

1 STATE OF MICHIGAN

2 DEPARTMENT OF TRANSPORTATION

3
4 In the Matter of:
5 Draft Environmental Impact Statement for the
6 Detroit River International Crossing Study

7
8 PUBLIC HEARING

9 6921 West Fort Street, Detroit, Michigan
10 Tuesday, March 18, 2008, 5:00 p.m.

11 APPEARANCES:

12 ROBERT H. PARSONS
13 Hearing Officer

14 JOSEPH CORRADINO
15 Appearing for The Corradino Group

16 MOHAMMED ALGHURABI
17 Appearing for MDOT

18 BRUCE CAMPBELL
19 Appearing for Parsons Transportation

20 RECORDED BY:

21 Rachel Sunde, CER 6538
22 Melynda C. Jardine, CER 7536
23 Certified Electronic Recorders
24 Network Reporting Corporation
25 1-800-632-2720

1 Detroit, Michigan

2 Tuesday, March 18, 2008 - 6:35 p.m.

3 MR. PARSONS: Good evening. The Michigan
4 Department of Transportation and the United States Federal
5 Highway Administration, and federal cooperating agencies
6 welcome you to the public hearing for the Detroit River
7 International Crossing Study Draft Environmental Impact
8 Statement and 4(f) Evaluation.

9 As a courtesy to our Arabic and Spanish speaking
10 attendees, we would like to offer translators to assist with
11 tonight's hearing. At this time I would like to introduce
12 Fatima Aidibi followed by Harvey Santana. Fatima?

13 (Ms. Aidibi and Mr. Santana offer their
14 translation services)

15 MR. PARSONS: Thank you Fatima and Harvey. We'd
16 like to acknowledge our special guests here this evening.
17 Representing State Representative Clemente, Marlene
18 Dazinski, Jane Mackie representing Congressman John Conyer's
19 office, Carl Ramsey Northeast Neighborhood City Hall. And
20 our Canadian partners, Joel Foster, Dave Wake, both of them
21 are with the Ministry of Transportation Ontario, and Len
22 Kozachuk from URS, their consultant. And we also extend a
23 welcome to our other Canadian friends who are here with us
24 this evening.

25 I'm Bob Parsons, MDOT Public Involvement and
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1 Hearings Officer. The purpose of this hearing is to provide
2 an opportunity for the public to comment for the record on
3 the Draft Environmental Impact Statement, which considers
4 various alternatives for improving the border crossing
5 facilities, operations, and connections between Detroit,
6 Michigan and Windsor, Ontario. The improvements are needed
7 to provide safe, efficient, and secure movement of people
8 and goods across the Canadian-US border. The DEIS evaluates
9 nine action alternatives in addition to a no-build
10 alternative.

11 We published notices announcing this hearing in
12 The Detroit News, The Detroit Free Press, Ecorse Telegraph,
13 Telegram -- I'm sorry -- The News-Herald Newspapers,
14 Michigan Chronicle, Michigan Citizen, Arab American News,
15 Latino Press, and on the following radio stations: WJLB,
16 WWJ, WYCD, WNZK, WCHB, and WDRG. Additionally, we sent
17 media advisories to all media outlets in Michigan.

18 Since February 25th, brochures and information
19 about this study have been available to review at the Henry
20 Ford Centennial Library, Bowen, Main, and Campbell branches
21 of the Detroit Public Library, Southwest High School
22 Library, Delray and Kemeny Recreation Centers, libraries in
23 Allen Park, Ecorse, Melvindale, and River Rouge, Detroit
24 Neighborhood City Halls; MDOT Transportation Service Centers
25 in Detroit and Taylor, MDOT Region Office in Southfield, and

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1 the MDOT Bureau of Transportation Planning in Lansing. The
2 document also has been available for viewing on the internet
3 at www.partnershipborderstudy.com.

4 This is the first of two public hearings, the
5 second hearing is scheduled for tomorrow afternoon, March
6 19, at LA SED Gymnasium located at 7150 West Vernor,
7 Detroit. The times and format will be the same.

8 With me at the front are Mohammed Alghurabi, MDOT
9 DRIC Project Manager, Joe Corradino of The Corradino Group,
10 prime consultant, and Bruce Campbell of the Parsons
11 Transportation Group, lead engineer for the consultant team.
12 They will be helping with this part of the hearing.

13 To enable MDOT, FHWA and the cooperating agencies
14 to review and consider your comments, everything that is
15 said today will be recorded and transcribed into a hearing
16 transcript. Doing the recording are Rachel Sunde seated up
17 front on my left and Melynda Jardine seated in the court
18 reporter area on my far right. Both are certified court
19 reporters.

20 This hearing is being conducted using a
21 combination of open forum and auditorium styles. The first
22 part of the hearing provided an opportunity for you to view
23 displays and speak one to one with study team members to
24 provide comments and ask questions. That portion of the
25 hearing will continue through 8:30 this evening. Feel free

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1 to consult study team members at their stations any time
2 during the remainder of this hearing.

3 The formal portion of today's hearing will begin
4 shortly with an overview presentation summarizing the key
5 findings of the Draft Environmental Impact Statement and
6 Section 4(f) Evaluation, otherwise known as the DEIS. This
7 is only a summary of information in the DEIS and is not a
8 replacement for it. We refer you to the document for more
9 complete information. Following the presentation, you will
10 be invited to a microphone to make a comment in front of
11 everyone here.

12 All audience members wishing to speak are asked to
13 complete a speaker registration slip. I will be calling on
14 speakers in the order in which I receive the slips, so it is
15 important that you complete and submit a slip. The speaker
16 slips are available at the entrance table, or simply raise
17 your hand now or during the presentation and a facilitator
18 will hand you one. All comments spoken publicly will be
19 transcribed by the court reporter. Again, you do not need
20 to complete a slip right now, only when you choose to be
21 called on to speak. This orderly process will ensure that
22 everyone who wishes to speak will be heard. We appreciate
23 your assistance.

24 If during the open mic portion of this hearing you
25 prefer to make a statement in private, a court reporter will

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1 be available to take your comment in the court reporter
2 area. It is important that we hear from all of you who wish
3 to comment whether in public or in private. Besides
4 speaking, you are welcome to provide written comments by
5 completing a comment form and depositing it in the
6 collection box located at the comment tables. If you need
7 assistant with the form, please ask and someone from the
8 study team will assist you.

9 If you prefer more time to consider your comments,
10 you also may take a comment sheet home. Feel free to mail,
11 fax, or email your comment to the number and addresses on
12 the comment form. All comments must have a postmark or
13 electronic date of April 29, 2008 or before to be included
14 in the official transcript. The transcript will be
15 available for public review by June 2008 at the same review
16 sites for the DEIS.

17 If you are interested in how MDOT acquires
18 property, I encourage you to visit our real estate station.

19 Unlike the interaction at the local advisory
20 meetings, we are here tonight just to listen, not to respond
21 to statements made during the open mic portion of the
22 presentation. Responses to questions and statements will be
23 provided in writing in the Final Environmental impact
24 Statement. We thank you for your understanding.

25 At this time, I would like to turn the

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1 presentation -- I'm sorry. We do have another elected
2 official here this evening we'd like to acknowledge before
3 moving on. Ilona Varga, Wayne County Commissioner, if you
4 would stand and be recognized. Are there any others that we
5 may have missed, elected officials in the room, local,
6 state, federal, or representing those?

7 Okay. At this time I will turn the presentation
8 over to Joe Corradino. Joe?

9 MR. CORRADINO: Thank you. Good evening. I'm
10 going to take about 35 to 40 minutes and summarize what's in
11 the Draft Environmental Impact Statement, the 4(f)
12 Evaluation. A lot of what I'll say is in a summary that
13 hopefully each of you were provided. This is right out of
14 the DEIS, the Draft Environmental Impact Statement. And by
15 the same time -- token, a lot of what I have to say is a
16 summary. So the guiding document no matter what, is the
17 DEIS.

18 We're here tonight to discuss that. And you've
19 already heard from Bob about the extensive outreach to try
20 to make the documents available to you. There are numerous
21 documents other than the DEIS, and each of those documents
22 are sitting on the table towards the back side of the room,
23 your right my left, where the pizza is. Those documents can
24 be viewed here later on, but they're also in all of these
25 depositories nearby, if you will, so that you can access

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1 doing that for the past 100 years. There's the Detroit
2 Windsor Tunnel -- the Detroit Windsor Tunnel, as you know is
3 largely a carrier of automobile traffic, very few trucks
4 relatively speaking. On the other hand, the Ambassador
5 Bridge is a significant carrier of activity, commercial
6 activity across the border. The other opportunities for
7 crossing in the area include a tunnel for rail cars. And
8 then there's Detroit Windsor Ferry which is largely
9 dedicated, if you will, to trucks that are carrying
10 hazardous material.

11 We're talking about the Detroit River
12 International Crossing Study that is proposing a new
13 crossing. And that not only deals with the bridge, but
14 deals with the connections for an end to end solution from
15 the freeway I-75 across that bridge eventually connecting up
16 with highway 401 in Ontario. That's our project. But there
17 are other things, as you know, going on in the border area.
18 Our project is an amalgamation of governments, the Federal
19 Highway Administration, Ministry of Transport in Ontario,
20 Michigan DOT, and Transport Canada form the border
21 partnership. And they have partners, they call them
22 cooperating agencies, so that other than the Federal Highway
23 Administration, this has been the project, if you will, of
24 seven other federal agencies listed on this slide.

25 In the nearby area is a project sponsored by the
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1 Detroit International Bridge Company, the Ambassador Bridge
2 Company. It has a proposal to effectively build a second
3 span with private sector resources and with private
4 ownership and control. Again, the difference is not only in
5 location, their project is next to their existing bridge,
6 but also ownership and control. And in order to make sure
7 we all understand, because we're referring to things that
8 are in the same neighborhood is the Gateway Project. And
9 that is a partnership, if you will, between the Ambassador
10 Bridge Company and the federal government and state
11 government on our side of the border to better connect the
12 bridge, the existing Ambassador Bridge, to the freeway
13 system. And that's underway. The other two projects
14 proposed A, by the Ambassador Bridge, or by this proposal,
15 the Detroit River International Crossing, are proposals not
16 under construction right now.

17 We're in a process, as I mentioned, called the
18 DEIS, Draft Environmental Impact Statement. It has been
19 approved, and our public hearing is today. Eventually
20 you're going to wind up seeing all of your comments in the
21 record through the transcription if you speak to us in one
22 of the several ways that Bob talked about. And we'll then
23 prepare an FEIS, a Final Environmental Impact Statement.
24 It's review and scrutiny also has to be done by those
25 cooperating agencies and the partners eventually allowing us

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1 to move forward to an official decision, the ROD, it's
2 called a Record of Decision.

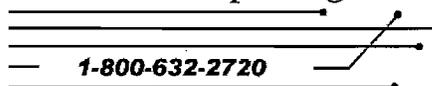
3 A preferred alternative, a single option has not
4 been chosen. It's likely that that will occur this year in
5 the spring, and again there will be a public process so that
6 you're aware of it. In our documents there's a general
7 categorization of information called impacts. They are
8 environmental, social, and economic. And I'm going to
9 highlight some of those items today for you.

10 An important part of our document underpinning the
11 basis for why we go forward is what is known as the purpose.
12 And literally -- and I'm going to read this -- is "To
13 provide as Bob indicated, safe, efficient, and secure
14 movements of people and goods across the US, Canadian border
15 in order to support the economies of Michigan, Ontario, the
16 United States, and Canada." This project, as I said before
17 about the business of borders, is to address the economic
18 security, if you will, of these two states, these two
19 nations. And at the same time it's to support the national
20 security to protect the homeland. That's the purpose of our
21 work.

22 When we look at the need for a crossing, we have
23 to look at several items. And those that surfaces for us
24 are in four important categories. Capacity, what linkages
25 cross this river and connect to it, and how are they

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1 stretched by the traffic so that their capacity is not
2 adequate. What is the connectivity so that the process is
3 not a link, it's a system. And that system has to
4 effectively provide adequate treatment not only to the
5 traffic, but to the community. Processing capability,
6 that's the node, if you will, the function, the activity at
7 the plaza where tolls are paid and inspections are done.
8 And last but not least, what are the reasonable and secure
9 options. How do you create redundancy so that if something
10 were to happen to one crossing system, the other crossing
11 system if one is built provides independent relief.

12 We've looked at traffic forecasts, you'll hear
13 lots of discussion about traffic, you have in the past.
14 Documents are available so that you can scrutinize the
15 forecasts and the basis of those. Our forecasts say that
16 automobile traffic from about 2005 to 2035 will increase by
17 over 50 percent. From a trade standpoint though, the truck
18 traffic, the commercial traffic we expect will grow by over
19 125 percent. And when that pressure gets back on the
20 system, we're not talking about today, we're talking about
21 the next 20 to 30 years, the first thing that will start to
22 break down will be the linkages along the access roads,
23 eventually will move into the plazas, and then to bridge.

24 This is a simple but maybe not so simple way of
25 saying what happens at that crossing in terms of capacity.

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1 And we've done a forecast, we've looked at the trends up and
2 down, and then we made a forecast, that's the dash line.
3 And then we did a risk analysis and said, there's a high
4 side and a low side. Things could be very good, things
5 could not be so good, like the economy we see today. Even
6 under not so good conditions, we forecast that in the next
7 30 years, the capacity of that link that goes across the
8 bridge will have to be augmented with yet more laneage
9 (phonetic), more capacity, another crossing. We're not just
10 talking though about the bridge. This has to be an end to
11 end solution. We're talking tonight about the DEIS in the
12 United States, the Canadian team will eventually, after a
13 preferred alternative is discussed, have a complete set of
14 documents that very much mirror what we do. But our system
15 goes from end to end. So there are two plazas that are in
16 the documentation. If you read our reports there are
17 sections that summarize the Canadian's analysis along these
18 key links.

19 Last but not least, it's how we go from the plaza
20 after we move out of it to the freeway system. For us it's
21 I-75, and for the Canadian's it's highway 401. As I
22 mentioned earlier, there are a number of existing crossings.
23 We looked back at the second span of the Ambassador Bridge
24 in our study in 2005. We looked at converting the rail
25 tunnels to trucks. We looked at options that came from

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1 generally the Grosse Isle down river area all the way up to
2 Belle Isle, east Detroit. Eventually, all the analysis
3 allowed us to focus on a single area between Zug Island and
4 the Ambassador Bridge. And the area we're looking at is, on
5 our side of the river, generally defined as Delray. And on
6 the Canadian side of the river, generally speaking a
7 community that's recognizable as Sandwich Town.

8 And the crossings we are looking at are 10B, 10A
9 and a crossing we call 11. It is those crossings, their
10 plazas, and the roadway connections that are part of our
11 detailed examination in the DEIS. Real quickly what is 10A,
12 what is 10B. Again Delray, a focal point to register is
13 Fort Wayne. This is now the Springwells industrial park,
14 here is 10A, there's 10B. 11 is further up river, closer to
15 the Ambassador Bridge, the distance here is about a mile to
16 a mile and a half. The crossings I just showed you are
17 about two, to two and a half miles away from the Ambassador
18 Bridge. This crossing schematically shown is upriver from
19 Fort Wayne near the Mistersky power plant. If you thought
20 about what it could be in terms of the context in an
21 oblique, here's 10A and 10B, here's Fort Wayne, here's 11.
22 And this is a broad area that we tried to put a plaza in.
23 There's the Ambassador Bridge, and here's I-75. So in your
24 mind's eye, register this because this is the area when we
25 talk about, quote, "impacts" in the main, we'll be

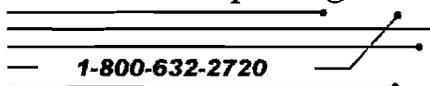
1 discussing.

2 After we got to that area, that narrow area
3 between Zug and the Ambassador Bridge, we did a lot of
4 analysis eventually getting down to nine, what we call ten
5 practical alternatives. Nine of them are to build
6 something, one of them is to not build something. The
7 baseline in our documents is what happens if you build
8 something over the baseline. If you thought about what kind
9 of bridge it could be, it will not be a tunnel, we've ruled
10 that out, it will be a bridge. And you have in your mind's
11 eye the Ambassador Bridge. That's a suspension structure
12 and that's the concept as it exists for what it would be if
13 you were at the ten crossings as a suspension bridge.
14 You're looking from Fort Wayne's soccer fields, you're
15 looking down river, these are not part of the bridge. These
16 are utility towers in the horizon. And that's the crossing
17 placed into the real world setting as a suspension bridge.
18 This is a different structure called a cable stay bridge.
19 It's more aesthetic people believe, but at the same time
20 this structure is awfully powerful in its look and its
21 height. This tower is as high as the Renaissance Center.

22 Now, let me just briefly summarize what we measure
23 on our side of the river when we look at our piece of the
24 system. Clearly this is just an example, this is one of
25 those on the back wall called alternative two. There are

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1 crossings that come in and they have footprints,
2 foundations, property acquisition, impacts on business
3 operations. That's part of the system. There's the plaza,
4 the plaza is 150 plus acres. There are three different
5 bridges, there are two different plazas, this one and a
6 second again which you'll see on the back wall.

