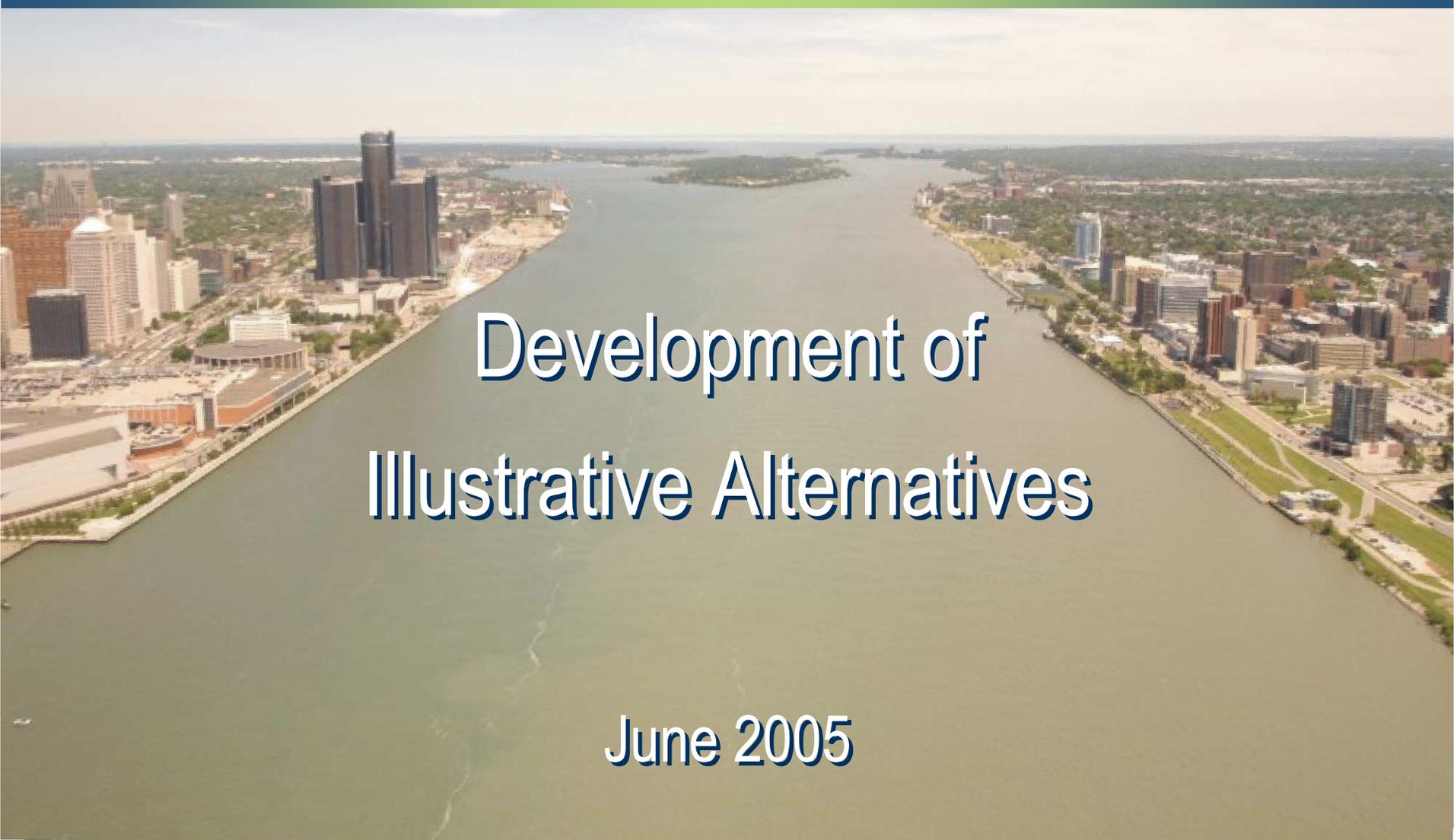


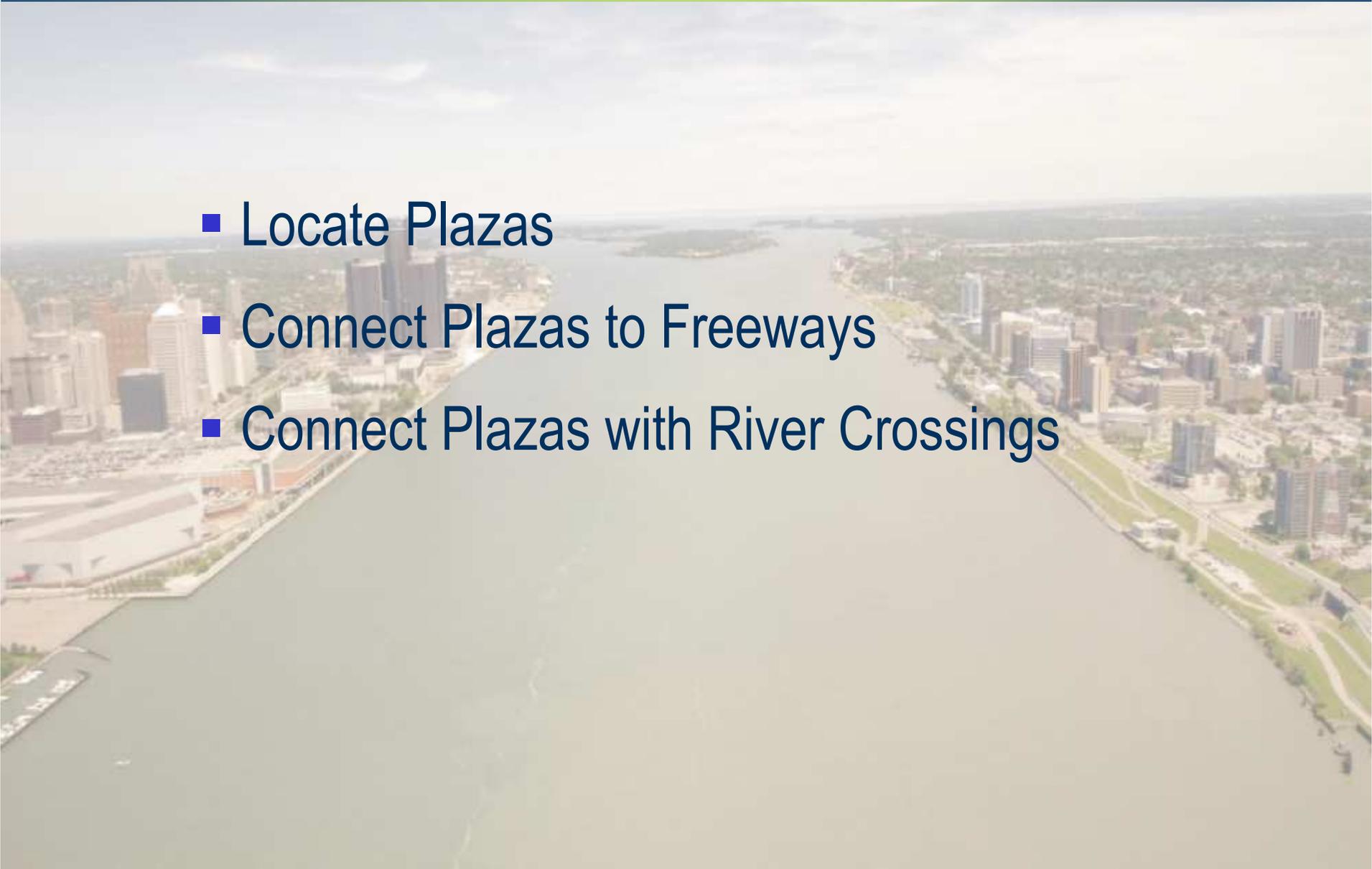
The Detroit River International Crossing Study

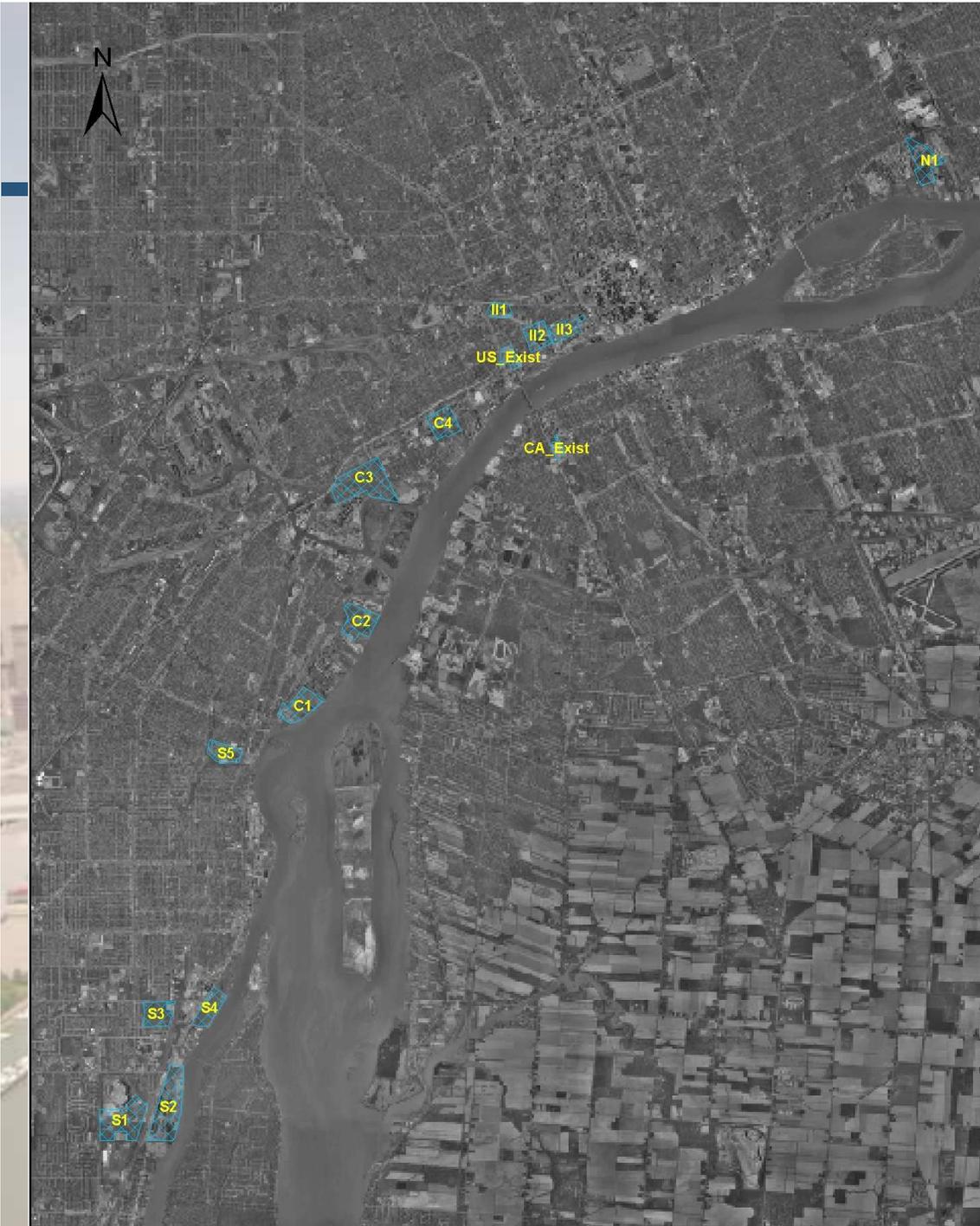
An aerial photograph of the Detroit River, showing the cityscapes of Detroit, Michigan on the left and Windsor, Ontario on the right. The river flows from the foreground towards the background, where it meets Lake St. Clair. The sky is overcast with grey clouds. A green horizontal bar is visible above the main image area.

Development of Illustrative Alternatives

June 2005

The Detroit River International Crossing
Steps in Process

- Locate Plazas
 - Connect Plazas to Freeways
 - Connect Plazas with River Crossings
- 
- An aerial photograph of the Detroit River, showing the cityscapes of Detroit, Michigan on the left and Windsor, Ontario on the right. The river flows from the background towards the foreground. The sky is overcast with grey clouds. A green horizontal bar is visible at the top of the image, below the title.



The Detroit River International Crossing

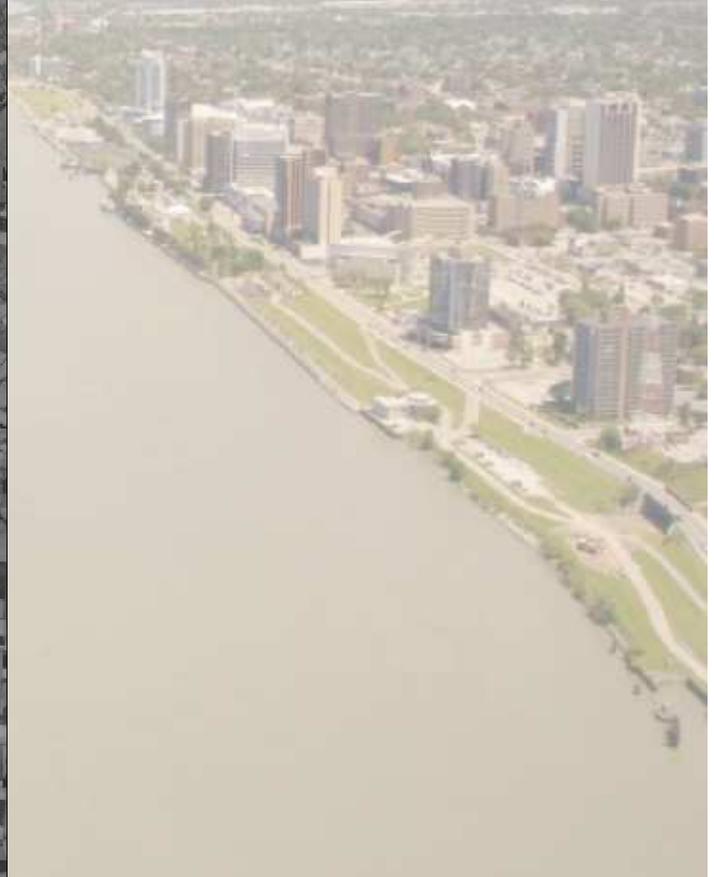
Preliminary Illustrative Plaza Sites





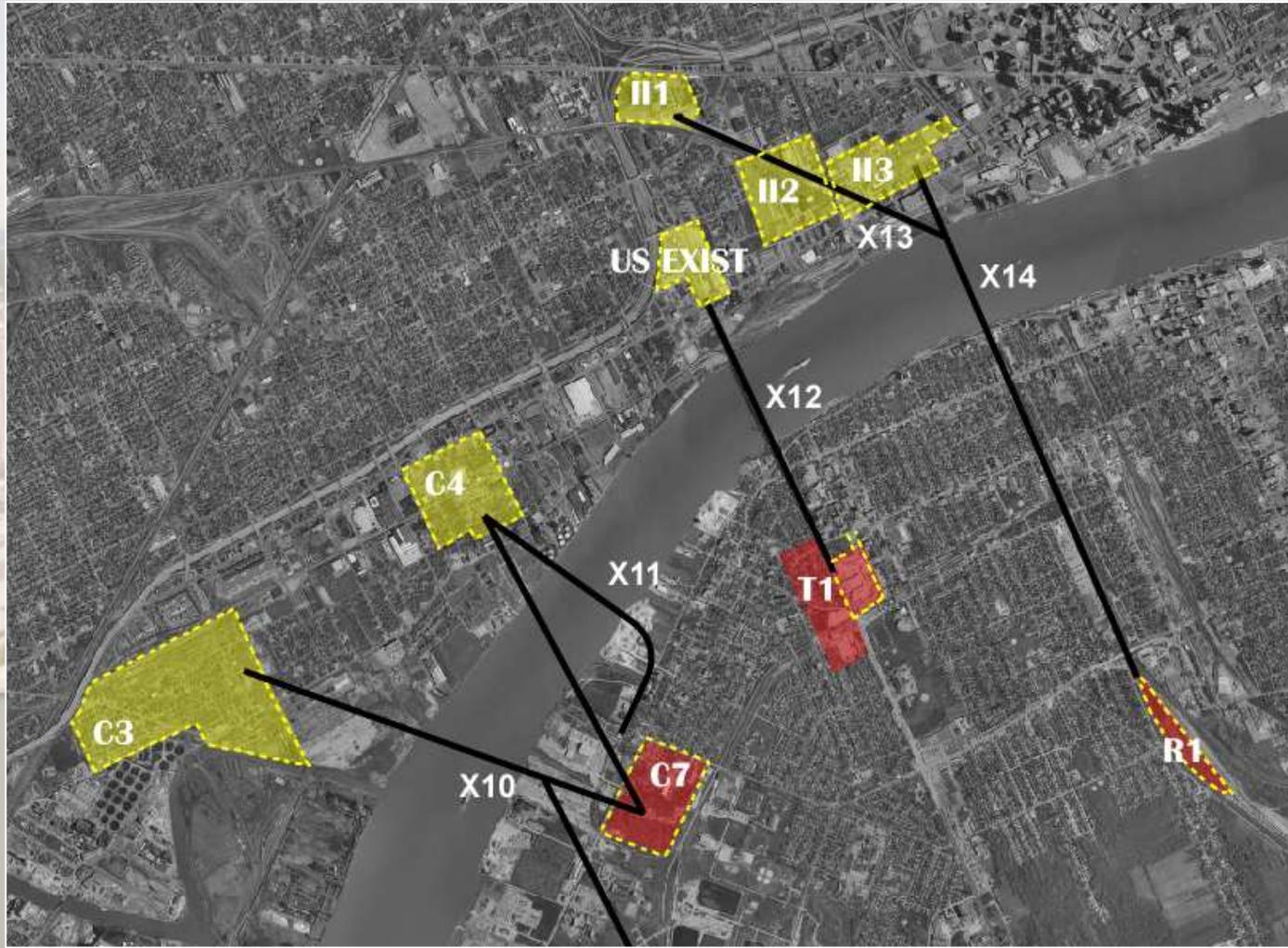
The Detroit River International Crossing

