



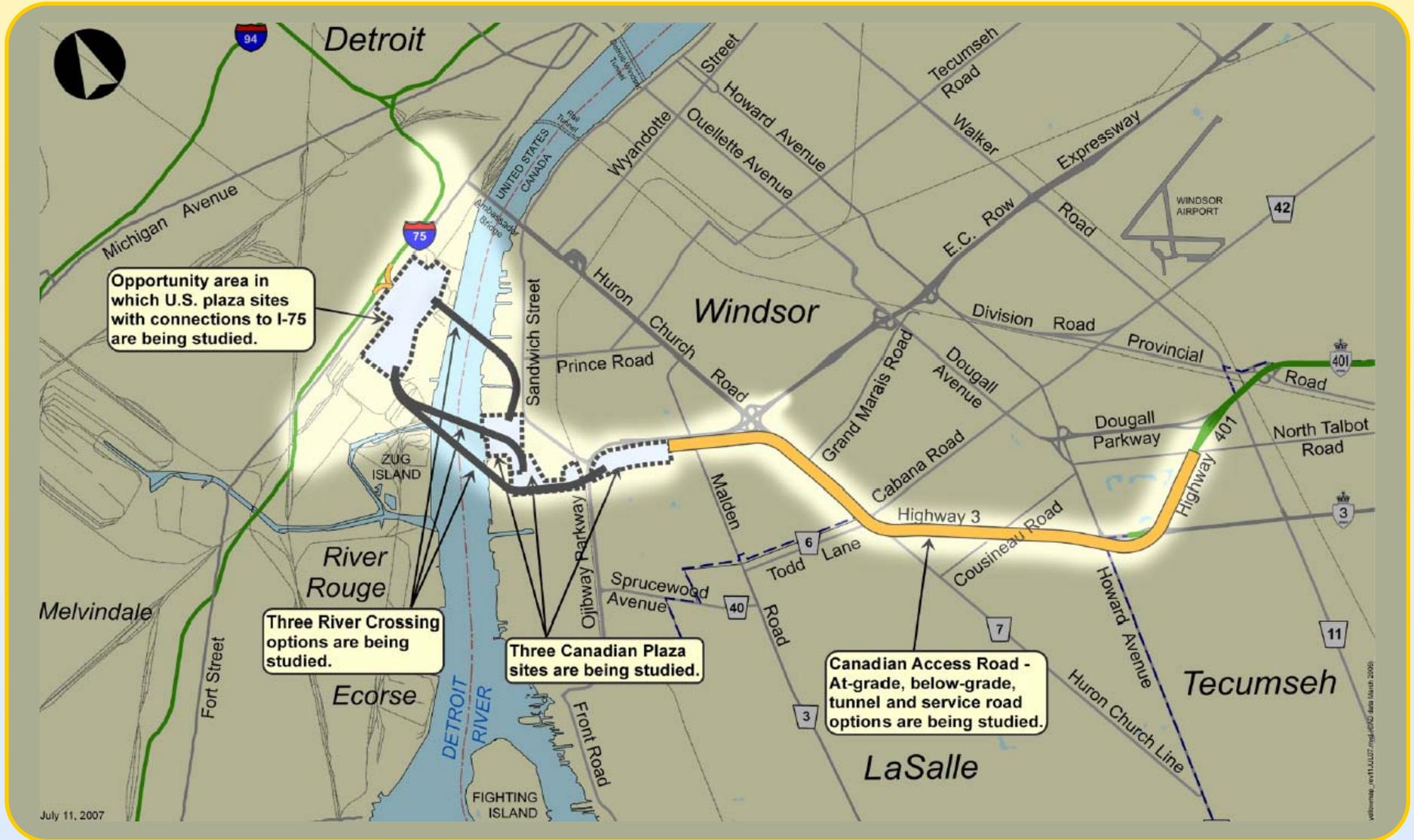
DETROIT RIVER INTERNATIONAL CROSSING STUDY

Presentation to U.S. LAC/LAG

May 28, 2008



Crossing, Plaza & Access Road Alternatives



July 11, 2007

yellowmap_wv11 JUL07.mxd/ICSD data (April 2006)

