

April 11th Workshop-Access Roads

Questions/Comments	Response
<p>1. There are two semis on Bethlehem that will be alone (separated by new highway from rest of street). Will not be able to sell or will be sold at even lower price.</p>	<p>While developing alternatives for the access road, the Project Team must meet the design requirements for a high order transportation facility, while also seeking to avoid or reduce impacts to existing features as much as possible. The team is currently assessing impacts of the practical alternatives in order to comparatively evaluate them. In conducting the assessment the team is seeking ways to refine the alternatives including considering ways to reduce impacts to neighbourhoods and individual houses, businesses and other features that may be disrupted as well as to address the loss of features and properties that are displaced. Any suggestions for improvements to the alternatives are encouraged and will be considered. The Project Team will continue to consult with property owners throughout the study in an effort to reduce impacts as much as practicable.</p> <p>Compensation for property required for the project will be based on the market value of the property. Market value is ascertained by determining what similar property might be expected to sell for in the open market by a willing seller to a willing buyer. If only a portion of the property is acquired, the effect of the acquisition on the rest of the property will be taken into consideration. The Ministry of Transportation is required to compensate a property owner according to the provisions of the Expropriations Act. Upon final settlement, there are also provisions for payment of other reasonable expenses actually incurred. Once an appraisal of the owner's property has been completed, a ministry real estate officer will be in contact to present an offer of compensation, based on the appraisal report.</p>
<p>2. What are the anticipated posted speeds for the various options 1A/1B, 2A/2B, 3?</p>	<p>The posted speed for all alternatives will be 100 km/hr.</p>
<p>3. What are the encroachment footprints required with each option of road access 1A/1B, 2A/2B, (distance from centerline of current Huron Line Roadway)?</p>	<p>The right of way required for access road alternative ranges from 80-100 metres depending on the alternative; the new access road will not necessarily be constructed on the existing centerline of Highway 3/Huron church Road, so there is no set distance from today's centreline to the edge of the new property line. But generally, this distance is approximately 40 to 50 m.</p>
<p>4. If the tunnel option moves forward, will there be access routes, entrance and exits for the local traffic above and below grade?</p>	<p>The current tunneling option developed by the Project Team provides three lanes in each direction and local access roads above the tunnel. The southern tunnel entrance is assumed to be near Howard Avenue while the northern entrance is near the E.C. Row Expressway. It is also proposed to provide access to/from the tunnel and surface service drives near the Cousineau Road area, which is roughly halfway between the ends of the tunnel.</p>
<p>5. Are there any provincial/federal laws prohibiting the increased volume of hazardous materials which will very likely come through this route (will the new crossing fall under these regulations) from passing through a city?</p>	<p>All hazardous materials are currently prohibited on the Ambassador Bridge; international trucks carrying hazardous materials are allowed on the truck ferry service which is located at the Morton Terminal area in west Windsor. Hazardous materials are currently allowed on all provincial highways, including Highway 401. Federal and provincial regulations are in place to govern the use of public roads for the transport of hazardous goods throughout Ontario. Carriers must comply with these regulations.</p>
<p>6. How will you mitigate the effects of possible spills on this new road to school children, green spaces, and residents?</p>	<p>Potential for spills of hazardous waste will be considered in the evaluation of each alternative, as identified in the Waste and Waste Management Work Plan dated November 2005. A complete copy of the work plan is found on the project website www.partnershipborderstudy.com. The Project Team is also talking with municipal emergency services regarding issues affecting response or management of incidents such as spills. The input received from these agencies will also be considered in the evaluation of alternatives.</p>
<p>7. In assessing the level of impact (low, moderate, high) to seven factors for the Huron Church/Talbot Road Area of Continued Analysis</p>	<p>The Project Team will be evaluating each route, crossing and plaza alternative within the ACA based on the weighting, or level of significance, developed at the illustrative alternatives stage earlier in the study. However, the score, or level of</p>

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<p>(ACA), are the levels based on a comparison between having the highway there to the current situation or to having no "gateway" international route there (ie. the same as the Highway 3 by-pass area which now has no truck route)?</p>	<p>impact, will be based on a more detailed analysis of impacts than was conducted at the illustrative alternatives stage. We will also be comparing the impacts and benefits of the technically and environmentally preferred alternative to the "do nothing" alternative to determine whether the impacts and benefits of the preferred alternative are reasonable as compared to the do nothing alternative" (i.e. should the project proceed?) The results of this assessment will be presented to the public as part of this study.</p>