Possible Connections: Plazas to Freeways



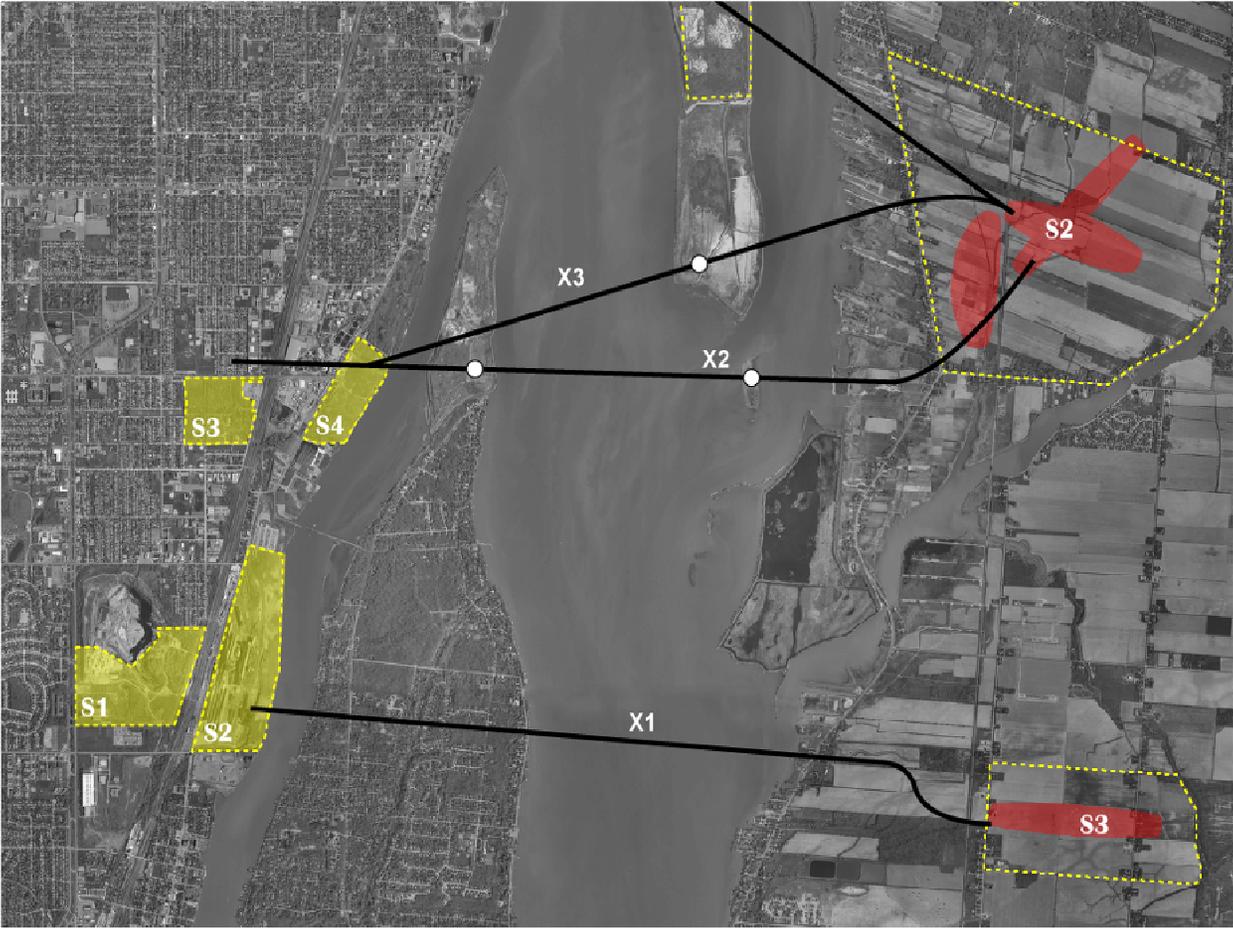
The Detroit River International Crossing

Illustrative I-96/I-75 Corridor Crossing



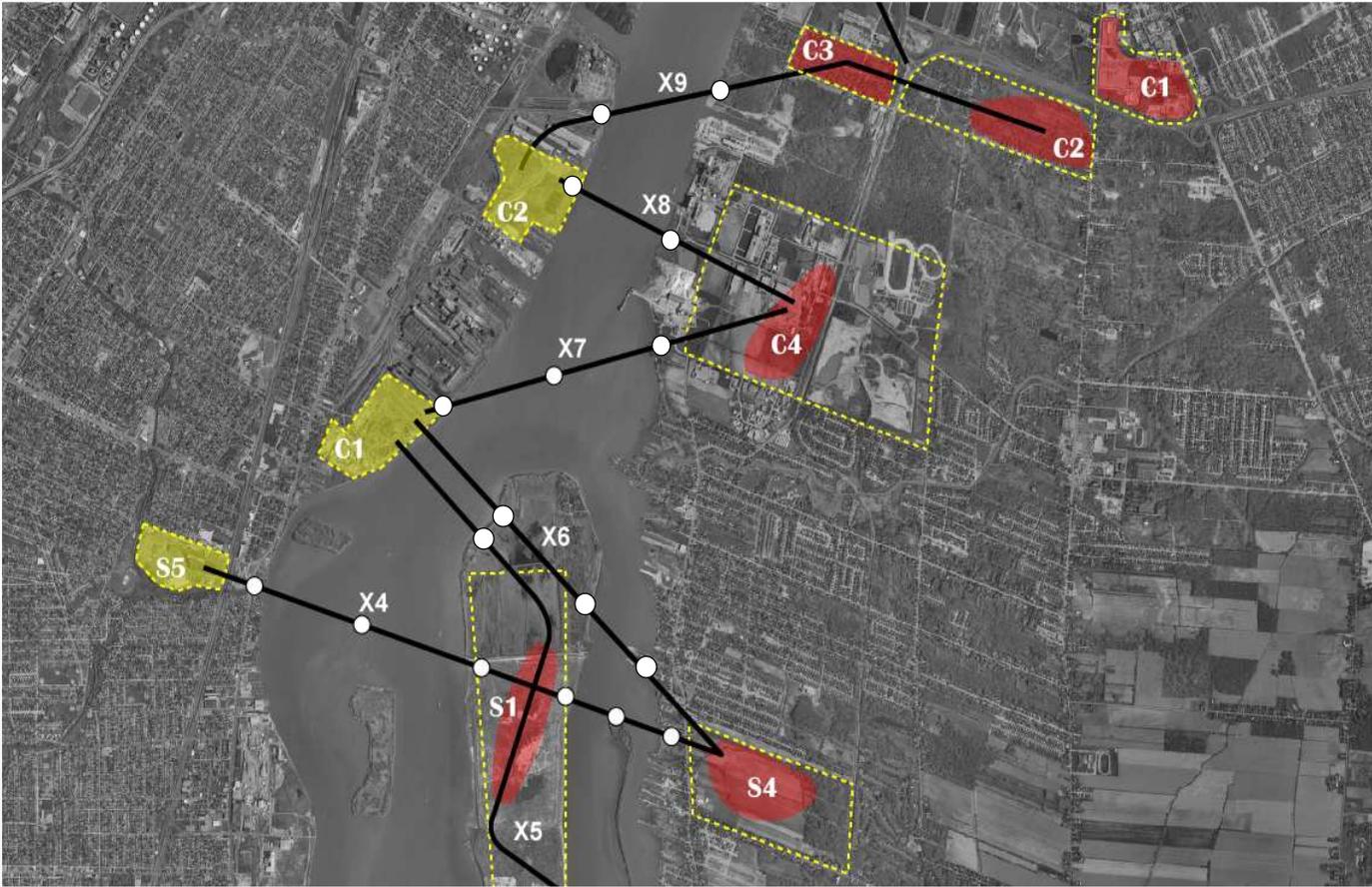
The Detroit River International Crossing

Illustrative Southern Corridor Crossing



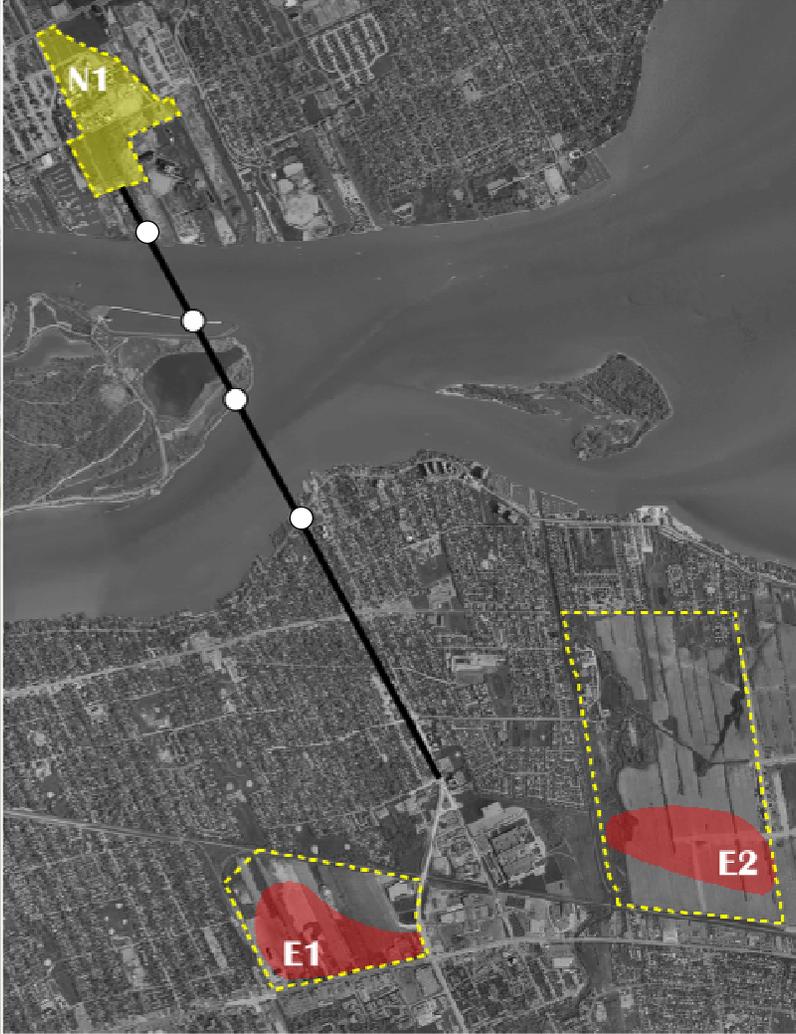
The Detroit River International Crossing

Illustrative Central Corridor Crossing



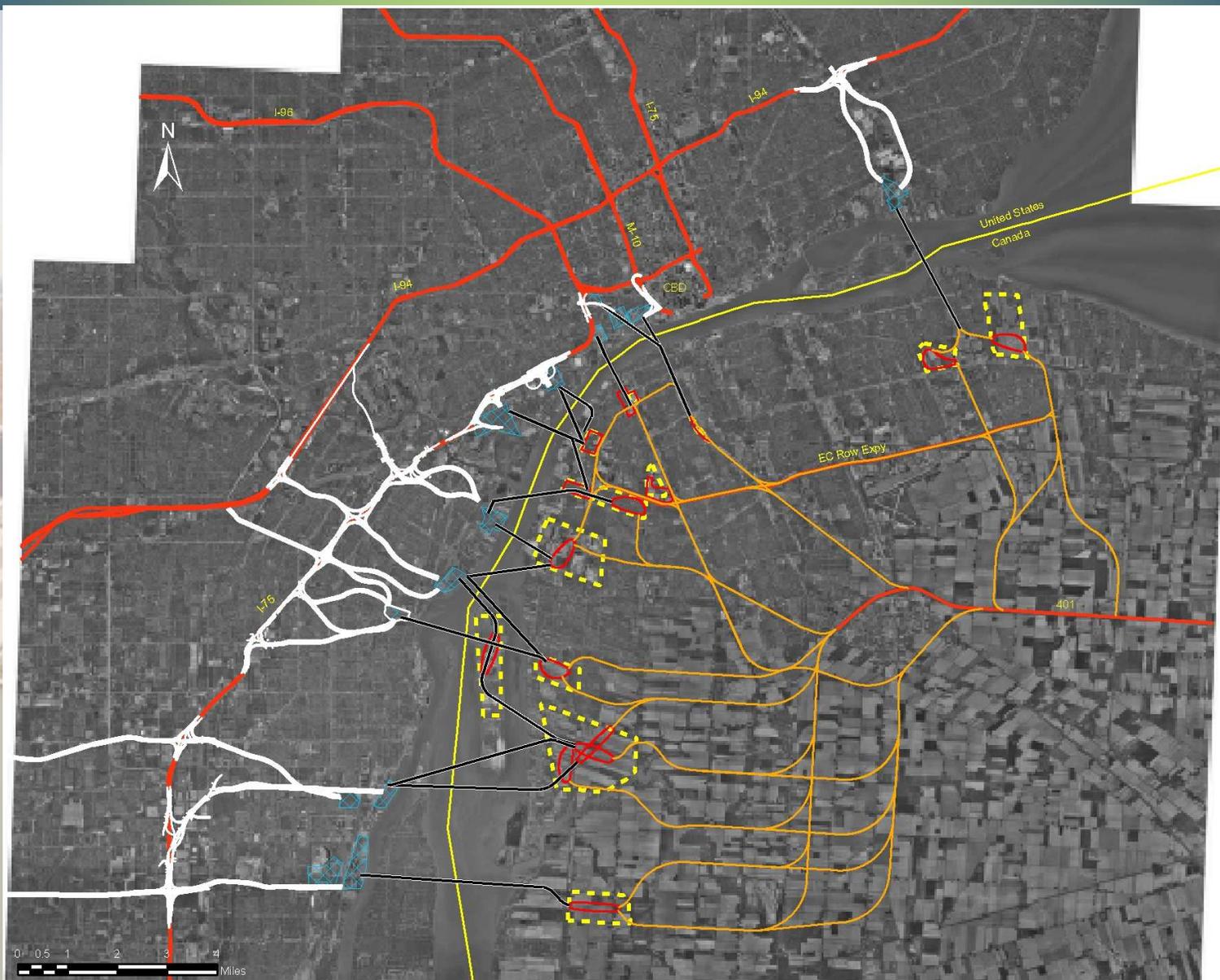
The Detroit River International Crossing

Illustrative Eastern Corridor Crossing



The Detroit River International Crossing

Preliminary Illustrative Alternatives Key Map



Bridge Types

- Suspension Bridges
 - Main spans over 1,500 ft
 - Tacoma Narrows Bridge – 2,800 ft

