DETROIT RIVER INTERNATIONAL CROSSING STUDY

PRESENTATION TO

WALPOLE ISLAND FIRST NATION

APRIL 3, 2006

Purpose of the DRIC Study

To provide for the safe, efficient and secure movement of people and goods across the Canadian-U.S. border in the Detroit River area to support the economies of Ontario, Michigan, Canada and the U.S.

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.

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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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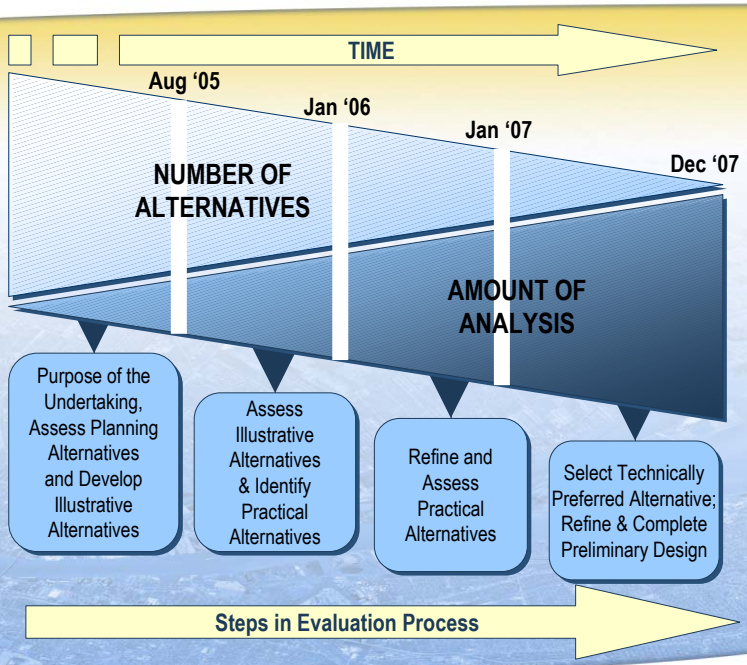
Evaluation Process

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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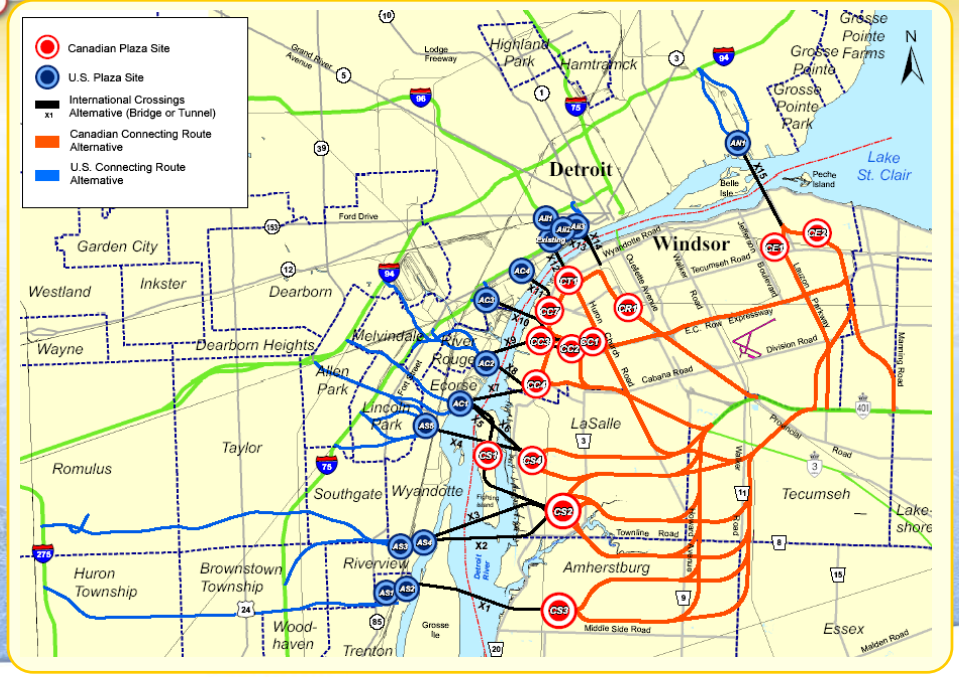
Illustrative Alternatives



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Evaluation Factors

- Changes to Air Quality
- Protection of Community and Neighbourhood Characteristics (includes assessment of residential and business property impacts, impacts to noise levels, access and community features)
- Consistency with Existing & Planned Land Use
- Protection of Cultural Resources (includes parks, historic sites and areas of archaeological significance)
- Protection of Natural Environment (includes plant and animal species and habitat features)
- Improve Regional Mobility
- Minimize Cost (includes assessment of constructability issues).

