

Appendix D
Permits and Authorizations

NOTICE

The information contained in this Appendix was developed strictly for the purpose of evaluating the environmental impacts associated with the Ambassador Bridge Enhancement Project and responding to the regulatory requirements applicable to this proposal. Use of this information for other purposes is not intended, and any such use is at the risk of the user.



NOTICE OF COVERAGE

**FOR NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES)
STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITY**

By Authority of R 323.2190 of Act 451, Public Acts of 1994, as amended
Failure to comply with the terms and provisions of R 323.2190 may result in fines up to \$25,000
per day and the possibility of imprisonment.

38203

NPDES No.:
Receipt No.: 06-01695
SESC.:
Map.:

Filing of this Notice of Coverage with the Michigan Department of Environmental Quality is required before initiation of construction activities **that disturb 5 acres or more of land or is part of a larger common plan of development or sale** that requires a national permit pursuant to the provisions of 40 C.F.R. Section 122.26(a). This constitutes notice that the construction permittee is authorized under R 323.2190 to discharge storm water associated with the construction activities. The construction permittee must be the owner or the recorded easement holder of the property where the construction activity is located, or the Authorized Public Agency if the construction activity is carried out by an Authorized Public Agency.

INSTRUCTIONS AND FEE INFORMATION: Soil Erosion and Sedimentation Control (SESC) coverage is required from the appropriate Part 91 permitting entity (Act 451, Part 91) before submitting this Notice of Coverage. Submittal of a Notice of Coverage requires payment of a **\$400 fee**, made payable to the State of Michigan. The construction permittee will be deemed to have an NPDES permit for storm water discharges from a construction site when the Michigan Department of Environmental Quality receives the completed Notice of Coverage, a copy of the appropriate SESC coverage, a site map and the \$400 fee. These must be received before construction begins.

Print or type in the spaces provided. Attach extra sheets of paper, if needed, and clearly indicate which questions are being answered on it.

CONSTRUCTION PERMITTEE INFORMATION (Landowner, easement holder, or Authorized Public Agency)					
LANDOWNER/PERMITTEE Detroit International Bridge Company			AGENT FOR LANDOWNER Hubbell, Roth & Clark, Inc.		
CONTACT PERSON (FIRST AND LAST NAME) Craig Stamper			CONTACT PERSON (FIRST AND LAST NAME) Thomas D. LaCross		
MAILING ADDRESS			MAILING ADDRESS		
STREET 12225 Stephens			STREET 555 Hulet Drive		
CITY Warren	STATE MI	ZIP By 48089	CITY Bloomfield Hills	STATE MI	ZIP 48303
PROJECT INFORMATION					
PROJECT NAME DIBC Pump Station and Storm Water Outfall			COUNTY Wayne	TOWNSHIP Detroit	
STREET 2791 W Jefferson Ave P.O. Box 32666			¼		SECTION
CITY Detroit	STATE MI	ZIP 48232	TOWN (T) T2S	RANGE (R) R11E	
OR OTHER DESCRIPTION See attached location map for project location			For Cashier's Use Only: 37000-40512-9091-481001-01 SW1 524415-6-1 09/27/06 37000 40512 9091 48100101 AY 2006 \$400		

SITE DESCRIPTION			
TOTAL ACRES OF SITE 179	ACRES OF DISTURBANCE 01 acre	RECEIVING WATERS Detroit River	
If disturbance is less than 5 acres, is the site part of a larger common plan of development or sale? <input type="checkbox"/> Yes <input type="checkbox"/> No			
CERTIFIED OPERATOR			
NAME Robert Myllyoja		CERTIFICATION NUMBER C-02009	
PART 91 SESC PERMITTING ENTITY INFORMATION			
NAME OF PART 91 SESC PERMITTING ENTITY OR APA AGENCY Wayne County Department of Environment, Land Resource Management Division			
ADDRESS 3600 Commerce Court		SESC PERMIT NUMBER OR APA STATUS Pending	
CITY Wayne	STATE MI	ZIP 48184	DATE OF ISSUE (OR APPROVAL)
CERTIFICATION			

Michigan regulations require this form be signed as follows:

Corporation: a principal executive officer of at least the level of vice president, or his designated representative, if the representative is responsible for the overall operation of the facility from which the discharge described in this form originates.

Partnership: a general partner.

Sole Proprietorship: the proprietor.

Municipal, state, or other public facility: either a principal executive officer, the mayor, village president, city or village manager, or other duly authorized employee.

I certify that all provisions of R 323.2190 pursuant to Act 451, Part 31, of 1994, as amended, have been complied with and that all information submitted under the Rule and contained in this Notice of Coverage is, to the best of my knowledge and belief, true, accurate and complete. I acknowledge that any discharge that is made pursuant to Rule 323.2190 shall be in compliance with Act 451, Part 31, and the rules promulgated thereunder. I am aware that there are significant penalties for submitting false information, including the possibility of fines and imprisonment.

SIGNATURE X 	DATE August 25, 2006	TELEPHONE (800) 334-4882 x 2496
PRINTED NAME Dan Stamper	TITLE President	

MAKE CHECK OR MONEY ORDER FOR \$400 PAYABLE TO: STATE OF MICHIGAN

MAIL COMPLETED APPLICATION, WITH LOCATION MAP, SESC PERMIT, AND FEE OF **\$400**, TO:
MICHIGAN DEPARTMENT OF ENVIRONMENTAL QUALITY
CASHIERS OFFICE - WB-SW1
P O BOX 30657
LANSING, MI 48909-8157

ADDRESS FOR OVERNIGHT MAILING:

MICHIGAN DEPARTMENT OF ENVIRONMENTAL QUALITY
CASHIERS OFFICE - WB-SW1
525 WEST ALLEGAN 5TH FLOOR SOUTH
LANSING, MI 48913

IF YOU HAVE ANY QUESTIONS ABOUT THE PREPARATION OF THIS FORM, CALL 517-335-4137.

PERMIT

EROSION AND SEDIMENTATION CONTROL
AS PERSCRIBED BY
Part 91 of Act 451, Public Acts of 1994

Permit Number: 06-206
Project Title: DIBC Storm Water Pump Station
Date Issued: 11/30/2006
Expiration Date: 5/30/2009

AUTHORITY IS HEREBY GRANTED TO:

APPLICANT

Craig Stamper
Detroit International Bridge Company
1225 Stephens
Warren, MI 48089
Phone: (586) 939-7000 x Pager: (313) 363-2878
Fax: (586) 755-4899

AS AGENT FOR:

Craig Stamper
Detroit International Bridge Company
1225 Stephens
Warren, MI 48089
Phone: (586) 939-7000 x Pager: (313) 363-2878
Fax: (586) 755-4899

TO CONDUCT AN EARTH CHANGE OF 1 ACRES ON A PARCEL 22 ACRES IN SIZE,
IN ACCORD WITH PLANS DATED: 9/26/2006
PLAN PREPARED BY:

Hubbell, Roth & Clark, Inc.
555 Hulet, PO Box 824
Bloomfield Hills, MI 48303-0824
Phone: (248) 454-6300 x 547

THIS EARTH CHANGE TO BE LOCATED IN:

Community: Detroit
Section Number:
Subdivision:
Lot #:

PLAN APPROVED ON: 10/27/2006

THE EARTH CHANGE SHALL CONSIST OF:

Grading and excavation for the construction of a
storm water pump station, outfall and storm sewer.

Starting Date 12/1/2006 Finish Date: 10/31/2008

LOCATED AS FOLLOWS

Fort St & 23rd Street
2791 W. Jefferson
Detroit River 0' ft away.

PROJECT CONTACT:

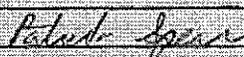
Thomas D. LaCross, PE Hubbell, Roth, and Clark, Inc.
Phone: (248) 454-6300 Pager: Fax: (248) 338-2592 Cell (Field) Phone: (248) 638-3331

WORK UNDER AUTHORITY OF THIS PERMIT IS SUBJECT TO THE EARTH CHANGE REQUIREMENTS ON THE BACK OF THIS PERMIT, AND THE FOLLOWING SPECIAL RESTRICTIONS, LIMITATIONS AND INSTRUCTIONS:

- 1.) Notify the Wayne County Department of Environment at least 48 hours prior to beginning earthwork.
- 2.) Secure all other necessary clearances and permits from other governmental units prior to beginning earth change work
- 3.) Projects of 5 acres or more in size are required to obtain an NPDES storm water discharge permit. Contact MDEQ SE MI District Office (586) 753-3700.

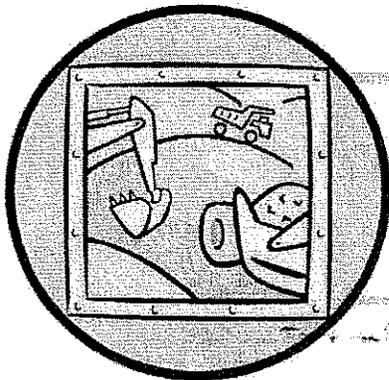
CC: Detroit Building Department

WAYNE COUNTY
DEPARTMENT OF ENVIRONMENT
Land Resources Management Division
3800 Commerce Court, Building E
Tel: (734) 326-5936
Fax: (734) 328-4421

Authorized by: Patrick Spear
Authorized Signature: 
Title: Soil Erosion Inspector

GENERAL EARTH CHANGE REQUIREMENTS

1. A copy of the Soil Erosion and Sedimentation Control Permit and a set of plans approved by this office shall be located at the earth change site at all times that earthwork is taking place. Inform this department of any changes to approved plans after issuance of permit.
2. The proposed work shall be carried out in accordance with approved earth change plans and in compliance with all requirements of the permit, Part 91, ACT 451 of the Public Acts of 1994, As Amended, and rules promulgated thereunder.
3. All earth changes shall be conducted in a manner that will effectively reduce accelerated soil erosion and resulting sedimentation.
4. All persons engaged in earth change activities shall, in conformance with Part 91 ACT 451, implement and maintain acceptable soil erosion and sedimentation control measures that effectively reduce accelerated soil erosion.
5. All earth changes shall be constructed and completed in a manner that will limit the exposed area of any disturbed land for the shortest possible period of time, as determined by the Wayne County Department of Environment.
6. Sediment caused by accelerated soil erosion shall be removed from runoff water before it leaves the site of earth change.
7. A temporary or permanent facility designed and constructed for the conveyance of water around, through or from the earth change area shall be designed to limit the water flow to a non-erosive velocity.
8. Temporary soil erosion control facilities shall be removed after the permanent soil erosion measures have been implemented. All earth change areas shall be graded and stabilized with permanent soil erosion control measures pursuant to standards and specifications established by the Wayne County Soil Conservation District on September 24, 1974.
9. Permanent soil erosion control measures for all slopes, channels, ditches, or any other disturbed land area shall be completed within 5 calendar days after final grading or the final earth change has been completed. All temporary soil erosion control measures shall be maintained until permanent soil erosion control measures are implemented. All permanent soil erosion control measures shall be maintained for a minimum of one year after the project passes the department's completion inspection.
10. All soil, miscellaneous debris, or other materials spilled, dumped or otherwise deposited on public streets, highways, sidewalks, or other public thoroughfares during transit to or from the earth change site shall be removed promptly.
11. THE PERMITTEE SHALL NOTIFY THE WAYNE COUNTY DEPARTMENT OF ENVIRONMENT IN WRITING AS TO WHEN THE PROJECT COMPLETION INSPECTION CAN BE MADE.
12. Notify the Wayne County Department of Environment in writing of sale of property while permit is active. Any sales or exchange agreement between seller and purchaser must contain a reference to this permit and inform the purchaser that permanent erosion control measures shall be maintained.

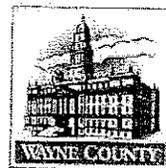


PERMIT PROCEDURES
FOR
SOIL EROSION AND
SEDIMENTATION CONTROL

As prescribed by Part 91 of Act 451, The Natural Resources and Environmental Protection Act.

THIS EARTHWORK PROJECT WILL BE ASSIGNED A SPECIFIC SOIL EROSION AND SEDIMENTATION CONTROL PROJECT/PERMIT (SESC #) NUMBER WHICH WILL ALWAYS APPEAR IN THE CAPTION OF EACH LETTER REFERENCING TO SAME. ALL YOUR CORRESPONDENCE WITH THIS DIVISION CONCERNING THIS EARTHWORK PROJECT MUST REFER TO THIS ASSIGNED NUMBER.

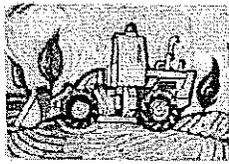
WAYNE COUNTY
DEPARTMENT OF ENVIRONMENT
LAND RESOURCE MANAGEMENT DIVISION
3600 COMMERCE COURT, BLDG. E
WAYNE, MICHIGAN 48184
PHONE: (734) 326-3936
FAX: (734) 326-4421



Revised October 2003

http://www.wedee.org/Land_Resource_Management_Divis/Land_-_Soil_Information/land_-_soil_information.htm

The Soil Erosion and Sedimentation Control Permit



This permit is designed to help protect Michigan's water resources from sediment pollution

As parcels of land are cleared for the construction of subdivisions, industrial parks and shopping centers, large amounts of soil are disturbed and accelerated soil erosion occurs. Soil and sediment from these disturbed areas

finds its way offsite into waterways causing clogged ditches, culverts, and storm sewers. Sediment discharge reduces channel capacity and may increase flooding. Sediment fills in wetlands, ponds, lakes, and reservoirs resulting in

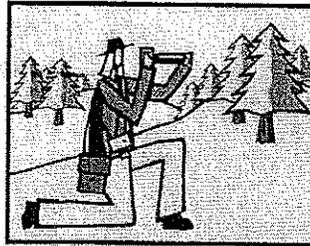
damage to aquatic plant and animal habitat. To curtail the amount of sediment damage to Michigan waterways from accelerated soil erosion, Part 91 of the Natural Resource and Environmental Protection Act was adopted.

Who needs a permit?

All earth changes require a soil erosion permit prior to beginning earthwork if:

- The land area to be disturbed will be one acre (43,560 sq. ft.) or more in size, or...
- The earth change is within 500 feet of a lake or stream of this state. (Note that county drains and wetlands regulated under Parts 301 and 303 of Act 451, the

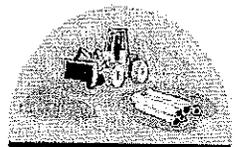
Natural Resource and Environmental Protection Act are considered waters of



Determine if the project site will have earthwork over one acre in size or within five hundred feet of a water of the state to determine if you need a soil erosion permit.

the state.) **Failure to obtain a soil erosion permit, where one is necessary prior to commencing earth change activity, is a violation of Part 91.**

If you are in doubt whether a permit is necessary, contact the Wayne County Department of Environment, Land Resource Management Division at (734) 326-3936.



"Sediment is the greatest pollutant by volume entering Michigan lakes and streams."

Michigan DEQ

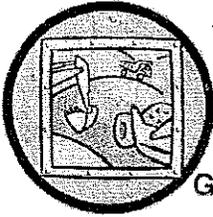
Communities in Wayne County which are municipal enforcing agencies as of October 1, 2003

Jurisdiction

The Wayne County Department of Environment, Land Resource Management Division is currently responsible for issuing MDEQ prescribed permits for earth change projects subject to Part 91 of Act 451. That responsibility is carried

out in all cities, villages, and townships in Wayne County **EXCEPT** those listed at left. The communities listed at left have adopted soil erosion ordinances and have had their local ordinances and soil erosion and sedimentation control

programs approved by the Michigan Department of Environmental Quality. Since other community ordinances may be approved in the future, please contact this Department for current approval status.



SOIL EROSION PERMIT APPLICATION

Part 91 of Act 451 of 1994

Permit application instructions are found on Page 6.

Permit No.:	_____
Submittal Date:	_____
Check No.:	_____

General Information:

A. Project Name DIBC Storm Water Pump Station, Outfall, and Storm Sewer
 B. Community City of Detroit Lot Numbers N/A
 C. Section No. N/A Nearest Major Crossroads Fort Street and 23rd Street
 D. Address of Property (if known) 2791 West Jefferson

Names, Addresses and Phone Numbers (Please Print or Type):

Address #1 Property Owner of Record				Address #2 Applicant			
Company Name	<u>Detroit International Bridge Company</u>			Company Name	<u>Detroit International Bridge Company</u>		
Address	<u>1225 Stephens</u>			Address	<u>1225 Stephens</u>		
City	<u>Warren</u>			City	<u>Warren</u>		
State	<u>Michigan</u>	Zip	<u>48089</u>	State	<u>Michigan</u>	Zip	<u>48089</u>
Legal Agent	<u>Craig Stamper</u>			Legal Agent	<u>Craig Stamper</u>		
Phone	<u>(586) 939-7000 ext. 2971</u>			Phone	<u>(586) 939-7000 ext. 2971</u>		
Cell Phone	<u>(313) 363-2878</u>			Cell Phone	<u>(313) 363-2878</u>		
Fax	<u>(586) 755-4899</u>			Fax	<u>(586) 755-4899</u>		
Email	<u>cstamper@ambassadorbridge.com</u>			Email	<u>cstamper@ambassadorbridge.com</u>		
Address #3 Erosion Control Plan By				Address #4 Project Contact			
Company Name	<u>Hubbell, Roth & Clark, Inc.</u>			Company Name	<u>Hubbell, Roth & Clark, Inc.</u>		
Address	<u>555 Hulet</u>			Address	<u>555 Hulet</u>		
	<u>P.O. Box 824</u>				<u>P.O. Box 824</u>		
City	<u>Bloomfield Hills</u>			City	<u>Bloomfield Hills</u>		
State	<u>Michigan</u>	Zip	<u>48303-0824</u>	State	<u>Michigan</u>	Zip	<u>48303-0824</u>
Contact	<u>Thomas D. LaCross, P.E.</u>			Contact	<u>Thomas D. LaCross, P.E.</u>		
Date Of Plans	<u>September 26, 2006</u>			Cell Phone	<u>(248) 535-3331</u>		
Phone	<u>(248) 454-6300 ext. 547</u>			Phone	<u>(248) 454-6300 ext. 547</u>		
Fax	<u>(248) 338-2592</u>			Fax	<u>(248) 338-2592</u>		
Email	<u>tlacross@hrc-engr.com</u>			Email	<u>tlacross@hrc-engr.com</u>		

Project Information

Type of Development (check one)

- Res. Subdivision
 Commercial
 Utility
 Industrial
 Multi-Family
 Other (Specify): Storm Water Pump Station, Outfall, and Storm Sewer

Total area of parcel 22.0 acres

Total area of proposed earth disturbance (in acres, round up to next whole acre): 7.0

Has earth disturbance started on site? (Yes or No) No

Anticipated earth disturbance starting date (MM/YY) December 2006

Anticipated final inspection date (MM/YY) October 2008

Type of Soil(s) Pewamo-Blount-Medamora Association Sand Loams/Clay Loams

Description of proposed earth disturbance. (Example: Grading and excavation for the construction of a ...)

Grading and excavation for the construction of a storm water pump station, outfall, and storm sewer

Hydrologic Characteristics of Site

Type of ultimate drainage outlet(s)

- | | | | |
|-------------------------------------|----------------|----------------------|----------------------|
| <input type="checkbox"/> | County Drain | Name of Drain | _____ |
| <input type="checkbox"/> | Lake/Pond | Name of Lake/Pond | _____ |
| <input checked="" type="checkbox"/> | River/Stream | Name of River/Stream | <u>Detroit River</u> |
| <input type="checkbox"/> | Enclosed Drain | Name of Drain | _____ |

- Wetland
 Open Ditch
 City Sewer
 County Sewer

Does the project include any work within a lake, stream, flood plain, county drain or wetland (Yes or No)? Yes

Is an MDEQ Wetland Permit required (Yes or No)? No

Wetland as defined in Section 301/303 of PA 451 of 1994

If yes, what is the MDEQ File No.? _____

Is an MDEQ Floodplain Permit required (Yes or No)? Joint MDEQ/USACE Permit Required

Floodplain as defined in Section 31 of PA 451 of 1994

If yes, what is the MDEQ File No.? Not available at this time

Distance to nearest drain, lake/pond, river/stream, wetland (in feet) 0'

Name? Detroit River

Fees: (Fee schedule on page 6. Round up to next whole acre.)

Plan Review Fee	Permit and Inspection Fee	Total
\$ 420.00	\$2030.00	\$2450.00

Performance Deposit: (This is not a fee. \$1500 per acre.)

Write the total amount in the box below the appropriate deposit type.

Surety Bond	Irrevocable Letter of Credit	Cashiers Check
\$	\$	\$
Surety Bond #	Letter of Credit #	Check # Tax ID# Required

Enforcement Agreement
(Please Read Carefully Before Signing)

This permit will expire 30 months from the date of issue. Should the project not be completed within that period, I agree to apply for a permit renewal and pay the permit renewal fee.

Should I intend to sell any or all of the property while the permit is active, as a condition of sale, I shall:

- A. Direct the purchaser to make application to this Office for a replacement SESC permit as the new property owner of record, or,
- B. Ensure that I am legally empowered as an agent of the new land owner to install, maintain, and implement all required erosion control measures as specified by the SESC permit and approved plan.

Should an inspection reveal that soil erosion and sedimentation control measures have not been installed or maintained five (5) days after a written Notice of Violation has been issued, Wayne County, or an agent retained by Wayne County, may install or repair the required measures as authorized by Section 9119 of Part 91 of Act 451 of 1994. The cost of the work will be billed to the owner of the land, and if not paid, the performance deposit will be utilized as payment, or a lien may be filed on the property as provided under Section 9120 of Part 91.

Signature:

I have read and understand the information contained in this permit application package. I intend to comply, to the best of my ability, with the terms and conditions of the permit and the approved Erosion Control Plan in conformance with Part 91 of Act 451 of 1994.



 Owner/Owner's Legal Agent (signature) Date 09/22/06



 Applicant/Applicant's Legal Agent (signature) Date 09/22/06

BOTH SIGNATURES ARE NEEDED, EVEN IF SAME PERSON

Permit Application Instructions:

- 1.) Complete all sections of the application. Type or print clearly all responses.
- 2.) Prepare three (3) sets of Soil Erosion and Sedimentation Control Plans including all of the requirements on Page 7 of this application.

Note: THE SOIL EROSION AND SEDIMENTATION CONTROL PLAN IS THE MOST IMPORTANT PART OF THIS APPLICATION. ANY APPLICATION RECEIVED WITH INCOMPLETE SOIL EROSION CONTROL PLANS WILL BE RETURNED.

- 3.) Determine the appropriate fee according to the fee schedule below. Checks for payment of fees are to be made payable to Wayne County and are to be submitted with the application for permit.
- 4.) Prepare an appropriate performance deposit as described on Page 8 of this application.
- 5.) Submit Items 1 through 4 a minimum of one month before project start-up to the Land Resource Management Division of the Department of Environment, 3600 Commerce Court, Building E, Wayne, Michigan 48184.
- 6.) The Wayne County Department of Environment will approve, deny, or require modification of the application for a Soil Erosion and Sedimentation Control Permit within thirty (30) days of receiving the completed application. Notification of approval or non-approval will be by certified mail or hand delivered to the applicant. If not approved, the enforcing agency will advise the applicant of deficiencies in the application and advise them of requirements for approval.

Soil Erosion and Sedimentation Control Fee Schedule
Fees Effective October 1, 2003

Permit Class	Size of Earth Change	Plan Review Fee	Permit and Inspection Fee
Single Family Residence Construction	—	\$60.00 ¹	\$240.00 per 2 years
	Less than one acre	\$60.00	\$290.00
	One acre to 9 acres	\$60.00 per acre	\$290.00 per acre
	10 acres to 39 acres	\$600+\$40/acre over 10 acres	\$2900+\$150/acre over 10 acres
	40 acres and above	\$1800+\$30/acre over 40 acres	\$7400+\$100/acre over 40 acres
Annual ²	—	\$60/acre	\$50/acre/year

Notes:

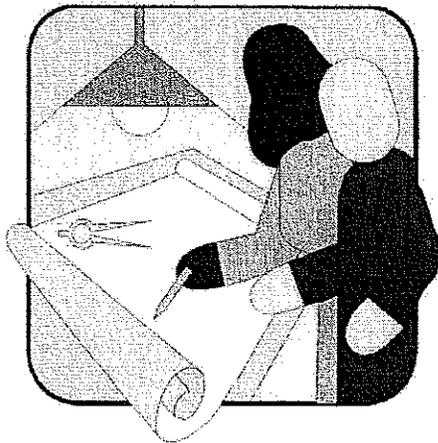
- 1.) When a request is submitted for issuance of a permit waiver, and a field visit is necessary to determine that a waiver can be granted, a \$60.00 fee will be charged. If waiver cannot be granted, and a permit is required, the \$60.00 fee will be applied towards the total permit fee.
- 2.) Annual permits are issued for sanitary landfills, sand and gravel operations, large earth fill projects and similar operations that will continue for more than thirty (30) months.
- 3.) Fees apply to total project site unless applicant clearly demonstrates on the plans that only a specific portion of the site will involve an earth change. For projects in easements or rights-of-way, determine the earth change area by multiplying project length by total construction easement width. Minimum easement width - 20 feet.
- 4.) Round fractional acreage up to nearest whole acre.



Plan Requirements

Three sets of earth change plans must be submitted. The plan must be sealed by a registered engineer or a registered landscape architect.