Practical Access Road Alternatives



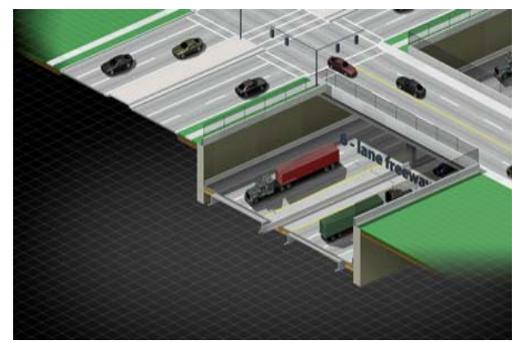
1a One-way service roads on either side of 6-lane freeway at grade;



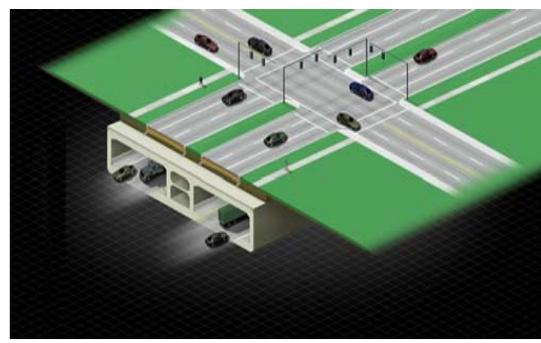
1b One-way service roads either side of 6-lane freeway below grade;



2a Six-lane freeway at-grade, parallel to Huron Church/Highway 3;



2b Six-lane freeway below grade, parallel to Huron Church/Highway 3;

