Partnership of

Canada

U.S. Department of Transportation
Federal Highway Administration

Ontario

MDOT
MICHIGAN DEPARTMENT OF TRANSPORTATION

DRAFT

Canada-United States-Ontario-Michigan Border Transportation Partnership

Detroit River International Crossing Environmental Assessment

Public Information Open House #3 Summary Report

March 2006

URS

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1.0 Introduction

The Border Transportation Partnership representing the governments of Canada, the United States, Ontario, and Michigan is committed to working together to determine the long-term border crossing needs at the Windsor-Detroit Gateway. The Partnership is moving forward with the route planning and environmental studies to create additional crossing capacity. Through the Detroit River International Crossing Project, the Partnership will determine the location of a new or expanded crossing, with connections to freeways in Ontario and Michigan that meets the legislative requirements of both nations.

The Ontario Ministry of Transportation (MTO) is leading the Canadian work program in coordination with Transport Canada. URS Canada Inc. has been retained as part of the Project Team to assist in undertaking the route planning and environmental assessment in accordance with the Ontario Environmental Assessment Act (OEAA) and Canadian Environmental Assessment Act (CEAA).

Communities on both sides of the river are eager for a border transportation solution. Governments at all levels are committed to completing the work as rapidly as laws and regulations permit, while ensuring interested and affected parties have adequate opportunities to have their perspectives considered. Public input is an essential part of this project. The Detroit River International Crossing Project is a unique opportunity for all interested persons and organizations to contribute to the planning of a major transportation undertaking. The Project Team will listen to the ideas and perspectives of the community.

In late 2005, the Project Team identified the Area of Continued Analysis (ACA) for further study. Based on ongoing consultation with agencies and the public, locations for a river crossing, plaza and access routes were developed, including potential locations for interchanges, local access considerations (including service road options) and cross-sectional alternatives for at-grade, depressed and tunnelled roadways. The third round of Public Information Open House (PIOH) meetings were held to collect public feedback on the alternatives. The Project Team will assess the alternatives to determine the single technically and environmentally preferred alternative by the spring of 2007.

The PIOH meetings were held as follows:

Tuesday March 28, 2006	**Thursday March 30, 2006**
4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Ciociaro Club, Salon A	Novelletto Rosati Complex, Multi-Purpose Room
3745 North Talbot Road	3939 Carmichael Street
Oldcastle, Ontario	Sandwich, Ontario

The format for the PIOHs was informal drop-in sessions with displays showing information on the study overview, process and schedule, the results of the second round of public consultation plus other consultation initiatives, Practical Alternatives within the Area of Continued Analysis, proposed factors for assessing and evaluating the Practical Alternatives, opportunities for public comment and involvement, and the study's next steps. Members of the Partnership and the Consultant Team were on hand to discuss the project and answer any questions from the public.

This report summarizes the notification and display material prepared for the PIOH meetings, pre-PIOH activities, attendance, and the public input and comments provided at the Open House sessions.

2.0 Purpose

The purpose of the PIOHs was to receive comments from the public on the work completed to date. Specifically, the public was invited to:

- Comment on the Practical Alternatives, including the alternative locations for a river crossing, plaza and access routes;
- Provide feedback on the potential locations for interchanges, local access considerations (including service road options) and cross-sectional alternatives for at-grade, depressed and tunneled roadways; and
- Identify additional features on the photomaps shown at the meetings or to comment on specific aspects of the area of continued analysis and/or the Practical Alternatives.

At the PIOH sessions, members of the public were invited to sign up for the project mailing list. As well, sign-up forms were available to register for PIOH Workshop sessions to be held in April.

3.0 Public Notification

Prior to the PIOH meetings, the following notification activities were carried out to make details of the meetings known to the public:

1. An Ontario Government Notice (see Appendix A) was placed in the following newspapers on the specified dates:

   Windsor Star ..... Tuesday March 14 & Saturday March 18, 2006
   Amherstburg Echo ..... Tuesday March 14, 2006
   Harrow News ..... Tuesday March 14, 2006
   Kingsville Reporter ..... Tuesday March 14, 2006
   Leamington Post & Shopper ..... Wednesday March 15, 2006
   Essex Free Press ..... Wednesday March 15, 2006
   LaSalle Post ..... Wednesday March 15, 2006
   Le Rempart ..... Wednesday March 15, 2006

2. A technical briefing session was held in Windsor for Mayors and Wardens on March 28.

3. PIOH meeting dates and locations were announced at consultation events in advance of the PIOHs.

4. Notices were mailed directly to those on the Project Team's general public mailing list as well as project Advisory Group contact lists.

5. Notices were mailed directly to property owners as identified by the Town of LaSalle, Town of Tecumseh and City of Windsor.

6. Details of the PIOHs were posted on the project website at www.partnershipborderstudy.com.

7. Public Service Announcements were placed on local community electronic billboards and websites.

4.0 Advisory Group Meetings

Meetings were held in Windsor with the DRIC Advisory Groups with the purpose of presenting the Practical Alternatives. The meetings were held as follows:

Canadian Agency Advisory Group.....March 29, 2006
Private Sector Advisory Group.....April 6, 2006
Municipal Advisory Group.....April 11, 2006

Notes of these meetings are provided in Appendix B.

5.0 Display Material

The following display material was presented at the Public Information Open House meetings (see Appendix C):

- The Project Team;
- Purpose of the DRIC Study;
- Key Milestones;
- Evaluation Process;
- Evaluation Methods;
- End-to-End Evaluation;
- Crossing, Plaza & Route Alternatives;
- Public Information Open House #2;
- Consultation December 2005 – February 2006;
- Analysis Results Canadian Side – South Alternatives;
- Analysis Results Canadian Side – East Alternatives;
- Analysis Results Canadian Side – Central Alternatives;
- Analysis Results – Rail Corridor (X13/X14 and DRTP Truckway);
- Analysis Results X12 – Ambassador Bridge;
- Highway 3 Bypass;
- Huron Church / Ojibway Options;
- Community Objectives – Crossings and Plazas;
- Development of Plaza and Crossing Options;
- Technical Objectives – Crossings;
- Crossing Alternative A;
- Crossing Alternative B;
- Crossing Alternative C;
- Example River Crossing Visualization;
- Plaza Requirements;
- Technical Objectives – Plazas;
- Inspection Plaza Alternative A;
- Inspection Plaza Alternative A – Conceptual Visualization;
- Inspection Plaza Alternative B;

- Inspection Plaza Alternative B – Conceptual Visualization;
- Inspection Plaza Alternative C;
- Inspection Plaza Alternative C – Conceptual Visualization;
- Community Objectives – Routes;
- Access Route Alternatives;
- Tunneling;
- Tunnels (Cont.) – Ventilation Buildings;
- Access Route Alternatives;
- Access Road Conceptual Visualizations – Highway 401;
- Access Road Conceptual Visualizations – Highway 3;
- Access Road Conceptual Visualizations – Huron Church;
- Evaluation Factors;
- Evaluation Factors and Performance Measures;
- Governance;
- Next Steps?;
- PIOH 3 Workshop Registration; and
- Project Contacts.

The attendees were provided with a handout package that contained a copy of the presentation boards (see Appendix C). Project Team Contact Sheets and comment sheets were made available to all attendees. Sign-up sheets for the Workshop sessions were available at the meetings.

6.0 Attendance and Comments

A total of **812** members of the public chose to sign the visitor's register for the three PIOH meetings (see table below).

In addition to verbal comments, the Project Team encouraged visitors to express in writing, all comments they had regarding the information presented. In total, **214** written comment sheets were submitted at the PIOHs. In addition, as of **May 23, 2006, 17** comment sheets were received via mail or fax and **0** comment sheets were submitted via email or the project team website.

A breakdown of attendance and comments by meeting date/venue is provided as follows:

Date / Venue	Total Attendance	Written Comment Sheets Received
March 28, 2006 – Oldcastle, Ontario	472	120
March 30, 2006 – Sandwich, Ontario	340	95
Total Comments received via fax / mail to date	N/A	17
Total Comments received via e-mail to date		0
Total	**812**	**232**

Attendees were encouraged to provide input to a number of questions on the comment sheets. The following summarizes the questions asked and the responses provided.

Question 1a – Plazas and crossings: are there other options or modifications that should be considered?

The following table summarizes the responses to question 1a from the PIOH Sessions:

Venue	Oldcastle	Sandwich	Mail / Fax	Overall
Yes	57	34	3	94
No	14	11	3	28
No Comment/Undecided	49	50	8	107
Total	**120**	**95**	**14**	**229**

Out of the 229 submitted comment sheets, the following tables summarize the offered written comments received in response to Question 1a:

Comments in response to Question 1a

	Comment
1.	Tunnel the crossing instead of building a bridge
2.	Place a crossing outside of Windsor; Amherstburg Area; LaSalle; Fighting Island, eastern or southern areas of the city
3.	Reconsider the DRTP proposal again
4.	Plazas are located to meet the U.S. needs
5.	Keep outside of the Ojibway/Black Oak areas
6.	Do not close Matchette Rd; it is a commuter road
7.	Stay as far south of Sandwich as possible
8.	Plaza Option A is slightly favoured
9.	Plaza Option B is slightly more favoured
10.	Use the existing crossing in Sarnia
11.	Thank you for finding a plaza location that does not harm the Black Oak or the natural shoreline
12.	Use farmlands in LaSalle instead of city streets
13.	Redesign Plaza C and Crossing C so that it is in the Plaza A configuration with no residential impacts
14.	Place the plaza outside of residential areas
15.	Create buffering around plazas with berms and trees
16.	Place a crossing outside of Windsor
17.	Develop the crossing as a gateway; make it distinct and inviting and aesthetically pleasing
18.	Consider a rail option
19.	Place plaza/crossing away from schools, parks and homes
20.	Keep the trucks out of Windsor

Question 1b – Access roads: what concerns or comments do you have regarding the alternatives shown today (at-grade, depressed, tunneled)?

Out of the 229 submitted comment sheets, the following tables summarize the offered written comments received in response to Question 1b:

Comments in response to Question 1b

	Comment
1.	Concerned with cross-section of proposed highway
2.	Concerned with neighbourhood access between east and west of Highway 3/Huron Church Road
3.	Concerned with air and noise pollution
4.	Need to explain traffic projections with the public
5.	Tunnel the entire route/or adjacent residential areas
6.	Depress the roadway and create banked slopes
7.	Concerned with transformation of city street into highway
8.	Place the route outside of Windsor
9.	Concerned with property devaluation
10.	Concerned with access to adjacent land uses with each option
11.	Provide access to each cross road along the route
12.	Concerned with starting and stopping of vehicles
13.	Concerned with effectiveness of noise barriers
14.	Concerned with emergency vehicle response times
15.	Provide a large buffer zone between new highway and residential properties
16.	Do not disrupt schools, parks, watercourses or natural areas
17.	Consider pedestrian access in the planning of access routes
18.	Create an aesthetically pleasing route
19.	Create a truck only highway
20.	Consider decreasing the amount of highway lanes needed

Question 2a – What do you think are the most important considerations in the evaluation of *Plaza and Crossing Alternatives*?

Out of the 229 submitted comment sheets, the following tables summarize the offered written comments received in response to Question 2a:

Comments in response to Question 2a

	Comment
1.	Community Disruption
2.	Environmental Impact (including parklands, green space, trails)
3.	Traffic impacts during and after construction
4.	Human health impacts
5.	Protect Ojibway Prairie and Spring Garden ANSI
6.	Protect Sandwich Towne
7.	Air and noise impacts
8.	Impacts on residences, businesses and community facilities (including schools)
9.	Do not choose the cheapest option
10.	Do not close off Matchette Road
11.	Access to adjacent land uses
12.	Proximity to residential areas
13.	Property value impact
14.	Safety
15.	Create shopping opportunities at the plaza (ie duty free shop)
16.	Placing it outside of Windsor
17.	Build the plaza with the smallest footprint possible
18.	Consider alternative transportation (ie rail)
19.	Create an aesthetically pleasing crossing and bridge
20.	Consider City of Windsor residents quality of life

Question 2b – What do you think are the most important considerations in the evaluation of *Access Road Alternatives*?

Out of the 229 submitted comment sheets, the following tables summarize the offered written comments received in response to Question 2b:

Comments in response to Question 2b

	Comment
1.	Community disruption during and after construction
2.	Division of neighbourhoods
3.	Impacts quality of life for all Windsor residents
4.	Air and noise pollution
5.	Traffic disruption during and after construction
6.	Environmental Impacts
7.	Health impact to all Windsor residents
8.	Separation of truck and local traffic
9.	Property devaluation
10.	Reconsider the DRTP Alternative
11.	Tunnel the alternative
12.	Consider using Ojibway Parkway as more of a local service road
13.	Willing to sacrifice Spring Garden ANSI over closing of Matchette Rd
14.	Do not impact Oakwood School or woods
15.	Access to commercial facilities
16.	Remove it from city streets
17.	Housing disruption
18.	Proximity to existing housing
19.	Provide both pedestrian and vehicular access across the new highway
20.	Use the existing right of way to the greatest extent possible

Question 3

Large aerial photomaps showing area features and the Practical Alternatives were on display to initiate informal discussion with the public. Attendees were invited to mark areas of interest on the maps with numbered adhesive labels. On the comment sheets were numbered field that corresponded with the numbered labels, where attendees could provide comment on the specific areas of interest.

Comments in response to Question 3 (all sessions)

	Comment
1.	Tunnel near the Extendicare Southwood Lakes Long Term Centre and along the rear of Stoneybrook Crescent and Imperial Crescent.
2.	Increased traffic on EC Row will impact my quality of life
3.	Consider emergency access response times with each alternative
4.	Strongly disagree with all surface route options
5.	Preserve existing trees in Brighton Beach area; incorporate them into the design of a plaza
6.	Concerned with property displacements on Talbot Road
7.	Concerned with the division/access of Huron Estates from the rest of Windsor
8.	Concerned with impacts to homes in Spring Garden Road
9.	Do not take the commercial plaza that houses a pizza place and convenience store
10.	Consider the air quality impacts to St. Clair College, and Our Lady of Mt. Carmel schools

7.0 PIOH 3 Workshop Sign-ups

At the PIOH sessions, the public was invited to register for workshops to be held April 11 & 12, 2006 to discuss project issues in greater detail. In total, 65 individuals signed up to attend one or both of the workshops.

APPENDIX A -
Newspaper Advertisements

Detroit River International Crossing Study
Notice of Public Information Open House Meetings

Approximately 3.5 million trucks, 26 million travellers and $113 billion (USD) of goods flow across the Windsor-Detroit border annually. It is the busiest commercial border crossing in North America.

This trade is projected to increase well into the future. With increased cross-border traffic, operations at the crossings, plazas and connecting roads will deteriorate causing congestion and unacceptable delays. Reliable roadway connections and border crossings are essential for the secure and efficient movement of people and goods in this strategic international corridor.

Improvements are also needed to provide alternatives in cases of major incidents, maintenance operations, congestion or other disruptions at any of the existing border crossings.

THE STUDY

The Border Transportation Partnership continues to move forward with the route planning and environmental study for a new crossing of the Detroit River, connections to freeways in Ontario and Michigan, and customs plaza locations in both nations.

The Ontario Ministry of Transportation (MTO) is leading the Canadian work program in coordination with Transport Canada. URS Canada Inc. was retained to assist the governments in undertaking this study.

PRACTICAL ALTERNATIVES

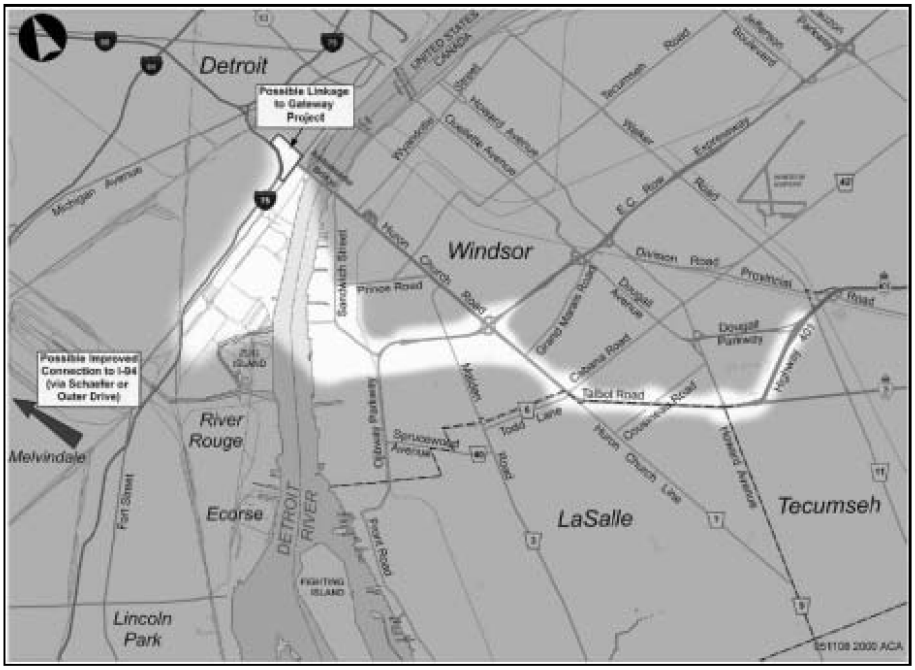
In late 2005, the Project Team identified the Area of Continued Analysis (ACA) for further study. Based on ongoing consultation with agencies and the public, locations for a river crossing, plaza and access routes have been developed including potential locations for interchanges, local access considerations (including service road options) and cross-sectional alternatives for at-grade, depressed and tunnelled roadways. The study team is collecting public feedback on these alternatives and will assess them to determine the single technically and environmentally preferred alternative by the spring of 2007.

