

**Detroit River International Crossing Study**  
**Public Meeting**  
**December 5, 2006 – 5:00 PM to 8:30 PM**  
**Southwestern High School**

**Introductions and Opening Statements**

Bob Parsons opened the meeting and welcomed those in attendance. He indicated the meeting is an opportunity for the public to hear about the preliminary assessment of impacts of Practical Alternatives on the U.S. and Canadian sides of the Detroit River. During the course of the evening, those who wished to make a comment/ask a question should complete a speaker identification slip. Others who wished to comment, but not speak, could complete a comment form and leave it in the receptacle at the back of the room or return it later by mail.

Bob Parsons asked if anyone had a Spanish or Arabic language need. He introduced Harvey Santana and Fatima Aidibi, who each announced in Arabic and Spanish, respectively, that their services were available. A group of individuals asked for Spanish translation.

Bob Parsons then asked for a moment of silence to respect Mayor Guido of Dearborn, which news reports indicate had passed away moments ago.

Bob Parsons recognized Senator Hansen Clark plus Ed Moore, representing the Detroit Councilmember Kwame Kenyatta. Marlene Desminski announced herself as a representative of State Representative Ed Clemente. Bob Parsons then identified Canadian Partnership Team members Roger Ward (MTO Project Manager), Murray Thompson (Consultant Project Manager), and Audrey Steele (consultant). He introduced the panel members, Regine Beauboeuf (Consultant Deputy Project Manager), Mohammed Alghurabi (MDOT Project Director), and Joe Corradino (Consultant Project Manager).

Bob Parsons then explained that following the presentation, those who completed the speaker identification forms would be called in the order in which the forms were received.

## **Preliminary Project Impacts**

Bob Parsons introduced Joe Corradino to make a presentation on the preliminary assessment of the proposed project's impacts. Joe Corradino noted the information packet provided to each attendee included a copy of the presentation. Also, another part of the handout materials include the graphics posted around the meeting room walls describing the Practical Alternatives. He indicated the booklet also provided details on the U.S. impacts. A separate folder, distributed to each attendee, had information specific to Canada.

Joe Corradino then used a series of slides showing the Area of Continued Analysis and examples of bridges as viewed from the Fort Wayne soccer fields. He also showed layouts of several representative plazas. Next, using oblique aerial photographs, he described the notable points of interest in the Delray area. He pointed-out Southwestern High School, Arvin-Meritor, the Produce Terminal, Yellow Trucking, the Mistersky power plant and major businesses along Fort Street as well as other features. He spoke of the residential areas.

Next, he showed a slide of the area to be examined for "social and cultural" effects and for indirect and cumulative impacts, noting that the impact assessment would eventually cover this broader area. But, tonight, the impacts discussed are for the Delray area between Zug Island and the foot of the Ambassador Bridge.

A slide of one of the alternatives, similar to those posted around the walls, was shown and the summary matrix explained. Joe Corradino pointed out that impacts were shown by section of I-75, north and south, so that anyone could identify active businesses and occupied residential units that could be potentially relocated.

Joe Corradino next explained that noise levels shown on the graphics were of existing conditions. Those levels were high along I-75, but noise of the future would be mitigated by noise walls in those sections where improvements were made to the freeway. He said the carbon monoxide (CO) concentration levels shown on the graphics were those projected for 2035. Those CO concentrations are well below the EPA 1-hour standard of 35 parts per million. Joe

Corradino noted there would be further qualitative analysis of PM<sub>2.5</sub> and PM<sub>10</sub> hot spots at a later stage in the study.

In a summarizing the preliminary information, Joe Corradino noted that the impacts, from his point of view, emphasize “people” issues in the U.S. as compared to impacts associated with the natural environment. Fort Wayne is of concern as a *National Register* site. But, it is expected that the effects will be positive through development there of a Welcome Center. He noted that, beyond Fort Wayne, impacts to historic resources appear manageable and are similar in magnitude in the United States and Canada. Parklands are present in the U.S. Impacts to those parklands were also viewed as manageable. The Ojibway Prairie area in Canada, which is significant, will likely be impacted. An impact seems unavoidable as the area is part of each alternative.

