

DETROIT RIVER INTERNATIONAL CROSSING STUDY

Presentation To SCHOOL COUNCILS REPRESENTATIVES

May 30, 2006

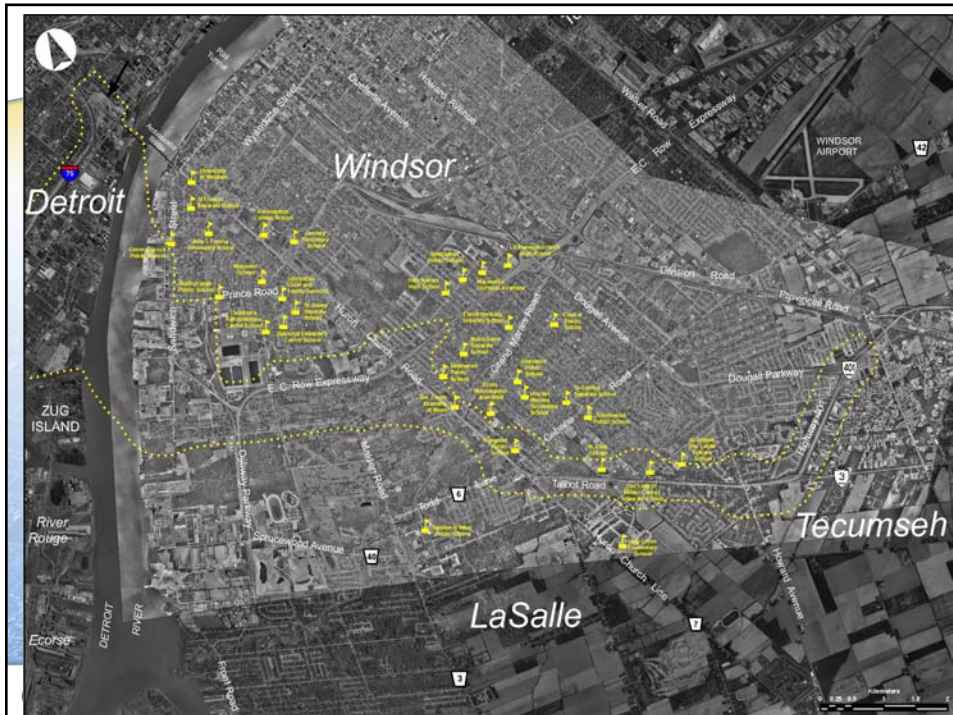
Meeting Agenda

- 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

Canada



U.S. Department of Transportation
Federal Highway
Administration



Ontario



MDOT
Michigan Department of Transportation

DETROIT RIVER INTERNATIONAL CROSSING ENVIRONMENTAL
ASSESSMENT



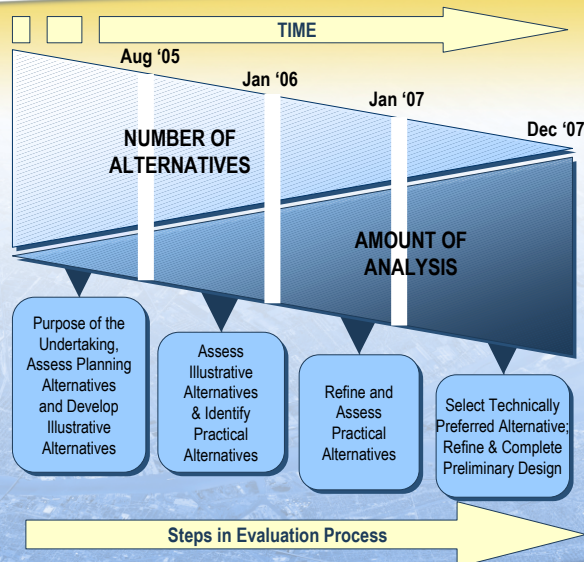
To provide for the safe, efficient and secure movement of people and goods across the Canadian-U.S. border in the Detroit River area to support the economies of Ontario, Michigan, Canada and the U.S.

