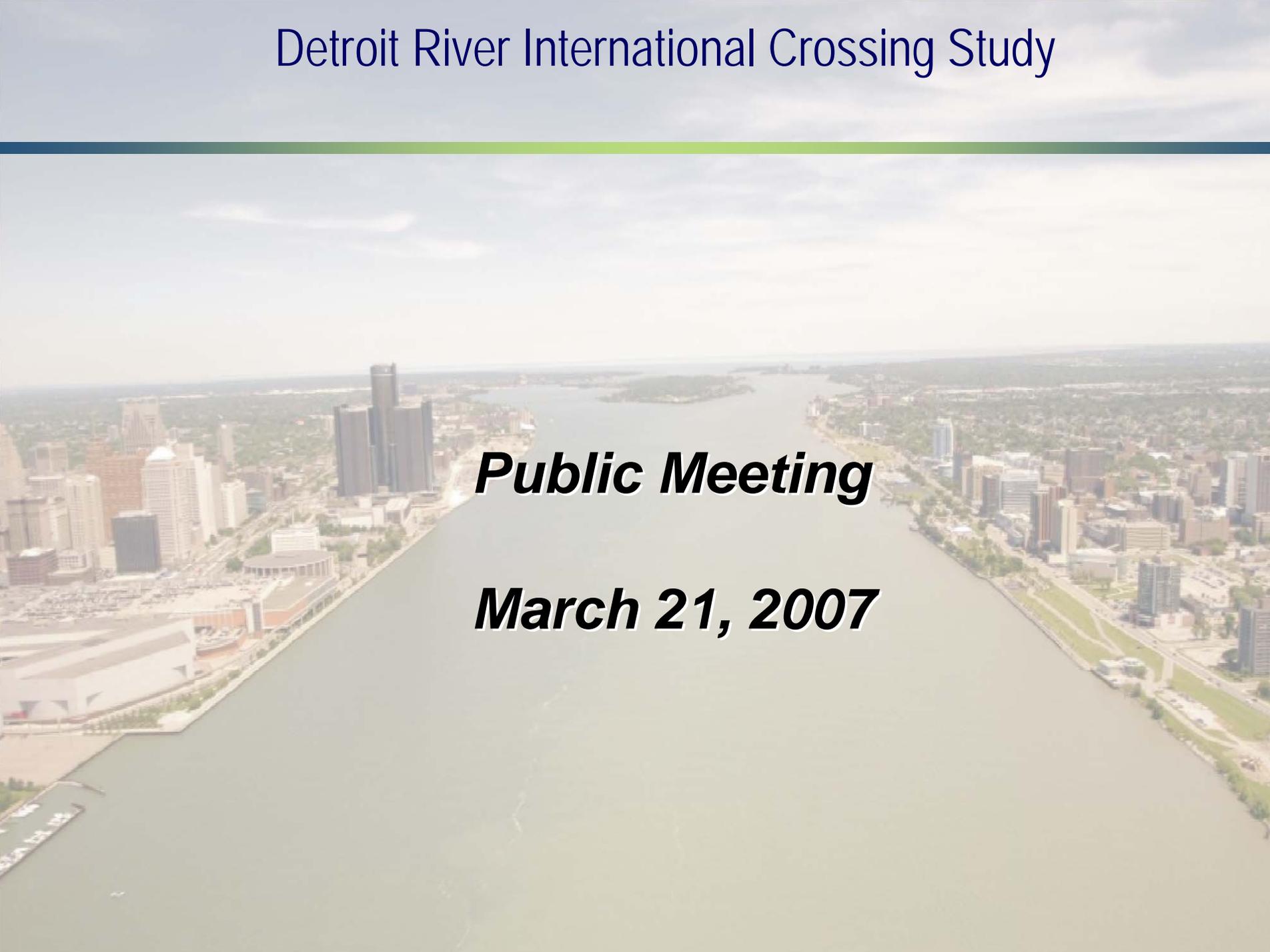


Detroit River International Crossing Study

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 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.

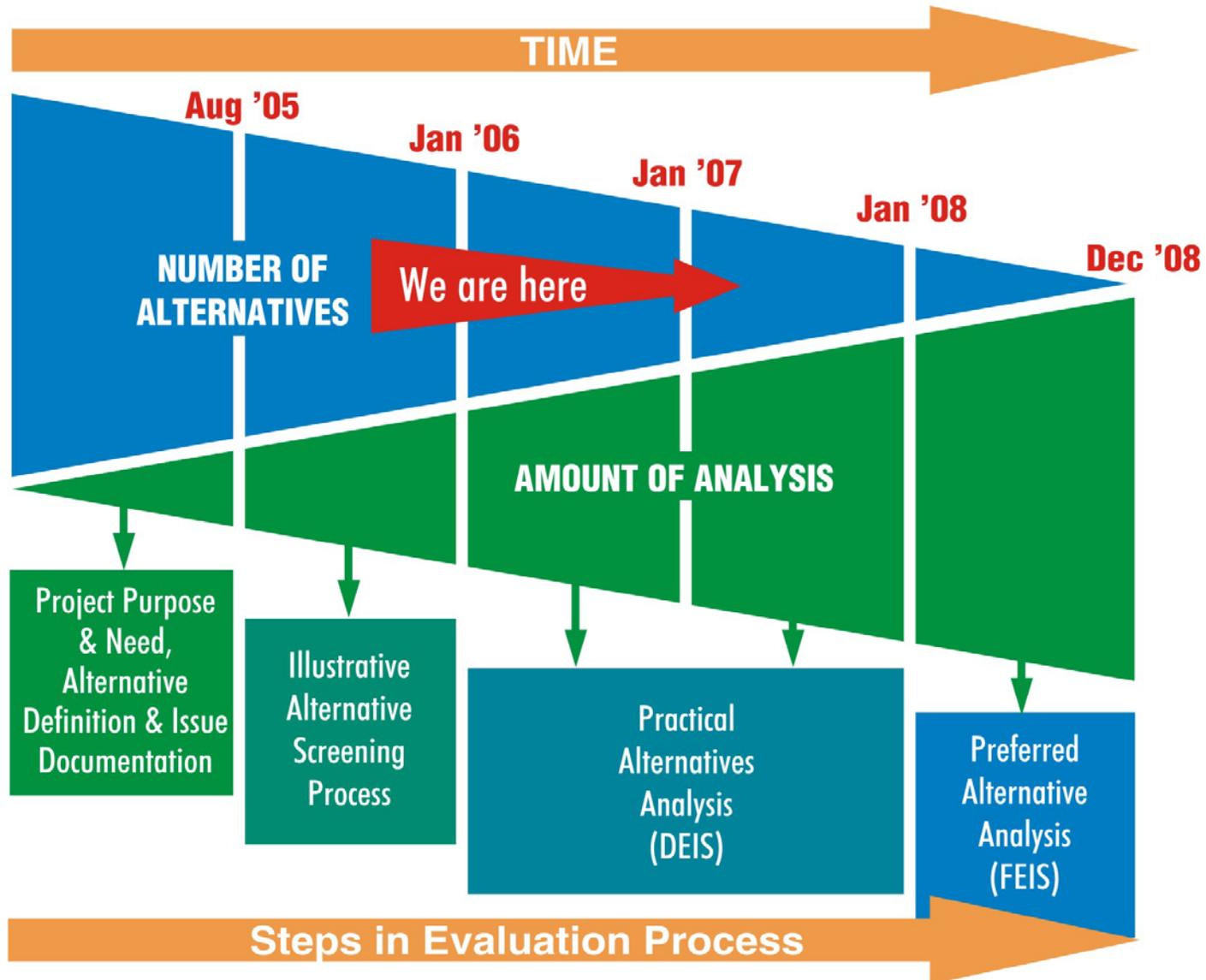
Public Meeting

March 21, 2007

Agenda

- **Delray Land Use Options**
- **Additional Preliminary Impact Data**
 - ✓ **“Gateway Boulevard”**
 - ✓ **Expanded Plaza for Utility Relocation**
 - ✓ **Proposed Railroad Connector**
 - ✓ **New Interchanges**
- **New Alternative (#14)**

Detroit River International Crossing Study





Detroit



Possible Linkage to Gateway Project

Dearborn

Possible Improved Connection to I-94 (via Schaefer or Outer Drive)



Melvindale

Zug Island

River Rouge

Windsor

Windsor Airport

Ecorse

Lincoln Park

CABANA RD

PROVINCIAL RD

LaSalle

TALBOT RD

HIGHWAY 401

Wyandotte

Tecumseh



0 0.5 1





Detroit

Michigan Avenue



Opportunity area in which U.S. plaza sites with connections to I-75 are being studied.

Sandwich Street

Windsor

Prince Road

Huron Church Road

Tecumseh Road

Walker

E.C. Row Road

WINDSOR AIRPORT



ZUG ISLAND

River Rouge

Three Canadian Plaza sites are being studied.

Three River Crossing options are being studied.

Canadian Access Road - At-grade, depressed, tunnel and service road options are being studied.

LaSalle

Tecumseh

Melvindale

Fort Street

Ecorse

Front Road

Sprucewood Avenue

Todd Lane

Malden



Road



Talbot Road

Cabana Road

Grand Marais Road

Dougall Avenue

Division Road

Provincial

Road



North Talbot Road



Howard Avenue





X10(B)

X10(A)

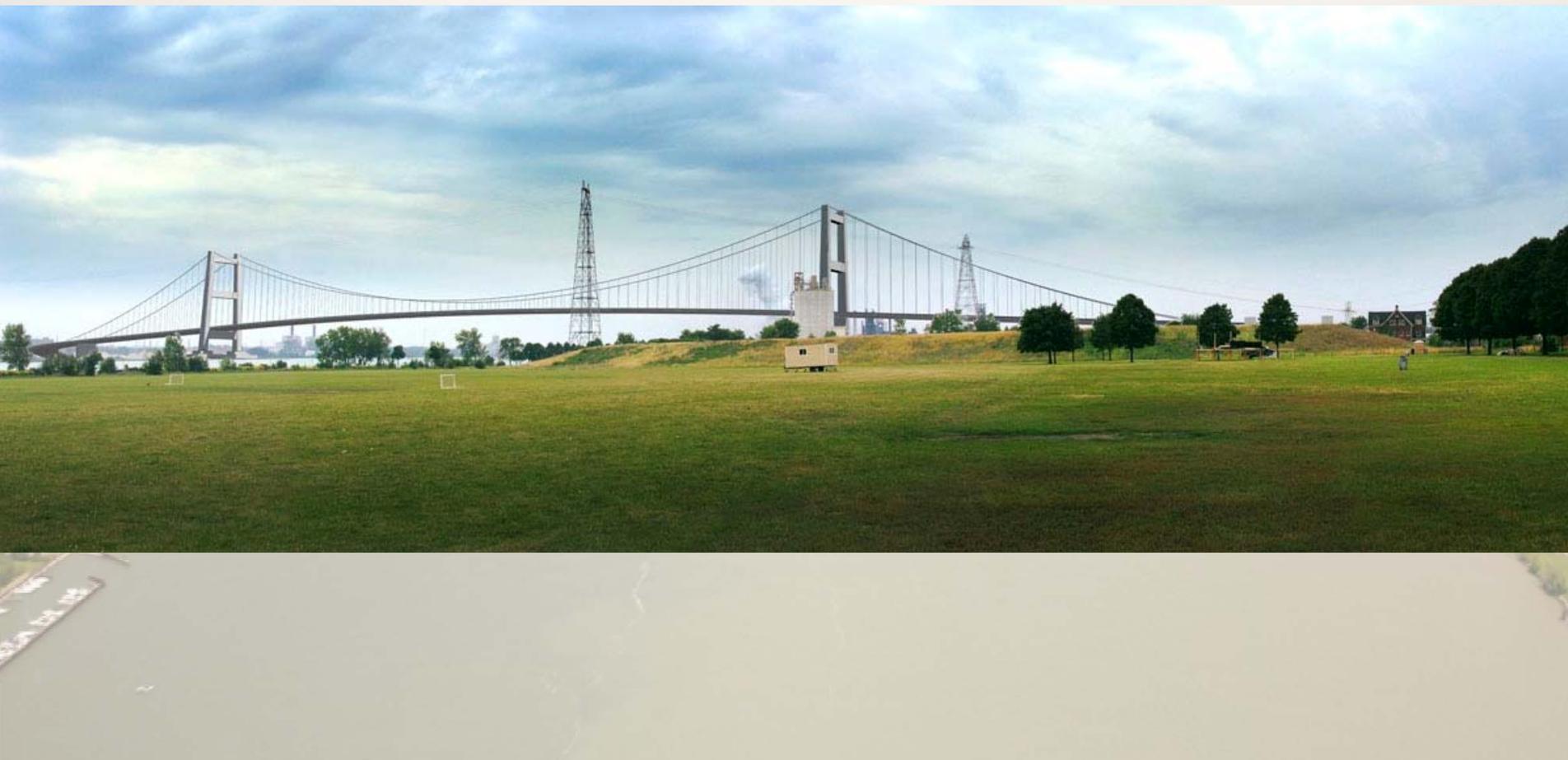
X10(B)



Detroit River International Crossing Study



Detroit River International Crossing Study



X11(C)

Zug Island

Ambassador Bridge





X11(C)



3



© 2006 Navteq
Image © 2006 DigitalGlobe

Google

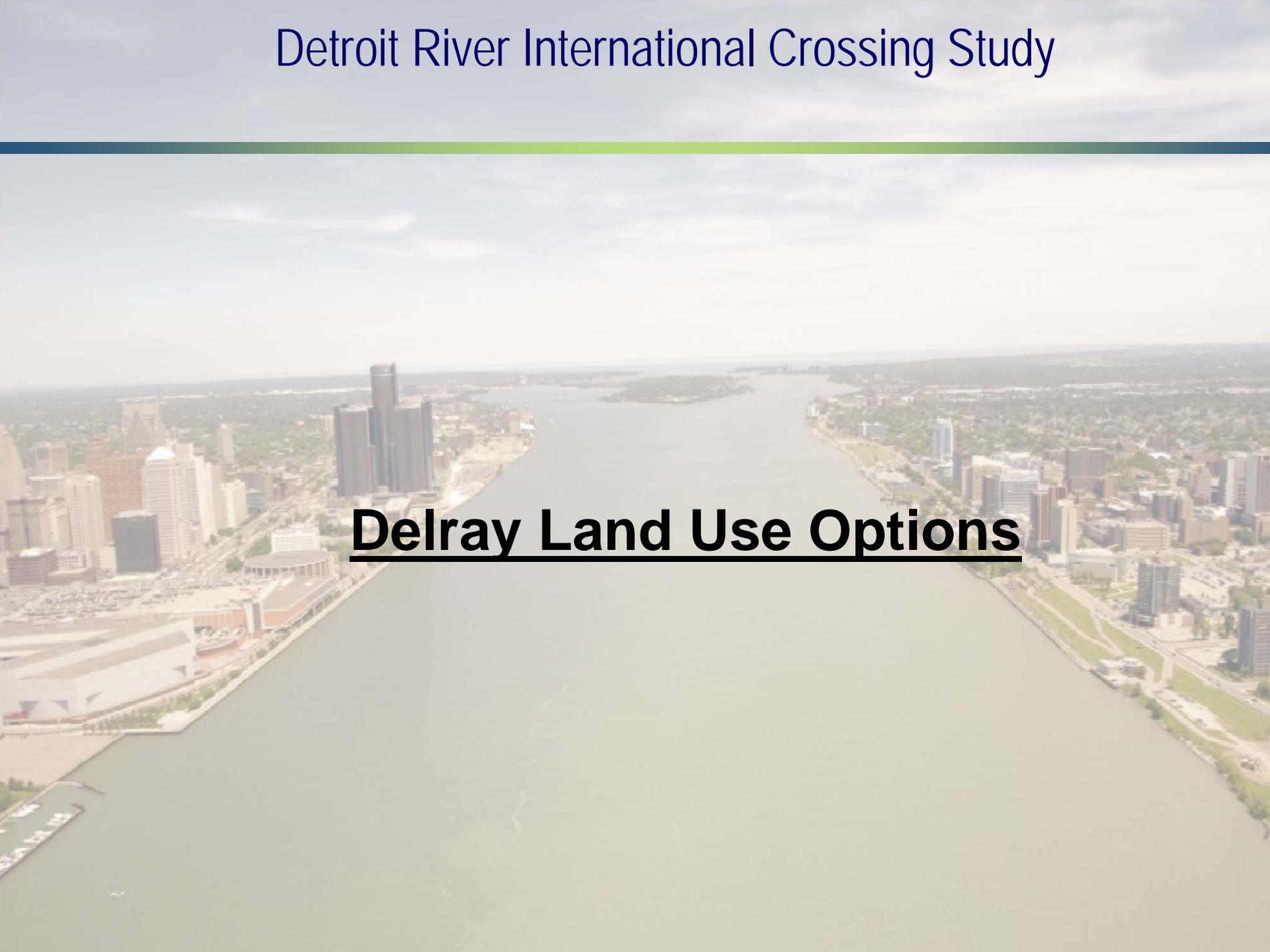
Detroit River International Crossing Study



Detroit River International Crossing Study



Detroit River International Crossing Study

An aerial photograph of the Detroit River, showing the city skyline on both sides. The text "Delray Land Use Options" is overlaid in the center of the river.

