

# DETROIT RIVER INTERNATIONAL CROSSING STUDY

*Update of Study Progress  
Presentation to LaSalle Council*

September 12, 2007

## 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.

To construct a new end-to-end transportation system that will link Highway 401 to the U.S. interstate system with inspection plazas and a new river crossing in between.

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)

The Study Team seeks to implement transportation solutions which minimize community and environmental impacts as much as possible. In particular, the Canadian Study Team is looking to address the local communities' goals to:

- *Improve quality of life*
- *Take trucks off local streets*
- *Improve traffic movement across the border*

### Environmental Assessment Key Study Activities

Identify Study Area Features, Opportunities & Constraints ✓

Develop Initial Set of Crossing Alternatives, Plaza Locations & Connecting Routes in Canada and the U.S. ✓

Define Area of Continued Analysis ✓

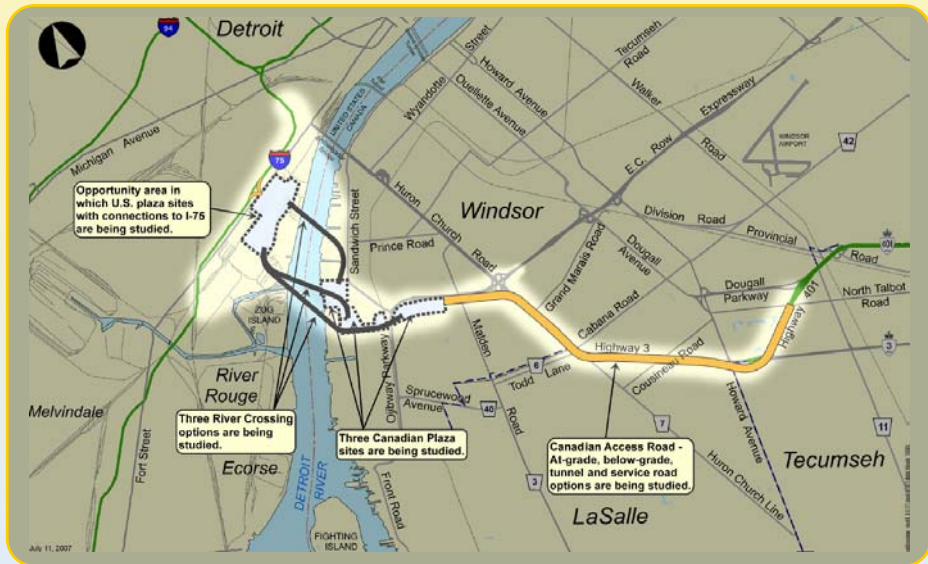
Present Specific Crossing, Plaza and Access Road Options ✓

Complete Social, Economic, Environmental and Engineering Assessments

Identify Preferred Crossing Location, Plaza Locations & Connecting Routes in Canada and the U.S.

Finalize Engineering and Mitigation Measures

Document Study and Submit for Approvals



The assessment of Crossing, Plaza and Access Road options is being conducted in accordance with the Environmental and Technical Work Plans and is 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**

## Update on Analysis – Access Roads

## Access Road Alternatives



1A One-way service roads on either side of 6-lane freeway at grade.



1B One-way service roads either side of 6-lane freeway below-grade.



2A Six-lane freeway at grade, along side Huron Church/Highway 3.



2B Six-lane freeway below-grade, parallel to Huron Church/Highway 3.



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

- All alternatives improve quality of life
- All alternatives take trucks off local streets
- All alternatives improve movement of traffic across the border

### Changes to Air Quality

- Access road is one component of the air quality issue in Windsor
  - Local air quality is more strongly influenced by background sources and transboundary flow than by transportation sources
- Improvements to fuels and technologies will reduce pollutants from vehicle emissions in future
- All alternatives provide a benefit to air quality in the immediate area of the corridor compared to do-nothing
  - Elimination of stopping and start-up at traffic signals for international traffic
  - No notable effect beyond 100m of access road for PM<sub>2.5</sub>
  - Little difference among alternatives at 100m from right-of-way

