

**Detroit River International Crossing Study**  
**Local Advisory Council/Local Agency Group Meeting**  
**August 30, 2006**  
**7:00 p.m.**  
**Doubletree Hotel, Detroit**

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

**Attendance:** See attached

**Discussion:**

**Introductions/Meeting Conduct**

Mohammed Alghurabi began the meeting by asking all in attendance to introduce themselves. He then explained the meeting conduct procedures, indicating that, following a review of the agenda, the public would be invited to comment. Then, the LAC would conduct its business followed by another public comment period. He asked if there were any suggested changes to the agenda. There were none.

**Public Comments**

Mohammed Alghurabi asked for public comments. There were none.

**Meeting Notes**

In reviewing the July 26<sup>th</sup> notes of the LAC meeting, John Nagy indicated that the appropriate zip code for the residence area of Otis Mathis is 48217, not 48216. The July 26<sup>th</sup> meeting notes were accordingly updated.

**Review of Context Sensitive Solutions**

Joe Corradino, using a PowerPoint presentation that complements a paper that was also distributed at the meeting, discussed the results of the Context Sensitive Solutions workshop of August 24, 2006. He reviewed the preference evaluations of the various visions for the crossing, the plaza, and the interchange with I-75. The conclusions for the top vision preferences for the bridge are: Friendship and History; for the plaza: Geography and History; and, for the Interchange: Gateway and History. The thread through all three crossing system components is History. Following the presentation, questions and comments were addressed.

*Q: Is there any explanation for why the preference evaluations turned out in a U shape, which is the inverse of a bell curve, which is expected?*

R: The DRIC Team also had the same reaction and did not know whether that was typical of the characteristics of the community or not. Further study of the results will be undertaken to address why the results reflected significant dislikes and significant likes with much fewer preferences in-between for the group that attended the August 24<sup>th</sup> workshop.

Joe Corradino then presented, using PowerPoint slides, the results of noise monitoring work that was conducted at the Ambassador Bridge. He reviewed where the locations were and average noise levels recorded for 10-minute intervals in the morning, mid-day, and afternoon peak hours. He indicated that noise was 66 dBA when next to the Ambassador Bridge's truck compound without a wall in between the trucks and the sound receiver. All other noise measurements were lower. It was stressed that the analysis being discussed was only for the bridge and the plaza and did not include the interchange. Future noise analyses will also include the interchange and I-75. The average noise level of 66dBA in the loudest hour of a typical day is where MDOT's policy calls for examination of noise mitigation that is feasible and reasonable. Following the presentation, there was another period of questions and comments.

*Q: Would the noise not be louder in the future with more traffic and how will that be accounted for?*

*R: The larger the volume of traffic, the greater the noise is likely to be. Future noise and traffic will be forecast using models. If average noise in the loudest hour of a typical day equals or exceeds the 66 dBA criterion near a sensitive receptor, it will then be judged whether mitigation can be applied that is both feasible and reasonable.*

*C: at one of the meetings that was conducted for the project, an employee working at St Anne's indicated that, in the evening hours, she could feel vibrations of the trucks sitting at her desk inside Ste. Anne's. Will vibrations be accounted for in the analysis?*

*R: Yes.*

*C: John Nagy indicated that Tom Cervenak and he were standing outside the Delray Recreation Center the previous day, having a conversation. They were within eyesight of I-75 and never noticed the noise of the trucks rolling by. John commented that could be because of the three-foot-high noise walls along the facility.*

### **Upcoming Public Meetings**

Joe Corradino noted that the next Context Sensitive Solutions workshop would be held at the IBEW Hall located at 1358 Abbott Street from 10 a.m. into the evening on November 2<sup>nd</sup>. He expected that the meeting on November 2<sup>nd</sup> would conclude with a discussion of social/cultural issues as they reflected on the work during the day on physical aspects of the bridge, the plaza, and the interchange. He also noted that there would be other CSS workshops in February, April and June of 2007. He stressed that the CSS work includes a blend of engineering of the crossing system concepts. He also stressed that there would be no elimination of a bridge type, either cable-stayed or suspension, because of aesthetic issues, i.e. the "look and fit" of the facilities. But, based upon various engineering analyses one bridge type or another could be eliminated. The most susceptible to being

eliminated is the cable-stayed bridge because the very long spans may not be constructible.