7 We also have six different interchanges. For us
8 to get into I-75, we're looking at a lot of different ways,
9 six now, to effectively be able to provide direct access and
10 also try to minimize some of the impacts. The impacts are
11 on both sides of the freeway. The impacts include the fact
12 that these ramps, if I'm coming down stream and I want to go
13 to Canada, I've got to come off of the freeway, I've got to
14 get up in the air, and I've got to fly over, if you will,
15 the railroad, Fort Street, and come into this plaza. If I'm
16 going outbound, I also have to come this way up, fly over,
17 get into the service drive, eventually drop down on I-75.
18 By the same token there's a flyover in this direction to get
19 in from southbound 75, and flyover in this direction to go
20 north.

21 There are impacts on both sides of the freeway,
22 we've counted those in our analysis. And so we've got
23 effects on property in this area, in this area, and in this
24 area. We also have proposed a new connection between north
25 and south of I-75. You can see once this plaza is in there,

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1 and there's a wall around it, you can't necessarily make
2 access as clean as you did before. And we are developing
3 this concept along Green Street, which would be a narrow
4 boulevard. The impacts of this proposal are also included.

5 The last thing is we have a rail line that goes
6 like this. That rail line is a complicated deal in that if
7 I wanted to take a product, Coke, to Zug to power all these
8 operations, if I wanted to do that I've got to come all the
9 way up this line under the Ambassador Bridge. I've got to
10 take the engine put it on the other end of the train and
11 pull it back this way to go this way. The reason is, that I
12 can't -- this turn here doesn't exist. The only turn that
13 exists is here like this. So you go all the way up and go
14 all the way down. We can't have those trains going back and
15 forth. There's probably one a day with Coke going by this
16 plaza. And so this piece of rail, there are two options
17 shown here -- these two yellow lines are not one proposal,
18 but two -- is to allow the trains to go this way. And there
19 are impacts associated with that piece of rail line. They
20 are in the proposal.

21 I'm going to give you an example of the impacts.
22 First, who would have to move? If you were to do the no-
23 build option, no one would have to move by virtue of this
24 project. But if you look at the conditions that we've tried
25 to document about no-build, you'll see that Delray is

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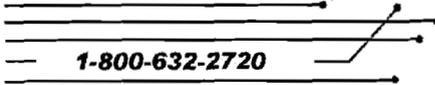
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1 changing, it's changing every day. It's changed
2 considerably in terms of the number of residential units
3 since we started this study over three years ago. And a lot
4 of these spots used to be filled with housing. It's likely
5 that under no-build housing will continue to be pressured
6 and more and more of it will be eliminated. By the same
7 token industry in the area continues to spread and grow.
8 And you can see that it's juxtaposed, it's right next to
9 residential units. And systematically, you know that if you
10 live in the area, more and more property is bought up and
11 incorporated into the system. So no-build means that there
12 will be change. Government won't come in and effectively
13 buy, but other entities will change particularly the housing
14 and the business environment in the area.

15 On the other hand, if this project called the
16 DRIC, Detroit River International Crossing were to go
17 forward, there would be the acquisition of between 324 and
18 414 dwelling units. The dwelling unit is an apartment, and
19 there are 100 apartment dwelling units in two buildings
20 north and south of 75. So there are fewer than 324, if you
21 will, houses. But we've counted every dwelling unit because
22 every person affected is entitled to relocation assistance
23 and payments. And there are between 41 and 56 businesses in
24 the area. We have interviewed directly many, many, many of
25 the people that live in these dwelling units that own and

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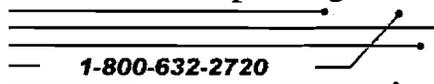
1 operate these businesses. And most, if you will, want to
2 stay if not in the area, in the city, particularly the
3 businesses. There are things like Empowerment zone,
4 Renaissance zone, that allow tax initiatives and tax breaks
5 and they would like to continue to benefit by those.

6 Who in those areas are going to be affected the
7 most? Really the most significant group are those that are
8 below the poverty level. In our study area almost a third
9 of the folks are below the poverty level according to the
10 2000 census. The most reliable, but somewhat dated,
11 database that we've got. Interestingly, the City of
12 Detroit's poverty level is 24 percent of its population, and
13 the region is 10 percent. So we've got a population of
14 white folk, Hispanic, Latino, and African-Americans in our
15 study area that are pressured, if you will, more so than
16 normal because of their economic condition. That's an
17 important issue for us because there are things, rules,
18 regulations that guide how you treat people that are
19 disadvantaged by their ethnicity or their economic status.

20 What about jobs and taxes? I don't know if you're
21 aware of this, but the forecast under no-build is that the
22 economic condition in Michigan will continue to decline.
23 This is the SEMCOG, the Southeastern Michigan Council of
24 Government forecast. The jobs and people will continue to
25 migrate out of Michigan until about 2015. Eventually then

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1 the economy will start back, and the population will grow
2 beyond what it is today, but there is a trough. If you
3 don't do something it's likely the jobs will be lost.

4 On the other hand we believe that we can attract
5 jobs. Remember that quarter million number that I talked
6 about at the beginning of the business of borders? There
7 are lots of people that depend directly and indirectly on
8 the economics of these borders, the business of these
9 borders. And there could be, with our new crossing no
10 matter who built it, a stimulation of thousands of new jobs.
11 And we also look at a unique aspect of if we just built one
12 link in there across the river, would that have any economic
13 effect? And it would generate over 3,000 jobs for the
14 SEMCOG area, just one more link because of the economic
15 conditions that that taps. And not only would Detroit
16 benefit, but Monroe County would benefit, and Oakland
17 County would benefit as they all do from the existing jobs.

18 Construction: If you spend the kind of money
19 we're talking about on our side of the river alone,
20 construction over four years would generate over 10,000
21 jobs. And then there's a ripple wave because those people
22 take their dollars and they clothes, send their children to
23 school, buy food. And the ripple wave would almost triple
24 that. So you have the potential for a new crossing of
25 seeing close to 40,000 jobs for that short period of time.

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1 Traffic: If nothing were done, traffic in the
2 local area is going to grow slowly like on I-75. By the
3 same token with the Gateway Project that I mentioned up
4 front, it's going to improve traffic in Mexicantown because
5 you don't have to wander through some neighborhood streets
6 to get to I-75. You'll be able through the gateway to go
7 from the Ambassador Bridge directly onto the freeway. On
8 the other hand, a new bridge will handle traffic better than
9 a single bridge alone. And the new system would be better
10 than the single system that we've got today.

11 When we put that cockamamy thing I was showing you
12 about the interchange in, it's going to change a number of
13 the cross streets. There are seven of them between Dearborn
14 Avenue and Clark Street. The alternatives that we're
15 talking about right now before we refine them, could close
16 five, sometimes six of those cross streets. That's why --
17 one of the reasons that the gateway connection is something
18 that we're trying to stimulate through this project. Also,
19 there are five pedestrian crossings, up to four of those
20 could be lost depending on the alternative selected. We are
21 trying to refine our alternatives over the next several
22 months between now and the Final Environmental Impact
23 Statement to do the best we can of replacing, retaining,
24 fixing that access, cross access across I-75.

25 What about air quality? We believe air quality

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1 will improve, will have an affect if there's a second span
2 built by this project that splits the traffic with the
3 Ambassador Bridge. And that affect will be positive in the
4 Mexicantown area. But the overall area will benefit with
5 improved air quality because EPA is consistently ratcheting
6 up, if you will, tightening controls particularly on diesel
7 engines and diesel fuel. And regulations the other day were
8 further tightened as relates to railroad trains and boats so
9 that we believe EPA's job as it's done with cars over the
10 last 30 years will continue with diesel so that the air
11 quality in the area will improve.

12 Noise: Noise along I-75 today is now at 70
13 decibels on the A scale, or above. 70 is five more than the
14 typical standard for conversation, so it's high. We believe
15 that we can improve the noise in the area, but we also
16 believe that noise walls are candidates for installation
17 along the service drive. And you can see on one of our
18 boards where they might go. We've got to do a lot of work
19 on the noise walls because we're on the service drive with
20 more traffic on the service drive. Putting a wall next to
21 the freeway and going to the down river side south on 75 I'm
22 on the service drive, the freeway is here. Putting the wall
23 there isn't going to block the noise. We have to look for a
24 space to put the wall here, and what's there are residential
25 properties. Most of them face the cross street not the

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1 service drive. And so we've got an intricate situation to
2 get the noise walls in, but we've listed where we'll make
3 further steps to put noise walls in as we move forward.

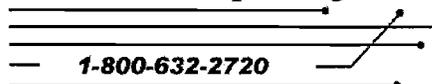
4 Parks: We have an affect on Rademacher Center and
5 the entire park. The center is closed, the park is open,
6 the plaza will be on top of that area, that park will be
7 lost. That's a very unique situation in terms of the
8 governance of this project. There are laws that protect
9 parks, we have to exhaust all reasonable and prudent
10 alternatives before we affect the park. There's one other
11 play lot that would be affected in the area.

12 There will be seven places of worship affected,
13 removed, then relocated. One of those shown here is the
14 St. Paul African-American Episcopal Church -- excuse me --
15 African Methodist Episcopal Church. St. Paul is listed --
16 not to single it out, but right now we are a point where it
17 could very well be considered an historic building. So not
18 only is it an important place of worship to the community,
19 it may very well be registered as historic. An historic
20 building is like a park, it has significant governance,
21 regulation issues that we've got to deal with.

22 Lighting: This is signature, an emblem, a brand
23 that I think is recognized all over America, it's the
24 Ambassador Bridge. If there is a second Ambassador Bridge
25 or a new span, the Ambassador Bridge concept is a cable stay

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1 for a second span, one our ours is a cable stay. It will
2 affect the, particularly the nighttime environment, lighting
3 environment in the area.

4 Fort Wayne, as I mentioned to you before, is kind
5 of between the alternatives 11 and 10. There's the river,
6 Jefferson is back here, here's the fort, our plazas are
7 sitting here. The crossings are either coming this way or
8 this way. But when you get off our plaza, there's a way to
9 directly get into the local roadway system to get to Fort
10 Wayne. And our concept is to appropriately sign mark Fort
11 Wayne so that we can hopefully benefit it with increased
12 tourism off of this very nearby bridge.

13 Geotechnical results: You've heard us talk for
14 months on end about the drilling program. We've concluded
15 that we are cleared from all risks in association with the
16 crossings down river. The foundations for the bridge on
17 either side with the up river crossing is also cleared. The
18 only issue we now have to address is this stretch of
19 approach, we're trying to approach this crossing, X11, this
20 way. This little spot here is a sink hole from the 50's.
21 There are issues in here, geological, structural issues that
22 are problematic right now that need further investigation.
23 So the approach to this bridge needs further study before
24 this crossing can be picked.

25 So I'm just about done, and let me just briefly
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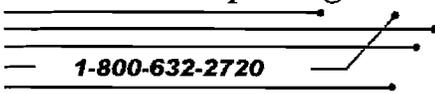
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1 summarize before we turn it back to you on the impacts of
2 no-build. No one would move by virtue of government's
3 action related to a crossing. But it's likely as we
4 mentioned before, Delray will continue to lose housing and
5 change. It's likely that the state by the economic
6 forecasts of others will continue to lose jobs at least for
7 the next five to eight years. As jobs are lost, it's likely
8 that there will be more abandoned industrial sites, many of
9 those are called brown fields. However, there will be less,
10 if you will, air quality and traffic congestion.
11 Particularly around Mexicantown because of the Gateway
12 Project.

13 With the DRIC, we have no impacts as we have
14 measured it on wetlands, water quality, or threatened and
15 endangered species. You might say, duh. Well, those are
16 important issues, particularly threatened and endangered
17 species. Because once again the rules, the regulations,
18 protect threatened and endangered species from actions by
19 government. We have none of those issues that we're exposed
20 to. We believe a crossing can stimulate economic activity.
21 We believe that it will change the local traffic patterns,
22 obviously the crossings that we're going to eliminate are an
23 issue, the improvements around Mexicantown are a different
24 kind of issue. But the local traffic patterns will change,
25 air quality will improve we believe, noise walls will be

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1 built. And we believe there's potential for revitalization.

2 We've looked with you at land use concepts,
3 community enhancements. This is a concept for Fort Street.
4 We believe that a partnership of government and the private
5 sector can make Fort Street an enhanced place. A lot of
6 these street scape improvements could very well become
7 places for new development. It needs help, we need to do
8 more, but it will require a partnership and money from the
9 public and private sectors.

10 What's the project going to cost? Generally
11 speaking between 1.3 and 1.5 billion. That includes the
12 property acquisition, the interchange, the plaza, and the US
13 portion, the half of the bridge that the United States is
14 responsible for. I'm going to turn this back over to our
15 hearing officer Bob Parsons. And thank you for your time, I
16 appreciate it very much.

17 MR. PARSONS: Thank you, Joe. Now we enter that
18 time in the hearing when you have the opportunity to provide
19 your comments publicly so everyone present can hear. If you
20 wish to speak for the record, please fill out one of the
21 speaker identification slips if you have not already done
22 so. They are on the table at the entrance or simply raise
23 your hand and someone will hand you one. Please print the
24 information requested, hand it to one of the facilitators,
25 and you will be called upon to speak.

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1 This hearing is being held to obtain comments on
2 this study only. We ask that you limit your comments to the
3 Draft Environmental Impact Statement and 4(f) Evaluation.
4 It is the intent of the study team to fully address
5 questions raised during public comment in the Final
6 Environmental Impact Statement or FEIS phase after a
7 thorough review. Feel free to pose questions for the study
8 team, but we appreciate you allowing us to address all the
9 questions uniformly and consistently in the FEIS rather than
10 at this time.

11 One final appeal, please speak clearly and limit
12 your comments to a few minutes. We want to make sure that
13 everyone present this evening has the opportunity to speak
14 and be heard. If you brought a prepared statement we simply
15 ask that you read just a portion of the text or the
16 highlights and request that the entire document be entered
17 into the transcript. This is courteous to everyone who
18 wants to speak and will help keep the hearing moving
19 smoothly. If your comments have already been stated or you
20 change your mind on speaking, you may decline to speak when
21 called upon.

22 All right. I will call on the first speaker. If
23 you would please come to the microphone when your name is
24 called. That's Lisa Goldstein, and Lisa will be followed by
25 Simone Sagovac. Ms. Goldstein?

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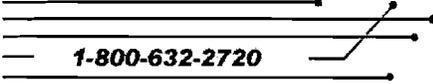
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1 MS. LISA GOLDSTEIN: Yes. My name is Lisa
2 Goldstein, I'm the Executive Director of Southwest Detroit
3 Environmental Vision. And our organization has been
4 involved on the local advisory committee for the DRIC
5 process since its inception. We are very supportive of the
6 DRIC process, we feel it's been an open and transparent
7 process that's allowed substantial opportunity for public
8 comment. We do feel that, as we all know, southwest Detroit
9 hosts a very extensive transportation infrastructure network
10 and also a number of other industrial uses. And we feel
11 that these benefits from these projects and industrial uses
12 have predominantly accrued to other areas of southeast
13 Michigan.

14 So we feel it's very important for this project
15 that the benefits associated with it occur locally. And
16 that there be components of economic, environmental, and
17 neighborhood revitalization to this host community. So we
18 are supportive of a community benefits process in
19 association with the DRIC project. We are working with
20 local organizations and residents to organize that process.
21 And we feel that the community benefits for this project
22 should include issues like air quality monitoring, air
23 filtering for schools, diesel emission reduction programs,
24 housing development and renovation, work force redevelopment
25 and training, and commercial redevelopment in the area. So

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1 we feel that definitely there should be an enforceable
2 community benefits program as associated with this project
3 if it moves forward.

4 As an environmental organization, we also have
5 some concerns with the air quality portions of the study.
6 And we feel that there should be more consideration for
7 exposure modeling or risk assessment in the air quality
8 analysis for this project. And also that there should be
9 some more local scale analysis versus just looking at
10 combined benefits from breaking up the traffic. That there
11 should be some more local analysis of impacts in this area,
12 and particularly impacts on Southwestern High School.

13 MR. PARSONS: Thank you. Is it Simone?

14 MS. SAGOVAC: Yes.

15 MR. PARSONS: Sagovac?

16 MS. SAGOVAC: Sagovac, yes.

17 MR. PARSONS: Followed by Terri Mattison. If you
18 would?

19 MS. SIMONE SAGOVAC: I just wanted to add to
20 Lisa's comments. I'm a resident in southwest and also on
21 staff at Southwest Detroit Environmental Vision. And I just
22 wanted to add that for consideration of different mitigating
23 features for emissions, the plaza area could look at truck
24 staging facilities to have the truck engines turned off.
25 And I understand that some of this is being done at the US-

1 Mexico border, and I don't have all the details, but I will
2 provide more information at a future point. Thank you.

3 MR. PARSONS: Thank you. Terri Mattison followed
4 by Gene Dodson. Ms. Mattison?

5 MS. TERRI MATTISON: We are concerned about our
6 children attending Southwestern High School today and in the
7 future. What is MDOT proposing to do for Southwestern High
8 School to mitigate the negative impact of the adjacent truck
9 plaza where over potentially 5,000 trucks could be idling
10 daily? Have you considered starting a college scholarship
11 fund for graduates or something compensatory? And my next
12 item is: Will a noise wall be built around the plaza
13 adjacent to the school?