### Noise Impact Assessment

- No substantial change in noise levels after mitigation with any alternatives
  - Malden Rd/Spring Garden area requires further study for mitigation

At-grade alternatives (Alternatives 1A and 2A) do not provide the best balance of advantages and disadvantages

- least costly solution and fewer constructability risks
- fewer benefits in terms of protecting community and neighbourhood characteristics

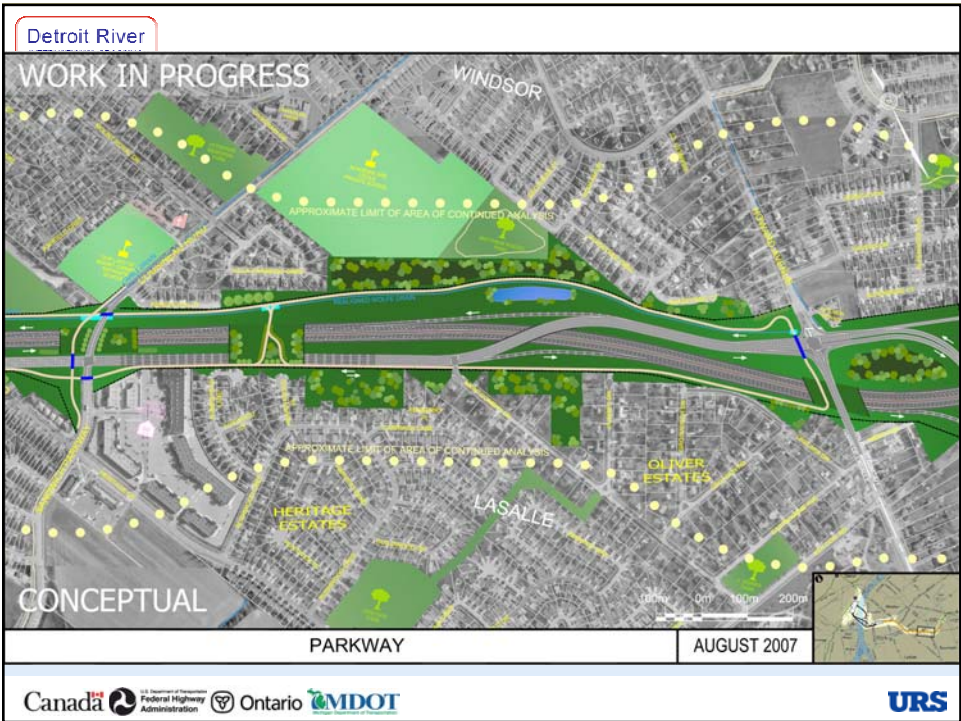
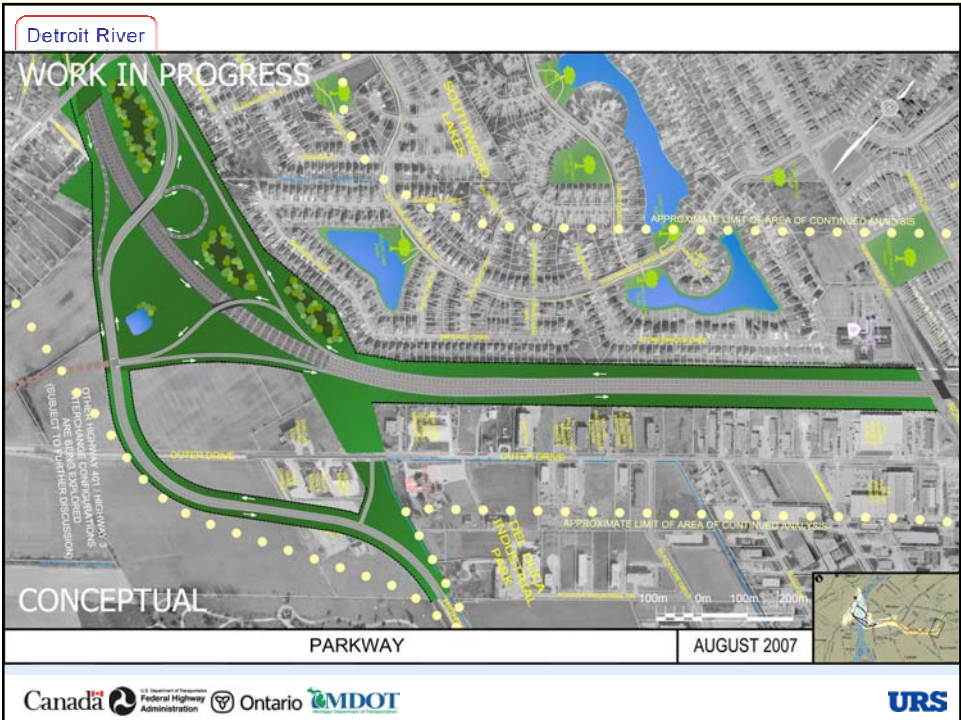
Assessment does not support further analysis at this time

