

# DETROIT RIVER INTERNATIONAL CROSSING STUDY

*Presentation to CCG/LAC*

November 29, 2006

## The Border Transportation Partnership

Canada

U.S. Department of Transportation  
Federal Highway  
Administration

Ontario

MDOT  
Michigan Department of Transportation

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:

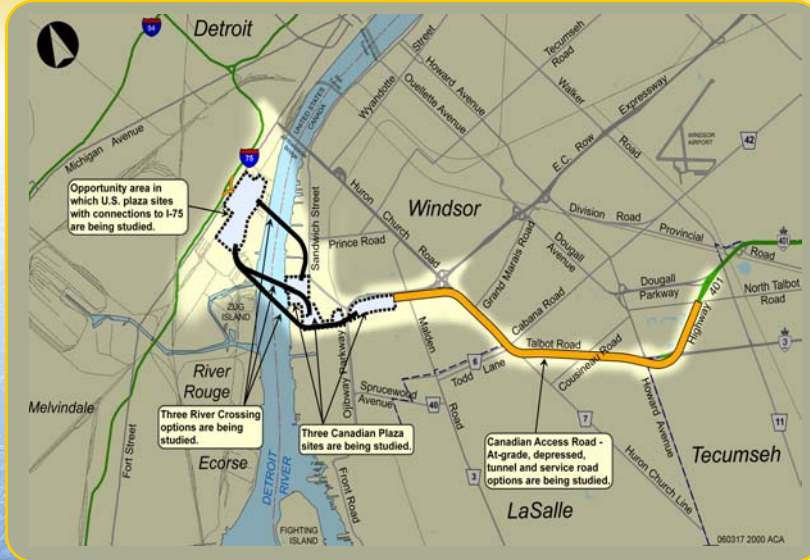
- Provide new border crossing capacity to meet increased long-term travel demand;
- Improve system connectivity to enhance the continuous flow of people and goods;
- Improve operations and processing capabilities at the border; and
- Provide reasonable and secure crossing options (i.e. network redundancy)

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

### Study has also been guided by community goals:

- Improve quality of life in the city
- Take trucks off city streets
- Improve movement of traffic across the border

### All options achieve these goals



DETROIT RIVER INTERNATIONAL CROSSING ENVIRONMENTAL ASSESSMENT

Study Area Features, Opportunities & Constraints	April '05	Initial Public Outreach
Initial Set of Crossing Alternatives, Plaza Locations & Connecting Routes in Canada and the U.S.	June '05	PIOH1
Area of Continued Analysis	December '05	PIOH2
Specific Crossing, Plaza and Access Road Options	March '06	PIOH3
Results of Social, Economic, Environmental and Engineering Assessments	December '06	PIOH4
Preferred Crossing Location, Plaza Locations & Connecting Routes in Canada and the U.S.	Spring '07	PIOH5
Finalize Engineering and Mitigation Measures	Summer '07	PIOH6
Document Study and Submit for Approvals	End of '07	Public Review

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DETROIT RIVER INTERNATIONAL CROSSING ENVIRONMENTAL ASSESSMENT

The assessment of Crossing, Plaza and Access Road options will be conducted in accordance with the Environmental and Technical Work Plans and will be based on the following factors and measures:

- **Changes to Air Quality**
- **Protection of Community and Neighbourhood Characteristics**
  - *includes assessment of residential and business property impacts, social features including schools, 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*
- **Improvements to Regional Mobility**
- **Cost and Constructability**

- **No decisions have been made to date**
- **No dominant alternative has emerged to date**
  - **All have certain advantages and disadvantages**
- **Analysis is on-going**
- **Results to date**
  - **Preliminary**
  - **Subject to refinements**
  - **Do not reflect mitigation**

## Plazas and Crossings

## Changes to Air Quality

### Preliminary model results – Plazas and Crossings:

- Volatile Organic Compounds (VOC's) are predicted to remain well below provincial standards
- Total concentrations of  $\text{NO}_x$  are predicted to decrease due to improvements in fuels and engine technologies, even though traffic volumes will increase.
- Modeling results are also showing localized increases in  $\text{PM}_{2.5}$  and  $\text{NO}_x$  in vicinity of plaza and crossing alternatives.
  - Plaza A and Crossing C alternatives are in vicinity of residential areas