Delray Land Use Options

Detroit River International Crossing

Community Planning Priorities

(WS #12 voting results)

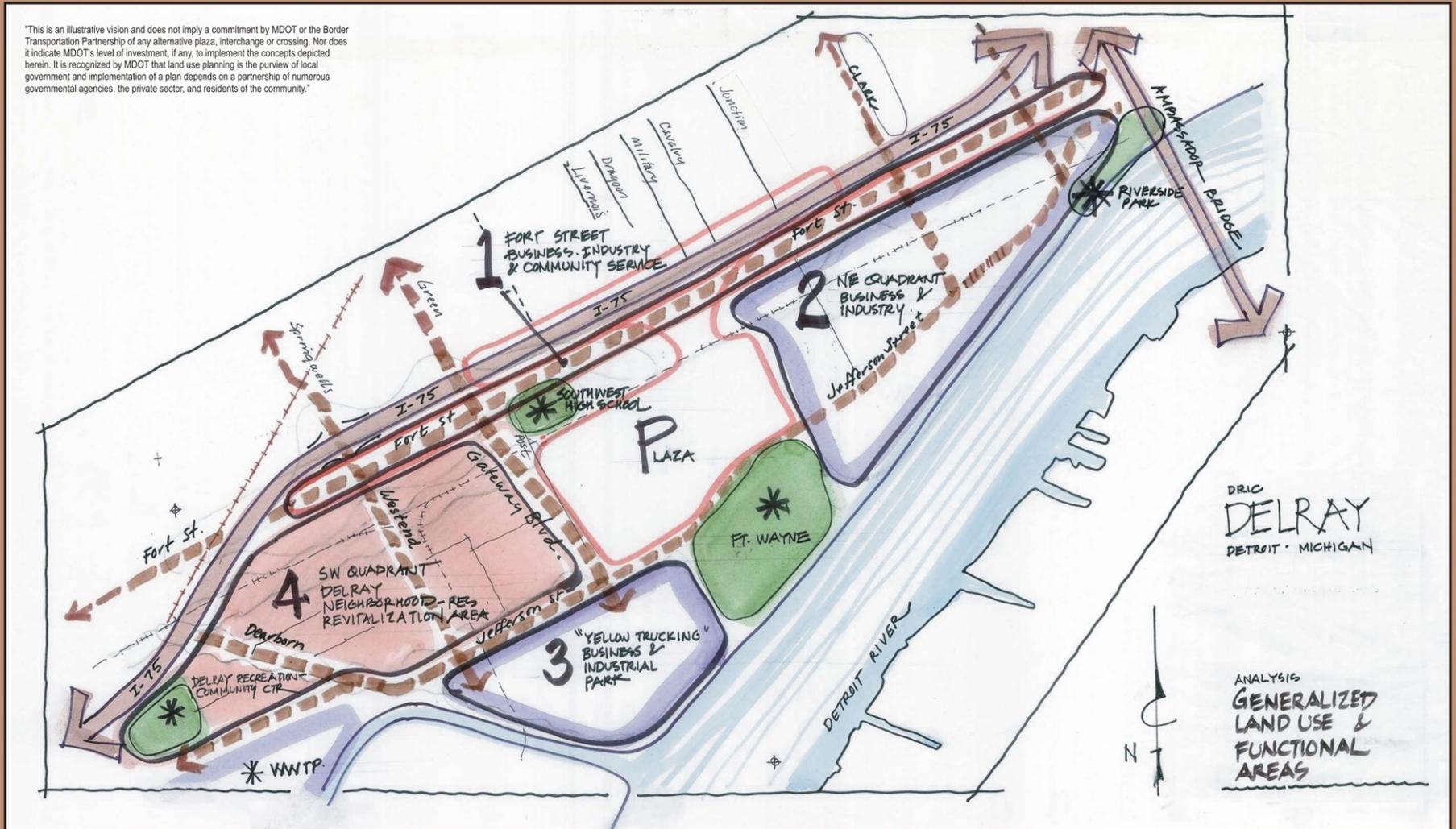
1. Enhance the development of Fort Wayne, its connection to the community and new plaza (international welcome center).
2. Connect adjacent communities with common greenways, commercial / business districts, and residential developments.
3. Buffer DWSD, Zug Island, and future plaza from existing and future residential developments. Also, buffer SWHS from plaza functions.
4. Develop and redevelop commercial areas in "Old Delray" and along Fort Street.
5. Encourage "clean industrial" development near east end of study area.
6. Balance development of commercial / business, industrial, and residential development.
7. Maintain and re-establish direct vehicular connections to the Downriver and Downtown Detroit areas (West Jefferson Avenue).
8. Improve riverfront access for residents through recreational connections.

Detroit River International Crossing Study

Detroit River International Crossing

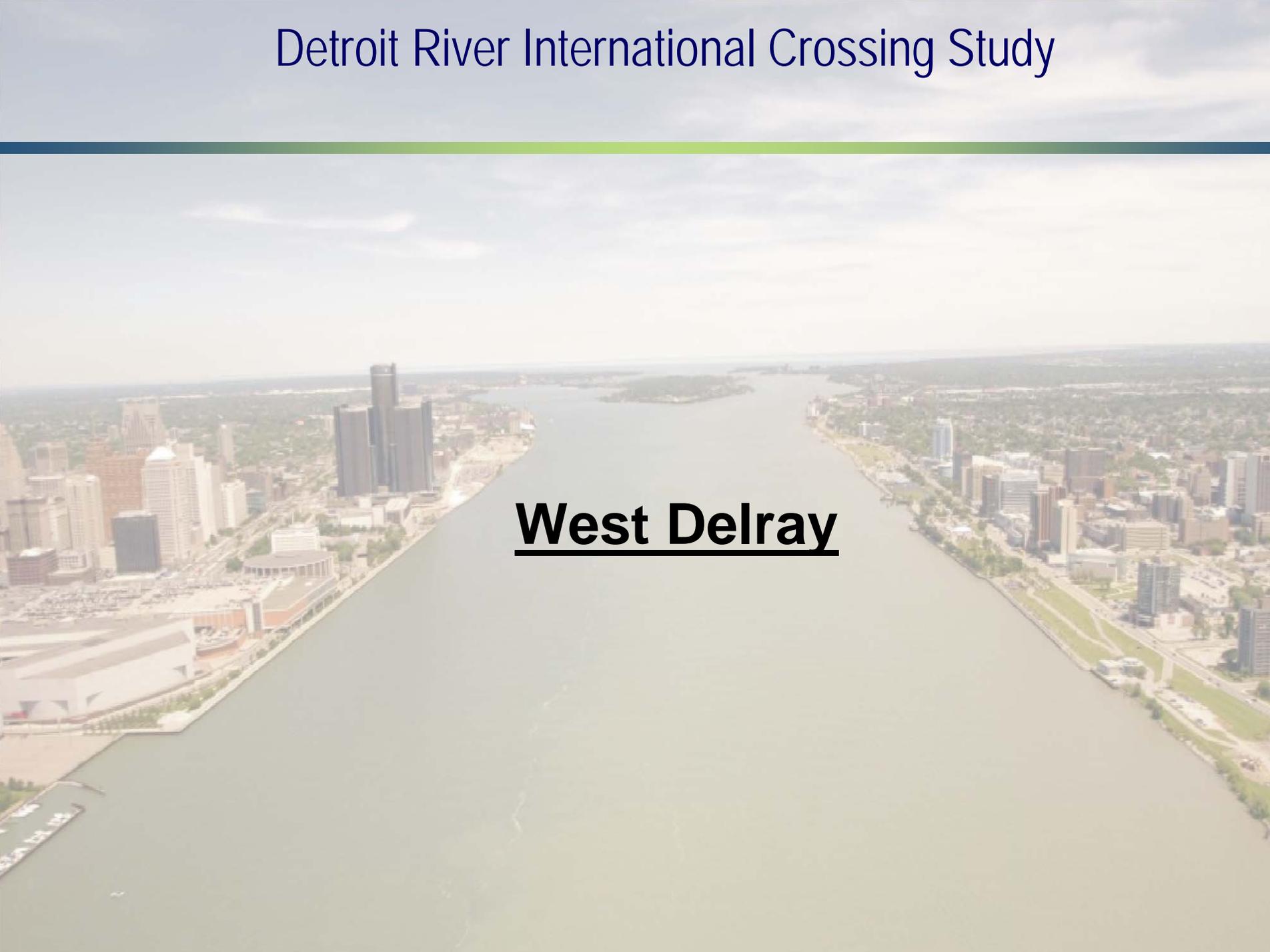
Generalized Land Use Concept and Functional Areas

"This is an illustrative vision and does not imply a commitment by MDOT or the Border Transportation Partnership of any alternative plaza, interchange or crossing. Nor does it indicate MDOT's level of investment, if any, to implement the concepts depicted herein. It is recognized by MDOT that land use planning is the purview of local government and implementation of a plan depends on a partnership of numerous governmental agencies, the private sector, and residents of the community."



Detroit River International Crossing Study

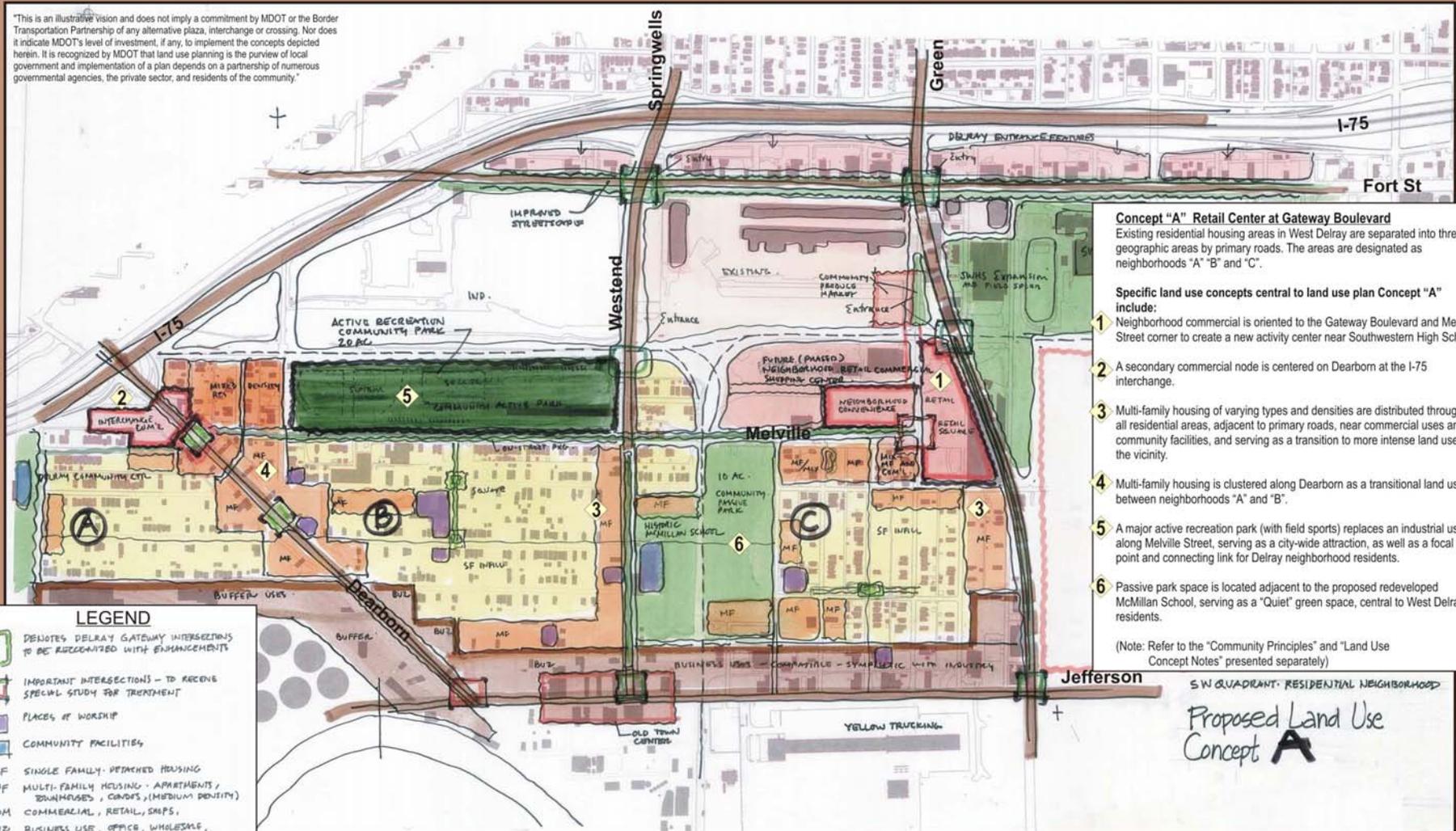
West Delray

An aerial photograph of the Detroit River, showing the city of Detroit on the left and Windsor, Ontario on the right. The river flows from the background towards the foreground. The text "West Delray" is overlaid in the center of the river, underlined and in bold black font. The sky is overcast with grey clouds. A green horizontal bar is visible at the top of the image, below the title.

