

Detroit River International Crossing Study

Keep Michigan Competitive !!



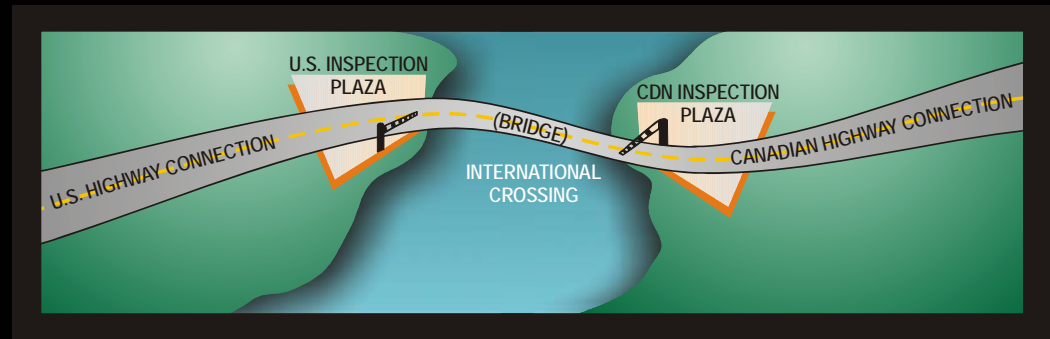
Detroit River International Crossing Study

Final Environmental Impact Statement (FEIS)/ Final Section 4(f) Evaluation



What is the “Detroit River International Crossing Study” ?

- The DRIC (Detroit River International Crossing) Study is to determine the appropriate type and location of a possible new crossing, as well as connections to an interstate freeway in the U.S. and Highway 401 in Ontario, Canada.