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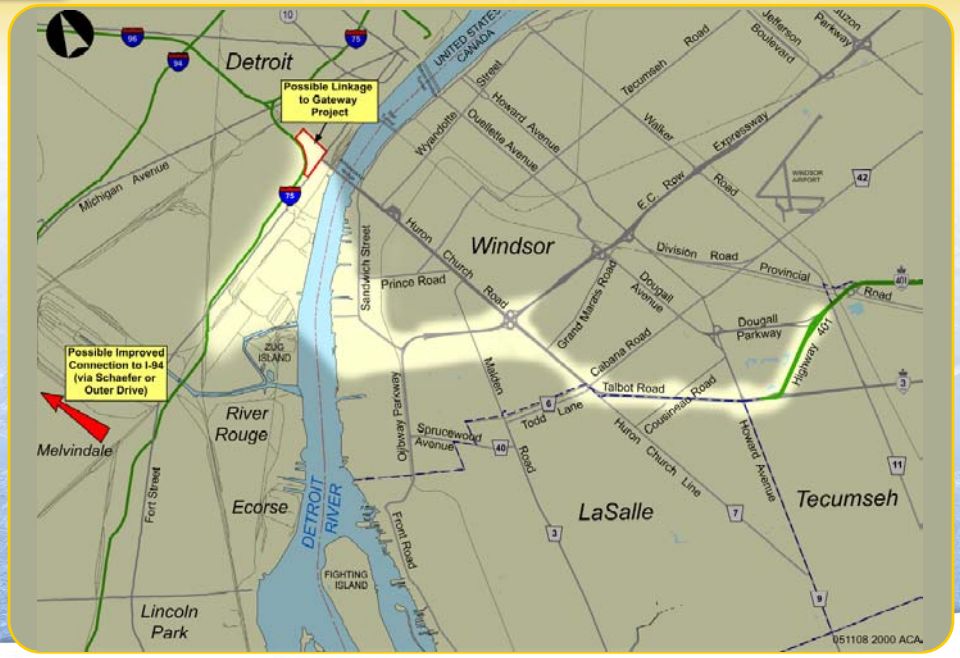
Area of Continued Analysis (ACA)



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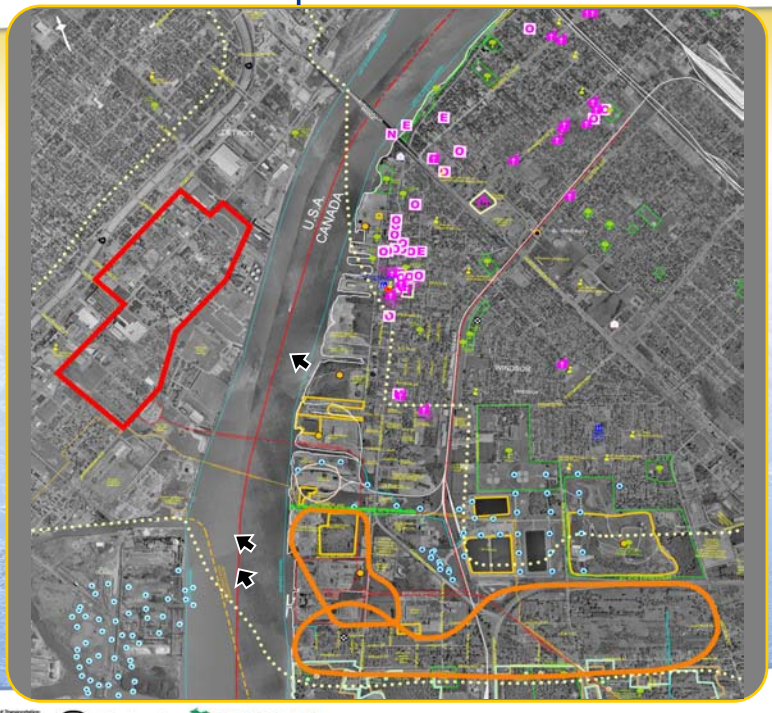
Development of Plaza and Crossing Options