Detroit River International Crossing Study

Detroit River International Crossing West Delray Land Use Concept A

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Concept "A" Retail Center at Gateway Boulevard
Existing residential housing areas in West Delray are separated into three geographic areas by primary roads. The areas are designated as neighborhoods "A" "B" and "C".

Specific land use concepts central to land use plan Concept "A" include:

- 1 Neighborhood commercial is oriented to the Gateway Boulevard and Melville Street corner to create a new activity center near Southwestern High School.
- 2 A secondary commercial node is centered on Dearborn at the I-75 interchange.
- 3 Multi-family housing of varying types and densities are distributed throughout all residential areas, adjacent to primary roads, near commercial uses and community facilities, and serving as a transition to more intense land uses in the vicinity.
- 4 Multi-family housing is clustered along Dearborn as a transitional land use between neighborhoods "A" and "B".
- 5 A major active recreation park (with field sports) replaces an industrial use along Melville Street, serving as a city-wide attraction, as well as a focal point and connecting link for Delray neighborhood residents.
- 6 Passive park space is located adjacent to the proposed redeveloped McMillan School, serving as a "Quiet" green space, central to West Delray residents.

(Note: Refer to the "Community Principles" and "Land Use Concept Notes" presented separately)

SW QUADRANT, RESIDENTIAL NEIGHBORHOOD
Proposed Land Use Concept A

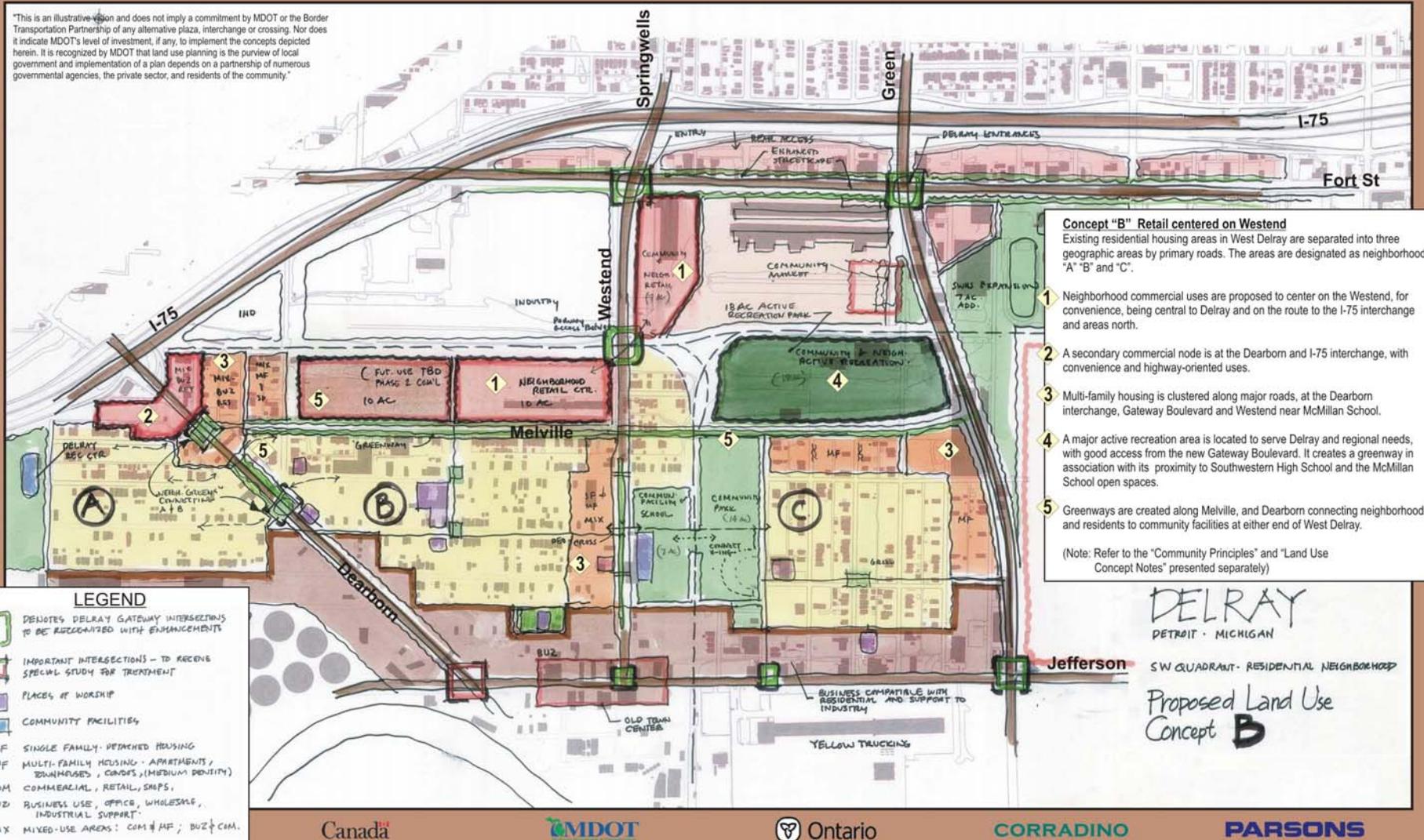
LEGEND

- DENOTES DELRAY GATEWAY INTERSECTIONS TO BE RECOGNIZED WITH ENHANCEMENTS
- IMPORTANT INTERSECTIONS - TO RECEIVE SPECIAL STUDY FOR TREATMENT
- PLACES OF WORSHIP
- COMMUNITY FACILITIES
- SF SINGLE FAMILY, DETACHED HOUSING
- MF MULTI-FAMILY HOUSING - APARTMENTS, TOWNHOUSES, CONDOS, (MEDIUM DENSITY)
- COM COMMERCIAL, RETAIL, SHOPS
- BUZ BUSINESS USE, OFFICE, WHOLESALE, INDUSTRIAL SUPPORT
- MIX MIXED-USE AREAS: COM + MF; BUZ + COM

Detroit River International Crossing Study

Detroit River International Crossing West Delray Land Use Concept B

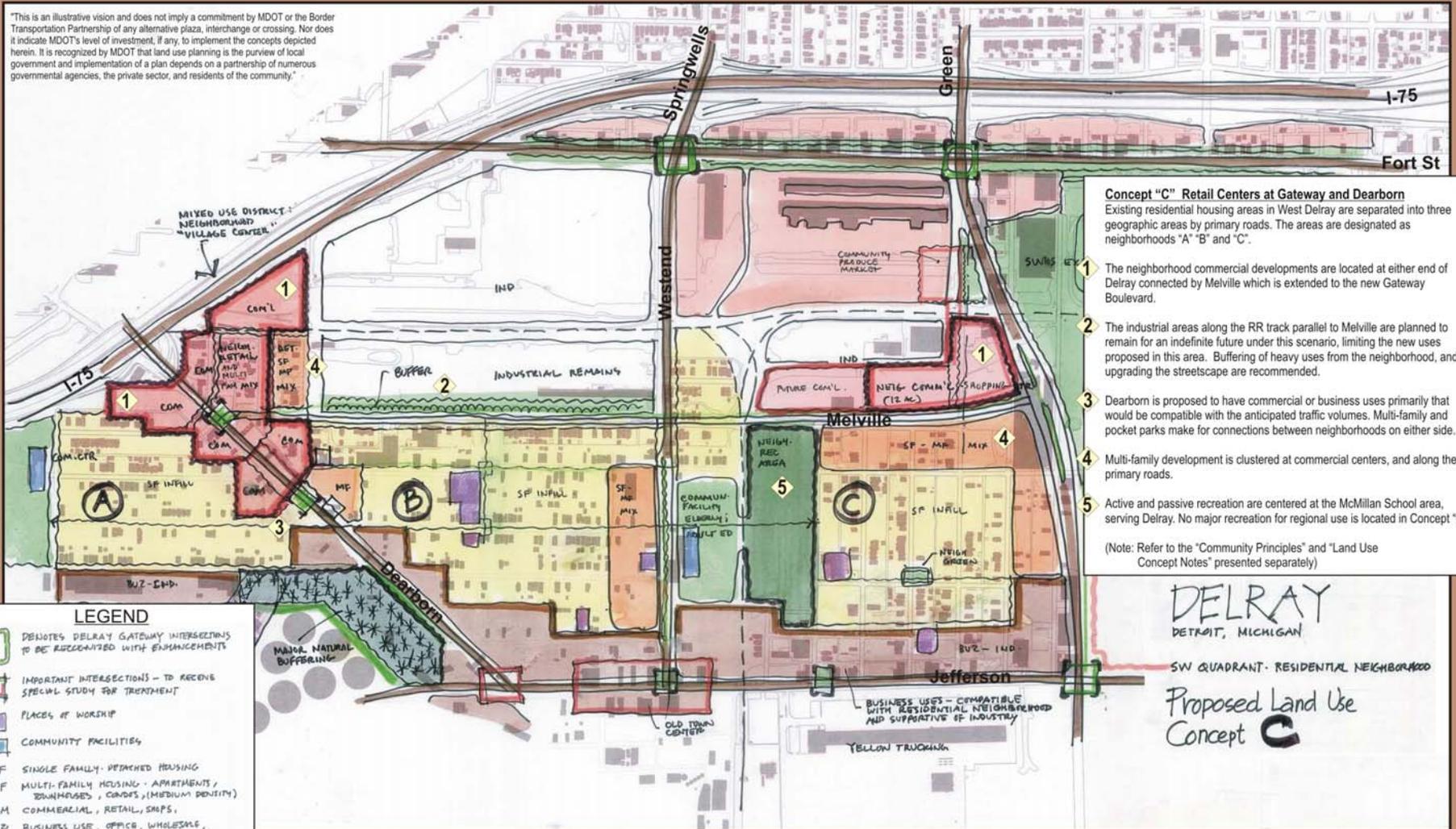
"This is an illustrative vision and does not imply a commitment by MDOT or the Border Transportation Partnership of any alternative plaza, interchange or crossing. Nor does it indicate MDOT's level of investment, if any, to implement the concepts depicted herein. It is recognized by MDOT that land use planning is the purview of local government and implementation of a plan depends on a partnership of numerous governmental agencies, the private sector, and residents of the community."



Detroit River International Crossing Study

Detroit River International Crossing West Delray Land Use Concept C

"This is an illustrative vision and does not imply a commitment by MDOT or the Border Transportation Partnership of any alternative plaza, interchange or crossing. Nor does it indicate MDOT's level of investment, if any, to implement the concepts depicted herein. It is recognized by MDOT that land use planning is the purview of local government and implementation of a plan depends on a partnership of numerous governmental agencies, the private sector, and residents of the community."



Concept "C" Retail Centers at Gateway and Dearborn
Existing residential housing areas in West Delray are separated into three geographic areas by primary roads. The areas are designated as neighborhoods "A" "B" and "C".

- 1 The neighborhood commercial developments are located at either end of Delray connected by Melville which is extended to the new Gateway Boulevard.
- 2 The industrial areas along the RR track parallel to Melville are planned to remain for an indefinite future under this scenario, limiting the new uses proposed in this area. Buffering of heavy uses from the neighborhood, and upgrading the streetscape are recommended.
- 3 Dearborn is proposed to have commercial or business uses primarily that would be compatible with the anticipated traffic volumes. Multi-family and pocket parks make for connections between neighborhoods on either side.
- 4 Multi-family development is clustered at commercial centers, and along the primary roads.
- 5 Active and passive recreation are centered at the McMillan School area, serving Delray. No major recreation for regional use is located in Concept "C".

(Note: Refer to the "Community Principles" and "Land Use Concept Notes" presented separately)

DELRAY
DETROIT, MICHIGAN

SW QUADRANT: RESIDENTIAL NEIGHBORHOOD

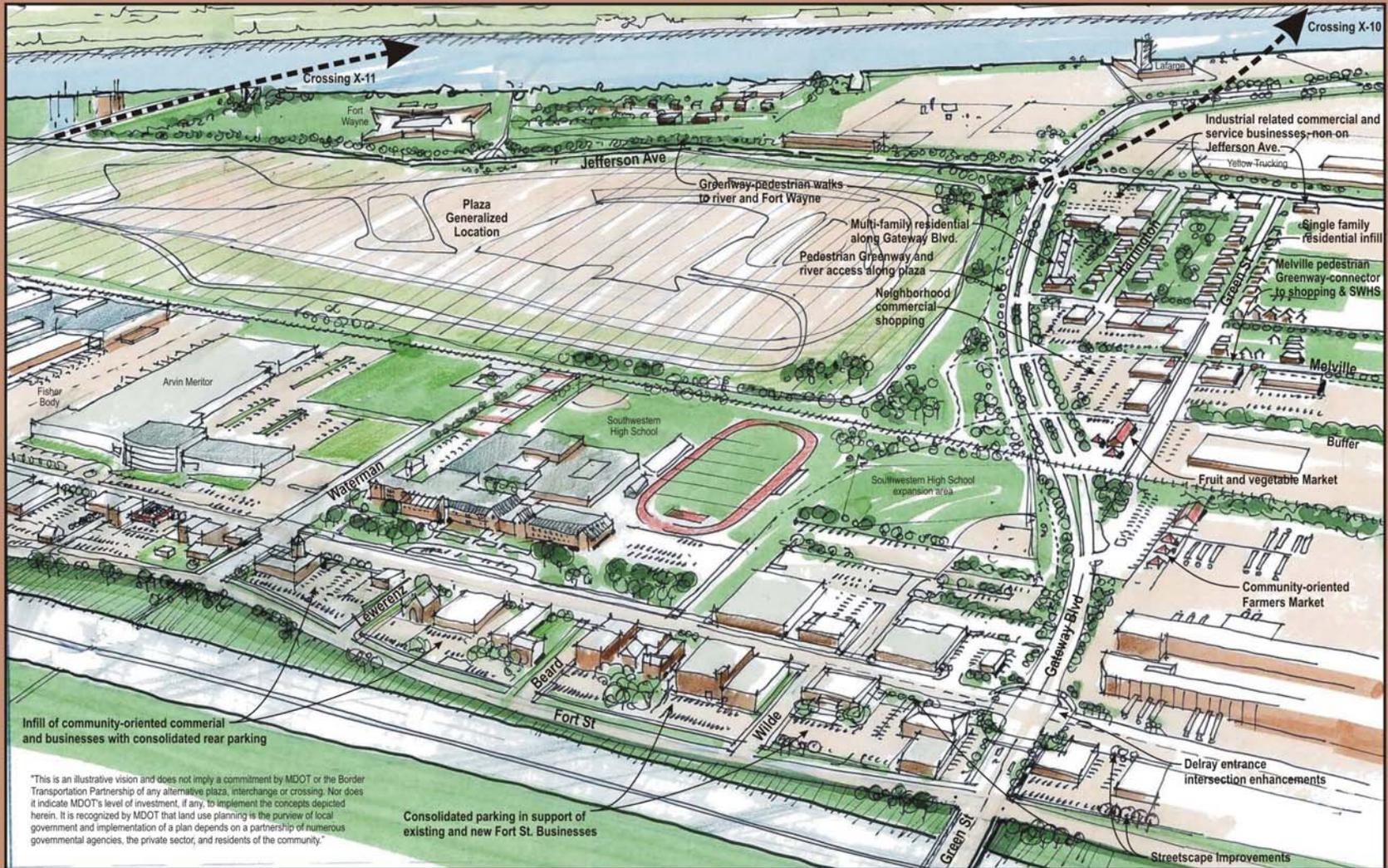
Proposed Land Use
Concept **C**

- LEGEND**
- DENOTES DELRAY GATEWAY INTERSECTIONS TO BE RECOGNIZED WITH ENHANCEMENTS
 - IMPORTANT INTERSECTIONS - TO RECEIVE SPECIAL STUDY FOR TREATMENT
 - PLACES OF WORKSHIP
 - COMMUNITY FACILITIES
 - SF SINGLE FAMILY DETACHED HOUSING
 - MF MULTI-FAMILY HOUSING - APARTMENTS, TOWNHOUSES, CONDOS, (MEDIUM DENSITY)
 - COM COMMERCIAL, RETAIL, SHOPS
 - BUZ BUSINESS USE, OFFICE, WHOLESALE, INDUSTRIAL SUPPORT
 - MIX MIXED-USE AREAS: COM & MF; BUZ & COM