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

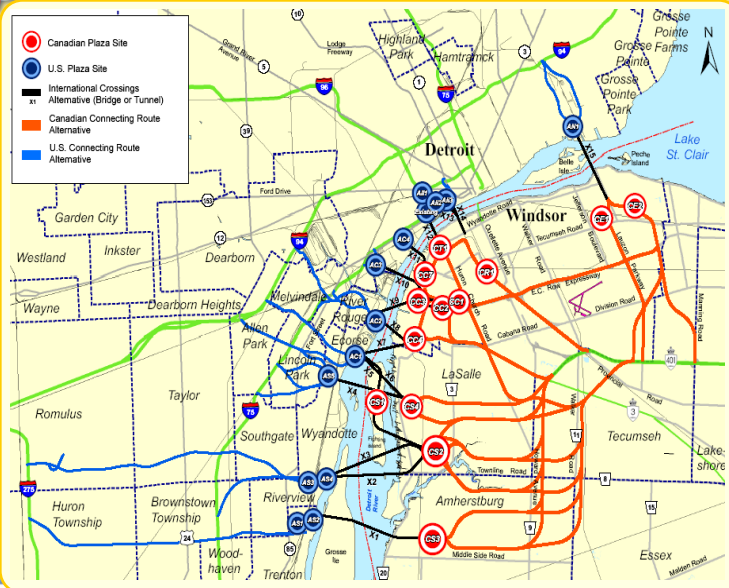
- Provide new border crossing capacity to meet increased long-term travel demand;
- Improve system connectivity to enhance the continuous flow of people and goods;
- Improve operations and processing capabilities at the border; and
- Provide reasonable and secure crossing options (i.e. network redundancy)

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.

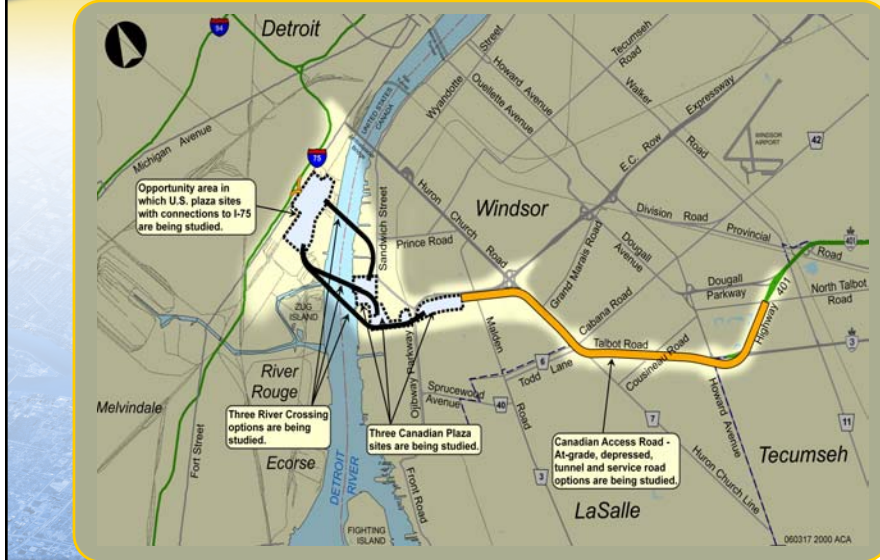
The underlying principle for the alternatives generation and evaluation process is to start with a broad perspective and become more focused/ detailed as the project progresses.