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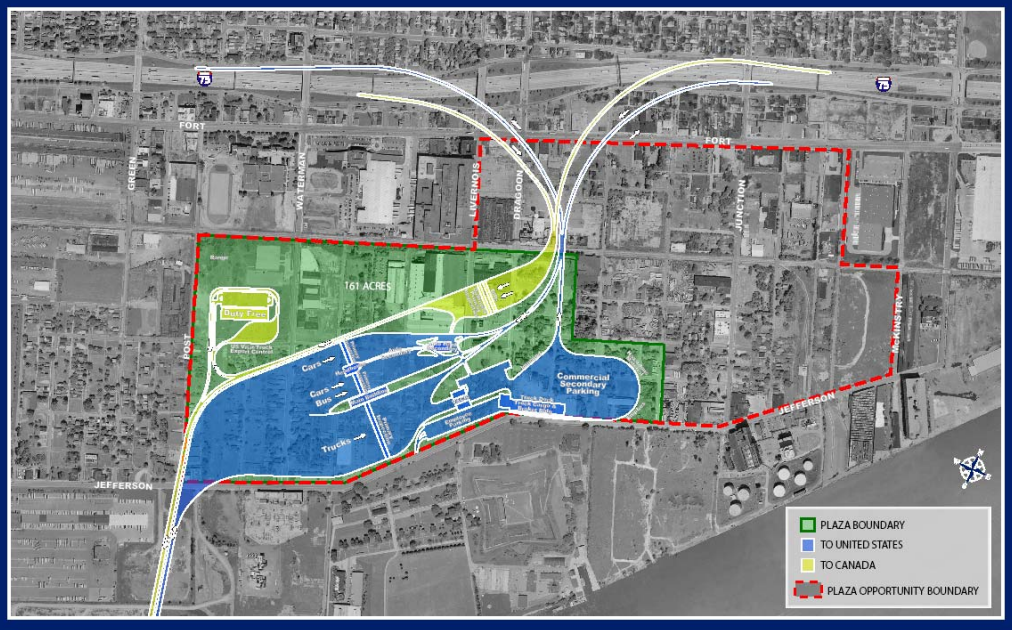

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Option 3

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Option 4

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Option 5

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Option 5

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DETROIT RIVER INTERNATIONAL CROSSING ENVIRONMENTAL ASSESSMENT

URS

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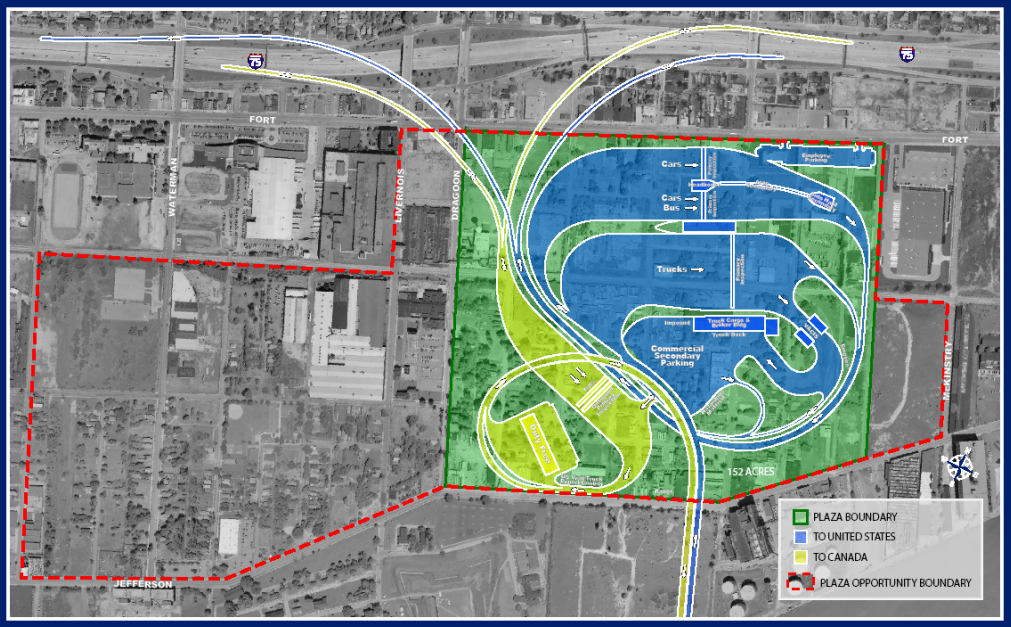
Detroit River



