

**Detroit River International Crossing Study**  
**Local Advisory Council/Local Agency Group Joint Meeting – 7:00 p.m.**  
**April 25, 2007 – Southwestern High School**  
**(Revised June 4, 2007)**

**Purpose:** To review the progress of the Detroit River International Crossing Study.

**Attendance:** See attachment.

**Discussion:**

**Introductions**

Mohammed Alghurabi began the meeting by asking those in attendance to introduce himself/herself. Following introductions, he indicated that the meeting was to be conducted so that the observers could comment at the beginning and end of the meeting. The Local Advisory Council and Local Agency Group members would conduct their business uninterrupted in the core of the meeting.

**Agenda Review**

Mohammed Alghurabi reviewed the agenda and asked if there were any comments or revisions to the agenda. There were none.

**Public Comments**

Mohammed Alghurabi asked if any member of the general public – observers - wished to speak. There were no public comments.

**March 28, 2007 LAC/LAG Meeting Notes**

The March 28, 2007 meeting notes were part of the evening's handout. There were no comments on the notes.

**Status of the Deep Drilling Program**

U.S. Program – A video showing the drilling efforts (decommissioning and equipment removal at Holes # 11 and 15) was explained by Craig Johnson. He discussed how the pipe is removed (as the video ran), showing the equipment and steps.

He then noted that the drilling is complete and that no voids or rubbleized zones had been found by the drilling. After drilling , down-hole logging takes place to give more information about lithography, and,

potentially, voids. Deviation logging and gravity testing are also conducted. The first shows how much a bore has strayed from true vertical. The second detects anomalies in the rock, picked up by very slight changes in gravity.

**Q.** How deep are you drilling?

**A.** 1500 feet plus, to get through all the salt layers to the rock underneath. We expect resolution from the cross-well tomography to detect features down to about 10 feet in size within the rock strata.

Craig Johnson showed the X-11 corridor with an aerial photograph of the holes and the depths of drilling. He said two core samples, pulled from one hole, are at the back of the room for observation. Next he showed corridor X-10, noting that Hole # 3 was deleted for a variety of technical reasons and after discussion with the panel of experts known as the Geotechnical Advisory Group. He then showed a slide of the rock lithology and discussed the layers. The Salina B-unit is where voids would occur, if they are there. It was thicker in the X-10 corridor. In the X-11 corridor, the salt layer was thinner, and, in particular, at Hole # 10 the thickness was only 8 feet.

The next stage of work includes downhole geophysics; crosswell tomography, seismic testing, deviation surveys, and gravity surveys. The tomography is revealing features down to about ten feet. The gravity surveys show very small variations in gravity levels that point out anomalies in the rock.

He showed some additional pictures of the operation and bits used for the drilling. In the course of the coring efforts, five bits were burnt up.

**Q.** Ms. Leonard asked what “core” means?

**A.** Two kinds of drilling were done for this project - rotary and core. Coring uses a type of bit that pulls a rod of rock out of the hole to be preserved for analysis. Rotary drilling is faster, but does not keep the core. It creates rock chips.

**Q.** At what point will a report be provided?

**A.** Joe Corradino responded that, first the field work that Craig Johnson described needs to be completed. Then there will be coordination with the Canadians. A draft report on the findings will be sent to the Geotechnical Advisory Group at the beginning of September. They will meet again at the end of September. Then the consultants will make recommendations in late September/early October to the Border Partnership Steering Committee. Information will be provided to the public by December in the Draft Environmental Impact Statement. If one corridor is ruled out due to geotechnical concerns, it is

likely the DEIS will identify a preferred alternative. In any case, there will be a DEIS public hearing in January with a recommendation on a preferred alternative now scheduled for March 2008.

**Q.** LaReina Reid asked for a description of the steps in the down-hole testing; does it start with downhole survey, then the crosswell work, then the gravity testing, or in some other order?

**A.** Really, they are done together.

**Q.** How deep are the casings?

**A.** On X-10, the outer casing goes about 20 feet through fill to clay. Then another casing goes another 40-60 feet down to rock, where it is cemented in. Then there is another 100 feet of casing into the rock to protect the aquifer below.

Mohammed Alghurabi said there were no known complaints or issues during the drilling and asked Joe Corradino to elaborate. Joe Corradino said 13 holes had been drilled in 2½ months. There was no hydrogen sulfide gas release. No complaints were made to MDEQ. There were no complaints of dust or noise intrusion. Some nearby residents were offered relocation during the drilling to mitigate against those types of problems. In those areas, the drilling was completed in four or five days. We know of no complaints to any elected official. We are pleased with the overall program.