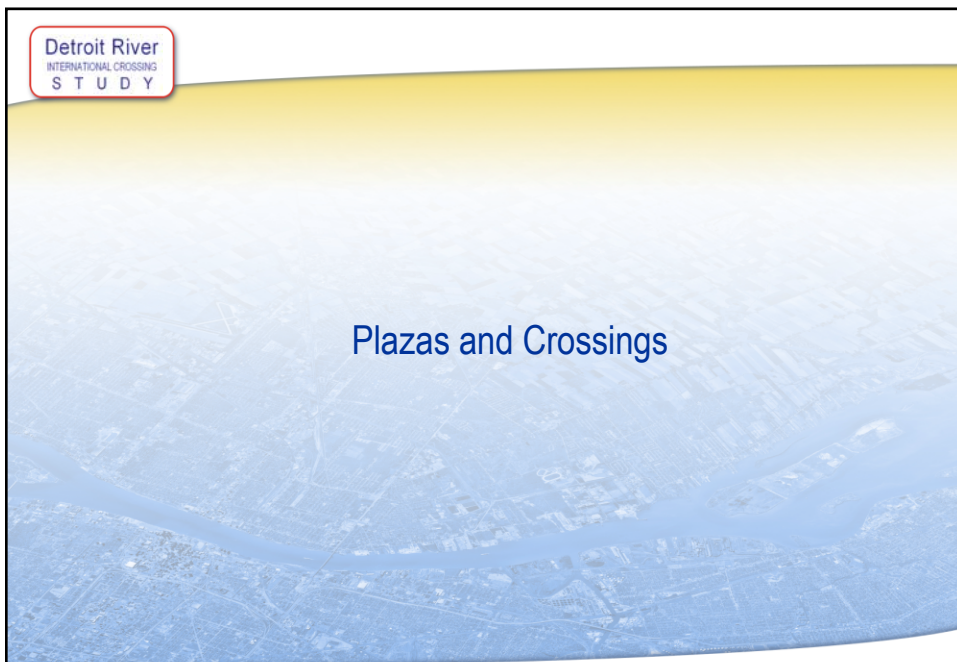
- **Changes to Air Quality**
- **Protection of Community and Neighbourhood Characteristics** (includes assessment of residential and business property impacts, impacts to noise levels, access and community features)
- **Consistency with Existing & Planned Land Use**
- **Protection of Cultural Resources** (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).



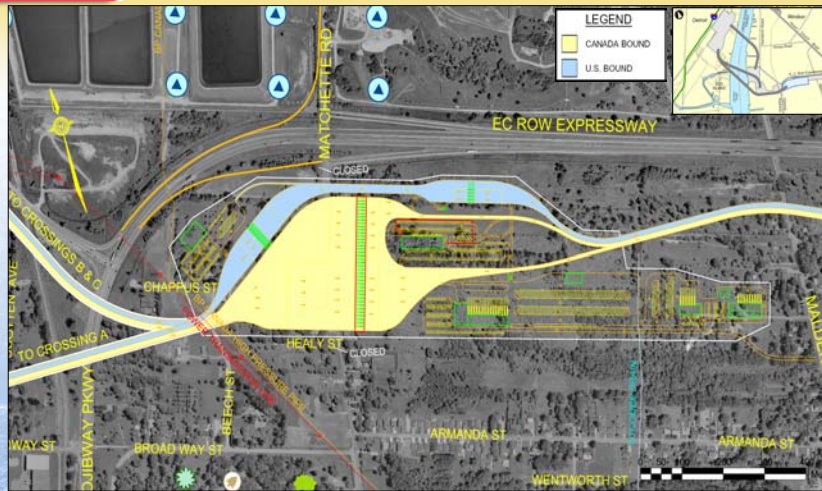
Crossing, Plaza & Route Alternatives



Plazas and Crossings



Inspection Plaza Alternative A



Area: Approx. 35 ha (85 acres)

Primary Inspection Lanes: 20 Passenger; 19 Commercial.

Other Major Functions: Secondary Inspection (Passenger/Commercial); Vehicle and Inspection System (VACIS); Agriculture Inspection; Toll Facilities.

Can Connect with: Crossings A, B & C

Land Uses Directly Affected: Residential; Industrial; Commercial.

Displacements: 66 Residential Existing; 19 Residential Under Construction

Utility Easements/ROWs: Power Transmission Line; BP Canada High Pressure Pipe

Realignments/Closures: Chappuis St.; Beech Street; Healy St.; Matchette Rd.

Inspection Plaza Alternative A





Area: Approx. 35 ha (85 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.

