

# Final Environmental Impact Statement and Final Section 4(f) Evaluation

## The Detroit River International Crossing Study



Prepared by:  
U.S. Department of Transportation  
Federal Highway Administration  
and  
Michigan Department of Transportation

In association with the following Cooperating Agencies:  
U.S. Army Corps of Engineers  
U.S. Coast Guard  
U.S. Environmental Protection Agency  
U.S. Fish & Wildlife Service  
U.S. General Services Administration  
U.S. Department of Homeland Security - U.S. Customs & Border Protection  
U.S. Department of State

**December 2008**

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**Detroit River International Crossing (DRIC)  
Wayne County, Michigan**

**FINAL ENVIRONMENTAL IMPACT STATEMENT  
AND FINAL SECTION 4(f) EVALUATION**

Submitted Pursuant to 42 U.S.C. 4332 (2)(c) and 49 U.S.C. 303

By The

**U.S. Department of Transportation  
Federal Highway Administration  
and  
Michigan Department of Transportation**

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U.S. Department of State

Nov 21, 2008  
Date of Approval

  
FHWA Division Administrator

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This Final Environmental Impact Statement (FEIS) and Final Section 4(f) Evaluation describe the social, economic, and natural environmental impacts associated with the United States section of a new border crossing between Detroit, Michigan, and Windsor, Ontario. The project consists of a road connection from I-75 to a new U.S. border inspections plaza and a new bridge to Canada. The Provincial and Federal governments in Canada are performing similar studies for the Canadian section of the bridge, their plaza and their connection to Highway 401, the freeway in Canada. This document includes a summary of the planning basis, the project purpose, the alternatives considered, the expected impacts of the project and the process used in determining the Preferred Alternative. Mitigation measures are also included. The U.S. estimated costs range from \$1.847 billion (see Table S-9) to \$1.850 billion. Residential dwelling displacements are expected to number 257 and business displacements 43.

Comments on this FEIS are due 30 days after the date of the publication of the Notice of Availability, and should be sent to: Mr. Robert Parsons, Public Involvement/Hearing Officer, Michigan Department of Transportation, PO Box 30050, Lansing, Michigan 48909 (email: [parsonsb@michigan.gov](mailto:parsonsb@michigan.gov)).

**DETROIT RIVER INTERNATIONAL CROSSING  
ENVIRONMENTAL IMPACT STATEMENT/4(f) EVALUATION**

**ERRATA SHEET – ERRORS IN DEIS**

The letter received from the United States Department of Agriculture dated August 19, 2005, was mistakenly left out of the scoping correspondence included in Appendix F of the DEIS. It is now included at the end of Appendix F of this FEIS. It stated that “there is no potential that the alternatives . . . will have a negative impact on prime or unique farmland. . . Special attention, however, should be given to the possible movement of soil particles to surface waters as construction begins.”

The Border Partnership Web site was incorrectly identified on page 3-83 of the DEIS. It should have been <http://www.partnershipborderstudy.com>.

The carbon monoxide budget identified in Section 5.1 of the Air Quality Technical Report should read 3,842.8 tons/day, not 1,946 tons/day.

The statement, “The Community Health and Social Services (CHASS) Center would be relocated with every Build Alternative but Alternative #14.” was not correct. CHASS was taken only by Alternative #5.

A number of National Register eligible sites were omitted from the second paragraph of Section 5.5.1.

The statement, “The U.S. cost of the combined bridge, plaza, interchange and associated property and utilities ranges from \$1,277 billion for Crossing X-14 with a cable-stay bridge to \$1.488 billion for Crossing X-16 with a suspension bridge (Table 3-33).” should have read “The U.S. cost of the combined bridge, plaza, interchange and associated property and utilities ranges from \$1,277 billion for Crossing X-10, Alternative #14 with a cable-stay bridge to \$1.488 billion for Crossing X-10, Alternative #16 with a suspension bridge (Table 3-33).”