14 MR. PARSONS: Thank you. Gene Dodson followed by
15 John Toje.

16 MR. GENE DODSON: Okay. A little question that
17 just occurred to me during the speech. It was mentioned
18 seven churches, quote, "relocated," end quote. Are you
19 talking about relocating the parishioners or doing what they
20 did downtown when they were putting in the ballparks and
21 picked up an entire church and moved it about a half a mile?
22 What kind of relocating are we talking about there? Just
23 relocating the people or actually physically moving the
24 buildings to preserve them? Anybody know?

25 MR. PARSONS: Mr. Dodson?

1 MR. DODSON: Yes.

2 MR. PARSONS: We're taking questions and they will
3 be responded to in the Final Environmental Impact Statement.
4 So you're welcome to ask them, we just ask your
5 understanding that we'll respond to them at that time. Mr.
6 Corradino covered a summary of what was entailed in the
7 Environmental Impact Statement and 4(f) Evaluation.

8 MR. DODSON: It just said seven churches --

9 MR. PARSONS: So we refer you to the document,
10 sir.

11 MR. DODSON: -- would need to be relocated. But
12 it didn't say whether we were talking about relocating the
13 parish to someplace else or actually moving the churches,
14 particularly some that may have historical value. That
15 wasn't really explained.

16 MR. PARSONS: Okay. Go on sir.

17 MR. DODSON: Okay. Well, another thing of course
18 is, these hearings are mostly about the environmental impact
19 and so forth as opposed to the actual construction of it.
20 The figures keep growing, first it's a billion, now it's a
21 billion 300 million and so forth. My attempts to reach
22 anybody who might be able to substitute a two or three
23 million dollar project for a more than one billion dollar
24 project and that could be done, literally, in a matter of
25 two or three months instead of three or more years, I'm

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1 never able to reach anybody high enough that might be able
2 to set me up an appointment for about 30 minutes with the
3 Governor. Which of course everybody in the state would like
4 to do. But an awful lot of this money and moving and
5 construction destruction wouldn't have to be done.

6 There is a way, particularly if you're going to
7 concentrate on commercial traffic, that could be handled in
8 well under six months for well under six million dollars.
9 If you could ever get past the political ramifications.
10 Unlike the Mayor who can live forever in this office,
11 Members of the House, Senate, Governor's offices are limited
12 in their terms. And a lot of them have to worry about what
13 they're going to do for a living after that. If you're
14 pushing through a more than one billion dollar project, God
15 only knows what kind of jobs might be waiting for them
16 afterwards. So the question is: Is there ever any way I
17 could get either 30 minutes with the Governor or at least
18 get a tape of mine in her hands? I'm not going to hold my
19 breath.

20 MR. PARSONS: Thank you. John Toje?

21 MR. JOHN TOJE: I'm John Toje and I'd like to give
22 up my place.

23 MR. PARSONS: Okay, Mr. Toje. We'll pass on you.
24 Cedric Jones will be followed by Anparo Lopez. Cedric
25 Jones?

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1 MR. CEDRIC JONES: Good evening. Cedric Jones. I
2 spoke with Mr. Corradino earlier, but I have just some
3 concerns about Harrington specifically. That it comes right
4 to a point with the plaza that's eliminated, and I just
5 don't see how you can eliminate one block from your project.
6 If you're going to consume most of that area, one block
7 shouldn't matter. Because I can't see the advantages to
8 those people that's going to be disenfranchised. Because
9 that's not going to be -- the area is not going to be any
10 homes or any plans for one block. I don't understand. You
11 should be able to add that one block. Thank you.

12 MR. PARSONS: Thank you, sir. Anparo Lopez?
13 Okay. All right. Going to call Emma Brenson up then and
14 Emma will be followed by Tom Cervenak. I'm going to mention
15 that we do have another hearing tomorrow night with
16 identical formatting, starting that at 5:00 o'clock. And
17 that is at the LA SED Gymnasium which is on Vernor Street in
18 Mexicantown.

19 MS. EMMA BRENSON: Hello. My name is Emma
20 Brenson. I would just like to say at the first place,
21 they've already taken our church, they took the library
22 from the Southwestern High School and moved it over on
23 Vernor into Mexicantown as they want to call it, or
24 whatever. I just don't understand why they feel as though
25 that it was not our library for our Southwestern High School

1 to attend. Now we can't even get in from Fort Street to St.
2 Paul AME Church. You said you don't have any plans, my
3 church is up there on that wall. Now, you're getting ready
4 to move that. I've been going to that church ever since I
5 was 6 years old, now it's on your wall. But you're telling
6 me that you don't have no plans. You're not putting all
7 this money into this area for nothing.

8 I lived over that, that other bridge, you want to
9 tell me about some trucking, I know about trucking. I lived
10 right there on West Jefferson and Harrington Street. That's
11 all I see is trucks all day and all night, Marianne. And
12 your name ain't Marianne. You're going to tell me about the
13 noise. Between blowing up my house down there on the salt
14 mine and them trucks coming up and down my street, what
15 about the noise? The air pollution, the sewage is down
16 there. I used to live on Holmes Street, what you going to
17 do about the air? I really don't see it, brother. Have a
18 good day.

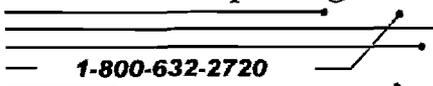
19 MR. PARSONS: Thank you. Tom Cervenak followed by
20 Sherise May.

21 MR. TOM CERVENAK: Good evening. I'm Tom
22 Cervenak, I'm the Executive Director of People's Community
23 Services. We operate the Delray Neighborhood House
24 Recreation Center at 420 Lee in partnership with the City of
25 Detroit. And we have been involved in the Detroit River

1 International Crossing Study since almost its inception.
2 And we are very active members on the local advisory
3 committee. One of the things I wanted to really stress
4 right from the beginning, is this study itself had a
5 negative impact on the Delray neighborhood because people
6 were saying, oh, they're going to come in, they're going to
7 put a bridge in. And so people perhaps did not invest or
8 moved out. And so we are really under the gun now, and
9 certainly Delray has a long way to go to be redeveloped.

10 I have to say that I thought that the planning
11 sessions we had last year were exceptional. It was
12 beautiful to see our whole community in the gym going over
13 different land usage maps, planning out what their community
14 would look like. And it's great plans that we have. But
15 even if the DRIC study is not built, I mean if we don't go
16 further, then we still need to talk about redeveloping
17 Delray. And if the DRIC study does go through and they
18 decide to evict people from their homes, what we would
19 really like to see happen is as people are being moved out
20 of their homes, that we would have available for them new
21 homes built in the Delray neighborhood. And I've
22 talked -- actually I have talked to people from Michigan
23 State Housing Development Authority that are interested in
24 talking to People's Community Services, the neighborhood,
25 MDOT and other developers so that we could have that

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1 available so it does not distress the neighborhood even
2 more.

3 As part of this, the community is developing
4 strategies to hopefully implement with the state a community
5 benefits agreement that would be mutually signed off by
6 people in the community and the State of Michigan. We'd
7 like to see things like, of course, redevelopment of the
8 housing, air quality improvement, air filtering systems in
9 the neighborhood for the schools, diesel emission reduction,
10 work force and development and training funding for our
11 residents in the neighborhood, and more commercial
12 development. The community in the past several weeks have
13 met, we've had about 100 people each time, we've met twice.
14 And we developed a mission statement, I'll end with that if
15 you don't mind me reading it. And I'd like to have it
16 entered into the comments.

17 "We envision a community in which area residents and
18 new publicly owned international border crossing will
19 mutually co-exist and benefit from each other. Our
20 vision includes those areas in Southwest Detroit
21 impacted by the border crossing and specifically a
22 viable and redeveloped Delray neighborhood. The
23 foundation of this vision will be set forth in a
24 legally binding community benefits agreement that
25 includes implementation of the DRIC study community

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1 land use plan relating to residential and economic
2 development, environmental mitigation, and other
3 benefits that are primarily for the Delray neighborhood
4 and other impacted area residents. And then finally
5 without endorsing any outcome beyond this vision
6 statement, we support the continued funding, community
7 involvement, and then completion of the DRIC study."

8 And if a bridge is built, we hope, we very much
9 pray that it will be publicly owned. Thank you for allowing
10 me to speak.

11 (Exhibit 1 marked)

12 MR. PARSONS: Thank you. Sherise May --

13 MS. MAY: I'm here.

14 MR. PARSONS: -- followed by Clement Roberts. Ms.
15 May?

16 MS. SHERISE MAY: Good afternoon -- evening
17 rather. And I'll make this real quick. A couple of the
18 questions or comments that I wanted to make had already been
19 made, so I just wanted to elaborate on those. However, with
20 respect to relocating the current residents that are there
21 now, if they could build homes in our areas, and turn some
22 of our renters into homeowners and help them enhance their
23 quality of life, that would be a plus. Alongside from that,
24 they glorify the project to make it, you know, with the
25 jobs. And we know jobs are coming. But being married to a

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1 laborer, a union laborer, the projects that come into the
2 city, you know, so many huge projects they go out and they
3 hire non union people to do the jobs. Who are these jobs
4 going to? I mean, we have people that invest in their
5 education so that they can get their skill sets and stuff in
6 order so that they can become individuals that will be, you
7 know, qualified for these positions and they're always
8 overlooked. So you may or may not be able to assist with
9 that, but I just wanted to know who are these jobs going to
10 and are they going to be for the union laborers?

11 And also, I am the Chair for Detroit Community
12 Initiative and we do housing development. We're building
13 the east side, that's where I live. But I have property
14 here so that's why I'm concerned. And those types of things
15 can also benefit Delray, where I grew up. And we build
16 beautiful single family homes, we build senior citizen
17 complexes, and those things would be beneficial to our area.
18 That's all I have to say, thank you.

19 MR. PARSONS: Thank you. Clement Roberts followed
20 by Maria Finn.

21 MR. CLEMENT ROBERTS: Good evening. Clement
22 Roberts. First of all, I'd like to comment on the graph
23 that we have travel demand versus capacity. It indicates
24 that in 1999, which was a peak year for capacity to the
25 Ambassador Bridge, it's started to decline. You have it

1 going to year 2004, but you've not continued this graph up
2 to current time. That represents about a 25 percent
3 decrease in capacity. It is my understanding that now
4 roughly seven years after this, we're down to about 39
5 percent in capacity. Which says the Ambassador Bridge is
6 not being utilized extensively to its capacity. Also, this
7 graph is hypothetical so it's meaningless at this point in
8 time. It has to be updated to prove what they wish to make
9 us believe that there is a need.

10 Secondly the Blue Water Bridge, they built a
11 second span there in 1996. At that time there was roughly
12 six million vehicles going across it annually. It is now
13 down to somewhere about five million and a half, I believe.
14 So the capacity that they projected of nine million never
15 did come to fruition nor is the bridge being used. So that
16 second span was a waste of money, as I see it.

17 One thing that really bothers me, and it happened
18 because I went downtown to the Fox Theater last Sunday, you
19 can't downtown from down river conveniently. We are now in
20 the Gateway Project, which limits all traffic going downtown
21 via 75. This will be completed hopefully by '09. If the
22 bridge should go forward, in about three years afer '09, we
23 will have another band-aid on 75 doing the same thing which
24 we are currently doing. So bear in mind, if you don't like
25 what we have right now at Gateway, it isn't going to get any

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1 better. Lastly, this is going to cost all of us money
2 because the taxpayers probably will have to foot the
3 majority of the bill. I don't think there's enough
4 justification to increase my taxes to make another bridge.
5 Thank you.

6 MR. PARSONS: Thank you, sir. Maria Finn followed
7 by John Bendzick. Ms. Finn?

8 MS. MARIA FINN: Good evening everyone. I grew up
9 in this neighborhood since the early 50's I've been here.
10 And I've worked at the border for 12 years. I had no idea
11 of this type of commerce that was right in my backyard. And
12 the first -- I have a question, first of all which I'm very
13 concerned of while I was working there with security,
14 because I worked during the 9/11. The day after, I was
15 required to come in an work and I did. And there is a big
16 concern for homeland security there and I know things will
17 be improved with the Gateway Project. And I'm very
18 concerned about what the future plans will be with the new
19 bridge for homeland security. That's my question.

20 And my comment about the letting the people here
21 tonight know what happens actually down at the border. We
22 have US and Canadian brokers that facilitate the US Customs.
23 We are licensed under the Department of Treasury to release
24 shipments from all over the world. We actually prepare the
25 documentation for US Customs for the drivers that come

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1 across the border whether it be by rail, air, ship, or
2 trucks. We do all of the preparation of the documents.
3 Once the drivers come across the border, they come into the
4 custom brokers office. We take care of all the
5 documentations, they go next door to Customs. We are
6 directly under the bridge at the Ambassador Bridge. And from
7 there, inspection begins and it's up to US Customs whether
8 to keep that truck overnight, for several days, or let them
9 go on their way depending on their approval.

10 And what's so extraordinary about this type of
11 commerce is that we have shipments through the port of
12 Montreal that bring in beautiful bath oils from Paris,
13 France, we have wonderful shipments from Halifax, Nova
14 Scotia that bring in all of our lobster and our fish
15 shipments, from British Columbia, Calgary, and all over
16 Canada and all over the world. We have drivers that come in
17 from Mexico and South America, come up and they cross the
18 border into Canada, they pick up, bring it back through the
19 border, go down by the Texas-Mexican border, and that's
20 transported to clients in Mexico and also Carribean, the
21 Carribean. We have shipments coming from Canada, all kinds
22 of commodities that go through on ship and air.

23 So this opens up such a trade that you would not
24 believe all over the world. We have wonderful clients all
25 over the world. This is going to be a really big situation

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1 wishes to speak? Seeing no hands then, that will conclude
2 this open mic portion of our hearing. If you have not
3 viewed the displays here this evening, please do so before
4 you leave. Please feel free to ask questions of MDOT staff
5 and consultants. Above all, please express your comments
6 for the record either by speaking to a court reporter or
7 writing a note and depositing it in the comment box.

8 In closing, please be aware that your comments do
9 influence the study process. We are here to listen. We are
10 concerned with your views on the issues and impacts of
11 whatever is done to address border crossing mobility and
12 security in Detroit. All the information obtained during
13 the hearing including all the letters and written statements
14 received will be shared with the study team as well as
15 management of MDOT and FHWA. By June 2008, a copy of the
16 official transcript including all the public comments will
17 be available at the same local sites and MDOT offices used
18 for displaying copies of the DEIS mentioned earlier in this
19 presentation.

20 In the time remaining, you may view the displays,
21 ask questions of department representatives and express your
22 concerns and ideas for the record. If you have interest in
23 how MDOT acquires property, please visit our real estate
24 station.

25 We would like to invite you to tomorrow
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I certify that this transcript, consisting of 45 pages, is a complete, true and correct transcript of the public hearing and testimony taken in this case on March 18, 2008.

March 31, 2008



Rachel Sunde, CER 6538
Network Reporting Corporation
2604 Sunnyside Drive
Cadillac, Michigan 49601-8749



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April 1, 2008

Melynda C. Jardine

Melynda C. Jardine, CER 7536
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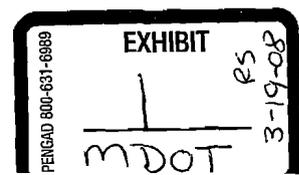
Vision Statement
Community Benefits Agreement on the
Detroit River International Crossing Study

We envision a community in which area residents and a new publicly-owned international border crossing will mutually coexist and benefit from each other. Our vision includes those areas in southwest Detroit impacted by the border crossing and specifically a viable and redeveloped Delray neighborhood. The foundation of this vision will be set forth in a legally binding Community Benefits Agreement that includes:

Implementation of the DRIC Study community land use plan relating to residential and economic development, environmental mitigation, and other benefits that are primarily for the Delray and other impacted area residents.

Without endorsing any outcomes beyond this vision statement, we support the continued funding, community involvement in, and completion of the DRIC Study.

Thomas Crowne
People's Community Service
420 Leigh
Detroit, MI 48209
(313) 554-3111



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION

In the Matter of:
Draft Environmental Impact Statement for the
Detroit River International Crossing Study

PUBLIC HEARING

6921 West Fort Street, Detroit, Michigan
Tuesday, March 18, 2008, 5:00 p.m.

APPEARANCES:

ROBERT H. PARSONS
Hearing Officer

JOSEPH CORRADINO
Appearing for The Corradino Group

MOHAMMED ALGHURABI
Appearing for MDOT

BRUCE CAMPBELL
Appearing for Parsons Transportation

RECORDED BY:

Rachel Sunde, CER 6538
Melynda C. Jardine, CER 7536
Certified Electronic Recorders
Network Reporting Corporation
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Statement by Ms. Dorothy Osborn	5



1 Detroit, Michigan

2 Tuesday March 18, 2008 - 5:35 p.m.

3 REPORTER: The time is 5:35 o'clock p.m. This
4 opens the State of Michigan Department of Transportation
5 matter of Draft Environmental Impact Statement/4(f)
6 Evaluation for the Detroit River International Crossing
7 Study. We are here in Southwestern High School on Tuesday,
8 March 18, 2008 at 6921 West Fort Street, Detroit, Michigan.

9 MS. MARY PERKINS: My name is Mary Perkins. My
10 address is 592 South Harrington Street. And the bridge
11 is -- that's south of the bridge -- and the bridge is right
12 at my street. It's going to take up Post Street and Green
13 Street. Harrington is in the middle of that. So I'm
14 wondering, how about the noise that live there and why they
15 skipped over that? There's only about seven or eight houses
16 on Harrington Street. How could they leave those few homes
17 there without -- they didn't get back. That might cause a
18 miserable place to stay with the noise and traffic. So I'm
19 concerned about that. My property, that's at 592 South
20 Harrington.