Public Information Open Houses will be held:

Tuesday March 28, 2006	Thursday March 30, 2006
4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Ciociaro Club	Novelletto Rosati Complex
Salon A	Multi-Purpose Room
3745 North Talbot Road	3939 Carmichael Street
Oldcastle, Ontario	Sandwich, Ontario

Information to be presented includes:

- DRIC Study Overview, Process and Schedule
- Results of second round of Public Information Open Houses plus other consultation initiatives
- Practical Alternatives within the Area of Continued Analysis
- Proposed Factors for assessing and evaluating the Practical Alternatives
- Opportunities for Public Comment and Involvement
- Next Steps



THE PROCESS

The Partnership is coordinating the studies in Ontario and Michigan to develop an end-to-end solution that best balances environmental impacts and transportation benefits. In Canada, this study is being conducted in accordance with the Ontario Environmental Assessment Act (OEAA). The Terms of Reference (TOR) document providing the framework for this study was approved by the Ontario Minister of the Environment in September 2004. Work is also being coordinated with the requirements of the Canadian Environmental Assessment Act (CEAA). An OEAA Environmental Assessment Report and CEAA Screening Report will be prepared for public review and comment at the completion of this study.

The Canadian studies are being coordinated with similar studies in the United States. The U.S. studies are being led by the Michigan Department of Transportation in conjunction with the U.S. Federal Highway Administration and in accordance with the requirements of the U.S. National Environmental Policy Act (NEPA).

OWNERSHIP AND OPERATION OF THE NEW OR EXPANDED CROSSING

In addition to selecting a location for a new or expanded crossing, the Partnership is studying governance options to determine the structure for ownership, operation and maintenance of a new or expanded facility. The Partnership is committed to ensuring that any new or expanded crossing is subject to appropriate public oversight. All possible options, from collaboration with the private sector to the establishment of a public authority are being examined.

COMMENTS

Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all comments become part of the public record.

For further information, or to be added to the mailing list for this study, please visit the project website at www.partnershipborderstudy.com or contact:

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Étude sur la Traversée internationale de la rivière Détroit
AVIS – Journées d'information et d'accueil du public

Approximativement 3.5 millions de camions, 26 millions de voyageurs et 113 $ milliards (USD) de marchandises coulent à travers la frontière de Windsor-Detroit annuellement. C'est le passage des frontières commercial la plus achalandée en Amérique du nord.

Cette commerce est projetée à l'augmentation bien dans le futur. Avec cet accroissement de la circulation transfrontalière, les opérations aux traversées, aux plazas et sur les voies de raccordement iront en se dégradant entraînant la congestion et inacceptable retarde. Des raccordements routiers et des traversées frontalières fiables s'avèrent essentiels pour assurer la libre circulation des personnes et des biens dans ce corridor international stratégique.

Des améliorations sont également requises afin de prévoir des itinéraires de délestage en cas d'incident majeur et de congestion, aux fins d'entretien ou pour parer à toute discontinuité dans l'une ou l'autre des traversées frontalières existantes.

L'ÉTUDE

Le Partenariat sur le transport frontalier poursuit l'élaboration de l'étude environnementale et de la planification routière autour d'une traversée nouvelle de la rivière Détroit, raccordements aux autoroutes en Ontario et au Michigan, et endroits de plaza de douane dans les deux nations.

Le Ministère des Transports de l'Ontario (MTO) assume le leadership du plan de travail canadien en collaboration avec Transports Canada. Les services de la firme URS Canada Inc. furent retenus pour soutenir les gouvernements dans la réalisation de cette étude.

OPTIONS CONCRÈTES

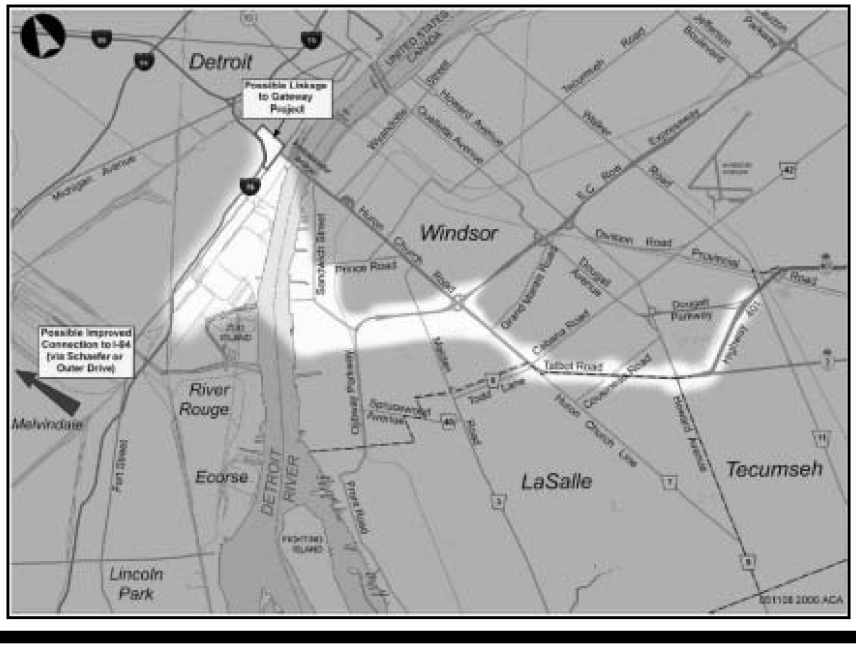
Vers la fin de l'année 2005, l'Équipe de projet a identifié le secteur de l'analyse continue pour davantage d'étude, dans laquelle le croisement, la plaza, et les voies d'accès pratiques ont été développés. Dans le cadre de cette analyse approfondie, l'Équipe de projet a procédé à la conception des options pour la traversée, la plaza d'inspection et les voies de raccordement routier en fonction des intrants issus de la consultation continue avec les organismes et le public. Ces options seront évaluées afin de déterminer, au cours de 2007, l'option résultante la plus souhaitable aux termes des critères techniques et environnementaux.

Journées d'information et d'accueil du public seront tenues :

Mardi 28 mars 2006	Jeudi 30 mars 2006
16h00 à 20h00	16h00 à 20h00
Ciociaro Club	Novelletto Rosati Complex
Salon A	Multi-Purpose Room
3745 North Talbot Road	3939 Carmichael Street
Oldcastle, Ontario	Sandwich, Ontario

L'information qui sera présentée inclura :

- Un survol de l'étude, du processus et du calendrier du projet de Traversée internationale de la rivière Détroit ;
- les résultats obtenus au cours de la deuxième ronde de journées d'information et d'accueil du public ;
- alternatives pratiques de l'option résultante souhaitable issue de l'analyse approfondie ;
- les facteurs proposés aux fins d'évaluer les alternatives pratiques ;
- invitations au public à s'impliquer ;
- les suites à donner (les suivis).



LE PROCESSUS

Le Partenariat assure la coordination des études en Ontario et au Michigan afin d'élaborer une solution de bout-en-bout le meilleur équilibre les impacts sur l'environnement et les avantages pour le transport. Au Canada, l'étude est accomplie en vertu de la *Loi sur les évaluations environnementales de l'Ontario* (LÉEO). En septembre 2004, le document des Termes de référence (TDR) qui confère à l'étude sa structure, fut approuvé par le Ministre ontarien de l'Environnement. Travail est également harmonisé avec les exigences de la *Loi canadienne sur l'évaluation environnementale* (LCÉE). Au parachèvement de cette étude, un rapport d'évaluation environnementale (LÉEO) et un rapport d'examen préalable (LCÉE) seront produits et présentés au public pour examen et commentaire.

Les études canadiennes sont coordonnées avec des études similaires en territoire américain. Aux États-Unis, les études sont conjointement menées par le Michigan Department of Transportation de concert avec l'U.S. Federal Highway Administration et répondent aux exigences NEPA (U.S. National Environmental Policy Act).

PROPRIÉTÉ ET OPÉRATION DE LA TRAVERSÉE NOUVELLE OU AGRANDIE

En plus de se pencher sur la sélection d'un site pour la traversée nouvelle ou agrandie, le Partenariat procède également à l'étude des options de gouvernance afin de définir l'agencement de la propriété, des opérations et de l'entretien de l'installation nouvelle ou agrandie. Le Partenariat est déterminé à assurer que toute installation nouvelle ou agrandie soit soumise à des modalités appropriées de supervision publique. Toutes les options possibles sont examinées, de la collaboration avec le secteur privé jusqu'à la mise sur pied d'une autorité publique.

COMMENTAIRES

L'information recueillie sera utilisée dans le respect de la *Loi sur l'accès à l'information et la protection de la vie privée* et de la *Loi sur l'Accès à l'information*. À l'exception des renseignements personnels, tous les commentaires seront versés aux archives publiques.

Pour information supplémentaire, ou pour s'inscrire à la liste de diffusion de cette étude, prière de consulter le site Web du projet à l'adresse URL www.partnershipborderstudy.com ou communiquer avec :

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APPENDIX B -
Advisory Group Meeting Notes

Detroit River International Crossing Study

Meeting Notes

Project:	Detroit River International Crossing	Meeting No.	CANAAG-004
Project No.	33015379	Date:	March 29, 2006
Location:	Windsor Hilton Hotel, Windsor, Ontario	Time:	1:30 P.M.
Purpose:	CANAAG Group Meeting		
Present:	See attached list		

1. Kaarina Stiff, TC, welcomed attendees and provided a brief update on the project status. The key milestones and present point in the study were identified. The evaluation process for the practical alternatives will entail a greater level of detail of analysis than was used for the illustrative alternatives.

   Please refer to attached Presentation Slides

2. Tim Sorochinsky, URS, presented the Practical Alternatives developed in the Area of Continued Analysis (ACA). The Project Team has actively undertaken a number of consultation activities with the public, affected communities, municipalities and agencies since the public open houses in November/December of 2005. The findings were incorporated in the development of practical crossing, plaza and access road options.

   Please refer to attached Presentation Slides

   Comments:

   - During the presentation of Plaza A, Tim Byrne, Sr. Water Management Technician, ERCA asked what the buffering limits would be around the plazas and whether the buffer areas would be left as is. He wondered if berms would be installed or if there would be an opportunity for naturalization. Tim Sorochinsky indicated that the property requirements identified thus far reflect the needs of the plaza and there would not be sufficient area available for extensive naturalization. However, this could be looked at as the details of the plaza layouts are developed in coming months.

   - During the presentation of Crossing B, Nancy Creighton, Ministry of Economic Development & Trade noted the presence of two parallel decks in the display materials and inquired about the consideration for a single deck versus two parallel desks. Tim Sorochinsky responded that the deck design would depend upon the design and cost requirements. Presently, the Project Team is considering a single deck design with a centre barrier to separate directional traffic lanes.

   - Following the presentation of the access road alternatives, Nancy Creighton, Ministry of Economic Development & Trade noted the potential for impacts to the hydro and salt facilities in the vicinity of the plaza and crossing alternatives, and inquired about the consultation activities with these organizations. Tim Sorochinsky indicated that meetings have been held with representatives from the major industries and property owners in this area, including Ontario Power Generation (OPG) and Windsor Salt. The Team has received some preliminary information as to impacts and opportunities. The Study Team will continue to consult with these organizations as the project progresses.

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www.urs.ca

Detroit River International Crossing Study

3. Audrey Steele, LGL thanked all the agencies who provided Work Plan comments, and especially CEA and MOE for compiling the comments. Audrey then indicated that the Work Plans have been revised based on the input from agencies and the Study Team. The Work Plans that have been revised are Air Quality, Noise and Vibration, Archeological, Cultural, Social, and Natural Heritage. Although agencies did not provide specific comments on the Economic, Waste and Waste Management, and Technical Considerations Work Plans, these plans are being revised to reflect the unique characteristics of the ACA and other comments.

4. The Working Papers and Environmental Overview document will also be updated after this round of open houses, as staff will be doing additional analyses of the ACA. The additional analyses to be conducted by the acoustic and vibration, air quality, natural heritage, social, archaeological, built heritage, waste, and waste management, economic and technical specialists were briefly described.

   Additional meetings will be held over the coming months to address details of the various designs and to provide an opportunity to address issues such as buffering and setbacks.

   Details on the study's evaluation factors and performance measures were also reviewed. The next steps in the project were described. Following the presentation, attendees were encouraged to review the plans of the practical alternatives laid out at the back of the room.

   Please refer to attached Presentation Slides

   Comments:

   - Following the description of the "Next Steps", Dan Lebedyk, ERCA asked whether the environmental protocol paper would detail the natural sciences procedures. Audrey responded that yes, the Natural Heritage Work Plan would detail the procedures, and that he was welcome to discuss it today with Grant Kauffman, LGL.

5. Kaarina Stiff, TC, indicated that the Project Team is in the midst of preparing the CEAA Scoping Document, and reminded federal agencies of the March 31st, 2006 review deadline. She also encouraged the meeting attendees to interact and meet each other, and asked if there were any final questions before going to review the alternatives at the back of the room.

   Comments:

   - Karla Barboza, Ministry of Culture asked whether cultural heritage data was used in the evaluation process of the 15 alternatives to determine the ACA. Audrey responded that yes, cultural heritage was considered in the evaluation of the 15 alternatives, and the data used in the assessment of illustrative alternatives will be forwarded.

   - Karla Barboza, Ministry of Culture then asked why the twinning of the existing bridge and tunnels was eliminated from the alternatives. Karla also asked for mapping of the historical sites in the area surround the current bridge crossing and Sandwich Towne. Audrey responded that the twinning was not carried forward for a number of technical and social impact reasons, and that we would send her information regarding the assessment and the requested mapping.

Detroit River International Crossing Study

- Michael Shaw, EC asked about how the various access road alternatives related to Huron Church Road and Highway 3 alignment. Tim Sorochinsky indicated that the only access road route being considered is via Huron Church Road and Talbot Road/ Highway 3.

6. Everyone was then invited to the back of the room to review the alternatives and the teleconference participants were told they would be sent copies of the alternatives. Various discussions occurred at the back of the room centering on the alternatives presented.

Submitted by: Audrey Steele, LGL
Distribution: Attendees & all members of the CANAAG

Attendees:

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Cathy Hainsworth	Canadian Environmental Assessment Agency
Melanie Coulter	Detroit River Canadian Cleanup
Dan Lebedyk	Essex Region Conservation Authority
Rebecca Belanger	Essex Region Conservation Authority
Tim Byrne	Essex Region Conservation Authority
Norm Smith	Fisheries & Oceans Canada
Catherine McLennon	Ministry of the Environment
Nancy Creighton	Ministry of Economic Development & Trade
Steven Blake	Ministry of Economic Development & Trade
Holly Simpson	Ministry of Natural Resources
Steve Johnston	OPP Essex Detachment
Gaétan Lafrance	RCMP Ottawa
Suzanne Shea	Transport Canada, Navigable Waters Protection

By Teleconference:

Michael Shaw	Environment Canada
Karla Barboza	Ministry of Culture

Detroit River International Crossing

Meeting Notes

Project:	Detroit River International Crossing	Meeting No.	PSAG-001
Project No.	33015379	Date:	March 23, 2005
Location:	Windsor Holiday Inn Select – Tecumseh Room	Time:	10:00 am
Purpose:	Private Sector Advisory Group Meeting		
Present:	See attached list		

Opening remarks were given by Roger Ward. An overview of the DRIC Project was presented by Murray Thompson and Joe Corradino. The following points were noted:

- Formal EA has now begun.
- Canadian and U.S. studies are occurring concurrently and in an integrated fashion; timeframe for completion of formal environmental studies is the end of 2007.
- Undertaking detailed field work and investigations.
- Consultation with a variety of stakeholders and agencies (including proponents/operators/owners of existing crossings) throughout the project.
- Review of key milestones.
- Initial outreach meetings scheduled for early April in both countries.
- Project Teams are working together on an end-to-end solution.
- Looking to accelerate the process wherever possible.
- On the U.S. side, they're opening up a local advisory council for monthly meetings; also holding public meetings in accordance with the major milestones.
- April meetings are scheduled in the Detroit area to introduce the team/ process.
- U.S. schedule includes preparation of a draft EIS by the end of 2006 and final EIS by the end of 2007.

Ontario Trucking Association

- Clarification that 2007 is when documents are submitted; on the Canadian side, there is still an approval timeframe following the submission (8 months to a year).

  On the Canadian side, project activities will continue to reduce risk/delay to implementation. On the U.S. side, approvals are anticipated to be in place by 2007. Partnership is bringing agencies and elected officials along in the process to address issues and expedite reviews once report is submitted.

- What are the short-term initiatives that can proceed while the long-term process works through?

  Government is looking at what short-term initiatives can proceed without prejudicing long-term study. It is recognized that real short-term solutions can easily be interpreted as prejudicing the long-term, so nothing will be done in the short-to mid-term. Other initiatives like the U.S. Ambassador Bridge Gateway are going ahead.

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- What is the role of AMB in this study?

  They are a stakeholder in this study; they are being consulted as are other crossing operators, owners and proponents. There is a proposal for twinning the bridge and ring road, which will be considered in this study.

- What is the process for acquiring private lands?

  First step is negotiated buy/sell. Second step is expropriation process, which can take 18 months in Ontario; in Michigan, title exchange through the courts can take 90 to 120 days, although negotiations on compensation can extend beyond this timeframe. By 2007, property limits will be defined; during property acquisition, design activities will proceed to reduce likelihood of delays to the implementation timeframe.