Joe Corradino reviewed the range of traffic in the Crossing X-10 and Crossing X-11 corridors, noting that traffic levels are very much a function of the configuration of plazas and ramps. Further refinements of the plaza and ramp configurations would continue such that, when done, it is expected that Crossing X-10 and Crossing X-11 will carry about the same amount of traffic. He also noted that, at this point in the study, U.S. Customs has not commented specifically on the plaza concepts and, so, final traffic volumes have yet to be determined.

Joe Corradino stressed there are no apparent fatal flaws with respect to constructability of the crossing system. Utilities are a major consideration on both sides of the river. In Canada, the location of Sterling Fuels affects constructability.

As far as dwelling units are concerned, i.e., the “people” impacts, many of the alternatives are very similar but the potential displacements are higher in the U.S. than in Canada. U.S. Alternative 13 is an anomaly, as there only 29 occupied dwelling units likely to be acquired. The reason for this is that the ramp exiting the plaza avoids impacting the north side of I-75; however, that alternative does not coincide with the planning efforts of the Delray community. To some degree, where the dwelling unit impacts are lower, the business impacts are higher.

Joe Corradino indicated that in Canada, noise impacts may be difficult to mitigate. But, in the U.S., noise impacts will be mitigated by use of buffers around the plazas and walls along I-75.

Joe Corradino next addressed the issue of brine wells, explaining that drilling into the earth to extract salt or brine has occurred in the area. Voids/holes in the earth that may exist must be detected before one can safely build a bridge. He noted that the borehole program in the U.S. will start in mid-January; it has already begun in Windsor. There will be a public meeting one week before the start of drilling, one a week after, and monthly meetings thereafter.

### **Public Comments and Questions**

Bob Parsons opened the public comment session.

*C: Maria Finn: I have lived in the community for 55 years and had worked for a Customs broker at the Ambassador Bridge. She pointed-out that Beard School is a historic site and was concerned about the safety of children, particularly those in the early childhood education program. She said she had personally gone to five or six businesses on Fort Street, both large and small, to spread the word about the meeting and asked that MDOT redouble its efforts to communicate to businesses.*

*C: Alina Johnson: I am a resident of the Hubbard-Richard neighborhood and had lived there seven years. She had questions with respect to eminent domain. She was trying to understand what “residents impacted” meant and asked what would be done with homes and businesses.*

**R:** MDOT, in acquiring property, has to follow a very specific process that establishes the market value of each property. He noted Sherry Piacenti and Bill Swagler of MDOT were available to answer other specific questions. He said that, under some circumstances, entitlements are added to fair market value to account for the fact that a house in another area to replace the existing house to be acquired may cost more. So, if a homeowner was relocated to a comparable house with a higher value than the home being acquired, the “entitlement” was the difference between the market value of the existing house and the value of the comparable house. Under some circumstances, other add-

ons/payments would be considered, such as reasonable moving expenses, cable hook-ups, and the like.

*Q: Alina Johnson: What about noise mitigation with the drilling?*

R: Field measurements of the drilling found noise levels of 65 decibels (the same sound level in the meeting room) at around 100 feet from the drill machine.

*Q: Alina Johnson: Will the drilling go on at all times?*

R: Yes, it will be 24 hours per day, seven days per week for each hole. Ten of the 14 holes will be drilled in 15 days or less. Four holes would take longer, perhaps as long as a month. Only two holes have any residences within 300 feet. They will be provided money to relocate during the drilling. About six dwelling units are affected.

*Q: George Dodson: How many years will it take to build the project?*

R: Construction is estimated to begin in 2010 and finish before the end of 2013.

*Q: George Dodson: What is the approximate cost?*

R: Up-to-date cost information is not available at this point. It will be provided, likely at the next meeting, when more engineering analysis has been performed.

*Q: George Dodson: If construction started in 2010, then the railroads by that time could get together and rent out the tunnel as a private road; but there is an ordinance against its use. Without the ordinance, they could rent their private road. What do you think of that as a solution to cross-border travel?*

R: Getting railroads to cooperate is often difficult as they are competitors. So, the solution described is easier said than done.

