

DETROIT RIVER INTERNATIONAL CROSSING STUDY

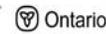
Presentation To SCHOOL COUNCILS REPRESENTATIVES

May 30, 2006

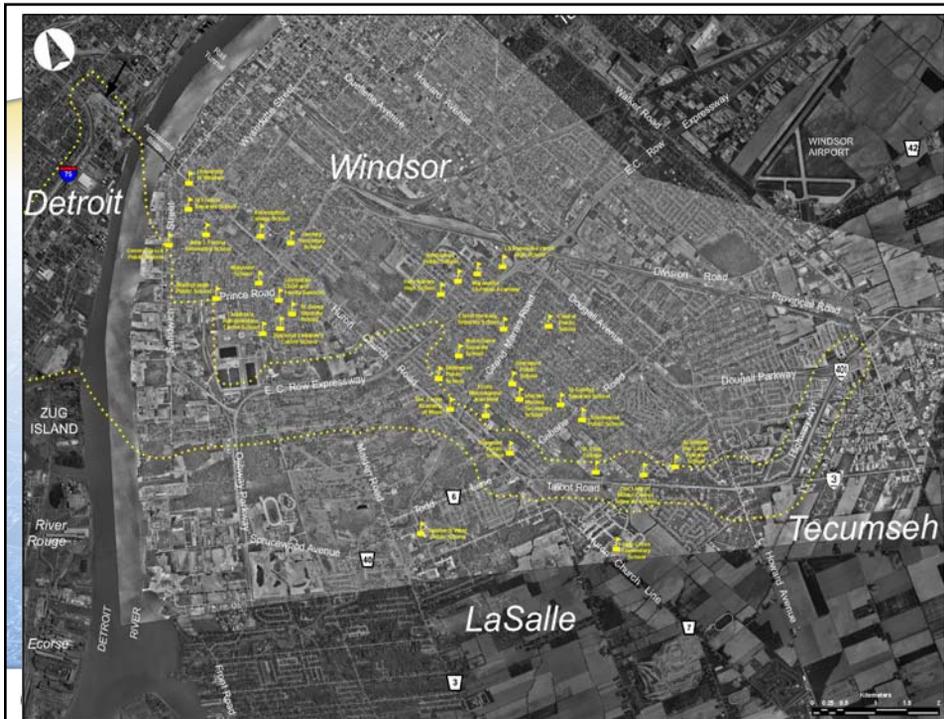
Meeting Agenda

- Introduction
- Project Overview
- Interest in a School Councils Advisory Group
- Next Steps
- Closing Remarks

Introduction



DETROIT RIVER INTERNATIONAL CROSSING ENVIRONMENTAL ASSESSMENT



Project Overview



DETROIT RIVER INTERNATIONAL CROSSING ENVIRONMENTAL ASSESSMENT



The Border Transportation Partnership



DETROIT RIVER INTERNATIONAL CROSSING ENVIRONMENTAL ASSESSMENT



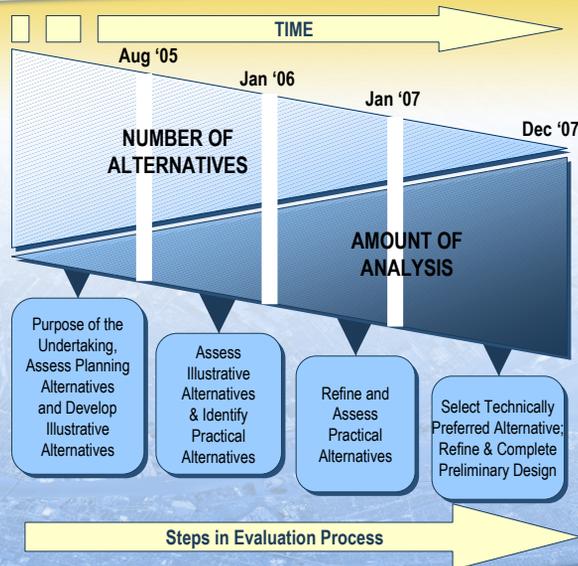
To provide for the safe, efficient and secure movement of people and goods across the Canadian-U.S. border in the Detroit River area to support the economies of Ontario, Michigan, Canada and the U.S.

