DRAFT
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Detroit River International Crossing Study
Identification of the Best Alternative At This Time

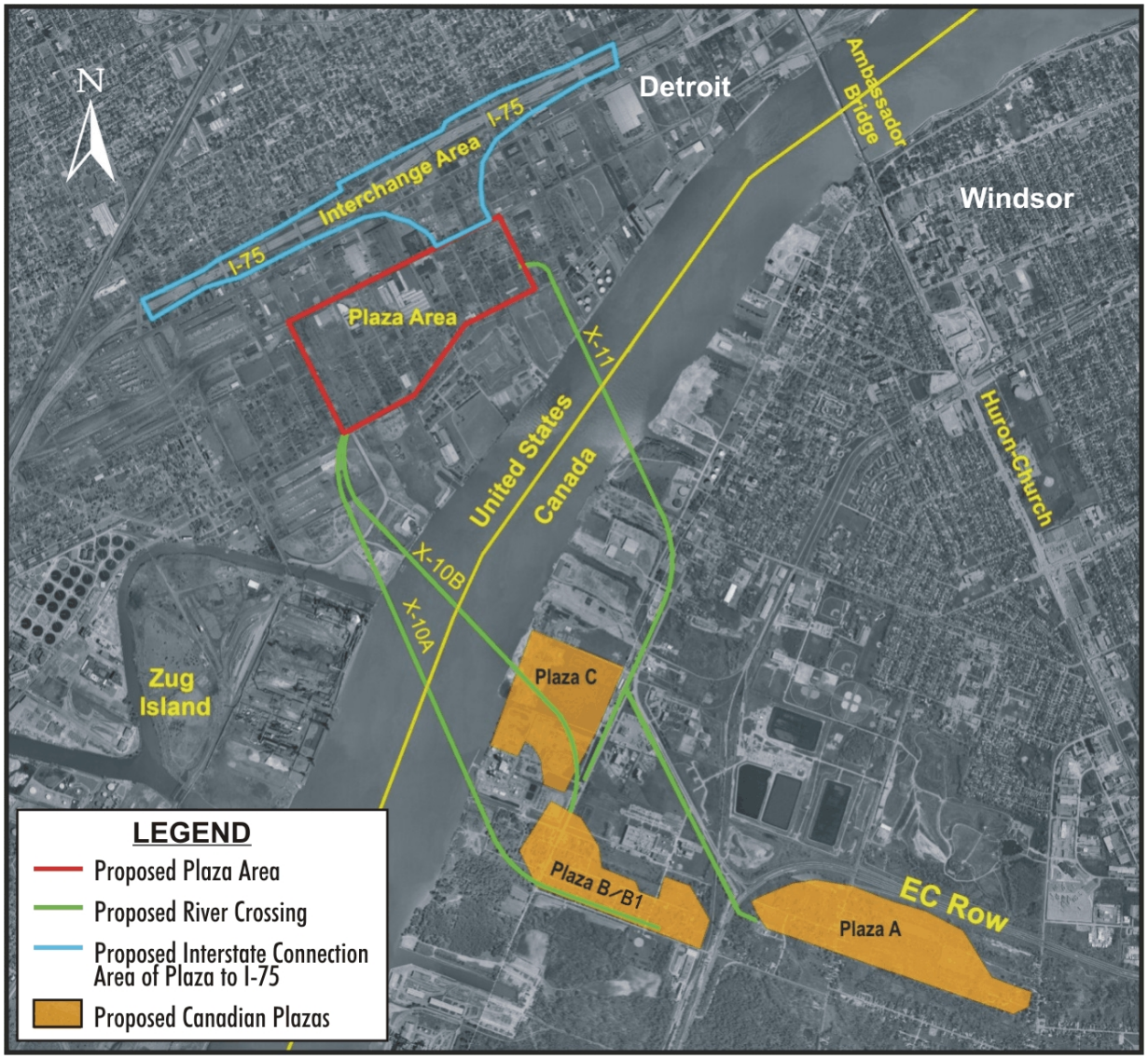
This document uses the data provided in the U.S. Draft Environmental Impact Statement (DEIS) and similar Canadian documentation to analyze the Detroit River International Crossing Study (DRIC) crossing system alternatives in order to indicate which is the best candidate at this time for being considered "preferred." That is an essential next step for completing environmental documents on both sides of the border.

