

DRIC FEIS Notes on Comments

Close of Comments = postmark January 5, 2009

Media Codes

C = comment form
 E = email
 F = fax
 HO = hearing oral
 HT = hearing transcript
 L = letter
 P = petition
 W = web
 R = City Resolution

Source Type Codes

i = individual
 gf = govern federal
 gl = govern local
 gs = govern state
 b = business
 o = organization
 e = elected official

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
1	F	1	i	1	Steve Toth	Individual	None listed	The facts and figures from all sources have shown a down turn in traffic over the years. . . Further MDOT own projection show that traffic will not reach gridlock for some time . . . MDOT has also ignored <i>fundamental issues</i> relating to trade based on shift of trade . . . and the shift of jobs relating to Automobile production and . . . changes to UAW contracts made in 2007, which makes some areas of production in Canada uncompetitive.	PN Fore	This comment was addressed in FEIS Section 6 under the comment category PN Fore.
2	F	1	i	2	Steve Toth	Individual	None listed	The Ambassador Bridge . . . new bridge increases capacity by fifty percent . . . reduces the project level of traffic that any "second crossing," would have, further reducing the second span from recovering the cost of construction.	PN Cap	This comment was addressed in FEIS Section 6 under the comment category PN Cap.
3	F	1	i		Steve Toth	Individual	None listed	. . . Windsor has <i>repeated</i> refused any and all solution to traffic on Huron Church . . .	NA	FHWA and MDOT have no jurisdiction on Huron Church Road.
4	F	1	i	3	Steve Toth	Individual	None listed	. . . many have said that MDOT has "low balled" the [cost] figures . . .	A Gen	MDOT/FHWA held a formal "Cost Estimate Review" the week of November 17, 2008 that resulted in the costs presented in Section 3.19 of the FEIS.
5	F	1	i	4	Steve Toth	Individual	None listed	. . . who will at the end of day pay for this project [?]	I Cost	This matter is addressed in Section 3.20 of the FEIS.
6	F	1	i	5	Steve Toth	Individual	None listed	NAFTA under the current in coming administration may be altered . . . yet this project assumed a "business as usual" in the projected traffic.	PN Fore	The forecasting approach addressed future uncertainty through extensive sensitivity analyses, which capture a realistic range in the forecasts. The low growth scenario was intended to reflect much lower levels of demand which could be brought about by a variety of circumstances including low economic growth, differences/changes in currency exchange rates, the Western Hemisphere Travel Initiative, City of Windsor or provincial non-smoking initiatives, fuel prices and other such factors. Similarly, high growth scenarios were tested to determine the upside potential in cross-border demand based on more optimistic, yet reasonable growth assumptions. The result of this work, and review of it, is that the forecasts provide sound projections of a range of future traffic conditions.

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7	F	1	i	6	Steve Toth	Individual	None listed	. . . in June there was no resolution of any compensation for maintaining these home [in the target area] in the face of this project.	I Reloc	As stated in the FEIS, residents, by law, relocated by the DRIC must be provided decent, safe and sanitary housing. By Michigan law, homeowners must be paid 125% of market value for their principal residence. This matter is addressed in Section 4.1 of the FEIS and the references therein. MDOT acquires real estate consistent with federal and state laws and regulations. Except in special circumstances, it cannot acquire property in advance of a Record of Decision, which is the official federal action that determines if a project will advance. MDOT has advised potential relocatees to continue maintaining their property as if the project is not approved.
8	F	1	i	7	Steve Toth	Individual	None listed	. . . people can not replace a home for the "alleged" sale price which the State has some time ago determined, a price which the State refuses to disclose.	I Reloc	By Michigan law, homeowners must be paid 125% of market value for their principal residence. MDOT cannot make offers based on the fair market value until the Record of Decision is signed.
9	L	1	o	1	Scott Brines	Organization	Community Benefits Coalition 420 Leigh Detroit, MI 48209	The CBC believes further time is needed and is asking for a minimal extension of one week to better inform the community of specifics within the FEIS. Please accept our request for the comment period time extension to be moved to the 12th of January of 2009.	P Time	Once an FEIS is made available, there is a 30-day wait period before a Record of Decision can be issued. . . . It is acknowledged that it is common practice for the Michigan Department of Transportation to accept public comments during this waiting period, so if groups/individuals wish to comment, they may do so. . . . The Federal Highway Administration abided by the required 30-day wait period before issuing a Record of Decision. Comments are welcomed and encouraged throughout the continuing development of this project.
10	E	1	i	1	Mario Hernandez	Individual	None listed	. . . a new bridge there would only bring pollution from trucks . . .	I A Gen	FEIS Section 3.6 fully addresses air quality. The project will not cause new air quality violations, worsen existing violations, or delay the attainment of air quality standards. It has been found to conform to the Clean Air Act.
11	E	1	i	2	Mario Hernandez	Individual	None listed	. . . it will turn the main streets in southwest to freight hauling roads.	I Traf	FEIS Section 3.5 fully addresses traffic impacts. Bridge traffic will use ramps directly connected to and from I-75, with no use of "main streets" in Delray or Southwest Detroit. There will be less traffic on the Livernois/Dragoon one-way pair north of I-75 with the closure of that interchange. There will be less truck traffic in the Mexicantown area of Southwest Detroit.
12	E	1	i	3	Mario Hernandez	Individual	None listed	. . . the jobs will be where the freight comes from and where it goes.	I Jobs	FEIS Section 3.2 fully addresses jobs. Approximately 12,000 direct and 31,000 indirect jobs will result from DRIC construction, and 775 permanent jobs at the new plaza are forecast for 2035. The new bridge will make Southeast Michigan more competitive so that about 25,000 jobs will be retained and about 3,500 new jobs generated.

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13	E	2	o	1	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Regional conformity test that includes the DRIC project;	I A Conform	The project has been found to conform with the Clean Air Act (see FEIS Section 3.6.5).
14	E	2	o	2	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	A qualitative hot-spot analysis for PM2.5 and PM10 that is based on vehicle activity at the location of the proposed project and that will evaluate whether there are air quality impacts on a local scale rather than an entire non-attainment or maintenance area;	I A PM2.5	The qualitative hot spot analysis of the DRIC project followed FHWA and EPA guidance.
15	E	2	o	3	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	A cumulative analysis of traffic and air quality impacts for the six transportation projects that affect the study area in order to adequately evaluate potential adverse impacts at both the local and regional level;	I A Gen	Other area transportation projects are included in the Indirect and Cumulative Impact Analysis in Section 3.14 of the FEIS.
16	E	2	o	4	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	An evaluation using additional methods to those methods used in the DEIS to quantify local air impacts of the DRIC project, particularly where higher concentrations of diesel emissions are expected;	I A Gen	It is unclear what additional methods would be used. None are called for as no negative impacts have been found.
17	E	2	o	5	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	[With respect to air quality] a consideration that VHTs in the Border Crossing area are projected to increase upwards of 150% over the numbers identified in 2004;	I AQ Gen	As noted in FEIS Section 3.6, vehicle emissions decrease faster than vehicle miles and hours of travel increase. Therefore, there will be less pollution in the future.
18	E	2	o	6	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	A consideration of Canadian-owned and -operated vehicles and trucks that are owned or operated by individuals who tend to operate older vehicles for longer periods of time than a major fleet operation in the vehicle fleet mix.	I AQ Gen	The fleet mix stems from analysis by SEMCOG that is an input into their travel demand model. That fleet mix is approved by the U.S. Environmental Protection Agency. Air quality standards are stricter in Canada.
19	E	2	o	7	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	On-going monitoring in impact area, including monitoring station at Southwestern High School. A second monitor in the residential area of Delray. MDOT will pay for monitoring by a third party.	I A Mon	Southeast Michigan already has the most comprehensive monitoring network in Michigan, which includes a monitor located south of Southwestern High School. It measures PM _{2.5} , PM ₁₀ , SO ₂ , manganese, arsenic, cadmium, nickel, volatile organic compounds and carbonyls. No additional monitors are planned with the DRIC project.
20	E	2	o	8	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Monitoring of indoor air quality at all area schools (Southwestern, Beard, Waterman) -- baseline, during construction, and for one year after construction is complete. Further improvements if air quality worsens. If the outdoor monitors show a decrease in air quality, indoor monitoring will resume in these schools.	I A Mon	Indoor air quality monitoring is not warranted. A regulatory basis to support such a request does not exist.
21	E	2	o	9	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Installation of air filtration systems at sensitive receptors (e.g., Southwestern High School, Beard Learning Center, Waterman School)	M AQ	The DRIC will not have adverse impacts on Southwestern High School and other sensitive receptors. Air filtration systems are not required.
22	E	2	o	10	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Fund the creation and maintenance of an urban "offset" forest	M AQ	The DRIC project will preserve mature trees, where possible. Landscaping opportunities will be used to emphasize native species and to aid in improving air quality, including in the 100-foot buffer around the plaza and along roadways. Further, MDOT is committed to partnering with other agencies to continue to identify short- and long-term measures to improve air quality in the study area. See ROD Section 5.4 and Green Sheet.

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23	E	2	o	11	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Modeling -- fund an analysis of human health impacts related to increased vehicle emissions	M AQ	As noted in Section 3.6.3.2 of the FEIS, FHWA has determined that adequate science does not now exist to reliably include exposure modeling or health risk assessment in the air quality analysis.
24	E	2	o	12	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Fund an education program regarding respiratory illnesses in the impact area, an asthma specialist in the impact area, and asthma education at area schools.	M AQ	Such an education program is beyond the authority of MDOT/FHWA.
25	E	2	o	13	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Independent third party monitoring of construction phase mitigation compliance (includes the requirement that the contractors provide all information necessary for comprehensive monitoring to the appointed third party monitor)	M Cons	MDOT will provide construction inspection as part of its established procedures and review this work at LAC meetings. Monitoring and enforcement procedures during construction are described in Section 6 of the ROD. Independent monitoring will not occur.
26	E	2	o	14	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Limit construction hours to between 8:00 a.m. and 8:00 p.m. (except for any construction activities which by their nature must be conducted outside of those hours); restrict construction activities around more sensitive receptors (e.g., Southwestern High School – non-school hours)	M Cons	Restricting construction activities is noted in Section 5.4 of the ROD and the Green Sheet.
27	E	2	o	15	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Specific access route to the project area for construction trucks and other vehicles	M Cons	Haul routes for construction trucks are a normal part of MDOT construction procedures. A precedent on the DRIC was established with the brine well investigation drilling (2007) where trucks were restricted to identified routes.
28	E	2	o	16	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Best available emissions control devices for all diesel equipment (including off-road, on-road, and stationary equipment) to reduce diesel emissions of PM2.5 and NOx	M AQ	ROD Section 5.4 notes that Best Available Demonstrated Control Technology (BADCT) will be pursued for use during construction.
29	E	2	o	17	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Annual reassessment of the best available emission control devices for new equipment (not a retroactive requirement)	M AQ	BADCT would apply for the duration of the DRIC construction.
30	E	2	o	18	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Retrofitting off-road construction equipment; use ultra-low sulfur fuels for all construction equipment; enforce anti-idling	M AQ	The ROD Section 5.4 and the Green Sheet state MDOT will work with contractors to implement these measures.
31	E	2	o	21	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Institute fugitive dust control plans with: regular, scheduled street sweeping; wheel washes for all trucks exiting the site; covering of all trucks transporting soil to or from the site; covering all stockpiles of soil.	M AQ	As per MDOT's established construction specifications, fugitive dust control is standard procedure.
32	E	2	o	26	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Runoff protection provided, either through the use of berms and sumps to hold runoff water, grading, or implementation of other best management practices	M Cons	The ROD Green Sheet states that stormwater management will be incorporated into the project's final design and gives examples.
33	E	2	o	27	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Use diesel particulate traps and oxidation catalysts	M AQ	The ROD Section 5.4 and Green Sheet state MDOT will work with contractors to install diesel particulate traps and/or oxidation catalysts.
34	E	2	o	28	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Use bio-diesel fuel (whenever such fuel is available from a commercial supplier, with delivery to the Site and a price not greater than one hundred ten percent (110%) of the price for regular diesel fuel)	M AQ	MDOT can encourage use of biodiesel fuels, but cannot require it.

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35	E	2	o	29	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Monitor contractor activity to insure compliance with construction emissions plan and strictly enforce violations	M Cons	MDOT construction inspectors ensure compliance with all construction specifications. A mitigation monitoring system will be established as noted in Section 6 of the ROD.
36	E	2	o	30	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Include "Best in Class" specifications in MDOT's project specifications for minimizing and controlling air quality and other impacts	M AQ	ROD Section 5.4 notes that Best Available Demonstrated Control Technology (BADCT) is being pursued for use during construction.
37	E	2	o	31	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Minimize construction equipment noise by using the quietest machinery possible, installing noise mufflers on construction machinery, locate loud equipment away from sensitive receptors, and complying with the city noise ordinance and federal noise standards for portable compressors.	M Noise	This matter is addressed in FEIS Section 4.5.
38	E	2	o	32	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Conduct noise monitoring during construction	M Noise	This matter is addressed in FEIS Section 4.5.
39	E	2	o	33	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Place vibration monitors (beyond 100 ft.) to identify the distance from construction activity beyond the strength of vibrations will not damage property or exceed acceptable levels of vibration. Conduct basement surveys in area where vibration effects could occur due to construction	M Noise	This matter is addressed in FEIS Section 4.5 and the signed Memorandum of Agreement (Appendix A) of the ROD.
40	E	2	o	34	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Minimizing travel within the plaza	M Gen	The plaza has been designed for efficient movement.
41	E	2	o	35	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Implementation of border delay reductions	M Gen	Border delay will be a function of staffing levels by U.S. Customs and Border Protection and the enforcement of security rules set by the U.S. and Canadian governments. Security will be the overriding issue.
42	E	2	o	36	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Implementation of anti-idling strategies at inspection queues and overnight	M AQ	Anti-idling strategies are already in place at the U.S. borders.
43	E	2	o	37	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Traffic routing to maximize safety and minimize exposure to emissions	M AQ	The project is designed to maximize safety and minimize travel times, and, therefore, emissions.
44	E	2	o	38	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Investment in diesel reduction for Detroit and Windsor truck fleets to off-set project impacts and reduce overall diesel emissions;	M AQ	The ROD Section 5.4 states that MDOT will work with SEMCOG, MDEQ, the private sector, and the community to create an action plan that includes short- and long-term objectives to improve air quality and support outreach activities with commercial operations to inform them of air pollution control strategies.
45	E	2	o	39	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Utility supplement for houses within certain proximity of ramps due to increased need to run air conditioning more (Berwalt Apts.) or for those households with documented respiratory problems	M Gen	Air conditioning and triple-pane windows will only be offered to the owner of Berwalt Apartments (see FEIS Section 3.9.4). MDOT has no authority to provide utility supplements.
46	E	2	o	40	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Construction of indoor recreation facility to protect against diesel emissions at Southwestern HS	M Gen	As stated in Section 3.6.5 of the FEIS, the DRIC would have no adverse effects on Southwestern High School. Therefore, construction of the proposed recreation facility is not needed as a mitigation measure.

