

**Detroit River International Crossing Study**  
**Joint LAC/LAG Meeting**  
**June 25<sup>th</sup>, 2008, 7:00 PM**  
**Southwestern High School**

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

**Attendance:** See attached.

**Discussion:**

**Introductions**

Mohammed Alghurabi opened the meeting with a round of introductions. He then noted that a special LAC meeting was held on June 18<sup>th</sup>. Notification of the meeting was distributed to all. On that day, the Canadian team made an announcement of their preferred alternative bridge and plaza. They had earlier announced the preferred access road. Mohammed noted that the U.S. team agrees with the conclusions reached by the Canadian team. He then indicated that the meeting would focus on a review of the work to date on the best alternatives at this time for being identified as the Preferred Alternative.

**Meeting Conduct Procedures**

Mohammed Alghurabi indicated that the meeting will be conducted so that the observers could comment both at the beginning and at the end of the meeting. The Local Advisory Council and Local Agency members will conduct their business uninterrupted in the core of the meeting.

**Agenda review**

Mohammed Alghurabi asked if there were any changes to the meeting agenda. None were suggested.

**Public Comments**

A Delray resident indicated that at the meeting on June 18<sup>th</sup> it was noted that Livernois and Dragoon will no longer operate with an interchange. This will cause an influx of truck traffic into Delray, particularly on Dearborn Avenue and Westend Streets. Those streets are a part of the neighborhood that the community is trying to preserve. He requested that an examination be made of alternatives to route the trucks to protect the west side of Delray.

Mohammed Alghurabi responded that the work to select the Preferred Alternative is underway and the resident's comment would be so noted in the ongoing analysis.

Delores Osborn indicated that the fumes from the trucks will “kill us before the increase in truck traffic does.” She indicated that four accidents occurred at Calvary and West Fort St. in one week. She noted that trucks do not stop at the intersection and cars cannot see past the trucks and subsequently do not stop. Therefore, they cause accidents. She concluded that more stop signs are needed on Fort St.

A person indicated that he had just opened a restaurant in the community. He stressed that Clark Street is really bad now and will get worse later.

John Bendzick also commented on the truck traffic in the neighborhood and a cited problem at the intersection of John Kronk and Livernois.

Maria Finn noted that an attempt should be made to attend the police precinct community relations meeting. She indicated that a police officer was urged to attend the LAC meetings to talk about traffic and how to solve these issues.

### **LAC/LAG Meeting Note Review**

Mohammed Alghurabi noted that the meeting notes are available for both the May 28th meeting and the June 18th meeting. He asked if there were any comments.

Maria Finn indicated that a rumor has been circulating in the Crawford St. area that appraisers would start in October calling on people in the community. She wanted that information clarified. Mohammed Alghurabi said that he was not aware of that issue and that MDOT has not authorized any appraisals associated with the DRIC.

### **Presentation**

Joe Corradino then used a PowerPoint presentation to review the best alternative at this time for being considered the Preferred Alternative. First, he discussed the alternatives documented in the Draft Environmental Impact Statement as well as the evaluation factors used in the analysis. The first step in the analysis was to focus on the crossings. As a result of key determinants in the areas of regional mobility, potential relocations and constructability, the X-11 Crossing is not considered the best candidate for being considered the Preferred Alternative. Likewise, because of the cost and constructability issues associated with Crossing X-10A, it is also not considered

the best candidate for the preferred crossing. That leaves Crossing X-10B, connected to Plaza P-a, as the best alternative at this time for consideration as the Preferred Alternative.

Joe Corradino then discussed the specific interchanges that are available for further examination once the X-11 Crossing is eliminated. Two of those interchanges (Alternatives #3/Interchange C and Alternative #5/Interchange E) would remove at least one historic building. U.S. law prohibits such alternatives from going forward, if there is a reasonable and prudent alternative. There are four other interchange configurations which avoid historic properties that are reasonable and prudent alternatives. Additionally, one interchange (Alternative #14/Interchange G) is not considered a viable alternative for further analysis because of its lack of access to I-75 as well as across I-75 for vehicular traffic. Joe Corradino explained that leaves Alternative #1/Interchange A, Alternative #2/Interchange B, and Alternative #16/Interchange I for further examination. He then turned the presentation over to Bruce Campbell who indicated that five key areas were considered in examining these remaining interchanges:

1. Local vehicular access to and from I-75;
2. Local vehicular access across I-75;
3. Springwells interchange;
4. Service drive alignment at Berwalt Manor; and,
5. Pedestrian access across I-75.