Canadian Vehicle Manufacturers' Association (CVMA)

- CVMA stated they did not directly receive an invitation to this meeting. All attendees offered to review the list of invitees to the meeting to provide additional / updated contact information of key members. The Partnership agreed to provide the contact lists.
- The recommendations in the Schwartz Plan seem to be a good overall solution and CVMA feels they don't have enough expertise to comment on the specifics of the proposal.
- CVMA supports the Schwartz alternative on basis that it does not use E.C. Row for international through traffic. Also support a 6-lane facility and crossing to meet needs beyond 2030.
- Not sure if/how the Traffic Management Centre (TMC) proposed by the Schwartz Report would work; the primary concern is for FAST trucks; FAST trucks should not be delayed/ redirected into an off-site facility.
- To the extent that there is land available for a plaza, not a marshalling yard, Ontario Trucking Association supports a TMC as a border processing facility for the new crossing; do not support a marshalling yard (another wheel stop).
- Neither CVMA or OTA support the Border Gateways proposal, as this seems to be another wheel stop – FAST trucks see no benefit for the costs required. Pre-processing is an outdated concept. Pre-notification is the current practice which obfuscates the need for pre-processing centres; marshalling yards do not address the cause, but rather the symptoms.
- Attendees noted that assumed diversion to intermodal/ferry seem overstated in Schwartz Report. Attendees suggested intermodal is suited to long-distance shipments (greater than a day's drive). Market/industry demands flexibility of just-in-time delivery; this will effectively limit practicality of intermodal as an alternative to trucking. For auto manufacturing, parts go on truck, finished product goes on rail; this reflects the realities of the time-sensitivities of manufacturing vs. distributing. The Partnership noted that as part of this study, they will be updating the travel demand forecasts and will have this available for review and comments in June.
- Attendees commented that it must be recognized that in providing additional capacity and options at the border, there may be impacts to communities.

BP Canada Energy Company

- Alternatives crossing pipelines/facilities are potentially going to impact BP. Partnership needs to work closely with BP to understand potential impacts, how to adjust to any alternatives. The existing cross-border pipeline is buried 2 to 3 metres below river bottom.

Submitted by: Len Kozachuk, URS Canada

Distribution: Attendees

List of Attendees:

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Detroit River International Crossing Study

Meeting Notes

Project:	Detroit River International Crossing	Meeting No.	
Project No.	33015384	Date:	April 11, 2006
Location:	Ballroom, Windsor Holiday Inn Select	Time:	9:00 a.m.
Purpose:	Meeting with Municipal Advisory Group (MAG)		
Present:	See attached list of attendees		

The purpose of this meeting was to discuss the crossing, plaza and access road options as well as the next steps of the study.

Following introductions, Murray Thompson (URS) reviewed the agenda and objectives for the meeting.

Transportation Context

Following discussions at the last MAG meeting, the DRIC Project Team arranged for Don Drackley (IBI Group) to prepare a presentation on the transportation context for the Huron Church Corridor (slides attached). Don has been working with local municipalities on local transportation planning issues, including EWALTS.

- Huron Church Road is designated as a Class 1 Arterial Road in the City's Official Plan, as well as a Regional Road in the County's Official Plan.
- In the peak periods, Huron Church Road has 60% domestic traffic and 40% international traffic.
  In off-peak periods, Huron Church Road has 70% domestic traffic, and 30% international traffic.
- The flow of traffic to/from LaSalle and Windsor is primarily east-west, and not as much on the north-south Huron Church corridor.
- Bouffard/Howard Secondary Plan in LaSalle represents an area of substantial residential growth and some employment growth in the vicinity of the Huron Church Road/Highway 3 corridor.
- Todd Lane/Cabana/County Road 42 is a key east-west link extending (via Sprucewood Avenue) from the Detroit River riverfront area easterly to Tilbury.
- Brian Hillman (Town of Tecumseh) asked if Don could comment on the Howard Avenue/Highway 3/Highway 401 connections; Don responded that primary access into the City from Highway 401 is via Howard, Dougall and Provincial.
- Between Provincial Road and Highway 3, Howard Avenue is undersized to function as an effective means into the City; as a result, a portion of Howard Avenue traffic is diverted to Huron Church Road and Dougall Parkway. Brian Hillman suggested that without improvements to Howard Avenue north of Highway 3/Talbot Road, alternate means of getting to the employment lands near Windsor Airport will be needed. Don agreed that Howard Avenue, Dougall Avenue, Todd/Cabana and a number of other key road links serving east Windsor that will need to be reviewed in terms of how to best address access needs to these future employment lands.

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Summary of Practical Alternatives

Tim Sorochinsky (URS) led the group through a review of the practical crossing, plaza and access road alternatives:

- There are several alternatives for connecting Howard Avenue/Highway 3 with the new Highway 401 extension. Input from the municipalities is being sought on these alternatives.
- Alternatives for providing connections between the west side of Huron Church and the east side between E.C. Row and Todd Lane will be developed by the Project Team to reduce impacts to access.
- George DeGroot (Town of Tecumseh) asked how access to Windsor Crossing would be provided for westbound vehicles for the tunnel option. Tim Sorochinsky described how the access would be available via the surface service road, accessible from Highway 401 at the Howard Avenue exchange.
- With the tunnel options, an intermediate access point is proposed between Cousineau/Sandwich West Parkway and Cabana/Todd Lane, to enable vehicles to access to/from the tunnel and surface service drives.
- Penny Allen (GECDSB) asked if the surface service roads could be left beside the tunnel highway and not placed on top as shown in the conceptual cross-section. While this is possible, the objective of the tunnel alternative is to reduce impacts, and thus the Project Team has developed a concept that reduces the overall footprint of the roadway by ultimately having the surface road overtop of the tunneled highway.
- Murray Thompson noted that with the tunnel option the Project Team is looking at ventilation requirements; to handle the ventilation requirements, large buildings may be necessary along the corridor. The Project Team has engaged RWDI (a consulting firm) to identify and assess the ventilation requirements for a tunneled option.

  Penny Allen commented that the tunnel ventilation building in downtown Windsor doesn't stand out as a noisy building. Murray Thompson responded that the Team is not raising any flags with respect to noise issues as much as it is sharing the information about the possible size and number of ventilation buildings that are associated with the tunnel option and that there will be surface features associated with the tunnel option that will need to be addressed in the analysis.
- The Project Team is also meeting with local, provincial and federal emergency services and security agencies tomorrow to understand their issues and concerns with the crossing, plaza and access road alternatives.

Questions & Answers

- Is there a reason why MTO would not restrict commercial crossings to the new crossing only?
  We are not looking at operational restrictions. "Local" truck traffic is a substantial component of truck traffic that would benefit from continuing to use existing crossings.
- Are you no longer considering large cloverleaf interchanges at Cabana/Todd? Earlier concepts identified a large interchange with possible impacts to Oakwood School.
  The Project Team has responded to consultation/ community input and developed smaller interchanges and, in most instances, located the freeway further away from Oakwood School.
- What is the nature of barrier walls indicated with at-grade Access Road Alternatives 1 and 2?
  The Project Team will examine the need for standard MTO noise walls to address impacts associated with the recommended freeway. Where possible, depending on available property, berms may be considered.

Detroit River International Crossing

- What is the status of reverse customs inspection?
  The Canada Border Services Agency and U.S. Department of Homeland Security continue to study such methods of inspection including undertaking pilot projects at select border crossings. The plaza layouts developed by the U.S. and Canadian Project Team reflect the current (inbound) border processing regime. As part of the DRIC Study, the Project Team will assess the flexibility of each plaza alternative to adapt to non-traditional inspection processes, such as reverse inspection (e.g. the proposed plazas include limited areas for outbound inspection).

- Would partial cloverleaf style interchanges be considered if property impacts were not significant. Would such interchanges offer better operations and greater capacity in the future?
  As per Ministry of Transportation Geometric Design Standards, minimum interchange spacing for partial cloverleaf style interchanges is 3 km to address capacity and operational issues. A partial clover leaf style interchange placed between the Howard Avenue and E.C. Row Expressway interchanges would result in a spacing less than 3 km. Smaller urban style interchanges were incorporated into the alternatives due to the property impacts and these will be analyzed as to how well they will operate in 2035.

- Plaza A cuts off Matchette Road. Are there alternatives?
  Yes, there are possible refinements and we'd like to meet to discuss these further. We'd like to meet with the municipalities and school boards once they've had a chance to review these alternatives and discuss possible refinements. Over the next several months, the Team will be undertaking the assessments of impacts. If there are any other major concerns with the alternatives proposed to date, we would like to learn of these and discuss as soon as possible.

- Is there provision for local access (via Ojibway Parkway) to the plazas?
  Yes, there is provision for local access via Ojibway Parkway/E.C. Row Expressway with all the plazas. The Project Team is seeking comments on the local connections.

- In response to a quote in the Windsor Star attributed to her, Penny Allen provided the following clarification:
  - She did not suggest to the reporter that school closures would be anticipated as a result of DRIC proposals.
  - The GECDSB continues to have specific concerns regarding impacts to General Brock School due to the proximity of this school to the proposed crossing C. In addition, the Board continues to have concerns with Oakwood School due to the proximity to Huron Church with the at-grade access road alternatives. The student population for this school, as well as Bellewood School, resides in areas east and west of Huron Church Road; it is important for the Project Team to study east-west access across Huron Church Road to reduce impacts. Elementary students who currently cross Huron Church Road generally commute to school by school bus.

- Representatives of the CSDESCO Board offered the following comments:
  - Monsignor Jean Noel School will be impacted by all alternatives and other schools have student populations which draw from the region; therefore, reducing impacts to access should be a major consideration.

- What is MTO's position regarding development applications in areas of the alternatives?
  MTO will continue to meet with developers. Municipalities are updating MTO of any new development applications. MTO will address new development applications on a case-by-case basis.

  Members of the MAG suggested a Minister's Order (effectively freezing development in the ACA) should be sought to provide certainty to local planning offices and property owners/developers alike. MTO will consider this suggestion.

Detroit River International Crossing

Murray Thompson noted that the U.S. Project Team is also proceeding and their plaza options are on display here today. They are also working together with the Canadian Team on the crossing locations and alternatives. The U.S. Team is currently undertaking a similar consultation exercise with communities on the U.S. side of the river. As well, Murray Thompson emphasized that the Project Team will need to begin the analysis of the Practical Alternatives as soon as possible to keep with the project schedule. The Project Team would appreciate comments on the alternatives from the members of the MAG as soon as possible.

The Project Team will arrange meetings with the MAG during the last week of April 2006 to gain specific input from each of the members on how the Project Team can refine and make the alternatives better.

Submitted by: Len Kozachuk, URS Canada
Distribution: Attendees and MAG Members

Attendees:

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Huron Church Road - Windsor Area Context

Transportation Planning

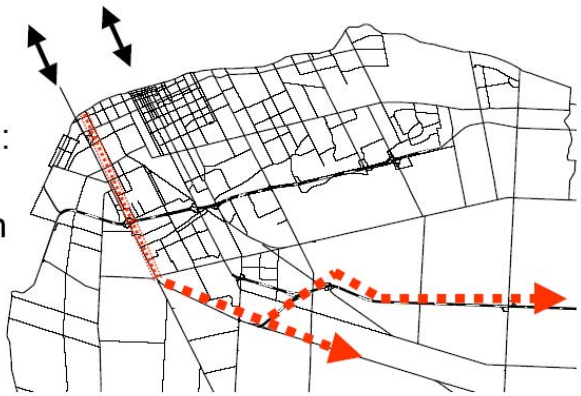
- Windsor Class 1 Arterial
- Regional Road System
- WALTS
- 1960's Hwy 401 Planning in West Sandwich

1

International Access Corridors

- Ambassador Bridge access via Huron Church Road
- Tunnel Access via other arterial routes
- Some Impacts of Concern:

- Community Fragmentation
- Roadway Deficiencies
- Related Impacts



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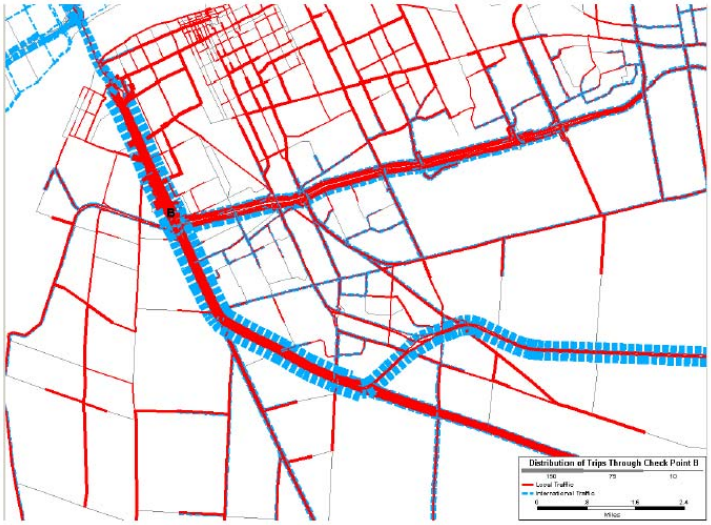
Current Contribution of Huron Church Road

Average Huron Church Rd. Traffic Composition

PM Peak			
	Cars	Trucks	Total
Dom	58	2	60
Int'l	25	15	40
Non-PM Peak			
Dom	69	2	71
Int'l	16	13	29

Local

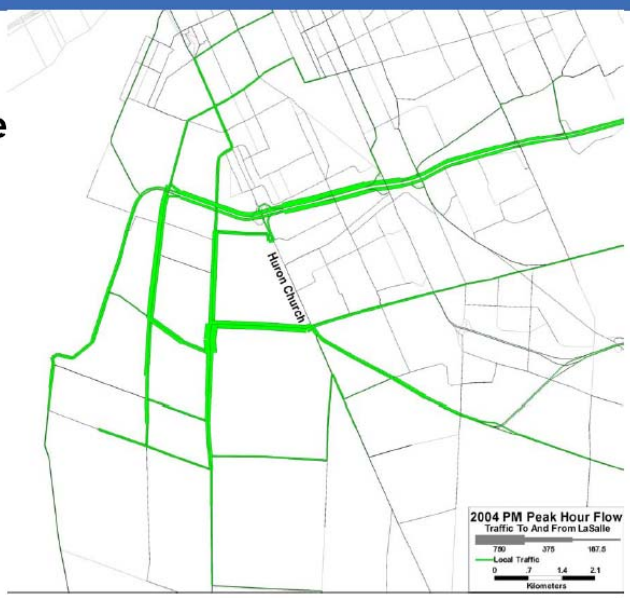
International



Current LaSalle Travel Flows

Trips to/from LaSalle

2004 PM Peak Hour



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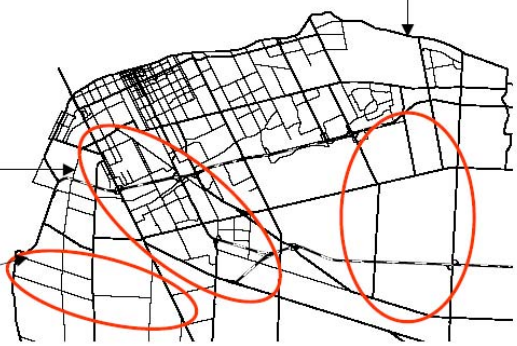
Alternative International Access Corridors (WALTS)

- Highway 401 East Corridor
  - Manning Road / CR 19
  - Banwell Road
  - Lauzon Parkway Extension
- Highway 401 West Corridor
  - Huron Church Road / Highway 3
  - Alternatives
- Southwest Corridor
  - East-West Highway 401 extension through LaSalle



