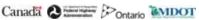




Recent Events

- Announcement of Access Road TEPA May 01, 2008
- Announcement of Plaza and Bridge TEPA June 18, 2008
- Refinements to TEPA
- Analysis of TEPA and development of mitigation measures
- Consultation
- Preparation of Draft Ontario EA Report (together the OEA and technical reports provide the basis for CEAA Screening Report)



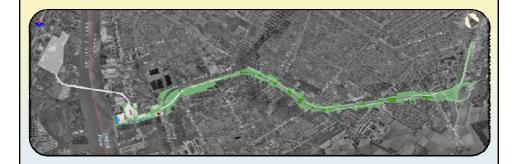




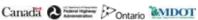
URS

Detroit River S T U D Y

TFPA













Detroit River

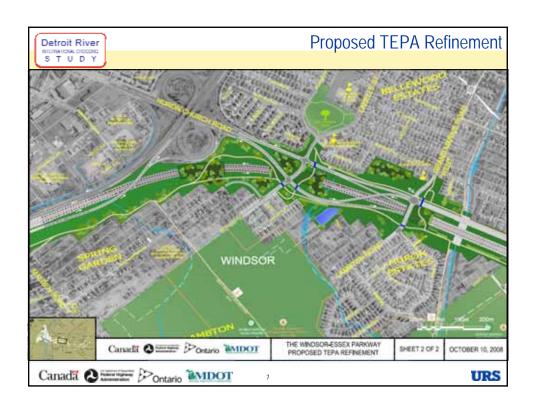
Spring Garden - TEPA Revision

- Original TEPA design has The Windsor-Essex Parkway beside the E.C. Row corridor
- Refined TEPA design <u>integrates</u> The Windsor-Essex Parkway into the E.C. Row corridor



URS





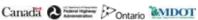




Detroit River S T U D Y

Benefits

- Increases distance from The Windsor-Essex Parkway to Spring Garden Road by up to 60 m
- Reduces the impact of the eastbound ramp from The Windsor-Essex Parkway to E.C. Row
- Minimizes impact to natural areas (predominantly forested) by 25 acres (10 ha)
- Provides larger buffer area for Spring Garden residents
- Preserves areas of significant natural habitat