21 MR. LAWRENCE JENKINS: I'd like to also add that
22 the noise factor would be a problem, and the scenery around
23 is going to be one brick wall now. So if they did come
24 through there, at least put up some kind of a greenery,
25 trees, or, you know, something to make it look nice, so we

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1 can have something else than a brick wall to look at. I
2 just wanted to add that comment. That's it.

3 (Statements concluded at 5:37 p.m.)

4 REPORTER: The time is 5:38 o'clock p.m.

5 MR. MARIO HERNANDEZ: Hello. My name is Mario
6 Hernandez. I live at 248 South Military, which is one of
7 the properties that will be required if a new bridge were to
8 be built. And I really believe that this is a good idea. I
9 wish it would happen as soon as possible. I would really
10 personally -- that it be that I'm going to be bought out. I
11 would like to move out of this area, but I'm sure that the
12 people who are going to stay there and have their
13 neighborhood fixed would like to have done also as soon as
14 possible.

15 And I just wanted to state that, that I hope it
16 does go through, and I would rather have MDOT acquire the
17 permission, instead of it being owned by one individual. I
18 think it would be a better idea to have a separate owner and
19 not one person control both bridges. And let me see what
20 I'm forgetting, before I leave. I believe that's pretty
21 much it. I would like to see things happen as soon as
22 possible. And I'm wondering why, I'm also wondering why
23 these houses that are going to be purchased can't be
24 purchased ahead of time, being that all the money that is
25 being spent is being spent. And I'm sure that these houses

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1 will -- this neighborhood will be used for something
2 eventually, if not directly for the bridge crossing, and I
3 don't understand why they can't be purchased ahead of time.
4 I've started working on a house I live in, and I pretty much
5 stopped it, because it's a lot of hard work that I do
6 myself, and I would hate to do that work knowing that
7 somebody's just going to come and tear it down. Okay? And
8 let's see. Well, that's pretty much it, I guess. Thank you
9 very much.

10 (Statement concluded at 5:40 p.m.)

11 REPORTER: The time is 7:54 o'clock p.m.

12 MS. DOROTHY OSBORN: I am representing Joseph
13 Prior of Westport Appliance at 6100 West Fort Street, and we
14 have a problem here. Number one, these trucks, the smell
15 from all these fumes is just getting to everybody. And
16 these truck drivers are so rude that they block all the
17 crossings. I have talked to Ed at MDOT about putting signs
18 at the crossings, saying, "Do Not Block Intersection,"
19 because nobody can get through all the way up the street.
20 The bar has called; Vera's Restaurant has called; Salvation
21 Army has called; DJ's Liquor has called.

22 Every one of them has called Ed, and he said it
23 would take a couple of weeks, but he would put signs at the
24 intersections, saying, "Do Not Block Crossing." You can't
25 make a left; you can't make a right; you can't go through.

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1 There's been two accidents there already from a car that
2 went through, and a car coming in the second lane has
3 crashed. Also the local police called them. You said you'd
4 issue 100 tickets an hour. It's out of their hands. They
5 cannot do anything. The sheriff's department is the one
6 that has to do it, and all they do is weigh the trucks. But
7 we talked to the local policeman; he said if there was signs
8 there, "Do Not Block Intersection," they would have the
9 authority to give tickets.

10 So, you know, it's just unreal. Nobody can get
11 through any exit, any intersection on Fort Street; not at
12 the liquor store, not down the street, not Calvary, not --
13 none of them. There's cross streets all along there, and
14 nobody can get through, you know. So, like I said, I spoke
15 to Ed at MDOT. I don't know if he's here tonight or
16 anything, but we got his number and called him. So if
17 something can be done about it, it would be greatly
18 appreciated, you know, just signs, "Do Not Block
19 Intersection."

20 You know, we're not asking for the trucks to
21 leave. They should have been sent to Jefferson in the first
22 place, because there's no businesses up there. Those are
23 single lanes, so, you know, that -- I can see where that's
24 humanly impossible. But to just put the signs up, so
25 that -- it's killing the businesses. It's doing everything

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for everyone there, all along those streets.

(Statement concluded at 7:57 p.m.)

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I certify that this transcript, consisting of 7 pages, is a complete, true and correct transcript of the public hearing and testimony taken in this case on March 18, 2008.

April 1, 2008

Melynda C. Jardine

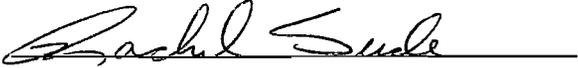
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I certify that this transcript, consisting of 7 pages, is a complete, true and correct transcript of the public hearing and testimony taken in this case on March 18, 2008.

April 1, 2008



Rachel Sunde, CER 6538
Network Reporting Corporation
2604 Sunnyside Drive
Cadillac, Michigan 49601-8749



1 STATE OF MICHIGAN

2 DEPARTMENT OF TRANSPORTATION

3
4 In the Matter of:
5 Draft Environmental Impact Statement for the
6 Detroit River International Crossing Study

7
8 PUBLIC HEARING

9 7150 West Vernor Highway, Detroit, Michigan
10 Wednesday, March 19, 2008, 5:00 p.m.

11 APPEARANCES:

12 ROBERT H. PARSONS
13 Hearing Officer

14 JOSEPH CORRADINO
15 Appearing for The Corradino Group

16 MOHAMMED ALGHURABI
17 Appearing for MDOT

18 BRUCE CAMPBELL
19 Appearing for Parsons Transportation

20 RECORDED BY:

21 Rachel Sunde, CER 6538
22 Melynda C. Jardine, CER 7536
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1 Detroit, Michigan

2 Wednesday, March 19 2008 - 6:35 p.m.

3 MR. PARSONS: Good evening. The Michigan
4 Department of Transportation and the United States Federal
5 Highway Administration, and the federal cooperating agencies
6 welcome you to this public hearing for the Detroit River
7 International Crossing Study Draft Environmental Impact
8 Statement and 4(f) Evaluation.

9 As a courtesy to our Arabic and Spanish speaking
10 attendees, we would like to offer translators to assist with
11 tonight's hearing. At this time I would like to introduce
12 Fatima Aidibi followed by Harvey Santana. Fatima?

13 (Ms. Aidibi and Mr. Santana offer their
14 translation services)

15 MR. PARSONS: Thank you Fatima and Harvey. I'm
16 Bob Parsons, MDOT Public Involvement and Hearings Officer.
17 The purpose of this hearing is to provide an opportunity for
18 the public to comment for the record on the Draft
19 Environmental Impact Statement and 4(f) Evaluation, which
20 considers various alternatives for improving the border
21 crossing facilities, operations, and connections between
22 Detroit, Michigan and Windsor, Ontario. The improvements
23 are needed to provide safe, efficient, and secure movement
24 of people and goods across the Canadian-US border. The DEIS
25 evaluates nine action alternatives in addition to a no-build

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1 alternative.

2 We published notices announcing the hearing in The
3 Detroit News, The Detroit Free Press, Ecorse Telegraph,
4 Telegram, The News-Herald Newspapers, Michigan Chronicle,
5 Michigan Citizen, Arab American News, and Latino Press, and
6 on the following radio stations: WJLB, WWJ, WYCD, WNZK,
7 WCHB, and WDRG. Additionally, we sent media advisories to
8 all media outlets in Michigan.

9 Since February 25th, brochures and information
10 about this study have been available for review at the Henry
11 Ford Centennial Library, Bowen, Main, and Campbell branches
12 of the Detroit Public Library, Southwestern High School
13 Library, Delray and Kemeny Recreation Centers, libraries in
14 Allen Park, Ecorse, Melvindale, and River Rouge, Detroit
15 Neighborhood City Halls; MDOT Transportation Service Centers
16 in Detroit and Taylor, MDOT Regional Office in Southfield,
17 and the MDOT Bureau of Transportation Planning in Lansing.
18 The document also has been available for review on the
19 internet at www.partnershipborderstudy.com.

20 This is the second of two public hearings, the
21 first was held yesterday at Detroit Southwestern High
22 School.

23 With me at the front are Mohammed Alghurabi, MDOT
24 DRIC Project Manager, Joe Corradino of The Corradino Group,
25 prime consultant, and Bruce Campbell of the Parsons

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1 Transportation Group, lead engineer for the consultant team.
2 We'd also like to welcome and acknowledge special guests
3 that are here with us this evening. Dale Foster, Dale is
4 representing President Pro-Tem Monica Conyers of the Detroit
5 City Council. Mr. Foster. Ilona Varga, Wayne County
6 Commissioner. And Kimberly Bachelor-Davies -- or Davis of
7 Detroit Council Member Brenda Jones' office. And we'd also
8 extend a warm welcome to our Canadian partners who are here
9 with us this evening Dave Wake who's with the Ministry of
10 Transportation Ontario, and Len Kozachuk who's with URS who
11 is the Canadian consultant on that side.

12 To enable MDOT, FHWA and the cooperating agencies
13 to review and consider your comments, everything that is
14 said today will be recorded and transcribed into a hearing
15 transcript. Doing the recording are Rachel Sunde seated up
16 front on my right and Melynda Jardine seated in the court
17 reporter area over here behind the curtain. Both are
18 certified court reporters.

19 This hearing is being conducted using a
20 combination of open forum and auditorium styles. The first
21 part of the hearing provided an opportunity for you to view
22 displays and speak one to one with study team members to
23 provide comments and ask questions. That portion of the
24 hearing will continue through 8:30 this evening. Feel free
25 to consult team members at their stations any time during

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1 the remainder of this hearing.

2 The formal portion of today's hearing will begin
3 shortly with an overview presentation summarizing the key
4 findings of the Draft Environmental Impact Statement and
5 Section 4(f) Evaluation, otherwise known as the DEIS. This
6 is only a summary of information in the DEIS and is not a
7 replacement for it. We refer you to the document for more
8 complete information. Following the presentation, you will
9 be invited to a microphone to make a comment in front of
10 everyone here.

11 All audience members wishing to speak are asked to
12 complete a speaker identification slip. I will be calling
13 on the speakers in the order in which I receive the slips,
14 so it is important that you complete and submit a slip. The
15 speaker slips are available at the entrance table, at the
16 comment table, or simply raise your hand now and during the
17 presentation and someone will hand you one. All comments
18 spoken publicly will be transcribed by the court reporter.
19 Again, you do not need to complete a slip right now, only
20 when you choose to be called on to speak. This orderly
21 process will ensure that everyone who wishes to speak will
22 be heard. And we appreciate your assistance.

23 If during the presentation and open mic portion of
24 this hearing you prefer to make a statement in private, a
25 court reporter will be available to take your comment in the

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1 court reporter area on the side of the room. It is
2 important that we hear from all of you who wish to comment
3 whether in public or in private. Besides speaking, you are
4 welcome to provide written comments by completing a comment
5 form and depositing it in the collection box located at the
6 comment table in the rear of the room. If you need
7 assistant with the form, please ask and someone from the
8 study team will assist you.

9 If you prefer more time to consider your comments,
10 you also may take a comment sheet home. Feel free to mail,
11 fax, or email your comment to the number and address on the
12 comment form. All comments must have a postmark or
13 electronic date of April 29, 2008 or before to be included
14 in the official transcript. The transcript will be
15 available for public review by June 28 -- or June 2008 at
16 the same review sites for the DEIS.

17 If you are interested in how MDOT acquires
18 property, I encourage you to visit our real estate station
19 on my left.

20 Unlike the interaction at the local advisory
21 meetings, we are here tonight to listen, not to respond to
22 statements made during the open mic portion of the
23 presentation. Responses to questions and statements will be
24 provided in writing in the Final Environmental impact
25 Statement. We thank you for your understanding.

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1 At this time, I would like to turn the
2 presentation over to Joe Corradino.

3 MR. CORRADINO: Good evening. Everybody hear me
4 with the little bit of static? We're going to talk about
5 the Draft Environmental Impact Statement for the Detroit
6 River International Crossing Study, it's also a section 4(f)
7 Evaluation. Section 4(f) is a specific section of the law
8 that provides special protections to park and recreational
9 properties. Our listing of information has been provided
10 through a public release in the newspapers that Bob talked
11 about, it's at the depositories that Bob listed. A number
12 of them throughout the neighborhoods at very convenient
13 places where you can find all of the technical reports plus
14 the Draft Environmental Impact Statement.

15 And those technical reports, if you care to look
16 at them before you leave tonight, not only are in these
17 depositories but are on the back table. If you are so
18 inclined, you can go to the project's website that's listed
19 on this slide. Again, all of the information is available
20 on the website. You have in front of you tonight a summary
21 of the document. It is generally what I'm going to speak
22 from. There's a summary table in the back with a lot of
23 information in a quantitative way. That information again,
24 is extracted directly from the DEIS. But the full document
25 is available again, on the website, in the depositories, or

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1 here tonight.

2 We're going to talk a lot tonight about specific
3 issues that are more locally oriented as they respond to a
4 new border crossing. But the important thing to think about
5 is that the border crossings in this region are absolutely
6 critical to the economies of two countries, the Providence
7 of Ontario, and the State of Michigan. When you read the
8 data on this slid you'll see that Michigan benefits
9 significantly from those businesses that employ people that
10 are associated with the business of borders, almost a
11 quarter million people. As you can see in reading the
12 slide, one in three Canadian jobs are associated with the
13 business of borders. And literally billions of dollars of
14 trade on the most active international crossing in the world
15 takes place in this region. And the objective is, in a way
16 of speaking, to make sure that the borders -- the border
17 operates properly to keep Michigan competitive. And it's
18 the object, if you will, if you stood on the other side of
19 the border, to keep Canada and the Providence of Ontario
20 competitive from an economic standpoint.

21 The existing facilities that are serving the
22 region today are shown on this slide. The Detroit Windsor
23 Tunnel and the Ambassador Bridge are facilities that you
24 know well. The tunnel carries mostly automobile traffic,
25 the trade that we were talking about is principally carried

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1 in this region or over the Ambassador Bridge. There is some
2 truck traffic that goes over the river, crosses the river on
3 the Detroit Truck Ferry -- Detroit Windsor Truck Ferry. But
4 those trucks are very few and they typically carry hazardous
5 material. By the same token, there is a tunnel for rail
6 activity between Windsor and the United States. And it too
7 is an existing facility that supports the business of
8 borders.

9 In this area you'll probably hear a lot about
10 different studies, like the Detroit River International
11 Crossing Study, the Ambassador Bridge's proposed second
12 span, the Gateway Project. We're talking about the DRIC.
13 And as said here, we're looking for not only a possible
14 crossing for a new international system, but the entire
15 connection from highway 401 in Ontario by a roadway system
16 across the bridge to I-75. The Ambassador Bridge has a
17 proposal -- I'm sorry. This study is conducted by a
18 partnership. It includes the governments, the
19 transportation departments of the governments in Ontario,
20 Michigan, at the federal level here, at the Federal Highway
21 Administration, as well as in Transport Canada in Canada.
22 The lead agency on our side of the border is the Federal
23 Highway Administration. And it in turn has joined with
24 seven other agencies in a cooperation to produce this
25 document. In a simple way of speaking, this is the Draft

1 Environmental Impact Statement 4(f) Evaluation that will
2 serve the purpose if this project is to go forward, as the
3 clearance document for eight federal agencies on the US
4 side.

5 The Ambassador Bridge as I mentioned is making a
6 proposal to both the US Government and the Canadian
7 Government for a replacement bridge. Simply spoken, while
8 ours is a government project, theirs is a private project,
9 private construction, private operation, funded largely if
10 not totally through tolls. The Gateway Project is a
11 partnership, and it's a project not a study, it's a
12 partnership between the federal and state government among
13 the federal and state government in the United States and
14 the Ambassador Bridge to connect the bridge directly into
15 I-75. Many of you know that that doesn't happen today. At
16 the end of 2009, traffic that now uses a number of local
17 streets, Fort, Clark, et cetera, will be channeled directly
18 into I-75. That's the Gateway Project.

19 Our work, our study has gone through a number of
20 phases over the last three years since the beginning of
21 2005. The DEIS Draft Environmental Impact Statement has
22 been approved by the various cooperating agencies so that
23 this is the second of two public hearings. Eventually,
24 based on the comments that we receive and further analysis,
25 a preferred alternative will be picked along this line,

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1 likely the spring of this year. And then the Final
2 Environmental Impact Statement, FEIS will be prepared. Once
3 approved, the federal government can then take steps to make
4 a decision. And their job is to write a document that's
5 called ROD, a Record of Decision. The Record of Decision is
6 absolutely necessary for this project to go forward.

7 There is no preferred alternative. We'll talk
8 about a number of options, but today we have no selected way
9 to cross the river nor have we selected a plaza nor an
10 interchange. But we have evaluated nine different
11 alternatives to do that, and the no-build alternative in
12 three major categories of concerns; environmental issues,
13 social issues, and economic issues. The purpose of this
14 project is to effectively continue to keep Michigan, the
15 United States, Ontario, and Canada competitive. It's to
16 support those economies as we go forward. By the same
17 token, it's to support the physical security not just the
18 economic security of those four entities that I just
19 mentioned.