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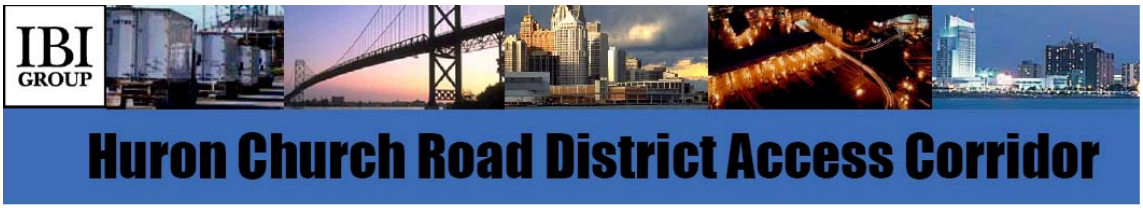
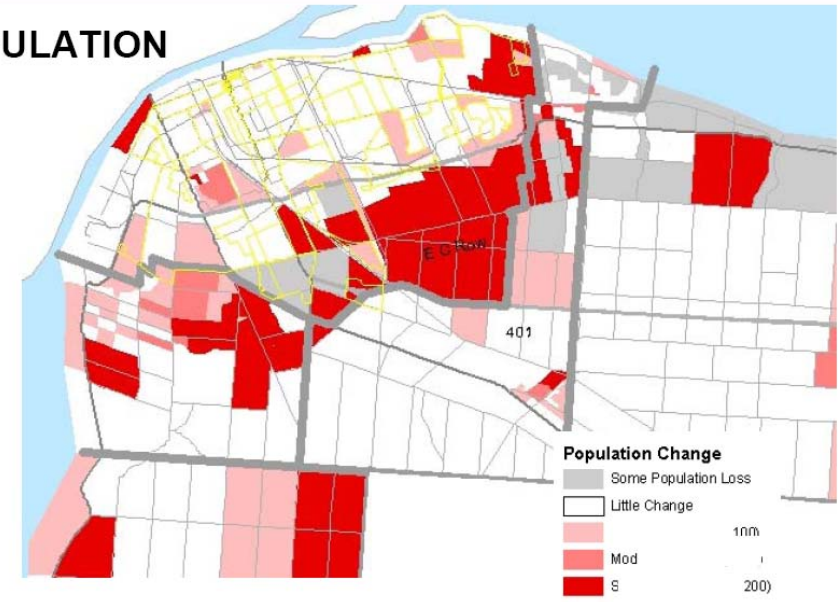
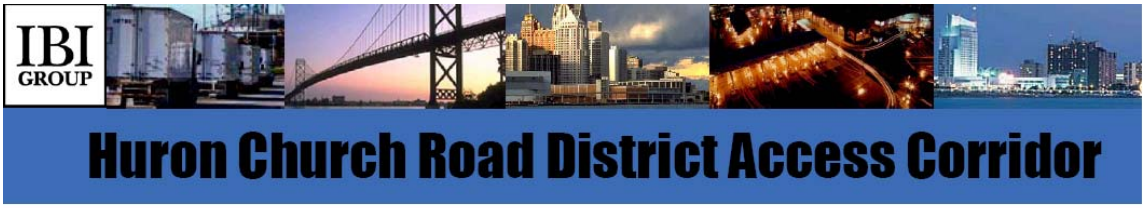
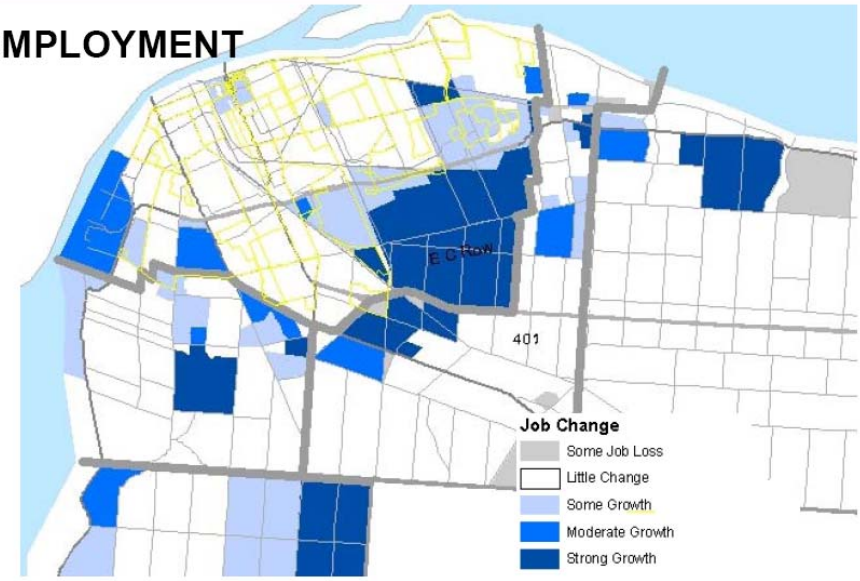


SERVING POPULATION GROWTH





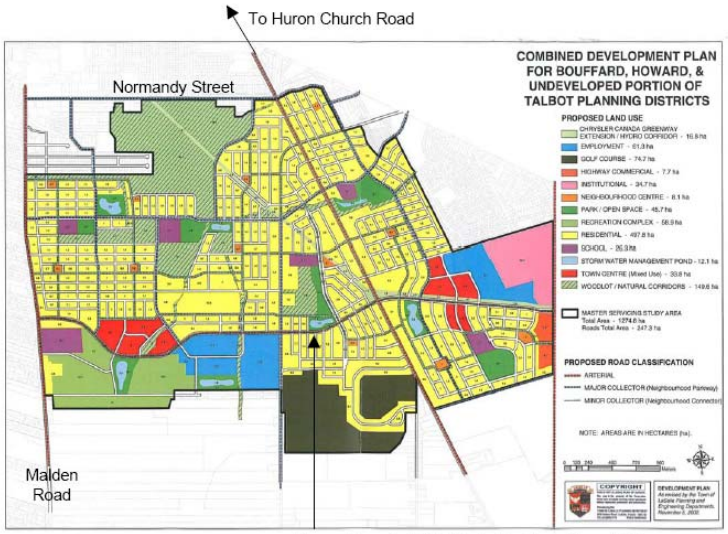
SERVING EMPLOYMENT GROWTH



Huron Church Road District Access Corridor

SERVING SPECIFIC DISTRICT GROWTH:

- Bouffard/Howard Secondary Plan

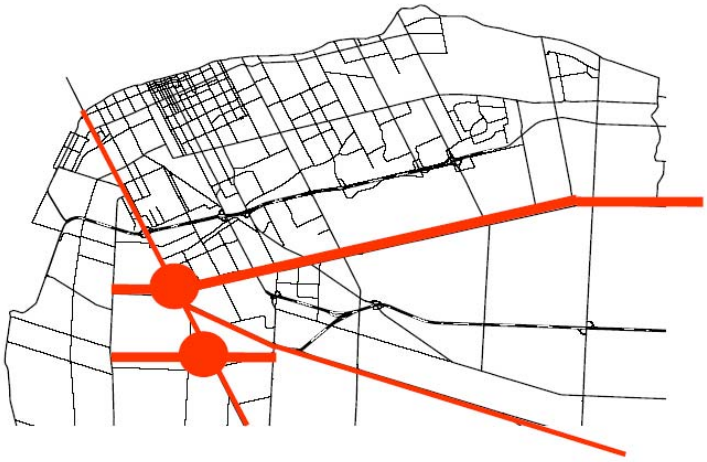


Planned Laurier E-W Arterial to Huron Church Line Road and CR 9/Howard Road

Huron Church Road District Access Corridor

DISTRICT ACCESS IMPORTANCE:

- Bouffard/Howard Secondary Plan
- Todd/Cabana/Division /CR 42 Regional Route



Huron Church Road District Access Corridor

District Access Importance:

- Bouffard/Howard Secondary Plan
- Todd/Cabana/Division /CR 41 Regional Route
- EC Row / Ojibway Pkway / Tecumseh Road Links

11

Huron Church Road District Access Importance

- Talbot Road to Highway 3
- Oldcastle
- Highway 3 to Leamington
- Access Restrictions
- Development Potential

12

APPENDIX C -
Displays / Handout Package

Detroit River INTERNATIONAL CROSSING STUDY

Welcome to the Third
Public Information Open House

for the

DETROIT RIVER INTERNATIONAL CROSSING

ENVIRONMENTAL ASSESSMENT

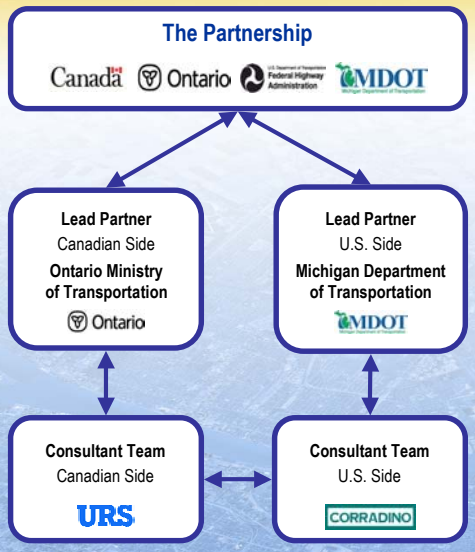
March 28 and 30, 2006

>> Please Sign In <<

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

Detroit River INTERNATIONAL CROSSING STUDY

The Project Team



The Partnership representing the governments of Canada, the United States, Ontario and Michigan is moving forward with the Environmental Assessment (EA) phase of the Detroit River International Crossing (DRIC) project to improve traffic flow and trade movement at the Windsor-Detroit border.

The Ontario Ministry of Transportation (MTO) is leading the Canadian work program in coordination with Transport Canada. The Michigan Department of Transportation (MDOT), in coordination with the U.S. Federal Highways Administration, is leading the U.S. work program.

URS Canada Inc. has been retained to assist MTO in undertaking the route planning and environmental assessment in accordance with the Ontario Environmental Assessment Act (OEA) and Canadian Environmental Assessment Act (CEAA). MDOT has also retained a consultant team to undertake the U.S. route planning and environmental impact study in accordance with the requirements of the National Environmental Policy Act (NEPA).

Detroit River INTERNATIONAL CROSSING STUDY

Purpose of the DRIC Study

The **purpose** of a new or expanded Detroit River crossing with connections to the freeway systems in Ontario and Michigan is 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.

- 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)
- Given the importance of this trade corridor to the local, regional and national economies and recognizing the negative effects associated with poor traffic operations and congestion, the partnering governments must take all reasonable steps to reduce the likelihood of disruption to transportation service in this corridor.

The DRIC Study will:

- Coordinate the U.S. and Canadian work programs
- Investigate the engineering, social, economic, cultural and natural environment attributes of route and crossing alternatives
- Publicly present the assessment of direct and indirect impacts of the alternatives for public review
- Incorporate public and agency input in decision-making and development of mitigation

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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
Area of Continued Analysis	December '05	PIOH2
Specific Crossing, Plaza and Access Road Options	March '06	PIOH3
Results of Social, Economic, Environmental and Engineering Assessments	December '06	PIOH4
Preferred Crossing Location, Plaza Locations & Connecting Routes in Canada and the U.S.	Spring '07	PIOH5
Finalize Engineering and Mitigation Measures	Summer '07	PIOH6
Document Study and Submit for Approvals	End of '07	Public Review

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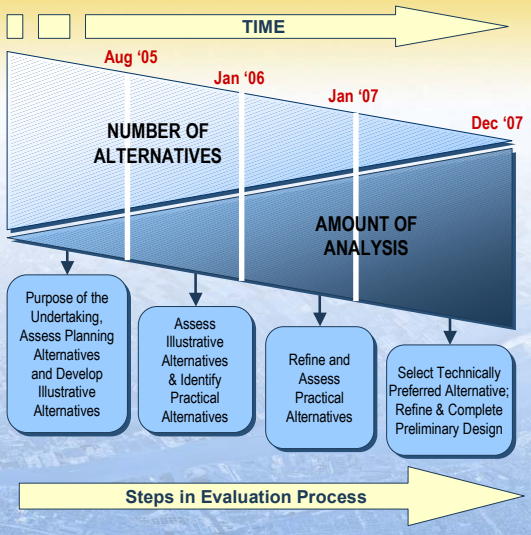
Evaluation Process

The underlying principle for the alternatives generation and evaluation process is to start with a broad perspective and become more focused/detailed as the project progresses.



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Evaluation Methods

The evaluation process for the Illustrative Alternatives involved two methods: **Reasoned Argument Method** and **Arithmetic Method**. The Reasoned Argument (trade-off) was the primary evaluation method employed to select alternatives for continued analysis with the Arithmetic approach used to substantiate the findings of the Reasoned Argument (trade-off) evaluation.

Reasoned Argument Method

Considered the **advantages** and **disadvantages** of each alternative and the relative significance of the impacts. The rationale used to select alternatives over others was derived from the following sources:

- National and international significance of the crossing;
- Government legislation, policies and guidelines;
- Existing Land Use and Municipal policy (i.e., Official Plans);
- Technical Considerations (i.e. degree to which the identified transportation problems are solved);
- Issues and concerns identified during consultation; and
- Project Team expertise.

Arithmetic Method

Considered both the level of importance of each environmental attribute (i.e. weight) and the magnitude of the impact or benefit (i.e. score). Generally, more weight is assigned to those features that are felt to be more important in assessing impacts. Weighting scenarios have been developed based on feedback from the general public and other stakeholders.

- Scores were assigned by qualified Project Team specialists with expertise in impact assessment;
- Relative impacts ranged from those that are positive (benefit the environment) to negative (detrimental to the environment);
- 1 to 7 scoring scale used to identify magnitude of an impact/benefit whereby:

1 = high impact		5 = low benefit
2 = moderate impact	4 = neutral/no impact	6 = moderate benefit
3 = low impact		7 = high benefit

- The weight was multiplied by the score to obtain a weighted score. The weighted scores were compared to determine the preferred alternative.

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End-to-End Evaluation

The results of the Canadian and U.S. Project Teams' analysis were brought forward for an end-to-end evaluation. The recommendations of the Canadian and U.S. Project Teams were brought forward and the Partnership made final recommendations based on the complete understanding of impacts and benefits on both sides of the river for all alternatives.

	Advantages	Disadvantages	Recommendations
Crossings X1 to X7 and X15	• South alternatives (Canadian side) have lower community impacts than other alternatives. • In the U.S., several downriver alternatives provided greater benefits to Maintaining Air Quality and others were noted as having lower community/neighbourhood characteristics than other alternatives. • For the East and North alternatives, the Canadian and U.S. analysis identified lower impacts to natural features than other alternatives.	• Analyses for South and East alternatives indicate inadequate benefits to regional mobility. • Canadian Analysis identified high constructability risks with a plaza on Fighting Island and Crossing X5. • Canadian and U.S. analysis for South alternatives identified high impacts for sensitive natural areas along the riverfront • U.S. analysis indicated generally higher impacts to natural features for the Downriver alternatives. • U.S. analysis identified that AC1 would disrupt an existing industrial operation (National Steel). Therefore, implementing Crossings X5 and X6, and X7 could pose a risk to the timeline of the project. • Analyses for East alternatives identified high impacts to established riverfront residential communities. • U.S. analysis identified North alternatives have poorer performance than most other alternatives in terms of impacts to community and neighbourhood characteristics, consistency with land use plans, impacts to cultural resources, impacts to air quality.	• The analysis of the Canadian and U.S. Project Teams agreed that these alternatives should be **eliminated from further study**. The disadvantages outweighed the advantages.
Crossings X8 and X9	• Both teams identified that crossing X8 and X9 alternatives offer high benefits to regional mobility.	• The Canadian analysis identified that X8 alternative offers lower benefits to regional mobility than the other central alternatives and that both X8 and X9 alternatives have high impacts to the significant natural features in the Ojibway area. • The U.S. analysis identified high constructability risks associated with Plaza AC2 (crossings X8 and X9) as well as Plaza AC2 is sited on the National Steel plant lands. These alternatives would require relocating the rolling mill without disrupting production. This increases constructability risks as well as the cost and time required to implement a new crossing.	• X8 and X9 alternatives are not the top performers in either country, and both alternatives have unique high impacts and risks. **Crossing X8 and X9 were eliminated from further study.**
Crossing X10 and X11	• Both teams identified that crossing X10 and X11 alternatives offer high benefits to regional mobility.	• The Canadian analysis identified Crossing X11 alternative has higher community impacts than the other central alternatives, including impacts to land use and cultural features, due to the proximity of the crossing and plaza to the residential and historic community of Sandwich.The U.S. analysis identified Plazas AC3 and AC4 (potential plaza locations for X10 and X11) as having negative impacts to community cohesion and character, as well as environmental justice impacts. Plaza AC3 would likely result in the displacement of approximately 300 residential units, while plaza AC4 would displace over 80 residences.	• The high benefits to regional mobility outweigh the disadvantages. These alternatives were found to have the best overall balance of meeting regional mobility needs and impacts to community features. The Canadian and U.S. Project Teams recommended the X10 and X11 alternatives to be carried forward for continued analysis.
Crossing X12	• Relatively low negative impacts on the U.S. side in terms of benefits provided to mobility. • The alternative provides improved regional mobility for the border transportation network on both sides of the river	• Relatively high negative impacts on the Canadian side and • Considered to have limited limited ability to provide continuous/ ongoing river crossing capacity for international traffic on the basis that this alternative would not provide a new crossing. • High community impacts to the residential area impacted by the expansion of the Canadian bridge plaza and the expansion of Huron Church Road to a freeway facility, and the potential for disruption to border traffic during construction	• The disadvantages of the Crossing X12 alternative outweighed the advantages. **The U.S. plaza of the Ambassador Bridge, with the improved connections to the interstate freeway system will be carried forward within the Area for Continued Analysis as a possible U.S. plaza site for a new crossing.**
Crossing X13 and X14	• Both teams identified that as a six-lane freeway, the Rail Corridor has a high benefit to regional mobility. • Two X14 alternatives were considered on the U.S. side. The X14Plaza I2/Connection to M-10 alternative performed better than most alternatives in terms of community/ neighborhood impacts, consistency with local planning, protecting natural features, improving regional mobility and constructability. The X14Plaza I3/Connection to M-10 among top performers in terms of protecting natural features, constructability and regional mobility.	• The Canadian analysis identified this alternative has high community impacts to regional commercial/retail areas and employment areas; high negative impacts to community character and cohesion in areas north of Tecumseh Road to the river and south of E.C. Row to Highway 401. • Canadian Analysis also noted concerns with constructability of interchanges along the rail corridor and security/monitoring of the remote plaza. • U.S. analysis noted that a crossing and inspection plaza would negatively affect the local community including impacts to businesses, schools and residences. As well, these alternatives had a poorer performance than most other alternatives in terms of protection of cultural features and maintaining air quality. • Neither of the X14 alternatives was among the top overall performers on the U.S. side.	• The disadvantages of the Crossing X13 and X14 alternatives outweighed the advantages. Therefore, the **Crossing X13 and X14 alternatives were eliminated from further study**
Conclusions: Area of Continued Analysis	• The results of the end-to-end evaluation of illustrative alternatives led to the identification of an area of continued analysis for possible practical crossing, plaza and connecting route alternatives. These practical alternatives will be refinements of crossing alternatives **X10 and X11**, as well as possible alternatives connecting to the Ambassador Bridge Gateway and expanded plaza area on the U.S. side. • On the Canadian side, this area would encompass plazas CC2, CC3 and CC7 and be defined to provide sufficient area to enable a range of connecting route alignments and crossing alignments to be developed for continued analysis. The area would also accommodate refinement to the locations and alignments of crossing, plaza and connecting route alignments in the Ojibway Industrial Park area. The residential community of Sandwich, Black Oak/Ojibway protected natural areas would serve to limit the extent of the area for continued analysis on the Canadian side. • On the U.S. side, the area would encompass the area of southwest Detroit between the I-75 corridor and the riverfront between Zug Island and the Ambassador Bridge. Possible improvements to connections to I-94 along Schaefer Road or Outer Drive will also be examined.		

