Frequently Asked Questions
Detroit River International Crossing (DRIC)
Public Information Open Houses #5

Quick Reference

Public Information Open House

Q1 What is being presented at the Public Information Open Houses (PIOHs) on August 14 and 15, 2007 in Windsor?

A On August 14 and 15, the DRIC study team will share the technical analysis completed to date and present an additional option for the access road. The public will have the opportunity to provide feedback, talk with technical experts and discuss next steps.

We want to hear people's thoughts and ideas on our analysis so far and how we can improve on the options we are carrying forward. Your input will continue to help shape our decisions.

Q2 What is new since the PIOHs in December 2006?

A The study team has continued to meet with the public, agencies and municipalities. The team has also undertaken in-depth analysis of technical data and has developed refinements to the Practical Alternatives in order to address study goals and identify community concerns.

Information displays at the PIOHs include:

- A Parkway alternative, a green transportation corridor with a number of short tunnels that will allow communities on both sides of the corridor to connect. The Parkway includes opportunities for gateway entrance features to Canada, Ontario and Windsor; new trails for pedestrians and cyclists; linkages for wildlife; landscaped buffer zones; entrance points for local traffic; reduced impacts of international traffic on neighbourhoods; and the opportunity for other new amenities
- Analysis for the at-grade, below-grade and end-to-end tunnel access road alternatives for the seven major evaluation factors: air quality, community and neighbourhood impacts, land use impacts, cultural resources impacts, natural resources impacts, regional mobility, and cost and constructability
- Progress report on the foundations investigations to assist in determining the Detroit River crossing location
- Update on the U.S. study
- Opportunities for public comment and involvement
- Next steps.

Q3 Why aren't you announcing the end-to-end, Highway 401 to Interstate 75, solution at this time?

A Working closely with our U.S. partners, we've coordinated studies on both sides of the border, and identified shared timelines and milestones. In order to make a decision on the location of the new international crossing, we must complete the foundations investigations. Significant groundwater flows at one of the holes on the Canadian side, along with other complications, caused some delays earlier this year.

The Canadian and U.S. study teams have determined that they must continue to collect data, conduct studies and evaluate alternatives. The data will then be submitted to an independent geotechnical expert panel before we are able to identify a single technically and environmentally preferred alternative.

What we're doing will lead to an end-to-end solution from Highway 401 in Ontario to the Interstate 75 in Michigan, including a new river crossing, inspection plazas and access roads.

Access Road Alternatives

Q4 What refinements have been made to the access road alternatives?

A We've learned a great deal from the technical studies along the access road and from consultation with stakeholders.

1. Through community input the study team is presenting a Parkway alternative. The Parkway with service roads will be subject to further analysis in the same level of detail as the initial five Practical Alternatives. The study team will engage the community in discussions about the design concept, the environmental impacts, and mitigation measures including the use of short tunnel sections, to provide community linkages. Locations of service roads will also be discussed. Community input is what led to the Parkway alternative and with community input we can make this option even better.

2. The study team is not proposing to undertake further analysis of at-grade or end-to-end tunnelled access road options at this time. The assessment of the Practical Alternatives based on the seven evaluation factors does not support further analysis of these options.

3. An end-to-end tunnelled access road, consisting of six kilometres of cut and cover tunnelling has been thoroughly investigated and the results of the analysis do not support further investigation of this alternative. Based on our assessment, the tunnel alternative provided no real advantages in terms of

reducing impacts to properties, land use, natural features or cultural features. The limited additional benefits of an end-to-end tunnel solution do not justify the associated enormous additional cost, when other solutions are available that offer similar benefits at less cost and with less risks during construction. The study team will not conduct further work on this concept at this time. However, the study team will continue to explore short tunnels as part of the Parkway alternative.

For more information, refer to the fact sheet entitled "*Updated Results of the Analysis of the Seven Evaluation Factors – Practical Alternatives*."

Q5 Why is the DRIC study team pursuing a Parkway option?

A A Parkway is expected to provide many advantages over the other options that were exhaustively studied. Described best as a green transportation corridor, the Parkway would:

- protect people and communities
- create a signature gateway welcoming people to Windsor, Ontario and Canada
- create a green corridor for Windsor that would be truly unique, with thousands of trees and shrubs, acres of new green space and natural landscaping along the Parkway
- allow for people-friendly spaces on wider bridges and short tunnels. These spaces will allow communities on both sides of the corridor to connect and provide opportunities for new trails for pedestrians and cyclists, linkages for wildlife, landscaped buffer zones and entrance points for local traffic
- in combination with the planting of trees and shrubs, improve air quality and limit the noise and the visibility of international trucks from nearby residences
- provide for the portion of the access road from Howard Avenue to E.C. Row Expressway to be below-grade with a number of short tunnels
- have short tunnels ranging from 120 m (393 ft) to 240 m (787 ft). The shortest tunnel is 10 m (32 ft) longer than an American football field. The longest tunnel is 20 m (65 ft) longer than two back-to-back American football fields.
- separate international and local traffic, improving operations and safety for motorists
- address the future transportation needs of the region.

