

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**

Update on Analysis – Access Roads



(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.

Access Road Alternatives

Practical Alternatives Analysis

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

Access Road Analysis

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

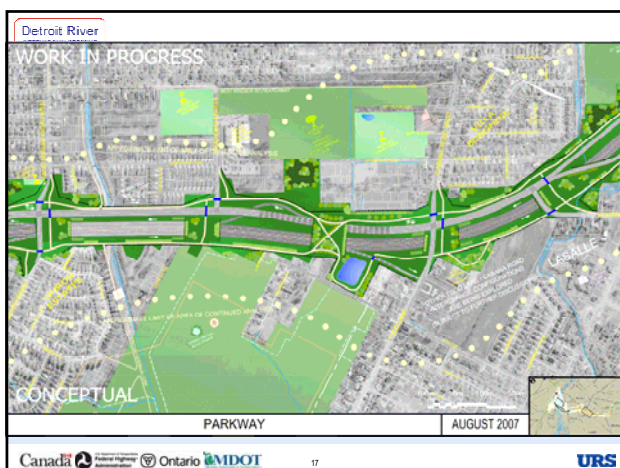
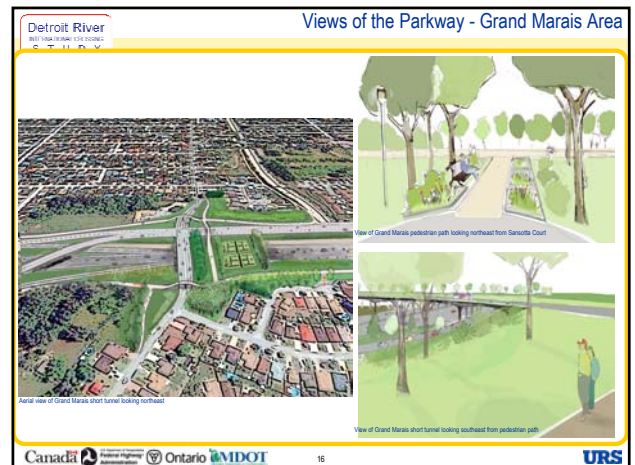
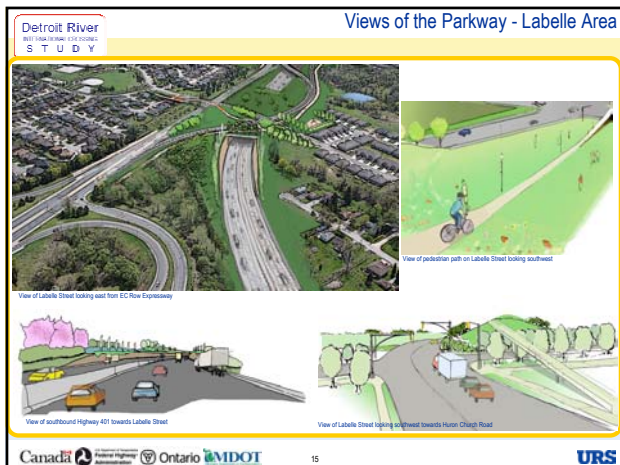
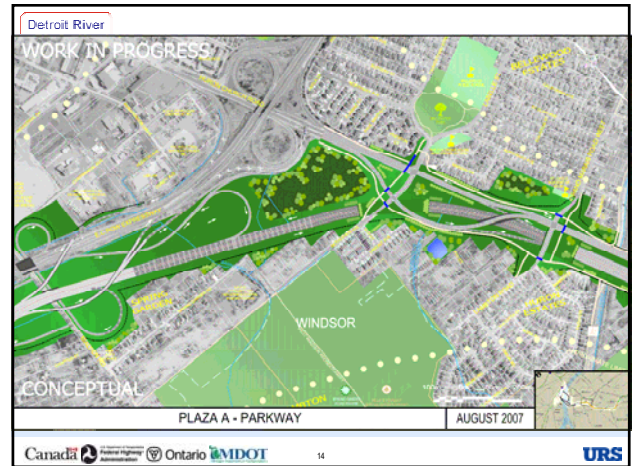
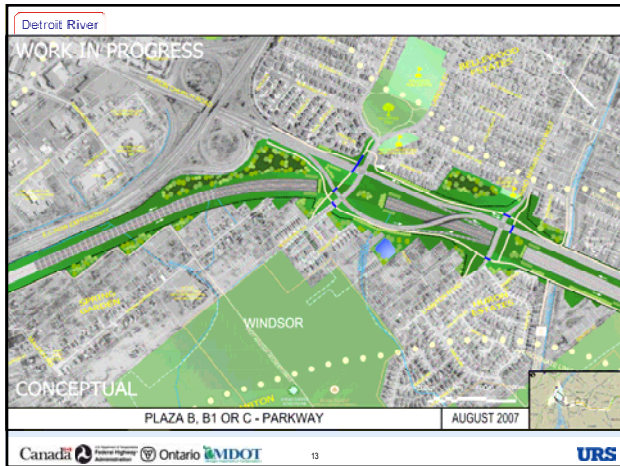
Assessment does not support further analysis at this time