What is the Border Transportation Partnership ?

The Border Transportation Partnership



Cooperating Federal Agencies—U.S.

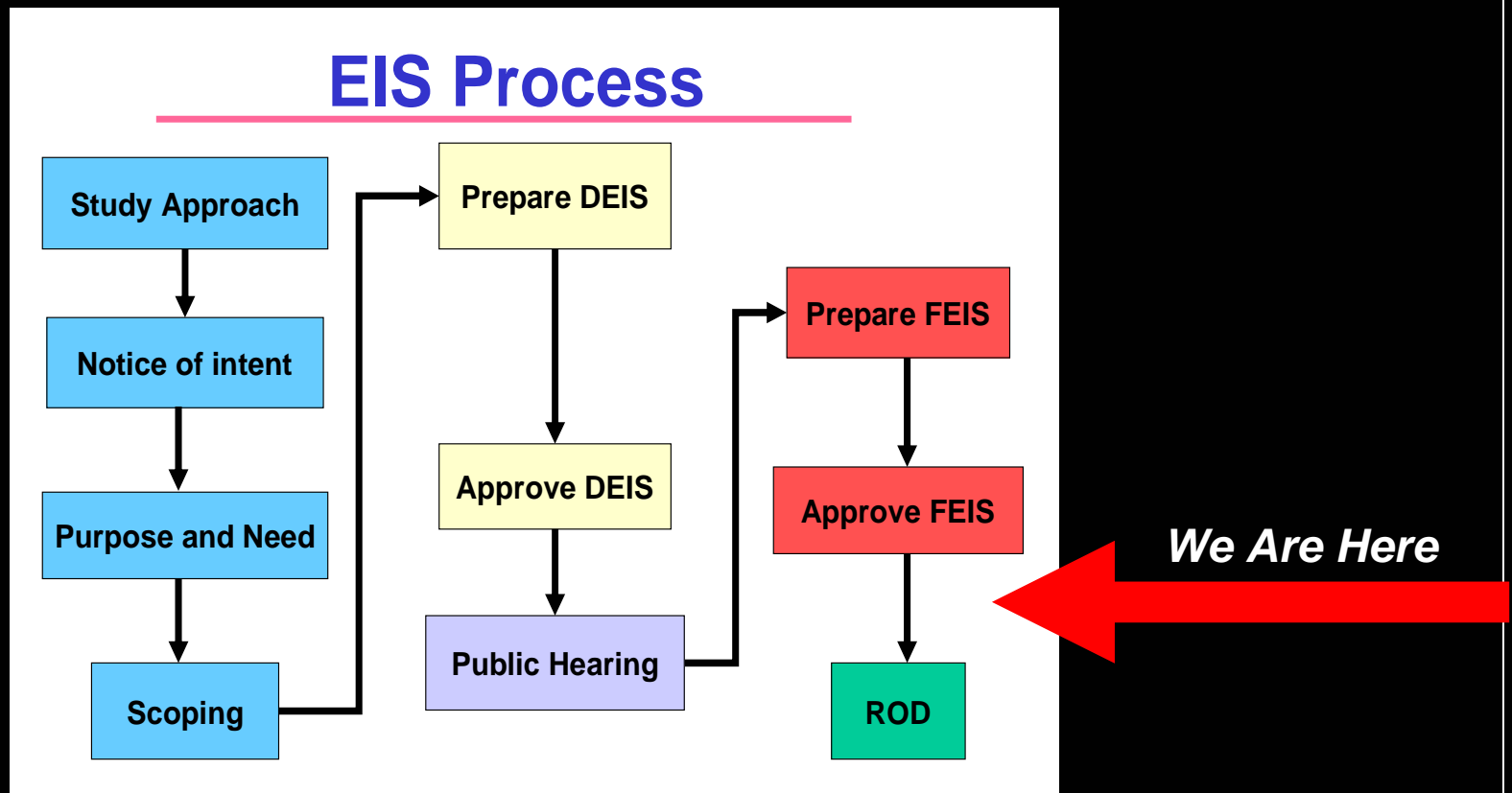
- Federal Highway Administration
- U.S. Environmental Protection Agency
- U.S. General Services Administration
- U.S. Department of Homeland Security
- U.S. Army Corps of Engineers
- U.S. Fish & Wildlife Service
- U.S. Coast Guard
- U.S. Department of State