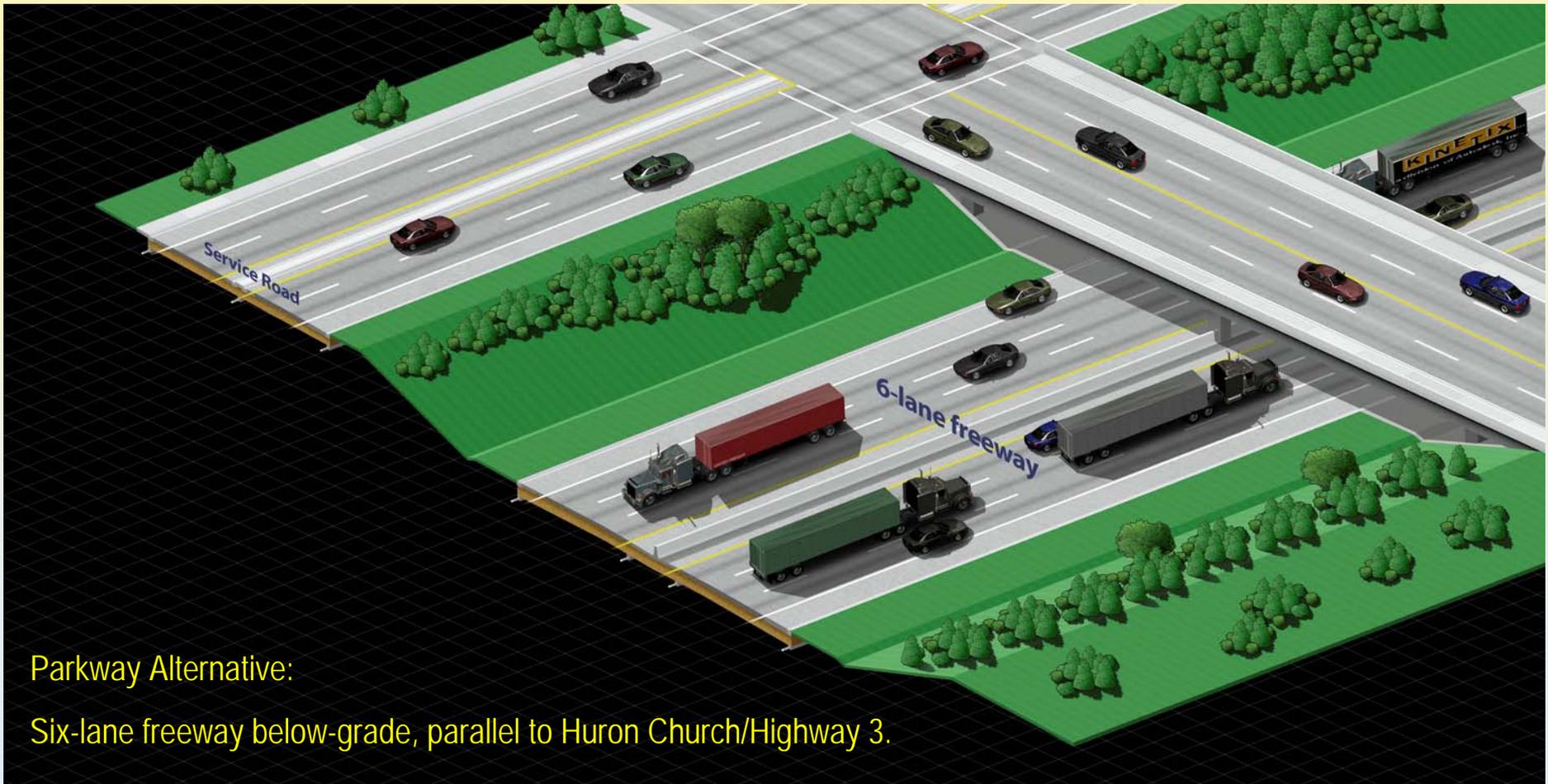


3 Cut and cover tunnel below rebuilt Huron Church Road/Highway 3 Corridor;

- The results of the analysis do not support further consideration of an at-grade roadway (Alternatives 1A and 2A)
 - Least costly solution and fewer constructability risks
 - Fewer benefits in terms of protecting community and neighbourhood characteristics

- The results of the analysis do not support further investigation of an end-to-end tunneled access road (Alternative 3)
 - No significant benefits to justify significant additional cost when compared to other alternatives
 - Other alternatives are available that offer similar benefits with less cost and less risks

- The Parkway alternative consisting of a below-grade access road with tunnel sections was developed based on refinements to the below grade and tunneled alternatives



Parkway Alternative:
Six-lane freeway below-grade, parallel to Huron Church/Highway 3.

- Following the last round of PIOHs in August of 2007, the Parkway was refined to include:
 - Additional Tunnel in vicinity of Spring Garden
 - Location and Length of Tunnel at Oliver Estates revised
 - Overall length of tunnels increased to 1.86 km
 - Other Tunnel lengths and locations refined
 - Pedestrian and Cyclists Trails refined
 - New Loop ramp at Todd Lane (EW-S)
 - Howard Avenue Interchange modified to include connection to possible future Laurier Parkway Extension



April 1, 2008

I.D.	Location of Tunnel	Tunnel Length (M)	Roof Area (Sq M)
①	Spring Garden	200	9,000
②	Ramp N-E and Labelle Street	240	10,810
④	Grand Marais Road West	120	9,550
⑤	Pulford Street	120	9,705
⑥	Reddock St - Double Tunnel	120	15,320

I.D.	Location of Tunnel	Tunnel Length (M)	Roof Area (Sq M)
⑦	Cabana Road West	120	8,300
⑧	Huron Church Line	240	14,400
⑪	St. Clair College	120	7,225
⑫	Cousineau Road	120	7,225
⑬	Hearthwood Place - Double Tunnel	220	19,250
⑮	Oliver Estates Area	240	13,200

Structures ③ ⑨ ⑩ ⑭ ⑯ ⑰ ⑱ are proposed as roadway overpasses

Changes in Air Quality

- All alternatives provide a net benefit to local air quality by reducing tailpipe emissions and reducing traffic diversion to city streets
- No substantive difference in changes in air quality among all alternatives considered
- End-to-end tunnel with ventilation buildings can result in minor reductions in particulate concentrations within 50m of right-of-way when compared to other alternatives
- The Windsor-Essex Parkway has similar benefits to air quality as other alternatives