### End-to-end tunnel

- No advantages in terms of reducing impacts to properties, land use, natural features or cultural features
- Some advantages to air quality in the immediate corridor, but all alternatives provide same benefit to some degree
- Reductions in particulate concentrations offset by increases in gaseous pollutants
- Cost is 3 to 6 times higher

Assessment does not support further analysis at this time

- Addresses the future transportation and mobility needs of the region
- Responds to local concerns





Aerial view of Howard Avenue short tunnel looking north



View of pedestrian path north of Highway 3 looking east towards Howard Avenue



View of Howard Avenue pedestrian path looking northwest from Chelsea Drive



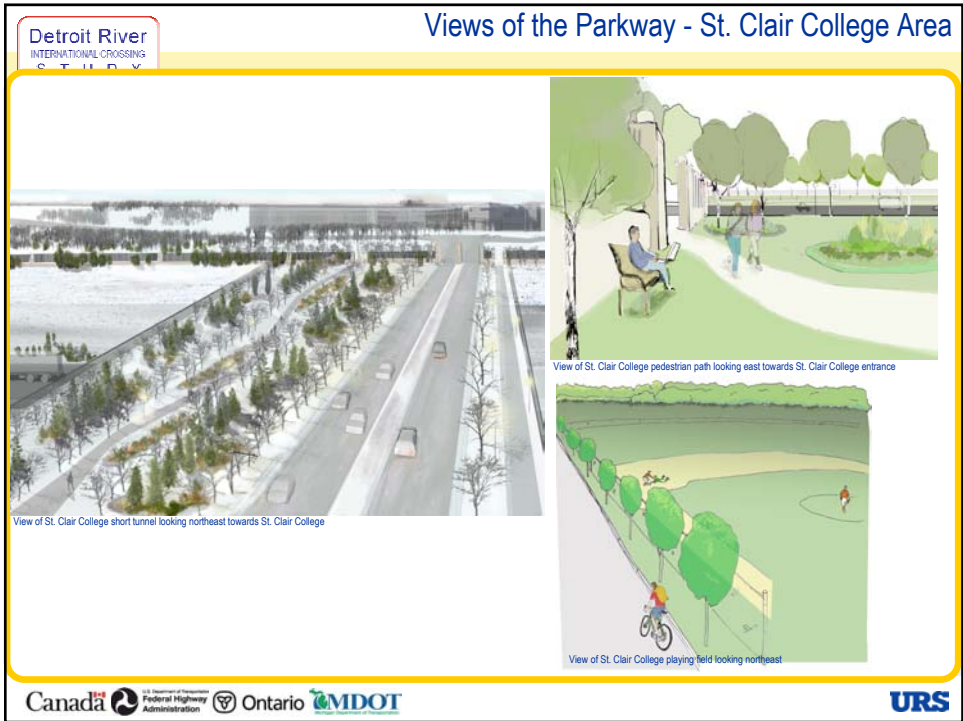
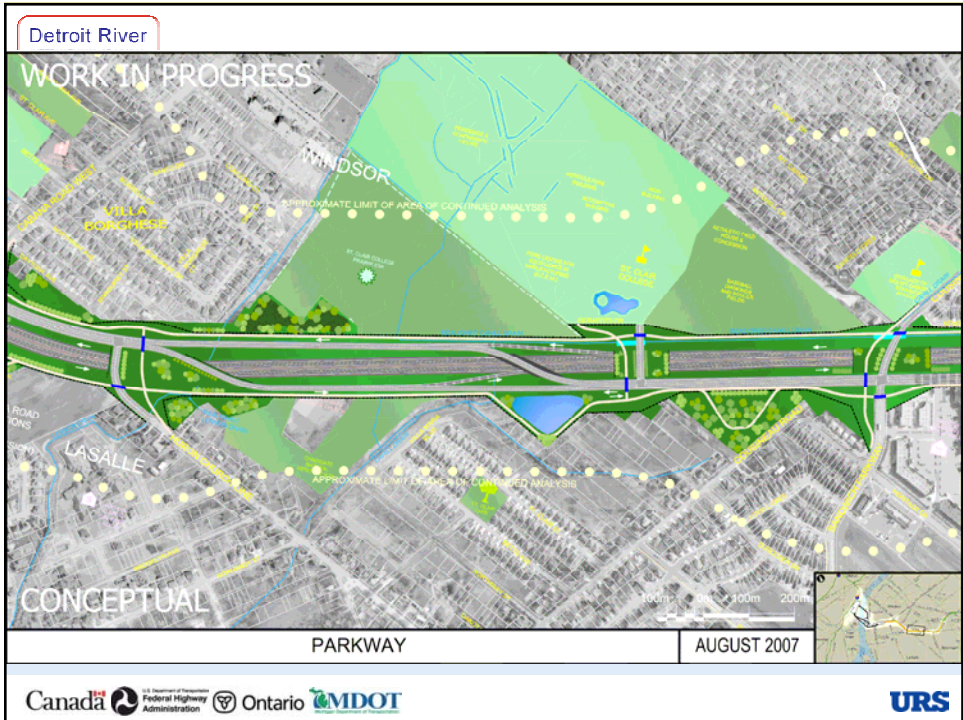
Aerial view of Hearthwood Place short tunnel looking north



