

DETROIT RIVER INTERNATIONAL CROSSING ENVIRONMENTAL ASSESSMENT

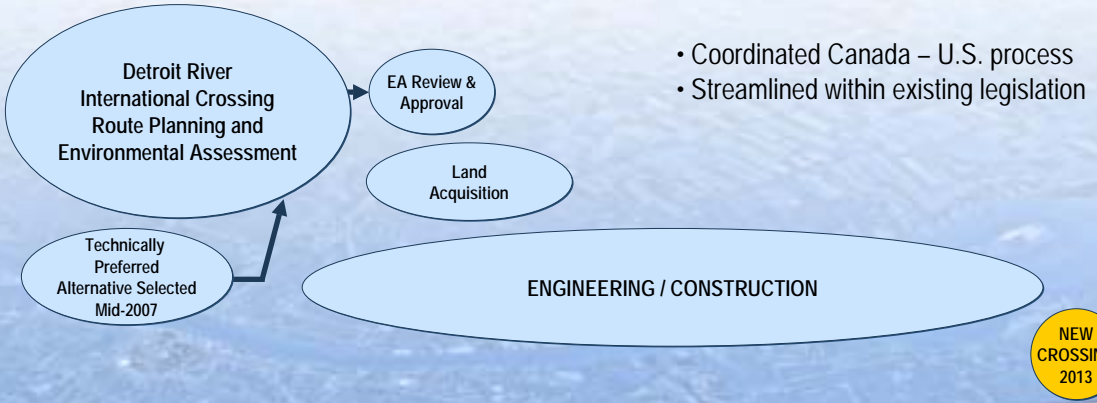
*Meeting with Walpole Island First Nation
Illustrative Alternatives*

June 2005

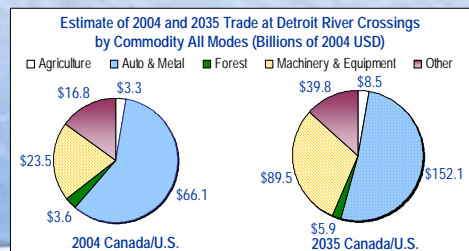
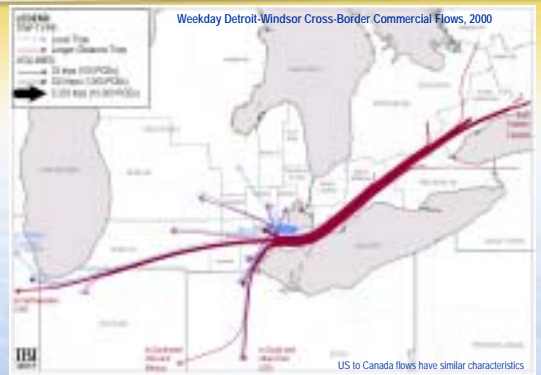
Key Milestones

Study Area Features, Opportunities & Constraints	April '05	Initial Public Outreach
Initial Set of Crossing Alternatives, Plaza Locations & Connecting Routes in Canada and the U.S.	June '05	PIOH1 
Final Set of Alternatives	December '05	PIOH2
Results of Social, Economic, Environmental and Engineering Assessments	Winter '06	PIOH3
Preferred Crossing Location, Plaza Locations & Connecting Routes in Canada and the U.S.	Spring '07	PIOH4
Finalize Engineering and Mitigation Measures	Summer '07	PIOH5
Document Study and Submit for Approvals	End of '07	Public Review

2005	2006	2007	2008	2009	2010	2011	2012	2013
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- Approximately 28% of Canada-U.S. surface trade passes through Windsor-Detroit
- Over 80% of all goods crossing the Detroit River are carried by truck
- Corridor is significant to the economies of two nations
- The partnering governments must take all reasonable steps to reduce the likelihood of disruption to transportation service in this corridor