Existing Detroit River International Crossings



Where we are at in the EIS Process...



This presentation is about
Final Environmental Impact Statement

The Preferred Alternative Has Been Identified



Detroit River International Crossing Study

Background

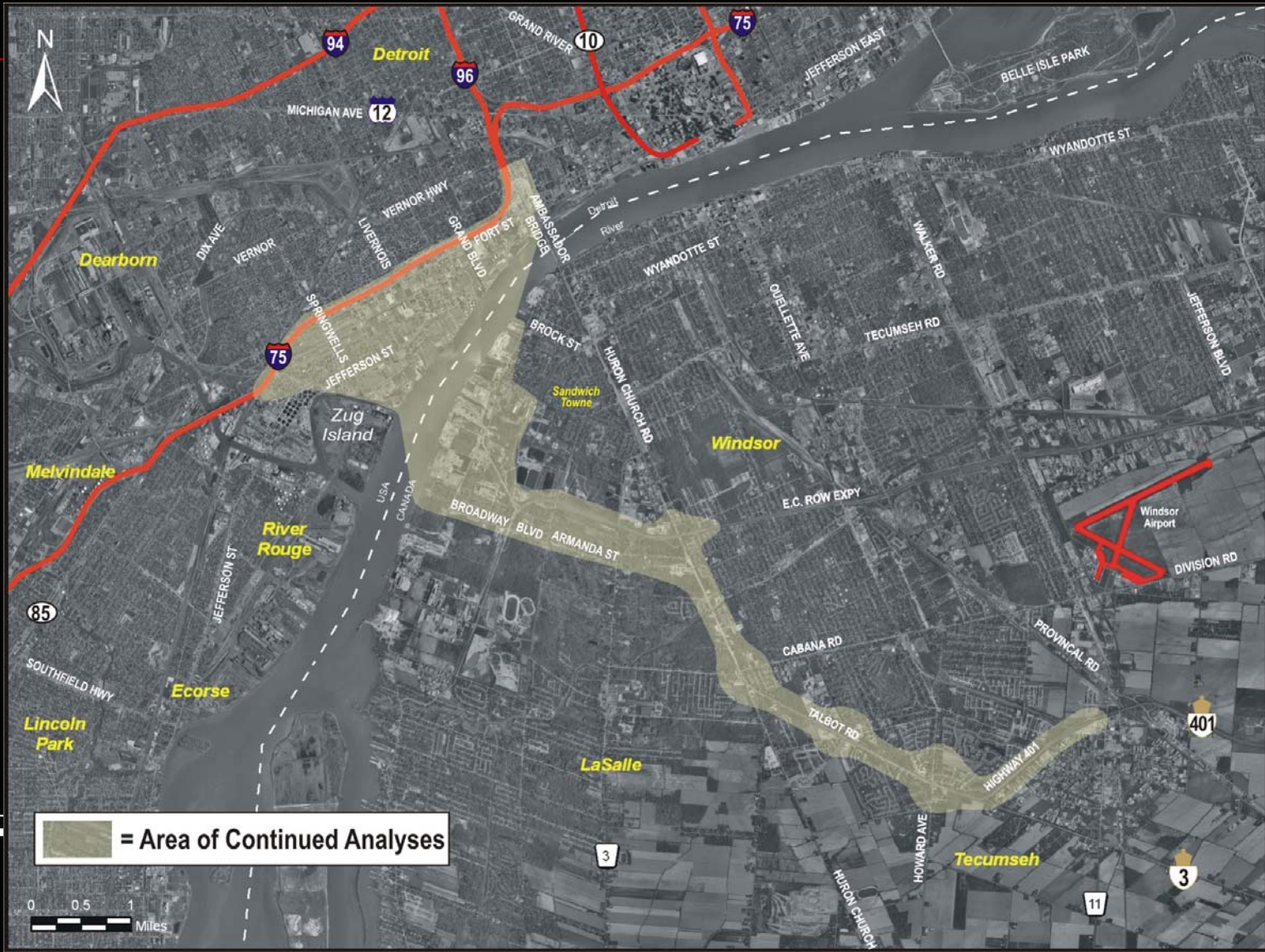
Purpose of DRIC Project

- **To provide safe, efficient and secure movements of people and goods across the U.S.-Canadian border in order to support the economies of Michigan, Ontario, Canada and the U.S. and,**
- **To support the mobility needs of national and civil defense to protect the homeland.**

Need for Project

- **Capacity**
- **System connectivity**
- **Processing capability**
- **Reasonable and secure crossing options**

Area of Continued Analysis

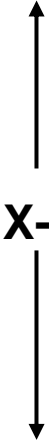
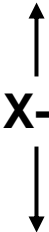


DEIS Practical Alternatives

- **Nine Build Alternatives**
- **No-Build Alternative**

Build Alternatives

Included in DRIC DEIS

Alternative	Interchange	Plaza	Crossing
#1	A	P-a	 X-10
#2	B	P-a	
#3	C	P-a	
#5	E	P-a	
#14	G	P-a	
#16	I	P-a	
#7	A	P-c	 X-11
#9	B	P-c	
#11	C	P-c	

