

Welcome to the Public Information Open House
for the

Initial Construction of The Windsor-Essex Parkway:
Bridge No. 13, Bridge No. 14 &
Noise Mitigation Adjacent to Southwood Lakes Community

DETROIT RIVER INTERNATIONAL CROSSING STUDY

July 23, 2009

>> Please Sign In <<

Members of the Study Team are available to discuss any questions that you may have.



The Detroit River International Crossing Study has followed an Environmental Assessment process that is a proven, legislated process used throughout Ontario and Canada on infrastructure projects, ranging from simple road widening to complex long span bridges.

The DRIC EA has been undertaken by the Border Transportation Partnership, a dedicated bi-national team of leading engineers, planners, and policy experts. The Canadian study team is led by the Ontario Ministry of Transportation in conjunction with Transport Canada.

To provide for the safe, efficient and secure movement of people and goods across the Canada-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 new inspection plazas and a new river crossing in between.

In meeting 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; and,*
- *Improve traffic movement across the border.*

The DRIC EA study has been undertaken through a coordinated federal-provincial Environmental Assessment (EA) process. Both governments have agreed to coordinate their respective EA processes as outlined in the *Canada-Ontario Agreement on EA Cooperation* (November, 2004), which states that federal and provincial governments:

“will coordinate the environmental assessment processes whenever projects are subject to review by both jurisdictions... The agreement maintains the current level of environmental standards and the legislative and decision-making responsibilities of both governments. While projects requiring both provincial and federal environmental assessment approvals will still require separate approvals, decisions will be based on the same body of information and there will be an ability to make decisions concurrently”.

The federal EA process was initiated early in the project planning stages in order to maximize opportunities for coordination with the provincial EA process.

All technical studies prepared as part of the provincial EA process have formed the basis for meeting the requirements of the *Canadian Environmental Assessment Act*.

Federal departments provided input into the development of the Work Plans developed for each of the various disciplines required for this study, as part of the coordinated process.

Roles and Responsibilities of the Governments of Canada and Ontario

The Government of Canada, represented by Department of Transportation, Infrastructure and Communities (TC), is responsible for the further development and delivery of the Canadian inspection plaza and the bridge.

- TC is working in collaboration with the Michigan Department of Transportation (MDOT) regarding the delivery of the bridge.
- The Government of Canada has communicated its intention to explore a Public Private Partnership in regards to the delivery of the above project elements.

The Province of Ontario, represented by the Ministry of Transportation (MTO), will be responsible for the further development and delivery of The Windsor-Essex Parkway (access road) element of the Recommended Plan.

- MTO is working in collaboration with Infrastructure Ontario regarding the procurement via an Alternative Finance and Procurement arrangement.

In the U.S., Michigan is leading the implementation of the plaza and crossing.

Study Process

An Ontario Environmental Assessment Terms of Reference, outlining the process for the Detroit River International Crossing Study, was prepared by the Partnership

Terms of Reference Approved, September 2004



Consultation

Public Information Open House, June 2003
Meetings with private sector and agencies
Meetings with Municipalities (Sarnia, Windsor, LaSalle, Essex County, Tecumseh, Amherstburg)

Coordinate the U.S. and Canadian work programs

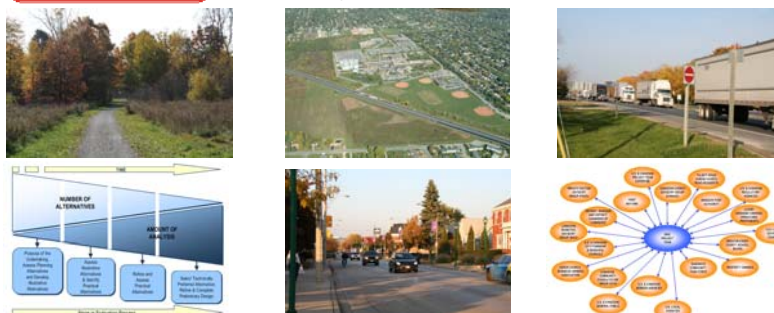
Investigate engineering, social, economic, cultural and natural environment

Present assessment of impacts for public review

Incorporate public and agency input

Detroit River
INTERNATIONAL CROSSING
S T U D Y

Environmental Assessment Initiated, January 2005



Public Information Open Houses scheduled at study milestones

Meetings with public, private sector and agencies throughout the study

Community Consultation Group formed

Study Process

Developed initial set of alternatives based on public, agency and municipal input, Guiding Principles and recommendations made by other studies

Identified sensitive community features

Sought public input on the level of importance of each evaluation factor

Developed Illustrative Crossing, Plaza Locations & Connecting Route Alternatives in Canada and the U.S., Summer 2005



Consultation

Initial Public Outreach, April 2005

Workshops

Tours of Detroit River area

Meetings with public, private sector municipalities and agencies

Public Information Open House 1, June 2005

Based on the assessment of Illustrative Alternatives, Area of Continued Analysis was identified

Assessment considered Specialists' Evaluation and public input to level of importance of Evaluation Factors

At-grade and below-grade alternatives considered

Identified Area of Continued Analysis, Fall 2005



Workshops

Tours of Detroit River area

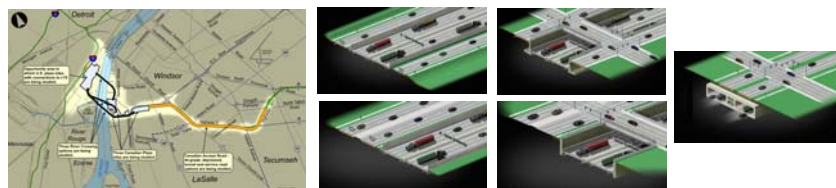
Meetings with public, private sector municipalities and agencies