### Preliminary results – Plazas and Crossings:

- **Highest residential displacements with Plaza A alternatives (70)**
  - Residential area at Matchette Road/Armanda Street
- **Highest business/industry impacts with Crossing C alternatives (13)**
  - Sterling Marine Fuels among those directly impacted
- **Highest noise impacts (before mitigation) with Crossing C alternatives (180)**
  - Proximity to Sandwich Town

### Consistency with Land Use:

- Plaza A not consistent with residential uses
- Other Plaza and Crossing alternatives consistent with industrial uses

### Protection of Cultural Features:

- Between 5 and 8 homes (pre-1930) displaced, depending on the plaza and crossing alternative
- All three crossings disrupt cultural landscapes
  - Brighton Beach (all alternatives)
  - Sandwich Town vista (Crossing C)
  - Underground tunnels\* (Crossing C)

\* - unconfirmed

**Preliminary results – Plazas and Crossings:**

- **No critical fish habitat impacted, including by possible pier locations in Detroit River**
- **Plaza A has greatest impact to tallgrass prairie and specimens/colonies of provincially rare plant species**
- **Plaza A has greatest impact to threatened Butler's gartersnake habitat**

**Preliminary results – Plazas and Crossings:**

- **Confirmed that all alternatives are practical in terms of location and layout**
  - Subject to results of geotechnical investigations
- **Plazas and crossings meet all four Partnership transportation and mobility needs**
  - Sufficient long-term capacity
  - Improve system connectivity
  - Improved border processing capabilities
  - Reasonable and secure options

**Preliminary results – Plazas and Crossings:**

- **Geotechnical investigations to confirm bedrock conditions are on-going**
  - Completed by early 2007
- **Crossing Cost is somewhat a function of length of span\*:**
  - Shortest Crossing (Bank to Bank) = 0.7 km (0.4 mi) (Crossing C)
  - Shortest Crossing (Plaza to Plaza) = 2.9 km (1.8 mi) (Crossing B to Plaza B1)
  - Longest Crossing (Bank to Bank) = 1.1 km (0.7 mi) (Crossing A)
  - Longest Crossing (Plaza to Plaza) = 5.4 km (2.7 mi) (Crossing C to Plaza A)
  - Plaza C displaces Keith Transformer Station
- \* - Meetings with Coast Guards and Great Lakes Shipping to discuss impacts of piers in river on navigability are being arranged

- **Complete remaining field investigations and analysis**
  - Geotechnical investigations
  - Air dispersion and noise modeling
  - Define tunnel ventilation and support systems requirements for emergency response/fire and life safety
  - Identify appropriate mitigation measures to reduce impacts
- **Continue consultation to obtain input on analysis to date, mitigation measures and context sensitive solutions**
  - Respond to comments from this round of Open Houses
  - Continue community consultation and consultation with property/business owners
  - Coordinate next round of Open Houses with U.S. Draft EIS Public Hearing
- **Continue working with the public, communities, and interested groups of Windsor and Essex County, in consultation with our U.S. partners, to develop the solution that best meets current and future transportation needs, while minimizing community impacts on both sides of the border.**



### Canadian Public Information Open Houses

**Wednesday, December 6, 2006**  
**2:00 p.m. to 8:00 p.m.**

Holiday Inn Select Hotel, Ballroom  
1855 Huron Church Road  
Windsor, Ontario

**Thursday, December 7, 2006**  
**2:00 p.m. to 8:00 p.m.**

Ciociaro Club, Salon A&B  
3745 North Talbot Road  
Tecumseh, Ontario

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

### Environmental Assessment Key Study Activities

Study Area Features, Opportunities & Constraints	April '05	Initial Public Outreach
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### Draft Environmental Assessment Guidelines

- Describes the basis for the conduct of the federal EA, and for focusing the assessment on relevant issues and concerns.
- Similar to provincial environmental assessment Terms of Reference document
- Posted on the website of the Canadian Environmental Assessment Registry: [www.ceaa-acee.tc.ca](http://www.ceaa-acee.tc.ca)
- Also posted on DRIC website: [www.PartnershipBorderStudy.com](http://www.PartnershipBorderStudy.com)
- Hard copies available for viewing
- Notification being provided in newspaper notices.
- Thirty (30) day public review period ends December 22, 2006.

### Federal Public Participation Plan

- A plan for providing members of the public with an opportunity to participate in the federal environmental screening being undertaken by Transport Canada (TC).
- Posted on Partnership website [www.PartnershipBorderStudy.com](http://www.PartnershipBorderStudy.com)

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