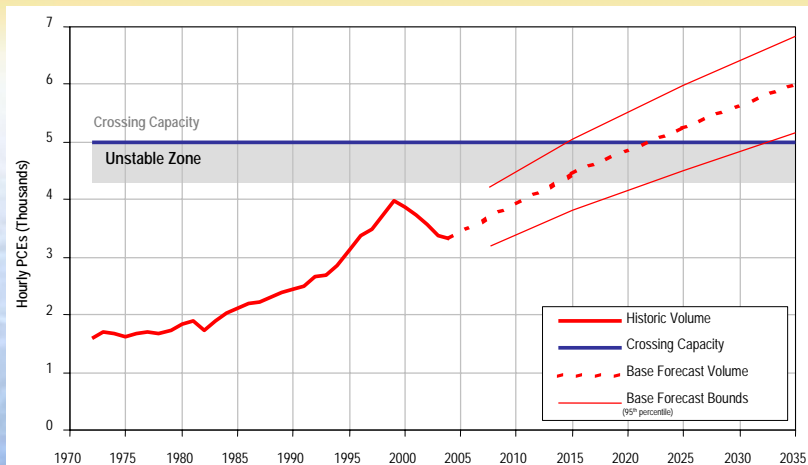


Windsor-Detroit: Future Capacity Needs

Crossing	Year Capacity Reached				
	US Road Access	US Border Processing	Bridge / Tunnel	CAN Border Processing	CAN Road Access
Ambassador Bridge	> 30 years	5 to 10 years	10 to 15 years	5 to 10 years	5 to 10 years
Detroit-Windsor Tunnel	0 to 5 years	5 to 10 years	30 years*	5 to 10 years	5 to 10 years

* If no improvements are made at the Detroit River there would be some diversion of car traffic from the Ambassador Bridge to the Detroit-Windsor Tunnel. Diversion of car traffic may move the timeframe that capacity is reached to between 25 and 30 years. Physical restrictions of the tunnel limit diversion of trucks to the Detroit-Windsor Tunnel.

Travel Demand vs. Capacity: Combined Detroit River Crossings



Note: Peak hour is 4 to 5 p.m. - peak direction is U.S. to Canada.
 Note: Historic peak hour volume estimated from historic annual data.
 * PCE = Passenger Car Equivalents.



Sensitivity Analyses: What if ... ?

In light of the uncertainties inherent in trade and traffic forecasting, the Project Team tested a number of What If...? scenarios to determine whether another crossing is needed within the timeframe of this study (i.e. within 30 years):

Scenario	Year Capacity Reached
Base Forecast	10 to 15 yrs
Sensitivity Analyses:	
High Trade Growth	Advance 3 yrs
Low Trade Growth	Defer 4 yrs
Diversion to Intermodal Rail	Defer 2 yrs
High Diversion to St. Clair River Crossing	Defer 6 yrs
High Passenger Car Demand	Advance 3 yrs
Low Passenger Car Demand	Defer 3 yrs
Combined 95 th Percentile High Scenario ¹	Advance 7 yrs
Combined 95 th Percentile Low Scenario ²	Defer 11 yrs

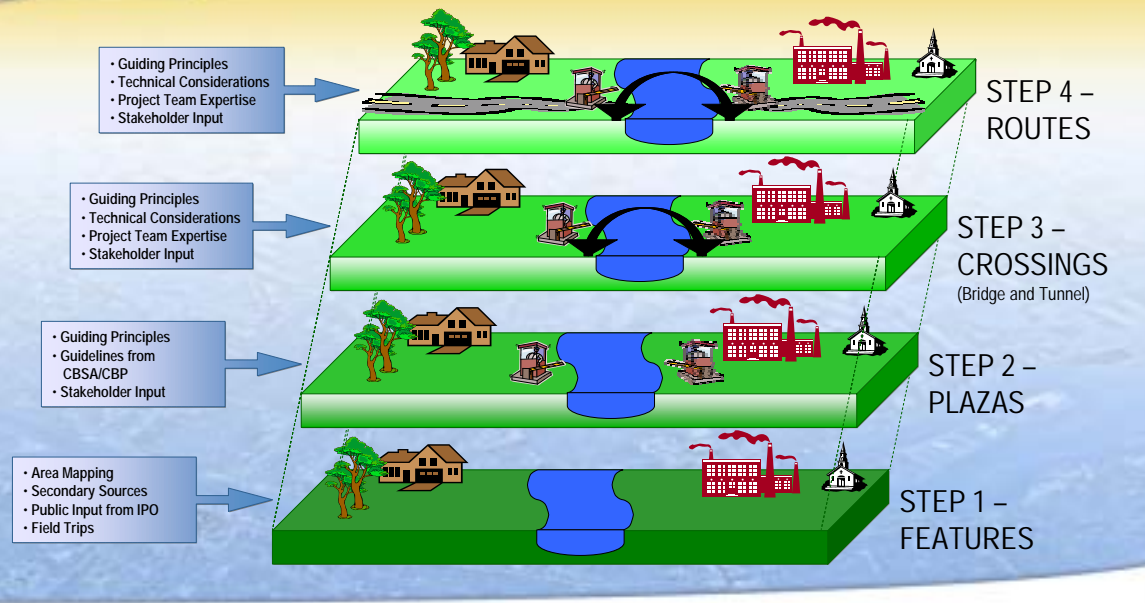
Under the most pessimistic of scenarios, additional crossing capacity is needed by 2035 to meet increased travel demand