Joe Corradino also noted that in December of 2006, the DRIC Team will display refined plazas and interchanges and the associated impact data available at that time. He indicated that the work that was presented on these system components in public meetings in March, 2006 was continually being refined. That information, in its refined form, would be brought to the community so they could view it before the Draft Environmental Impact Statement is prepared.

Joe Corradino indicated that the original DRIC schedule indicated that the DEIS was to be produced by the end of 2006. However, as the brine well drilling program had not yet begun, that schedule was impossible to make. He concluded that it was likely that the DEIS would be produced sometime in the latter part of 2007.

### **Status of the Drilling Program**

Joe Corradino noted that the shallow drilling program was underway thanks to the cooperation of the City of Detroit and Mr. Leslie Lord, who works for the City. He noted that efforts continue with the City and private property owners to gain permission to conduct brine well drilling. In that regard, additional documentation has been provided to the City of Detroit dealing with the H<sub>2</sub>S (hydrogen sulfide) evacuation plan. Joe Corradino noted that the draft evacuation plan includes compensation of City of Detroit emergency personnel who would be required from the City of Detroit to respond to an unwanted release of a significant quantity of H<sub>2</sub>S. He noted, though, that there is no history of a significant release of H<sub>2</sub>S in any drilling work that has been conducted in the area. Furthermore, numerous precautions must be in place per state regulations that militate against any inappropriate release of H<sub>2</sub>S.

Joe Corradino also noted that MDOT had approved, and efforts were being made to contact the owners and occupants of residential properties, to arrange for temporary relocation with payment of related expenses. Occupants would be provided enough compensation, consistent with MDOT standards for room and board, to relocate to a hotel/motel away from the drilling and the nuisance that it creates. To receive that compensation, an agreement will be signed that would indemnify MDOT and those involved in the drilling. Once the agreement is signed by the owners/occupants, a \$1,000 payment towards their temporary relocation expenses will be provided to the head of a household or an individual when he/she is the sole occupant. Then, no less than one week from the start of the drilling, the remainder of the relocation payment will be made. Relocation payments would cover 15 days relocation for those living within 300 feet of what are known as rotary holes and 30 days relocation for those living within 300 feet of what are known as core-drilled holes. About two dozen residential units are affected by this relocation program.

Tom Cervenak asked what can happen if high concentrations of hydrogen sulfide are released. Joe Corradino indicated that the gas, at very high levels, can be deadly. But, he again stressed that there is no history in this area of every having encountered such a level of H<sub>2</sub>S with the drilling procedures that are being proposed for the DRIC Study.

Mary Ann Cuderman then indicated that, if the noise data were collected on May 26<sup>th</sup>, it was a Friday on a holiday weekend and the data, therefore, were not very useful. She stressed that a better day would be a Monday, Tuesday or Wednesday. Later in the evening, Joe Corradino mentioned one-on-one to Ms. Cuderman that he did not believe May 26<sup>th</sup>, indicated in the report he had distributed, was accurate and would look into it. Subsequently, it was determined that the noise monitoring was conducted on June 7<sup>th</sup>, a Wednesday.

Joe Corradino then concluded his presentation by indicating that the firm of Hamilton Anderson Associates was withdrawing from the DRIC project as of August 31, 2006, for business reasons. He noted that the remainder of the team would assume the remaining work that was to be done by HAA. He thanked HAA and Jeff Mason for the work that they had done on the project.

#### **Public Comment**

Mohammed Alghurabi asked if there were any public comments. There were none. With that, it was noted that the next LAC meeting would be on September 27<sup>th</sup> at Southwestern High School.