

Agenda

- Update on the results of Analysis of the Seven Evaluation Factors
 - Access Roads
 - Plaza and Crossings
- Parkway Alternative
- Technical Report Review/Schedule
- Closing Remarks

The Border Transportation Partnership

Purpose of the DRIC Study

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

Environmental Assessment Key Study Activities

Environmental Assessment Key Study Activities

Identify Study Area Features, Opportunities & Constraints	✓
Develop Initial Set of Crossing Alternatives, Plaza Locations & Connecting Routes in Canada and the U.S.	✓
Define Area of Continued Analysis	✓
Present Specific Crossing, Plaza and Access Road Options	✓
Complete Social, Economic, Environmental and Engineering Assessments	
Identify Preferred Crossing Location, Plaza Locations & Connecting Routes in Canada and the U.S.	
Finalize Engineering and Mitigation Measures	
Document Study and Submit for Approvals	

Crossing, Plaza & Access Road Alternatives

The assessment of Crossing, Plaza and Access Road options is being conducted in accordance with the Environmental and Technical Work Plans and is based on the following factors and measures:

- **Changes to Air Quality**
- **Protection of Community and Neighbourhood Characteristics**
 - includes assessment of residential and business property impacts, social features including schools, impacts to noise levels, access and community features
- **Consistency with Existing & Planned Land Use**
- **Protection of Cultural Resources**
 - includes parks, historic sites and areas of archaeological significance
- **Protection of Natural Environment**
 - includes plant and animal species and habitat features
- **Improvements to Regional Mobility**
- **Cost and Constructability**

Update on Analysis – Access Roads

Access Road Alternatives

1A One-way service roads on either side of 6-lane freeway at grade.

1B One-way service roads either side of 6-lane freeway below-grade.

2A Six-lane freeway at grade, along side Huron Church/Highway 3.

2B Six-lane freeway below-grade, parallel to Huron Church/Highway 3.

3 Cut and cover tunnel below rebuilt Huron Church Road/Highway 3 Corridor.

Practical Alternatives Analysis

Changes to Air Quality

- Access road is one component of the air quality issue in Windsor
 - Local air quality is more strongly influenced by background sources and transboundary flow than by transportation sources
- Improvements to fuels and technologies will reduce pollutants from vehicle emissions in future
- All alternatives provide a benefit to air quality in the immediate area of the corridor compared to do-nothing
 - Elimination of stopping and start-up at traffic signals for international traffic
 - No notable effect beyond 100m of access road for PM_{2.5}
 - Little difference among alternatives at 100m from right-of-way

Access Road Analysis

At-grade alternatives (Alternatives 1A and 2A) do not provide the best balance of advantages and disadvantages

- least costly solution and fewer constructability risks
- fewer benefits in terms of protecting community and neighbourhood characteristics