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The Crossings

Crossing Locations

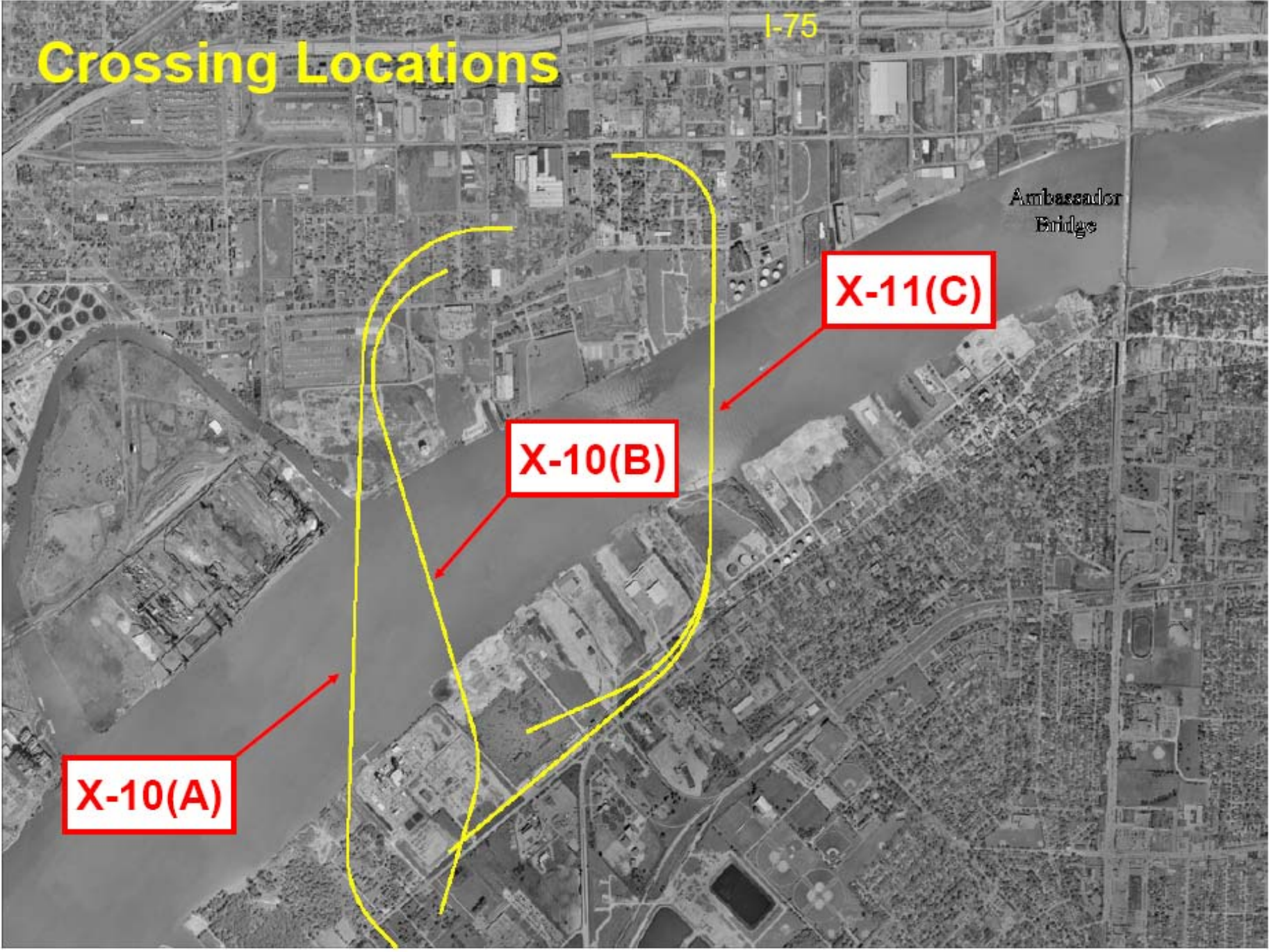
I-75

Ambassador
Bridge

X-11(C)

X-10(B)

X-10(A)