*Q: George Dodson: Once there's a preferred plan, who's paying for the properties?*

R: State government is to be the purchaser and the owner of the project. Where the private sector fits in at this point has not yet been decided. There will be state and federal

government financial involvement in building the interchange and the plaza. Paying for the crossing will involve tolls.

*Q: Deb Sumner: I'm a lifelong resident in the study area. I want to know whether the businesses and residents were notified by mail. I am assuming that people who are in the immediately-affected area are notified. How are you supposed to find out about the community meeting?*

*R:* There was a direct mailing of approximately 10,000 notices. In addition to that, flyers were delivered door-to-door in Delray and along I-75. Also, notification by e-mail goes to the Local Advisory Council, which makes information available to its constituents. Information is also provided to local organizations such as the Delray Community Action Council and the Southwest Detroit Business Association, so they can commence the meeting notice through their e-mail networks. Meeting announcements were placed in local newspapers of 250,000 general circulation.

*C: Deb Sumner: I believe those direct mailings are important.*

*C: Deb Sumner: I am confused because, with this Bi-National Study, there is still activity on the part of the Ambassador Bridge. Two weeks ago, a public hearing was conducted by MDEQ in this very same room about a permit requested by the Ambassador Bridge to build a second crossing. It is unbelievable that there is not a moratorium by government agencies on another border crossing. What about homeland security?*

*R:* A second span of the Ambassador Bridge was dropped from the Border Crossing Study as a Practical Alternative. But, the Ambassador Bridge has the right under law to pursue a second span. No government has acted to create the suggested moratorium.

*C: Kim Hunter: A new bridge is not a matter of regulations but a matter of political will; everybody knows that. The number of people here tonight is pitiful. There is an issue of comprehensiveness, like including impacts to the DIFT. We are paying people to destroy neighborhoods. If you don't look at the total, you've got to be doing it wrong.*

C: *Trish Mills: My father operated the Surface Automotive Supply business on West Fort Street for 56 years. It's by the Donald Miller Warehouse. Progress is important, but Manny Maroun took our business. I don't think it's right that eminent domain takes businesses in a way that it interrupts the family's existence.*

R: The meeting tonight is a meeting by MDOT for a public project. It is not about Mr. Maroun or his business interest in building a second bridge.

Q: *Trish Mills: How does Proposition 4 affect property acquisition for this project?*

R: Our understanding of the recently-passed (November 7<sup>th</sup>) Proposition 4 is that it might allow an add-on of 25 percent to the market value of a property acquired by a government entity in Michigan. However, the DRIC is a federal project with a public purpose, and that may have an effect on how Proposition 4 applies to the Border Crossing Project.

Q: *Anonymous: Bob Parsons read a question, "Does this project look at the total of DIFT and other projects and industry?"*

R: The DIFT will be taken into consideration in the DRIC Project, and the DRIC Project will be taken into consideration in the DIFT Project.

Q: *Cynthia Smith: Will there be an arrangement to stay in the Delray neighborhood, like if there's a new subdivision built?*

R: The Delray master planning process that is part of the Border Crossing Study is designed to be integrated into the City's Master Plan when completed. There is hope that some of the wealth from the project can translate into local benefits as has been proposed by some community leaders for the nearby DIFT Project. Some of those improvements to mitigate the Border Crossing's impacts could address more/better housing, more jobs available to residents of the area, and additional help to local businesses.

Q: *Cynthia Smith For those who want to stay in the neighborhood, will there be special homes reserved for them?*

R: Plans are not that specific at this point. We have advanced ideas that may take that form over time as policy decisions are made.

Q: Dorothy Zammitt: I own a hardware store. Has anyone noticed a special smell in Delray lately? What will the borehole program be like insofar as the hydrogen sulfide you mentioned?

R: We don't believe there will be smells to rival some of the smells already present in the neighborhood. You should know that there are many protections built into the borehole program to restrict release of H<sub>2</sub>S. For example, there's a blowout protection device on the drill rig that clamps down on the drilling operation if it detects gases in excess of defined levels. But, there will likely be a "rotten egg" smell from time to time as the drilling proceeds.