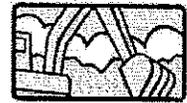
- A plan or plans at a scale not more than 100 feet to the inch, including a legal description; a site location map which includes the proximity of any proposed earth change to lakes, streams or wetlands; existing structures; existing contour intervals which clearly show the character of the land; proposed contour intervals which clearly show the future character of the land; and a description of the existing vegetation on the site.
- Details for the proposed earth changes, including:
 - 1.) Location of the physical limits of each proposed earth change including the location of temporary soil stockpile areas. If soil is to be removed from the site, indicate the location of the offsite disposal area.
 - 2.) A description and location of all existing and proposed on-site drainage facilities, including detailed storm sewer plans, drainage arrows for surface drainage, and the ultimate drainage outlet for the site.
 - 3a.) Time and sequence of each proposed earth change with approximate dates for major grading activities, including clearing, rough grading and cut and fill; construction of detention basin, roads and underground utilities; digging basements and backfilling lots; final grading, landscaping and paving.
 - 3b.) This sequence must include a description of erosion and sediment control measures to prevent sediment from leaving the project site during each step indicated in Item 3a above.
 - 4.) A description and location of all proposed temporary and permanent soil erosion control measures.
 - 5.) Approved standard details of all temporary and permanent soil erosion control measures must be shown on the plan.

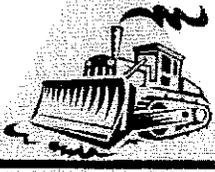


Performance Requirements

Along with the general plan requirements, there are also requirements for Wayne County. (These design and maintenance features must be shown on the plan and included in the construction sequence.)

- 1.) A perforated riser pipe with stone filter will be required on all detention and sediment basins on projects five acres or more in size.
- 2.) A temporary crushed rock tracking pad will be installed at the construction entrance and exit. This tracking pad will be maintained with fresh stone. Construction traffic will be limited to the designated entrance and exit.
- 3.) A street scraping and sweeping schedule. (Minimum - at least one sweeping a week, and a scraping at the end of each workday.)
- 4a.) Paved storm sewer inlets shall be protected by a single sheet of filter fabric conforming to Geotex III F as manufactured by Synthetic Industries, Inc. or equivalent woven monofilament filter fabric (ASTM flow rate = 110 gallons per minute/per square foot).
- 4b.) Rear yard (beehive-type) storm sewer inlets shall be protected by a filter fabric fence conforming to Ecotefence CB as manufactured by Amoco Fabrics and Fibers Company or equivalent woven geotextile filter fence 24 inches in height securely fixed with fath and staples to hardwood stakes spaced no more than four feet on center. The silt fence shall be trenched in a minimum of eight inches into the ground.
- 5.) All catch basins and inlets in areas that are determined to be susceptible to flooding will have high flow sack type catch basin filters.
- 6.) All exposed earth shall be stabilized with seed and mulch or sod within 5 days of final grade. Sediment basins shall be stabilized with seed and straw mulch blankets. Straw mulch blankets shall be staked into the ground 5 days after the construction of the sediment basin.
- 7.) An undisturbed, vegetative buffer strip of at least 25 feet shall be retained around rivers, creeks, streams, wetlands, drains, and other sensitive areas.
- 8.) Straw mulch blankets shall be used on 3:1 slopes or greater. (Three foot horizontal, one foot vertical)
- 9.) Ditches, swales, and other areas that will channel concentrated runoff **MUST** be stabilized within 15 days of construction. Temporary rock check dams will be required to slow water to non-erosive velocities in areas of concentrated flow.
- 10.) Road right-of-ways must be stabilized with seed and mulch within 5 days of completing utility work in the right of way.
- 11.) Areas of earth change that are disturbed beyond the fall seeding deadline (Nov. 1) must be temporarily stabilized with a minimum of straw mulch securely crimped to the ground.
- 12.) Rip Rap will be placed immediately following installation of pond outlets and culverts.
- 13a.) Single family lots, during construction, must have a silt fence barrier installed across the front with a temporary crushed rock-tracking pad at each lot.
- 13b.) A single family residence, prior to receiving a Certificate of Occupancy, must have a silt fence barrier, or 10 feet of curlex blanket installed back of the curb across the entire front of the lot. The silt fence shall be trenched a minimum of six inches into the ground.





The Performance Deposit is held until final inspection and approval by a W.C. D.O.E. Inspector. The bond is then refunded.

Performance Deposit

A soil erosion permit shall not be issued for an earth change unless the permittee shall first post with Wayne County a bond, certified check, or irrevocable bank letter of credit in the amount equal to that which would be required for the surety bond. If a bond is used, it must be executed by the permittee and a corporate surety with authority to do business in this state as a surety. The bond shall be in the amount of the established total cost of the earth change work authorized by the permit, but in no case shall

the bond amount be for less than \$1,500.00 per acre of earth change.

Each bond shall provide assurance for the maintenance of the finished project for a period of one year after the "project completion" inspection is made. Deposits or bonds shall be submitted to the Wayne County Department of Environment with the permit application. Upon permit issuance, the bond will be posted with the County Clerk by the Wayne

County Department of Environment. A copy of the Wayne County Department of Environment surety bond form is attached.

No performance deposit will be required for a permit classified as a single-family residence.

Inspections and Enforcement

Once an application for a permit is received by the Department and before a permit is issued, an initial site investigation is made in the field. After permit issuance, earth change inspections are made periodically to assure compliance with the permit and Act 451. When all grading is complete and all permanent erosion control measures are installed, a project completion inspection is made. Finally, one year after the completion inspection, a final inspection is made to ensure that permanent erosion control measures are adequate.

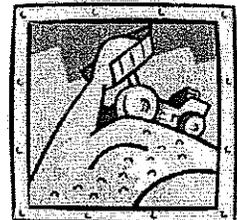
NOTE: No earth change work (cut, fill, topsoil stripping, etc.) within 500 feet of a lake, stream or drain or that disturbs more than one acre of land may begin until a permit is issued under Act 451, Public Acts of 1994, As Amended. Such earthwork that begins without a permit is in violation of the law and subject to legal proceedings.

Extension of Permit

If the permittee is unable to complete the work within the 30 month permit period, he **must** present in writing to the Wayne County Department of Environment, Land Resource Management Division, a request for an extension of the permit. Requests for extension shall be made at least ten (10) days before permit expiration. If, in the opinion of the Wayne County Department of Environment, Land Resource Management Division, such an extension is warranted, additional time may be granted for the completion of the work. An additional permit and inspection fee is required to extend the permit.

Modification of Plans

All proposed modifications of the approved earth change plans must be submitted to and approved by the Wayne County Department of Environment. All necessary specifications and related reports shall be submitted with any proposal to modify the approved earth change plan. No earthwork in connection with any proposed modifications shall be permitted without the approval of the Wayne County Department of Environment.



PLAN REVIEW CHECK LIST

Date _____

Wayne County Department of Environment
(For more detailed information refer to the application package)

Wayne County

(S.E.S.C. USE ONLY): **PLANS :** NOT APPROVED _____ APPROVED _____ APPROVED with minor revision _____

PROJECT _____ S.E.S.C. # _____ COMMUNITY _____

DESIGN REQUIREMENTS – Minimum requirements for approved plan

- SITE LOCATION MAP** – must depict surface water and wetlands within 500 feet of project
- LEGAL DESCRIPTION OF THE SITE**
- ENGINEER'S STAMP**
- SOIL TYPE(S)** – on the plans and on the application
- EXISTING and PROPOSED LAND SURFACE FEATURES**
 - Existing land contours
 - Proposed land contours
 - Wetlands or floodplains or statement on the plan, "No wetlands or floodplains are on the site."
 - Lakes, streams, or drains - within 500 feet of disturbed earthwork, **including** off the property site.
- LIMITS OF GRADING CLEARLY MARKED AND IDENTIFIED ON THE PLANS** (not implied area)
 - Minimize clearing / grading limits - Stage operations. (Large bare areas will require temp. seed & mulch)
 - Storage of topsoil must be inside the project limits and have protection included on the plans.
 - No less than 25-foot buffer from the wetlands, streams, or drains
- PROPOSED SURFACE DRAINAGE** - include **PROTECTION OF CONCENTRATED FLOW AREAS**
- STORM SEWER PLAN**
- SEDIMENT BASIN and FOREBAY**
 - Perforated riser pipe (standpipe) with stone filter – provide permanent access for maintenance and replacement of stone plus the cleanout of the accumulated sediment.
 - Stabilize side slopes with seed and mulch blankets immediately. Install silt fence at the top of the basin.
 - Basin must be installed and stabilized **before** paving is started.
 - **Additional Requirements** - See *Performance Requirements* (back of this sheet)
- LOCATION OF TEMPORARY SEEDING & PERM. SEED, MULCH, AND BLANKETS (on the plans)**
 - Detention basins, slopes, channels, ditches, and swales
 - Common areas
 - Road right-of-way – minimum 20 feet back of curb (temporary seed after pavement is installed)
 - Drain or stream crossings and Drain Relocations – straw mulch blanket and seed
 - **Additional Requirements** - See *Performance Requirements* (back of this sheet)
- SHOW PHYSICAL LOCATION OF EVERY STRUCTURAL SEDIMENT CONTROL MEASURE**
 - Crushed rock construction driveway (with woven geotextile liner)
 - Paved inlet protection
 - Rear yard inlet protection
 - Perforated riser pipe (standpipe) with stone filter
 - Silt fence
 - Rip-rap (with non-woven geotextile liner)
- STANDARD DETAILS FOR PROPOSED STRUCTURAL SEDIMENT CONTROLS**
 - Paved inlet protection
 - ❖ Woven monofilament geotextile/ 100 gpm per ft.² or similar product that is **approved**
 - ❖ No silt fence, burlap, or stone are to be used as filters
 - Rear yard inlet protection
 - ❖ Filter fence **trenched** 6" with reinforced wood frame (with center stake) or stakes 4 foot on center
 - ❖ Stone check dams / seed and mulch
 - Crushed rock driveway with woven geotextile liner
 - Perforated riser pipe (standpipe) with stone filter
 - Silt fence
 - Outlets or culverts with rip-rap placed on non-woven geotextile liner
- SINGLE FAMILY LOTS** – (may be required at each lot during construction if other measures are not maintained)
 - Silt fence
 - Crushed rock driveway

NOTES:

- 1) Crushed rock check dams are generally preferable to straw bale barriers
- 2) **Incomplete Plan (missing items) or Application not properly submitted with all the required information will be returned and the review process can be delayed. (over)**

PERFORMANCE REQUIREMENTS

Must be shown on the plan

☐ SEQUENCE OF CONSTRUCTION OPERATIONS

Describe in Detail:

- Each proposed earth change that will occur on site.
- Temporary control measures at each step
- Permanent control measures

☐ TIMING REQUIREMENTS - *time frames at each step - Completion dates*

Examples:

- Crushed rock construction driveway with a woven geotextile liner. . . . Day 1 (MM/DD/YY)
- Silt Fence . . . Day 1 of earth disturbance - (MM/DD/YY)
- Detention / Sediment Basin – Day? - (MM/DD/YY)
- Basin must be installed and stabilized **before** paving is done.
 - ❖ Permanently stabilized with seed and mulch blanket . . . **within 5 days of final grade** - (MM/DD/YY)
 - ❖ Approved outlet installed . . . **within 5 days of excavating basin** - (MM/DD/YY)
- Critical slopes, channels, swales, or ditches – Day? - (MM/DD/YY)
 - ❖ Temporary stabilization . . . **within 15 days** of earth disturbance
 - ❖ Permanent stabilization . . . **within 5 days** of final grade
- Road right-of-way – temporary stabilization **within 5 days** of completing paving.
 - * *Highlight areas on plans* (Recommend perennial rye mixture & straw mulch)
- Riprap with non-woven geotextile liner. . . **within 24 hours** of placing outlet or culvert
- Stream or Drain Crossing . . . seed & erosion blankets (or sod) **within 5 days** of installing culvert - (MM/DD/YY)

☐ MAINTENANCE REQUIREMENTS

- Street scraping – daily
- Street sweeping – weekly minimum
- Structural sediment controls – Inspect and maintain on a weekly basis. Record in a logbook once a week and within 24 hours after a storm event if required by the NPDES Permit (5 acres or greater in size)
- Sediment basin and forebay cleanout (annually minimum) – **must** have permanent access for cleanout and fresh stone replacement of the riser pipe (standpipe)

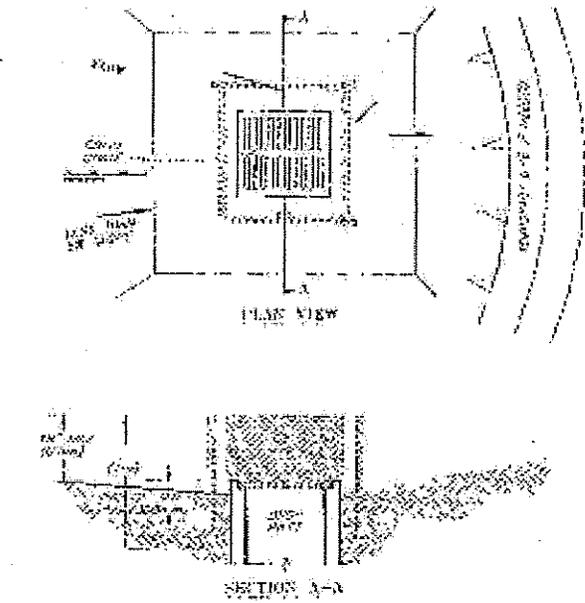
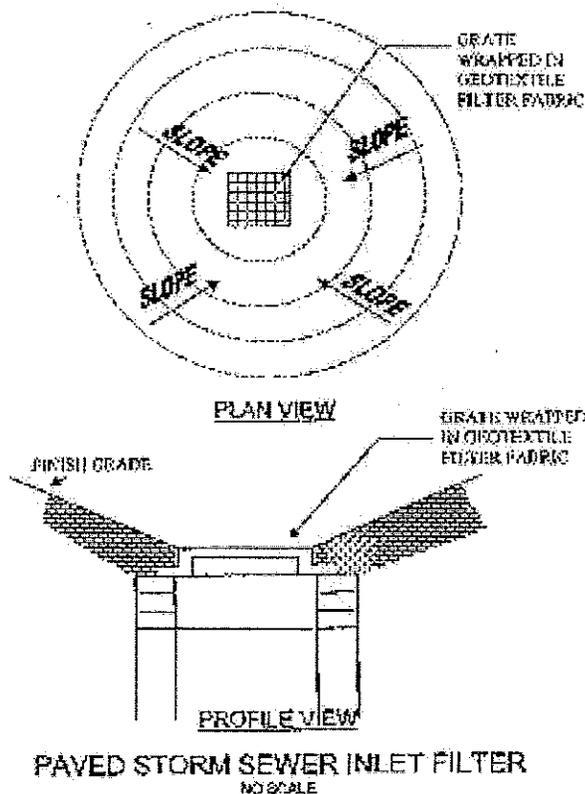
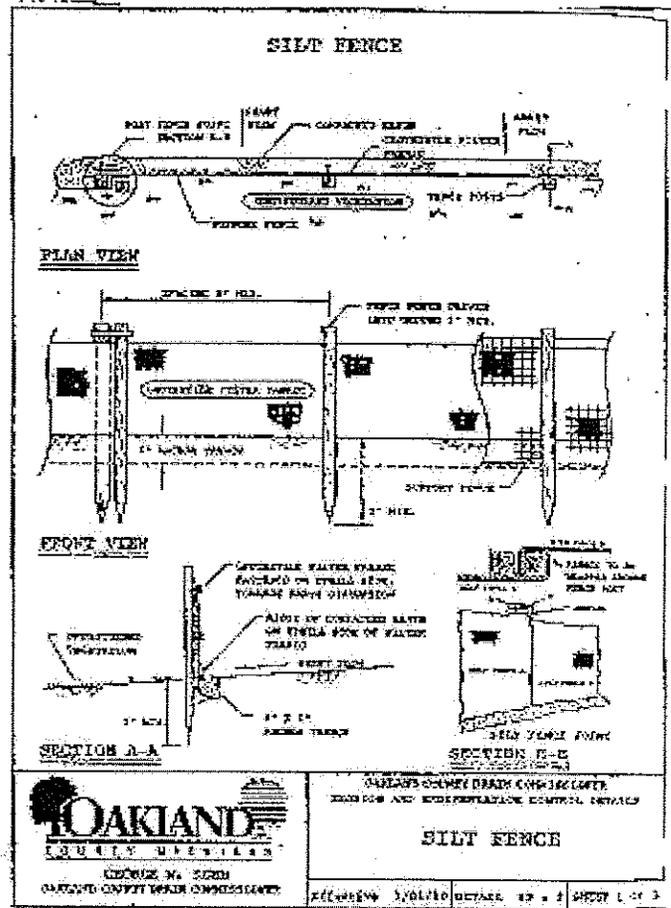
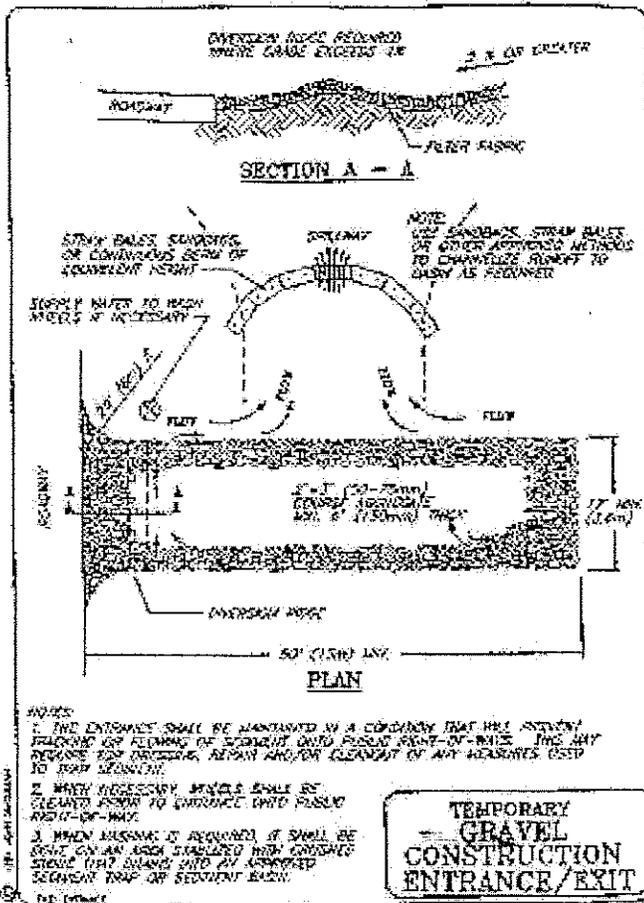
☐ RESTORATION REQUIREMENTS: Prior to "FINAL INSPECTION" the following items plus all the items on your approved Soil Erosion and Sedimentation plan and S.E.S.C. Permit:

- All disturbed earth permanently stabilized with vegetation or hard surface?
- Accumulated sediment removed from entire storm sewer system?
- Accumulated sediment removed from detention/ sediment basin?
- Restored detention/ sediment basin to design standard?
- Removed all the temporary controls **after** getting approval by the Wayne County Soil Erosion Inspector

☐ COMMENTS: (FOR S.E.S.C. INSPECTOR'S USE)

NOTES:

- 1.) Notify Wayne County Soil Erosion Office **48 hours** before work is to begin. (734) 326-3936
- 2.) Project of 5 acres or more may require an N.P.D.E.S. Stormwater Permit. Contact MDEQ, Surface Water Quality Division at (734) 953-1470.
- 3.) You **must** provide this Office with any of the following item(s) prior to obtaining a soil erosion permit and receiving the stamped approved plans (if any of the following conditions apply to your project):
 - (a) MDEQ, Land and Water Management permit for any work impacting State-regulated wetlands, lakes, streams, or floodplains
 - (b) Wayne County Drain Permit for earthwork within County Drain easement.
 - (c) MDEQ Permit for any stream/drain crossing and/or drain relocation.
 - (d) Wayne County Stormwater Construction Approval (if applicable) or written Waiver. Contact Wayne County Department of Public Service Permit Office at 33809 Michigan Ave. (at Howe Rd) in the City of Wayne with your plans. Telephone # 734-595-6504 (they prefer visits rather than telephone calls)
 - (e) Any fees still owed and/or the required Performance Bond.



Drop Inlet Sediment Barrier is to be used for small, low level drainage areas. (Landscape PMS)

Barrier is designed to be installed in center of road with gravel filter fabric wrapped around it.

Drop Inlet Sediment Barrier is to be installed in center of road with gravel filter fabric wrapped around it.

Temp. of Ge. fabric (geotextile) must be well below the ground surface temperature to prevent weathering of the fabric. In necessary, it may be necessary to use a geotextile fabric with a higher melting point.

REAR YARD SILT FENCE DROP INLET SEDIMENT BARRIER

Fabric is conform to GEOTEX 35 as manufactured by Synthetic Industries, or equivalent weight MONOFILAMENT fabric with ASTM Nom size of 110 gsm/eq. 0

WAYNE COUNTY DEPARTMENT OF ENVIRONMENT
LAND RESOURCE MANAGEMENT DIVISION

3600 Commerce Court
WAYNE, MICHIGAN 48184
(734) 326-3935

SESC #

SURETY BOND
for
SOIL EROSION AND SEDIMENTATION CONTROL PERMIT

(Name of Project)

(Bond Number)

(Location of Project)

KNOW ALL MEN BY THESE PRESENT:

That _____ at _____
(Street Address and City)

as principal, and _____
(Name of Surety)

(Street Address and City)

An insurer authorized to transact the business of surety and fidelity insurance in the State of Michigan are firmly bound unto the Director of the Wayne County Department of Environment on behalf of the County of Wayne in the sum of _____ lawful money of the United States of America, to be paid to said Director, his successor or successors in office, to which payment well and truly be made, we bind ourselves, our executors, administrators and heirs, and each and every one of them firmly by these presents.

Sealed with our seals, dated the _____ day of _____, A.D., 20_____.

Whereas, the principal has made application to establish, and/or maintain soil erosion and sedimentation control features at said property within the County of Wayne in accordance with Act 451, Public Acts of 1994,

Now therefore, the condition of this obligation is such that if the above bounden principal shall:

1. Faithfully perform all provisions of Act 451 of the Public Acts of 1994, As Amended and
2. Faithfully comply with the applicable rules on soil erosion and sedimentation control promulgated under the provisions of Act 451, Public Acts of 1994, As Amended and
3. Faithfully comply with the provisions of any stipulations under which the permit is issued, and
4. Faithfully comply with the provisions of the Wayne County Soil Conservation District Standards and Specifications for Soil Erosion and Sediment Control and
5. Faithfully comply with the approved plans and specifications.

then this obligation shall be void, otherwise it shall remain in full force and effect. This bond is further executed and accepted subject to the following conditions and limitations:

This bond shall be in force for a period beginning with the date of issue of the permit and remain in full force and effect for a maintenance period of one year after the project is completed. On the determination of the Director of the Wayne County Department of Environment that any of the foregoing conditions have not been complied with, he shall have recourse to the rights created under the bond.

IN WITNESS WHEREOF, the principal has affixed his hand and seal and the Surety has caused this bond to be signed by its officers proper for the purpose, and its corporate seal affixed as of the date of this bond.

(Witness to signature of principal)

(Witness to signature of principal)

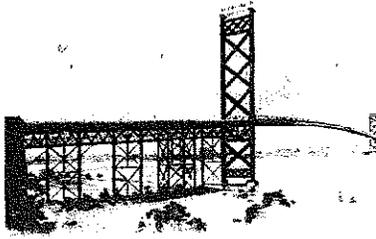
(Principal)

(Surety)

By _____

(Authorized Agent and Attorney-in-fact)

* All signatures are needed.



AMBASSADOR BRIDGE

DETROIT INTERNATIONAL BRIDGE COMPANY

P. O. BOX 32666 *Detroit, Michigan 48232*

September 20, 2006

Michigan Department of Environmental Quality
Cashiers Office – WB-SW1
P.O. Box 30657
Lansing, Michigan 48909-8157

RE: Proposed DIBC Storm Water Pump Station and Outfall
Notice of Coverage
NPDES Storm Water Discharges from Construction Activity

Attached is the "Notice of Coverage" for "National Pollution Discharge Elimination System (NPDES) Storm Water Discharges from Construction Activity".

Also attached is a copy of the application to the Wayne County, Department of Environment, Land Resource Management Division for issuance of a SESC permit. A copy of the SESC permit will be forwarded to you once it is received.

A \$660.00 check (# 38186) is also enclosed in which \$400.00 is to be used for the submittal of the Notice of Coverage. The remaining \$260.00 is to be used for the submittal of the Notice of Intent, which has been sent to Kelly Ploehn.

If you have any questions, or if additional information is required, please contact our Consultant, Thomas D. LaCross, P.E. at (248) 454-6547.

Sincerely,

A handwritten signature in black ink, appearing to read "Craig Stamper". The signature is fluid and cursive.

Craig Stamper
Project Engineer

Attachments

cc: D. Stamper, DIBC
T. LaCross, P.E., HRC



DEPARTMENT OF THE ARMY

DETROIT DISTRICT, CORPS OF ENGINEERS

BOX 1027

DETROIT, MICHIGAN 48231-1027

February 28, 2007

IN REPLY REFER TO

Engineering & Technical Services
Regulatory Office
File No. 2006-1171-7

Craig Stamper
Detroit International Bridge Company
12225 Stephens Road
Warren, Michigan 48089

Dear Mr. Stamper:

Reference your application for a Department of the Army permit to place an outfall structure in the Detroit River, offshore the property located at 2791 West Jefferson, Detroit, Michigan.