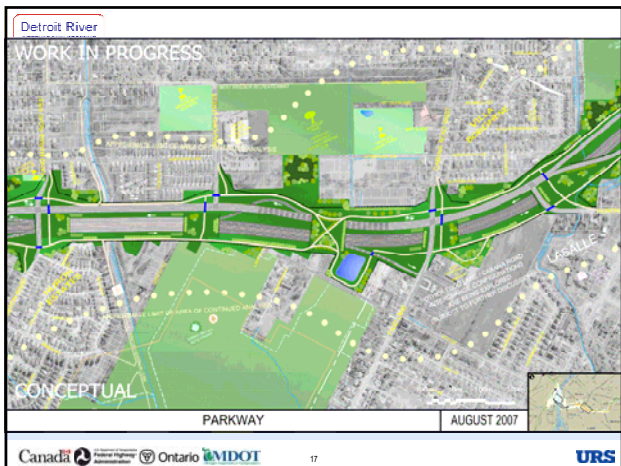
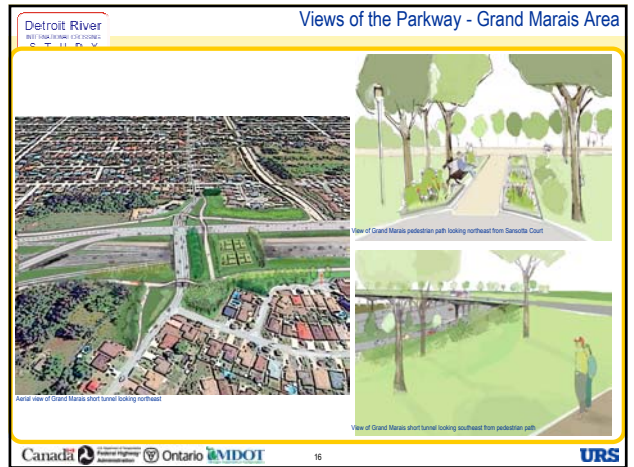
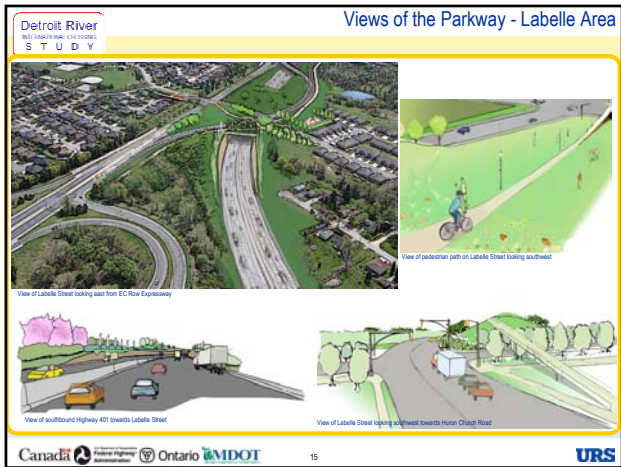
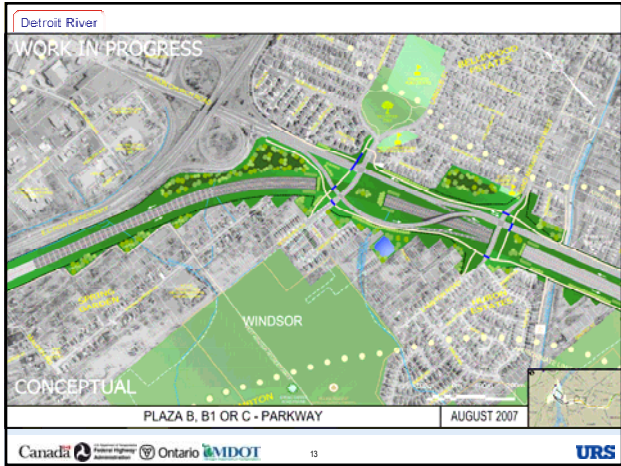
Assessment does not support further analysis at this time

Access Road Analysis

End-to-end tunnel

- No advantages in terms of reducing impacts to properties, land use, natural features or cultural features
- Some advantages to air quality in the immediate corridor, but all alternatives provide same benefit to some degree
- Reductions in particulate concentrations offset by increases in gaseous pollutants
- Cost is 3 to 6 times higher

Assessment does not support further analysis at this time



Detroit River
BRIGHTON/CROSSINGS
S T U D Y

Views of the Parkway - Oakwood Area

View of Oakwood pedestrian paths on short tunnel deck looking east

View of Oakwood short tunnel deck looking east

View of southbound Highway 401 towards Oakwood short tunnel

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BRIGHTON/CROSSINGS
S T U D Y

Views of the Parkway - Todd Lane/Cabana Area

View of Todd Lane/Cabana Road pedestrian path looking southwest towards Huron Church Road

Aerial view of Todd Lane/Cabana Road short tunnel looking northeast

View of Todd Lane/Cabana Road pedestrian path on short tunnel deck looking northeast

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Detroit River

WORK IN PROGRESS

WINDSOR

LASALLE

CONCEPTUAL

PARKWAY

AUGUST 2007

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BRIGHTON/CROSSINGS
S T U D Y

Views of the Parkway - Huron Church Line Area

View of Huron Church Line looking east from driveway

Aerial view of Huron Church Line short tunnel looking east

View of pedestrian path looking southeast towards Huron Church Line short tunnel

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BRIGHTON/CROSSINGS
S T U D Y

Views of the Parkway - St. Clair College Area

View of St. Clair College pedestrian path looking east towards St. Clair College entrance