Mohammed Alghurabi thanked Mr. Nagy and others for helping to get the word out on the drilling program. Tonight was the last drilling meeting. But information will continue to be provided to the LAC/LAG as time goes on.

Canadian Program – Murray Thompson of URS Canada explained the status of the Canadian program. It is similar to that in the U.S. with 12 holes total in corridors X-10 and X-11. Five of the 12 holes have been drilled to 500 meters, or about 1,500 feet. Some of the downhole geophysics is done as they drill. No voids or rubble zones have been found. The drilling will finish in June, with cross-well work to continue after that. The cross-well consultant is the same as in the U.S., so the analysis technique will be the same on both sides.

**Q.** Did the drilling on both sides of the river start at the same time?

**A.** Canada started a bit earlier and is going slower, but a 3<sup>rd</sup> rig is now in place.

**Q.** On the Canadian side, we understand there has been artesian water. Has there been anything else?

**A.** We do have artesian conditions, mostly above the salt layer, as expected. Nothing else.

**April 26, 2007 Public Meeting on CSS**

It was announced that a meeting would be held the next night that will continue to explain land use concepts and poll the public on CSS themes. Regine Beauboeuf introduced narrated a video indicating local/neighborhood aesthetics considerations will be highlighted one-by-one, using examples of before and after pictures at key locations in Delray, highlighting the cultural and historic themes. The choices will also be shown on boards at the meeting. At 6:30 PM there will be preference voting on the themes expressed in these local/neighborhood examples.

**Q.** What about improvements at the Fort Street River Rouge bridge?

**A.** The DRIC project does extend into that area. That is the subject of another MDOT project. Coordination with it is occurring.

**Q.** What happens to Jefferson?

**A.** Jefferson is affected by the plaza just to the north. It is illustrated in the video.

**Q.** What about down at Schaefer?

**A.** The DRIC project does extend into that area.

**Q.** What is going to happen to the street from Southwest High School back to Jefferson?

**A.** Joe Corradino brought up another set of slides, showing the oblique land use plan concept with the Gateway Boulevard, serving the school and community to Jefferson.

**Q.** Will the Delray Rail Line be abandoned?

**A.** Our discussions with the railroads indicate they do not intend to abandon the rail line. The Transflo facility at the end of the line may be relocated. So that train activity can be eliminated. The other major use of the line is by coke trains that go all the way to the Ambassador Bridge before returning to move to Zug Island. But, we believe a “right” turn can be added along the rail line back near Westend to remove the rail traffic from crossing Delray. That would involve new track as we have shown in many graphics in the past.

**Q.** What improvements will be made to Southwestern High School?

**A.** We are proposing no physical change to the school itself because we believe there are no direct impacts on it by the project that require mitigation. There might be opportunities for enhancements to the school which are yet to be developed.

**Q.** What is the cost so far on the study?

**A.** Mohammed Alghurabi said the total budget is \$31 million, but he was not sure of expenditures to date. He said he will follow up and get that figure.

**Q.** What will it take to implement the conceptual land use plan for Delray that the DRIC Study Team proposed?

**A.** It will take a partnership among many units of government, including the City of Detroit, and the private sector. MDOT and the Federal Highway Administration can serve as a catalyst and make some but not all the investments. And, the DRIC Study Team believes it will take 20 to 25 years to fully revitalize Delray as portrayed in the conceptual land use plans.

**Q.** Are there funds allocated/budgeted to make the plan a reality?

**A.** No. Action on the plan, even by MDOT and FHWA, requires that it be approved. That is not scheduled to happen, if it happens, until the latter part of 2008.

#### **Gateway Project Construction/Maintenance of Traffic**

Mohammed Alghurabi asked Andy Zeigler to review the traffic changes associated with construction of the Ambassador Bridge/Gateway project. Andy Zeigler said the construction has been going on for two years, but has not been very visible. Contract 4 is about to begin, with major construction in 2008. The cost of Contract 4 is about \$180 million. The project is a major interchange at the foot of the Ambassador Bridge to connect it to I-75. I-75 in that section will be reconstructed at the same time. There will be incentives/disincentives in the construction contract to speed the project. A major communication plan will unfold soon. There will be a heavy focus on maintaining traffic. The project will reopen I-75 to traffic in December 2009, with final construction elements completed by May 2010. Through traffic will not be allowed on I-75, between Clark Street to the railroad overpass to the north. The only traffic there will be to and from the Ambassador Bridge. Andy Ziegler showed how trucks will be routed through the area. Then he showed how local traffic would be routed during construction.

