

Detroit River International Crossing Study

Public Hearings March 18 and 19, 2008

This public hearing is an opportunity to voice your opinion regarding the Detroit River International Crossing Study (DRIC). The Michigan Department of Transportation (MDOT) is seeking your comments on proposed alternatives for a new border crossing between Detroit, Michigan and Windsor, Ontario, plus a No Build Alternative.

The public hearing will be conducted using a combined "open forum/formal presentation/open microphone" format. The open forum will allow the public to stop in anytime during the session, gather facts on the study, and speak with members of the MDOT Team on a one-to-one basis. MDOT will present a summary of the Draft Environmental Impact Statement (DEIS) during the formal presentation followed by an opportunity for all to hear public comments and questions during the open-microphone portion of the hearing.

Court reporters will be available to record oral comments at any time during the hearing. Citizens may also fill out a comment form and deposit it in the comment boxes at the public hearing site. Comments may also be submitted through the project Web site (www.partnershipborderstudy.com) using the on-line comment form or they can be mailed, faxed, or e-mailed to the address on the back page of this brochure. All written or recorded comments will appear in the transcript of the public hearing which will be available at the locations listed on the back page. The transcript will also be placed on the project Web site: www.partnershipborderstudy.com. The public record will be open for comments until April 29, 2008. Citizens are urged to let MDOT know their views on the proposed project. All comments related to a new border crossing will be shared by MDOT with the Federal Highway Administration (FHWA).

Public Hearings
 5:00 p.m. to 8:30 p.m.
Presentation at 6:30 p.m.

LOCATIONS

Delray: March 18, 2008, at
 Southwestern High School
 6921 W. Fort Street, Detroit, MI 48209

Southwest: March 19, 2008, at LA SED,
 7150 W. Vernor, Detroit, MI 48209



Study Background

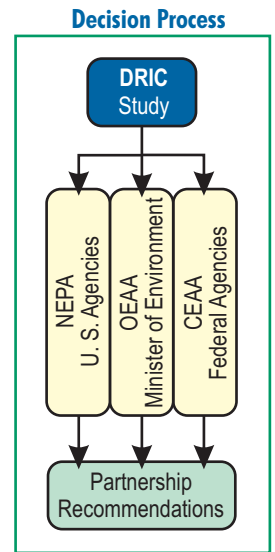
The Detroit River International Crossing (DRIC) Study is a bi-national effort to complete the environmental study processes for the United States, Michigan, Canada and Ontario governments related to a new crossing.

The DRIC study identifies solutions that support the region, state, provincial and national economies while addressing the civil and national defense and homeland security needs of the busiest trade corridor between the United States and Canada.

The Detroit River, which separates the U.S. and Canada, now has border crossings at the Ambassador Bridge (four lanes), the Detroit-Windsor Tunnel (two lanes), the Detroit-Canada Rail Tunnel, and the Detroit-Windsor Truck Ferry. These multi-modal transportation links provide the connections for freight and passenger movements between the two countries. The DRIC Study covers transportation alternatives that improve the border-crossing facilities, operations, and connections to meet existing and future mobility and security needs in an "end-to-end solution," i.e. a system that connects I-75 in the U.S. to Highway 401 in Canada with a new bridge over the Detroit River.

The Border Transportation Partnership (The Partnership) leads this study. It is formed of the Federal Highway Administration (FHWA), Michigan Department of Transportation (MDOT), Ontario Ministry of Transportation (MTO), Transport Canada (TC).

The Partnership completed the Planning/Needs and Feasibility Study in February 2004. Its findings (available at: www.partnershipborderstudy.com) serve as the foundation for this Draft Environmental Impact Statement (DEIS). The final step in each phase of the DRIC Study will be a Partnership recommendation. All approvals will be consistent with the National Environmental Policy Act (NEPA) in the U.S., the Ontario Environmental Assessment Act (OEAA) and the Canadian Environmental Assessment Act (CEAA). The Partnership is also studying different methods of ownership, operation and maintenance of any new facility.



Why Did We Do This Study?

It is clear something needs to be done in four areas:

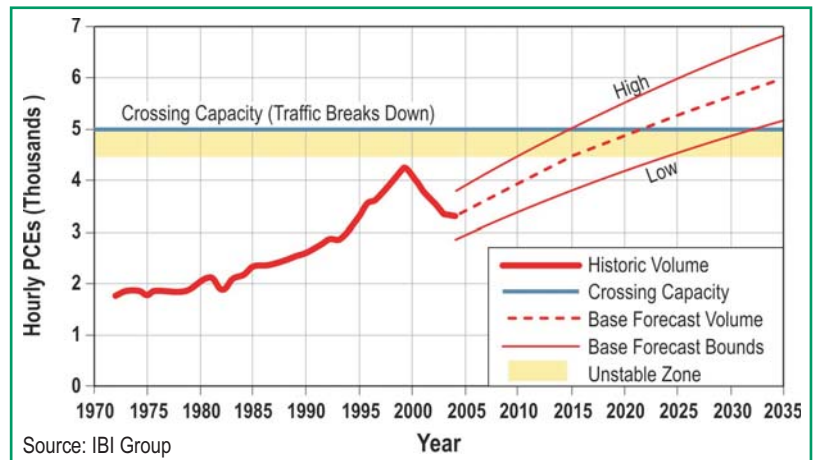
- Provide new border crossing capacity to meet increased long-term demand;
- Improve system connectivity to help people and goods move more easily;
- Improve operations and processing capability; and,
- Provide reasonable and secure crossing options in case of any border traffic disruptions.