Public Information Open House 2, November 2005

Established Guiding Principles in generating practical alternatives

Specific options generated based on community objectives, public, agency, municipal and specialists input

Identified Practical Crossing, Plaza and Access Road Alternatives, Spring 2006



Public Workshops to define specific options and explore Context Sensitive Solutions

Tours of Detroit River area

Meetings with public, private sector municipalities and agencies

Public Information Open House 3, March 2006

Study Process

Study Team sought and gathered information on key community features

Field data, modelling, design work and secondary source info, incorporated in analysis of impacts and benefits

Compile all analysis data

Used knowledge gained from analysis of original practical alternatives and community input to develop the Parkway alternative

Continued with foundation investigations for the plaza and crossing alternatives

Compiled data, finalize and present analysis to public

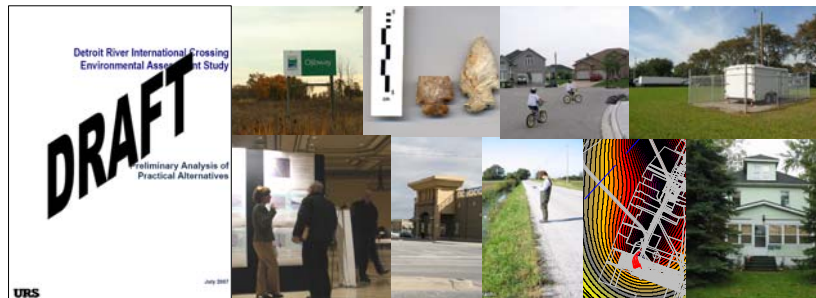
Improved Parkway alternative based on community input

Completed plaza/crossing foundation investigations

Finalized evaluation of practical alternatives

Selected Technically and Environmentally Preferred Alternative crossing, plaza and access road

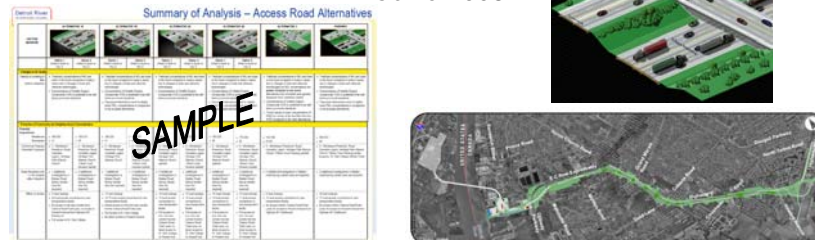
Present Preliminary Analysis of Practical Alternatives, December 2006



Update of Preliminary Analysis of Practical Alternatives, August 2007



Evaluation of Practical Alternatives & Selection of TEPA, June 2008



Consultation

Context Sensitive Solutions Workshops

Tours of Detroit River area

Workshops

Meetings with public, private sector municipalities and agencies

Public Information Open House 4, Dec. 2006

Meetings with public, private sector municipalities and agencies

Public Information Open House 5, August 2007

Workshops

Meetings with public, private sector municipalities and agencies

Public Information Open House 6, June 2008

Study Process

Selection of the TEPA was made following a complete analysis and evaluation of practical alternatives for the crossing, plaza and access road.

The TEPA consists of The Windsor-Essex Parkway, Plaza B1 together with Crossing X-10B. These components were announced in June 2008.



The Recommended Plan

The Recommended Plan has been developed to a concept design level to confirm feasibility of the proposed infrastructure and to identify the property requirements and the environmental impacts. This concept design is intended to provide a sufficient level of detail on which to base a decision regarding approval of the undertaking and to guide the development of more detailed designs during subsequent design phases of the study. The Recommended Plan is referred to as the Project for the purposes of the Draft Federal CEAA Screening Report.



Final Ontario Environmental Assessment Act Report (OEA)

Final Ontario Environmental Assessment Report including Supporting Documents submitted to the Ontario Ministry of the Environment on December 31, 2008



Canadian Environmental Assessment Act Report (CEAA)

Draft CEAA Screening Report available for public comment July 8, 2009



Consultation

Meetings with agencies and municipalities
Public Information Open House 7, November 2008.

Draft OEA Report circulated for comment on November 12, 2008 to December 12, 2008.



Comments from PIOH #7 and the Draft OEA Report were considered and the Final OEA Report was prepared.



Comments from agencies, municipalities, private sector stakeholders and the general public were received and considered.



Based on the entire body of work, the DRIC Team prepared the Draft Federal CEAA Screening Report and Draft Cumulative Effects Assessment Reports.



Proceeding with construction of the two bridges and noise mitigation is conditional on receipt of the required approvals under the Ontario *Environmental Assessment Act* and the *Canadian Environmental Assessment Act*.



