	S4 X3S4	S4 X3S4	S5 X4	S5 X4	S5 X4	S5 X4	S5 X4
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-75	S5Moran/I-75	S5Dix South/I-75	S5Dix North/I-75	S5Southfield/I-75	S5Southfield/I-75
Citizen Cost Effectiveness Score	9.32	8.86	5.25	11.45	12.54	13.31	12.52	11.21
Rank	27	30	36	20	6	3	7	11
Technical Team Cost Effectiveness Score	9.12	8.65	5.15	11.45	12.45	13.31	12.51	11.21
Rank	27	30	36	20	12	5	10	11

Plaza Crossing	C2 X9	C2 X9	C2 X9	C2 X9	C3 X10	C3 X10	C4 X11	I12 X14 I12
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/I-75	C3Springwells/I-75	C4Dragoon/I-75	I12Lafayette M-10
Citizen Cost Effectiveness Score	12.48	11.87	12.08	11.77	13.27	13.01	23.20	12.50
Rank	8	13	11	15	4	5	1	30
Technical Team Cost Effectiveness Score	12.90	12.28	12.48	12.17	13.90	13.60	24.52	12.50
Rank	6	13	11	17	3	4	1	30

C4

X11

C4Dragoon/I-75

23.20

1

24.52

1

Detroit River International Crossing Study

Cost Effectiveness Results

U.S. Crossing Systems

(Route + Plaza + Crossing)

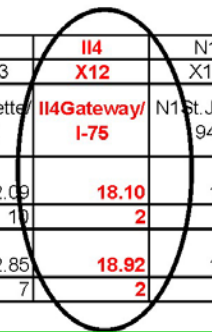
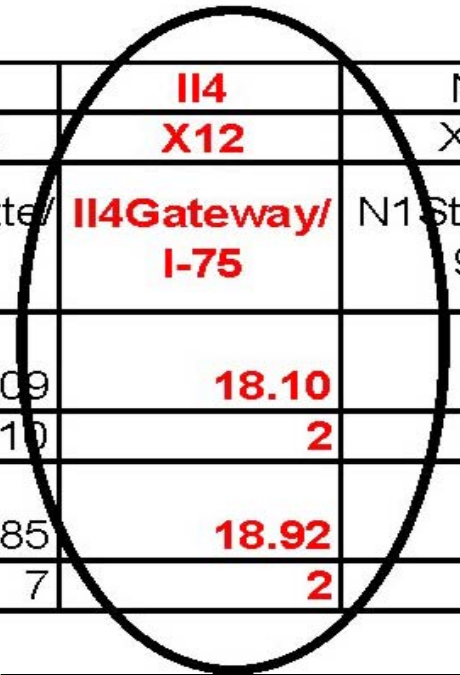
Plaza Crossing	S1 X1S1	S1 X1S1	S2 X1S2	S2 X1S2	S3 X2S3	S3 X2S3	S3 X2S3	S3 X3S3	S3 X3S3	S3 X3S3	S4 X2S4	S4 X2S4	S4 X2S4
Alignment	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Citizen Cost Effectiveness Score	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	5.17
Rank	22	33	21	32	25	28	35	24	26	34	29	31	37
Technical Team Cost Effectiveness Score	11.01	8.46	11.27	8.53	9.19	9.19	5.39	8.88	8.43	5.06			
Rank	22	32	21	31					26	34	29	33	37

Plaza Crossing	S4 X3S4	S4 X3S4	S4 X3S4	S5 X4	S5 X4
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275	S5Moran/I-75	S5Dix South/I-75
Citizen Cost Effectiveness Score	9.32	8.86	5.25	11.45	12.18
Rank	27	30	36	20	9
Technical Team Cost Effectiveness Score	9.12	8.65	5.15	11.45	12.58
Rank	27	30	36	20	9

Plaza Crossing	C2 X9	C2 X9	C2 X9	C2 X9	C3 X10
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearbo I-75
Citizen Cost Effectiveness Score	12.48	11.87	12.08	11.77	13.85
Rank	8	13	11	15	7
Technical Team Cost Effectiveness Score	12.90	12.28	12.48	12.17	13.7
Rank	6	13	11	17	7

