

Partnership of

Canada



DRAFT

**Canada-United States-Ontario-Michigan
Border Transportation Partnership**

Detroit River International Crossing Environmental Assessment

Public Information Open House #2 Summary Report

December 2005

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1.0 Introduction

The Border Transportation Partnership representing the governments of Canada, the United States, Ontario, and Michigan is committed to working together to determine the long-term border crossing needs at the Windsor-Detroit Gateway. The Partnership is moving forward with the route planning and environmental studies to create additional crossing capacity. Through the Detroit River International Crossing Project, the Partnership will determine the location of a new or expanded crossing, with connections to freeways in Ontario and Michigan, that meets the legislative requirements of both nations.

The Ontario Ministry of Transportation (MTO) is leading the Canadian work program in coordination with Transport Canada. URS Canada Inc. has been retained as part of the Project Team to assist in undertaking the route planning and environmental assessment in accordance with the Ontario Environmental Assessment Act (OEAA) and Canadian Environmental Assessment Act (CEAA).

Communities on both sides of the river are eager for a border transportation solution. Governments at all levels are committed to completing the work as rapidly as laws and regulations permit, while ensuring interested and affected parties have adequate opportunities to have their perspectives considered. Public input is an essential part of this project. The Detroit River International Crossing Project is a unique opportunity for all interested persons and organizations to contribute to the planning of a major transportation undertaking. The Project Team will listen to the ideas and perspectives of the community.

The second round of Public Information Open House (PIOH) meetings were held to present the assessment of the illustrative river crossing, inspection plaza and connecting roadway alternatives. The assessment identified an area of continued analysis within which the Project Teams will develop practical alternatives that will be carried forward for further study. The PIOH meetings were held as follows:

Tuesday November 29, 2005

4:00 p.m. to 8:00 p.m.
Canadian Club Room
Windsor Cleary Centre
201 Riverside Drive West
Windsor, Ontario

Wednesday November 30, 2005

5:00 p.m. to 9:00 p.m.
Gymnasium, Holy Cross
Elementary School
2555 Sandwich West Parkway
LaSalle, Ontario

Thursday December 1, 2005

4:00 p.m. to 8:00 p.m.
Novelletto Rosati Complex
3939 Carmichael Street
Windsor, Ontario

The format for the PIOHs was informal drop-in sessions with displays showing information on the study process, an assessment of planning alternatives, displays of bridge and tunnel types, explanation of evaluation methods, and the study's next steps. Members of the Partnership and the Consultant Team were on hand to discuss the project and answer any questions from the public.

This report summarizes the notification and display material prepared for the PIOH meetings, pre-PIOH activities, attendance, and the public input and comments provided at the Open House sessions.

2.0 Purpose

The purpose of the PIOHs was to receive comments from the public on the work completed to date. Specifically, the public was invited to:

- Comment on the evaluation process for the Illustrative Alternatives, including the Reasoned Argument Method and the Arithmetic Method;
- Provide feedback on the results of the evaluation, including the area of continued analysis; and
- Identify additional features on the photomaps shown at the meetings or to comment on specific aspects of the area of continued analysis.

At the PIOH sessions, members of the public were invited to sign up for the project mailing list. As well, sign-up forms were available to register for PIOH Workshop sessions to be held in January. At the Sandwich PIOH, a sign-up form was also available to register to attend question and answer session to be arranged, in response to a request from the members of the Sandwich Community.

3.0 Public Notification

Prior to the PIOH meetings, the following notification activities were carried out to make details of the meetings known to the public:

1. An Ontario Government Notice (see Appendix A) was placed in the following newspapers on the specified dates:

Windsor Star	Tuesday November 15, 2005
Amherstburg Echo	Tuesday November 15, 2005
Harrow News	Tuesday November 15, 2005
Kingsville Reporter.....	Tuesday November 15, 2005
Leamington Post & Shopper	Wednesday November 16, 2005
Essex Free Press	Wednesday November 16, 2005
LaSalle Post.....	Wednesday November 16, 2005
Le Rempart	Wednesday November 16, 2005
LaSalle Silhouette	Friday November 18, 2005
2. A media briefing was held in Windsor on November 14. Representatives from print and electronic media were in attendance.
3. PIOH meeting dates and locations were presented to local councils on November 28 in Windsor.
4. A drop-in session for Windsor Councilors was held on November 28 in Windsor.
5. Notices were mailed directly to those on the Project Team's general public mailing list.
6. Details of the PIOHs were posted on the project website at www.partnershipborderstudy.com.
7. Public Service Announcements were placed on local community electronic billboards and websites.

4.0 Municipal Council Meetings

Separate presentations were made by Project Team representatives to local municipal councils. The purpose of the meetings was to present the findings of the evaluation of the illustrative crossing, plaza and connecting route alternatives and the proposed area of continued analysis. The dates of the council presentations were as follows:

Presentation to Essex County Council which included representatives from
local municipalities in Essex County November 28, 2005
Presentation to Windsor City Council..... November 28, 2005

Notes of these meetings are provided in Appendix B.

5.0 Advisory Group Meetings

Meetings were held with the DRIC Advisory Groups with the purpose of presenting the analysis of the southern, eastern, DRTP Corridor, Twinned Ambassador Bridge, and the Area of Continued Analysis. The meetings were held as follows:

Municipal Advisory Group November 29, 2005, Windsor, ON
Canadian Agency Advisory Group December 1, 2005, Windsor, ON
Border Crossing Owners/Operators/Proponents Advisory Group..... December 6, 2005, Detroit, MI
Private Sector Advisory Group..... December 7, 2005, Detroit, MI

Notes of these meetings are provided in Appendix C.

6.0 Display Material

The following display material was presented at the Initial Public Outreach Meetings (see Appendix D):

- The Project Team;
- Purpose of the DRIC Project;
- Key Milestones;
- Evaluation Process;
- Evaluation Methods;
- Evaluation of Illustrative Alternatives;
- Analysis Results Canadian Side-South Alternatives;
- Analysis Results Canadian Side-East Alternatives;
- Analysis Results Canadian Side-Central Alternatives;
- Analysis Results-Crossing X12 Ambassador Bridge;
- Analysis Results-Rail Corridor (X13/X14 and DRTP Truckway);
- Summary of Results of Arithmetic Evaluation;
- Summary of Canadian Side Assessment;
- Results of Assessment of U.S. Alternatives;
- End-to-End Evaluation;

- Area of Continued Analysis;
- What's Next?;
- How can you stay involved?; and
- Project Contacts.

The attendees were provided with a handout package that contained a copy of the key presentation boards (see Appendix D). Project Team Contact Sheets and comment sheets were made available to all attendees. Sign-up sheets for the Workshop sessions were available at the meetings.

7.0 Attendance and Comments

A total of **433** members of the public chose to sign the visitor's register for the three PIOH meetings (see table below).

In addition to verbal comments, the Project Team encouraged visitors to express in writing, all comments they had regarding the information presented. In total, **107** written comment sheets were submitted at the PIOHs. In addition, as of **December 7, 2005**, **9** comment sheets were received via mail or fax and **0** comment sheets were submitted via email or the project team website.

A breakdown of attendance and comments by meeting date/venue is provided as follows:

Date / Venue	Total Attendance	Written Comment Sheets Received
November 29, 2005 – Windsor, ON	106	23
November 30, 2005 – LaSalle, ON	146	35
December 1, 2005 – Windsor (Sandwich), ON	181	41
Total Comments received via fax / mail to date	N/A	9
Total Comments received via e-mail to date		0
Total	433	108

Attendees were encouraged to provide input to a number of questions on the comment sheets.

Question 1-The evaluation process for the Illustrative Alternatives involved two methods: Reasoned Argument Method and Arithmetic Method. The Reasoned Argument Method was the primary evaluation method employed to recommend alternative for continued study and the Arithmetic Method was used to substantiate the findings of the Reasoned Argument evaluation. Do you agree with the results of the Reasoned Argument analysis?

The following table summarizes the responses to question 1 from the PIOH Sessions:

Venue	Windsor	LaSalle	Sandwich	Mail / Fax	Overall
Agree	9	16	11	0	36
Disagree	3	5	12	9	29
No Comment/Undecided	11	14	18	0	43
Total	23	35	41	9	108

The second part of the question asked the following: Do you agree with the results of the weighting analysis (Arithmetic Evaluation)? The results are as follows:

Venue	Windsor	LaSalle	Sandwich	Mail / Fax	Overall
Agree	8	13	13	0	34
Disagree	3	4	6	9	22
No Comment/Undecided	12	18	22	0	52
Total	23	35	41	9	108

Out of 108 comment sheets, the following tables summarize the offered written comments received in response to Question 1:

Comments in response to Question 1 (All sessions)

Comment
1. Continue to stay out of the Ojibway Prairie Area; give priority to the preservation of natural areas.
2. Reasoned Argument needs to consider human equation/pre-supposes project will be built.
3. Concern about impacts to Sandwich Area.
4. Project team gave too high a rating for regional mobility.
5. Arithmetic Method is sound; disagree with a few weightings.
6. Presupposes that a project will be built; does not allow for a reasoned argument to be presented in favour of the do-nothing alternative.
7. Reasoned argument at Windsor City Council is that residents are accustomed to traffic; residents are not accustomed to it.
8. Existing residential areas are not being given equal weight with areas of future land development.
9. Don't understand what Reasoned Argument method is.
10. Use the DRTP tunnel proposal; it will improve air and noise quality in Windsor.
11. Find a different route with less community impacts.
12. Conclusions based on using existing roads without consideration of community impacts.
13. Arithmetic Evaluation is influenced/dictated by results of reasoned argument process.
14. Pleased with study thus far; well thought out and makes use of existing features and respects the environment and major human impacts.
15. Don't agree with any of the proposals.
16. Cost should not be a major factor.
17. Use the abandoned hydro corridor that crosses LaSalle.

Comment
18. Too much information to digest; no opinion yet.
19. The project should stay out of Sandwich.
20. Cannot make Huron Church safe; don't need more trucks in west end of Windsor.
21. Arithmetic method gives a false sense of "scientific" validity to a process that cannot be decided solely through scientific measurement.
22. Concerned about air quality; property depreciation.
23. The route should be built where there is no housing or established landmarks.
24. Agree with continued analysis.
25. Do not need a six lane route and six lane bridge; all there needs to be is an alternative truck route.
26. Weighted analysis depends too much on how weights are assigned; results are unreliable and biased.

Question 2-Are there additional plaza, crossing, or route alternatives outside of the area of continued analysis that the Project Team should consider as Practical Alternatives? Out of 108 comment sheets, 64 sheets contained a response to this question.