The evaluation of alternatives is a U.S.-Canadian collaboration to make all decisions on an "end-to-end" basis. The work reported on here addresses the alternatives by crossing component – bridge, plaza and U.S. interchange/Canadian access road.

First, data on the crossing on each side of the border were examined to determine if the characteristics of the three bridges – X-10A, X-10B or X-11 (Figure 1) – significantly advantage/disadvantage one alternative or another. This was an important first step because of the uniqueness of the connection of the U.S. and Canadian plazas to the proposed crossings. For example, in the U.S., Plaza P-a would only connect to the X-10 Crossings, while Plaza P-c would only connect to the X-11 Crossing. In Canada, Plaza C would only connect to Crossing X-11. In examining the crossing evaluation data, it is noted there are no significant differences except in the areas of regional mobility, constructability, and potential relocations. The results are:

- The X-10 Crossings are forecast to carry, in 2035, 15 to 50 percent more traffic than the X-11 Crossing.
- The X-10 Crossings are forecast to carry, in 2035, approximately 50 to 60 percent of the combined traffic carried by the proposed new crossing and the Ambassador Bridge. The X-11 Crossing, between 40 and 43 percent of the combined traffic.
  - This measure indicates the relief to be provided to the regional network, particularly Huron Church Road.

Figure 1
Crossing System Alternatives in U.S. and Canada
Detroit River International Crossing Study



- The brine well investigation indicates that:
  - All bridge foundations on both sides of the river are cleared from risk.
  - But, along the Canadian approach to Crossing X-11:
    - ✓ Additional investigation is needed to clear the crossing from risk.
    - ✓ Even if those investigations are undertaken, the resulting data may still indicate the risk may not be acceptable.

- ✓ The extra time to assess the risk and build the facility would be at least one year compared to the X-10B crossing.
- ✓ If proved feasible, the extra cost associated with building the X-11 approach structure in Canada would be as much as $CAD260 million (w/inflation) compared to the X-10A Crossing.

- The number of potential relocations of active residential properties associated with the X-10 Crossings (0) are lower than the X-11 Crossing (21).
- The number of potential relocations of active businesses associated with the X-10 Crossings (0) are lower than the X-11 Crossing (5).

Based on these findings it can be determined that:

- Crossing X-11 is not considered the best candidate for being the Preferred Alternative.
  - Plaza P-c in the U.S., attached to Crossing X-11, therefore, is also not a candidate for being the Preferred Alternative.

A comparison of the two X-10 Crossings results in the following findings:

- The estimated construction cost of the main span of the suspension bridge at Crossing X-10A ($920 million) is significantly greater than the suspension bridges at Crossing X-10B .
- The duration of 62 months to construct the main span of Crossing X-10A is over one year more than Crossing X-10B.

Therefore, Crossing X-10A is not considered the best candidate for being the Preferred Alternative. And, the removal of the X-11 and X-10A crossings from further consideration leaves Alternatives #1, #2, #3, #5, #14, and #16.

The interchanges associated with the remaining alternatives were examined next. The findings are:

- Alternative #3/Interchange C and Alternative #5/ Interchange E would:
  - Remove at least one historic structure which can be avoided by the other interchanges options.
  - Impact about 25 businesses, a larger number than all other interchange alternatives (16 to 20 business units).
- Alternative #14/Interchange G would:
  - Offer no roadway access across I-75 between Waterman and Clark Streets. Other interchange alternatives do better.
  - Not provide the same access to I-75 as the other interchange alternatives.
  - Have a lower design speed than all other alternative interchanges.

Therefore, Alternative #3/Interchange C, Alternative #5/Interchange E, and Alternative #14/Interchange G are not considered the best candidates for the Preferred Alternative.

Based on a detailed analysis of the remaining alternatives/interchanges, a "hybrid" was developed (Figure 2) combining the best elements of each. The hybrid interchange provides: five pedestrians crossings of I-75, compared to five today; four vehicular crossings of I-75, compared to seven today; and, complete interchange access at Springwells Avenue and Clark Street.

In Canada, the Windsor-Essex Parkway (Figure 3) provides significant advantages over the other alternatives to access the new crossing because it:

- Provides a greater buffer between neighborhoods and the roadway than other options and, as such, requires more property.
- Creates more open space along the corridor, which provides a buffer for adjacent land uses and new recreational opportunities.
- Provides a greater number of opportunities for new parks and recreation trails to link to existing parks and trails.
- Will create 240 acres of new green space.
- Has better access between the freeway and the service roads.

