

DETROIT RIVER INTERNATIONAL CROSSING STUDY

Community Consultation Group Meeting

July 16, 2008

Agenda





1. Opening Remarks
2. Review of May 21, 2008 Meeting Notes
3. Public Comment
4. Review of Technically and Environmentally Preferred Crossing and Plaza Location
5. Feedback from Public Information Open Houses July 18-19, 2008
6. Public Comment
7. Next Steps
 - Context Sensitive Solutions Workshops
 - Public Information Open House #7
8. Closing Remarks

Review of May 21, 2008 Meeting Notes

Public Comment

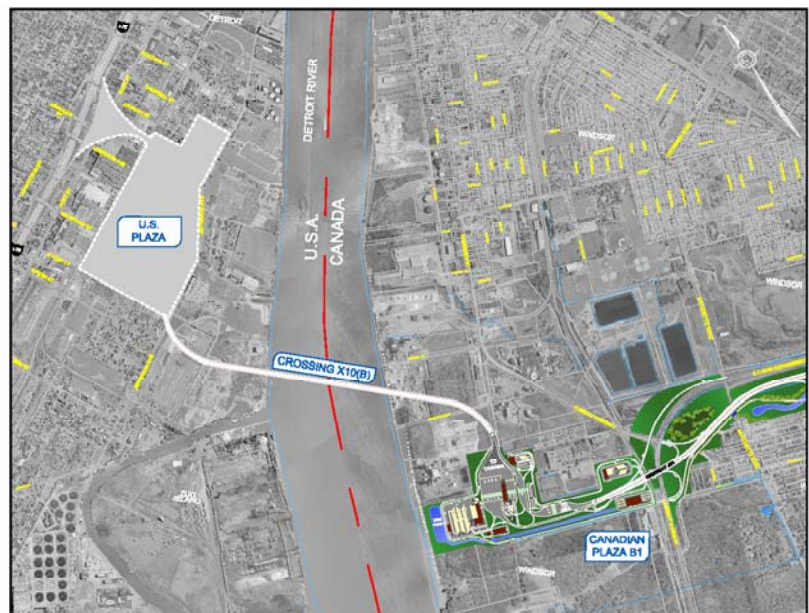
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STUDY





