

DETROIT RIVER INTERNATIONAL CROSSING STUDY ENVIRONMENTAL ASSESSMENT

CANAAG Meeting

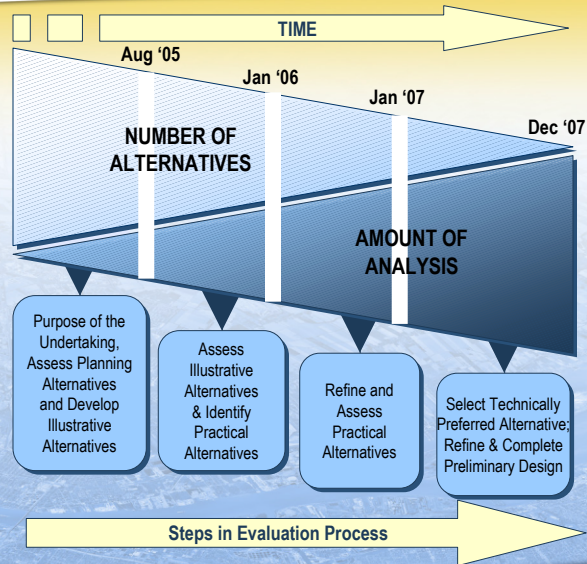
March 29th, 2006

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

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.



Practical Alternatives: Area of Continued Analysis (ACA)



Consultation January 2005-Present

8 Municipal Council Meetings

35 Public Information Open Houses & Workshops, Public Meetings, Community Consultation Group, and Community Group Meetings

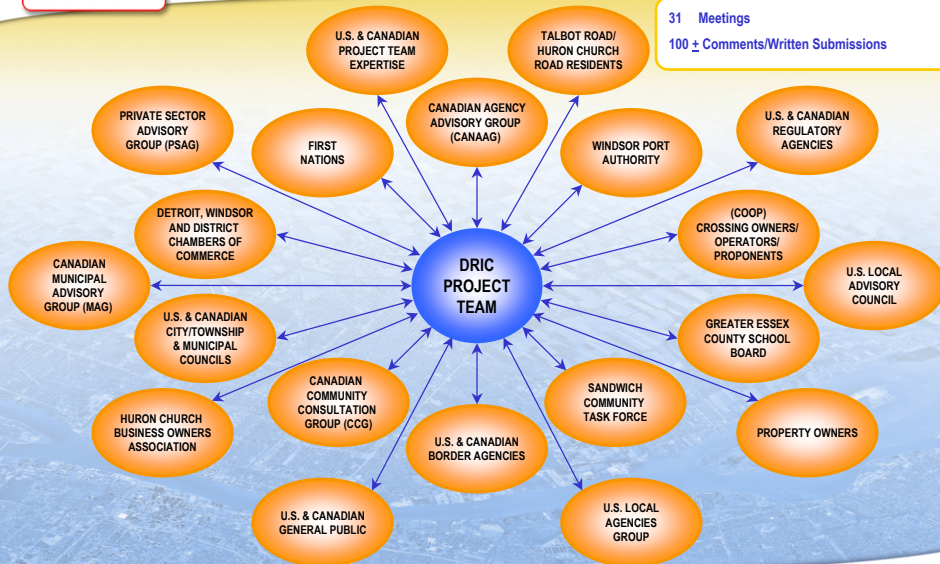
27 Advisory Group Meetings

24 Other Study Area/Interest Group Meetings

Consultation December 2005-February 2006

31 Meetings

100 ± Comments/Written Submissions



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

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

- 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

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 (eg. 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 (eg. 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

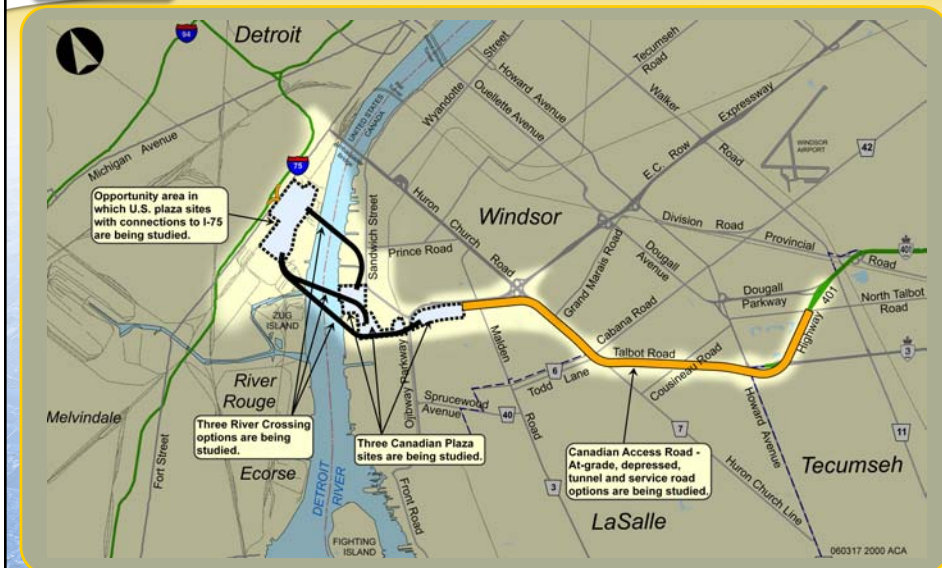
Technical Objectives-Crossings

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 (eg. 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