The idea was to look forward and plan accordingly. Here's what we saw when we looked into the future:

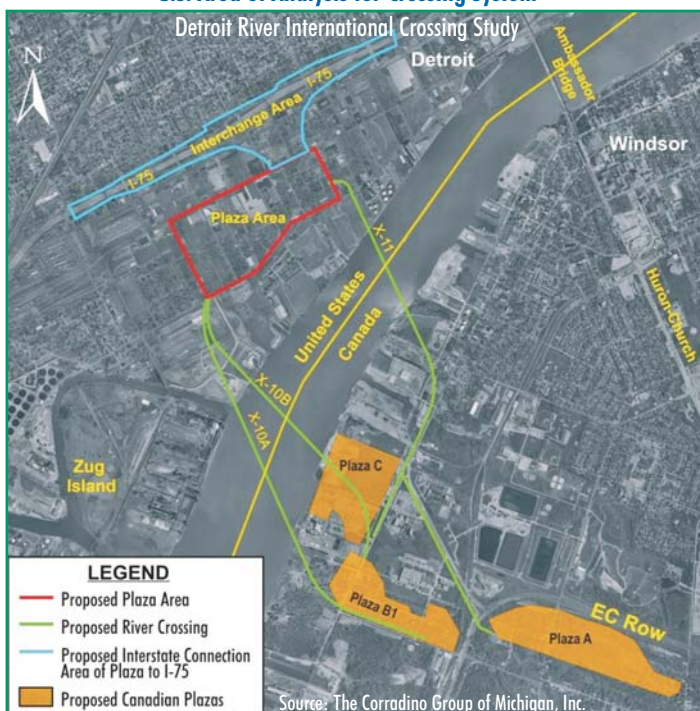
- Cross-border passenger car traffic will grow 57 percent over the next 30 years.
- Truck traffic will increase 128 percent.
- If nothing is done, congestion will increase and traffic delays will become unacceptable.
- The corridor could break down between 2030 and 2035, even if traffic grows slowly.

Travel Demand vs. Capacity: Combined Detroit River Crossings

Detroit River International Crossing Study



U.S. Area of Analysis for Crossing System



When studying traffic in more detail, three critical areas were identified:

- Roads leading to the existing bridge and tunnel;
- Processing vehicles through customs; and,
- The existing number of lanes crossing the border on the Ambassador Bridge and Detroit-Windsor Tunnel

With an understanding of the critical areas, possible solutions were thoroughly examined.

It is important in environmental studies like the DRIC to start with a large number of choices then narrow the choices as more knowledge is gained over time. So, first, an area along the Detroit River from Grosse Ile to Belle Isle was studied. The list of possible crossings was reduced over time as more information on each became known. Eventually, the Partnership developed several alternatives that could fix the problems in a concentrated area between the Ambassador Bridge and Zug Island. Three border crossing locations are proposed in the area: Crossings X-10A, X-10B and X-11. These have been carried forward into the DEIS.

Alternatives Considered

The DRIC study has identified nine Build Alternatives shown on page four. Each alternative connects to one of two plazas. There are six different interchanges being studied. The bridges being considered for the X-10B and X-11 crossings are of two types: cable-stay and suspension. Because the main span of a bridge at Crossing X-10A is so long, only a suspension bridge is an option for this crossing.

We then asked a number of questions to determine the impacts, which are summarized in the table beginning on page 5. First we asked: Who would have to move? No one would have to move if nothing is done. But, the Delray community would continue to lose housing. Just in the last three years, for example, over 30 houses have burned down.



Industries in Delray could also keep expanding. This would place additional pressure on people to move to homes outside Delray.

If a new border crossing were built, people would be relocated from their homes. The lowest relocation estimate is 260 dwelling units, including apartments, duplexes and single-family houses. That could be as high as 384 dwelling units, depending on which crossing alternative is picked.

If no new crossing is built, jobs and tax revenues will continue to be lost over the next several years because of a downturn in the economy. Building a new border crossing, on the other hand, would capture 25,000 jobs for Michigan in 2035 --jobs related to industries that trade across the border. And, 3,350 new jobs would move into Southeast Michigan by 2035. In the short term, building a new border crossing would create up to 9,000 construction jobs over four years, plus up to 23,200 indirect ones associated with the construction.

If nothing is done, traffic in the area will grow slowly on major roads, like I-75. Traffic in the Mexicantown neighborhood should improve with the nearby Gateway Project, which will connect the Ambassador Bridge directly to I-75 in 2009. The alternatives to build a new border crossing will do a better job of handling traffic than the Ambassador Bridge working alone.