Ontario Environmental Assessment (OEA) Approvals Process

- ✓ → OEA Report finalized and submitted: December 31, 2008
- ✓ → Government and Public Review of Final OEA Report: January 9 to February 27, 2009
- ✓ → MOE Review of Public and Government Comments on OEA Report: February 27 to April 3, 2009
- ✓ → Public Inspection of MOE Findings: April 24 to May 29, 2009
- Minister's consideration and decision of OEA

We are
here

Minister's Options:

- Decision - approve, approve with conditions, or refuse
- Refer to Environmental Review Tribunal (Hearing)
- Refer to Mediation

CEAA Approvals Process

- ✓ → Agency review of Draft Screening Report
- ✓ → Address Agency Comments: March
- ✓ → Draft Screening Report available for public review and comment: July 8, 2009
- 30-day Public Comment Period closes August 7, 2009
- Address Public Comments: August 2009
- Final Screening Report
- Federal Agency's Approval (timed to be collaborative with Provincial EA approval)

We are
here

Responsible Authority Options:

- Decision – No significant adverse effects, project can proceed with application of mitigation measures
- Decision - Significant effects that cannot be justified (project cannot proceed)
- Refer to a review panel or mediator (significant effects, uncertainty, or public concern)

The Canadian Environmental Assessment Act (the Act) applies to federal authorities when they contemplate certain actions in relation to a *project* (e.g. funding and certain regulatory permits). Federal departments that have an environmental assessment (EA) responsibility in relation to a project are called Responsible Authorities (RAs).

Transport Canada (TC) is an RA for the Detroit River International Crossing project because TC is a co-proponent of the project, together with the Ontario Ministry of Transportation. As an RA, TC must ensure that an environmental assessment is carried out under the Act. In addition, Fisheries and Oceans Canada (DFO) is also an RA in relation to certain water crossings along The Windsor-Essex Parkway alignment. The Windsor Port Authority also has an EA responsibility under the *Canada Port Authority Environmental Assessment Regulations*. The DRIC study has been designed to coordinate the federal and provincial EA requirements.

The CEAA process was formally initiated in March 2006, and a Notice of Commencement was posted on the Canadian Environmental Assessment Register, registry number 06-01-18170. Other Federal authorities who are actively participating in the assessment include:

Environment Canada

Health Canada

Canada Border Services Agency

Federal authorities have been participating in the coordinated DRIC EA process since it began in 2005, by reviewing the work plans to ensure that the information being collected as part of the DRIC process will be sufficient to meet Federal information needs under CEAA.

Draft federal Environmental Assessment Guidelines have been developed to outline the specific requirements of the CEAA process. The guidelines were made available for public review in December 2006, and were updated in February 2009 to reflect public input. In addition, a public participation plan was developed, to describe the opportunities the public will have to provide input directly into the federal process. Both of these documents are available on the CEAA website at www.ceaa.gc.ca.

For more information about the CEAA process, please contact:

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Relationship between Initial Construction and EA approval of Windsor-Essex Parkway:

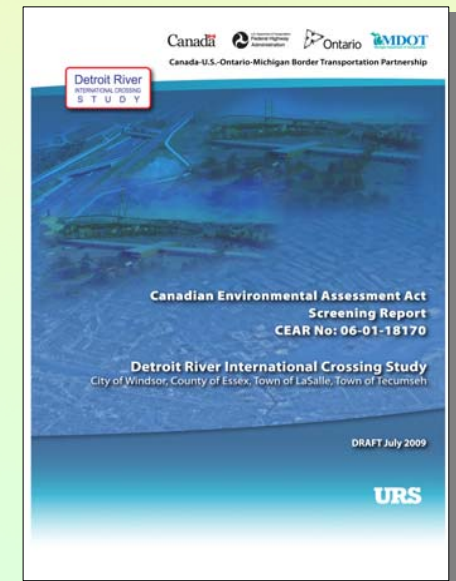
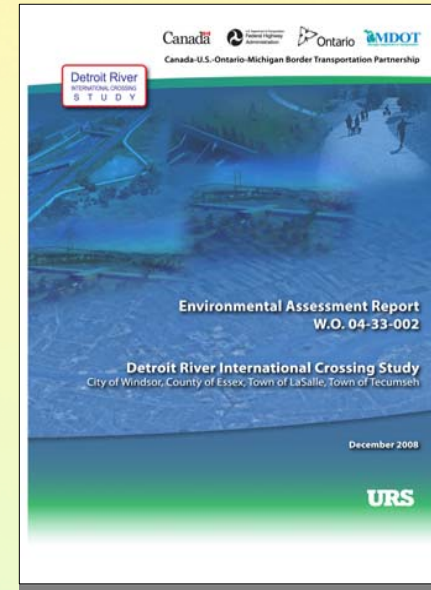
- The Ontario Government proposes to undertake some initial construction prior to issuing the main contract for The Windsor-Essex Parkway through the AFP process.
- Initial Construction cannot commence prior to receiving approval from the Minister of Environment for the Environmental Assessment Report for the Detroit River International Crossing Study.
- The Initial Construction is within the limits of The Windsor Essex Parkway.
- The Initial Construction will comply with all relevant commitments made in the Environmental Assessment.
- The Minister's approval may also contain conditions that apply to the Initial Construction.
- A Design and Construction Report (DCR) is to be filed prior to construction and will contain design details for the Initial Construction including an explanation of how all relevant conditions and commitments are being addressed.
- Details of the Initial Construction are documented on the following displays.

Approvals & Initial Construction

Proceeding with construction of the two bridges and noise mitigation is conditional on receipt of the required approvals under the Ontario *Environmental Assessment Act* and the Canadian *Environmental Assessment Act*.

The Ministry of Transportation is also seeking permits under the Ontario *Endangered Species Act*, 2007.

In accordance with Ontario *Environmental Assessment Act* requirements, a Design and Construction Report (DCR) will be prepared and made available for review.