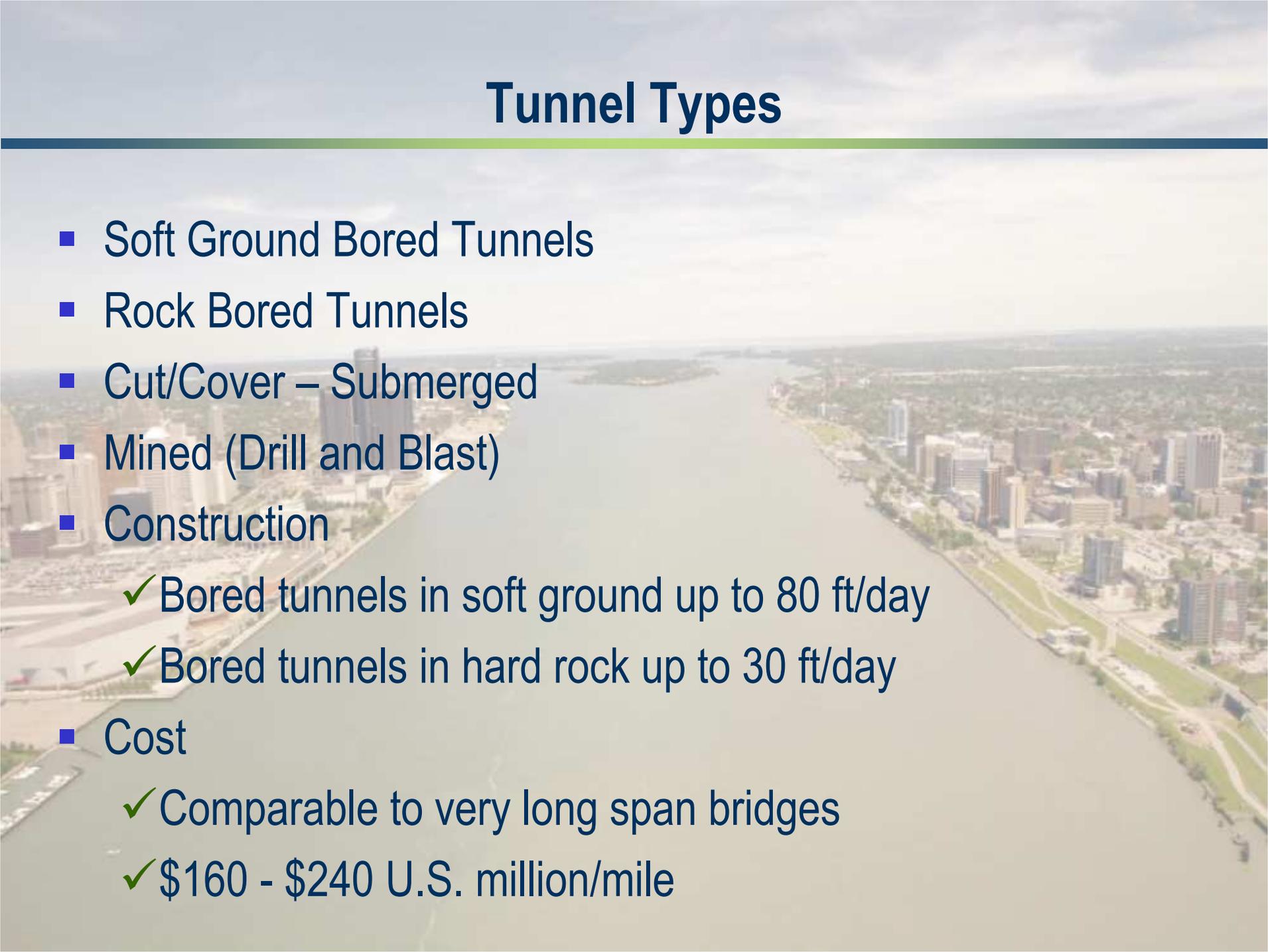


Bridge Types

- Cable Stay Bridges
 - Main spans up to 1,500 ft
 - Greenville Mississippi River Bridge – 1,300 ft



Tunnel Types



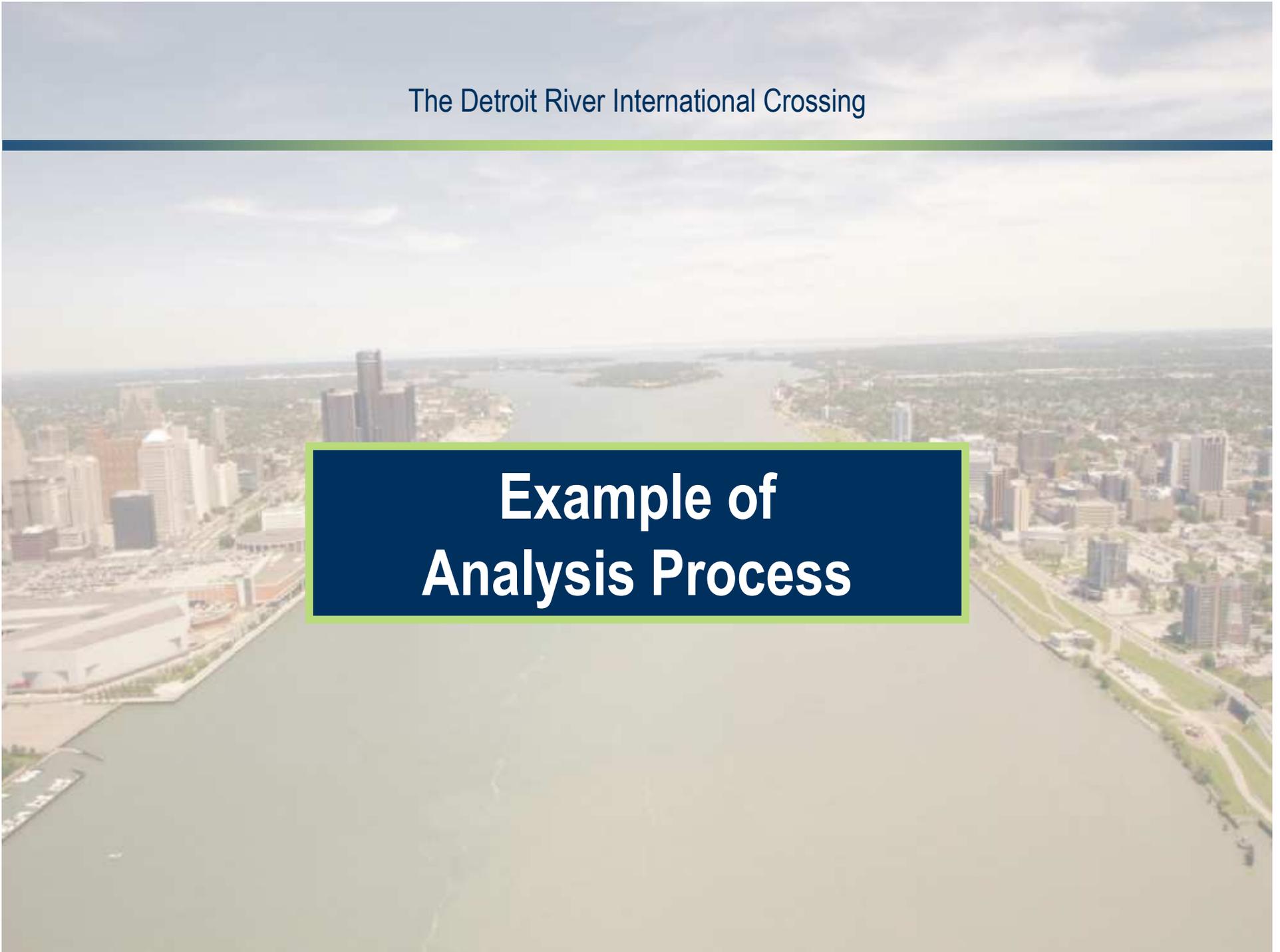
- Soft Ground Bored Tunnels
- Rock Bored Tunnels
- Cut/Cover – Submerged
- Mined (Drill and Blast)
- Construction
 - ✓ Bored tunnels in soft ground up to 80 ft/day
 - ✓ Bored tunnels in hard rock up to 30 ft/day
- Cost
 - ✓ Comparable to very long span bridges
 - ✓ \$160 - \$240 U.S. million/mile

Crossing Feasibility Summary

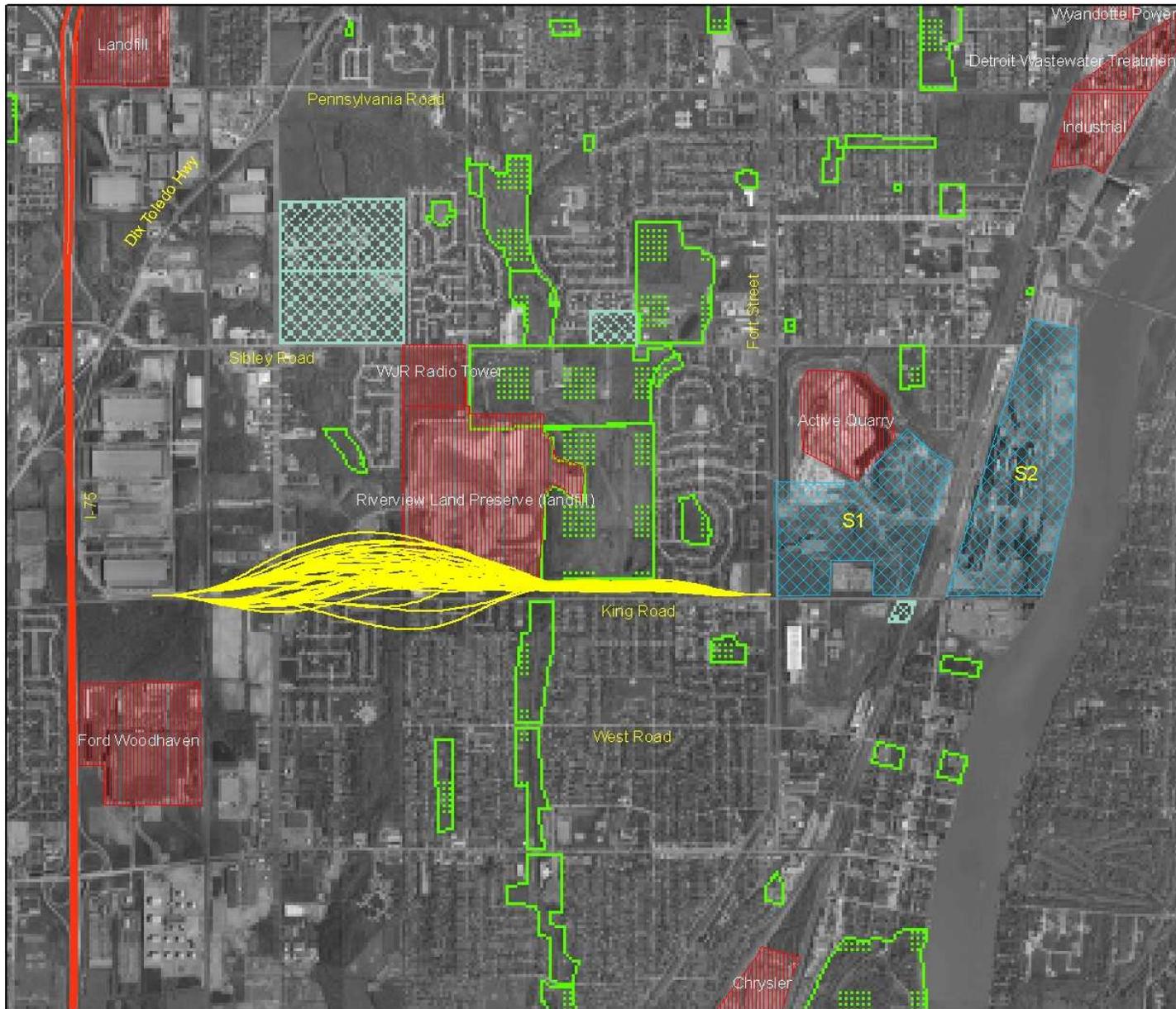
Location Type	South		Central	East
	Grosse Ile	Fighting Island		
Soft Ground Bored Tunnel	No	No	Yes	Yes
Rock Bored Tunnel	No	No	No	No
Submerged Tunnel	No	No	No	No
Bridge	Yes	Yes	Yes	Yes

