

# DETROIT RIVER INTERNATIONAL CROSSING STUDY

## Presentation To SCHOOLS ADVISORY GROUP

September 19, 2006

## Meeting Agenda

- Opening Remarks
- Schools Advisory Group
  - Confirmation of Role
  - Operational Considerations
- Rationale for Area of Continued Analysis (ACA)
- Next Steps
- Closing Remarks

## Opening Remarks

## Schools Advisory Group

## Confirmation of Role

- **Purpose:**
  - Dialogue and information exchange
  - Advice/input on and joint exploration of key issues, concerns, challenges, opportunities
  - A sounding board: review and comment on project materials, tools and reports
  - Liaison — a conduit to/from the school community
  - Facilitate effective/efficient project completion
- **The Project Team commitment:**
  - Listen to, seriously consider, be respectful of participants' views, perspectives, opinions
  - Varying roles: observe, inform, clarify, facilitate

### Operational Considerations

•Meetings:

- Approximately every 2-3 months
- Typically a 2-3 hour evening session
- Varied formats/exercises
- Operating procedures, summaries and agendas

•Membership and group composition:

- Some considerations: *manageable size; continuity; generally informed perspective; fairness and balance*
- Total numbers
- Representative mix

## Rationale for Area of Continued Analysis (ACA)

Canada



Ontario



To provide for the safe, efficient and secure movement of people and goods across the Canadian-U.S. border in the Detroit River area to support the economies of Ontario, Michigan, Canada and the U.S.

In order to meet the purpose, this study must address the following regional transportation and mobility needs:

- Provide new border crossing capacity to meet increased long-term travel demand;
- Improve system connectivity to enhance the continuous flow of people and goods;
- Improve operations and processing capabilities at the border; and
- Provide reasonable and secure crossing options (i.e. network redundancy)

In meeting these needs the Project Team is looking to implement transportation solutions which minimize community and environmental impacts as much as possible.

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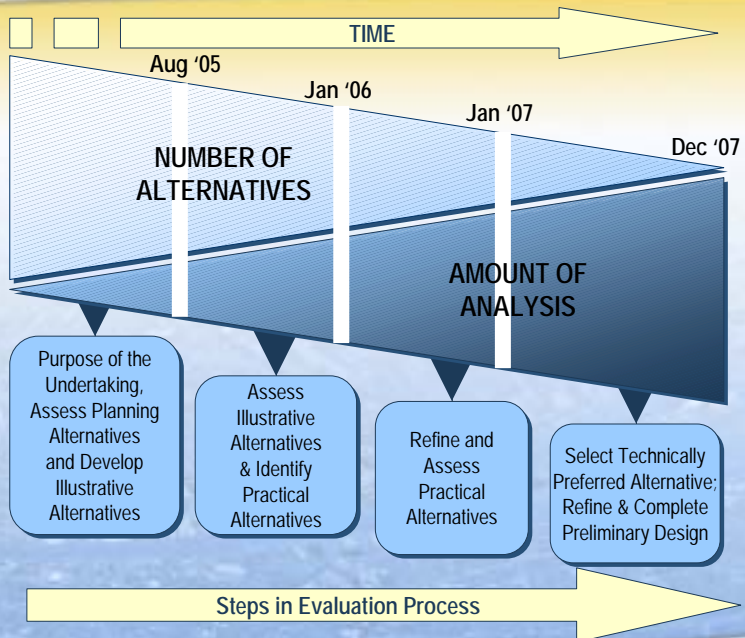
AL ASSESSMENT



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## Evaluation Process

The underlying principle for the alternatives generation and evaluation process is to start with a broad perspective and become more focused/detailed as the project progresses.



DETROIT RIVER INTERNATIONAL CROSSING ENVIRONMENTAL ASSESSMENT





- Changes to Air Quality
- Protection of Community and Neighbourhood Characteristics (includes assessment of residential and business property impacts, impacts to noise levels, access and community features)
- Consistency with Existing & Planned Land Use
- Protection of Cultural Resources (includes parks, historic sites and areas of archaeological significance)
- Protection of Natural Environment (includes plant and animal species and habitat features)
- Improve Regional Mobility
- Minimize Cost (includes assessment of constructability issues).