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Option 1

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DETROIT RIVER INTERNATIONAL CROSSING ENVIRONMENTAL ASSESSMENT

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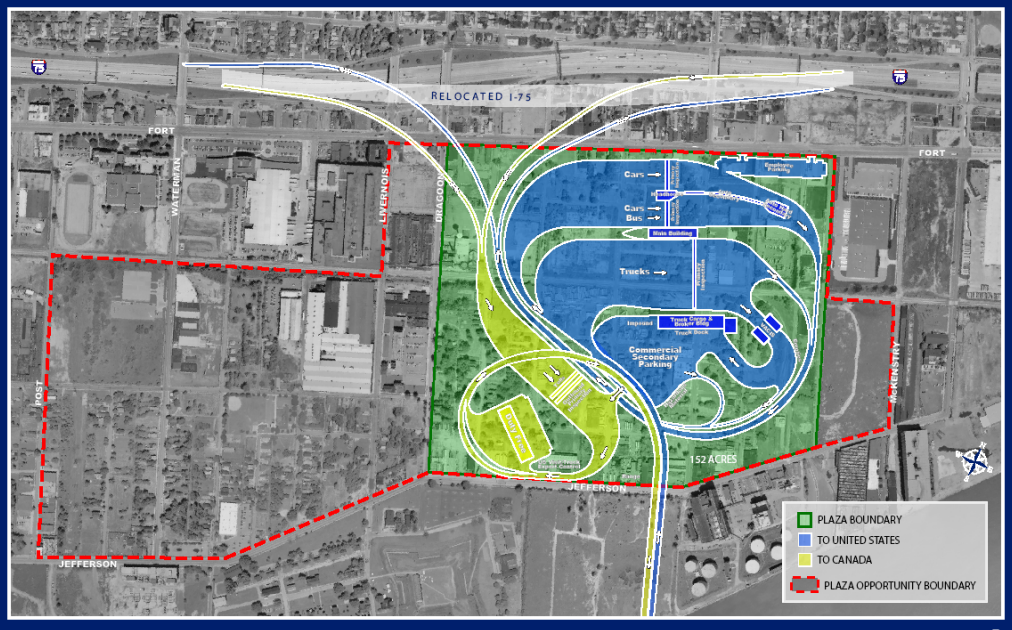

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Option 1A

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Option 1A

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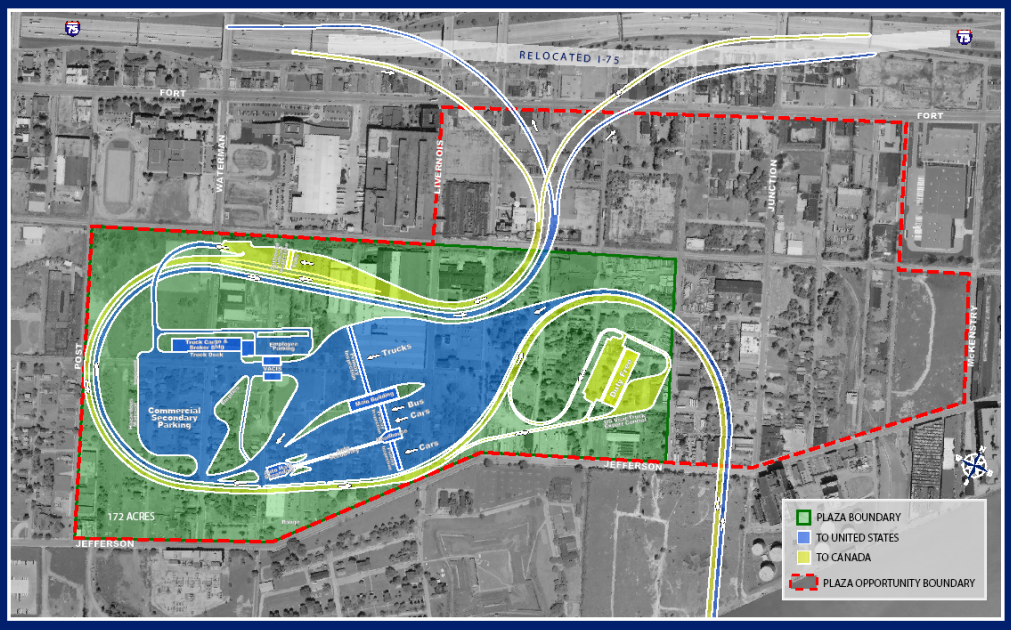