Windsor-Essex Parkway in Area of Initial Construction



Bridges

- Two new bridges (No. 13 and No. 14) will become part of The Windsor-Essex Parkway.
- Construction will take place south of existing Highway 3 and will not immediately carry traffic.
- Bridge No. 13 will carry the future Highway 3 over the below-grade Highway 401.
- Bridge No. 14 will become part of the future interchange between Highway 401, Highway 3 and the Howard Avenue Diversion.

Noise Mitigation

- New noise barrier between Howard Avenue and North Talbot Road along the north side of Highway 3 and the west side of Highway 401.
- Includes various textures and colours for the noise barrier.
- Proposed work includes installation of temporary fencing, removal of the existing noise barrier and/or wooden fence, construction of the new noise barrier and restoration of existing property.



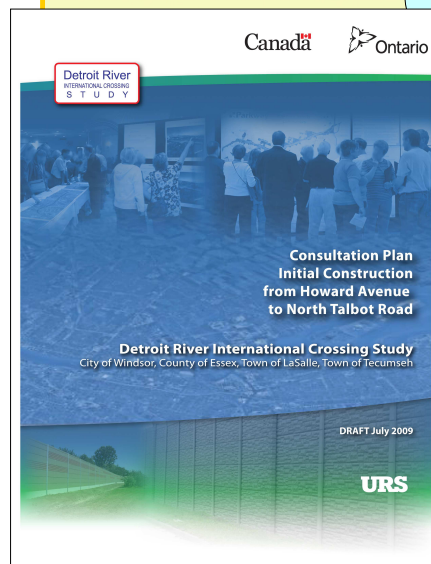
PURPOSE

The Consultation Plan outlines the consultation program to be carried out for the initial construction of two bridges and noise mitigation.

Preparation of the Consultation Plan was a commitment in the *Detroit River International Crossing Environmental Assessment Report* (December 2008).

The Ministry of Transportation is committed to the development of consultation plans that will assist future design phases of the project.

The public has a major role and responsibility in determining the success of a public consultation program.



BENEFITS OF CONSULTATION

Consultation activities enable the identification of project issues early on in the decision-making process and ensure they are given appropriate consideration.

Consultation provides opportunities for two-way communication with interested stakeholders.

Consultation is important in communicating the design and implementation of the two bridges (No.13 and No.14) as well as noise mitigation along the easterly end of the study area from Howard Avenue to North Talbot Road.

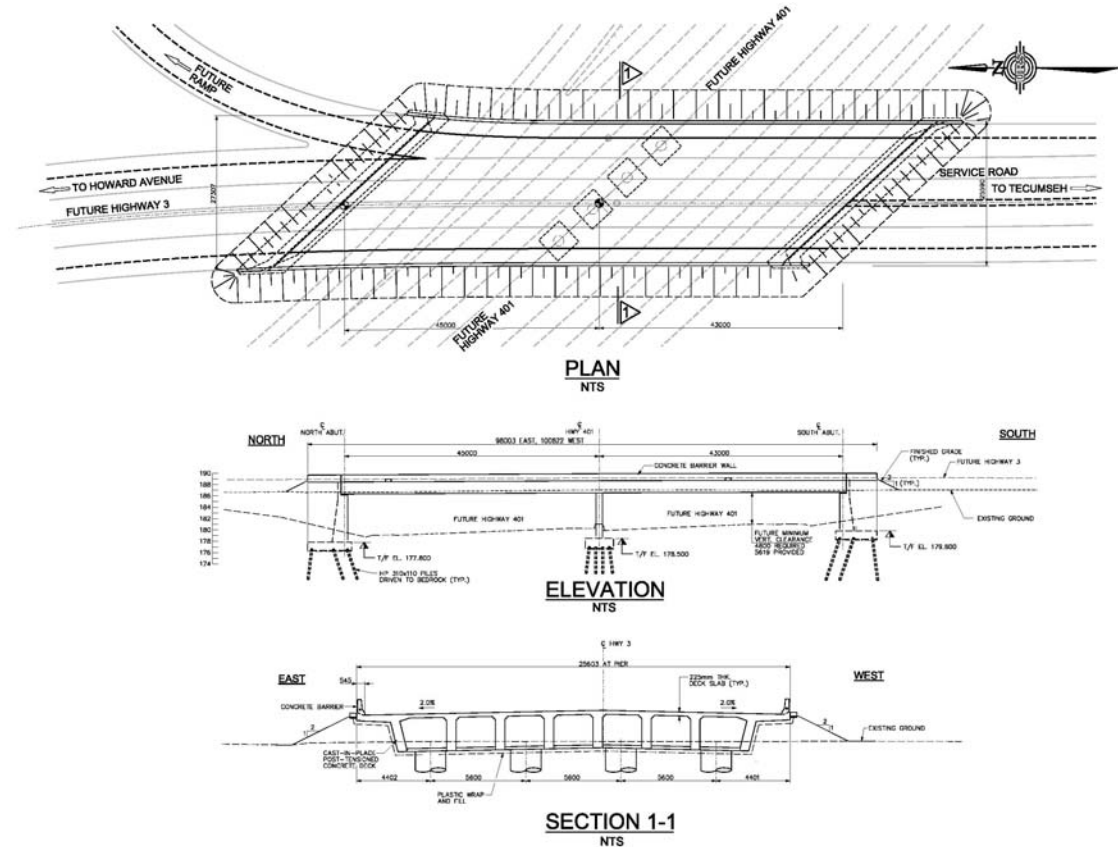
Construction Staging

Subject to EA approvals and other permitting requirements / approvals:

- Construction of Bridge No. 14 is scheduled to start in late 2009.
- Construction of Bridge No. 13 is scheduled to start in early 2010.
- All construction activities at the bridge sites are expected to be completed by December 2010.
- Construction of the noise barrier is tentatively scheduled to start in early 2010.
- Access for equipment required to remove the existing noise barrier/wooden fencing and construct the new noise barrier will be from Highway 401/Highway 3.
- Completion of the new noise barrier including associated fencing and landscaping is expected to take approximately four months to complete.