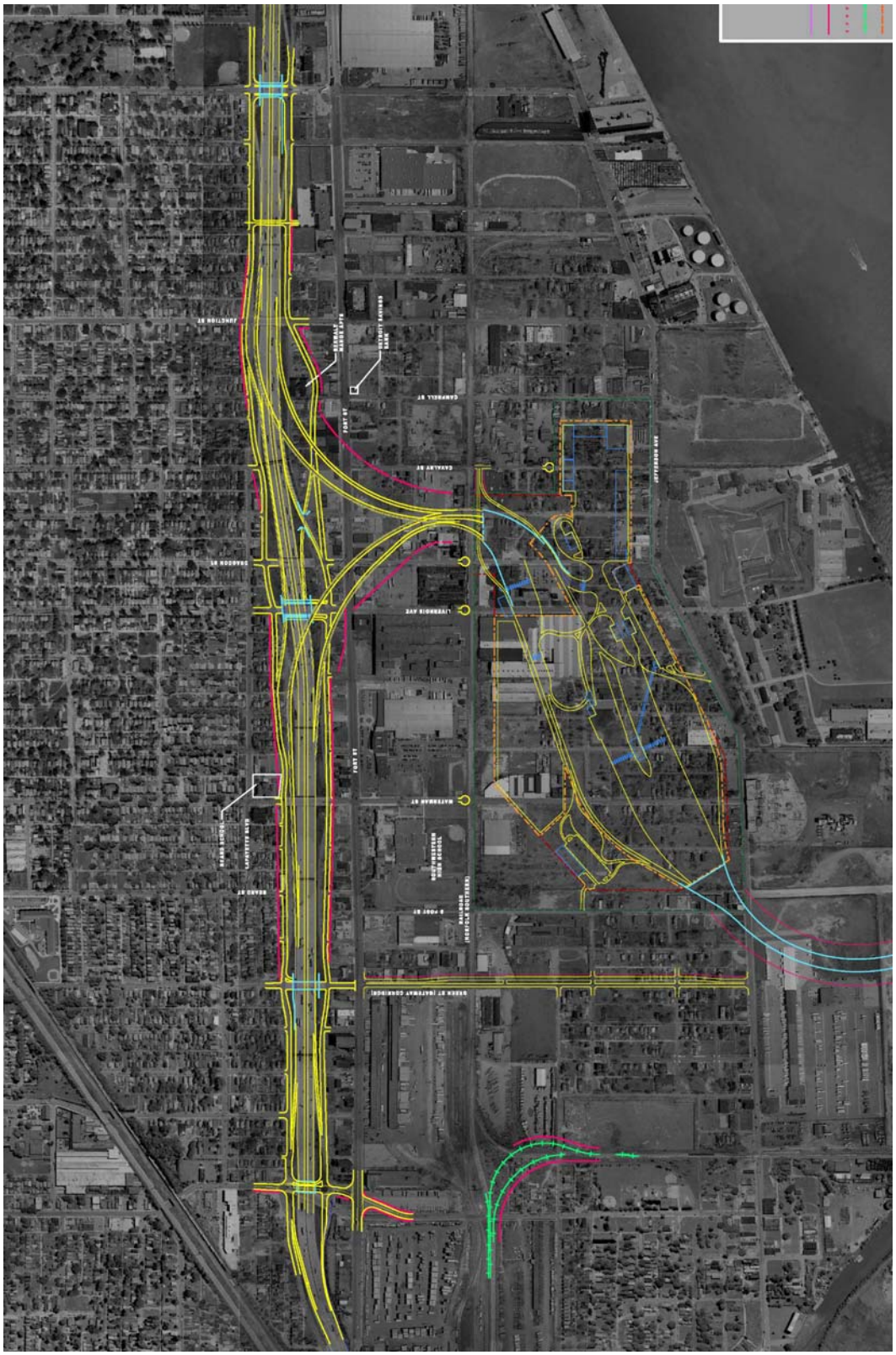
Therefore, the best end-to-end alternative at this time, moving from Canada to the U.S., is identified as the Windsor-Essex Parkway, Plaza B1, Crossing X-10B, Plaza P-a and a hybrid interchange (Figure 4).

Next Steps

The next steps to continue the process of identifying the Preferred Alternative include:

- Continue collaboration with Canadian Team as the Canadian Environmental Assessment and DRIC Final Environmental Impact Statement are prepared.
- Continue collaboration with U.S. federal/state agencies.
- Complete U.S. FEIS/ROD by end of 2008.