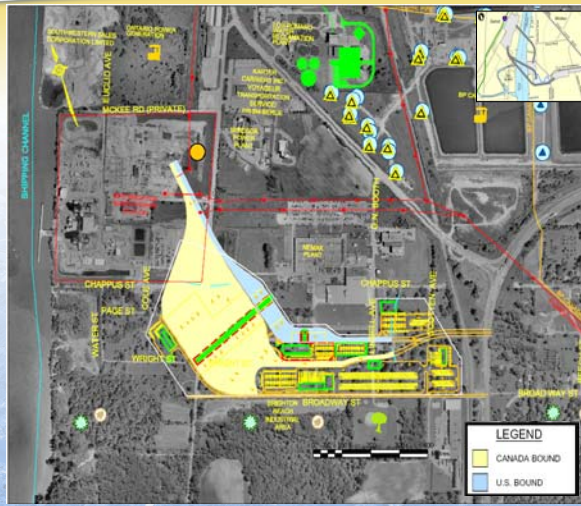
Displacements: 12 Residential; 1 Manufacturing; 1 Utilities

Existing Easements/ROWS: Power Transmission Line

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



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 (VACIS); Agriculture Inspection; Toll Facilities.

Can Connect with: Crossings B & C

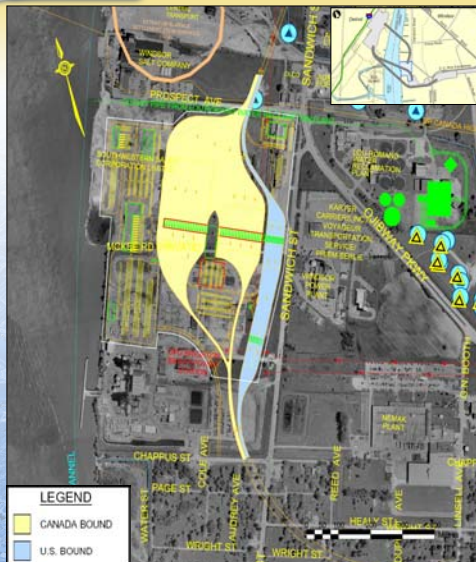
Land Uses Directly Affected: Brighton Beach; OPG Parking; Transformer Station; Nemak; Ojibway Natural Area.

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.; DuPont 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.

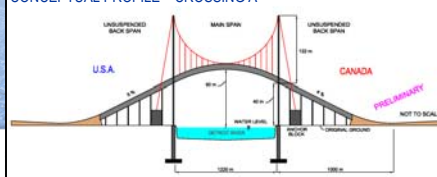


Crossing A from Plaza A



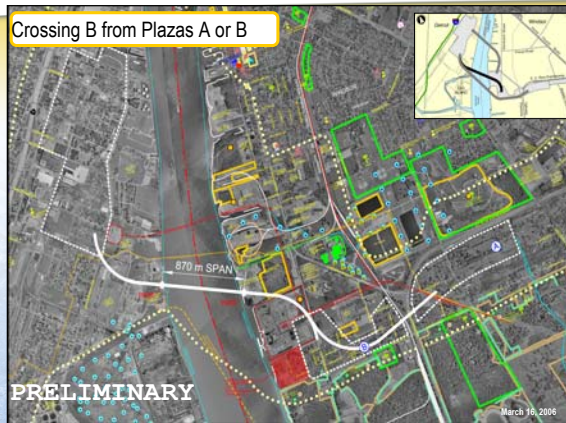
	Connecting to PLAZA A
Main Span Length:	1220 m
Number of Lanes:	6
Distance to Touchdown:	1000 m
Maximum Height over River:	50 m
Approx Height over River at Shoreline:	40 m
Approx. Height of Towers:	160 m
Distance from River to Plaza:	1740 m

CONCEPTUAL PROFILE - CROSSING A

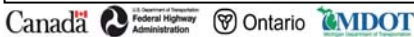
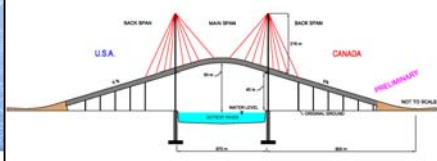