View of Hearthwood Place pedestrian paths looking northeast from Hearthwood Place



View of pedestrian paths on Hearthwood Place short tunnel deck looking north





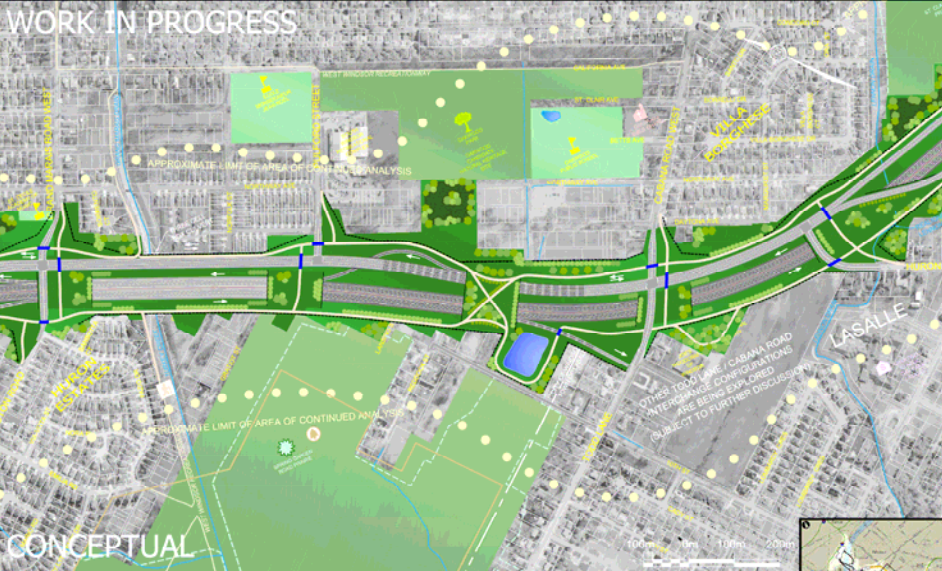
Aerial view of Huron Church Line short tunnel looking east