- Incorporated input from municipalities and communities, stakeholders and government agencies, First Nations and the general public
- Considered in the context of the national and international significance of the Detroit River crossing
- Replicable and defensible decision-making
- Common set of criteria used in both countries for all alternatives
- Two evaluation methods
- Traceable and open
- Bi-national

### • South Alternatives

- Underutilized new crossing
- Existing crossings and approach roads remain congested in the long-term
- Impacts on U.S. side

### • Not a practical long-term solution



## •East Alternatives

- Underutilized new crossing
- Existing crossings and approach roads remain congested in the long-term
- North of E.C. Row
  - Impacts to community cohesion and character
  - Inconsistency with existing/future land use
- Impacts on U.S. side

## •Not a practical long-term solution

## •DRTP Rail Corridor

- As a two-lane truckway to refurbished rail tunnels:
  - inadequate capacity to meet the long term needs of the region
- As a freeway with a new downtown crossing:
  - unacceptably high impacts to central and southern Windsor
  - not consistent with the City's plans and land uses.

## •Not a practical long-term solution

## •Twinned Ambassador Bridge

–Impacts on community cohesion and character (including historical/cultural features)

- In the area of the Plaza

- On Huron Church North of E.C. Row

–Construction staging risks and complexities

–Limited ability to provide continuous /ongoing river crossing capacity

## •Not a practical long-term solution

–U.S. customs plaza of the Ambassador Bridge included in the area of continued analysis

## •New Central Crossing

–Best overall balance of transportation benefits and community impacts

–Several access road options were considered

1. EC Row Expressway East of Huron Church Road

- »Vital for local traffic

- »Widening beyond existing Right of Way would have significant impacts

- »Complex construction staging

–Not a practical long-term solution

2. New freeway through Ojibway area:

- »Impacts to highly valued and highly unique natural complex

- »Impacts a unique and valued community/recreational feature

–Not a practical long-term solution

•New Central Crossing (continued...)

3. Huron Church/Talbot Road corridor

- »Current access road to the Ambassador Bridge border crossing
- »The effects of high traffic volumes have already shaped this area of the community in terms of its present and future uses
- »Lower community impacts in Windsor and LaSalle