Plaza Crossing	N1 X12	N1 X12	N1 X12
Alignment	N1St. Jean/I-75	N1St. Jean/I-94	N1Conner/I-94
Citizen Cost Effectiveness Score	11.60	11.80	11.50
Rank	18	14	19
Technical Team Cost Effectiveness Score	11.99	12.18	11.88
Rank	18	16	19

Plaza Crossing	N1 X12	N1 X15	N1 X15
Alignment	N1St. Jean/I-75	N1St. Jean/I-94	N1Conner/I-94
Citizen Cost Effectiveness Score	18.10	11.73	11.70
Rank	2	16	17
Technical Team Cost Effectiveness Score	18.92	12.28	12.24
Rank	2	14	15



Detroit River International Crossing Study

Cost Effectiveness Results

U.S. Crossing Systems

(Route + Plaza + Crossing)

Plaza Crossing	S1 X1S1	S1 X1S1	S2 X1S2	S2 X1S2	S3 X2S3	S3 X2S3	S3 X2S3	S3 X3S3	S3 X3S3	S3 X3S3	S4 X2S4	S4 X2S4	S4 X2S4
Alignment	S1King/I-75	S1King/I-75	S2King/I-75	S2King/I-75	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-75	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-75	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-75
Citizen Cost Effectiveness Score	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	5.17
Rank	22	33	21	32	25	28	35	24	26	34	29	31	37
Technical Team Cost Effectiveness Score	11.01	8.46	11.27	8.53	9.40	8.90	5.28	9.73	9.19	5.39	8.88	8.43	5.06
Rank	22	32	21	31	25	28	35	24	26	34	29	33	37

Cost Effectiveness

Plaza Crossing	S4 X3S4	S4 X3S4	S4 X3S4	S5 X4	S5 X4	S5 X4	S5 X4	S5 X4	S5 X4	C2 X8	C2 X8	C2 X8	C2 X8
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-75	S5Moran/I-75	S5Dix South/I-75	S5Dix North/I-75	S5Southfield/I-75	S5Southfield/I-94	S5Southfield/I-94	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94
Citizen Cost Effectiveness Score	9.32	8.86	5.25	11.45	12.54	13.31	12.52	9.98	12.18	11.60	11.80	11.50	
Rank	27	30	36	20	6	3	7	23	9	18	14	19	
Technical Team Cost Effectiveness Score	9.12	8.65	5.15	11.45	12.45	13.31	12.51	9.96	12.58	11.99	12.18	11.88	
Rank	27	30	36	20	12	5	10	23	9	18	16	19	

Cost Effectiveness

Plaza Crossing	C2 X9	C2 X9	C2 X9	C2 X9	C3 X10	C3 X10	C4 X11	II2 X14 II2	II3 X14 II3	II4 X12	N1 X15	N1 X15
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn I-75	C3Springwells I-75	C4Lagoon/I-75	II2Lafayette/M-10	II3Lafayette/M-10	II4Gateway/I-75	N1St. Jean/I-94	N1Conner/I-94
Citizen Cost Effectiveness Score	12.48	11.87	12.08	11.77	13.27	13.01	23.20	12.02	12.09	18.10	11.73	11.70
Rank	8	13	11	15	4	5	1	12	10	2	16	17
Technical Team Cost Effectiveness Score	12.90	12.28	12.48	12.17	13.90	13.60	24.52	12.62	12.85	18.92	12.28	12.24
Rank	6	13	11	17	3	4	1	8	7	2	14	15

Detroit River International Crossing Study

Cost Effectiveness Results

U.S. Crossing Systems

(Route + Plaza + Crossing)

Plaza Crossing	S1 X1S1	S1 X1S1	S2 X1S2	S2 X1S2	S3 X2S3	S3 X2S3	S3 X2S3	S3 X3S3	S3 X3S3	S3 X3S3	S4 X2S4	S4 X2S4	S4 X2S4
Alignment	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Citizen Cost Effectiveness Score	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	5.17
Rank	22	33	21	32	25	28	35	24	26	34	29	31	37
Technical Team Cost Effectiveness Score	11.01	8.46	11.27	8.53	9.40	8.90	5.28	9.73	9.19	5.39	8.88	8.43	5.06
Rank	22	32	21	31	25	28	35	24	26	34	29	33	37