In order to meet the purpose, this study must address the following regional transportation and mobility needs:

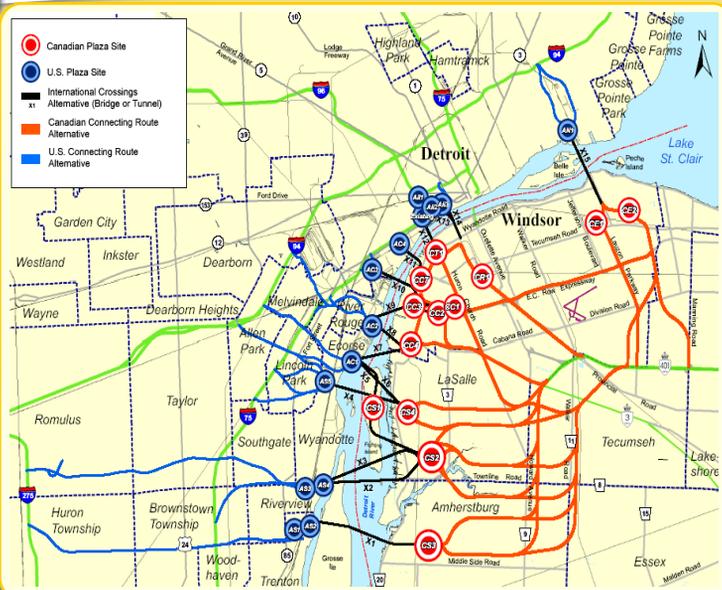
- Provide new border crossing capacity to meet increased long-term travel demand;
- Improve system connectivity to enhance the continuous flow of people and goods;
- Improve operations and processing capabilities at the border; and
- Provide reasonable and secure crossing options (i.e. network redundancy)

Given the importance of this trade corridor to the local, regional and national economies and recognizing the negative effects associated with poor traffic operations and congestion, the partnering governments must take all reasonable steps to reduce the likelihood of disruption to transportation service in this corridor.

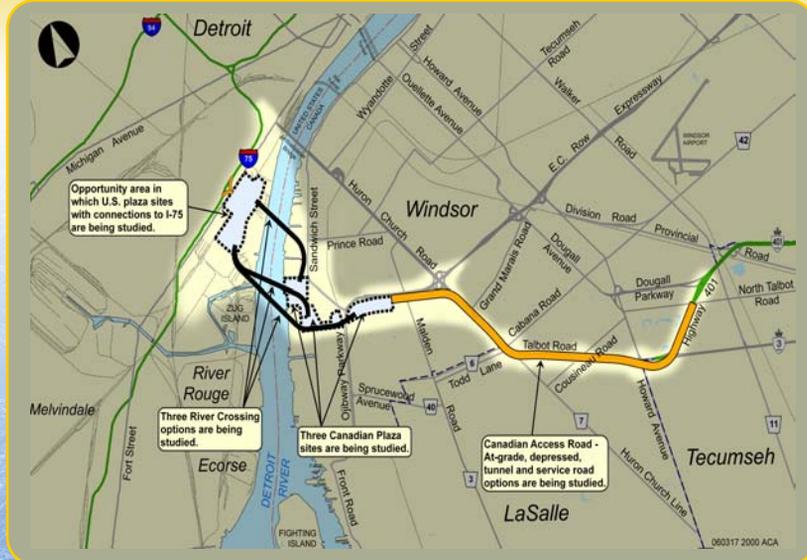
The underlying principle for the alternatives generation and evaluation process is to start with a broad perspective and become more focused/ detailed as the project progresses.



- **Changes to Air Quality**
- **Protection of Community and Neighbourhood Characteristics (includes assessment of residential and business property impacts, 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)**
- **Improve Regional Mobility**
- **Minimize Cost (includes assessment of constructability issues).**



Crossing, Plaza & Route Alternatives



Plazas and Crossings



Area:	Approx. 35 ha (85 acres)	Land Uses Directly Affected:	Residential; Industrial; Commercial.
Primary Inspection Lanes:	20 Passenger; 19 Commercial.	Displacements:	66 Residential Existing; 19 Residential Under Construction
Other Major Functions:	Secondary Inspection (Passenger/Commercial); Vehicle and Inspection System (VACIS); Agriculture Inspection; Toll Facilities.	Utility Easements/ROWs:	Power Transmission Line; BP Canada High Pressure Pipe
Can Connect with:	Crossings A, B & C	Realignments/Closures:	Chappuis St.; Beech Street; Healy St.; Matchette Rd.