-Carried forward for continued analysis

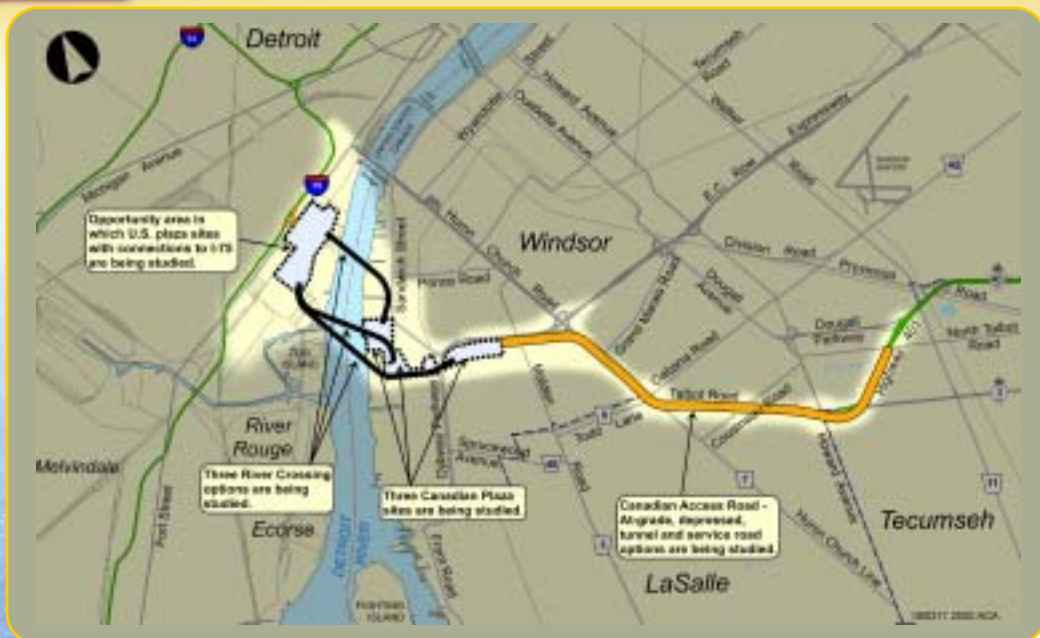
West Windsor Industrial Area

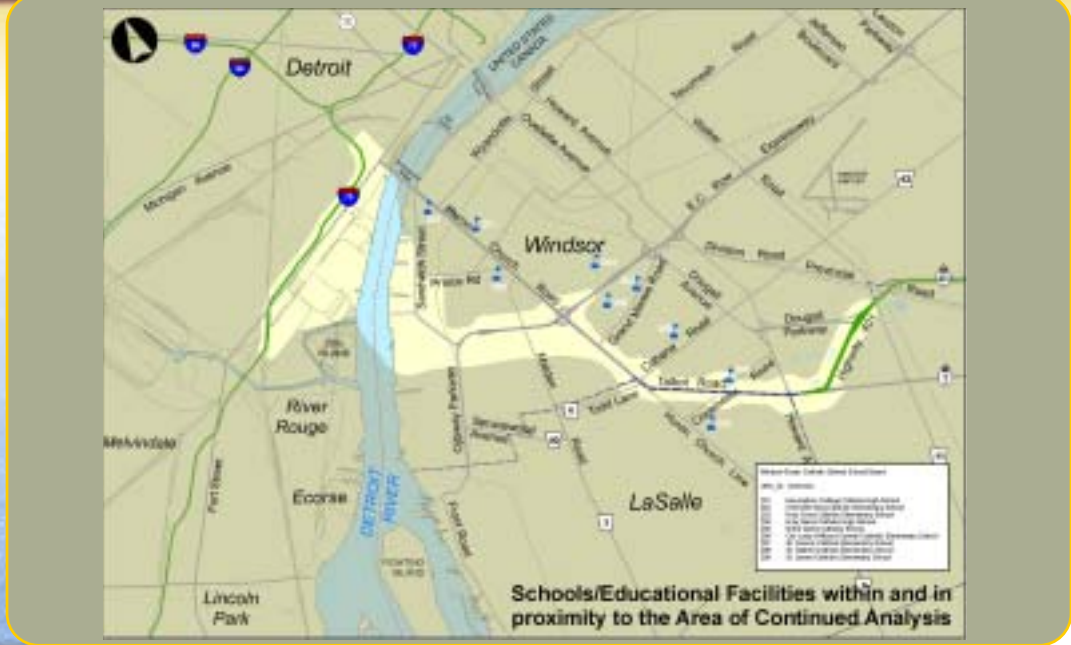
- »New plaza and crossing more compatible with the current land uses and with the needs of border agencies

-Carried forward for continued analysis

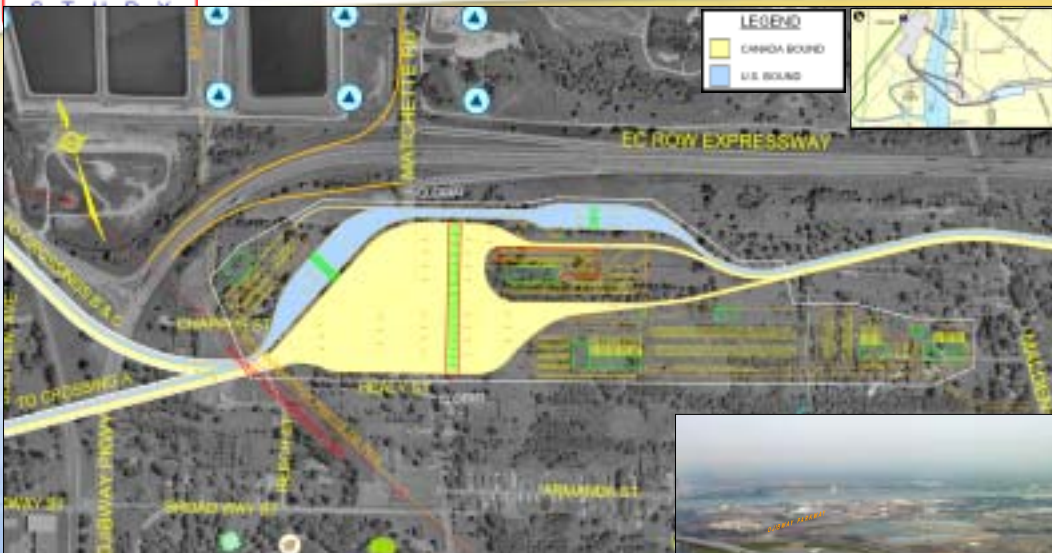
•A new crossing in the Central Area accessed via HCR/Talbot Road and the West Windsor Industrial Area will be carried forward for continued analysis