We have verified that the project is authorized by nationwide permit as published in the Federal Register. As indicated on the enclosed plans, the following work is authorized under NW07:

Place temporary fence or other erosion control measures around the bulkhead area to be cut. Cut and remove the existing bulkhead. Material behind the bulkhead will be excavated and pilings will be placed. Place one (1) - 9 foot diameter concrete outfall through the bulkhead. Remove all temporary structures.

This authorization is contingent upon compliance with the following terms and conditions:

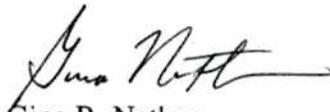
- a. The enclosed nationwide permit(s) and the general conditions.
- b. The following special conditions:
 1. The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

We also direct your attention to Paragraph D.2 under Further Information, which states, "NWP's do not obviate the need to obtain other Federal, state, or local permits, approvals, or authorizations required by law." We suggest that you contact the Michigan Department of Environmental Quality, Lansing, Michigan, telephone 517-373-9244, to determine if state approval is required. Work should not commence until State approval is obtained.

Any construction activity other than that shown on the plans may not qualify for the authorization. If you contemplate any changes or additional activities from those depicted on the plans, please submit them to this office for authorization review prior to any construction. Upon completion of the work, fill in and return the enclosed COMPLETION REPORT.

This verification is valid until the NWP is modified, reissued, or revoked. All existing NWP's are scheduled to be modified, reissued, or revoked prior to March 18, 2007. It is incumbent on you to remain informed of changes to the NWP's. We will issue a public notice when the NWP's are reissued. If you commence or are under contract to commence this activity before the date that the relevant nationwide permit is modified or revoked, you will have twelve (12) months from the date of the modification or revocation of the NWP to complete the activity under the present terms and conditions of this NWP. If you have any questions on this matter, contact me at (313) 226-5383 and refer to File Number: 2006-1171-7.

Sincerely,



Gina R. Nathan
Permit Evaluation Branch B
Regulatory Office

Enclosures

Copy Furnished

MDEQ, Southeast Michigan District Office (06-82-174-P)
NOAA, w/print
Hubbell, Roth & Clark, Inc.
Enforcement Section



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
DETROIT DISTRICT, CORPS OF ENGINEERS
REGULATORY OFFICE
P.O. BOX 1027
DETROIT, MICHIGAN 48231-1027

May 29, 2008

Engineering & Technical Services
Regulatory Office
LRE-2006-01171-7

Detroit International Bridge Company
Attn: Craig Stamper
12225 Stephens Road
Warren, Michigan 48089

Dear Mr. Stamper:

Reference your application for a Department of the Army (DA) permit to replace an existing outfall Detroit River at 2791 West Jefferson, Detroit, Michigan. We have verified that the project is authorized by nationwide permit (NWP) as published in the Federal Register.

As indicated on the enclosed plans, the following work would be authorized under NWP#7 Outfall Structures and Associated Intake Structures:

Place temporary fence or other erosion control measures around the bulkhead area to be cut. Cut and remove the existing bulkhead. Material behind the bulkhead will be excavated and pilings will be placed. Place one (1) - 9 foot diameter concrete outfall through the bulkhead. Remove all temporary structures.

This authorization is contingent on compliance with the following terms and conditions:

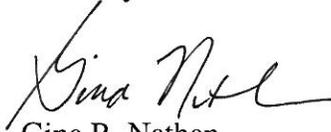
- a. The enclosed Nationwide Permit General Conditions.
- b. The following special conditions:

1. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

Any construction activity other than that shown on the plans may not qualify for the authorization. If you contemplate any changes or additional activities from those depicted on the plans, please submit them to this office for authorization review prior to any construction. On completion of the work, you must fill in and return the enclosed COMPLETION REPORT.

This verification is valid until the NWP is modified, reissued, or revoked. NWPs are scheduled to be modified, reissued, or revoked prior to March 18, 2012. If you have any questions, please contact me of this office at the above address or telephone 313-226-5383 or E-Mail Gina.R.Nathan@usace.army.mil. Please refer to File Number: LRE-2006-01171-7 in all future communications with this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Gina Nathan", written in a cursive style.

Gina R. Nathan
Project Manager
Regulatory Office

Enclosures

Copy Furnished

MDEQ, (06-82-0174-P)
NOAA
Enforcement Section

A. Nationwide Permit General Conditions:

To qualify for NWP authorization, the permittee must comply with the following general conditions, as appropriate. These conditions are selected from those published in the Federal Register that are particularly relevant to the construction and/or operation of this particular authorized activity. The complete text is available at http://www.usace.army.mil/cw/cecwo/reg/nwp/nwp_2007_final.pdf or you may contact the Detroit District. We have done our best to verify that your project complies with the others, where applicable.

1. Navigation. (b) Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations or otherwise, must be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the United States.

(c) The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.
2. Aquatic Life Movements. No activity may substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area, unless the activity's primary purpose is to impound water. Culverts placed in streams must be installed to maintain low flow conditions.
3. Spawning Areas. Activities in spawning areas during spawning seasons must be avoided to the maximum extent practicable. Activities that result in the physical destruction (e.g., through excavation, fill, or downstream smothering by substantial turbidity) of an important spawning area are not authorized.
4. Migratory Bird Breeding Areas. Activities in waters of the United States that serve as breeding areas for migratory birds must be avoided to the maximum extent practicable.
6. Suitable Material. No activity may use unsuitable material (e.g., trash, debris, car bodies, asphalt, etc.). Material used for construction or discharged must be free from toxic pollutants in toxic amounts (see Section 307 of the Clean Water Act).
7. Water Supply Intakes. No activity may occur in the proximity of a public water supply intake, except where the activity is for the repair or improvement of public water supply intake structures or adjacent bank stabilization.
8. Adverse Effects From Impoundments. If the activity creates an impoundment of water, adverse effects to the aquatic system due to accelerating the passage of water, and/or restricting its flow must be minimized to the maximum extent practicable.
9. Management of Water Flows. To the maximum extent practicable, the pre-construction course, condition, capacity, and location of open waters must be maintained for each activity, including stream channelization and storm water management activities, except as provided below. The activity must be constructed to withstand expected high flows. The activity must not restrict or impede the passage of normal or high flows, unless the primary purpose of the activity is to impound water or manage high flows. The activity may alter the pre-construction course, condition, capacity, and location of open waters if it benefits the aquatic environment (e.g., stream restoration or relocation activities).
10. Fills Within 100-Year Floodplains. The activity must comply with applicable FEMA-approved state or local floodplain management requirements.
11. Equipment. Heavy equipment working in wetlands or mudflats must be placed on mats, or other measures must be taken to minimize soil disturbance.
12. Soil Erosion and Sediment Controls. Appropriate soil erosion and sediment controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high water mark or high tide line, must be permanently stabilized at the earliest practicable date. Permittees are encouraged to perform work within waters of the United States during periods of low-flow or no-flow.

13. Removal of Temporary Fills. Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The affected areas must be revegetated, as appropriate.

14. Proper Maintenance. Any authorized structure or fill shall be properly maintained, including maintenance to ensure public safety.

15. Wild and Scenic Rivers. No activity may occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, unless the appropriate Federal agency with direct management responsibility for such river, has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation or study status. Information on Wild and Scenic Rivers may be obtained from the appropriate Federal land management agency in the area (e.g., National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service).

16. Tribal Rights. No activity or its operation may impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights.

17. Endangered Species. (a) No activity is authorized under any NWP which is likely to jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which will destroy or adversely modify the critical habitat of such species. No activity is authorized under any NWP which "may affect" a listed species or critical habitat, unless Section 7 consultation addressing the effects of the proposed activity has been completed.

(e) Authorization of an activity by a NWP does not authorize the "take" of a threatened or endangered species as defined under the ESA. In the absence of separate authorization (e.g., an ESA Section 10 Permit, a Biological Opinion with "incidental take" provisions, etc.) from the U.S. FWS or the NMFS, both lethal and non-lethal "takes" of protected species are in violation of the ESA. Information on the location of threatened and endangered species and their critical habitat can be obtained directly from the offices of the U.S. FWS and NMFS or their world wide Web pages at <http://www.fws.gov/> and <http://www.noaa.gov/fisheries.html> respectively.

25. Transfer of Nationwide Permit Verifications. If the permittee sells the property associated with a nationwide permit verification, the permittee may transfer the nationwide permit verification to the new owner by submitting a letter to the appropriate Corps district office to validate the transfer. A copy of the nationwide permit verification must be attached to the letter, and the letter must contain the following statement and signature:

"When the structures or work authorized by this nationwide permit are still in existence at the time the property is transferred, the terms and conditions of this nationwide permit, including any special conditions, will continue to be binding on the new owner(s) of the property. To validate the transfer of this nationwide permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below."

NATIONWIDE PERMIT COMPLETION REPORT

CELRE-RG-B

May 29, 2008

Chief, Enforcement Branch
Regulatory Office
U.S. Army Corps of Engineers
P.O. Box 1027
Detroit, MI 48231-1027

Dear Sir:

You are hereby notified that work under Department of the Army Permit No. LRE-2006-01171-7, issued to Detroit International Bridge Company was completed in accordance with the permit on:

(Date work completed)

(Permittee's Signature)

IMPORTANT

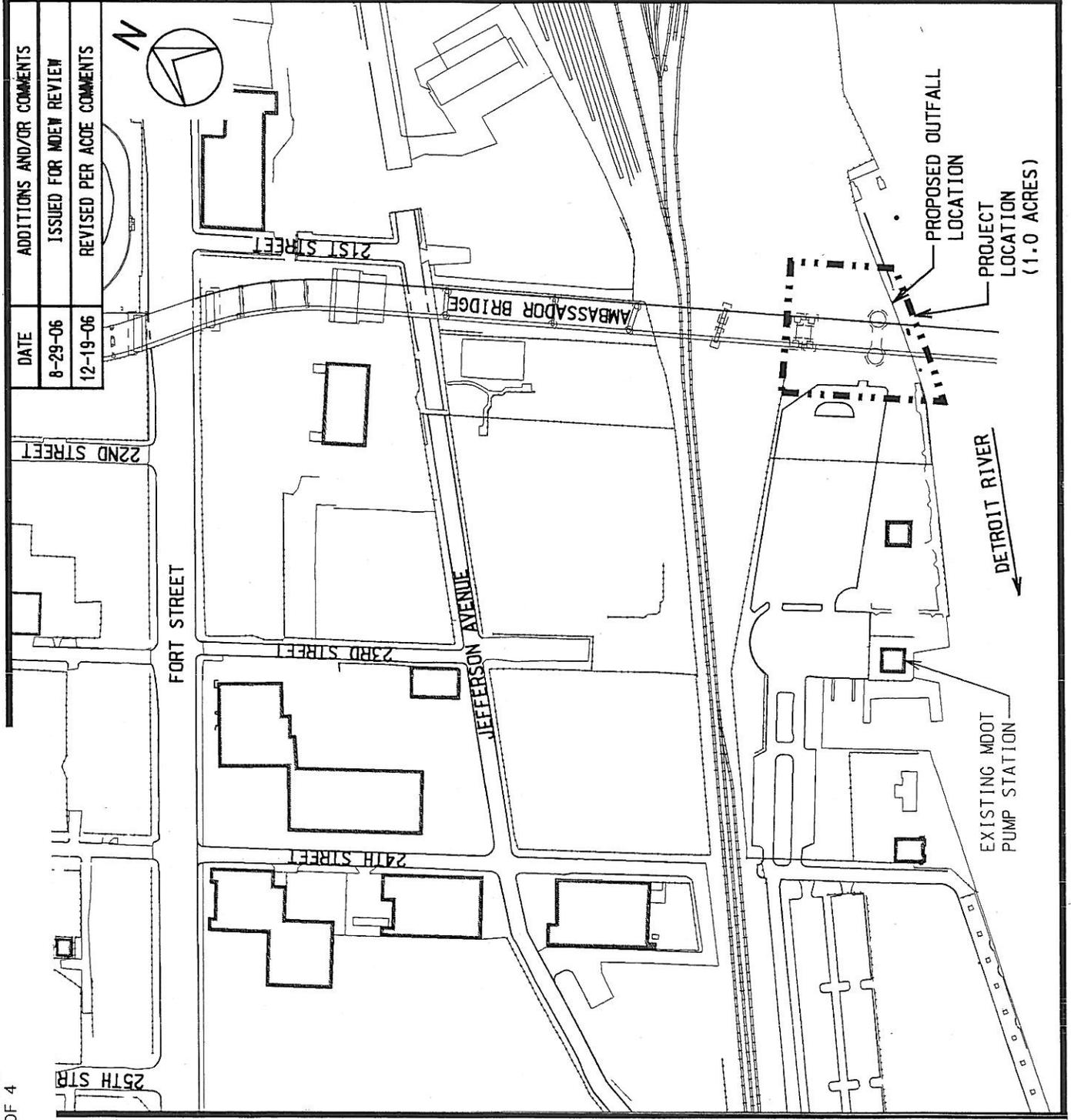
1. This COMPLETION REPORT MUST BE MAILED to the above addressee within 10 days after completion of work covered by the FEDERAL PERMIT to insure an accurate Government record of data affecting navigation.
2. Where dredging soundings are made of projects which include dredging, a copy of the soundings should accompany this report. If the soundings are measured from the water surface and have not been corrected to International Great Lakes Datum plane, the hour and date soundings was made should be noted on sounding reports.

NOTE: Although permits authorizing structures carry an expiration date, REPAIRS that conform to the permit plans are also within the scope of the authorization. Therefore, it is recommended that expired permits NOT be destroyed, but retained as proof that the work to be repaired has received the Corps of Engineers' approval.

NCE FL 191

R 17 October 2007 (Edition of 23 July 1981 is obsolete)

NUMBER: 2006-1171-7 06-82-174-P
 DETROIT INTERNATIONAL BRIDGE COMPANY - OUTFALL
 Detroit River, Detroit
 SHEET 1 OF 4



DESIGN FILE = v:\200601\20060141\pump_station\DEO_Permit_ser\ACOE_ser\001_Location Map.dgn
 USER NAME = rollx

AMBASSADOR
 AMBASSADOR BRIDGE

HRC
 HUBBELL, ROTH & CLARK, INC.
 Consulting Engineers

Hubbell, Roth & Clark, Inc.
 CONSULTING ENGINEERS
 888 HULET DRIVE
 BLOOMFIELD HILLS, MICH. 48303 - 0824

PHONE: (248) 454-8300
 FAX (1st Floor): (248) 454-8312
 FAX (2nd Floor): (248) 938-2892
 WEB SITE: <http://www.hrc-engine.com>

DESIGNED	RNA
DRAWN	MTM
CHECKED	TDL
APPROVED	TDL

PRIVILEGED AND CONFIDENTIAL

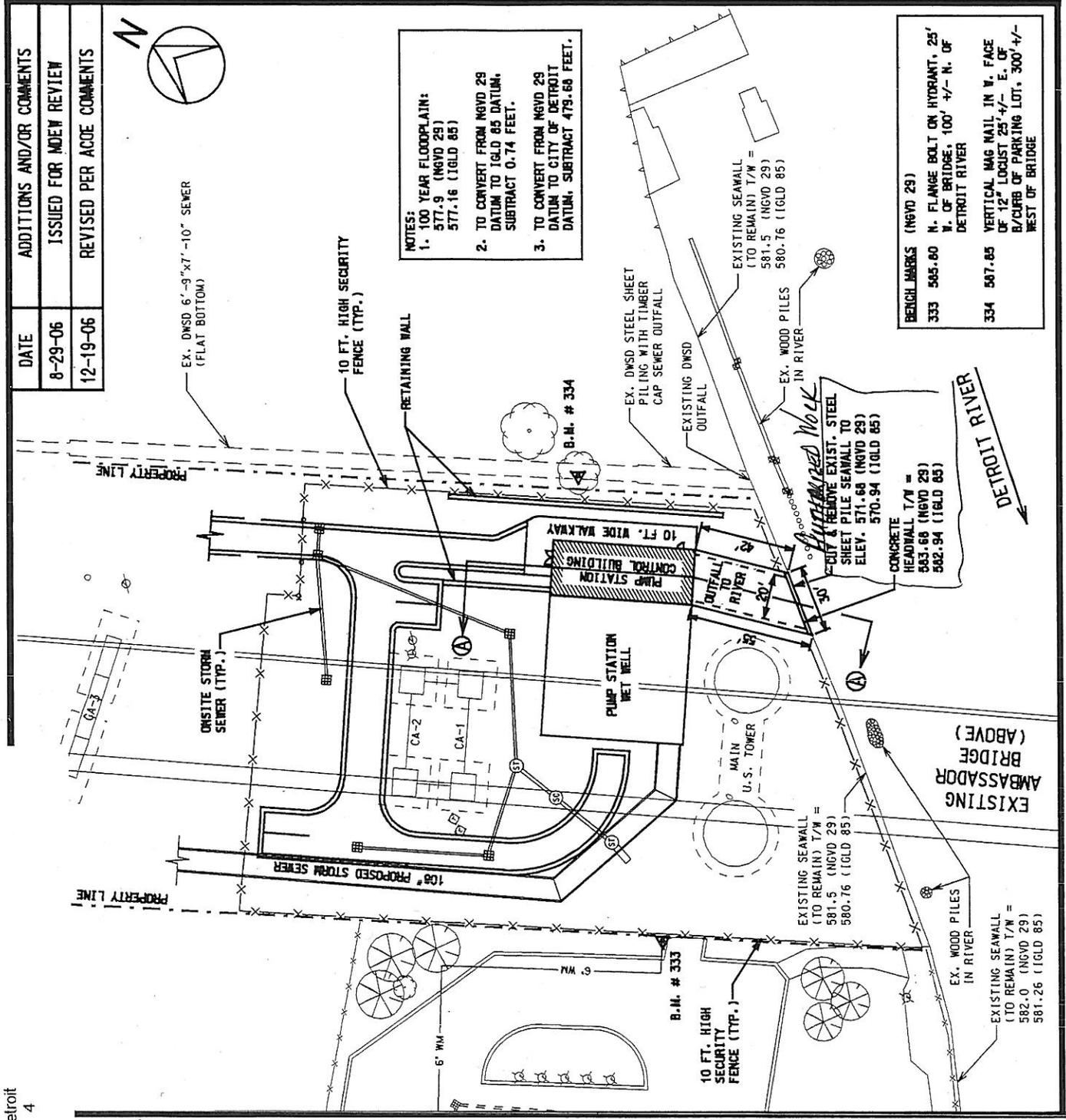
**DETROIT INTERNATIONAL
 BRIDGE COMPANY**

**STORM WATER
 PUMP STATION
 AND OUTFALL**

SITE
 LOCATION MAP

HRC-JOB NO.	SCALE
20060141	N. T. S.
DATE	SHEET NO.
12-18-06	C-1

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DATE	ADDITIONS AND/OR COMMENTS
8-29-06	ISSUED FOR MDEW REVIEW
12-19-06	REVISED PER ACQE COMMENTS

NOTES:

- 100 YEAR FLOODPLAIN:
 1. 577.9 (NGVD 29)
 577.16 (TOLD 85)
- TO CONVERT FROM NGVD 29 DATUM TO TOLD 85 DATUM, SUBTRACT 0.74 FEET.
- TO CONVERT FROM NGVD 29 DATUM TO CITY OF DETROIT DATUM, SUBTRACT 479.68 FEET.

BENCH MARKS (NGVD 29)

333	585.60	N. FLANGE BOLT ON HYDRANT, 25' W. OF BRIDGE, 100' +/- N. OF DETROIT RIVER
334	587.65	VERTICAL NAG NAIL IN W. FACE OF 12" LOGUST 25' +/- E. OF B/CURB OF PARKING LOT, 300' +/- WEST OF BRIDGE



AMBASSADOR BRIDGE



HRC
 HUBBELL, ROTH & CLARK, INC.
 Consulting Engineers

Hubbell, Roth & Clark, Inc.
 CONSULTING ENGINEERS

P.O. BOX 824
 BLOOMFIELD HILLS, MICH. 48303 - 0824

PHONE: (248) 454-4500
 FAX (ML Floor): (248) 454-8312
 FAX (Ent. Floor): (248) 486-2882
 WEB SITE: <http://www.hrc-inc.com>

DESIGNED	RNA
DRAWN	MTM
CHECKED	TDL
APPROVED	TDL

PRIVILEGED AND CONFIDENTIAL

DETROIT INTERNATIONAL BRIDGE COMPANY

STORM WATER PUMP STATION AND OUTFALL

SITE PLAN LAYOUT

HRC-JOB NO.	20060141	SCALE	1"=60'-0"
DATE	12-18-06	SHEET NO.	C-4

NUMBER: 2006-1171-7 06-82-174-P
 DETROIT INTERNATIONAL BRIDGE COMPANY - OUTFALL
 Detroit River, Detroit
 SHEET 3 OF 4

DATE	ADDITIONS AND/OR COMMENTS
8-29-06	ISSUED FOR MOEV REVIEW
12-19-06	REVISED PER ACOE COMMENTS

AMBASSADOR ENGINEERS
 CONSULTING ENGINEERS
 955 HULET DRIVE
 BLOOMFIELD HILLS, MICH. 48303-0824
 PHONE: (248) 454-5500
 FAX (Toll Free): (248) 464-8512
 FAX (Local): (248) 338-2692
 WEB SITE: http://www.hrc-engineers.com

HRC CONSULTING ENGINEERS
 HUBBELL, ROTH & CLARK, INC.
 Consulting Engineers
 Hubbell, Roth & Clark, Inc.
 CONSULTING ENGINEERS
 P.O. BOX 524
 BLOOMFIELD HILLS, MICH. 48303-0824
 PHONE: (248) 454-5500
 FAX (Toll Free): (248) 464-8512
 FAX (Local): (248) 338-2692
 WEB SITE: http://www.hrc-engineers.com

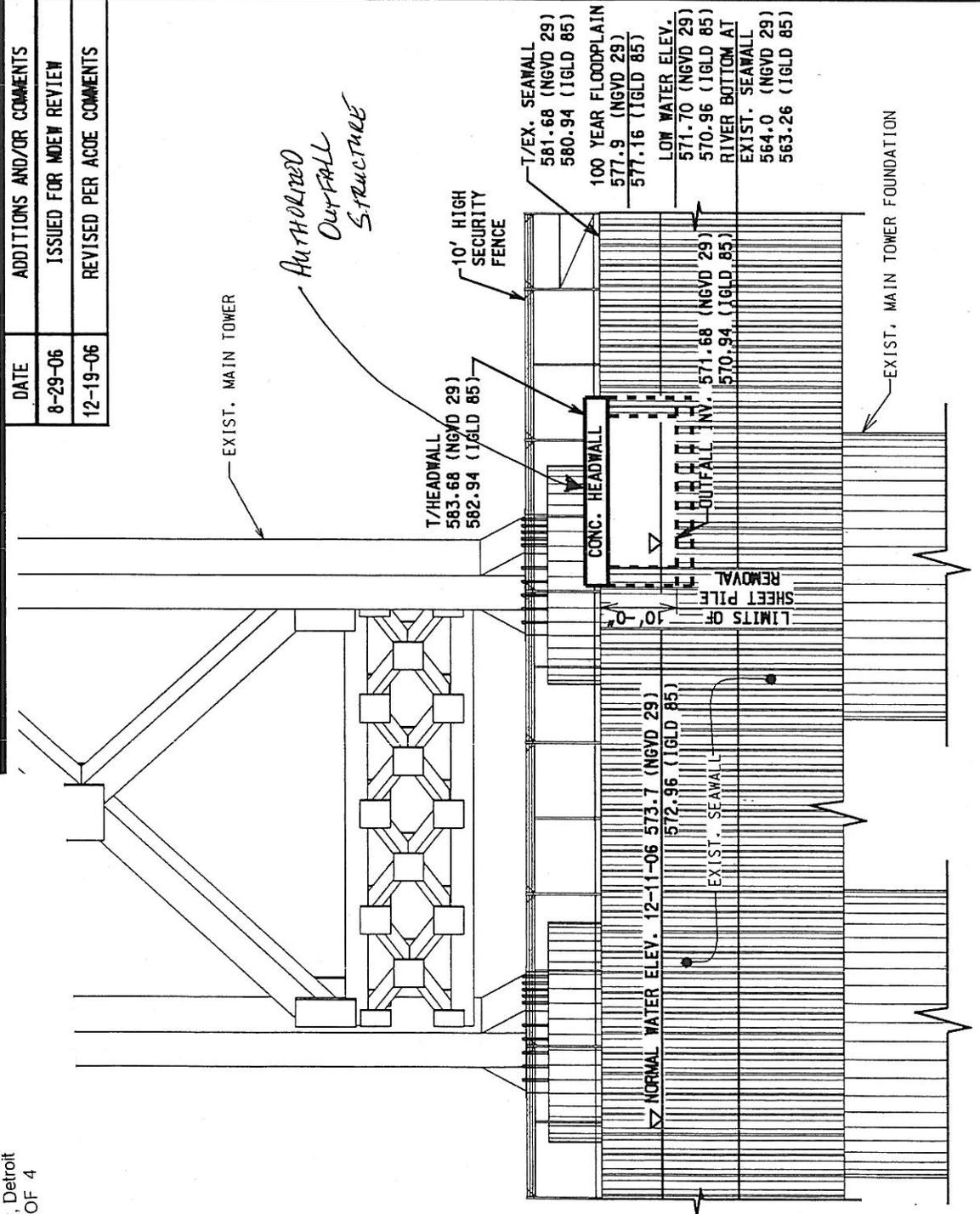
DESIGNED	RNA
DRAWN	MTM
CHECKED	TDL
APPROVED	TDL