It is important to note that air quality will improve no matter what's done on the border crossing. The air is getting cleaner due to EPA controls on automotive engines and fuels. If a new crossing is built, traffic, including heavy-duty trucks, will move away from the more residential areas closest to the existing crossing.

Studies show that noise should go down, especially in the Mexicantown neighborhood. Walls are proposed to lower noise levels alongside the service drive on the north side of I-75.

Other possible impacts that could occur if a new border crossing is built include:

- Removal of the Rademacher Recreation Center, which is now closed. Rademacher Park and one playlot would also be eliminated.
- Up to seven places of worship would also be lost.

It is important to note that if a new crossing is built by government, the Border Transportation Partnership will explore a number of concepts by which enhancements may be made in the Delray area including partnering with the private sector and with other government agencies on items such as:

- Improving and replacing housing stock
- Job training
- Small business development, and
- Other community-enhancing amenities



What's Next?

Following compilation of the public hearing transcript and comments from the public and resource agencies, the Partnership will determine a Preferred Alternative, and then begin the Final Environmental Impact Statement (FEIS). Public and agency comments will help guide the selection of a Preferred Alternative. The FEIS will address the comments received. The FEIS will be publicly available in 2008. A decision will be issued in 2008 on whether a Build Alternative or the No Build Alternative is selected.

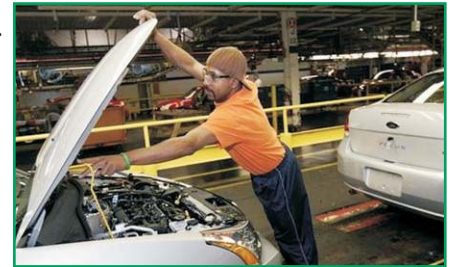


Cable Stay Bridge



Suspension Bridge

Source: Parsons Transportation Group



Schematic Representation of Crossings X-10 and X-11 Practical Alternatives #1, #2, #3, #5, #7, #9, #11, #14 and #16