The Detroit River International Crossing

**Example of
Analysis Process**



50 QUANTM Alignments I-75/King and Plazas S1 and S2

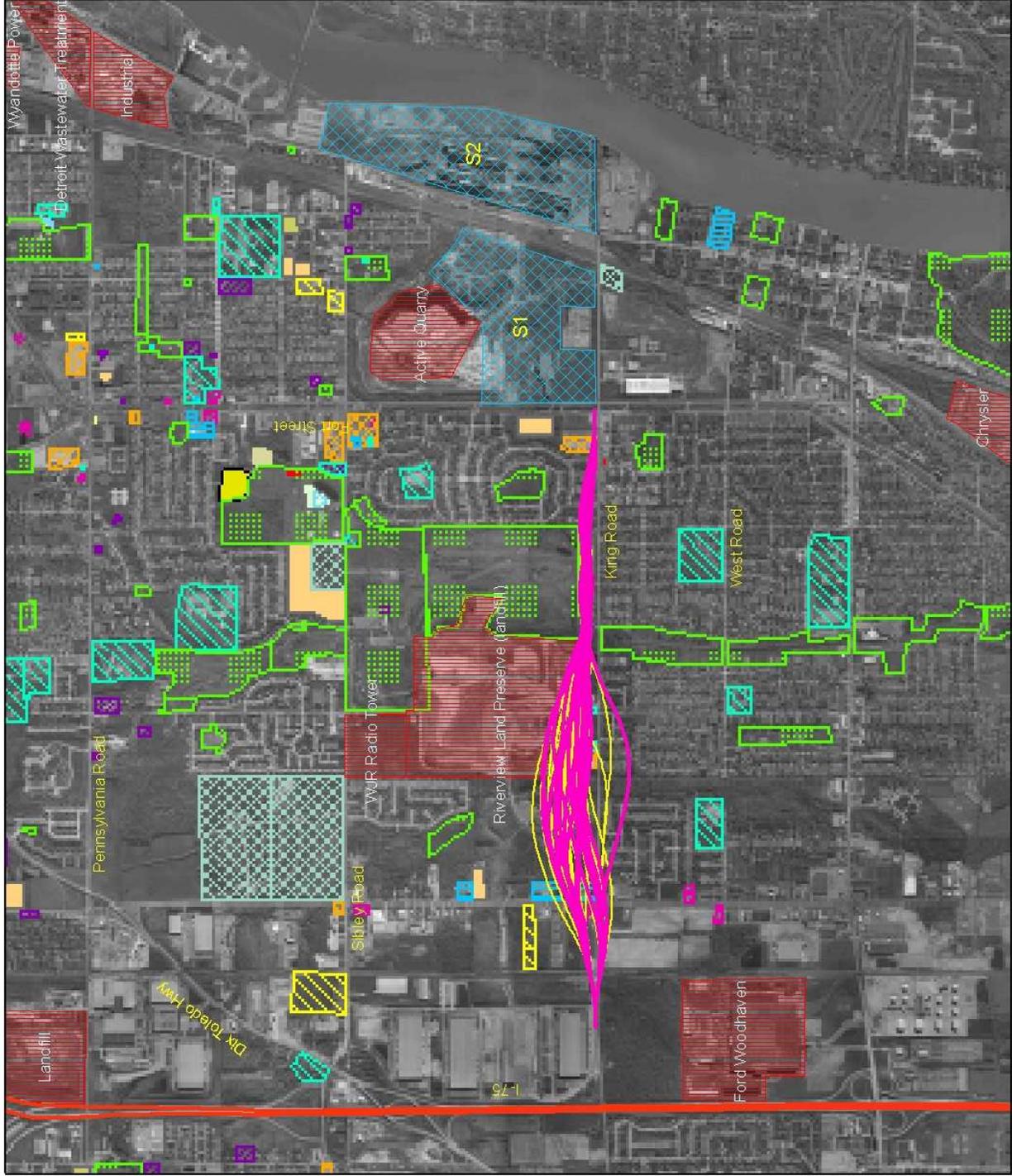


Legend

- 50 QUANTM Alignments
- Avoid Areas
- Parks
- Historic Sites
- Cemeteries

0 0.125 0.25 0.5 0.75 1
Miles

20 Representative Alignments I-75/King and Plazas S1 and S2

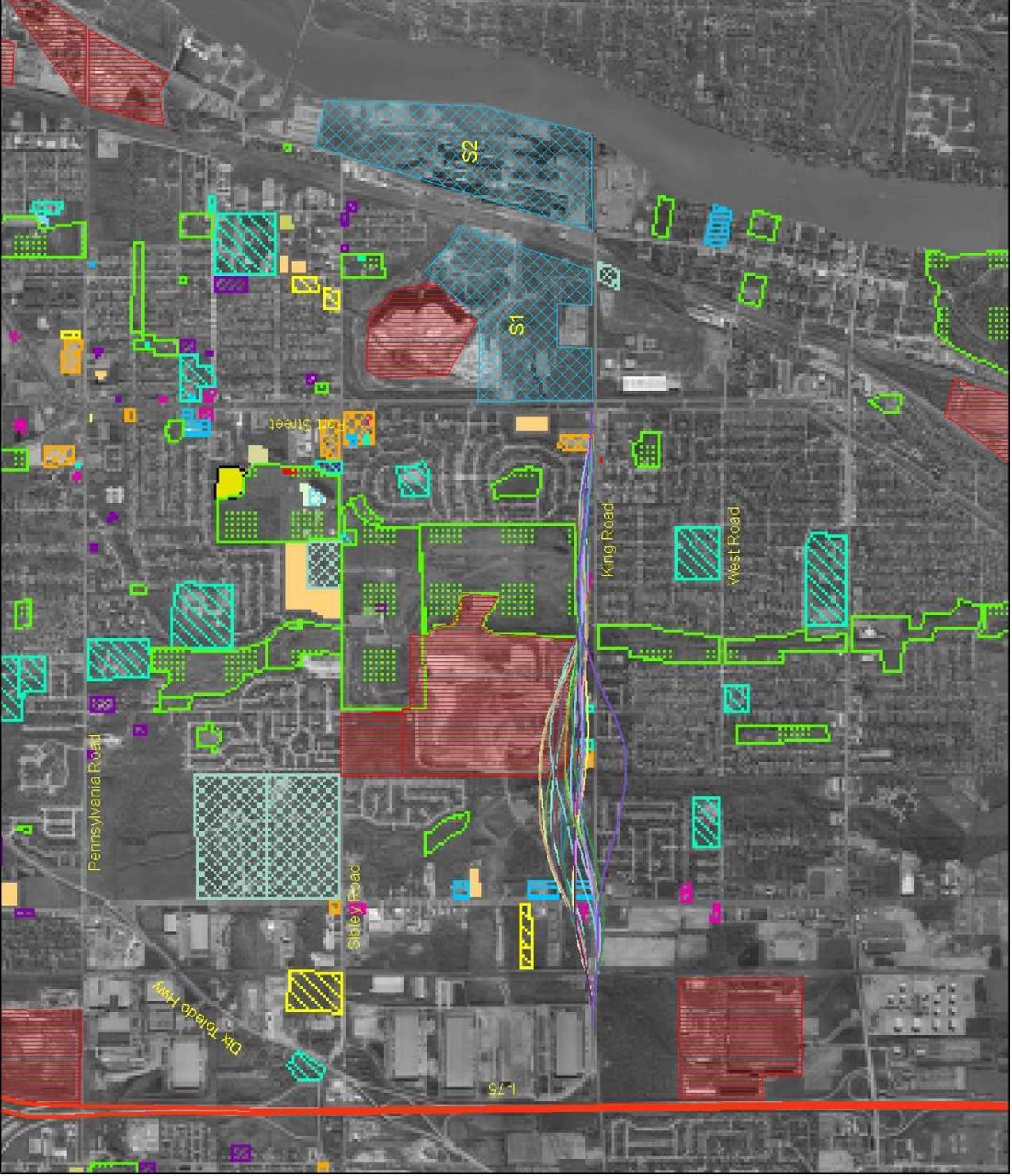


Legend

- 20 Rep. Alignments
- 50 QUANTM Alignments
- Avoid Areas
- Parks
- Historic Sites
- Cemeteries
- Schools
- Places of Worship
- Medical Facilities
- Shopping
- Banks
- City Halls
- Federal Agencies
- State/Local Agencies
- Community Centers
- Police Stations
- Fire Stations
- Libraries
- Museums
- Senior Services
- Homeless Shelters
- Laundromats
- 3rd Party Places
- Railyards



20 Representative Alignments I-75/King and Plazas S1 and S2

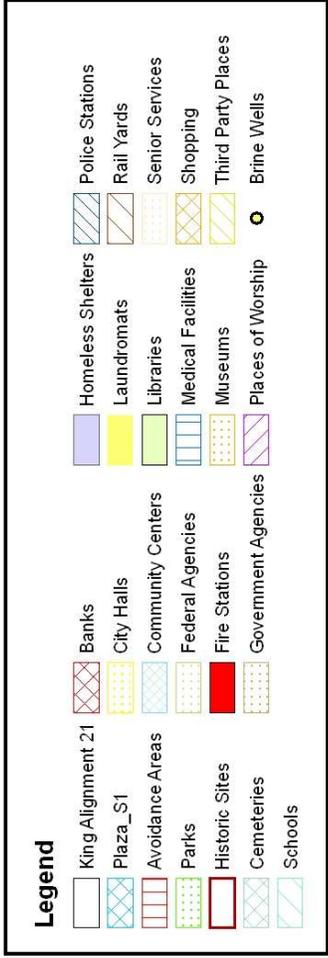
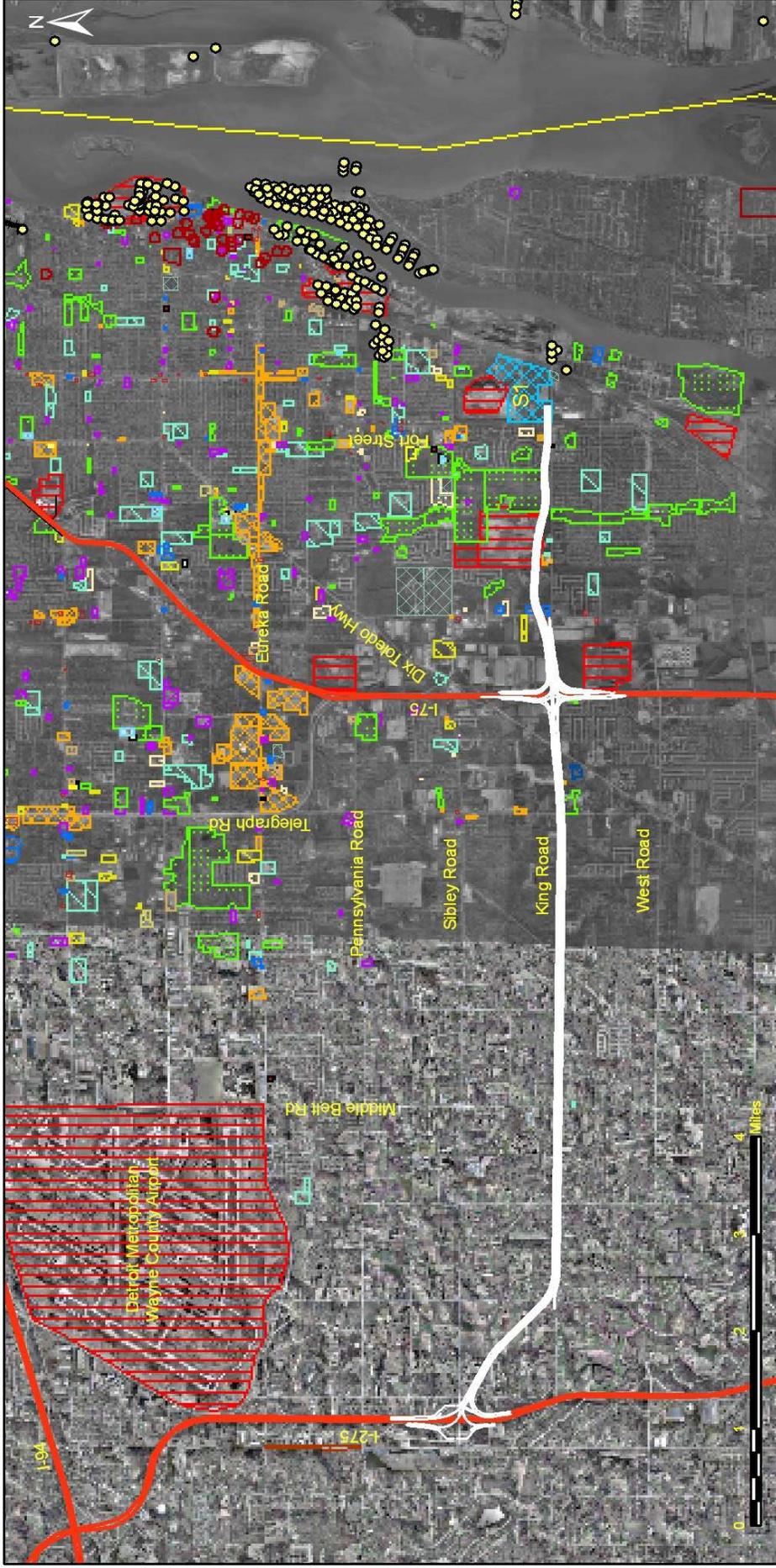


Legend

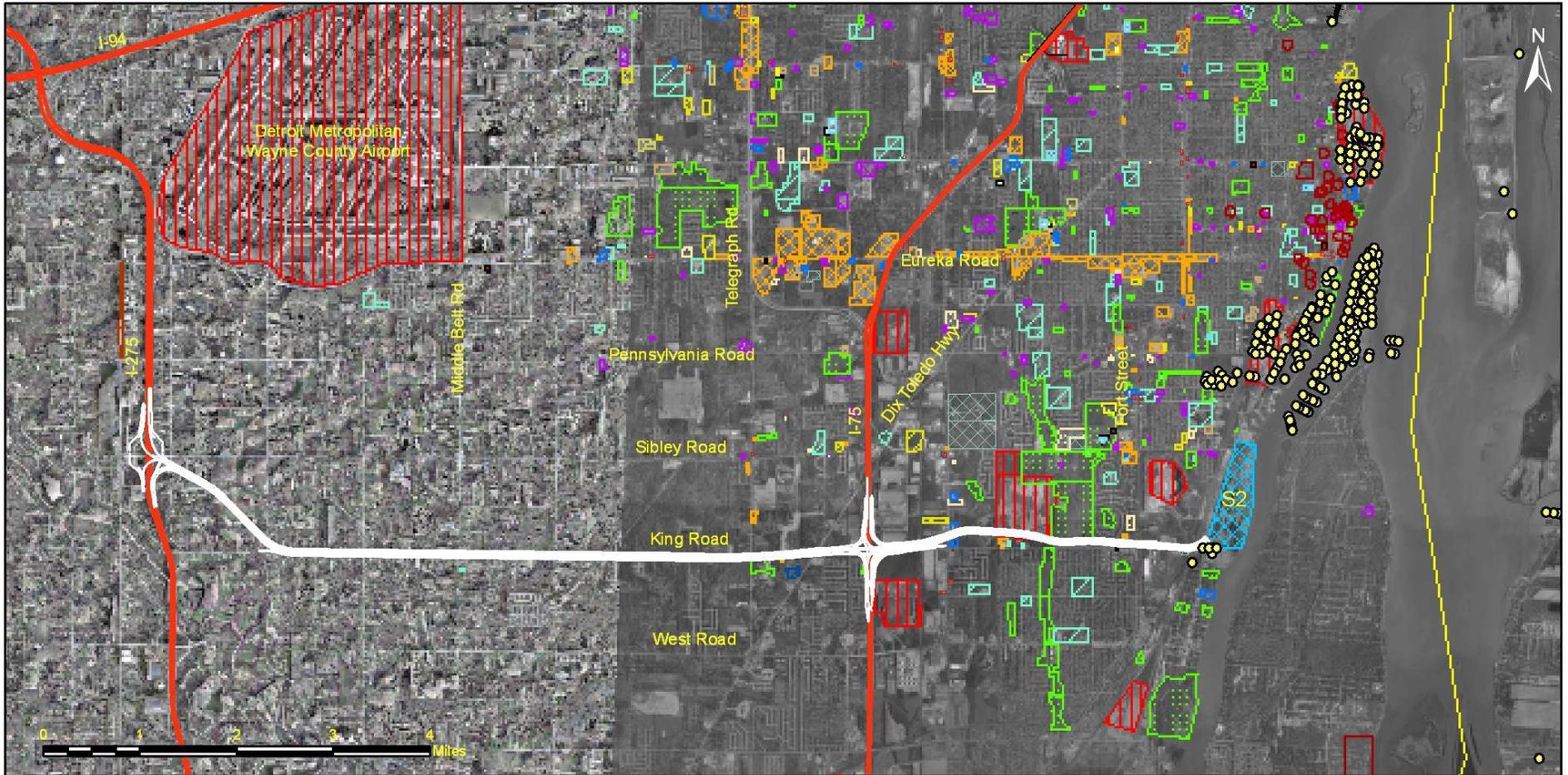
LABEL	Description
DRIC_S1-1_U003_10	DRIC_S1-1_U003_10
DRIC_S1-1_U003_15	DRIC_S1-1_U003_15
DRIC_S1-1_U003_19	DRIC_S1-1_U003_19
DRIC_S1-1_U003_2	DRIC_S1-1_U003_2
DRIC_S1-1_U003_20	DRIC_S1-1_U003_20
DRIC_S1-1_U003_21	DRIC_S1-1_U003_21
DRIC_S1-1_U003_22	DRIC_S1-1_U003_22
DRIC_S1-1_U003_23	DRIC_S1-1_U003_23
DRIC_S1-1_U003_26	DRIC_S1-1_U003_26
DRIC_S1-1_U003_27	DRIC_S1-1_U003_27
DRIC_S1-1_U003_29	DRIC_S1-1_U003_29
DRIC_S1-1_U003_30	DRIC_S1-1_U003_30
DRIC_S1-1_U003_33	DRIC_S1-1_U003_33
DRIC_S1-1_U003_35	DRIC_S1-1_U003_35
DRIC_S1-1_U003_4	DRIC_S1-1_U003_4
DRIC_S1-1_U003_40	DRIC_S1-1_U003_40
DRIC_S1-1_U003_44	DRIC_S1-1_U003_44
DRIC_S1-1_U003_49	DRIC_S1-1_U003_49
DRIC_S1-1_U003_7	DRIC_S1-1_U003_7
DRIC_S1-1_U003_9	DRIC_S1-1_U003_9
Avoid Areas	Avoid Areas
Parks	Parks
Historic Sites	Historic Sites
Cemeteries	Cemeteries
Schools	Schools
Places of Worship	Places of Worship
Medical Facilities	Medical Facilities
Shopping	Shopping
Banks	Banks
City Halls	City Halls
Federal Agencies	Federal Agencies
State/Local Agencies	State/Local Agencies
Community Centers	Community Centers
Police Stations	Police Stations
Fire Stations	Fire Stations
Libraries	Libraries
Museums	Museums
Senior Services	Senior Services
Homeless Shelters	Homeless Shelters
Laundromats	Laundromats
3rd Party Places	3rd Party Places
Railyards	Railyards



Illustrative Alternative: Alignment 21 I-275/King and Plaza S1

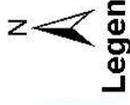
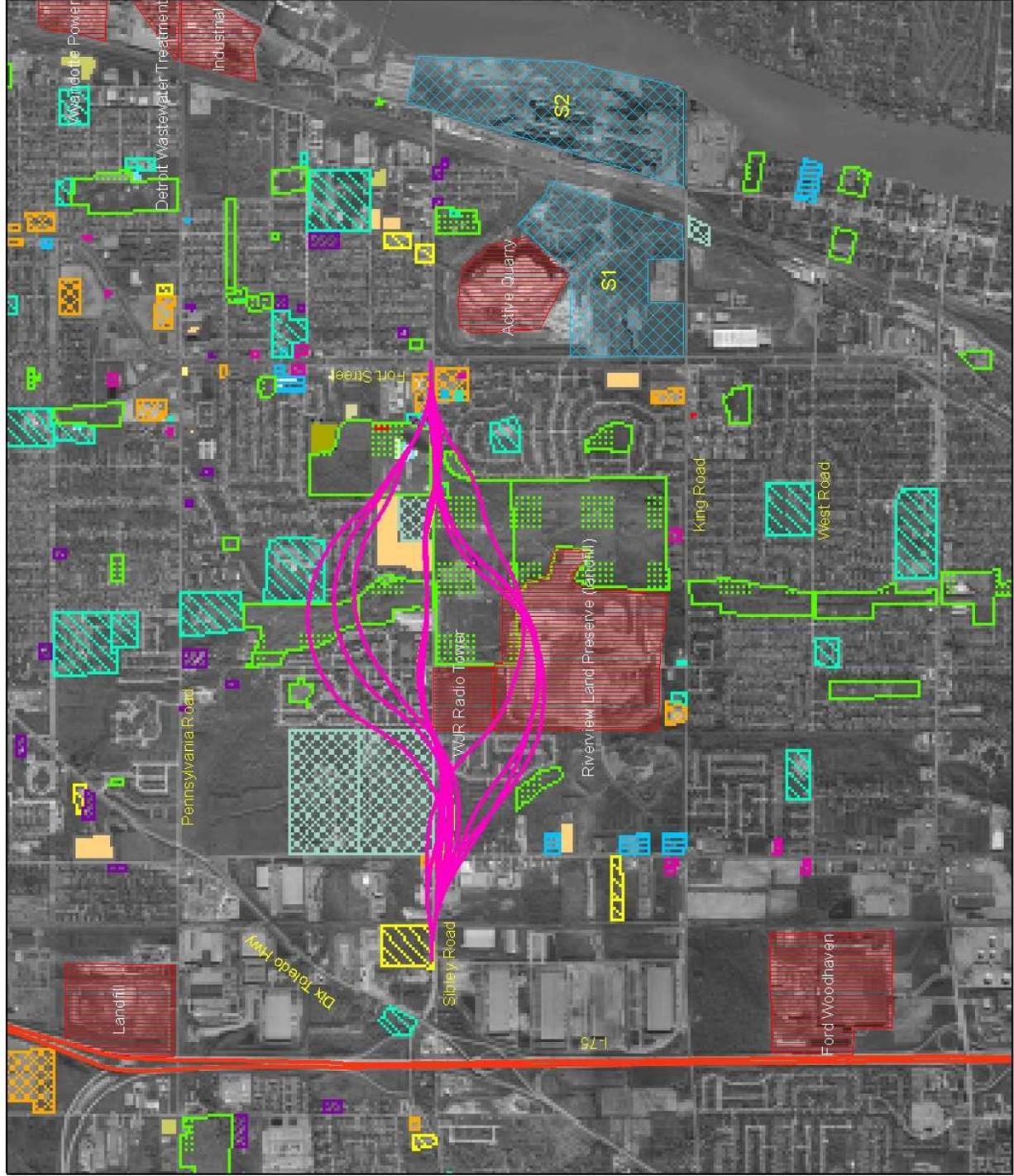