¹ Combines the optimistic scenarios, consisting of High Trade Growth and High Passenger Car Demand Forecast Scenarios (95th percentile).
² Combines the pessimistic scenarios, consisting of Low Trade Growth, Diversion to Intermodal Rail, High Diversion to St. Clair River crossing and Low Passenger Car Demand Forecast Scenarios (95th percentile).

Preliminary For Discussion Purposes Only

Illustrative Alternatives

Development of Alternatives



DRIC Area Features



Illustrative Inspection Plaza Alternatives



Illustrative Crossing Alternatives





- Simplified listing of Evaluation Factors*:
 - Changes in Air Quality
 - Protect Community/Neighborhood Characteristics
 - Maintain Consistency with Existing and Planned Land Use
 - Protect Cultural Resources
 - Protect the Natural Environment
 - Improve Regional Mobility
 - Minimize Cost

*Any alternative must meet the project purpose.

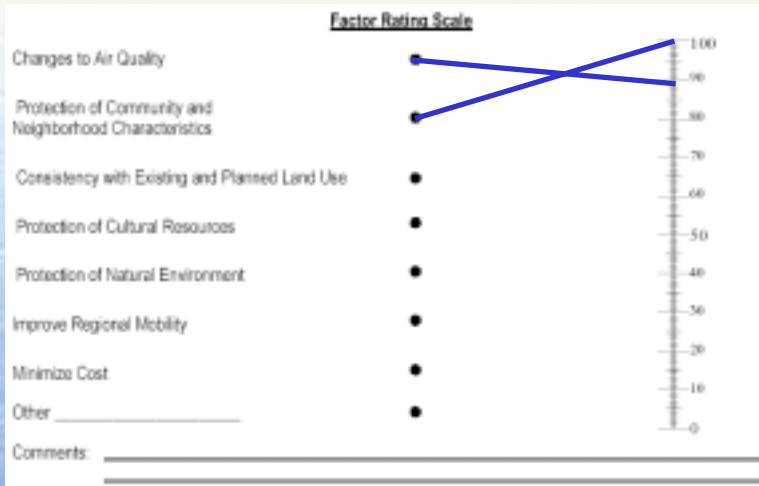
In conducting the evaluation, the team will consider:

- International and National significance of the crossing
- Issues and concerns identified during consultation
- Government legislation, policies and guidelines
- Municipal policies (e.g. Official Plans)

Reasoned Argument Method	Arithmetic Method
<ul style="list-style-type: none"> ▪ Considers advantages and disadvantages of each alternative 	<ul style="list-style-type: none"> ▪ Assigns a numeric weight to each factor
<ul style="list-style-type: none"> ▪ Compares relative significance of impacts 	<ul style="list-style-type: none"> ▪ Compares weighted scores

- Illustrate how DRIC EA environmental work will be carried out over the life of the DRIC project.
- Provides information concerning:
 - the scope of future work;
 - rationale for selection of data collection methodology;
 - data sources;
 - methods of assessment;
 - criteria, indicators and measures;
 - consultation strategies; and
 - the integration of each work plan with the work plans of other environmental factors/activities.
- Developed based on current knowledge of existing conditions within the preliminary analysis area
- Draft Work Plans currently available for:
 - Acoustics and Vibration
 - Air Quality
 - Archaeology
 - Cultural Heritage
 - Natural Heritage
 - Social Impact Assessment

Your opinions will be used to assist the Project Team in the evaluation of the Canadian Illustrative Alternatives of the Detroit River International Crossing Study.



- Public Information Open Houses (PIOHs):

Tuesday June 21, 2005
 4:00 p.m. to 8:00 p.m.
 Holiday Inn Select
 Windsor

Wednesday June 22, 2005
 5:00 p.m. to 9:00 p.m.
 Holy Cross Elementary
 School, LaSalle

Tuesday June 28, 2005
 4:00 p.m. to 8:00 p.m.
 Verdi Club
 Amherstburg

- Meeting to discuss Illustrative Alternatives, Work Plans, etc. - ? (as required)
- Next formal meeting: November/December 2005 (Selection of the Practical Alternatives)



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