Crossing Alternative B

Crossing B from Plazas A or B



CONCEPTUAL PROFILE – CROSSING B AS CABLE-STAYED BRIDGE



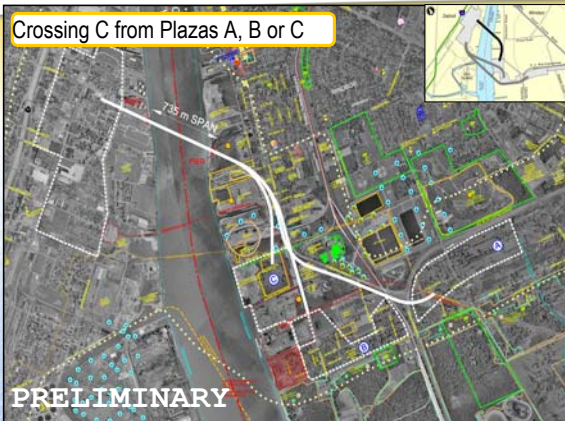
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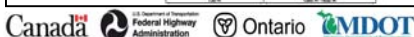
	Connecting to PLAZA A	Connecting to PLAZA B
Main Span Length:	870 m	870 m
Number of Lanes:	6	6
Distance to Touchdown:	1120 m	975 m
Maximum Height over River:	50 m	50 m
Height over River at Shoreline:	40 m	40 m
Height of Towers:	125–260 m	125–260 m
Distance from River to Plaza :	2120 m	760 m

Crossing Alternative C

Crossing C from Plazas A, B or C



CONCEPTUAL PROFILE – CROSSING C AS A SUSPENSION BRIDGE



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	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

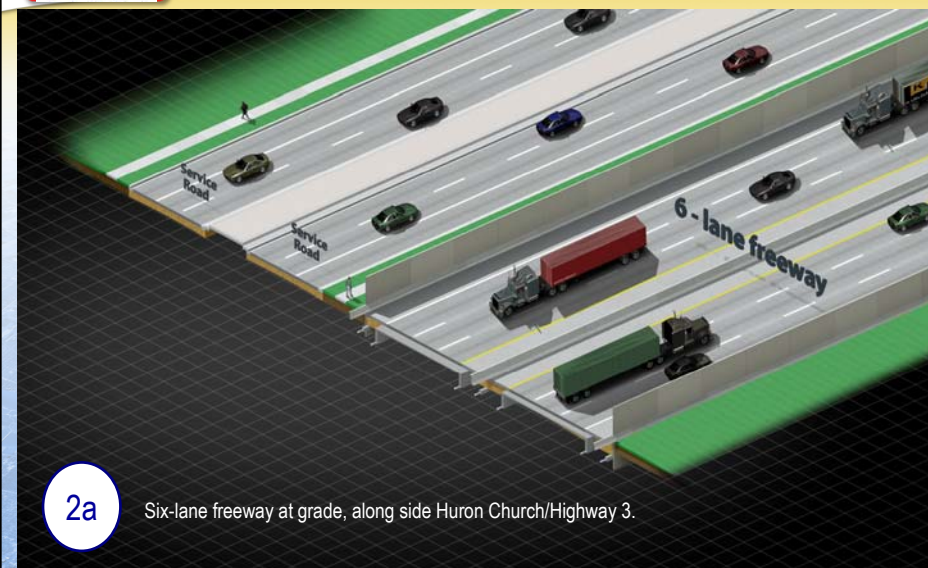
Access Route Alternatives





1b

One-way service roads either side of 6-lane freeway depressed.



