

Draft Environmental Impact Statement and Draft Section 4(f) Evaluation

The Detroit River International Crossing Study



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

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

February 2008

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

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

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

By The

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

In association with the following Cooperating Agencies:

U.S. Army Corps of Engineers
U.S. Coast Guard
U.S. Environmental Protection Agency
U.S. Fish & Wildlife Service
U.S. General Services Administration
U.S. Department of Homeland Security – U.S. Customs & Border Protection
U.S. Department of State

Feb 15, 2008

Date of Approval

James J. Stale

FHWA Division Administrator

For additional information concerning the proposed project, or this document, contact:

Mr. David Williams
Environmental Program Manager
Federal Highway Administration
315 West Allegan Street, Rm. 201
Lansing, MI 48933
Phone: (517) 702-1820

Mr. David Wresinski, Administrator
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909
Phone: (517) 373-8258

This Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation describe the social, economic, and natural environmental impacts associated with the United States section of a new border crossing between Detroit, Michigan, and Windsor, Ontario. The project consists of a road connection from I-75 to a new U.S. Customs inspection plaza and a new bridge to Canada. The Provincial and Federal governments in Canada are performing similar studies for the Canadian section of the bridge, their plaza and their connection to Highway 401, the freeway in Canada. This document explains the project purpose, the alternatives considered, and the expected impacts of those alternatives. The No Build Alternative is one of the Practical Alternatives covered in this document. For the Build Alternatives, the U.S. estimated costs range from \$1.28 billion (see Table S-7) to \$1.49 billion. Between 324 and 414 residential dwelling displacements and between 43 and 56 business displacements are anticipated. The estimate of direct wetlands effects is 0 to 0.01 acres.

Comments on this DEIS are due by April 29, 2008, and should be sent to: Mr. Robert Parsons, Public Involvement/Hearing Officer, Michigan Department of Transportation, PO Box 30050, Lansing, Michigan 48909 (email: parsonsb@michigan.gov).

This document has been published by authorization of the Director of the State of Michigan's Department of Transportation in keeping with the intent of the National Environmental Policy Act of 1969 and subsequent implementing regulations and policies, including Title VI of the Civil Rights Act of 1964, that direct agencies to provide the public and other agencies an opportunity to review and comment on proposed projects and alternatives so that potential impacts of the project can be considered and taken into account during the decision-making process. The cost of publishing 400 copies of this document at approximately \$44.60 per copy is \$17,840, and the document has been printed in accordance with Michigan Executive Directive 1991-6.