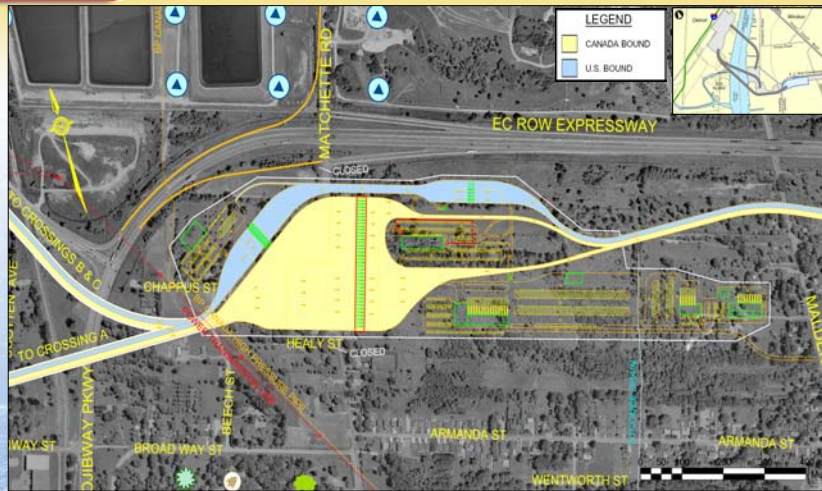
Community Objectives-Crossings and Plazas

- 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

Crossing, Plaza & Route Alternatives



Inspection Plaza Alternative A



Area: Approx. 35 ha (85 acres)

Primary Inspection Lanes: 20 Passenger; 19 Commercial.

Other Major Functions: Secondary Inspection (Passenger/Commercial); Vehicle and Inspection System (VACIS); Agriculture Inspection; Toll Facilities.

Can Connect with: Crossings A, B & C

Land Uses Directly Affected: Residential; Industrial; Commercial.

Displacements: 66 Residential Existing; 19 Residential Under Construction

Utility Easements/ROWs: Power Transmission Line; BP Canada High Pressure Pipe

Realignments/Closures: Chappus St.; Beech Street; Healy St.; Matchette Rd.

Inspection Plaza Alternative A





Area: Approx. 35 ha (85 acres)

Primary Inspection Lanes: 20 Passenger; 19 Commercial.

Other Major Functions: Secondary Inspection (Pass/Comm); Supplementary Inspection (VACIS); Agriculture Inspection; Toll Facilities.

Can Connect with: Crossings B & C

Land Uses Directly Affected: Brighton Beach; OPG Parking; Transformer Station; Nemak; Ojibway Natural Area.

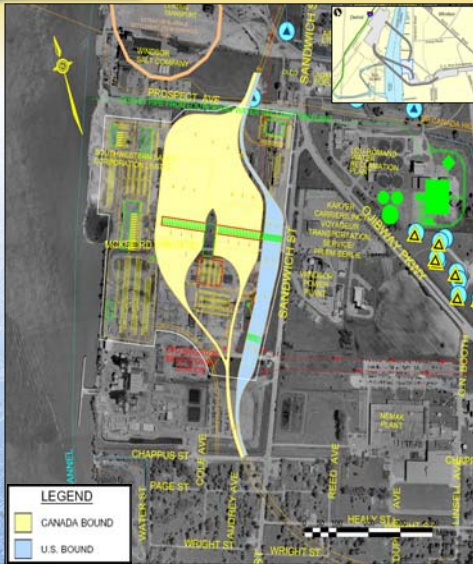
Displacements: 12 Residential; 1 Manufacturing; 1 Utilities

Existing Easements/ROWS: Power Transmission Line

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





- 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.



