



## **Canada-United States-Ontario-Michigan Border Transportation Partnership**

# **Archaeology Assessment**

**The Recommended Plan Analysis**

**Technical Memorandum**

**December 2008**

## 1.

## Introduction

The purpose of this memorandum is to update the information contained in the *Archaeology Assessment - Technically and Environmentally Preferred Alternative, (December 2008)* TEPA report. The purpose of that report was to summarize the assessment of impacts and proposed mitigation for the TEPA (i.e. The Windsor-Essex Parkway, Plaza B1 and Crossing X-10B).

Subsequent to the preparation of the above noted report several refinements were developed based on further technical analysis and stakeholder consultation, with the objectives of further enhancing the benefits or mitigating the effects of the TEPA. These refinements together with a description of how the refinement improves the TEPA are discussed in the next section of this memorandum.

The combination of the TEPA and associated refinements along with the proposed mitigation measures are referred to collectively as the Recommended Plan.

## 2.

## TEPA Refinements

### Core-Collector

The Windsor-Essex Parkway alignment has been shifted to integrate The Windsor-Essex Parkway into the E.C. Row Expressway corridor, further away from the Spring Garden area.

Key benefits of this refinement include the following:

- Distance between the new freeway and Spring Garden Road is increased by up to 60 m.
- Reduces impact to predominantly forested natural areas by 25 acres (10 hectares).
- Elimination of ramp west of Malden Road reduces visual impact.
- Provides larger buffer area for Spring Garden residents.
- Preserves areas of significant wildlife habitat.

This refinement does not result in any adverse effects to identified archaeological resources and reduces impacts to lands with the potential for the presence of archaeological resources.

### Howard Avenue Diversion

The southern portion of Howard Avenue has been diverted to The Windsor-Essex Parkway interchange.

Key benefits of this refinement include the following:

- Regional traffic is diverted away from Howard Avenue.
- Regional mobility improvements with direct connection of Howard Avenue to The Windsor-Essex Parkway / Highway 3 interchange.

This refinement does not result in any adverse effects to identified archaeological resources and reduces impacts to lands with the potential for the presence of archaeological resources.

### **Highway 3 Roundabout**

A roundabout is included in The Windsor-Essex Parkway/Howard Avenue Diversion/Highway 3 interchange.

Key benefits of this refinement include the following:

- Optimum traffic operations at this junction.
- Reduce number and severity of collisions.
- Reduced engine idling.
- Reduced traffic queuing.
- Potential location for gateway features.

This refinement does not result in any adverse effects to identified archaeological resources and reduces impacts to lands with the potential for the presence of archaeological resources.

### **Cousineau and Hearthwood Tunnels**

The location and length of tunnels at Cousineau Road and Hearthwood Place has been revised.

Key benefits of this refinement include the following:

- Enhanced community connection across Cousineau tunnel.
- Eliminated constructability concerns associated with "L-shaped" tunnel.
- Maintains overall length of tunnelling in this area.

This refinement does not result in any adverse effects to identified archaeological resources.

### **Huron Church Line Intersection Relocation**

A cul-de-sac design for local residential access and relocation of the proposed Huron Church Line intersection has been incorporated. Expanded buffer zones have been provided.

Key benefits of this refinement include the following:

- Increased buffer for residences near the intersection of Huron Church Line and the new service road.
- Safer and more convenient access for residences in close proximity to the intersection.

This refinement does not result in any adverse effects to identified archaeological resources.

**Expanded Windsor-Essex Parkway Buffer Zones**

Expanded buffer zones have been provided at various locations along The Windsor-Essex Parkway corridor.

Key benefits of this refinement include the following:

- Additional separation between residents and the new freeway and service road.
- Increased green space creation.

This refinement does not result in any adverse effects to identified archaeological resources and reduces impacts to lands with the potential for the presence of archaeological resources.

3.

**Conclusion**

Overall, the refinements described above will have no adverse effect on identified archaeological resources and will reduce impacts to lands that have the potential to have archaeological sites present.