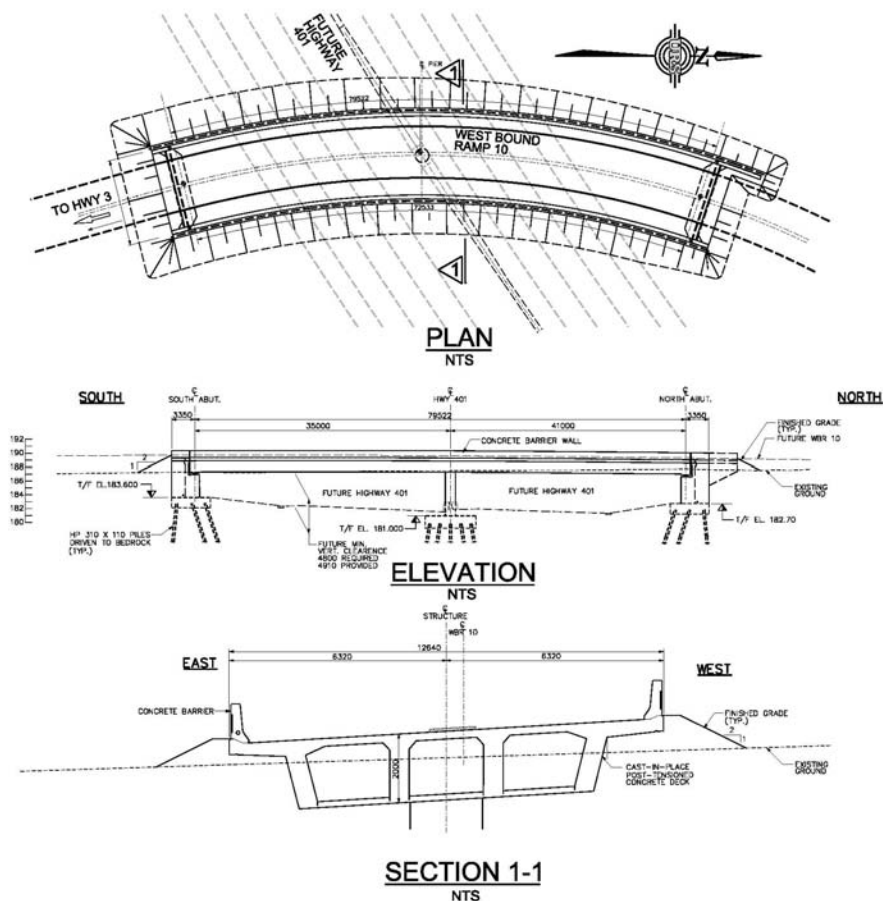
Bridge 13 - Description

- Cast-in-place, post-tensioned, concrete structure with footings on piles driven into bedrock.
- This structure will carry the future Highway 3 over the below-grade Highway 401.
- Will require excavation for construction of the substructure.
- All excavation required for construction will be backfilled and an earth berm will be placed from existing ground to the top of the structure deck.
- A chain link fence will be placed around the work zone during and after construction.



Bridge 14 - Description

- Cast-in-place, post-tensioned, concrete structure with footings on piles driven into bedrock.
- This structure will carry the future Highway 401 Westbound off ramp to the future Highway 3/Howard Avenue Diversion roundabout.
- Will require excavation for construction of the substructure.
- All excavation required for construction will be backfilled and an earth berm will be placed from existing ground to the top of the structure deck.
- A chain link fence will be placed around the work zone during and after construction.



WHAT WE ARE DOING NOW

Construction of the noise barrier and landscaping/regrading on the property owner side of the noise barrier will be part of the Initial Construction.

WHAT WILL HAPPEN LATER

In future design stages, landscaping and aesthetic design elements (such as motif accent panels) will be added in order to ensure a consistent and cohesive theme for the entire corridor.

Noise Barrier Design Aesthetics

As a gateway to Canada, The Windsor-Essex Parkway and the new plaza and crossing will be major landmarks. As such, the visual and aesthetic of these features and further gateway infrastructure is critical. Noise barrier aesthetics are often overlooked; however, since they become a major line element in the highway corridor, second only to the roadway itself, it is vital to include them in design considerations. Colour, texture, scale, line, proportion, and form must be carefully evaluated to suit the site.

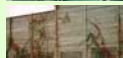
A range of materials and types of noise barriers were considered for the Eastern portion of the Windsor-Essex Parkway. The material considered for the noise barrier included the following:



Composite Concrete



Metal



Wood



Transparent



Plastics



Planted or Bin Type



IMAGES 1-4 DISPLAY THE VERSATILE NATURE OF CONCRETE/CONCRETE NOISE BARRIERS

Criteria for Choosing Noise Barrier Type

- Maintenance
- Aesthetics (Corridor View)
- Minimal
- Performance & Availability
- Functionality of Material

Preferred Option

Composite concrete barriers with some transparent panels were chosen as the desired noise barrier type for the barrier for a number of reasons:

1. Concrete barriers are versatile with respect to shaping, colour and texture options.
2. Concrete barriers are more durable (against salt, ice, light, etc.) than other proposed material which reduces the maintenance cost in the long-term. Additionally, damaged areas can be patched as opposed to having to replace the entire panel.
3. Transparent panels reduce the visual impact of the noise barrier from both the residential and driver perspective. The transparent panels can also be coloured or tinted to offer more flexibility in the design of the barrier.