20 There are ways to then decide if the project's
21 need can be established. And the ways that we've looked at
22 are generally four. Do we need more capacity in the system
23 as well as the bridge to effectively meet the purpose of the
24 project? Secondly, how does the system react, how does it
25 in its connectivity perform? Third, how do the plazas

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1 operate, what are their strengths and weaknesses? Will they
2 run out of capacity? And the fourth item is how do we
3 provide redundancy? If something were to happen in the
4 existing crossing systems, what can be done to provide an
5 independent un-congested path, if you will, that allows the
6 business of the borders to continue? That's not just for
7 the bridge it's for the system of road, bridge, plaza.

8 We did a forecast of traffic, it's documented in
9 the technical reports, it's summarized in the DEIS. We
10 believe that car traffic by 2035 will generally be up over
11 50 percent. Truck traffic on the other hand, we believe
12 will grow even stronger. And therefore, we believe that
13 sometime in the future there will be a point at which that
14 blue line gets crossed by a red line and capacity of the
15 existing crossings, the tunnel and the bridge, will have
16 been exhausted. It could be optimistically very soon, it
17 could be on the principle projection line about 2020. But
18 even if you looked at the continuation of the economic
19 conditions that we have today and used them to dampen the
20 forecast, we believe that between 2030 and 2035 there is a
21 need for more border crossing capacity. The fact is that
22 the system, plazas, and roads will reach capacity on one
23 side of the border or the other before then. If we're going
24 to do the correct job and make the development of this
25 crossing occur in a timely way, the planning as we're doing

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1 needs to be concluded soon so decisions can be made on
2 funding, property acquisition, and construction.

3 Again, I want to speak to the fact that we're not
4 just talking about a bridge. That's one key component. The
5 plazas are essential to the functioning of the border
6 physically and operationally, staffing, as well as space.
7 And last but not least, the access facilities are absolutely
8 essential to making the system work from end to end. It is
9 a binational product, it is not simply a system of analyses
10 on our side independent of all others. It is a partnership
11 from one end, I-75 to highway 401 in Canada. And our
12 document, if you read it, summarizes a lot of the work that
13 was done on impacts in Canada. And so will the Canadian
14 document that's like a DEIS, it will summarize the impacts
15 that we've said in our documents. So it's not just a
16 bridge, it's not just about plazas, it's an end to end
17 system of issues and impacts.

18 When we started this job in 2005, we looked from
19 the down river area, Riverview, Wyandotte, Trenton, from
20 Grosse Isle, all the way up to Belle Isle. And between the
21 Canadian team and our team, we had dozens upon dozens of
22 alternatives. There is a set of five or six reports on the
23 left side of that table that talks about the evaluation of
24 all those dozens of alternatives. And systematically we
25 came to the conclusion that the best place for the new

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1 crossing from this government based study is between Zug
2 Island and the Ambassador Bridge. The concept for crossings
3 is shown here on the Canadian side, three different plaza
4 footprints, two crossings down river near Zug, we call them
5 X10B and X10A, and one up river, X11. The focal point
6 around which we register these alternatives is Fort Wayne,
7 one up river, two down river. This red space is the plaza
8 area, a plaza on our side will be 150 to about 180 acres.
9 And our connection on our side is an interchange stubbed
10 into, very close to the plaza. The Canadians have an access
11 road of five plus miles as they go out in this direction to
12 highway 401.

13 This is a different view of those alternatives.
14 Fort Wayne is here, down river near Zug our two crossings
15 schematically shown as B, X10B, and X10A, X11 is up river
16 from Fort Wayne coming into what is known as, principally
17 speaking, known as the Delray area. Interstate 75 runs
18 between the Ambassador Bridge and down river to the Dearborn
19 interchange and beyond. There's a different view of it
20 Delray, southwest Detroit, the Ambassador Bridge, a mile or
21 so downstream the first proposed crossing, X11, another mile
22 or so downstream the X10 crossings, Fort Wayne, and the
23 plaza area. When we speak about impacts, we're generally
24 affecting this area, which includes the Delray neighborhood
25 as well as Springwells, and a third neighborhood right near

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1 Mexicantown.

2 All of our work led to in that zone, Zug Island to
3 the Ambassador Bridge, to nine ways to build the crossing.
4 Three bridges, two plazas, six interchanges, when you
5 combine those you get nine discreet practical ways to cross
6 the river and go end to end in a total system. One
7 no-build obviously that we're talking about. Conceptually,
8 we're looking at two bridge types. If you close your eyes
9 and think of the Ambassador Bridge you think of a suspension
10 bridge. In our sense if you were to stand at Fort Wayne
11 soccer field and look to the south, this is what the
12 suspension bridge from the DRIC would look like. This is
13 not part of the bridge, these are utility towers far into to
14 the horizon. The other concept is from the same vantage
15 point is what is known as a cable stay bridge. It's a
16 relatively new concept quite en vogue in a number of places
17 as close as Toledo. And this is the cable stay structure
18 looking from Fort Wayne. This tower is as high generally
19 speaking as the Renaissance Center.

20 To define what the impacts are when we now go from
21 the border to the more narrow aspect of who, what, when, and
22 where do things happen, and I'm going to use one
23 alternative, number two we call it, and describe how we're
24 measuring things. We have in this alternative two
25 crossings. What are the issues as we touch down with the

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1 foundation, what happens to the businesses in here, this is
2 now Springwells Industrial Park, LaFarge is right in here.
3 We would eventually come into a plaza. There are a number
4 of businesses and dwelling units underneath this shaded
5 space. And then when you come out of the plaza you access
6 the interstate system, I-75. This is Livernois and Dragoon
7 Avenue. For all practical purposes, that interchange in all
8 of our alternatives will no longer be connected to I-75.
9 You can cross I-75 in one or both of those streets in the
10 future in most alternatives. But this interchange that you
11 know today at Livernois and Dragoon cannot function
12 legitimately, safely and have another interchange come into
13 that area.

14 The interchange has its own impacts, you can see
15 this has a footprint, this is a narrow band. But this is
16 more complicated. So if I want to get onto the plaza and
17 take the bridge to Canada, I've got to come down 75, I've
18 got to get on a ramp, that ramp has to get over I-75. So
19 it's up in the air, and it's still up in the air as it comes
20 across Fort Street and the nearby rail line to finally touch
21 down into the plaza. That has impacts to cross streets, to
22 crossing pedestrian linkages, and it has impacts on property
23 acquisition. If I wanted to come out of the plaza and go
24 south on 75, the opposite would happen. But a ramp would
25 come up, over, and eventually touch down, it has impacts

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1 along I-75. The same thing happens as we come into the
2 plaza from the south, go out to the plaza to the north,
3 these ramps have an affect and this entire area in here is
4 impacted. We're measuring impacts in all of those places.

5 Plus we're proposing a new boulevard to continue
6 access across I-75. We'll show you more of what that looks
7 like in a moment. That's generally on Green street, it
8 sometimes moves back and forth but it's generally on Green
9 Street. Impacts along that road are included in our
10 analysis. And this is a depiction of two ways to change the
11 rail line. This is one way, this is a second way. One or
12 the other will be built, and it needs to be built to prevent
13 rail cars from going across the edge of this plaza and
14 underneath this interchange. Homeland Security and other
15 related requirements will restrict -- prohibit this train
16 movement that exists today. So trains in the future that
17 are largely bound in here to Zug Island to supply energy to
18 industries father down river, they will not go this way,
19 they will go this way.

20 Examples of impacts, Bob said the guiding document
21 is the DEIS, it speaks for itself. A general summary of
22 issues include those that would have to move. If nothing,
23 no-build were chosen, government would not have a role in
24 replacing, relocating people. However, it's our perception
25 that the Delray community will continue to change and

1 continue to lose housing. As you know, Delray has a number
2 of places where the housing that used to fill these places
3 has been lost. The project since it started has seen dozens
4 of other structures eliminated, residential structures in
5 the area. By the same token, industry in this area has
6 continued to expand in a number of places. And while that
7 industry used to be contained in a narrow footprint, it's
8 continuing to move out so that nearby residential uses are
9 being occupied, used for industry. That's likely to be the
10 future of the no-build option. Fewer residential structures
11 in Delray, more industry creeping, if you will, out into the
12 residential areas.

13 If the project called DRIC were to go forward,
14 there would be up to 414 dwelling units affected. People
15 living in those places would have to be relocated. 100 of
16 those dwelling units are apartment units, so those that are
17 duplexes and single family homes are somewhere in the range
18 of about 200 to 300. These are split, if you will, between
19 the interchange and the plaza. There are not residential
20 units, I believe, affected by the crossing, the bridge
21 itself. 100 of those dwelling units, each 34 in one and 66
22 in another, are in two apartment buildings one north of I-75
23 and one south. And underneath the project's footprint are
24 up to 56 businesses employing about 800 to 900 people.

25 Who will be impacted the most? When we look at
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1 that footprint, generally speaking people that are poor
2 whether they're white, Hispanic, or African-American. The
3 population of the area, that is the Delray study area, those
4 three neighborhoods that I discussed earlier, is about 32
5 percent below the poverty level according to the 2000
6 census. That compares to about 24 percent in the entire
7 City of Detroit, a much higher number at 32 percent, and 10
8 percent for the region as a whole.

9 What about jobs? If nothing were done, forecasts
10 by SEMCOG, the regional planning agency, indicates that
11 population and jobs will decline, will be lost through about
12 the middle of the next decade before the economy shifts to a
13 point where those jobs will start increasing. Over the next
14 30 years, the number of jobs at 2035 will be more than they
15 are today. But to get back to more, there will be this
16 trough, the economy will continue to suffer according to
17 SEMCOG's forecast, and those jobs will be lost. At the
18 local level, more and more sites that were housing the
19 businesses that provided those jobs will be lost. And
20 therefore industrial sites will become, we believe, more and
21 more abandoned.

22 If the project were to go forward, remember we
23 talked about almost a quarter million jobs in Michigan. We
24 think at least 25,000 jobs could be created in one year,
25 2035, if there were continued support of the border system.

1 The business of borders would support thousands of jobs in
2 Michigan. And if you just made an improvement to one link,
3 the bridge on the US side, just that one link, like if you
4 were to look at one link on I-94, you make one more link in
5 the roadway called the new bridge and almost 3500 jobs would
6 move into southeastern Michigan from Ohio, from Indiana.
7 And most of those jobs, some would be in Detroit, most of
8 those would be in southern Wayne County, Monroe County, and
9 a number would be in Oakland County.

10 Without that, if you spend money for construction,
11 you create construction jobs, we believe 10,000. And those
12 people that are in construction then spend their resources,
13 their paychecks, and they create a ripple wave, which will
14 support indirect jobs to the tune of over 27,000. So
15 construction over four years, 2010 through 2013, would
16 create close to 40,000 jobs during that period.

17 What about traffic? We believe that if nothing
18 were done, traffic would grow slowly on major roads in this
19 area like I-75. Traffic would improve in the local area if
20 nothing were done, in the local area of Mexicantown.
21 Because the new Gateway Project will take that traffic that
22 typical wanders, if you will, on non major roads and put it
23 right on I-75. And clearly if a new facility were built,
24 clearly two facilities, two crossings, will do better than
25 one to distribute the traffic.

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1 We talked about closing the Livernois Dragoon
2 interchange. We will have a direct affect on the
3 Springwells interchange, we'll have a direct affect on the
4 Clark interchange. Right now they will become different in
5 our plans than they are today. They may become partial
6 interchanges, they become less direct than all ramps tied
7 closely together. Our job as we go forward is to see how we
8 can improve this now perceived impact on interchanges.
9 There are seven streets that cross I-75. Depending on the
10 alternative, remember we have nine, you could close as many
11 as six out of seven of these streets. That's a major
12 concern, we've pointed to that repeatedly since December
13 2006 in our public meetings. We will continue to address
14 that as the project goes forward. And there are five
15 pedestrian bicycle crossings only, some of the alternatives
16 affect four out of five of those.

17 Air quality: We believe air quality will improve
18 in Mexicantown by taking the traffic directly to 75, it's
19 going to be naturally improved. But EPA, as it did for the
20 last 30 years with cars, is now focused on diesel engines,
21 fuel, those trucks that are on the road, that equipment
22 that's off the road, railroads, as well as boats, ships.
23 And so the end result is that EPA's regulations are going to
24 improve air quality. We take no credit for that. But the
25 fact of the matter is, our analysis that we've seen show

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1 that air quality in this area will improve.

2 Will noise get better or worse? Our noise
3 readings show today along the front of the properties on the
4 north side of 75 and the other side of the service drive,
5 noise can be at 70 decibels on the A scale, the way you
6 hear, or above. A comfortable conversation is at 65 dba, 65
7 decibels on the A scale. So doing no-build will not do
8 anything to improve that noise. On the other hand, we
9 believe that we can do something about the noise, and we are
10 proposing noise walls in several spots. Those spots, those
11 sections of road are listed on the graphics in the back.
12 Walls like this, plus the entire plaza, will be surrounded
13 by a wall like that.

14 Impacts on parks 4(f) that we talked about
15 earlier. We will effectively have to use the Rademacher
16 Recreation Center. It is closed, has been since the end of
17 2006, the park will also be underneath the plaza. And
18 that's a major impact that we have to demonstrate that
19 there's no other way to do this project but to take that
20 area. And we have one other play lot, a very small play lot
21 on Jefferson that will be affected. Places of worship:
22 Seven places of worship would be acquired if the project
23 were to go forward. And the activity of that place of
24 worship would be relocated. One of those places is the St.
25 Paul AME Church, we show it here not to single it out as the

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1 only church but to say that it also has characteristics that
2 may qualify it has an historic structure. And as an
3 historic structure, it also has sections of the law that
4 allow us to only use it if there's no reasonable and prudent
5 alternative.

6 Nighttime lighting, visual conditions: You know
7 this is the signature, if you will, of the Ambassador
8 Bridge. We have talked about a cable stay bridge, the
9 proposal for the second span is a cable stay bridge. The
10 nighttime lighting situation in the Delray community will be
11 affected by a new crossing. Fort Wayne, here's the river,
12 I-75 is here. Our plazas are generally up in this area,
13 right on Bob's head. And each of the plazas has a direct
14 out so you can get into the local roadway system and then
15 get to Fort Wayne. We would hope that with appropriate
16 signing, also the visibility of the crossing, that the
17 tourist activity at the Fort would be increased through a
18 cooperative effort of the project's design.

19 Geotechnical: Drilling results, many of you have
20 come to our meetings because we've talked about drilling for
21 almost all of 2007. Suffice it to say that work is done,
22 it's documented in the reports and in that DEIS that are
23 available to you. But these crossings shown in green are
24 clear from risk from sink holes, salt mines, about 1,000 to
25 1500 feet below the surface. So this crossing 10B and 10A

1 as well as 11C can have foundations on either side of the
2 river that are not affected, according to our analysis by
3 any underground previous salt mining activity. There is no
4 ongoing salt mining activity in the vicinity of these
5 crossings. However, along the approach to get to the
6 bridge, along the approach of this crossing X11, there is an
7 area near this orange-y circle that's a sink hole that
8 developed in 1954 on the Canadian side. There is an area
9 back through here where the rock conditions are such that
10 more analysis needs to be done before you can say that a
11 structure in this area can be placed with an acceptable
12 level of risk.

13 In summary, if no-build were to be the
14 alternative, the government would move no one. But the fact
15 is, that we believe Delray will continue to lose its housing
16 and population. We believe that there are likely to be
17 losses in jobs and people regionally and statewide. And we
18 believe that more industrial sites will become abandoned as
19 the downturn of the economy continues for another five to
20 eight years. However, because of the Gateway Project, the
21 noise in the Mexicantown area and the air quality we
22 forecast will improve.

23 If the DRIC, the Detroit River International
24 Crossing project were to go forward, there are no impacts
25 that we foresee on wetlands, another issue, another item

1 protected by law, or threatened and endangered species. We
2 literally had a submarine in the river in the summer of 2006
3 looking for any threatened or rare and endangered species,
4 aquatic species in the river. No impacts that we foresee in
5 water quality.

6 If the project were to go forward, there would be
7 new jobs, there would be local traffic patterns that would
8 be changed. Right now all are not positive, while there
9 would be a positive affect in Mexicantown by shifting some
10 of the traffic to a new bridge. Air quality would be
11 improved. We are proposing noise walls. And last but not
12 least, the document talks about a partnership to revitalize
13 the Delray area. Here are a couple of sketches. This one
14 on the right is that Green Street Boulevard that I pointed
15 out earlier. The plaza is here, it's walled, a boulevard
16 that's very narrow would be developed. And it is very
17 possible if there's a public private partnership that
18 housing shown here on the right could be developed. If you
19 took 300 to 400 apartment and single family units and
20 effectively had to move the people from them, you create a
21 natural market for housing. And it could very well be that
22 some of that housing could be rebuilt back in the area if
23 there were a public private partnership. Governments at the
24 state, federal level, as well as the city, along with
25 private developers, and those not for profit housing groups

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1 could make this kind of development happen. And there will
2 be further exploration of that in the Final Environmental
3 Impact Statement.

4 Here's a quick shot of Fort Street, this is
5 Southwestern right off the slide. There's a project to
6 improve Fort Street down river, further carrying that
7 forward there can be a number of government sponsored
8 enhancements to the street scape as they say. But
9 eventually we believe that if this kind of development is
10 nearby, you could see commercial activity come back in the
11 area. This is a concept of that, that lot is vacant today
12 just diagonally across from Southwestern, it could very well
13 become an attractive use, not unlike what's happening in
14 Mexicantown.