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Option 2

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Option 2A

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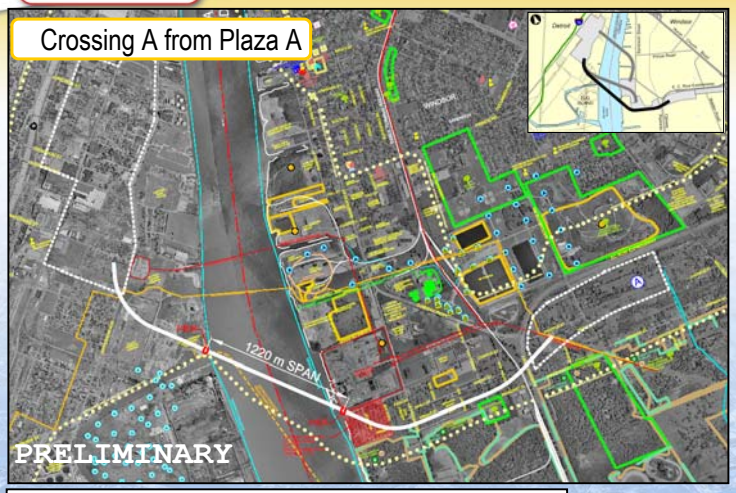
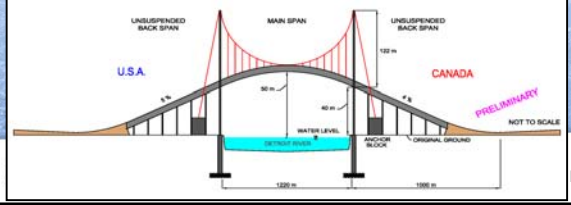
Crossing Alternative A



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

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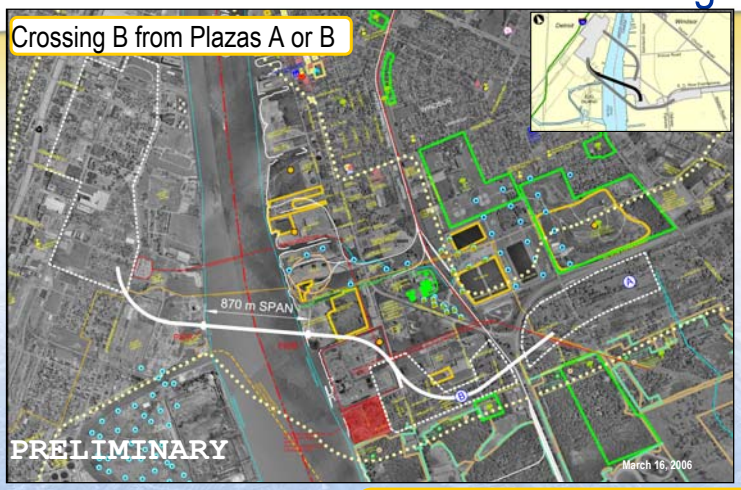
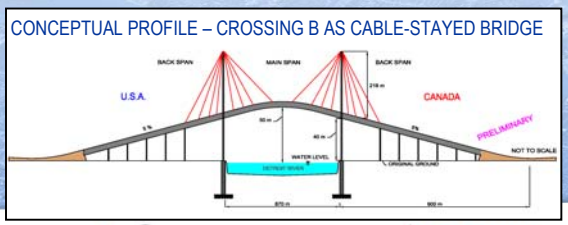
Crossing Alternative B