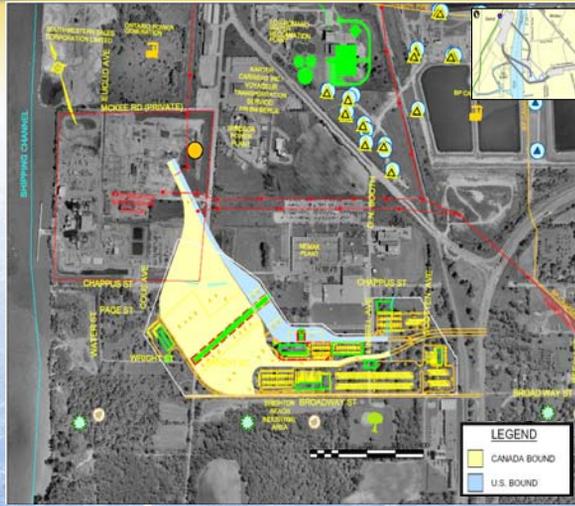




Area:	Approx. 35 ha (85 acres)	Land Uses Directly Affected:	Brighton Beach; OPG Parking; Transformer Station; Nemak; Ojibway Natural Area.
Primary Inspection Lanes:	20 Passenger; 19 Commercial.	Displacements:	12 Residential; 1 Manufacturing; 1 Utilities
Other Major Functions:	Secondary Inspection (Pass/Comm); Supplementary Inspection (VACIS); Agriculture Inspection; Toll Facilities.	Existing Easements/ROWS:	Power Transmission Line
Can Connect with:	Crossings B & C	Realignments/Closures:	Water St; Scott Ave; Cole Ave; Audrey Ave; Sandwich St; Chappus St; Page St; Wright St.; Broadway St.; Healy St.; Reed Ave.;



Inspection Plaza Alternative B1



Area: Approx. 33 ha (82 acres)

Primary Inspection Lanes: 20 Passenger; 19 Commercial.

Other Major Functions: Secondary Inspection (Pass/Comm); Supplementary Inspection (VACIS); Agriculture Inspection; Toll Facilities.

Can Connect with: Crossings B & C

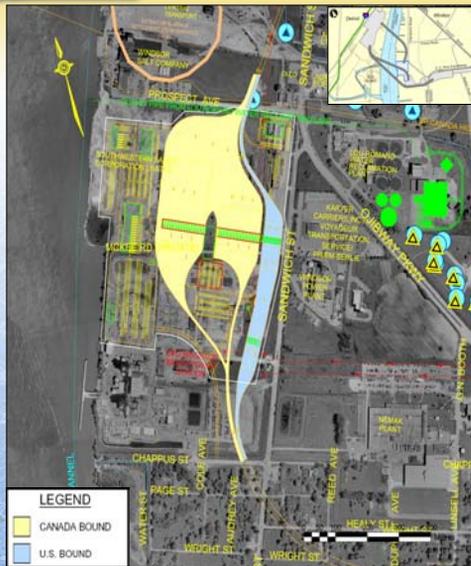
Land Uses Directly Affected: Brighton Beach; OPG Parking; Transformer Station; Nemak; Ojibway Natural Area.

Displacements: 10 Residential; 1 Manufacturing; 1 Utilities

Existing Easements/ROWS: Power Transmission Line

Realignments/Closures: Water St; Scotten Ave; Cole Ave; Audrey Ave; Sandwich St; Chappus St; Page St; Wright St.; Broadway St.; Healy St.; Reed Ave.; Dumont St

Inspection Plaza Alternative C



Area: Approx. 35 ha (85 acres)

Primary Inspection Lanes: 20 Passenger; 19 Commercial.

Other Major Functions: Secondary Inspection(Pass/Comm); Supplementary Vehicle Inspection (VACIS); Agriculture Inspection; Toll Facilities.

Land Uses Directly Affected: Hydro One Transformer Station; Aggregate Operation; Windsor Salt; OPG Parking

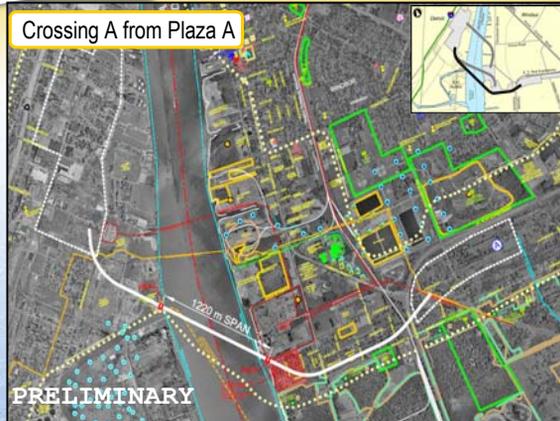
Displacements: Hydro One Transformer Station, Aggregate Operation; OPG Parking

Easements/ROWS Relocation: Power Transmission Lines

Realignments/Closures: Prospect Ave.; McKee St.; Euclid Ave.