PRIVILEGED AND CONFIDENTIAL

**DETROIT INTERNATIONAL
 BRIDGE COMPANY**

**STORM WATER
 PUMP STATION
 AND OUTFALL**

HRC JOB NO.	20060141
DATE	12-18-06
SCALE	1"=20'-0"
SHEET NO.	C-6



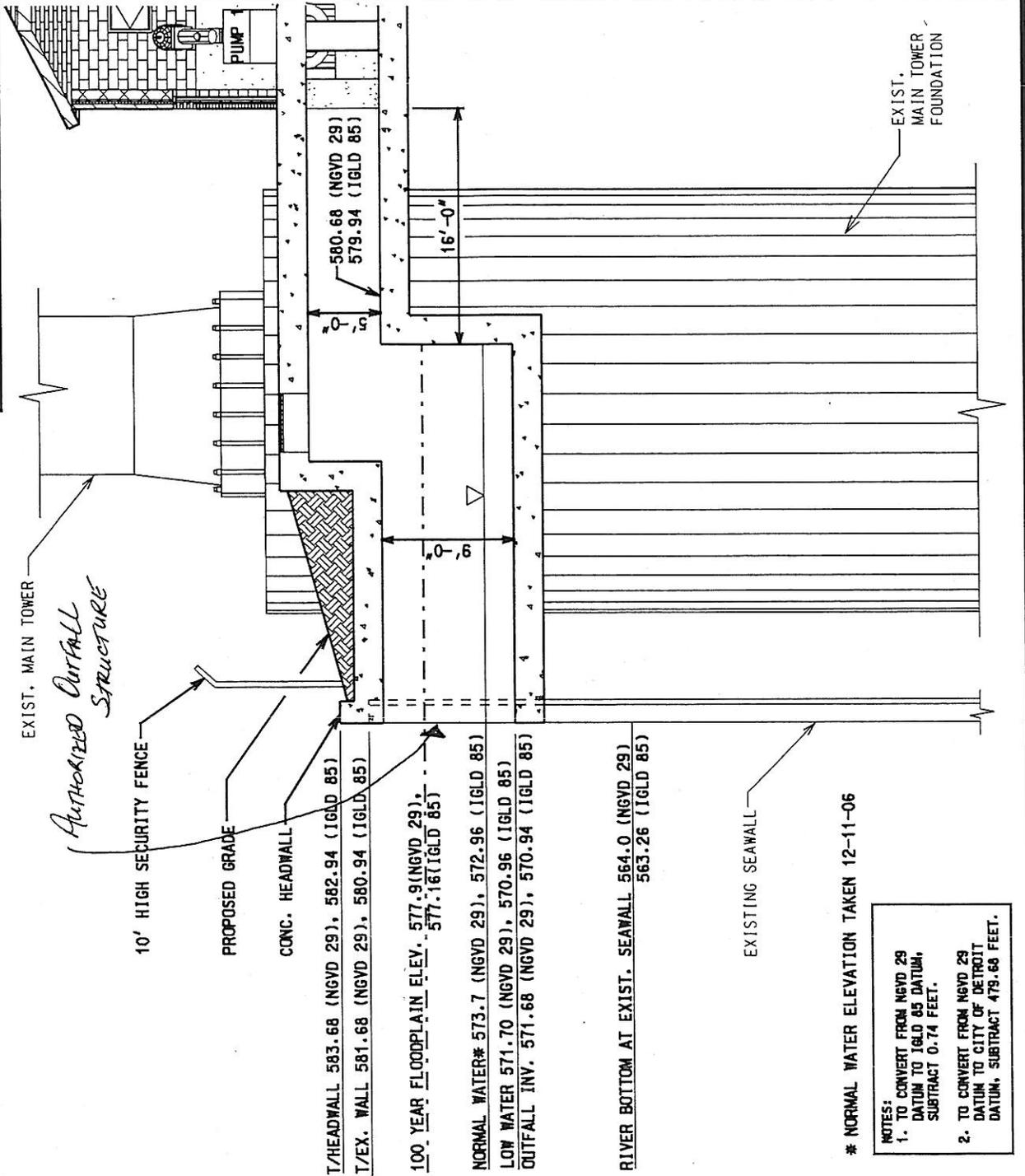
NOTES:

- TO CONVERT FROM NGVD 29 DATUM TO IGLD 85 DATUM, SUBTRACT 0.74 FEET.
- TO CONVERT FROM NGVD 29 DATUM TO CITY OF DETROIT DATUM, SUBTRACT 479.68 FEET.

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NUMBER: 2006-1171-7 06-82-174-P
 DETROIT INTERNATIONAL BRIDGE COMPANY - OUTFALL
 Detroit River, Detroit
 SHEET 4 OF 4

DATE	ADDITIONS AND/OR COMMENTS
8-29-06	ISSUED FOR MDEW REVIEW
12-19-06	REVISED PER ACOE COMMENTS



* NORMAL WATER ELEVATION TAKEN 12-11-06

NOTES:
 1. TO CONVERT FROM NGVD 29 DATUM TO IGLD 85 DATUM, SUBTRACT 0.74 FEET.
 2. TO CONVERT FROM NGVD 29 DATUM TO CITY OF DETROIT DATUM, SUBTRACT 479.68 FEET.

AMBASSADOR
 AMBASSADOR BRIDGE

HRC
 HUBBELL, ROTH & CLARK, INC.
 Consulting Engineers

Hubbell, Roth & Clark, Inc.
 CONSULTING ENGINEERS
 308 HULET DRIVE
 BLOOMFIELD HILLS, MICH. 48303-0824
 PHONE: (248) 494-4300
 FAX (1st Floor): (248) 464-8812
 FAX (2nd Floor): (248) 338-2892
 WEB SITE: [http:// www.hrc-engineers.com](http://www.hrc-engineers.com)

DESIGNED	RNA
DRAWN	MTM
CHECKED	TDL
APPROVED	TDL

PRIVILEGED AND CONFIDENTIAL

**DETROIT INTERNATIONAL
 BRIDGE COMPANY**

**STORM WATER
 PUMP STATION
 AND OUTFALL**

CROSS SECTION A-A	
OUTFALL DETAIL	
HRC JOB NO.	SCALE
20060141	1"=10'-0"
DATE	SHEET NO.
12-18-06	C-5A

Notice of Authorization

Permit Number 06-82-0174-P

Issued: 3/1/2007

Expiration Date: 12/31/2008

The State of Michigan, Department of Environmental Quality, Land and Water Management Division, 27700 Donald Court, Warren, Michigan, 48092-2793, 586-753-3700, under provisions of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended, and specifically:

- Part 31 Floodplain/Water Resources Protection.
- Part 301 Inland Lakes and Streams.
- Part 303 Wetland Protection.
- Part 315 Dam Safety.
- Part 325 Great Lakes Submerged Lands.
- Part 323 Shorelands Protection and Management.
- Part 353 Sand Dune Protection and Management.

Authorized activity:

Permitted Activity: Construct one 30 feet wide by 9 feet tall storm water outlet and discharge storm water to the Detroit River by removing a 30 feet wide by 10 feet tall portion of the existing steel sheet pile along the Detroit River.

All work shall be completed in accordance with the attached plans and specific terms and conditions of this permit.

To be conducted at property located: Wayne County, Waterbody: Detroit River
Section 19, Town 2S, Range 11E, City of Detroit

Permittee: Detroit International Bridge Co
Attn: Craig Stamper
12225 Stephens Road
Warren, MI 48089

Steven E. Chester, Director
Department of Environmental Quality

Jeremy Richardson
District Representative

*This notice must be displayed at the site of work.
Laminating this notice or utilizing sheet protectors is recommended.*

Please refer to the above Permit Number with any questions or concerns.



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING



STEVEN E. CHESTER
DIRECTOR

March 9, 2007

Mr. Craig Stamper
Detroit International Bridge Company
12225 Stephens
Warren, Michigan 48089

SUBJECT: **MIR110106 DIBC Pump Station & SW Outfall**
Authorization to discharge Storm Water from Construction Activities under the National Pollutant Discharge Elimination System (NPDES).

This is to acknowledge that the Michigan Department of Environmental Quality received your complete Notice of Coverage form and \$400 fee. On **March 1, 2007**, you became authorized, under NPDES, to discharge storm water from your construction activities at **DIBC Pump Station and Storm Water Outfall**. The NPDES number for this site is **MIR110106**. Please refer to this number in all future correspondence with the Department of Environmental Quality concerning this permit.

The authorization to discharge storm water pursuant to the provisions of Michigan's Permit-by-Rule expires on **May 30, 2009** or when the Soil Erosion and Sedimentation Control (SESC) Permit expires, is revoked or terminated by the Part 91 permitting entity or when the authorized public agency determines that the project has been completed by the stabilization of earth change activity. This authorization may be extended or modified prior to the expiration, revocation or termination of the SESC Permit by filing a revised NOC. Once the SESC is no longer active, a new administratively complete NOC including the fee must be submitted to obtain storm water authorization.

Please be advised that the authorization to discharge requires that the soil erosion and sedimentation controls be under the supervision of a state certified storm water operator. A copy of Michigan's Permit-by-Rule can be found on the DEQ website at www.michigan.gov/deg, click on **Water** (left hand side), then click on **Surface Water**, and then click on **Storm Water**. These requirements must be followed during the entire period of your storm water discharge authorization.

The issuance of this permit does not authorize violation of any federal, state or local laws or regulations, nor does it obviate the necessity of obtaining such permits, including any other Department of Environmental Quality permits, or approvals from other units of government as may be required by law.

A Notice of Termination (NOT) must be submitted to the Department once the construction site is completely stabilized. A copy of the NOT form can also be accessed at the website indicated above

If you have any questions about your authorization to discharge storm water, please contact Mark Fife at 517-241-8993.

Sincerely,

Michael Bray, P.E., Chief
Lakes Erie and Huron Permits Unit
Permits Section
Water Bureau

Enclosures
cc: Wayne County Department of Environment



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING



STEVEN E. CHESTER
DIRECTOR

March 9, 2007

TO: Wayne County Department of Environment
3600 Commerce Court, Building E
Wayne, MI 48184

FROM: Mark Fife, Storm Water Coordinator
Water Bureau

SUBJECT: **MIR110106 DIBC Pump Station and Storm Water Outfall**
Acknowledgement Letters - Notice of Coverage, Permit-by-Rule

The enclosed letter(s) acknowledges receipt of submitted Notice of Coverage (NOC) forms to the Michigan Department of Environmental Quality for storm water coverage under Michigan's permit-by-rule. This program gives National Pollutant Discharge Elimination System (NPDES) coverage to landowners who engage in construction activities that disturb 5 acres or more of land.

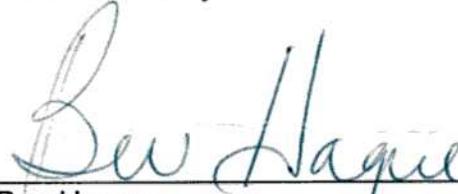
The authorization to discharge storm water pursuant to the provisions of Michigan's Permit-by-Rule expires on **May 30, 2009** or when the Soil Erosion and Sedimentation Control (SESC) Permit expires, is revoked or terminated by the Part 91 permitting entity or when the authorized public agency determines that the project has been completed by the stabilization of earth change activity. This authorization may be extended or modified prior to the expiration, revocation or termination of the SESC Permit by filing a revised NOC. Once the SESC is no longer active, a new administratively complete NOC including the fee must be submitted to obtain storm water authorization.

We are sending you copies as your agency was listed as having issued SESC permit(s) **06-208** on **November 30, 2006** for the project(s). If this is in error or you have any questions, please call me at 517-241-8993.

Enclosure

PROOF OF SERVICE

I hereby state, to the best of my knowledge, information and belief, that a copy of the foregoing document was served upon all parties and/or attorneys of record in this matter by Inter-Departmental mail to those parties employed by the State of Michigan and by UPS/Next Day Air, facsimile, and/or by mailing same to them via first class mail and/or certified mail, return receipt requested, at their respective addresses as disclosed by the file on the 11th day of April, 2007.



Bev Hague
State Office of Administrative Hearings and Rules

Gateway Communities Development
Collaborative
7752 West Vernor Highway
Detroit, Michigan 48209

Dr. William C. Larsen
Department of Environmental Quality
Land and Water Management Division
P.O. Box 30458
Lansing, Michigan 48909-7958

Detroit International Bridge Company
12225 Stephens Road
Warren, Michigan 48089

MICHIGAN DEPARTMENT OF ENVIRONMENTAL QUALITY PERMIT

ISSUED TO:

Detroit International Bridge Company
12225 Stephens Road
Warren, MI 48089

Permit No.	06-82-0121-P
Issued	January 17, 2007
Extended	
Revised	
Expires	December 31, 2008

This permit is being issued by the Michigan Department of Environmental Quality (MDEQ) under the provisions of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA) and specifically:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Part 301 Inland Lakes and Streams | <input type="checkbox"/> Part 315 Dam Safety |
| <input type="checkbox"/> Part 325 Great Lakes Submerged Lands | <input type="checkbox"/> Part 323 Shorelands Protection and Management |
| <input type="checkbox"/> Part 303 Wetlands Protection | <input type="checkbox"/> Part 353 Sand Dune Protection and Management |
| <input checked="" type="checkbox"/> Part 31 Floodplain/Water Resources Protection | |

Permission is hereby granted, based on permittee assurance of adherence to State requirements and permit conditions to:

Permitted Activity: Construct six additional lanes over the Detroit River adjacent to the west side of the existing Ambassador Bridge and connect directly into the existing plazas.

All work shall be conducted in accordance with the attached plans and specific terms and conditions of this permit.

Water Course Affected: Detroit River

Property Location: Wayne County, City of Detroit, Section 4

Subdivision, Lot Town/Range 2S, 11E Property Tax No.

Authority granted by this permit is subject to the following limitations:

- A. Initiation of any work on the permitted project confirms the permittee's acceptance and agreement to comply with all terms and conditions of this permit.
- B. The permittee in exercising the authority granted by this permit shall not cause unlawful pollution as defined by Part 31, Floodplain/Water Resources Protection of the NREPA.
- C. This permit shall be kept at the site of the work and available for inspection at all times during the duration of the project or until its date of expiration.
- D. All work shall be completed in accordance with the plans and the specifications submitted with the application and/or plans and specifications attached hereto.
- E. No attempt shall be made by the permittee to forbid the full and free use by the public of public waters at or adjacent to the structure or work approved herein.
- F. It is made a requirement of this permit that the permittee give notice to public utilities in accordance with Act 53 of the Public Act of 1974 and comply with each of the requirements of that act.
- G. This permit does not convey property rights in either real estate or material, nor does it authorize any injury to private property or invasion of public or private rights, nor does it waive the necessity of seeking federal assent, all local permits or complying with other state statutes.
- H. This permit does not prejudice or limit the right of a riparian owner or other person to institute proceedings in any circuit court of this state when necessary to protect his rights.
- I. Permittee shall notify the MDEQ within one week after the completion of the activity authorized by this permit, by completing and forwarding the attached, preaddressed post card to the office addressed thereon.
- J. This permit shall not be assigned or transferred without the written approval of the MDEQ.
- K. Failure to comply with conditions of this permit may subject the permittee to revocation of permit and criminal and/or civil action as cited by the specific State Act, Federal Act and/or Rule under which this permit is granted.
- L. Work to be done under authority of this permit is further subject to the following special instructions and specifications:

Authority granted by this permit does not waive any jurisdiction of the United States Army Corps of Engineers or the need for a federal permit.

Authority granted by this permit does not waive permit requirements under Part 91, Soil Erosion and Sedimentation Control, of the NREPA, or the need to acquire applicable permits from the County Enforcing Agent (CEA). To locate the Soil Erosion Program Administrator for your county visit www.deq.state.mi.us/sesca/.

The authority to conduct the activity as authorized by this permit is granted solely under provisions of the governing act as identified above. This permit does not convey, provide or otherwise imply approval of any other governing act, ordinance or regulation, nor does it waive the permittee's obligation to acquire any local, county, state, or federal approval, or authorizations necessary to conduct the activity.

In issuing this permit, the MDEQ has relied on the information and data which the permittee has provided in connection with the permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete, or inaccurate, the MDEQ may modify, revoke, or suspend the permit, in whole or in part, in accordance with the new information.

Unless specifically stated under the "Permitted Activity" of this permit, construction pads, haul roads, temporary structures, or other structural appurtenances to be placed in a wetland or on bottomland of the waterbody are not authorized and shall not be constructed unless authorized by a separate permit or permit revision granted in accordance with the applicable law.

The permittee is cautioned that grade changes resulting in increased runoff onto adjacent property is subject to civil damage litigation.

The permittee is responsible for acquiring all necessary easements or rights-of-way before commencing any work authorized by this permit. All construction operations relating to or part of this project shall be confined to the existing right-of-way limits or other acquired easements.

This permit is limited to authorizing the construction as specified above and carries with it no assurances or implications that associated wetland or floodplain areas can be developed and serviced by the structures authorized by this permit.

Prior to the initiation of any permitted construction activities, a siltation barrier shall be constructed immediately downgradient of the construction site. Siltation barriers shall be specifically designed to handle the sediment type, load, water depth, and flow conditions of each construction site throughout construction and unstable site conditions. The siltation barrier shall be maintained in good working order throughout the project. Upon project completion, any accumulated materials shall be removed and disposed of at an upland (non-wetland, non-floodplain) site. The siltation barrier shall then be removed in its entirety and the area restored to its original configuration and cover.

All raw areas resulting from the permitted construction activity shall be promptly and effectively stabilized with sod and/or seed and mulch (or other technology specified by this permit or project plans) in a sufficient quantity and manner so as to prevent erosion and any potential siltation to surface waters or wetlands.

The permittee shall indemnify and hold harmless the State of Michigan and its departments, agencies, officials, employees, agents and representatives for any and all claims or causes of action arising from acts or omissions of the permittee, or employees, agents, or representatives of the permittee, undertaken in connection with this permit. This permit shall not be construed as an indemnity by the State of Michigan for the benefit of the permittee or any other person.

Prior to initiating construction, authorized by this permit, the permittee is required to provide a copy of the permit to the contractor(s) for his/her review.

The property owner, contractor(s), and any agent involved in obtaining or exercising this permit, are held responsible to ensure the project is constructed in accordance with all drawings and specifications contained in this permit. The contractor is required to provide a copy of the permit to any and all subcontractors doing work authorized by this permit.

If any change or deviation from the permitted activity becomes necessary, the permittee shall request, in writing, a revision of the permitted activity and/or mitigation plan from the MDEQ. Such revision requests shall include complete documentation supporting the modification and revised plans detailing the proposed modification. Proposed modifications must be approved, in writing, by the MDEQ prior to being implemented.

This permit may be transferred to another person upon written approval of the MDEQ. The permittee must submit a written request to the MDEQ to transfer the permit to the new owner. The new owner must also submit a written request to accept transfer of the permit. The new owner must agree, in writing, to accept all conditions of the permit. A single letter signed by both parties which includes all the above information may be provided to the MDEQ. The MDEQ will review the request and if approved, will provide written notification to the new owner.

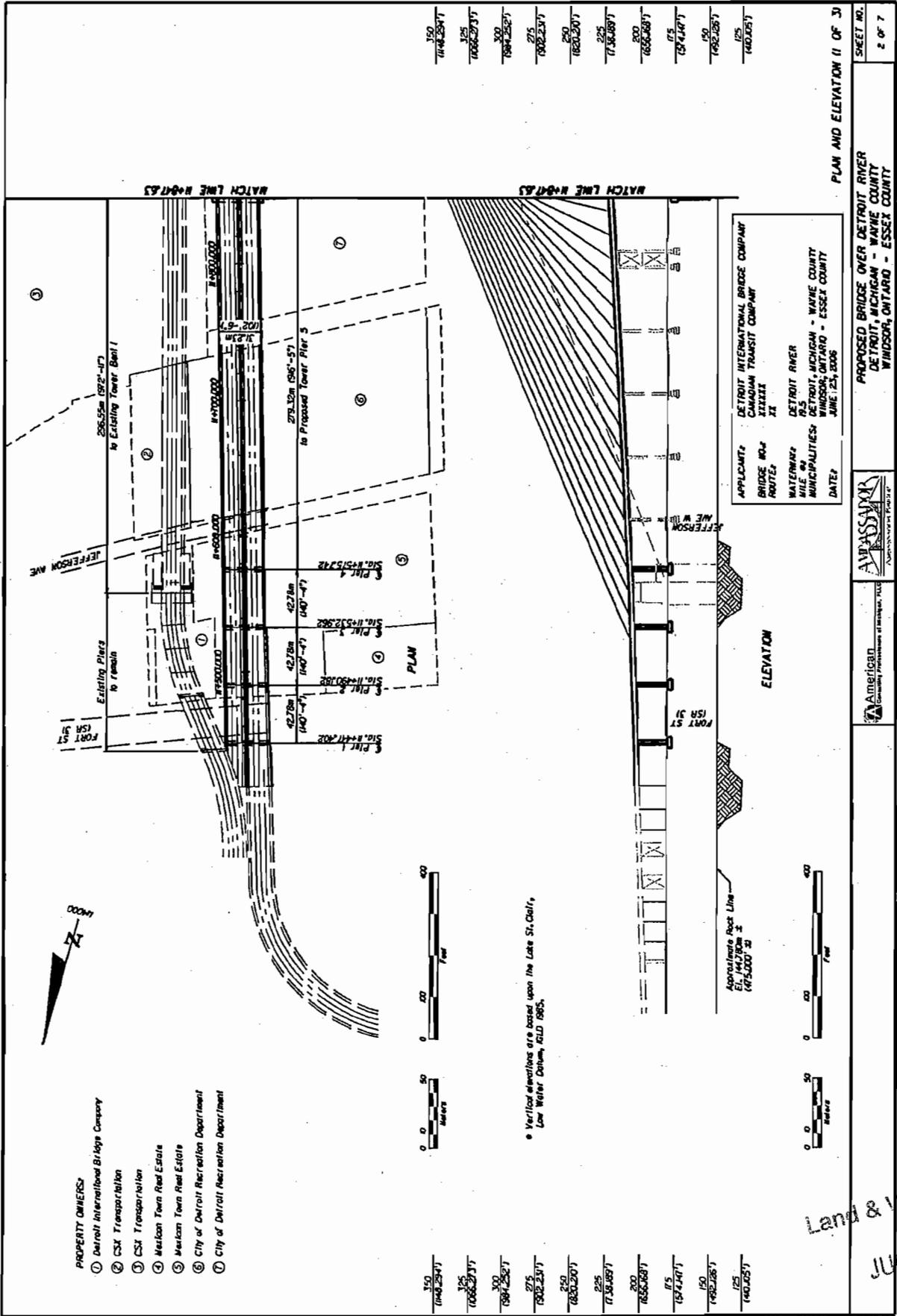
A permit may be extended for cause. To request an extension of a permit a written request must be submitted to the MDEQ before the expiration date of the permit. The request must indicate the reasons for the extension. The MDEQ will review the request, and if approved, will provide written notification to the permittee.

Noncompliance with these terms and conditions, and/or the initiation of other regulated activities not specifically authorized by this permit shall be cause for the modification, suspension, or revocation of this permit, in whole or in part. Further, the MDEQ may initiate criminal and/or civil proceedings as may be deemed necessary to correct project deficiencies, protect natural resource values, and secure compliance with statutes.