Review of Technically and Environmentally Preferred Crossing and Plaza Location







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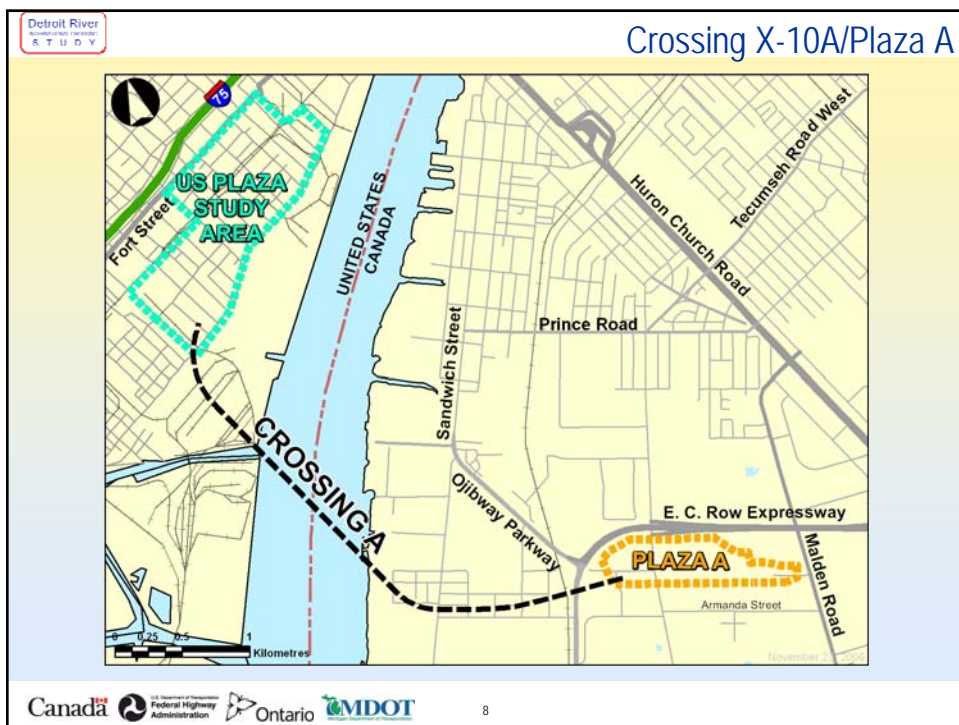