Illustrative Alternative: Alignment 21 I-275/King and Plaza S2



Legend			
	King Alignment 21		Banks
	Plaza_S2		City Halls
	Avoidance Areas		Community Centers
	Parks		Federal Agencies
	Historic Sites		Fire Stations
	Cemeteries		Government Agencies
	Schools		Places of Worship
	Homeless Shelters		Police Stations
	Laundromats		Rail Yards
	Libraries		Senior Services
	Medical Facilities		Shopping
	Museums		Third Party Places
	Brine Wells		

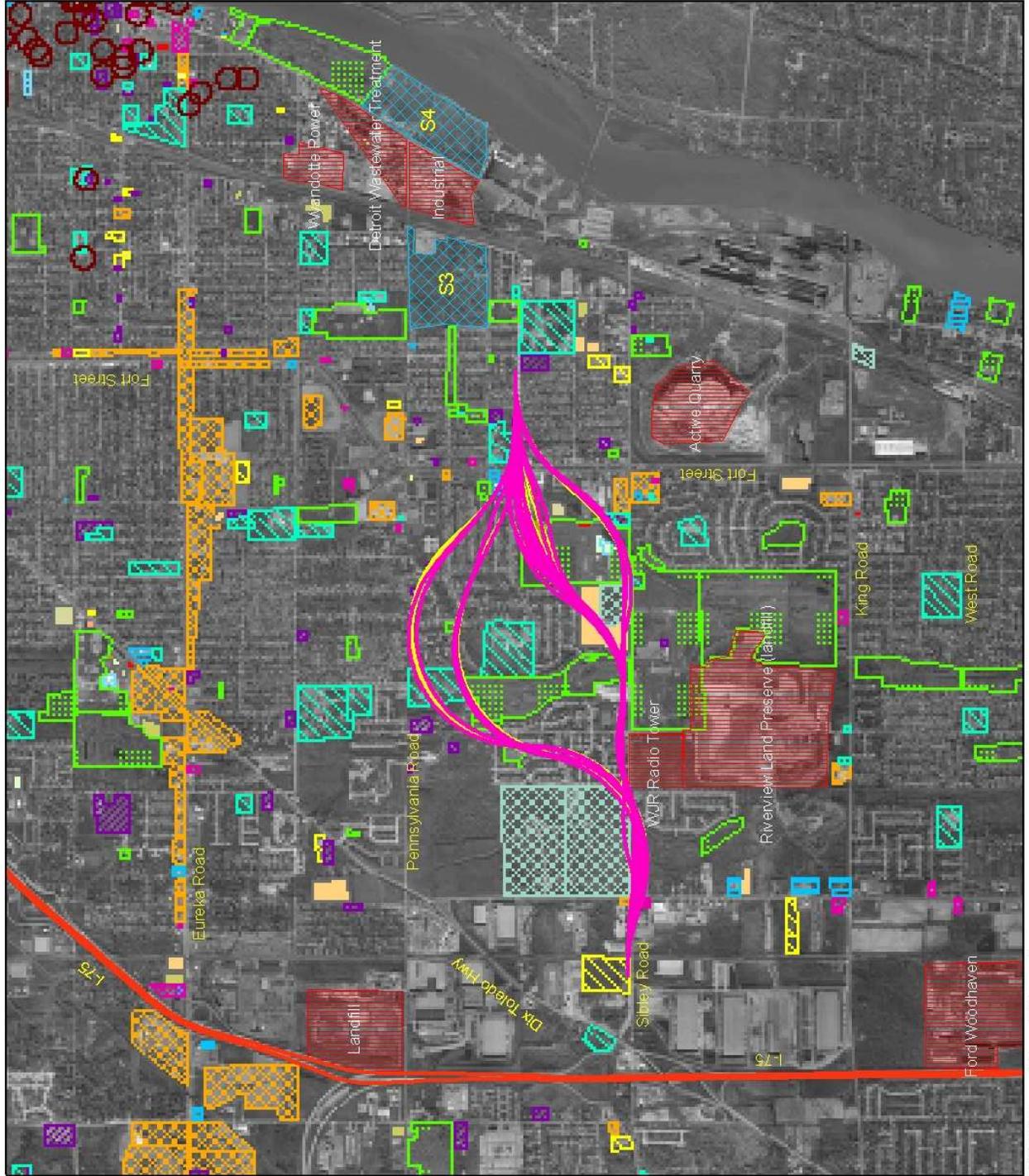
20 Representative Alignments I-75/Sibley and Plazas S1 and S2



Legend

- 20 Rep. Alignments
- 50 QUANTM Alignments
- Avoid Areas
- Parks
- Historic Sites
- Cemeteries
- Schools
- Banks
- City Halls
- Community Centers
- Federal Agencies
- Fire Stations
- State/Local Agencies
- Homeless Shelters
- Laundromats
- Libraries
- Medical Facilities
- Museums
- Places of worship
- Police Stations
- Railyards
- Senior Services
- Shopping
- 3rd Party Places

20 Representative Alignments I-75/Sibley and Plazas S3 and S4



Legend

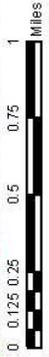
- 20 Rep. Alignments
- 50 QUANTM Alignments
- Avoid Areas
- Parks
- Historic Sites
- Cemeteries
- Schools
- Banks
- City Halls
- Community Centers
- Federal Agencies
- Fire Stations
- State/Local Agencies
- Homeless Shelters
- Laundromats
- Libraries
- Medical Facilities
- Museums
- Places of worship
- Police Stations
- Railyards
- Senior Services
- Shopping
- 3rd Party Places

Illustrative Alternative: Alignment 21 I-94/Conner East and Plaza N1

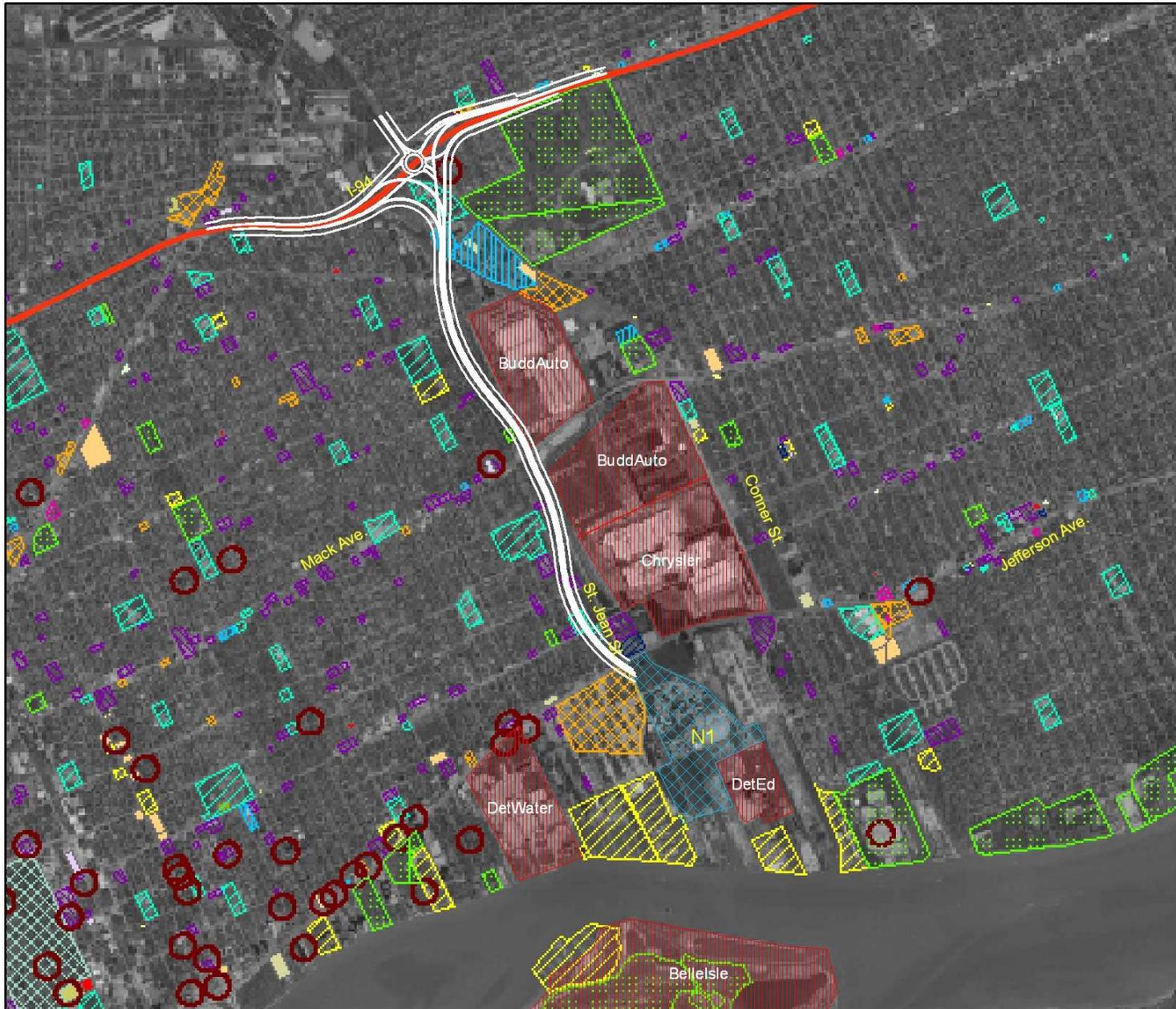


Legend

- Conner Alignment 21
- Plaza_N1
- Avoid Areas
- Parks
- Historic Sites
- Cemeteries
- Schools
- Banks
- City Halls
- Community Centers
- Federal Agencies
- Fire Stations
- State/Local Agencies
- Homeless Shelters
- Laundromats
- Libraries
- Medical Facilities
- Museums
- Places of worship
- Police Stations
- Railyards
- Senior Services
- Shopping
- 3rd Party Places



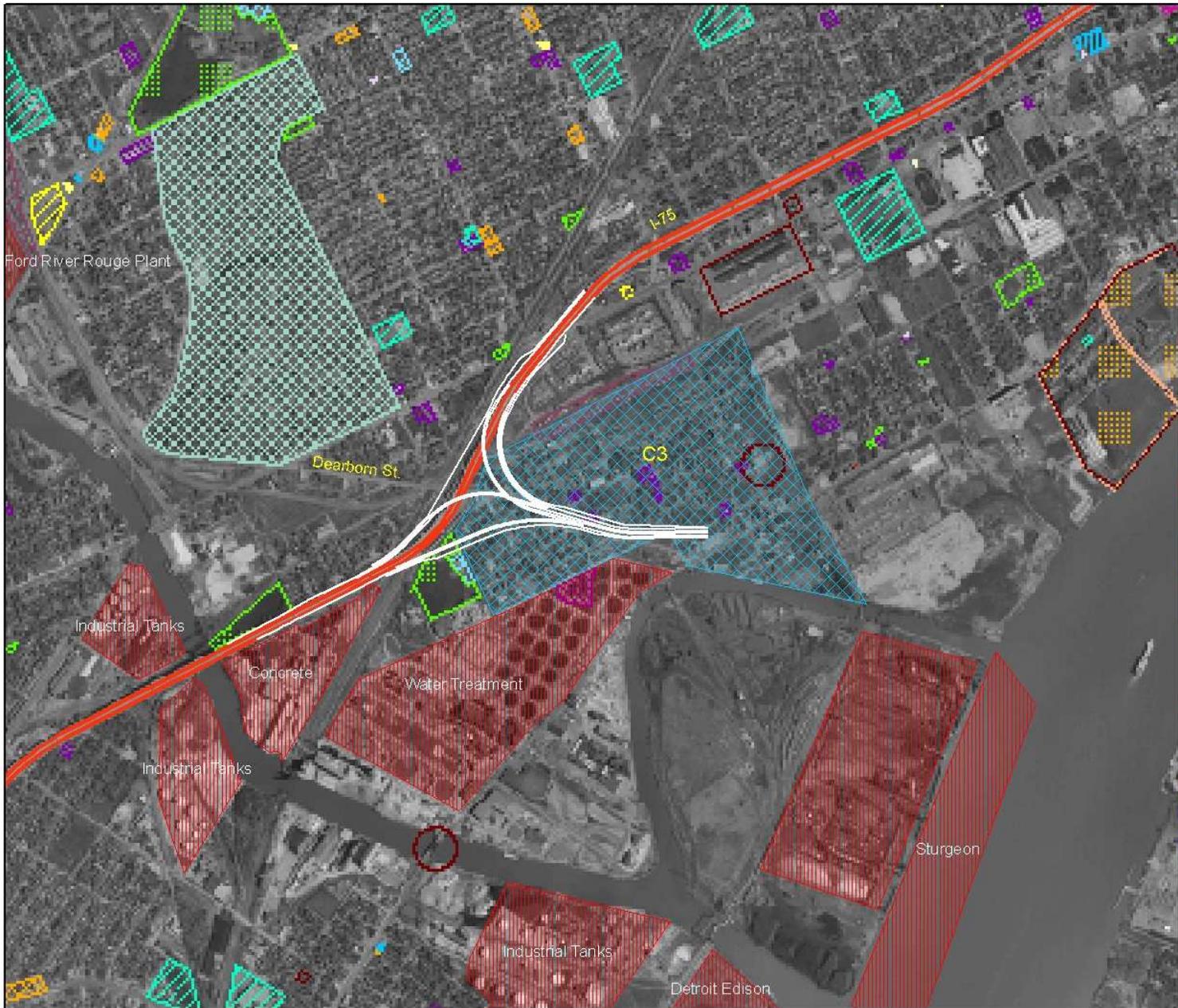
Illustrative Alternative: Alignment 17 I-94/St. Jean and Plaza N1



- ### Legend
- Conner Alignment 17
 - Plaza_N1
 - Avoid Areas
 - Parks
 - Historic Sites
 - Cemeteries
 - Schools
 - Banks
 - City Halls
 - Community Centers
 - Federal Agencies
 - Fire Stations
 - State/Local Agencies
 - Homeless Shelters
 - Laundromats
 - Libraries
 - Medical Facilities
 - Museums
 - Places of worship
 - Police Stations
 - Railyards
 - Senior Services
 - Shopping
 - 3rd Party Places