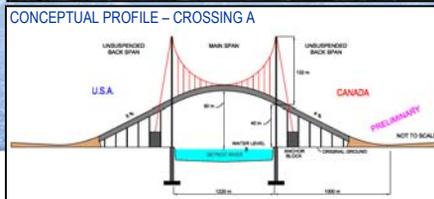


Crossing A from Plaza A

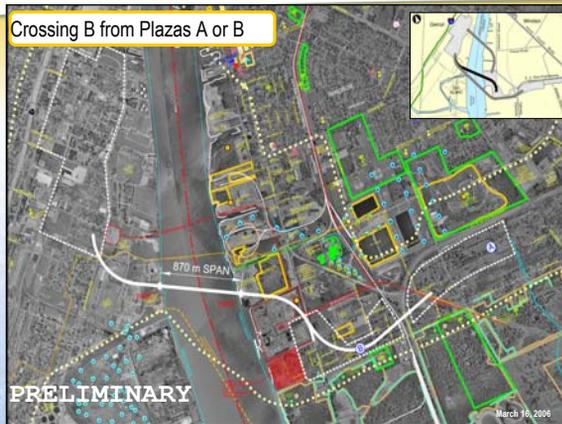


	Connecting to PLAZA A
Main Span Length:	1220 m
Number of Lanes:	6
Distance to Touchdown:	1000 m
Maximum Height over River:	50 m
Approx Height over River at Shoreline:	40 m
Approx. Height of Towers:	160 m
Distance from River to Plaza:	1740 m

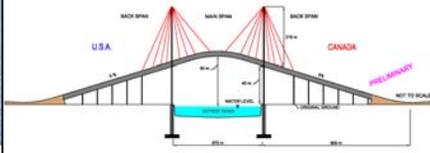
CONCEPTUAL PROFILE - CROSSING A



Crossing B from Plazas A or B

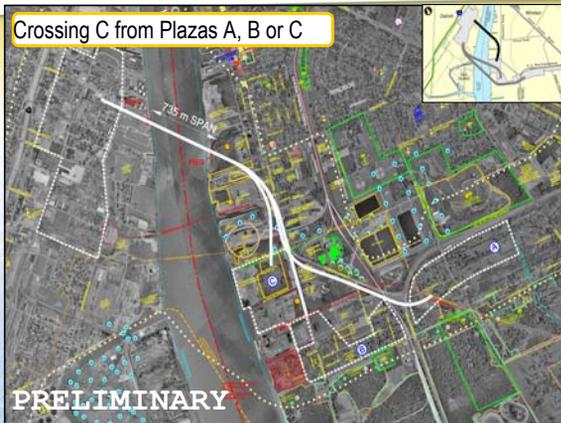


CONCEPTUAL PROFILE – CROSSING B AS CABLE-STAYED BRIDGE

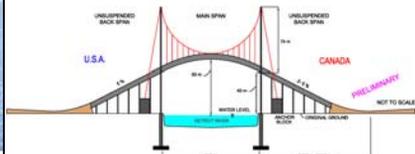


	Connecting to PLAZA A	Connecting to PLAZA B
Main Span Length:	870 m	870 m
Number of Lanes:	6	6
Distance to Touchdown:	1120 m	975 m
Maximum Height over River:	50 m	50 m
Height over River at Shoreline:	40 m	40 m
Height of Towers:	125–260 m	125–260 m
Distance from River to Plaza :	2120 m	760 m

Crossing C from Plazas A, B or C



CONCEPTUAL PROFILE – CROSSING C AS A SUSPENSION BRIDGE



	Connecting to PLAZA A	Connecting to PLAZA B	Connecting to PLAZA C
Main Span Length:	735 m	735 m	735 m
Number of Lanes:	6	6	6
Distance to Touchdown:	1830 m	1920 m	1360 m
Maximum Height over River:	50 m	50 m	50 m
Height over River at Shoreline:	45 m (CAN)	45 m (CAN)	45 m (CAN)
Height of Towers:	115 – 225 m	115 – 225 m	115 – 225 m
Distance from River to Plaza:	2935 m	1955 m	1275 m

Access Road Alternatives

Access Route 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 depressed.



2a

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



2b

Six-lane freeway depressed, parallel to Huron Church/Highway 3.