View of St. Clair College short tunnel looking northeast towards St. Clair College

View of St. Clair College playing field looking northeast

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WORK IN PROGRESS

WINDSOR

LASALLE

CONCEPTUAL

PARKWAY

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S T U D Y

Views of the Parkway - Hearthwood Area

View of Hearthwood Place pedestrian paths looking northeast from Hearthwood Place

Aerial view of Hearthwood Place short tunnel looking south

View of pedestrian paths on Hearthwood Place short tunnel deck looking north

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INTERNATIONAL CROSSINGS
S T U D Y

Views of the Parkway - Howard Area

View of pedestrian path south of Highway 2 looking east towards Howard Avenue

Aerial view of Howard Avenue short tunnel looking north

View of Howard Avenue pedestrian path looking northwest from Chelsea Drive

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WORK IN PROGRESS

CONCEPTUAL

PARKWAY

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Next Steps – Access Road

- Refine Parkway option and complete analysis
- Continue to consult with public
- Complete technical and environmental studies
- With our U.S. partners, present a single technically and environmentally preferred alternative
- Submit final study documents

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INTERNATIONAL CROSSINGS
S T U D Y

Update on Analysis – Canadian Plazas and Crossings

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Plazas and Crossings – Findings to Date

U.S. Plaza Focus Area

Crossing C

Crossing B

Crossing A

Plaza C

Plaza B/B1

Plaza A

Huron, Church Rd

Prince Rd

E.C. Row

U.S. & CHADRON

SPRINGFIELD ST

ORDWAY PARKWAY

MAINTENANCE RD

Canada Ontario 30



- Analysis is still on-going
- Impacts associated with Plaza A and Crossing C are of greatest concern, given their proximity to residential areas
- The foundations investigations near the known brine well areas are nearing completion

- All plazas and crossings result in change in air quality up to 250m away
- Alternatives displace between 35 and 70 residences and up to 6 businesses
- Crossing A (longest) carries the highest cost:
 - \$770 mil to \$920 mil (USD) vs. \$430 mil to \$580 mil (USD)
- Crossing A avoids known brinewell area on Canadian side

Next Steps – Plazas and Crossings

- Complete geotechnical investigations near brinewell areas
- Continue to consult with the public
- Complete the technical and environmental studies
- With our U.S. partners, present a single technically and environmentally preferred alternative
- Submit final study documents to approving agencies

Technical and Environmental Reports

Reports	Agencies										
	CEAA ON Region	MOE- Environment Canada	Health Canada	WPA	EDT	MTR	MAH	MCL	FOC	MNR	ERCA
Air Quality Impact Assessment Report	✓	✓	✓		✓						
Noise & Vibration Impact Assessment Report	✓	✓			✓						
Social Impact Assessment Report	✓										
Mobility and Access Technical Memo	✓										
Economic Impact Assessment Report	✓					✓	✓				
Existing & Future Land Use Assessment Report	✓									✓	
Waste & Contamination Technical Memo	✓				✓						
Cultural Heritage Impact Assessment Report	✓										✓
Archaeological Impact Assessment Report	✓										✓
Natural Heritage Impact Assessment Report	✓	✓	✓								✓
Stormwater Management Report	✓	✓	✓								✓

Environmental Assessment Key Study Activities

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- | | |
|--|---|
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| Finalize Engineering and Mitigation Measures | |
| Document Study and Submit for Approvals | |

DRIC Study – Canadian Team

**Ministry of Transportation
Windsor Border Initiatives
Implementation Group**
949 McDougall Street, Suite 200, Windsor
Detroit.River@ontario.ca

**Mr. Dave Wake
Manager, Planning**
Tel. 519-873-4559

**Mr. Roger Ward
Senior Project Manager**
Tel. 519-873-4586

Project Web Site: www.partnershipborderstudy.com
Toll Free : 1-800-900-2649

**URS Canada Inc.
DRIC Project Office**
2465 McDougall Street, Suite 100
Windsor, Ontario
info@partnershipborderstudy.com

**Mr. Murray Thompson
Project Manager**
Tel. 905-882-4401

**Mr. Len Kozachuk
Deputy Project Manager**
Tel. 905-882-3540