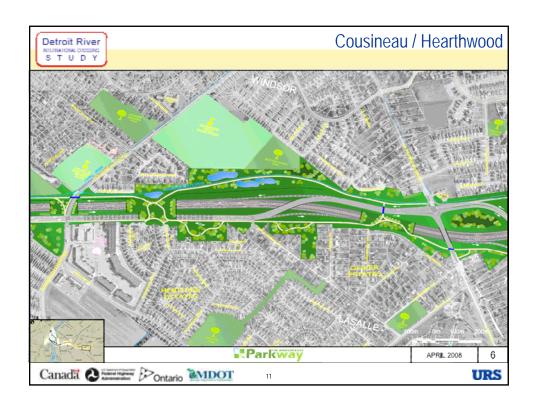


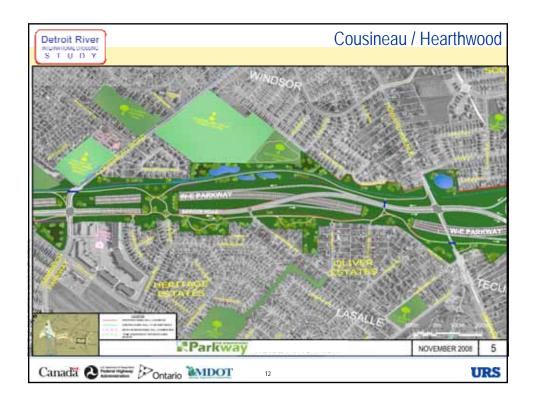


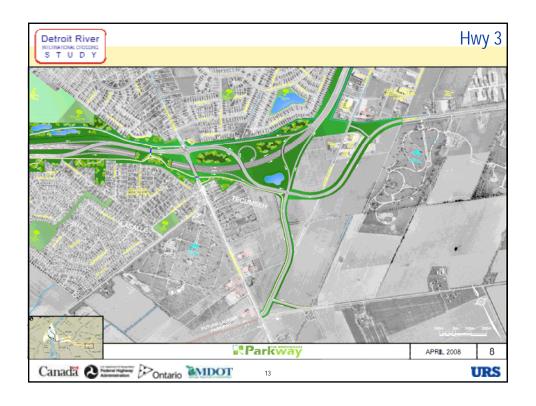


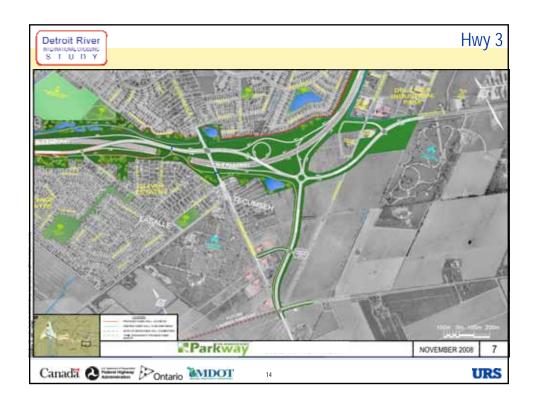










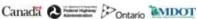


TEPA Assessment and Mitigation

- Summarized in the Draft EA Report and following slides
- Final technical/environmental reports to be submitted with the final EA Report









URS

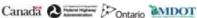
Detroit River S T U D Y

Air Quality

The Windsor-Essex Parkway

- Potential impacts from The Windsor-Essex Parkway will be small and limited to areas in close proximity to the road
- Slightly mitigates future transportation related air quality impacts over the future "No Build" because it provides a wide right-of-way and improvements in traffic flow, by eliminating stop-and-go conditions
- Given the location of the plaza and crossing in an industrial area, impacts to sensitive areas are avoided
- Air quality will improve for gaseous pollutants due to newer engine technologies and fuels











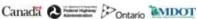




Human Health Risk Assessment

- Short-term and long-term risks arising from exposure to SO₂ will be no different to background and the TEPA does not result in any increased risk in comparison to the future "No-Build" scenario
- The short-term and long-term risks associated with exposure to NO₂ for the TEPA are lower than the future "No-Build" scenario
- The TEPA scenario results in lower hazard quotients than the future "No-Build" scenario
- Overall, the TEPA does not result in an increased health risk over the "No-Build" scenario













Noise & Vibration

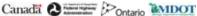
Noise Mitigation

• 5m high noise barriers / berms or combination of both, where required, will limit noise impacts to less than 5 dBa

During Construction

- Ensure construction equipment used is in good repair
- Limit the most noisy construction activities to daytime hours
- Where the sequencing of construction permits, permanent noise barriers and/or berms may be built during the early phases of construction
- Maximize the distance between the construction staging areas and nearby receptors
- Maintain construction haul roads
- Develop a process for receiving, investigating and addressing construction noise complaints
- Consultation with communities will continue











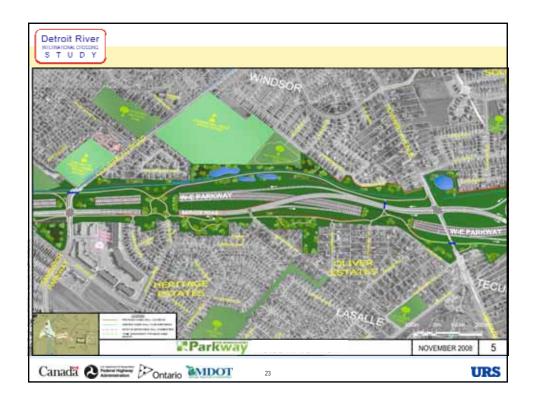












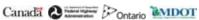




Detroit River S T U D Y

Protection of Community & Neighbourhood Characteristics

- Displacement of businesses along The Windsor-Essex Parkway will have limited overall economic impact
- "Willing seller-willing buyer" property purchase program
- Fair market value
- Implement a communication process to manage disruption effects experienced by residents
- Develop and maintain regular communications with emergency services and the municipalities
- Noise attenuation, for The Windsor-Essex Parkway has been addressed by sections of below grade roadway and noise barriers where necessary











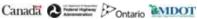


Economic Impacts

- Financial compensation for physically disrupted businesses requiring property acquisition
- Allow signage
- During the construction phase ensure access is maintained to operating businesses
- The service road network will allow adequate access to existing commercial corridors













Detroit River STUDY

Archaeology & Built Heritage Resources

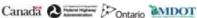
Archaeology

- Archaeological resources have been identified within the TEPA
- Continue Stage 2 and Stage 3 assessments within the TEPA
- Upon completion of Stage 2 and Stage 3 archeology assessments the extent of impacts will be identified
- Significant archeological resources encountered avoidance or mitigation

Built Heritage

- · Potential relocation of individual structures
- Salvage of significant architectural elements prior to demolition