Crossing Alternative A

Crossing A from Plaza A



PRELIMINARY

CONCEPTUAL PROFILE – CROSSING A



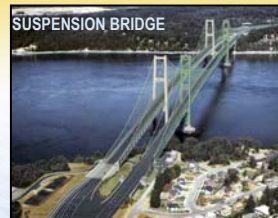
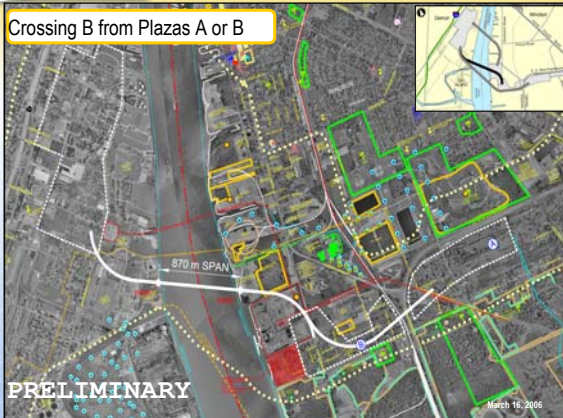
	Connecting to PLAZA A
Main Span Length:	1220 m
Number of Lanes:	6
Distance to Touchdown:	1000 m
Maximum Height over River:	50 m
Approx Height over River at Shoreline:	40 m
Approx. Height of Towers:	160 m
Distance from River to Plaza:	1740 m

19

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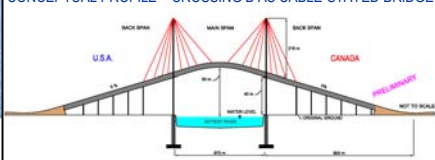
Crossing Alternative B

Crossing B from Plazas A or B



PRELIMINARY

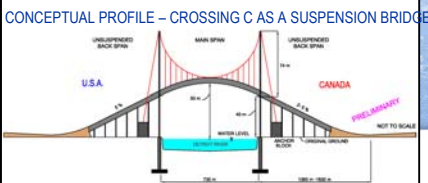
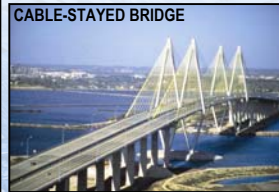
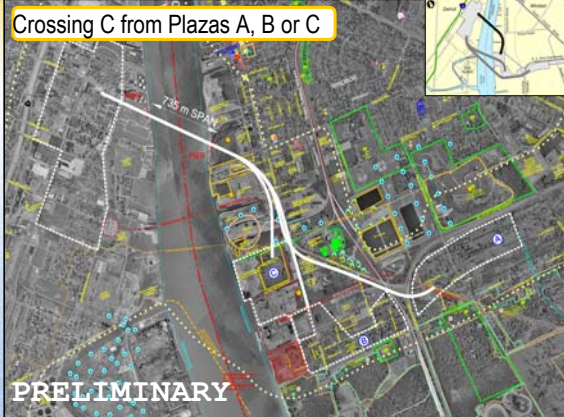
CONCEPTUAL PROFILE – CROSSING B AS CABLE-STAYED BRIDGE



	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

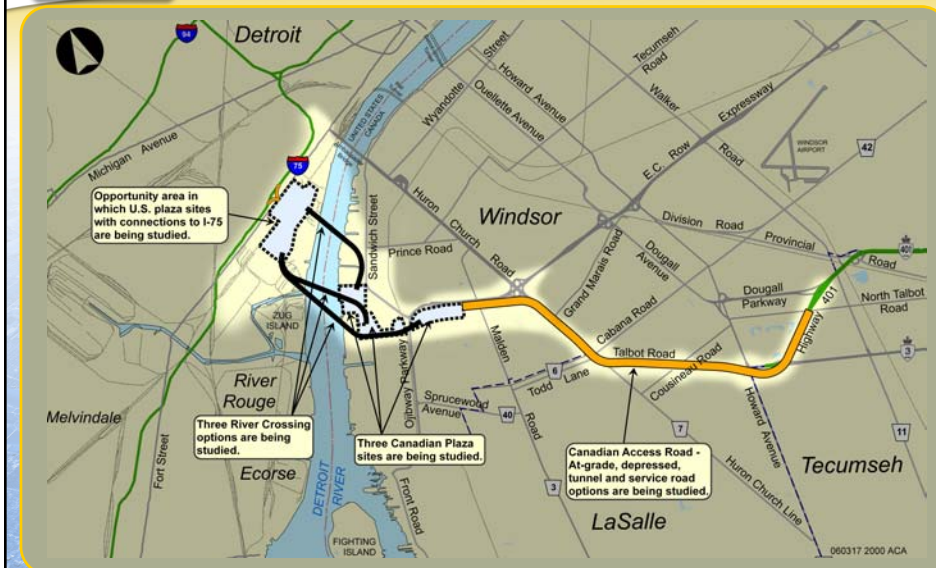
Crossing Alternative C

Crossing C from Plazas A, B or C

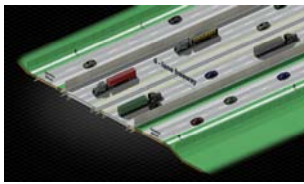


	Connecting to PLAZA A	Connecting to PLAZA B	Connecting to PLAZA C
Main Span Length:	735 m	735 m	735 m
Number of Lanes:	6	6	6
Distance to Touchdown:	1830 m	1920 m	1360 m
Maximum Height over River:	50 m	50 m	50 m
Height over River at Shoreline:	45 m (CAN)	45 m (CAN)	45 m (CAN)
Height of Towers:	115 – 225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