Protect Community & Neighbourhood Characteristics

All Alternatives:

- Reduce international traffic on local streets
- Have no predicted noise impacts
- Have impacts in the Spring Garden Road / Malden Road area
- Have similar effect to neighbourhoods/businesses/social features
- Affect the same neighbourhoods to varying degrees

Plaza A connection has greater impacts than Plaza B/C connections

Below-grade alternatives provide aesthetic benefits

Protect Community & Neighbourhood Characteristics

- The Windsor-Essex Parkway provides greater buffer between neighbourhoods and roadway and as such requires more property
 - New tunnel connections reduce the 'barrier effect' of the roadway
 - New recreational and greenspace areas are possible along the corridor
 - Buffering effect reduces exposure of residences adjacent to roadway



*  **THE WINDSOR-ESSEX Parkway**
BUILDING THE RIGHT SOLUTION NOW preferred

Maintain Consistency with Existing & Planned Land Use

- Windsor-Essex Parkway design enables buffer areas and landscaping
- Recreational uses can be developed with the Windsor-Essex Parkway, consistent with Windsor and LaSalle planning policies promoting active and healthy communities
- The Windsor-Essex Parkway is consistent with Provincial Planning Policies
- Plaza A connection has greater impacts than Plaza B/C connection



Protect Cultural Resources

- No difference among alternatives in terms of built heritage and archaeological features impacted
- Windsor-Essex Parkway provides greater opportunities for new parks/recreation areas linked to existing parks/trails

*  preferred

Protect the Natural Environment

- No significant difference among alternatives
- The Windsor-Essex Parkway provides greater opportunities for restoration, enhancement and ecological connections
- Plaza A connection has greater impacts than Plaza B/C connection

Improve Regional Mobility

- All alternatives provide a high benefit to regional mobility
 - Add capacity
 - Separate international and local traffic
 - Get trucks off local streets
- The Windsor-Essex Parkway provides
 - Better access between freeway and service road
 - Better service road operation

*  **THE WINDSOR-ESSEX Parkway** preferred
BUILDING THE RIGHT SOLUTION NOW

Cost and Constructability

- The Windsor-Essex Parkway alternative (\$1.6 billion) has higher construction cost than other below-grade alternatives
- Cost estimates (\$CDN for year 2011, Highway 401 to Malden Road)
 - At-grade alternatives: \$620 million to \$920 million
 - Below-grade alternatives: \$1.0 billion to \$1.4 billion
 - Tunnel alternatives: \$3.6 billion to 3.8 billion
- Windsor-Essex Parkway cost much higher than at-grade alternatives but much less than end-to-end tunnel

Summary of Assessment

Factor	Preferred Alternative
Air Quality	No Clear Preference
Community & Neighbourhood	Windsor-Essex Parkway
Land Use	Windsor-Essex Parkway
Cultural Resources	Windsor-Essex Parkway
Natural Environment	No Clear Preference
Regional Mobility	Windsor-Essex Parkway
Cost & Constructability	At-grade

- Overall: Advantages of Windsor-Essex Parkway outweigh higher costs and constructability concerns associated with this alternative

*  **THE WINDSOR-ESSEX Parkway** preferred
BUILDING THE RIGHT SOLUTION NOW



Parkway THE WINDSOR-ESSEX **PLAZA B, B1 OR C**

APRIL 2008

1





Parkway THE WINDSOR-ESSEX
PLAZA B, B1 OR C

APRIL 2008

3











The Windsor-Essex Parkway includes:

- Six-lane below-grade freeway
- Four lane service road
- At least 240 acres of open space
- 11 tunnels
- Over 20 kms of new pedestrian and cyclists trails
- At Least 20 Interchange Ramps

Windsor-Essex Parkway provides 12,000 new jobs

- Complete evaluation of plaza-crossing alternatives with U.S. Team
- Preferred end-to-end solution anticipated Spring 2008
- Public Information Open Houses, Workshops
 - Dates to be determined
- Additional refinements possible following consultation
- Complete Environmental Assessment Documentation
 - Late Fall 2008



www.weparkway.ca

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