C: Dorothy Zammitt You are welcome to distribute your meeting notices at my store.

C: Edward Mack: I'm excited about the bridge coming to the neighborhood, but I'd like to know if there are any federally-mandated procedures with respect to catastrophic events. Historically, there's been an agreement between Detroit and Windsor. I'd like to know what's going to happen with contaminated vehicles or incidents. Help could be a long time coming.

R: With respect to the brine hole program, we are working with the City of Detroit and state on an evacuation plan. An early version is available on the Web site. As soon as 911 is dialed, the plan goes into effect. We deal with homeland security on the plaza with the federal government and with the state on the bridges and interchanges on a regular basis through meetings. The sites will be "hardened." There will be plans and designs for catastrophes. On the transport of hazardous materials, that will be addressed once a Preferred Alternative is selected.

Q: Edward Mack: I just feel the government has distanced itself from people and made it hard to understand or get a reaction in case of an emergency. So, can you tell me anything about emergency procedures during the operation and construction of the bridge?

R: Not at this time.

C: Maria Finn: *At the Ambassador Bridge, the federal employees are protected by federal police, but the Customs brokers and others are not and are protected only by the Detroit Police, who don't respond when there's a problem. There has to be protection established for workers at the plazas. I'd like to ask MDOT and Corradino to make sure they work with the businesses to make it safe.*

Bob Parsons closed the meeting by thanking everybody for coming and asking them to redouble their efforts to encourage others to come to the meetings as well.

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**Detroit River International Crossing Study  
Southwestern High School  
December 5, 2006**

**Attendance**

**Public**

1.	Rajaj Azar	Resident
2.	George B. Bailey	Delray Community Council
3.	Rev. Jeffery Baker	St. Paul AME church
4.	G. Baylor	Mobil mini station
5.	Therese Bellaimy	Detroit Tube Products
6.	Patricia Benedict	Resident
7.	Allison Benjamin	SDEV
8.	Peter Berna	Resident
9.	Matthew Bihun	Bloomfield Hills
10.	Darnell Blaine	Resident
11.	Bruce Boflrkoel	Resident
12.	Julius Borden	ISG
13.	Exedina Botello	Resident
14.	Kate Brennan	Resident
15.	Lucille Bussey	St. Paul Church
16.	Latasha Chatman	
17.	Charles Cini	Resident
18.	Grace Mary Cini	Resident
19.	Hansen Clarke	State Senator
20.	Eddie Cockrel	APEX signs
21.	Shirley Cockrell	323 S. Military
22.	Gordon Compton	Resident
23.	Ruby Compton	Resident
24.	Sean Conyely	Resident
25.	Leroy Covington	Resident
26.	Mary Ann Cuderman	West Windsor Truck Watch Coalition
27.	Vaughn Daggett	Resident
28.	Kevin Davis	SDCRL
29.	Rosetta M. Devereaux	Resident
30.	Sylvester Devereaux	Resident
31.	George A. Dodson III	Resident
32.	Marlene Dudzinski	Office of Representative Ed Clemente
33.	Mary Duran	Teacher DPS
34.	Karen Earls	Resident
35.	Timothy Earls	Resident
36.	Julie Ebsch	Delray Mechanical Corp.
37.	Maria Finn	Resident
38.	Richard Foote	Resident
39.	Stephanie Gadwell	Detroit Resident
40.	Mark Galvin	City of Windsor
41.	Bill Gardner	Resident
42.	Linda Gatlin	Resident
43.	Alice Green	United Citizens of SW Detroit