The following tables summarize the results of the PIOH sessions:

Venue	Windsor	LaSalle	Sandwich	Mail / Fax	Overall
Yes	5	8	12	9	34
No	5	14	11	0	30
No Comment/Undecided	13	13	18	0	44
Total	23	35	41	9	108

The following is a summary of the comments received in response to Question 2:

Comments in response to Question 2 (all sessions)

Comment
1. Extend west end of EC Row Expressway to the river/use it as an approach route
2. Extend route further south from Hwy 401 through the undeveloped land in LaSalle
3. Develop route further west
4. Put the plaza in an industrial area
5. Tunnel 4-6 lanes from 401 to Detroit along the DRTP.
6. Move trucks off Highway 3 and redirect them to EC Row Expressway with a new access to 401.
7. Lauzon Parkway to EC Row Expressway.
8. Off 401 at Howard into undeveloped land.
9. Build a bridge for trucks and industrial traffic only.
10. Direct route near Broadway through one of the docks on Zug Island; US plaza could still be in Delray area
11. Past the sewage treatment plant in the industrial area.
12. Furthest away from the City of Windsor.
13. X10 is the best alignment.
14. Crossing should be in Sprucewood area; no further north than Brighton Beach.

Comment
15. Proposed plaza at the foot of Ambassador Bridge is not good geographically and from a security perspective.
16. Review southern crossing choices again.
17. Reroute traffic from the 401 across to River Rouge.

Question 3-Do you have any suggestions for specific locations of plaza, crossing or route alternatives within the area of continued analysis that the Project Team should consider? Out of the 108 comment sheets that were filled out, 55 responded to this question. The following summarizes the results of this question at the PIOH Sessions:

Comments in response to Question 3 (all sessions)

Venue	Windsor	LaSalle	Sandwich	Mail / Fax	Overall
Yes	8	8	18	3	37
No	2	8	7	1	18
No Comment/Undecided	13	19	16	5	53
Total	23	35	41	9	108

The following tables summarize the comments made by all those that responded:

Comment
1. North and west of Broadway.
2. On existing transportation infrastructure (ie Huron Church/EC Row).
3. Not adjacent to Black Oak Forest.
4. Not near Sandwich.
5. DRTP area.
6. East of Chappus St and west of Prospect Ave; away from Broadway St.
7. Route through undeveloped land in LaSalle.
8. Expand Huron Line to the west.
9. Place route and plaza away from Ojibway Prairie Area.
10. Tunnel through Talbot Rd area; or where feasible, construct berms.
11. Plaza location-General Chemical Plant is closed in Amherstburg.
12. Route south of Sandwich to Brighton Beach area.
13. Not near X8, X9, X10, X11 due to community/natural area impact.
14. Place plaza as far west as possible.
15. Place plaza as close to industrial/non-natural areas of Sandwich/Brighton Beach as possible.
16. US Side Ambassador Bridge improvements should not influence the final crossing decision.
17. Direct route from near Broadway across to Zug Island.
18. Place toll booths along 401 and Huron Line to have preclearance to enter the US.
19. Between Broadway and Town of LaSalle.
20. Through Spring Garden ANSI.
21. North of Windsor Salt; not near Prince Road; tunnel from Huron Church/Talbot Rd to Ojibway Parkway
22. Put route on Ojibway Parkway.

Comment
23. Establish a ferry service within study area instead.
24. Truck inspection plaza should be outside the city. Secondary plaza can be incorporated closer to the crossing.
25. Place plaza at Brighton Beach or along Hwy 401.
26. Locate plaza between Belle River and Tilbury on farm land.
27. Not further north than McKee Road.
28. Use CC7 and CC1.
29. Area of continued analysis should be dropped.
30. Continue with Crossing X10/Plaza CC3.
31. Twin the Ambassador Bridge.

Question 4

Large aerial photomaps showing area features and the illustrative alternatives were on display to initiate informal discussion with the public. Attendees were invited to mark areas of interest on the maps with numbered adhesive labels. On the comment sheets were numbered field that corresponded with the numbered labels, where attendees could provide comment on the specific areas of interest.

The plates provided in Appendix F indicate where the labels were applied to the Maps. Also provided in Appendix F are the corresponding comments for the labels.

Comments in response to Question 4 (all sessions)

Comment
1. Protect natural areas such as Ojibway, Spring Garden ANSI, and Black Oak Woods.
2. Protect established recreational trails that connect Ojibway and Spring Garden ANSI; Cousineau Road bicycle lane, Malden Park recreation fields, St. Clair College sports fields.
3. Tunnel under Huron Line between Cabana and EC Row and Huron Church north of Todd Lane close to the river.
4. Do not use the Schwartz route.
5. Keep away from existing schools (eg Oakwood, Our Lady of Mt. Carmel, Bellwood).
6. Concerns about air quality at St. Clair College, Ashfield and Mitchell Cres neighbourhoods, neighbouring schools.
7. Preserve the waterfront natural shoreline for environmental and cultural reasons.
8. Protect historic and archaeological resources.
9. Use existing transportation corridors; including Huron Church; DRTP, EC Row Expressway.
10. Concern about decrease to property values (both residential and commercial).

8.0 PIOH 2 Workshop Sign-ups

At the PIOH sessions, the public was invited to register for workshops (to be held in January 2006) to discuss project issues in greater detail. In total, there were 52 sign-ups for the workshops.

9.0 Sandwich Question and Answer Session Sign-ups

A Question and Answer session is being arranged at the request of the Sandwich Community. At the December 1st PIOH in Sandwich the Project Team provided sign-up sheets for those interested in attending the Question and Answer session. The session will be scheduled for early 2006. Seventy-eight persons registered for the Question and Answer session.

APPENDIX A - Newspaper Advertisements

Detroit River International Crossing Study Notice of Public Information Open House Meetings

Each year, more than 26 million travellers and \$110 billion (USD) of goods (roughly 28% of the total surface trade between Canada and the United States) flow through the Windsor-Detroit corridor making it the busiest border crossing in North America.

Over the next 30 years, trade between Canada and the U.S. is expected to grow. With increased cross-border traffic, operations at the crossings, plazas and connecting roads will deteriorate. Without improvements, congestion and unacceptable delays to the movement of people and goods would occur more frequently. Governments must act now to prevent these problems in this important corridor.

Improvements are also needed to provide alternatives in cases of major incidents, maintenance operations, congestion or other disruptions at any of the existing border crossings.

Reliable roadway connections and border crossings are essential for the secure and efficient movement of people and goods in this strategic international corridor. The Detroit River International Crossing Study was initiated by the Partnership to identify the border crossing facilities, operations and connections necessary to enable the safe and efficient movement of people and goods between Southeastern Michigan and Southwestern Ontario as well as meet the needs of national security.

THE STUDY

The Border Transportation Partnership representing the governments of Canada, the United States, Ontario, and Michigan continues to move forward with the route planning and environmental study for a new or expanded crossing of the Detroit River, with connections to freeways in Ontario and Michigan.

The Ontario Ministry of Transportation (MTO) is leading the Canadian work program in coordination with Transport Canada. URS Canada Inc. has been retained to assist the governments in undertaking this study.

THE PROCESS

The Border Transportation Partnership is coordinating the studies in Ontario and Michigan to develop an end-to-end solution that represents the best balance between environmental impacts and transportation benefits. In Canada, the Detroit River International Crossing (DRIC) Study is being conducted in accordance with the Ontario Environmental Assessment Act (OEAA). The Terms of Reference (TOR) document that provides the framework for this study was approved by the Ontario Minister of the Environment in September 2004. The work will also be coordinated with the requirements of the Canadian Environmental Assessment Act (CEAA). An OEAA Environmental Assessment Report and CEAA Screening Report will be prepared for public review and comment at the completion of this study.

The Canadian studies are being coordinated with similar studies in the United States. The U.S. studies are being led by the Michigan Department of Transportation in conjunction with the U.S. Federal Highway Administration. The U.S. studies are being conducted in accordance with the requirements of the U.S. National Environmental Policy Act (NEPA).

PRACTICAL ALTERNATIVES

The illustrative alternatives for the river crossing, inspection plaza and connecting roadway that were shown at the Public Information Open Houses in June have been assessed by the Project Team. This assessment has resulted in a short list of practical alternatives that will be carried forward for further study.

The Project Team will be further refining the crossing, inspection plaza and connecting roadways for these practical alternatives and evaluating these options to determine a single technically and environmentally preferred alternative.

Information that will be presented at the Public Information Open House includes:

- DRIC Study Overview, Process and Schedule
- Results of first round of Public Information Open Houses
- Evaluation Process
- Illustrative Alternatives
- Analysis Results
- Practical Alternatives
- What's Next

Members of the Study Team will be available to answer questions.

OWNERSHIP AND OPERATION OF THE NEW OR EXPANDED CROSSING

In addition to selecting a location for a new or expanded crossing, the Partnership is studying governance options to determine the structure for ownership, operation and maintenance of a new or expanded facility. The Partnership is committed to ensuring that any new or expanded crossing is subject to appropriate public oversight. All possible options from collaboration with the private sector to the establishment of a public authority will be examined.

PUBLIC INFORMATION OPEN HOUSES

These Public Information Open Houses will present the assessment of the Illustrative Alternatives and the short list of Practical Alternatives for public review and comment.

Tuesday November 29, 2005	Wednesday November 30, 2005	Thursday December 1, 2005
4:00 p.m. to 8:00 p.m.	5:00 p.m. to 9:00 p.m.	4:00 p.m. to 8:00 p.m.
Canadian Club Room	Gymnasium, Holy Cross	Novelletto Rosati Complex
Windsor Cleary Centre	Elementary School	3939 Carmichael Street
201 Riverside Drive West	2555 Sandwich West Parkway	Sandwich, Ontario
Windsor, Ontario	LaSalle, Ontario	

COMMENTS

Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all comments will become part of the public record.

For further information, or to be added to the mailing list for this study, please visit the project website at www.partnershipborderstudy.com or contact:

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Étude sur la Traversée internationale de la rivière Détroit AVIS – Journées d'information et d'accueil du public

Chaque année, plus de 26 millions de voyageurs et pas moins de 110 \$ milliards (USD) de marchandises (à peu près 28 % de la totalité des échanges commerciaux transportés en surface entre le Canada et les États-Unis) transitent par le corridor Windsor-Détroit faisant de ce dernier la traversée frontalière la plus achalandée en Amérique du Nord.

Pour les 30 années à venir, l'on s'attend à un accroissement des échanges commerciaux entre le Canada et les États-Unis. Avec l'intensification de l'activité transfrontalière, les opérations aux traversées, sur les plazas et dans les voies d'accès et de raccordement se dégraderont. Ainsi, à défaut d'améliorations, les risques de congestion et des délais inacceptables s'avèreront plus fréquents. Les gouvernements doivent agir maintenant afin de prévenir les problèmes de cette nature dans ce corridor vital.

