Detroit River
INTERNATIONAL CROSSING
STUDY

DETROIT RIVER

INTERNATIONAL CROSSING STUDY

MAG

November 12, 2008

Canada | U.S. Department of Transportation Federal Highway Administration | Ontario | MDOT

Detroit River
INTERNATIONAL CROSSING
STUDY

The Border Transportation Partnership

Canada

U.S. Department of Transportation
Federal Highway Administration

Ontario

MDOT
Michigan Department of Transportation

Detroit River INTERNATIONAL CROSSING STUDY

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)

Detroit River INTERNATIONAL CROSSING STUDY

TEPA

Detroit River International Crossing STUDY

Spring Garden - TEPA Revision

- 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

Detroit River International Crossing STUDY

Proposed TEPA Refinement

Detroit River
INTERNATIONAL CROSSING
STUDY

Proposed TEPA Refinement

Canada Ontario MDOT | THE WINDSOR-ESSEX PARKWAY PROPOSED TEPA REFINEMENT | SHEET 2 OF 2 | OCTOBER 10, 2008

Canada Ontario MDOT

URS

Detroit River
INTERNATIONAL CROSSING
STUDY

Proposed TEPA Refinement

Canada Ontario MDOT | THE WINDSOR-ESSEX PARKWAY PROPOSED TEPA REFINEMENT | SHEET 1 OF 2 | OCTOBER 10, 2008

Canada Ontario MDOT

URS

Detroit River International Crossing STUDY

Proposed TEPA Refinement

Canada Ontario MDOT

URS

Detroit River International Crossing STUDY

Benefits

- 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

Canada Ontario MDOT

URS

Detroit River INTERNATIONAL CROSSING STUDY

Cousineau / Hearthwood

Parkway | APRIL 2008 | 6

Canada Ontario MDOT URS

Detroit River INTERNATIONAL CROSSING STUDY

Cousineau / Hearthwood

Parkway | NOVEMBER 2008 | 5

Canada Ontario MDOT URS

Detroit River INTERNATIONAL CROSSING STUDY

Hwy 3

Parkway

APRIL 2008 | 8

Canada | Ontario | MDOT

URS

Detroit River INTERNATIONAL CROSSING STUDY

Hwy 3

Parkway

NOVEMBER 2008 | 7

Canada | Ontario | MDOT

URS

Detroit River INTERNATIONAL CROSSING STUDY

TEPA Assessment and Mitigation

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

Detroit River INTERNATIONAL CROSSING STUDY

Air Quality

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

Human Health Risk Assessment

- Short-term and long-term risks arising from exposure to SO_2 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_2 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 & Vibration

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

Detroit River
INTERNATIONAL CROSSING
S T U D Y

Canada Federal Highway Administration Ontario MDOT URS

Detroit River
INTERNATIONAL CROSSING
S T U D Y

Canada Federal Highway Administration Ontario MDOT URS

Detroit River
INTERNATIONAL CROSSING
STUDY

Parkway

NOVEMBER 2008 | 3

Canada Ontario MDOT URS

Detroit River
INTERNATIONAL CROSSING
STUDY

Parkway

NOVEMBER 2008 | 4

Canada Ontario MDOT URS

Detroit River
INTERNATIONAL CROSSING
STUDY

Parkway | NOVEMBER 2008 | 5

Canada | Ontario | MDOT | URS

Detroit River
INTERNATIONAL CROSSING
STUDY

Parkway | NOVEMBER 2008 | 6

Canada | Ontario | MDOT | URS

Detroit River INTERNATIONAL CROSSING STUDY

Canada Ontario MDOT URS

Detroit River INTERNATIONAL CROSSING STUDY

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

Canada Ontario MDOT URS

Economic Impacts

- 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 & Built Heritage Resources

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

Wildlife and Wildlife Habitat

- 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

Wildlife and Wildlife Habitat

- 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

Detroit River INTERNATIONAL CROSSING STUDY

Vegetation & Vegetation Communities

- 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

Detroit River INTERNATIONAL CROSSING STUDY

Vegetation & Vegetation Communities

- 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

Detroit River INTERNATIONAL CROSSING STUDY

Molluscs and Insects

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

Detroit River INTERNATIONAL CROSSING STUDY

Fish and Fish Habitat

- 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

Fish and Fish Habitat

- 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

Designated Natural Areas

- 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

Detroit River INTERNATIONAL CROSSING STUDY

Urban Design & Aesthetics

- 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

Detroit River INTERNATIONAL CROSSING STUDY

Landscape Plan

- 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

Detroit River INTERNATIONAL CROSSING STUDY

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

Detroit River INTERNATIONAL CROSSING STUDY

DRIC Study – Canadian Team

Ministry of Transportation
Windsor Border Initiatives Implementation Group
949 McDougall Street, Suite 200, Windsor
Detroit.River@ontario.ca
Tel. 519-973-7367

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
1010 University Avenue West
Suite 104, Windsor
info@partnershipborderstudy.com
Tel. 519-969-9696

Mr. Murray Thompson
Project Manager
Tel. 905-882-4401

Project Web Sites:
www.partnershipborderstudy.com
www.weparkway.ca