44.	Martha Gruelle	Resident
45.	Chris Gulock	Detroit Planning Commission
46.	Henry Guthard	
47.	Ruth Hart	St. Peters Episcopal Church
48.	Terrence Harvin	Resident
49.	Deborah Haddvill	Resident
50.	Peggy Heilman	Delray resident
51.	Robert Heilman	Delray resident
52.	Virginia Heath	Resident
53.	Alice Hengel	Resident
54.	Maria Hernandez	Resident
55.	Charles Hexson	Resident
56.	Mike Hogan	Resident
57.	Pat Holland	DIBC
58.	Jeff Holloway	WJBK FOX 2
59.	Kim D. Hunter	
60.	Cynthia Jackson	Resident
61.	Shilla Jackson	Resident
62.	Betty Jarret	Resident
63.	Alina J. Johnson	Hubbard-Richard resident
64.	Emman Jean Johnson	CDC Duac
65.	Erie Jones	Resident
66.	James Jones	Resident
67.	Sean Kefelthut	Resident
68.	Terrence Kennedy	West Windsor Truck Watch Coalition
69.	Laverne Kent	St. Paul AME church
70.	Alex King	Oak Park
71.	Karen King	Oak Park
72.	Michael Koehler	Resident
73.	Chris Kohay	Resident
74.	Eugene W. Kuthy	Southwest Solutions
75.	Henri LaFrance	Friends of the Detroit River
76.	Pastor Steve Lee	Peter's Rock Baptist church
77.	Fernando Leija	Lincoln Park
78.	Delores Leonard	Sierra Club
79.	Amy Loree	Resident
80.	Ed J. Mack	Resident
81.	Jane Mackey	Congressman John Conyers office
82.	Hassaw Masbouth	Resident
83.	Barbara McCallahan	Senator Stabenow's office
84.	Trish Miller	Resident
85.	Ed Moore	Office of Kwame Kenyatta
86.	George D. Moore	St. Paul AME church
87.	Klaus Muller	Resident
88.	Don Myers	Resident
89.	Don O'Connell	IUOE 324
90.	Holly Patz	Resident
91.	Jennifer Patz	Resident
92.	Dorothy Paquette	Southgate
93.	Nancy Patz	Resident
94.	Joe Polak	DIBC

95.	Clement Roberts	River Rouge resident
96.	Isaac Robinson	Teamsters
97.	Frank Rodriguez	Century 21
98.	G. Salsberry	Messiah church
99.	Barbara Sanchez	Resident
100.	Mark Sanchez	Dearborn
101.	William Shaw	Resident
102.	Vinnie Shokvic	Bridging communities
103.	Cynthia Smith	Resident
104.	Denise P. Smith	Resident
105.	Anthony Spivey	Resident
106.	E. Stanis	Resident
107.	Tommy Stephens	Detroit City Council
108.	Deb Sumner	Clark Park Coalition
109.	Haggard Taylor	Brownstown
110.	Donna Thomas	Resident
111.	Jobina Thomas	Resident
112.	Steve Tobocman	State Representative, District 12
113.	Steve Toth	Resident
114.	Dan Tyagi	City of Windsor
115.	Daisy M. Ward	First Baptist Church
116.	Juanita Wells	Resident
117.	Perlinda White	Resident
118.	Debra A. Williams	St. Paul AME church
119.	Scott Williams	Resident
120.	Bill Wyle-Kellermann	St. Peter's Episcopal church
121.	Maria Ygeislar	Dearborn resident
122.	Dorothy Zammitt	Lockemans
123.	D. Zammitt	Resident
124.	Bill Zipp	Resident

**MDOT Team**

Mohammed Alghurabi  
 Geri Ayers  
 Lloyd Baldwin  
 Tom Hanf  
 Tom Jay  
 Kari Johnson  
 Wesley King  
 Bill Land  
 Hugh McNichol  
 Bob Parsons  
 Sherry Piacenti  
 Bill Swagler

**Canadian Team**

Murray Thompson – URS Consulting  
 Roger Ward – MTO

**Consultants**

Fatima Aidibi	Corporate Translation Services
Joe Aoun	The Corradino Group
Regine Beauboeuf	Parsons
Josh Bocks	The Corradino Group
Mark Butler	The Corradino Group
Dan Church	Church Associates, LLC
Guy Corradino	The Corradino Group
Joe Corradino	The Corradino Group
Jim Hartman	The Corradino Group
Harvey Santana	The Corradino Group
Audrey Steele	LGL Consulting
Ted Stone	The Corradino Group
Juanita Tucker	The Corradino Group
Mark Velicevic	The Corradino Group