Based upon detailed engineering review addressing these issues, a “hybrid” interchange was established. Bruce indicated that the hybrid alternative would allow a much "tighter" design of the Springwells interchange, minimizing potential displacements. It would also allow complete movements to be made, although somewhat indirectly, at the Clark Street interchange with I-75. The hybrid interchange would allow the same number of pedestrian crossings of I-75 that exist today. Additional modifications are being made to allow as much cross-I-75 vehicular access as possible.

Joe Corradino concluded the presentation by indicating the work that continues includes collaborating with the Canadian team; collaborating with the U.S. federal/state agencies; and, completing the FEIS/Record of Decision/Access Justification Report by the end of 2008.

He then entertained any comments or questions.

### **LAC/LAG Comments**

Maria Ramirez from Councilman Ken Cockrel's office asked about providing access to Fort Wayne. Joe Corradino responded that direct access to a local street would be provided from the plaza. Additionally, way finding signs would be proposed for the freeway and the local street network to advise people how to gain access to Fort Wayne.

Tom Cervenak asked if there were any piers in the water associated with the proposed crossing. Mohammed Alghurabi indicated that there were no piers in the water.

Tom Cervenak then asked about keeping traffic off I-75 and its relationship to both the gateway and the DRIC project. Joe Corradino indicated that the interchanges of both projects were being designed to provide direct access to I-75 and avoid the local streets. Additionally, with two crossings spaced about two miles apart, normal traffic backup on I-75 was unlikely.

Maria Finn asked for clarification of the terms FEIS, ROD, and the meaning of an access justification study. Mohammed Alghurabi explained the terms: FEIS means final environmental impact statement, ROD means record of decision; and access justification report means that any significant change to access to an interstate highway must be approved at the highest levels of the Federal Highway Administration.

John Nagy asked if access to Fort Wayne would still be provided from Jefferson Ave. Bruce Campbell indicated that the same entrance that exists today to Fort Wayne will remain in the future.

John Bendzick asked when the final bridge site selection will occur. Mohammed Alghurabi said it would occur in the phase with the work beyond the Final Environmental Impact Statement.

Tiffany Draper asked for an explanation of the factors and their weightings that were used throughout the DRIC process. Joe Corradino indicated that the evaluation factors were scored/rated by each of the U.S. and Canadian Technical Teams. In effect, 100 percentage points were divided among the seven factors. Those "weights" were shown on a slide in the presentation.

### **Public Comments**

Richard Rosen indicated that the objective of leaving the Berwalt Manor building with 68 apartment units is laudatory from the standpoint of historic preservation but it would make the building uninhabitable. He suggested it be moved. Joe Corradino responded that the issue of the protection of the building and balancing the effects on the inhabitants was under study. A final determination on that issue will be documented in the Final Environmental Impact Statement.

Richard Rosen offered that the interchanges along I-75 not be “discontinuous.” Bruce Campbell explained that they would not be discontinuous.

Bill Turry asked about the relocation of people who are on welfare. Joe Corradino indicated that many of the residents in the Delray area are below the poverty level and every effort will be made to relocate them in the area, if they want to stay. He noted that no properties on Jefferson St. would be acquired.

Delores Osborn indicated that she wanted to correct her earlier comment. There were not four accidents but six accidents at Calvary and West Fort St. in a single week.

An individual asked if an owner wants to make renovations to his/her property, what advice does MDOT give? Tom Jay of MDOT said that he advises that any renovations that are desired to be made by the owner should be done. When an appraisal is done for a property, those renovations would be taken into consideration.

Maria Finn asked if they were going to have customs brokers on the plaza. Bruce Campbell said there would be space for that activity. A final determination is to be made by the U.S. Customs and the General Services Administration.

John Nagy asked for clarification about a rumor that indicated MDOT would still be taking properties even if the DRIC did not go forward. Mohammed Alghurabi responded that that was not correct.

Antonio Castaneda asked several questions, including consideration of environmental factors in the analysis. Joe Corradino discussed issues of parks, historic, and air quality and how those

issues would be mitigated if there were adverse impacts. He also elaborated on the issue of environmental justice and the need to address disproportionate and adverse impacts on minorities and poor people.

Richard Rosen asked if he had a home near Zug Island affected by the negative environmental conditions of that area, how he would be compensated to be moved to another location. Tom Jay explained that state law requires payment of 120 percent of the fair market value of a property. Then, each property owner is offered a relocation payment which may add an additional component to the compensation to move to an area without such environmental conditions.

**Other LAC/LAG Business**

Mohammed Alghurabi asked if there were any other LAC/LAG business. There was none.

The meeting adjourned at 8:45 p.m.