Figure 2
Hybrid Alternative
Detroit River International Crossing Study

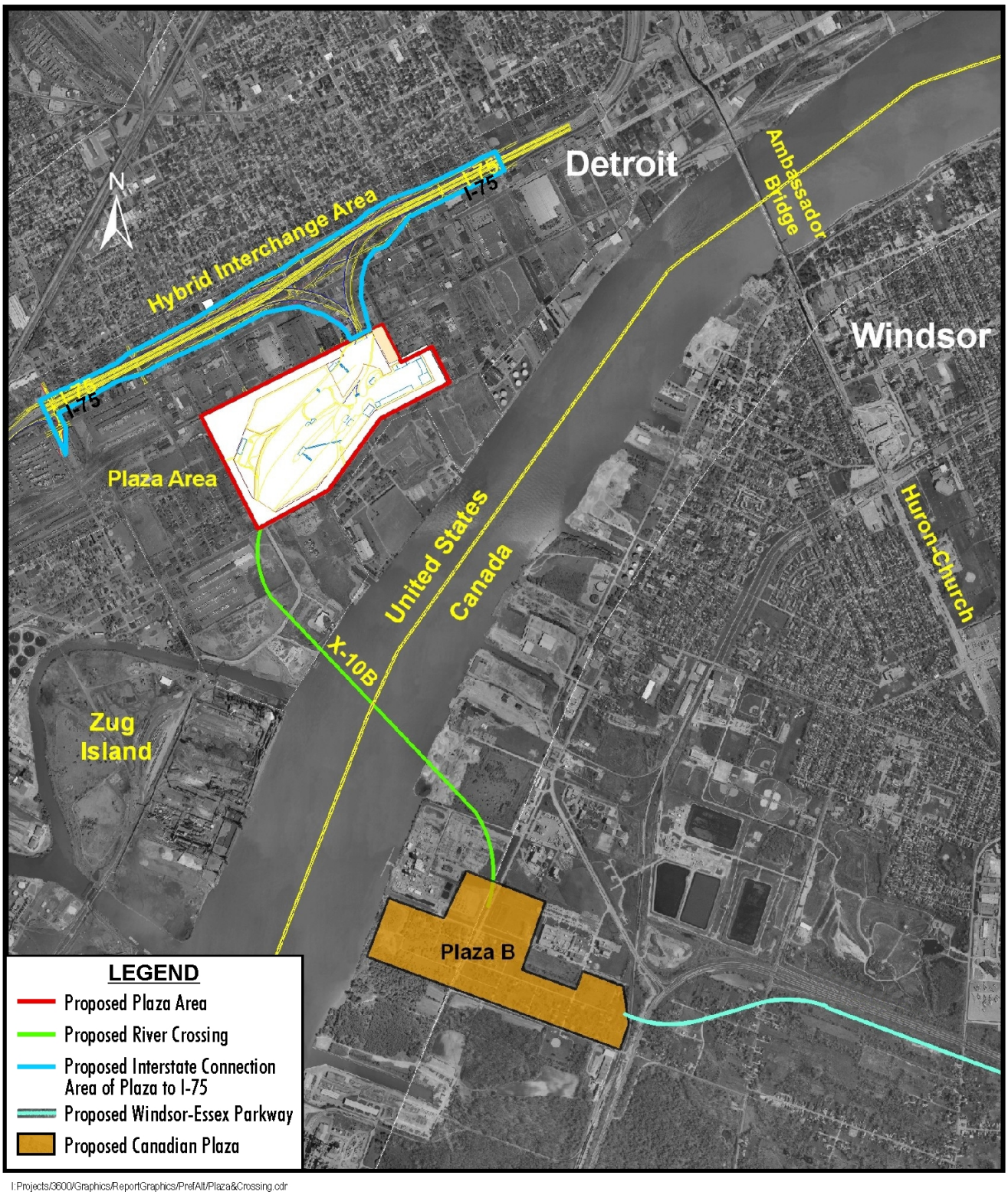


Source: Parsons Transportation Group

Figure 3
Image of the Windsor Essex Parkway
Detroit River International Crossing Study

Source: URS Canada

Figure 4
Windsor-Essex Parkway, Plaza B-1, Crossing X-10B, Plaza P-a and a Hybrid Interchange
Detroit River International Crossing Study



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