<p>8.Now that you have changed your study parameters to include the tunnel option, shouldn't you look again at other alternatives for the access route to see if any of these would provide suitable geotechnical conditions for boring a tunnel?</p>	<p>The consideration of a tunneled option does not represent a change in parameters for the study. The Project Team has consistently identified that the process for the development and analysis of alternatives is one of starting with a broad range of alternatives and assessing these at a broader level of detail to determine which alternatives are to be carried forward for further consideration. In June 2005, we presented 15 river crossing alternatives, 13 plazas and over 30 access road segments for public comment. Geotechnical conditions were one of the several dozen evaluation criteria the project team evaluated for each of the alternatives. The analysis and evaluation, carried out between June and November, identified an Area of Continued Analysis (ACA), which included the Talbot Road/Huron Church corridor that provided the best balance of benefits and impacts, when compared to other alternatives. The Border Transportation Partnership is now working with the community to find the solution in the ACA that meets the transportation and mobility needs of the Partnership while reducing as much as possible the impacts to social, cultural and natural features and also considers cost and constructability issues. This stage of the project includes developing access road options that meet these objectives and the Project Team is considering tunneling as a possible method of reducing social impacts in the Area of Continued Analysis.</p>
<p>9.How do we object to the use of current pollution criteria as proposed by the DRIC Study and have stricter criteria considered by the DRIC Study?</p>	<p>The air quality impact assessment proposed for this study incorporates an analysis of existing and future air quality conditions in comparison to established criteria. These criteria are established by agencies such as Ontario Ministry of the Environment and Health Canada. The Project Team has discussed the proposed work plan for the air quality impact assessment with these agencies. Concerns related to the government criteria and guidelines should be directed to these agencies. We can provide contact information for these government agencies upon request.</p>
<p>10.What accommodations will you be offering to homes significantly affected by the construction and the new roads? Those of us that will live even closer to the traffic will be negatively impacted by noise, property values, congestion of traffic throughout construction, pollution etc.</p>	<p>The Ministry of Transportation has the authority to procure property for highway construction. The legislative authority for property acquisition for highway purposes is found in the Public Transportation and Highway Improvements Act. Compensation for homes/property required for the project is based on the market value of the property. Market value is ascertained by determining what similar property might be expected to sell for in the open market by a willing seller to a willing buyer. If only a portion of the property is acquired, the effect of the acquisition on the rest of the property will be taken into consideration. The Ministry of Transportation is required to compensate property owners according to provisions of the Expropriations Act. Upon final settlement, there are also provisions for payment of other reasonable expenses actually incurred. Once an appraisal of the owner's property has been completed, a ministry real estate officer will be in contact to present an offer of compensation, based on the appraisal report.</p> <p>The environmental assessment process requires that the project team consider both direct and potential indirect impacts in developing and evaluating alternatives. The team is currently assessing impacts of the practical alternatives in order to comparatively evaluate them. In conducting the assessment the team is seeking ways to refine the alternatives including considering ways to reduce impacts to neighborhoods and individual houses, businesses and other features that may be disrupted as well as to address the loss of features and properties that are displaced. The assessment will conclude whether there is the potential for residual indirect impacts to homes and properties near the access road and what mitigating measures may be required.</p>

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<p>11. I don't understand why planned development outweighed existing homes when deciding which option to move forward on Highway 3/Talbot Road?</p>	<p>The environmental assessment process requires that proponents consider all impacts to the environment. The definition of environment includes existing conditions as well as conditions that can be reasonably assumed to be in effect for the planning horizon of this study (i.e. year 2035). The assessment of the Highway 3 bypass alternative, therefore, considered the impacts to the existing as well as the planned developments in the Town of LaSalle. In discussions with the Town of LaSalle, our specialists determined the extent to which the approved development in LaSalle would be built out at the time of completion of the new access road. The Project Team noted that many aspects of the planned community development, such as residential neighbourhoods, schools and retail areas are already in place in this area of LaSalle. The number of homes impacted between the Huron Church Road/Highway 3 and Highway 3 bypass alternatives are similar; the difference is in the number of homes already planned for development in the Town of LaSalle in this area. This factor was one of many considered in this evaluation.</p>
