

Detroit River International Crossing Study

Delray Community Drilling Meeting – 5:30 p.m.

February 28, 2007 – Southwestern High School

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Introductions

Mohammed Alghurabi welcomed everyone, thanked them for coming to an update on the drilling program, and asked the attendees to identify themselves.

Discussion

Joe Corradino used graphics to explain the status of the drilling. He stated that two rigs are now in place. Boring of Holes #10, #12, #16 and #1 is complete. Holes #2 and #7 will be started next. Permission has been obtained to drill all but one hole.

After the holes are drilled, there is more analysis to be done. Sonic waves are sent between holes to create panels of images like an MRI. This is called cross-hole tomography. A crisscross pattern of arrays is shot. When it is all put together, there is solid evidence of what is below ground in terms of rock structure and voids. The density of the rock is also tested.

Q. As far as drilling goes, have any cavities or holes been found?

A. No salt cavities have been found. It is interesting that Hole #1 shows no salt cavities. It is closest to Zug Island, where there were brine wells.

Q. Are there any handouts of the drill holes?

A. We will mail you the information or you can visit the Web site: www.partnershipstudy.com.

Q. When will the holes be done?

A. All the drilling is to be complete by the end of June, including shooting the panels. A review of the results by a team of international experts will be complete by the end of September, and a final recommendation on a Preferred Alternative could occur by the end of the year.

Q. How long will it be before a bridge is built?

A. The bridge is scheduled to be open to traffic in 2013, if all approvals are made. Construction is to start in 2010.

Q. What happens between the end of 2007 and the end of 2008?

A. The end of 2007 is when a Preferred Alternative is identified. Then the paperwork will be completed so all approvals to build the new crossing are received by the end of 2008.

Q. Did you say the bridge would be open in 2013 or construction would start then?

A. The bridge is scheduled to be open to traffic in 2013. Construction would occur between 2010 and 2013.

Q. What happens if there are brine well issues and you cannot thread the needle?

A. We believe we can. There are two corridors and three options, and the east (upriver) corridor has little evidence of brine wells on the U.S. side of the border.

Q. What if there are problems in Canada?

A. Len Kozachuk of the Canadian team responded that boring is also underway in Canada in a program similar to that being conducted in the U.S. Two holes have been drilled and no problems have been encountered. Another hole has been started. The Canadian program is expected to be complete by June.

Q. Do you have any pictures of the corridors?

A. We will mail you the information or you can visit the Web site www.partnershipstudy.com

Joe Corradino said he wanted to make everyone aware that MDOT Real Estate representatives are now in the field interviewing business owners for a real estate inventory. Later, in July, there will be a special information session for residential property owners. The purpose of the interviews is to determine the relocation needs of homeowners and renters. It is not to purchase property. MDOT will share information with the property owners and renters on what to expect if the project goes forward and their property is needed for it and explain the rights of business property owners and residents. Mohammed Alghurabi asked Joe Corradino to explain how this fit into the process. Joe Corradino explained that the information session in July will assist MDOT in developing a Conceptual Stage Relocation Plan, which is a requirement of the federal process. That report will be included in the Draft EIS. That report will estimate the number of potential property acquisitions/relocations and the cost. The recently-passed Michigan constitutional amendment on property acquisition will apply.

Q. My assumption is right-of-way will not be acquired until after 2008. Is that correct?

A. Yes.

Q. What does it take to approve the project?

A. There are a number of “cooperating” federal agencies in the U.S. that must sign off, and, in some cases, issue permits. And, in Canada, Transport Canada and the Ontario Ministry of Transportation are involved, along with a host of other Canadian agencies.

Q. What are the boundaries of the study?

A. The plaza will be located between Zug Island and the existing Ambassador Bridge, I-75 and the Detroit River, generally in the center of that area

Q. How many businesses will be affected initially?

A. That number is in the data from the December public meeting. There is no focus on any particular alternative at this point. All the businesses that could be affected by any alternative are being contacted. Sherry Piacenti, who will be contacting the businesses for the real estate inventory, was identified. We are not buying property at this time, only interviewing to determine conditions and needs. If you want to verify information on the MDOT contact person’s legitimacy, call Mohammed Alghurabi at 517-373-7674 or your neighbors John Nagy and Ms. Leonard. And, pamphlets on property acquisition are on the MDOT and Partnership Web sites. John Nagy also has copies.

Q. How will Ft. Wayne be affected? If it were a Welcome Center, is there any relationship to the Welcome Center being developed on Bagley?

A. The plan is to protect and enhance Fort Wayne. The hope is to identify funding sources to support redevelopment. As a Welcome Center, it would be an addition to the one on Bagley.

Q. Is a Welcome Center compatible with Fort Wayne being an historic site? What about the soccer fields?

A. Any work affecting the Fort would have to be compatible with its historic status to maintain its integrity.

Next Steps

A meeting will be held March 21, 2007, to update the public on the DRIC Study and the impact analysis to cover a boulevard concept connecting Delray across I-75, as well as some new interchange ideas that resulted for a week-long Value Planning exercise, which is part of MDOT’s engineering process to ensure that all alternatives are appropriately laid out. There will also be a discussion of how the future Delray land use plan can be coordinated with the project.

The meeting was concluded at 6:30 PM, with the LAC/LAG meeting to follow.