3

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

Acoustical and Vibration

- Site Surveys
- Consult with Agencies and Stakeholders
- Conduct Practical Routes Noise Assessment
- Develop Noise Mitigation Strategies

Air Quality

- Consult with Agencies and Stakeholders
- Conduct Practical Routes Air Quality Assessment
- Present Results of Air Quality Assessment

Natural Heritage

- Field Surveys – i.e. fisheries, migratory birds, and vegetation
- Conduct Effects Assessment
- Consult with Agencies and Stakeholders
- Develop Mitigation Strategies

Social Impact

- Individual Household Interviews
- Consultation with Residential Community Associations/Groups

Archaeological

- Prepare Stage One Documentary Survey
- Consult with Agencies and Stakeholders
- Conduct Stage Two Field Surveys at specific locations
- Develop Mitigation Strategies

Built Heritage

- Conduct Built Heritage Inventory
- Consult with Agencies and Stakeholders
- Develop Mitigation Strategies

Waste and Waste Management

- Field Surveys – i.e. sites
- Consult with Agencies and Stakeholders
- Develop Waste Management Strategies

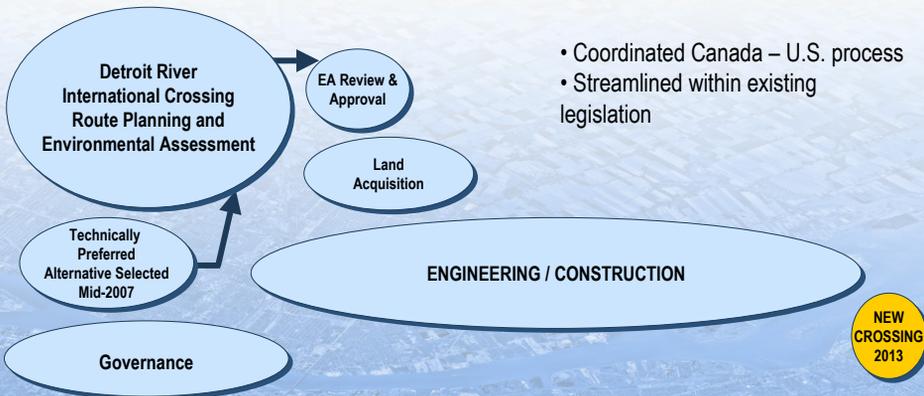
Economic Impact

- Individual Business Interviews
- Consultation with Business Associations/Groups

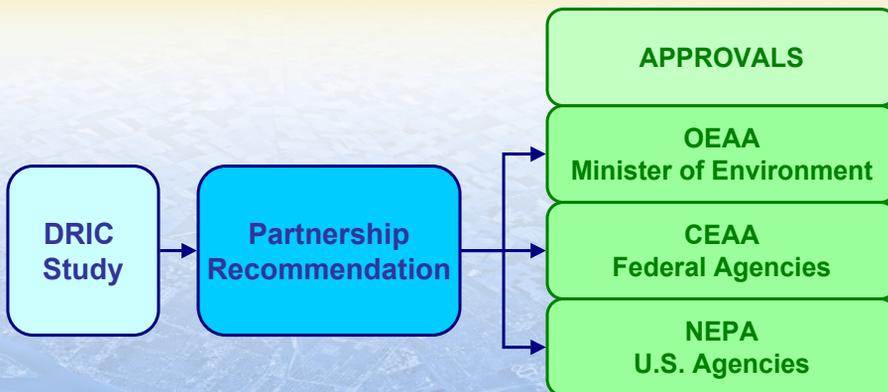
Technical Considerations

- Conduct Geotechnical Surveys
- Develop Preliminary Geometric Design
- Develop Preliminary Construction Staging Plans
- Develop Preliminary Cost Estimates
- Consult with Municipalities, Agencies, and Stakeholders
- Develop Geometric Design Mitigation Strategies

2005	2006	2007	2008	2009	2010	2011	2012	2013
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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.



Interest in a School Councils Advisory Group

Role of a School Councils Advisory Group

- **Purpose:**
 - Dialogue and information exchange
 - Advice/input on and joint exploration of key issues, concerns, challenges, opportunities related to schools
 - A sounding board: review and comment on project materials, tools and reports
 - Liaison — a conduit to/from the school community
 - Facilitate effective/efficient project completion
- **The Project Team commitment:**
 - Listen to, seriously consider, be respectful of participants' views, perspectives, opinions
 - Varying roles: observe, inform, clarify, facilitate

•Meetings:

- Approximately every 2-3 months
- Typically a 2-3 hour evening session
- Varied formats/exercises
- Operating procedures, summaries and agendas

•Membership and group composition:

- Some considerations: *manageable size; continuity; generally informed perspective; fairness and balance*
- Total numbers
- Representative mix

Next Steps

Closing Remarks

Canadian Project Team

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Windsor Border Initiatives
Implementation Group**

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