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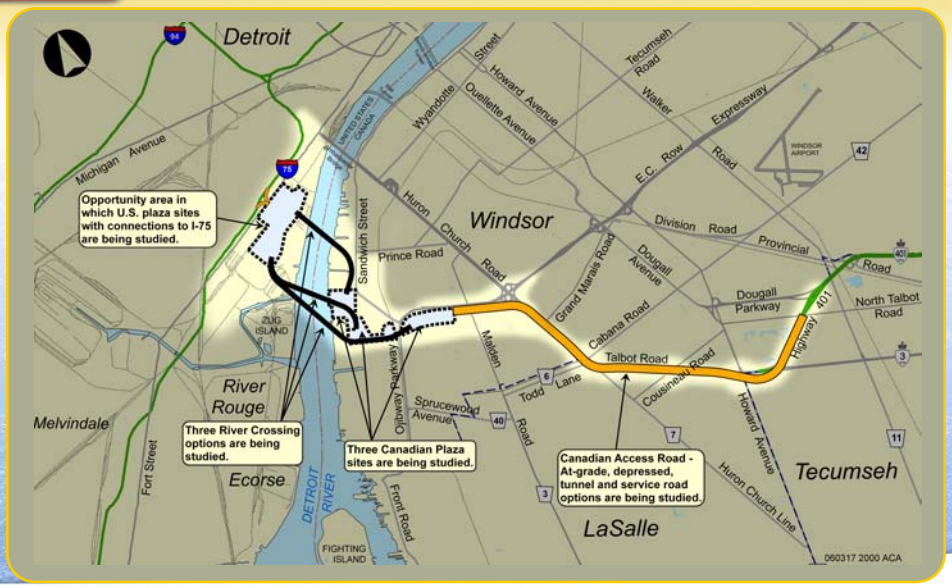
Crossing, Plaza & Route Alternatives



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Public Information Open House #2

The second round of Public Information Open House meetings were held November 29 in Windsor, November 30 in LaSalle and December 1 in Windsor (Sandwich). 433 people signed the attendance registry and 108 comment sheets were received.

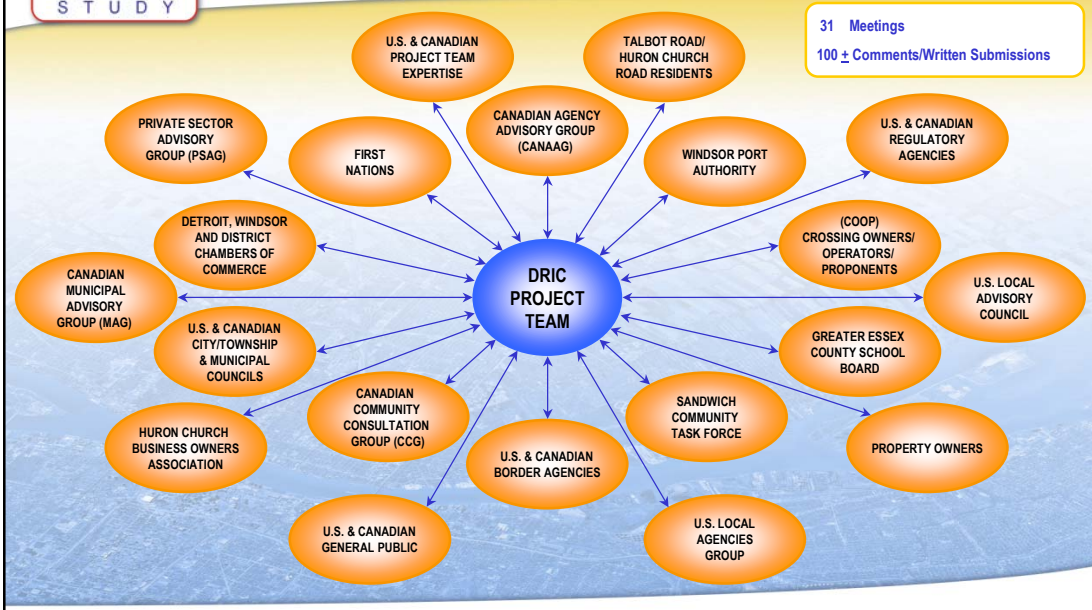
Most Frequent Comments

- Continue to stay out of the Ojibway Prairie Area; give priority to the preservation of natural areas
- Concern with impacts to the Sandwich Area of Windsor
- Concerned with air quality; property depreciation
- Cost should not be a major factor
- Place plaza close to industrial/non-natural areas of Windsor
- Tunnel through Talbot Road area; construct berms
- Protect historic and cultural resources
- Use existing transportation corridors; including Huron Church, EC Row Expressway
- Use the DRTP Tunnel Proposal
- Place plaza as far west as possible
- Consider community impacts

Detroit River INTERNATIONAL CROSSING STUDY

Consultation December 2005-February 2006

31 Meetings
100 + Comments/Written Submissions



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Analysis Results Canadian Side – South Alternatives

RECOMMENDATION: Due to the generally rural nature of the land uses south of LaSalle, the southern alternatives carried lower community impacts than the other alternatives. However, on the basis that a new transportation facility would not provide adequate benefits to regional mobility, **the Canadian Project Team did not recommend that any of the south alternatives be carried forward for further study.**

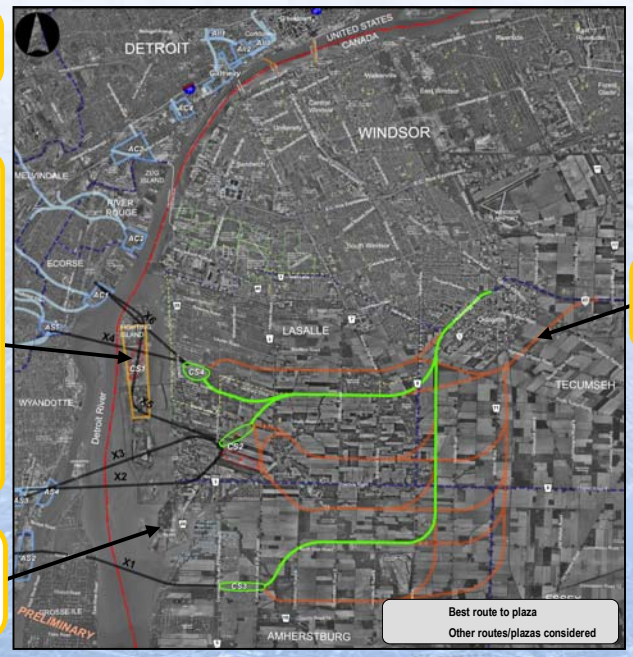
Six southern alternatives were eliminated from further consideration because these alternatives were located too far downriver to attract cross-border truck traffic, including the 50% of trucks that are local, and therefore would not improve regional mobility.

U.S. Plaza AC1 and Crossing X6 eliminated from further consideration on the basis of unacceptable impacts to existing industrial operation

Fighting Island

- North end of Island contains Provincially Significant Wetland and Environmentally Sensitive Area
- Middle and southern sections have historically been used for disposal of alkaline waste; this material ranges in thickness from 0.5m to 11m
- Construction of plaza would require removal of waste material to other parts of the island
- High constructability risks associated with this plaza and crossings on this island
- Plaza site CS1 and Crossing X5 were eliminated from further consideration

Natural Heritage Features – All south crossings except Crossing X1 were found to impact sensitive riverfront wetlands. Crossing X2 near Turkey Island was found to have the highest impacts.



For the south alternatives, a new transportation facility would not provide adequate benefits to **regional mobility**. A new crossing in the South area would not attract sufficient traffic to alleviate existing crossings or the roads connected to these crossings. Based on the assessment of Travel Demand for the study horizon (2035),the Ambassador Bridge, Detroit-Windsor Tunnel and key roads connected to these crossings would be congested, resulting in excessive delays during daily peak travel periods in the long term.

Alternatives passing east of **Oldcastle** were found to have higher costs but similar impacts as alternatives using Highway 401 corridor to Highway 3, and were not carried forward.

This area of Essex County is a predominately agricultural area; as a result, a new highway in this area would impact very few homes on the Canadian side compared to the other alternatives.

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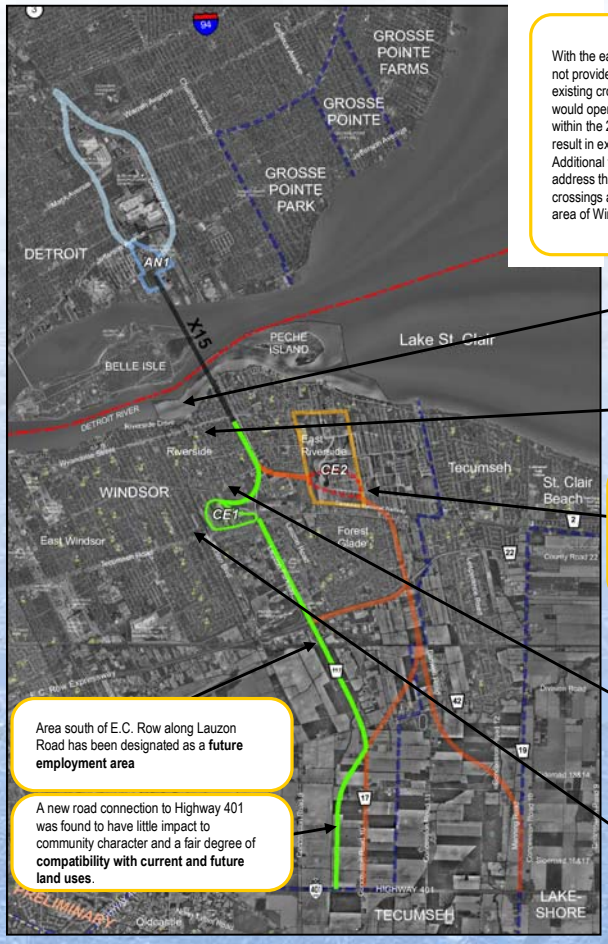
Analysis Results Canadian Side – East Alternatives

RECOMMENDATIONS: On the basis that a new transportation facility in this area of the city would not provide adequate benefits to regional mobility in the long-term, which is a primary objective of this project, and would have high community impacts, **the Canadian Project team did not recommend the east alternative be carried forward for further study**.

This crossing would not provide as much regional mobility improvement as crossings in the ACA and it would have higher community impacts. It was not carried forward for further study.



Best route to plaza

Other routes/plazas considered

With the east alternatives, a new transportation facility would not provide adequate benefits to **regional mobility**. The existing crossings and key roads serving these crossings would operate at or near capacity during peak travel periods within the 2035 planning horizon of this study. This would result in excessive delays during peak travel periods. Additional transportation improvements would be required to address the need for additional capacity at the existing crossings and on the key connecting roadways in the urban area of Windsor.

Kiwanis Park at the riverfront and Derwent Park at E.C. Row/Lauzon Parkway would be impacted

The east alternative was found to be not compatible with the established residential character of east Windsor, particularly north of E.C. Row Expressway. A new crossing and plaza in the riverfront area of east Windsor would have high **impacts to the community.**

Area east of Lauzon Road, along the Manning/Banwell Corridor, is planned for **future residential development**

Area south of E.C. Row along Lauzon Road has been designated as a **future employment area**

A new road connection to Highway 401 was found to have little impact to community character and a fair degree of **compatibility with current and future land uses**.

Plaza site CE1 displaces "big box" commercial uses, including Wal-Mart, Home Depot, Rona and other retail establishments

Significant **commercial development** exists along Tecumseh Road and Lauzon Road

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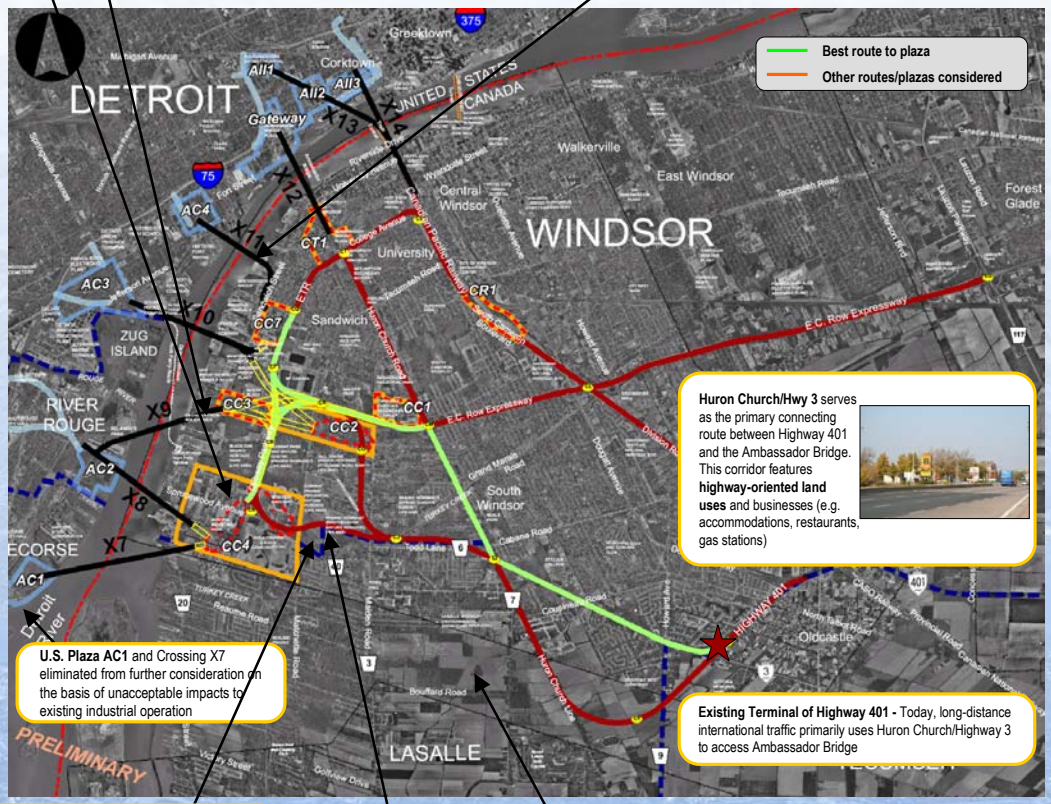
Analysis Results Canadian Side – Central Alternatives

RECOMMENDATION: The central alternatives represent the best balance of transportation benefits and community impacts on the Canadian side. Continued analysis of these central alternatives would provide opportunities to reduce the land use/community and natural feature impacts, as well as address issues of constructability. **The Canadian Project Team therefore recommended that the crossing X8, X9, X10 and X11 alternatives connected by a freeway in the Huron Church/Talbot Road corridor be carried forward as practical alternatives. Crossings X8 and X9 are not top performers in either country, and both alternatives have unique high impacts and risks. Crossing X8 and X9 were eliminated from further study.**

Crossing X9 and Route to Crossing X8 have high negative impacts to sensitive natural areas along riverfront.

Crossing X11 alternative has higher **community impacts** than the other central alternatives, including impacts to land use and cultural features, due to the proximity of the crossing and plaza to the residential and historic community of Sandwich.



Huron Church/Hwy 3 serves as the primary connecting route between Highway 401 and the Ambassador Bridge. This corridor features **highway-oriented land uses** and businesses (e.g. accommodations, restaurants, gas stations)

U.S. Plaza AC1 and Crossing X7 eliminated from further consideration on the basis of unacceptable impacts to existing industrial operation

Existing Terminal of Highway 401 - Today, long-distance international traffic primarily uses Huron Church/Highway 3 to access Ambassador Bridge

A new alignment in this area would sever the **Ojibway Prairie** Provincial Prairie Reserve an **Spring Garden Forest** designated Areas of Natural and Scientific Interest (ANSI) and Environmentally Sensitive Areas (ESA). This would have high negative impacts to habitat for threatened and endangered species.

New freeway in this area would sever **residential and natural areas**, negatively impacting community character and cohesion. Crossing X8 and X9 alternatives avoid the community of Sandwich, but have higher impacts to natural features associated with impacts to connectivity between the sensitive natural areas in the Ojibway area and the riverfront.

Town of LaSalle is proceeding with **approved plan** for development of lands south of Talbot Road with future urban area in support of growth. A new highway in this area conflicts with the Town's approved plans and disrupts municipal infrastructure constructed to serve these growth areas.

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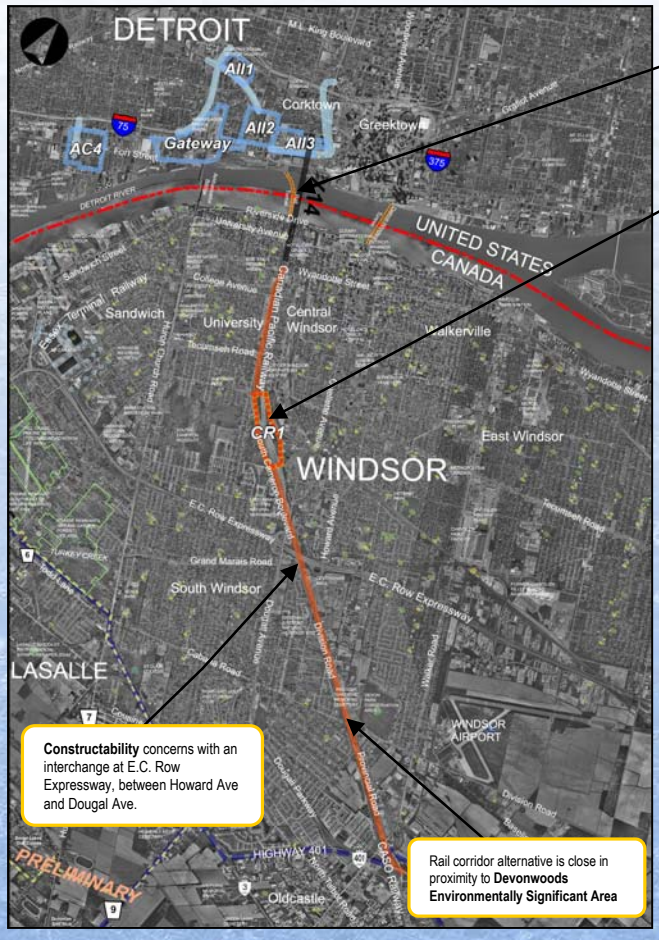
Analysis Results – Rail Corridor (X13/X14 and DRTP Truckway)

RECOMMENDATION: A freeway connecting to a plaza and new crossing in the downtown area was **not carried forward on the Canadian side on the basis that this alternative has high negative impacts to the community** and is not compatible with local land uses and City plans

The capacity provided by the Detroit River Tunnel Partnership's two-lane truckway proposal does not meet the region's long-term needs. Quite simply, two lanes are not enough to accommodate future traffic growth at the border.