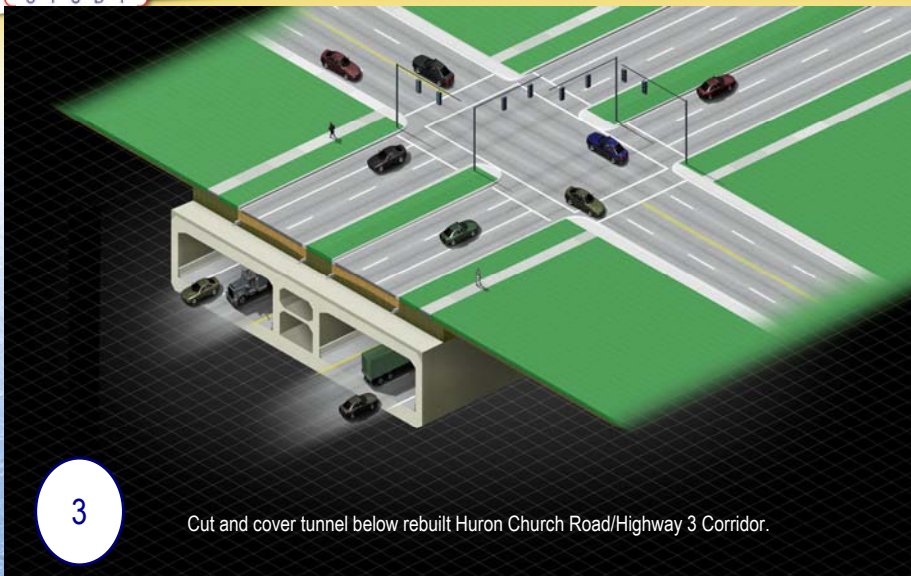
2a

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



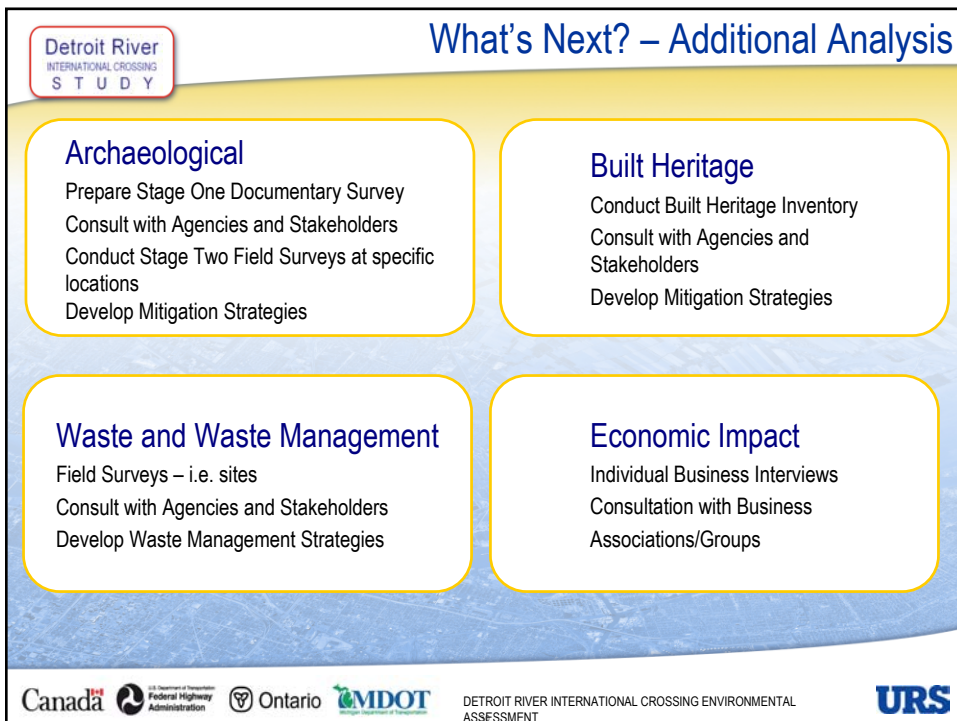
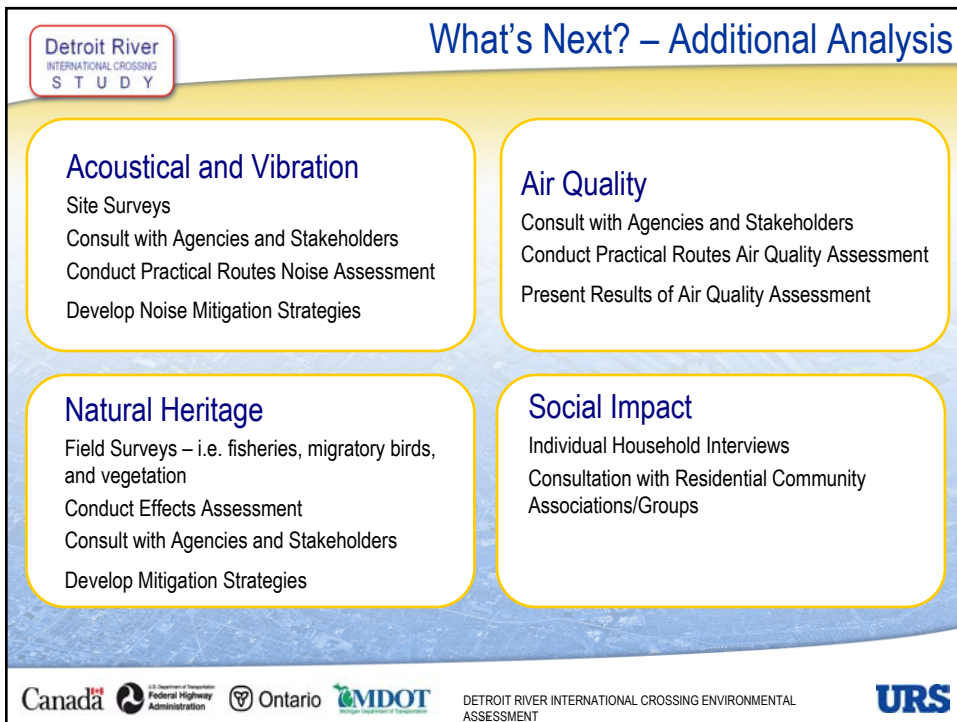
2b