Detroit River International Crossing Study

Detroit River International Crossing

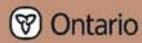
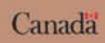
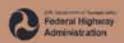
View of West Delray Proposed Land Use



Infill of community-oriented commercial and businesses with consolidated rear parking

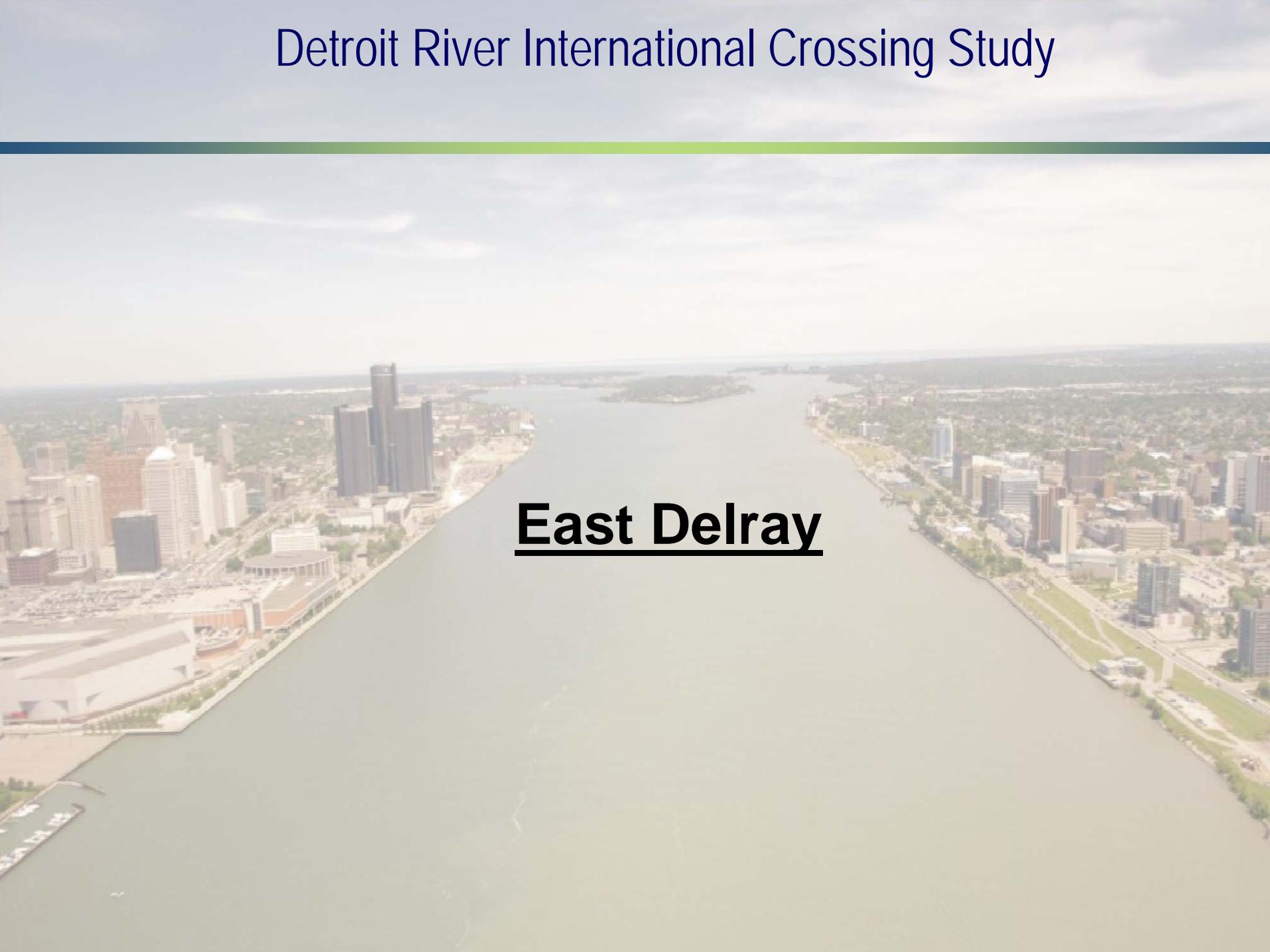
"This is an illustrative vision and does not imply a commitment by MDOT or the Border Transportation Partnership of any alternative plaza, interchange or crossing. Nor does it indicate MDOT's level of investment, if any, to implement the concepts depicted herein. It is recognized by MDOT that land use planning is the purview of local government and implementation of a plan depends on a partnership of numerous governmental agencies, the private sector, and residents of the community."

Consolidated parking in support of existing and new Fort St. Businesses



Detroit River International Crossing Study

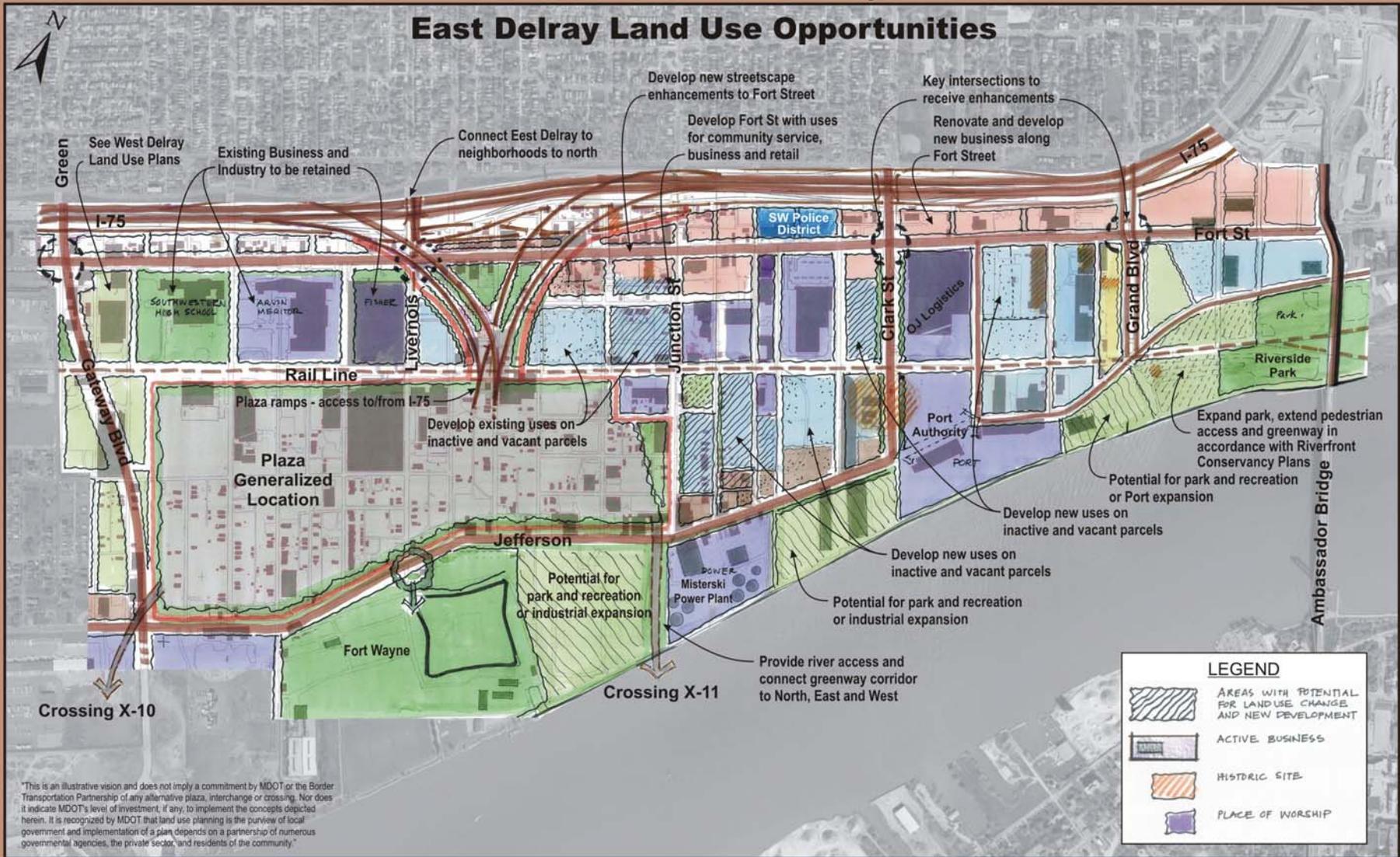
East Delray

An aerial photograph of the Detroit River, showing the city of Detroit on the left and Windsor, Ontario on the right. The river flows from the background towards the foreground. The text "East Delray" is overlaid in the center of the river, underlined and in bold black font. The sky is overcast with grey clouds. A green horizontal bar is visible at the top of the image, below the title.

Detroit River International Crossing Study

Detroit River International Crossing

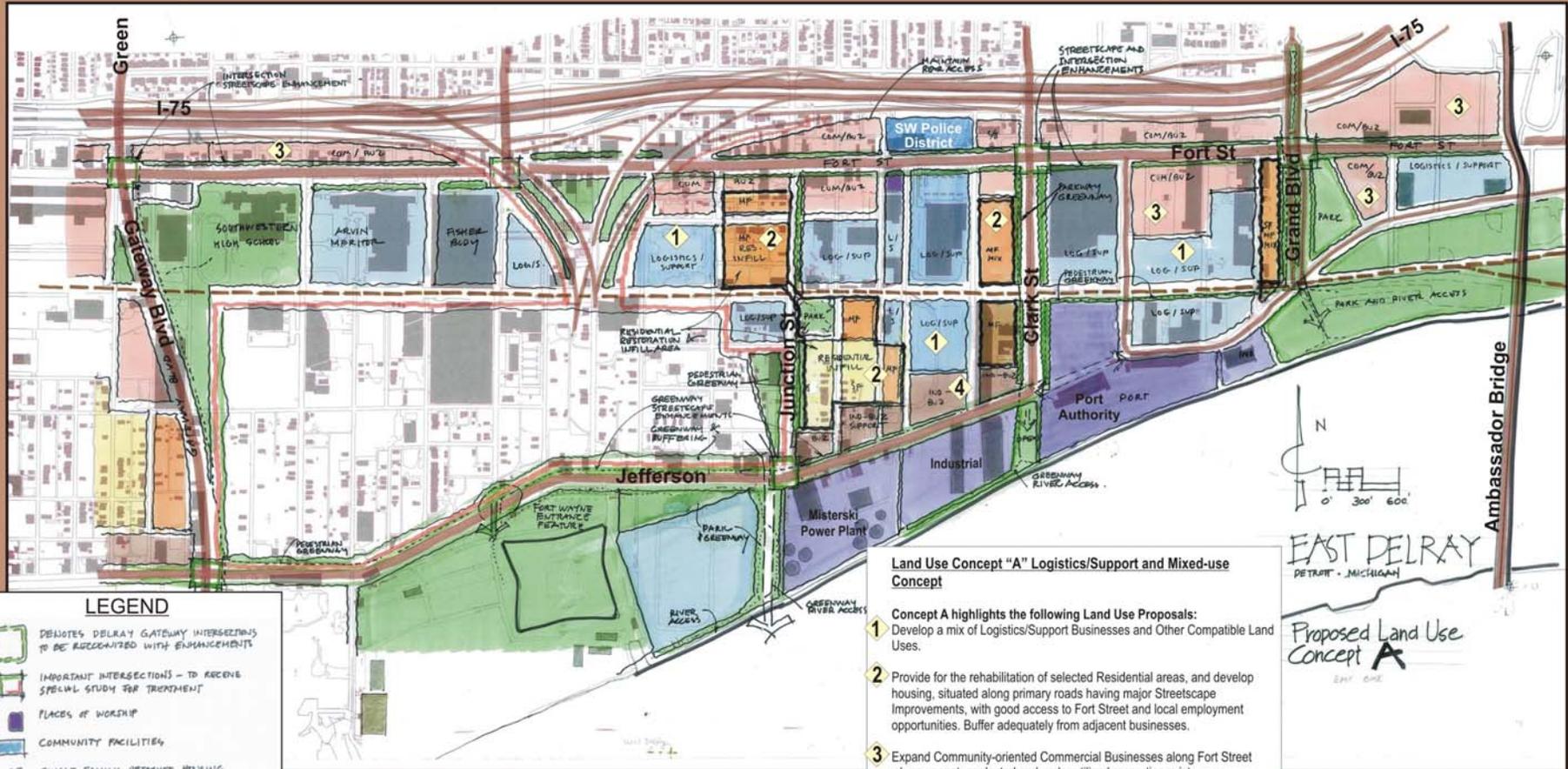
East Delray Land Use Opportunities



Detroit River International Crossing Study

Detroit River International Crossing

East Delray Proposed Land Use Concept A



LEGEND

- DENOTES DELRAY GATEWAY INTERSECTIONS TO BE RECOGNIZED WITH ENHANCEMENTS
- IMPORTANT INTERSECTIONS - TO RECEIVE SPECIAL STUDY FOR TREATMENT
- PLACES OF WORSHIP
- COMMUNITY FACILITIES
- SF SINGLE FAMILY, DETACHED HOUSING
- MF MULTI-FAMILY HOUSING - APARTMENTS, TOWNHOMES, CONDOS (MEDIUM DENSITY)
- COM COMMERCIAL, RETAIL, SHOPS,
- BUD BUSINESS USE, OFFICE, WHOLESALE, INDUSTRIAL SUPPORT
- MIX MIXED-USE AREAS: COM & MF; BUD & COM.
- IND INDUSTRIAL
- LOG/SUP LOGISTICS/SUPPORT TYPE BUSINESSES