IMAGES 5-6 DISPLAY THE EFFECTIVE USE OF TRANSPARENCY TO REDUCE THE VISUAL IMPACT OF THE BARRIER

Aesthetic Design Plan

Based on the stakeholder feedback and the aesthetic recommendations in the *Urban Design and Landscape Planning Report*, a natural theme, such as a tall-grass prairie, is being explored as a possible design motif to be applied to The Windsor-Essex Parkway. The aesthetic design may go beyond the application of a literal image of a natural object, but rather be drawn from forms, textures and colours found in these natural areas.

The aesthetic design plan may be applied to the following elements:

- Noise Barriers (including sound barriers, safety barriers and fencing).
- Retaining walls.
- Tunnel abutments, parapets and columns
- Bridges and overpass structures.
- Pedestrian and service road lighting.
- Multi-use Trail crossing structures.
- Landscaping.

Design Methodology

The criteria for the proposed design will consider the perspective of both the drivers on the Windsor-Essex Parkway and the residential community adjacent to the noise barrier.

Driving Experience: Creating a rhythmic and unique driving experience is central to the design criteria for the new noise barrier. In order to create variety while driving, solid motif accent panels are combined with transparent panels and strategically arranged along the Windsor-Essex Parkway. The stepping pattern created by utilizing a combination of noise barrier heights (transparent panels, standard concrete walls and a motif panel) will produce a rhythmic and stimulating visual effect from the driver's perspective.



Residential Experience:

A combination of transparent panels, colour and vegetation will be effectively used to reduce the visual impact of the noise barrier from the residential perspective. The recommended colour palette includes earth tone hues and greens. The proposed vegetation (see images 4-14 below) will act to further screen the noise barrier and will be selected based on the plant's tolerance to shade and its ability to establish quickly in order to screen the noise barrier.



Suggested Planting for Noise Barrier Screening on Property Owner Side of Barrier

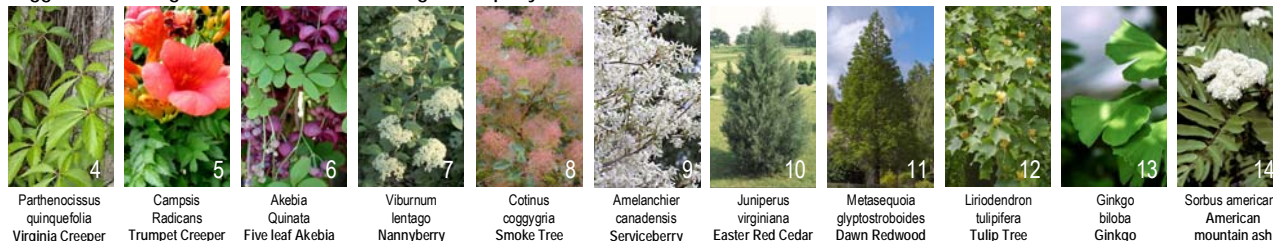


IMAGE 2 VISUALIZATION SHOWING THE USE OF VEGETATION TO REDUCE THE VISUAL IMPACT OF THE NOISE BARRIER

IMAGE 3 THE RECOMMENDED COLOUR PALETTE TO PAINT NOISE BARRIER ON THE RESIDENTIAL SIDE

IMAGES 4-14 RECOMMENDED PLANT SPECIES FOR NOISE BARRIER SCREENING PURPOSES FROM PROPERTY OWNER SIDE OF NOISE BARRIER



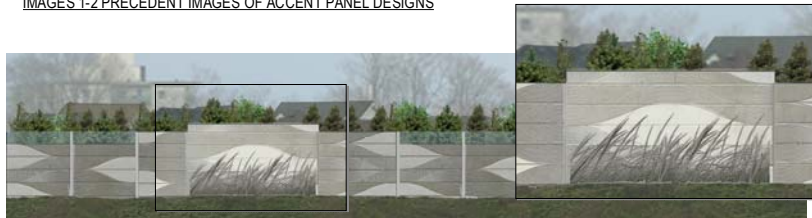
Accent Motif Panel Location + Design Criteria

Motif accent panels can be placed on the highway side of the barrier at equal spacing along long, linear stretches to break up the continuous panels. The motif panels may also occur at junctions and bends in the noise barrier as an accent feature (refer yellow circles on plan).

The motif panels can be used to interject colour, texture, or a thematic element to the continuous noise barrier (refer to images 1 & 2). In future design phases, artists and designers may be engaged in this process in order to develop a unique and innovative design that reflects the surrounding communities and the City of Windsor. The motif accent panels can be mounted on the surface of the standard noise barrier, at any stage of the corridor development, allowing for flexibility and ensuring that the design remains consistent throughout.



IMAGES 1-2 PRECEDENT IMAGES OF ACCENT PANEL DESIGNS



POSSIBLE ACCENT PRAIRIE MOTIF PANELS: EXPLORING THE PRAIRIE THEME WITH PATTERN, TRANSPARENCY, COLOUR AND TEXTURE.