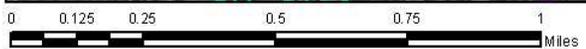


Illustrative Alternative: Direct Interchange C3 at Dearborn Street

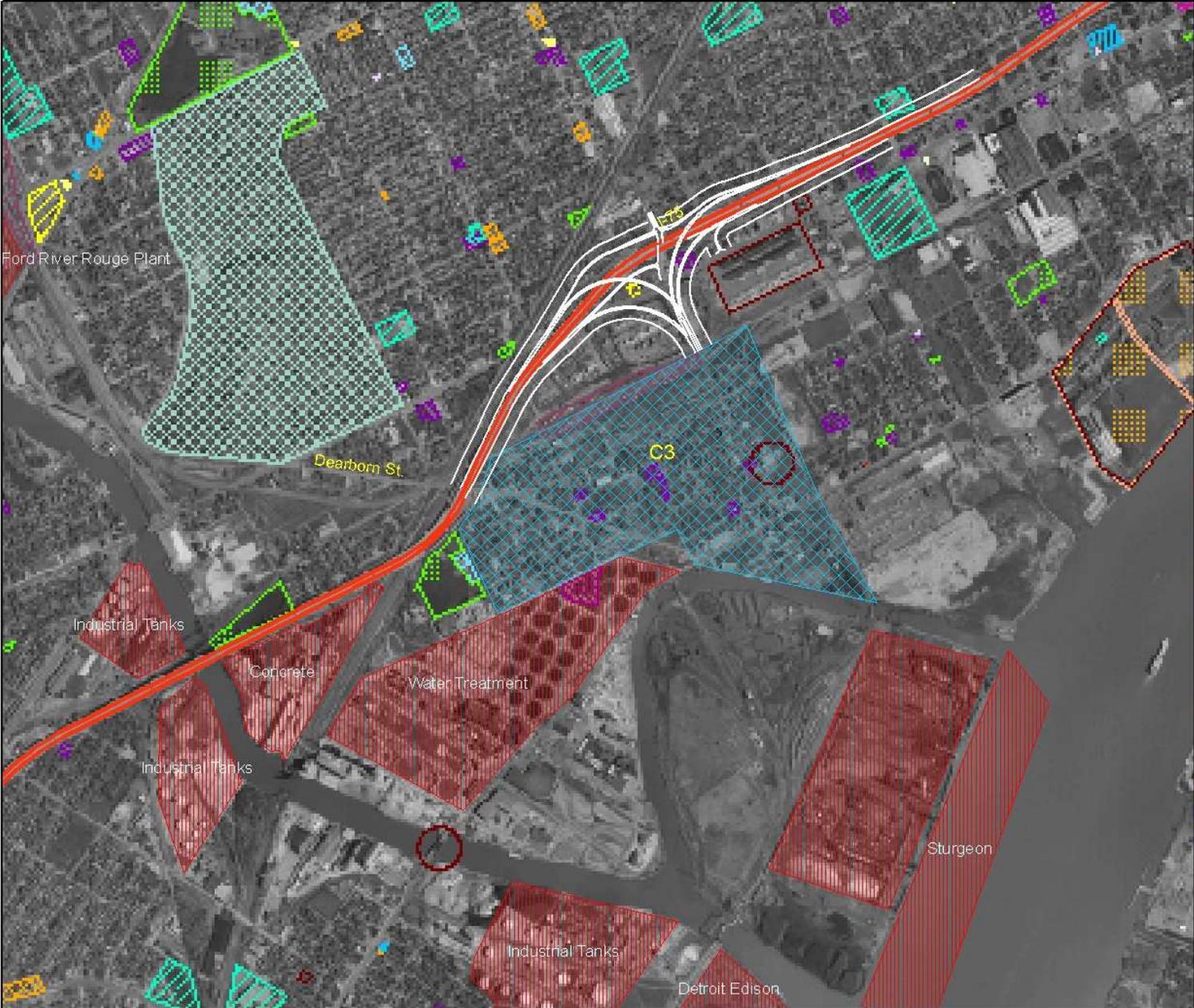


Legend

-  Interchange Alignment
-  Plaza_C3
-  Avoid Areas
-  Parks
-  Historic Sites
-  Cemeteries
-  Schools
-  Banks
-  City Halls
-  Community Centers
-  Federal Agencies
-  Fire Stations
-  State/Local Agencies
-  Homeless Shelters
-  Laundromats
-  Libraries
-  Medical Facilities
-  Museums
-  Places of worship
-  Police Stations
-  Railyards
-  Senior Services
-  Shopping
-  3rd Party Places

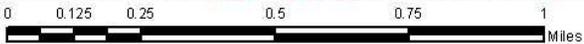


Illustrative Alternative: Direct Interchange C3 at Springwells Street



Legend

- Interchange Alignment
- Plaza_C3
- Avoid Areas
- Parks
- Historic Sites
- Cemeteries
- Schools
- Banks
- City Halls
- Community Centers
- Federal Agencies
- Fire Stations
- State/Local Agencies
- Homeless Shelters
- Laundromats
- Libraries
- Medical Facilities
- Museums
- Places of worship
- Police Stations
- Railyards
- Senior Services
- Shopping
- 3rd Party Places



Proposed C3 Plaza Site

1 West End Street



2 Truck cargo



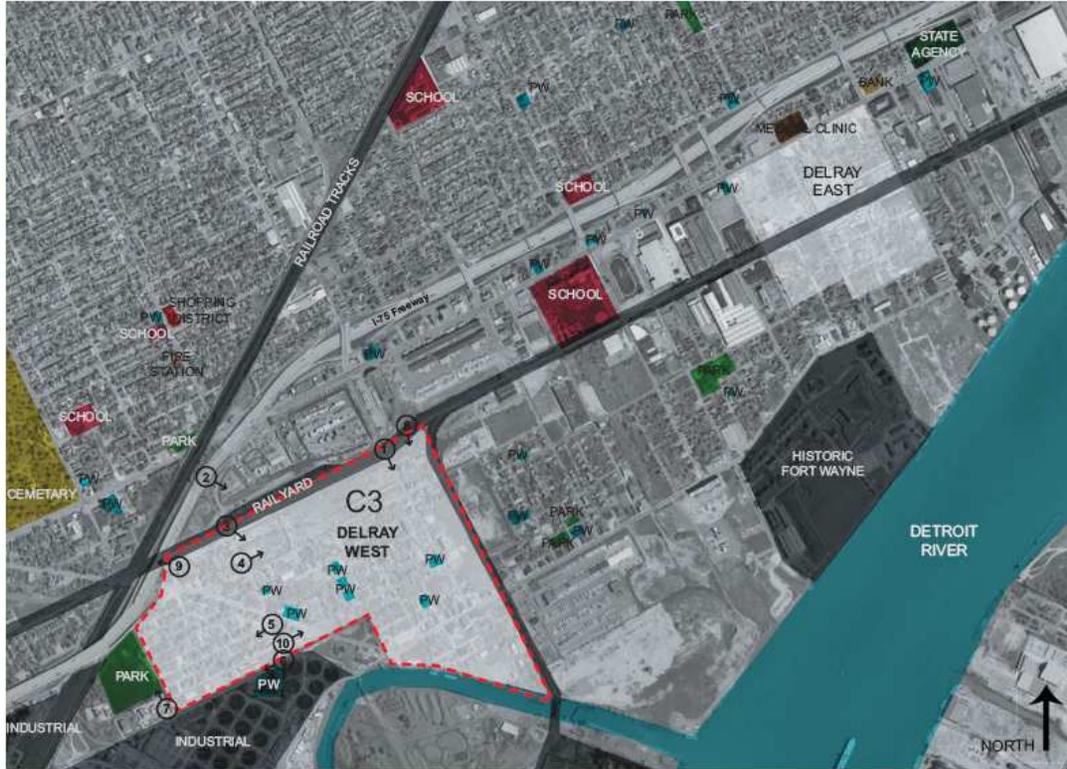
3 Open field



4 Vacant land



5 Residential area



DELRAY WEST C3 - POTENTIAL PLAZA SITE

DETROIT RIVER INTERNATIONAL CROSSING

Location: South of Rail Way Road, West of West End Street, East of Dearborn Street, City of Detroit

Plaza Size: Approximately 206.31 acres

This area contains primarily single family detached houses on small residential lots. There are vacant residential lots interspersed between the houses. The area also is comprised of mixed uses consisting of small neighborhood commercial business. There are also several places of worship in the area. There is an active rail line that forms the northern edge of the potential site.



Potential Proposed Plaza Site

LEGEND

B	Banks	P	Parks
FA	Federal	SEN	Senior Services
L	Laundromat	AA	Avoidance Area
M	Museum	CTYH	City Hall
PW	Places of Worship	HMSL	Homeless Shelter
SHOP	Shopping	MED	Medical Facility
TPP	Third Party Places	PS	Police Station
GEM	Cemetery	SC	School
F.S	Fire Stations	OA	Opportunity Area
LB	Library		

MDOT
Michigan Department of Transportation
THE CORRADINO GROUP

6 Copland Street



7 Delray Recreation Center



8 Railroad Tracks



9 I-75 Bridge



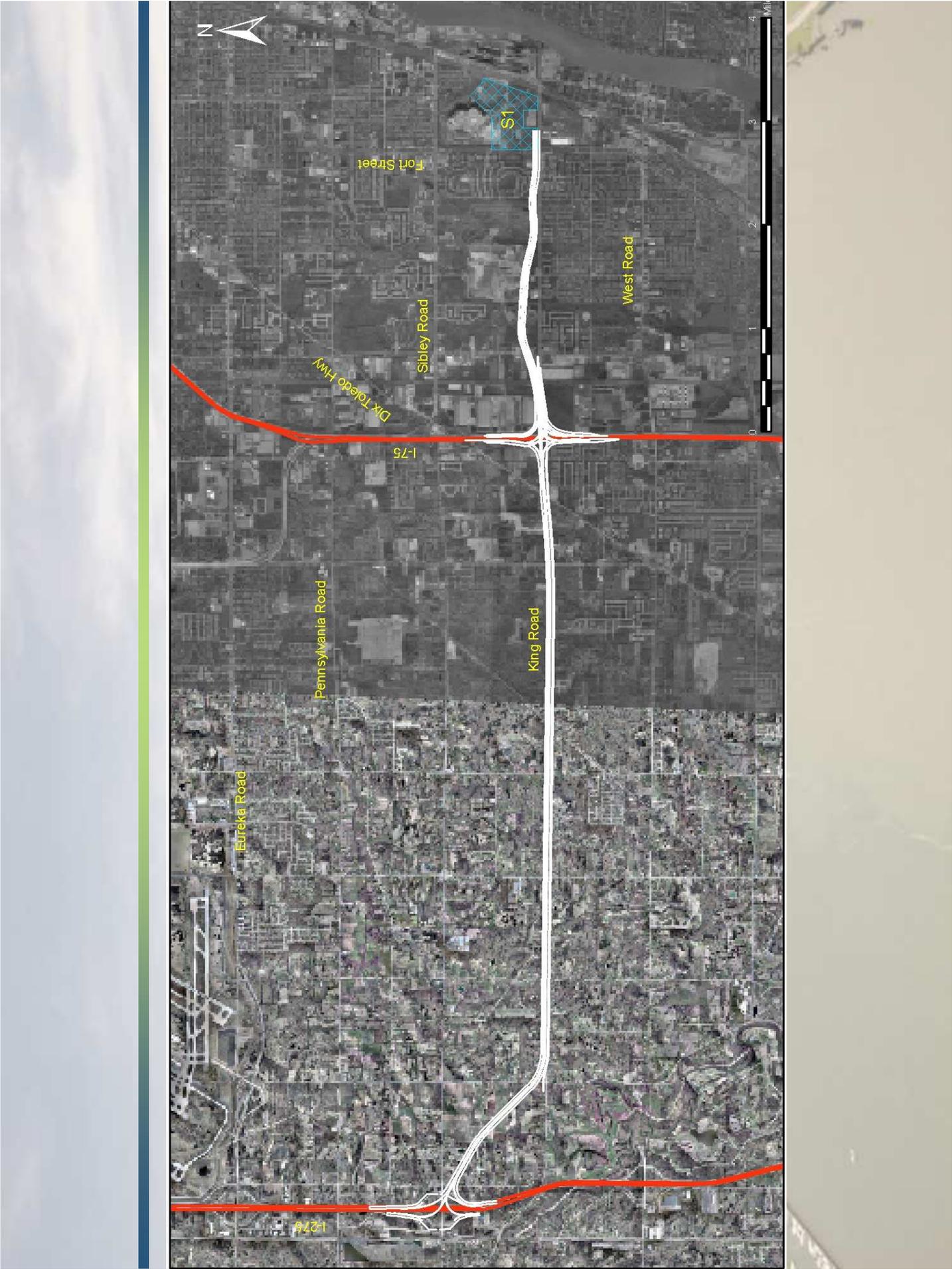
10 Thaddeus Street



An aerial photograph of a city waterfront, likely New Orleans, showing a wide river (the Mississippi River) flowing through the center. The city skyline is visible on both sides of the river, with numerous high-rise buildings and a mix of urban development. The sky is overcast with soft, grey clouds. A thin blue horizontal line is visible near the top of the image.

