

DETROIT RIVER INTERNATIONAL CROSSING ENVIRONMENTAL ASSESSMENT

*Advisory Group Presentation
- Evaluation of Illustrative Alternatives -*

November 2005

The Border Transportation Partnership

Canada 

 U.S. Department of Transportation
**Federal Highway
Administration**

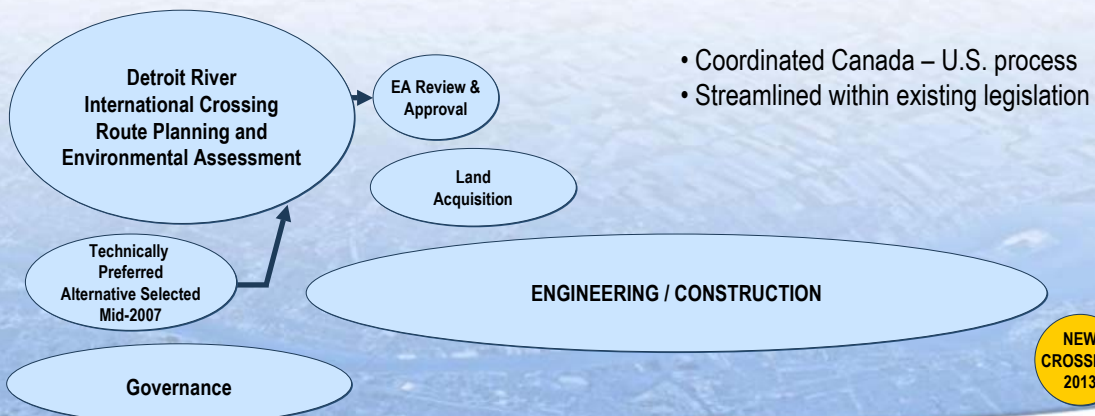
 Ontario

 **MDOT**
Michigan Department of Transportation

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
Final Set of Alternatives	December '05	PIOH2
Specific Crossing, Plaza and Access Road Options	March '06	PIOH3
Results of Social, Economic, Environmental and Engineering Assessments	Winter '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

We are here

2005	2006	2007	2008	2009	2010	2011	2012	2013
------	------	------	------	------	------	------	------	------

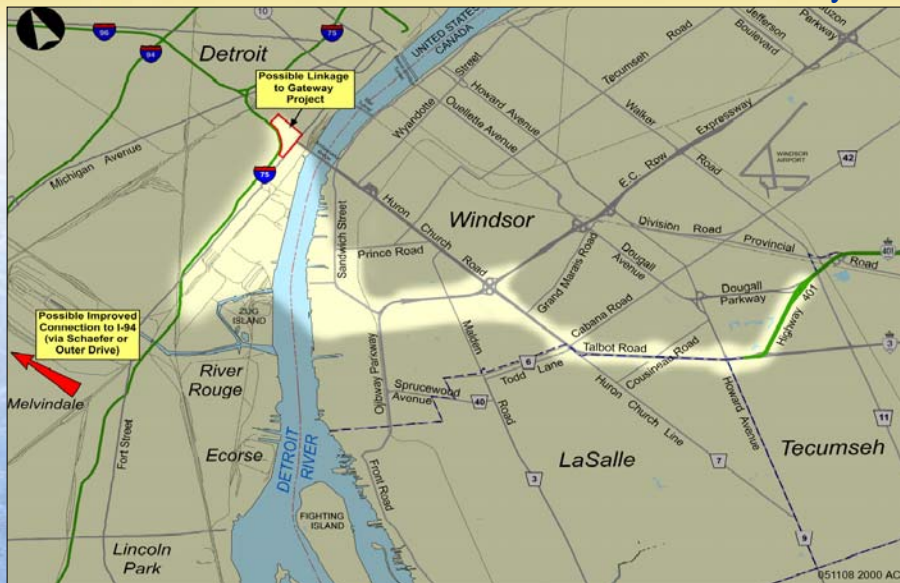


Illustrative Route Alternatives



Evaluation Process

- 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**

- No final decision has been made as to location of new crossing and plaza nor the design of the new access road
- Next steps include:
 - Additional consultation
 - Additional technical and environmental investigations and fieldwork
 - Additional concept design work
 - Coordination with our U.S. Partners
 - Presentation of final list of Practical Alternatives – March 2006
 - Presentation of assessment of Practical Alternatives – December 2006

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.

Public Information Open Houses (PIOHs):

Tuesday November 29th

4:00 p.m. to 8:00 p.m.
Canadian Club Room
Windsor Cleary Centre
201 Riverside Drive West
Windsor, Ontario

Wednesday November 30th

5:00 p.m. to 9:00 p.m.
Holy Cross Elementary
School Gymnasium
2555 Sandwich W. Pkwy
LaSalle, Ontario

Thursday December 1st

4:00 p.m. to 8:00 p.m.
Multipurpose Room
Novelletto Rosati Complex
3939 Carmichael Street
Windsor, Ontario

Workshops proposed to follow in January, 2006

- Public oversight and the protection of the public interest
- Secure, efficient and well managed crossings
- Options being considered include:
 - government ownership
 - various forms of collaboration with the private sector
 - creation of an authority.

**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
Toll Free : 1-800-900-2649