The DRIC study team also looked at a six-lane freeway in the same corridor as the DRTP proposal. This option was eliminated because it would cut through a significant number of Windsor's residential neighbourhoods and would replace existing low-volume rail line with a major freeway, with direct and indirect impacts on more than 2,300 businesses and homes.



The U.S. and Canadian Project Teams considered a **tunnel under this section of the Detroit River** practically infeasible due to the time and cost implications for the project.

Border agencies raised issues of security and monitoring requirements associated with location of plaza and the proposed connection to a new a new crossing.

The Rail Corridor was assessed as:

- a two lane **truckway** utilizing the two existing single track rail tunnels;
- a six-lane freeway with a new six-lane **road tunnel** beneath the Detroit River; and,
- a six-lane freeway with a new six-lane **road bridge** over the Detroit River

The **DRTP truckway** proposal (Crossing X13) was found to provide inadequate capacity to meet the long-term needs of the border transportation networkand has high community impacts on the Canadian side. This option was eliminated from further study.

As a six-lane freeway with a new bridge or tunnel, the Rail Corridor alternative has a high benefit to **regional mobility**. However, a new freeway through central and south Windsor is not consistent with land use plans and would have high impacts to the community.

Constructability concerns with an interchange at E.C. Row Expressway, between Howard Ave and Dougal Ave.

Rail corridor alternative is close in proximity to **Devonwoods Environmentally Significant Area**

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Analysis Results X12 – Ambassador Bridge

RECOMMENDATION: Crossing X12 alternative not carried forward on the Canadian side. Higher benefits to regional mobility are outweighed by limited ability to provide continuous/ongoing river capacity for international traffic. As well, this alternative creates high impacts to the neighbourhoods in the vicinity of plaza, in particular the neighbourhood of Sandwich.

On the U.S. side, the Ambassador Bridge is well connected to freeways and is consistent with area land uses. The plaza and gateway connections of this crossing will be carried forward for further study.

•Twinning the existing Ambassador Bridge would require an expanded 100-acre inspection plaza to be located in the very heart of historic Sandwich Towne, adjacent to the University of Windsor. The access road would also be an issue; requiring either the conversion of all of Huron Church Road to a six-lane freeway, or construction of a new route through historic Sandwich.

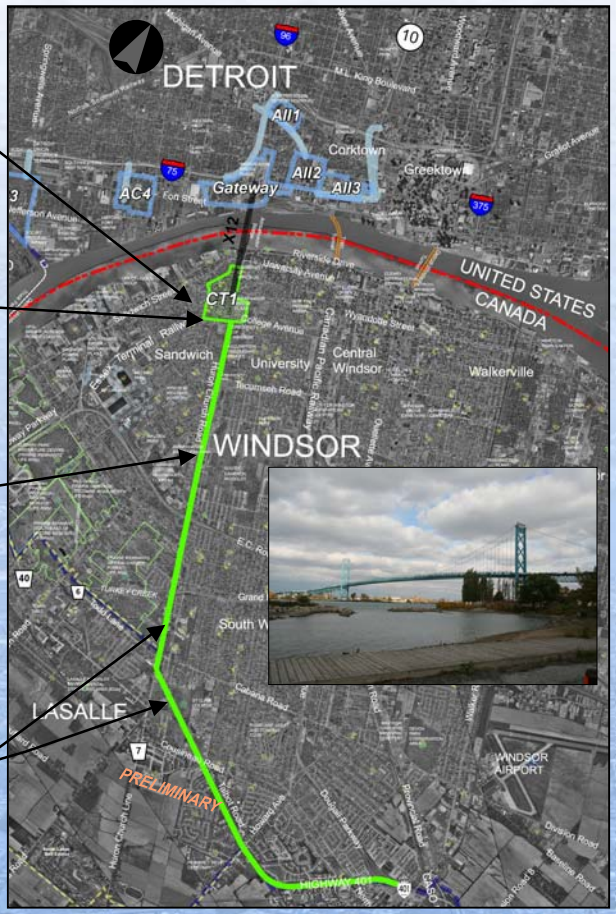
• More than 500 homes and businesses would be displaced and another 3,500 would be disrupted. Based on the community impacts of the access road and inspection plaza, the option to twin the Ambassador Bridge was eliminated.

Expansion of the crossing and existing plaza creates high impacts to the historic **Sandwich community**. The community impacts associated with twinning of Ambassador Bridge, expansion of the existing bridge plaza and expansion of Huron Church Road to a freeway are notably higher than those of the central alternatives.

Limited to no flexibility for **future plaza expansion** without a large number of property takings and significant disruption to the community of Sandwich

Route impacts to Huron Church Road between E.C.Row and the river would primarily affect **highway commercial land uses.** These commercial uses would have to be relocated.

Low impacts to **natural features**: are associated with this alternative. Impacts are limited to edge impacts to Spring Garden Prairie and St. Clair College Prairie



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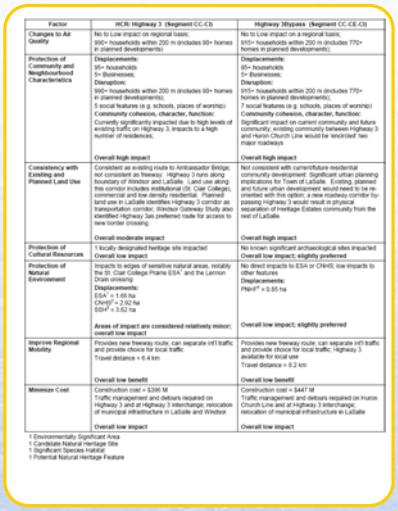
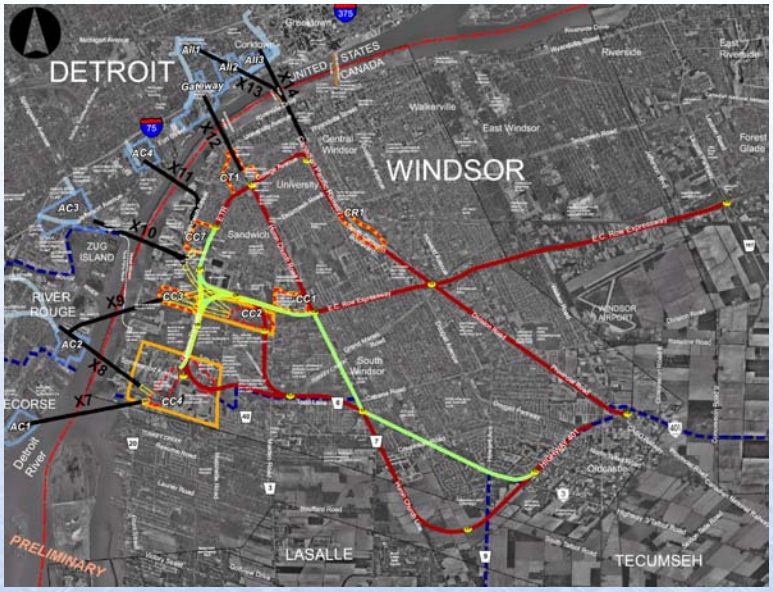
Highway 3 Bypass

- Both options provide similar benefits to regional mobility
- Both options have high impacts to community and neighbourhood features
- Highway 3 By-Pass option:
  - greater impacts to community characteristics
  - greater impacts to land use
  - slightly higher costs
  - slightly lower impacts to cultural and natural features
- Highway 3 option is preferred



Factor	HCR: Highway 3 (Segment CC-CI)	Highway 3Bypass (Segment CC-CE-CI)
Changes to Air Quality	No to Low impact on regional basis; 990+ households within 200 m (includes 90+ homes in planned developments)	No to Low impact on a regional basis; 915+ households within 200 m (includes 770+ homes in planned developments);
Protection of Community and Neighbourhood Characteristics	Displacements: 95+ households 5+ Businesses; Disruption: 990+ households within 200 m (includes 90+ homes in planned developments); 5 social features (e.g. schools, places of worship) Community cohesion, character, function: Currently significantly impacted due to high levels of existing traffic on Highway 3; impacts to a high number of residences; Overall high impact	Displacements: 95+ households 5+ Businesses; Disruption: 915+ households within 200 m (includes 770+ homes in planned developments); 7 social features (e.g. schools, places of worship) Community cohesion, character, function: Significant impact on current community and future community; existing community between Highway 3 and Huron Church Line would be knitted two major roadways Overall high impact
Consistency with Existing and Planned Land Use	Consistent as existing route to Ambassador Bridge; not consistent as freeway. Highway 3 runs along boundary of Windsor and LaSalle. Land use along this corridor includes institutional (St. Clair College), commercial and low density residential. Planned land use in LaSalle identifies Highway 3 corridor as transportation corridor; Windsor Gateway Study also identified Highway 3as preferred route for access to new border crossing. Overall moderate impact	Not consistent with current/future residential community development. Significant urban planning implications for Town of LaSalle. Existing, planned and future urban development would need to be re-oriented with this option; a new roadway corridor by passing Highway 3 would result in physical separation of Heritage Estates community from the rest of LaSalle. Overall high impact
Protection of Cultural Resources	1 locally designated heritage site impacted Overall low impact	No known significant archaeological sites impacted Overall low impact; slightly preferred
Protection of Natural Environment	Impacts to edges of sensitive natural areas, notably the St. Clair College Prairie ESA[1] and the Lennon Drain crossing Displacements: ESA[1] = 1.66 ha CHH[2] = 2.92 ha SSH[3] = 3.62 ha Areas of impact are considered relatively minor; overall low impact	No direct impacts to ESA or CHHS; low impacts to other features Displacements: PNH[4] = 0.85 ha Overall low impact; slightly preferred
Improve Regional Mobility	Provides new freeway route; can separate int'l traffic and provide choice for local traffic Travel distance = 6.4 km Overall low benefit	Provides new freeway route; can separate int'l traffic and provide choice for local traffic; Highway 3 available for local use Travel distance = 8.2 km Overall low benefit
Minimize Cost	Construction cost = $396 M Traffic management and detours required on Highway 3 and at Highway 3 interchange; relocation of municipal infrastructure in LaSalle and Windsor Overall low impact	Construction cost = $447 M Traffic management and detours required on Huron Church Line and at Highway 3 interchange; relocation of municipal infrastructure in LaSalle Overall low impact

1 Environmentally Significant Area
1 Candidate Natural Heritage Site
1 Significant Species Habitat
1 Potential Natural Heritage Feature



Summary of Evaluation	Project Team Weighting					Public Weighting					CCG Weighting[5]				
	Weighting	CC-CI		CC-CE-CI		Weighting	CC-CI		CC-CE-CI		Weighting	CC-CI		CC-CE-CI	
		Score	Weight x Score	Score	Weight x Score		Score	Weight x Score	Score	Weight x Score		Score	Weight x Score	Score	Weight x Score
Changes in Air Quality	12.39	3	37.17	3	37.17	17.32	3	51.96	3	51.96	17.30	3	51.90	3	51.90
Protect Community/ Neighborhood Characteristics	15.93	1	15.93	1	15.93	15.49	1	15.49	1	15.49	13.88	1	13.88	1	13.88
Maintain Consistency with Existing and Planned Land Use	12.39	2	24.78	1	12.39	12.89	2	25.78	1	12.89	13.69	2	27.38	1	13.69
Protect Cultural Resources	12.39	3	37.17	3	37.17	13.14	3	39.42	3	39.42	13.12	3	39.36	3	39.36
Protect the Natural Environment	15.93	3	47.79	3	47.79	16.34	3	49.02	3	49.02	17.11	3	51.33	3	51.33
Improve Regional Mobility	17.70	5	88.50	5	88.50	15.28	5	76.40	5	76.40	14.83	5	74.15	5	74.15
Minimize Cost	13.27	3	39.81	3	39.81	9.54	3	28.62	3	28.62	10.07	3	30.21	3	30.21
Total Weighted Score	100.00		291.15		278.76	100.00		286.69		273.80	100.00		288.21		274.52
Ranking			*1*		*2*			*1*		*2*			*1*		*2*

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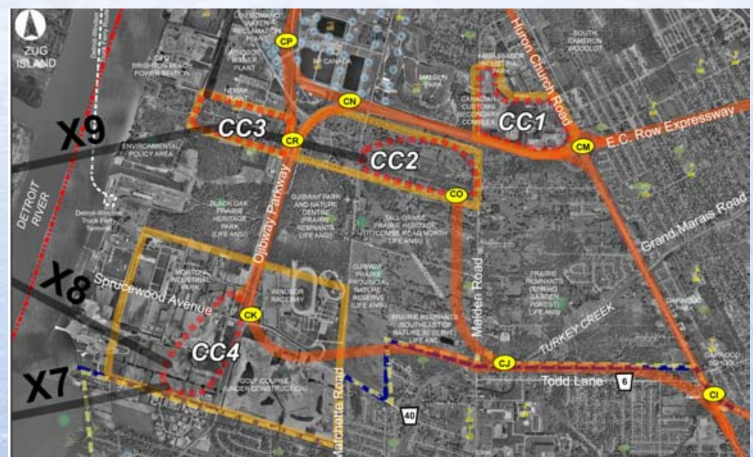
Detroit River
INTERNATIONAL CROSSING
STUDY

Huron Church / Ojibway Options

- All three options have high community impacts with similar direct/indirect impacts to residential areas
- Huron Church/EC Row option:
  - higher impacts to businesses
  - greater impacts to cultural features
  - slightly lower benefits to regional mobility
  - greater construction costs and more complex construction
  - lower impacts to community characteristics
  - lower impacts to land use
  - lower direct/indirect impacts to natural features west of Huron Church
- Overall, the advantages of Huron Church/EC Row option were considered to be more significant than the disadvantages

Factor	Highway 3/Huron Church/ EC Row (Segment CC-CI-CM-CN-CR)	Highway 3/Todd Lane/ Malden Road/EC Row (Segment CC-CI-CJ-CO-CR)	Highway 3/Todd Lane/ Ojibway Parkway (Segment CC-CI-CJ-CK-CR)
Changes to Air Quality	Overall no to low impact on system-wide basis 1370+ households within 200 m	Overall no to low impact on system-wide basis 1225+ households within 200 m	Overall no to low impact on system-wide basis 1165+ households within 200 m
Protection of Community and Neighbourhood Characteristics	**Displacements:** 130+ households 35+ Businesses; **Disruption:** 1370+ households within 200 m; 10 social features (e.g. schools, places of worship) **Cohesion and Character:** The Highway 3 segment is common to all three alternatives; This alternative largely follows the existing transportation corridor formed by Huron Church Road/EC Row Expressway/ Ojibway Parkway; moderate impact on community cohesion and character **Overall moderate impact**	**Displacements:** 115+ households 10- Businesses; **Disruption:** 1225+ households within 200 m; 7 social features (e.g. schools, places of worship) **Cohesion and Character:** The Highway 3 segment is common to all three alternatives; a new transportation corridor paralleling Todd Lane/Malden Road would sever residential areas from adjacent natural areas and impact highly valued community natural areas/open space; significant impact on community cohesion and character **Overall high impact**	**Displacements:** 120+ households 10+ Businesses; **Disruption:** 1165+ households within 200 m; 7 social features (e.g. schools, places of worship) **Cohesion and Character:** The Highway 3 segment is common to all three alternatives; a new transportation corridor paralleling Todd Lane/ Sprucewood Ave. would sever residential areas from adjacent natural areas and impact highly valued community natural areas/open space; significant impact on community cohesion and character **Overall high impact**
Consistency with Existing and Planned Land Use	Consistent as existing route to Ambassador Bridge; not consistent as freeway Option utilizes existing transportation corridors, reducing impacts to current and future land uses in this area of the City compared to the other options **Overall moderate impact**	Highway 3 section consistent as existing use to Ambassador Bridge, not consistent as freeway; New route through Spring Garden Planning Area not consistent with existing and planned land use; A new route is also not consistent with federal or provincial land use initiatives in this area to protect and perpetuate special and protected species and habitat in this area. **Overall high impact**	Highway 3 section consistent as existing use to Ambassador Bridge, not consistent as freeway; New route through Spring Garden Planning Area and Ojibway/Black Oak Natural Heritage Areas not consistent with existing and planned land use; A new route is also not consistent with federal or provincial initiatives in this area to protect and perpetuate special and protected species and habitat in this area. **Overall high impact**
Protection of Cultural Resources	1 locally designated Heritage site; 2 known significant archaeological sites impacted **Overall moderate impact**	1 locally designated Heritage site; no known significant archaeological sites impacted **Overall low impact**	1 locally designated Heritage site; 1 known significant archaeological site impacted **Overall low impact**
Protection of Natural Environment	**Displacements:** ANSI = 0.49 ha ESA = 2.54 ha CNHS = 10.10 ha SSH = 10.98 ha **Disruptions:** (i.e. within 500m of ROW) ANSI = 31.06 ha ESA = 52.48 ha CNHS = 214.76ha **Overall moderate impact to designated features**	**Displacements:** ANSI = 16.94 ha ESA = 23.68 ha CNHS = 28.5 ha SSH = 32.44 ha **Disruptions:** (i.e. within 500m of ROW) ANSI = 125.31 ha ESA = 151.72 ha CNHS = 184.63 ha **Overall high impact to designated features**	**Displacements:** ANSI = 23.14 ha ESA = 30.14 ha CNHS = 21.7 ha SSH = 35.43 ha **Disruptions:** (i.e. within 500m of ROW) ANSI = 198.41 ha ESA = 219.54 ha CNHS = 131.99 ha **Overall high impact to designated features**
Improve Regional Mobility	Provides new freeway route; can separate int'l traffic and provide choice for local traffic; Utilizes existing key links in local network for int'l traffic Travel distance = 12.5 km Considered overall low benefit to regional mobility as this is only the access road portion	Provides new freeway route; can separate int'l traffic and provide choice for local traffic; Huron Church Road available for local use Travel distance = 12.7 km Considered overall low benefit to regional mobility as this is only the access road portion; slightly preferred over HCR/EC Row option	Provides new freeway route; can separate int'l traffic and provide choice for local traffic Huron Church Road available for local use Travel distance = 12.2 km Considered overall low benefit to regional mobility as this is only the access road portion; slightly preferred over HCR/EC Row option
Minimize Cost	Construction Cost = $759 M Traffic staging required along complete length; existing interchanges on HCR/Talbot Rd at Highway 3 and E.C. Row will require reconfiguration; reconstruction of west end of EC Row assumed; detours at crossing roads/intersections may be required; relocation of utilities and municipal infrastructure required **Overall high impact**	Construction Cost = $651 M Traffic staging required along Highway 3 section; existing interchange on HCR/Talbot Rd at Highway 3 will require reconfiguration; reconstruction of portion of EC Row assumed; detours at crossing roads/intersections may be required; relocation of utilities and municipal infrastructure required **Overall moderate impact**	Construction Cost = $606 M Traffic staging required along Highway 3 section and Ojibway Parkway section; existing interchange on HCR/Talbot Rd at Highway 3 will require reconfiguration; detours at crossing roads/intersections may be required; relocation of utilities and municipal infrastructure required relocation of utilities and municipal infrastructure required **Overall moderate impact**