Plaza Crossing	S4 X3S4	S4 X3S4	S4 X3S4	S5	S5	S5	S5	S5	C2 X8	C2 X8	C2 X8	C2 X8
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275	C3	C3	C3	C3	C4	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94
Citizen Cost Effectiveness Score	9.32	8.86	5	X10	X10			X11	12.18	11.60	11.80	11.50
Rank	27	30							9	18	14	19
Technical Team Cost Effectiveness Score	9.12	8.65		C3Dearborn /I-75	C3Springwells /I-75			C4Drago	12.58	11.99	12.18	11.88
Rank	27	30							9	18	16	19
Plaza Crossing	C2 X9	C2 X9	C2 X9	C3	C3	C3	C3	C4	II3 X14 II3	II4 X12	N1 X15	N1 X15
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-	C3	C3	C3	C3	C4	II3Lafayette/M-10	II4Gateway/I-75	N1St. Jean/I-94	N1Conner/I-94
Citizen Cost Effectiveness Score	12.48	11.87	12	13.27	13.01				12.09	18.10	11.73	11.70
Rank	8	13		4	5				10	2	16	17
Technical Team Cost Effectiveness Score	12.90	12.28	12	13.90	13.60				12.85	18.92	12.28	12.24
Rank	6	13		3	4				7	2	14	15

Detroit River International Crossing Study

Cost Effectiveness Results

U.S. Crossing Systems

(Route + Plaza + Crossing)

Plaza Crossing	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
Alignment	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Citizen Cost Effectiveness Score	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	5.17
Rank	22	33	21	32	25	28	35	24	26	34	29	31	37
Technical Team Cost Effectiveness Score	11.01	8.46	11.27	8.53	9.40	8.90	5.28	9.73	9.19	5.39	8.88	8.43	5.06
Rank	22	32	21	31	25	28	35	24	26	34	29	33	37

Cost Effectiveness

Plaza Crossing	S4	S4	S4	S5	S5	S5	S5	S5	C2	C2	C2	C2
	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X8	X8	X8	X8
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275	S5Moran/I-75	S5Dix South/I-75	S5Dix North/I-75	S5Southfield/I-75	S5Southfield/I-94	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94
Citizen Cost Effectiveness Score	9.32	8.86	5.25	11.45	12.54	13.31	12.52	9.98	12.18	11.60	11.80	11.50
Rank	27	30	36	20	6	3	7	23	9	18	14	19
Technical Team Cost Effectiveness Score	9.12	8.65	5.15	11.45	12.45	13.31	12.51	9.96	12.58	11.99	12.18	11.88
Rank	27	30	36	20	12	5	10	23	9	18	16	19

Cost Effectiveness

Plaza Crossing	C2	C2	C2	C2	C3	C3	C4	II2	II3	II4	N1	N1
	X9	X9	X9	X9	X10	X10	X11	X14 II2	X14 II3	X12	X15	X15
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/I-75	C3Springwells/I-75	C4Dragoon/I-75	II2Lafayette/M-10	II3Lafayette/M-10	II4Gateway/I-75	N1St. Jean/I-94	N1Conner/I-94
Citizen Cost Effectiveness Score	12.48	11.87	12.08	11.77	13.27	13.01	23.20	12.02	12.09	18.10	11.73	11.70
Rank	8	13	11	15	4	5	1	12	10	2	16	17
Technical Team Cost Effectiveness Score	12.90	12.28	12.48	12.17	13.90	13.60	24.52	12.62	12.85	18.92	12.28	12.24
Rank	6	13	11	17	3	4	1	8	7	2	14	15

Detroit River International Crossing Study

Cost Effectiveness Results

U.S. Crossing Systems

(Route + Plaza + Crossing)