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

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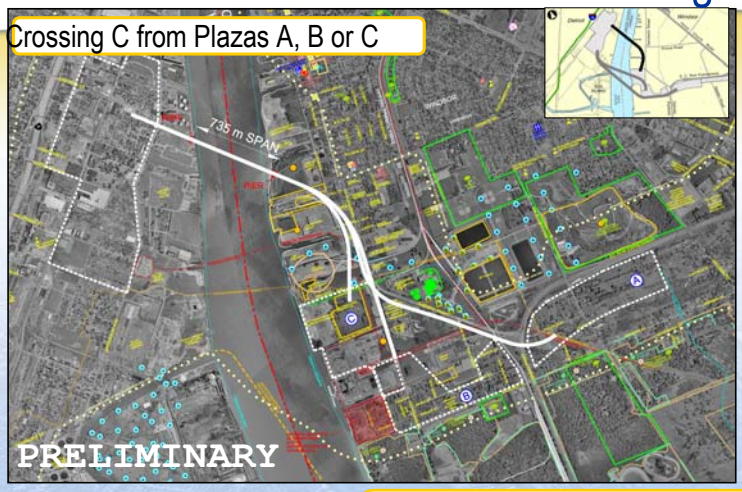
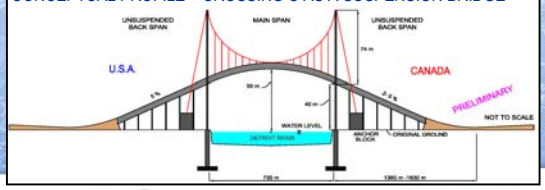
Crossing Alternative C



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

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Example X-11 Visualization

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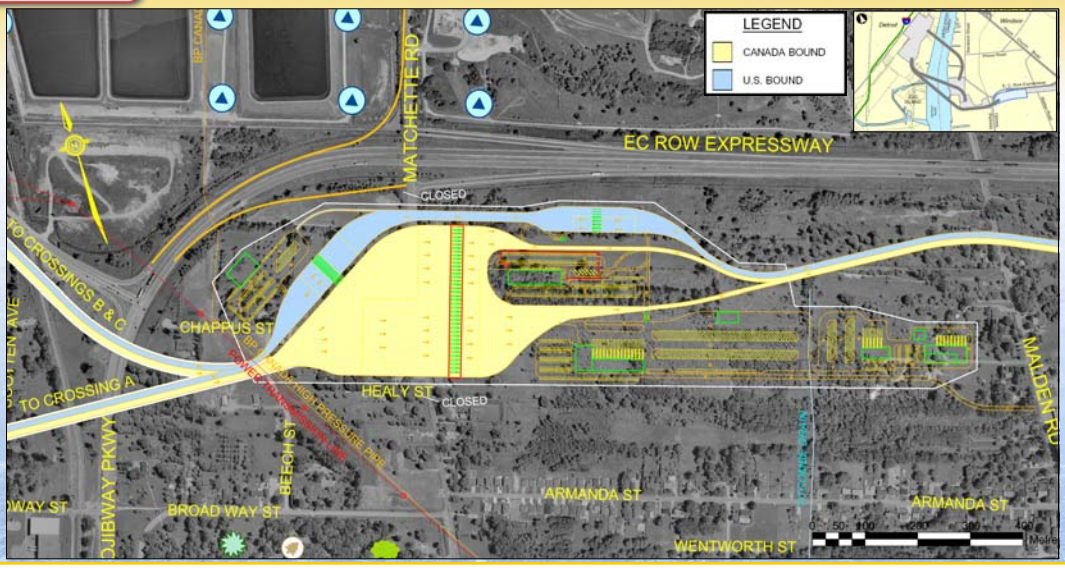
Inspection Plaza Alternative A



Area:	Approx. 35 ha (85 acres)	**Land Uses Directly Affected:**	Residential; Industrial; Commercial.
Primary Inspection Lanes:	20 Passenger; 19 Commercial.	**Displacements:**	66 Residential Existing; 19Residential 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.

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Inspection Plaza Alternative A