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47	E	2	o	41	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Protect natural land with fencing during construction, and plant trees along fencing to reduce noise and visual impact	M Buffer	Planting practices are noted on the ROD Green Sheet, under the category "Natural Environment - Tree Removal/Clearing/Landscaping."
48	E	2	o	42	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Employ best management practices to limit water degradation and erosion	M Gen	This matter is addressed in FEIS Section 4.7.
49	E	2	o	43	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Install a closed drainage system using carbon filters on the bridge to collect runoff to protect the river (storm water management should be used and water should be treated prior to discharge)	M Gen	This matter is addressed in FEIS Section 4.8.
50	E	2	o	44	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Green infrastructure. Use sustainable architecture (LEED certified) for plaza and minimize energy use (low-flow plumbing, high-efficiency lighting, etc.)	M Infra	This matter is addressed in FEIS Section 3.18. The owner of the plaza -- the U.S. General Services Administration -- has as its goal achieving Leadership in Energy and Environmental Design (LEED) Silver level status.
51	E	2	o	45	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Minimize damage to existing vegetation. All trees removed within the right-of-way will be replaced; trees removed outside the right of way will be replaced at owner's option. Tree removal plans will be developed at least 30 days before trees are removed and will be provided to properties at which trees will be removed. Replacement trees will be substantial in size.	M Gen	This matter is addressed in FEIS Section 4.12.
52	E	2	o	46	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Traffic routing to maximize safety and minimize exposure to emissions	M AQ	FEIS Sections 3.5 and 3.6 address traffic and air quality impacts. With the DRIC, there will be less traffic on neighborhood streets such as Livernois and Dagoon. There will be less traffic in Mexicantown. Emissions will decrease in those areas and, overall, in Southwest Detroit, as traffic on I-75 will flow efficiently. This all leads to the DRIC conclusion that there will be less air pollution in these areas in the future.
53	E	2	o	47	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Planting of large native trees and vegetation to protect against diesel emissions and dust spread by traffic (ongoing funding to replace trees that die off)	M AQ	Standard tree planting specifications call for two-year establishment period, so if trees die during this time they will be replaced. This matter is addressed in FEIS Section 4.12. Plantings are noted in ROD Section 5.4.
54	E	2	o	48	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Vigorous enforcement of environmental laws [relating to contaminated properties]	M Gen	MDOT is not authorized to enforce environmental laws, but will ensure cleanup of properties that become part of the project, consistent with the intended land use.
55	E	2	o	49	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Dust control plans will be developed for demolition and removal of contaminated soils	M Gen	This matter is addressed on the ROD Green Sheet, under the category "Hazardous/Contaminated Materials."
56	E	2	o	50	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Construct (or cause to be constructed) new housing units within Delray to serve as replacement for the housing that will be lost by the DRIC project (homeownership and rental)	M House	The development of housing will be the responsibility of public and private entities other than MDOT and FHWA.
57	E	2	o	51	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Fund a market study (including the impact of relocation on area schools) and redevelopment plan	M Enhance	This matter is addressed on the ROD Green Sheet, under the category "Community Enhancements - Economic Impacts."

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58	E	2	o	52	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Acquire vacant city land in targeted area for housing redevelopment.	M House	MDOT cannot acquire land not needed for a transportation project, i.e., the DRIC.
59	E	2	o	53	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Important characteristics of replacement housing: located within Delray, affordable to 30-80 % of median income, designed for families, i.e. 2-4 bedroom units, priority given to displaced persons, penalties should exist if units are not built within specified timeframe.	M House	The development of housing will be the responsibility of public and private entities other than MDOT and FHWA.
60	E	2	o	54	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Just compensation for displaced homeowners. MDOT should determine to use housing of last resort to insure that every homeowner whose principal place of residence is taken receives at least the median home value in the City of Detroit, ensuring that homeowners have the financial resources to consider a range of housing options to replace their lost homes.	M House	Housing of last resort will be applied where conditions warrant during the property acquisition phase. See the MDOT Real Estate materials referenced in the FEIS in Section 4.1.
61	E	2	o	55	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Introduce legislation providing relief to those buying replacement homes to offset disproportionate increase in taxes ("pop-up" tax)	M House	MDOT cannot introduce such legislation. It can support it if introduced by others.
62	E	2	o	56	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Fund community education efforts related to relocation, within or outside of Delray. These education efforts would include both group and individualized legal education and counseling services, to be offered in English, Spanish, and Arabic, or any other language principally used in Delray.	M House	MDOT is not authorized to fund independent education efforts related to relocation beyond those which it conducts. Such education outreach is documented in Section 6 of the FEIS. The Federal Uniform Relocation and Real Property Acquisition Act procedures that must be followed by MDOT are summarized in FEIS Section 4.1.
63	E	2	o	57	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Provide assistance to relocates with problems in new housing situation	M House	Under the Federal Relocation Act, assistance to relocatees is provided under various scenarios and on a case-by-case basis.
64	E	2	o	58	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	[Provide] detailed maps of the neighborhoods and communities to which displaced residents will be relocated, including marked locations of public amenities, bus routes, social services providers, gas stations, grocery stores, and other useful points of interest to relocated people	M House	MDOT provides a relocation agent to assist owners in finding this information. See the MDOT Real Estate materials referenced in the FEIS in Section 4.1.
65	E	2	o	59	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	[Provide] handbooks with up-to-date information on neighborhoods, recreation, quality of life, where to obtain a driver's license or other governmental activities, the location and description of health care choices, locations and descriptions of daycare and schooling options, and any other relevant topics for displaced residents	M House	MDOT provides a relocation agent to assist owners in finding this information. See the MDOT Real Estate materials referenced in the FEIS in Section 4.1.
66	E	2	o	60	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Designate a Relocation Specialist in advance of implementation of any property acquisition and relocation activities	M House	MDOT's relocation specialists have attended every DRIC public meeting and virtually all the LAC/LAG meetings over the last two years. They are prepared to move forward on property acquisition once the ROD is signed and funds are available.
67	E	2	o	61	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Provide a telephone hotline for displaced residents during the first 3 months of relocation	M House	A hotline (1.800.900.2649) has been in place throughout the course of the study. This and other contact information will continue to be provided by MDOT in the materials provided to every potential relocated person and business.

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68	E	2	o	62	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Fund the acquisition, demolition, and clean-up of abandoned buildings in Delray	M House	This will be done by MDOT for buildings acquired for the DRIC. Other abandoned buildings must be addressed by others, such as the City of Detroit.
69	E	2	o	63	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Fund the redevelopment, rehabilitation, and weatherization of homes in Delray	M House	MDOT is not authorized to do these activities.
70	E	2	o	64	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	MDOT will meet its temporary property needs (construction staging areas) by acquiring or leasing abandoned properties in coordination with community redevelopment plans and will work with its contractors to accomplish the same ends	M House	MDOT does not identify or mandate contractor staging areas.
71	E	2	o	65	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Address the issue of isolated homes left on a block after the DRIC's completion --acquire homes, with the consent of the owner, on streets adjacent to the immediate DRIC footprint that are abandoned or where few homes isolate the residents	M House	MDOT cannot acquire land not needed for a transportation project, in this case, the DRIC.
72	E	2	o	66	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Renaissance Zones -- coordinate with the City of Detroit, Wayne County, and the Michigan Strategic Fund to amend the boundaries of the Renaissance Zone and pursue an extension beyond 2011.	I Reloc	FEIS Section 3.1.4 states that efforts will be made to modify and extend the Renaissance and Detroit Empowerment Zones. See also the ROD Green Sheet.
73	E	2	o	67	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Compensate each business forced to relocate from within zone to without zone for the extra taxes they will have to pay.	I Reloc	MDOT must follow Federal Relocation Act procedures and compensation rules. This request for payment of taxes is outside those procedures; however, some offsets may be recognized in the appraisal.
74	E	2	o	68	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Provide just compensation to cover the true costs of relocating a business including specific information of where area businesses can successfully relocate, taking note of new overhead costs such as higher property taxes	I Reloc	MDOT must follow Federal Relocation Act procedures. The owner has the option to choose the relocation site. The rules do not provide for payment of additional taxes.
75	E	2	o	69	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Provide compensation to businesses that cannot stay open during construction, even though they aren't forced to relocate because of the footprint (difference in net revenue before construction as compared to during construction)	I Reloc	MDOT and FHWA do not pay such compensation. Access to businesses will be maintained at all times.
76	E	2	o	70	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Provide replacement parking for businesses	I Reloc	If a business is relocated, parking will be part of a business' relocation decision. During construction, all reasonable steps will be taken to minimize disruption to parking. This will be a case-by-case review of each business' parking within the project footprint, as identified in the design phase.
77	E	2	o	71	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Provide initial funding for the West Fort Street Business Association to include: funding to assist new business development ("business incubation"); include existing businesses; funding to recruit supply chain and logistics businesses to Southwest Detroit; commission a Commercial Market Study to determine the best mix of industry in Delray and resulting in a plan to re-develop and create new commercial areas in the areas impacted by the DRIC and DIFT.	M Enhance	This matter is addressed on the ROD Green Sheet, under the category "Community Enhancements - Economic Impacts."
78	E	2	o	74	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Open a welcome center within Delray	M Gen	A welcome center is not part of the DRIC project (see FEIS Table S-6).

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79	E	2	o	75	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Install signage throughout Delray to promote drivers on the bridge to visit Delray.	M Gen	Signage to direct the traveling public to Fort Wayne is included in Volume 3 of the Engineering Report (on Preliminary Guide Sign Sheets following the Typical Cross Section and Construction Sheets) which supports the FEIS. It is available on the Web site (www.partner-shipborderstudy.com).
80	E	2	o	76	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Empowerment Zone (will expire before construction) -- compensate business for the loss of benefits if property is taken before the end of 2009	M Gen	It is now anticipated business property will be acquired in 2010.
81	E	2	o	77	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Use alternative energy in the construction and operation of the bridge and plaza (wind, solar, etc.) and provide funds from generated by selling any excess power generated to the continuing mitigations fund (see below)	M Gen	Alternative energy sources to be used in construction and/or operation of the bridge will be considered during the design phase of the DRIC. GSA is responsible for construction/operation of the plaza. It has a goal of "LEED Silver" for its construction and operation.
82	E	2	o	78	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	First Source Hiring. Require contractors to adopt local "first source" hiring programs (like Arvin Meritor zip code hiring plan); commit contract funds to recruit local workers if formal set asides or hiring mandates are not permitted by state or federal law	M Enhance	State and federal laws allow job training, and this is anticipated with the DRIC. See the ROD Green Sheet, under the category "Community Enhancements - Job Training." Neither contract set asides nor targeted training/hiring are allowed by federal law.
83	E	2	o	79	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Coordinate with the Detroit Workforce Development Board to provide specialized job training in the construction trades.	M Gen	Coordination of job training/workforce development for the DRIC is anticipated to be conducted by the Michigan Department of Labor and Economic Growth.
84	E	2	o	80	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Training must be Bilingual	M Enhance	This matter is addressed on the ROD Green Sheet, under the category "Community Enhancements - Job Training."
85	E	2	o	81	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	English as a Second Language (ESL) classes	M Enhance	This matter is addressed on the ROD Green Sheet, under the category "Community Enhancements - Job Training."
86	E	2	o	82	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Training center should be located in or near Delray	M Enhance	While exact plans for training are unknown at this date, it is anticipated that such training would be conducted in or near southwest Detroit.
87	E	2	o	83	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Coordinate with the Detroit Workforce Development Board to provide training for local residents to fill positions within growing logistics industry and the green economy	M Enhance	Coordination of job training/workforce development for the DRIC is anticipated to be conducted by the Michigan Department of Labor and Economic Growth.
88	E	2	o	84	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Support the adoption of Detroit's proposed master plan (drafted March 2004) and zoning changes necessary to implement it.	M Enhance	MDOT has no authority over land use/zoning, and therefore, redevelopment. MDOT has coordinated with the City of Detroit on its master planning efforts on an ongoing basis and will continue to do so, as appropriate.
89	E	2	o	85	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	All redevelopment should be consistent with the neighborhood's revitalization plan	M Enhance	MDOT has no authority over land use/zoning, and therefore, redevelopment. MDOT has coordinated with the City of Detroit on its master planning efforts on an ongoing basis and will continue to do so, as appropriate.

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90	E	2	o	86	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Move inter-modal container facility (not consistent with use)	M Enhance	If the reference is to the intermodal container facility at Westend and Fort Streets, that facility is consistent with current land use and zoning. It is anticipated that the intermodal function will be shifted to the Livernois-Junction Yard with the implementation of the Detroit Intermodal Freight Terminal project. The disposition of the land after that move is subject to railroad decision making. Every indication is that it will remain dedicated to railroad use for the foreseeable future.
91	E	2	o	87	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Use transportation planning funds to integrate local street improvements into greenway plans and as necessary revise those plans to integrate them with the post construction street system	M Enhance	This matter is addressed in the ROD Green Sheet, under the category "Community Enhancements - Local Roads."
92	E	2	o	88	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Designate area between Green Street and west city limits as "protected Delray community" (no truck routes or negative industrial use)	M Enhance	MDOT has no authority to designate an area as a protected community.
93	E	2	o	89	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Conduct a truck and vehicular plan/study by the City of Detroit or SEMCOG that will include information about current truck patterns, frequency, type of carrier, the times of day they travel, as well as information about truck operators for all local truck traffic.	M Enhance	Such analysis has been performed for the DRIC study. Therefore, no further studies by others will be funded by MDOT.
94	E	2	o	90	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	In coordination with the CBC, area businesses and the City of Detroit, develop effective truck routes to limit truck traffic within residential areas and school zones (and other sensitive receptors)	I Traf	Trucks use the Dearborn, Westend, Livernois/Dragoon, and Clark interchanges with I-75. The Selected Alternative will change the access pattern at Livernois/Dragoon including elimination of Livernois Avenue and Dragoon Street in the plaza area. Local truck traffic now using the Livernois/Dragoon interchange with I-75 will shift to Clark for destinations to/from the north on I-75. Trucks with destinations to/from the south already use Dearborn and Westend Streets. That pattern is not expected to change as those roads are the logical choice for truck use. There are few sensitive receptors along Dearborn, Westend and Clark Streets.
95	E	2	o	91	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Fund state police enforcement of truck traffic restriction and load limits in Delray and the DIFT area	M Enhance	State police enforcement is limited to the state trunkline system, which, in the Delray area, is limited to Fort Street. MDOT has no authority to provide funding to the state police.
96	E	2	o	92	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Post clear signs identifying designated truck route; design access roads so as to make it difficult for trucks to violate	M Enhance	MDOT does not have the authority to designate truck routes on City of Detroit streets.
97	E	2	o	93	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	(one suggested truck route could travel north-south along the railroad tracks that exist between Jefferson Avenue and Fort Street; a second suggested truck route would travel east-west along the railroad tracks that will no longer be in use after the railroad junction onto Zug Island is reconfigured).	I Traf	MDOT has found there is no cost or traffic justification for this proposal. Trucks must access I-75 at the existing interchanges. So, they will continue to use Dearborn, Westend (Springwells), and Clark Streets. Further, MDOT does not control the railroad right-of-way and the railroads have the right to operate on those tracks and provide for utility placement in this right-of-way.

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98	E	2	o	94	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Provide planning dollars to the Detroit Department of Transportation (DDOT) to create, in conjunction with the community, bus routes and in Southwest Detroit and bus schedules that will effectively serve Delray once the plaza and bridge are built, as well as during the construction phase of the project.	M Enhance	Consistent with Section 3.5.6.1 of the FEIS, MDOT will collaborate with DDOT to relocate its bus routes affected by the DRIC during and after construction. MDOT has no authority to go beyond that.
99	E	2	o	95	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Consult with Detroit Public Schools (DPS) about school bus routes, adapting the construction process to minimize its impact on the ability of children to safely reach their schools. MDOT should inform DPS of any temporary or permanent road changes or closures with enough advance notice to allow DPS to modify school bus routes.	M Enhance	Such consultation has occurred and will continue.
100	E	2	o	96	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Undertake pedestrian crossing safety study where pedestrian crossings intersect with I-75 service drives; design at-grade and grade-separated crossings, sidewalks, and pedestrian and bicycle routes within the area south of I-75 and across I-75.	I Ped/Bike	The pedestrian facilities to be provided by the DRIC project are listed in FEIS Section 3.5.6.1. These have been developed in consultation with the local community.
101	E	2	o	97	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Crossings should be constructed no more than one quarter-mile apart.	I Ped/Bike	If this is a reference to crossings of I-75, they will be placed midway between the roadway crossings of I-75 at every instance where there is not a conflict with other facilities. A uniform spacing pattern, as suggested, is not possible because of the unique layout of I-75 and federal design standards which must be met.
102	E	2	o	98	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Crossings should be clearly marked	I Ped/Bike	Such markings are part of the DRIC Engineering Report.
103	E	2	o	99	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	All crossings and sidewalks should be compliant with the Americans with Disabilities Act and all other relevant laws.	I Ped/Bike	Such markings are part of the DRIC Engineering Report.
104	E	2	o	100	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Provide safe routes across all service roads and rights-of-way for all crossings over I-75	I Ped/Bike	Such markings are part of the DRIC Engineering Report.
105	E	2	o	101	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	All crossings should have pedestrian crossing signs and pedestrian activated crossing signals	I Ped/Bike	Pedestrian-activated crossing signals are under the control of the City of Detroit and their provision is guided by a set of nationally-applied standards.
106	E	2	o	102	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Improve existing pedestrian bridges that will remain in place (Waterman pedestrian crossing needs to be widened to facilitate its function as pedestrian and bicycle gateway to Delray)	I Ped/Bike	As indicated in FEIS Table 3-17, all existing pedestrian bridges will be removed and all five will be rebuilt consistent with consultation with the local community and design standards.
107	E	2	o	103	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Repair existing sidewalks and bicycle routes and install new ones where necessary to ensure safe use of non-motorized transportation within and leading out of the Delray neighborhood.	I Ped/Bike	This matter is addressed on the ROD Green Sheet, under the category "Community Enhancements - Local Roads." It is also addressed in FEIS Section 3.5.6.1.
108	E	2	o	104	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Design crossings and streets to improve connectivity between the communities north and south of I-75	M Enhance	Development of the Selected Alternative gave high priority to connectivity as explained in a number of meetings with the local community and in FEIS Sections 6.6.2 and 6.3.