With community input we developed this Parkway to improve the movement of traffic, keep trucks off local streets, and to improve quality of life in the community. We encourage the community to get involved to help us make this option even better.

Q6 What technical studies have been completed along the access road corridor?

A Our experts have conducted thorough and exhaustive studies of the five Practical Alternatives.

The analysis of Practical Alternatives is being documented in a series of Technical and Environmental Reports:

Noise & Vibration Impact Assessment Report
Air Quality Impact Assessment Report
Existing & Future Land Use Assessment Report
Traffic Operations Report
Waste & Contamination Technical Memo
Social Impact Assessment Report
Cultural Heritage Impact Assessment Report
Safety Report
Archaeological Impact Assessment Report
Constructability Report
Marine Navigation Impacts Technical Memo
Drainage & Hydrology Report
Economic Impact Assessment Report
Security Assessment Technical Memo
Geotechnical Conditions Technical Memo
Mobility & Access Technical Memo
Natural Heritage Impact Assessment Report
Bridge Type Study
Generation & Assessment of Practical Alternatives
Preliminary Construction Cost Estimate Report (Access Road and Plaza)

This information will be compiled, summarized and presented in the *Draft Generation and Assessment of Practical Alternatives Report*, which will be prepared after the analysis of the Parkway is complete. It will be available on the DRIC study website at www.partnershipborderstudy.com.

Q7 What studies are ongoing and will the outcome of these studies change the decision to refine the access road option?

A The Parkway will be analyzed to the same level of detail as the original five Practical Alternatives, so that the study team and the community understands the benefits and impacts associated with all of the options being analyzed.

Input from the community plays an important role. We care about improving quality of life in this community. We've listened to your ideas on how to do that and will continue to listen to you.

Q8 What did you find out about each of the options in relation to the seven major evaluation factors?

A Detailed information on the evaluation of the access road options based on the seven factors can be found in the fact sheet entitled "*Updated Results of the Analysis of the Seven Evaluation Factors – Practical Alternatives*."

Q9 How did the study team determine the at-grade access road option should not be further analyzed at this time?

A The community told us loud and clear it does not support an at-grade solution. Although an at-grade option was found to be the lowest cost solution, this alternative offered fewer benefits in terms of protecting community and neighbourhood characteristics in comparison to the other alternatives.

Q10 How did the study team determine that the end-to-end tunnelled access road option should not be further analyzed at this time?

A We know a lot of people in Windsor were hoping for an end-to-end tunnel and we explored that option from every aspect possible. We looked at tunnel technology world wide. Based on our assessment, the tunnel alternative provided no real advantages in terms of reducing impacts to properties, land use, natural features or cultural features. All alternatives will provide improvements to air quality. For gaseous pollutants, tunnel ventilation systems would disperse contaminants farther into the community than other alternatives. The cost of the tunnel was found to be three to six times more expensive than the other alternatives under consideration. Tunnels are more complex to build and require more time and materials.

We are sensitive to community concerns about border traffic and the environment. Though some people prefer a tunnel option, extensive studies of the five Practical Alternatives tell us that below-grade alternatives should be given further consideration - that's why we have developed the Parkway alternative. For more information, please refer to the "*Updated Results of the Analysis of the Seven Evaluation Factors – Practical Alternatives*."

Q11 Was the high estimated cost of the tunnelled access road the reason why this option will not be carried forward for further analysis at this time?

A Our decision is based on seven evaluation factors. The DRIC study team has been working to identify the option that balances benefits with impacts. The end-to-end six kilometre tunnel was analyzed thoroughly according to all seven evaluation factors. Based on our assessment, the tunnel alternative provided no real advantages in terms of reducing impacts to properties, land use, natural features or cultural features.

The analysis conducted to date shows that an end-to-end tunnel is unlikely to provide the best balance of transportation benefits with environmental impacts. The limited additional benefits of an end-to-end tunnel solution do not justify the associated enormous additional cost, when other solutions are available that offer similar benefits at less cost and with less risks during construction.