# Crossing, Plaza & Route Alternatives





# Plazas and Crossings



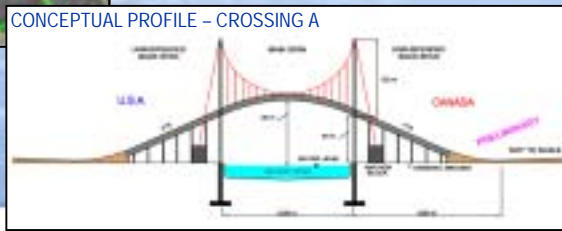




Crossing A from Plaza A



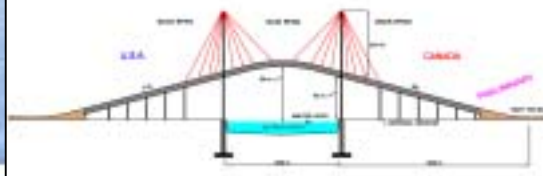
CONCEPTUAL PROFILE - CROSSING A



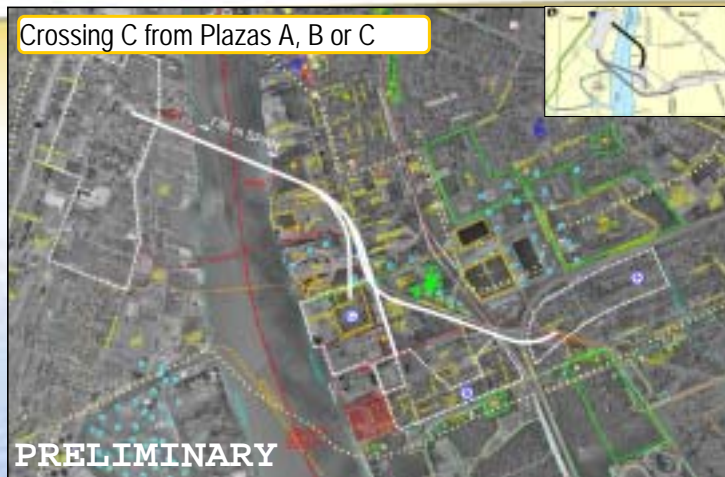
Crossing B from Plazas A or B



CONCEPTUAL PROFILE - CROSSING B AS CABLE-STAYED BRIDGE



Crossing C from Plazas A, B or C



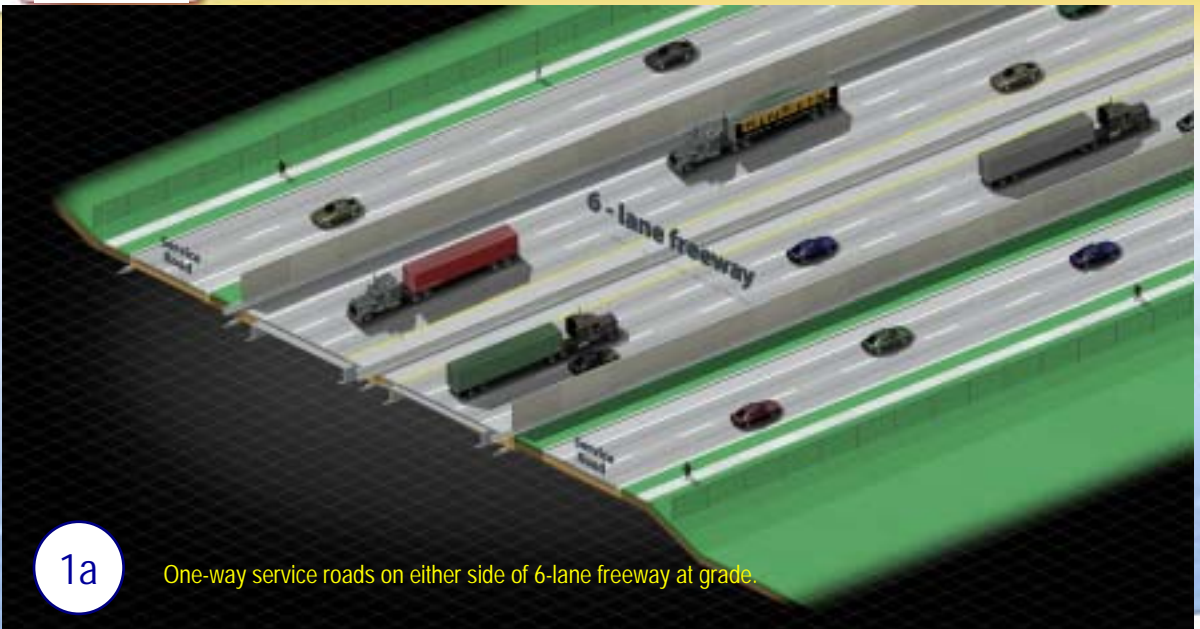
CONCEPTUAL PROFILE - CROSSING C AS A SUSPENSION BRIDGE





## Access Road Alternatives

## Access Route Alternatives





1b

One-way service roads either side of 6-lane freeway depressed.