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109	E	2	o	105	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Create a comprehensive Travel Information Plan with information about the changes DRIC construction and operation will have on pedestrian, bicycle, and bus routes (in addition to the Motorist Information Plan described in the DEIS); the Travel Information Plan should be distributed in a variety of languages, locations, and media, and include information specifically targeting children traveling to and from school.	M Cons	MDOT is committed to continued meetings with the community to keep them informed as the project progresses. Additional communication devices will be prepared in the DRIC design phase.
110	E	2	o	106	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Provide non-motorized transportation across the bridge and through the plaza	I Ped/Bike	As stated in the FEIS Section 6 (page 6-40), the DRIC bridge and plaza layouts allow for bicycle crossings. A final determination of the permissibility of ped/bike traffic will be made by U.S. Customs and Border Protection and the Canadian Border Services Agency.
111	E	2	o	107	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Ensure that the car-only Green Street Boulevard in conjunction with the designated truck route will effectively prevent increased traffic within the Delray neighborhood.	M Enhance	The proposed Green Street boulevard will be designed to discourage large truck traffic use.
112	E	2	o	108	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Repair and maintain existing roadways and sidewalks to ensure that car traffic can travel safely and efficiently within the neighborhood.	M Enhance	This matter is addressed on the ROD Green Sheet, under the category "Community Enhancements - Local Roads."
113	E	2	o	109	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Plan and design improvements to Campbell Street and Green Street so as to provide Create a north-south gateway to Delray; both streets must extend to Fort St.	A Gen	Proposed boulevards on Green and Campbell Streets are between the Delray rail line and Jefferson Avenue. The boulevard footprint does not extend north of the rail line to Fort Street to avoid impacts to businesses and historic properties.
114	E	2	o	110	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Install noise walls or berms between Northbound I-75 Service Drive and adjacent properties and between Southbound I-75 Service Drive and adjacent properties for the entire length of I-75 running through the Delray neighborhood (between Springwells and Clark on the North side of I-75 and between Westend St. and Clark on the North side of I-75); this should include modeling of noise walls taller than those already modeled if necessary to make use of noise walls feasible under MDOT's noise policy. Include this in agreement with City	M Noise	Reasonable and feasible noise walls, consistent with MDOT's Noise Policy, are listed in FEIS Table 3-25 and shown on FEIS Figure 3-33a.
115	E	2	o	111	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Noise monitoring at sensitive receivers before construction begins, during construction, and ongoing after the bridge begins operating -- prompt mitigation if permissible noise levels are exceeded at any time, or if mitigation becomes feasible under MDOT's noise policy where it was not previously considered feasible.	M Noise	Noise modeling covers both existing and future noise conditions. MDOT responds to noise issues when warranted.
116	E	2	o	112	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Address sensitive receivers in the impact area (Southwestern High School, Waterman and Beard schools, houses of worship, Ft. Wayne, etc.). [Consider] soundproofing, triple pane windows, improved doors, modifications to the air handling system.	M Noise	Sensitive receptors were addressed in the noise analysis. Only Berwalt Manor qualifies for soundproofing.
117	E	2	o	113	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Repairs to foundation to minimize vibrations	M Noise	MDOT will monitor vibrations. If construction vibrations cause damage, repairs will be made following construction.
118	E	2	o	114	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Vegetative barriers	M Noise	Vegetative barriers are part of the plaza buffer. They will also be considered in collaboration with U.S. Customs and Border Protection to be part of the CSS efforts which will continue in the DRIC design phase.

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119	E	2	o	115	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Use road surfaces on the bridge, ramps and on streets of Delray that minimize traffic noise	M Noise	Tire/pavement noise generation will be a consideration in design of the DRIC facilities.
120	E	2	o	116	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Design ramps and flyovers to include features to reduce traffic noise	M Noise	Tire/pavement noise generation will be a consideration in design of the DRIC facilities. Reasonable and feasible noise walls, consistent with MDOT's Noise Policy, are listed in FEIS Table 3-25 and shown on FEIS Figure 3-33a.
121	E	2	o	117	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Conduct noise monitoring after construction at locations where residents have requested noise attenuation measures but MDOT's studies have suggested noise mitigation is not justified	M Noise	MDOT responds to noise issues when they warranted.
122	E	2	o	118	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Install soundproofing and improved HVAC systems at Southwestern High School, Beard and Waterman	M Noise	The DRIC noise analysis finds these soundproofing proposals are not warranted.
123	E	2	o	119	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Identify and implement truck traffic control measures to reduce truck noise in the bridge and plaza as well as in Delray	M Noise	This is not required because noise levels from the plaza will not exceed federal noise abatement criteria.
124	E	2	o	120	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Insure community participation and input in discussions with City, state and federal agencies dealing with emergency planning; provide continuing community education around emergency planning.	I Security	Meetings between MDOT and the City are open to the public. Such meetings, including those involving public safety, have been attended by some local community representatives at MDOT's invitation offered at LAC meetings. That practice will continue in the future (see ROD Section 6.3 and its Green Sheet).
125	E	2	o	121	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Community Relations: Work with Border Patrol and Homeland Security to establish complaint procedures and independent investigation procedure to resolve problems between Homeland Security and the host community; and establish a community relations unit and program, like those at the Del Rio Sector in Texas and the San Diego Border Patrol Sector.	I Security	MDOT will bring issues from the Local Advisory Council to the U.S. Department of Homeland Security (DHS). DHS will have the ultimate responsibility.
126	E	2	o	122	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Lighting/Wall appearance: Plaza walls shall be made out of aesthetically pleasing materials and lighting shall appropriately accommodate safety and take into consideration the neighboring community members (using lowest wattage possible considering safety and use shields/covers on community side)	M Buffer	These topics will be the subject of ongoing CSS community meetings during the DRIC design phase. The SHPO will have a role in the buffer and wall design opposite Fort Wayne per the signed MOA in Appendix A of the ROD.
127	E	2	o	123	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Provide compensation to the Detroit Department of Recreation for loss of the South Rademacher Community Center and Playground and the Post-Jefferson Playlot.	I Sec 4f	This will be done as noted in FEIS Section 5.
128	E	2	o	124	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Obtain a binding agreement from the Detroit Department of Recreation that all funds intended to replace loss of parks and recreation space be spent on replacement facilities in Delray and insure community participation in how the funds will be allocated	I Sec 4f	The Detroit Department of Recreation has authority over the use of funds provided to it for use by DRIC of Section 4(f) properties. In this regard, it is noted that, on January 6, 2009, the Detroit City Council resolved "that there be a commitment for the creation of new parkland within the Delray area and/or improvement of existing parkland to remain with the Delray area to replace the recreation properties that would be lost."

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129	E	2	o	125	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Create a landscaped buffer zone on the community side of plaza	M Buffer	The landscaped buffer will be placed outside the plaza on all sides of it.
130	E	2	o	126	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Fund a plan by the Detroit Department of Recreation for recreation and open space; the open space plan will integrate MDOT's property acquisition for storm water swales and detention basins, light and noise buffers, temporarily acquired for construction staging and all other purposes in addition to park and recreation uses in order to maximize post construction recreation and open space uses	I Sec 4f	The Detroit Department of Recreation has authority over the use of funds provided to it for use by DRIC of Section 4(f) properties. No other MDOT/FHWA funds will be provided in this regard.
131	E	2	o	127	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Renovate the boat launch on the Detroit River	I Cohes	This facility is owned by Detroit Edison; it is not public parkland. MDOT has no role in improving private facilities nor does the DRIC project impact this boat launch.
132	E	2	o	128	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Allocate funds to Fort Wayne for the purpose of rehabilitating the historic buildings on the site. Funds must be sufficient to restore all buildings on the site by doing at least the following: Star Fort; repairing deteriorated features; making buildings water tight; restoring or reconstructing missing architectural and structural features based on historic documentation; cleaning the buildings; converting old barracks to museum spaces, compete with toilet rooms and hospitality space.	M Cultural	No mitigation is required at Fort Wayne as it is not negatively impacted by the DRIC. MDOT will implement the measures listed in the signed MOA included in Appendix A of the ROD as part of the community enhancements.
133	E	2	o	129	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Fund the implementation of an accessible, attractive, and visible route for visitors to Fort Wayne from the community and I-75 including adequate signage, landscaping and traffic management (signs on I-75 as well as on other trafficked streets alerting drivers and pedestrians to Fort Wayne and directions to get there).	M Cultural	These items are included in the MOA in Appendix A of the ROD.
134	E	2	o	130	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Additional parking for Fort Wayne	M Cultural	Parking at Fort Wayne is addressed in the MOA in Appendix A of the ROD.
135	E	2	o	131	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Move historic buildings out of the way of the DRIC project and incorporate them in a revitalized Delray Village.	M Cultural	Neither St Paul AME Church or the other affected historic building, Kovacs Bar, are considered as candidates for relocation as both properties were determined eligible for NRHP listing based on their historical associations and not for architectural significance.
136	E	2	o	132	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Allocate funds sufficient to move any building that is eligible for listing on the National Register of Historic Places out of the way of the DRIC Project, including: St. Paul African Methodist Episcopal Church and Kovacs Bar.	M Cultural	Neither St Paul AME Church or the other affected historic building, Kovacs Bar, are considered as candidates for relocation as both properties were determined eligible for NRHP listing based on their historical associations and not for architectural significance.
137	E	2	o	133	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Where a historic building cannot be salvaged, historic facades should be saved and incorporated into new structures	M Cultural	The historic buildings affected by the DRIC are not important for their architecture but for their place in history. Salvaging their facades is not good historic preservation practice per federal historic preservation standards. The signed MOA in the ROD does not include this provision.

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138	E	2	o	134	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Fund the installation of a series of plaques recording and commemorating the history of Delray (convert the planned documentation into actual plaques, like the one commemorating the site of the Detroit Copper & Brass Rolling Mills Company)	M Cultural	MDOT will consider placement of such plaques during the DRIC design phase.
139	E	2	o	135	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Archaeological artifacts. Allocate funds necessary to ensure that any materials recovered during data recovery mitigation or any other archaeological activity are preserved and made available for conservation and display (including funds to undertake the curation); work with the community to find an acceptable venue to display any artifacts (such a venue may be in a designated building in Fort Wayne; artifacts could also be placed in the museum display that already exists in the Delray Community House.	M Cultural	Artifacts recovered from the sites will be the property of the State of Michigan, as owner of the land on which the sites are located. They will be archived at an institution qualified to accept such materials. Artifacts may be loaned for public display under certain circumstances.
140	E	2	o	136	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Establish a Community Advisory Committee to monitor implementation. An explicit plan for monitoring and reporting on implementation of mitigation and enhancement measures, and contracting selection process, including participation by community residents, local businesses and non-profit organizations	M Gen	MDOT will continue to hold LAC and LAG meetings. A monitoring and enforcement program is included in ROD Section 6. MDOT will follow its established procurement procedures on the DRIC.
141	E	2	o	137	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Guarantee that the community of Delray will receive significant community representation on the Bridge Management/Governance Board. The community will have two seats on the governing body and will have voting privileges in all matters that may affect the community of Delray, directly or indirectly. Such community representation will ensure that management of the DRIC will take account of community interests.	M Gen	Governance is addressed in the ROD at Section 2.1.5. The Border Transportation Partnership continues to work on the final governance mechanism. Its view at this time is that representation on the governing board will be from agencies participating in the bridge's design/ construction. It is likely that provisions for public involvement will be included as part of the governance structure.
142	E	2	o	138	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Congestion pricing (charge more for vehicles crossing the bridge at peak times)	M Gen	Toll setting will be the purview of the governing body of the new crossing and consistent with the financing mechanism that will be used to pay for it. MDOT does not have the authority to dictate toll structures at other existing crossings in the Detroit-Windsor Corridor.
143	E	2	o	139	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Notice of all permit applications must be sent to the organizations in the community	M Cons	Required permits will be obtained in accordance with the rules set by the agencies that govern such permits. Many permits have their own public notice requirements.
144	E	2	o	140	Scott Brines	Community Benefits Coalition	Community Benefits Coalition 420 Leigh Detroit, MI 48209	Create a bridge surcharge that allows for the community of Delray to benefit financially from the operation of the bridge. This revenue sharing regime will allow for the establishment of a fund to pay for mitigation of unanticipated adverse effects and to produce benefits within the community. This revenue sharing regime should designate a percentage that shall be contributed to the community fund (5%?), as a concession, an amount (\$250,000?) may also be designated as an annual maximum which will be contributed to this community fund.	M Gen	The Border Transportation Partnership is committed to optimizing private sector involvement in the DRIC, thereby minimizing government's need to invest its resources. To that end, the DRIC tolls are to cover the cost to build, operate and maintain the DRIC. Any diversion of these funds for non-transportation uses would be a violation of the best interests of the entire state of Michigan.

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145	L	2	gl	1	Willa Williams	Det. Dept. of Environ. Affairs	660 Woodward Ave., Suite 1800, Detroit, MI 48226	No comment was made on the cumulative impacts to the direct/host community from the six important transportation projects that affect the study area. . . DEA is concerned with impacts on both the regional and local levels; however your response addresses only the "region."	I Gen	Other area transportation projects are included in the Indirect and Cumulative Impact Analysis in Section 3.14 of the FEIS.
146	L	2	gl	2	Willa Williams	Det. Dept. of Environ. Affairs	661 Woodward Ave., Suite 1800, Detroit, MI 48226	DRIC provides comparisons of 2013 and 2030 Daily Pollutant Burden Emissions on Mobile Source Air Toxics . . . MSAT increase within the DRIC project area will be offset by a MSAT decrease at the Ambassador Bridge. . . This statement assumes a net balance in MSAT. Additional data/analysis is required to support this assumption.	I A Toxics	FEIS Table 3-19 shows that VMT for the border crossing area in 2013 is similar for the No Build and Preferred Alternatives, supporting the fact that MSATs increasing in the Delray area are balanced by the reduction at the area around the Ambassador Bridge.
147	L	2	gl	3	Willa Williams	Det. Dept. of Environ. Affairs	662 Woodward Ave., Suite 1800, Detroit, MI 48226	The FEIS failed to provide a comparison for MSAT No Build verses Build Alternatives.	I A Toxics	This analysis is not required by governing regulations. As the response above indicates, VMT offers a reasonable means to understand the overall MSAT conditions in the study area.
148	L	2	gl	4	Willa Williams	Det. Dept. of Environ. Affairs	663 Woodward Ave., Suite 1800, Detroit, MI 48226	. . . the response received [on further evaluation of the noise wall] was regarding the bridge type . . .	M Noise	As stated in FEIS Section 4.4, design and installation of the noise walls along I-75 will be subject to continued coordination with the City of Detroit and local property owners, per MDOT's Noise Policy. Security walls around the plaza will be subject to further CSS review, and consultation on the needs of the U.S. Department of Homeland Security, and the General Services Administration. On the Jefferson Avenue side of the DRIC plaza near Fort Wayne, the State Historic Preservation Office will be involved in the wall's design and placement.
149	L	2	gl	5	Willa Williams	Det. Dept. of Environ. Affairs	664 Woodward Ave., Suite 1800, Detroit, MI 48226	What businesses . . . and what percentages of businesses impacted by the project want to stay in the Delray area?	I Reloc	As stated in the FEIS, Section 3.2.1, 43 out of 50 businesses (86%) interviewed by MDOT preferred to be relocated in or near Delray.
150	L	2	gl	6	Willa Williams	Det. Dept. of Environ. Affairs	665 Woodward Ave., Suite 1800, Detroit, MI 48226	Based on previous MDOT projects, the jobs often do not go to local residents. The Gateway project is a good example of jobs being outsourced.	M Jobs	MDOT is not allowed to direct jobs to certain individuals or groups. MDOT will support local job training.
151	L	2	gl	7	Willa Williams	Det. Dept. of Environ. Affairs	666 Woodward Ave., Suite 1800, Detroit, MI 48226	Your response [that construction jobs will be filled by contractors] is a direct contradiction to the language in response #7.	M Jobs	A number of construction jobs and long-term jobs <u>are</u> expected to go to Detroit residents. MDOT is not allowed to direct jobs to certain individuals or groups.
152	L	2	gl	8	Willa Williams	Det. Dept. of Environ. Affairs	667 Woodward Ave., Suite 1800, Detroit, MI 48226	During the construction period - how many or what percentage of contracts will be specifically allocated to Detroit/Delray businesses . . . what percentage of the project's budget?	M Jobs	MDOT cannot direct contracts to individuals or groups based on geography.
153	L	2	gl	9	Willa Williams	Det. Dept. of Environ. Affairs	668 Woodward Ave., Suite 1800, Detroit, MI 48226	Will Detroit based or Detroit headquartered businesses be provided a preference during the contractor selection process?	M Jobs	MDOT cannot direct contracts to individuals or groups based on geography.
154	L	2	gl	10	Willa Williams	Det. Dept. of Environ. Affairs	669 Woodward Ave., Suite 1800, Detroit, MI 48226	Since many residents own their homes . . . additional consideration must be given to those who will have to be purchased outright to eliminate any potential of foreclosure due to non-payment of new mortgages.	M House	MDOT must follow Federal Relocation Act procedures. See MDOT Real Estate materials referenced in Section 4.1 of the FEIS.
155	L	2	gl	11	Willa Williams	Det. Dept. of Environ. Affairs	670 Woodward Ave., Suite 1800, Detroit, MI 48226	A residential relocation plan confirming the residents will be made "whole" upon the purchase of their property needs to be provided to the City of Detroit Planning & Development Department, prior to the acquisition of any residential property.	M House	MDOT must follow Federal Relocation Act procedures. See MDOT Real Estate materials referenced in Section 4.1 of the FEIS.