For more information, refer to the PIOH 5 technical fact sheets available at the PIOH and the DRIC study website, www.partnershipborderstudy.com.

Q12 Won't an end-to-end tunnel improve air quality and take trucks off local streets?

A We've worked with experts with experience on tunnel projects all over the world. Through their input and our technical studies, the study team determined that air quality would not be significantly improved by constructing an end-to-end tunnelled access road.
The access road corridor is but one source of air emissions in the Windsor-Essex County region, and so it has limited influence on regional air quality.

Air quality is important to everyone and in fact, it is one of our seven evaluation factors. Whatever decision is ultimately made must address changes to air quality.

Q13 In a recent Windsor Star editorial, Gord Henderson mentioned that anything but a tunnel will be similar to building a "moat", separating communities and neighbourhoods in Windsor. How will the Parkway be different?

A The Parkway being carried forward by the study team for further analysis will provide opportunities to create a signature gateway and warm welcome into Windsor, Ontario and Canada. Short tunnels at various locations will provide for people-friendly spaces on the surface. These spaces will allow communities on both sides of the corridor to connect and provide opportunities for new trails for pedestrians and cyclists, and new linkages for wildlife. The trails will allow pedestrians and cyclists to travel uninterrupted by vehicle traffic and will link to existing recreational trails in the city. The Parkway alternative provides for 15 km of new recreational trails, which is almost double the length of the eight km Ganatchio Trail. The Parkway will also provide landscaped buffer zones, entrance points for local traffic and reduced impact of international traffic on neighbourhoods. International traffic will be on the new below-grade access road.

The situation as it exists today on the busy Huron Church Road/Talbot Road/Highway 3 corridor splits communities, acts as a barrier and discourages pedestrian crossings, because of the high at-grade traffic volumes that are a mixture of local and international travellers.

Property Acquisition

Q14 It seems like all options will require property acquisition to different degrees. When can the public expect to get some information regarding their property?

A We're sensitive to the community's concerns about their property, homes and businesses.

We recognize the uncertainty felt by people whose homes and businesses are potentially affected by one or more of the access road alternatives. In response to feedback from the community, the ministry will consider purchase requests from owners of properties currently having direct access to existing Highway 3 (Talbot Road) or Huron Church Road between Highway 401 and E.C. Row Expressway. By providing this opportunity to landowners who wish to sell their properties before the completion of the environmental assessment, we are able to address some of your property concerns and ease your uncertainty. Other residential and commercial properties may also qualify for purchase. These will be considered on a case by case basis and if you wish to discuss whether your property may qualify, please contact the ministry.

Property values will be appraised based on historic and present market conditions in the local area. After the appraisal is completed, a ministry real estate officer will present an offer of compensation.

Plaza Options

Q15 What options are being studied for the inspection plaza?

A The inspection plaza Practical Alternatives are:

- Plaza A is situated south of E.C. Row Expressway between Ojibway Parkway and Malden Road
- Plazas B and B1 are in the Brighton Beach Industrial Park west of Ojibway Parkway
- Plaza C is situated at the waterfront, south of Prospect Avenue.

River Crossing Options

Q16 What options are being studied for the river crossing?

A The Canadian landing points for the river crossing Practical Alternatives are:

- Crossing A – vacant land in the area of the Brighton Beach Industrial Park

- Crossing B – an aggregate storage operation in the area of Prospect Avenue
- Crossing C – a marine fuelling station near Russell and Watkins Streets.

Technical Studies

Air Quality Studies

Q17 What is the status of the air quality studies along the Highway 3/Huron Church Road corridor?

A Air quality is a top priority for the community and for the study.

The DRIC study team is undertaking a two-part air quality work plan.

1. Air quality monitoring of existing conditions.
2. Air quality modelling of future conditions.

A year-long field-monitoring program began in September 2006 with two air quality monitors located along the Highway 3/Huron Church Road corridor.

The first quarterly report was released in March 2007. In general, air quality results recorded in the first quarter of observations were within the expected ranges and were within relevant federal Canada Wide Standards and provincial Ambient Air Quality Criteria. Fine particulate matter ($PM_{2.5}$) was the only parameter to exceed the Canada Wide Standard on certain days during the monitoring period. This level of this pollutant may be influenced by local traffic, local industry, transboundary sources, and other sources including fires or construction activity.

The second quarterly report was released in July 2007. Both reports were made available on the DRIC study website, www.partnershipborderstudy.com, in July 2007. In general, air quality results recorded in the second quarter of observations were within the expected range and were within relevant federal Canada Wide Standards and provincial Ambient Air Quality Criteria and remained relatively unchanged since the first quarter. Again, fine particulate matter ($PM_{2.5}$) was the only parameter to exceed the Canada Wide Standard on certain days during the monitoring period.