Plaza Crossing	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4		
	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4		
Alignment	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275		
Citizen Cost Effectiveness Score	11.04	8.42	11.4						9.8	9.47	5.52	9.08	8.64	5.17	
Rank	22	33	2						24	26	34	29	31	37	
Technical Team Cost Effectiveness Score	11.01	8.46	11.2						7.3	9.19	5.39	8.88	8.43	5.06	
Rank	22	32	2						24	26	34	29	33	37	
Cost Effectiveness															
Plaza Crossing	S4	S4	S4	S5				S5	S5	S5	C2	C2	C2	C2	
	X3S4	X3S4	X3S4	S5Dix North/I-75				S5Southfield/I-75	S5So	S5So	X8	X8	X8	X8	
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275	S5Dix North/I-75				S5Southfield/I-75	S5So	S5So	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	
Citizen Cost Effectiveness Score	9.32	8.86	5.2	13.31				12.52			9.8	12.18	11.60	11.80	11.50
Rank	27	30	24	3				7			23	9	18	14	19
Technical Team Cost Effectiveness Score	9.12	8.65	5.1	13.31				12.51			9.6	12.58	11.99	12.18	11.88
Rank	27	30	23	5				10			23	9	18	16	19
Cost Effectiveness															
Plaza Crossing	C2	C2	C2	C2				C2	C2	C2	I13	I14	N1	N1	
	X9	X9	X9	C2				C2	C2	C2	X14 I13	X12	X15	X15	
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2				C2	C2	C2	I13Lafayette/M-10	I14Gateway/I-75	N1St. Jean/I-94	N1Conner/I-94	
Citizen Cost Effectiveness Score	12.48	11.87	12.0	12.17				13.90	13.60	24.52	12.62	12.85	18.92	12.28	12.24
Rank	8	13	11	15				4	5	1	12	10	2	16	17
Technical Team Cost Effectiveness Score	12.90	12.28	12.48	12.17				13.90	13.60	24.52	12.62	12.85	18.92	12.28	12.24
Rank	6	13	11	17				3	4	1	8	7	2	14	15

Detroit River International Crossing Study

Cost Effectiveness Results

U.S. Crossing Systems

(Route + Plaza + Crossing)

Plaza Crossing Alignment	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Citizen Cost Effectiveness Score	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	5.17
Rank	22	33	21	32	25	28	35	24	26	34	29	31	37
Technical Team Cost Effectiveness Score	11.01	8.46	11.27	8.53	9.40	8.90	5.28	9.73	9.19	5.39	8.88	8.43	5.06
Rank	22	32	21	31	25	28	35	24	26	34	29	33	37

Cost Effectiveness

Plaza Crossing Alignment	S4	S4	S4	S5	S5	S5	S5	S5	C2	C2	C2	
	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X8	X8	X8	
	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275	S5Moran/I-75	S5Dix South/I-75	S5Dix North/I-75	S5Southfield/I-75	S5Southfield/I-94	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94
Citizen Cost Effectiveness Score	9.32	8.86	5.25	11.45	12.54	13.31	12.52	9.98	12.18	11.60	11.80	11.50
Rank	27	30	36	20	6	3	7	23	9	18	14	19
Technical Team Cost Effectiveness Score	9.12	8.65	5.15	11.45	12.45	13.31	12.51	9.96	12.58	11.99	12.18	11.88
Rank	27	30	36	20	12	5	10	23	9	18	16	19

Cost Effectiveness

Plaza Crossing Alignment	C2	C2	C2	C2	C3	C3	C4	II2	II3	II4	N1	N1
	X9	X9	X9	X9	X10	X10	X11	X14 II2	X14 II3	X12	X15	X15
	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/I-75	C3Springwells/I-75	C4Dragoon/I-75	II2Lafayette/M-10	II3Lafayette/M-10	II4Gateway/I-75	N1St.Jean/I-94	N1Conner/I-94
Citizen Cost Effectiveness Score	12.48	11.87	12.08	11.77	13.27	13.01	23.20	12.02	12.09	18.10	11.73	11.70
Rank	8	13	11	15	4	5	1	12	10	2	16	17
Technical Team Cost Effectiveness Score	12.90	12.28	12.48	12.17	13.90	13.60	24.52	12.62	12.85	18.92	12.28	12.24
Rank	6	13	11	17	3	4	1	8	7	2	14	15