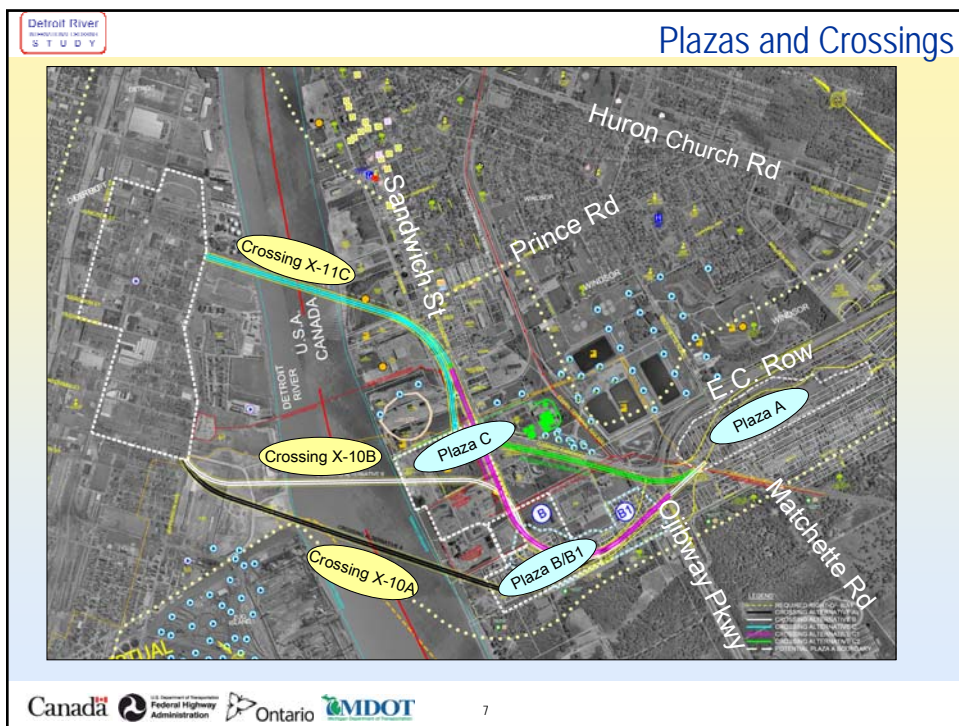
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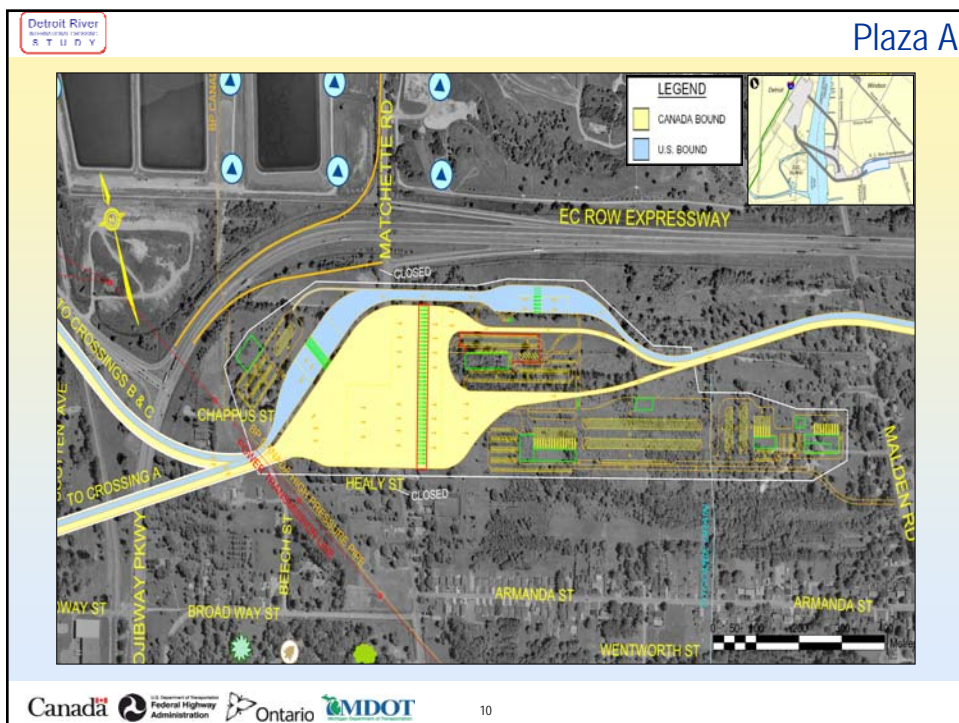
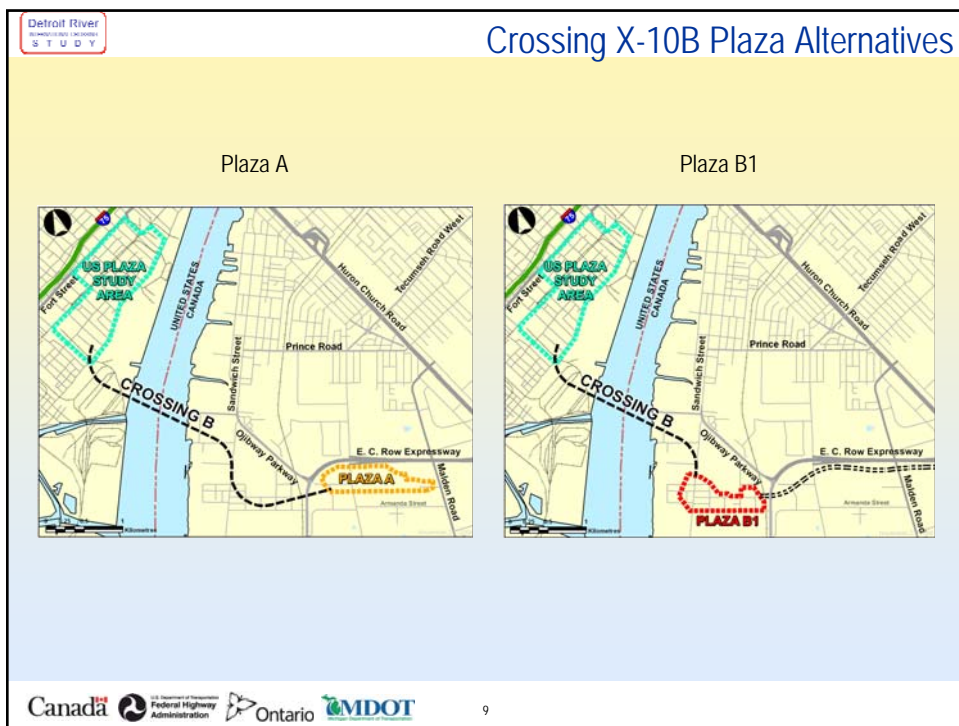