Steven E. Chester, Director
Department of Environmental Quality

By 
Jeremy Richardson
District Representative
Land and Water Management Division

cc: Mr. Robert Bloom, U.S. Coast Guard
Ms. Sue Elston, USEPA
Mr. Craig Czarnecki, USFWS
Ms. Margaret Barondess, MDOT
Mr. John Jones, Wayne Co. CEA
Wayne Co. Crain Commission
City of Detroit Clerk
Mr. Scott Korpi, American Consulting Engineers, LLC
Mr. John Konik, USACE
Water Bureau, DEQ Warren
Ms. Kimberly Fish, DEQ Lansing



Land & Water Mgt. D
 JUN 29 2006
 Permit Consolidation

FILE # 06-82-0121P
 APPROVED PLANS
 / OF 7

DEQ-LWMD
 PROPOSED BRIDGE OVER DETROIT RIVER
 DETROIT, MICHIGAN - WAYNE COUNTY
 WINDSOR, ONTARIO - ESSEX COUNTY

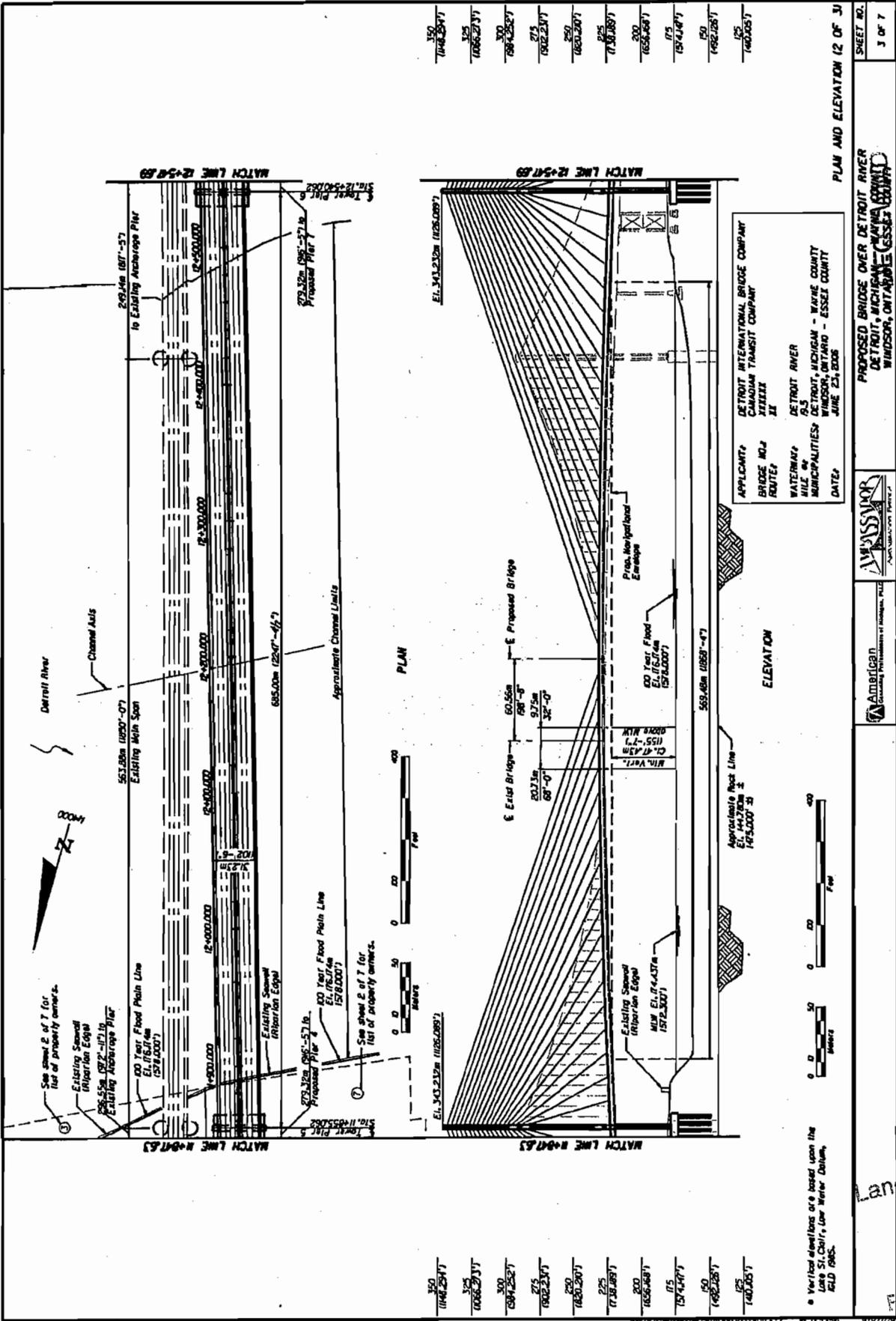
APPLICANT: DETROIT INTERNATIONAL BRIDGE COMPANY
 BRIDGE NO.: 1111
 ROUTE: 1111

WATERWAY: DETROIT RIVER
 MILE # 0.5
 MUNICIPALITIES: DETROIT, MICHIGAN - WAYNE COUNTY
 WINDSOR, ONTARIO - ESSEX COUNTY
 DATE: JUNE 23, 2006

AMERICAN CONSULTING ENGINEERS
 10000 RIVERVIEW AVENUE
 DETROIT, MI 48204

PROPOSED BRIDGE OVER DETROIT RIVER
 DETROIT, MICHIGAN - WAYNE COUNTY
 WINDSOR, ONTARIO - ESSEX COUNTY
 PLAN AND ELEVATION (1 OF 3)

SHEET NO.
 2 OF 7



PLAN AND ELEVATION (2 OF 3)

SHEET NO.
3 OF 7

PROPOSED BRIDGE OVER DETROIT RIVER
DETROIT, MICHIGAN - WYANDOTTE, ONTARIO
WYANDOTTE, ONTARIO - ESSEX COUNTY

APPLICANT: DETROIT INTERNATIONAL BRIDGE COMPANY
CANADIAN TRANSIT COMPANY
BRIDGE NO. 42122
ROUTE 21

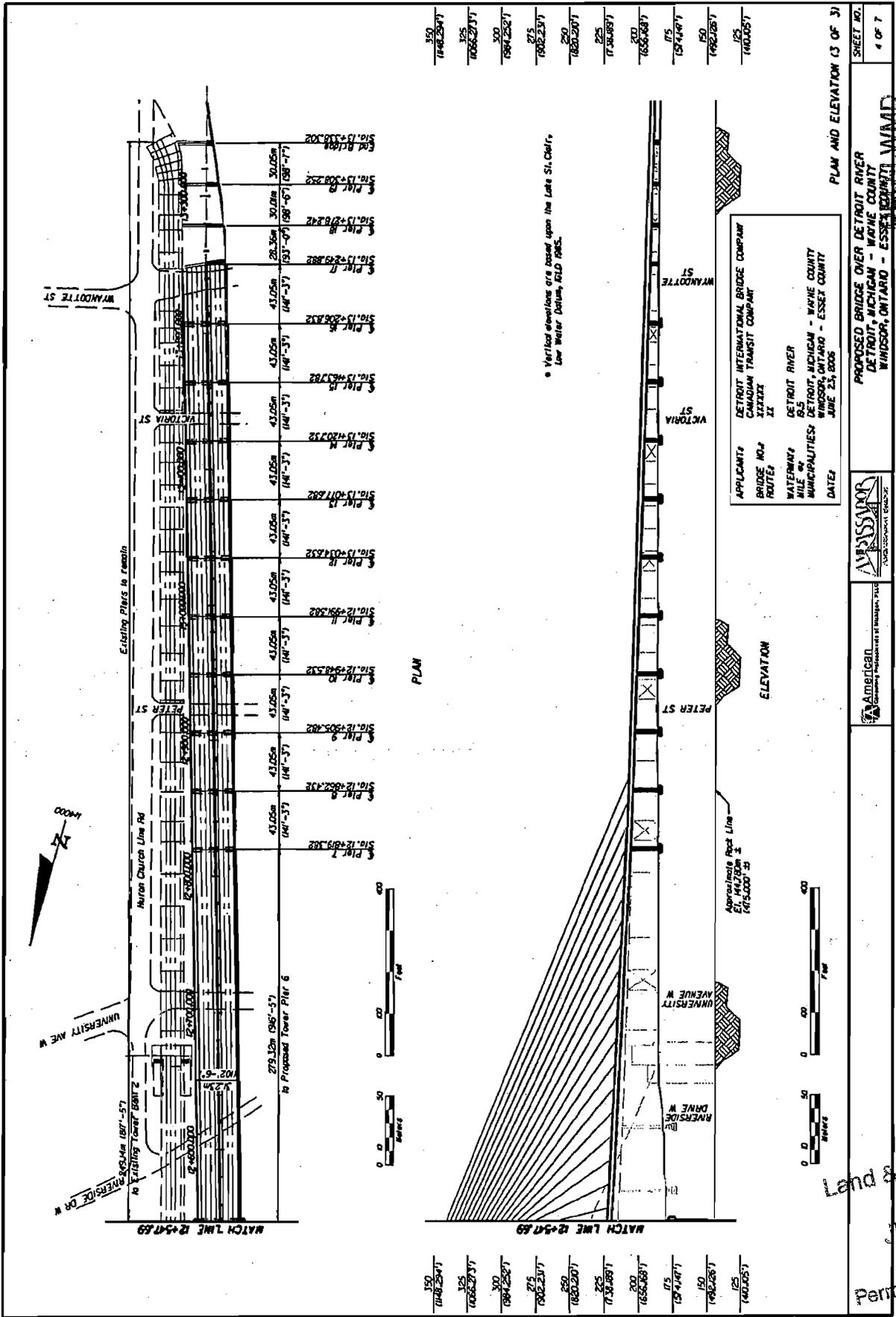
WATERWAY: DETROIT RIVER
MILE # 9.5
MUNICIPALITIES: DETROIT, MICHIGAN - WAYNE COUNTY
WYANDOTTE, ONTARIO - ESSEX COUNTY

DATE: JUNE 23, 2008

APPROVED PLANS
2 OF 7

FILE # 06-82-0131-P

Land & Water Management
JUN 29 2008
Permit Consolidation



Vertical elevations are based upon the Lake St. Clair, Low Water Datum, M.D. PMS.

150	160.2847
155	160.2877
160	160.2927
165	160.2977
170	160.3027
175	160.3077
180	160.3127
185	160.3177
190	160.3227
195	160.3277
200	160.3327
205	160.3377
210	160.3427
215	160.3477
220	160.3527
225	160.3577
230	160.3627
235	160.3677
240	160.3727
245	160.3777
250	160.3827
255	160.3877
260	160.3927
265	160.3977
270	160.4027
275	160.4077
280	160.4127
285	160.4177
290	160.4227
295	160.4277
300	160.4327
305	160.4377
310	160.4427
315	160.4477
320	160.4527
325	160.4577
330	160.4627
335	160.4677
340	160.4727
345	160.4777
350	160.4827
355	160.4877
360	160.4927
365	160.4977
370	160.5027
375	160.5077
380	160.5127
385	160.5177
390	160.5227
395	160.5277
400	160.5327
405	160.5377
410	160.5427
415	160.5477
420	160.5527
425	160.5577
430	160.5627
435	160.5677
440	160.5727
445	160.5777
450	160.5827
455	160.5877
460	160.5927
465	160.5977
470	160.6027
475	160.6077
480	160.6127
485	160.6177
490	160.6227
495	160.6277
500	160.6327
505	160.6377
510	160.6427
515	160.6477
520	160.6527
525	160.6577
530	160.6627
535	160.6677
540	160.6727
545	160.6777
550	160.6827
555	160.6877
560	160.6927
565	160.6977
570	160.7027
575	160.7077
580	160.7127
585	160.7177
590	160.7227
595	160.7277
600	160.7327
605	160.7377
610	160.7427
615	160.7477
620	160.7527
625	160.7577
630	160.7627
635	160.7677
640	160.7727
645	160.7777
650	160.7827
655	160.7877
660	160.7927
665	160.7977
670	160.8027
675	160.8077
680	160.8127
685	160.8177
690	160.8227
695	160.8277
700	160.8327
705	160.8377
710	160.8427
715	160.8477
720	160.8527
725	160.8577
730	160.8627
735	160.8677
740	160.8727
745	160.8777
750	160.8827
755	160.8877
760	160.8927
765	160.8977
770	160.9027
775	160.9077
780	160.9127
785	160.9177
790	160.9227
795	160.9277
800	160.9327
805	160.9377
810	160.9427
815	160.9477
820	160.9527
825	160.9577
830	160.9627
835	160.9677
840	160.9727
845	160.9777
850	160.9827
855	160.9877
860	160.9927
865	160.9977
870	161.0027
875	161.0077
880	161.0127
885	161.0177
890	161.0227
895	161.0277
900	161.0327
905	161.0377
910	161.0427
915	161.0477
920	161.0527
925	161.0577
930	161.0627
935	161.0677
940	161.0727
945	161.0777
950	161.0827
955	161.0877
960	161.0927
965	161.0977
970	161.1027
975	161.1077
980	161.1127
985	161.1177
990	161.1227
995	161.1277
1000	161.1327

PLAN AND ELEVATION (3 OF 3)

PROPOSED BRIDGE OVER DETROIT RIVER
 DETROIT, MICHIGAN - WAYNE COUNTY
 WINDSOR, ONTARIO - ESSEX COUNTY

APPLICANTS: DETROIT INTERNATIONAL BRIDGE COMPANY
 CANADIAN TRANSIT COMPANY

BRIDGE NO.: XXIXXX
 ROUTE: XX

WATERWAY: DETROIT RIVER
 MILE #: 8.5
 MUNICIPALITIES: DETROIT, MICHIGAN - WAYNE COUNTY
 WINDSOR, ONTARIO - ESSEX COUNTY

DATE: JUNE 23, 2006

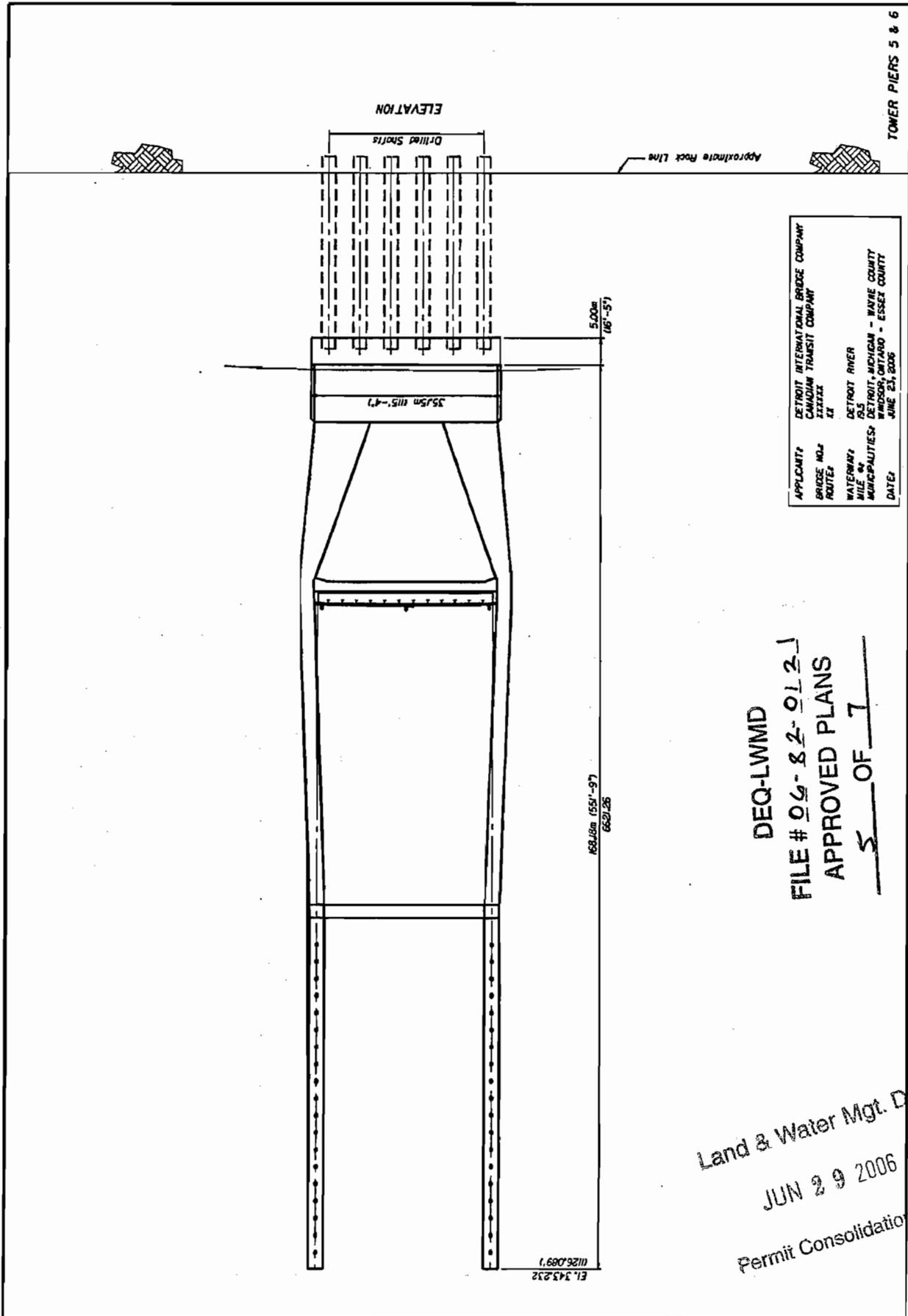
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FILE # 06-82-0121-P
 APPROVED PLANS
 3 OF 7

Land & Water Mgt.
 JUN 29 2006
 Permit Consolidatic



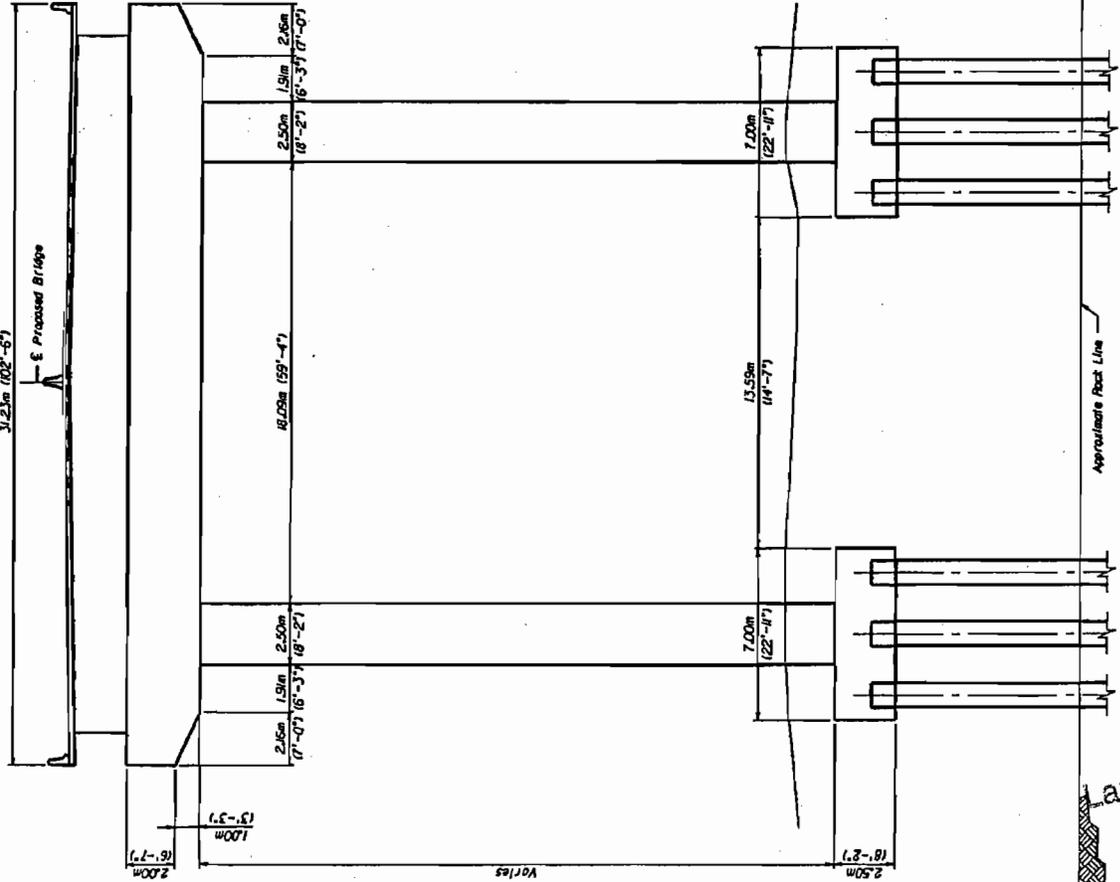
APPLICANT: DETROIT INTERNATIONAL BRIDGE COMPANY
 BRIDGE NO.: CANADIAN TRANSIT COMPANY
 ROUTE: XXXXX
 WATERWAY: DETROIT RIVER
 MILE #: RLS
 MUNICIPALITIES: DETROIT, MICHIGAN - WAYNE COUNTY
 DATE: WINDSOR, ONTARIO - ESSEX COUNTY
 JUNE 23, 2006

DEQ-LWMD
 FILE # 06-82-0121
 APPROVED PLANS
 5 OF 7

Land & Water Mgt. Div.
 JUN 29 2006
 Permit Consolidation Unit

31.23m (102'-6")

Proposed Bridge



PIER ELEVATION

PIER SIDE ELEVATION

Approximate Rock Line

DEQ-LWMD

FILE # 06-82-0121-P

APPROVED PLANS

6 OF 7

APPLICANT:	DETROIT INTERNATIONAL BRIDGE COMPANY
BRIDGE NO.:	CANADIAN TRANSIT COMPANY
ROUTE:	XXXXX
WATERWAY:	DETROIT RIVER
MILE:	9.5
MUNICIPALITIES:	DETROIT, MICHIGAN - WAYNE COUNTY WINDSOR, ONTARIO - ESSEX COUNTY
DATE:	JUNE 21, 2006



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JUN 21 2006
Permit Consolidation

PIER DETAILS

PROPOSED BRIDGE OVER DETROIT RIVER
DETROIT, MICHIGAN - WAYNE COUNTY
WINDSOR, ONTARIO - ESSEX COUNTY

AMERICAN PROFESSIONALS ENGINEERS ARCHITECTS INC.

AMERICAN PROFESSIONALS ENGINEERS ARCHITECTS INC.

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SHEET NO.
7 OF 7



LEGEND

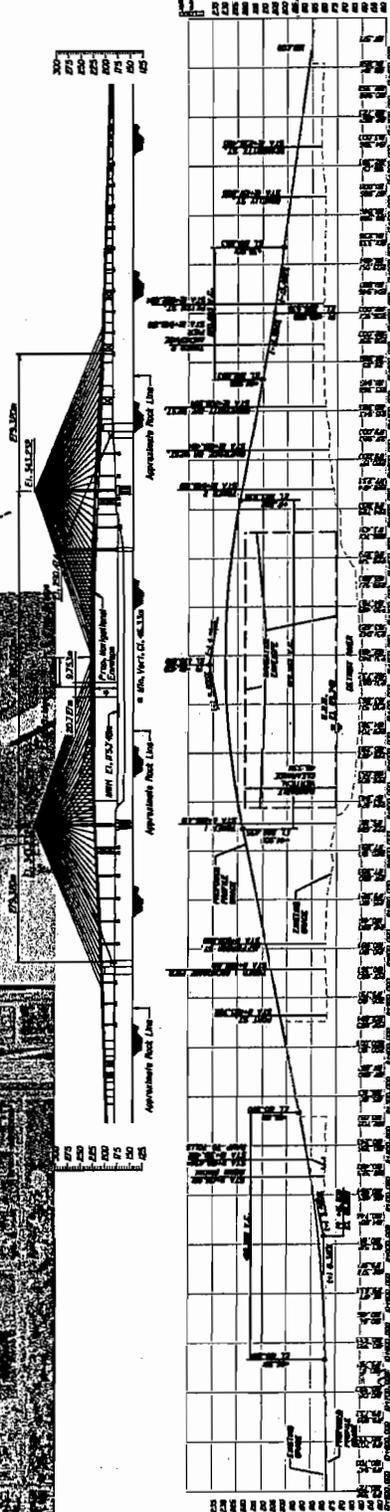
DIBC/CTC 2009

DEQ-LWMD

FILE # 06-82-0121P

APPROVED PLANS

7 OF 7



SHEET NO.
2 OF 10

AMBASSADOR BRIDGE ENHANCEMENT PROJECT



American
Consultants & Engineers of Michigan, P.C.

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**Department of Environmental Quality
Land and Water Management Division**

PROJECT REVIEW REPORT

File # 06-82-0121-P

Name of reviewer: Jeremy Richardson

Date of field review: 8/7/06

GENERAL INFORMATION:

1. Name of applicant: Detroit International Bridge Company					
2. Name of property owner: same					
3. Waterbody type: <input type="checkbox"/> Wetland <input checked="" type="checkbox"/> Warm water stream <input type="checkbox"/> Great Lake <input type="checkbox"/> Canal (Great Lake) (check all that apply) <input type="checkbox"/> Floodplain <input type="checkbox"/> Cold water stream <input type="checkbox"/> Inland lake <input type="checkbox"/> Canal (Inland lake or					
4. Jurisdictional determination (for Part 303):					
a. Is the wetland contiguous, as defined in Section 30301? <input type="checkbox"/> Yes <input type="checkbox"/> No					
b. Approximate size of wetland = _____ acres					
c. Is the project within a county with a population > 100,000? <input type="checkbox"/> Yes <input type="checkbox"/> No					
5. A permit is required under: <input checked="" type="checkbox"/> Part 301 <input type="checkbox"/> Part 303 <input type="checkbox"/> Part 323 <input type="checkbox"/> Part 325 <input checked="" type="checkbox"/> Part 31 <input type="checkbox"/> Sec. 404 <input type="checkbox"/>					
6. Is the application drawing complete and accurate? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If no, why?					