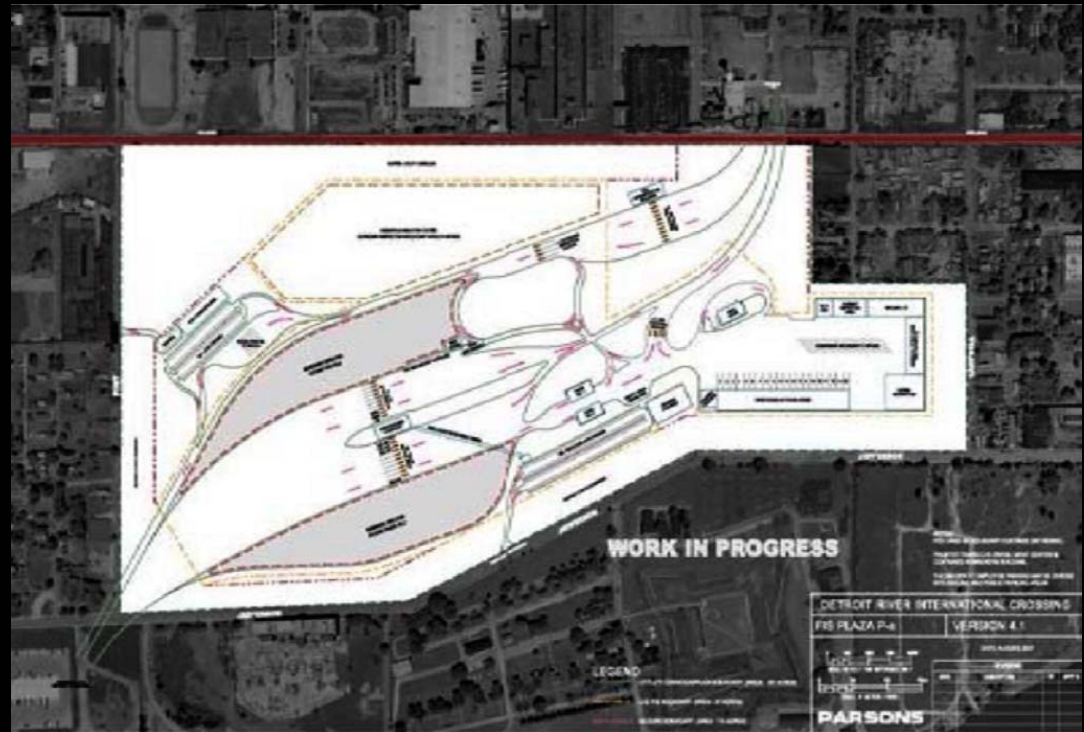


Crossings Conclusions

- ❑ Crossing X-11 is not part of the Preferred Alternative.
- ❑ Crossing X-10A is not part of the Preferred Alternative.
- ❑ Crossing X-10B is part of the Preferred Alternative.

Plaza Conclusions

- Because Plaza P-a was associated with crossing X-10B, it is part of the Preferred Alternative.

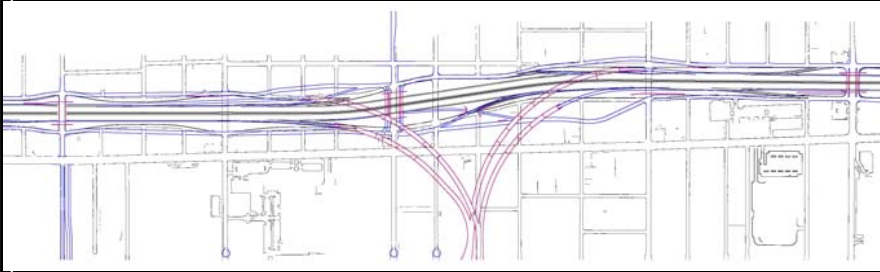


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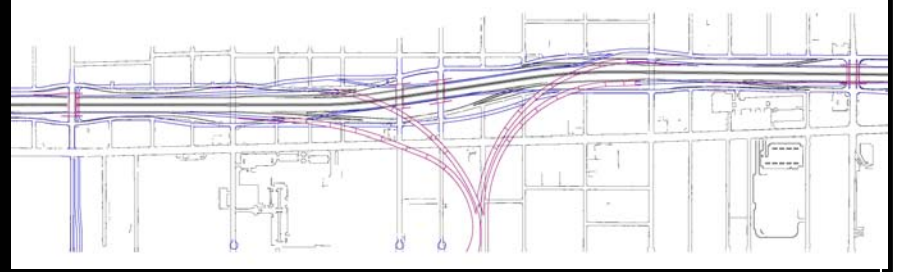
The Interchanges