Detroit River International Crossing Study

Cost Effectiveness Results

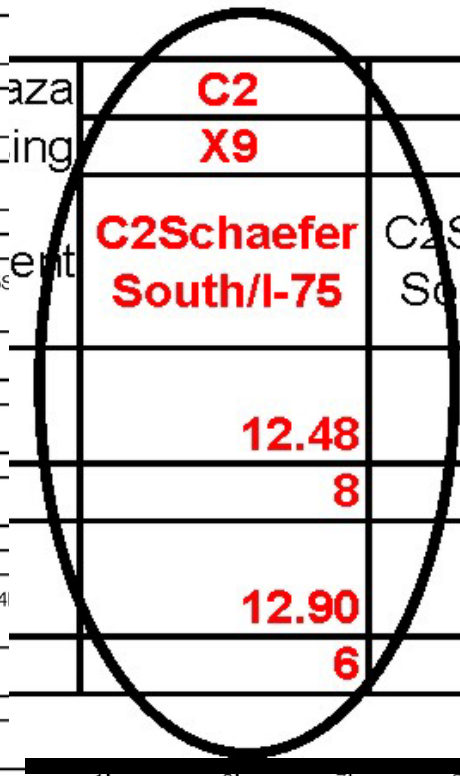
U.S. Crossing Systems

(Route + Plaza + Crossing)

Plaza Crossing Alignment	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
Alignment	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Fureka/I-	S3Fureka/I-	S3Fureka/I-	S3Fureka/I-	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Citizen Cost Effectiveness Score	11.04	8.42	11.40	8.53	9.66	9.19					9.08	8.64	5.17
Rank	22	33	21	32	25	28					29	31	37
Technical Team Cost Effectiveness Score	11.01	8.46	11.27	8.53	9.40	8.90					8.88	8.43	5.06
Rank	22	32	21	31	25	28					29	33	37

Plaza Crossing Alignment	S4	S4	S4	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5
	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X4	X4	X4	X4	X4
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275	S5Moran/I-75	S5Dix South/I-75	S5Dix North/I-75	S5Dix North/I-75	S5Dix North/I-75	S5Dix North/I-75	S5Dix North/I-75	S5Dix North/I-75	S5Dix North/I-75	S5Dix North/I-75
Citizen Cost Effectiveness Score	9.32	8.86	5.25	11.45	12.54	13.31							
Rank	27	30	36	20	6	3							
Technical Team Cost Effectiveness Score	9.12	8.65	5.15	11.45	12.45	13.31							
Rank	27	30	36	20	12	5							

Plaza Crossing Alignment	C2	C2	C2	C2	C3	C3	C3	C3	C3	C3	C3	C3	C3
	X9	X9	X9	X9	X10	X10	X10	X10	X10	X10	X10	X10	X10
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/I-75	C3Springwells/I-75	C3Springwells/I-75	C3Springwells/I-75	C3Springwells/I-75	C3Springwells/I-75	C3Springwells/I-75	C3Springwells/I-75	C3Springwells/I-75
Citizen Cost Effectiveness Score	12.48	11.87	12.08	11.77	13.27	13.01							
Rank	8	13	11	15	4	5							
Technical Team Cost Effectiveness Score	12.90	12.28	12.48	12.17	13.90	13.60							
Rank	6	13	11	17	3	4							

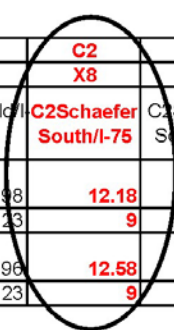
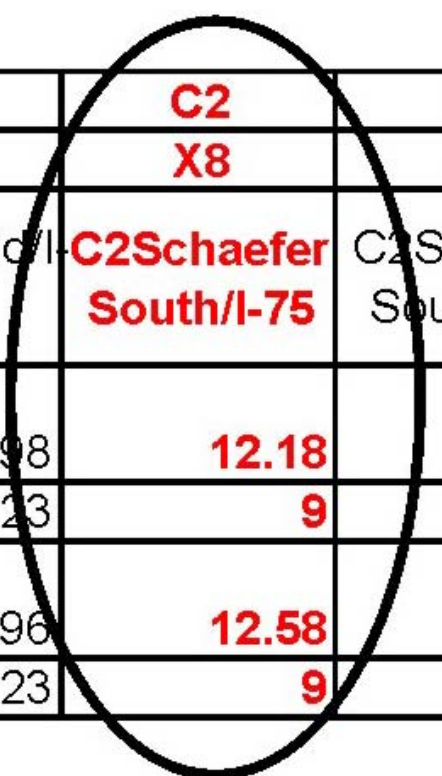