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
156	L	3	gl	1	Alfred Jordan	Dept of Public Works	2 Woodward Ave., Suite 513, Detroit, MI 48226	DPW would like to mention that the various alternatives presented in the DEIS maintained the continuity of northbound service drive between West End and Clark. . . DPW is <u>strongly</u> suggesting a continuous service drive.	I Traf	Subsequent to the DEIS additional engineering analysis found Berwalt Manor could be avoided. Section 4(f) of the Department of Transportation Act of 1966 stipulates a building on <u>or eligible for</u> the National Register of Historic Places must be avoided, and impacts minimized, if there is an alternative to do so. Berwalt Manor has been determined eligible by the State Historic Preservation Office. Therefore, the discontinuous service drive is the accepted solution as it avoids use of Berwalt Manor. Isolating Berwalt Manor between mainline I-75 and the service drive does not minimize impacts and, so, is inconsistent with Section 4(f).
157	L	3	gl	2	Alfred Jordan	Dept of Public Works	2 Woodward Ave., Suite 513, Detroit, MI 48226	. . . page 12 of 14 of the Technical Report dated September 11, 2008, indicates that trucks would not be allowed on this portion of service drive [by Berwalt Manor] due to inadequate geometrics, whereas the City Council mandates that the geometrics of the roadway must be such that the roadway can be used by <u>all</u> types of vehicles.	I Traf	The road curve by Berwalt Manor is designed to accommodate WB-50 trucks, which covers almost all the trucks on the road. It is not anticipated that any trucks will take this route as it is indirect and circuitous. Fort Street is the logical alternative.
158	L	3	gl	3	Alfred Jordan	Dept of Public Works	2 Woodward Ave., Suite 513, Detroit, MI 48226	MDOT's recommend option . . . is not acceptable to DPW . . . Cars exiting the freeway are expected to turn left at this intersection [at the end of the ramp] . . . trucks are expected to . . . turn right on Campbell.	I Traf	It is expected that all traffic will turn right onto Campbell and then to Fort Street, except those carrying people who live at Berwalt Manor and public safety vehicles.
159	L	3	gl	4	Alfred Jordan	Dept of Public Works	2 Woodward Ave., Suite 513, Detroit, MI 48226	[The Berwalt option design] creates driver confusion.	I Traf	This I-75 exit at Livernois Avenue leading to Campbell Street will operate much like the I-75 exit at Dearborn Street where drivers reaching the end of the ramp turn left or right.
160	L	3	gl	5	Alfred Jordan	Dept of Public Works	2 Woodward Ave., Suite 513, Detroit, MI 48226	In the event of an incident on northbound I-75 . . .the proposed configuration of the narrow and 90-degree turn near Berwalt Manor will not accommodate the traffic flow as a continuous service drive would.	I Traf	Any vehicle diverting from I-75 northbound because of an incident would have to go to Fort Street. The use of Fort Street is no less effective than if the service drive in this section were continuous.
161	L	3	gl	6	Alfred Jordan	Dept of Public Works	2 Woodward Ave., Suite 513, Detroit, MI 48226	It is imperative that MDOT revisit the design options offered so far and propose design option(s) that provides for a continuous service drive . . . if the Berwalt manor is determined as a historical structure.	I Traf	It has been determined that Berwalt Manor is a National Register of Historic Places eligible property and so it must be avoided and impacts minimized. Isolating it between the service drive and mainline I-75 does not minimize impacts and is not consistent with Section 4(f) of the Department of Transportation Act of 1966.

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162	L	3	gl	7	Alfred Jordan	Dept of Public Works	2 Woodward Ave., Suite 513, Detroit, MI 48226	The proposed project has taken away the continuity of Dragoon (the truck route) over the freeway, as well as to south of I-75 and discontinued Livernois south of the railroad tracks. . . It must part of the project scope to mitigate the impacts of it by providing alternate . . . truck routes, within close proximity of the DRIC project.	I Traf	Currently, trucks use the Dearborn, Westend, Livernois/Dragoon, and Clark interchanges with I-75. The Selected Alternative will change the access pattern at Livernois/Dragoon including elimination of Livernois Avenue and Dragoon Street in the plaza area. Local truck traffic now using the Livernois/Dragoon interchange with I-75 will shift to Clark for destinations to/from the north on I-75. Trucks with destinations to/from the south already use Dearborn and Westend Streets. That pattern is not expected to change as those roads are the logical choice for truck use. There are few sensitive receptors along Dearborn, Westend and Clark Streets.
163	L	3	gl	8	Alfred Jordan	Dept of Public Works	2 Woodward Ave., Suite 513, Detroit, MI 48226	The DPW has asked for traffic analysis of surface roadways in the vicinity of the DRIC project. The Traffic Analysis Report Level 3 . . . evaluated few local street intersections within the study area.	I Traf	Numerous streets and their intersections in the DRIC study area have been analyzed (see Level 2, Part 2 Traffic Analysis Report, Appendix E available at www.partnershipborderstudy.com). Traffic volumes in the area have been observed to be so low that more than one hundred local intersections analyzed have been determined to operate at acceptable levels of service, often LOS A or B. Traffic counts made since the Level 3 TAR was issued confirm this uncongested condition, even with the diversion of traffic because of the Gateway Project.
164	L	3	gl	9	Alfred Jordan	Dept of Public Works	2 Woodward Ave., Suite 513, Detroit, MI 48226	The DPW is requesting to continue working with the service providers such as DDOT/SMART and the street designing agencies TED and CED to ensure appropriate and acceptable route is provided and uninterrupted service to the citizens are maintained.	I Transit	As is stated on FEIS page 3-110, MDOT will continue to consult on DDOT Routes 11 and 30. SMART has no affected routes.
165	L	3	gl	10	Alfred Jordan	Dept of Public Works	2 Woodward Ave., Suite 513, Detroit, MI 48226	DPW is requesting MDOT work with operating agency (Parks and Recreation Department) of the Fort Wayne to provide a gateway route.	M Enhance	The signed MOA in Appendix A of the ROD stipulates measures that will be implemented to enhance Fort Wayne and its access/parking.
166	L	3	gl	11	Alfred Jordan	Dept of Public Works	2 Woodward Ave., Suite 513, Detroit, MI 48226	. . . explore the possibility of expanding the Boulevard treatment of Campbell north of railroad tracks up to Ramp "F".	M Enhance	The Campbell Street boulevard section cannot extend north of the railroad track without right-of-way acquisition. And, due to the presence on the southeast corner of Fort and Campbell streets of the National Register eligible George Building, this extension is not deemed reasonable nor prudent.
167	L	3	gl	12	Alfred Jordan	Dept of Public Works	2 Woodward Ave., Suite 513, Detroit, MI 48226	TED is requesting MDOT ensure all the required improvements (including but not limited to resurfacing) are in place. . . the project must be ADA compliant.	M Enhance	Repaving and other community enhancements are listed in the ROD Green Sheet, under the category "Community Enhancements - Local Roads." All such improvements will be ADA compliant.
168	L	4	gl	1	Mirza Rabbaig	Water and Sewerage Dept.	735 Randolph Street, Detroit, MI 48226	Provisions for the acquisition and relocation of DWSD's Industrial Waste Control facilities, operations and staff located at 303 South Livernois will need to be arranged and implemented, at least 1 year in advance, to DWSD's satisfaction	M Infra	Comment acknowledged. Coordination will be provided during the DRIC design and right-of-way phases.
169	L	4	gl	2	Mirza Rabbaig	Water and Sewerage Dept.	735 Randolph Street, Detroit, MI 48226	. . . provisions for the relocation, alteration and/or protection of major [water] transmission mains, including but not limited to, 54-inch Livernois main, 42-inch Jefferson main and affected branch connections serving customers outside the plaza area need be designed and approved for construction by DWSD.	M Infra	Comment acknowledged. Coordination will continue during the DRIC design phase.

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170	L	4	gl	3	Mirza Rabbaig	Water and Sewerage Dept.	735 Randolph Street, Detroit, MI 48226	An approved new distribution loop main need be designed/built/placed into operation to provide alternative service to customers in vicinity immediately outside of affected plaza area and to accommodate City fire protection system modifications.	M Infra	Comment acknowledged. Coordination will continue during the DRIC design phase.
171	L	4	gl	4	Mirza Rabbaig	Water and Sewerage Dept.	735 Randolph Street, Detroit, MI 48226	Regarding wastewater infrastructure, provisions for relocation, alteration and/or protection of 5 large diameter sewers (>6-feet effective diameter) running beneath Campbell, Cavalry, Military, Dragoon, Waterman, and Schroeder including, but not limited to . . . affected upstream hydraulic siphons . . .hydraulic regulator structures . . . and corresponding affected outfall sewers. . . as well . . .[as] DWSD's planned Long Term CSO Programming within this area.	M Infra	Comment acknowledged. Coordination will continue during the DRIC design phase.
172	L	4	gl	5	Mirza Rabbaig	Water and Sewerage Dept.	735 Randolph Street, Detroit, MI 48226	The proposed 100-feet wide utilities relocation corridor around the plaza area will need to be expanded to 200-feet minimum.	M Infra	The actual width and composition of utilities will be refined during the design phase. The 100-foot buffers extend around the plaza so that in both the north/south and east/west directions there is an effective 200-foot buffer. Further, not all utilities will be relocated in the buffers on all four sides of the plaza.
173	L	4	gl	6	Mirza Rabbaig	Water and Sewerage Dept.	735 Randolph Street, Detroit, MI 48226	The proposed sewer connections to relocate upstream flow from the Dragoon, Military and Cavalry users is not feasible.	M Infra	The proposed modifications and relocations offered in the FEIS are intended to be conceptual. Design will occur in the next phase of the DRIC project. Appropriate DWSD standards will be followed.
174	L	4	gl	7	Mirza Rabbaig	Water and Sewerage Dept.	735 Randolph Street, Detroit, MI 48226	The proposed sewer connections to relocate flow from Solvay-Schroeder and Waterman sewers assumes a Manning roughness factor of 0.015 for the existing brick sewers and 0.012 for the proposed new concrete sewers. . . DWSD . . . utilize[s] a . . . factor of 0.013 for all sewers.	M Infra	The proposed modifications and relocations offered in the FEIS are intended to be conceptual. Design will occur in the next phase of the DRIC project. Appropriate DWSD standards will be followed.
175	L	4	gl	8	Mirza Rabbaig	Water and Sewerage Dept.	735 Randolph Street, Detroit, MI 48226	The proposed sewer connections to relocate upstream flow from the Dragoon and military sewers assume an easement under the entrance and exit roads from the proposed plaza area. No easement for this alternative is provided within the MDOT documents provided previously.	M Infra	Appropriate easements will be identified in the DRIC design phase.
176	L	4	gl	9	Mirza Rabbaig	Water and Sewerage Dept.	735 Randolph Street, Detroit, MI 48226	The information provided does not address the Scotten and Casgrain sewers . .	M Infra	These sewers will be addressed in the DRIC design phase.
177	L	4	gl	10	Mirza Rabbaig	Water and Sewerage Dept.	735 Randolph Street, Detroit, MI 48226	No cost data is provided for the proposed relocation and modification. It is imperative that MDOT bears all associated costs.	M Infra	Engineering Report, Volume 2 - Appendices B and D detail the estimated utility relocation costs.
178	L	4	gl	11	Mirza Rabbaig	Water and Sewerage Dept.	735 Randolph Street, Detroit, MI 48226	The information presented does not identify the existing DWSD sewer siphons under I-71.	M Infra	The FEIS Engineering Report, Volume 2 - Appendix D and Volume 3 - Road Plans identify existing utilities including siphons under I-75.
179	L	4	gl	12	Mirza Rabbaig	Water and Sewerage Dept.	735 Randolph Street, Detroit, MI 48226	The information does not provide a review of the existing status of DWSD real estate acquisition in the area and the DWSD land to be acquired by MDOT.	M Infra	All land required for the project is identified in the FEIS Engineering Report, Volume 3. Ownership of existing parcels will be identified in the DRIC design phase.
180	L	4	gl	13	Mirza Rabbaig	Water and Sewerage Dept.	735 Randolph Street, Detroit, MI 48226	The information does not address the impact on potential CSO facilities in the area.	M Infra	Such impacts will be determined in the DRIC design phase.

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181	L	5	gl	1	unsigned	Economic Development Corporation of the City of Detroit	500 Griswold, Suite 2200, Detroit, MI 48226	EDC requests that all comments submitted by the City up to the Record of Decision date will continue to be a part of the record. . . 1. "DEGC Response to the MDOT DRIC Preferred Alignment Plan," dated 10-29-08; and, 2. "Additional Questions/response to the MDOT/DRIC Issues Document, dated 10-29-08."	P	Comment acknowledged.
182	L	5	gl	2	unsigned	Economic Development Corporation of the City of Detroit	500 Griswold, Suite 2200, Detroit, MI 48226	Satisfy the EDC's previously transmitted Springwells property sale conditions (from paper #1 above).	M Gen	Comment Acknowledged.
183	L	5	gl	3	unsigned	Economic Development Corporation of the City of Detroit	500 Griswold, Suite 2200, Detroit, MI 48226	Allow the Planning Department and CPC to conclude its land use planning in the adjacent areas to the proposed bridge plaza.	I Land	MDOT welcomes finalization of land use planning for Delray by the City Planning Commission. It will cooperate in that process, as appropriate.
184	L	5	gl	4	unsigned	Economic Development Corporation of the City of Detroit	500 Griswold, Suite 2200, Detroit, MI 48226	Satisfy the EDC's previously expressed expectations to create multiple lane road expansions on the east and west of the Bridge plaza, on both Campbell and Green from Jefferson to Fort.	I Traf	Multi-lane boulevards are part of the Selected Alternative on both Campbell and Green. But, the boulevard footprint does not extend north of the Norfolk Southern rail line to Fort Street to avoid impacts to businesses and historic properties.
185	L	5	gl	5	unsigned	Economic Development Corporation of the City of Detroit	500 Griswold, Suite 2200, Detroit, MI 48226	Move the primary plaza egress for local area access to north of the rail line.	I Traf	The local plaza egress cannot span over the rail line because of engineering and security concerns.
186	L	5	gl	6	unsigned	Economic Development Corporation of the City of Detroit	500 Griswold, Suite 2200, Detroit, MI 48226	Allow the Planning Department to negotiate more appropriate and more fairly mitigating community benefits programs, including park space buffers, neighborhood road improvements, area economic reinvestment strategies, etc. This may require an additional study that is being suggested to be paid by MDOT with PDD as the client.	M Enhance	The community enhancements have been resolved.
187	L	5	gl	7	unsigned	Economic Development Corporation of the City of Detroit	500 Griswold, Suite 2200, Detroit, MI 48226	Require MDOT to define a comprehensive displaced person relocation assistance program, and allowing the Planning Department to review and approve.	M House	MDOT must follow Federal Relocation Act procedures. See the MDOT Real Estate materials referenced in FEIS Section 4.1.
188	L	6	gl	1	Alexander Pollack	Planning & Development Dept.	2300 Cadillac Tower, Detroit, MI 48226	The inclusion of a MDOT Tourist Information Center should become an integral part of the DRIC planning process.	M Infra	A Tourist Information Center is not part of the DRIC project (see Table S-6 in the FEIS).
189	L	7	gl	1	Stanley Topolewski	Public Lighting Dept.	9449 Grinnell, Detrit, MI 48213	The Public Lighting Department . . . determined the potential impact of existing Public Lighting facilities: Jefferson - Waterman to Junction, north side, high voltage transmission line on wood poles; Jefferson - extensive existing underground electrical conduit and cable; bridge across I75 at Springwells, Green, Livernois and Clark have power, street lighting and traffic signal cables; electrical conduit crossings under I75 near Wilke, Ferdinand and Morrell; West End Jefferson to Melville - relocating of an overhead primary lead; Waterman Jefferson to RR - relocation of overhead primary lead; Fort Street extensive electrical conduit installations; service drive extensive existing conduits; street lighting for realigned roads; potential related circuit reroutes; and, removal of streetlight within the project boundary.	M Infra	Comment acknowledged. These facilities will be addressed in the DRIC design phase.