View of Huron Church Line looking east from driveway



View of pedestrian path looking southeast towards Huron Church Line short tunnel



CONCEPTUAL

PARKWAY

AUGUST 2007



Aerial view of Todd Lane/Cabana Road short tunnel looking northeast



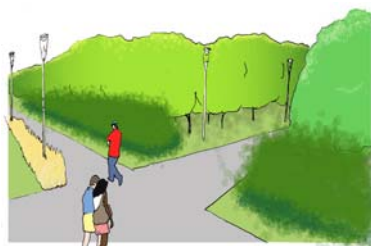
View of Todd Lane/Cabana Road pedestrian path looking southwest towards Huron Church Road



View of Todd Lane/Cabana Road pedestrian path on short tunnel deck looking northeast



Aerial view of Oakwood short tunnel deck looking east



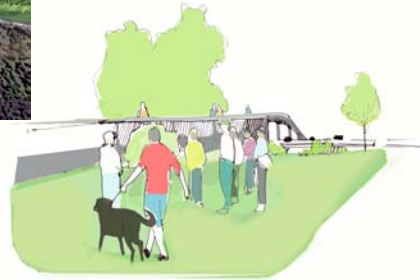
View of Oakwood pedestrian paths on short tunnel deck looking east



View of southbound Highway 401 towards Oakwood short tunnel



Aerial view of Pulford Street short tunnel looking northeast



View of Pulford Street pedestrian overpass looking southwest towards Huron Church Road



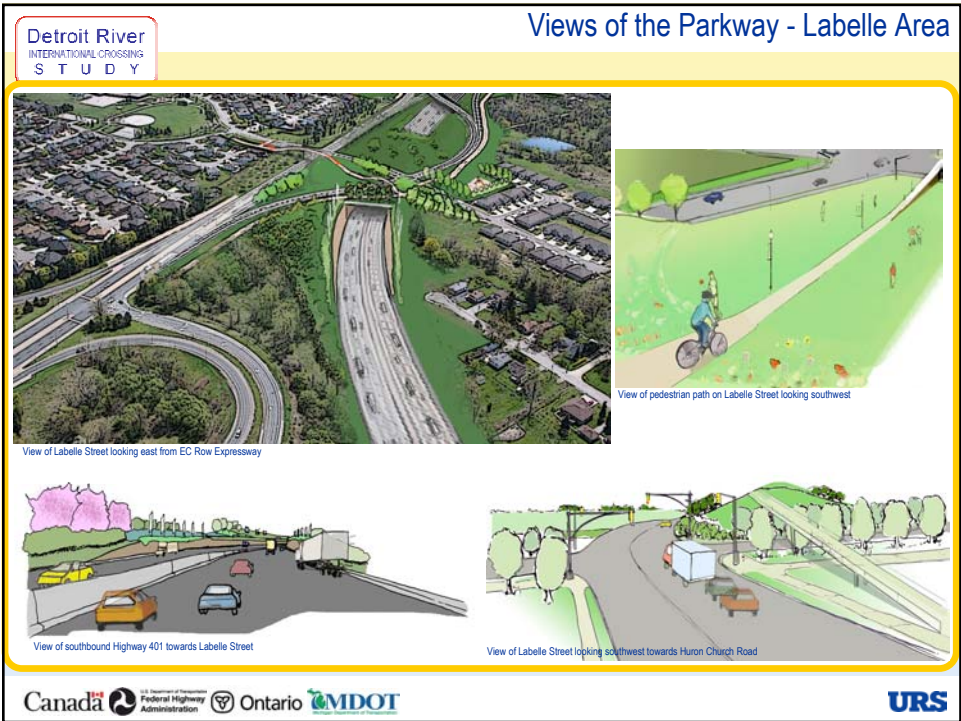
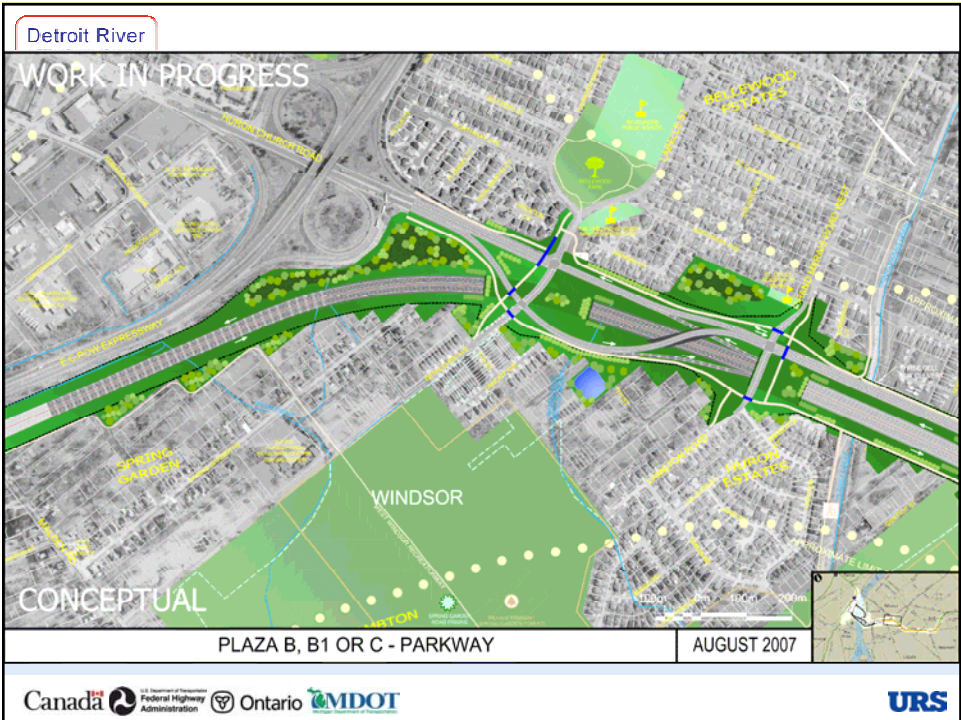
Aerial view of Grand Marais short tunnel looking northeast