Detroit River International Crossing Study

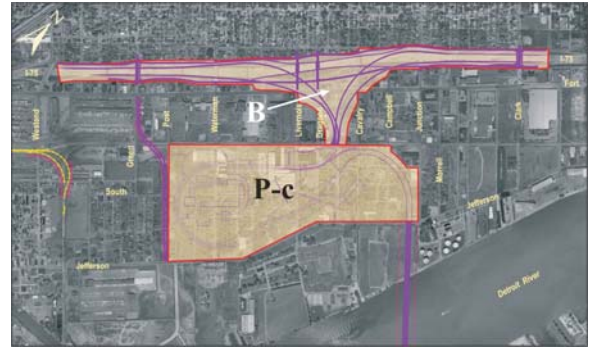
Practical Alternative #1



Practical Alternative #7



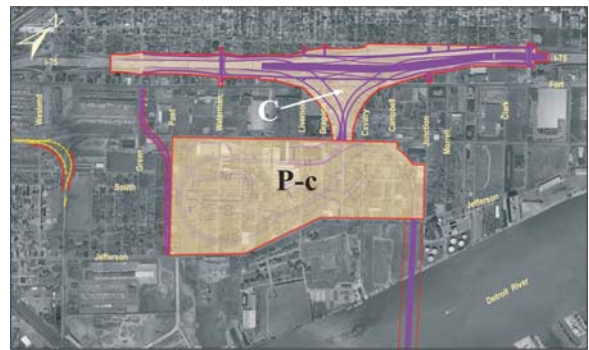
Practical Alternative #9



Practical Alternative #2



Practical Alternative #11



Practical Alternative #3



Practical Alternative #14



Practical Alternative #5



Practical Alternative #16



Summary of Impacts

Detroit River International Crossing Study

Issue		Alternative	No Build	#1, #2, #3, #16	#5	#7, #9, #11	#14	
		Description/Units						
Environmental Justice/ Title VI		Impacts	<ul style="list-style-type: none"> Trends indicate increased population of Delray by minority and low-income people. 	<ul style="list-style-type: none"> The proposed project will have an adverse impact on all EJ and Title VI population groups in the study area. The potential impacts to all population groups are: <ul style="list-style-type: none"> Between 324 and 414 households would have to relocate. Between 685 and 920 jobs would be relocated from the Delray area. Some are held by minorities and low-income people. This is particularly true for those businesses taking advantage of the Empowerment Zone, which allows them to gain tax credits when they employ people from the local area. All alternatives would take the <i>National Register</i> recommended eligible Berwalt Manor, Kovacs Bar, and the St. Paul AME Church. The CHASS Center would be relocated. It serves the needy, low-income population with little access to an automobile. With #2, #9, and #16, seven places of worship would be lost; with #11 and #14, six would be lost; and, with Alternative #5, five would be lost. The Rademacher Center, although closed by the City of Detroit, would be eliminated. So, would Rademacher Park and one small playlot. Normal traffic patterns would be disrupted and travel would be more difficult because interchanges with I-75 will be closed/modified and a number of streets crossing I-75 would be closed. Three bus lines would be rerouted. The population affected has relatively low access to an automobile. Between two and four of the five pedestrian crossings of I-75 would be removed. The proposed Practical Alternatives will not have a disproportionately high and adverse effect on minority population groups in the Delray Study Area. However, as the Practical Alternatives are further evaluated there may be disproportionately high and adverse effects on low-income population groups in the Study Area. Such impacts may include, but not be limited to, disruptions to community cohesion, possible isolation, and loss of economic vitality. These impacts will be further evaluated after MDOT completes interviews with property owners and tenants who may be displaced as a result of this project. If additional impacts are identified, these impacts and proposed mitigation measures will be addressed in the FEIS. 				
Relocations	Residential Units	Occupied	0	324 to 356	414	340 to 369	338	
		Vacant	0	5 to 6	6	18 to 19	4	
	Residential Population	Number	0	794 to 872	1,014	833 to 904	828	
	Business Units	Active	0	43 to 49	51	50 to 56	41	
		Vacant	0	25 to 30	30	24 to 29	27	
	Estimated Employees	Number	0	685 to 740	790	865 to 920	685	
	Other Land Uses Affected	Schools	0	0	0	0	0	0
		Senior Service Facilities	0	0	0	0	0	0
		City/Government Facilities	0	3	4	3	2	2
		Places of Worship	0	6 to 7	5	6 to 7	6	6
Medical Facilities		0	1	1	1	0	0	
State/Federal Government Facilities		0	2	2	2	1	1	
Community Services		0	0	0	0	0	0	
Land Use		<ul style="list-style-type: none"> Trends indicate continued industrialization at cost of remaining residential area that now exists. 	<ul style="list-style-type: none"> Delray has the potential to capitalize on its strategic location with revitalization of the areas adjacent to the new crossing. 					
Traffic	2035 AM Peak (two-way)	Ambassador Bridge: 2,901	DRIC: 2,068 60% AMB: 1,357 40%	DRIC: 2,038 60% AMB: 1,383 40%	DRIC: 1,340 40% AMB: 1,952 60%	DRIC: 2,068 60% AMB: 1,357 40%		
	2035 Midday Peak (two-way)	Ambassador Bridge: 2,628	DRIC: 1,734 57% AMB: 1,284 43%	DRIC: 1,758 58% AMB: 1,267 42%	DRIC: 1,075 37% AMB: 1,815 63%	DRIC: 1,734 57% AMB: 1,284 43%		
	2035 PM Peak (two-way)	Ambassador Bridge: 3,668	DRIC: 2,497 57% AMB: 1,873 43%	DRIC: 2,582 59% AMB: 1,801 41%	DRIC: 1,970 46% AMB: 2,278 54%	DRIC: 2,497 57% AMB: 1,873 43%		