FIELD REVIEW (for Part 303):

7. Total wetland acreage owned by property owner = _____ acres					
8. Total wetland acreage to be impacted by proposed activity = _____ acres					
Dominant plants	Indicator status	Other plants	Indicator status	Soils (description)	Depth

DESCRIBE HYDROLOGIC INDICATORS:

GENERAL FIELD NOTES/COMMENTS: (Attach other page(s) for additional notes/comments)

<p>The project area is located in the City of Detroit, Wayne Co. adjacent to the west side of the existing bridge span. The area between Fort Street and Jefferson Avenue is a recently cleared parcel. Ground cover at the time of the site inspection consisted of raw soils. The area south of Jefferson Avenue includes a baseball field and a recreational park presumably owned by the City of Detroit.</p>

FILE REVIEW:

File # 06-82-0121-P

9 a. Is there reasonable potential for impacts to state or federally listed threatened or endangered species?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
b. If yes, has the MDNR and/or US FWS reviewed and signed off on potential impacts?	<input type="checkbox"/> Yes <input type="checkbox"/> No
10. Would the project adversely affect fish and wildlife?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
11. Would the project adversely affect recreation and aesthetics?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
12. Would the project adversely affect navigation?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
13. Would the project adversely affect historic or archeological sites?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
14. Would the project comply with state Water Quality Standards?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
15. Would the project comply with the Michigan Natural Rivers Act?	<input type="checkbox"/> Yes <input type="checkbox"/> No
16. Would the project comply with NREPA, Part 323 (Shorelands Protection and Management)?	<input type="checkbox"/> Yes <input type="checkbox"/> No
17. Would the project comply with the Michigan Coastal Zone Management Program?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18. If the project is proposed under Part 301 or 325:	
a. Would the project adversely affect riparian rights?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
b. Would the project adversely affect the public trust?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
c. Would the project adversely affect other criteria listed in Section 30106 or 32515 as appropriate?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
d. Would the project involve work on state-owned bottomlands of the Great Lakes?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
e. If yes, would a conveyance be required?	<input type="checkbox"/> Yes <input type="checkbox"/> No
f. Would the project be consistent with similar structures or other permitted projects in the area?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
19. If the project is proposed under Part 303:	
a. Would the activity be in the public interest?	<input type="checkbox"/> Yes <input type="checkbox"/> No
b. Is a permit necessary to realize the benefits derived from the activity?	<input type="checkbox"/> Yes <input type="checkbox"/> No
c. Would adverse secondary or cumulative effects occur due to the probable impacts of the proposed project in addition to the existing and anticipated activities in the watershed?	<input type="checkbox"/> Yes <input type="checkbox"/> No
d. Is the activity otherwise lawful?	<input type="checkbox"/> Yes <input type="checkbox"/> No
e. Has the applicant shown that an unacceptable disruption to the aquatic resources would not result?	<input type="checkbox"/> Yes <input type="checkbox"/> No
f. Has the applicant shown that the proposed activity is wetland dependent, OR Has the applicant shown that no feasible and prudent alternatives exist?	<input type="checkbox"/> Yes <input type="checkbox"/> No
20. If the project is proposed as a Minor Project (Part 301 or 325) or General Permit (Part 303):	
a. Is the activity listed by the Department as a category for a minor project or under a general permit?	<input type="checkbox"/> Yes <input type="checkbox"/> No
b. Would the activity have only minimal adverse environmental effects when performed separately?	<input type="checkbox"/> Yes <input type="checkbox"/> No
c. Would the activity have only minimal adverse environmental effects cumulatively?	<input type="checkbox"/> Yes <input type="checkbox"/> No
d. If proposed under a GP, would the activity comply with Part 303 review criteria in #19 a-f?	<input type="checkbox"/> Yes <input type="checkbox"/> No

EXPLANATION OF FINDINGS AND RECOMMENDATION: (Attach other page(s) for additional explanation)

See FINDING OF FACTS, below

Recommendation: Issue Deny Modify

Date of review completion: 1/10/2006

FINDING OF FACT
DEQ FILE No. 06-82-0121-P
AMBASSADOR BRIDGE ENHANCEMENT PROJECT

The following is a review of the facts and information pertaining to the MDEQ File No. 06-82-0121-P as they relate to the decision made on this application.

Reviewer: Jeremy Richardson

Applicant: Detroit International Bridge Company (DIBC)

Proposed Activity: Construct six (6) additional lanes over the Detroit River on the west side of the existing span. Additional lanes will connect directly to existing plazas in Detroit and Windsor, Canada. No dredging, structures, or piers are proposed within open water or floodplain of the Detroit River.

Location: Detroit, Wayne Co., Michigan

Legal Authority: Part 301, Inland Lakes and Streams of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA).

Application received: June 29, 2006

Application Administratively Complete: July 29, 2006

Public Notice Issued: July 13, 2006

Responses Received from the Public Notice: Numerous comments were received during the public comment period including letters from State Representative Steve Tobocman and Raymond E. Basham, City of Detroit Planning Commission, local community groups, attorneys for Windsor, Ontario and residents of Southwest Detroit. Most of the comments requested that a public hearing be held.

Public Hearing: A public hearing was held on November 14, 2006 at Southwestern High School in the City of Detroit. A total of seventy-three attendance cards were collected at the public hearing and approximately nineteen people provided oral comments. Hearing statements focused on the lack of a complete environmental assessment (including traffic, air and other environmental issues), increases in local traffic, air and noise pollution, and the applicants attempt to segment the proposed project. Only one individual was in support of the bridge project.

Public Hearing and Post Hearing Written Comments:

State Representative Steve Tobocman: Under Part 301, Inland Lakes and Streams (301) of NREPA, the Department's regulatory authority is limited to the specific project outlined in the application submitted. However, in accordance with Rule 281.814, an environmental assessment is conducted as part of the application review process and all existing and potential adverse environmental effects are determined within the authority of 301 for each application submitted. An alternatives analysis is appropriate when feasible and prudent alternatives to the project will avoid or minimize adverse impacts on the aquatic resource. Review of the application indicates the proposed bridge has no adverse impacts to the Detroit River and an alternatives review is not necessary. 301 is designed to specifically evaluate impacts to the environment, riparian rights and the public trust associated with inland lakes and streams. 301 is not designed to evaluate other natural resources (i.e. air) that may be indirectly impacted as part of the proposed project.

Marcel R. Todd, Jr., City of Detroit Planning Commission: DIBC was copied on correspondence from the City of Detroit Water and Sewerage Department (DWSD) and is aware of any DWSD jurisdiction over the project.

R. Craig Hupp, Bodman Attorneys & Counselors: Under 301, the Department's regulatory authority is limited to the specific project outlined in the application submitted. However, in accordance with Rule 281.814, an environmental assessment is conducted as part of the application review process and all existing and potential adverse environmental effects are determined within the authority of 301 for each application submitted. The Department received a second application by DIBC (06-82-0174-P) for construction of a pump station directly below the existing bridge. As part of the review process for this application, an alternative analysis was requested and adverse impact to the Detroit River via open water/floodplain fill was eliminated. The proposed pump station will separate approximately 180 acres of combined sewer system and provide pre-treatment prior to discharging into the Detroit River.

Site Inspection: A site inspection of the project area was conducted on August 7, 2006. The project area is located in the City of Detroit, Wayne Co. adjacent to the west side of the existing bridge span. The area between Fort Street and Jefferson Avenue is a recently cleared parcel and ground cover at the time of the site inspection consisted of raw soils. The area between Jefferson Avenue and the railroad system, west of the existing bridge, includes a recreational park presumably owned by the City of Detroit.

File Review: DEQ received the proposed bridge application (06-82-0121-P) under the jurisdiction of 301. Numerous public comments and hearing requests were received and a public hearing was scheduled and held at the Southwestern High School in the City of Detroit on November 14, 2006. Public hearing and written comments were evaluated and considered as part of the application review process under the authority of 301.

Conclusions: As part of the review process under 301, the Department is required to evaluate and consider the possible effects of the proposed action upon the inland lake or stream and upon waters from which or into which its waters flow and the uses of all such waters, including uses for recreation, fish and wildlife, aesthetics, local government, agriculture, commerce, and industry. The Department shall issue a permit if it finds that the structure or project will not adversely affect the public trust or riparian rights.

The applicant has made every attempt to avoid adverse impacts to the Detroit River. No dredging, structures, encroachment, or adverse impacts to the Detroit River are proposed as part of the bridge crossing over the Detroit River, and adverse effects to the environment and the public trust are minimal as defined in Part 301 of NREPA. Based on the above findings, the Department recommends authorization of DEQ file number 06-82-0121-P.



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
SOUTHEAST MICHIGAN DISTRICT OFFICE



STEVEN E. CHESTER
DIRECTOR

October 29, 2008

RECEIVED BY
NOV 03 2008
AMERICAN CONSULTING ENGINEERS
OF FLORIDA, LLC

Mr. Dan Stamper
Detroit International Bridge Co.
12225 Stephens Road
Warren, MI 48089

Dear Mr. Stamper:

SUBJECT: DEQ File Number 06-82-0121-P
City of Detroit, Wayne County
Ambassador Bridge Enhancement Project

We have received your letter dated October 20, 2008, requesting an extension of time for completion of work authorized by your Department of Environmental Quality (DEQ) permit.

This letter serves to extend your permit until January 17, 2012.

You are reminded that all conditions, as set forth in the original permit, remain in full force. This letter must be attached to your permit, kept at the work site, and be available for inspection at all times during the duration of the project or until the date of expiration. This extension does not obviate the need for other Federal, State and/or local permits, as may be required by law.

If you have additional questions, please contact this office.

Sincerely,

Jeremy Richardson
Land and Water Management Division
District Representative

cc: Mr. John Jones, Wayne County CEA
City of Detroit Clerk
Mr. Scott Korpi, American Consulting Engineers of Florida, LLC



American Consulting Engineers of Florida, LLC

4111 Land O' Lakes Boulevard, Suite 210
Land O' Lakes, Florida 34639
Tel 813.996.2800 • Fax 813.996.1908
american@ace-fla.com • www.ace-fla.com

March 30, 2007

Carmine Palombo
Southeast Michigan Council of Governments
535 Griswold Street, Suite 300
Detroit, MI 48226-3602

Re: **Ambassador Bridge Enhancement Project**

Dear Carmine Palombo:

Enclosed please find a brief project description and the preliminary construction plans for the Ambassador Bridge Enhancement Project for your review. The major components of the Ambassador Bridge Enhancement project include the construction of a 6-lane cable stayed, toll bridge connecting Detroit, Michigan, United States with Windsor, Ontario, Canada adjacent to the existing Ambassador Bridge. No modifications will be required in the plazas or the existing roadway infrastructure. The new bridge will connect directly to the plazas constructed by the ongoing Ambassador Bridge Gateway in Detroit and the Plaza Expansion Projects in Windsor. The existing Ambassador Bridge would then be taken out of service for necessary repairs and would provide reserve capacity in the event of an emergency.

The proposed bridge will provide four full service traffic lanes plus two lanes dedicated to low risk commercial travelers (FAST). The entire project is a bridge approximately 6200 feet (1890 m) in length with approximately 2200 feet (670 m) traversing the Detroit River from tower to tower. The bridge will be a minimum of 152 feet (46 m) above the Detroit River, which meets the minimum vertical clearance requirements for deep draft navigation.

In the United States, an environmental assessment, including an air quality study, is currently underway and will be submitted to the United States Coast Guard, the lead agency for this project, in April 2007. The Coast Guard will then publish the EA for comments at the end of April 2007. We plan to submit the final environmental assessment at the end of June 2007. A public workshop for this project was held in Detroit on March 1, 2007.

An environmental assessment screening report (EASR) will also be required by the Canadian Environmental Assessment Agency. The scope for this document is currently out for public comment and the environmental assessment is underway in accordance with that scope. A public workshop in Windsor is being planned for April 2007.

As part of the bridge permit application and environmental assessment required by the United States Coast Guard, the Ambassador Bridge Enhancement Project needs to be added to the Long Range Transportation Plan and State Implementation Plan. We would like to set up a meeting with your office at your earliest convenience to go over the project in more detail and determine the necessary steps to

add the project to the LRTP. Please call with a suitable time to meet, or if you have any questions or need additional information. You can reach me directly at 813-996-2800 ext. 5567.

Sincerely,
American Consulting Engineers of Florida, LLC

A handwritten signature in black ink, appearing to read "Scott Korpi". The signature is stylized and written in a cursive-like font.

Scott Korpi
Project Manager

cc: Dan Stamper - DIBC, Craig Stamper -DIBC, Skip McMahon – CTC, Bob Bloom - USCG, Pat Holland, file B.04

F:\PROJECT\5049964\File Cabinet\B. Correspondence\B.04 INTERNAL TEAM CORRESPONDENCE OUT\070321 LET SKorpi to SEMCOG meeting request.doc

RTP Project Amendment Proposal

Project Details

County:	Wayne County														
Project Name:	Ambassador Bridge Enhancement Project														
Project Limits:	Project connects to the plazas in Detroit and Windsor (see attached)														
Proposed Work:	Four full service traffic lanes plus two lanes dedicated to low risk commercial travelers over the Detroit River between Detroit and Windsor in the same corridor as the existing Ambassador Bridge														
Project Deficiency:	The existing bridge does not provide safety shoulders, is nearly 80 years old and does not have adequate width to provide dedicated lanes for low risk truck travelers who have been pre-approved under the FAST program. The existing structure contains fracture critical members and does not provide alternative means of crossing in case of emergencies.														
Project Length:	Approximately 6,200 feet														
Urban Area:	Southwest Detroit														
Jurisdiction:	Agency with financial responsibility for maintaining transportation facility: N/A. The Detroit International Bridge Company and Canadian Transit Company (both private companies) will pay for all design and construction costs as well as maintaining the structure														
Community:	Communities in which the project is located: Southwest Detroit Hubbard/Richard District														
Project Submitter:	Agency, contact person, and contact information, including address, phone, and e-mail: <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Dan Stamper, President</td> <td style="width: 50%;">Thomas "Skip" McMahon, Special Projects</td> </tr> <tr> <td>Detroit International Bridge Company</td> <td>Canadian Transit Company</td> </tr> <tr> <td>12225 Stephens</td> <td>780 Huron Church Road, Suite 202</td> </tr> <tr> <td>Warren, MI 48089</td> <td>Windsor, Ontario N9C 2K2</td> </tr> <tr> <td>Tel 586-939-7000</td> <td>Tel 519-977-0700</td> </tr> <tr> <td>Fax 586-755-8924</td> <td>Fax 519-977-1262</td> </tr> <tr> <td>Email laura@ambassadorbridge.com</td> <td>Email: skip@canadiantransit.com</td> </tr> </table>	Dan Stamper, President	Thomas "Skip" McMahon, Special Projects	Detroit International Bridge Company	Canadian Transit Company	12225 Stephens	780 Huron Church Road, Suite 202	Warren, MI 48089	Windsor, Ontario N9C 2K2	Tel 586-939-7000	Tel 519-977-0700	Fax 586-755-8924	Fax 519-977-1262	Email laura@ambassadorbridge.com	Email: skip@canadiantransit.com
Dan Stamper, President	Thomas "Skip" McMahon, Special Projects														
Detroit International Bridge Company	Canadian Transit Company														
12225 Stephens	780 Huron Church Road, Suite 202														
Warren, MI 48089	Windsor, Ontario N9C 2K2														
Tel 586-939-7000	Tel 519-977-0700														
Fax 586-755-8924	Fax 519-977-1262														
Email laura@ambassadorbridge.com	Email: skip@canadiantransit.com														
Public Involvement:	Describe how the public was involved in development of this project: A Public Hearing was held on November 14, 2006 conducted by MDEQ. A public workshop was held on March 1, 2007 to solicit input Numerous stakeholder meetings have been conducted and will continue														
Justification Statement:	Describe why this project is needed and how it will improve the transportation system in Southeast Michigan: The Ambassador Bridge Enhancement Project will more efficiently process commercial vehicles, promote economic growth and development, and is expected to improve air quality while the existing bridge will provide a redundant resource in the event of an emergency. The cable stayed bridge also provides greater structural security than the existing suspension bridge.														

Funding Details

Fiscal Year	Phase	Federal Funds		Non-Federal Funds	
		Source	Amount	Source	Amount
	Study/Preliminary Engineering	<p>The Detroit International Bridge Company and its Canadian subsidiary, The Canadian Transit Company, will finance the costs of constructing the second span of the Ambassador Bridge through the issuance of debt securities. The companies have retained Citigroup Global Markets Inc., ("Citigroup") to act as their financial advisors with respect to developing the plan for financing the construction of the second span. Citigroup is assisting both companies in identifying the best source of funds for this project and structuring the terms and conditions of the financing so as to maximize the creditworthiness and marketability of the debt securities to be issued by the SPES. The companies are currently in the process of seeking approvals from the Michigan Strategic Fund ("MSF") and the United States Department of Transportation ("DOT") to issue United States income tax exempt "Private Activity Bonds" to finance construction of the second span. The Private Activity Bonds would be issued pursuant to Section 11143 of Title XI of the Safe, Accountable, Flexible, Efficient Transportation Act, commonly referred to as "SAFETEA_LU".</p>			
	Engineering/Design				
	Right-of-way				
	Construction				
	Other				
Total					

1.0 Project Description

1.1 Purpose, Need and Benefits

Existing international border crossings in the Detroit River area include the Ambassador Bridge, the Detroit-Windsor Tunnel, two railroad tunnels, and a ferry crossing. The Ambassador Bridge connects Detroit, Michigan, United States and Windsor, Ontario, Canada. The main span of the existing Ambassador Bridge was the longest in the world when it was completed in 1929 and is currently the busiest international border crossing in North America. The Detroit International Bridge Company (DIBC) and Canadian Transit Company (CTC) own and operate the existing Ambassador Bridge as well as the connecting plazas.

The project identified as the “Ambassador Bridge Enhancement Project” submitted in this document will provide four full service traffic lanes plus two lanes dedicated to low risk commercial travelers over the Detroit River between Detroit and Windsor in the same corridor as the existing Ambassador Bridge. This project is not a part of the ongoing “Ambassador Bridge Gateway Project” being completed by the Michigan Department of Transportation and the DIBC/CTC scheduled to open in 2009, nor is it a part of the “Windsor Plaza Expansion Project” being completed by the DIBC/CTC on the Canadian side with the east expansion completed in January, 2006 and the west expansion scheduled to be completed in mid 2007. The Ambassador Bridge Enhancement Project is the construction of a new state of the art cable stayed bridge that will connect directly to the Canadian and U.S. plazas owned by DIBC/CTC. The Ambassador Bridge Enhancement Project will be constructed entirely within the limits of the current operations of the DIBC/CTC.

This project includes the construction of new replacement lanes across the Detroit River and provides the redundancy desired by the governments on both sides of the border. By constructing a new state of the art structure across the Detroit River, the existing structure will be freed up to allow it to be rehabilitated and to then serve as a backup redundant resource in case of an emergency or another impediment against the free flow of people and goods across the new structure.

Lack of access to international border crossings, delays, and congestion on border crossings, can have an impact on trade between the United States and Canada and therefore impact the economies of both countries. In response to this, the Ambassador Bridge Gateway Project was developed and is currently underway to provide direct access between the Ambassador Bridge and the United States interstate system (I-75, I-96). The Ambassador Bridge Gateway Project was originally approved with an Environmental Assessment and a Finding of No Significant Impact (FONSI) in a letter from the U.S. Department of Transportation Federal Highway Department on October 23, 1997. The Environmental Assessment was subsequently reevaluated and the FONSI was reaffirmed on two different occasions; first on September 9, 1999 and secondly on January 15, 2004. The Environmental Assessment and Programmatic Section 4(F) Evaluation documents that were prepared and approved for this project included

“construction of a new deck that will accommodate a future second span bridge to Canada”. Three primary objectives are cited on page 1-1 of the Final Environmental Assessment for the Ambassador Bridge Gateway Project including *“Accommodate future border crossing capacity needs and a potential future second span of the Ambassador Bridge located west of and adjacent to the existing bridge”*. The new improvements under this project are scheduled to be opened to traffic in 2009 and will eliminate problems with access to the Ambassador Bridge in the United States.

The Ambassador Bridge Enhancement Project would seamlessly integrate with the Ambassador Bridge Gateway Project transportation plan already underway in the Detroit River area by building a new bridge adjacent to the existing Ambassador Bridge. This will reduce congestion, promote economic growth and development, and likely improve air quality. The DIBC/CTC has identified several design option alternatives for this bridge and has determined that the option discussed in Section 1.3 is the most feasible.

1.1.1 National Interest and Security Considerations

The purpose of the project is to ensure that the free flow of trade and people can continue to occur unimpeded at the busiest border crossing in North America. With trade between the United States and Canada being vital to the economic health of both countries, it is critical that this border crossing continue to function efficiently even though the existing span across the river is approaching 80 years of age. By constructing a new state of the art structure adjacent to the existing structure, the efficient function of the entire facility will be assured for the next century.

Construction of the second span adjacent to the existing structure will allow almost all of the construction to take place without impacting the traffic on the existing facility. Once the new structure is complete, all traffic will be shifted onto the new structure to allow the existing bridge to be evaluated and rehabilitated without impact to the traffic flow. By constructing the project in such a fashion, the national interest of both countries will be well served by the continued promotion of the economies of both countries by ensuring that the free flow of international trade can continue unabated.

Once the second span has been constructed and the existing bridge has been repaired and rehabilitated, it will be made available as a redundant resource should there be an emergency on the new structure in which traffic is impeded. This redundancy will ensure that this vital border crossing be functional even if a major problem were created on the new structure.

The construction of a cable stayed structure rather than a suspension bridge will greatly improve the structural redundancy of the span. On the existing suspension bridge, the superstructure is supported in its entirety by the two main catenary cables. Should one of these cables be severed, a catastrophic failure would almost certainly occur. Conversely, the superstructure of the proposed bridge will be supported by numerous cables and the elimination of one or even more cables will not result in a catastrophic failure. The selection of such a structural type will greatly improve the security of the facility.

1.1.2 Support for the Project

Interest in building a bridge between the United States and Canada within the Ambassador Bridge corridor was advanced during the Environmental Assessment stage for the Ambassador Bridge Gateway project. One of the three primary objectives of the Gateway plaza expansion project was to “Accommodate future border crossing capacity needs and a potential future second span of the Ambassador Bridge located west of and adjacent to the existing bridge.”

The Detroit River International Crossing (DRIC) study also showed support for a crossing at the existing Ambassador Bridge. The DRIC study ranked the Ambassador Bridge site (X12/II-4) as number 1 using the Citizen Weighted Score and number 2 using the Technical Team Weight Score out of 37 possible locations to place a new bridge. This ranking was due few impacts on neighborhoods and the natural environment and because of its improvements to regional mobility.

The general consensus among the public and local businesses is in favor of an additional span in the same corridor as the Ambassador Bridge in order to maintain the current operations and allow for the improvement of operations through the construction of dedicated FAST Truck lanes for low risk travelers. Nearly 40 businesses with operations in both the Detroit area and Southern Ontario and labor groups representing both public and private sector employees have expressed their strong support for the Ambassador Bridge Enhancement Project.

There are many reasons why the local community supports this effort with the economic benefits derived from the project heading the list. Several companies expressed that the improvement in the operations and functionality of the facility would support their plans for the future as well. The United States Chamber of Commerce, Michigan Chamber of Commerce and Canada Chamber of Commerce all express support for the project stating that additional infrastructure capacity is vital to meet the demands of trade between the United States and Canada. They further state that if additional infrastructure capacity is not provided, a loss of jobs, and increase in congestion and delays will result. The addition of the FAST lanes, as proposed in the Ambassador Bridge Enhancement Project, was also cited by many local businesses as expediting the border crossing process which would thus increase the production of those businesses.

Funding and the creation of jobs are other reasons often cited by the public and local agencies as the reason for their support for the Ambassador Bridge Enhancement Project. The bridge is estimated to cost approximately \$500 million to design and build. By being privately funded, tax payer dollars could instead be spent repairing and improving existing government owned streets as well as employment development programs. In addition, credits for USDOT matching grants for regional transportation projects will be generated for the region due to the construction of this project without the need to spend local or state monies.

The Ambassador Bridge Gateway plaza expansion and construction and maintenance on the new bridge would also create much needed jobs in both Detroit and Windsor. Current

investments by the DIBC/CTC have already created over 500 new jobs in the past two years in Southwest Detroit which is now cited as the only section of the city with a population growth.

Lastly, the public and local businesses support the Ambassador Bridge Enhancement Project for environmental reasons. Building a bridge adjacent to the Ambassador Bridge and tying into an existing plaza has the least environmental affects of any other location being studied in the DRIC study. The proposed bridge would not disrupt or segregate the community, no piers will be placed in the Detroit River, nor will construction take place in the River, air quality and noise pollution are expected to remain the same or improve with decreased idling time, no residential relocations would be required, no wetland or floodplain impacts would occur, and no threatened or endangered species or habitat of threatened or endangered species would be impacted.

Additional public support for the Ambassador Bridge Enhancement Project occurred at a public workshop held on March 1, 2007. As with any transportation project, public involvement is an important aspect of the Ambassador Bridge Enhancement Project. The intent of public involvement is to fully inform and involve all interested public officials, citizens, and special interest groups in the development of transportation projects. The workshop was held at the Earhart Middle School in Detroit and was attended by approximately 53 people.

Twelve comments were received at the workshop. The general consensus of the public at this workshop was in favor of the proposed improvements for the reasons stated above, however, several commenter's did express concern regarding several potential environmental impacts that are addressed in this Draft EA.

1.1.3 Trade Considerations

More trade goods cross the United States/Canadian border through this corridor than any other land crossing in North America. It is critical to the economic health of both countries that this crossing remain fully functional. A study commissioned by the Border Transportation Partnership indicated that if "no improvements were made to border crossing capabilities in the Detroit River area by 2030, the two nations will realize the loss of up to 70,000 Canadian jobs and 80,000 U.S. jobs. The combined annual loss of production is forecast to be CAN\$21.5 billion or US\$13.4 billion."