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
190	L	8	gl	1	William Ridella	Dept of Health and Wellness Promotion	1151 Taylor Street, Detroit, MI 48202	The use of low-vapor-pressure gasoline in the SEMCOG region (P.3-114) does not address the fact that the increase in traffic will mostly come from truck traffic and passenger vehicle originating from outside the area. If fuel reformulation is only local, there is less benefit from passenger vehicles that fill-up outside of the region. Only if reformulated gasoline fuel is sold nationwide, and in Ontario, Canada, will the projected passenger vehicle emissions decrease.	I A Gen	Air quality benefits over time will come principally from cleaner fuels and vehicles that are not related to low-vapor-pressure gasoline, which is primarily related to reduction of ozone.
191	L	8	gl	2	William Ridella	Dept of Health and Wellness Promotion	1151 Taylor Street, Detroit, MI 48202	. . . increased use of expensive hybrids by resident of the economically depressed region is speculative.	I A Gen	The analysis did not assume hybrids to be in the fleet mix for the air quality analysis. It simply states that the analysis "over predicts" the pollution because it is likely some hybrids will be on the road in the future.
192	L	8	gl	3	William Ridella	Dept of Health and Wellness Promotion	1151 Taylor Street, Detroit, MI 48202	The only feasible way to reliably evaluate the air quality in the immediate vicinity is to establish air monitoring station(s) in the neighborhood.	I A Gen	Southeast Michigan already has the most comprehensive monitoring network in Michigan, which includes a monitor located south of Southwestern High School. It measures PM _{2.5} , PM ₁₀ , SO ₂ , manganese, arsenic, cadmium, nickel, volatile organic compounds and carbonyls. No additional monitors are planned with the DRIC project.
193	L	8	gl	4	William Ridella	Dept of Health and Wellness Promotion	1151 Taylor Street, Detroit, MI 48202	With the prevailing westerly winds moving pollution eastward, the DRIC would most likely increase air pollution in East Delray.	I A Gen	One purpose of the FEIS air quality analysis was to determine whether the project would cause new violations of worsen existing violations of, or delay the attainment of the PM _{2.5} standard. The finding is it will not.
194	L	8	gl	5	William Ridella	Dept of Health and Wellness Promotion	1151 Taylor Street, Detroit, MI 48202	The FEIS followed a hybrid of methods A and B. However we could find no reference in the document ["FHWA/EPA Transportation Conformity Guidance for Qualitative Hot-spot Analysis in PM _{2.5} and PM ₁₀ Nonattainment and Maintenance Areas"] that recommends utilizing such a hybridization.	I A PM2.5	Reference is found on page 17 in the first paragraph in Section 4.1 in the FHWA/EPA guidance.
195	L	8	gl	6	William Ridella	Dept of Health and Wellness Promotion	1151 Taylor Street, Detroit, MI 48202	. . . will the DRIC be responsible for future or continued nonattainment?	I A PM2.5	One purpose of the FEIS air quality analysis was to determine whether the project would cause new violations of worsen existing violations of, or delay the attainment of the PM _{2.5} standard. The finding is it will not.
196	L	8	gl	7	William Ridella	Dept of Health and Wellness Promotion	1151 Taylor Street, Detroit, MI 48202	The FEIS states that CHASS . . . would not be affected by the Preferred Alternative . . . however, the relocation of residents may have an adverse impact on the ability of citizens being able to access the healthcare service . . . to receive vital health care. This will not only impact CHASS, but also could place an additional burden on Emergency Departments.	I EJ	Many residents, who may be relocated by the project, have indicated in one-on-one interviews that they want to stay in the area. DRIC has minimized impacts to the pedestrian and transit systems to maintain access to the area.
197	E	3	o	1	Jerry Pausus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	. . . the FEIS does not guarantee adequate remedies for the community.	M Enhance	Community enhancements are listed in the ROD Green Sheet.

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198	E	3	o	2	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	. . . the DRIC should follow the successes of other similar projects to achieve mutually beneficial development. The international shipping ports and airport in Los Angeles and Long Beach have achieved . . . Agreements that secured numerous . . . benefits for their host communities . . . 15% of total project costs in the host community, versus the 1.2% proposed in the DRIC-FEIS.	M Enhance	Mitigation is undertaken to be in compliance with the law. Enhancements are activities over and above what is required by law and developed in cooperation with the local community. By law, FHWA/MDOT cannot spend federal funds on enhancement measures that are not tied to direct project impacts. After extensive and continual public participation, FHWA/MDOT proposed \$21 million worth of community enhancements. The proposed mitigation and enhancements represent a reasonable public expenditure after considering the impacts of the action and the benefits of the proposed mitigation and enhancement commitments.
199	E	3	o	3	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	There should be a legally-binding agreement to guarantee mitigations and benefits for the host community.	M Enhance	Neither MDOT nor FHWA will enter into a binding agreement with the host community. The ROD identifies the environmental commitments as well as how those commitments will be monitored and enforced as the project moves into construction. See Section 6 of the ROD.
200	E	3	o	4	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	A long-term fund should be established to address negative impacts into the future and ensure benefits for sustainable revitalization of the host community.	M Enhance	There is no mechanism or precedent for such a fund.
201	E	3	o	5	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	Homes lost to the project should be replaced to allow residents to remain in the neighborhood, if they wish.	M House	The development of housing in Delray to accommodate those relocated by the DRIC is the responsibility of public and private entities outside MDOT and FHWA.
202	E	3	o	6	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	Just compensation must be provided to all relocated residents and businesses.	I Reloc	FEIS Section 4.1 explains the meaning of "just compensation" and how it is to be provided to DRIC relocatees.
203	E	3	o	7	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	New truck routes are necessary to remove trucks from residential streets and limit interference for small businesses and services for residents.	I Traf	MDOT does not have the authority to designate truck routes on City of Detroit streets. There is no justification based on traffic volumes and impacts to create new truck routes in this area.
204	E	3	o	8	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	The significant, historic St. Paul AME Church should be preserved.	M Cul	Neither St Paul AME Church or the other affected historic building, Kovacs Bar, are considered as candidates for relocation as both properties were determined eligible for NRHP listing based on their historical associations and not for architectural significance.
205	E	3	o	9	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	A plan and funding are needed to provide job training, create a hiring program for local residents, and to attract logistics industry.	I Jobs	State and federal laws allow job training, and this is anticipated as part of the DRIC project as it is implemented. But neither contract set-asides nor targeted training/hiring is allowed by federal law. MDOT's job training program for the DRIC project is yet to be formulated.

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206	E	3	o	10	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	Businesses must be guaranteed adequate relocation assistance.	I Reloc	MDOT must follow Federal Relocation Act procedures as covered in Section 4.1 of the FEIS.
207	E	3	o	11	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	The FEIS fails to acknowledge the true air quality impacts of locating this project and the cumulative impacts on the population.	I A Gen	The air quality analysis followed a rigorous protocol established by FHWA, MDOT, EPA and MDEQ as well as all applicable laws and regulations. The results present a realistic assessment of the direct, indirect and cumulative impacts of the project, as defined in FEIS Sections 3.6 and 3.14, respectively.
208	E	3	o	12	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	Long-term air monitoring is needed	I A Mon	Southeast Michigan already has the most comprehensive monitoring network in Michigan, which includes a monitor located at the south limit of Southwestern High School. It measures PM2.5, PM10, SO2, manganese, arsenic, cadmium, nickel, volatile organic compounds, and carbonyls. No additional monitors are planned with the DRIC project.
209	E	3	o	13	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	Long-term health monitoring is needed	I A Health	FHWA has determined that, presently, there is not adequate science to reliably include exposure modeling or risk assessment in the air quality analysis. This is stated in Section 3.6.1 of the DEIS and FEIS. Health studies are used to establish standards. NEPA uses what is available. NEPA studies are not intended to establish standards.
210	E	3	o	14	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	[Funding is needed] to reduce harmful diesel emissions of area truck fleets	M AQ	The ROD Section 5.4 states that MDOT will work with SEMCOG, MDEQ, the private sector, and the community to create an action plan that includes short- and long-term objectives at improving air quality and support outreach activities to inform commercial operations of air pollution control strategies.
211	E	3	o	15	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	[Funding is needed to] provide state-of-the-art filtration for adjacent schools.	M AQ	Air filtration systems are not required as the DRIC will not have adverse impacts on Southwestern High School and other sensitive receptors.
212	E	3	o	16	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	Significant green buffering is needed	M AQ	The DRIC project will preserve mature trees, where possible. Landscaping opportunities will be used to emphasize native species and to aid in improving air quality, including in the 100-foot buffer around the plaza and along roadways. Further, MDOT is committed to partnering with other agencies to continue to identify short- and long-term measures to improve air quality in the study area. See ROD Green Sheet and Section 5.4.
213	E	3	o	17	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	Linkages to area greenways are needed.	I Ped/Bike	This matter is addressed in FEIS Section 3.5.6
214	E	3	o	18	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	Non-motorized transportation must be provided on the [DRIC] bridge.	I Ped/Bike	As stated in the FEIS, the bridge and plaza layouts in the DRIC FEIS allow for bicycle crossings. A final determination of the permissibility of bike/ped traffic will be made by U.S. Customs and Border Protection and the Canadian Border Protection Services Agency.
215	E	3	o	19	Jerry Pazus	Young Detroit Builders	1432 Leverette, Detroit, MI 48216	An investment in sustainable technologies in this project would have a positive impact on the area and can attract new-technology jobs of the future.	M Infra	This matter is addressed in FEIS Section 3.18. The General Services Administration's goal is to achieve "LEED Silver" level status.
216	E	4	b	1 to 19	Thomas Reinke	Self Reliant Energy Company	10192 Sargent Rd., Fowlerville, MI 48836	The 19 comments of Self Reliant Energy are identical to those of Young Detroit Builders above	Various	Comments acknowledged and addressed above.

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
217	E	5	i	1	Victor Abia	Individual	None listed	MDOT did very little to keep the larger area impacted by the project, specifically residents and stakeholders north of I-75 informed on the progress . . . mailings . . . [were] only mailed to about 10,000 recipients . . . a far cry from the 100,000 or more residents heavily impacted by the DRIC project.	Pub Notif	The extensive public involvement process is documented in FEIS Section 6.
218	E	5	i	2	Victor Abia	Individual	None listed	[They] have deflected responsibility for outreach and put the onus on the "community leaders"	Pub Gen	This matter is addressed in FEIS Section 6. Engagement of community leaders has been an important component of the DRIC community outreach effort, especially through the monthly Local Advisory Council meetings. The LAC invitation letter asked potential members to serve as a liaison to the variety of interests regarding the project, including affected communities, residents, individual legislators, community leaders and interest groups.
219	E	5	i	3	Victor Abia	Individual	None listed	A related issue was the expansion of the project during 2007 to take property along the I-75 Southbound Service Drive. . . there was never any declaration that this had occurred until I discovered at a public meeting that property owned by my church (Military Ave. Presbyterian Church) could possibly be taken. . . to begin looking at this church without making the owners aware is completely unconscionable, . . .	I Reloc	During 2006 the focus of the alternatives analysis shifted to a river crossing system in the Delray area from the broader Grosse Ile-to-Belle Isle area. That was the first time there could be discussion of right-of-way impacts on the north side of I-75 in Delray. Once the impacts to properties along the north side of I-75 began to take form, a Public Meeting was specifically devoted to the interchange alternatives and their impacts (December 5, 2006). A matrix of impacts by section along I-75 (north and south sides) was presented. Relocation of Military Avenue Church is not needed for the Selected Alternative.
220	E	5	i	4	Victor Abia	Individual	None listed	The host community of Delray and southwest Detroit already bear significant burdens of several infrastructure projects that service the entire region, including the Ambassador Bridge, tunnel, rail and inter-modal operations, interstate highways, multiple heavy industries, and the waste-water treatment plant.	I Gen	In the FEIS and Section 5.5 of this ROD, it states that the impacts are disproportionately high and adverse on minority and low-income population groups. MDOT analyzed potential impacts and cumulative effects (see Section 3.14.3 in the FEIS) and determined the proposed project will not have a discriminatory affect on the community. MDOT has sponsored extensive public involvement to determine mitigation and enhancements (see Section 3.1.5.2 of the FEIS). Such commitments are covered in Section 6 and on the Green Sheet of the ROD.
221	E	5	i	5	Victor Abia	Individual	None listed	The FEIS does not guarantee adequate remedies for the community.	M Enhance	Mitigation and enhancements are identified in Sections 4.21 and 4.22 of the FEIS.
222	E	5	i	6	Victor Abia	Individual	None listed	MDOT has continually shown a disinterest in studying cumulative effects of all the existing industrial and transportation uses in the area combined with the additional impacts from the DRIC and . . . DIFT, as well as the Marathon Oil refinery's expansion.	I ICE	Analysis of cumulative impacts is presented in Section 3.14.3 of the FEIS.
223	E	5	i	7	Victor Abia	Individual	None listed	Asthma rates are significantly higher in Southwest Detroit - amongst children particularly - when compared to nationwide averages. . . I am disheartened by MDOT's lack of attention to the issue.	I A Health	FHWA has determined that, presently, there is not adequate science to reliably include exposure modeling or risk assessment in the air quality analysis. This is stated in Section 3.6.1 of the DEIS and FEIS. Health studies are used to establish standards. NEPA uses what is available. NEPA studies are not intended to establish standards.