**Q.** Coming from River Rouge, I take Shaefer north, then Fort Street up to Grand Boulevard. Will I be affected?

**A.** Fort will still be open, so you can keep doing what you are doing now.

**Q.** What streets will be closed?

**A.** During the major construction you cannot go through on I-75 between Clark Street and the railroad overpass to the north.

**Q.** When are those Ambassador Bridge meetings? And, when the project is completed will the trucks be on the streets.

**A.** The Detroit International Bridge Company has its own meetings. We do not have the schedule for those. Regarding trucks, the purpose of the Gateway project is to get the trucks off the local roads. All the trucks will get to the Ambassador Bridge to and from the freeways.

**Q.** The saying for the Lodge Freeway construction progress is “Dodge the Lodge.” Is there a similar expression for the Gateway Project?

**A.** Yes, it is “Connecting Neighbors.”

**Q.** I-75 will be reopened to traffic by 2010. Then the new DRIC bridge will open in 2013. What about the landscaping and other work?

**A.** Mohammed Alghurabi said there is much work yet to be done. MDOT has been clear with the community that a lot of the work must result from partnerships with various agencies and organizations. Joe Corradino continued that some construction elements will be part of the project, such as the Gateway Boulevard and related roads directly affected by the project. Under the relocation program, there could be housing developed for the relocatees in West Delray, if people wish to be relocated there. MDOT and the consultant team will explore additional enhancements to could complement the land use concepts. But, the land use concepts for build-out shown on the DRIC graphics will take 20 years to develop and partners with MDOT will be needed.

**Q.** Is the Bagley Avenue pedestrian bridge to be a cable-stay structure?

**A.** Yes.

### **Other LAC/LAG Business**

There was none.

### **Public Comments**

No more questions came up at this time.

### **Next Steps**

The next LAC/LAG meeting will be May 30, 2007.

**Detroit River International Crossing Study**  
**Attendance**  
**Local Advisory Council**  
**April 25, 2007**

<b>LAC Members</b>		
Larry	Arreguin	Governor Granholm's office
Alison	Benjamin	Souwest Detroit Environmental Vision
Tom	Cervenak	Delray Community House
Cindy	Dingell	County Exec. Ficano
Korey	Hall	Senator Debbie Stabenow
John	Harris	Congresswoman Carolyn Cheeks-Killpatrick
Nagy	John	Delray Community Council
Marlene	Jones	Councilwoman Martha Reeves
Gary	Kadau	US Steel
Karen	Kavanaugh	State Rep, Steve Tobocman
Henry	LaFrance	Friends of the Detroit River
Delores	Leonard	Sierra Club
Mary	Loubriel	Delray Community Council
Felipe	Martinez	Detroit Mayor's office
Edward	Moore	Councilman Kwame Kenyatta
Bill	Muir	SMZ
Brian	Peters	Senator Ray Basham
LaReina	Reid	Detroit Environmental Affairs
Josephine	Smith	Original United Citizens of SW Detroit

<b>Observers</b>		
Robert	Cross	
Mary Ann	Cuderman	
Julie	Ebsch	
Sylvia	Elizalde	Delray Community Council
Richard	Foote	
Peggy	Heilman	
Patt	Holland	Ambassador Bridge company
Cedric	Jones	
Mike	Kelly	
Terry	Kennedy	
Kathy	Lazo	Delray Community Council
Otis	Mathis	
Belal	Mheisen	
Doris	Miller	
Caddie	Nagy	Delray Community Council
Dena	Nagy	Delray Community Council
David	Nagy	Delray Community Council
Frank	Rodriguez	Century 21
Matt	Simon	HNTB
Emmanuel	Soto	
Haggard	Taylor	
Steve	Toth	
Perlinda	White	Original United Citizens of SW Detroit

<b>MDOT</b>		
Mohammed	Alghurabi	MDOT
Wesley	King	MDOT
Sherry	Piacenti	MDOT
Andy	Ziegler	MDOT

<b>Consultants</b>		
Joe	Corradino	The Corradino Group
Craig	Johnson	NTH
Fritz	Klinger	NTH
Len	Kozachuck	URS CANADA
Ted	Moore	The Corradino Group
Harvey	Santana	The Corradino Group
Murray	Thompson	URS CANADA
Juanita	Tucker	The Corradino Group
Mark	Velicevic	The Corradino Group