

**Detroit River International Crossing  
Meeting with Hispanic Community  
Holy Redeemer Hall  
Junction at Vernor Street  
May 20, 2008, 7:00 p.m.**

**Purpose:** To respond to the Hispanic community and provide additional information about the DRIC project in Spanish.

**Attendance:** See attached sheet.

**Discussion**

Father Don Hanchon opened the meeting and thanked everyone for attending. He explained in Spanish the purpose of the meeting.

Joe Corradino used a slide presentation to summarize the DRIC project and its impacts. His presentation was translated by an interpreter supplied by the church.

Joe Corradino concluded the slide presentation by saying the comment period on the DRIC DEIS had been extended to May 29, 2008.

Don Graham, of Don Graham Funeral Home, made clear to the group that his funeral home was open for business and he had not been bought out by the Michigan Department of Transportation (MDOT) nor had any offers been made.

A girl asked whether Corradino had anyone who speaks Spanish. Joe Corradino said yes, as did MDOT.

Patrick Mulloy said his understanding was that Junction Street would be closed with a wall and wanted clarification. Joe Corradino responded that most alternatives eliminate Junction as a cross street of i-75 but there wouldn't be any wall across the street. One concept is to turn Livernois into a two-way street and crossing I-75 from Junction would occur by using Livernois and the service drive. He said there were tables at the back of the DEIS Summary that showed the proposed street closings. In moving forward, an effort is underway to maintain as many crossings as possible, both for vehicles and pedestrians. In any case, the Livernois/Dragoon interchange would not be as it is today. There are too many trucks today on Livernois Avenue and Dragoon

Street. With the DRIC project it will be hard for those trucks to use Livernois/Dragoon because of the changes to the interchange. He believed that would result in a better neighborhood environment. Also, the Springwells interchange will be rebuilt with all the movements that are allowed today remaining in the future.

A woman stated she was trying to understand the expanse of the bridge. Would the ramps for the project take houses? Joe Corradino responded the ramps would take some houses and he pointed out the locations on the slide. The woman indicated she was concerned about the poverty level of those who would be moving. Joe Corradino explained several facets of the relocation program that were designed to protect people when they were moved.

A gentleman asked what the limits of the project were. Joe Corradino said between Springwells and Clark. He further explained that, along the north side of the I-75 freeway, there would be approximately 35 to 50 dwelling unit relocations, plus a building with 30+ apartments that would likely be acquired for the project.

A woman in the audience noted that the service drive runs into Lafayette on the north side of the freeway.

A young lady asked what would happen to renters. Tom Jay from MDOT's Real Estate Division explained the program related to renters.

A woman asked about the new police station; would it be affected? Joe Corradino responded that the police station would not be relocated. Dialogue was ongoing with the police about how best to maintain police access to the area.

A gentleman asked if paying for the \$1.2 to \$1.5 billion project would result in a decline of money to cities and wanted to know how much his taxes would go up. He further wanted to know what the expected toll on the new facility might be. Joe Corradino responded that the gentleman's taxes would not go up. General Fund dollars are distinct from transportation dollars. The bridge itself would be financed by tolls. The plaza would be under the control of the U.S. General Services Administration, a federal agency. The interchange portion of the cost would be about 80 percent federal and 20 percent state. All in all, the state's portion of the overall project cost might be on the order of one-tenth or less of the total project cost. He went on to say that the

amount of the toll had not been determined. The gentleman asked if there would be time limit on the tolls. Joe Corradino said that without a legal change in Michigan, the tolls would only last until the capital costs they support were paid off.

A woman asked about jobs and whether there were any guarantees that the construction jobs would go to residents of Southwest Detroit. Joe Corradino said that, because it's a federal project, he just does not believe jobs can be directed to a particular group. On the other hand, job training can be provided to people within a prescribed area. There was discussion about how this was occurring on the current Gateway Project.

There was some discussion about streets in the neighborhoods. Joe Corradino explained the DIFT project would orient traffic to/from the Livernois intermodal driveway/gate to the north to I-94, and the interchange of I-94 at Livernois would be improved to encourage this. At the same time, western gates would be developed for the DIFT project off Wyoming Avenue, shifting truck traffic to that side of the yard. He noted that a number of major truck generators, in particular north of the existing rail yard at Central, would be relocated with the project. A number of people discussed trucks being stuck at the Waterman viaduct and trucks generally going places where they shouldn't within the neighborhood. Someone further noted that CSX had promised to fix the viaduct on Dix when a new gate was opened at Dix/Waterman, but that had not happened. Joe Corradino continued by saying that, even if there were no DIFT project, the DRIC would still change the Livernois/Dragoon interchange in a way that would make it very difficult for trucks to continue to use the Livernois/Dragoon one-way pair. He said there would be a decision on the DIFT project in late summer.

Joe Corradino explained that, with the DIFT project, a number of streets would be improved as part of a mitigation program. The details of that program would be public once the determination on the project was made.

Joe Corradino noted that the DIFT is a separate project, but that the Livernois/Dragoon area was common to each project and affected by each project. Overall, both projects would generate jobs and promote the regional economy.