Summary of Evaluation	Project Team Weighting							Public Weighting							CCG Weighting[a]						
	Weighting	CC-CI-CM-CN-CR		CC-CI-CJ-CO		CC-CI-CJ-CK-CR		Weighting	CC-CI-CM-CN-CR		CC-CI-CJ-CO		CC-CI-CJ-CK-CR		Weighting	CC-CI-CM-CN-CR		CC-CI-CJ-CO		CC-CI-CJ-CK-CR	
		Score	Weight x Score	Score	Weight x Score	Score	Weight x Score		Score	Weight x Score	Score	Weight x Score	Score	Weight x Score		Score	Weight x Score	Score	Weight x Score	Score	Weight x Score
Changes in Air Quality	12.39	3	37.17	3	37.17	3	37.17	17.32	3	51.96	3	51.96	3	51.96	17.30	3	51.90	3	51.90	3	51.90
Protect Community/ Neighborhood Characteristics	15.93	2	31.86	1	15.93	1	15.93	15.49	2	30.98	1	15.49	1	15.49	13.88	2	27.76	1	13.88	1	13.88
Maintain Consistency with Existing and Planned Land Use	12.39	2	24.78	1	12.39	1	12.39	12.89	2	25.78	1	12.89	1	12.89	13.69	2	27.38	1	13.69	1	13.69
Protect Cultural Resources	12.39	2	24.78	3	37.17	3	37.17	13.14	2	26.28	3	39.42	3	39.42	13.12	2	26.24	3	39.36	3	39.36
Protect the Natural Environment	15.93	2	31.86	1	15.93	1	15.93	16.34	2	32.68	1	16.34	1	16.34	17.11	2	34.22	1	17.11	1	17.11
Improve Regional Mobility	17.70	5	88.50	5	88.50	5	88.50	15.28	5	76.40	5	76.40	5	76.40	14.83	5	74.15	5	74.15	5	74.15
Minimize Cost	13.27	1	13.27	2	26.54	2	26.54	9.54	1	9.54	2	19.08	2	19.08	10.07	1	10.07	2	20.14	2	20.14
Total Weighted Score	100.00		252.22		233.63		233.63	100.00		253.62		231.58		231.58	100.00		251.72		230.23		230.23
Ranking			1		2		2			1		2		2			1		2		2

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Detroit River INTERNATIONAL CROSSING STUDY

Community Objectives-Crossings and Plazas

Feedback was received through workshops, meetings and question and answer sessions with the public, businesses, agencies, interested individuals, as well as written submissions.

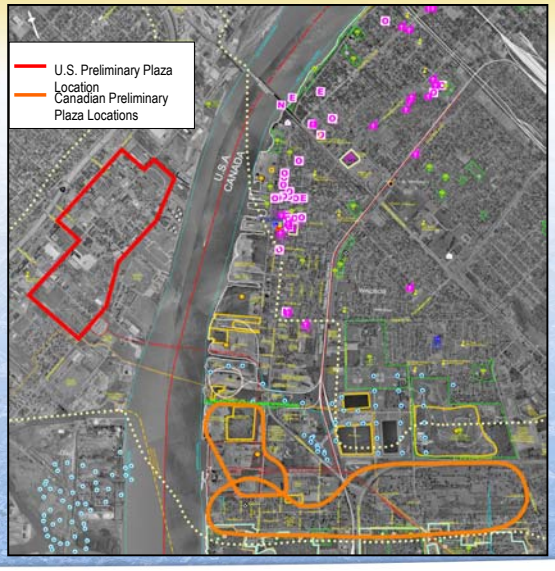
Inspection Plazas and River Crossings

- Concern with air and noise impacts; keep away from residential areas
- Concern with impacts to Sandwich community; keep plaza and crossing south of Prospect Avenue
- Keep away from natural features (Ojibway Prairie Area, Spring Garden ANSI, Black Oak Woods)
- Favourable plaza location is Brighton Beach industrial area
- Consider security/safety (spills) in the design of the plaza and crossing

Consultation, workshops and meetings will continue as the Project Team proceeds with the assessment of alternatives to incorporate refinements and design enhancement to reduce imports and increase benefits of the project.

Detroit River INTERNATIONAL CROSSING STUDY

Development of Plaza and Crossing Options



Inspection Plazas and River Crossings

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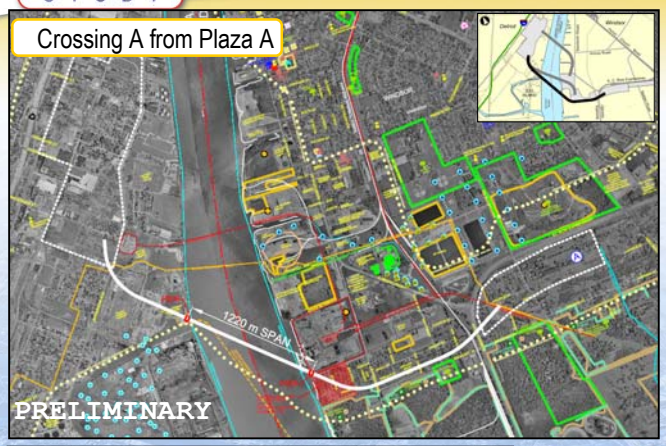
Detroit River INTERNATIONAL CROSSING STUDY

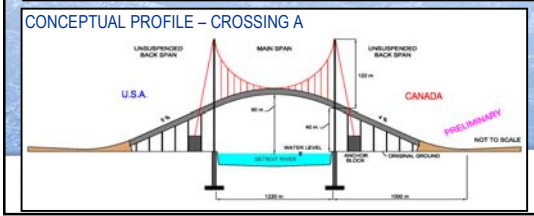
Technical Objectives-Crossings

1. Maintain navigational clearances on the Detroit River
2. Locate crossing in area of sound bedrock
3. Avoid as much as possible areas sensitive to traffic impacts of crossing (e.g. noise, vibration, air quality) such as residential neighbourhoods
4. Minimize length of crossing
5. Maximum grade of crossing is 5%
6. Provide for 6 traffic lanes

Detroit River INTERNATIONAL CROSSING STUDY

Crossing Alternative A





	Connecting to PLAZA A
Main Span Length:	1220 m
Number of Lanes:	6
Distance to Touchdown:	1000 m
Maximum Height over River:	50 m
Approx Height over River at Shoreline:	40 m
Approx. Height of Towers:	160 m
Distance from River to Plaza:	1740 m

Detroit River
INTERNATIONAL CROSSING
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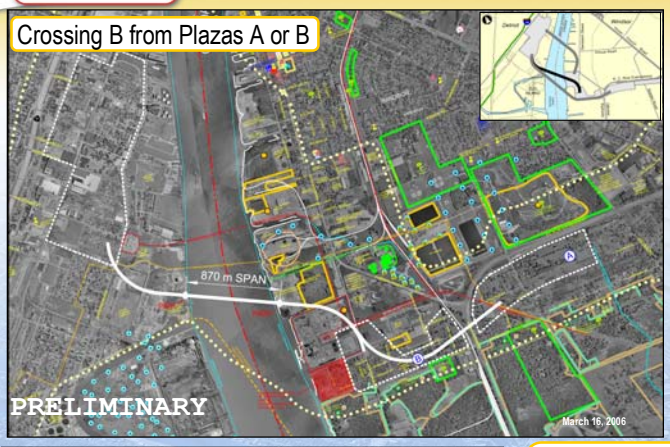
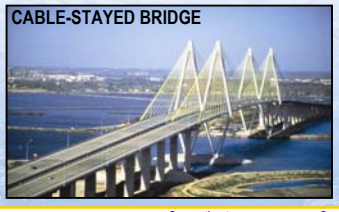
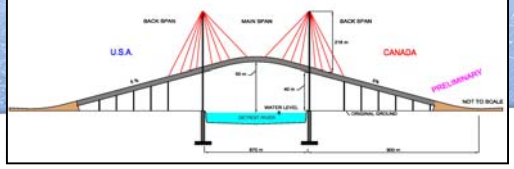
Crossing Alternative B





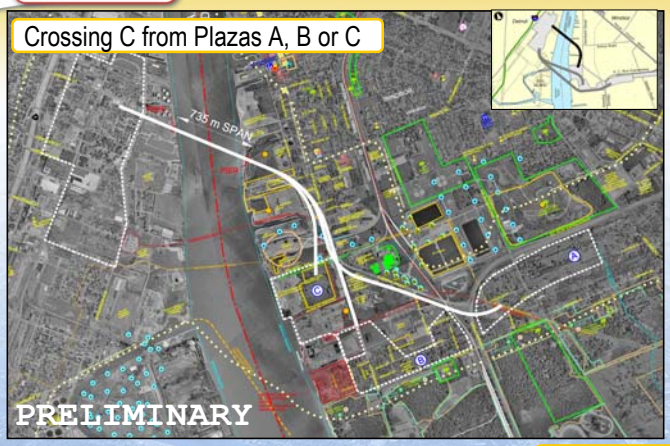
CONCEPTUAL PROFILE – CROSSING B AS CABLE-STAYED BRIDGE

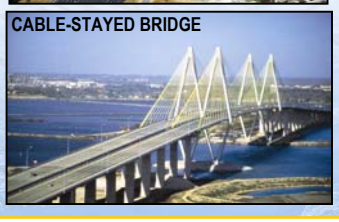


	Connecting to PLAZA A	Connecting to PLAZA B
Main Span Length:	870 m	870 m
Number of Lanes:	6	6
Distance to Touchdown:	1120 m	975 m
Maximum Height Over River:	50 m	50 m
Height over River at Shoreline:	40 m	40 m
Height of Towers:	125–260 m	125–260 m
Distance from River to Plaza :	2120 m	760 m

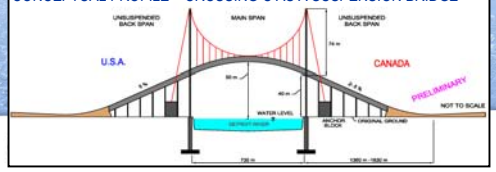
Detroit River
INTERNATIONAL CROSSING
S T U D Y

Crossing Alternative C





CONCEPTUAL PROFILE – CROSSING C AS A SUSPENSION BRIDGE



	Connecting to PLAZA A	Connecting to PLAZA B	Connecting to PLAZA C
Main Span Length:	735 m	735 m	735 m
Number of Lanes:	6	6	6
Distance to Touchdown:	1830 m	1920 m	1360 m
Maximum Height over River:	50 m	50 m	50 m
Height over River at Shoreline:	45 m (CAN)	45 m (CAN)	45 m (CAN)
Height of Towers:	115 – 225 m	115 – 225 m	115 – 225 m
Distance from River to Plaza:	2935 m	1955 m	1275 m

Example River Crossing Visualization

Plaza Requirements

The requirements for a new plaza to accommodate projected international traffic to the year 2035 include:

- Primary Inspection Areas
  - 17 commercial lanes
  - 22 passenger car lanes
  - Flexibility to convert passenger lanes for use by commercial vehicles
- Provision for 5 Outbound Inspection Lanes
- Secondary Inspection Areas
  - 150+ passenger/RV spaces
  - 6 bus parking spaces
  - 100+ commercial vehicle spaces
  - 12 Inspection Docks and VACIS Area
  - Agricultural Inspection Area
- Other Features
  - Main Port Building
  - Toll Lanes and Building
  - Administration/Maintenance Building
  - Duty Free Shop/Currency Exchange

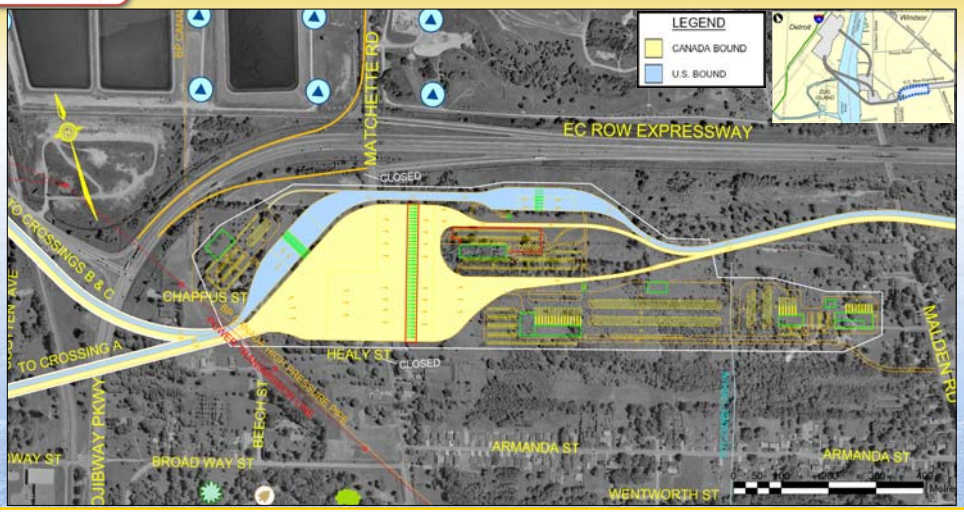
Detroit River INTERNATIONAL CROSSING STUDY

Technical Objectives-Plazas

1. Locate plaza as close to border as possible
2. Avoid as much as possible areas sensitive to a 24/7 Port of Entry operation (e.g. residential areas); provide for buffering/screening of plaza from any adjacent sensitive land uses
3. Avoid as much as possible areas of possible subsurface subsidence (e.g. brine wells)
4. Minimize land areas required, but provide flexibility for future expansion
5. Provide a clear line of sight between primary and secondary inspection areas
6. As much as possible, centralize inspection areas to reduce distances on plaza for employee access/response
7. Sites should provide a flat (3% or less) grade

Detroit River INTERNATIONAL CROSSING STUDY

Inspection Plaza Alternative A



Area:	Approx. 35 ha (85 acres)	**Land Uses Directly Affected:**	Residential; Industrial; Commercial.
Primary Inspection Lanes:	20 Passenger; 19 Commercial.	**Displacements:**	66 Residential Existing; 19 Residential Under Construction
Other Major Functions:	Secondary Inspection (Passenger/Commercial); Vehicle and Cargo Inspection System (VACIS); Agriculture Inspection; Toll Facilities.	**Utility Easements/ROWs:**	Power Transmission Line; BP Canada High Pressure Pipe
Can Connect with:	Crossings A, B & C	**Realignments/Closures:**	Chappus St.; Beech Street; Healy St.; Matchette Rd.

Detroit River INTERNATIONAL CROSSING STUDY

Inspection Plaza Alternative A – Conceptual Visualization

Detroit River INTERNATIONAL CROSSING STUDY

Inspection Plaza Alternative B

Area:	Approx. 35 ha (85 acres)	**Land Uses Directly Affected:**	Brighton Beach; OPG Parking; Transformer Station; Nemak; Ojibway Natural Area.
Primary Inspection Lanes:	20 Passenger; 19 Commercial.	**Displacements:**	12 Residential; 1 Manufacturing; 1 Utilities
Other Major Functions:	Secondary Inspection (Pass/Comm); Supplementary Inspection (VACIS); Agriculture Inspection; Toll Facilities.	**Existing Easements/ROWs:**	Power Transmission Line
Can Connect with:	Crossings B & C	**Realignments/Closures:**	Water St; Scott Ave; Cole Ave; Audrey Ave; Sandwich St; Chappus St.; Page St.; Wright St.; Broadway St.; Healy St.; Reed Ave.; Dupont St.