<p>12. If you feel the air quality is not that big a deal; how come it is a fact that residences along Talbot Road on the Windsor and LaSalle side have to powerwash the dirt and soot from diesel off the exterior woodwork three to four times a year?</p>	<p>The Project Team recognizes that air quality is a serious concern in the Windsor/Essex area. Protection of community and neighborhood features was given higher weighting than air quality due to the importance of avoiding direct impacts to residential areas. The Project Team also recognized that vehicle emissions are only one of the possible sources contributing to ambient regional air quality conditions and thus should not be unduly weighted. Relative changes to air quality, including concentrations of fine particulate matter are being considered in our analysis of the practical alternatives. The results of the air quality impact assessment will be presented to the public at the end of 2006.</p>
<p>13. If I am bought out you said go and find a property of equal value; my question is where are you going to find a half acre property in this day and age?</p>	<p>The intent of Ministry of Transportation is to offer homeowners market value for their property so that the homeowner can find a property of comparable value elsewhere in the community. In determining the market value of the affected property, the Ministry will seek to identify other similar properties in the area as a basis for the appraisal.</p>
<p>14. Air quality modeling should not only be compared against current static model, but start with 1970, 1980, 1990, 2000 as dynamic model with traffic and inputs before moving forward with future modeling.</p>	<p>Comment noted. Air quality modeling for this project is being conducted in a manner recognized as being acceptable for transportation projects as outlined in the Air Quality Work Plan 2005. The Ontario Ministry of the Environment and Health Canada have reviewed this work plan and commented upon the proposed approach.</p>
<p>15. Why haven't all the residents concerned about options 1, 2 or 3 been contacted by mail? When will there be a meeting about the impact that this new corridor will have on them?</p>	<p>Typically as a project proceeds and becomes more focused on possible solutions, there is an increasing level of public interest and need for more direct notification of meetings. Various methods of communication have been made to the public since early 2005 to notify residents and businesses of the project and more recently, of the alternatives being considered for a new international crossing between Windsor and Detroit. At the beginning of 2005, a project website was established that contains all recent meeting notices and documents (www.partnershipborderstudy.com). The Project Team maintains a growing mailing list that includes those persons that have contacted the Project Team, or attended a meeting, or other stakeholders that have been identified to the Project Team. Notification of the Public Information Open Houses (PIOH) was made through advertisements in the local papers, radio announcements, announcements made on Community Bulletin Boards, ±1,200 letters mailed to persons on the project contact list, as well as a direct mailing to ±7,500 addresses of residences and businesses within 500m of the access road and plaza alternatives.</p> <p>The Project Team is looking to meet with any individuals or groups looking to learn more about the project and to discuss possible concerns. Meetings will continue to be scheduled throughout the project.</p>
<p>16. Superhighway will separate Huron Estates from the city. Will a cross road or connection be maintained across the superhighway, i.e. at Lambton Street, Labelle, Pulford Street?</p>	<p>In assessing the practical alternatives the project team is considering opportunities to improve connections across the new access road including in the Huron Estates area. Alternative 1B, 2B, and 3 provide such a connection from Lambton Road to Grand Marais Road. Connections or crossovers from Labelle and Pulford to the service roads are also being</p>

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	<p>examined. The Project Team will respond to suggested refinements to the proposed access roads to reduce impacts to access.</p>
<p>17. Is the decision to reject the southern crossings documented in a report? Can you send it to me? Analysis results-Canadian side? What are the impacts on the U.S. side? Are the impacts to existing residential/commercial areas or planned areas?</p>	<p>The <i>Generation and Assessment of Alternatives Report</i> documents the Project Team's assessment of the illustrative alternatives for the river crossing, plazas and access roads. The southern alternatives were not carried forward for further analysis on the basis that:</p> <ul style="list-style-type: none"> • The facilities would be underutilized due to the location of the alignments being farther away from the traffic generating areas of urban Windsor and Detroit; • Although there were lower impacts on the Canadian side, on the U.S. side, the southern alternative had generally higher impacts in comparison to other alternatives. <p>On this basis both the Canadian and U.S. project teams agreed that the southern alternatives should be eliminated from further consideration. Additional information as to the disadvantages identified by the U.S. Project Team are available in the <i>Detroit River International Crossing Study Evaluation of Illustrative Alternatives Report</i> available on the project website (www.partnershipborderstudy.com)</p>