Detroit River International Crossing Study

Cost Effectiveness Results

U.S. Crossing Systems (Route + Plaza + Crossing)

Plaza	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
Alignment	S1King/I-75	S1King/I-75	S2King/I-75	S2King/I-75	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Citizen Cost Effectiveness Score					9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	5.17
Rank					25	28	35	24	26	34	29	31	37
Technical Team Cost Effectiveness Score					9.40	8.90	5.28	9.73	9.19	5.39	8.88	8.43	5.06
Rank					25	28	35	24	26	34	29	33	37
Cost Effectiveness													
Plaza					S5	S5	S5	S5	C2	C2	C2	C2	
Crossing					X4	X4	X4	X4	X8	X8	X8	X8	
Alignment					S5Dix South/I-75	S5Dix North/I-75	S5Southfield/I-75	S5Southfield/I-94	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	
Citizen Cost Effectiveness Score					12.54	13.31	12.52	9.98	12.18	11.60	11.80	11.50	
Rank					6	3	7	23	9	18	14	19	
Technical Team Cost Effectiveness Score					12.45	13.31	12.51	9.96	12.58	11.99	12.18	11.88	
Rank					12	5	10	23	9	18	16	19	
Cost Effectiveness													
Plaza					C3	C3	C4	II2	II3	II4	N1	N1	
Crossing					X10	X10	X11	X14 II2	X14 II3	X12	X15	X15	
Alignment					C3Dearborn/I-75	C3Springwells/I-75	C4Dragoon/I-75	II2Lafayette/M-10	II3Lafayette/M-10	II4Gateway/I-75	N1St. Jean/I-94	N1Conner/I-94	
Citizen Cost Effectiveness Score					13.27	13.01	23.20	12.02	12.09	18.10	11.73	11.70	
Rank					4	5	1	12	10	2	16	17	
Technical Team Cost Effectiveness Score					13.90	13.60	24.52	12.62	12.85	18.92	12.28	12.24	
Rank					3	4	1	8	7	2	14	15	



Detroit River International Crossing Study

Cost Effectiveness Results

U.S. Crossing Systems (Route + Plaza + Crossing)

Plaza Crossing	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
Alignment	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Citizen Cost Effectiveness Score	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	5.17
Rank	22	33	21	32	25	28	35	24	26	34	29	31	37
Technical Team Cost Effectiveness Score	11.01	8.46	11.27	8.53	9.40	8.90	5.28	9.73	9.19	5.39	8.88	8.43	5.06
Rank	22	32	21	31	25	28	35	24	26	34	29	33	37

Cost Effectiveness

Plaza Crossing	S4	S4	S4	S5	S5	S5	S5	S5	C2	C2	C2	C2
	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X8	X8	X8	X8
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275	S5Moran/I-75	S5Dix South/I-75	S5Dix North/I-75	S5Southfield/I-75	S5Southfield/I-94	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94
Citizen Cost Effectiveness Score	9.32	8.86	5.25	11.45	12.54	13.31	12.52	9.98	12.18	11.60	11.80	11.50
Rank	27	30	36	20	6	3	7	23	9	18	14	19
Technical Team Cost Effectiveness Score	9.12	8.65	5.15	11.45	12.45	13.31	12.51	9.96	12.58	11.99	12.18	11.88
Rank	27	30	36	20	12	5	10	23	9	18	16	19

Cost Effectiveness

Plaza Crossing	C2	C2	C2	C2	C3	C3	C4	II2	II3	II4	N1	N1
	X9	X9	X9	X9	X10	X10	X11	X14 II2	X14 II3	X12	X15	X15
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/I-75	C3Springwells/I-75	C4Draagoon/I-75	II2Lafayette/M-10	II3Lafayette/M-10	II4Gateway/I-75	N1St. Jean/I-94	N1Conner/I-94
Citizen Cost Effectiveness Score	12.48	11.87	12.08	11.77	13.27	13.01	23.20	12.02	12.09	18.10	11.73	11.70
Rank	8	13	11	15	4	5	1	12	10	2	16	17
Technical Team Cost Effectiveness Score	12.90	12.28	12.48	12.17	13.90	13.60	24.52	12.62	12.85	18.92	12.28	12.24
Rank	6	13	11	17	3	4	1	8	7	2	14	15