	I-75 Interchanges	<ul style="list-style-type: none"> No effect except the opening of the Ambassador Gateway Project connecting the Ambassador Bridge directly to I-75. 	<ul style="list-style-type: none"> The Livernois-Dragoon interchange will be removed. #1, #2, #3: Half of Clark and half of Springwells removed. #16: Split interchange at Clark. Parts of the lost access will be replaced with new ramps in new locations. 	<ul style="list-style-type: none"> The Livernois-Dragoon interchange will be removed. All of Clark and half of Springwells removed. Parts of the lost access will be replaced with new ramps in new locations. 	<ul style="list-style-type: none"> The Livernois-Dragoon interchange will be removed. Half of Clark and half of Springwells removed. Parts of the lost access will be replaced with new ramps in new locations. 	<ul style="list-style-type: none"> The Livernois-Dragoon interchange will be removed. Half of Clark removed. Parts of the lost access will be replaced with new ramps in new locations. 		
	I-75 Cross Streets	<ul style="list-style-type: none"> None affected. 	<ul style="list-style-type: none"> #1, #3: Three of seven removed. #2, #16: Two of seven removed. 	<ul style="list-style-type: none"> Three of seven removed. 	<ul style="list-style-type: none"> #7, #11: Three of seven removed. #9: Two of seven removed. 	<ul style="list-style-type: none"> Two of seven removed. 		
	Pedestrian Crossings	<ul style="list-style-type: none"> Reconnection of Bagley Street with Ambassador Gateway Project pedestrian bridge. 	<ul style="list-style-type: none"> #1, #2, #16: Four of five removed. #3: Three of five removed. Options for replacement of the bicycle/pedestrian bridges will be reviewed following the selection of the Preferred Alternative. Any replacement structures would meet Americans with Disability Act guidelines. This information will be included in the FEIS. 	<ul style="list-style-type: none"> Three of five removed. Options for replacement of the bicycle/pedestrian bridges will be reviewed following the selection of the Preferred Alternative. Any replacement structures would meet Americans with Disability Act guidelines. This information will be included in the FEIS. 	<ul style="list-style-type: none"> #7, #9: Four of five removed. #11: Three of five removed. Options for replacement of the bicycle/pedestrian bridges will be reviewed following the selection of the Preferred Alternative. Any replacement structures would meet Americans with Disability Act guidelines. This information will be included in the FEIS. 	<ul style="list-style-type: none"> Two of five removed. Options for replacement of the bicycle/pedestrian bridges will be reviewed following the selection of the Preferred Alternative. Any replacement structures would meet Americans with Disability Act guidelines. This information will be included in the FEIS. 		
	Transit	<ul style="list-style-type: none"> Continuation of past trends, which include higher fares, reduced service. 	<ul style="list-style-type: none"> Continuation of past trends, which include higher fares, reduced service. DDOT Route 11/Junction rerouted via Vernor to Clark, pending discussions with DDOT. DDOT Route 30/Livernois rerouted around plaza, pending discussions with DDOT. SMART Route 110 rerouted around plaza, pending discussions with SMART. 	<ul style="list-style-type: none"> Continuation of past trends, which include higher fares, reduced service. DDOT Route 11/Junction rerouted via Vernor to Clark, pending discussions with DDOT. DDOT Route 30/Livernois rerouted around plaza, pending discussions with DDOT. SMART Route 110 rerouted around plaza, pending discussions with SMART. 	<ul style="list-style-type: none"> Continuation of past trends, which include higher fares, reduced service. DDOT Route 11/Junction rerouted via Vernor to Clark, pending discussions with DDOT. DDOT Route 30/Livernois rerouted around plaza, pending discussions with DDOT. SMART Route 110 rerouted around plaza, pending discussions with SMART. 	<ul style="list-style-type: none"> Continuation of past trends, which include higher fares, reduced service. DDOT Route 30/Livernois rerouted around plaza, pending discussions with DDOT. SMART Route 110 rerouted around plaza, pending discussions with SMART. 		