Des améliorations sont également requises afin de procurer des itinéraires de délestage en cas d'incident majeur et de congestion, aux fins d'entretien ou pour parer à toute discontinuité dans l'une ou l'autre des traversées frontalières existantes.

Des raccordements routiers et des traversées frontalières fiables s'avèrent essentiels pour assurer la libre circulation des personnes et des biens dans ce corridor international stratégique. L'Étude sur la Traversée internationale de la rivière Détroit, une initiative du Partenariat sur le transport frontalier, fut entreprise pour identifier les installations transfrontalières, les opérations douanières et les raccordements routiers nécessaires aux fins de permettre le déplacement efficace et sécuritaire des personnes et des marchandises entre le sud-est du Michigan et le sud-ouest de l'Ontario tout en satisfaisant aux impératifs de la sécurité nationale.

L'ÉTUDE

Le Partenariat sur le transport frontalier, constitué des gouvernements du Canada, des États-Unis, de l'Ontario et du Michigan, poursuit l'élaboration de l'étude environnementale et de la planification routière autour d'une traversée nouvelle ou agrandie de la rivière Détroit avec raccordements aux autoroutes en Ontario et au Michigan.

Le Ministère des Transports de l'Ontario (MTO) assume le leadership du plan de travail canadien en collaboration avec Transports Canada. Les services de la firme URS Canada Inc. furent retenus pour soutenir les gouvernements dans la réalisation de cette étude.

LE PROCESSUS

Le Partenariat sur le transport frontalier assure la coordination des études en Ontario et au Michigan afin d'élaborer une solution de bout-en-bout présentant le meilleur équilibre entre les impacts sur l'environnement et les avantages pour le transport. Au Canada, l'Étude sur la Traversée internationale de la rivière Détroit est accomplie en vertu de la *Loi sur les évaluations environnementales de l'Ontario* (LÉEO). En septembre 2004, le document des Termes de référence (TDR), qui confère à l'étude sa structure, fut approuvé par le Ministre ontarien de l'Environnement. Le travail sera également harmonisé avec les exigences de la *Loi canadienne sur l'évaluation environnementale* (LCÉE). Au parachèvement de cette étude, un rapport d'évaluation environnementale (LÉEO) et un rapport d'examen préalable (LCÉE) seront produits et présentés au public pour examen et commentaire.

Les études canadiennes sont coordonnées avec des études similaires en sol américain. Aux États-Unis, les études sont conjointement menées par le Michigan Department of Transportation de concert avec l'U.S. Federal Highway Administration. Les études américaines répondent aux exigences NEPA (U.S. National Environmental Policy Act).

OPTIONS CONCRÈTES

Les options envisagées à titre indicatif pour la traversée de la rivière, pour l'aire d'inspection et pour les raccordements routiers, c'est-à-dire les illustrations qui furent montrées en juin au cours des journées d'information et d'accueil, furent entre-temps évaluées par l'Équipe de projet. Le bilan de cette évaluation dresse une première liste d'options concrètes qui seront retenues pour étude plus approfondie.

L'Équipe de projet verra également à raffiner et à évaluer les options concrètes pour la traversée, pour la plaza d'inspection et pour les raccordements routiers afin de déterminer l'option résultante la plus souhaitable aux termes des critères techniques et environnementaux.

L'information qui sera présentée aux journées d'information et d'accueil du public inclura :

- Un survol de l'étude, du processus et du calendrier du projet de Traversée internationale de la rivière Détroit ;
- les résultats obtenus au cours des premières journées d'information et d'accueil du public ;
- le processus d'évaluation ;
- les options (illustrations) présentées à titre indicatif ;
- les résultats analytiques ;
- les options concrètes ;
- les suites à donner (les suivis).

Les membres de l'Équipe de projet seront sur place pour répondre aux questions.

PROPRIÉTÉ ET OPÉRATION DE LA TRAVERSÉE NOUVELLE OU AGRANDIE

En plus de se pencher sur la sélection d'un site pour la traversée nouvelle ou agrandie, le Partenariat procède également à l'étude des options de gouvernance afin de définir l'agencement de la propriété, des opérations et de l'entretien des installations nouvelles ou agrandies. Le Partenariat est fermement déterminé à assurer que toute installation nouvelle ou agrandie soit soumise à des modalités de supervision publique. Toutes les options possibles seront examinées, de la collaboration avec le secteur privé jusqu'à la mise sur pied d'une autorité publique.

JOURNÉES D'INFORMATION ET D'ACCUEIL DU PUBLIC

Ces *Journées d'information et d'accueil du public* soumettront à l'examen et aux commentaires du public l'évaluation des options élaborées à titre indicatif (illustrations) de même que la première liste d'options concrètes. Les rencontres se tiendront comme suit :

Mardi 29 novembre 2005

16h00 à 18h00

Canadian Club Room
Windsor Cleary Centre
201, Riverside Drive O.
Windsor, Ontario

Mercredi 30 novembre 2005

17h00 à 21h00

Gymnasium, Holy Cross
École Élémentaire
2555 Sandwich West Parkway
LaSalle, OntarioJeudi 1^{er} décembre 2005

16h00 à 20h00

Novelletto Rosati Complex
3939 rue Carmichael
Sandwich, Ontario**COMMENTAIRES**

L'information recueillie sera utilisée dans le respect de la *Loi sur l'Accès à l'information et la protection de la vie privée* et de la *Loi sur l'Accès à l'information*. À l'exception des renseignements personnels, tous les commentaires seront versés aux archives publiques.

Pour information supplémentaire, ou pour s'inscrire à la liste de diffusion de cette étude, prière de consulter le site Web du projet à l'adresse URL www.partnershipborderstudy.com ou communiquer avec :

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APPENDIX B - Municipal Council Meeting Notes

Detroit River International Crossing Study

Meeting Notes

Project:	Detroit River International Crossing	Meeting No.
Project No.	33015379	Date: November 28, 2005
Location:	Windsor City Hall	Time: 6:00 p.m.
Purpose:	Presentation to Windsor Council	

Dave Wake and Len Kozachuk made a presentation to Windsor Council. Copies of the presentation slides are attached to these notes. The following concerns were raised by various Councilors during the presentation question period:

1. Direct and indirect impacts on the community of Sandwich.
The DRIC team committed to meet with representatives of the Sandwich community on Wednesday, November 30, 2005 in order to gain additional insight into this community.
2. That the Team had placed more weight on future development potential in LaSalle than it had on the existing community on Huron Church Road/Talbot Road.
3. That tunneling under the Ojibway Park area had been removed from further consideration.
4. That construction staging would result in diversion of traffic to other city streets.

After the questions and answer period, Council passed a resolution authorizing the City to retain legal counsel to consider options.

Submitted by: Murray Thompson

Distribution: Working Group

Detroit River International Crossing Study

Meeting Notes

Project:	Detroit River International Crossing	Meeting No.
Project No.	33015379	Date: November 28, 2005
Location:	Council Chambers	Time: 10:00 a.m.
Purpose:	Presentation to Essex County Council	

1. Dave Wake, Murray Thompson and Len Kozachuk made a presentation to the Council Representatives. Copies of the presentation material are attached.
2. In response to the presentation, County Warden, Mike Raymond noted that the Partnership had been listening to residents and municipalities and was generally pleased with the area for continued analysis, as defined. He did ask that the following be noted for the record:
 - a. The affected municipalities must continue to be "at the table" during the design of the corridor interchanges and access roads. He noted that Talbot Road from Howard to Cabana is completely within the boundary of LaSalle and Town staff should be present during the development of this corridor.
 - b. He also noted the continuing concern that the County has that Highway 3 be recognized as an important element of the border infrastructure, as this south shore connection carries a lot of trade flow to the border. The County is concerned that recently planned improvements have not been implemented.
 - c. The Warden also noted that discussion on governance was good and encouraged the Partnership to continue to move this issue forward.
 - d. The Warden also noted that the municipal staff had expended considerable dollars to provide valuable information to the DRIC Project Team and he continued to look for reimbursement for funding for municipal staff involvement in this project.
3. Other Councilors also supported the need to proceed with improvements on Highway 3 as critical border infrastructure.
4. A question was asked with respect to whether the Ambassador Bridge could twin the existing bridge independent from the DRIC Project. Dave Wake clarified the Ambassador Bridge twinning is not recommended by the Partnership. The Ambassador Bridge has put forward its own proposal. As a private enterprise they can proceed. However, they require specific approvals in order to implement this proposal. Their focus is on the bridge only, whereas the DRIC focus is on the bridge plus access roads to Highway 401 and I-75, as well as the Plazas (i.e. the whole end-to-end system).
5. Councilors also noted that if the timeline for the implementation of the International Crossing could be shortened, it could potentially save jobs in the local area. Dave Wake responded that the Partnership is continuing to look for ways to accelerate the process, if they can do so without jeopardizing the ability to obtain environmental assessment approvals.

Submitted by: Murray Thompson

Distribution: Working Group & Steering Committee

APPENDIX C - Advisory Group Meeting Notes

Detroit River International Crossing Study

Meeting Notes

Revised December 19, 2005

Project:	Detroit River International Crossing	Meeting No.
Project No.	33015379	Date: November 29, 2005
Purpose:	Meeting with Municipal Advisory Group (MAG)	
Present:	See attached list of attendees	

Len Kozachuk provided an overview of the presentation given to Essex and Windsor Councils. A copy of the presentation slides is attached. Copies of the Illustrative Alternatives Generation and Assessment Draft Report dated November 2005 were given to attendees. Additional copies are available on the website.

Action By:

1. The meeting proceeded to review the area of continued analysis from Highway 401 to the River. The Team received input from those present, which will be helpful in generating an initial set of Practical Alternatives. Prior to the detail review, municipal team members noted that there is a need to:
 - Look for opportunities to improve access through the development of service roads;
 - A need to look for ways to improve east/west connections; and,
 - Look for ways to separate local and international traffic.
2. In response to a question, it was confirmed that the Partnership is planning to develop a six-lane freeway from Highway 401 to the new International Bridge. Roger Ward confirmed that six-laning of Highway 401 as far as westerly as Dougall is in the design stage. Final designs are being modified in order to accommodate future six-laning on the Huron Church/Talbot Rd. Corridor.
3. Larry Silani asked if the Team will be looking at cut and cover options. The Team responded that a number of design cross sections will be investigated.
4. The following discussion took place with respect to various locations along the corridor:
 - a. **Highway 3/Howard Avenue:** It was noted that the radius of the existing curve at Highway 3 must be improved. The MTO has previously purchased property south of this curve for purposes of improving the interchange. It was noted that traffic on Howard Avenue needs to be maintained. However, a concept raised by the LaSalle and Essex representatives is to divert the main north/south traffic onto Highway 401, in order to access the industrial areas near the airport. Howard Avenue within the City of Windsor is not cited for upgrading. A flyover should be provided; however, this would be a secondary north/south access road. The main interchange should be developed to accommodate Howard Avenue, Highway 3 and Highway 401. The Town has set aside a right-of-way within its development plan for this purpose. The design should be developed to allow for any surplus land to have some development potential.
 - b. **Talbot Road between Howard Avenue and Coussineau:** It was noted that several options need to be developed in this area including property acquisition, service roads and potentially cut and cover of some sections. URS will obtain as much utility information from municipalities as possible. Direct contact with utility companies will be necessary.