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
224	E	5	i	8	Victor Abla	Individual	None listed	This should include regular testing of air quality . . at various locations around the area. A particular focus should be Southwestern High School . .	I A Mon	Southeast Michigan already has the most comprehensive monitoring network in Michigan which includes a monitor located at the south limit of Southwestern High School. It measures PM2.5, PM10, SO2, manganese, arsenic, cadmium, nickel, volatile organic compounds, and carbonyls.
225	E	5	i	9	Victor Abla	Individual	None listed	Natural mitigation (trees and other vegetation) should be considered and utilized . . .	M AQ	The DRIC project will preserve mature trees, where possible. Landscaping opportunities will be used to emphasize native species and to aid in improving air quality, including in the 100-foot buffer around the plaza and along roadways. Further, MDOT is committed to partnering with other agencies to continue to identify short- and long-term actions to improve air quality in the study area. See ROD Green Sheet and Section 5.4.
226	E	5	i	10	Victor Abla	Individual	None listed	MDOT should provide education for area residents on the various health impacts that will result from construction of the project.	M AQ	Such an education program is beyond the authority of MDOT's mandate.
227	E	5	i	11	Victor Abla	Individual	None listed	Truck routes away from schools and residential areas should also be devised and compliance of the truck drivers regularly monitored and enforced.	I Traf	Currently, trucks use the Dearborn, Westend, Livernois/Dragoon, and Clark interchanges with I-75. The Selected Alternative will change the access pattern at Livernois/Dragoon including elimination of Livernois Avenue and Dragoon Street in the plaza area. Local truck traffic now using the Livernois/Dragoon interchange with I-75 will shift to Clark for destinations to/from the north on I-75. Trucks with destinations to/from the south already use Dearborn and Westend Streets. That pattern is not expected to change as those roads are the logical choice for truck use. There are few sensitive receptors along Dearborn, Westend and Clark Streets.
228	E	5	i	12	Victor Abla	Individual	None listed	Homeowners and renters must be adequately compensated	I Reloc	This matter is addressed in Section 4.1 of the FEIS.
229	E	5	i	13	Victor Abla	Individual	None listed	. . . consideration of new housing in other parts of Delray and Southwest Detroit should also be a part of the project including conduction a market study . . .	M House	The development of housing will be the responsibility of public and private entities other than MDOT and FHWA.
230	E	5	i	14	Victor Abla	Individual	None listed	Businesses that will need to be relocated also should be given fair remuneration . . . as well as offsetting any losses of business	I Reloc	This matter is addressed in Section 4.1 of the FEIS.
231	E	5	i	15	Victor Abla	Individual	None listed	Jobs must be provided for residents who are staying in the area.	I Jobs	State and federal laws allow job training, and this is anticipated as part of the DRIC project as it is implemented. But neither contract set-asides nor targeted training/hiring is allowed by federal law. MDOT's job training program for the DRIC project is yet to be formulated.
232	E	5	i	16	Victor Abla	Individual	None listed	Funding area business associations and other nonprofits should be provided.	M Enhance	See the ROD Green Sheet, under the category "Community Enhancements - Economic Impacts."

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
233	E	5	i	17	Victor Abla	Individual	None listed	... park and greenway development, pedestrian and bike paths, landscaping, access to the waterfront (including a renovated boat launch), renovation of Historic Fort Wayne, and other historic preservation efforts.	M Enhance	See the ROD Green Sheet, under the category "Community Enhancements," where most of these issues are addressed. Enhancements at Fort Wayne are noted in the MOA, which is Appendix A of the ROD. If the boat launch being referred to is owned by Detroit Edison, MDOT is not able to renovate that private facility. Further, the project does not impact it.
234	E	5	i	18	Victor Abla	Individual	None listed	With the complete closure of the Livernois/Dragoon intersection with I-75, these two [Springwells and Clark] interchanges must be preserved and improved.	A Pref	The Selected Alternative improves the Springwells interchange and modifies the ramps on the south side of Clark street. See Figure 2 in the ROD.
235	E	5	i	19	Victor Abla	Individual	None listed	follow the best practices of entering into a legally binding Community Benefits Agreement with this community.	M Enhance	Neither MDOT nor FHWA will enter into a binding agreement with the host community. The ROD identifies the environmental commitments as well as how those commitments will be monitored and enforced as the project moves into construction.
236	E	5	i	20	Victor Abla	Individual	None listed	Similar projects around the country have invested 15% of total project costs in the host community, versus the paltry 1.2% proposed for the DRIC.	M Enhance	Mitigation is undertaken to be in compliance with the law. Enhancements are activities over and above what is required by law and developed in cooperation with the local community. By law, FHWA/MDOT cannot spend federal funds on enhancement measures that are not tied to direct project impacts. After extensive and continual public participation, FHWA/MDOT proposed \$21 million worth of community enhancements. The proposed mitigation and enhancements represent a reasonable public expenditure after considering the impacts of the action and the benefits of the proposed mitigation and enhancement commitments.
237	E	5	i	21	Victor Abla	Individual	None listed	Lastly, if a new border crossing is built, it must permanently be under public ownership.	Pub Gov	There will be public ownership and oversight as stated in Section 2.1.5 of the ROD.
238	E	5	i	22	Victor Abla	Individual	None listed	An authoritative oversight body consisting of publicly designated representative along with are residents and other stakeholders should be created.	Pub Gov	Governance is addressed in the ROD at Section 2.1.5. The Border Transportation Partnership continues to work on the final governance mechanism. Its view at this time is that representation on the governing board will be from agencies participating in the bridge's design/ construction. It is likely that provisions for public involvement will be included as part of the governance structure.
239	L	9	i	1	Ms. Dolores Leonard	Individual		... the study does not project the possible long-term health impacts on children or the people who will remain in the area.	I A Health	FHWA has determined that, presently, there is not adequate science to reliably include exposure modeling or risk assessment in the air quality analysis. This is stated in Section 3.6.1 of the DEIS and FEIS. Health studies are used to establish standards. NEPA uses what is available. NEPA studies are not intended to establish standards.

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
240	L	9	i	2	Ms. Dolores Leonard	Individual		I do not foresee [Southwestern High School] students being able to utilize the field without encountering more pollution.	I A Gen	As demonstrated in Section 3.6 of the FEIS, the DRIC project conforms in all respects to air quality standards in the study area. That includes Southwestern High School. The inability to use areas outside the high school are not foreseen.
241	L	9	i	3	Ms. Dolores Leonard	Individual		Because the Michigan Department of Environmental Quality (MDEQ) now receives reduced federal funding for air quality testing, they have reduced their testing efforts at the Southwestern High School air monitor.	I A Mon	Questions about MDEQ monitors must be addressed to MDEQ.
242	L	9	i	4	Ms. Dolores Leonard	Individual		Pollution that is produced in the Delray area filters down to the Fort and Schaefer area . . .	I A Gen	As demonstrated in Section 3.6 of the FEIS, the DRIC project conforms in all respects to air quality standards.
243	L	9	i	5	Ms. Dolores Leonard	Individual		There are no mitigation measures cited for Southwestern High School.	M Enhance	The stormwater detention area was placed to separate the plaza operations from the school. The 100-foot-wide buffer that extends all the way around the outside of the plaza also sets the school apart from border activities. Post and Waterman streets by the school will be closed to traffic. Other benefits listed in the Community Benefits section of the ROD Green sheet, like pedestrian connectors, landscaping, and paving roads will have a positive effect on Delray and, therefore, Southwestern High School.
244	L	9	i	6	Ms. Dolores Leonard	Individual		Publicly owned bridge revenues should be prorated and used for the enhancement of those specific communities that will be impacted. . . in the form of a binding agreement.	M Enhance	Neither MDOT nor FHWA will enter into a binding agreement with the host community. The ROD identifies the environmental commitments as well as how those commitments will be tracked and enforced as the project moves into construction.
245	L	10	b	1 to 19	Timothy Thorland	Southwest Housing Solutions	1920 25th Street, Suite A, Detroit, MI 48216	The 19 comments of Southwest Housing Solutions are identical to those of Young Detroit Builders	Various	Comments acknowledged and previously addressed.
246	L	11	o	1 to 19	Thomas Cervenak	Peoples Community Services	412 West Grand Blvd., Detroit, MI 48316	The 19 comments of Peoples Community Services are identical to those of Young Detroit Builders.	Various	Comments acknowledged and previously addressed.
247	L	11	o	20	Thomas Cervenak	Peoples Community Services	413 West Grand Blvd., Detroit, MI 48316	We were led to believe that significant redevelopment resources would be made available to make Delray a new livable and sustainable community . . . While no explicit promises were made, it is obvious that if the study was expending great effort in bringing the community together to plan its redevelopment, it was for the purpose of garnering support for the project in a mutually beneficial way. Unfortunately, the "Green Sheet" DRIC . . . only indicates . . . that MDOT will "support efforts to get the City of Detroit to adopt the Delray land use plan." This is not an acceptable level of support for redevelopment.	M Enhance	MDOT has and will continue, as appropriate, to assist community leaders to pursue the land use changes proposed by the DRIC. MDOT has no authority over land use/zoning matters.
248	L	11	o	21	Thomas Cervenak	Peoples Community Services	414 West Grand Blvd., Detroit, MI 48316	State and federal resources must be . . . actually committed to redeveloping the host community. In a telling move the . . . DVD outlining redevelopment of Delray was actually taken back by MDOT and the US Department of Transportation in a letter dated December 8, 2008.	M Enhance	MDOT has carefully and repeatedly made clear what authority it has as a transportation agency and what authorities it does not have, and that is why partnering with other agencies - which is ongoing - is so important. The DVD is explicitly labeled as not being part of the FEIS.
249	L	12	b	1	Jenny Coco	Coco Group of Companies	6725 South Service Road, Windsor, Ontario, N8N 2M1	We would ask that we continue to be advised of any further developments.	Pub Notif	Comment acknowledged. That is the intent of MDOT.

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250	L	13	o	1	Shawn Kimmel	Detroiters Working for Environmental Justice,	4750 Woodward, Suite 406, Detroit, MI 48201	Based on our organization's mission, DWEJ has particular concerns about the DRIC FEIS. . . . This DRIC project should therefore ensure mitigations for the impacted Environmental Justice Community by providing , for example, a long term fund that will help the community to achieve these mitigations in the future.	M Enhance	The commitments to mitigation and enhancements in the Delray area are listed on the ROD Green Sheet. These are binding commitments on MDOT. Funds will be made available to make them happen.
251	L	13	o	2	Shawn Kimmel	Detroiters Working for Environmental Justice,	4750 Woodward, Suite 406, Detroit, MI 48201	The FEIS does not guarantee job training and placement of the area residents that will be most affected.	M Enhance	State and federal laws allow job training, and this is anticipated. See the ROD Green Sheet, under the category "Community Enhancements - Job Training." Targeting a specific group is not allowed by federal law.
252	L	13	o	3	Shawn Kimmel	Detroiters Working for Environmental Justice,	4750 Woodward, Suite 406, Detroit, MI 48201	This FEIS has not considered the economic advantage of incorporating alternative energy strategies in the project, in ways that would produce local green jobs through larger-scale investment in new energy technologies.	M Enhance	State and federal laws allow job training, and this is anticipated as part of the DRIC project as it is implemented. But neither contract set-asides nor targeted training/hiring is allowed by federal law. MDOT's job training program for the DRIC project is yet to be formulated.
253	L	14	i	1	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	Impacts to the West Vernor and Springwells commercial districts must be thoroughly assessed with optimal traffic routing and signage options to ensure that the customer base can continue to access these districts.	M Enhance	The West Vernor area north of I-75 will not be affected by the DRIC. The Springwells interchange area will have improved and safer access.
254	L	14	i	2	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	While local units of government may have legal rights to enforce specific infrastructure commitments made in an FEIS (e.g. local road improvements), case law suggest local community-based organizations, such as the Delray Community Council or People's Community Services, and residents have no such legal standing.	M Enhance	Comment acknowledged.
255	L	14	i	3	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	A CBA [Community Benefits Agreement] should be negotiated coincident with the negotiation of a public-private partnership for the design, construction and operation of the DRIC.	M Enhance	Neither MDOT nor FHWA will enter into a binding agreement with the host community. The ROD Section 6 identifies the environmental commitments as well as how those commitments will be monitored and enforced as the project moves into construction.
256	L	14	i	4	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	The State and Federal governments need to work with the Detroit Workforce Development Board and local nonprofit agencies with job training experience, such as SER Metro and Young Detroit Builders, Inc.	M Enhance	Comment acknowledged. The job training program is still to be formulated.
257	L	14	i	5	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	MDOT's relocation program will . . . as necessary, use Housing of Last Resort assistance under 49 C.F.R. 24.404 to the maximum extent permitted by the regulation.	M Enhance	Housing of last resort is applied where conditions warrant during the property acquisition phase. See the MDOT Real Estate materials referenced in the FEIS in Section 4.1.

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258	L	14	i	6	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	The State of Michigan, through the Michigan State Housing and Development Authority (MSHDA), will develop funding programs to support neighborhood stabilization activities (e.g. demolition, board-up, and greening/re-naturalization), planning and construction of new housing, and single-family home rehabilitation programs	M Enhance	Comment acknowledged. MDOT has communicated with MSHDA to encourage that its Neighborhood Stabilization Program (which can help buy and redevelop land with replacement housing) include the DRIC study area, specifically Delray.
259	L	14	i	7	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	MDOT will meet its temporary property needs (e.g., construction staging areas) by acquiring or leasing abandoned property in coordination with community redevelopment plans and will work with its contractors, to the extent they acquire staging areas.	M Enhance	MDOT does not identify or mandate constructors' staging areas.
260	L	14	i	8	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	Before finalizing plans for Green Street, Campbell Street or the Local Road Improvements that are included in the Enhancement Section of the Green Sheet, MDOT will fund a Delray vehicular and truck traffic plan by the City of Detroit, SEMCOG, or similar public entity in a planning process which involves active participation by Delray businesses and residents. Final decisions on Green Street, Campbell Street, Local Road improvements and a truck traffic control plan will be made after completion of that study and its approval and adoption by the City of Detroit.	M Enhance	Such analysis has been performed for the DRIC study. Therefore, no further studies by others will be funded by MDOT.
261	L	14	i	9	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	MDOT will earmark transportation planning funds for a post construction bus transit routing study for the Delray and Southwest Detroit area.	M Enhance	Consistent with Section 3.5.6.1 of the FEIS, MDOT will collaborate with DDOT to relocate its bus routes affected by the DRIC during construction and afterwards. MDOT has no authority to go beyond that.
262	L	14	i	10	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	MDOT will earmark transportation planning funds to help integrate local street improvements into existing present greenway plans and to revise existing greenway plans as necessary to integrate those plans into the post construction street system.	M Enhance	Non-motorized and greenway planning have been an integral part of the DRIC analysis. A number of project elements and enhancements cover this topic without additional planning funds. Reference is made to FEIS Section 3.5.6 (including reference to the River Rouge Gateway and West Riverfront Walkway) and the ROD Green Sheet, under the categories "Community Enhancements - Local Roads," "Transportation Enhancement Funds," and "Land Use."
263	L	14	i	11	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	No soil disposal will incur in Delray or Southwest Detroit without express approval from MDOT. No contaminated soils will be disposed in Delray or Southwest Detroit under any circumstances.	M Enhance	MDOT will approve all on-site use of soils. MDOT will act on any improper soil disposal by the contractor. Some contaminated soils must be disposed of in qualified landfills by law.
264	L	14	i	12	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	The ROD will contain an explicit plan for monitoring and reporting on implementation of mitigation and enhancement measures. That plan will include a community council . . .	M Enhance	The plan to implement mitigation/enhancements is outlined in Section 6 of the ROD and noted on the Green Sheet. Community representation will occur through ongoing community involvement, with the Local Advisory Council and the Local Agency Group.

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265	L	14	i	13	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	MDOT will support enabling legislation for a small bridge surcharge to be dedicated to fund ongoing mitigation and enhancement measures.	M Enhance	MDOT is not in a position to introduce such legislation. Further, the Border Transportation Partnership is committed to optimizing private sector involvement in the DRIC, thereby minimizing government's need to invest its resources. To that end, the DRIC tolls are to cover the cost to build, operate and maintain the DRIC. Any diversion of these funds for non-transportation uses would be a violation of the best interest of the entire state of Michigan.
266	L	14	i	14	Rep. Steve Tobocman	Former House Majority Leader	State Capitol, H-153, Lansing, MI 48909	MDOT will require that contractors adopt local "first source" hiring programs possibly modeled on Arvin Meritor's "zip code" hiring plan	M Enhance	State and federal laws allow job training, and this is anticipated. See the ROD Green Sheet, under the category "Community Enhancements - Job Training." Neither contract set-asides nor targeted training/hiring are allowed by federal law.
267	F	2	gl	1	Rick Bowers	Office of Energy and Sustainability	Mayor's Office, Detroit 48226	Nineteen comments of the Mayor's Office of Energy and Sustainability are identical to those of Young Detroit Builders above. Several comments unique to the Mayor's Office of Energy and Sustainability follow.	Various	Comments acknowledged and previously addressed.
268	F	2	gl	2	Rick Bowers	Office of Energy and Sustainability	Mayor's Office, Detroit 48227	The balance of comments are substantially identical to CBC comments in the categories of: Replacement housing, improvement of housing stock, neighborhood divisions/isolation, alternative energy, jobs for local residents, non-motorized transportation, noise, historic preservation, bridge governance, and several isolated comments.	Various	Comments acknowledged and previously addressed.
269	L	15	e	1	Rep. Rashida Tlaib	State Representative	12th District, Southwest Detroit	FEIS's proposed mitigation budget is only 01.2% (\$20 million) compared to similar projects where mitigation allocation ranged from 8—12% of total project costs. MDOT must re-evaluate the proposed mitigation budget basing it on similar projects in other states and factoring in unforeseen consequences . . .	M Enhance	Mitigation is undertaken to be in compliance with the law. Enhancements are activities over and above what is required by law and developed in cooperation with the local community. By law, FHWA/MDOT cannot spend federal funds on enhancement measures that are not tied to direct project impacts. After extensive and continual public participation, FHWA/MDOT proposed \$21 million worth of community enhancements. The proposed mitigation and enhancements represent a reasonable public expenditure after considering the impacts of the action and the benefits of the proposed mitigation and enhancement commitments.
270	L	15	e	2	Rep. Rashida Tlaib	State Representative	12th District, Southwest Detroit	Where necessary, MDOT should partner with other state departments, such as the Michigan State Housing Development Authority (MSHDA), Michigan Department of Environmental Quality (MDEQ), Department of Labor and Economic Growth (DLEG), and the Michigan Economic Development Corporation (MEDC), who have the expertise necessary to implement mitigation plans and can apply for applicable federal funding to supplement cost.	M Enhance	MDOT remains engaged with other state departments.

