

## DETROIT RIVER INTERNATIONAL CROSSING

*Presentation for Oneida Nation of the Thames:*

# Environmental Study Processes

May 4, 2005

1



## The Border Transportation Partnership



2





**Why a Partnership?**

- In the 90's, several studies of cross-border transportation and trade were completed individually by Michigan and Ontario; the need for long-term improvements to the network was recognized in these studies
- Transportation improvements at the border crossings of Southwestern Ontario-Southeastern Michigan are within the mandates of:
  - Transport Canada;
  - U.S. Federal Highways Administration;
  - Ontario Ministry of Transportation; and
  - Michigan Department of Transportation
- Each of these four agencies agreed to partner in a joint study to identify issues and potential solutions

4

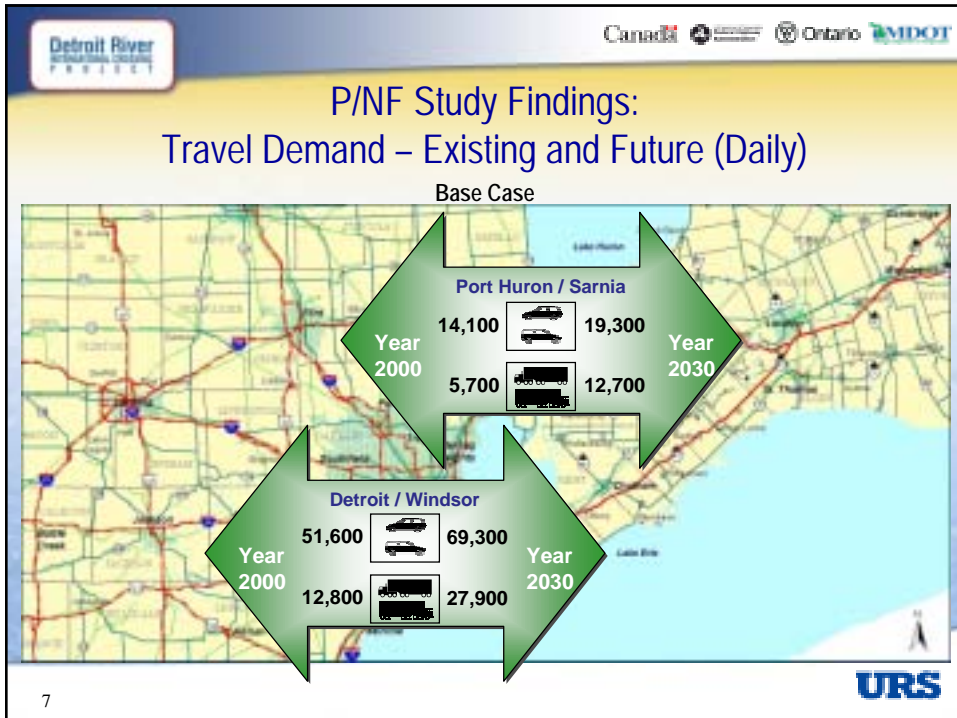
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## Planning/Need and Feasibility Study ("The Bi-National Study")

- Mandate to develop a 30-year transportation strategy
  - Consistent with environmental assessment requirements:
    - Canadian Environmental Assessment Act
    - Ontario Environmental Assessment Act
    - U.S. National Environmental Policy Act
  - Multi-modal
- Completed January 2004

## P/NF Study: Broad Geographic Area





**Detroit River International Crossing Project**

Canada Ontario

### P/NF Study Findings: Projected International Trade Growth Detroit-Windsor Corridor

Two-Way Canada-U.S. Trade  
Passing Through Detroit-Windsor  
(U.S. Dollars)

2001	2030
\$90 Billion +/-	\$150 Billion +/- (64% Increase)

8

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## P/NF Study Findings: Economic Opportunities

Opportunities Lost If No Improvements to Border By Year 2030

	SEMCOG-Essex Economy	Michigan-Ontario Economy
Cumulative Employment (Full Time Equivalent Jobs)	19,750 – 24,000	70,000 – 84,000
Annual Production (Year 2000 U.S. Dollars)	\$3.0 - \$3.4 Billion	\$6.2 – \$6.8 Billion

