

DETROIT RIVER INTERNATIONAL CROSSING STUDY

Presentation to PSAG

August 2007

Evaluation Factors

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

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

Access Road Alternatives



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



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



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



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



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

Practical Alternatives

- All alternatives improve quality of life
- All alternatives take trucks off local streets
- All alternatives improve movement of traffic across the border

Changes to Air Quality

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

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

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

Assessment does not support further analysis at this time

End-to-end tunnel

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

Assessment does not support further analysis at this time

- Addresses the future transportation and mobility needs of the region
- Responds to local concerns

- Covered sections of highway (short tunnels) at 10 locations to improve community connections across the corridor
- Landscaping to reduce visual impacts
- Recreational trails for pedestrians and bicycles along and across the corridor
- Opportunities for gateway entrance features to Canada, Ontario, Windsor/Essex County

View of Labelle Street looking east from EC Row Expressway



View of Grand Marais short tunnel looking southeast from pedestrian path



Aerial view of Oakwood short tunnel deck looking east



View of southbound Highway 401 towards Oakwood short tunnel

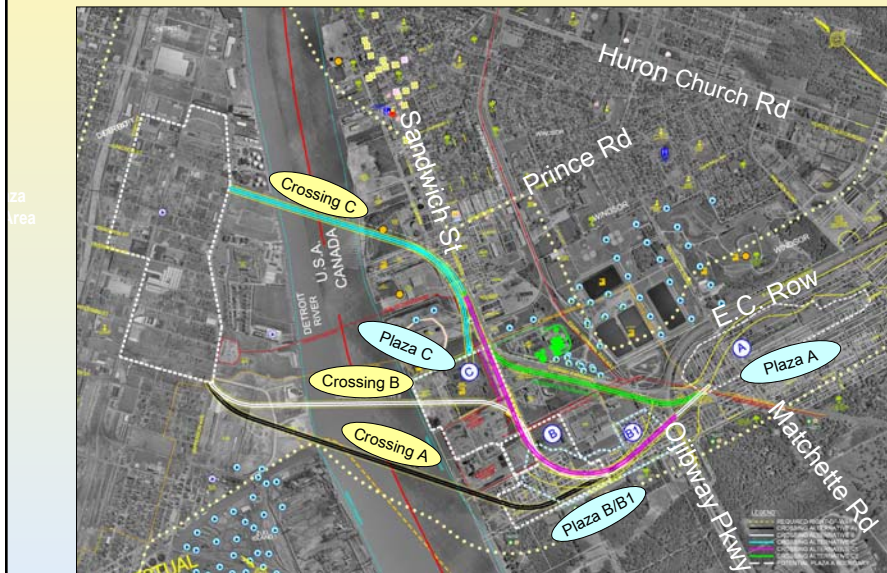


Aerial view of Huron Church Line short tunnel looking east



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

Update on Analysis – Canadian Plazas and Crossings



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

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

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

Environmental Assessment Key Study Activities

Identify Study Area Features, Opportunities & Constraints ✓

Develop Initial Set of Crossing Alternatives, Plaza Locations
& Connecting Routes in Canada and the U.S. ✓

Define Area of Continued Analysis ✓

Present Specific Crossing, Plaza and Access Road Options ✓

Complete Social, Economic, Environmental and
Engineering Assessments

Identify Preferred Crossing Location, Plaza Locations &
Connecting Routes in Canada and the U.S.

Finalize Engineering and Mitigation Measures

Document Study and Submit for Approvals

Property owners are seeking certainty about their future, but exact property requirements are not yet known

- Purchase requests are being considered for owners of properties currently having direct access to existing Highway 3 (Talbot Road) or Huron Church Road between Highway 401 and E.C. Row Expressway
- Contact Ministry of Transportation, Windsor Border Initiatives Implementation Group

Public Information Open Houses

August 14th, 2007

2:00 p.m. to 8:00 p.m.
Holiday Inn Select, Ballroom
1855 Huron Church Road
Windsor

August 15th, 2007

2:00 p.m. to 8:00 p.m.
Ciociaro Club, Salons A & B
3745 North Talbot Road
Tecumseh

Public Workshop Sessions

August 22nd, 2007

2:00 p.m. to 9:00 p.m.
South Windsor Arena, Auditorium
2555 Pulford Street
Windsor

August 23rd, 2007

2:00 p.m. to 9:00 p.m.
South Windsor Arena, Auditorium
2555 Pulford Street
Windsor

Questions?

Governance