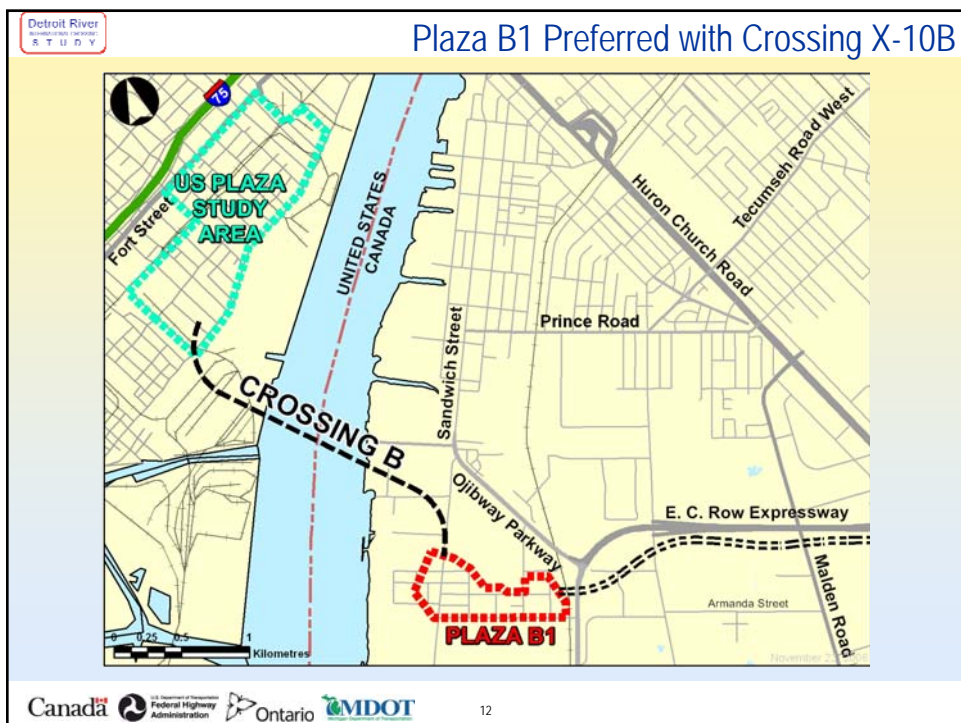





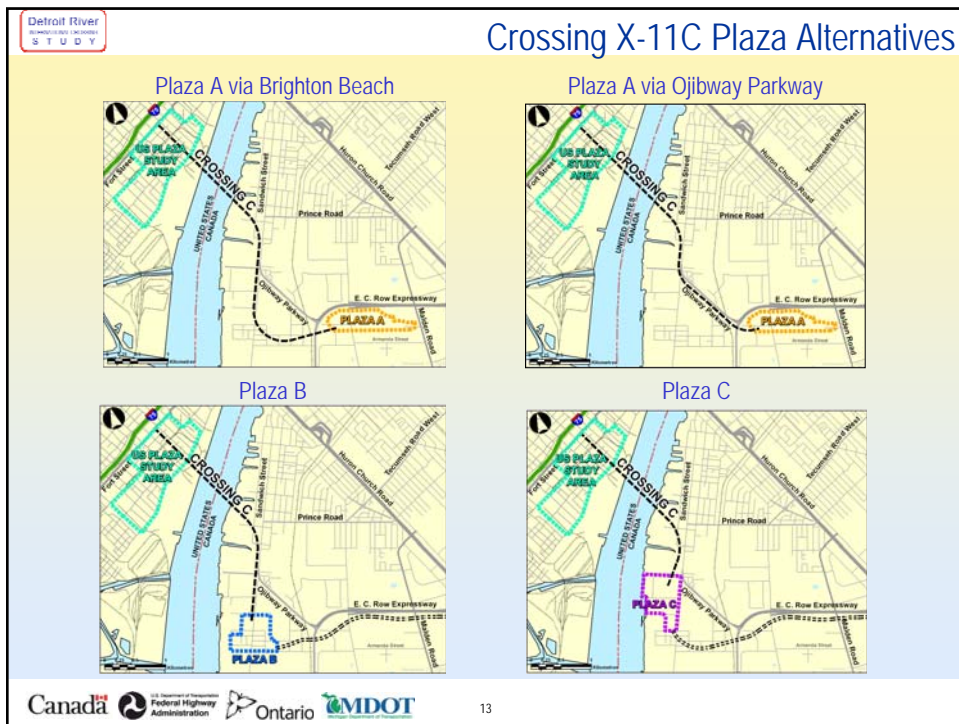
TECHNICALLY AND ENVIRONMENTALLY PREFERRED ALTERNATIVE
U.S. PLAZA - CROSSING X10(B) - CANADIAN PLAZA B1
 JUNE 2008 
 SCALE 1:5000