Booths have been constructed in each plaza that are dedicated to the processing of low risk truck travelers in the FAST program. The Free and Secure Trade (FAST) program is a joint U.S.-Canadian initiative involving the Canada Border Services Agency (CBSA) and the United States Customs and Border Protection (CBP), however, it can best be described as a commercial process offered to pre-approved importers, carriers and registered drivers. Approved companies using approved carriers and registered drivers experience shipments being cleared with greater speed, certainty and at lower costs. Participants in the program must meet the requirements of Canada's Partners in Protection (PIP) program or the United States Customs Trade Partnership Against Terrorism (C-TPAT) program.

Without having dedicated lanes for such purposes, the advantages of such a program cannot be fully implemented since the flow of FAST trucks are greatly impeded by backups in the general purpose lanes. The construction of a new structure with lanes dedicated for such purposes will significantly improve the operation of the entire facility and encourage more travelers to become approved for the program.

The addition of a new state of the art bridge in the Ambassador Bridge Corridor adds much needed redundancy to the regional transportation system. While the existing Ambassador Bridge is closed for evaluation and rehabilitation, the proposed bridge will be available to provide access to the international border. The current bridge will then be used for redundancy if there is an occasion when the new span needs to be taken out of service for an extended period of time. This redundancy will allow shipments to continue to move efficiently across the border, thus reducing potential adverse impacts to the local, regional and national economy.

1.1.4 Spin-off Benefits and Interrelated Projects

The Project is not expected to create any spin-off development. It is not intended to draw additional traffic to the bridge or the region. The spin-off benefits, however, will be related to the preservation of an historic structure and the provision of a redundant transportation corridor on the original bridge. The goal of the Ambassador Bridge Enhancement Project is to more efficiently move the existing traffic while protecting the structural integrity of the existing Ambassador Bridge, a historic structure. The existing bridge will also be made available for internal operational needs as well as providing pedestrian and bicyclist amenities. Greater efficiency in processing the commercial traffic would be achieved by the using the two dedicated FAST Truck lanes on the new bridge to more effectively organize the commercial traffic to support the newly configured plaza (Ambassador Plaza Gateway Plaza Expansion) and FAST lane operations previously approved for construction and operation. This traffic lane organization is expected to reduce the amount of idling time for trucks while waiting for customs approval.

Projects that are related to the Enhancement Project are the rehabilitation of the existing bridge, the Canadian Plaza Expansion and the Ambassador Bridge Gateway Project which provides an upgrade of the U.S. plaza and direct connections to the interstate system. The existing Ambassador Bridge will be repaired and rehabilitated once the Ambassador Bridge Enhancement Project is complete. The plaza is being upgraded to conform to current security standards and more efficient traffic flow with the existing infrastructure already in place and is not part of the Ambassador Bridge Enhancement Project.

1.2 Current Facilities

The existing Ambassador Bridge is a suspension bridge that spans 9000 feet (2743 m) in length, with 1850 feet (564 m) over the Detroit River. The height of the two towers is 363 feet (111 m) tall. The vertical clearance of the bridge structure is 152 feet (46 m) over the Detroit River. The structure consists of a 55-foot (17 m) wide deck including four highway lanes of traffic, with two lanes traversing eastbound and two lanes traversing westbound. The maximum grade of the bridge is 5%. The Ambassador Bridge also contains a sidewalk that is currently closed.



The Ambassador Bridge lands in the United States near the Corktown Historic District of Detroit, Michigan directly into the tolls, primary and secondary customs, and duty free facilities. The facilities are bounded by I-75 on the west, St. Anne Street on the east, Fort Street on the south, and Porter Street on the north. Once cars exit the Ambassador Bridge, they enter the primary customs facility and then the tolls facility and then have direct access to I-75 and I-96 or can exit onto local streets. Trucks exiting the Ambassador Bridge bypass the customs and tolls plazas for cars and enter their primary and secondary customs and tolls plazas located east of the car plaza. If the trucks pass the primary and secondary customs, they travel west on Fort Street and gain access to the interstate system by heading north on Clark Street. There is also local access to the duty free shops for outbound traffic from I-75, East Service Drive, and Porter Street.

The Ambassador Bridge lands in Canada near the University of Windsor in Windsor, Ontario directly into the tolls and primary customs plazas. The facilities are bounded by Huron Church Road on the west, Northway Avenue on the east, Tecumseh Road on the north, and College Avenue on the south. Once cars exit the Ambassador Bridge, they enter the primary customs and tolls facilities and then exit onto Huron Church Road. The secondary customs facility and duty free shops are found in a separate facility to the southeast. Trucks exiting the Ambassador Bridge also enter primary customs and tolls, exit onto Huron Church Road, and proceed to the secondary customs facility. From the secondary customs facility, the trucks have access to Highway 401 via Huron Church Road. There is local access to the bridge from Wyandotte Street and Huron Church Road.

1.3 Proposed Enhancements

The DIBC/CTC has determined that the enhancement of the existing Ambassador Bridge crossing is feasible and desirable. The enhancement would include a new six lane cable stayed bridge located in the same corridor and adjacent to the existing Ambassador Bridge, consistent with the approved and ongoing Ambassador Bridge Gateway Project. This bridge would simply tie directly into the existing plazas in both Canada and the United States without the need for modification to their currently approved and permitted configuration. The proposed bridge would run roughly parallel to the existing Ambassador Bridge. The width of the proposed bridge is set to allow transition directly into the connection points in both the United States and Canadian Plazas and to provide the necessary safety shoulders that are not present on the existing structure.

The proposed bridge consists of 6 lanes of traffic with three in each direction. The outside lanes primary use would be as dedicated FAST truck exit ramps to the tolls and primary and secondary customs facilities in the United States and Canada. The inside lanes primary use would be for automobiles to the tolls and primary customs with flexibility preserved for all types of vehicular operations. The use of the center lane would depend on the traffic needs of the moment and could be for both trucks and cars or trucks only depending on the traffic mix at any given time. Once the new structure is completed, the existing Ambassador Bridge will be taken out of service to effect repairs that are deemed necessary. Once any necessary repairs are completed, the existing structure will be used to provide for bridge internal operational needs, pedestrian and bicyclist amenities, and/or to provide redundancy and backup support when necessary to ensure the free flow of traffic between Windsor and Detroit at all times.

All existing roads and streets in both the United States and Canada would remain open and will continue to function as they currently operate.

1.4 Complementary Enhancements

1.4.1 Gateway - MDOT and DIBC/CTC

The Michigan Department of Transportation (MDOT) has completed design plans for the reconstruction of the entire Ambassador Bridge Interchange to provide direct access to I-75 and I-96, termed the Ambassador Bridge Gateway project. This project has been approved by the U.S. Department of Transportation, Federal Highway Administration and includes provisions ensuring that the design will accommodate a second span adjacent to the existing bridge. The Ambassador Bridge Gateway project is scheduled to be completed and opened to traffic in 2009 and will dramatically improve the existing connections between the bridge and the freeway system. The project will also prohibit trucks from exiting onto the local streets around the plaza area and instead require them to enter the interstate system; this will improve the United States customs facilities associated with the Ambassador Bridge. As part of the ongoing Ambassador Bridge Gateway expansion project, the DIBC/CTC will reconfigure the plaza operations. Some plaza activities prior to entering the Ambassador Bridge will be relocated to the west of the bridge. The location of the tolls and customs plaza will remain near the same location

for traffic heading into the United States. The revised plaza configuration is bounded by the interstate system to the north, Fort Street to the south, 25th Street to the west, and the Ambassador Bridge to the east. Under the Ambassador Bridge Gateway project, truck traffic will exit the Ambassador Bridge using a right exit ramp and enter the primary and secondary customs and toll plaza currently in use. If they pass the customs inspection, the truck traffic will exit the plaza onto a proposed new road that parallels Fort Street and circles around the proposed new bridge plaza and connects to the interstate system. Automobile traffic will exit the Ambassador Bridge using a three-lane, left exit ramp and enter the primary customs and toll plaza currently in use. If they pass, the automobile traffic will proceed to either local roads or an entrance ramp to the interstate system. Traffic entering the proposed bridge would enter through the proposed toll plaza and access an on-ramp that circles around the toll and bridge plaza and connects to the proposed bridge.

1.4.2 Windsor Bridge Plaza Expansion

Likewise, congestion is also being addressed on and around the Ambassador Bridge through the Windsor Bridge Plaza Expansion to the east and the west. Currently in Windsor, the main road connecting the border with Highway 401 is Huron Church Road (Highway 3), though it is not designated as an international thoroughfare. Neighboring residents are concerned with the increased noise levels, and health and safety concerns associated with congestion on Huron Church Road. Improvements associated with the Windsor Bridge Plaza Expansion include the approved and permitted additional customs facilities on the west side of Huron Church Road to process trucks and cars crossing the border more quickly. Accordingly, additional exit ramps are being added from the Ambassador Bridge to the new facility. Three “wide lane” customs facilities are also being added on the east side Huron Church Road next to the existing customs facilities. The existing tolls and customs plaza on the east side of Huron Church Road are remaining the same, as will the associated secondary customs facility and duty free shops. Access to reach the Ambassador Bridge from local roads will also remain the same. The cause of truck backups on Huron Church Road and around the Canadian Plaza can be attributed in part to the lack of direct access to the United States Interstate System. Therefore, the construction of the Gateway Project in the United States as described in Section 1.4.1, which will provide such direct connections as well as improving the plaza function and operation, should help to reduce truck backups in the Canadian Plaza for vehicles bound for the United States. Presently, the DIBC/CTC has no authority or jurisdiction allowing for the construction of connecting roads from the Ambassador Bridge to Highway 401.

1.5 Compatibility with Transportation and Comprehensive Plans

The existing facility has been in service for nearly 80 years and has grown to become the busiest commercial land border crossing between the United States and Canada. The primary purpose of the proposed Ambassador Bridge Enhancement Project is to ensure that current operations can continue for the 21st century even as the existing bridge has provided service for most of the 20th century. In addition, the project will provide dedicated lanes for low risk truck travelers that are important to both countries. Construction of such lanes completes the vision and plans developed as part of the Ambassador Bridge Gateway Project which provides direct connections to the United States Interstate and improves the operations of the plaza. Further, the project integrates seamlessly with the Ambassador Bridge Gateway Project and ties directly into the plaza, as reconstructed by the Ambassador Bridge Gateway Project without need for any additional modifications to the operations.

1.6 Land Ownership

The DIBC/CTC owns most of the property required for the construction of the Ambassador Bridge Enhancement Project and is currently in the process of acquiring the necessary remaining property rights for the project. All property or rights will be acquired before construction is begun. No residences will be relocated in the United States.

1.7 Finance Plan

The Detroit International Bridge Company and its Canadian subsidiary, The Canadian Transit Company, will finance the costs of constructing the second span of the Ambassador Bridge through the issuance of debt securities. The companies have retained Citigroup Global Markets Inc., (“Citigroup”) to act as their financial advisors with respect to developing the plan for financing the construction of the second span. Citigroup is assisting both companies in identifying the best source of funds for this project and structuring the terms and conditions of the financing so as to maximize the creditworthiness and marketability of the debt securities to be issued by the SPES. The companies are currently in the process of seeking approvals from the Michigan Strategic Fund (“MSF”) and the United States Department of Transportation (“DOT”) to issue United States income tax exempt “Private Activity Bonds” to finance construction of the second span. The Private Activity Bonds would be issued pursuant to Section 11143 of Title XI of the Safe, Accountable, Flexible, Efficient Transportation Act, commonly referred to as “SAFETEA_LU”. The federal, provincial and state governments of both countries will not be expected to contribute funds towards the design or construction of the Ambassador Bridge Enhancement Project.

1.8 Contacts

Proponents Name

The proponent to this project is the Detroit International Bridge Company and the Canadian Transit Company.

Project Contacts

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Detroit International Bridge Company
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Warren, MI 48089
Tel 586-939-7000
Fax 586-755-8924
Email laura@ambassadorbridge.com

Thomas “Skip” McMahon, Special Projects
Canadian Transit Company
780 Huron Church Road, Suite 202
Windsor, Ontario N9C 2K2
Tel 519-977-0700
Fax 519-977-1262
Email: skip@canadiantransit.com

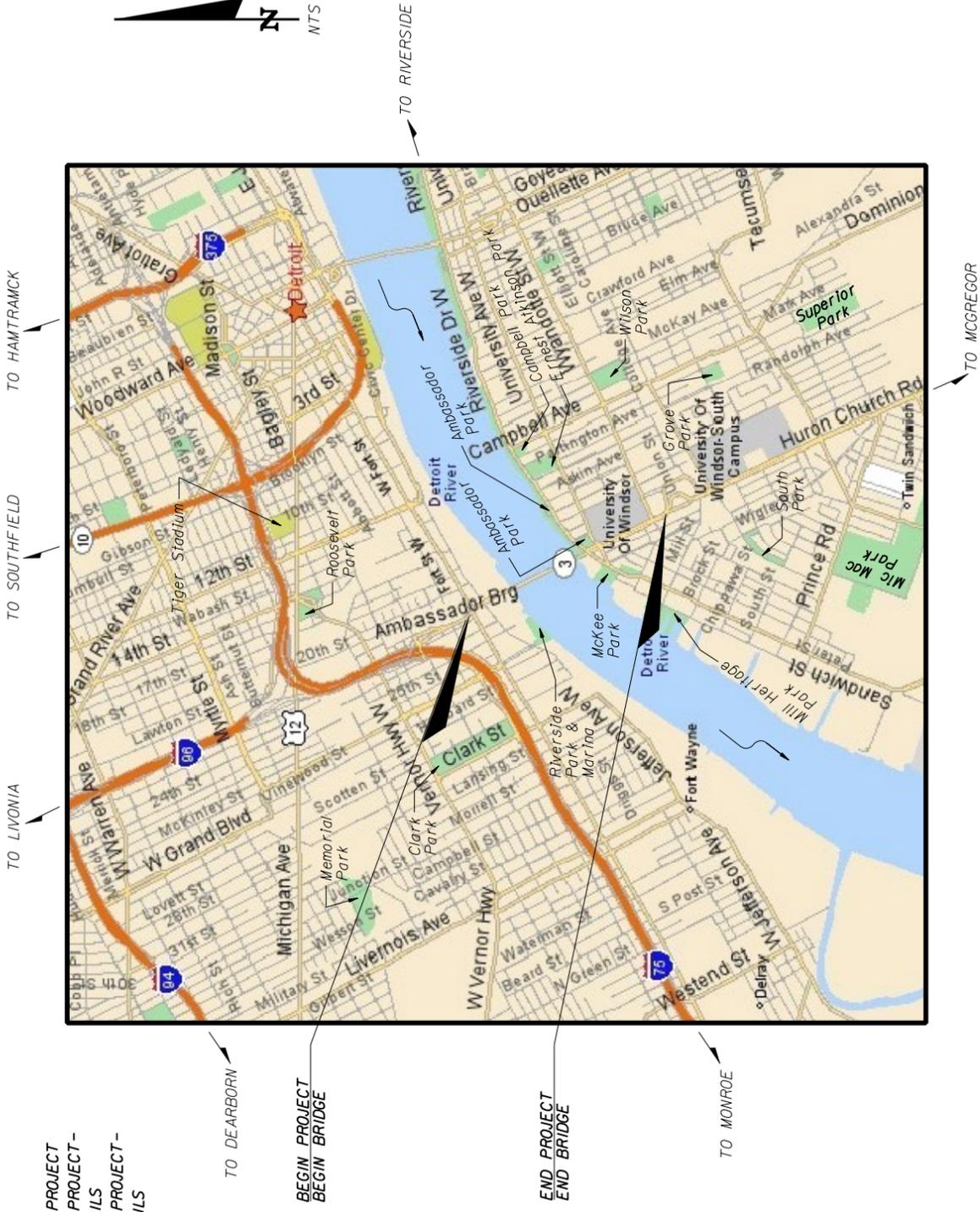
**CITY OF DETROIT, MICHIGAN, UNITED STATES
CITY OF WINDSOR, ONTARIO, CANADA**

CONTRACT PLANS

**DETROIT INTERNATIONAL BRIDGE COMPANY
CANADIAN TRANSIT COMPANY**

INDEX OF PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2	AMBASSADOR BRIDGE ENHANCEMENT PROJECT
3	AMBASSADOR BRIDGE ENHANCEMENT PROJECT - DETROIT PLAZA CONNECTOR DETAILS
4	AMBASSADOR BRIDGE ENHANCEMENT PROJECT - WINDSOR PLAZA CONNECTOR DETAILS
5	TYPICAL SECTION
6	PLAN AND ELEVATION (1 OF 3)
7	PLAN AND ELEVATION (2 OF 3)
8	PLAN AND ELEVATION (3 OF 3)
9	TOWER PIERS 5 & 6
10	PIER DETAILS



PLANS PREPARED BY:



NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

ENGINEER OF RECORD:

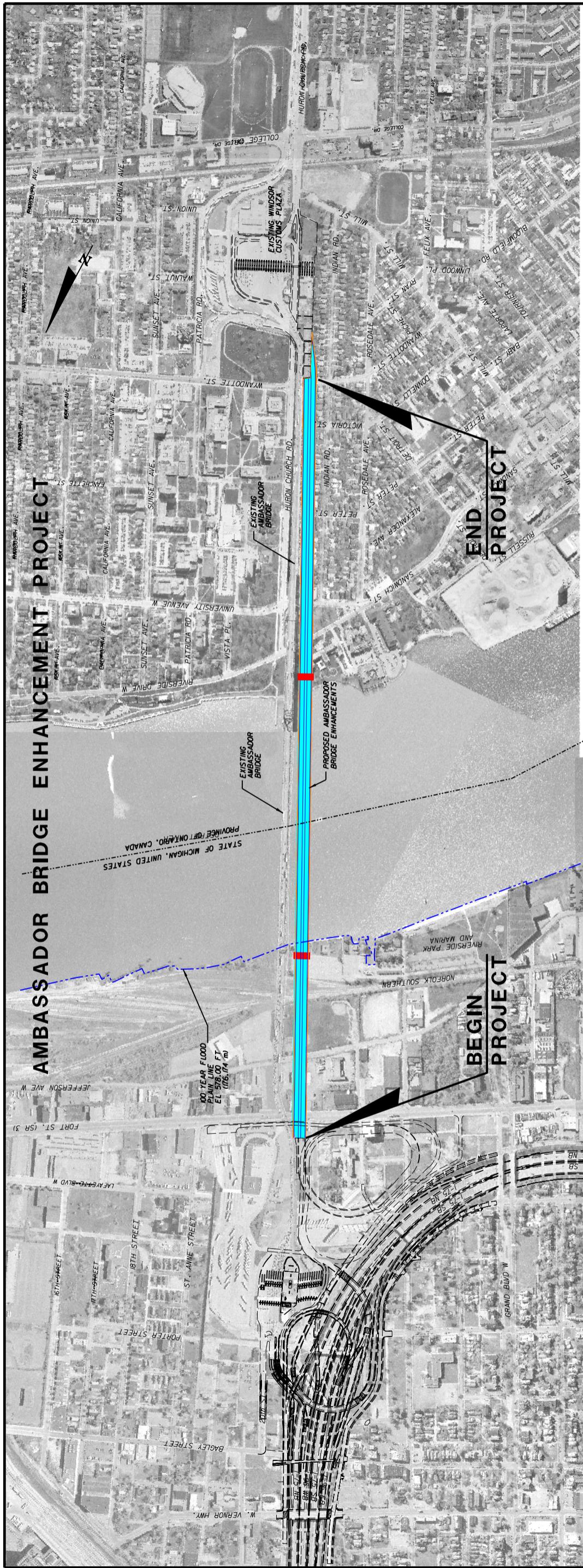
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ROADWAY		
BRIDGES	1891.0	2.0
NET LENGTH OF PROJECT	1891.0	2.0
EXCEPTIONS		
GROSS LENGTH OF PROJECT	1891.0	2.0

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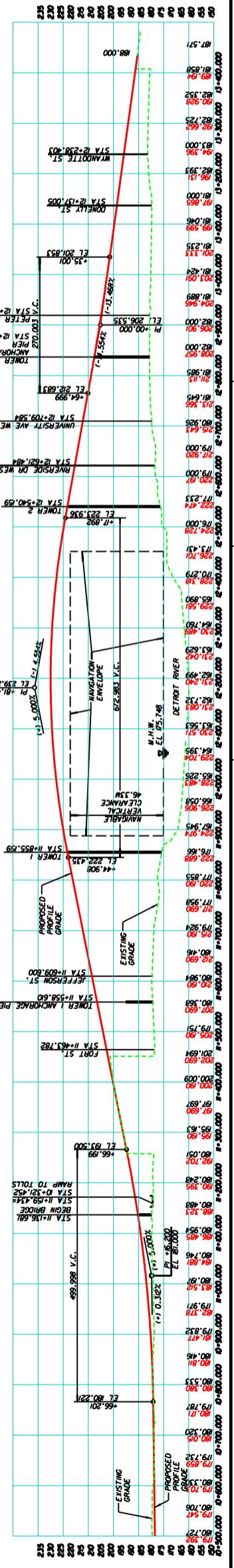
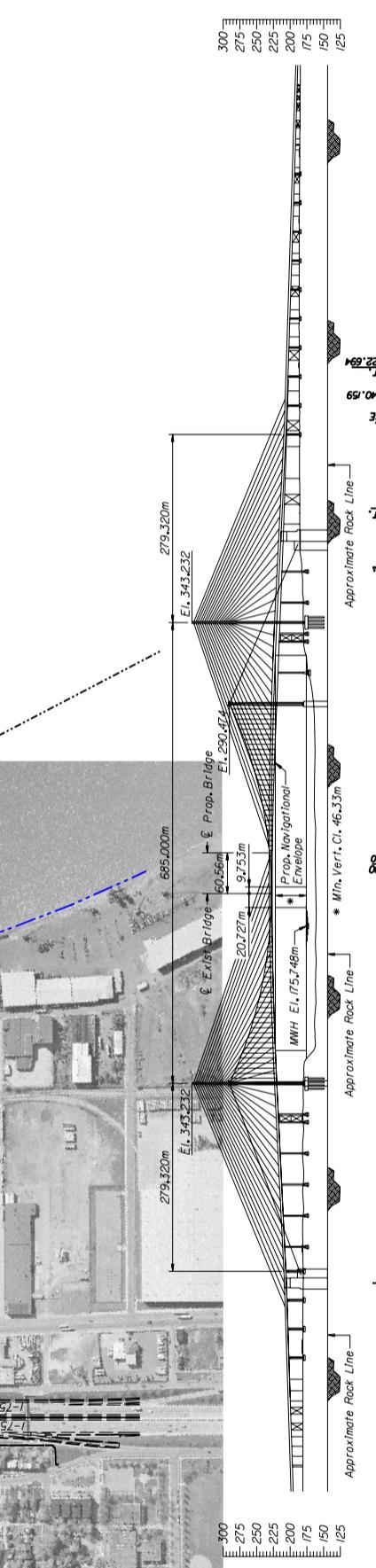
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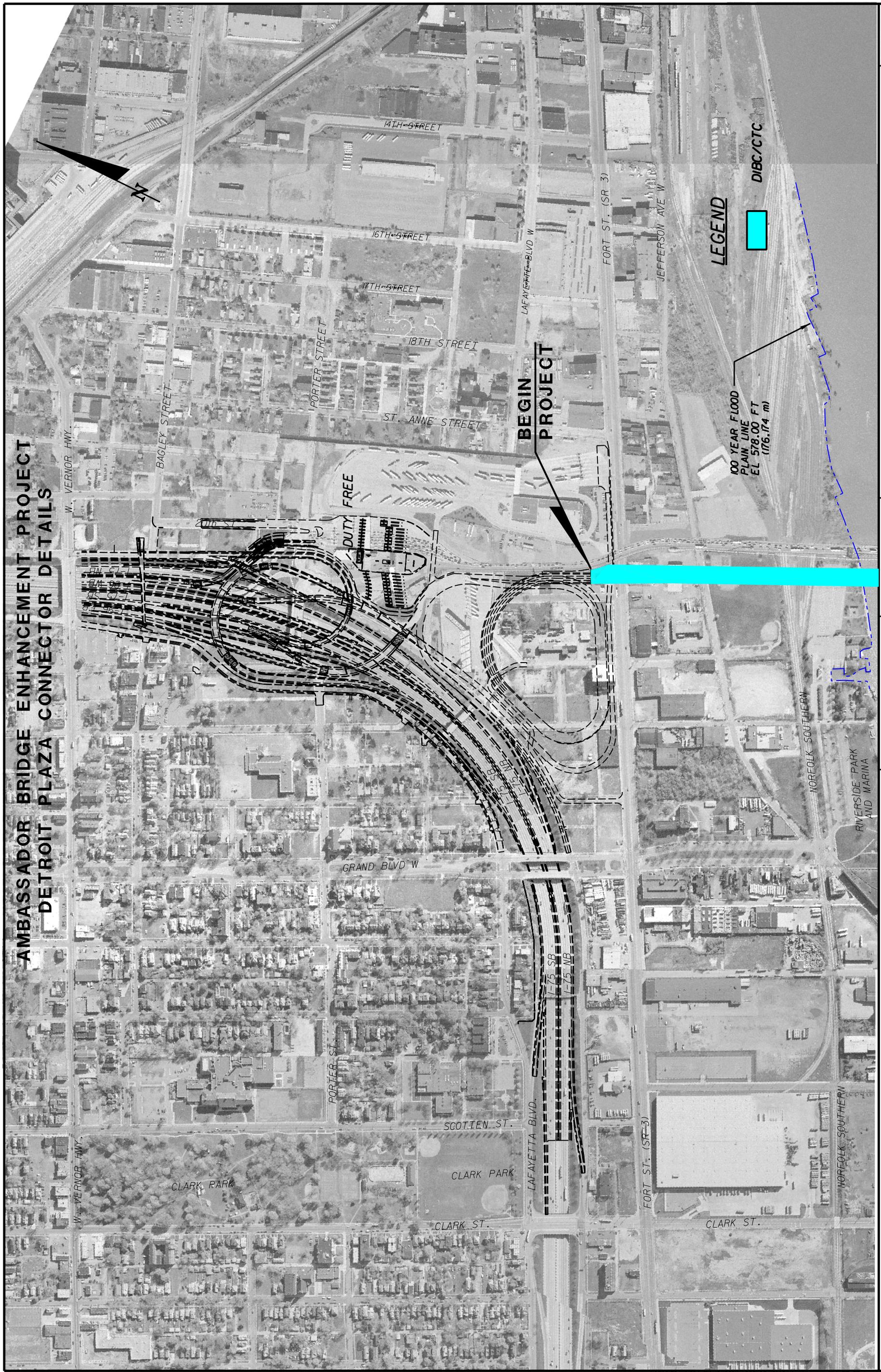
LEGEND