- c. **Interchange at Coussineau:** Roger Ward noted that the minimum spacing for interchanges would be 2 km. On this basis, it may not be possible to provide an interchange at Coussineau. Municipal representatives noted that if an interchange cannot be provided, a flyover connecting Coussineau to Sandwich Parkway will be required. Service road connections to adjacent interchanges will be required in order to facilitate access. It was noted that the Outlet Mall relies heavily on international car traffic and will require this accessibility to be maintained. Access requirements to St. Clair College were noted. Although there is a second access onto Coussineau, closure of the access to Talbot Road would create considerable pressure on the remaining access and needs to be considered carefully. It was noted that there is an arena on Pulford Avenue and community access to this area is required. It may be appropriate to provide a flyover at Grand Marais. At this point, a full interchange is not being considered at this location.
- d. There was discussion as to whether or not the interchange could be moved north from Coussineau perhaps providing access back to Coussineau Road. The Town of LaSalle advised that the church access onto Talbot Rd. could be closed and tied back onto Normandy Avenue. It was agreed that the Team should make early contact with the owners of the Windsor Crossing Outlet Mall.
- e. **Todd / Cabana:** There was discussion about the need for an interchange at Todd/Cabana. Alternative concepts will have to be considered.
- f. **EC Row Interchange:** It was agreed that the initial design criteria will be to retain all movements and provide access from the new Highway to existing Huron Church Road. Adjacent to EC Row, it was noted that the City has 3 or 4 approved subdivisions under various stages of development, each planned to accommodate a few hundred homes. It was suggested that MTO track developments in this corridor and receive notice of any future applications for development. With respect to the Industrial area, it was suggested that the Project Team obtain the future development plans for the Lou Romano plant.
- g. The Team agreed to meet again on **Thursday, January 19, 2006**; location to be determined. The Team will provide drawings of the initial set of alternatives a couple of days prior to the meeting.

Submitted by: Murray Thompson

Distribution: Those Present

Also distribute to John Skorobohacz and John Tofflemire, City of Windsor

Attendees:

Kaarina Stiff, TC
Dave Wake, MTO
Roger Ward, MTO
Joel Foster, MTO
Kevin DeVos, MTO
Murray Thompson, URS
Len Kozachuk, URS
Audrey Steele, LGL

Frank Pizzuto, Town of Amherstburg
Tom Bateman, County of Essex
Brian Gregg, County of Essex
Chad Jeffery, Town of Essex
Larry Silani, Town of LaSalle
Brian Hillman, Town of Tecumseh
George DeGroot, Town of Tecumseh
Penny Allen, GECDSE
Steve Kapusta, City of Windsor

Detroit River International Crossing Study

Meeting Notes

Project:	Detroit River International Crossing	Meeting No.	CANAAG-003
Project No.	33015379	Date:	December 1, 2005
Location:	Windsor Hilton Hotel, Windsor, Ontario	Time:	10:00 a.m.
Purpose:	CANAAG Group Meeting		
Present:	See attached list		

Dave Wake, MTO, welcomed attendees.

Action By:

1. Len Kozachuk, URS, gave a presentation of the work completed to date by the Partnership. The Project Teams have analyzed and evaluated illustrative crossing, plaza and connecting route options in both Canada and the U.S. This evaluation has resulted in the identification of an Area of Continued Analysis, within which practical alternatives will be developed and evaluated. The next round of public consultation is scheduled for March 2006. The selection of the preferred alternative is on track for presentation in Spring 2007.

Please refer to attached presentation slides.

Comments:

Following the opening presentation, the following comment was provided by the CANAAG:

- Bill Aird, CTA, cautioned that the team might face challenges on the numerical weighting-scoring results. Len Kozachuk responded that the Reasoned Argument method was the primary method of analysis/evaluation and the arithmetic method provided a check of the arguments made. .
2. Audrey Steele provided a presentation of the results of the First Review of the Project Work Plans. Revised versions of the Work Plans have been posted on the Partnership website along with three additional Work Plans. The Partnership is seeking comments on the Work Plans from the public, stakeholders, and agencies (closing January 28, 2006). Audrey went on to provide an overview of the environmental investigation steps that will take place during the analysis of practical alternatives stage.
- Please refer to attached presentation slides.*
- The CANAAG provided no comments on the revised work plans.
3. Following conclusion of the formal presentations there was an open discussion of specific project issues.

Status of CEEA Process:

- The Project Description has been posted; given the aggressive schedule established for this unique project, early engagement of federal departments is being sought.
- Transport Canada will participate as a co-proponent for this project.

Status of OEA Process:

- o URS will provide MOE with copies of project documentation and arrange a meeting (early January 2006) to address TOR requirement/commitments pertaining to the process for developing road-based solutions.
- 4. Murray Thompson provided an overview of the transportation features, constraints, and opportunities of the Area of Continued Analysis from Highway 401 to the Detroit River.
- 5. Kaarina Stiff provided an update as CEAA relates to the DRIC study. She noted that participation by Federal Ministries has been important to date. Comments to date have been integrated into the Work Plans. It is important that Ministries and Agencies stay engaged. Cathy Hainsworth is providing advice as to the best time to trigger the formal CEAA.
- 6. Bill Aird inquired as to whether a concept or project has been defined as per CEAA requirements. Kaarina Stiff noted that a project has not yet been defined. The study is closer to being able to define a specific project now that a single corridor from Highway 401 to the EC Row has been chosen.
- 7. Bill Aird inquired as to who is the proponent for purposes of assigning responsibility and accountability. Kaarina Stiff replied that MTO and TC are both proponents at this point in time.
- 8. Len Kozachuk noted that the Environmental Terms of Reference committed the Team to meet with MOE to obtain comments at this time. He will ensure the Alternatives Assessment Report is made available and will arrange for a follow-up meeting. L. Kozachuk
- 9. It was noted that further discussion with PSEPC and EMO is required in order to define guidelines for security of large infrastructure. A combined meeting with DHS and CBSA may be arranged in the near future.
- 10. Claude Béland noted that there is a pending agreement between Canada and U.S. with respect to Customs/Plazas operations, significant issues are being discussed. Further information will be available early in 2006. C. Béland
- 11. It was noted that a recent meeting with the U.S. Coast Guard had been held. This meeting had indicated that a centre pier into Detroit River would not be practical. This position was questioned by Claude Béland, who indicated that a pier may actually add to the structural redundancy of the bridge, notwithstanding the environmental issues.
- 12. Pete DiPonio inquired regarding the status of governance discussions. He asked whether the governance policies would include just the new crossing or all crossings between Ontario and the U.S. Dave Wake replied that he believed the current discussions to be related only to the new crossing; however, presumably some concepts could be expanded to other crossings in the future, if appropriate.

13. Next CANAAG meeting – the next meeting of the CANAAG will be scheduled to coincide with the next round of Public Information Open House near the end of March 2006.
14. Audrey Steele requested that comments on the Work Plans should be forwarded to the Partnership by the end of January 2006.

Dave Wake concluded the meeting by thanking all for their attendance.

Submitted by: Audrey Steele, LGL
Distribution: Those Present

List of Attendees:

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 Melanie Coulter.....Detroit River Canadian Cleanup
 Michael ShawEnvironment Canada
 Dan Lebedyk.....Essex Region Conservation Authority
 M. CluedEssex Region Conservation Authority
 Norm Smith..... Fisheries & Oceans Canada
 Margaux Brisco Health Canada
 Janet Jones.....Ministry of Citizenship and Immigration
 Nancy Creighton Ministry of Economic Development & Trade
 Catherine McLennon.....Ministry of the Environment
 Bob AggerholmMinistry of the Environment
 Kim Ferguson.....Ministry of the Environment
 Daraleigh Irving Ministry of Natural Resources
 David Cree Windsor Port Authority

Detroit River International Crossing

Meeting Notes

Project:	Detroit River International Crossing	Meeting No.	COOP-003
Project No.	3600	Date:	Dec 6, 2005
Location:	Omni Hotel - Detroit	Time:	10:00 AM
Purpose:	Owners/Operators/Proponents Meeting – Evaluation of Illustrative Alternatives		
Present:	See attached list		

Mohammed Alghurabi opened the meeting with introductions. Joe Corradino, using a PowerPoint presentation, provided an overview of the DRIC, including a summary of the alternatives that were eliminated and the definition of the "continued analysis area." He elaborated on why the Detroit River Tunnel Partnership and the second span of the Ambassador Bridge were eliminated from further consideration.

Len Kozachuk, also using a PowerPoint presentation, indicated that the Canadian evaluation process was done hand-in-hand with the U.S. team. The Canadian process used both numerical and reasoned argument evaluations. He then explained, from a Canadian perspective, why alternatives were eliminated, indicating twinning of the Ambassador Bridge would have significant impacts in and around the Canadian plaza area and on Huron Church. He summarized the Central area alternatives had the best balance between meeting transportation needs and community impacts. The intended corridor to access that area of the Detroit River is via Talbot/Huron Church EC Row west of Huron Church.

Joe Corradino added that all previously identified alternatives in the Central area on both sides of the border had been erased. New ones will be established by working closely with the communities affected. The final Practical Alternatives will be publicly known by the end of March.

Q: *Who are the decision-makers?*

R: Mohammed Alghurabi explained the composition of the Steering Committee. He indicated MDOT Director Jeff, FHWA Regional Administrator, Jim Steele, and similarly, up the hierarchy of each Partnership agency, were involved in the decision on elimination of Illustrative Alternatives.

Q: *What are the origins of the project?*

R: Dave Wake responded that the four Border Partnership agencies recognized the issues at the border in 2000 and decided to jointly take action. Joe Corradino said Canadian Prime Minister Paul Martin and President George W. Bush pledged to complete documentation of the need for a new crossing in 2007 and complete the new crossing at 2013. Len Kozachuk said the impetus for a new border crossing went back to the early 1990's with the Gateway analysis performed then.

C: *It was noted that the U.S. President has to sign a Presidential Permit for the new crossing and the Canadian Parliament must ultimately pass authorizing legislation.*

Q: *Did all the alternatives assume a Canadian plaza?*

R: Yes, plazas cited were generally 80-100 acres in size.