15 The project's cost is about 1.3 to 1.5 billion
16 dollars. That includes all the land, it includes the
17 bridge, our half of the bridge in the United States, the
18 Canadians will pick up the other half. It includes the
19 interchange, it includes the plaza. Just as an order of
20 magnitude comparison, there's a project that MDOT is
21 considering to improve about seven miles, a little less of
22 I-94 in Detroit and it's cost is about \$1,300,000,000. So
23 this project does not dwarf the scale of the projects that
24 Michigan typically considers, implements, funds. And our
25 project includes all those items. That's the conclusion of

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1 what I wanted to say. I want to thank you for your
2 patience. Bob Parsons is going to control the comment
3 question period. Again, I appreciate your attention. Thank
4 you very much.

5 MR. PARSONS: Thank you, Joe. Now we enter that
6 time in the hearing when you have the opportunity to provide
7 your comments publicly so everyone present can hear. If you
8 wish to speak for the record, please fill out one of the
9 speaker identification slips if you have not already done
10 so. They are on the table at the back of the room or simply
11 raise your hand and someone will hand you one. Please print
12 the information requested, hand it to one of the
13 facilitators, and you will be called upon to speak.

14 This hearing is being held to obtain comments on
15 this study only. We ask that you limit your comments to the
16 Draft Environmental Impact Statement and 4(f) Evaluation.
17 It is the intent of the study team to fully address
18 questions raised during public comment in the Final
19 Environmental Impact Statement or FEIS phase after a
20 thorough review. Feel free to pose questions for the study
21 team, but we appreciate you allowing us to address all the
22 questions uniformly and consistently in the FEIS rather than
23 at this time.

24 One final appeal, please speak clearly and limit
25 your comments to a few minutes. We want to make sure that

1 everyone present this evening has the opportunity to speak
2 and be heard. If you brought a prepared statement we simply
3 ask that you read just a portion of the text or the
4 highlights and request that the entire document be entered
5 into the transcript. This is courteous to everyone who
6 wants to speak and will help to keep the hearing moving
7 smoothly. If your comments have already been stated or you
8 change your mind on speaking, you may decline to speak at
9 any time.

10 All right. I will call on the first speaker. In
11 fact, I just have one slip. Is there anyone else that would
12 like to speak, raise your hand, we'll get you a slip before
13 we call on what may be our one and only speaker. And that's
14 Denise Pike.

15 MS. PIKE: Good evening. I didn't think I'd be
16 the only one tonight. But given that, can I read all my
17 comments?

18 MR. PARSONS: Yes.

19 MS. DENISE PIKE: Thanks. Good evening. My name
20 is Denise Pike and I'm appearing on behalf of the Community
21 Health and Social Services Center better known in the
22 community as CHASS. CHASS is a federally qualified health
23 center, one of only four FQHC organizations in the city
24 providing primary care and related services to the uninsured
25 and under insured in our community. In 2007, CHASS provided

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1 services to a total of 13,202 unduplicated users. Our
2 pharmacy filled more than 48,000 prescriptions. And more
3 than 600 babies were born to CHASS families. That number
4 represents approximately 27 percent of all births at Henry
5 Ford Hospital's main campus.

6 CHASS is a landmark in the community having been
7 in existence for 38 years. And at our current location on
8 Fort Street near Junction in an antiquated 15,000 square
9 foot former auto dealership for a preponderance of that
10 time. We are one of the larger non profit employers in the
11 area with a staff of 67 employees. While we recognize the
12 goals of the DRIC initiative and applaud the efforts to keep
13 Michigan competitive, we have a number of concerns. First
14 and foremost is the need to relocate the center as
15 identified in the section of the report entitled adverse
16 impacts to environmental justice, title six population
17 groups.

18 As noted earlier, CHASS is a landmark in its
19 current location. We do no advertising to increase our
20 patient base, yet even new immigrants to the country know
21 where we are by word of mouth. Our services are so
22 necessary that we simply cannot squeeze another patient in
23 our facility. Wait times for new patient appointments are
24 at minimum two months. Given that, CHASS is aggressively
25 pursuing construction of a new facility on land adjacent to

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1 the center. The new building is projected to be triple the
2 size of our current facility and will be located on what it
3 now our parking lot. We have released a request for
4 proposal for architects and are working with a local
5 development consultant on financing. We anticipate we will
6 be under construction in the next 12 to 15 months. For the
7 people of this community, the new facility will enable us to
8 more than double our patient capacity from 13,000 to 26,000.
9 And triple the number of encounters or patient visits that
10 our staff can provide. In 2007, CHASS provided a total of
11 80,000 units of medical, dental, or social work services.

12 Alternative five appears to be the scenario with
13 the most impact to our organization. In that alternative a
14 corner of the property where the new building footprint is
15 planned is in the path of acquisition. Effectively taking
16 half of the facility that we are so diligently working to
17 build. Delaying our construction would delay much needed
18 healthcare services to the residents of our community. With
19 a projected 500,000 Detroiters who are uninsured or under
20 insured, the lack of access in this city is in and of itself
21 a healthcare crisis. Delaying the opportunity for the
22 people of southwest Detroit to have a medical home would be
23 a crime. Therefore, we ask that alternative number five be
24 removed from consideration.

25 Indirectly however, our organization is impacted
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1 by the further dissection and isolation that this project
2 seems to bring to southwest Detroit. I heard that a number
3 of cross streets that connect the neighborhoods north and
4 south of I-75 will be lost. This elimination of connectors
5 between the two sections of the community will most
6 certainly result in isolation for businesses and residents
7 who remain south of the freeway. And for CHASS it will
8 further limit access to our uses. Many of our clients walk
9 to the clinic via Junction. And in an area where so many
10 residents either have limited transportation or none at all,
11 and the bus service is unreliable at best, it seems
12 contradictory to limit their access to -- limit their
13 ability to access necessary or even desired services by
14 foot.

15 Again, we support the efforts to increase economic
16 development in Michigan and recognize the need for the
17 process that we are now experiencing. We hope that the
18 Michigan Department of Transportation recognizes the ongoing
19 efforts of CHASS Center. The timing of our project could
20 not be more critical. Thousands of Detroiters face daily
21 choices to put food on the family table or pay for the cost
22 of healthcare coverage. One medical emergency could mean
23 financial ruin for individuals and families across the city.
24 Increasing the safety net for these people has been a goal
25 of the Michigan Department of Community Health. CHASS is

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1 seeking to achieve that goal by increasing the opportunity
2 for thousands to find a medical home here. The cooperation
3 of MDOT is imperative in bringing this plan to fruition.
4 Thank you.

5 MR. PARSONS: Would you like to present that? If
6 you have an extra copy we could hand that to the court
7 reporter.

8 MS. PIKE: I actually put it in your comment box
9 and my contact information is on it.

10 MR. PARSONS: Okay. Very good. Thanks, Ms. Pike.
11 I appreciate that. Mark Crowley.

12 MR. MARK CROWLEY: Good evening everybody. I'm
13 Mark Crowley. I'm a teacher in the neighborhood I teach at
14 Maybury Elementary. And I'm also a resident of the I-75
15 Rosa Parks neighborhood which is currently under great
16 stress because of the Gateway Project. I've got a few
17 questions of informational type that I'd like to go on
18 record with.

19 Recently the owners of the Ambassador Bridge
20 stated that there will actually be less traffic crossing our
21 border in the next 35 years. And I've heard tonight that
22 actually your take on that is that traffic will be
23 increased. And it was referred to in Mr. Corradino's
24 remarks that things are going to pick up after continual
25 downturn of another eight years. What type of businesses

1 and industries are going to be attracted to the area because
2 of the new project of the new down river bridge? That's one
3 question I have. And what is going to stop the decline in
4 our local economy as to warrant the projections of increased
5 bridge traffic between the US and Canada. And another
6 question I have is with more traffic, your prediction of
7 more traffic on the bridges -- on the bridge that will be
8 built, upon completion of the new bridge. I don't quite
9 understand how noise and air pollution will actually
10 decrease. Thank you.

11 MR. PARSONS: Thank you sir. Is there anyone else
12 who wishes to speak at this time? That's fine, we can wait,
13 sir, as you fill that out. And anyone else just raise your
14 hand if you'd like, we'll get a speaker ID card to you.
15 Simone Sagovac.

16 MS. SIMONE SAGOVAC: Simone Sagovac. Hi. I work
17 at Southwest Detroit Environmental Vision and I'm also a
18 resident in southwest Detroit. At yesterday's hearing we
19 commented about our support for a publicly owned bridge for
20 this public process and a community benefits agreement. We
21 also noted the need for further modeling on air quality
22 impacts. We understand that potential mitigation will be
23 explained in the Final Environmental Impact Statement when
24 the preferred alternative is determined. And since there is
25 overlap with the remaining alternatives, it seems like some

1 mitigating features would be the same no matter what
2 alternative is chosen. And it would be very helpful to the
3 community to know any proposed mitigation prior to the Final
4 Environmental Impact Statement since there is so little time
5 at that point for the community to process any response.
6 Thank you.

7 MR. PARSONS: Thank you. Richard Rosen. Mr.
8 Rosen?

9 MR. RICHARD ROSEN: Thank you. I had intended to
10 be here at 5:00, I'm usually on time. But a sick cat
11 belonging to my girlfriend took precedence. I first of all,
12 I have a couple of questions. It will be -- what? -- about
13 500 homes and seven churches that are -- will be removed; is
14 that correct?

15 MR. PARSONS: Mr. Rosen, what happened is that we
16 explained how this hearing was going to be conducted this
17 evening, and you're just arriving now. And the format that
18 we established was that we were here to listen. And Mr.
19 Corradino provided a presentation that lasted approximately
20 30 minutes. And during that presentation he outlined some
21 of the major impacts as well as the benefits to this
22 proposal and study. And so what I would ask is that, if you
23 do have specific questions that you would like answered
24 tonight, then we'd welcome you to stay afterwards and to ask
25 those questions directly to members of the study team. And

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1 I can certainly appreciate you arriving late, sir.

2 MR. ROSEN: Well, I can put questions in a
3 statement form. I heard last month that homes will be
4 purchased at market value rather than replacement value. I
5 think that has the potential for decimating the community.
6 Also, I am familiar with the 696 Woodward interchange where
7 the Detroit Zoo complained that animals -- it's interesting.
8 This is a Latin-American community where as the Latin-
9 American animals like llamas and capybaras, the world's
10 largest rodent, they are protected by everything being below
11 grade level. Woodward goes under 696, which is below grade
12 level. And then at grade level there is left turn lanes.

13 Now, when I see the plan for the ramps going off
14 75, over the eastbound traffic, and then along over Fort
15 Street, the bridge over Fort Street close to Southwestern
16 High School I wonder -- I don't care what they say about how
17 diesel are going to be so clean in the future, particulates
18 and carbon monoxide. I'd rather everything be below grade
19 level. I know this will be much more costly, but I'm saying
20 that it seems strange to me that something that's going to
21 be -- that will optimally serve a trucker or if I owned a
22 fleet of 150 trucks going between Pennsylvania and Manitoba,
23 that really has a deleterious affect on this community.

24 I don't understand how the Michigan Department of
25 Transportation -- which is politically advantageously called

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1 that rather than the State Highway Department because it
2 implies that significant work is being done with mass
3 transportation. But I don't think that's the case. I
4 really believe to be honest, that this project needs to
5 serve the local community, and that whatever the cost. And
6 that there will be some bank or banks that will say yes,
7 we'll give the loan for it. And that if not, then despite
8 the need for a transportation link, if it hurts this
9 community then it's not worth it.

10 Because I'll tell you it can be said, well,
11 Huntington Woods, Royal Oak, these much nicer neighborhood
12 than around here so sure we have to give them this quality
13 extra costly solution. But my answer is we need it worse,
14 we need it more here. And that the money either should be
15 spent -- even if -- I heard last month that walls, noise
16 barrier walls might not be on the freeway side, but on the
17 other side. Well, if that's going to block residences I'd
18 rather those residences be taken. And that there be
19 sufficient space in terms of the feeling, the look, the
20 quality of the whole community. That it may seem like a
21 joke almost, this project is going to cost so much. And yet
22 to say to do it on the cheap is really, I think is wrong.
23 And I really hope the money is spent to do it properly in
24 terms of the needs of this community or don't do it at all.
25 I yield the floor.

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1 MR. PARSONS: Thank you, Mr. Rosen. And thank you
2 for your extraordinary efforts to get here this evening
3 despite your personal circumstances.

4 Anyone else wish to speak? Seeing no hands and
5 hearing from no one, that concludes our open mic portion of
6 this hearing. If you have not viewed the displays here this
7 evening, please do so before you leave. Please feel free to
8 ask questions of MDOT staff and consultants. Above all,
9 please express your comments for the record either by
10 speaking to the court reporters or writing MDOT a note.

11 In closing, please be aware that your comments do
12 influence the study process. We are here to listen. We are
13 concerned with your views on the issues and the impacts of
14 whatever is done to address border crossing mobility and
15 security in Detroit. All the information obtained during
16 this hearing including all the letters and written
17 statements received will be shared with the study team as
18 well as management of MDOT and the Federal Highway
19 Administration. By June 2008, a copy of the official
20 transcript including all the public comments will be
21 available at the same review sites and MDOT offices used for
22 displaying copies of the DEIS mentioned earlier in this
23 presentation.

24 In the time remaining, you may view the displays,
25 ask questions of the department representatives and express

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I certify that this transcript, consisting of 39 pages, is a complete, true and correct transcript of the public hearing and testimony taken in this case on March 19, 2008.

April 1, 2008

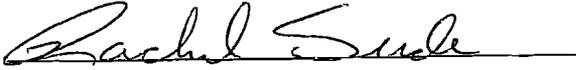
Melynda C. Jardine

Melynda C. Jardine, CER 7536
Network Reporting Corporation
2604 Sunnyside Drive
Cadillac, Michigan 49601-8749

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April 1, 2008



Rachel Sunde, CER 6538
Network Reporting Corporation
2604 Sunnyside Drive
Cadillac, Michigan 49601-8749



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STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION

In the Matter of:
Draft Environmental Impact Statement for the
Detroit River International Crossing Study

_____ /

PUBLIC HEARING

7150 West Vernor Highway, Detroit, Michigan
Wednesday, March 19, 2008, 5:00 p.m.

- APPEARANCES:
- ROBERT H. PARSONS
Hearing Officer
 - JOSEPH CORRADINO
Appearing for The Corradino Group
 - MOHAMMED ALGHURABI
Appearing for MDOT
 - BRUCE CAMPBELL
Appearing for Parsons Transportation

RECORDED BY: Rachel Sunde, CER 6538
Melynda C. Jardine, CER 7536
Certified Electronic Recorders
Network Reporting Corporation
1-800-632-2720



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Statement by Mr. Richard Rosen 3



1 Detroit, Michigan

2 Wednesday, March 19, 2008 - 8:03 p.m.

3 REPORTER: The time is 8:03 p.m. This opens the
4 State of Michigan Department of Transportation matter of
5 Draft Environmental Impact Statement/4(f) Evaluation for the
6 Detroit River International Crossing Study on Wednesday,
7 March 19, 2008 at La Sad Gymnasium, 7150 West Vernor
8 Highway, Detroit, Michigan.

9 MR. RICHARD ROSEN: Richard Rosen, 32073 Concord,
10 Madison Heights, Michigan 48071. And though my address
11 isn't the Detroit address, I lived most of my life in
12 address, and I've been asked to speak to the Detroit City
13 Council about some ordinances, a major ordinance that was
14 passed, and get involved in after this in Detroit,
15 especially for the other communities as well. And the most
16 recent effort was to have semi-trailer trucks removed from
17 the street of the apartments in Madison Heights.

18 Now, it's very easy, because there's a city
19 manager form of government. The mayor just chairs the city
20 council; the police. There's a small community there for
21 me. And so, gaining access to it is very easy to people who
22 can get things done. Here, Delray is a neighborhood. If
23 this were just a suburb, or if there was a ward system of
24 city council, then there would be someone representing the
25 people at every meeting. That hasn't been the case.

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1 Occasionally the city council will send some assistance.

2 While I believe these hearings are required by
3 Federal law, and there's presented with different choices of
4 street lamps near the bridge or -- this really just
5 constitutes a dog and pony show. It doesn't really say --
6 it doesn't give people any real input or choice that I
7 believe that the ramps and bridges leading from 75 to the
8 bridge should all be at or below grade level, just as they
9 are on Woodward and 10 Mile by Detroit Zoo, and Woodward and
10 696 as you approach it.

11 I believe that homes should be purchased for a
12 value that's sufficiently high that people can afford to
13 purchase homes with the money they've received. And that
14 there be some plan of, "Here's the land. We suggest you
15 build in a community." I really believe that about a year
16 ago I thought that Southwestern High School should be moved.
17 But now I think that rather than rebuilding it, there are
18 ways to substantially reduce the level of pollution, and
19 also the negative visual impact in this area.

20 And just as people have said, the cable-stayed
21 bridge, it's ugly -- I've just seen one in Toledo -- I dare
22 them to take a bus trip. Before it was completed, they took
23 people on a bus trip there. Whereas, I went to Toledo when
24 it was completed myself -- to the zoo there -- but I went
25 out of my way to cross the bridge to see the effect. Now,

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1 when the Detroit River curves at that point, you see, it's
2 wonderful as it goes down river. Now, a vertical curve of a
3 suspension bridge, it's of the community, rather than just
4 the sharp lines of a cable-stayed bridge, which by necessity
5 has to have higher towers, while this may normally say, "How
6 foolish." It's just a matter of aesthetics.