DEIS Interchange Alternatives with I-75

Alternatives #1 and #7/Interchange A



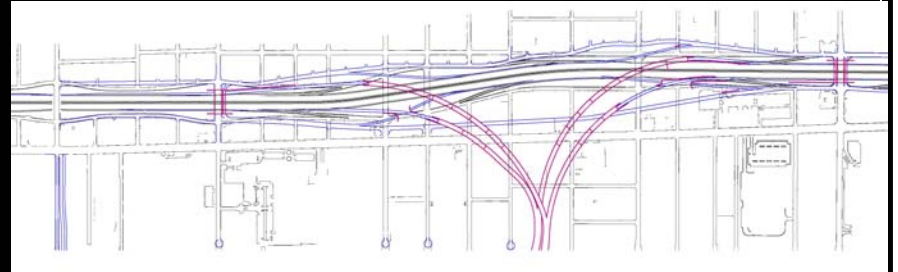
Alternatives #2 and #9/Interchange B



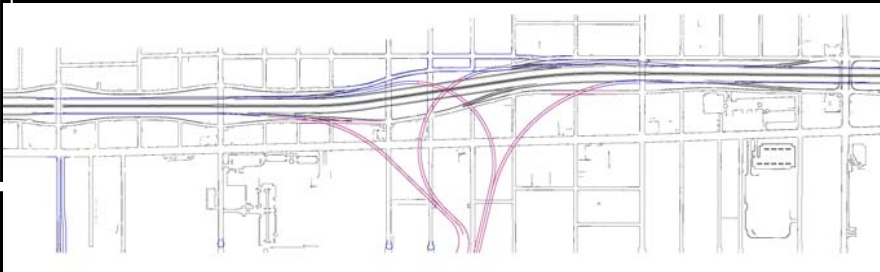
Alternatives #3 and #11/Interchange C



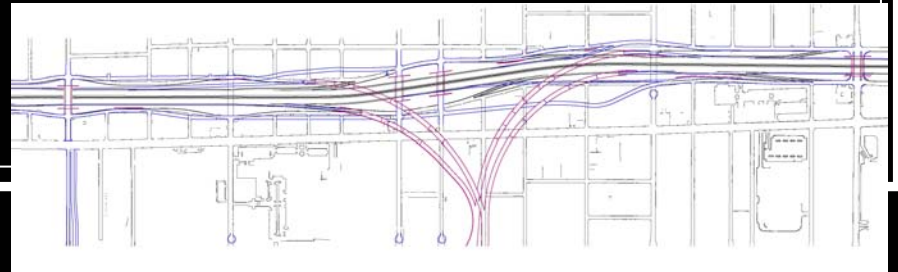
Alternative #5/Interchange E



Alternative #14/Interchange G



Alternative #16/Interchange I



Engineering Review of Interchanges

❑ Key Issues:

- ✓ Local vehicular access to/from I-75
- ✓ Local vehicular access across I-75
- ✓ Springwells Interchange
- ✓ Service drive alignment at Berwalt Manor
- ✓ Pedestrian access across I-75

The alternatives receiving further evaluation were:

Alternative	Interchange	Plaza	Crossing
#1	A	P-a	X-10B
#2	B	P-a	
#16	I	P-a	



Overall Conclusions with the Preferred Alternative

- ❑ The Preferred Crossing Alternative is identified as X-10B.
- ❑ Because Plaza P-a is associated with this crossing, it is part of the Preferred Alternative.
- ❑ The interchange for the Preferred Alternative is a hybrid of the elements of Interchange A, Interchange B, and Interchange I.

Preferred Alternative



*General Categories of Impacts analyzed for the **Preferred** and **No-Build** Alternatives*

- *Social*
- *Economic*
- *Environmental*

Potential Relocations

■ **No-Build Alternative**

- ✓ No one would have to move.

■ **Preferred Alternative**

- ✓ Relocation is expected of 257 residential units, 43 commercial properties, and 9 non-profit organizations.

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- About 39% of the households in the Delray Study Area are classified as low income in the 2006 U.S. Census, American Community Survey.
- This compares to less than 10% for the whole region and 32% for the City of Detroit.
- These include people who are white, African American, and Hispanic/Latino.

What about jobs?



*Forecast of Permanent Jobs with the **No-Build Alternative***

- **Further loss of jobs statewide and regionally**
- **More abandoned industrial sites**

Forecast of Permanent Jobs with the Preferred Alternative

- **Would attract and/or retain about 25,000 jobs statewide through 2035 because additional border capacity will support basic industries which depend on it to sell their products.**
- **Would add 3,350 new jobs in Southeast Michigan just due to enhanced accessibility provided by another crossing.**

Forecast of Temporary Construction Jobs with Preferred Alternative

- Create up to 13,000 temporary construction jobs
- Add up to 33,000 indirect jobs