King Road Illustrative Alternative

S1 King: I-275 to Plaza





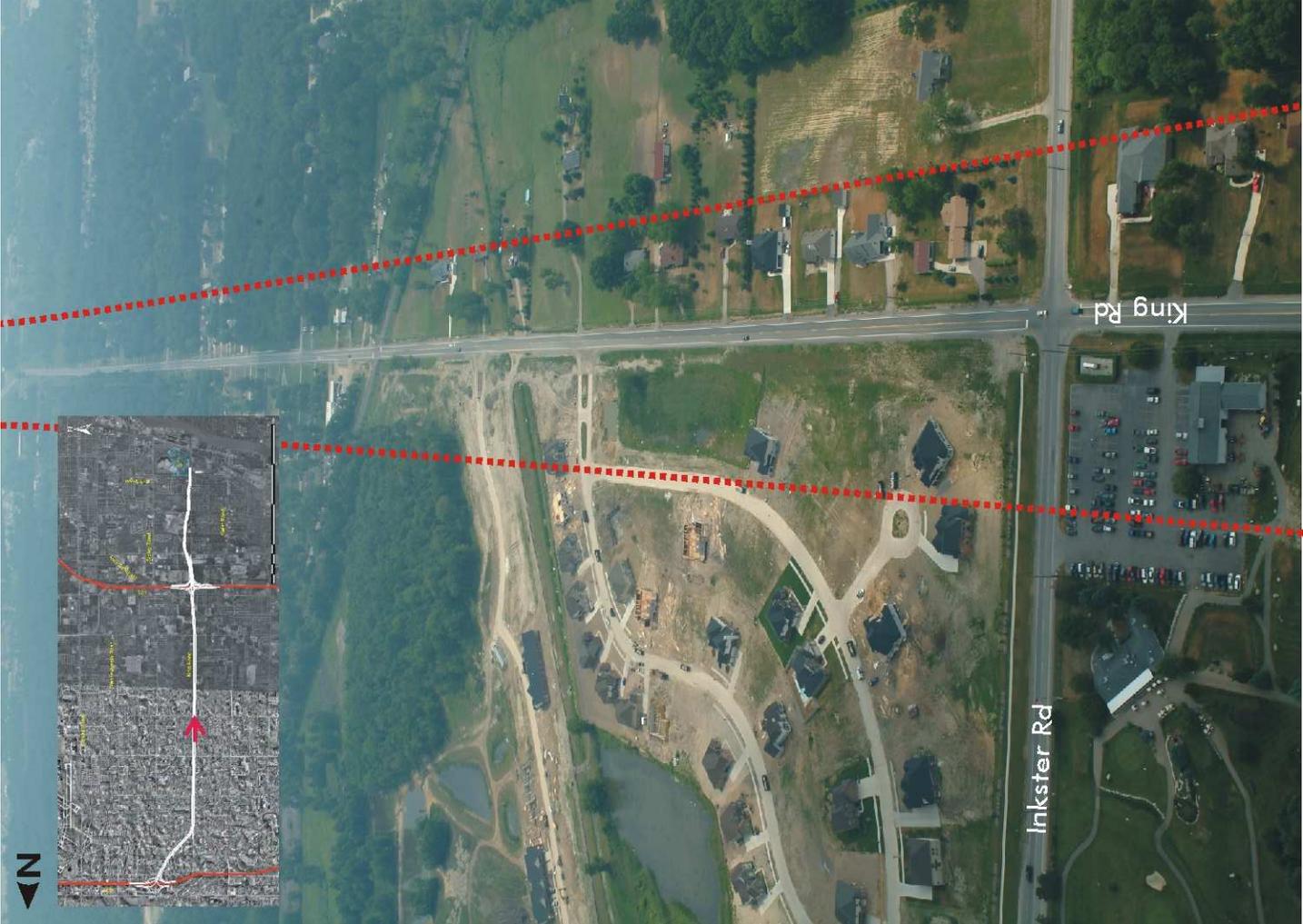
Dickinson Rd

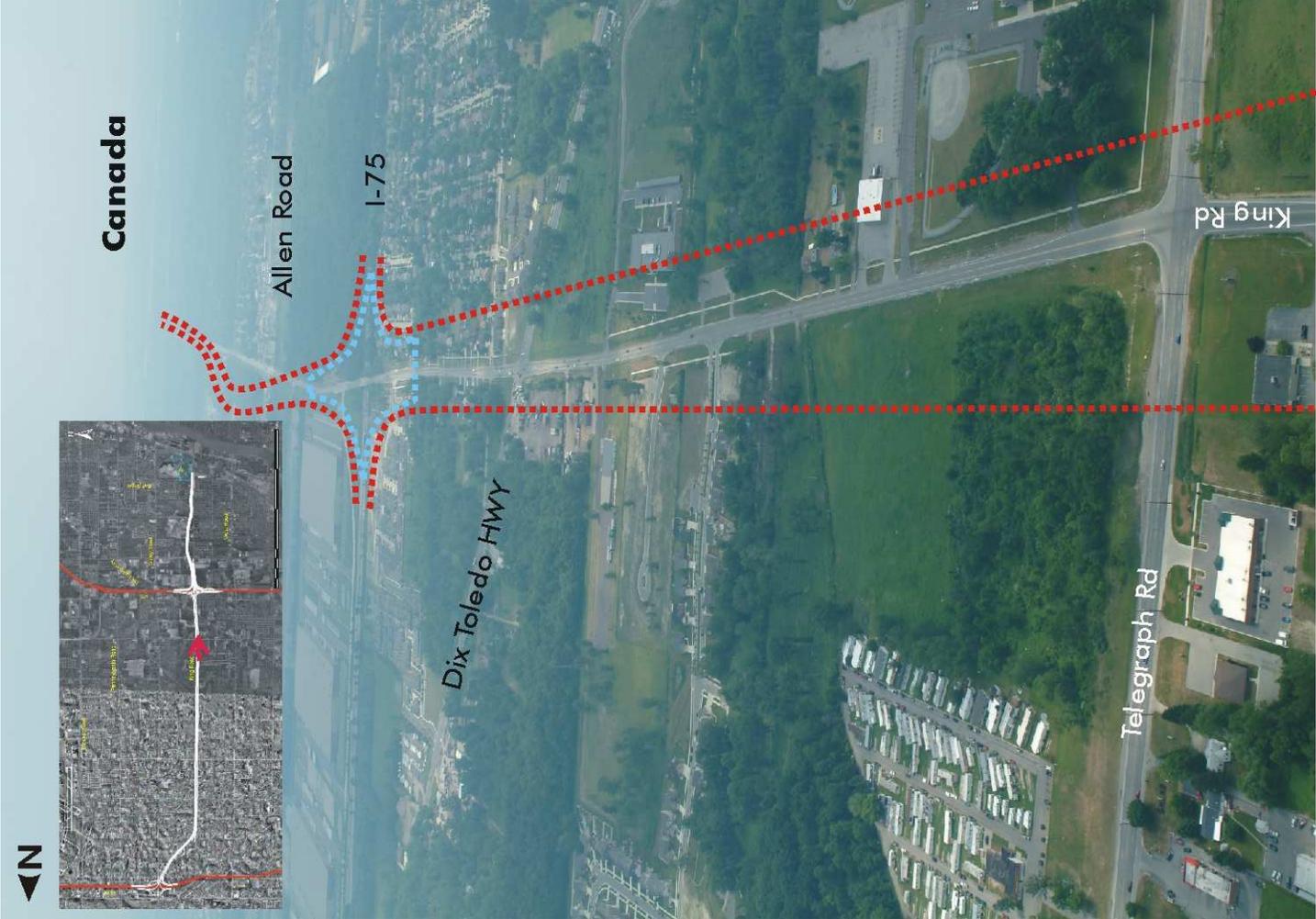
King Rd

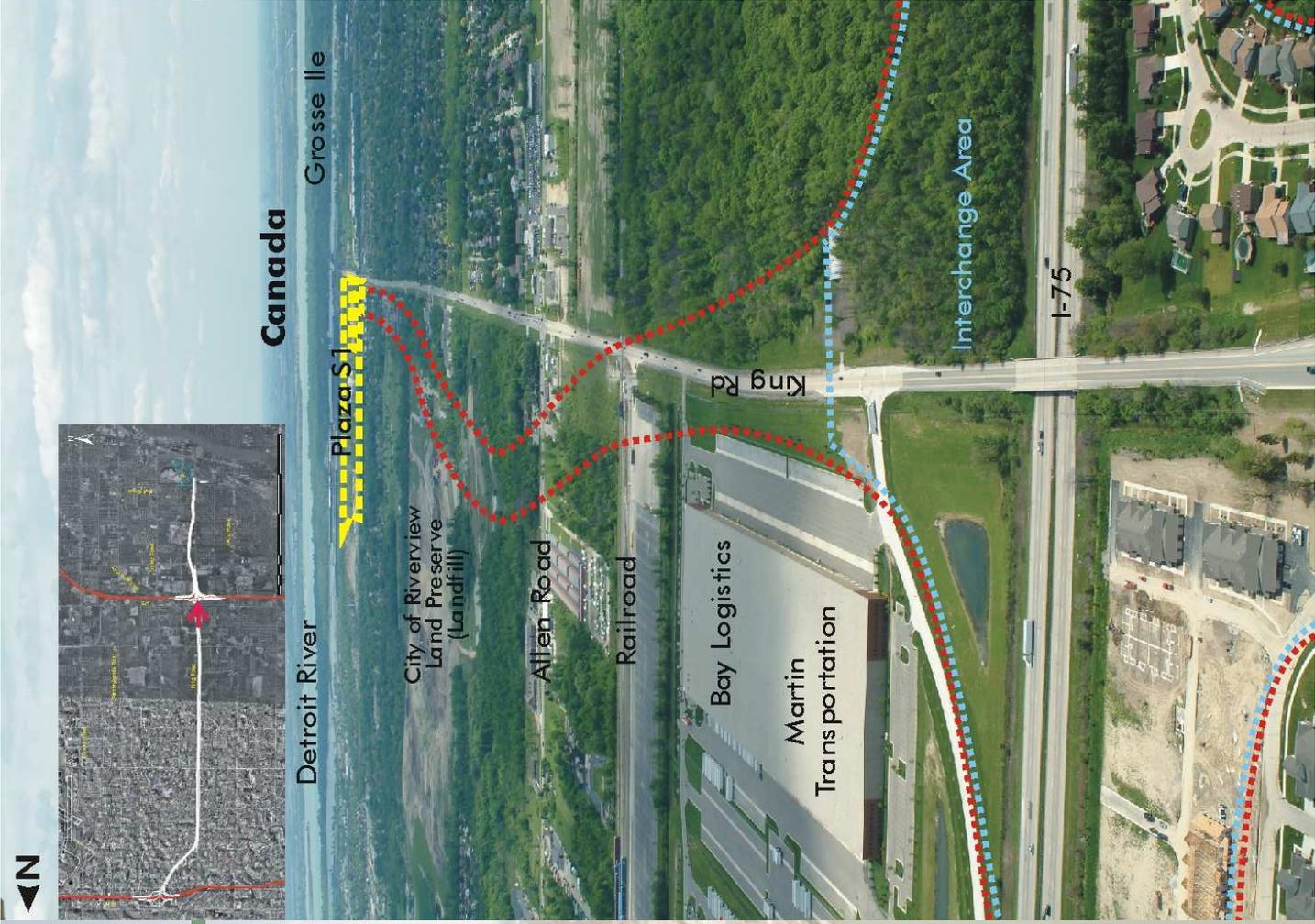
Vining Rd

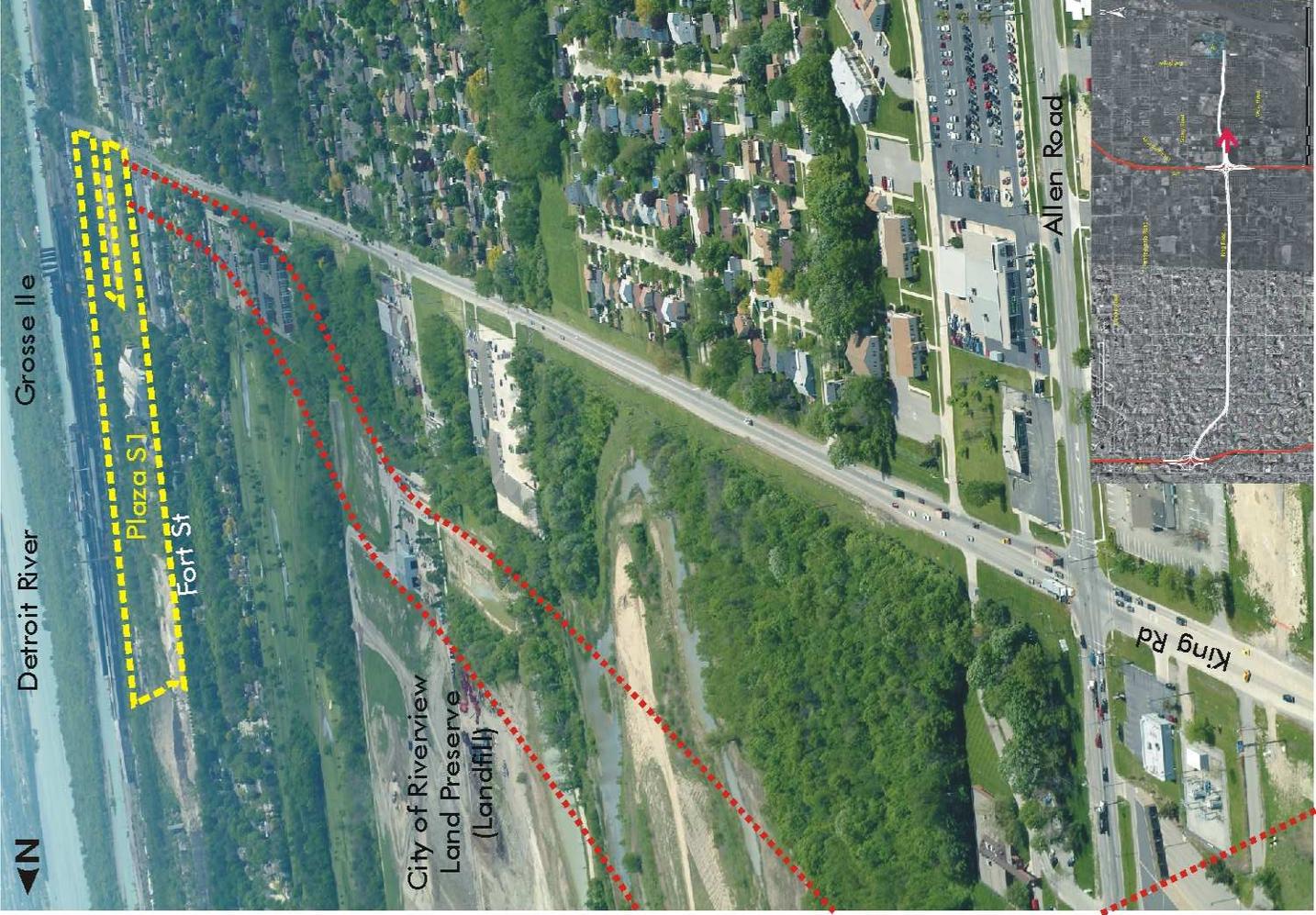
Huron River Dr













◀N

Canada

Grosse Ile

Detroit River

Fort St (M-85)

Plaza S1

King Rd

Detroit River

Railroad

Quarry

Plaza S1

Fort St (M-85)

King Rd



QUARRY ON NORTH SIDE OF KING ROAD S1- POTENTIAL PLAZA SITE

DETROIT RIVER INTERNATIONAL CROSSING
Location: Northwest corner of Fort Street and King Road, City of Warren
Plaza Size: Approximately 7.73 acres

This site consists primarily of access roads and staging areas which service the active limestone quarry located immediately to the north. The active quarry is currently owned and operated by the City of Warren. The quarry is located on the south side of the subject site. A large, vacant industrial building is located on the west side of the site, west of Fort Street. There are four street rail lines and an above grade electric transmission line on the east side of the site. A single family residential area is located to the north of the site. The quarry is bordered from the subject site by a wooded, natural area.

On the south side of King Road, across from the subject site is a large office building and an open field. The west side of Fort Street consists of a single family residential development and commercial development, the latter being a location of major interchanges.



Potential Proposed Plaza Site

LEGEND

B	Bank	P	Park
TFA	Federal	SER	Senior Services
L	Laundromat	AS	Assistance Area
M	Museum	COVH	City Hall
FW	Place of Worship	RMS	Recreational Shelter
SHOP	Shopping	MEC	Medical Facility
TPP	Third Party Place	PS	Police Station
CEM	Cemetery	SC	School
ES	Fire Station	OA	Opportunity Area
LB	Library		