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271	L	15	e	3	Rep. Rashida Tlaib	State Representative	12th District, Southwest Detroit	MDOT should advocate that the public/private process is conducted in a way that is most beneficial to the host community by making sure that the Request for Proposals process involves input by the CBC.	M Enhance	MDOT will follow its established procurement procedures.
272	L	15	e	4	Rep. Rashida Tlaib	State Representative	12th District, Southwest Detroit	MDOT, with the assistance of relevant state agencies and partners, should create a Green Development plan that include an urban forest or park that is incorporated with the aesthetics used around the boundaries of the bridge and plaza area.	M Enhance	The DRIC project will preserve mature trees, where possible. Landscaping opportunities will be used to emphasize native species and to aid in improving air quality, including in the 100-foot buffer around the plaza and along roadways. Further, MDOT is committed to partnering with other agencies to continue to identify short- and long-term measures to improve air quality in the study area. See ROD Green Sheet and Section 5.4.
273	L	15	e	5	Rep. Rashida Tlaib	State Representative	12th District, Southwest Detroit	MDOT will also work with the state legislature to raise cap on payments and provide relief for the disproportionate increase of property taxes when purchasing a replacement home.	M Enhance	MDOT is not in a position to introduce such legislation. MDOT must follow Federal Relocation Act procedures. See the MDOT Real Estate materials referenced in FEIS Section 4.1.
274	L	15	e	6	Rep. Rashida Tlaib	State Representative	12th District, Southwest Detroit	Recognizing that the project area is already faced with vibration impacts by the Detroit Salt Mine Company, extensive measures to eliminate any additional vibrations will be identified and included in the ROD.	I Vibration	MDOT is not responsible for vibration caused by others. It will monitor and control DRIC project construction vibration. Control measures will be in place as noted in Section 4.5 of the FEIS.
275	L	15	e	7	Rep. Rashida Tlaib	State Representative	12th District, Southwest Detroit	MDOT and the City of Detroit will explore the possibility of . . . placing signage for DRIC at all major entrances into SW Detroit that includes a statement of "Welcome to Southwest Detroit," including placing one at the Outer Drive, Fort Street and Schaefer entrances.	M Enhance	Comment acknowledged.
276	L	16	o	1	Daniel Locano	Bagley Housing Association	not listed	The 17 comments of Bagley Housing are identical to comments 3-19 of Young Detroit Builders.	Various	Comments acknowledged and previously addressed.
277	L	17	o	1	Kathleen Wendler	Southwest Detroit Business Association	7752 W. Vernor Highway, Detroit, MI 48209	The 19 comments of the Southwest Detroit Business Association are identical to the comments of Young Detroit Builders above.	Various	Comments acknowledged and previously addressed.
278	L	18	i	1	Dietrich Bergmann	Individual		The consequence of the traffic forecasting problems described above is that MDOT and FHWA simply cannot conclude the that document demonstrates a need for the project	I Traf	These comments were addressed in the FEIS.
279	L	18	i	2	Dietrich Bergmann	Individual		Sections 13, 14, and 15 in each of the Prior Letters identified three categories of alternatives to the construction of a new Detroit River highway bridge at this time.	I Traf	These comments were addressed in the FEIS.
280	L	19	i	1	Simone Sagovac	Individual	None listed	It is not disputable that there will be negative air quality impacts of locating a new bridge where none was . . .the local population . . . suffers already from very poor air quality.	I AQ Gen	The proposed DRIC bridge and the existing Ambassador Bridge are both within Southwest Detroit. The local population is denser around the Ambassador Bridge and its plaza then around the proposed new crossing location and its plaza. Therefore, the new bridge will have an overall positive effect by shifting traffic and related air quality effects. The DRIC has been found to be consistent with the Clean Air Act.
281	L	19	i	2	Simone Sagovac	Individual	None listed	Air monitoring and health studies are necessary	M AQ	This comment is addressed in Section 6 of the FEIS.
282	L	19	i	3	Simone Sagovac	Individual	None listed	Community Benefit Agreement items are listed	M Enhance	Comments acknowledged and previously addressed.

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
283	L	19	i	4	Simone Sagovac	Individual	None listed	Public development projects, especially of this scale, must provide significant funding - at least \$100,000 for a three year project - for independent technical research, and additional funding is necessary for effective outreach and participation in the impacted community.	M Enhance	MDOT is continuing its extensive community outreach program. MDOT is committed (see ROD Green Sheet) to participate in funding of an economic development study and a short- and long-term air quality programs.
284	L	20	o	1	Todd Scott	Michigan Trails and Greenway Alliance	2721 Ferncliff Avenue, Royal Oak, MI 48073	Which AASHTO bicycle facility type would be used [on the new Detroit River bridge], bike lanes or shared lanes	M Infra	The commenter is referred to the "Detroit River International Crossing Study, Bridge-Type Study Report," dated January 2007, Revised July 2007. This document is on the project Web site (www.partnershipborderstudy.com) under U.S. Reports, Bridge Type Study Report. It discusses bike lane options (pages 3 and 29). A final decision on the bicycle treatment will be made in the design phase.
285	L	20	o	2	Todd Scott	Michigan Trails and Greenway Alliance	2721 Ferncliff Avenue, Royal Oak, MI 48073	The report does not address bicycling access from the bridge to the processing area to local surface streets. Shared pathways would likely be acceptable for these connections but not narrow sidewalks per AASHTO's Guide for the Development of Bicycling Facilities.	M Infra	The accommodation for bicycles on the new river bridge is likely to be the right shoulder. When exiting the bridge, a bicyclist would remain to the right of traffic and proceed to a separate building near the primary processing booths for vehicles. After processing, there would be an exit to Jefferson Avenue. All of this is subject to the determination of the U.S. Department of Homeland Security and its Canadian counterpart to allow bicycle use of the new Detroit River bridge.
286	L	20	o	3	Todd Scott	Michigan Trails and Greenway Alliance	2721 Ferncliff Avenue, Royal Oak, MI 48073	the FEIS. . . does not mention the Corktown-Mexicantown Greenlink, Southwest Detroit greenways, and Fort Street Greenway projects. These project should not be negatively impacted by the DRIC.	M Infra	MDOT will investigate ways to integrate these projects.
287	L	20	o	4	Todd Scott	Michigan Trails and Greenway Alliance	2721 Ferncliff Avenue, Royal Oak, MI 48073	It appears the FEIS does not analyze the DRIC impact on the Detroit Non-motorized Transportation Master Plan . . . Any local road reconstruction that has been identified as a bike route should be rebuilt to accommodate bikes per the plan.	M Infra	MDOT will investigate ways to integrate these projects.
288	L	20	o	5	Todd Scott	Michigan Trails and Greenway Alliance	2721 Ferncliff Avenue, Royal Oak, MI 48073	The AASHTO U.S. Bicycle Route System (BARS) has a designated corridor (Route 25) that includes the DRIC. Though the road route has not yet been set, it is likely to follow Fort Street or Jefferson Avenue. It is important that nay DRIC plan consider bicycling access between this route and the new bridge. This connecting to Canada would be an invaluable addition to the Bicycle Route System	M Infra	MDOT will investigate ways to integrate these projects.
289	L	20	o	6	Todd Scott	Michigan Trails and Greenway Alliance	2721 Ferncliff Avenue, Royal Oak, MI 48073	The cities of Detroit and Windsor are actively pursuing improved non-motorized transportation and greenway trail networks. Connecting these two systems would bring a unique and significant benefit to the Metro Detroit and Windsor communities.	M Infra	Comment acknowledged. As noted in the FEIS Section 3.5.6.1, U.S. Customs and Border Protection, along with its Canadian counterpart, will determine whether pedestrian and bicycle traffic is allowed on the new Detroit River bridge.
290	L	21	o	1	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	Compensation and other assistance are needed for businesses that will suffer from transportation disruption and property vulnerability during the DRIC construction period.	M Enhance	MDOT and FHWA do not pay such compensation.
291	L	21	o	2	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	Renaissance Zone boundaries should be amended and the designation should be extended beyond 2011.	M Enhance	FEIS Section 3.1.4 states that efforts will be made to modify and extend the Renaissance and Detroit Empowerment Zones. See also the ROD Green Sheet.
292	L	21	o	3	Lisa Goldstein	Southwest Detroit Environmental Vision	PO Box 09400, Detroit, MI 48209	Numerous comments that repeat those stated by others above.	M Enhance	Comments acknowledged and previously addressed.

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
293	L	22	b	1	Kathryn Kusske Floyd	Mayer Brown LLP, representing DIBC	1909 K Street, N.W., Washington, D.C. 2006-1101	DIBC requests a thirty day extension of the comment period for the Final EIS, through February 4, 2009 (cover letter).	P	There is no comment period. There is a wait period of at least 30 days between issuance of the FEIS and execution of the ROD.
294	L	22	b	2	Kathryn Kusske Floyd	Mayer Brown LLP, representing DIBC	1909 K Street, N.W., Washington, D.C. 2006-1101	A. The Final EIS cannot demonstrate that the DRIC project is needed (comments p. 3).	PN Gen	See Section 2, "Purpose and Need," of the FEIS.
295	L	22	b	3	Kathryn Kusske Floyd	Mayer Brown LLP, representing DIBC	1909 K Street, N.W., Washington, D.C. 2006-1101	<i>2. the more recent, "investment grade traffic study" solicited by Canada has never been released to the public.</i> (comments p. 6).	PN Gen	The investment grade traffic study was not used as part of the NEPA decision making process. FHWA and MDOT are confident in our border traffic forecast process and have vetted the numbers and methodologies with a number of reputable and respected individual and groups. The are in agreement with our approach, assumptions, and outcomes.
296	L	22	b	4	Kathryn Kusske Floyd	Mayer Brown LLP, representing DIBC	1909 K Street, N.W., Washington, D.C. 2006-1101	Plans for the DIFT also include a road that appears to directly connect the expanded intermodal facility directly to the proposed DRIC plaza (comments p. 12).	A Pref	There is no such road proposed between the DIFT and the DRIC.
297	L	22	b	5	Kathryn Kusske Floyd	Mayer Brown LLP, representing DIBC	1909 K Street, N.W., Washington, D.C. 2006-1101	Indeed neither the DEIS or FEIS attempts to fairly evaluate the combined or cumulative consequences of the two projects (comments p. 13).	I ICE	The DIFT project and its relationship to the DRIC project are discussed in the FEIS in Sections 3.2.2, 3.2.3, 3.2.6, 3.14.2.3, and 3.14.3, as well as Tables 3-7 3-28.
298	L	22	b	6	Kathryn Kusske Floyd	Mayer Brown LLP, representing DIBC	1909 K Street, N.W., Washington, D.C. 2006-1101	D. The EIS improperly postpones environmental review (comments p. 13). The commenter cites four points: bridge type; that MDOT will only make "efforts" to relocate businesses in the Renaissance Zone; contents of the Green Sheet; and lack of concrete mitigation (comments p. 13).	I Gen	The EIS provides a proper environmental review consistent with the National Environmental Policy Act.
299	L	22	b	7	Kathryn Kusske Floyd	Mayer Brown LLP, representing DIBC	1909 K Street, N.W., Washington, D.C. 2006-1101	<i>1. FHWA has not adequately identified or committed to mitigate environmental justice impacts . . .the Final EIS makes no concrete commitments to mitigation of the disproportionate harm to Delray residents</i> (comments p. 16).	I EJ	Extensive public involvement has occurred to determine mitigation and enhancements (see Section 3.1.5.2 of the FEIS). Commitments are in the ROD Section 6 and on the Green Sheet.
300	L	23	b	8	Kathryn Kusske Floyd	Mayer Brown LLP, representing DIBC	1909 K Street, N.W., Washington, D.C. 2006-1101	. . . we saw no acknowledgement of a letter from the National Association for the Advancement of Colored People ("NAACP") dated may 30, 2008.	Pub Gen	This letter was dated outside the DEIS comment period. It contains comments that were put forward by other commenters and addressed in the FEIS.
301	L	24	o	1	Leor Barak	Community Legal Resources	615 Griswold, Suite 1400, Detroit, MI 48226	The 19 comments of Community Legal Resources are identical to those of Young Detroit Builders above at media code E, No. 3.	Various	The responses to these comments are the same as those provided at media code E, No. 3.
302	R	1	gl	1	City of Detroit Council	City of Detroit	202 Coleman Young Municipal Center, Detroit, MI 48226	BE IT FURTHER RESOLVED, that the DRIC FEIS properly note the Detroit Zoning Ordinance and local permit requirements that are required . . . (Council Resolution p. 9)	I Land	Comment acknowledged. The FEIS is complete. This information will be carried forward to the design phase.
303	R	1	gl	2	City of Detroit Council	City of Detroit	202 Coleman Young Municipal Center, Detroit, MI 48226	BE IT FURTHER RESOLVED, that there be a commitment for the creation of new parkland within the Delray area and/or improvement of existing parkland to remain with the Delray area to replace the recreation properties that would be lost . . . (Council Resolution p. 9)	M Gen	Comment acknowledged.
304	R	1	gl	3	City of Detroit Council	City of Detroit	202 Coleman Young Municipal Center, Detroit, MI 48226	BE IT FURTHER RESOLVED, that there be more substantive mitigation measures . . . this includes immediate verification as to whether the Empowerment Zone and/or its benefits can be extended or modified. and a more specific mitigation plan if it cannot (Council Resolution p. 9)	M Gen	MDOT will coordinate with state and Federal officials that control the Detroit Empowerment Zone and/or the Detroit Renaissance Zone. There is no active bill at this time.
305	L	25	o	1	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The FEIS, unlike the DEIS, has identified discriminatory effects and adverse impacts . . .	I EJ	The FEIS identifies disproportionately high and adverse impacts on minority and low-income population groups; they are not discriminatory. See Sections 5.5 and 7.3.6 of the ROD.

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
306	L	25	o	2	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The residents of Delray will face additional impacts which the FEIS does not consider when discussing cumulative impacts (commenter p. 10). [As listed below.]	I EJ / ICE	The FEIS does consider these topics, as explained below.
307	L	25	o	3	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	Increased truck traffic in its neighborhood	I Traf	There will be reduced truck traffic on most neighborhood streets as noted in Section 3.5 of the FEIS. Ninety-nine percent of plaza traffic goes to and from I-75 directly, on ramps.
308	L	25	o	4	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	loss of neighborhood cohesion	I Cohes	The EIS covers the anticipated possible loss of community cohesion. Several public meetings and workshops were devoted to developing a land use vision with and without a new bridge and retaining pedestrian, transit and vehicular access to/from and in Delray.
309	L	25	o	5	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	difficulties in finding replacement housing that is affordable to residents and decent, safe and sanitary given the compensation they will receive and the probably rise in real estate taxes	I Reloc	MDOT deals with relocation issues on many projects. Housing of last resort may be a necessary component of the DRIC relocation effort. MDOT has no mechanism to address increased property taxes if residents are moved into more costly dwellings. See the MDOT Real Estate materials reference in FEIS Section 4.1.
310	L	25	o	6	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	difficulties in finding new jobs for those that will lose jobs	I Reloc	Section 3.2 of the FEIS addresses the potential loss of jobs. Many of the businesses in Delray indicate they wish to remain in the area. Adequate relocation sites are available, as noted in the Conceptual Stage Relocation Report in Appendix A of the FEIS. For these businesses there should be no loss of jobs. The residential location of those employed by those businesses to be relocated is not known. Employees of businesses locating outside Delray may continue to be employed by those firms.
311	L	25	o	7	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	loss of livelihood for those whose businesses will have to close	I ICE	MDOT provides relocation assistance such that any business closure is a decision of that business. See the MDOT Real Estate materials referenced in FEIS Section 4.1.
312	L	25	o	8	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	the possible loss of tax revenues in region	I Tax	The potential loss of property taxes to the City of Detroit is noted in FEIS Section 3.2.6. It is noted there that there are potential tax gains with the DRIC project.
313	L	25	o	9	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	loss of tax benefits to residents and neighborhood businesses in the Renaissance and Empowerment Zones	I Tax	The Empowerment Zone, if not renewed by Congress, expires at the end of 2009. The Renaissance Zone expires at the end of 2011. MDOT supports the expansion and renewal of these zones. Many alternative business sites exist in Delray and Southwest Detroit that fall within these zones.