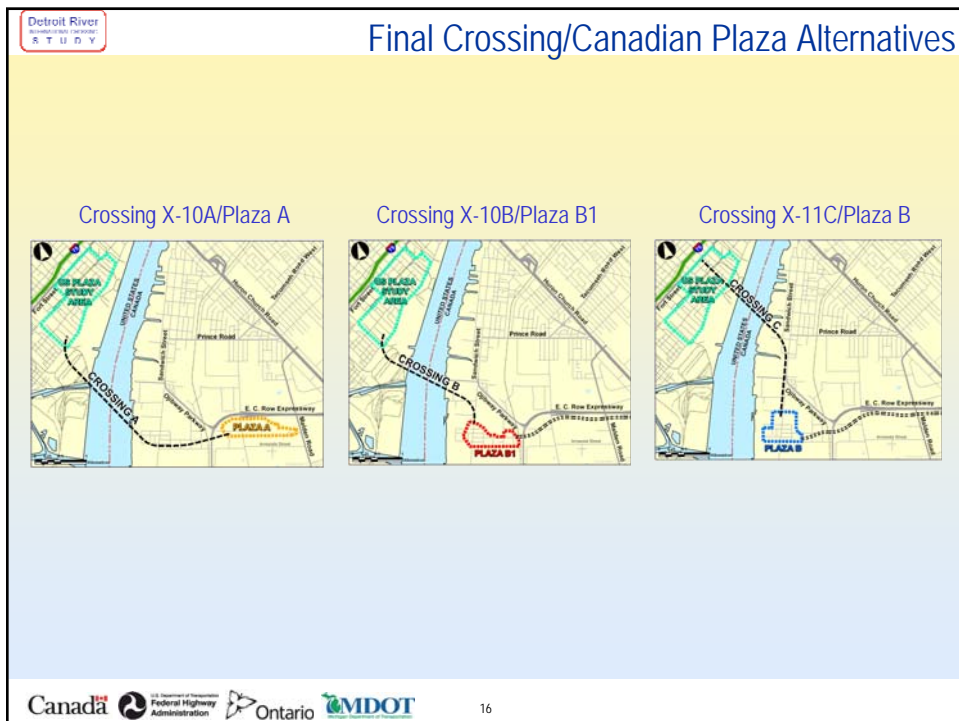
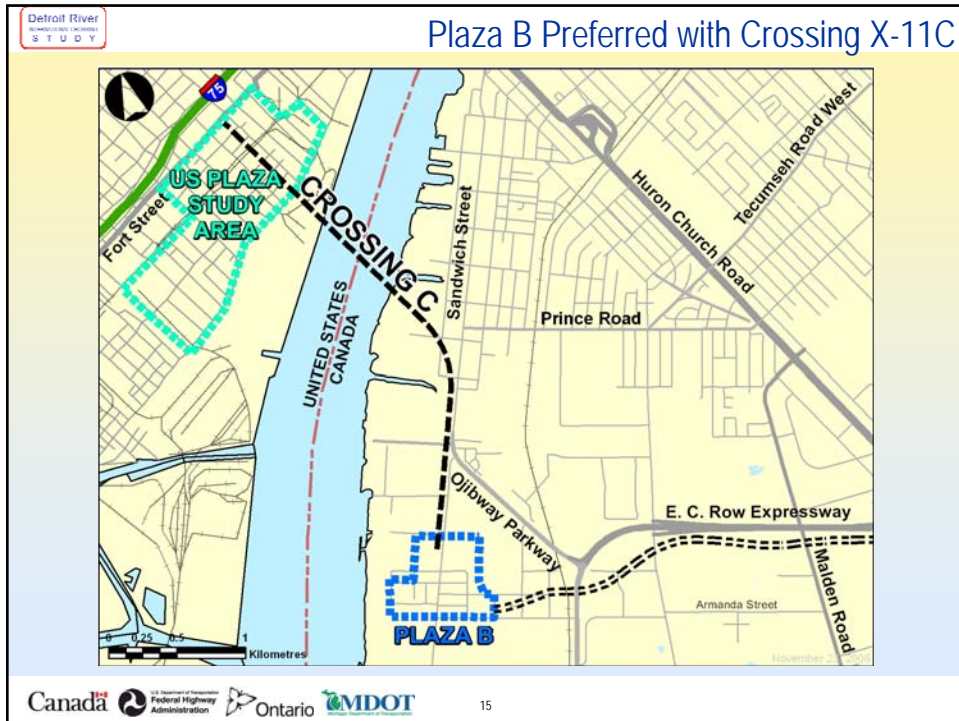
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Canadian Analysis

- Increased concentrations of pollutants in the immediate area of the plaza
- Plazas B and B1 located away from sensitive receptors
- All alternatives have moderate impacts

U.S. Analysis

- Air quality will improve
- All alternatives spread traffic and reduce truck volumes on local streets

No clear preference determined

Canadian Analysis

- Crossing X-10A/Plaza A results in higher degree of change in character
- Crossing X-11C/Plaza B impacts community character of Sandwich Towne
- Crossing X-10B/Plaza B1 has no substantial impacts