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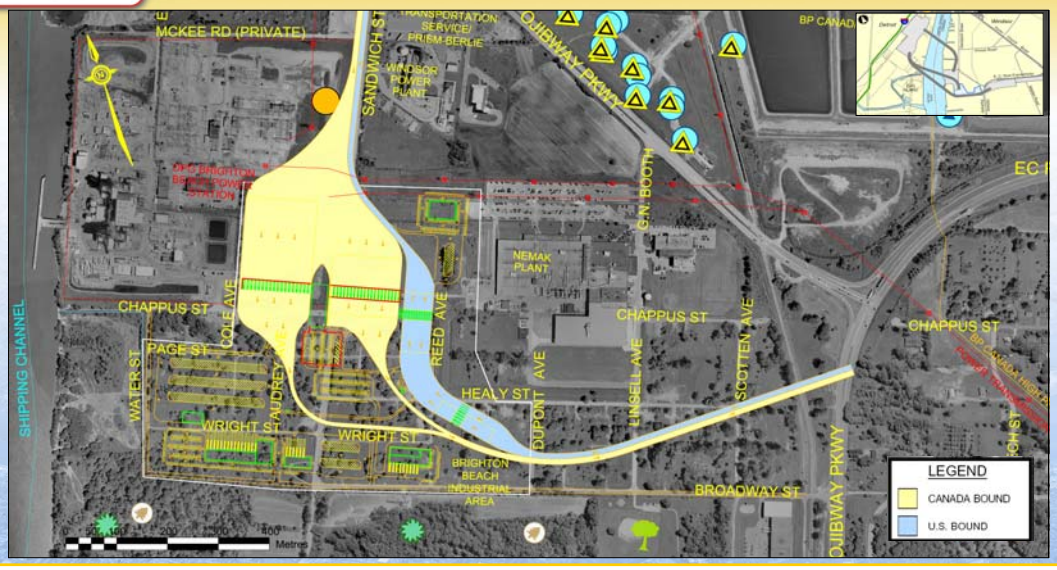
Inspection Plaza Alternative B



Area:	Approx. 35 ha (85 acres)	**Land Uses Directly Affected:**	Brighton Beach; OPG Parking; Transformer Station; Nemak; OjibwayNatural 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.

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Inspection Plaza Alternative B

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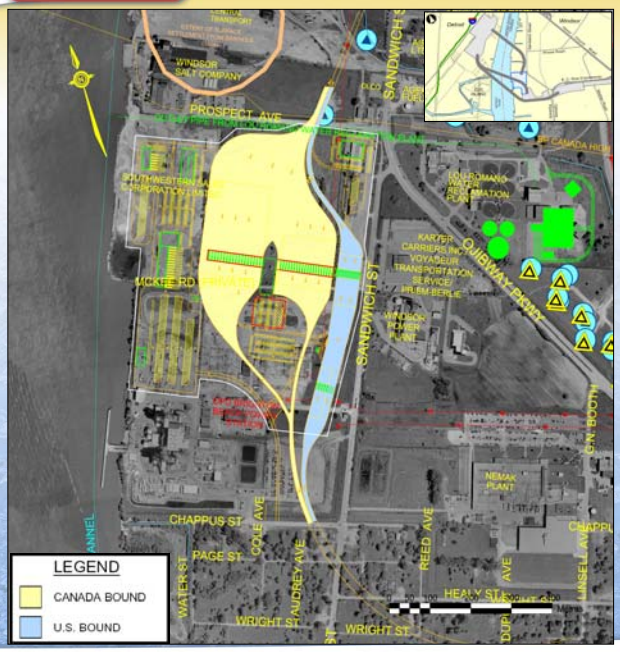
Inspection Plaza Alternative C



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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Inspection Plaza Alternative C

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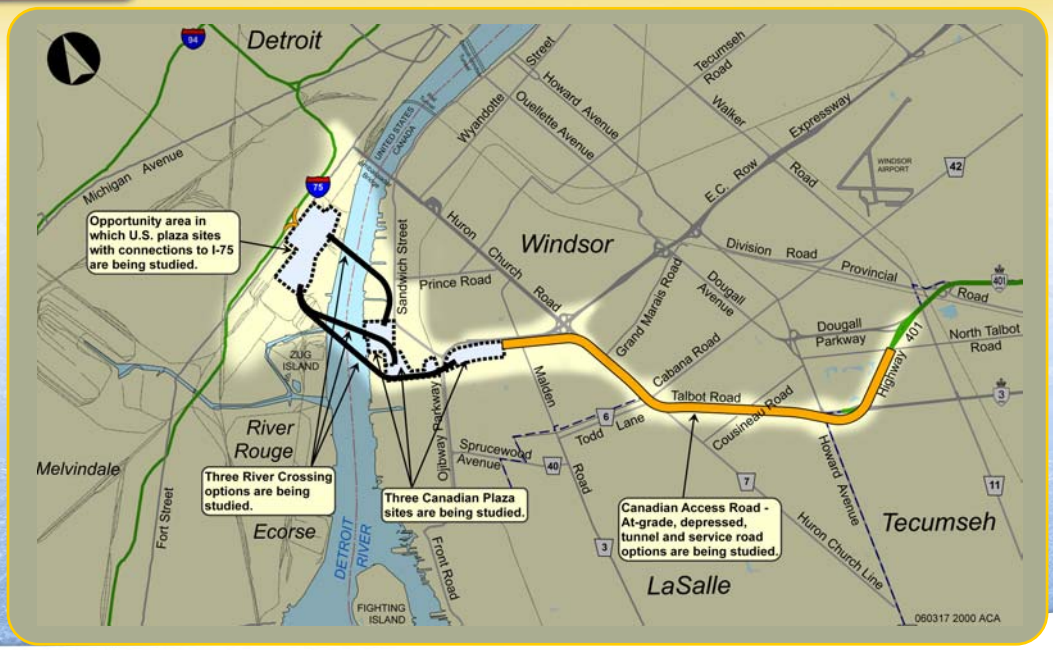
Crossing, Plaza & Route Alternatives