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
314	L	25	o	10	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	possible loss of neighborhood schools due to decrease in the area's population	I Cohes	Southwestern High School is the only area school in Delray. Beard Early Education Center is a pre-school center on the north side of I-75. Historical data indicate Southwestern enrollment is mainly a function of decisions by the Detroit Public School Board of Education and demographics of the areas the schools serve.
315	L	25	o	11	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	increased noise for area residents	I Noise	Noise for area residents will be reduced through the noise walls listed in Table 3-25 in the FEIS. Noise levels around the bridge and plaza at sensitive receptors fall below federal noise abatement criteria.
316	L	25	o	12	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	increased light pollution for residents and the area's most important cultural resource, Ft. Wayne	I Light	Light pollution is accounted for in Section 3.12 of the FEIS.
317	L	25	o	13	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	increased air pollution and the health issues associated with such	I AQ	Section 3.6 of the FEIS notes that air pollution will decrease, not increase.
318	L	25	o	14	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	changes in response time for emergency services.	I Security	Section 3.15 of the FEIS explains measures to be taken to maintain current response times to the north side of I-75 from the Southwest Safety Mall. Reducing train traffic in Delray will improve response times to emergencies on the south side of I-75.
319	L	25	o	15	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The commenter's note that most of the mitigation measures are required by law and proceed to list them on page 11, paragraph 1 (commenter p. 11).	M Gen	Comment acknowledged
320	L	25	o	16	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The FEIS completely ignores how altering current interchanges may affect small businesses (commenter p. 12).	I Reloc	MDOT has consulted with small businesses throughout the course of the project. Interviews have been conducted with these businesses to learn their future plans and assist them.
321	L	25	o	17	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The FEIS contains no assurances to the community that this redevelopment would happen and contains no plans for funding this reinvestment (commenter p. 13).	M Enhance	MDOT has no authority over land use/zoning and, therefore, redevelopment. MDOT has collaborated with City of Detroit agencies that have such authority to advance the citizen-based plan for redevelopment of Delray, with or without a bridge, developed through the DRIC project public consultation process.
322	L	25	o	18	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	. . . the FEIS does not fully analyze . . . the "loss of economic vitality" (commenter p. 13).	I Econ	Interviews were conducted with businesses to be relocated to understand their potential plans (FEIS Section 3.1.4) and determine whether sufficient alternative business sites exist for relocation. There are such sites to maintain the viability of those businesses (Conceptual Stage Relocation Plan, Appendix A of FEIS).
323	L	25	o	19	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The FEIS fails to analyze the businesses that may not be adequately compensated (commenter p. 14).	I Econ	MDOT must follow Federal Relocation Act procedures. They do not provide for payment of additional taxes. The owner has the option to choose a relocation site.
324	L	25	o	20	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	MDOT has made no commitments that it will make efforts to provide construction jobs for local residents (commenter p. 15).	I Econ	The state and federal laws allow job training, and this is anticipated. See the ROD Green Sheet, under the category "Community Enhancements - Job Training." Targeted hiring is not allowed by federal law.

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
325	L	25	o	21	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The FEIS fails to analyze how a better link between Delray and the rest of Southwest Detroit could have a positive impact on the community with the DRIC (commenter p. 17).	I Land	The EIS covers the anticipated possible loss of community cohesion. Several public meetings and workshops were devoted to developing a land use vision with and without a new bridge and retaining pedestrian, transit and vehicular access to/from and in Delray.
326	L	25	o	22	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	MDOT should fund a business incubator program that provides education and financial support to local residents wishing to start businessmen the area (commenter p. 18).	I Econ	MDOT has no authority to fund such a program.
327	L	25	o	23	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The FEIS fails to analyze the potential adverse effects on households that are not displaced, specifically how proximity to the DRIC may adversely affect them (commenter p. 19).	M House	The DRIC project, including mitigation and enhancements, will have no residual adverse effects on Delray.
328	L	25	o	24	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The FEIS fails to specify how affected residents will be impacted . . . compared to a "No Build Alternative" (commenter p. 19).	I Gen	The No Build condition in Delray, as noted in FEIS Section 3.1.4, indicates since the DRIC Study started (January 2005) 46 houses have been destroyed by fire. The South Rademacher Community Recreation Center closed in December 2006 and Saint John Cantius Catholic Church closed in October 2007.
329	L	25	o	25	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	Delray residents may struggle in understanding legal rights (commenter p. 26).	Transla	Spanish and Arabic translators have been provided at all LAC/LAC meetings which are open to and attended by the public. MDOT has bilingual materials related to relocation available.
330	L	25	o	26	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The FEIS . . . concludes . . . Beard ECC could not be protected by a [noise] wall . . (commenter p. 27).	M Noise	A noise wall is feasible at Beard and will abate I-75 noise there (FEIS Figure 3-33A)
331	L	25	o	27	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The FEIS analyzes congestion but fails to consider the community's concern over traffic volume, especially truck volumes on neighborhood streets (commenter p. 30).	I Traf	Numerous streets and their intersections in the DRIC study area have been analyzed (see Level 2, Part 2 <i>Traffic Analysis Report</i> , Appendix E available at www.partnershipborderstudy.com). Traffic volumes in the area have been observed to be so low that more than one hundred local intersections analyzed have been determined to operate at acceptable levels of service, often LOS A or B. Traffic counts made since the Level 3 TAR was issued confirm this uncongested condition, even with the diversion of traffic because of the Gateway Project.
332	L	25	o	28	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	To access DDOT Route 11, individuals who live on the west side of Delray will have to travel almost a half-mile farther to Clark, as well as navigate around the plaza itself. . . . The same issues arise with the rerouting of DDOT Route 30 (commenter p. 33).	I Transit	The re-routing of these DDOT bus routes is covered in FEIS Section 3.5.6.
333	L	25	o	29	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	MDOT should have included in the FEIS a qualitative hot-spot analysis for PM2.5 and PM10 that is based on vehicle activity at the location of the proposed project and that will evaluate whether there are air quality impacts on a local scale rather than an entire nonattainment or maintenance area (comments p. 40).	I A PM2.5	The PM hotspot analyses were done according to the EPA/FHWA guidance for an appropriate area based on vehicle activity. See the <i>Air Quality Impact Analysis Technical Report</i> Sections 5.3.2.2 and 5.3.2.3. (www.partnershipborderstudy.com)
334	L	25	o	30	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	EPA written comments to the DEIS indicate that the air quality analysis inadequately evaluates the potential adverse impacts to both the DRIC project area and the Detroit region as a whole (commenter p. 42).	I A Gen	With the MDOT and FHWA commitment to minimization measures listed in Section 5.4 of the ROD, EPA indicates it has no objections to the project.

Track #	Media Code	No.	Source Type	Comm. #	Name	Representing	Address or email	Comment	Response Category	Response
335	L	25	o	31	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	SEMCOG written comments indicated that the DEIS air quality analysis inadequately addresses the potential adverse impacts to the DRIC project area during construction (commenter p. 46).	M AQ	SEMCOG has determined the project to conform to the Clean Air Act and has added it to their Regional Transportation Plan and Transportation Improvement Program.
336	L	25	o	32	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The SEMCOG study, A Conceptual Model for Ambient Fine Particulate Matter over Southeast Michigan: High Concentration Days (October 1, 2008), indicated that the DEIS improperly concluded that air quality in the DRIC project area will improve (commenter p. 46).	I A PM2.5	MDOT can find no reference to the DRIC in the referenced report.
337	L	25	o	33	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The study considers factors influencing attainment and non-attainment of PM2.5 standards . . . and concludes that "emission controls that reduce regionally transported PM are needed . . .	I A PM2.5	The referenced report supports the Weight of Evidence material presented in the FEIS that indicates efforts to reduce PM2.5 must focus on point sources.
338	L	25	o	34	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	Whether an [MDOT] air quality study will be part of the mitigation or community enhancements must be clarified in the ROD (commenter p. 48).	M Enhance	MDOT will work with SEMCOG, MDEQ and the private sector on short- and long-term action plans as noted in ROD Section 5.4 and the Green Sheet.
339	L	25	o	35	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	In the ROD, a commitment must be made to review and check the noise levels at sensitive receivers around the DRIC prior to, during, and after construction and operation of the DRIC . . (commenter p. 56).	I Noise	The traffic noise analysis is complete and no further work is required.
340	L	25	o	36	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The new bridge will cause an increased level of impervious surface [citing a SEMCOG comment] (commenter p. 60).	M Infra	The impervious surface will decrease with the proposed project.
341	L	25	o	37	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	For those twenty-two resources deemed to face "no adverse effect" or "no effect" at all under the Preferred Alternative, the FEIS says merely the "because there is no use of these sites they are not discussed in Section 5 of this document" (commenter p. 61).	I Sec 4f	"Effects" determinations fall under Section 106 of the National Historic Preservation Act. FEIS Section 5 deals with properties "used" under the meaning of Section 4(f) of the Department of Transportation Act of 1966.
342	L	25	o	38	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The FEIS defines "adverse effect" too narrowly for the purposes of the National Historic Preservation Act (commenter p. 63).	I Sec 106	The SHPO has agreed with the FEIS determinations and signed the MOA (Appendix A of the ROD).
343	L	25	o	39	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The FEIS fails to account for constructive uses as defined in Section 4(f) of the Department of Transportation act.	I Sec 4f	All sites were investigated for constructive use, but there was none.
344	L	25	o	40	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	. . . the FEIS fails to address the impacts of the DRIC project on Fort Wayne . . . (commenter p. 64).	I Sec 4f Wayne	There are no adverse impacts. Nonetheless, a number of stipulations to enhance Fort Wayne have been agreed to in the MOA in Appendix A of the ROD.
345	L	25	o	41	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	With respect to identified archaeological impacts, it is imperative that MDOT respond to the concerns raised by SHPO . . . (commenter p. 65).	I Sec 4f	The plan for concluding archaeological analysis is in the MOA in Appendix A of the ROD to which the SHPO has agreed.
346	L	25	o	42	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	The FEIS fails to adequately address adverse impacts to recreational aspects of the Delray community. . . (commenter p. 69).	I Sec 4f	The FEIS Section 5 addresses Section 4(f) impacts.
347	L	25	o	43	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	the FEIS has left unanswered . . .whether hazardous materials will be allowed to cross the bridge and where the response team will be located (commenter p. 75)..	I Contam	The FEIS states on page 3-79 the "Border Transportation Partnership has not recommended whether the new DRIC crossing will or will not accommodate hazardous materials."
348	L	25	o	44	Ten signatories	Community Benefits Coalition	420 Leigh, Detroit, MI 48209	There are many public safety concerns associated with an international border crossing and increased truck traffic, which the FEIS completely omits (commenter p. 44).	I Security	Public safety in Delray is expected to improve with the presence of a major secured federal facility. Reduced train traffic through Delray will reduce emergency vehicle response times and train accidents. Truck traffic goes directly between the plaza and I-75 via freeway ramps.
349	L	26	o	1	Timothy Fischer	Michigan Environmental Council	119 Pere Marquette Drive, Suite 2A, Lansing, MI 48912	The plaza should have a transit station for public buses	I Transit	While there is no known proposal for bus service, MDOT will take this comment under advisement in the design phase.

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350	L	26	o	2	Timothy Fischer	Michigan Environmental Council	119 Pere Marquette Drive, Suite 2A, Lansing, MI 48912	Non-motorized transportation should be integral to the bridge and plaza design . .	M Infra	As stated in the FEIS Section 6 (page 6-40), the DRIC bridge and plaza layouts allow for bicycle crossings. A final determination of the permissibility of pedestrian and bicycle traffic will be made by U.S. Customs and Border Protection and the Canadian Border Services Agency.
351	L	26	o	3	Timothy Fischer	Michigan Environmental Council	119 Pere Marquette Drive, Suite 2A, Lansing, MI 48912	. . . the project should connect to and help develop the greenway systems in the region.	M Infra	The DRIC project will connect the River Rouge and West Detroit greenways with on-street bicycle facilities on Jefferson Avenue and Clark Street (connecting to Clark Park). The inclusion of non-motorized paths within the buffers around the plaza will be addressed in the DRIC design phase (see FEIS Section 3.5.6.1).
352	L	26	o	4	Timothy Fischer	Michigan Environmental Council	119 Pere Marquette Drive, Suite 2A, Lansing, MI 48912	MDOT should explore Energy Star and Leadership in Energy and Environmental Design (LEED) certifications for buildings associated with the plaza.	I Energy	This matter is addressed in FEIS Section 3.18. The operator of the plaza -- the U.S. General Services Administration -- has as its goal achieving "LEED Silver" level status in developing the plaza.
353	E	6	o	1	Gerardo Evangelista	Bridging communities	None listed	The 19 comments of Bridging Communities are identical to those of Young Detroit Builders above.	Various	The responses to these comments are the same as those provided at media code E, No. 3.

DRIC DEIS Comment Categories and Subcategories

The following are used in the "response category" column

Comment Category	Abbreviation	Comment Category	Abbreviation
Process	P	Jobs	I Jobs
Time extension	Time	Land Use	I Land
		Noise/vibration	I Noise
P & N	PN Gen	Pedestrian/bicycle access	I Ped/Bike
Capacity	PN Cap	Property value	I Prop value
Connectivity	PN Con	Relocation/housing	I Reloc
Economic security	PN Econ Sec	Section 4(f) - parks	I Sec 4f
Forecasts	PN Fore	Access to Ft. Wayne	I Sec 4f Wayne
National and civil defense	PN Defense	Section 106 - historic	I Sec 106
Operations	PN Oper	Security	I Security
Redundancy	PN Redun	Stormwater/utilities	I Storm
		Tax base loss	I Tax
Alternatives	A Gen	Traffic	I Traf
Ambassador Bridge twinning	A AB	Access to/from I-75	I Traf to 75
Bridge type	A Bridge	Access across I-75	I Traf over 75
Crossing X-10	A X-10	Transit	I Transit
Crossing X-11	A X-11	Visual	I Vis
Illustrative	A Illus	Welcome Center	I Wel
Interchanges	A Inter		
Ownership	A Own	Mitigation	M Gen
Partnership	A Part	Air quality	M AQ
Plazas	A Plaza	Buffer	M Buffer
Practical	A Prac	Community Enhancements Package	M Enhance
Preferred	A Pref	Construction	M Cons
		Context sensitive design	M CSS
Impacts	I Gen	Cultural	M Cul
Air	I A Gen	Housing	M House
Burden	I A Bur	Infrastructure plan	M Infra
Concentrations	I A Concen	Jobs	M Jobs
Conformity	I A Conform	Lighting	M Light
Health risk/exposure	I A Health	Noise	M Noise
Monitoring	I A Mon	Noise monitoring	M Noise mon
PM2.5	I A PM2.5	Permits	M Permits
Standards	I A Stand		
Toxics	I A Toxics	Public/agency Involvement	Pub Gen
Benefits	I Ben	Cooperating agencies	Pub Coop
Business - local	I Bus	Governance	Pub Gov
Community cohesion	I Cohes	Meetings	Pub Meet
Contamination	I Contam	Notification	Pub Notif
Cost/funding	I Cost		
Economic analysis	I Econ	Editorial	Edits
EJ	I EJ	Engineering	Eng
Fish & Wildlife	I F&W	Schedule	Sched
Indirect and cumulative	I ICE	Translations/non-English Outreach	Transla
		Not a Comment or not Applicable	NA