Land Use Concept "A" Logistics/Support and Mixed-use Concept

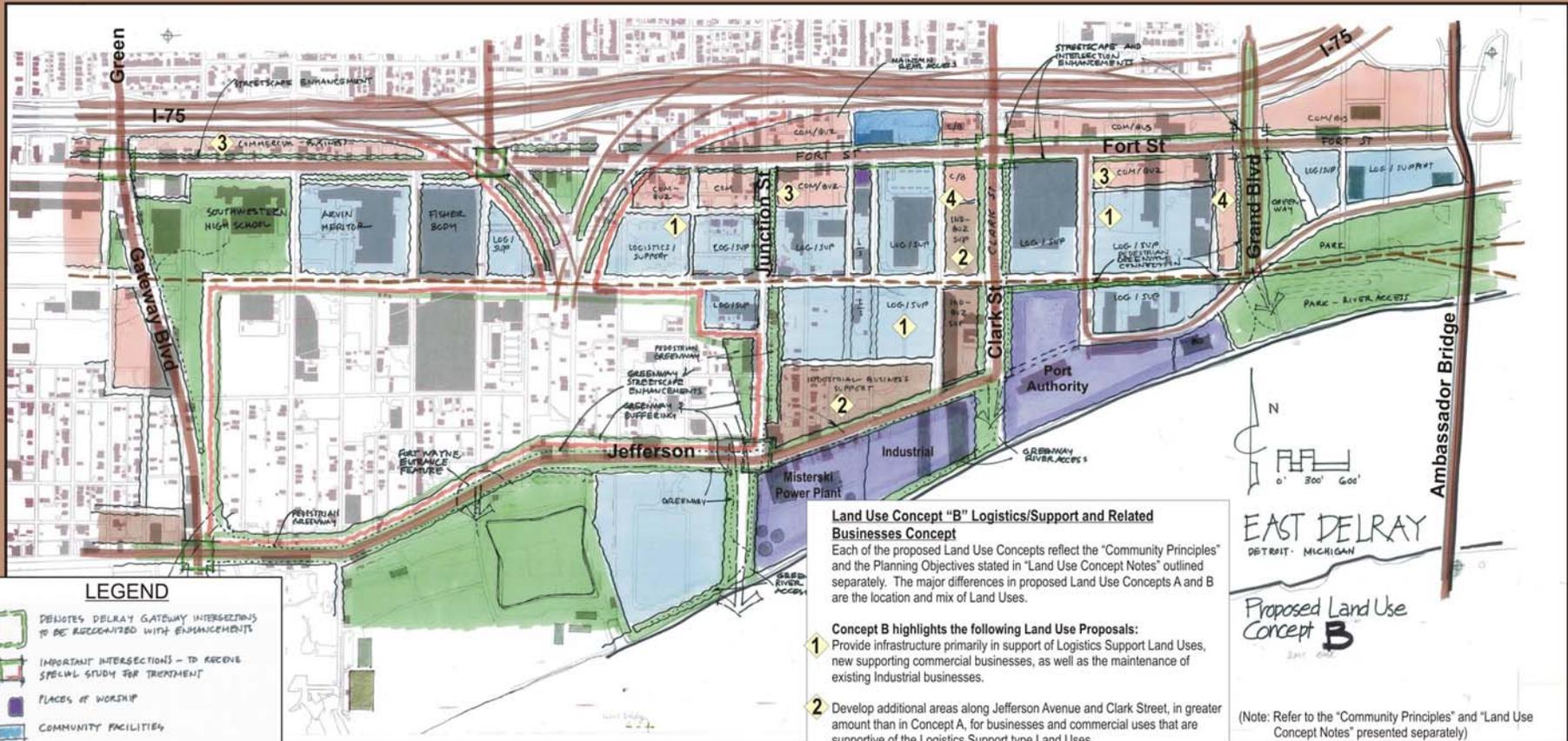
- 1** Concept A highlights the following Land Use Proposals:
Develop a mix of Logistics/Support Businesses and Other Compatible Land Uses.
- 2** Provide for the rehabilitation of selected Residential areas, and develop housing, situated along primary roads having major Streetscape Improvements, with good access to Fort Street and local employment opportunities. Buffer adequately from adjacent businesses.
- 3** Expand Community-oriented Commercial Businesses along Fort Street where vacant, neglected and under utilized properties exist.
- 4** Encourage new Community Businesses along Jefferson Avenue and Clark Street in support of Logistics Support type businesses.

(Note: Refer to the "Community Principles" and "Land Use Concept Notes" presented separately)

Detroit River International Crossing Study

Detroit River International Crossing

East Delray Proposed Land Use Concept B



LEGEND

- DENOTES DELRAY GATEWAY INTERSECTIONS TO BE RECOGNIZED WITH ENHANCEMENTS
- IMPORTANT INTERSECTIONS - TO RECEIVE SPECIAL STUDY FOR TREATMENT
- PLACES OF WORSHIP
- COMMUNITY FACILITIES
- SF SINGLE FAMILY, DETACHED HOUSING
- MF MULTI-FAMILY HOUSING - APARTMENTS, TOWNHOMES, CONDOS (MEDIUM DENSITY)
- COM COMMERCIAL, RETAIL, SHOPS,
- BUD BUSINESS USE, OFFICE, WHOLESALE, INDUSTRIAL SUPPORT
- MIX MIXED-USE AREAS: COM & MF; BUZ & COM.
- IND INDUSTRIAL
- LOG/SUP LOGISTICS/SUPPORT TYPE BUSINESSES

Land Use Concept "B" Logistics/Support and Related Businesses Concept

Each of the proposed Land Use Concepts reflect the "Community Principles" and the Planning Objectives stated in "Land Use Concept Notes" outlined separately. The major differences in proposed Land Use Concepts A and B are the location and mix of Land Uses.

Concept B highlights the following Land Use Proposals:

- 1 Provide infrastructure primarily in support of Logistics Support Land Uses, new supporting commercial businesses, as well as the maintenance of existing Industrial businesses.
- 2 Develop additional areas along Jefferson Avenue and Clark Street, in greater amount than in Concept A, for businesses and commercial uses that are supportive of the Logistics Support type Land Uses.
- 3 Develop Community Commercial and Retail Land Uses along the Fort Street Corridor, in more modest dimension, than in Concept A.
- 4 Provide for Residential rehabilitation or construction only in mixed-use zones, with compatible uses along Grand Boulevard or Fort Street.

EAST DELRAY
DETROIT - MICHIGAN

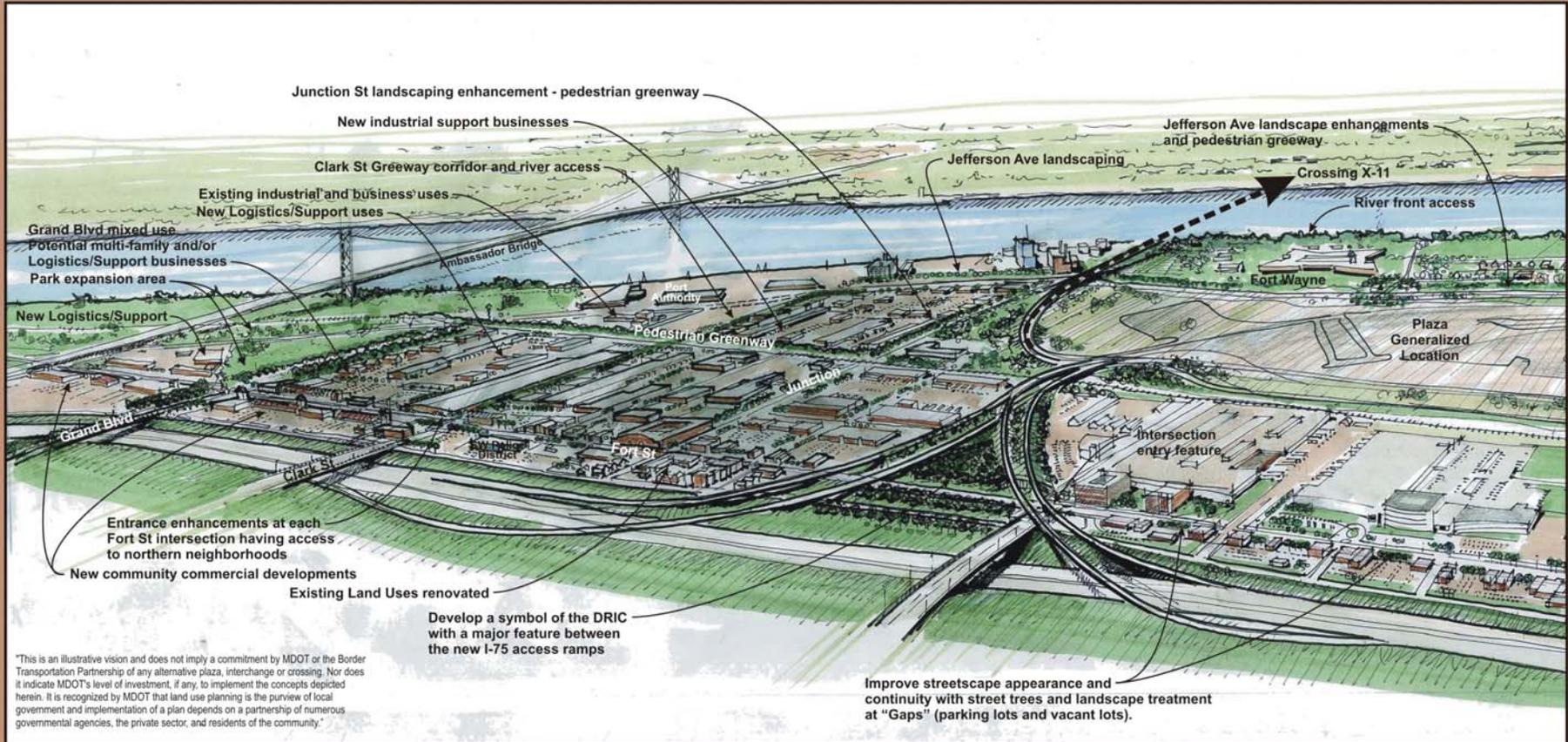
Proposed Land Use Concept B

(Note: Refer to the "Community Principles" and "Land Use Concept Notes" presented separately)

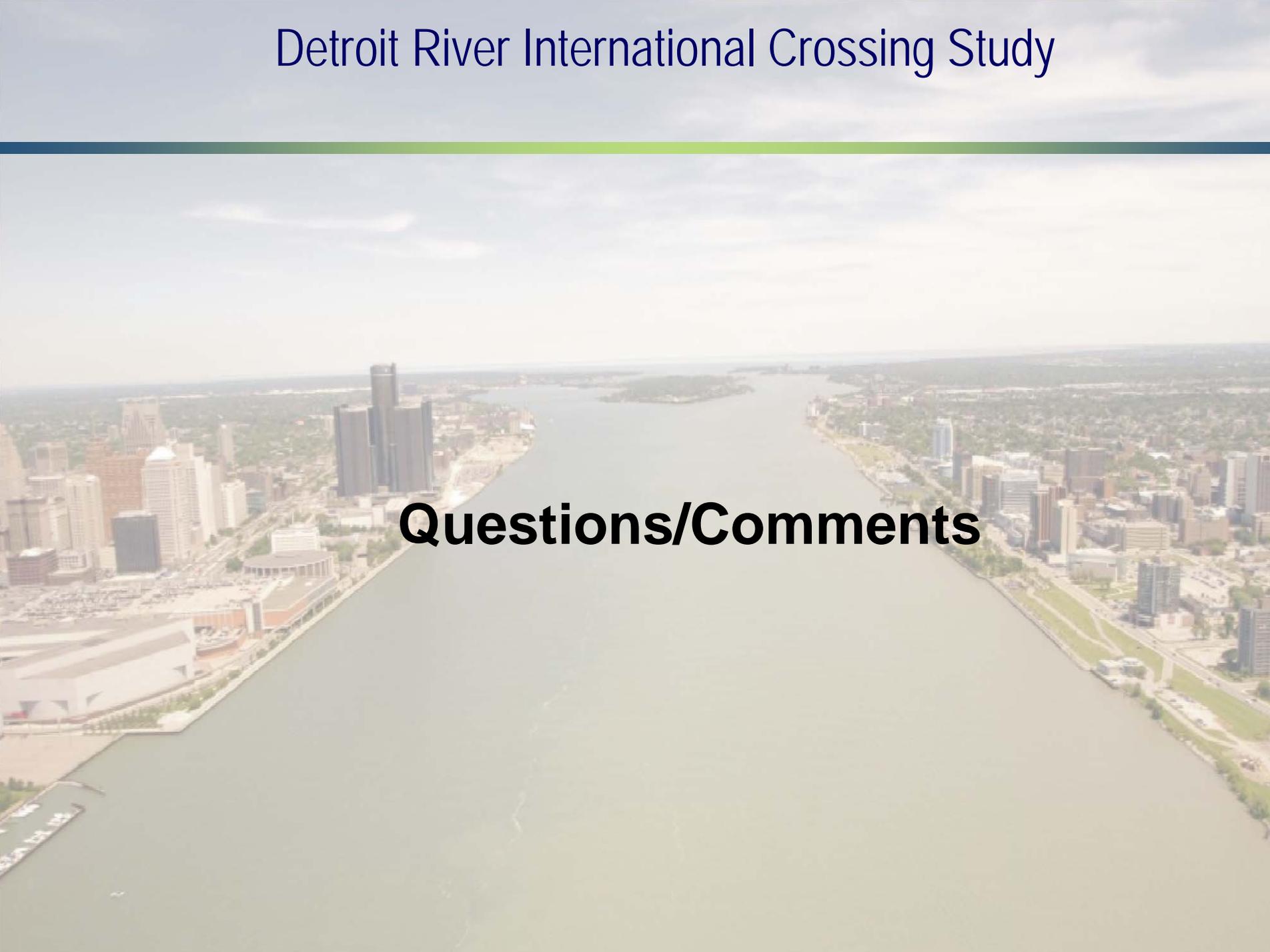
Detroit River International Crossing Study

Detroit River International Crossing

View of East Delray Proposed Land Use



Detroit River International Crossing Study

An aerial photograph of the Detroit River, showing the city of Detroit on the left and Windsor, Ontario on the right. The river flows from the background towards the foreground. The text "Questions/Comments" is overlaid in the center of the river.