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Access Route Alternatives

1a

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

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Access Route Alternatives

1b

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

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Access Route Alternatives

2a

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

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Access Route Alternatives

2b

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

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Access Route Alternatives

3

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

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What's Next? – Additional Analysis

Acoustical and Vibration

Site Surveys

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 Impact

Individual Household Interviews

Consultation with Residential Community Associations/Groups

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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 Impact

Individual Business Interviews

Consultation with Business Associations/Groups

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What's Next? – Additional Analysis

Technical Considerations

Conduct Geotechnical Surveys

Develop Preliminary Geometric Design

Develop Preliminary Construction Staging Plans

Develop Preliminary Cost Estimates

Consult with Municipalities, Agencies, and Stakeholders

Develop Geometric Design Mitigation Strategies

Detroit River

Evaluation Factors

Factors	Performance Measures	
Changes to Air Quality	• Effect on concentration of particulate matter • Effect on concentration of gaseous pollutants	
Protect 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	• Preliminary Construction Cost • Assessment of Constructability	

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Community and Stakeholder Consultation

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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	

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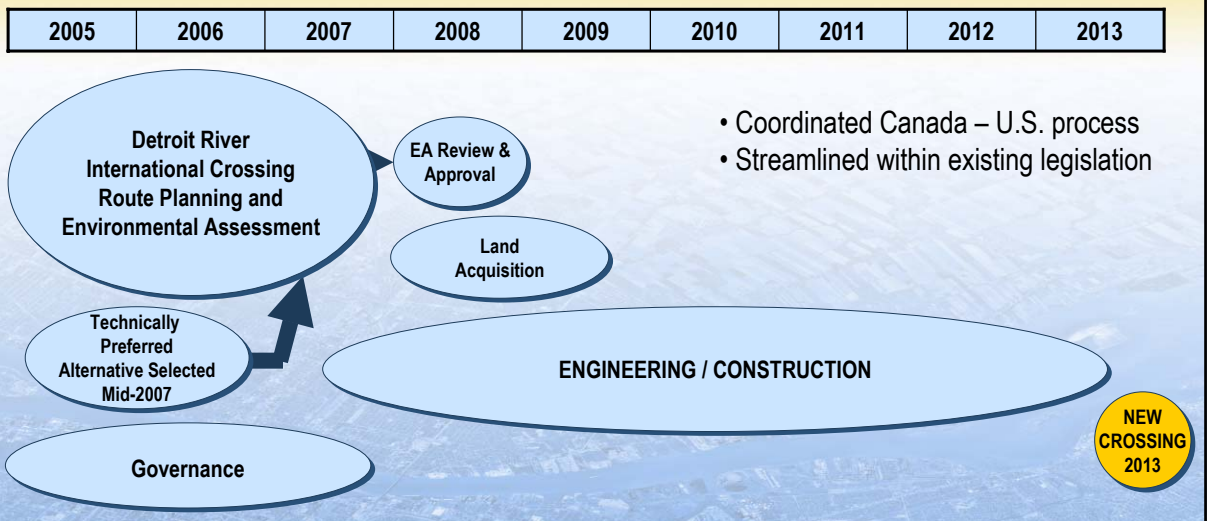
DRIC Project Time Line



- Coordinated Canada – U.S. process
- Streamlined within existing legislation

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