2a

Six-lane freeway at grade, along side Huron Church/Highway 3.



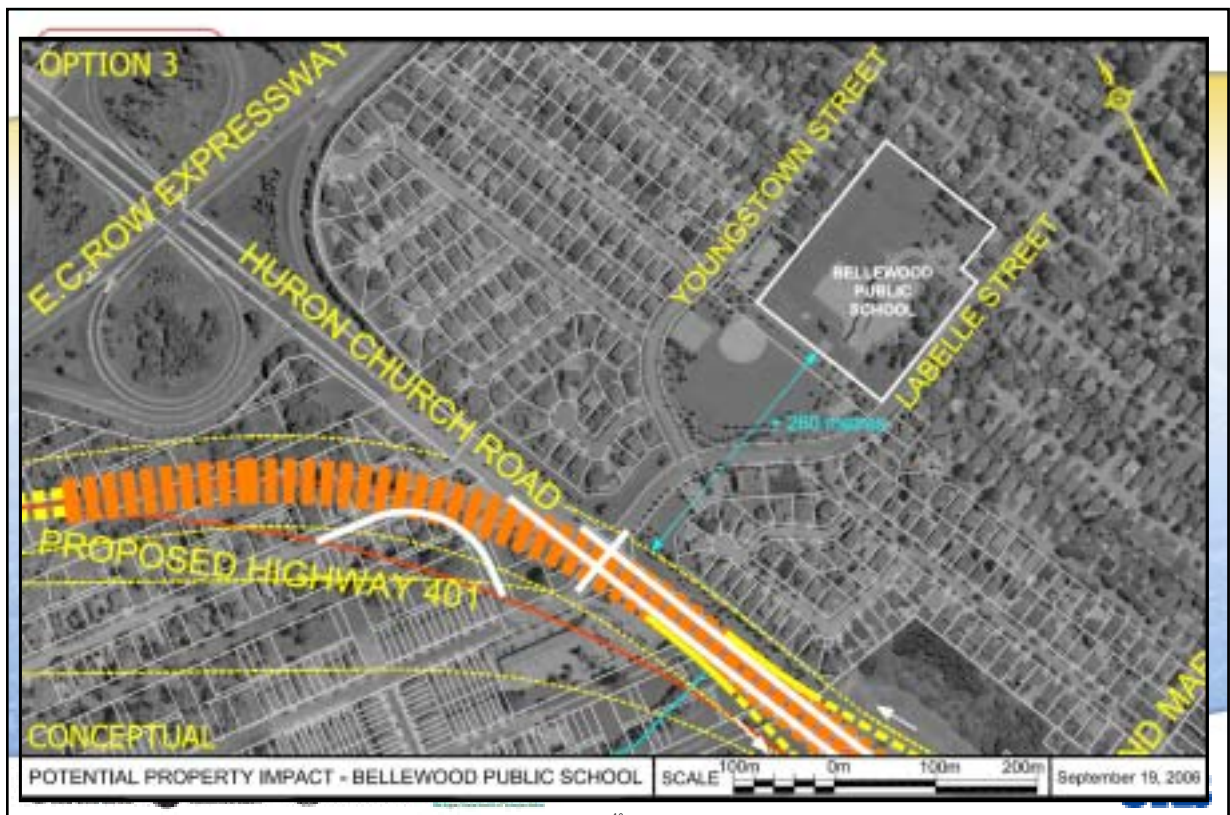
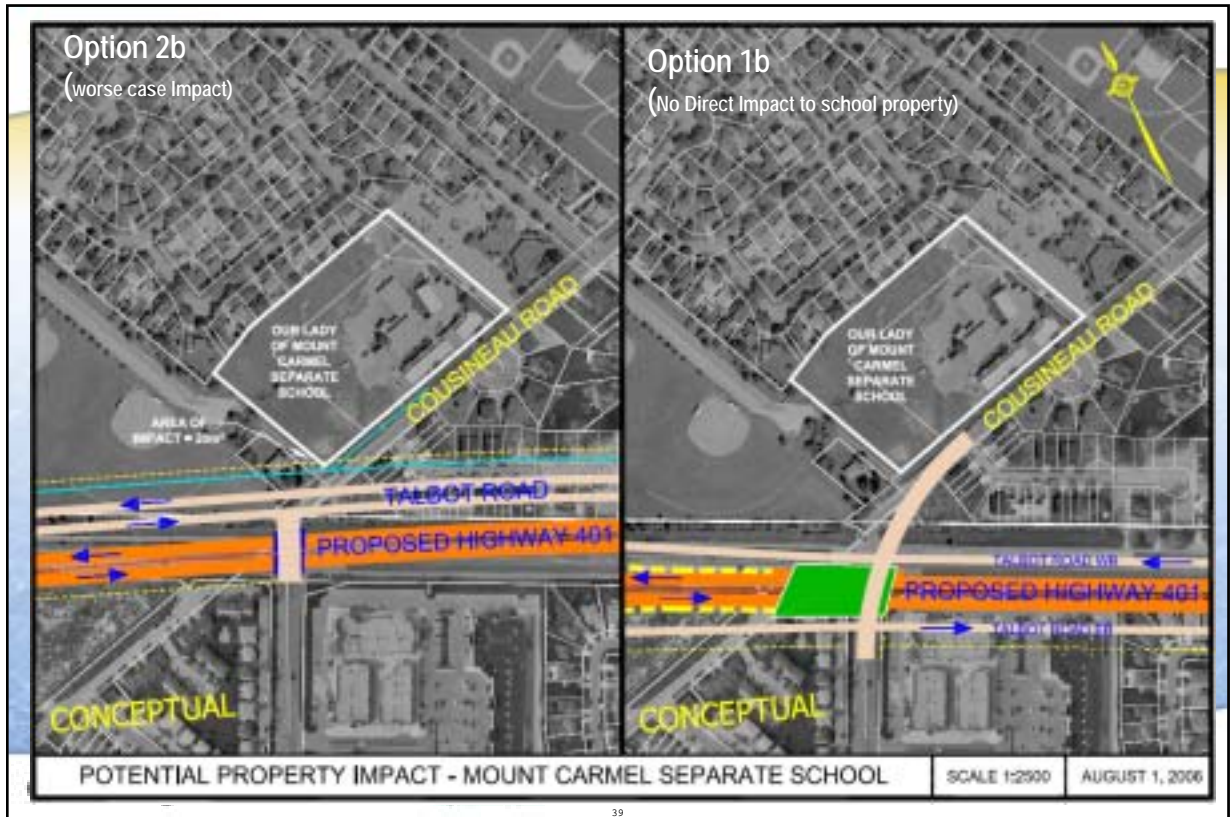
2b