Q: *Were two lanes, in addition to the Ambassador Bridge's existing four lanes, considered?*

R: Len Kozachuk responded that the Partnership recognized that any new crossing should look beyond the typical 25 to 30 year planning horizon, and travel demand shows the need for a crossing with at least two lanes in each direction.

There was then discussion of some details of the DRTP Canadian approach to the proposed tunnel, and the assumptions made in the analysis.

Next Steps

Joe Corradino explained the area of continued analysis within which the Practical Alternatives would be developed. He explained the objective of community outreach during December, January and February; Practical Alternatives would begin to be formulated in January. Meanwhile, consultation with U.S. Cooperating Agencies will continue. By the end of February, information will be presented to the Working Group and by early March to the Steering Committee.

Murray Thompson said follow-up meetings are planned in Sandwich, with workshops in early January. Workshops are also expected to cover the community along the alignment from the plaza area to the 401 Expressway.

Other

Don Flynn charged that the process was political, ala the Governor's announcement in early October eliminating the Downriver alternatives. Other proponents who were not interested in this line of discussion left at this point of the meeting. Don Flynn continued by indicating there was no technical basis for the decision to eliminate Downriver alternatives. He believes enough truck traffic goes south to justify a "shortest-distance-between-two-points" alignment.

Joe Corradino explained the technical basis for the decision making and said that technical information was the basis of the Governor's announcement.

There was discussion about a specific example crossing: Plaza S-4, with Crossings X-2 or X-3. Joe Corradino cited data on neighborhood impacts as an example and the plaza's overall ranking. Don Flynn responded that the plaza was an industrial area, and that his proposal would take out Atofina, which some years ago created a chemical incident that required evacuation of the surrounding area, including some on Grosse Isle. His suggestion was to use the railroad or Fort Street to carry traffic south to I-75. He said the Partnership study had so inflamed the Downriver population, that his proposal never had a fair chance. Mr. Flynn took exception to the finding that the plaza he proposes would impact floodplain or had wetlands on it.

Mr. Flynn asked for more information about the Canadian side. David Wake said that the decision to drop the Downriver alternatives was based on an end-to-end decision, but that southern alternatives in Canada did little to relieve congestion in Windsor, as the alignments were too distant from the focus of travel demand.

Mr. Flynn then questioned the travel demand data suggesting that the population was moving south, nearer his proposed crossing location. Len Kozachuk said that shifts in population were accounted for in the travel demand forecasting, which examined socioeconomic data, trade flow trends, and a broad range of other issues.

With that, the meeting ended at 11:30 a.m.

Submitted by: Joe Corradino, The Corradino Group

Distribution: Attendees

List of Attendees:

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Hennepin Point Crossing (HPX)

Don Flynn delraydon@msn.com

Mich-Can

Ross Clarke rclarke1@clarkesurveyors.com
 Roy Lancaster

Detroit River International Crossing

Meeting Notes

Project:	Detroit River International Crossing	Meeting No.
Project No.	3600	Date: Dec 7, 2005
Location:	Omni Hotel - Detroit	Time:
Purpose:	Private Sector Advisory Group Meeting – Evaluation of Illustrative Alternatives	
Present:	See attached list	

Mohammed Alghurabi opened the meeting with introductions. Joe Corradino, using a PowerPoint presentation, provided an overview of the DRIC, including a summary of the alternatives that were eliminated and the definition of the "continued analysis area." He elaborated on why the Detroit River Tunnel Partnership and the second span of the Ambassador Bridge were eliminated from further consideration.

Murray Thompson, also using a PowerPoint presentation, indicated that the Canadian evaluation process was done hand-in-hand with the U.S. team. The Canadian process used both numerical and reasoned argument evaluations. He then explained, from a Canadian perspective, why alternatives were eliminated, indicating twinning of the Ambassador Bridge would have significant impacts in and around the Canadian plaza area and on Huron Church. He summarized the Central area alternatives had the best balance meeting transportation needs and community impacts. The intended corridor to access that area of the Detroit River is via Talbot/Huron Church and EC Row west of Huron Church.

Joe Corradino added that all previously identified alternatives in the Central area on both sides of the border had been erased. New ones will be established by working closely with the communities affected. The final Practical Alternatives will be publicly known by the end of March.

The following questions/comments were then addressed.

- Q: *Where is MTO with improving Highway 401?*
R: Highway 401 is being expanded to 6 lanes from Tilbury to Windsor, terminating at Dougall Parkway. From this point to the west, Highway 401 improvements will be addressed as part of the DRIC Study.
- Q: *What is the reaction of Windsor Council to the recent study results?*
R: Windsor City Council passed a resolution to consult with their lawyer on how to proceed with the DRIC Study. Other statements were made at the Council meeting of November 28th asserting that the DRIC Study has erroneously favoured existing traffic routes in Windsor over vacant land in LaSalle. Yet other statements by Council didn't seem to recognize the commonalities between the DRIC Study results and the recommendations of the Schwartz Plan; in fact, the recommendations of the DRIC Study have a high commonality with the findings of the Schwartz Plan. The DRIC

Study Team has offered additional consultation with councilors to further understand their concerns and questions.

Q: Page 88 of the Canadian draft report suggests that Crossing X-9 is a feasible option being carried forward. Is this correct?

R: Page 88 documents the progression of the evaluation at which Crossing X-9 was considered as a possible final alternative. But, the end-to-end analysis determined that impacts to the U.S. Steel operations on the U.S. side of the border, rendered Crossing X-9 not a practical solution.

Q: What was the reaction from Detroit City Council?

R: Two Detroit City Council persons attended a community meeting on November 9th. The community's reaction was negative towards elected officials. Nonetheless, a resolution was passed by the Detroit City Council that identified the work that would have to be completed to satisfy the Council and the community.

Q: The Schwartz recommendations spoke to a multi-modal approach to the border. Is this being considered in the DRIC Study?

R: The DRIC Study has considered "Alternatives To" the Undertaking including diversion to rail or transit. It has concluded that a road based solution is required to meet long-term needs and is proceeding on that basis. Improvements to other modes are moving forward outside of the DRIC Study.

Q: Is the Team concerned about geotechnical conditions along the riverfront?

R: Yes, additional geotechnical information is being obtained on both sides of the border to better understand the geotechnical conditions.

Q: When will the Project Team complete the study?

R: The results of the assessment of the Practical Alternatives will be publicly announced by the end of 2006. The selection of a Preferred Alternative is to be made by the end of June 2007.

Q: What kind of approvals are needed for a new crossing?

R: The U.S. will require a Presidential Permit in addition to approvals from agencies like the Corps of Engineers and Coast Guard. In March of 2005, the Heads of State in Canada, U.S. and Mexico met, and the DRIC Project was identified on the Presidential Action List. A copy of this information will be provided by e-mail.

In Canada, an Act of Parliament will be required as well as approvals from various federal and provincial agencies. In Canada, amendments to the Canadian Transportation Act are being proposed that would identify the federal approvals required. The Partnership is also studying governance in a separate but parallel process to the DRIC Study. A decision on governance is expected by 2007.

Q: What level of review is the Ambassador Bridge twinning project going through under CEAA?

R: Presently this project is undergoing a screening-level review.

Q: *Can the DRIC Study be stopped or legally challenged?*

R: In the U.S., there is no actionable item yet that could reasonably cause a legal challenge to stop the Study. The Partnership has not formally submitted its findings for approvals. Once that happens in the U.S., any legal challenge to the Environmental Impact Statement will go directly to a Federal Appeals Court. Any appeal of that decision will be heard by the U.S. Supreme Court. In Canada, the first appeal to any findings would likely come during a formal review of the Environmental Assessment; it is possible that the appeal may go right to a hearing.

Q: *What is the impact if DRTP and the Ambassador Bridge go ahead with their plans for new crossings?*

R: These proposals will not affect the progress of the DRIC Study or the new crossing. The financing of a project that is directly competing with a government-sponsored project is something that the private sector, and those who are asked to financially support them, would have to take into consideration in determining whether or not to proceed with their project.

Q: *Is the Ambassador Bridge Company's ring road concept being pursued?*

R: The ring road concept was considered as an alternative in the DRIC Study but rejected by the Canadian Team on the basis of the community impacts this option would have as well as the Canadian Border Security Agency's concerns with a remote plaza. The Ambassador Bridge may choose to pursue this option on their own; however, it was noted that their current CEAA submission speaks only to the twinning of the crossing.

C: *A clarification was noted that the graphic of the Continued Analysis Area identifies that improved connections on Schaefer at Outer Drive to I-94 will be considered. These improvements are anticipated as ITS and other traffic management procedures, not major construction.*

The Continued Analysis Area graphic also identifies that the U.S. Ambassador Bridge plaza and its connections to I-75 are still under consideration even though the second span is not. The DRIC Study will look at opportunities to integrate this gateway and its connections to I-75 with any new crossing south of the Ambassador Bridge.

Q: *Is the project on schedule?*

R: Yes, the project remains on schedule.

Mohammed Alghurabi thanked everyone for their participation. He requested those U.S. organizations in attendance put in writing their support of the Study process, if possible. He noted that the Ontario Chamber of Commerce had recently issued a public statement which was very helpful.

Andy Zeigler of MDOT took the opportunity to discuss the upcoming closures for up to two years of the freeway system starting in 2006 that are associated with the Ambassador Bridge Gateway Project. He said MDOT will maintain direct access to the bridge but most likely not to through traffic on I-75 and I-96.

Mohammed Alghurabi concluded by requesting those in attendance offer the names of other organizations that should be involved in these meetings.

The meeting then concluded.

Submitted by: Joe Corradino, The Corradino Group

Distribution: Attendees

List of Attendees:

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APPENDIX D - Displays / Handout Package

Welcome to the Second Public Information Open House for the

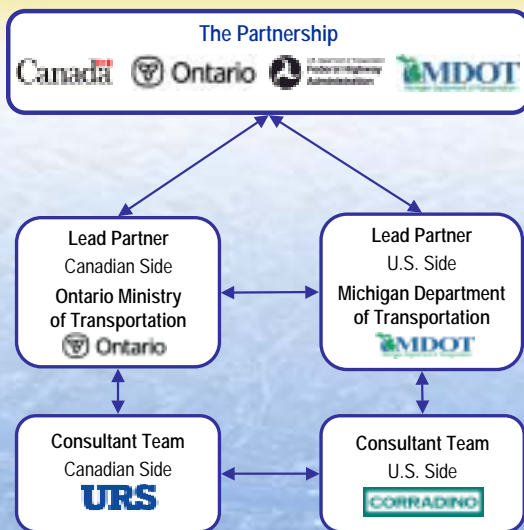
DETROIT RIVER INTERNATIONAL CROSSING ENVIRONMENTAL ASSESSMENT

November 29, 30 & December 1, 2005

>> Please Sign In <<

Members of the Project Team are available to discuss any questions that you may have.