Detroit River INTERNATIONAL CROSSING STUDY

Inspection Plaza Alternative B – Conceptual Visualization

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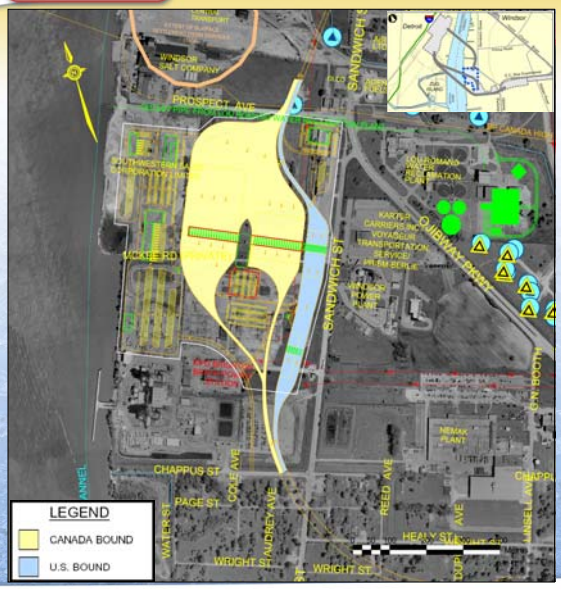
Inspection Plaza Alternative C



Area:	Approx. 35 ha (85 acres)
Primary Inspection Lanes:	20 Passenger; 19 Commercial.
Other Major Functions:	Secondary Inspection(Pass/Comm); Supplementary Vehicle Inspection (VACIS); Agriculture Inspection; Toll Facilities.
Land Uses Directly Affected:	Hydro One Transformer Station; Aggregate Operation; Windsor Salt; OPG Parking
Displacements:	Hydro One Transformer Station, Aggregate Operation; OPG Parking
Easements/ROWs Relocation:	Power Transmission Lines
Realignments/Closures:	Prospect Ave.; McKee St.; Euclid Ave.

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Detroit River INTERNATIONAL CROSSING STUDY

Inspection Plaza Alternative C – Conceptual Visualization

Detroit River INTERNATIONAL CROSSING STUDY

Community Objectives-Routes

Feedback was received through workshops, meetings and question & answer sessions with the public, businesses, agencies and interested individuals, as well as written submissions.

Access Routes

- Concern with air and noise impacts
- Consider tunnel route in areas of residences and schools
- Consider safety in the design of the freeway
- Consider alternatives outside of the Area of Continued Analysis (e.g. DRTP alternatives, routes through ANSI areas)

Consultation, workshops and meetings will continue as the Project Team proceeds with the assessment of alternatives.

Detroit River INTERNATIONAL CROSSING STUDY

Access Route Alternatives

Objectives Developed Through Consultation:

1. Minimize the direct and indirect impacts to properties;

   i.e. Property Takings; Air, Noise, Dust impacts on sensitive areas such as residences and schools
2. Separate international and local traffic;
3. Maintain the local and regional function of the Huron Church Rd./Highway 3 Corridor; and
4. Keep traffic within the existing corridor during construction.

4 Basic Operational Concepts:

1. Separate freeway paralleled by one-way service roads; ✓
2. Separate freeway paralleled by existing Huron Church Road/Highway 3; ✓
3. Tunnel below a rebuilt Huron Church/Highway 3 Corridor; and ✓
4. Integrated freeway with interchanges. Service roads provided, as needed, to maintain local access; ✗ Not Carried Forward

Detroit River INTERNATIONAL CROSSING STUDY

Tunneling

Bored Tunnels

- The layer of soft ground available for boring is generally 25 m to 30 m, which is not thick enough for a 3-lane bored tunnel.
  - Bored Tunnel Requirements:
    - Ground to top of tunnel 15m
    - Tunnel 15 m
    - Bottom of tunnel to bedrock 5m
- The new freeway would have some sub-standard shoulder areas
- Access/egress by ramps would be difficult because of tunnel depth
  - Constructability concerns at tunnel portals
  - Risks with respect to dewatering and groundwater
  - Risks with respect to stability
- Conclusion: Bored tunnels are not considered practical

Cut and Cover Tunnels

- Generally feasible at depths up to 15m. Special controls will be required at depths greater than 7m
- Risks with respect to dewatering and groundwater
- Complex construction staging may be required
- Conclusion: Tunneling using cut and cover techniques will be analyzed and evaluated.

Detroit River INTERNATIONAL CROSSING STUDY

Tunnels (Cont.) - Ventilation Buildings

Why is Tunnel Ventilation Required?

- A vehicle tunnel can be either **naturally ventilated** or **mechanically ventilated**. Tunnel ventilation is required to control:
  - air quality within a tunnel;
  - air emissions from the tunnel's entrance and exit portals; and,
  - fire and/or emergency conditions within the tunnel.

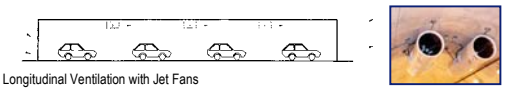
Ventilation Design Options

✖ **Natural Ventilated Tunnels** - Tunnels less than approximately 150 to 200 meters in length can be ventilated naturally. Wind and the movement of vehicles through the tunnels helps to disperse the vehicle exhaust. **Due to limitations with length, such a Design is not considered practical for Access Road alternatives.**

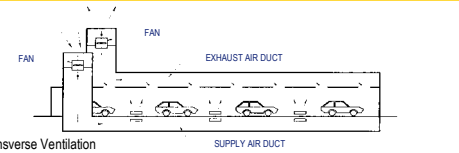
✓ **Mechanically Ventilated Tunnels –** *Longitudinal Ventilation* (e.g. jet fans) and *Full Transverse Ventilation* systems would be practical methods for the tunneled access road alternatives, as they could accommodate the 6 km (approximate) length the alternatives.

- **Longitudinal Ventilation** – 6 km tunnel would require approximately 300 jets; Suitable for low traffic volumes; Design issues include effectiveness of limiting portal emissions and fan noise; Examples include Cassier Tunnel, Vancouver.
- **Full Transverse Ventilation** – 6 km tunnel tunnel would require one large building or three smaller buildings; Design issues include noise, large land requirements but provides pollutant dispersal. Examples include Detroit-Windsor Tunnel.

Natural Ventilation



Longitudinal Ventilation with Jet Fans



Full Transverse Ventilation

Scales of a Ventilation Buildings

Detroit River INTERNATIONAL CROSSING STUDY

Access Route 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 depressed.

Detroit River INTERNATIONAL CROSSING STUDY

Access Route Alternatives

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

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

Detroit River INTERNATIONAL CROSSING STUDY

Access Route Alternatives

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

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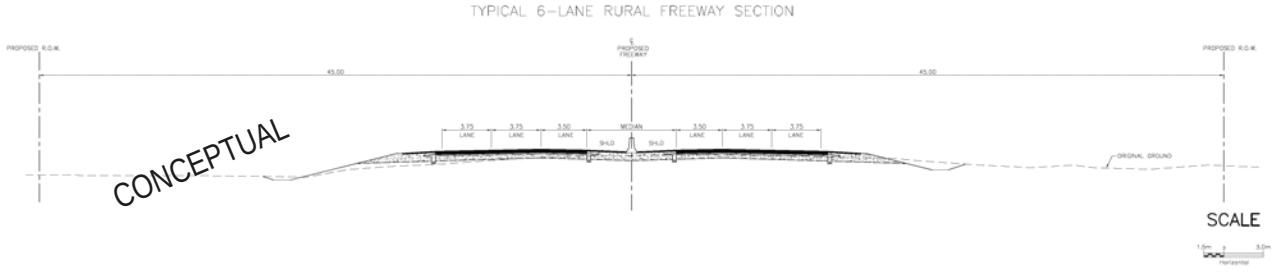
Access Road Conceptual Visualizations – Highway 401

Highway 401 from Dougall Parkway to Highway 3.

Existing Conditions

Highway 401 from North Talbot Road to Highway 3 to be widened from 4 to six lanes



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Detroit River
INTERNATIONAL CROSSING
S T U D Y

Access Road Conceptual Visualizations – Highway 3

Highway 3 between
Highway 401 and Howard Ave.

Existing Conditions

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 depressed.

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Access Road Conceptual Visualizations – Highway 3

Highway 3 between Highway 401 and Howard Ave.

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

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

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

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Access Road Conceptual Visualizations – Highway 3

Highway 3 between Howard Ave. and Cousineau Rd.

Existing Conditions

Option 1

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

Option 2

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

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Access Road Conceptual Visualizations – Highway 3

Highway 3 between Howard Ave. and Cousineau Rd.

1B

One-way service roads either side of 6-lane freeway depressed.

Option 1

1B

One-way service roads either side of 6-lane freeway depressed.

Option 2

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S T U D Y

Access Road Conceptual Visualizations – Highway 3

Highway 3 between Howard Ave. and Cousineau Rd.

2A

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

Option 1

2A

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

Option 2

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Detroit River
INTERNATIONAL CROSSING
S T U D Y

Access Road Conceptual Visualizations – Highway 3

Highway 3 between Howard Ave. and Cousineau Rd.

2B

Six-lane freeway depressed, parallel to Huron Church/Highway 3

Option 1

2B

Six-lane freeway depressed, parallel to Huron Church/Highway 3.

Option 2

3

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

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Detroit River
INTERNATIONAL CROSSING
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Access Road Conceptual Visualizations – Highway 3

Highway 3 between Cousineau Rd. to Cabana Rd.

Existing Conditions

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 depressed.

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Detroit River
INTERNATIONAL CROSSING
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Access Road Conceptual Visualizations – Highway 3

Highway 3 between Cousineau Rd. to Cabana Rd.

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

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

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

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Access Road Conceptual Visualizations - Huron Church

Huron Church Road between
Cabana Rd. to Grand Marais Rd.

Existing Conditions

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 depressed.

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Access Road Conceptual Visualizations - Huron Church

Huron Church Road between Cabana Rd. to Grand Marais Rd.

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

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

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

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INTERNATIONAL CROSSING
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Access Road Conceptual Visualizations - Huron Church

Huron Church Rd. between Grand Marais Rd. and E.C.Row Expressway.

Existing Conditions

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 depressed.

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Detroit River
INTERNATIONAL CROSSING
S T U D Y

Access Road Conceptual Visualizations - Huron Church

Huron Church Rd. between Grand Marais Rd. and E.C.Row Expressway.

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

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

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

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Detroit River INTERNATIONAL CROSSING STUDY

Evaluation Factors

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

Factors	Performance Measures	
Changes to Air Quality	• Effect on concentration of particulate matter • Effect on concentration of gaseous pollutants	
Protection of Community and Neighborhood Characteristics	• Displacement of Residences and Social Features • Direct Impacts on Existing Businesses • Disruption to Residents and Social Features • Noise and Vibration Impacts • Community and Neighbourhood Impacts	• Traffic Impacts • Municipal Impacts • Displacement of Businesses • Disruption of Businesses • Other Effects on Businesses
Maintain Consistency with Existing and Planned Land Use	• Impacts to Land Use (existing and planned) • Impacts to Development Plans • Impacts to Contaminated Sites/Disposal Sites	
Protect Cultural Resources	• Impacts to Built Heritage Features • Impacts to Cultural Landscape Units	• Impacts to Parklands • Impact to Archaeological Features
Protect the Natural Environment	• Impacts to Ecological Landscapes • Communities/Ecosystems • Population/Species	• Surface Water/Groundwater Recharge Areas • Other Natural Resources
Improve Regional Mobility	• Assessment of Highway Network Effectiveness • Assessment of Continuous/ongoing River Crossing Capacity • Operational Considerations of Crossing System (River Crossing and Plaza)	
Minimize Cost	• Primary Construction Cost • Assessment of Constructability	

Detroit River INTERNATIONAL CROSSING STUDY

Evaluation Factors and Performance Measures

Changes in Air Quality

- Concentrations of pollutants associated with vehicle exhaust will be determined through computer modelling of future traffic conditions
- Model will predict ambient concentrations at sensitive receptors both with and without the project
- Results will be compared to MOE Ambient Air Quality Criteria and National Ambient Air Quality Objectives

Detroit River INTERNATIONAL CROSSING STUDY

Evaluation Factors and Performance Measures

Protection of Community & Neighbourhood Characteristics

- Local access traffic impacts
- Potential increases in noise levels at sensitive receptors
- # of residences and businesses potentially displaced and disrupted
- # of social features displaces and disrupted
- Potential impacts to delivery of public transit, school bus routes, emergency services and other services
- Public safety and security
- Impacts to community cohesion and character
- Examine direct and indirect effects on existing businesses in Area of Continued Analysis

Detroit River INTERNATIONAL CROSSING STUDY

Evaluation Factors and Performance Measures

Consistency with Existing and Planned Land Use

- Potential impacts to present and approved land uses and development applications
- Displacement/disruption effects to known contaminated sites or disposal sites
- Displacement/disruption effects to areas of potential for contamination
- Review land use types adjacent to connecting routes

Detroit River INTERNATIONAL CROSSING STUDY

Evaluation Factors and Performance Measures

Protection of Cultural Resources

- National historical sites displaced/disrupted
- Provincially designated properties displaced/disrupted
- Heritage easements displaced/disrupted
- Municipally-listed built heritage features displaced/disrupted
- Locally identified built heritage features displaced/disrupted
- Number of known archaeological sites or areas of high potential displaced/disrupted
- Cultural landscapes displaced/disrupted
- Disturbance of areas of archaeological site potential
- Parklands affected

Detroit River INTERNATIONAL CROSSING STUDY

Evaluation Factors and Performance Measures

Protection of Natural Environment

- Identify impacts to ecological landscapes
- Identify impacts to terrestrial communities/ecosystems
- Identify and evaluate impacts to aquatic communities/ecosystems
- Identify and evaluate impacts to Species at Risk
- Identify impacts to surface water, including stormwater and existing drainage in the study area
- Identify potential impacts to groundwater resources, including proximity to drinking wells

Detroit River INTERNATIONAL CROSSING STUDY

Evaluation Factors and Performance Measures

Improve Regional Mobility

- Highway Network Effectiveness
  - Service Levels on freeway and service roads
  - Operations at interchanges/intersections
- Continuous/ongoing river crossing capacity (i.e. redundancy)
  - Assessment of access to crossing
  - Separation of international and local traffic
- Operational Considerations of Crossing System (River crossing and Plaza)
  - Distance to plaza from international border
  - Accessibility
  - Serviceability
  - Security
  - Flexibility for expansion

Detroit River INTERNATIONAL CROSSING STUDY

Evaluation Factors and Performance Measures

Minimize Cost (includes assessment of constructability issues)

- Preliminary Costs
  - Millions of $ (2006) (includes construction, property, staging and maintenance)
- Constructability
  - Site constraints (e.g. utilities, land uses)
  - Geotechnical constraints (e.g. soils, brine wells)
  - Construction staging/duration
  - Assessment of construction risks
  - Degree of disruption due to construction
  - Degree of impact on traffic during construction
  - Length of alternatives (e.g. length of roadway skew angle of international crossing)

Detroit River INTERNATIONAL CROSSING STUDY

Governance

In addition to selecting a location for a new or expanded crossing, the Partnership is studying governance options to determine the structure for ownership, operation and maintenance of a new or expanded facility. The Partnership is committed to ensuring that any new or expanded crossing is subject to appropriate public oversight.

- Range of alternative governance models under consideration:
  - Government ownership and traditional capital procurement
  - Concession agreement
  - Combinations of the above
  - Other options

Detroit River INTERNATIONAL CROSSING STUDY

Next Steps

Consultation with Municipalities, Agencies, First Nations Interest Groups and U.S. Project Team	**Ongoing**
Obtain Comments on Crossing, Plaza and Access Road Options	**March - April '06**
PIOH3 Meeting at Ciociaro Club	March 28
PIOH3 Meeting at Novelletto Rosati Complex	March 30
Workshop at Ciociaro Club *(Please Register to Attend)*	April 11
Workshop at Novelletto Rosati Complex *(Please Register to Attend)*	April 12
Assess Options	**Spring/Summer '06**
Meetings to be scheduled for May, June and August	
Other meetings upon request	
Present Results of Assessment	**Nov./Dec. '06**
PIOH 4 and Workshops	To be Scheduled
Present Selection of Technically and Environmentally Preferred Alternative	**Spring '07**
PIOH5 and Workshops	

PIOH 3 Workshop Registration

Workshops are being arranged to allow interested persons opportunities to discuss the crossing, plaza and access road alternatives as well as project issues in greater detail with the Project Team.

- The workshops are scheduled as follows (additional dates will be arranged as required):

ACCESS ROADS
Tuesday April 11, 2006
6:30 p.m. to 9:00 p.m.
Ciociaro Club

CROSSINGS AND PLAZAS
Wednesday April 12, 2006
6:30 p.m. to 9:00 p.m.
Novelletto Rosati Complex

- Possible topics of discussion include:
  - Design issues relating to crossing alignments, plaza layout and access route alignments
  - Proposed methods and factors for the assessment of alternatives
  - Measures for reducing impacts and increasing benefits of the project
  - Design enhancements
- If you are interested in attending one of these workshops, please provide your contact information on the registration form available at this PIOH.
- For further information, please visit **www.partnershipborderstudy.com** or speak to a member of the Project Team.

Detroit River International Crossing Study
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