7 Manuel Maroun is known to be one of the cheapest,
8 least socially minded people who have seen wealth in
9 Michigan. And, yeah, he has the bridge blue, main cable
10 white, main cable with lights on it. I think in part, he
11 does this for business reasons. And ironically to do a
12 cable-stayed bridge that's cheaper in an area where less
13 cars will cross is penny wise and pound foolish, which may
14 seem ridiculous talking about hundreds of thousands --
15 millions of dollars project.

16 But, yes, I think that pride of place and in a
17 community that's in enough financial trouble as this one is
18 that there are counter veiling forces. On one hand, the
19 Hispanic community is growing very nice, but there's also --
20 it's a highly polluted area and parts of it are sort of a
21 wasteland. But the community grows and changes, and there
22 shouldn't be something superimposed on the community that's
23 so ugly that it may tend to put a brake to some degree on
24 development of the community.

25 And this, combined with the gateway project,
Page 5

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1 there's just a maze of roads, and there really has to be
2 adequate shielding, not just in terms of noise, but in terms
3 of appearance, a sense of neighborhood, and that how people
4 feel about their neighborhood, well, basically we're all --
5 we're human beings. As some of the people in Oakland County
6 would say, "Yeah, how beautiful is our community." Well,
7 people around here have the same feelings too, and they're
8 entitled to projects that is as detailed and costly as is
9 found necessary there.

10 And the people around here may be complaining less
11 and when they see all these plans and don't quite understand
12 them, it may be a pushover. But I really think that
13 people -- that it's a question of who is this going to be
14 built for, and that ultimately, even the Mackinac Straits
15 bridge, they're sabotaging that by more conservative
16 politicians, who want to do that here. And ultimately that
17 was only built because David B. Steinman, who is one of the
18 two most famous bridge architects in the world, and he
19 started -- he actually designed, which cost hundreds of
20 millions of dollars, even in the early '50's, on his own,
21 using his money.

22 And that's why banks, "If Steinman feels that way,
23 we'll do it." And I'm saying that I don't want compromises
24 here. Push for the best, that ultimately there will be more
25 support for it, and the Department of Transportation

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1 primarily should serve the people of Michigan, and not
2 people in Alberta or Pennsylvania or wherever. Then
3 otherwise, it's just -- that one thing -- and make it one's
4 mission. It is in too narrow a sense without paying
5 attention to people who are being trampled on in the
6 process. Whereas, those people are just as important in
7 terms of what should be the Department of Transportation's
8 mission as long-distance truckers, who are going to be the
9 primary users of the new -- of the second bridge. That's
10 about it.

11 (Statement concluded at 8:12 p.m.)

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April 1, 2008

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April 1, 2008



Rachel Sunde, CER 6538
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GET INVOLVED!

Your comments are important and will become a matter of public record. A Final Environmental Impact Statement will be prepared after the close of the comment period April 29, 2008. The Final Environmental Impact Statement will summarize all comments received on the DEIS and respond to them, and will identify a Preferred Alternative.

* * * PLEASE PRINT CLEARLY * * *

Name NANCY VENTIMIGLIA
Address [REDACTED]
City / Zip [REDACTED]
Email [REDACTED]

TELL US WHAT YOU THINK.

We want to know what you think. Is there an issue we did not address? Everything you say about this project is important. Please use the space below and on the back. Turn your comment form in to available staff at the Public Hearing, or give your comments orally to the court recorder available in the room. If you wish, you may mail your comments or email them (see back of this sheet for more information).

WILL THE "NEW" MEDICAL/FIRE/POLICE
ON FORT ST. STILL BE ABLE TO RESPOND
TO CALLS.

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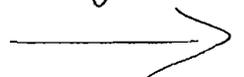
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Name Mark Crowley
Address [REDACTED]
City / Zip [REDACTED]
Email [REDACTED]

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My question is this: the X-10 or X-11 crossing will pretty much render the Ambassador to a position of second fiddle. Why didn't MDOT think the Gateway Project through



Additional Comments

to include a vision w/ the downriver site?

The state could have saved millions if this project decision would have been delayed.

Comments must be e-mailed, faxed or postmarked on or before April 29, 2008.

If possible, please return this before you leave. If not, please mail it to:

**Robert H. Parsons, Public Involvement and Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909
Fax: (517) 373-9255
Email parsonsb@michigan.gov**

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* * * PLEASE PRINT CLEARLY * * *

Name Leslie Walden
Address [REDACTED]
City / Zip [REDACTED]
Email [REDACTED]

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I see that Detroit Friends Meeting (Quakers) is missing ^{Section ~~3.1.1~~ 3.1.3 p 3-1} from the list of principal religious organizations. I hope future versions of the environmental impact study will correct this. We are at 6227 W. Fort St, next to the Latin American Baptist church.

Leslie E. Walden Jr.

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* * * PLEASE PRINT CLEARLY * * *

Name _____

Address _____

City / Zip _____

Email _____

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*If cannot stay strong, we can look forward to
a great bridge in SW Detroit.*

*I am pleased at the detail in the planning
and the clear way it is presented.*

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* * * PLEASE PRINT CLEARLY * * *

Name Gerardo Evangelista - Bridging Communities, Inc.
Address [REDACTED]
City / Zip [REDACTED]
Email [REDACTED]

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I want to be assured that any
public crossing includes a Community
Benefits Agreement that is a
separate legally binding document

that includes mitigation of the

Additional Comments

environmental, housing, air quality,
business and community impact
caused by the public Bridge
for the Delray Neighborhood
and any other area in
SW Detroit that is impacted
by the public bridge.

Comments must be e-mailed, faxed or postmarked on or before April 29, 2008.

If possible, please return this before you leave. If not, please mail it to:

**Robert H. Parsons, Public Involvement and Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
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Lansing, MI 48909
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Name John Bellamey, Partner, Detroit Tube Products
Address [REDACTED]
City / Zip [REDACTED]
Email [REDACTED]

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We have been located at Junction + Driggs for nearly 100 years. Our factory employs 30 Detroit Taxpayers and we are good neighbors.

We are very worried about X-11 destroying our business. What method will be used to compensate and relocated? The cost of new buildings as well as the disruption would be huge over →

Additional Comments

I am surprised that, as one of "only 41-56 businesses" to be affected, we have not yet been contacted.

We love going to Canada, and a new bridge, either DRK or DIBG, would be great.

But X-11 scares us a lot! Please contact us!

Thank you,



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If possible, please return this before you leave. If not, please mail it to:

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Bureau of Transportation Planning
Michigan Department of Transportation
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* * * PLEASE PRINT CLEARLY * * *

Name ORAN B. GRACE
Address [REDACTED]
City / Zip [REDACTED]
Email [REDACTED]

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It appears judging by the Contention that is going on in the vicinity of THE AMBASSADOR BRIDGE that it has already been decided where the second crossing will be located.

ONTARIO DOES NOT WANT AN ADDITIONAL CROSSING IN THAT LOCATION.

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* * * PLEASE PRINT CLEARLY * * *

Name MARY LOUBRIEL
Address [REDACTED]
City / Zip [REDACTED]
Email [REDACTED]

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I dont like alternative 1 because it looks like they will make West end a truck route and I am 100% against that because it will cut right through the area of Delroy that will be left.

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* * * PLEASE PRINT CLEARLY * * *

Name MARID HERNANDEZ

Address [REDACTED]

City / Zip [REDACTED]

Email [REDACTED]

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IF A BRIDGE IS BUILT I WOULD RATHER IT NOT BE OWNED BY ONE INDIVIDUAL. I THINK (I KNOW) BUILDING CAN ONLY HELP THE AREA AS WELL AS IT'S RESIDENTS. I WISH IT COULD BE DONE AS SOON AS POSSIBLE, AT LEAST THE PROPERTY ACQUISITION.

Additional Comments

JUST DO IT!

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If possible, please return this before you leave. If not, please mail it to:

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* * * PLEASE PRINT CLEARLY * * *

Name THERESE BELLAIMEY - DETROIT TUBE PRODUCTS

Address [REDACTED]

City / Zip [REDACTED]

Email [REDACTED]

TELL US WHAT YOU THINK.

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HAS YOUR PROJECTION OF 128% TRUCK TRAFFIC INCREASE BY 2035,
TAKEN INTO ACCOUNT 1) PRICE OF FOSSIL FUEL 2) DECLINE IN N-AMERICAN
AWTD INDUSTRY - WHICH ACCOUNTS FOR LARGE PERCENTAGE OF THAT \$1 BB/DAY
IN TRANSIT - AND 3) THE PROJECTION OF ADDED HASSLE-FACTORS TO ~~WIDEN~~ TRAVEL
ACROSS THE BORDER THAT WOULD LIKELY MAKE BUSINESSES LIMIT THEIR CROSSINGS
AND CONSOLIDATE OPERATIONS TO ELIMINATE PREVIOUSLY EASY TRIPS?

MORE.1

Additional Comments

② I VERY MUCH OBJECT TO ANY PLAN FOR PLAZA AND FREEWAY CONNECTIONS THAT ELIMINATES OR DEGRADES THE JUNCTION AVENUE OVERPASS ON I-75. OUR COMPANY IS ON SOUTH JUNCTION AND ~~WE~~ WE DON'T WANT TO BE CUT OFF.

③ DO YOUR PLAZA, RAMP, AND FLYOVER MODELS ACCOUNT FOR THE AIR QUALITY FOR NEIGHBORS ~~FROM~~ FROM IDLING TRUCKS? FLOW OF TRAFFIC ACROSS THE BORDER IS LIMITED BY THE STAFFING OF CUSTOMS/IMMIGRATION. CUSTOMS OFFICERS ARE INADEQUATE AT OUR CURRENT CROSSINGS - WHAT KIND OF ASSUMPTIONS (AND HOW ACCURATE ARE THEY) DID YOU MAKE ON THIS ANGLE? TRUCKS WILL SIT IDLING ON THE BRIDGE WHILE WE WAIT FOR INSPECTION UNLESS THEY CAN BE CHECKED MORE QUICKLY.

④ YOUR LONG-DRAGGED-OUT STUDY HAS CAUSED FEAR AND NEIGHBORHOOD DECLINE.

Comments must be e-mailed, faxed or postmarked on or before April 29, 2008.

If possible, please return this before you leave. If not, please mail it to:

**Robert H. Parsons, Public Involvement and Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909
Fax: (517) 373-9255
Email parsonsb@michigan.gov**

For more information visit our Web site at www.partnershipborderstudy.com

The Detroit River International Border Crossing DRAFT ENVIRONMENTAL IMPACT STATEMENT Comment Form

The Michigan Department of Transportation (MDOT) is sponsoring the Detroit River International Corridor (DRIC) Study in southeastern Michigan. The purpose of the DRIC Study is 1) to provide safe, efficient and secure movement of people and goods across the Canadian/US border on the Detroit River area to support the economies of Michigan, Ontario, Canada, and the US; and 2) to support the mobility needs of national and civil defense. Nine Practical Alternatives have been identified for a new Detroit River crossing, a plaza and a connection to I-75. This is your opportunity to comment on the Draft Environmental Impact Statement (DEIS), which provides background on the project and presents the impacts of the alternatives.

GET INVOLVED!

Your comments are important and will become a matter of public record. A Final Environmental Impact Statement will be prepared after the close of the comment period April 29, 2008. The Final Environmental Impact Statement will summarize all comments received on the DEIS and respond to them, and will identify a Preferred Alternative.

* * * PLEASE PRINT CLEARLY * * *

3/18/08
at SWHS

Name Mr & Mrs
Address [REDACTED]
City / Zip [REDACTED]
Email _____

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I prefer Alt. #3 or #11 — for sound issue
and would like to have noise walls
to not interfere with our view to
Downtown & River

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* * * PLEASE PRINT CLEARLY * * *

Name THERESE BELLAMEY OWNER, DETROIT TUBE PRODUCTS
Address [REDACTED]
City / Zip [REDACTED]
Email [REDACTED]

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CROSSING X-11 WOULD BE A SEVERE HARDSHIP FOR
MY BUSINESS THAT EMPLOYS 26 FULL-TIME MICHIGAN
RESIDENTS AND HAS BEEN HERE SINCE 1911. WE ARE NOT
PORTABLE AND DO NOT WANT TO MOVE. PLEASE DO
NOT BUILD THE BRIDGE ON TOP OF OUR THRIVING
FAMILY-OWNED COMPANY. IT MAY SEEM HEARTLESS TO
CHOOSE BUSINESSES OVER RESIDENCES, BUT YOU OUGHT TO.

Additional Comments

THERE IS ENOUGH VACANT LAND IN DETROIT TO LOCATE 100% OF DISPLACED RESIDENTS IN A CONTIGUOUS NEW/INFILLED AREA AND MAKE A NEW DELRAY.

I'M IN THE FOOTPRINT ~~AREA~~ OF XII AND DID NOT GET A VISIT FROM MDOT. HOW MANY OTHERS DIDN'T HAVE A CHANCE TO BE COUNTED. PLEASE TAKE THE TIME TO REVIEW DATA AND ASSUMPTIONS.

IF YOU MUST BUILD A REDUNDANT, TAXPAYER-FUNDED BRIDGE (AND I AM NOT CONVINCED) THEN PLEASE MAKE IT ONE OF THE SOUTHERN OPTIONS X-10.

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* * * PLEASE PRINT CLEARLY * * *

Name Marcel Garry
Address [REDACTED]
City / Zip [REDACTED]
Email [REDACTED]

TELL US WHAT YOU THINK.

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No build is not an option. Without careful planning like DRIC ~~the~~ and an associated community benefits agreement, this neighborhood and the people in it will continue to be overrun with trucks.
Please continue your work and listen to the

Additional Comments

community stakeholders. Make the investments to continue to support PEOPLE and our development. Make the investments to continue to support this neighborhood and ~~the~~ its economic growth. Make the investments that support efficient and safe borders. You can accomplish all of this if you are committed to doing the right thing. I know you can do it. We can do it.

Also, you should know that I came because Mohammed called me (electronically) twice. That really works! Thank you for doing that MDT & Mohammed. Mohammed - Do you speak Spanish too?

Important items for me include: Maximize North South connections between neighborhoods & W. Jefferson to assist in access to Fort Wayne & River.

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**Comments Submitted By the Community Health and Social Services (CHASS) Center, Inc.
To the Michigan Department of Transportation for Inclusion in the
Detroit International River Crossing Environmental Impact Statement (EIS)**

Wednesday, March 19, 2008

Good evening, my name is Denise Pike and I am appearing on behalf of the Community Health and Social Services Center, better known in the community as CHASS. CHASS is a federally qualified health center, one of only four FQHC organizations in the City of Detroit, providing primary care and related social services to the uninsured and underinsured in our community. In 2007, CHASS provided services to a total of 13,202 unduplicated users. Our pharmacy filled more than 48,000 prescriptions and more than 600 babies were born to CHASS families. That number represents approximately 27% of all births at Henry Ford Hospital's Main Campus.

CHASS is a landmark in the community, having been in existence for 38 years and at in our current location on Fort Street near Junction, in an antiquated 15,000 square foot former auto dealership, for the preponderance of that time. We are one of the larger nonprofit employers in the area with a staff of 67 employees, many of whom have been with the organization well over 10 years.

While we recognize the goals of the DRIC initiative and applaud the efforts to keep Michigan competitive, we have a number of concerns about the proposals put forth and their direct, and indirect, impacts to our organization.

First and foremost, is the need to relocate the Center as identified under the section of the report titled Adverse Impacts to Environmental Justice/Title VI Population Groups. As noted earlier, CHASS is a landmark in its current location. We do no advertising to increase our patient base yet even new immigrants to the country know where we are by word of mouth. Our services are so necessary that we simply cannot squeeze another patient in our current facility. Wait times for new patient appointments are at minimum two months.

Given that, CHASS is aggressively pursuing construction of a new facility on land adjacent to the Center that we own. The new building is projected to be triple the size of our current facility and will be sited on what is now a parking lot. We have released a Request for Proposal for Architects and are working with a local development consultant on financing. We anticipate that we will be under construction in the next twelve to fifteen months. For the people of this community the new facility will enable CHASS to more than double its patient capacity, from 13,000 to 26,000, and triple the number of encounters, or patient visits, that our staff can provide. In 2007, CHASS staff provided a total of 80,000 units of medical, dental or social work services.

Alternative #5 appears to the scenario with the most impact to our organization. In that Alternative a corner of the property where the new building footprint is planned is in the path of acquisition,

effectively taking half of the facility that we are so diligently working to build. Delaying our construction would delay much needed health care services to the residents of our community. With a projected 500,000 Detroiters who are uninsured or underinsured the lack of access in the City is, in and of itself, a health care crisis. Delaying the opportunity for the people of Southwest Detroit to have a medical home would be a crime. Therefore, we ask that Alternative #5 be removed from consideration.