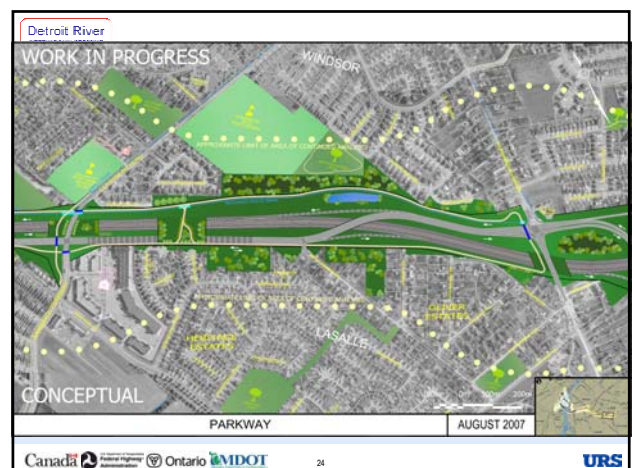
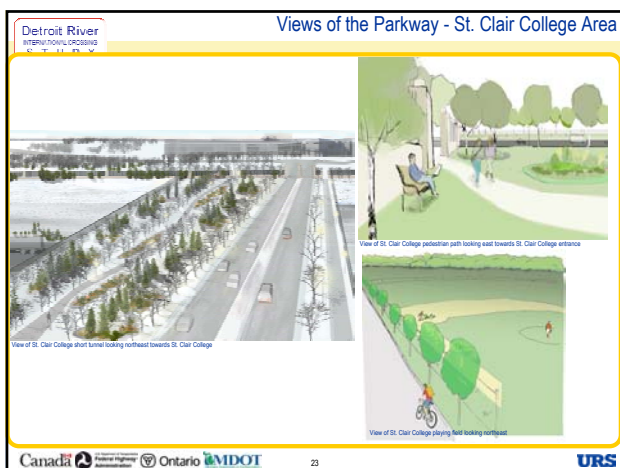
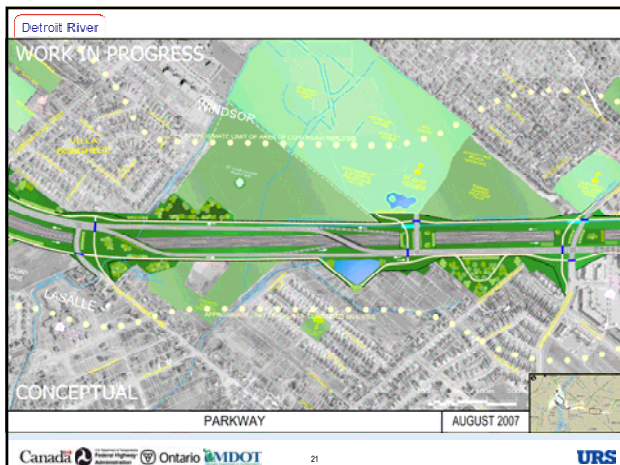
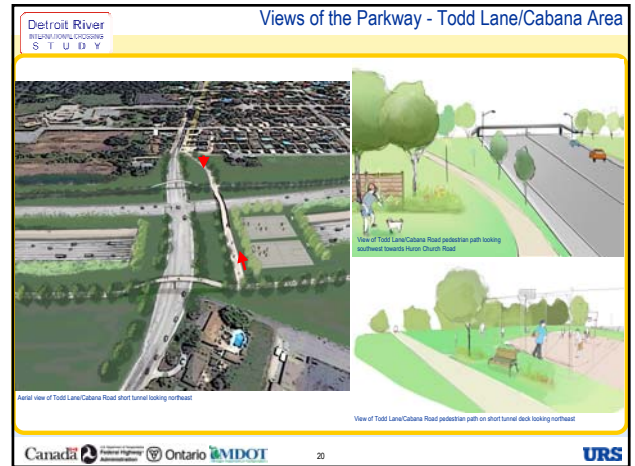
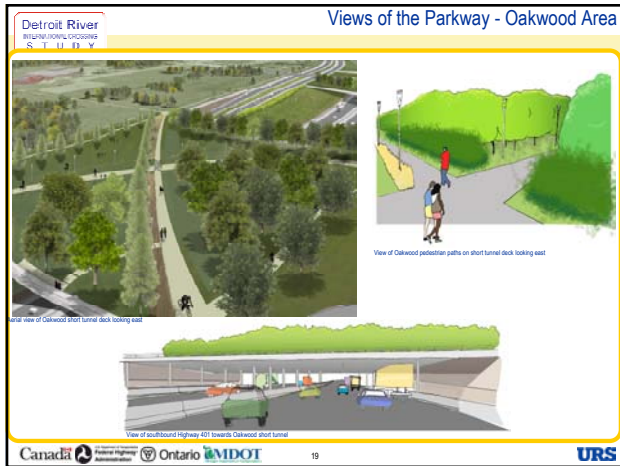
Access Road Analysis