<p>18. Where will the air quality measurements be taken? Will any be taken along the Talbot Road/Huron Church corridor? How will the air quality results be used? Will they be used to compare the at grade, tunnel, or below grade options or will steps be taken to reduce the impact on air quality?</p>	<p>We will assess the air quality impacts of the practical alternatives on sensitive receptors such as schools, daycare facilities, long-term care facilities, residential areas and other sensitive uses. The air quality analysis will be conducted for the access road alternatives as well as the plaza and crossing alternatives. Each practical alternative will be assessed separately and potential impacts will be determined. The project team will use approved air pollutant emission models and air dispersion models to predict ambient concentrations of air pollutants. The Project Team will input existing conditions into the model based on data from area air quality monitoring stations and other applicable information and studies. Each of the alternatives (at-grade, depressed, and tunneled) as well as a 'no build' alternative will be modeled based on predicted traffic conditions for years 2015, 2025, and 2035. Changes to air quality concentrations and frequency of exceedances (of standards and guidelines) will be compared to the "no build" alternative. Mitigation measures will be examined as appropriate.</p>
<p>19. Will the bored tunnel option be reconsidered in view of the suggestion made by the participant who talked about the China tunnel?</p>	<p>Several aspects of bored tunnels were considered in determining to not carry forward a bored tunnel option for the access road. The layer of soft ground available for boring is generally 25 m to 30 m, which is not thick enough for a 3-lane bored tunnel. For a bored tunnel, soft ground depths of 35 m are required.</p> <p>As well, with a bored tunnel, due to the limitations in sizing the tunnel boring machine, the new freeway would likely have some sub-standard shoulder areas which would affect operations in the tunnel; in addition, access and egress would be difficult because of the tunnel depth (ramps would be 20 m or more below ground). The groundwater conditions in this area of Essex County were noted as creating risks associated with dewatering operations during and post-construction with the potential to negatively affect groundwater levels, possibly impacting nearby structures and natural features. The bored tunnel option has been evaluated by the geotechnical and tunneling specialists, and they have recommended that bored tunnels for this project are not practical.</p>
<p>20. Do not make the road go west of Huron Line near Todd Lane. I live on Matchette Road, just south of EC Row Expressway. On three aerial photos my property is either in the footprint of a plaza, or on a road leading to a plaza. What is the likelihood that my property will not be impacted?</p>	<p>There is a strong likelihood that your property will be impacted by one of the three plaza options or the access road. The extent of impact will not be determined until a recommendation is made as to which plaza site and access road option is preferred (expected in Spring 2007). Compensation for your property is based on the market value of the property. Market value is ascertained by determining what similar property might be expected to sell for in the open market by a willing seller to a willing buyer. If only a portion of the property is acquired, the effect of the acquisition on the rest of the property will be taken into consideration. The Ministry of Transportation is required to compensate a property owner</p>

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<p>21. When will the communication for this project begin? Why are the meeting notices not mailed to homes? Can radio and television advertisements or notices be made for future meetings?</p>	<p>Various methods of communication have been made to the public since early 2005 to notify residents and business of the project and more recently, of the alternatives being considered for a new international crossing between Windsor and Detroit. At the beginning of 2005, a project website was established that contains all recent meeting notices and documents (www.partnershipborderstudy.com). The Project Team maintains a growing mailing list that includes those persons that have contacted the Project Team, or attended a meeting, or other stakeholders that have been identified to the Project Team. Notification of the Public Information Open Houses (PIOH) was made through advertisements in the local papers, radio announcements, announcements made on Community Bulletin Boards, ±1,200 letters mailed to persons on the project contact list, as well as a direct mailing to (±7,500 addresses of residences and businesses within 500m of the access road and plaza alternatives). The Project Team will continue to review its methods of communicating with the community and your suggestions are appreciated.</p>
<p>22. In order for the new corridor to have the least impact on health and noise pollution on the residents concerned is to tunnel from Highway 401 to Michigan. Place a truck plaza on the 401, where there is a lot of farms to accommodate the 100 + acres needed for a plaza. Since bedrock is from 90 feet to 100 feet below grade, you can easily bore through bedrock and under the Detroit River. The cost factor should not be entered into it when noise and air pollution will be almost negligible and people will not be affected.</p>	<p>Tunneling is one of several options that is being considered within this corridor. A few key considerations associated with tunneling include rock conditions, roadway requirements, and groundwater levels. In consultation with the Canada Border Services Agency, the Project Team is required to place an inspection plaza as close to the border as possible, have approaches from the US that are secure with clear lines of sight, and provide adequate capacity for present and future conditions. The Project Team evaluated the potential to tunnel the crossing under the Detroit River. An examination of the existing geotechnical conditions within the proposed crossing areas of the Detroit River concluded that it was not practical to construct a tunnel under the river in these locations. Reasons include the soft ground cover relative to the existing rock conditions at various points in the river. Cost is only one of the seven factors to be considered in the evaluation of alternatives. We are not looking for the lowest cost solution. We are looking for the best balance of benefits and impacts. We have promised to study the benefits, impacts and feasibility of a tunnel, but we have not promised to build a tunnel.</p>