The data from the air monitoring stations have improved the study team's understanding of the current air quality conditions along the access road corridor. This data will also be used as baseline data for future air quality modelling assessment work. Through air dispersion modelling we will be able to confirm the current air quality conditions including local concentrations of $PM_{2.5}$.

The solutions being analyzed by the DRIC study team will improve local transportation conditions. Preliminary modelling results show that free-flow traffic conditions on the new roadway, combined with improvements in fuels and vehicle technologies, will result in a future reduction in tailpipe emissions when compared to the existing stop-and-go conditions on Huron Church Road.

Foundations Investigations

Q18 What is the status of the foundations investigations in west Windsor?

A In Canada, as of July 20, drilling has been completed to a depth of 500 metres (1640 ft) at 10 of the 12 locations. Three drill rigs are in operation around the clock to ensure the completion of this vital investigation. Significant groundwater flows at one of the holes caused some delays earlier this year but there have been no additional delays. Drilling operations are expected to be completed in Summer 2007. Technical investigations and analysis (cross-hole tomography) which will provide information about conditions between boreholes will take place shortly after the drilling operations.

The results of the foundation investigations are essential to the decision on the location for a new crossing. The bridge must be built on a site with a stable foundation.

Noise and Vibrations

Q19 What studies have been completed to test noise and vibrations along the access road corridor and what results have been found?

A The study team has modelled noise levels based on future traffic conditions. The results tell us it is possible to limit any increase in noise levels along the access road corridor to less than 5 dB (an increase of 3dB is barely perceptible.). Vibration studies found that vibration levels are not expected to approach the threshold for structural damage with any of the access road alternatives. Additional studies will be undertaken to determine whether there will be any potential impacts resulting from construction activities.

Governance

Q20 What role will the private sector play in the governance of a new international crossing and access road at the Windsor-Detroit Gateway?

A We have heard that public oversight of a new crossing is important to you. It is important to the Governments of Canada and Ontario as well.

Public oversight and protecting the public interest is paramount to the Border Transportation Partnership. The Partnership is exploring various approaches to governance including various forms of collaboration and innovation with the private sector. However, the crossing will continue to be publicly owned.

The Government of Canada is the lead in the development of the bridge and plaza portions of the crossing system. Canada has indicated it intends to explore the opportunity to partner with the private sector to design, build, finance and operate the new crossing – a public private partnership.

The Government of Ontario is the lead in the development and delivery of the access road portion and is exploring various roles for the private sector in the delivery of the access road.

Canada is committed to partnering with the Province of Ontario and will provide up to 50 per cent of the eligible capital costs of the new access road in Windsor. In fact, Budget 2007 has already committed an initial $400 million for the access road.

All new infrastructure projects in Ontario are strictly governed by the *Building a Better Tomorrow* Framework, which outlines a made-in-Ontario approach to engaging the private sector in the alternative financing and procurement of public infrastructure.

The framework establishes clear guidelines for this and is based on five fundamental principles.

- The public interest is paramount.
- Value for money must be demonstrable.
- Appropriate public control/ownership must be preserved.
- Accountability must be maintained.
- All processes must be transparent.

Next Steps

Q21 What are the next steps for the DRIC study?

A The DRIC study team will complete technical and environmental studies and continue to consult with the public. Workshops will take place following the PIOHs. We will continue to work with local municipalities and the public to develop the best access road answer. Your input is important to us.

The results of the technical and environmental studies, together with input from stakeholders including federal departments, provincial ministries, agencies, municipalities and the public, will be incorporated in the evaluation of the Practical Alternatives and will shape the decisions made in selecting a single

technically and environmentally preferred alternative. With our U.S. partners, the DRIC study team will present a single technically and environmentally preferred alternative for the access road, plaza and crossing.

The Parkway will be refined based on comments received through the public consultation activities taking place through the summer and analyzed in the same level of detail as the initial five Practical Alternatives. All alternatives will be evaluated against the seven evaluation factors. The study team is seeking the option that provides the best balance of transportation benefits with environmental (including community) impacts. The evaluation of all options will be considered in the context of the international and national significance of the Detroit River crossing in terms of the economy, security, and ability to provide continuous river crossing capacity.

Final study documents will be sent to approving agencies and made available for public review. Following approvals, construction will begin and a new border crossing system will be completed.

The DRIC study team is accountable for the work we put forward. If you have any questions we are here to answer them. For more information, visit www.partnershipborderstudy.com.

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