Indirectly, however, our organization is impacted by the further dissection and isolation that this project seems to bring to Southwest Detroit. During the presentation last evening, I heard that a number of cross streets that connect the neighborhoods north and south of I-75 will be lost. This elimination of connectors between the two sections of the community will, most certainly, result in isolation for businesses and residents who remain south of the freeway and for CHASS it will further limit access to our users. Many of our clients walk to the Clinic via Junction. In area where so many residents either have limited transportation or none at all, and the bus service is unreliable at best, it seems contradictory to limit their ability to access necessary, or even desired, services by foot. Walkability is all the rage in urban areas and this plan seems to say that walkability is great, unless you want to walk to something south of I-75 in Delray.

Again, we support the efforts to increase economic development in Michigan and recognize the need for the process that we are now experiencing. We hope that the Michigan Department of Transportation recognizes the ongoing efforts of CHASS Center. The timing of our project could not be more critical. Thousands of Detroiters face daily choices to put food on the family table or pay for the cost of health care coverage. One medical emergency could mean financial ruin for individuals and families across the City. Increasing the safety net for these people has been a goal of the Michigan Department of Community Health. CHASS is seeking to help achieve that goal by increasing the opportunity for thousands to find a medical home here. The cooperation of MDOT is imperative in bringing this plan to fruition.

Thank you.

Contact Information:

Denise C. Pike, AICP
Development Director
CHASS Center, Inc.
5635 West Fort Street
Detroit, MI 48209

p: 313.849.2330

e: dpike@chasscenter.org



FACTS ABOUT CHASS CENTER, INC.

2007 Successes

The provision of medical and dental services to 13,200 unduplicated users.



A total of 48,000 prescriptions filled at the CHASS pharmacy.



More than 600 healthy babies born to CHASS families (27% of all births at Henry Ford Hospital's Main Campus).



To promote healthy eating REACH conducted 166 mini-markets at 16 locations, 139 food demonstrations at 33 locations, 125 community education events and 250 support group sessions.



The REACH Family Intervention program documented improved health status in program participants. At the start, 70.8% of participants had blood sugar levels ≥ 7 putting them at a higher risk for diabetes complications; After one year this percentage dropped to 57.3%.



The La Vida Domestic Violence program serviced more than 950 women with education, counseling and legal services. Its youth coordinator provided education to 621 young people on healthy dating/relationships at five middle and high schools in the community.

OUR MISSION

To develop, promote and provide comprehensive, accessible and affordable quality primary health care and support services to all residents of the community, with special emphasis on the underserved African American and Latino populations. CHASS is committed to the overall well-being of the community.

OUR VALUES

- * The belief that health care is a basic human right.
- * The commitment to the provision of culturally competent health care services.
- * The provision of primary health care to the uninsured and underinsured.

OUR SERVICES

CHASS serves as a medical home for individuals throughout the life span at three sites. The largest site, which also houses the organization's administrative headquarters, is located in Southwest Detroit. A second site opened in 2001 in Detroit's Midtown community. The third site is a School Based Health Center located inside Western International High School. Within each site CHASS' medical and dental staff provide culturally competent, bilingual health care services.

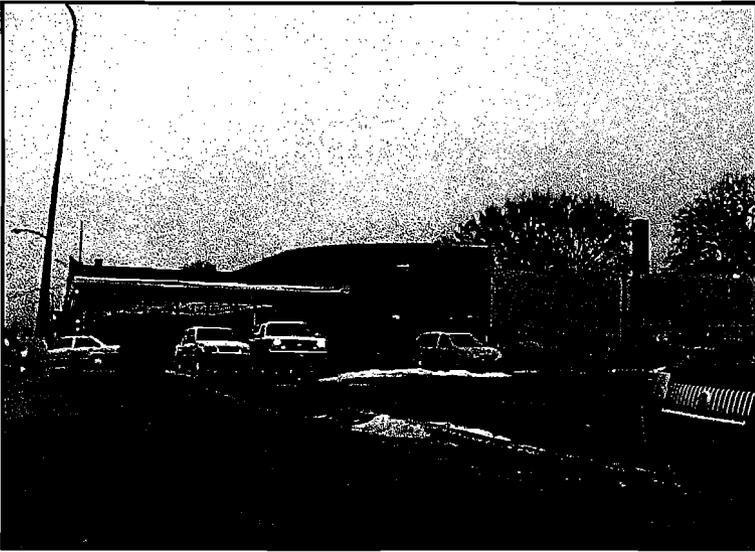
CHASS also serves to address issues in a person's environment that negatively impact on individual health. Social work services include counseling and resource referral. The Women, Infant and Children (WIC) program, housed within the Southwest site, provides nutritional counseling to mothers and children. The REACH Detroit Partnership works to inform, educate and involve families, communities and health care systems to prevent and manage diabetes among Detroit residents targeting African American and Latinos living in the east side and southwest communities of the City. And the La Vida program seeks to ensure the availability, accessibility and utilization of a range of locally relevant, culturally competent domestic violence prevention and support services for Southwest Detroit families and youth.

OUR PATIENTS

- CHASS users are 65% Latino, 28% African American, 1% White/Caucasian and 6% Other.
- 45% of all users are best served in a language other than English.
- 70% are uninsured, 15% have Medicaid, 7% have Medicare and 8% are commercially insured.

5635 West Fort Street
Detroit, MI 48209

To learn more about CHASS
visit our website at www.chasscenter.org
or call 313.849.3920 ext. 294



Looking east to existing clinic on Fort



Looking east to parking lot

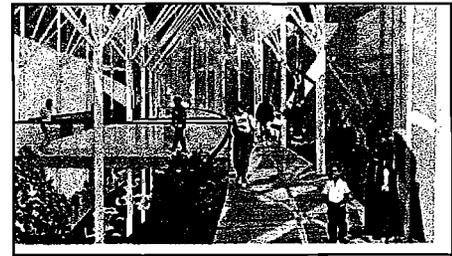
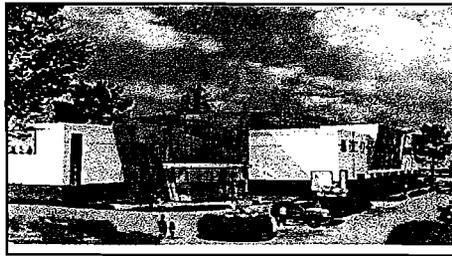


Looking north to Fort from the alley



Looking south from Fort

Site Photographs – CHASS Building Initiative



CHASS CAPITAL CAMPAIGN

Building Features

The building design features two rectangular buildings connected by a centralized waiting area and "healing garden." The two sections of building represents a pair of healing hands cupped in a protective stance. The centralized waiting area / healing garden represents a protected child/patient and creates both a healing environment and an environment for health.

•••

Four medical pods, totaling 8,300 square feet of medical clinic space, will support 24 examination rooms and four procedure rooms.

•••

Six dental operatories, Pharmacy services, lab and WIC, also on the first floor, compliment the medical service areas.

•••

Centralized administration will house Executive Offices, Information Technology, Business Operations, Fund Development and Medical Billing staff.

•••

Programs to serve the community such as REACH and La Vida will be located on the second floor adjacent to a demonstration kitchen for nutritional counseling and healthy cooking classes.

THE PROBLEM

CHASS' Southwest site is located within a retrofitted automobile dealership that is antiquated and at capacity. All available space has been transformed into waiting rooms, examination and treatment rooms, education and conference rooms, and offices. The building has become an impediment to current program expansion and has hindered efforts to grow the client base to meet the health care demands of the community.

THE PROJECT

CHASS plans to develop and construct a 48,000 square foot medical facility to be constructed adjacent to the existing CHASS Center on land already owned by the organization. The new facility will include expanded clinical operations, as well as, the organization's administrative headquarters. Designed to be "green," the building will create a healing environment utilizing natural daylight, temperature controls, good indoor air quality and reduced pollution (noise, light, odors, etc.) A two-story atrium constructed of a mixture of clear and colored glass panels will serve as a centralized first floor waiting area and second floor walking track. During the day, sunlight will dance through the clerestory windows illuminating the interior with colors, changing like a kaleidoscope from morning to night. During the evening, the illuminated glass will serve as a healing beacon to the community. The centralized waiting area will also house a play area for children, water feature and healing garden creating a comfortable space for families awaiting appointments.

THE BENEFITS

The new facility will:

- * Improve the health of the community by doubling patient capacity and reducing patient wait times,
- * Grow relationships with local businesses through the provision of worksite wellness programs,
- * Facilitate funded research initiatives to better understand the underlying causes of disease and health disparities.
- * Provide for sustainable revenue streams to insure the long term viability of the organization.

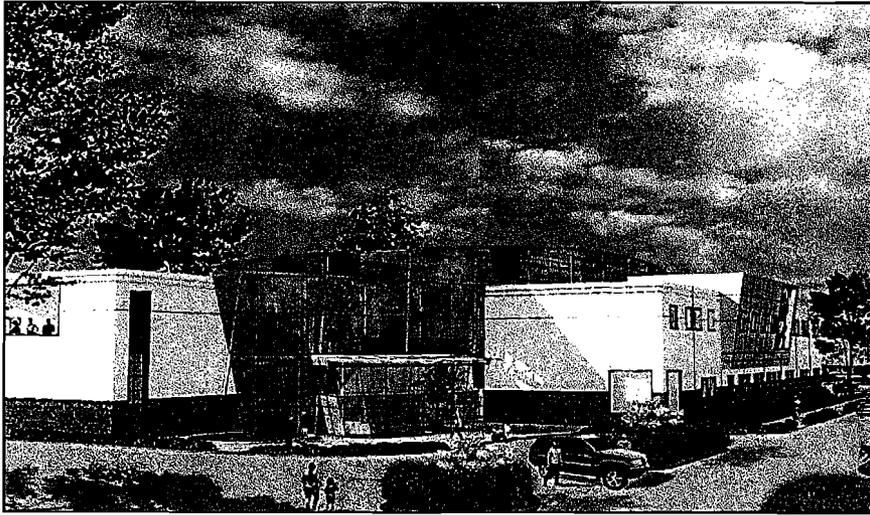
THE GOAL

The total development cost for the new facility is \$13 million. Currently, CHASS has secured approximately 60% of its goal. Henry Ford Health System invested the campaign's lead gift of \$3 million.

5635 West Fort Street
Detroit, MI 48209

To schedule a tour of CHASS
contact Denise Pike, Development Director
at 313.849.3920 ext. 294 or dpike@chasscenter.org

COMMUNITY HEALTH AND SOCIAL SERVICES CENTER, INC. PROPOSED BUILDING ELEVATIONS



Exterior Facade 1

Interior Program

The glass enclosed healing garden has a two-story atrium. Surrounding the atrium is a suspended walking track that opens to administrative and program offices, as well as, medical billing, information technology and fund development offices. The facility will provide for centralization of CHASS administration.

Sustainability

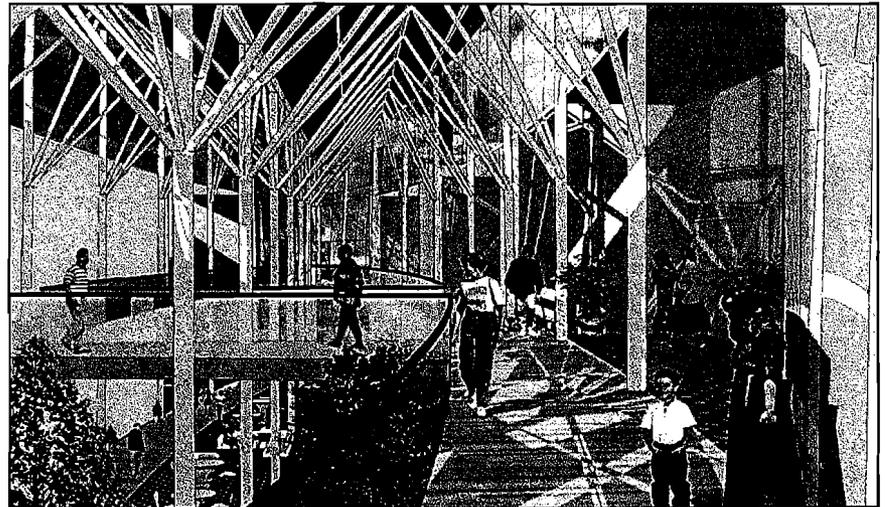
CHASS is committed to achieving a silver LEED certification from the U.S. Green Building Council. "Green" design options include the use of a vegetative "green" roof over the building on each side of the healing garden, collection of storm water for reuse within the building, geothermal heating and cooling and the use of natural light and lighting sensors to significantly reduce the daily demand for electricity. Final options will be determined as a result of an eco-charette, which includes a long term cost benefit analysis for the organization.

Exterior Features

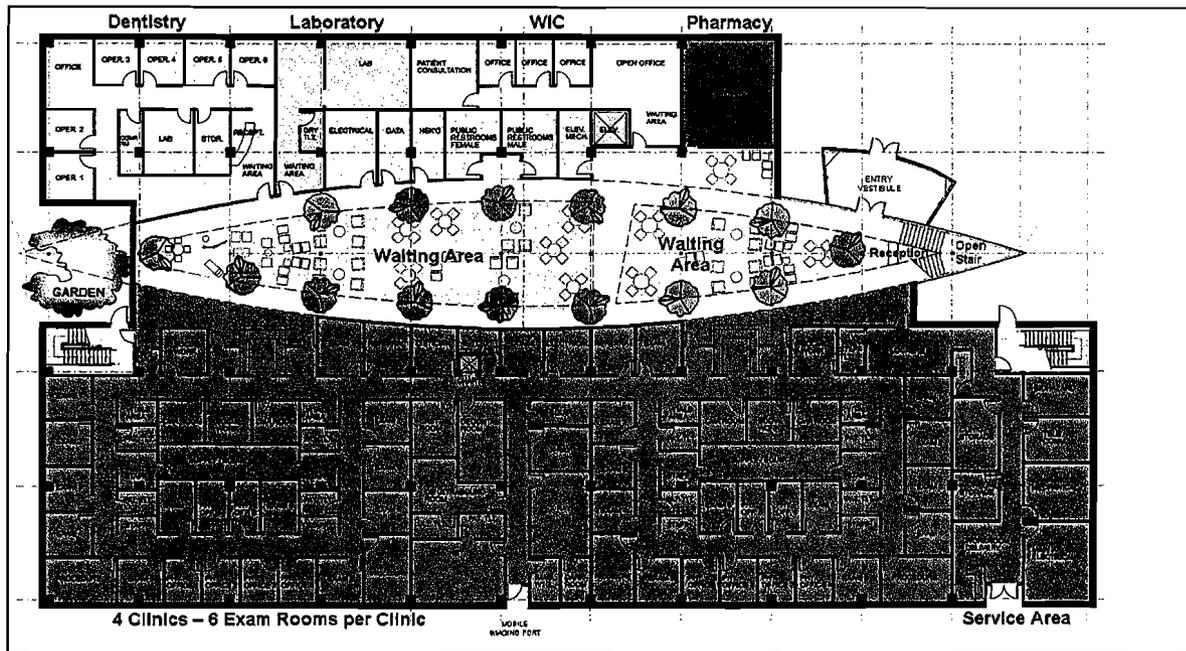
The clinical and business functions are enclosed by masonry walls of two colors and textures that reflect the scale, detailing and color associated with Hispanic architecture, as well as, provide a durable, maintenance free exterior.

The central 'healing garden' utilizing clear glass and a series of colored panes, providing a comfortable environment for families experiencing various ailments. During the day, sunlight dances through the clerestory windows and illuminates the interior with colors, changing like a magic kaleidoscope from morning to night. During the evening, the illuminated glass serves as a healing beacon to the community.

This masonry façade is punctuated with individual windows that provides natural light and visibility towards the sky while isolating the functions from the street, thereby maintaining privacy and security.



Interior Cross Section 1

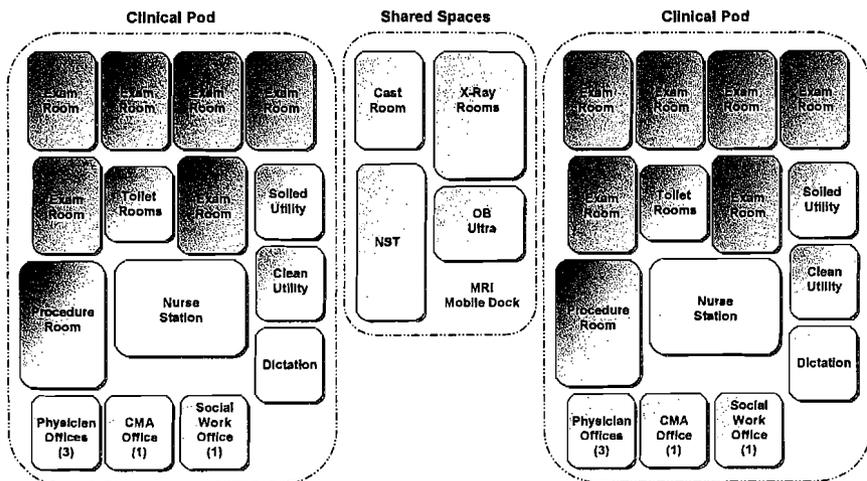


First Floor Clinical Areas

The two-story, 48,000 square foot facility is organized around a central flexible "Healing Garden" that serves as a common waiting and children's play area.

On both sides of the leaf shaped "Healing Garden" are the various medical, dental, social service, office and support functions.

The "Healing Garden" establishes a 'front door' image along Fort Street and provides a recognizable entrance on the south side.



The Medical Clinic contains four treatment 'pods', clustered around a central core of diagnostic services. Each 'pod' is identical, allowing physicians and staff to rotate seamlessly.