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



3

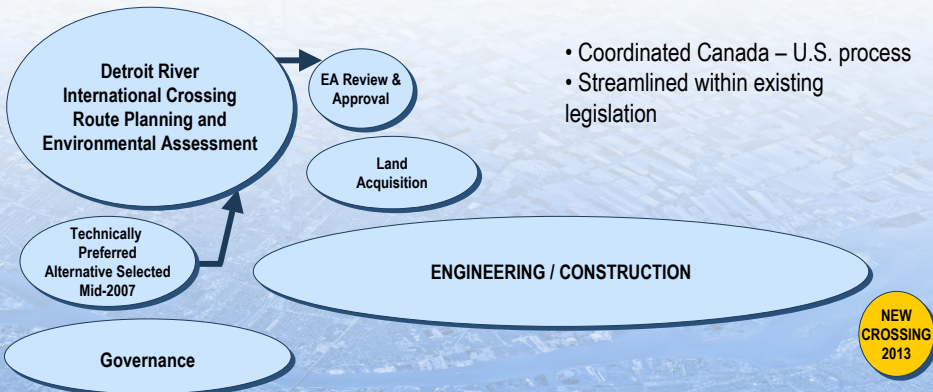
Cut and cover tunnel below rebuilt Huron Church Road/Highway 3 Corridor.



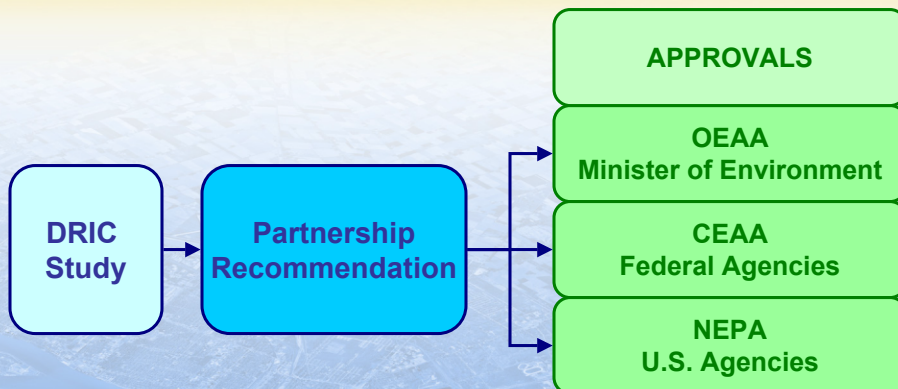
Technical Considerations

- 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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