Detroit River International Crossing Study

Cost Effectiveness Results

U.S. Crossing Systems

(Route + Plaza + Crossing)

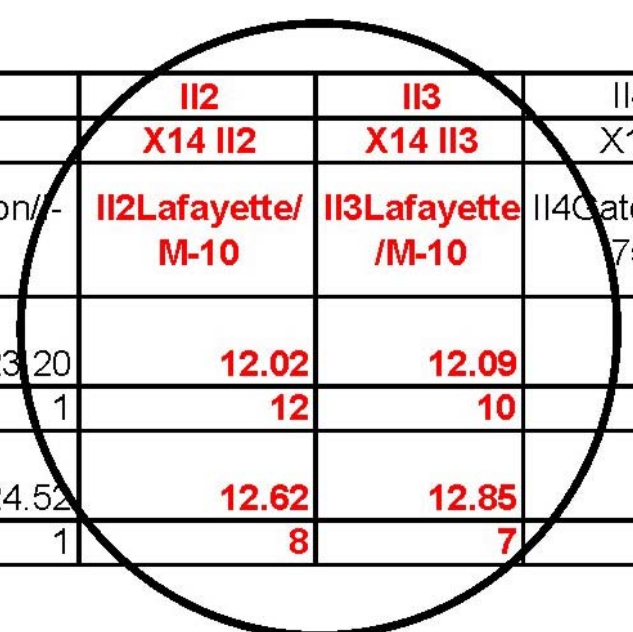
Plaza Crossing Alignment	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
Alignment	S1King/I-75	S1King/I-275	S2King/I-75	S2King/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I-275	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275
Citizen Cost Effectiveness Score	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	5.17
Rank	22	33	21	32	25	28	35	24	26	34	29	31	37
Technical Team Cost Effectiveness Score	11.01	8.46	11.27	8.53	9.40	8.90	5.28	9.73	9.19	5.39	8.88	8.43	5.06
Rank	22	32	21	31	25	28	35	24	26	34	29	33	37

Cost Effectiveness

Plaza Crossing Alignment	S4	S4	S4	S5	S5	S5	S5	S5	S5	S5	S5	S5	S5
	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X4	X4	X4	X4	X4
Alignment	S4Penn/I-75	S4Eureka/I-75	S4Eureka/I-275	S5Moran/I-75	S5Dix South/I-75	S5Dix	S5Dix	S5Dix	S5Dix	S5Dix	S5Dix	S5Dix	S5Dix
Citizen Cost Effectiveness Score	9.32	8.86	5.25	11.45	12.54								
Rank	27	30	36	20	6								
Technical Team Cost Effectiveness Score	9.12	8.65	5.15	11.45	12.45								
Rank	27	30	36	20	12								

Cost Effectiveness

Plaza Crossing Alignment	C2	C2	C2	C2	C3	C3	C3	C3	C3	C3	C3	C3	C3
	X9	X9	X9	X9	X10	X10	X10	X10	X10	X10	X10	X10	X10
Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/I-75	C3Sp	C3Sp	C3Sp	C3Sp	C3Sp	C3Sp	C3Sp	C3Sp
Citizen Cost Effectiveness Score	12.48	11.87	12.08	11.77	13.27								
Rank	8	13	11	15	4								
Technical Team Cost Effectiveness Score	12.90	12.28	12.48	12.17	13.90								
Rank	6	13	11	17	3								