DIBC/CTC 2009



**AMBASSADOR BRIDGE ENHANCEMENT PROJECT
DETROIT PLAZA CONNECTOR DETAILS**



LEGEND

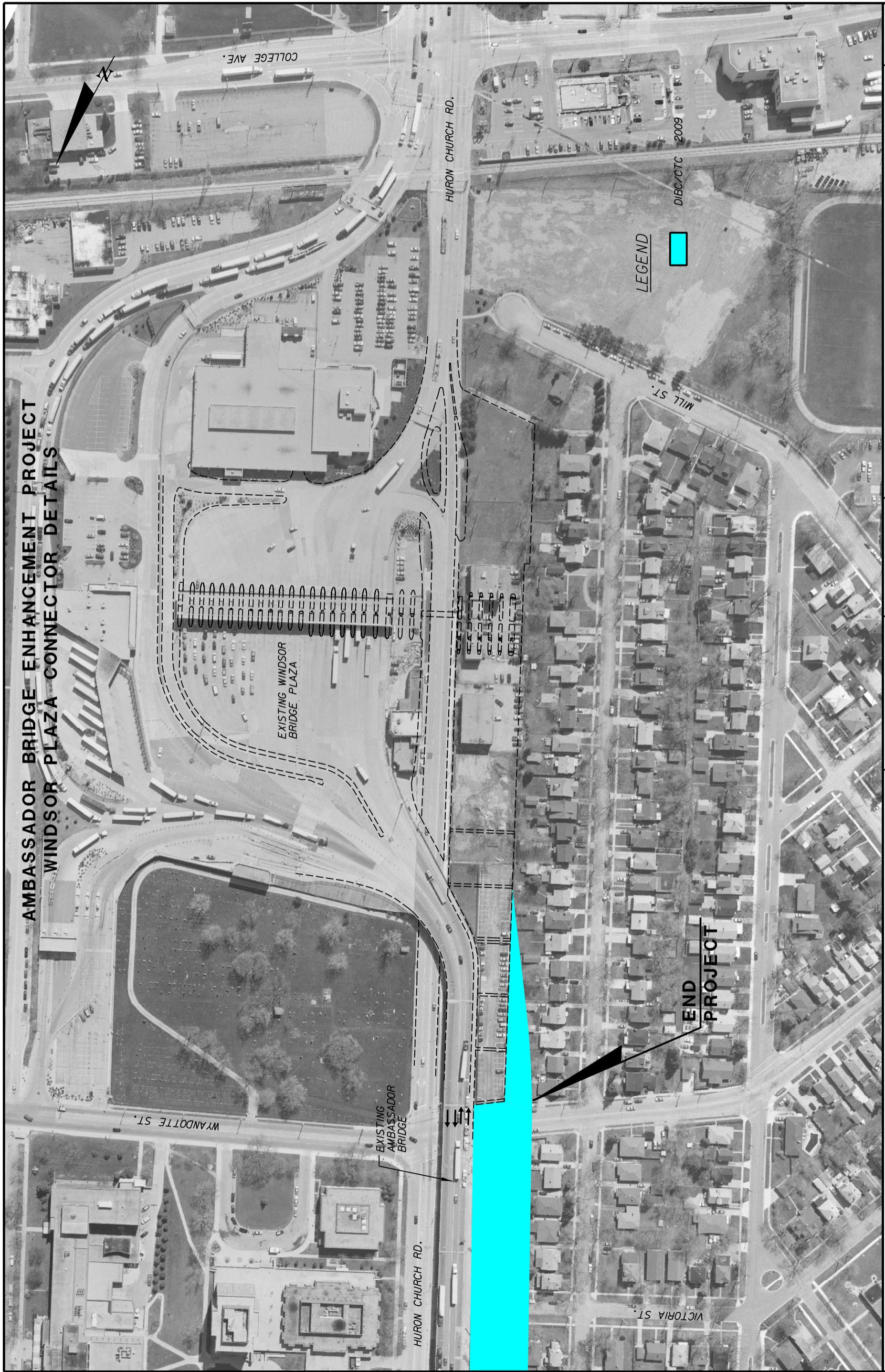


DIBC/CTC

100 YEAR FLOOD
PLAIN LINE
EL 578.00 FT
(176.174 m)

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PROJECT**

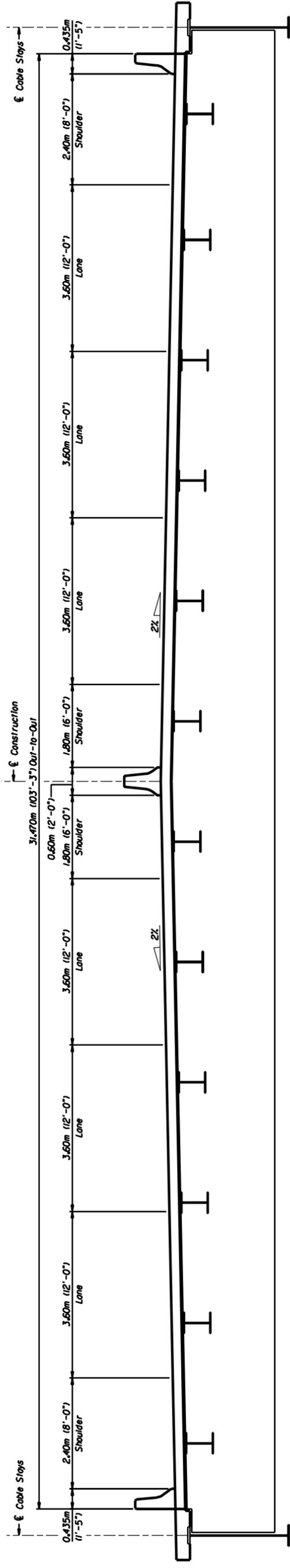
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WINDSOR PLAZA CONNECTOR DETAILS**



**END
PROJECT**

LEGEND





TYPICAL SECTION



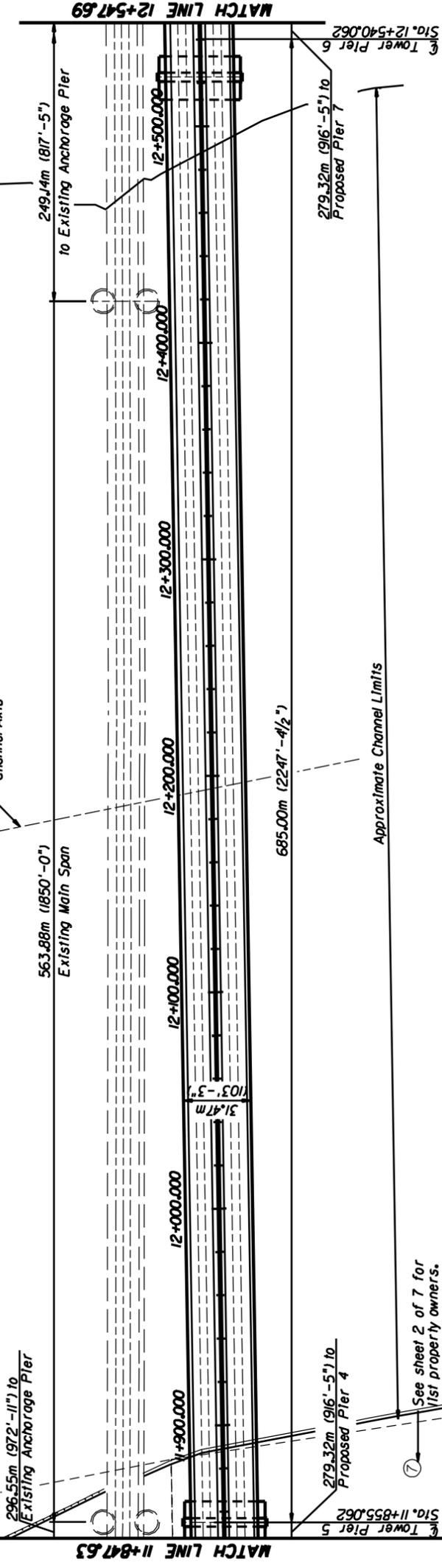
American
Consulting Professionals of Michigan, PLLC

PROPOSED BRIDGE OVER DETROIT RIVER
DETROIT, MICHIGAN - WAYNE COUNTY
WINDSOR, ONTARIO - ESSEX COUNTY

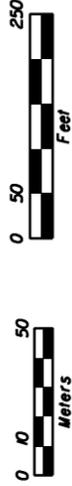
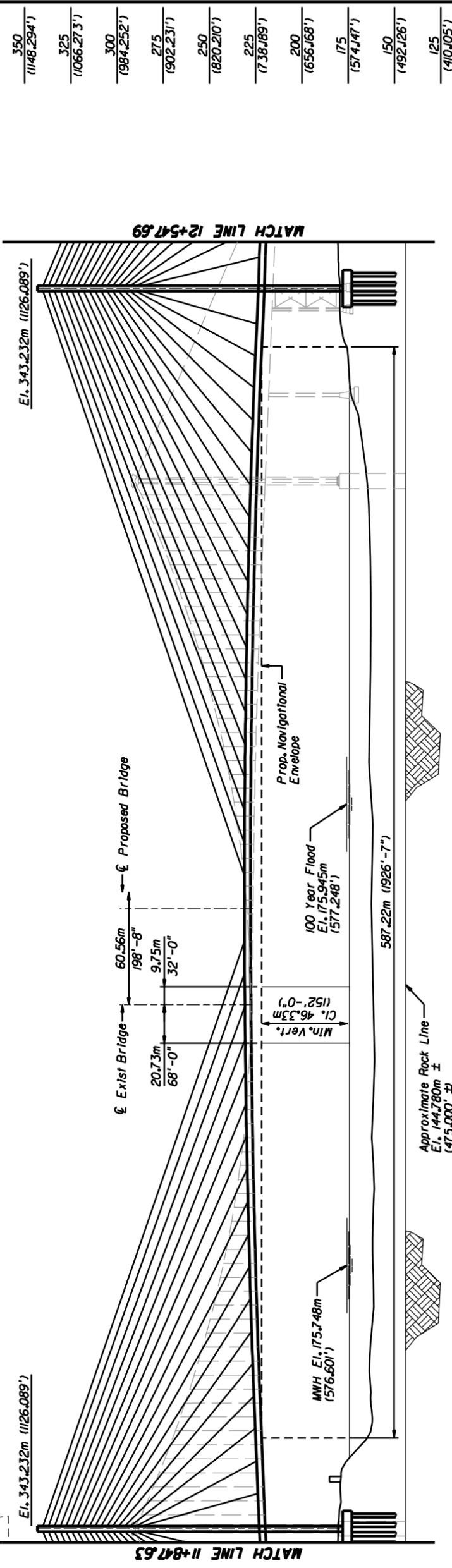
SHEET NO.
5



See sheet 2 of 7 for list property owners.



PLAN



ELEVATION

350	(1148.294')
325	(1066.273')
300	(984.252')
275	(902.231')
250	(820.210')
225	(738.189')
200	(656.168')
175	(574.147')
150	(492.126')
125	(410.105')

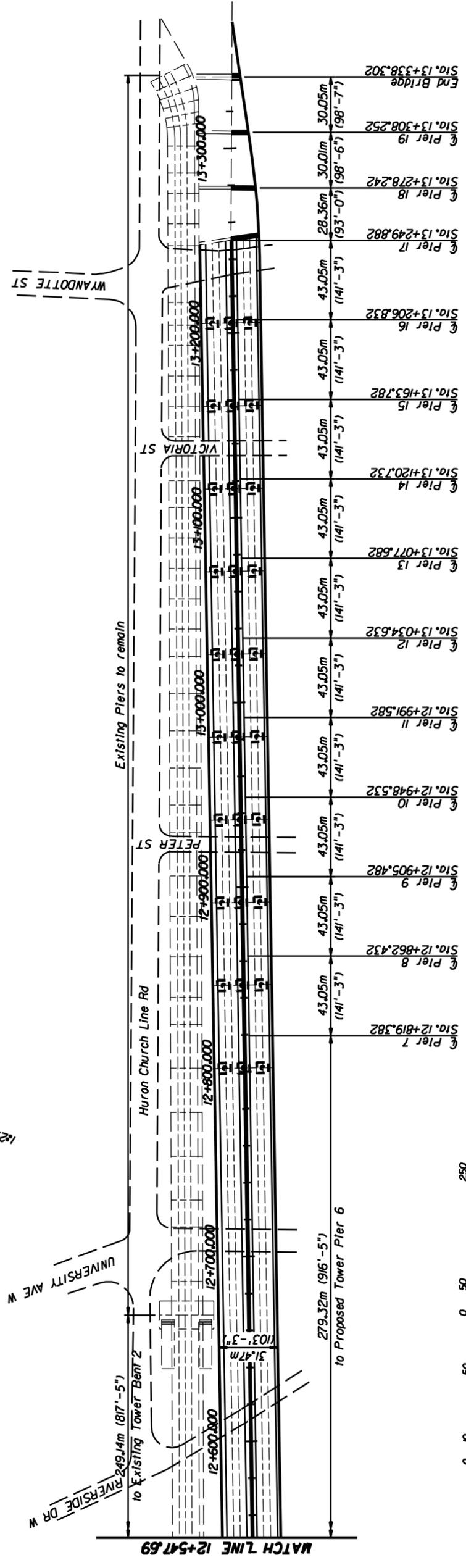
* Vertical elevations are based upon the International Great Lakes Datum (IGLD, 1985).

PLAN AND ELEVATION (2 OF 3)

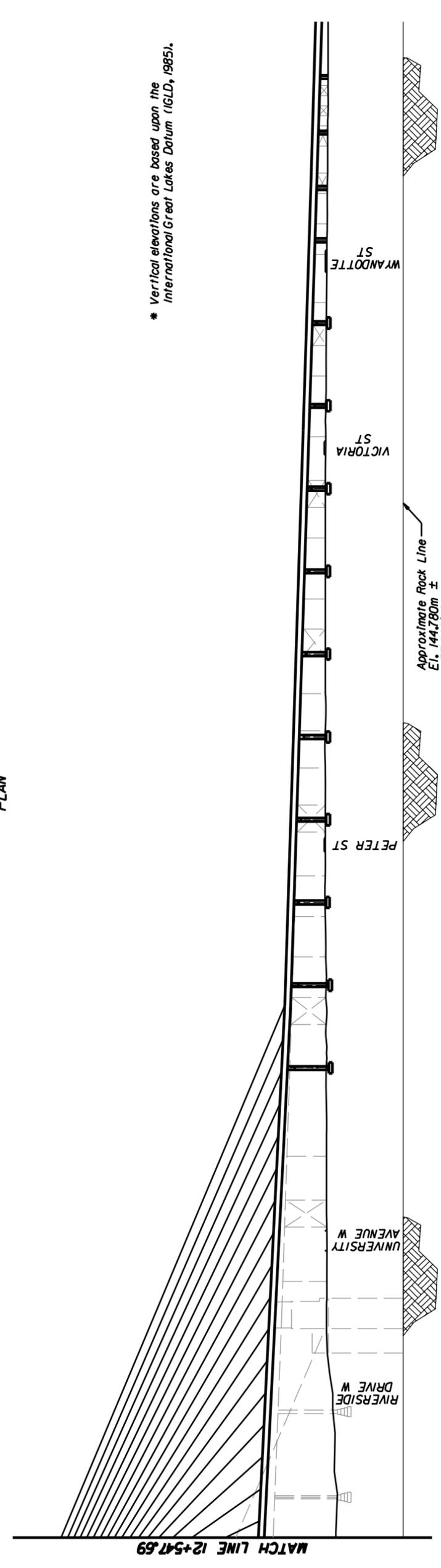
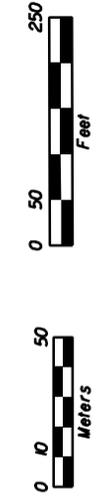



PROPOSED BRIDGE OVER DETROIT RIVER
 DETROIT, MICHIGAN - WAYNE COUNTY
 WINDSOR, ONTARIO - ESSEX COUNTY

SHEET NO.
 7



PLAN



ELEVATION



* Vertical elevations are based upon the International Great Lakes Datum (IGLD, 1985).

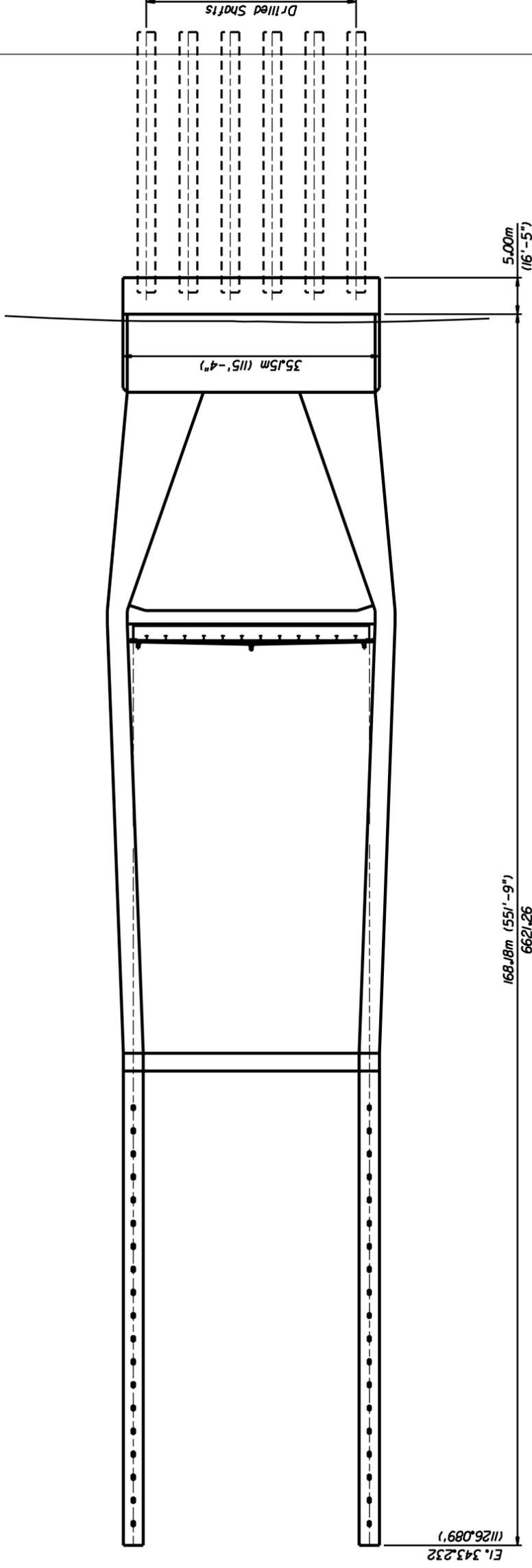




Approximate Rock Line

ELEVATION

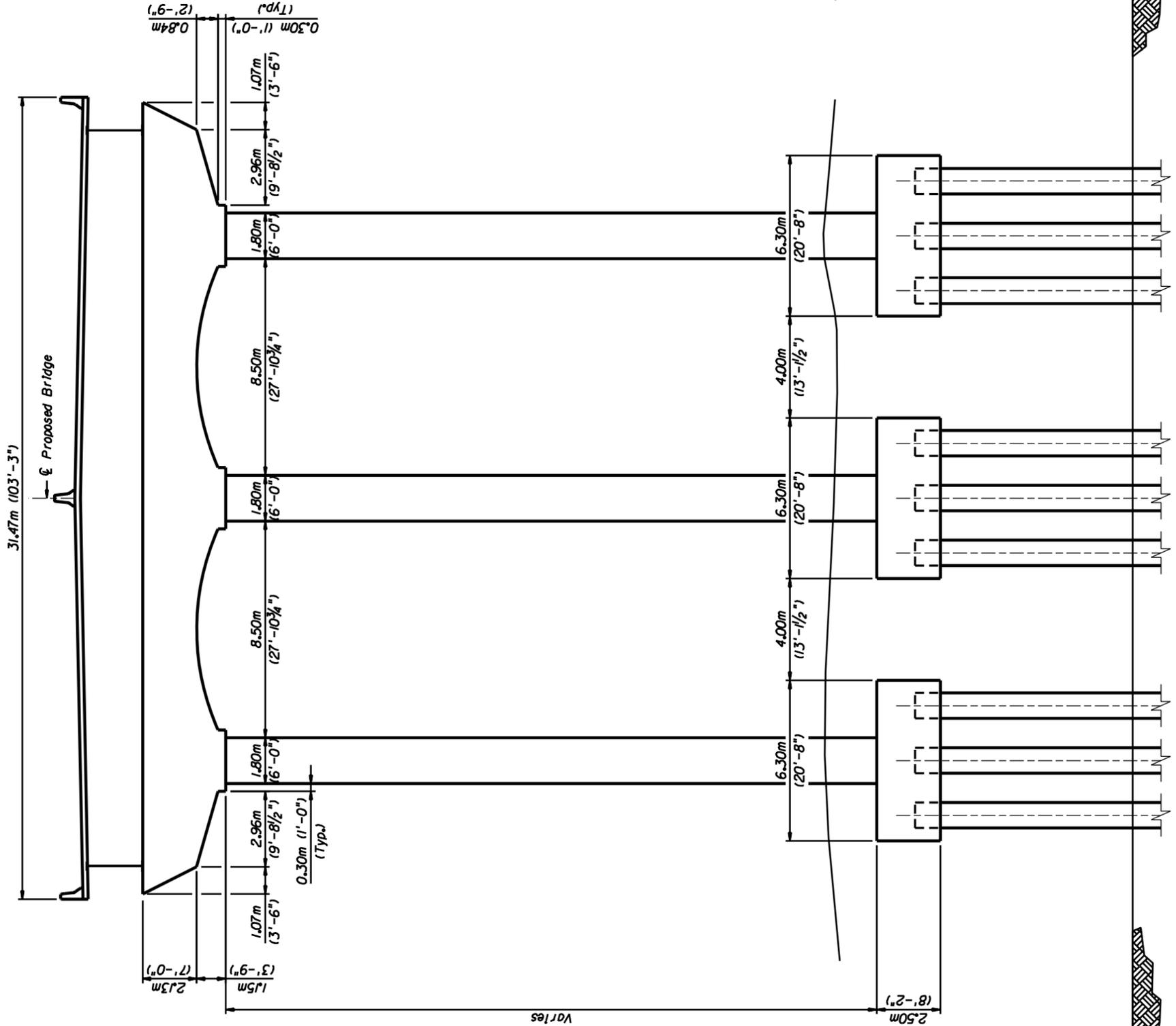
Drilled Shafts



American
Consulting Professionals of Michigan, PLLC

31.47m (103' - 3")

Proposed Bridge



Approximate Rock Line

PIER ELEVATION

PIER SIDE ELEVATION

July 10, 2008

Dan Stamper, President
Detroit International Bridge Company
PO Box 32666
Detroit, MI 48232-0666

Dear Mr. Stamper:

On June 26, 2008, SEMCOG's General Assembly amended the Ambassador Bridge Enhancement Project (ABEP) and Detroit River International Crossing (DRIC) to the *2030 Regional Transportation Plan for Southeast Michigan*, conditioned upon identification of the preferred alternative on the Canadian side by the appropriate Canadian officials.

The proposed ABEP includes the construction of a new bridge located immediately west of the existing Ambassador Bridge, with four general-purpose lanes and two lanes dedicated to the efficient processing of trucks enrolled in the Free and Secure Trade (FAST) program. The existing span would be maintained, but not for routine use as traffic lanes. The proposed DRIC includes a new six-lane bridge landing in the Delray area of Southwest Detroit. If constructed as proposed, these two projects combined would meet future border-crossing capacity and security needs.

If and when SEMCOG receives notification that an official decision has been made on the preferred alternative for either project, SEMCOG's General Assembly will be notified their condition has been met and the project(s) will be deemed eligible to move forward in the regional transportation planning process.

If you have any questions or concerns, I can be reached at Palombo@semco.org or 313-324-3314.

Sincerely,



Carmine Palombo, P.E.
Director
SEMCOG Transportation Programs

PT: je