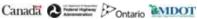




Wildlife and Wildlife Habitat

- Create new and higher quality habitat
- Clearly mark areas in the field and protect from construction activities
- Wildlife salvage
- Restoration and enhancement
- Snake barrier
- Options for permanent protection of critical Butler's garter snake habitat will be developed in later consultation phases
- The creation of new snake nesting areas and hibernacula
- Snakes will be captured and relocated prior to construction to avoid mortality









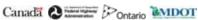


Detroit River STUDY

Wildlife and Wildlife Habitat

- Measures to mitigate potential bird mortality from the Detroit River crossing such as bridge design and lighting will be investigated in greater detail during future design phases
- Monitoring
- Vegetation removals should not occur during the growing season in specified areas
- Permits under the *Ontario endangered Species Act, 2007* and the federal Species At Risk Act will need to be obtained during future design stages. Detailed mitigation strategies will be developed in order to obtain the permits
- Stormwater detention ponds









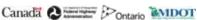




Vegetation & Vegetation Communities

- The area for vegetation removals has been minimized
- Areas that should be protected during construction will be delineated
- The landscape plan will identify areas for protection, enhancement and restoration
- Edge management plans, soil management plans, use of native and noninvasive plant materials, prairie disturbance regimes, control of exotic and invasive species and management of species at risk
- Restoration and enhancement measures included in the landscaping plan will be designed to achieve no net loss of vegetation area, attributes or function as a result of this project
- Opportunities to forge partnerships that can best protect sensitive areas will be sought









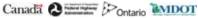


Detroit River STUDY

Vegetation & Vegetation Communities

- Vegetation removals will be avoided in the vicinity of species at risk and their habitat during the growing season
- Two permits under the *Ontario Endangered Species Act, 2007* and the federal Species At Risk Act will need to be obtained during future design stages. Detailed mitigation strategies will be developed in order to obtain the permits
- Monitoring









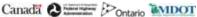




Monarch

- The area for vegetation removals has been minimized to the extent possible
- Areas that should be protected during construction will be delineated prior to construction start
- Vegetation removals will be avoided in the vicinity of species at risk and their habitat during the growing season
- Areas for restoration and enhancement will be intentionally or naturally seeded by host plants
- The construction limits will be delineated with sensitive areas identified prior to the start of construction









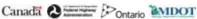


Detroit River STUDY

Fish and Fish Habitat

- Submerged culverts at the Cahill and Lennon Drains will impact pike and therefore fish locks are proposed at these locations to continue fish movement
- · Barriers to fish passage: Culverts will be designed using fish-friendly methods, and channels, designed using natural channel design principles
- Loss of fish habitat: Minimized through design of engineering structures. Culvert lengths and extensions can be minimized using fish-friendly designs
- Realigned channels should be designed using natural design principals
- Riparian vegetation should be maintained where possible. A fish habitat comparison plan will be prepared
- Stormwater management wet ponds will enhance water quality for fisheries









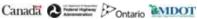




Fish and Fish Habitat

- Removal of 30 entrance culverts and the plan to provide a natural channel configuration for a significant area of the Wolfe Drain
- Best construction practices should be employed
- Storm water management plan
- Water flow should be maintained during construction
- Timing windows for in-water work
- No deck drains will be provided on the bridge







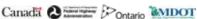


URS

Detroit River S T U D Y

Designated Natural Areas

- Impacts to Designated Natural Areas have been limited with the alignment
- Future opportunities to dedicate lands for protection, including provincially rare vegetation communities, habitat for species at risk, wildlife corridors and other ecological functions







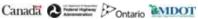




Urban Design & Aesthetics

- Will serve to unify all the visible aspects of the facility into a central visual and formal theme
- Establish streetscaping principles
- The urban design and aesthetic plan will adhere to CSS









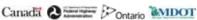
URS

Detroit River S T U D Y

Landscape Plan

- The development of clear urban design and aesthetic guidelines
- The use of landforming and vegetation strategies to improve views, aesthetics, ecological function and screening
- The inclusion of a multi-use trail system and pedestrian-accessible open space within the TEPA









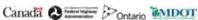




What's Next?

- Draft EA reports being circulated for review; comments requested by Dec.12/08
- PIOH November 24 at the Holiday Inn November 25 at the Macedonian Centre
- Final EA Report (including supporting documents) to MOE year end











Detroit River S T U D Y

Ministry of Transportation Windsor Border Initiatives Implementation Group

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

Tel. 519-973-7367

Mr. Dave Wake Manager, Planning Tel. 519-873-4559

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

DRIC Study - Canadian Team

URS Canada Inc. **DRIC Project Office**

1010 University Avenue West Suite 104, Windsor info@partnershipborderstudy.com

Tel. 519-969-9696

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

Project Web Sites: www.partnershipborderstudy.com www.weparkway.ca