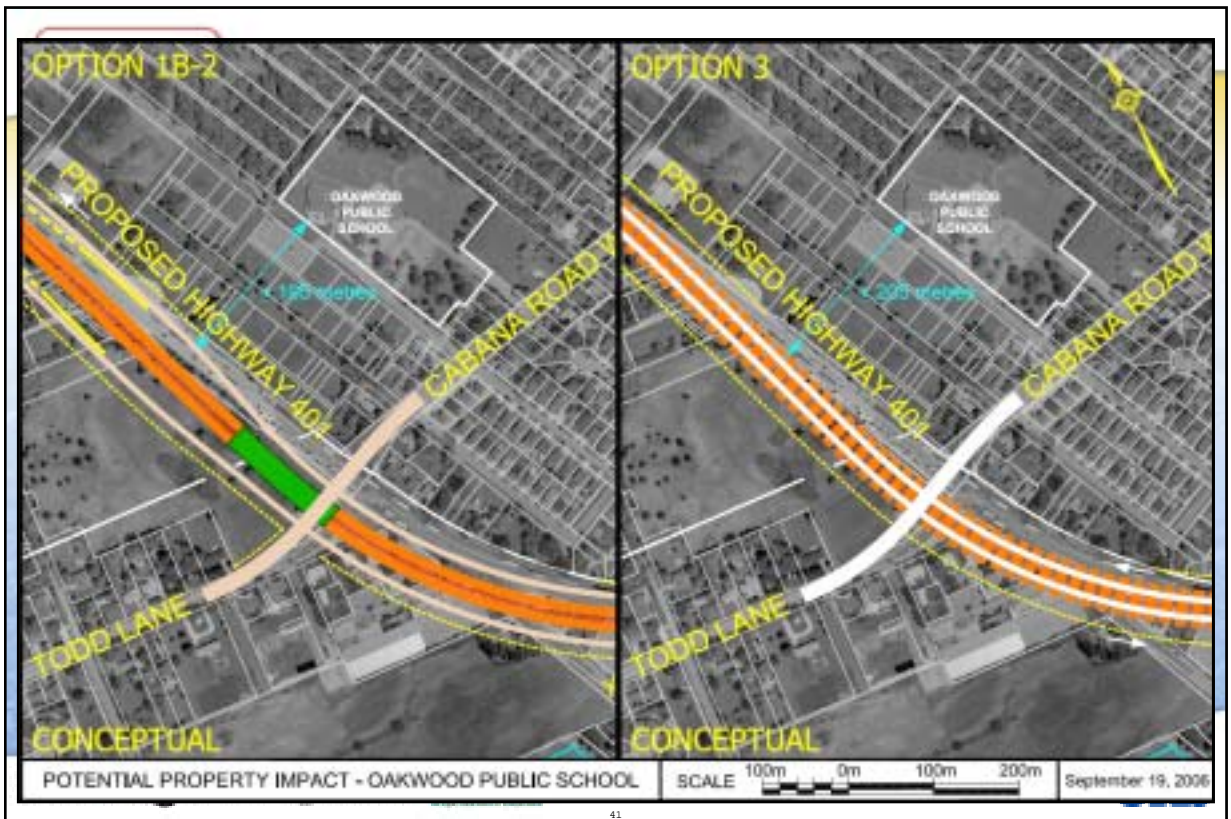
Six-lane freeway depressed, parallel to Huron Church/Highway 3.