## P/NF Study Findings: Existing Border Road Crossing Limitations

### Base Case

Blue Water Bridge Corridor					
U.S. Interstate I-69	U.S. Border Processing	Blue Water Bridge	Canadian Border Processing	Highway 402	
At or near capacity beyond 30 years	At or near capacity within 5 – 10 years	At or near capacity beyond 30 years	At or near capacity within 15 – 20 years	At or near capacity beyond 30 years	
Detroit-Windsor Tunnel Corridor					
Downtown Detroit Road Connections to Tunnel Plaza	U.S. Border Processing	Detroit-Windsor Tunnel	Canadian Border Processing	Downtown Windsor Road Connections to Tunnel Plaza	
At or near capacity within 5 years	At or near capacity within 5 years	At or near capacity within 10 – 15 years	At or near capacity within 5 years	At or near capacity within 5 years	
Ambassador Bridge Corridor					
U.S. Interstate Connections (with gateway)	U.S. Border Processing	Ambassador Bridge	Canadian Border Processing	Huron Church Road	Highway 401 (6 lanes)
At or near capacity beyond 30 years	At or near capacity within 5 years	At or near capacity within 10 – 15 years	At or near capacity within 5 years	At or near capacity within 5 years	At or near capacity beyond 30 years
Rail and Ferry		Existing rail and ferry crossings are operating below capacity			



## P/NF Study Findings: Network Connections

- Options for maintaining the movement of people and goods should be provided to avoid delays and disruption resulting from major incidents or regular maintenance operations.
- The current border crossings at Windsor/Detroit are over 70 years old and will reach capacity in 10-15 years.
- This key trade route requires a new border crossing or the expansion of an existing crossing.

## P/NF Study Findings: Summary Elements of a 30-Year Strategy

- Ensure sufficient border processing resources to serve travel demand at the crossings.
- Optimize the use of existing network in the short to medium-term (5-10 years).
- Implement travel demand measures and encourage use of other modes to reduce travel demand on the road network.
- Construct a new or expand an existing international crossing connecting the interstate freeway system in Michigan to the provincial highway system in Ontario (EIS/EA is needed).

## P/NF Conclusions

- Clear need for improvements at Windsor-Detroit
- Planning and approval process is unique
- Integrated bi-national public process reduces risks/delays to implementation of best overall long-term solution

13

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14

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## The DRIC EA Study Will:

- Coordinate the U.S. and Canadian work programs
- Investigate the engineering, social, economic, cultural and natural environment attributes of route and crossing alternatives
- Publicly present the assessment of direct and indirect impacts of the alternatives for public review
- Incorporate public and agency input in decision-making and development of mitigation

## Our Goal:

- Approved location for a river crossing
- Approved connections to freeways in Canada and the U.S.
- Approved locations for plazas in Canada and the U.S.
- Comprehensive engineering to support approvals, property acquisition, design and construction
- Submission for approval by December 2007



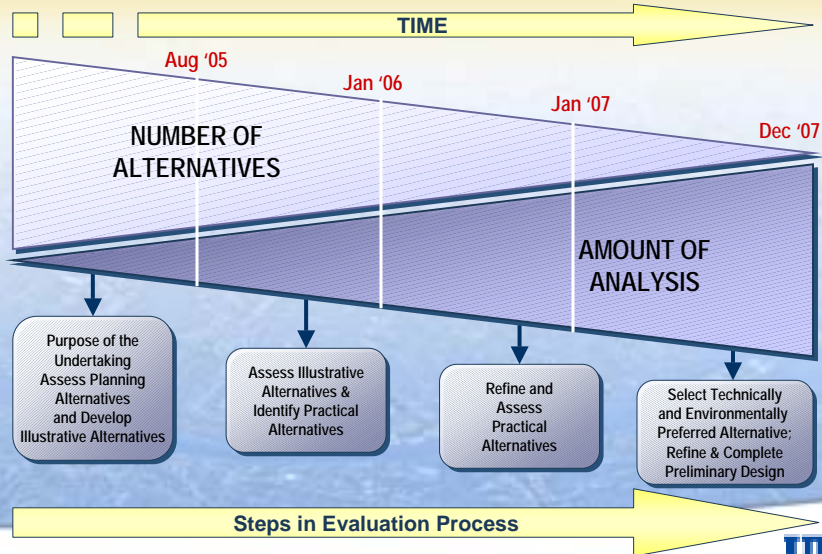
## Decisions will be based on a balance of social, environmental and engineering factors

PROPOSED EVALUATION CRITERIA		
Socio-Economic Environment	<ul style="list-style-type: none"> <li>• Property and Access</li> <li>• Community Effects (Noise, Disruption, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Land Use Strategies</li> <li>• Disposal Sites &amp; Contaminated Areas</li> </ul>
Cultural Environment	<ul style="list-style-type: none"> <li>• Archaeology</li> <li>• Heritage and Recreation</li> </ul>	
Natural Environment	<ul style="list-style-type: none"> <li>• Air Quality</li> <li>• Agricultural Areas</li> <li>• Fisheries and Aquatic Habitat</li> <li>• Groundwater and Surface Water</li> <li>• Noise</li> </ul>	<ul style="list-style-type: none"> <li>• Other Resources</li> <li>• Special Wildlife and Habitat Areas</li> <li>• Wetlands</li> <li>• Woodlands</li> </ul>
Technical Considerations	<ul style="list-style-type: none"> <li>• Traffic and Network Operations</li> <li>• Engineering/Constructability</li> <li>• Cost</li> </ul>	