Summary of Impacts (continued)

Detroit River International Crossing Study

Issue	Alternative		No Build	#1, #2, #3, #16	#5	#7, #9, #11	#14
	Description/Units						
Jobs	State		<ul style="list-style-type: none"> Michigan would not attract 25,000 jobs in 2035. 	<ul style="list-style-type: none"> Michigan could attract 25,000 jobs in 2035, mostly in manufacturing and related sectors. 			
	Region		<ul style="list-style-type: none"> Continued decline in Michigan economy limiting growth. 	<ul style="list-style-type: none"> Continued decline in Michigan economy limiting growth. Possible gain of 3,352 jobs due to improved border crossing access alone. 			
	Construction		<ul style="list-style-type: none"> Continued decline in economy limiting growth. This could be offset if second span of Ambassador Bridge is built. 	<ul style="list-style-type: none"> Continued decline in economy limiting growth. Gain of 8,939 to 10,416 direct jobs. Gain of 22,986 to 26,784 indirect jobs. 			
	Bridge Operations		<ul style="list-style-type: none"> Possible increase if second span of Ambassador Bridge is built. 	<ul style="list-style-type: none"> 775 permanent jobs at new crossing: 400 at Customs; 200 brokers; 70 at tolls; 20 at maintenance; 75 at duty free; and, 10 in administration. 			
Tax Base	Tax Revenue		<ul style="list-style-type: none"> Continued decline with loss of jobs/income taxes and loss in real estate values. Possible gain if second span of Ambassador Bridge is built in income and sales taxes due to new construction jobs and expenditures, respectively. 	<ul style="list-style-type: none"> Continued decline with loss of jobs/income taxes and loss in real estate values. Loss of \$500,000 to \$600,000 in annual property taxes to City of Detroit. This loss does not assume any offset associated with those relocated to areas within Detroit. Gain of income and sales taxes due to new construction jobs and construction expenditures, respectively. Potential gain of \$500 million in 2035 if 25,000 jobs are attracted. 			
Air Quality	Pollution Trends		<ul style="list-style-type: none"> Measures taken by EPA will continue to improve air quality. Continued decline in economy may have unintended consequences of closing polluting plants/industries. Air quality in Mexicantown would improve with completion of Gateway Project. 	<ul style="list-style-type: none"> Measures taken by EPA will continue to improve air quality. Continued decline in economy may have unintended consequences of closing polluting plants/industries. No violation of carbon monoxide and particulate matter hot-spot standards. Mobile Source Air Toxics are split between new bridge and Ambassador Bridge. All alternatives are the same from a regional perspective. 			
Noise	Plaza and Crossing Interchanges/I-75 (Refined analysis to be performed on Preferred Alternative.)		<ul style="list-style-type: none"> No perceptible increases. Existing noise levels along I-75 exceed criteria. No perceptible increases in future. Some improvement near Mexicantown and Fort Street (M-85) with opening in 2009 of Ambassador Gateway Project at Ambassador Bridge. 	<ul style="list-style-type: none"> No negative effect on sensitive receivers. Existing noise levels along I-75 exceed criteria. Some improvement near Mexicantown and Fort Street (M-85) with opening in 2009 of Gateway Project at Ambassador Bridge. No negative effect on sensitive receivers. #1, #2, #16: Further analysis required of installation of noise walls. #3: 1,400 linear feet of feasible/ reasonable walls. 	<ul style="list-style-type: none"> Existing noise levels along I-75 exceed criteria. Some improvement near Mexicantown and Fort Street (M-85) with opening in 2009 of Gateway Project at Ambassador Bridge. No negative effect on sensitive receivers. 2,230 linear feet of feasible/reasonable walls. 	<ul style="list-style-type: none"> Existing noise levels along I-75 exceed criteria. Some improvement near Mexicantown and Fort Street (M-85) with opening in 2009 of Gateway Project at Ambassador Bridge. No negative effect on sensitive receivers. #7, #9: Further analysis required of installation of noise walls. #11: 1,400 linear feet of feasible/ reasonable walls. 	<ul style="list-style-type: none"> Existing noise levels along I-75 exceed criteria. Some improvement near Mexicantown and Fort Street (M-85) with opening in 2009 of Gateway Project at Ambassador Bridge. No negative effect on sensitive receivers. 6,530 linear feet of feasible/reasonable walls.
Wetlands			<ul style="list-style-type: none"> Status quo maintained while recognizing additional wetlands may form due to human activities at abandoned sites. 	<ul style="list-style-type: none"> No wetland impacts. 	<ul style="list-style-type: none"> No wetland impacts. 	<ul style="list-style-type: none"> Impact of 0.01 acres of low-quality wetland. 	<ul style="list-style-type: none"> No wetland impacts.
Threatened and Endangered Species			<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> No impacts. 			
Cultural Resources	Aboveground		<ul style="list-style-type: none"> Continuation of past trends with some older structures being abandoned and, potentially, destroyed. 	<ul style="list-style-type: none"> Continuation of past trends with some older structures being abandoned and, potentially, destroyed. 4(f) impacts to four sites with #1, #2 and #16; three sites with #3. Exposure of Fort Wayne could improve visitation. 	<ul style="list-style-type: none"> Continuation of past trends with some older structures being abandoned and, potentially, destroyed. 4(f) impacts to five sites. Exposure of Fort Wayne could improve visitation. 	<ul style="list-style-type: none"> Continuation of past trends with some older structures being abandoned and, potentially, destroyed. 4(f) impacts to three sites with #11; four sites with #7 and #9. Exposure of Fort Wayne could improve visitation. 	<ul style="list-style-type: none"> Continuation of past trends with some older structures being abandoned and, potentially, destroyed. 4(f) impacts to three sites. Exposure of Fort Wayne could improve visitation.
	Archaeological		<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> No adverse effects on prehistoric archaeological sites. Impact likely to two historic sites recommended for <i>National Register</i>. Memorandum of Agreement with the State Historic Preservation Office required for archaeological sites. 			
Parkland			<ul style="list-style-type: none"> Continuation of past trends with some decline possible as ability to preserve existing facilities is negatively affected by the economic decline. 	<ul style="list-style-type: none"> Continuation of past trends with some decline possible as ability to preserve existing facilities is negatively affected by the economic decline. 4(f) impacts to three recreational resources: <ul style="list-style-type: none"> Rademacher Park Rademacher Center Post-Jefferson Playlot 			
Visual Conditions			<ul style="list-style-type: none"> Visual impacts if second span of Ambassador Bridge is built. Otherwise, no change in visual conditions. 	<ul style="list-style-type: none"> Visual impacts if second span of Ambassador Bridge is built. New bridge, plaza, I-75 interchange added to visual landscape. Delray visual landscape will be altered. Context Sensitive Solutions work during design phase may cause positive change. 			

Summary of Impacts (continued)

