

# DETROIT RIVER INTERNATIONAL CROSSING STUDY

**CANAAG**

November 12, 2008

## The Border Transportation Partnership

Canada 

 U.S. Department of Transportation  
Federal Highway Administration

 Ontario

 **MDOT**  
Michigan Department of Transportation

### Recent Events

- Announcement of Access Road TEPA – May 01, 2008
- Announcement of Plaza and Bridge TEPA – June 18, 2008
- Refinements to TEPA
- Analysis of TEPA and development of mitigation measures
- Consultation
- Preparation of Draft Ontario EA Report (together the OEA and technical reports provide the basis for CEAA Screening Report)



- Original TEPA design has The Windsor-Essex Parkway beside the E.C. Row corridor
- Refined TEPA design integrates The Windsor-Essex Parkway into the E.C. Row corridor









- Increases distance from The Windsor-Essex Parkway to Spring Garden Road by up to 60 m
- Reduces the impact of the eastbound ramp from The Windsor-Essex Parkway to E.C. Row
- Minimizes impact to natural areas (predominantly forested) by 25 acres (10 ha)
- Provides larger buffer area for Spring Garden residents
- Preserves areas of significant natural habitat



Parkway

APRIL 2008

6



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Parkway

NOVEMBER 2008

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Parkway

APRIL 2008

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Parkway

NOVEMBER 2008

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- Summarized in the Draft EA Report and following slides
- Final technical/environmental reports to be submitted with the final EA Report

### The Windsor-Essex Parkway

- Potential impacts from The Windsor-Essex Parkway will be small and limited to areas in close proximity to the road
- Slightly mitigates future transportation related air quality impacts over the future "No Build" because it provides a wide right-of-way and improvements in traffic flow, by eliminating stop-and-go conditions
- Given the location of the plaza and crossing in an industrial area, impacts to sensitive areas are avoided
- Air quality will improve for gaseous pollutants due to newer engine technologies and fuels



- Short-term and long-term risks arising from exposure to SO<sub>2</sub> will be no different to background and the TEPA does not result in any increased risk in comparison to the future "No-Build" scenario
- The short-term and long-term risks associated with exposure to NO<sub>2</sub> for the TEPA are lower than the future "No-Build" scenario
- The TEPA scenario results in lower hazard quotients than the future "No-Build" scenario
- Overall, the TEPA does not result in an increased health risk over the "No-Build" scenario

### Noise Mitigation

- 5m high noise barriers / berms or combination of both, where required, will limit noise impacts to less than 5 dBA

### During Construction

- Ensure construction equipment used is in good repair
- Limit the most noisy construction activities to daytime hours
- Where the sequencing of construction permits, permanent noise barriers and/or berms may be built during the early phases of construction
- Maximize the distance between the construction staging areas and nearby receptors
- Maintain construction haul roads
- Develop a process for receiving, investigating and addressing construction noise complaints
- Consultation with communities will continue

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## Protection of Community & Neighbourhood Characteristics

- Displacement of businesses along The Windsor-Essex Parkway will have limited overall economic impact
- "Willing seller-willing buyer" property purchase program
- Fair market value
- Implement a communication process to manage disruption effects experienced by residents
- Develop and maintain regular communications with emergency services and the municipalities
- Noise attenuation, for The Windsor-Essex Parkway has been addressed by sections of below grade roadway and noise barriers where necessary

- Financial compensation for physically disrupted businesses requiring property acquisition
- Allow signage
- During the construction phase ensure access is maintained to operating businesses
- The service road network will allow adequate access to existing commercial corridors

### Archaeology

- Archaeological resources have been identified within the TEPA
- Continue Stage 2 and Stage 3 assessments within the TEPA
- Upon completion of Stage 2 and Stage 3 archeology assessments the extent of impacts will be identified
- Significant archeological resources encountered – avoidance or mitigation

### Built Heritage

- Potential relocation of individual structures
- Salvage of significant architectural elements prior to demolition

- Create new and higher quality habitat
- Clearly mark areas in the field and protect from construction activities
- Wildlife salvage
- Restoration and enhancement
- Snake barrier
- Options for permanent protection of critical Butler's garter snake habitat will be developed in later consultation phases
- The creation of new snake nesting areas and hibernacula
- Snakes will be captured and relocated prior to construction to avoid mortality

- Measures to mitigate potential bird mortality from the Detroit River crossing such as bridge design and lighting will be investigated in greater detail during future design phases
- Monitoring
- Vegetation removals should not occur during the growing season in specified areas
- Permits under the *Ontario endangered Species Act, 2007* and the federal *Species At Risk Act* will need to be obtained during future design stages. Detailed mitigation strategies will be developed in order to obtain the permits
- Stormwater detention ponds

- The area for vegetation removals has been minimized
- Areas that should be protected during construction will be delineated
- The landscape plan will identify areas for protection, enhancement and restoration
- Edge management plans, soil management plans, use of native and non-invasive plant materials, prairie disturbance regimes, control of exotic and invasive species and management of species at risk
- Restoration and enhancement measures included in the landscaping plan will be designed to achieve no net loss of vegetation area, attributes or function as a result of this project
- Opportunities to forge partnerships that can best protect sensitive areas will be sought

- Vegetation removals will be avoided in the vicinity of species at risk and their habitat during the growing season
- Two permits under the *Ontario Endangered Species Act, 2007* and the federal *Species At Risk Act* will need to be obtained during future design stages. Detailed mitigation strategies will be developed in order to obtain the permits
- Monitoring



### Monarch

- The area for vegetation removals has been minimized to the extent possible
- Areas that should be protected during construction will be delineated prior to construction start
- Vegetation removals will be avoided in the vicinity of species at risk and their habitat during the growing season
- Areas for restoration and enhancement will be intentionally or naturally seeded by host plants
- The construction limits will be delineated with sensitive areas identified prior to the start of construction

- Submerged culverts at the Cahill and Lennon Drains will impact pike and therefore fish locks are proposed at these locations to continue fish movement
- Barriers to fish passage: Culverts will be designed using fish-friendly methods, and channels, designed using natural channel design principles
- Loss of fish habitat: Minimized through design of engineering structures. Culvert lengths and extensions can be minimized using fish-friendly designs
- Realigned channels should be designed using natural design principals
- Riparian vegetation should be maintained where possible. A fish habitat comparison plan will be prepared
- Stormwater management wet ponds will enhance water quality for fisheries

- Removal of 30 entrance culverts and the plan to provide a natural channel configuration for a significant area of the Wolfe Drain
- Best construction practices should be employed
- Storm water management plan
- Water flow should be maintained during construction
- Timing windows for in-water work
- No deck drains will be provided on the bridge

- Impacts to Designated Natural Areas have been limited with the alignment
- Future opportunities to dedicate lands for protection, including provincially rare vegetation communities, habitat for species at risk, wildlife corridors and other ecological functions

- Will serve to unify all the visible aspects of the facility into a central visual and formal theme
- Establish streetscaping principles
- The urban design and aesthetic plan will adhere to CSS

- The development of clear urban design and aesthetic guidelines
- The use of landforming and vegetation strategies to improve views, aesthetics, ecological function and screening
- The inclusion of a multi-use trail system and pedestrian-accessible open space within the TEPA

## What's Next?

- Draft EA reports being circulated for review; comments requested by Dec.12/08
- PIOH – November 24 at the Holiday Inn  
– November 25 at the Macedonian Centre
- Final EA Report (including supporting documents) to MOE – year end

## DRIC Study – Canadian Team

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