The Project Team



The Partnership representing the governments of Canada, the United States, Ontario and Michigan is moving forward with the Environmental Assessment (EA) phase of the Detroit River International Crossing (DRIC) project to improve traffic flow and trade movement at the Windsor-Detroit border.

The Ontario Ministry of Transportation (MTO) is leading the Canadian work program in coordination with Transport Canada. The Michigan Department of Transportation (MDOT), in coordination with the U.S. Federal Highways Administration, is leading the U.S. work program.

URS Canada Inc. has been retained to assist MTO in undertaking the route planning and environmental assessment in accordance with the Ontario Environmental Assessment Act (OEA) and Canadian Environmental Assessment Act (CEAA). MDOT has also retained a consultant team to undertake the U.S. route planning and environmental impact study in accordance with the requirements of the National Environmental Policy Act (NEPA).

- The purpose of a new or expanded Detroit River crossing with connections to the freeway systems in Ontario and Michigan is to provide for the safe, efficient and secure movement of people and goods across the Canadian-U.S. border in the Detroit River area to support the economies of Ontario, Michigan, Canada and the U.S.
- In order to meet the purpose, this study must address the following regional transportation and mobility needs:
 - Provide new border crossing capacity to meet increased long-term travel demand;
 - Improve system connectivity to enhance the continuous flow of people and goods;
 - Improve operations and processing capabilities at the border; and
 - Provide reasonable and secure crossing options (i.e. network redundancy)
- Given the importance of this trade corridor to the local, regional and national economies and recognizing the negative effects associated with poor traffic operations and congestion, the partnering governments must take all reasonable steps to reduce the likelihood of disruption to transportation service in this corridor.

The DRIC Study will:

- Coordinate the U.S. and Canadian work programs
- Investigate the engineering, social, economic, cultural and natural environment attributes of route and crossing alternatives
- Publicly present the assessment of direct and indirect impacts of the alternatives for public review
- Incorporate public and agency input in decision-making and development of mitigation

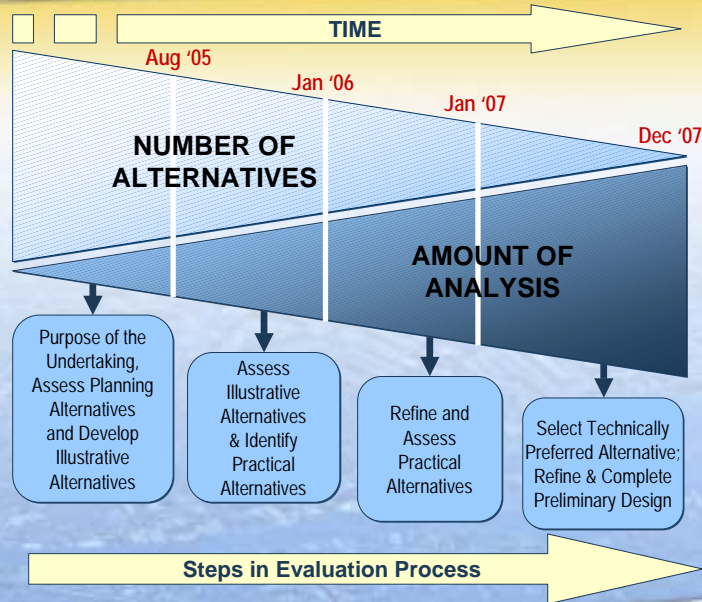
Consultation activities will generally be tied to the following key milestones:

Study Area Features, Opportunities & Constraints	April '05	Initial Public Outreach
Initial Set of Crossing Alternatives, Plaza Locations & Connecting Routes in Canada and the U.S.	June '05	PIOH1
Final Set of Alternatives	Nov./Dec. '05	PIOH2
Specific Crossing, Plaza and Access Road Options	March '06	PIOH3
Results of Social, Economic, Environmental and Engineering Assessments	December '06	PIOH4
Preferred Crossing Location, Plaza Locations & Connecting Routes in Canada and the U.S.	Spring '07	PIOH5
Finalize Engineering and Mitigation Measures	Summer '07	PIOH6
Document Study and Submit for Approvals	End of '07	Public Review

We are here

In addition, other consultation activities will be held throughout the project. Join the project contact list or visit the project website to learn more about upcoming activities.

- The underlying principle for the alternatives generation and evaluation process is to start with a broad perspective and become more focused/detailed as the project progresses.



The evaluation process for the Illustrative Alternatives involved two methods: **Reasoned Argument Method** and **Arithmetic Method**. The Reasoned Argument (trade-off) was the primary evaluation method employed to select alternatives for continued analysis with the Arithmetic approach used to substantiate the findings of the Reasoned Argument (trade-off) evaluation.

Reasoned Argument Method	Arithmetic Method
<p>Considered the advantages and disadvantages of each alternative and the relative significance of the impacts. The rationale used to select alternatives over others was derived from the following sources:</p> <ul style="list-style-type: none"> National and international significance of the crossing; Government legislation, policies and guidelines; Existing Land Use and Municipal policy (i.e., Official Plans); Technical Considerations (i.e. degree to which the identified transportation problems are solved); Issues and concerns identified during consultation; and Project Team expertise. 	<p>Considered both the level of importance of each environmental attribute (i.e. weight) and the magnitude of the impact or benefit (i.e. score). Generally, more weight is assigned to those features that are felt to be more important in assessing impacts. Weighting scenarios have been developed based on feedback from the general public and other stakeholders.</p> <ul style="list-style-type: none"> Scores were assigned by qualified Project Team specialists with expertise in impact assessment; Relative impacts ranged from those that are positive (benefit the environment) to negative (detrimental to the environment); 1 to 7 scoring scale used to identify magnitude of an impact/benefit whereby: <ul style="list-style-type: none"> 1 = high impact 2 = moderate impact 3 = low impact 4 = neutral/no impact 5 = low benefit 6 = moderate benefit 7 = high benefit The weight was multiplied by the score to obtain a weighted score. The weighted scores were compared to determine the preferred alternative.

Factor Weighting Results

The assessment of the plaza, crossing and route alternatives considered both the magnitude of the impacts generated by the alternatives, as well as the relative level of significance of the impacts. Each factor was rated (on a scale of 0 to 100) to determine the relative level of significance ("weights"). The public, agencies and other stakeholders were given the opportunity to rate the factors through a rating tool distributed at consultation activities in June 2005. Separate weights were determined for the public* and the Community Consultation Group*. The Project Team used input received from the rating tools to guide its weighting of the factors. A total of 60 valid rating tools were received from the public and Stakeholder. Representatives from MTO, TC and the Consultant Team collaborated to determine the Project Team weights. The following are the results of the weighting exercise:

Factor	Project Team		Public		CCG	
	Rating	Weight (%)	Avg. Rating* (reflects 60 responses received)	Weight (%)	Avg. Rating (reflects 15 responses received)	Weight (%)
Changes in Air Quality	70	12.39	85	17.31	91	17.30
Protection of Community & Neighbourhood Characteristics	90	15.93	80	15.49	73	13.88
Maintain Consistency with Existing & Planned Land Use	70	12.39	62	12.89	72	13.69
Protection of Cultural Resources	70	12.39	66	13.14	69	13.12
Protection of Natural Environment	90	15.93	78	16.34	90	17.11
Improve Regional Mobility	100	17.70	76	15.28	78	14.83
Minimize Cost	75	13.27	47	9.54	53	10.07
		100		100		100

* Public and CCG weightings were determined by averaging the individual rating tool results and do not represent a consensus among study participants. Weights received from the public and CCG were used as input to guide the Project Team in determining its weights and the significance of each factor in undertaking the Reasoned Argument evaluation. The Project Team recognizes that the members of the general public carry unique views and perspectives as to the importance of the various factors.

Evaluation Sequence

1. Assessment of impacts & benefits were conducted in accordance with environmental work plans. The impacts and benefits associated with the illustrative alternatives were identified according to the factors listed below.

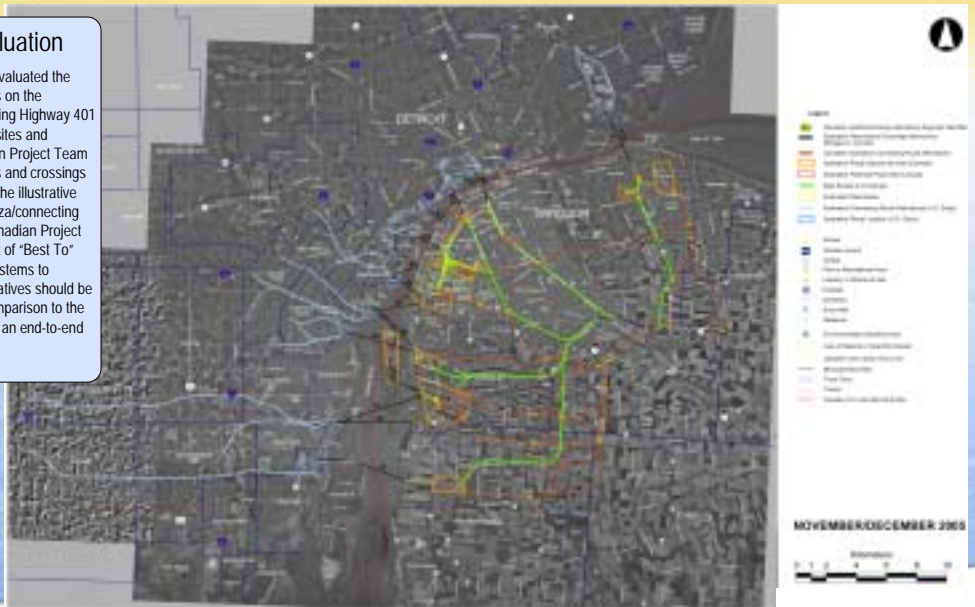
1. Changes to air quality
2. Community and neighbourhood impacts
3. Consistency with land use
4. Impacts to cultural resources
5. Natural environment
6. Improved regional mobility
7. Cost

The evaluation of alternatives was considered in the context of the international and national significance of the Detroit River crossing in terms of the economy, security, and ability to provide continuous river crossing capacity. To be carried forward for further study, alternatives were required to meet the purpose of the undertaking.

2. The Canadian and U.S. Project Teams assessed the results of the impacts analysis and recommended alternatives to be carried forward for continued analysis.
3. The Partnership made recommendations as to what alternatives to be carried forward for continued analysis, based on a complete understanding of the impacts and benefits on both sides of the river for all alternatives.