Questions/Comments

Detroit River International Crossing Study

- **Additional Preliminary Impact Data**

- ✓ **“Gateway Boulevard”**

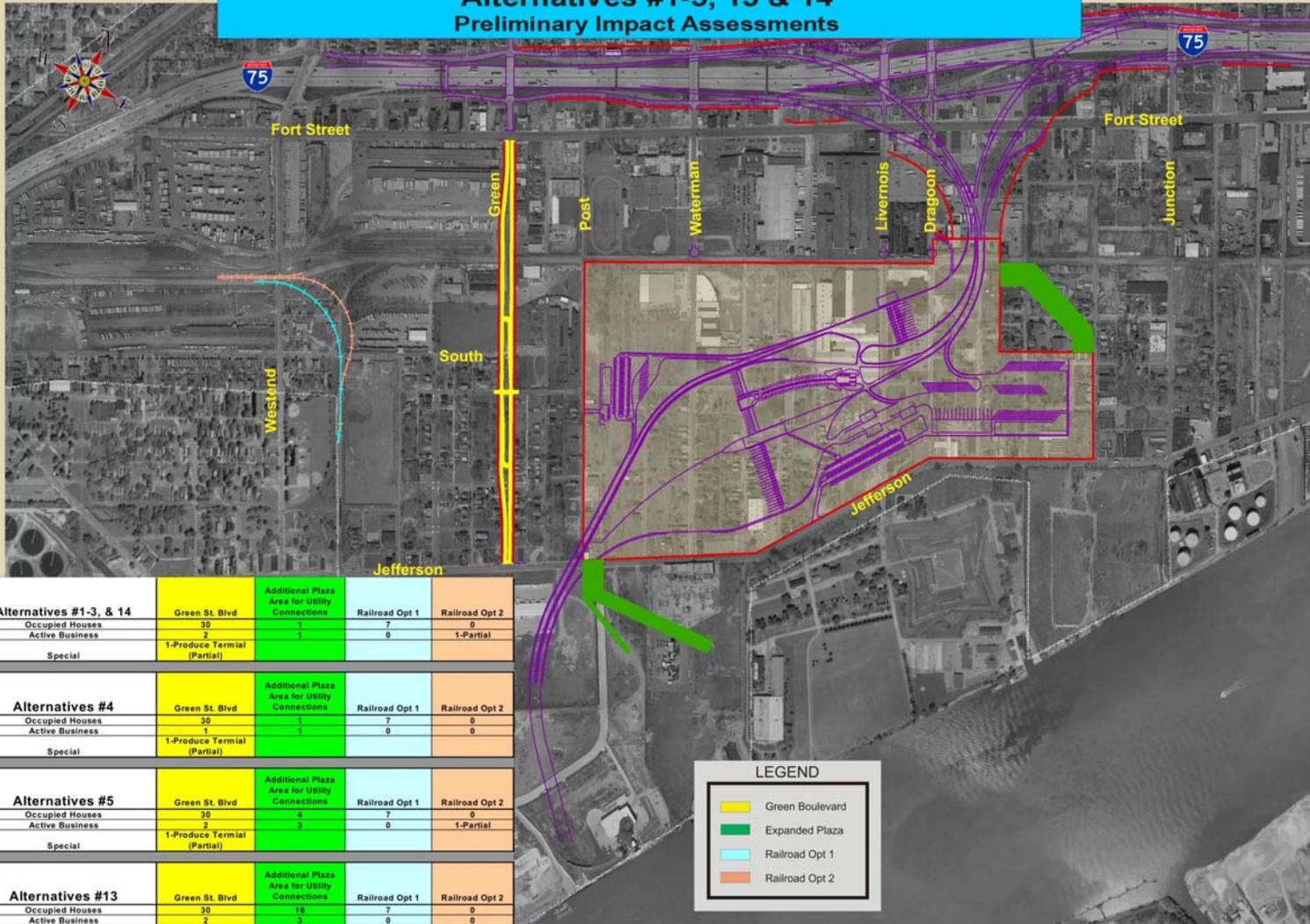
- ✓ **Expanded Plaza for Utility Relocation**

- ✓ **Proposed Railroad Connector**

Detroit River International Crossing Study

Detroit River International Crossing Green Boulevard and Additional Plaza goes with Alternatives #1-5, 13 & 14 Preliminary Impact Assessments

PRELIMINARY
(AS OF 3/21/07)



Alternatives #1-3, & 14	Green St. Blvd	Additional Plaza Area for Utility Connections	Railroad Opt 1	Railroad Opt 2
Occupied Houses	30	1	7	0
Active Business	2	1	0	1-Partial
Special	1-Produce Terminal (Partial)			

Alternatives #4	Green St. Blvd	Additional Plaza Area for Utility Connections	Railroad Opt 1	Railroad Opt 2
Occupied Houses	30	1	7	0
Active Business	1	1	0	0
Special	1-Produce Terminal (Partial)			

Alternatives #5	Green St. Blvd	Additional Plaza Area for Utility Connections	Railroad Opt 1	Railroad Opt 2
Occupied Houses	30	4	7	0
Active Business	2	3	0	1-Partial
Special	1-Produce Terminal (Partial)			

Alternatives #13	Green St. Blvd	Additional Plaza Area for Utility Connections	Railroad Opt 1	Railroad Opt 2
Occupied Houses	30	15	7	0
Active Business	2	1	0	0
Special	1-Produce Terminal (Partial)	1-Family Independence Agency		

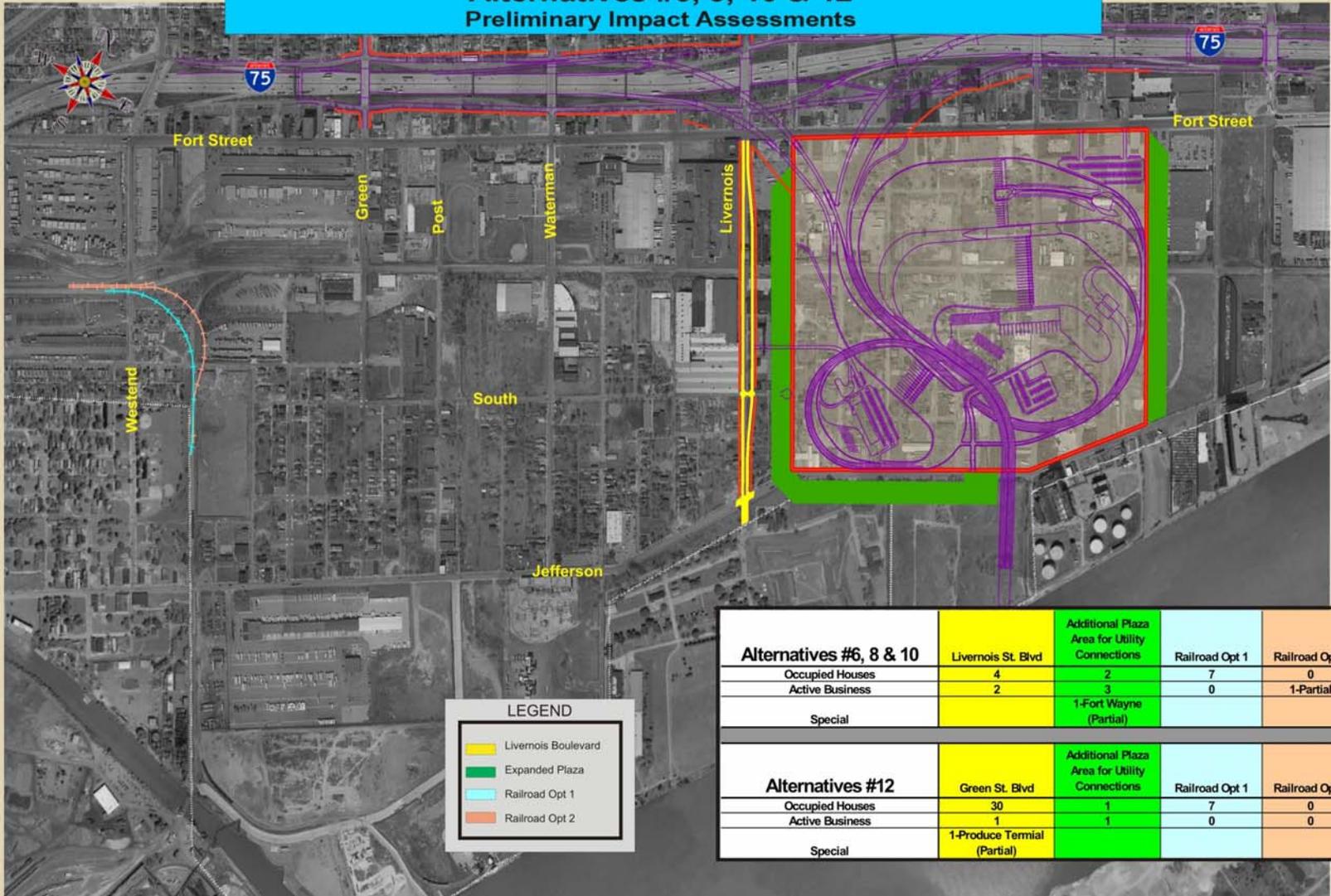
LEGEND

- Green Boulevard
- Expanded Plaza
- Railroad Opt 1
- Railroad Opt 2

Detroit River International Crossing Study

Detroit River International Crossing Livernois Boulevard and Additional Plaza goes with Alternatives #6, 8, 10 & 12 Preliminary Impact Assessments

PRELIMINARY
(AS OF 3/21/07)



LEGEND

- Livernois Boulevard
- Expanded Plaza
- Railroad Opt 1
- Railroad Opt 2

Alternatives #6, 8 & 10	Livernois St. Blvd	Additional Plaza Area for Utility Connections	Railroad Opt 1	Railroad Opt 2
Occupied Houses	4	2	7	0
Active Business	2	3	0	1-Partial
Special		1-Fort Wayne (Partial)		

Alternatives #12	Green St. Blvd	Additional Plaza Area for Utility Connections	Railroad Opt 1	Railroad Opt 2
Occupied Houses	30	1	7	0
Active Business	1	1	0	0
Special	1-Produce Terminal (Partial)			

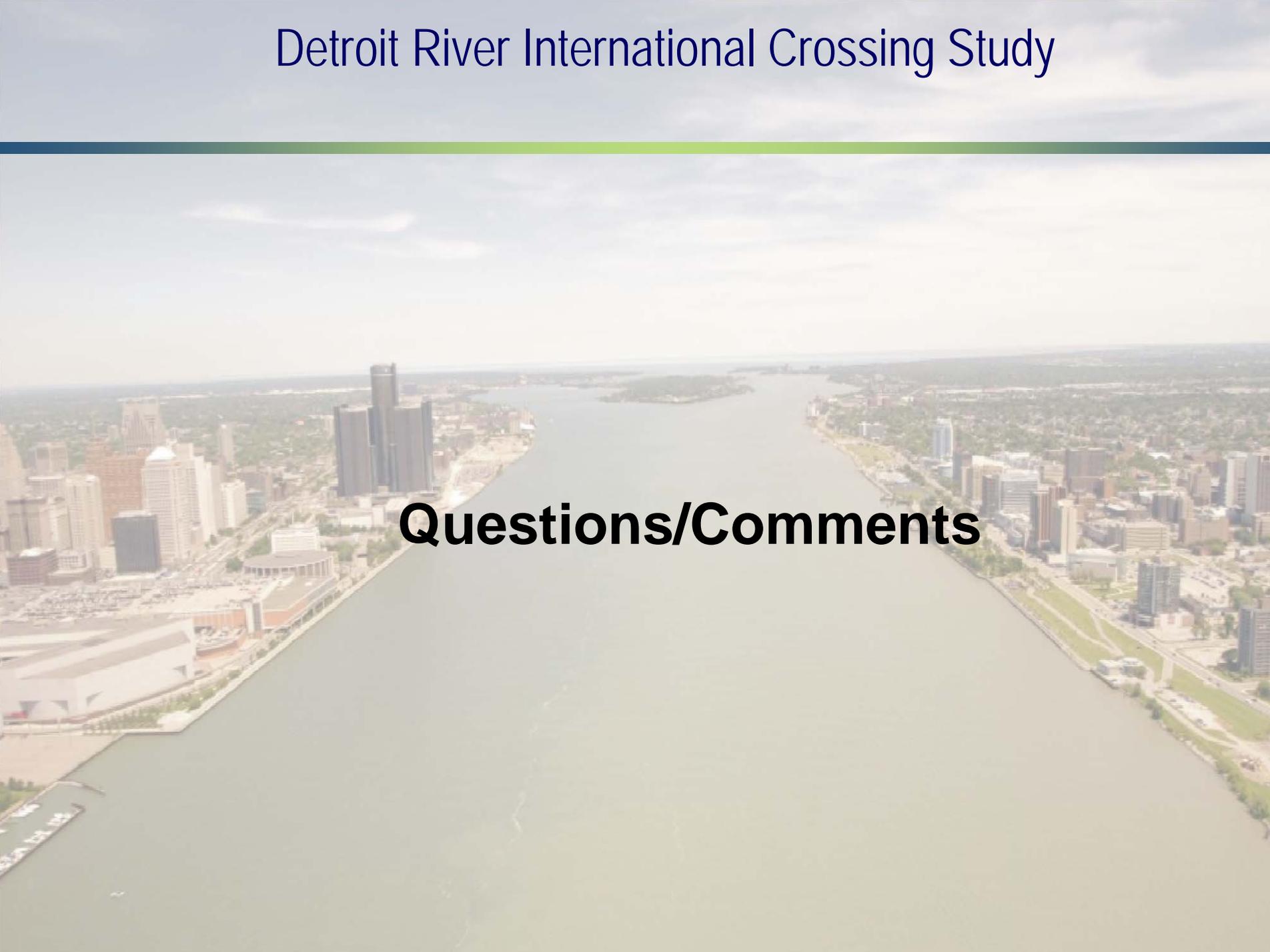
Detroit River International Crossing Study

Detroit River International Crossing Post/Green Boulevard and Additional Plaza goes with Alternatives #7, 9 & 11 Preliminary Impact Assessments

PRELIMINARY
(AS OF 3/21/07)



Detroit River International Crossing Study

An aerial photograph of the Detroit River, showing the city of Detroit on the left and Windsor, Ontario on the right. The river flows from the background towards the foreground. The text "Questions/Comments" is overlaid in the center of the river.