3

Cut and cover tunnel below rebuilt Huron Church Road/Highway 3 Corridor.





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## What's Next? – Additional Analysis

### Acoustical and Vibration

- Site Surveys/Modelling
- Consult with Agencies and Stakeholders
- Conduct Practical Routes Noise Assessment
- Develop Noise Mitigation Strategies

### Air Quality

- Modelling and Monitoring
- Consult with Agencies and Stakeholders
- Conduct Practical Routes Air Quality Assessment
- Present Results of Air Quality Assessment

### Natural Heritage

- Field Surveys – i.e. fisheries, migratory birds, and vegetation
- Conduct Effects Assessment
- Consult with Agencies and Stakeholders
- Develop Mitigation Strategies

### Social Impact

- Sample Household Interviews
- Consultation with Residential Community Associations/Groups

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### Archaeological

- Prepare Stage One Documentary Survey
- Consult with Agencies and Stakeholders
- Conduct Stage Two Field Surveys at specific locations
- Develop Mitigation Strategies

### Built Heritage

- Conduct Built Heritage Inventory
- Consult with Agencies and Stakeholders
- Develop Mitigation Strategies

### Waste and Waste Management

- Conduct Practical Alternatives Impact Assessment
- Consult with Agencies and Stakeholders
- Develop Waste Management Strategies