"Best To" Evaluation

Having analyzed and evaluated the various route segments on the Canadian side connecting Highway 401 to the proposed plaza sites and crossings, the Canadian Project Team incorporated the plazas and crossings into an assessment of the illustrative crossing/inspection plaza/connecting route systems. The Canadian Project Team assessed the set of "Best To" route/plaza/crossing systems to determine which alternatives should be brought forward for comparison to the U.S. findings as part of an end-to-end evaluation.



For the south alternatives, a new transportation facility would not provide adequate benefits to regional mobility. A new crossing in the South area would not attract sufficient traffic to alleviate existing crossings or the roads connected to these crossings. Based on the assessment of Travel Demand for the study horizon (2035), the Ambassador Bridge, Detroit-Windsor Tunnel and key roads connected to these crossings would be congested, resulting in excessive delays during daily peak travel periods in the long term.

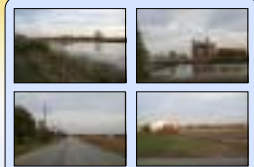
U.S. Plaza AC1 and Crossing X6 eliminated from further consideration on the basis of unacceptable impacts to existing industrial operation

Fighting Island

- North end of Island contains Provincially Significant Wetland and Environmentally Sensitive Area
- Middle and southern sections have historically been used for disposal of alkaline waste; this material ranges in thickness from 0.5m to 11m
- Construction of plaza would require removal of waste material to other parts of the island
- High constructability risks associated with this plaza and crossings on this island
- Plaza site CS1 and Crossing X5 were eliminated from further consideration

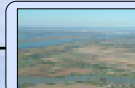
Natural Heritage Features – All south crossings except Crossing X1 were found to impact sensitive riverfront wetlands. Crossing X2 near Turkey Island was found to have the highest impacts.

Length of river crossings (between 2500m to 4500m) was not considered a disadvantage of these alternatives; the cost to construct the bridge structures were found comparable to the shorter, but more complex spans, longer spans, proposed for the narrower sections of the river.



This area of Essex County is a predominately agricultural area; as a result, a new highway in this area would impact very few homes on the Canadian side compared to the other alternatives

Alternatives passing east of Oldcastle were found to have higher costs but similar impacts as alternatives using Highway 401 corridor to Highway 2, and were not carried forward.



Preferred routes alternatives connecting to crossings X2, X3 avoids residential areas along Canard River

Preferred route to X1 avoids quarry lands and has lower impacts to sensitive natural areas of the Canard River than the other alternatives considered.

RECOMMENDATION: Due to the generally rural nature of the land uses south of LaSalle, the southern alternatives carried lower community impacts than the other alternatives. However, on the basis that a new transportation facility would not provide adequate benefits to regional mobility, the Canadian Project Team did not recommend that any of the south alternatives be carried forward for further study.

Analysis Results Canadian Side – South Alternatives

Highway 401 to Detroit River

Factor	Crossing E1 Phase C&B No Impact	Crossing E2 Phase C&B Low Impact	Crossing E3 Phase C&B Low Impact	Crossing E4 Phase C&B No Impact
Changes to Air Quality	Slight decrease in pollutants on a system-wide basis.	Slight increase in pollutants on a system-wide basis.	Moderate increase in pollutants on a system-wide basis.	Little to increase in pollutants on a system-wide basis.
Community and Neighbourhood Impacts	Displacements: 30+ households +5 businesses Disruptions: 80+ households within 250 m of crossings; +5 businesses	Displacements: 10+ households +5 businesses Disruptions: 100+ households within 250 m of crossings; +5 businesses	Displacements: 30+ households +5 businesses Disruptions: 80+ households within 250 m of crossings; +5 businesses	Displacements: 30+ households +5 businesses Disruptions: 80+ households within 250 m of crossings; +5 businesses
Connectivity with Local Use	Connecting route primarily impacts rural area of LaSalle and Amherstburg, which are somewhat consistent for a new highway, plaza and crossing; have limited impacts on planned land use.	Connecting route primarily impacts rural area/boundary of future urban area of LaSalle, which is somewhat consistent for a new highway, plaza and crossing; have limited impacts on currently planned land use.	Connecting route primarily impacts rural area/boundary of future urban area of LaSalle, which is somewhat consistent for a new highway, plaza and crossing; have limited impacts on currently planned land use.	Connecting route impacts primarily rural area/boundary of future urban area of LaSalle, which is somewhat consistent for a new highway, plaza and crossing; have limited impacts on currently planned land use.
Impacts to Cultural Resources	Impacts to 0 built features, 3 known archaeological sites, moderate potential for impacting unknown sites.	Impacts to 0 built features, 1 known archaeological site, high potential for impacting unknown sites.	Impacts to 0 built features, 1 known archaeological site, high potential for impacting unknown sites.	Impacts to 0 built features, 1 known archaeological site, high potential for impacting unknown sites.
Nature Environment	Loss of 23+ ha of designated undesignated features; direct impacts to 11+ ha of ETS habitat.	Loss of 55+ ha of designated undesignated features; direct impacts to 31+ ha of ETS habitat.	Loss of 31+ ha of designated undesignated features; direct impacts to 44+ ha of ETS habitat.	Loss of 21+ ha of designated undesignated features; direct impacts to 33+ ha of ETS habitat.
Improve Regional Mobility	Provides additional capacity/new crossing; inadequate benefits to existing crossings and key connecting roadways in Windsor which operate near capacity during daily peak travel periods in long term.	Provides additional capacity/new crossing; inadequate benefits to existing crossings and key connecting roadways in Windsor which operate near capacity during daily peak travel periods in long term.	Provides additional capacity/new crossing; inadequate benefits to existing crossings and key connecting roadways in Windsor which operate near capacity during daily peak travel periods in long term.	Provides additional capacity/new crossing; inadequate benefits to existing crossings and key connecting roadways in Windsor which operate near capacity during daily peak travel periods in long term.
Cost	CDNR \$10.1M ¹ . Community costs include construction of 2 km crossing over Detroit River on Canadian side.	CDNR \$10.1M ¹ . Community costs include active salt mines, fighting island salt contamination issues and construction of 2+ km crossing over Detroit River on Canadian side.	CDNR \$10.1M ¹ . Community costs include active salt mines, fighting island salt contamination issues and construction of 2+ km crossing over Detroit River on Canadian side.	CDNR \$10.1M ¹ . Community costs include active salt mines, fighting island salt contamination issues, construction of 2 km crossing over Detroit River, fighting island salt contamination issues.

Conclusions:
The Southern alternatives generally have lower impacts to community features and have comparable costs and constructability risks compared to the other alternatives. However, these alternatives do not provide adequate improvement to regional mobility in the long term, which is a primary objective of this project. These alternatives are therefore not recommended for continued analysis.

¹ Endangered or threatened species

² Preliminary planning costs of connecting route, plaza and one-half of crossing

Analysis Results Canadian Side – East Alternatives

With the east alternatives, a new transportation facility would not provide adequate benefits to regional mobility. The existing crossings and key roads serving these crossings would operate at or near capacity during peak travel periods within the 2035 planning horizon of this study. This would result in excessive delays during peak travel periods. Additional transportation improvements would be required to address the need for additional capacity at the existing crossings and on the key connecting roadways in the urban area of Windsor.



The east alternative was found to be not compatible with the established residential character of east Windsor, particularly north of E.C. Row Expressway. A new crossing and plaza in the riverfront area of east Windsor would have high impacts to the community.



Significant commercial development exists along Tecumseh Road and Lauzon Road.

Area east of Lauzon Road, along the Manning/Banwell Corridor, is planned for future residential development.



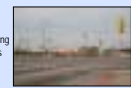
Area south of E.C. Row along Lauzon Road has been designated as a future employment area.

A new road connection to Highway 401 was found to have little impact to community character and a fair degree of compatibility with current and future land uses.



Keweenaw Park at the riverfront and Dorwent Park at E.C. Row/Lauzon Parkway would be impacted.

Plaza site CE1 displaces "big box" commercial uses, including Wal-Mart, Home Depot, Rona and other retail establishments.



Assessment of Illustrative Alternatives, Canadian Side, East Alternatives - Highway 401 to Detroit River

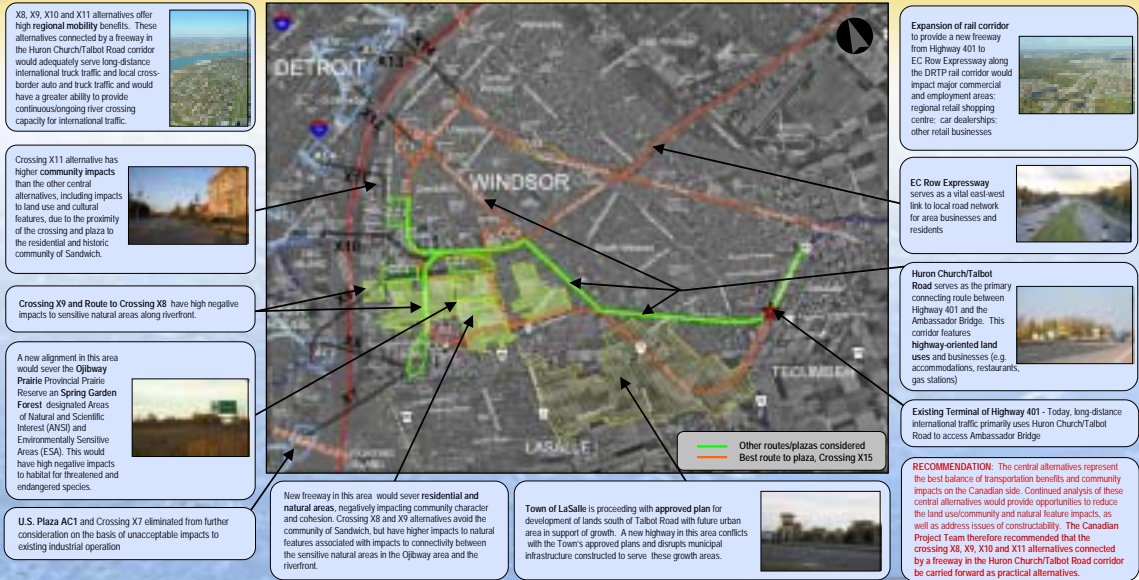
Factor	Crossing E1 Phase C&B No Impact
Changes to Air Quality	Slight decrease in pollutants on a system-wide basis.
Community and Neighbourhood Impacts	Displacements: 30+ households +5 businesses Disruptions: 80+ households within 250 m of crossings; +5 businesses
Connectivity with Local Use	Connecting route primarily impacts rural area/boundary of future urban area of LaSalle, which is somewhat consistent for a new highway, plaza and crossing; have limited impacts on currently planned land use.
Impacts to Cultural Resources	Impacts to 0 built features, 3 known archaeological sites, moderate potential for impacting unknown sites.
Nature Environment	Loss of 23+ ha of designated undesignated features; direct impacts to 11+ ha of ETS habitat.
Improve Regional Mobility	Provides additional capacity/new crossing; inadequate benefits to existing crossings and key connecting roadways in Windsor which operate near capacity during daily peak travel periods in long term.
Cost	CDNR \$10.1M ¹ . Community costs include construction of 2 km crossing over Detroit River on Canadian side.