## Decision-making will incorporate broad consultation in the U.S. and Canada throughout the Project



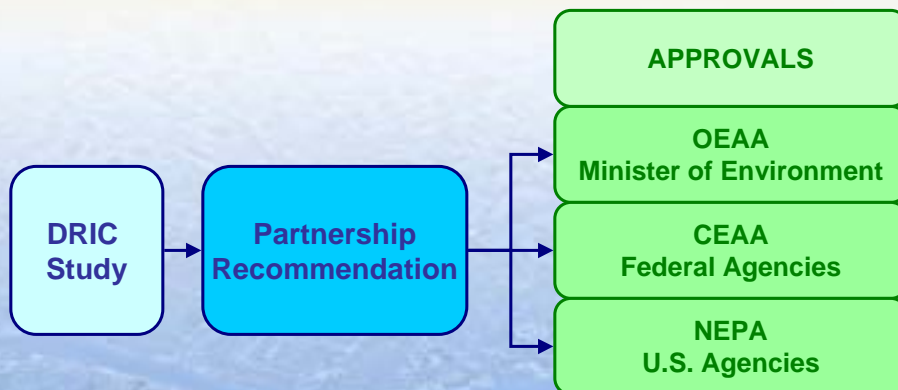
## Evaluation Process

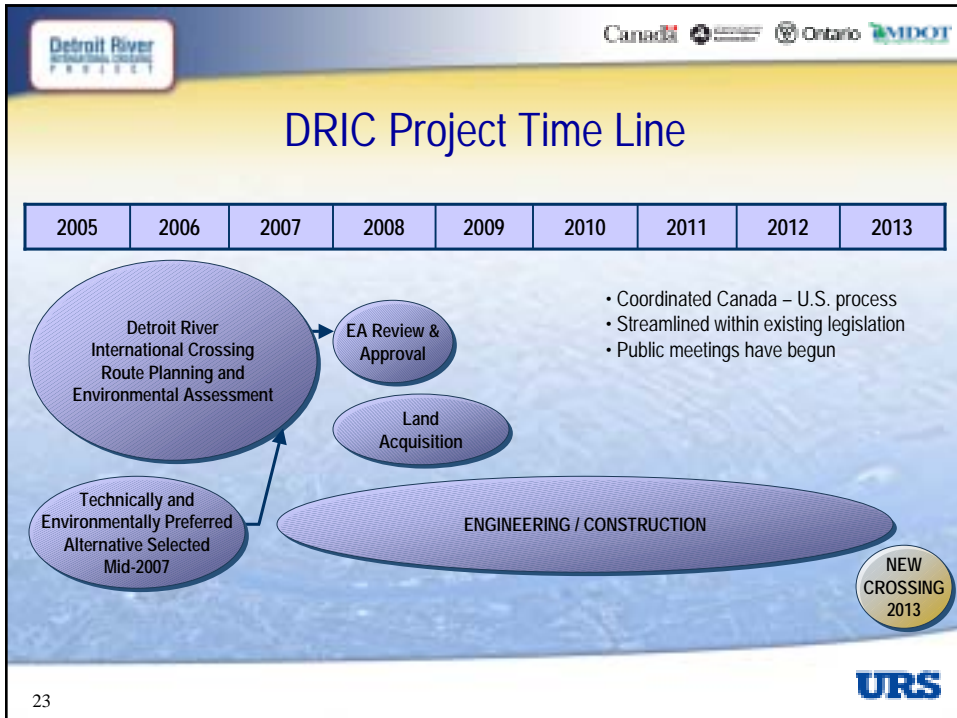


## Key Milestones:

Study Area Features, Opportunities & Constraints	April '05
Initial Set of Crossing Alternatives & Connecting Routes in Canada and the U.S.	June '05
Final Set of Alternatives	December '05
Results of Social, Economic, Environmental and Engineering Assessments	Winter '06
Preferred Crossing Location & Connecting Routes in Canada and the U.S.	Spring '07
Finalize Engineering and Mitigation Measures	Summer '07
Document Study and Submit for Approvals	End of '07

## Who Decides?





**Detroit River International Crossing Project**

Canada Ontario

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24

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