

DETROIT RIVER INTERNATIONAL CROSSING STUDY

Community Consultation Group Meeting

November 20, 2008

Canada



U.S. Department of Transportation
**Federal Highway
Administration**



Ontario



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.

To construct a new end-to-end transportation system that will link Highway 401 to the U.S. interstate system with inspection plazas and a new river crossing in between.

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)

The Study Team seeks to implement transportation solutions which minimize community and environmental impacts as much as possible. In particular, the Canadian Study Team is looking to address the local communities' goals to:

- *Improve quality of life*
- *Take trucks off local streets*
- *Improve traffic movement across the border*



The Windsor-Essex Parkway will be the most significant single highway investment made in Ontario history, with an estimated price tag of \$1.6 billion (2011 dollars).

- ✓ Includes over 300 acres of parkland
- ✓ Has 20 km of recreational trails
- ✓ 11 tunnels covering 1.8 km of freeway
- ✓ Takes trucks off local streets
- ✓ Includes new service roads
- ✓ Improves the movement of traffic to and from the border
- ✓ Reduces diesel emissions

The new international bridge will span the Detroit River (at 850m). The project will include new state of the art customs and immigration plaza.

- The Windsor-Essex Parkway helps to improve air quality by eliminating stop & go conditions caused by existing traffic signals in the Highway 3/Huron Church Road corridor today
- The wide right-of-way and more than 300 acres of greenspace provide a buffer to residential areas
- Future noise levels improved by eliminating stop & go traffic, below grade freeway with sound berms / barriers, buffer areas and landscaping
- Community connectivity enhanced by 11 strategically placed tunnels and 20 km of recreational trails

- Regional mobility enhanced by implementation of 6-lane freeway and separating international traffic to get trucks off local streets
- The implementation of The Windsor-Essex Parkway, plaza and crossing will have an overall positive effect on the regional, provincial and national economy by ensuring the safe and efficient movement of people, goods and services across the Canadian / United States border. In addition, construction of the recommended plan will create 12,000 project-related jobs.
- Restoration and enhancement of the natural environment, including protection for endangered species (plants and animals), stream naturalization and fish locks
- Stormwater management to improve water quality and manage quantity run off

- Announcement of The Windsor-Essex Parkway as the Technically and Environmentally Alternative (TEPA) – May 1, 2008
- Announcement of Plaza B1 and Crossing B as TEPA – June 18, 2008
- Refinements to TEPA
- Analysis of recommended plan and development of mitigation measures
- Ongoing consultation
- Preparation of Draft Ontario EA Report (together the OEA and technical reports will provide the basis for CEAA Screening Report)

- Original TEPA design has The Windsor-Essex Parkway beside the E.C. Row corridor
- Refined recommended plan 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 THE WINDSOR-ESSEX

APRIL 2008

6



- Enhanced community connection across Cousineau tunnel
- Eliminated constructability concerns associated with “L-shaped” tunnel



Parkway THE WINDSOR-ESSEX

APRIL 2008

8



- Optimum traffic operations at this junction
- Enhanced safety
- Reduced engine idling
- Reduced traffic queuing

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

The Windsor-Essex Parkway

- Potential impacts from The Windsor-Essex Parkway will be minimal and limited to areas in close proximity to the road
- The wide right-of-way and more than 300 acres of greenspace provide a buffer to residential areas
- The Windsor-Essex Parkway helps to improve air quality by eliminating stop-and-go conditions caused by the traffic signals that exist in the Huron Church Road/Highway 3 corridor today.
- Given the location of the plaza and crossing in an industrial area, impacts to sensitive areas are avoided
- Air quality will also improve for gaseous pollutants due to newer engine technologies and fuels

- There are no additional short or long term human health risks for sulphur dioxide for either of the Recommended Plan and the “No Build” alternatives.
- The short and long term human health risks for nitrous oxides for the Recommended Plan and the “No Build” alternatives are similar to the background risks, but lower for the Recommended Plan.
- Future risks associated with exposure to PM_{2.5} to residents in communities adjacent to the Recommended Plan are similar to background and will be lower than the future “No Build” scenario.
- It is determined that the Recommended Plan would not increase the incremental adverse health risk of non-cancer-causing volatile organic compounds (VOCs) when compared to the background risk.

Noise Mitigation

- 5m high noise barriers / berms or combination of both, 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















- Noise attenuation, for The Windsor-Essex Parkway has been addressed by sections of below grade roadway and noise barriers where necessary
- Displacement of businesses along The Windsor-Essex Parkway will have limited overall economic impact
- “Willing seller-willing buyer” property purchase program
- Implement a communication process to manage disruption effects experienced by residents during construction
- Develop and maintain regular communications with emergency services and the municipalities during construction
- Strategically located tunnels will result in improved community connections
- Improved cross border traffic flow and separation of local and international traffic will improve quality of life.
- The addition of more than 300 acres of green space, will buffer residents from the freeway and service roads.
- New recreational opportunities will be provided with the creation of 20 km of recreational trails.

- Financial compensation for physically disrupted businesses requiring property acquisition
- The service road network will allow adequate access to existing commercial corridors
- During the construction phase ensure access is maintained to operating businesses
- The implementation of The Windsor-Essex Parkway, plaza and crossing (the “recommended plan”) will have an overall positive effect on the regional, provincial and national economy by ensuring the safe and efficient movement of people, goods and services across the Canadian / United States border.
- Construction of the recommended plan will create 12,000 person years of Ontario employment.
- Getting trucks off local streets and improving accessibility to business.

