

**Detroit River International Crossing Study**  
**Joint LAC/LAG Meeting**  
**May 28, 2008, 7:00 p.m.**  
**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 introductions.

**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 Group 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**

Dorothy Osborn from Westbourne Appliance spoke about the dust and the truck traffic on West Fort Street.

Mohammed Alghurabi indicated that this is primarily the result of the Gateway Project construction. Eventually, traffic on Fort Street will be significantly reduced once the project is open to traffic at the end of 2009.

**LAC/LAG April Meeting Notes**

Maria Finn asked about Mrs. Leonard's concerns expressed in the meeting notes about the "flyover." She indicated that there is confusion in the community on the potential impacts of the flyover on residences and businesses. She expressed concern for the people on Livernois and Dragoon who have refurbished their homes and businesses and that the DRIC project would hurt them. Joe Corradino responded that traffic today that may be causing concern is, as Mohammed Alghurabi indicated, being influenced by the construction of the Gateway Project. With respect to the proposed DRIC interchange fly-over ramps,

properties to be impacted will be along the north and south sides of the I-75 service drives. There will be no penetration deep into the neighborhood by the flyovers. The most significant potential impacts would be acquisition of one apartment building on the north (32 units) and one on the south (68 units) of the I-75 service drives. There will also be a number of single-family homes that will be affected, depending on the final layout of the interchange.

### **Canadian Presentation on Access Road**

Using a video and a number of slides, Dave Wake and Len Kozachuk explained the preferred access road to the Canadian plaza. They stressed that this was one element of the end-to-end solution which is being developed through collaboration of the Canadian and U.S. teams. The objective in selecting the access road was to balance the impacts with benefits. The result is choosing the "Parkway" concept about nine kilometers (about 5.5 miles) of depressed roadway. In selecting the Parkway, seven evaluation factors, ranging from air quality to community cohesion to constructability, were used. The Parkway alleviates the barrier effect of a typical freeway. Generally speaking, it reflects the design of I-696 in Michigan. This concept is being presented to a number of city councils and the public.

Maria Finn asked where the Jack Miner bird sanctuary is located with respect to the access road. Len Kozachuk responded that it's at least three miles away.

Maria Finn also asked how close were the U.S. and Canadian teams to selecting a Preferred Alternative. Mohammed Alghurabi responded that the next day (May 29<sup>th</sup>) is the final day to comment on the Draft Environmental Impact Statement. Following receipt of those comments, collaboration with the partnership will continue so that an announcement of an end-to-end Preferred Alternative can be made.

Mrs. Leonard asked what the "private sector advisory group" was. Len Kozachuk responded that they are a group of sector interests such as shippers, suppliers, and manufacturers that had regularly reviewed the project since its inception in about 2000. It included representatives from the automotive companies, Ford, General Motors, and Chrysler.

Maria Finn asked if the truck drivers' routing was given consideration in examining the different crossings. Len Kozachuk indicated that the Parkway is a freeway to the proposed new crossing and will help reduce traffic on Huron Church Road which would improve access to the Ambassador Bridge, like Huron Church Road.

John Nagy asked if there would be any opportunities to refine the preferred alternative after it is announced. Mohammed Alghurabi indicated that the Preferred Alternative plus the No Action Alternative would be included in the FEIS and discussions about the Preferred Alternative prior to completing the FEIS would allow refinements to be made, if needed. Joe Corradino indicated that in moving toward the Preferred Alternative, the project had been divided into components to examine the impact of each. For example, when looking at the crossing on the U.S. side, Crossing X-10 is connected to one plaza and Crossing X-11 is connected to a different plaza. Once a crossing is selected, one of the plazas would be eliminated. The next step is to examine how the remaining plaza connects to the freeway. There are six interchange options that are under consideration. The objective, as has been discussed in the past with the LAC/LAG, is to refine these alternatives and to develop, perhaps, an option that optimizes, to the extent possible, access across I-75 for both vehicles and pedestrians. Additionally, the impact on the Clark and Springwells interchanges is being examined as a function of the possible refinements to the interchange. That information will be presented to the LAC, as it has been in the past.

John Nagy asked about the drilling and if the deep holes were capped. Joe Corradino responded that they had been. He also noted that additional drilling is underway. This drilling is only to a depth of about 100 to 125 feet, not 1,500 feet. The purpose of the current drilling is to collect data as they relate to designing the foundation for the proposed new bridge.

Mohammed Alghurabi noted that only one public comment had been received as it relates to a selection among the alternatives presented in the DEIS. Joe Corradino noted that the Ambassador Bridge comments were to not select any of the build alternatives, but no action. Mrs. Leonard indicated that she, too, stated in her comments that she was opposed to a new bridge. But, if it is to be built, she recognized that it would be better the new bridge be government-owned and controlled.

### **Other LAC/LAG Business**

Mohammed Alghurabi asked if there were any additional items that should be discussed. There were none.

## **Public Comment**

Terry Kennedy said that the Canadian presentation on the access road was very optimistic and that a number of members of the Canadian community do not necessarily accept that the Parkway concept is preferred over the City-of-Windsor-sponsored "Greenlink." He noted that 28 percent of the Parkway length is a tunnel section. He stressed that members of the community will fight for 80 percent tunneling and will not accept a solution less than that. He indicated that the Windsor community suffers from air pollution and it wants scrubbers on the tunnel to avoid impacts to nearby neighborhoods and schools.

Mr. Kennedy's comments were acknowledged by Mohammed Alghurabi.

A question was then asked about whether there would be "renderings" of what the bridge should look like. Joe Corradino noted that there are a number of such sketches on the Web site and provided directions on how to access that information.

A question was asked about whether a 1972 plan that would "consume" the area from the river to Michigan Avenue between Dearborn Avenue and the Ambassador Bridge has any connection to the DRIC plan. Joe Corradino indicated such a concept is not part of the DRIC planning.

It was asked if comments on the DEIS submitted before April 29<sup>th</sup>, before the comment period was extended to May 29<sup>th</sup>, would be considered a part of the record. Joe Corradino indicated that they would be and explained that, if a commenter provided a letter/e-mail, that document was not considered one comment but the letter/e-mail was "parsed" into individual thoughts that are considered individual comments on the DEIS. Therefore, while there may be 50 letters/e-mails, there could be 250 comments that are included in those documents. He noted that such comments would be responded to in the FEIS.

Mary Ann Cuderman indicated that there are a number of controversial issues in the discussion of the Greenlink versus the Parkway concepts. She noted that the Greenlink provides a greater length of tunnel. She characterized the Parkway as just a series of 12 overpasses. She referenced the City of Windsor's Web site as a good place to find information on the Greenlink. She stressed that the access road not just be a transportation solution, but one that benefits the Windsor community. She stressed that, if there is nothing to benefit the community, the project would be fatally flawed. Mary Ann Cuderman concluded her comments by indicating that the cost of the infrastructure should not be the determining factor. She then asked what was the reference to Tecumseh in the earlier presentation. Len Kozachuk noted that there is a portion of the access road that affects the town of Tecumseh.

Maria Finn asked if there was any acquisition ongoing in the flyover area near Livernois and Dragoon. Mohammed Alghurabi noted that there is no property acquisition at this point. There will be a notice to the community before property acquisition begins.

**Next LAC/LAG Meeting**

The next LAC/LAG meeting is scheduled for June 25<sup>th</sup> at Southwestern High School beginning at 7:00 p.m.

The meeting concluded at 8:30 p.m.