

DETROIT RIVER INTERNATIONAL CROSSING STUDY

Community Consultation Group Meeting

April 27th, 2006

Agenda

- Opening Remarks
- Review of March 22 Joint CCG/LAC Meeting Notes
- Public Comment
- Public Input from PIOH #3: Key Themes/Issues
- Route & Access Roads
 - Tunneling
 - Comments to Date
 - Potential Refinements
 - Discussion
- Public Comments
- Update on U.S. Project Status
- Next Steps
- Closing Remarks

Opening Remarks

Review of March 22 CCG/LAC Meeting Summary

Public Comment

Public Input from PIOH #3: Key Themes

Date/Venue	Total Attendance	Written Comments Received
March 28, 2006 Ciociaro Club	472	120
March 30, 2006 Novelletto Complex	340	95
Total Comments received via fax/mail to date	N/A	14
Total	812	229

Plazas and Crossings: Are there other options or modifications that should be considered?

- Locate the crossing outside of Windsor; in LaSalle, Amherstburg Area; Fighting Island, southern areas
- Place it away from homes, schools, and parks
- Keep plaza as far away from Sandwich as possible
- Tunnel the crossing instead of building a bridge
- Expressed support for each Option A, B, or C
- Create buffering around plazas with berming and trees
- Reconsider the DRTP proposal

Access Roads: What concerns or comments do you have regarding the alternatives shown today (at-grade, depressed, tunneled)?

- Proposed highway divides the community
- Air and noise pollution
- Property depreciation
- Proximity to existing residential neighbourhoods
- Access road configurations (eg out of way travel, severing from other neighbourhoods)
- Access to commercial properties, emergency vehicle access
- Tunneling option was favoured over depressed and at-grade
- Proximity to schools

What do you think are the most important considerations in the evaluation of *Plaza and Crossing Alternatives*?

- Community disruption (including disruption to community facilities)
- Air and noise impacts
- Proximity to residential areas
- Health of Windsor residents
- Traffic impacts during construction
- Preserve recreational space/trails/parkland
- Impacts to Sandwich Town
- Environmental Impact

What do you think are the most important considerations in the evaluation of Access Road Options?

- Community disruption during and after construction
- Division of neighbourhoods
- Air and noise pollution
- Access across Huron Church by both vehicle and pedestrian
- Environmental Impact
- Health of Windsor residents
- Traffic impacts during construction
- Impacts to schools
- Accessibility to commercial areas

If you would like to identify/comment on specific component of an alternative, provide suggestions for alternatives within ACA place an adhesive label on photomap.

Common Comments made:

- Construct a tunnel
- Concerned with access of properties (including community facilities) located adjacent Talbot Rd/Huron Church Road
- Strongly disagree with at-grade option
- Concerned with access (both pedestrian and vehicular) during and after construction
- Do not place a crossing near Sandwich Town
- Concerned with property values
- Concerned with trucks carrying dangerous goods using Windsor roads/new crossing
- Identified themselves as wanting to be relocated as part of the project

General Comments made:

- Tunneling should be strongly considered
- Concerned about isolating neighbourhoods/impacting schools
- Concerned with safety, environmental health, and loss of enjoyment of homes
- Concerned about resale value of property
- Concerned with response times of emergency vehicles with each option
- Concerned about protecting Ojibway Prairie, Spring Garden ANSI
- Do not use city streets to reach a new crossing
- Extend Hwy 401 into LaSalle and Amherstburg or the east side of Windsor
- Concerned that the general public was not informed about this project

Access Road Alternatives Proposed Refinements

Tunneling

Tunneling

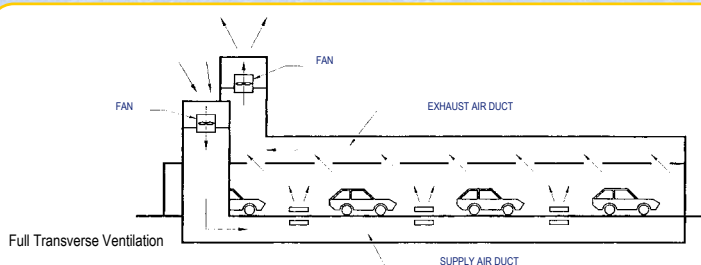
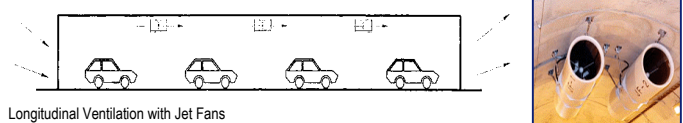
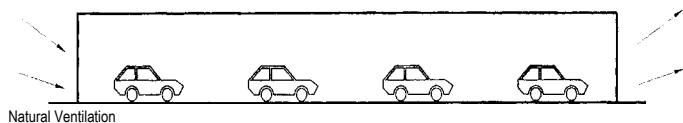
Bored Tunnels

- 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.
 - Bored Tunnel Requirements:
 - Ground to top of tunnel 15m
 - Tunnel 15 m
 - Bottom of tunnel to bedrock 5m
- The new freeway would have some sub-standard shoulder areas
- Access/egress by ramps would be difficult because of tunnel depth
 - Constructability concerns at tunnel portals
 - Risks with respect to dewatering and groundwater
 - Risks with respect to stability
- **Conclusion:** Bored tunnels are not considered practical

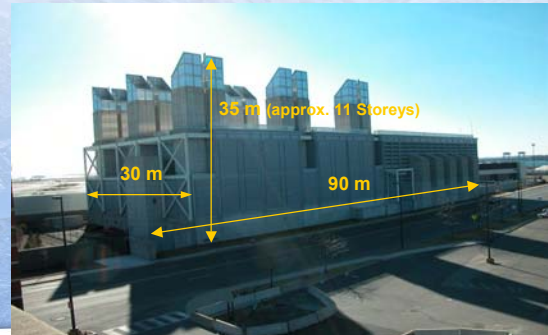
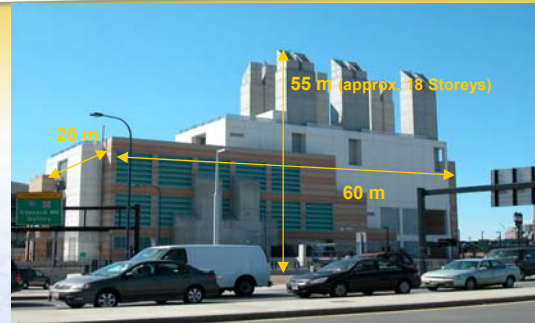
Cut and Cover Tunnels

- Generally feasible at depths up to 15m. Special controls will be required at depths greater than 7m
- Risks with respect to dewatering and groundwater
- Complex construction staging may be required
- **Conclusion:** Tunneling using cut and cover techniques will be analyzed and evaluated.

Tunnels (Cont.) - Ventilation Buildings



Tunnels (Cont.) - Ventilation Buildings



Tunnels (Cont.) – Central Artery/Tunnel (The Big Dig), Boston

Before - Central Artery as an elevated highway south of Charles River



After – At-grade road system above Central Artery tunnel



Tunnels (Cont.) – Central Artery/Tunnel (The Big Dig), Boston

- Landscaping above Ted Williams Tunnel



- Parklands above Central Artery Tunnel



Tunnels (Cont.) – I-696, Michigan



Comments to Date

Potential Refinements

Discussion

Public Comment

Update on U.S. Project Status

Next Steps

Closing Remarks