Archaeology

- Archaeological resources have been identified
- Continue Stage 2 and Stage 3 assessments
- Upon completion of Stage 2 and Stage 3 archeology assessments the extent of impacts will be identified
- If significant archeological resources encountered, avoidance or mitigation options will be considered

Built Heritage

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

- No bridge piers will be located in the Detroit River.
- Stormwater run-off from the bridge will be captured and conveyed to stormwater management facilities for treatment prior to discharge to the Detroit River.
- Bridge type, design and lighting will be determined in later design phases with consideration for potential impacts on migratory birds.

- The plaza will encroach about 1.5 ha into the Black Oak Woods. The recommended plan provides significant opportunities for restoration, enhancement and protection of natural area.
- The plaza will include stormwater detention ponds and a buffer area to minimize noise, light trespass and human intrusion on adjacent natural heritage areas.
- Stormwater run-off from the plaza will be captured and conveyed to stormwater management facilities for treatment prior to discharge to the Detroit River.

- The Windsor-Essex Parkway avoids designated natural areas, significant wildlife habitat and species at risk to the extent possible
- Tunnels can be used to link natural heritage areas located on both sides of the Parkway
- Stormwater run-off from The Windsor-Essex Parkway will be captured and conveyed to stormwater management facilities for treatment prior to discharge to receiving watercourses
- The Windsor-Essex Parkway will not encroach on the St. Clair College Prairie ANSI, but a 3.0 ha encroachment will occur to the CNHS located across from the ANSI
- MTO will explore opportunities to dedicate lands for protection

- A total of 325.4 acres, comprised of 8.9 acres of high importance, 100.6 ha of moderate importance and 216 acres of low importance vegetation communities/wildlife habitat will be displaced by The Windsor-Essex Parkway, plaza and bridge
- More than 300 acres of greenspace is available for restoration, enhancement or protection
- To the extent practical vegetation communities/wildlife habitat will not be cleared during the growing season to avoid wildlife mortality
- Areas to be protected will be isolated during construction
- Efforts will be made to salvage vegetation and wildlife, where possible
- A landscaping plan, including prescriptions for edge management, soil management, invasive species management, wildlife management, landscape plantings, etc. will be prepared during later design phases

- Culvert modifications and channel realignments will result in a harmful alteration of fish habitat
- Fish habitat compensation measures including habitat creation will achieve no net loss of the productive capacity of fish habitat
- Fish locks will be installed at Cahill Drain and Lennon Drain to maintain fish passage to upstream Pike spawning areas
- In-water construction timing restrictions and work in the dry, where appropriate
- Fish-friendly culvert design
- Stormwater management facilities will improve water quality
- Secure Fisheries Act Authorization prior to construction

- Species at risk are regulated under the *Canada Species at Risk Act (SARA)* and the *Ontario Endangered Species Act, 2007 (OESA)*
- Twelve species at risk are located in the study area including two snakes and ten plants. Additionally, the Monarch is also located within the study area
- Species at risk and their habitat has been avoided to the extent possible
- Species at risk and their habitat will be isolated during construction
- New habitat for species at risk will be created
- Timing restrictions will be imposed
- Permits will be secured under SARA and OESA prior to construction
- Monitoring will be performed during and post-construction

- Will serve to unify all the visible aspects of the facility into a central visual theme
- Establish streetscaping principles
- The urban design and aesthetic plan has incorporated CSS input
- Consultation will continue in subsequent design phases
- 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 recommended plan

PIOH - November 24 at the Holiday Inn Select Hotel
- November 25 at the Macedonian Hall

Review of Draft OEA Report Nov. 12 – Dec. 12

Finalize and Submit OEA Report Dec. 13 – Dec. 31

Government Review and Decision:

Government and Public Review of Final OEA Report 7-weeks

MOE Review of Public and Government Comments, re: OEA Report 5-weeks

Public Inspection of MOE Findings 5-weeks

Minister's Consideration and Decision of OEA 13-weeks

NOTE: CEAA Screening report will be submitted and considered concurrently

Minister's Options

Decide to:

- approve, or
- approve with conditions, or
- refuse

or

Refer to Environmental Review Tribunal (Hearing)

or

Refer to Mediation

Ownership:

The Windsor-Essex Parkway – Province of Ontario

Canadian Plaza – Government of Canada

Canadian portion of International Bridge – Government of Canada

U.S. portion of International Bridge – State of Michigan

U.S. Plaza – State of Michigan (leased to U.S. Federal Government)

U.S. Interchange with I75 – State of Michigan

The Detroit River International Crossing Partnership, composed of the Federal Highway Administration, the Michigan Department of Transportation, Transport Canada, and the Ontario Ministry of Transportation, is committed to providing an end-to-end solution for additional border crossing capacity in southwest Ontario-southeast Michigan that will be publicly owned in both countries.

The State of Michigan will own the U.S. portion of the bridge and the U.S. highway interchange; the U.S. inspection plaza will be owned by the State of Michigan and leased to the U.S. Federal Government; the Government of Canada will own the Canadian portion of the bridge and Canadian inspection plaza; and the Province of Ontario will own the Canadian access road.

The preferred delivery mechanism for the bridge is a public-private partnership in the form of a long-term concession agreement which will seek to maximize private sector participation and financing to avoid the use of taxpayer dollars. The intent is for the bridge to be financially self-sustaining from a reasonable toll charged to its users. It is envisioned that the owners will form a joint venture to oversee the concession contract with the private sector. The U.S. and Canadian governments are committed to private sector involvement for any combination of the design, financing, construction, operations, and/or maintenance of the bridge crossing. The Partnership will provide oversight of any private sector participation to ensure a safe and secure international border crossing.

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Implementation Group**

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