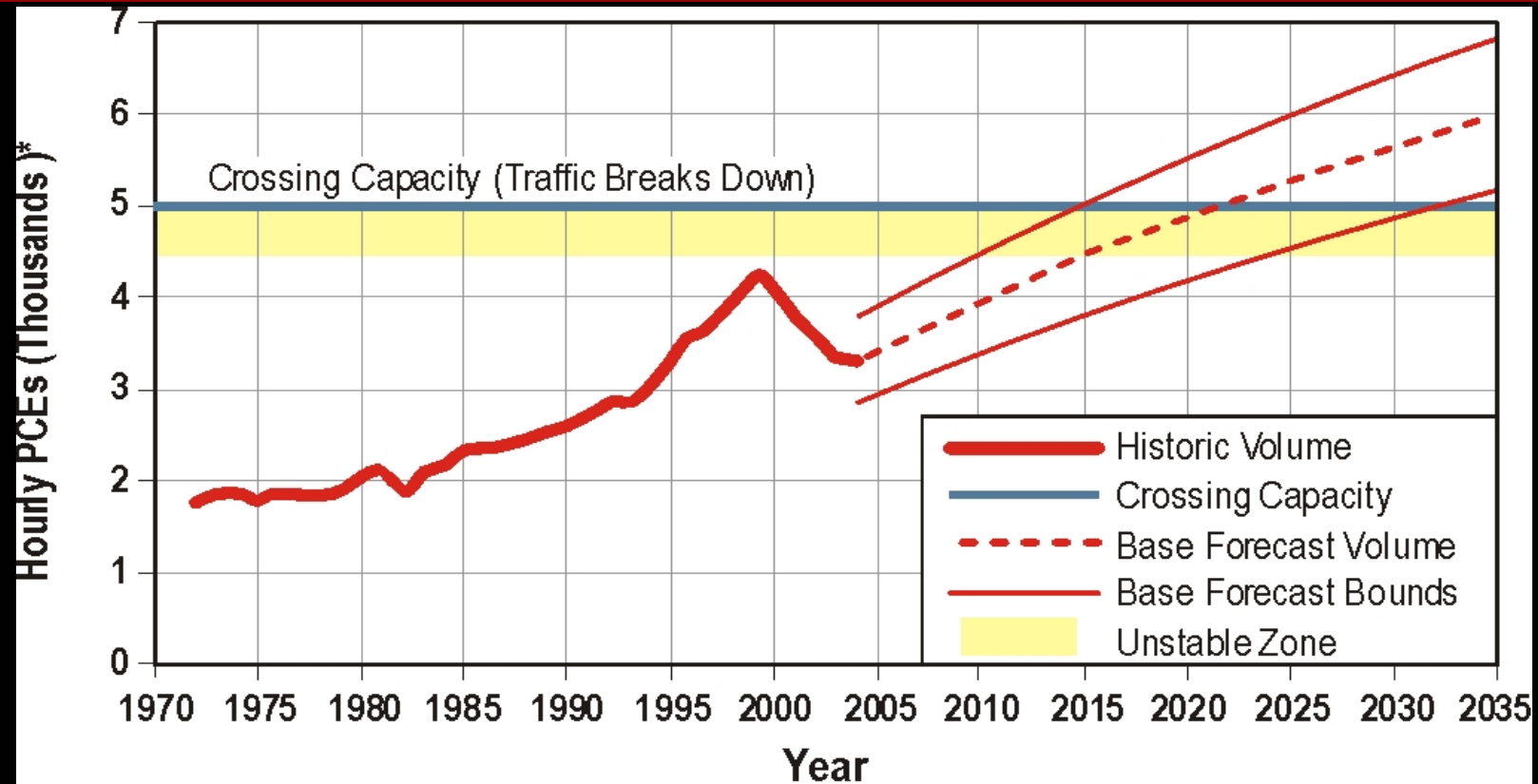
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What about traffic ?

Forecasts Indicate that by the year 2035...

- **Car traffic is expected to increase by 57%**
- **Truck traffic is expected to increase by 128%**
 - ✓ **We'll outgrow the connecting roads and the border plazas before the crossings.**

Travel Demand vs. Capacity: Combined Detroit River Crossings



* PCE = Passenger Car Equivalents (i.e. trucks are converted to an equivalent number of cars)

Source: IBI Group

Preliminary - for Discussion Purposes Only

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- **With the No-Build Alternative,** traffic in the local area will grow slowly on major roads, like I-75.
- **With the Preferred Alternative,** international traffic will be handled better than with only the existing crossings.
- **In both cases,** traffic in the Mexicantown area should improve with the Gateway Project.

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What about air quality?

*Air Quality with the **No-Build** Alternative:*

- **Air quality will improve due to EPA controls on automotive engines and fuels.**

Air Quality with the Preferred Alternative:

- Air quality will improve due to EPA controls on automotive engines and fuels.
- International traffic split between three crossings.
- Reduced idling due to best practice operations on the plaza.
- Improved plaza design will facilitate more efficient traffic flow and encourage greater participation in the NEXUS & FAST programs.

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Will noise get better or worse?