Detroit River International Crossing Study

Alternative		No Build	#1, #2, #3, #16	#5	#7, #9, #11	#14
Issue	Description/Units					
Lighting		<ul style="list-style-type: none"> Continuation of past trends. Street lighting is often in poor condition. Second span of Ambassador Bridge could introduce new lighting if it is built. 	<ul style="list-style-type: none"> Second span of Ambassador Bridge could introduce new lighting if it is built. Plaza would affect the area west of Post Street. Fort Wayne may experience increased night lighting. Consultation on bridge lighting necessary during design phase to balance the navigational lighting needs of the Federal Aviation Administration, and U.S. Coast Guard with the U.S. Fish and Wildlife Service, the latter in regards to possible bird strikes at the new bridge. 			
Contaminated Sites		<ul style="list-style-type: none"> Continuation of past trends with cleanup when abandoned sites are reused. 	<ul style="list-style-type: none"> #1, #2 and #3: 19 contaminated sites, and #16: 21 contaminated sites rated medium or high in pollutants, would be acquired with some remediation necessary. 	<ul style="list-style-type: none"> 17 contaminated sites, rated medium or high in pollutants, would be acquired with some remediation necessary. 	<ul style="list-style-type: none"> 21 contaminated sites, rated medium or high in pollutants, would be acquired with some remediation necessary. 	<ul style="list-style-type: none"> 19 contaminated sites, rated medium or high in pollutants, would be acquired with some remediation necessary.
Indirect/Cumulative Impacts		Refer to Tables S-4 and S-5	Refer to Table S-4 and S-5			
Transboundary Impacts		Refer to Table S-6		Refer to Table S-6		
Safety and Security		<ul style="list-style-type: none"> Continuation of past trends. Crime is high in Delray. 	<ul style="list-style-type: none"> Compliance needed with federal and state homeland security provisions. Presence of federal and state homeland security forces, plus lighting and activity of new crossing, could improve safety and security of Delray. 			
Soil/Geologic Resources (Salt)		<ul style="list-style-type: none"> Expansion of room-and-pillar salt mining is possible along the west edge of Delray. 	<ul style="list-style-type: none"> No brine well or other geologic restrictions to crossing system in U.S. In Canada, Crossing X-10B is cleared of the risk of sinkholes forming. Crossing X-11 cannot be cleared without additional investigations. Even if they are undertaken, they may still be insufficient to consider the risk to be acceptable because the approach to the Crossing X-11 bridge in Canada passes over the eastern end of the former solution mining brine well field and a subsurface anomaly that appears to be a brine-filled cavity, rubble zone and disturbed rock mass. Mineral extraction would be limited to protect the bridge and plaza area. 			
Permits		<ul style="list-style-type: none"> None required without second span. Many permits needed with second span but not a Presidential Permit. 	<ul style="list-style-type: none"> All needed permits would be secured once the Record of Decision is executed. 			
Energy		<ul style="list-style-type: none"> If the second span of the Ambassador Bridge is built, it will require use of a large amount of energy and materials. Continuation of past trends with improvements in energy use only as new technology provides. 	<ul style="list-style-type: none"> Construction will require use of large amount of energy and materials. Project would be built to minimize long-term energy use. Efficiencies in plaza design and operation would contribute to minimizing long-term energy costs. 			
Cost ^a		<ul style="list-style-type: none"> State expenditure limited to \$31 million to prepare DEIS and FEIS, which includes the geotechnical investigation program. 	#1: \$1,353; \$1,443 ^b #2: \$1,366; \$1,456 #3: \$1,320; \$1,409 #16: \$1,399; \$1,488 Most	\$1,353; \$1,443 ^b Cost to limit extraction of minerals to protect the DRIC crossing/plaza is not now known. It will be included in the FEIS.	#7: \$1,339; \$1,434 ^b #9: \$1,353; \$1,448 #11: \$1,336; \$1,431 Cost to limit extraction of minerals to protect the DRIC crossing/plaza is not now known. It will be included in the FEIS.	Least \$1,277; \$1,366 ^b Cost to limit extraction of minerals to protect the DRIC crossing/plaza is not now known. It will be included in the FEIS.
Community Enhancements		<ul style="list-style-type: none"> Trends indicate continued decline of residential area and increased industrialization with no additional incentives beyond those of Renaissance Zone and Empowerment Zone. 	<ul style="list-style-type: none"> MDOT, in partnership with FHWA is exploring a number of concepts by which enhancements may be made to the Delray area as it becomes the "host community" for the DRIC project. These concepts include partnering with the private sector and with other government agencies in areas such as job training, small business development, improving and replacing housing stock, and other community enhancing amenities. Depending on comments from stakeholders and community leaders, these concepts may continue to be studied and refined as the DRIC process moves toward the selection of the Preferred Alternative, which will be addressed in the FEIS. 			
Governance		<ul style="list-style-type: none"> State government to continue pursuing legislative agenda formed by the Border Partnership to take advantage of creative ways to implement transportation projects. 	<ul style="list-style-type: none"> Alternative models being studied. Decision by time ROD is signed. New state legislation is needed to: <ul style="list-style-type: none"> Enter into agreement with Canada. Construct crossing. Charge tolls at the facility. 			

^a Cost in millions 2007 dollars.

^b Cable-stay bridge cost is shown first; suspension bridge cost is shown second.

Source: The Corradino Group of Michigan, Inc.

Legal Notice

Michigan Department of Transportation Public Hearing Notice Draft Environmental Impact Statement/4(f) Evaluation for the Detroit River International Crossing Study

The Michigan Department of Transportation (MDOT) is conducting a series of public hearings on the Draft Environmental Impact Statement/4(f) Evaluation (DEIS) for the Detroit River International Crossing Study. The hearings are being held in accordance with the federal and state public involvement/public hearing procedures.