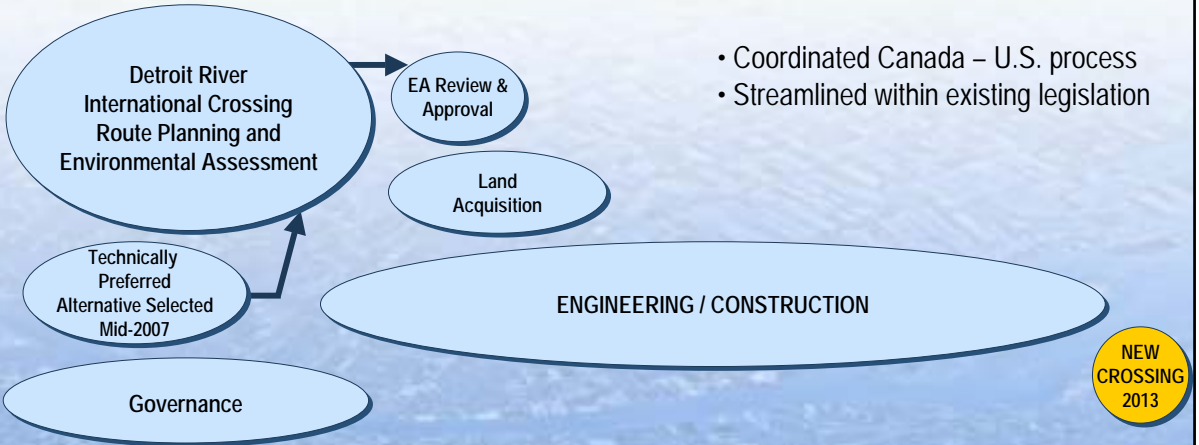
### Economic Impact

- Individual Business Interviews
- Consultation with Business Associations/Groups

### Technical Considerations

- Conduct Geotechnical Surveys
- Develop Preliminary Geometric Design
- Develop Preliminary Construction Staging Plans
- Develop Preliminary Cost Estimates
- Consult with Municipalities, Agencies, and Stakeholders
- Develop Geometric Design Mitigation Strategies

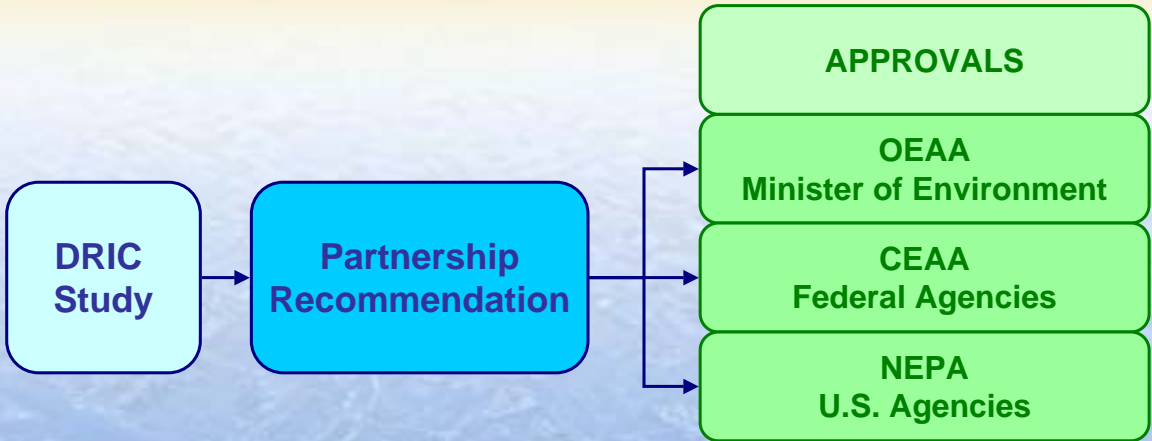
2005	2006	2007	2008	2009	2010	2011	2012	2013
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All decisions will be made based on the need to provide for the safe, efficient and secure movement of people and goods across the Canadian - U.S. Border, while maintaining acceptable local traffic movement and minimizing impacts to the affected communities.

# Who Decides?

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# Next Steps



## Upcoming Consultation Activities (All dates Tentative)

- October 2 & 3 Canadian CSS Workshops
  - *show examples of landscape treatments for up to six areas of focus; three different concepts for each location; show plaza treatments from the perspective of outside the plaza looking in*
- November 2 & 15 Joint CSS Workshops
  - *Identify preferences for look & fit of crossing*
- December 6 & 7 Canadian Public Information Open House #4
  - *Present analysis conducted to date regarding the alternatives within the ACA; gather input regarding assessment conducted; visuals of Canadian access road*

## Closing Remarks

**Ministry of Transportation  
Windsor Border Initiatives  
Implementation Group**  
949 McDougall Street, Suite 200, Windsor  
Detroit.River@mto.gov.on.ca

**Mr. Dave Wake**  
Manager, Planning  
Tel. 519-873-4559

**Mr. Roger Ward**  
Senior Project Manager  
Tel. 519-873-4586

**URS Canada Inc.  
DRIC Project Office**  
2465 McDougall Street, Suite 100, Windsor  
info@partnershipborderstudy.com

**Mr. Murray Thompson**  
Project Manager  
Tel. 905-882-4401

**Mr. Len Kozachuk**  
Deputy Project Manager  
Tel. 905-882-3540

Project Web Site: [www.partnershipborderstudy.com](http://www.partnershipborderstudy.com)  
Toll Free : 1-800-900-2649