Noise

■ No-Build Alternative

- ✓ No change expected

■ Preferred Alternative

- ✓ Some noise walls will be built to reduce noise levels alongside the service drive on the north side of I-75.
 - ✓ Security walls around the plaza will also provide a noise reduction benefit.
- In both cases, studies show that noise should go down, especially in the Mexicantown neighborhood.



Noise & Air Quality with the Preferred Alternative:

- **Best practices during construction will reduce construction impacts on surrounding community.**

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What about impacts on parks?

Impacts on Parks

■ **No-Build Alternative**

✓ No change



■ **Preferred Alternative**

✓ Fort Wayne will not be impacted but improvements will be made, such as...

Impacts on Parks with Preferred Alternative

- Increased visibility
- Way-finding
- Campbell Street to be a Boulevard
- Streetscaping along Jefferson Avenue
- Historic Fort Wayne Master Plan update



Impacts on Parks with Preferred Alternative

- South Rademacher Recreation Center (now closed) would be acquired for the plaza.
- South Rademacher Park and the Post-Jefferson Playlot would be acquired for the plaza.



Impacts on Parks with Preferred Alternative

- Mitigation will compensate for the property, facilities, and recreation functions.



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What about impacts on
Places of Worship?

Impacts to Places of Worship

■ **No-Build Alternative**

- No change

■ **Preferred Alternative**

- Five places of worship are displaced, including the St. Paul AME Church, which is also an historic property.



*Natural/Environmental Impacts with the **No-Build** and **Preferred Alternatives***

No Impacts on:

- **Wetlands**
- **Water Quality**
- **Threatened and Endangered Species**

Benefits/Impacts with the No-Build Alternative

- **No one would have to move if nothing is done. But, the Delray community would likely continue to lose housing.**
- **Further loss of jobs statewide and regionally.**
- **More abandoned industrial sites.**
- **Less traffic congestion and noise and better air quality in Mexicantown when the Gateway Project connects the Ambassador Bridge with I-75 in 2009.**

Benefits/Impacts with the Preferred Alternative

- **New jobs**
- **Local traffic patterns changed**
- **Improved air quality**
- **Proposed new noise walls**
- **Potential revitalization
(by others)**



Mitigation Proposed with the Preferred Alternative

- Noise and Vibration Control
- Improvements to Green and Campbell Streets
- Improvements to Jefferson Avenue
- Fort Wayne Signing and Access
- Bridge, Plaza, and I-75 Interchange Aesthetics
- Emergency Service Access
- Pedestrian/Bicycle Bridges
- Maintenance of Traffic During Construction

Community Enhancements Proposed with the Preferred Alternative

- **It should also be noted that, if the Preferred Alternative is built, the Partnership will explore a number of concepts in the Delray area, including partnering with the private sector and with other government agencies on items such as...**
 - **Job training**
 - **English as a second language training**
 - **Air Quality**
 - **Local road improvements**
 - **Small business / Economic development**
 - **Other community enhancing amenities.**

What is the DRIC's U.S. Cost?

- **The U.S. part of this cost is approximately \$1.85 billion (with inflation) which includes:**
 - ✓ **Property Acquisition**
 - ✓ **Interchange with I-75**
 - ✓ **Plaza**
 - ✓ **Half of bridge**

FEIS and Technical Reports Available at:

- **MDOT Lansing Office**
- **MDOT Metro Region Office**
- **MDOT Detroit Transportation Service Center**
- **MDOT Taylor Transportation Service Center**
- **City Hall Central District, 2**
- **City Hall Northwestern District**
- **City Hall Northeastern District**
- **City Hall Western District**
- **City Hall Eastern District**
- **City Hall Southwestern District**
- **Allen Park Library**
- **Bowen Branch Public Library**
- **Campbell Branch Library**
- **Delray Recreation Center**
- **Detroit Public Library**
- **Ecorse Library**
- **Henry Ford Centennial Library**
- **Kemeny Recreation Center**
- **Melvindale Library**
- **River Rouge Library**
- **Southwestern High School Library**
- **www.partnershipborderstudy.com**

FEIS Waiting Period

- **No sooner than 30 days after the publication of the FEIS notice in the Federal Register on December 5, 2008, the FHWA will issue a Record of Decision (ROD), the next step in the U.S. environmental clearance process.**
- **Comments on the FEIS must be received on or before Jan. 5, 2009.**

Contacts

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Thank you