THE CORRADINO GROUP



1 H445 Park



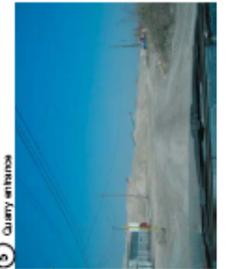
2 Residential Street



3 Active quarry



4 Recent industrial building



5 Quarry entrance



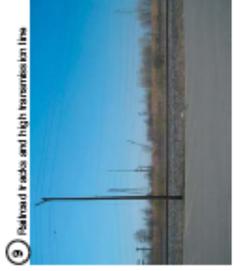
6 American House Senior Apartments



7 Shopping district



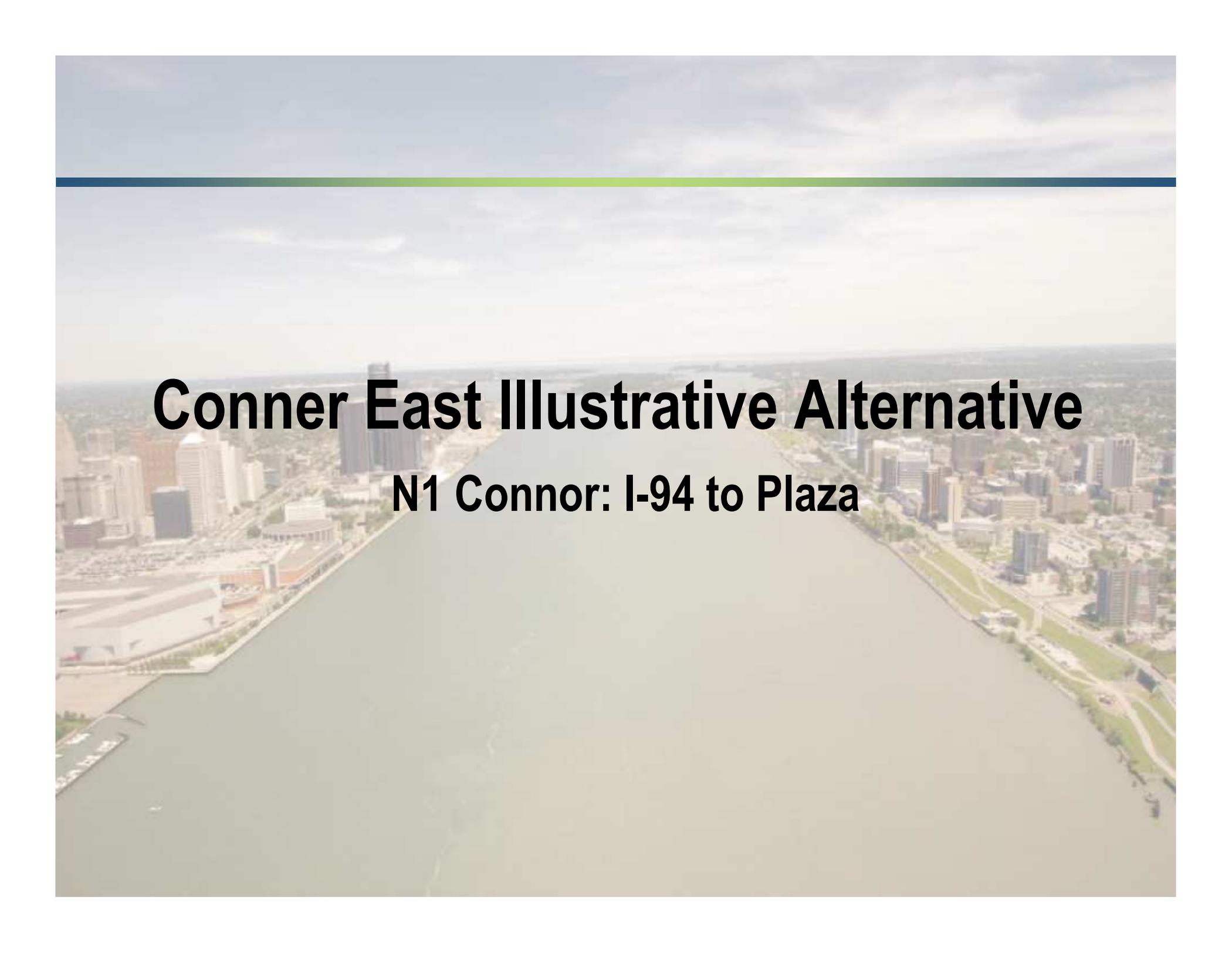
8 Utility station



9 Railroad tracks and high transmission line

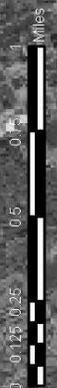


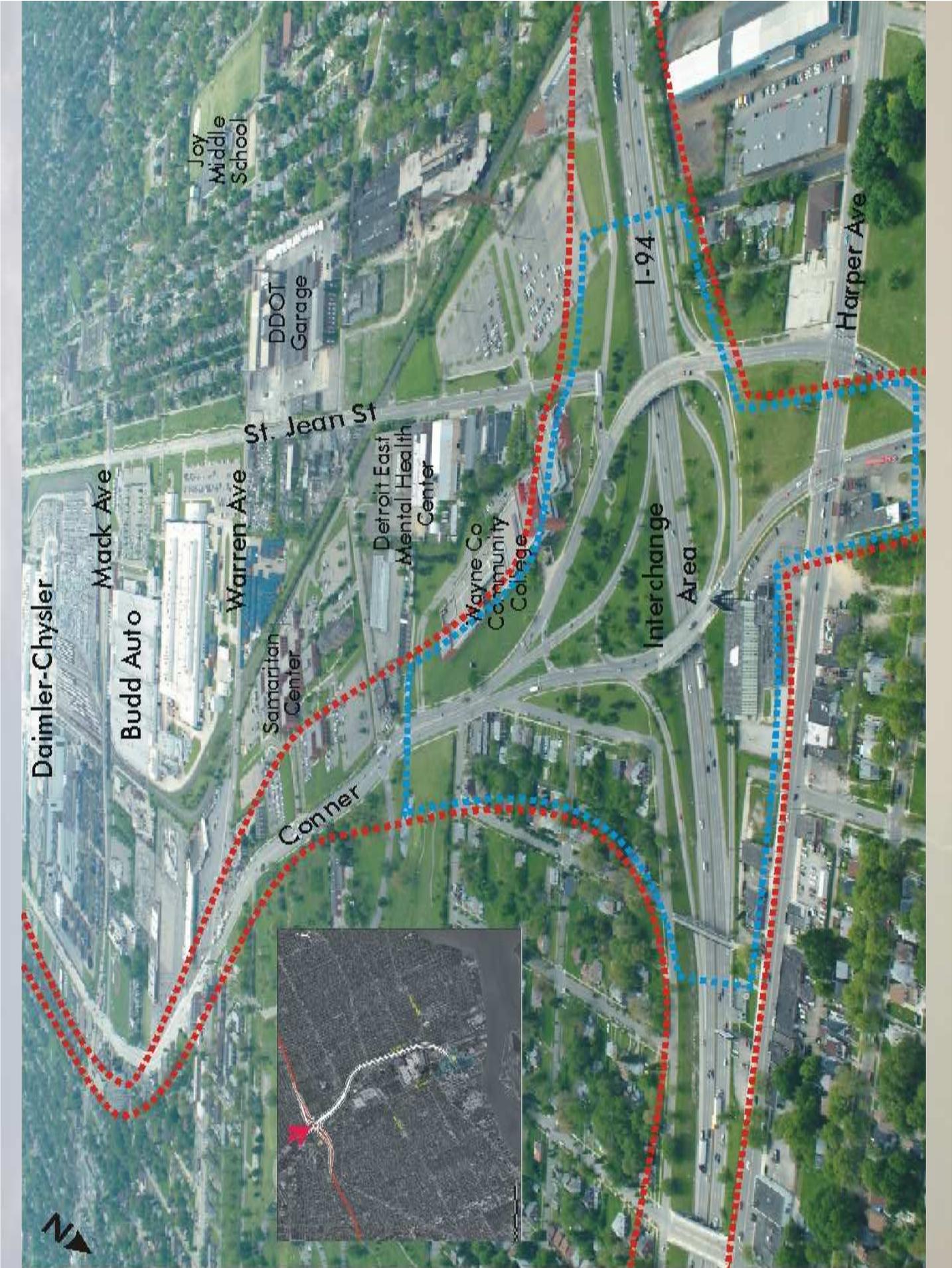
10 Residential Street

An aerial photograph of a city, likely New York City, showing a large river (the Hudson River) flowing through the center. On the left bank, there is a large stadium (MetLife Stadium) and several high-rise buildings. On the right bank, there is a highway interchange (I-94) and more city buildings. The sky is overcast with grey clouds. A horizontal bar with a blue-to-green gradient is positioned at the top of the image.

Conner East Illustrative Alternative

N1 Connor: I-94 to Plaza







Mack Ave

Park

Comer Ave

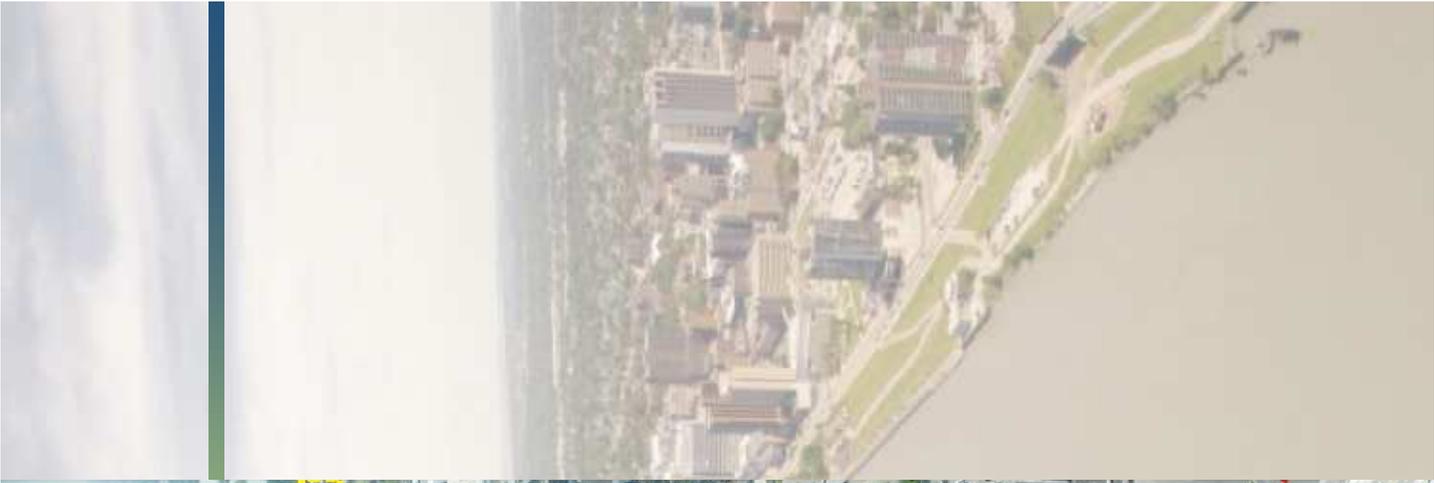
Daimler-
Chrysler

Mann's
Field

Warren Ave

Chandler Park





Canada





JEFFERSON AVE/ CONNER STREET N1 - POTENTIAL PLAZA SITE

DETROIT RIVER INTERNATIONAL CROSSING

Location: East of Jefferson Avenue, South of Conner Street, North of St. Jean, City of Detroit

Plaza Size: Approximately 111 acres

The site consists of large, vacant parcels interspersed with vacant industrial buildings as well as existing fully operational industries. There are also sites used for outdoor storage of boats and vehicles. To the east of the site is the Detroit New Water Treatment Plant along with the TDSUS Automotive facility. The parcels along North of Conner Street are single family dwellings mixed with several vacant residential lots. There are vacant parcels to the south and west sides of the site.



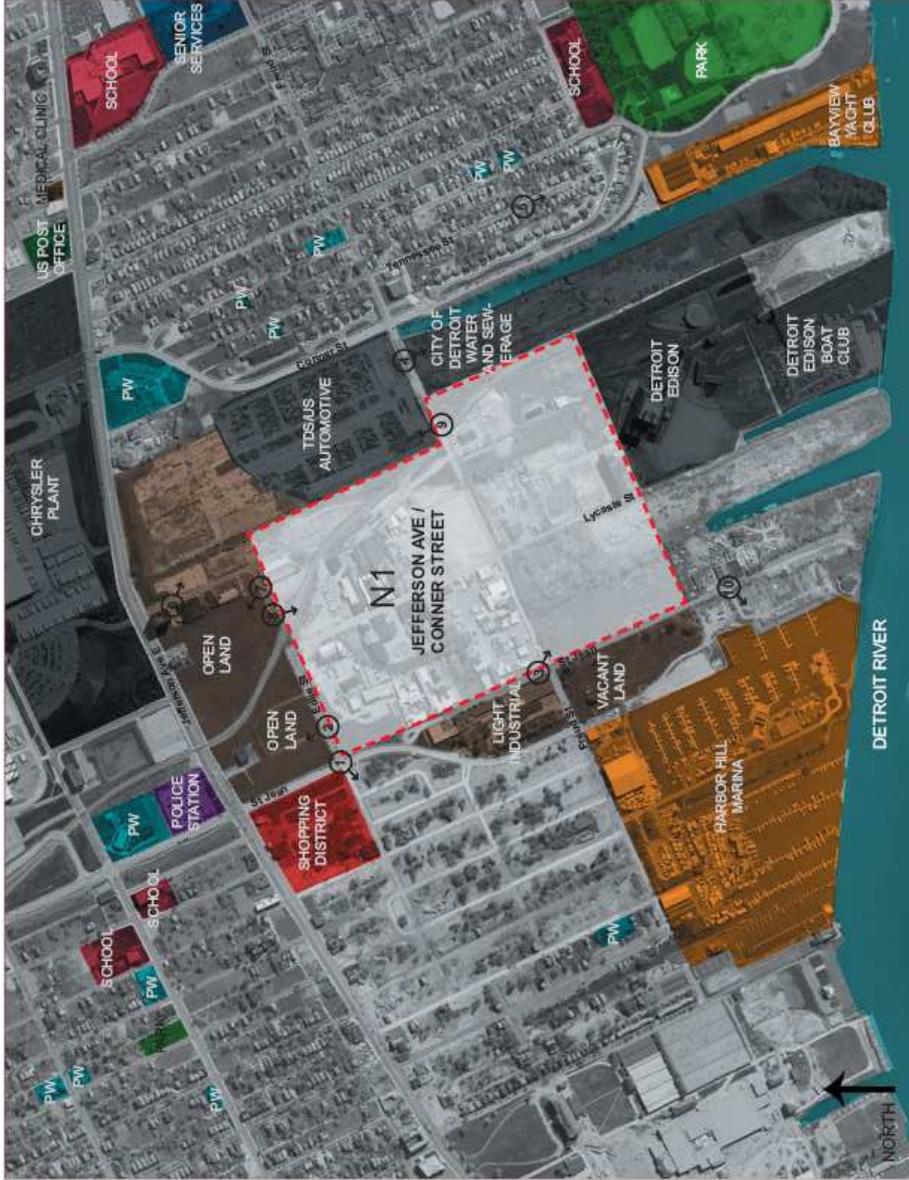
Potential Proposed Plaza Site

LEGEND

B	Bank	SP	Park
FA	Federal	SEN	Senior Services
L	Laundromat	AA	Art/Archive Area
M	Museum	CTYH	City Hall
PW	Place of Worship	MEC	Medical Facility
SHOP	Shopping	PS	Police Station
TRP	Third Party Place	SC	School
CEM	Cemetery	OP	Opportunity Area
FS	Fire Station		
LB	Livery		



THE CORRADINO GROUP



1) Edzie St



2) Land for sale



3) Detroit Edison



4) City of Detroit Water Treatment and Sewerage



5) Residential area on Trimmison St



6) Vacant land



7) Open field



8) Vacant building

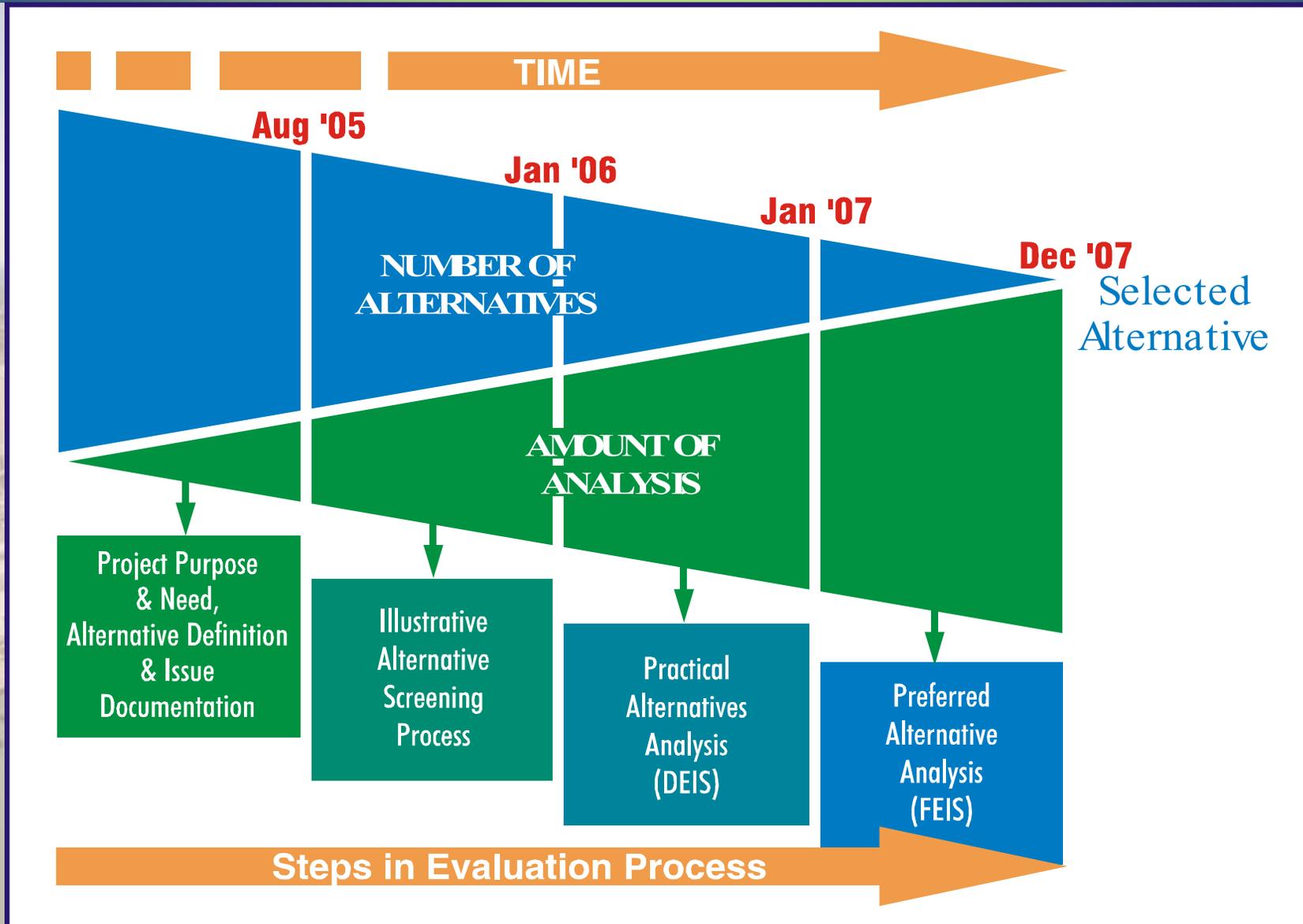


9) TDSUS Automotive



10) Open field

The Detroit River International Crossing Evaluation Process



The Detroit River International Crossing

Questions/Comments



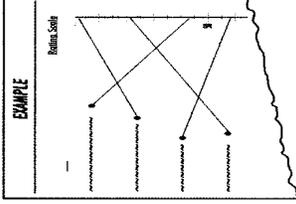
DRAFT

Detroit River International Crossing Project Scoring Form – Evaluation Factors

How Important Are These Items?

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

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



Factor

Rating Scale

Maintain Air Quality	•	100
Protect Community/Neighborhood Characteristics	•	
Maintain Consistency with Local Planning	•	50
Protect Cultural Resources	•	
Protect the Natural Environment	•	
Improve Regional Mobility	•	
Assess How Project Can Be Built	•	0

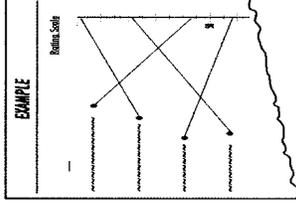
DRAFT

Detroit River International Crossing Project Scoring Form – Evaluation Factors

How Important Are These Items?

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

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



Factor

Maintain Air Quality •

Protect Community/Neighborhood
Characteristics •

Maintain Consistency with Local
Planning •

Protect Cultural Resources •

Protect the Natural Environment •

Improve Regional Mobility •

Assess How Project Can Be Built •

Rating Scale



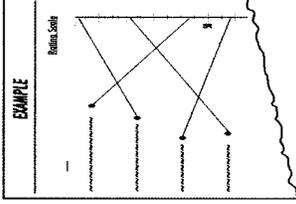
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Factor