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







Aerial view of Heartwood Place short tunnel looking north



View of Hearthwood Place pedestrian paths looking northeast from Hearthwood Place



View of pedestrian paths on Heathwood Place short tunnel deck looking north



Aerial view of Howard Avenue short tunnel looking north



View of pedestrian path north of Highway 3 looking east towards Howard Avenue.

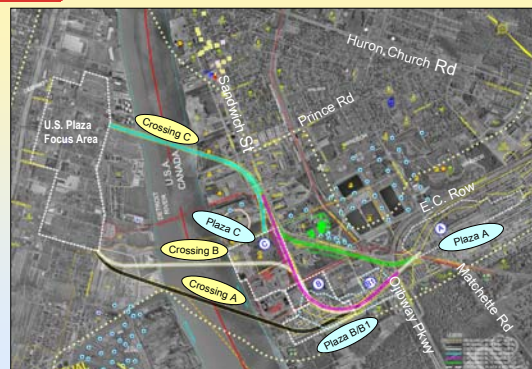


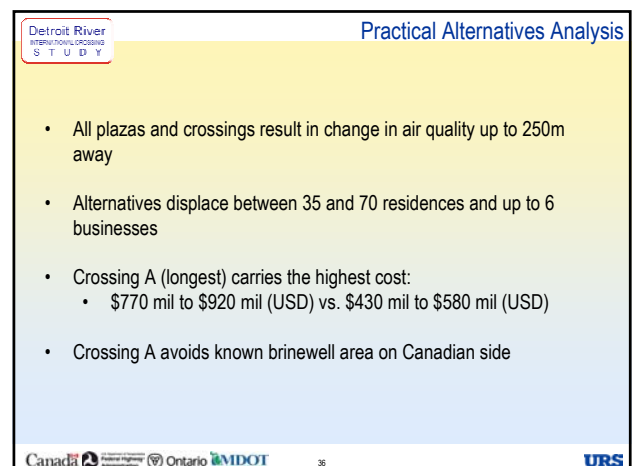
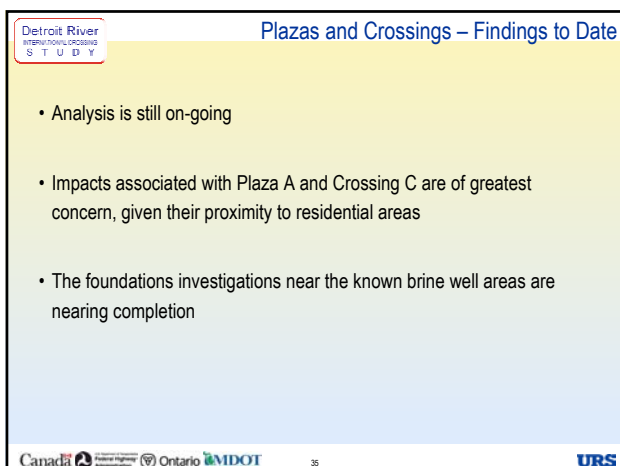
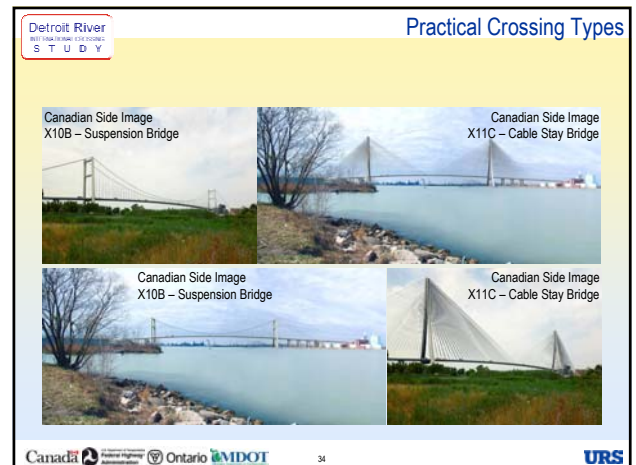
View of Howard Avenue pedestrian path looking northwest from Chelsea Drive



- 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





Next Steps – Plazas and Crossings

- 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

Technical and Environmental Reports

Agencies

	CEAA	MOE- ON Region	Environment Canada	Health Canada	WPA	EDT	MTR	MAH	MCL	FOC	MNR	ERCA
Air Quality Impact Assessment Report	✓	✓	✓	✓								
Noise & Vibration Impact Assessment Report	✓	✓		✓								
Social Impact Assessment Report	✓											
Mobility and Access Technical Memo	✓											
Economic Impact Assessment Report	✓				✓	✓						
Existing & Future Land Use Assessment Report	✓								✓			
Waste & Contamination Technical Memo	✓				✓							
Cultural Heritage Impact Assessment Report	✓										✓	
Archaeological Impact Assessment Report	✓										✓	
Natural Heritage Impact Assessment Report	✓	✓	✓								✓	✓
Stormwater Management Report	✓	✓	✓								✓	✓

Environmental Assessment Key Study Activities

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

DRIC Study – Canadian Team

Ministry of Transportation Windsor Border Initiatives Implementation Group

949 McDougall Street, Suite 200, Windsor
Detroit.River@ontario.ca

Mr. Dave Wake
Manager, Planning

Mr. Roger Ward
Senior Project Manager
Tel. 519-873-4586

URS Canada Inc. DRIC Project Office

2465 McDougall Street, Suite 100
Windsor, Ontario
info@partnershipborderstudy.com

Mr. Murray Thompson
Project Manager
Tel. 905-882-4401

Mr. Len Kozachuk
Deputy Project Manager
Tel. 905-882-3540

Project Web Site: www.partnershipborderstudy.com
Toll Free : 1-800-900-2649