PROPOSED MITIGATION MEASURES

Groundwater Protection

- As prescribed by the Ministry of the Environment, a Permit To Take Water is being obtained to identify:
 - Quantity of groundwater required during the construction period.
 - Location of water release points.
 - Requirements, if any, for water treatment prior to release.



Erosion and Sediment Control Practices

- The proposed disturbance will have minimal impact on the contributing catchments. Area will be subjected to erosion and sediment controls.
- Protocols for erosion and sediment control will be followed based on the MTO document “*Environmental Guide for Erosion and Sediment Control During Construction of Highway Projects*”, with regular inspections during construction.

Natural Heritage / Species at Risk

- Field investigations for vegetation, fisheries and wildlife were conducted from 2006 to 2009 as part of the overall DRIC Project.
- One vegetation community is located within the area of influence of the initial construction: a cultural meadow (CUM1-1). The cultural meadow community supports several rare prairie species including one Species at Risk.
- No significant wildlife habitat or designated natural areas are located within the area of influence of the initial construction.



MONITORING

- Conduct compliance monitoring during construction.
- Conduct effectiveness monitoring post-construction to determine the success of habitat restoration and enhancement, species relocation and stability of species at risk populations.

Impacts

- No impacts to vegetation, fisheries or wildlife are anticipated at Bridge Site No. 14 or the noise barrier.
- Site preparation activities at Bridge Site No. 13 will result in the loss of one cultural meadow vegetation community (CUM1-1) that supports several prairie species including a population of one Species at Risk.

Mitigation

- Erosion and sedimentation control will be used to prevent the migration of sediments beyond the work zone.
- Construction fencing will be used to prevent access to areas located beyond the work zone.
- Species at Risk will be transplanted to a protected area prior to site preparation activities. Species at Risk to remain on site will be protected using construction fencing.
- Site preparation activities, including vegetation removals, will be conducted outside of the breeding season for wildlife, including migratory birds, to meet the requirements of the *Migratory Birds Convention Act*.
- Areas will be restored following construction.
- An application for a permit under the *Ontario Endangered Species Act* has been submitted to the Ministry of Natural Resources. The permit must be approved prior to construction of Bridge 13.

Construction Effects: Air Quality

The construction of the two bridges and grading around the noise barrier has the potential to generate dust in the vicinity of the site.

As with any construction site, these emissions will be of relatively short duration and are unlikely to have any long-lasting effects on the surrounding area.



Mitigation Measures

The following requirements and best management practices will be included in the contract to limit dust:

- Periodic watering of unpaved (unvegetated) areas.
- Periodic watering of stockpiles.
- Limiting speed of vehicular travel.
- Using water sprays during the loading and unloading of materials.
- Sweeping and/or water flushing of the entrances to construction zones.
- Using calcium chloride to suppress dust.

The construction contract will dictate standard dust limiting best practices including:

- Avoiding site preparation, excavation and construction during windy and prolonged dry periods.
- Minimizing vehicle traffic on exposed soils.
- Stabilizing soil and other material storage piles against wind erosion.
- Covering and containing fine particulate materials during transportation to and from the site.
- Using new or well-maintained heavy equipment and machinery, fitted with fully functional emission control systems/ muffler/exhaust system baffles and engine covers.

Construction Effects: Human Health

The Recommended Plan for The Windsor-Essex Parkway does not result in an increased health risk over the future “No-Build” or background scenarios.



Human Health

Although there are no human health risks associated with The Windsor-Essex Parkway, a risk assessment will be carried out for the construction activities associated with the two bridges and noise barriers:

- The assessment will evaluate the exposure of near by residents to fine particulate matter and emissions associated with the construction vehicles.

Background

- Noise impacts associated with transportation projects are assessed based on policies developed by MTO and MOE.
- The assessment involves comparing the predicted noise levels associated with the Recommended Plan (future “Build”) to future noise levels based on a “No-Build” scenario.
- Mitigation is considered when the difference in noise levels between future “Build” and future “No Build” exceeds 5 decibels (dB).
- To be considered technically feasible, the measures must reduce this difference by 5 dB or more.
- There are two types of impacts considered relative to vibration:
 - Human response to building vibration; and,
 - Potential for structural damage to buildings.
- The threshold for perception of vibration by the average person is 0.14 mm/sec.
- Structural damage to buildings generally occurs when vibration levels reach 50 mm/sec.

Predicted Noise and Vibration Impacts

- The new 5 m (16.4 ft) high noise barrier adjacent to Highway 401 between North Talbot Road and Howard Avenue will benefit residents by reducing noise levels.
- Vibration levels measured for potentially vulnerable receptors were generally within the threshold of perception limit of 0.14 mm/sec.

The following measures will be employed to address possible construction noise effects:

- Using construction equipment in good repair, fitted with functioning mufflers, and in compliance with the noise emission standards outlined in the Ministry of the Environment guidelines.
- Limiting the noisiest construction activities to daytime hours to the greatest extent possible.
- Building permanent noise barriers during the early phases of construction (where construction sequencing allows) in order to reduce noise levels.