Questions/Comments

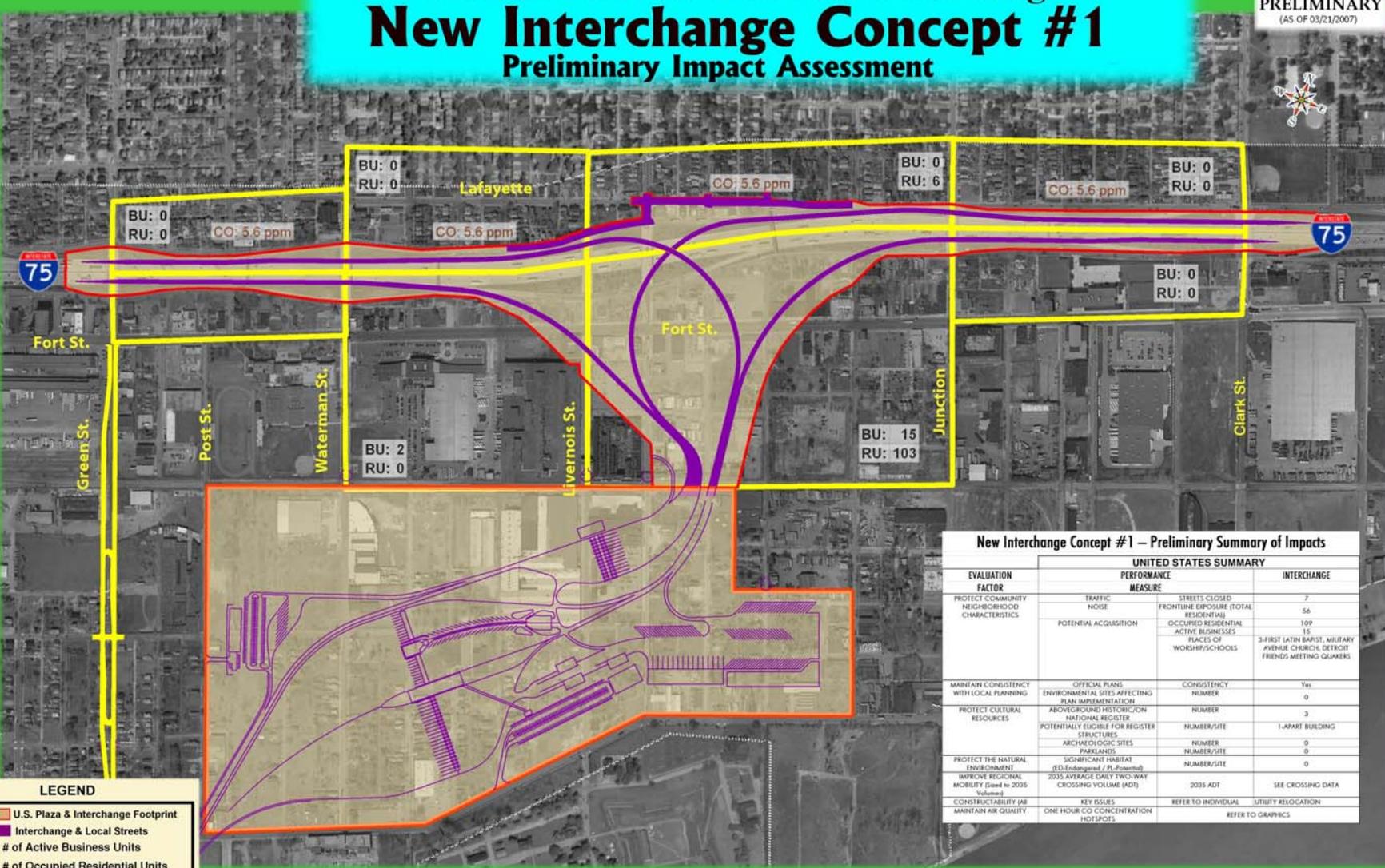
Detroit River International Crossing Study

- **Additional Preliminary Impact Data**
 - ✓ **New Interchanges**

Detroit River International Crossing Study

Detroit River International Crossing New Interchange Concept #1 Preliminary Impact Assessment

PRELIMINARY
(AS OF 03/21/2007)



LEGEND

- U.S. Plaza & Interchange Footprint
- Interchange & Local Streets
- BU: # of Active Business Units
- RU: # of Occupied Residential Units

New Interchange Concept #1 – Preliminary Summary of Impacts

EVALUATION FACTOR	UNITED STATES SUMMARY		
	PERFORMANCE MEASURE		INTERCHANGE
PROTECT COMMUNITY NEIGHBORHOOD CHARACTERISTICS	TRAFFIC NOISE	STREETS CLOSED	7
	POTENTIAL ACQUISITION	FRONTLINE EXPOSURE (TOTAL RESIDENTIAL)	58
		OCCUPIED RESIDENTIAL ACTIVE BUSINESSES	189
		PLACES OF WORSHIP/SCHOOLS	15
		PLACES OF WORSHIP/SCHOOLS	3-FIRST LATER BARGE, MILITARY AVENUE CHURCH, DETROIT FRIENDS MEETING QUAKERS
MAINTAIN CONSISTENCY WITH LOCAL PLANNING	ENVIRONMENTAL SITES AFFECTING PLAN IMPLEMENTATION	CONSISTENCY NUMBER	Yes 0
	PROTECT CULTURAL RESOURCES	POTENTIALLY ELIGIBLE FOR REGISTER STRUCTURES	NUMBER
		NUMBER/SITE	1-APART BUILDING
		NUMBER/SITE	0
		NUMBER/SITE	0
PROTECT THE NATURAL ENVIRONMENT	SIGNIFICANT HABITAT (E3-Endangered / PL-Potential)	NUMBER/SITE	0
IMPROVE REGIONAL MOBILITY (based on 2035 Volume)	2035 AVERAGE DAILY TWO-WAY CROSSING VOLUME (ADT)	2035 ADT	SEE CROSSING DATA
CONSTRUCTABILITY (M)	KEY ISSUES	REFER TO INDIVIDUAL	UTILITY RELOCATION
MAINTAIN AIR QUALITY	ONE HOUR CO CONCENTRATION HOTSPOTS	REFER TO GRAPHICS	

Interchange #1

- Advantages:
 - Maintains Clark and Springwells Interchanges.
 - Localizes impacts to Service Drives.
 - Requires less ROW.
 - Reduces impacts North of I-75.
 - Localizes impact to Delray.
 - Lessens bridge area.
 - Reduces number of bridges over Fort Street.

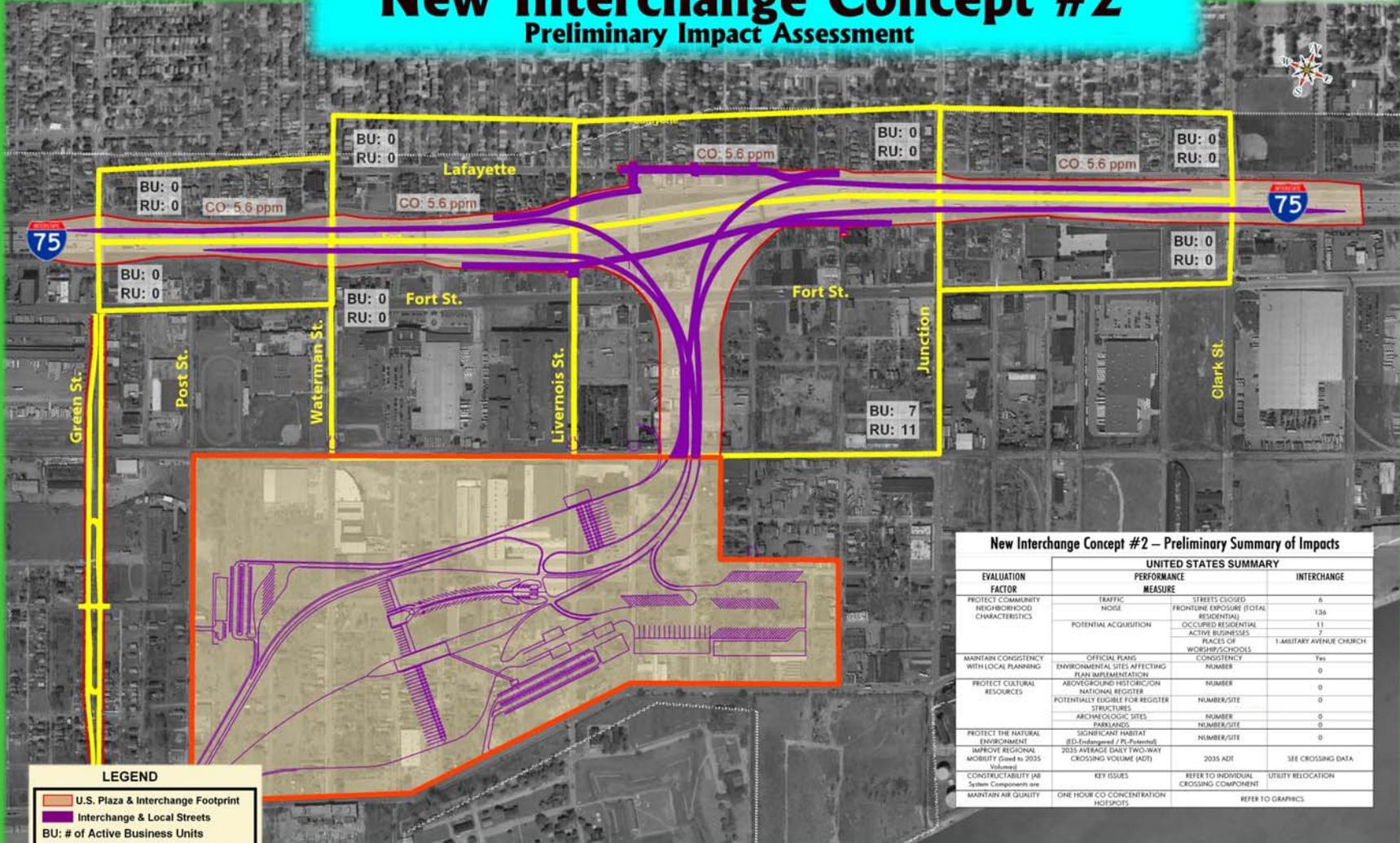
Interchange #1

- Disadvantages:
 - Lowers Design speed 30 MPH.
 - Closes Dragoon and Livernois Bridges.
 - Closes Livernois/Dragoon Interchange.
 - Makes service drives discontinuos.

Detroit River International Crossing Study

Detroit River International Crossing New Interchange Concept #2 Preliminary Impact Assessment

PRELIMINARY
(AS OF 03/21/2007)



New Interchange Concept #2 – Preliminary Summary of Impacts

EVALUATION FACTOR	UNITED STATES SUMMARY	
	PERFORMANCE MEASURE	INTERCHANGE
PROTECT COMMUNITY NEIGHBORHOOD CHARACTERISTICS	TRAFFIC NOISE	STREETS CLOSED FRONTLINE EXPOSURE (TOTAL RESIDENTIAL)
	POTENTIAL ACQUISITION	136
		11
MAINTAIN CONGISTENCY WITH LOCAL PLANNING	OFFICIAL PLANS	CONGISTENCY
	ENVIRONMENTAL SITES AFFECTING PLAN IMPLEMENTATION	NUMBER
	0	Yes
PROTECT CULTURAL RESOURCES	ABOVEGROUND HISTORIC/NATIONAL REGISTER	NUMBER
	POTENTIALLY ELIGIBLE FOR REGISTER STRUCTURES	NUMBER/SITE
	0	0
	ARCHAEOLOGIC SITES	NUMBER
PROTECT THE NATURAL ENVIRONMENT	PARKLANDS	NUMBER/SITE
	0	0
	SIGNIFICANT HABITAT (E.D.-Endangered / PL-Potential)	NUMBER/SITE
0	0	
IMPROVE REGIONAL MOBILITY (Goal by 2035 Volume)	2035 AVERAGE DAILY TWO-WAY CROSSING VOLUME (ADT)	2035 ADT
0	0	SEE CROSSING DATA
CONSTRUCTABILITY (All System Components are)	KEY ISSUES	REFER TO INDIVIDUAL CROSSING COMPONENT
0	0	UTILITY RELOCATION
MAINTAIN AIR QUALITY	ONE HOUR CO CONCENTRATION HOTSPOTS	REFER TO GRAPHICS

LEGEND

- U.S. Plaza & Interchange Footprint
- Interchange & Local Streets
- BU: # of Active Business Units
- RU: # of Occupied Residential Units

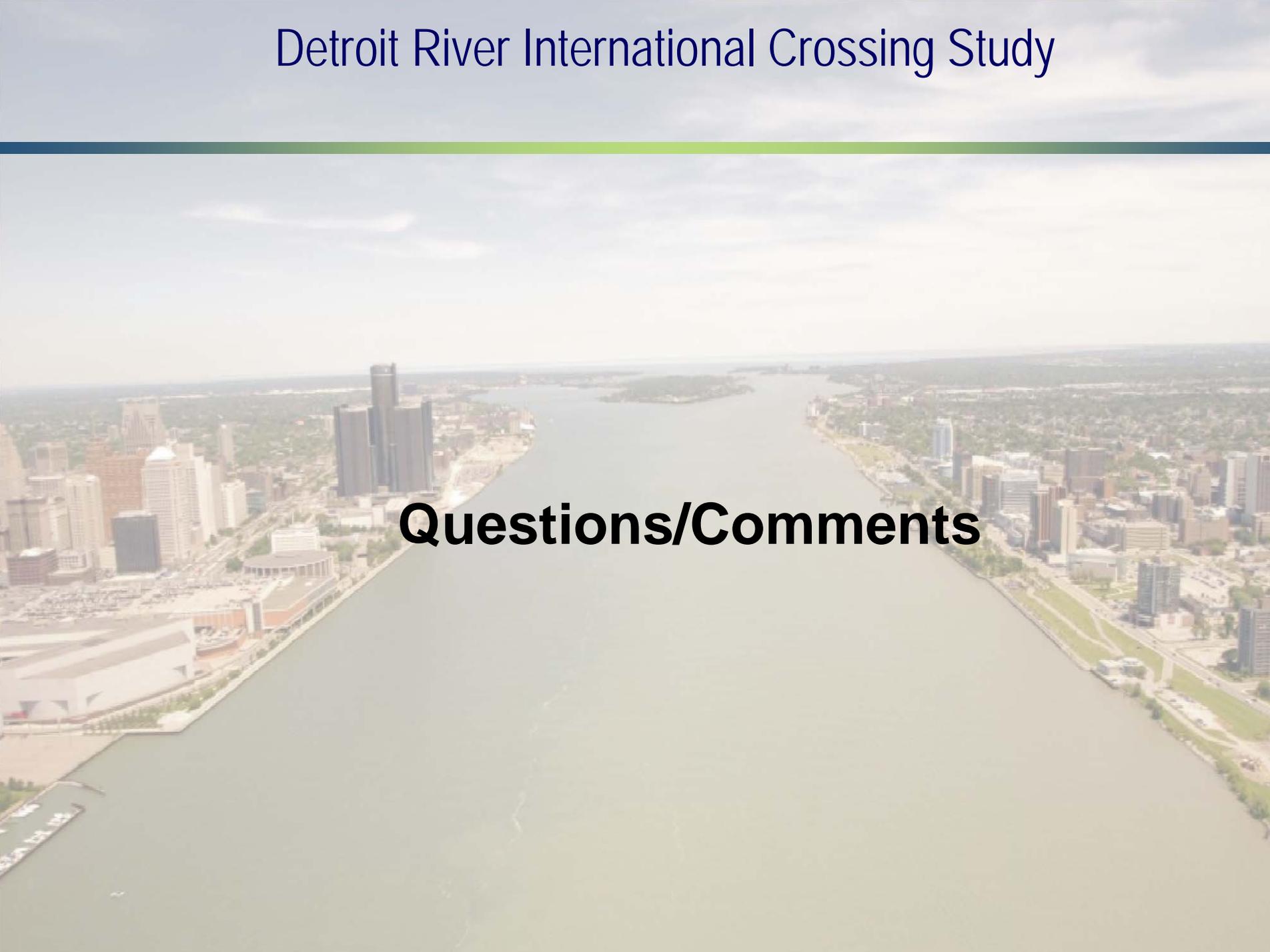
Interchange #2

- Advantages:
 - Maintains Clark and Springwells Interchanges.
 - Localizes impacts to service drives.
 - Requires less ROW.
 - Reduces impacts north of I-75.

Interchange #2

- Disadvantages:
 - Lowers design speed to 30 MPH in circle.
 - Closes Livernois bridge.
 - Closes Livernois/Dragoon bridge.
 - Makes service drives discontinuous .

Detroit River International Crossing Study

An aerial photograph of the Detroit River, showing the city of Detroit on the left and Windsor, Ontario on the right. The river flows from the background towards the foreground. The text "Questions/Comments" is overlaid in the center of the river.