U.S. Analysis

- Crossing X-11 impacts a greater number of homes and businesses than Crossing X-10

Crossing X-10B/Plaza B1 is preferred

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ANALYSIS AND STUDY
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Existing and Planned Land Use

Canadian Analysis

- Crossing X-10A/Plaza A has highest impacts
- Plazas B and B1 located on vacant industrial land

U.S. Analysis

- With no-build, continued industrialization of neighbourhood will continue
- With DRIC crossing, positive land use changes are possible
- Concepts with both crossings are being explored

Crossing X-10A/Plaza A is least preferred

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ANALYSIS AND STUDY
 STUDY

Cultural Resources

Canadian Analysis

- No sites of high significance impacted
- Crossing X-11C has impact to cultural landscape of Sandwich Towne

U.S. Analysis

- No archaeological resources affected
- Two parks and a community centre removed by either plaza

Crossing X-11C/Plaza C is least preferred

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STUDY

Natural Environment

Canadian Analysis

- Crossing X-10A/Plaza A has greatest impact to features of high significance
- Crossing X-10B/Plaza B1 has lowest impact

U.S. Analysis

- Crossing X-11 impacts small (0.01 acre) area of low quality wetland
- Crossing X-10 A and B have no impacts

Crossing X-10A/Plaza A is least preferred

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STUDY

Regional Mobility

- All three crossings will add capacity and work effectively
- X-10 A & B crossings could attract up to 50% more traffic from Huron Church Road
 - Improved levels of service on this important local road
 - Greater benefits to regional and local mobility
- Crossing X-10A/Plaza A has security/monitoring concerns
 - Distance to border
 - No direct line of sight

Crossing X-10B/Plaza B1 is preferred

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- Canadian approach to Crossing X-11C passes over suspected underground cavity
 - Risk of future settlements
- Main Span Costs (2007 USD):
 - Crossing X-10A = \$620 million (suspension)
 - Crossing X-10B = \$487 million (suspension) / \$442 million (cable stay)
 - Crossing X-11C = \$435 million (suspension) / \$377 million (cable stay)
- Length of Crossing X-10A increases cost, schedule as well as risks to cost and schedule
 - At 1300 metres/4,265 feet, would be longest suspension bridge in the Americas

Crossing X-10B/Plaza B1 is preferred

Factor	Crossing/Plaza Alternative		
	X-10A/Plaza A	X-10B/Plaza B1	X-11C/Plaza B
Air Quality	No Preference		
Community and Neighbourhood Characteristics		Preferred	Least Preferred
Existing and Planned Land Use	Least Preferred		
Cultural Resources			Least Preferred
Natural Environment	Least Preferred		
Regional Mobility		Preferred	
Constructability		Preferred	

Crossing X-10B and Canadian Plaza B1

- Provides for state-of-the-art border inspection facilities
- Provides opportunities to incorporate gateway features
- Located away from residential areas
- Avoids area of known brine wells
- Enables construction of cable-stay or suspension bridge
- Provides capacity to meet future traffic needs
- New crossing in border transportation network

Canadian Plaza B1 with Cable Stay Bridge



Canadian Plaza B1 with Suspension Bridge



Feedback from Public Information Open House June 18-19, 2008

PIOH#6: Key Statistics

Date/Venue	Total Attendance	Written Comments Received
June 18, 2008 Holiday Inn Select	658	110
June 19, 2008 Holiday Inn Select	342	82
Total	1,000	193



PIOH #6: Most Frequent Comments

- Increase the number of tunnelled sections
- Keep proceeding with the project; DRIC team is doing a great job
- Support for the GreenLink proposal
- Air Quality Concerns
- Questions regarding maintenance of new parkland
- Individual property value/impact concerns


PIOH #6: Workshop Comments


- Discussion about GreenLink versus Parkway
- Individual property concerns
- Noise impacts at certain locations
- Air Quality impacts along the corridor
- Traffic redesign suggestions


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Public Comment

Canada







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BORDER CROSSING IMPROVEMENT
STUDY

Next Steps

Canada







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July 23 and 24 at St.Clair College
6:30pm

- July 23 Plaza and Crossing
- July 24 Windsor Essex Parkway

- Fall 2008
- Mitigation scenarios
- Construction staging

Closing Remarks