Detroit River International Crossing Study Area of Continued Analyses

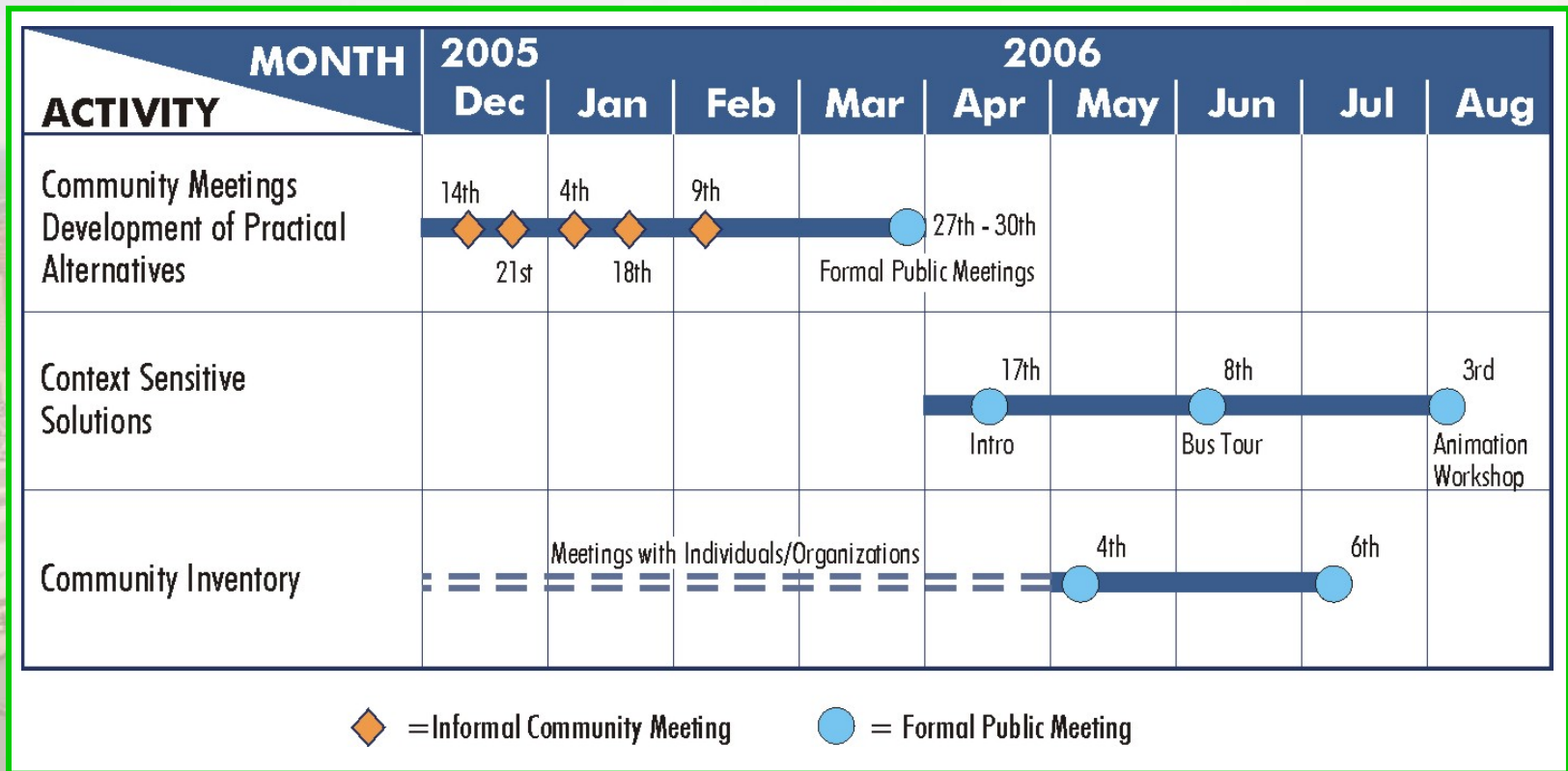


The Detroit River International Crossing



Next Steps

Proposed Community Involvement Schedule



The Detroit River International Crossing

An aerial photograph of the Detroit River, showing the city skyline of Detroit on the left and Windsor on the right. The river flows through the center, with a small island in the distance. A dark blue rectangular box with a thin green border is overlaid on the river, containing the text "Questions/Comments" in white. The sky is overcast with grey clouds.

Questions/Comments

The Detroit River International Crossing

An aerial photograph of the Detroit River, showing the city skyline on both sides. The water is a light brownish-green color. A dark blue rectangular box with a thin green border is centered over the river, containing the text "Thank You" in white. The sky is overcast with grey clouds.

Thank You

Draft Summary

The Detroit River International Crossing Study

Evaluation of Illustrative Alternatives on U.S. Side of the Border