Questions/Comments

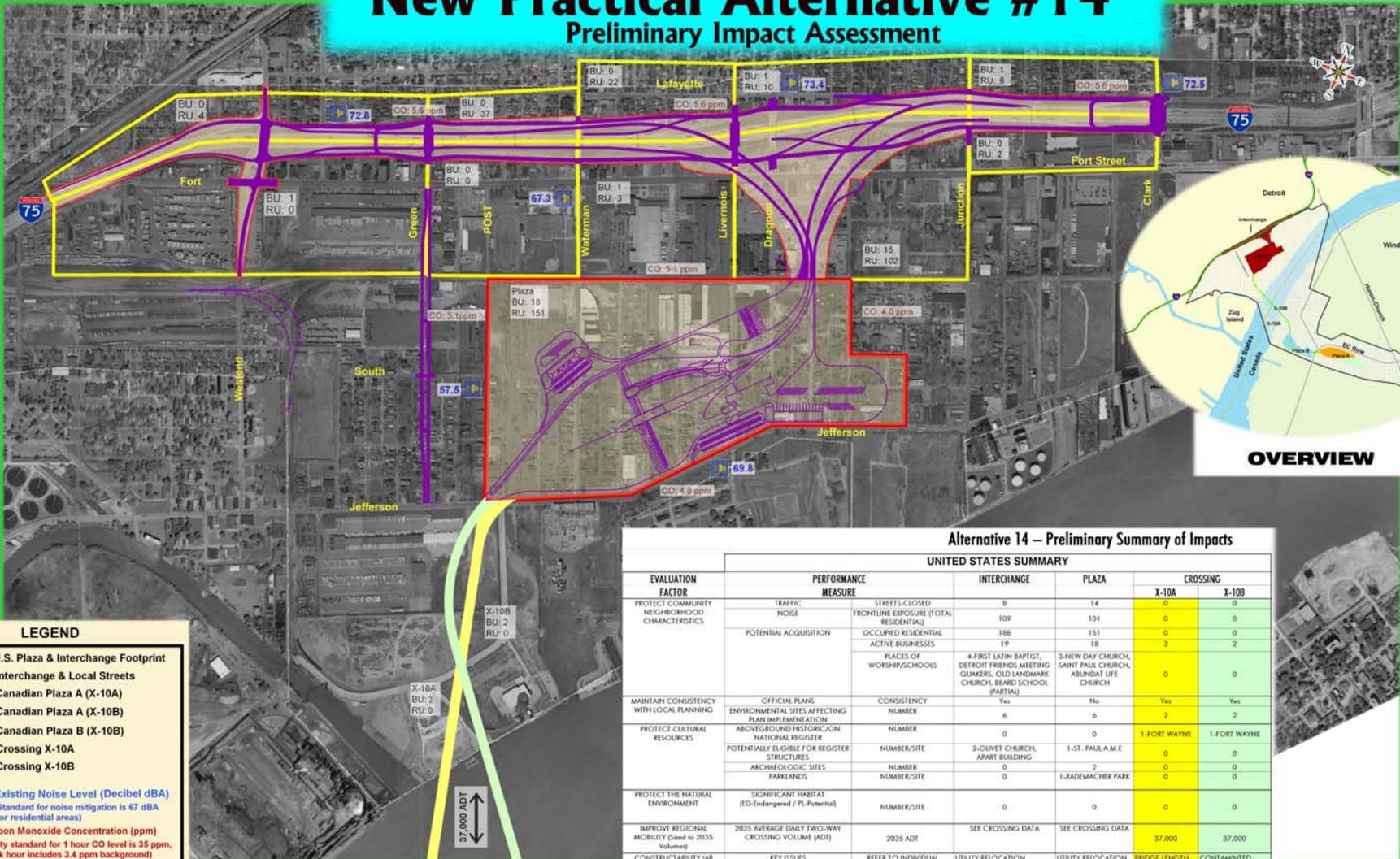
Detroit River International Crossing Study

- **Additional Preliminary Impact Data**
 - ✓ **New Alternative (#14)**

Detroit River International Crossing Study

Detroit River International Crossing New Practical Alternative #14 Preliminary Impact Assessment

PRELIMINARY
(AS OF 03/21/2007)



OVERVIEW

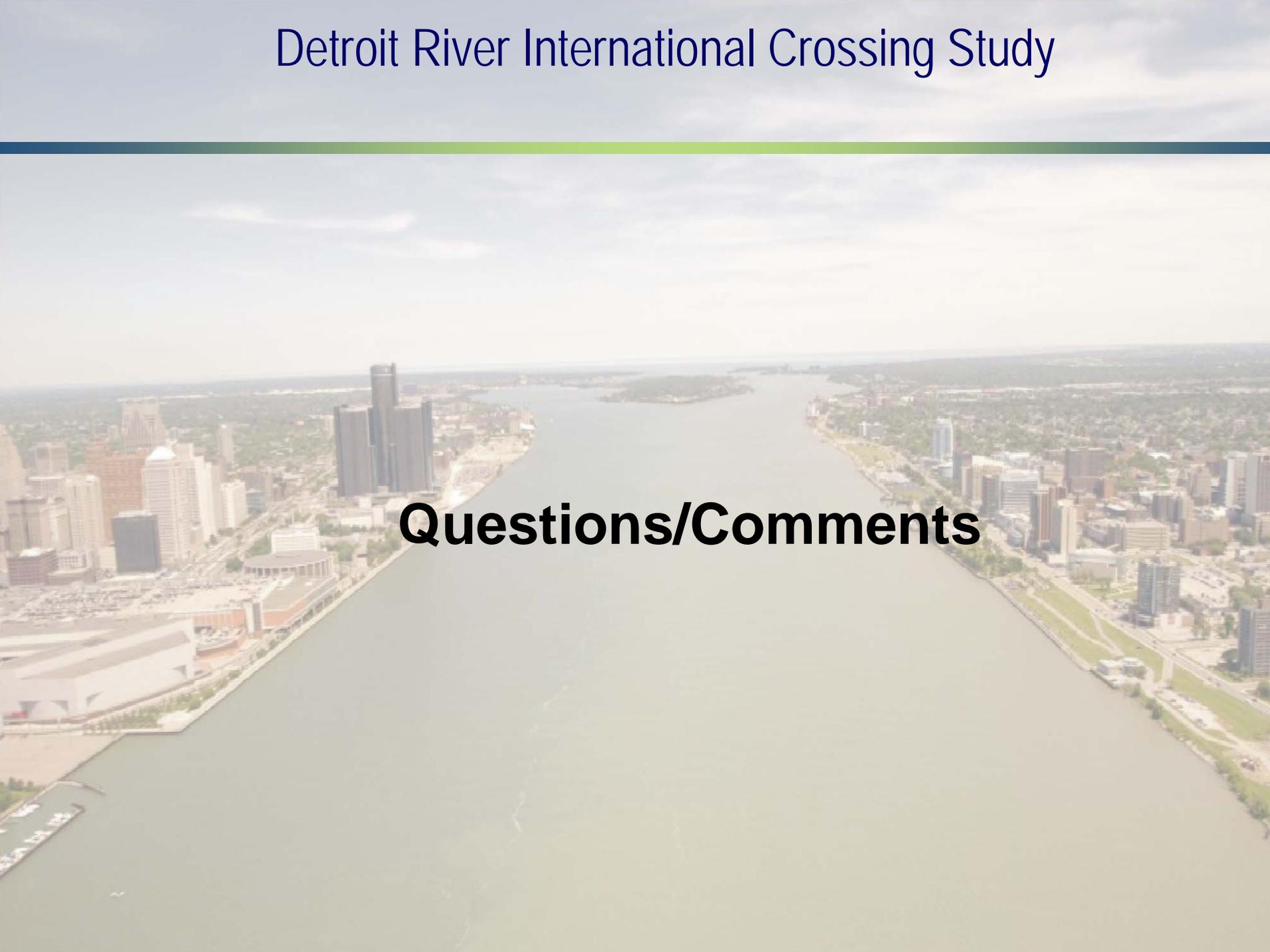
Alternative 14 – Preliminary Summary of Impacts

EVALUATION FACTOR	PERFORMANCE MEASURE	UNITED STATES SUMMARY				
		INTERCHANGE	PLAZA	CROSSING		
				X-10A	X-10B	
PROTECT COMMUNITY NEIGHBORHOOD CHARACTERISTICS	TRAFFIC	STREETS CLOSED	8	14	0	0
	NOISE	FRONTLINE EXPOSURE (TOTAL RESIDENTIAL)	109	101	0	0
	POTENTIAL ACQUISITION	OCCUPIED RESIDENTIAL	188	151	0	0
		ACTIVE BUSINESSES	19	18	3	2
PLACES OF WORSHIP/SCHOOLS	4-FIRST LATIN BAPTIST, DETROIT FRIENDS MEETING CHURCH, BEARD SCHOOL (PARTIAL)	3-NEW DAY CHURCH, SAINT PAUL CHURCH, ABERNATHY LIFE CHURCH	0	0	0	0
	MAINTAIN CONSISTENCY WITH LOCAL PLANNING	ENVIRONMENTAL SITES AFFECTING PLAN IMPLEMENTATION	Yes	No	Yes	Yes
PROTECT CULTURAL RESOURCES	ABOVEGROUND HISTORIC/POTENTIALLY ELIGIBLE FOR REGISTER STRUCTURES	NUMBER	6	6	2	2
	ARCHAEOLOGIC SITES	NUMBER/SITE	2-OLIVET CHURCH, APART BUILDING	1-51 PAUL A ME	0	0
	PARKLANDS	NUMBER/SITE	0	2	0	0
	1-BADENMACHER PARK	0	0	0	0	
PROTECT THE NATURAL ENVIRONMENT	SIGNIFICANT HABITAT (E-D/Endangered / FL-Potential)	NUMBER/SITE	0	0	0	0
IMPROVE REGIONAL MOBILITY (Sized to 2035 Volume)	2035 AVERAGE DAILY TWO-WAY CROSSING VOLUME (ADT)	2035 ADT	SEE CROSSING DATA	SEE CROSSING DATA	37,000	37,000
CONSTRUCTABILITY (All System Components are Constructible)	KEY ISSUES	REFER TO INDIVIDUAL CROSSING COMPONENT	UTILITY RELOCATION, POTENTIAL CONTAMINATED SOILS	UTILITY RELOCATION, BRANDED RAMPS	BRIDGE LENGTH / COMPLEXITY, CONTAMINATED SOILS	CONTAMINATED SOILS, UTILITIES

LEGEND

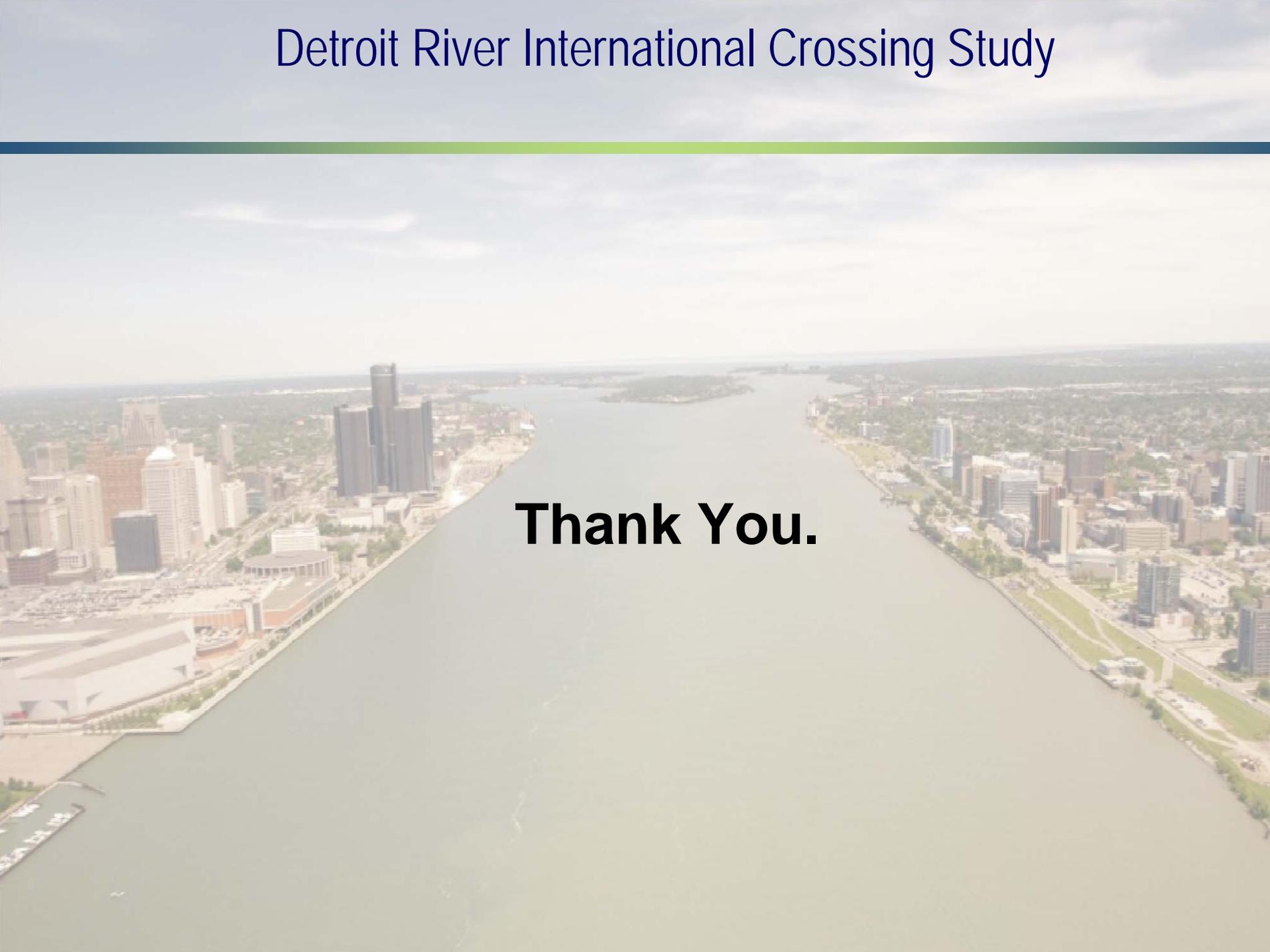
- U.S. Plaza & Interchange Footprint
- Interchange & Local Streets
- Canadian Plaza A (X-10A)
- Canadian Plaza B (X-10B)
- Crossing X-10A
- Crossing X-10B
- Existing Noise Level (Decibel dBA)
(Standard for noise mitigation is 67 dBA for residential areas)
- CO: Carbon Monoxide Concentration (ppm)
(Air Quality standard for 1 hour CO level is 35 ppm, 2035 Peak hour includes 3.4 ppm background)
- BU: # of Active Business Units
- RU: # of Occupied Residential Units

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An aerial photograph of the Detroit River, showing the city of Detroit on the left and Windsor, Ontario on the right. The river flows from the background towards the foreground. The text "Questions/Comments" is overlaid in the center of the river.

Questions/Comments

Detroit River International Crossing Study

An aerial photograph of the Detroit River, showing the city skyline on both sides. The water is a murky greenish-brown. The sky is overcast with grey clouds. The text "Thank You." is centered in the middle of the river.

Thank You.