Crossing, Plaza & Route Alternatives



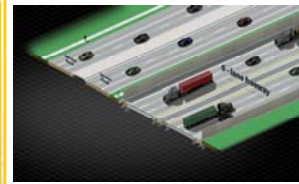
5 Practical Alternatives



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



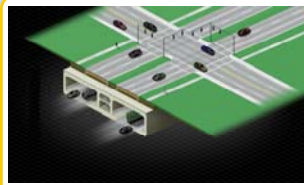
1b One-way service roads either side of 6-lane freeway depressed.



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.

What's Next? - Additional Analysis

Acoustical and Vibration

- Consult with Agencies and Stakeholders
- Conduct Practical Routes Noise Assessment
- Develop Noise Mitigation Strategies

Air Quality

- Consult with Agencies and Stakeholders
- Conduct Practical Routes Air Quality Assessment
- Present Results of Air Quality Assessment

Natural Heritage

- Field Surveys – i.e. fisheries, migratory birds, and vegetation
- Conduct Effects Assessment
- Consult with Agencies and Stakeholders
- Develop Mitigation Strategies

Social

- Individual Household Interviews
- Consultation with Residential Community Associations/Groups

What's Next? – Additional Analysis

Archaeological

- Prepare Stage One Documentary Survey
- Consult with Agencies and Stakeholders
- Conduct Stage Two Field Surveys at specific locations
- Develop Mitigation Strategies

Built Heritage

- Conduct Built Heritage Inventory
- Consult with Agencies and Stakeholders
- Develop Mitigation Strategies

Waste and Waste Management

- Field Surveys – i.e. sites
- Consult with Agencies and Stakeholders
- Develop Waste Management Strategies

Economic

- Individual Business Interviews
- Consultation with Business Associations/Groups

What's Next? - Additional Analysis

Technical

- Conduct Geotechnical Surveys
- Develop Preliminary Geometric Design
- Consult with Municipalities, Agencies, and Stakeholders
- Develop Geometric Design Mitigation Strategies

Factors	Performance Measures
Changes to Air Quality	<ul style="list-style-type: none"> • Effect on concentration of particulate matter • Effect on concentration of gaseous pollutants
Protection of Community and Neighborhood Characteristics	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Impacts to Land Use (existing and planned) • Impacts to Development Plans • Impacts to Contaminated Sites/Disposal Sites
Protect Cultural Resources	<ul style="list-style-type: none"> • Impacts to Built Heritage Features • Impacts to Cultural Landscape Units • Impacts to Parklands • Impact to Archaeological Features
Protect the Natural Environment	<ul style="list-style-type: none"> • Impacts to Ecological Landscapes • Communities/Ecosystems • Population/Species • Surface Water/Groundwater Recharge Areas • Other Natural Resources
Improve Regional Mobility	<ul style="list-style-type: none"> • Assessment of Highway Network Effectiveness • Assessment of Continuous/ongoing River Crossing Capacity • Operational Considerations of Crossing System (River Crossing and Plaza)
Minimize Cost	<ul style="list-style-type: none"> • Primary Construction Cost • Assessment of Constructability

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 <i>(Please Register to Attend)</i>	April 11
Workshop at Novelletto Rosati Complex <i>(Please Register to Attend)</i>	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	

Public Information Open House Sessions:

Tuesday March 28, 2006

4:00 p.m. to 8:00 p.m.

Ciociaro Club

Thursday March 30, 2006

4:00 p.m. to 8:00 p.m.

Novelletto Rosati Complex

- Notices placed in local newspapers:

Tuesday March 14th

Windsor Star*

Amherstburg Echo

Kingsville Reporter

Harrow News

Wednesday March 15th

Essex Free Press

LaSalle Post

Leamington Post

Le Rempart

Saturday March 18th

Windsor Star

- Notices sent to those on the project contact lists (1,200 ± individuals), as well as residents and businesses within 500m of the access road and plaza alternatives (7,500 ± addresses in the area of the ACA).
- Notices posted on electronic bulletin boards, in addition to public service announcements.
- Information is posted on the project website at www.partnershipborderstudy.com.
- Follow-up **workshops** scheduled as follows:

ACCESS ROADS

Tuesday April 11, 2006

6:30 p.m. to 9:00 p.m.

Ciociaro Club

PLAZAS AND CROSSINGS

Wednesday April 12, 2006

6:30 p.m. to 9:00 p.m.

Novelletto Rosati Complex