<p>23. The Brighton Beach Plaza (Plaza B) with crossing Alternative B (X10) is the only one that is both cost effective (distance to touchdown =975 m; the lowest and least distance bridge) and least community impact (Sandwich, HydroOne, Windsor Salt, etc) with the most flexible access roads possible. Should reconsider bypass off Huron Church-Todd Lane west and Malden Road north in full environmental assessment and traffic modeling before final decision...since matrix indicated it was close, but modeled nothing. Also consider bored tunnels with experts like COWI (www.cowi.com) and their technology on Yangtze River (14.5 m diameter) completed in 2009.</p>	<p>Each alternative considered for this project is undergoing a full environmental assessment and will be analyzed to determine the alternative that provides the best overall balance of transportation objectives and environmental impacts, including the ability to satisfy the regional transportation and mobility needs. The Project Team has conducted traffic modeling for the Huron Church-Todd Lane bypass along with all the other alternatives we have evaluated. The Project Team has considered the results of the modeling along with the seven evaluation factors studied for this project. It was determined that the Huron Church-Todd Lane Malden Rd bypass was highly inconsistent with federal, provincial and municipal initiatives to protect the natural, social and cultural aspects associated with the Ojibway/Spring Garden area. This alternative had higher disruption impacts to provincially designated features and areas of environmentally significant species and habitat. The tunneling option is still being considered, and the Project Team has conducted research into tunneling technologies suitable for the unique soil conditions found in Windsor.</p>
<p>24. The selection of the ACA seems to be based mainly on the fact that this corridor is the "gateway" for international truck traffic already, and that the impacts caused by building this new highway will be only "incremental." Because the existing situation already involves high negative impacts from the truck traffic to surrounding communities,</p>	<p>In June 2005, we presented 15 river crossing alternatives, and associated plazas and access roads for public consultation. The analysis and evaluation of illustrative alternatives concluded that access route, plaza and crossing alternatives in the Area of Continued Analysis provide the best balance of transportation service and mobility, with fewer associated community and environmental impacts, in comparison to other alternatives. Given the nature and extent of land uses and development along the Detroit River in Canada and the U.S., it would not be possible to develop a new or</p>

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<p>compared to building in LaSalle or off Todd Lane (for example), building in this corridor will have less of an overall impact and is therefore preferred. This reasoning is flawed, as the current situation is already unacceptable. The assessment of impacts for all of the alternatives should be the same: an objective measure of the impacts of no truck route compared to constructing the route. The communities build up along Talbot/Huron Church Road for the most part pre-date the dramatic rise in the use of trucks to transport cargo. This only occurred after NAFTA; previously trains had been on the main modes of transport, and volumes had been lower. The residents of this area have never had the opportunity to have a say in this corridor being the "accepted" truck route-this only happened by default, as the 401 was not properly designed and finished in the 1950's. Two wrongs don't make a right. This situation must and can be addressed and corrected in a better way, that doesn't necessarily have to keep, and add on to, the status quo.</p>	<p>expanded river crossing, plaza or connecting roads that entirely avoid impacts on local communities. The goal of the Partnership is to avoid, minimize, or mitigate impacts to the extent practicable.</p> <p>It is not reasonable to ignore the existing condition that Highway 3 and Huron Church Road are the current routes to the Ambassador Bridge border crossing in the City of Windsor. The DRIC Study Team considered the "do nothing" alternative as well as the use of other modes (i.e. other than truck) and non-roadway improvements. The assessment of these alternatives concluded that doing nothing would not sufficiently alleviate the need for additional transportation improvements at the Detroit-Windsor border and that the Huron Church/Highway 3 corridor, Ambassador Bridge and the Detroit-Windsor Tunnel would all operate over capacity for extended periods of the day, resulting in congestion and delay on a substantial portion of the local road network. Similarly, the use of other modes or non-roadway improvements would not sufficiently address the need for additional capacity to meet the projected travel demand in the year 2035 (the horizon year for this planning study). Details of this assessment are provided in the <i>Draft Feasible Transportation Alternatives (Alternatives to the Undertaking) Report, Draft February 2006</i> available on the project website (www.partnershipborderstudy.com).</p>