The public hearings will occur at two locations in southeast Michigan on March 18 and 19, 2008. To allow for easier participation, each public hearing will take place continuously from 5:00 p.m. to 8:30 p.m., with a formal presentation at 6:30 p.m. followed by an opportunity for all to hear public comments and questions. Hearing dates and locations are:

- March 18, 2008 at Southwestern High School, 6921 W. Fort St., Detroit
- March 19, 2008 at LA SED Gymnasium, 7150 W. Vernor, Detroit

The Detroit River International Crossing (DRIC) Study is a bi-national effort to complete the environmental study processes related to a new border crossing for the United States, Michigan, Canada and Ontario governments. The DRIC study identifies solutions that support the region, state, provincial and national economies while addressing the civil and national defense and homeland security needs of the busiest trade corridor between the United States and Canada. The Detroit River, which separates the U.S. and Canada, now has border crossings of the Ambassador Bridge (four lanes), the Detroit-Windsor Tunnel (two lanes), the Detroit-Canada Rail Tunnel, and the Detroit-Windsor Truck Ferry. These multi-modal transportation links provide the connections for freight and passenger movements between the two countries. The DRIC Study covers transportation alternatives that improve the border-crossing facilities, operations, and connections to meet existing and future mobility and security needs.

The Border Transportation Partnership (The Partnership) leads this study. It is formed of the following agencies: Federal Highway Administration (FHWA), Michigan Department of Transportation (MDOT), Transport Canada (TC) and Ontario Ministry of Transportation (MTO).

The Partnership completed the Planning/Needs and Feasibility Study in February 2004. Its findings (available at www.partnershipborderstudy.com) serve as the foundation for this DEIS. The final step in each phase of the DRIC Study will be a Partnership recommendation. All approvals will be consistent with the National Environmental Policy Act (NEPA) in the U.S., the Ontario Environmental Assessment Act (OEAA) and the Canadian Environmental Assessment Act (CEAA). The Partnership is also studying different methods of ownership, operation and maintenance of any new facility.

Brochures summarizing the Draft Environmental Impact Statement and a review copy of the DEIS are available at:

- MDOT Lansing Office, 425 West Ottawa St., (third floor), Lansing, MI
- MDOT Metro Region Office, 18101 W. Nine Mile Rd., Southfield, MI
- Detroit Transportation Service Center, 1400 Howard St., Detroit, MI
- Taylor Transportation Service Center, 25185 Goddard Rd., Taylor, MI
- Henry Ford Centennial Library, 16301 Michigan Ave., Dearborn, MI
- Detroit Public Library, 5201 Woodward Ave., Detroit, MI
- Bowen Branch of the Detroit Public Library, 3648 W. Vernor, Detroit, MI
- Library at Southwestern High School, 6921 W. Fort St., Detroit, MI
- Delray Recreation Center, 420 Leigh St., Detroit, MI
- Allen Park Library, 8100 Allen Rd., Allen Park, MI
- Ecorse Library, 4184 W. Jefferson Ave., Ecorse, MI
- Melvindale Library, 18650 Allen Rd., Melvindale, MI
- River Rouge Library, 221 Burke St., River Rouge, MI
- Kemeny Recreation Center, 2260 S. Fort St., Detroit, MI
- Campbell Branch Library, 8733 W. Vernor, Detroit, MI
- Neighborhood City Halls
 - Central District, 2 Woodward Ave., Detroit
 - Northwestern District, 19180 Grand River Ave., Detroit
 - Northeastern District, 2328 E. Seven Mile Rd., Suite 2, Detroit
 - Western District, 18100 Myers Rd., Detroit
 - Eastern District, 7737 Kercheval St., Detroit
 - Southwestern District, 7744 W. Vernor St., Detroit

The document also may be viewed on the Internet at: www.partnershipborderstudy.com. For printed and electronic copies of the DEIS call the number below.

The public hearing will be conducted using a combined "open forum/open microphone" style format. Participants may stop by anytime during the scheduled hours to view displays and talk one-to-one with MDOT study team members regarding environmental, engineering, traffic, real estate, and other issues. Spanish and Arabic translators will be available.

A court reporter will record the formal presentation and public comment session, and will be available to take comments in private for inclusion in the public hearing transcript. Citizens also may complete a written comment form at the hearing or mail, fax, or e-mail their comments to: **Robert H. Parsons, Public Involvement and Hearings Officer, Bureau of Transportation Planning, Michigan Department of Transportation, P.O. Box 30050, Lansing, Michigan 48909; Fax: (517) 373-9255; or e-mail: parsonsb@michigan.gov**. Comments must be e-mailed, faxed or postmarked on or before April 29, 2008. A copy of the complete transcript, including all of the written and recorded oral comments received, will be available for public review in June 2008 at the above listed locations. For more information on this public hearing, or to find out more about the DEIS, write to the above address or call (517) 373-9534.

With an advance notice of seven days, MDOT can make most of the materials for this hearing available in alternative formats such as large print or audiotape, and can make accommodations for sign language interpretation and/or assisted listening devices. Please call (517) 373-9534 to request accommodations.



This document has been published in keeping with the intent of the National Environmental Policy Act of 1969 and subsequent implementing regulations and policies. The cost of publishing 500 copies of this document at approximately \$2.01 per copy is \$1,005 and the document has been printed in accordance with Michigan Executive Directive 1991-6.