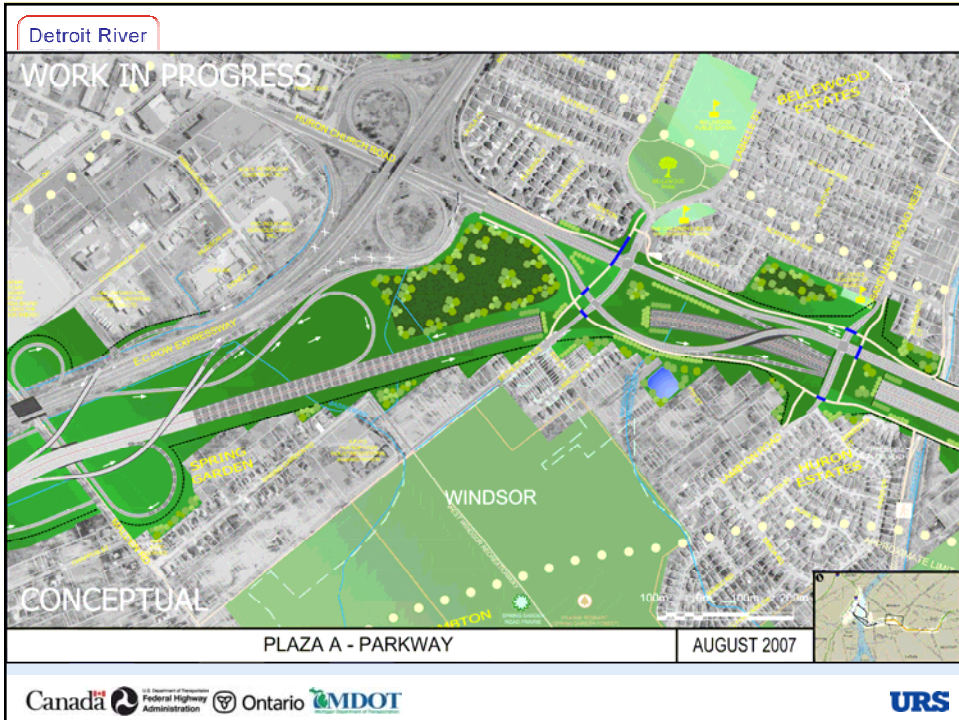


View of Grand Marais pedestrian path looking northeast from Sansotta Court



View of Grand Marais short tunnel looking southeast from pedestrian path

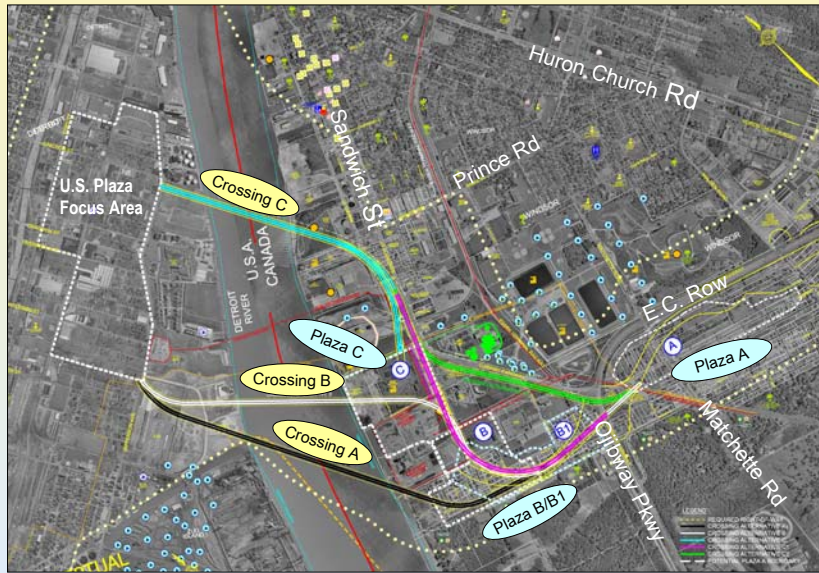




Detroit River  
INTERNATIONAL CROSSINGS  
STUDY

Update on Analysis – Canadian Plazas and Crossings

Canada U.S. Department of Transportation Federal Highway Administration Ontario MDTOT URS





Canadian Side Image  
X10B – Suspension Bridge



Canadian Side Image  
X11C – Cable Stay Bridge



Canadian Side Image  
X10B – Suspension Bridge



Canadian Side Image  
X11C – Cable Stay Bridge



- All plazas and crossings result in change in air quality up to 250m away
- Alternatives displace between 35 and 70 residences and up to 6 businesses
- With Crossing C, approximately 100 households with notable change in noise levels
  - Cost effectiveness of mitigation measures requires further review
- Crossing A (longest) carries the highest cost:
  - \$770 mil to \$920 mil (USD) vs. \$430 mil to \$580 mil (USD)
  - Crossing A avoids known brinewell area on Canadian side

- Analysis is still on-going
- Impacts associated with Plaza A and Crossing C are of greatest concern, given their proximity to residential areas
- The foundations investigations near the known brine well areas are nearing completion

- Complete geotechnical investigations near brinewell areas
- Continue to consult with the public
- Complete the technical and environmental studies
- With our U.S. partners, present a single technically and environmentally preferred alternative
- Submit final study documents to approving agencies

- Refine Parkway option and complete analysis
  - Work with municipal staff to finalize configuration of Highway 401/ Highway 3/Howard Avenue interchange
- Continue to consult with public
- Complete technical and environmental studies
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Property owners are seeking certainty about their future, but exact property requirements are not yet known

- Purchase requests are being considered for owners of properties currently having direct access to existing Highway 3 (Talbot Road) or Huron Church Road between Highway 401 and E.C. Row Expressway
- Contact Ministry of Transportation, Windsor Border Initiatives Implementation Group

**Ministry of Transportation  
Windsor Border Initiatives  
Implementation Group**

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