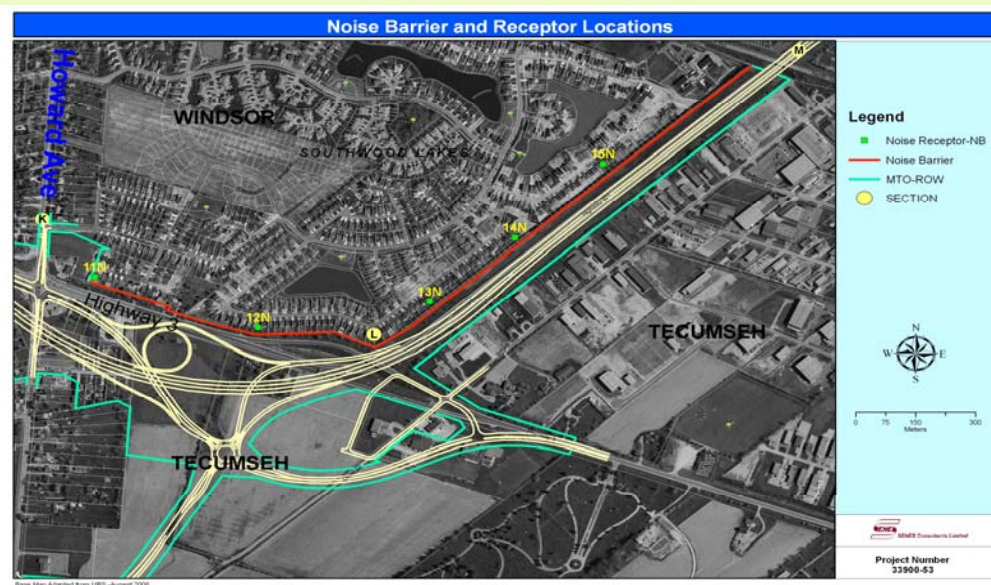
Noise From the Operation of The Windsor-Essex Parkway

- The MOE STAMSON traffic noise model was used for this assessment.
- By comparing predicted noise levels after the implementation of The Windsor-Essex Parkway to the predicted future “no-build” noise levels experienced at receptors, it was determined where noise barriers and berms will be effective in reducing sound levels.
- The assessment determined that with a 5 m high noise barrier adjacent to the Highway 401 R.O.W. between North Talbot Road and Howard Avenue, receptors will result in noticeable reductions in noise levels associated with operating traffic on The Windsor-Essex Parkway in comparison with future “no-build”.

2035 STAMSON Modelling Results*				
Map ID	2035 change in noise levels (without mitigation) (dBA)		2035 change in noise levels (with 5 m mitigation) (dBA)	
	Day	Night	Day	Night
11-N	- 6.8	- 6.3	- 13.4	- 8.6
12-N	- 5.5	- 4.9	- 11.1	- 7.2
13-N	3.3	0.8	- 6.8	- 2.4
14-N	3.6	1.3	- 6.7	- 2.4
15-N	3.8	1.4	- 6.4	- 1.9

* A decrease in 5 dB means that sound is decreased by half

- The noise barrier will also be effective in reducing noise from most heavy equipment during the construction of The Windsor-Essex Parkway.



Background

In the Province of Ontario, heritage and archaeological resources are protected by a number of pieces of legislation, including the:

- *Ontario Heritage Act*
- *Planning Act*; and
- *Environmental Assessment Act*.

Under these Acts, it is MTO's responsibility to plan and build highways with minimal impact to the environment and heritage resources. The *Ontario Heritage Act* and *Planning Act* require that the MTO undertake an archaeological assessment of any lands to be disturbed through development activities. Individuals engaged in archaeological work must be licensed through the Ministry of Culture.

Results

- No archaeological or heritage resources have been identified in the area of Initial Construction.
- For the construction phase, any unexpected archaeological finds will be reported to the appropriate agencies.



- Consultation with First Nations has been an integral part of the Environmental Assessment for the Detroit International Crossing Study, since the start of the study in 2005.
- Early in the study, Walpole Island First Nations (WIFN) demonstrated a desire to participate actively in the study. WIFN continues to have a strong interest in participating in the implementation of The Windsor-Essex Parkway.
- Funding has been provided to WIFN to support their continued involvement in the process.
- MTO is working with WIFN to identify areas of future involvement for First Nations in this initial construction and future stages of The Windsor-Essex Parkway.

- Design and Construction Report – in accordance with Ontario *Environmental Assessment Act* requirements, a Design and Construction Report (DCR) will be prepared and made available for review. The DCR will document how the commitments and mitigation outlined in the Ontario *Environmental Assessment Report* and the Canadian *Environmental Assessment Screening Report* have been addressed.
- Notices advising of the availability of the Design and Construction Report will be published in local newspapers.
- Construction starts subject to EA approvals and any associated conditions.
- Consultation during construction.
- Future Workshop for adjacent property owners.

For more information visit us at:
www.weparkway.ca or
www.partnershipborderstudy.com

PUBLIC REVIEW PERIOD

There will be an opportunity for a 30-day public review of the DCR once it is prepared.

STAY INVOLVED!

There will be further opportunities for public involvement during subsequent design and construction study phases.

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Windsor Border Initiatives

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>> WORKSHOP <<

WORKSHOP

As noted in the Consultation Plan (July 2009) as part of follow-up activities a workshop will be held in the Fall.

Purpose:

The Workshop will address the design and aesthetic treatments of the residential side of the proposed noise barrier located adjacent to the Southwood Lakes community.



The feedback received from the Fall Workshop will be considered when determining the final colour, texture and design of the noise barrier.

Adjacent property owners will be notified at a later date of the opportunity to participate in the Fall Workshop.



If you live adjacent to the proposed noise barrier (yellow), plan to attend the workshop.