¹ Endangered or threatened species

² Preliminary planning costs of connecting route, plaza and one-half of crossing

RECOMMENDATIONS: On the basis that a new transportation facility in this area of the city would not provide adequate benefits to regional mobility in the long term, which is a primary objective of this project, and would have high community impacts, the Canadian Project team did not recommend the east alternative be carried forward for further study.

Analysis Results Canadian Side – Central Alternatives



Analysis Results Canadian Side – Central Alternatives

Highway 401 to Detroit River

Factor	Crossing X8-Plaza OC4	Crossing X9-Plaza OC5	Crossing X10-Plaza OC3	Crossing X11-Plaza OC1
Changes to Air Quality	Low impact: No noticeable change in regional airshed	Low impact: No noticeable change in regional airshed	Low impact: No noticeable change in regional airshed	Low impact: No noticeable change in regional airshed
Community and Neighbourhood Impacts	Moderate impact: Displacements: 120+ households, 40+ businesses Disruptions: 1400+ households within 250 m of construction, 15+ businesses	Moderate impact: Displacements: 150+ households, 40+ businesses Disruptions: 1400+ households within 250 m of construction, 15+ businesses	Moderate impact: Displacements: 140+ households, 40+ businesses Disruptions: 1400+ households within 250 m of construction, 15+ businesses	Moderate to high impact: Displacements: 150+ households, 15+ businesses Disruptions: 1400+ households within 250 m of construction, 15+ businesses
Consistency with Land Use	Moderate impact: Huron Church/Talbot is somewhat consistent for a new freeway, plaza and crossing in active industrial areas; residential consistent	Low impact: Huron Church/Talbot is somewhat consistent for a new freeway, plaza and crossing in undeveloped industrial areas; highly consistent	Low impact: Huron Church/Talbot is somewhat consistent for a new freeway, plaza and crossing in undeveloped industrial areas; highly consistent	Low to Moderate impact: Huron Church/Talbot is somewhat consistent for a new freeway, plaza and crossing in undeveloped industrial areas; consistent
Impacts to Cultural Resources	Moderate impact: Impacts to 1 built features, 3 known archaeological sites; high potential for impacting unknown sites	Moderate impact: Impacts to 1 built features, 3 known archaeological sites; high potential for impacting unknown sites	Moderate impact: Impacts to 2 built features, 3 known archaeological sites; high potential for impacting unknown sites	Moderate to high impact: Impacts to 10 built features, 2 known archaeological sites; high potential for impacting unknown sites
Natural Environment	High impact: Severe Ojibway features from riverfront; loss of approx. 30 ha of designated undeveloped features; direct impacts to 25+ ha of ETS ¹ habitat	High impact: Potential for severing Ojibway features from riverfront; loss of approx. 30 ha of designated undeveloped features; direct impacts to 30+ ha of ETS ¹ habitat	Moderate impact: Loss of 20+ ha of designated undeveloped features; direct impacts to 14+ ha of ETS ¹ habitat	Moderate impact: Loss of 25+ ha of designated undeveloped features; direct impacts to 15+ ha of ETS ¹ habitat
Improve Regional Mobility	High benefits: Provides additional capacity/new crossing; avoiding crossing near site with 3-lane approach; unstable flow in 2035	High benefits: Provides additional capacity/new crossing; avoiding crossing near site with 3-lane approach; unstable flow in 2035	High benefits: Provides additional capacity/new crossing; avoiding crossing near site with 3-lane approach; unstable flow in 2035	High benefits: Provides additional capacity/new crossing; avoiding crossing near site with 3-lane approach; unstable flow in 2035
Costs	High impacts: COST \$1.2 B ² ; Constructability risks include traffic/utility management on HCR/Talbot corridor, active river, bridge walls	High impacts: COST \$1.4 B ² ; Constructability risks include traffic/utility management on HCR/Talbot corridor, active river, bridge walls	High impacts: COST \$1.4 B ² ; Constructability risks include traffic/utility management on HCR/Talbot corridor, active river, bridge walls	High impacts: COST \$1.2 B ² ; Constructability risks include traffic/utility management on HCR/Talbot corridor, active river, bridge walls

¹ Endangered or threatened species
² Preliminary planning costs of connecting route, plaza and one-half of crossing

Analysis Results – Crossing X12 Ambassador Bridge

A six-lane freeway connecting to a twinled Ambassador Bridge has a high benefit to regional mobility. This alternative would adequately serve long-distance international truck traffic and local cross-border auto and truck traffic.

However, expansion of the existing crossing and connections offers limited ability to provide continuous/ongoing river crossing capacity for international traffic as it does not provide a new crossing with new connections. A new freeway in the Huron Church Road corridor has high potential for disrupting international traffic in this important trade corridor.



Expansion of the crossing and existing plaza creates high impacts to the historic Sandwich community. The community impacts associated with widening of Ambassador Bridge, expansion of the existing bridge plaza and expansion of Huron Church Road to a freeway are notably higher than those of the central alternatives.



Limited to no flexibility for future plaza expansion without a large number of property takings and significant disruption to the community of Sandwich



Route impacts to Huron Church Road between E.C. Row and the river would primarily affect highway commercial land uses. These commercial uses would have to be relocated.



Low impacts to natural features are associated with this alternative. Impacts are limited to edge impacts to Spring Garden Prairie and St. Clair College Prairie



Assessment of Illustrative Alternatives, Canadian Side, Crossing X12 Alternatives – Highway 401 to Detroit River

Feature	Existing (Highway 401)
Design and Construction	Highway 401 is a four-lane divided highway with a median. It is a concrete structure with a steel deck. It is a high-speed road with a design speed of 100 km/h. It is a high-speed road with a design speed of 100 km/h.
Construction and Construction	Highway 401 is a four-lane divided highway with a median. It is a concrete structure with a steel deck. It is a high-speed road with a design speed of 100 km/h. It is a high-speed road with a design speed of 100 km/h.
Construction and Construction	Highway 401 is a four-lane divided highway with a median. It is a concrete structure with a steel deck. It is a high-speed road with a design speed of 100 km/h. It is a high-speed road with a design speed of 100 km/h.
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Construction and Construction	Highway 401 is a four-lane divided highway with a median. It is a concrete structure with a steel deck. It is a high-speed road with a design speed of 100 km/h. It is a high-speed road with a design speed of 100 km/h.

Conclusions: The Crossing X12 alternative provides adequate improvements to regional mobility but has greater community impacts than the central alternatives. This alternative is therefore not recommended for continued analysis.

¹ Endangered or threatened species

² Preliminary planning costs of connecting route, plaza and one-half of crossing

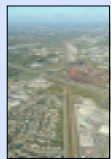
RECOMMENDATION: Crossing X12 alternative not carried forward on the Canadian side. Higher benefits to regional mobility are outweighed by limited ability to provide continuous/ongoing river crossing capacity for international traffic. As well, this alternative creates high impacts to the neighbourhoods in the vicinity of plaza, in particular the neighbourhood of Sandwich.

On the U.S. side, the Ambassador Bridge is well connected to freeways and is consistent with area land uses. The plaza and gateway connections of this crossing will be carried forward for further study.

Analysis Results – Rail Corridor (X13/X14 and DRTP Truckway)

The Rail Corridor was assessed as:

- a two-lane truckway utilizing the two existing single-track rail tunnels;
- a six-lane freeway with a new six-lane road tunnel beneath the Detroit River; and,
- a six-lane freeway with a new six-lane road bridge over the Detroit River



The DRTP truckway proposal (Crossing X13) was found to provide inadequate capacity to meet the long-term needs of the border transportation network and has high community impacts on the Canadian side. This option was eliminated from further study.



As a six-lane freeway with a new bridge or tunnel, the Rail Corridor alternative has a high benefit to regional mobility. However, a new freeway through central and south Windsor is not consistent with land use plans and would have high impacts to the community.



The rail corridor alternatives are considered to have high impacts to regional commercial/retail and employment areas as well as negative impacts to both south Windsor and the older riverfront neighbourhoods.

Constructability concerns with an interchange at E.C. Row Expressway, between Howard Ave and Douglas Ave.

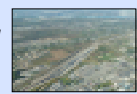
Rail corridor alternative is close in proximity to Devonwoods Environmentally Significant Area

The rail corridor alternative would create a major transportation corridor through urban area of Windsor. New multi-lane facility would attract a high proportion of international truck and auto traffic; result in significant shift in travel patterns in the City



The U.S. and Canadian Project Teams considered a tunnel under this section of the Detroit River practically infeasible due to the time and cost implications for the project.

Border agencies raised issues of security and monitoring requirements associated with location of plaza and the proposed connection to a new new crossing.



Assessment of Illustrative Alternatives, Canadian Side, Rail Corridor Alternatives – Highway 401 to Detroit River

Feature	Existing (Highway 401)
Design and Construction	Highway 401 is a four-lane divided highway with a median. It is a concrete structure with a steel deck. It is a high-speed road with a design speed of 100 km/h. It is a high-speed road with a design speed of 100 km/h.
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¹ Endangered or threatened species

² Preliminary planning costs of connecting route, plaza and one-half of crossing

RECOMMENDATION: A freeway connecting to a plaza and new crossing in the downtown area was not carried forward on the Canadian side on the basis that this alternative has high negative impacts to the community and is not compatible with local land uses and City plans.

Summary of Results of Arithmetic Evaluation

The arithmetic evaluation incorporates numeric values for both the level of importance of each environmental attribute (the "weight") and the magnitude of the impact or benefit associated with an alternative (the "score"). The weight is multiplied by the score to obtain a total weighted score. The totals for each alternative are compared to determine the preferred alternative. The Arithmetic Method also allows for sensitivity testing of the different weighting scenarios.

The Canadian Project Team developed a set of weights for the seven major evaluation factors. A weighting scenario was also developed by arithmetically combining the factor weights provided by individuals of the public through a rating tool exercise. A third weighting scenario was developed by arithmetically combining the factor weights assigned in rating tools submitted by individuals of the Community Consultation Group (CCG).

The Arithmetic Method results indicate:

- Based on the unweighted scores, Crossing X1 and X10 alternatives were ranked highest overall, with crossing alternatives X3, X4 and X11 also highly ranked.
- The Canadian Project Team, public and CCG weighting scenarios identified crossing X10 as the highest ranking alternative; this result reflects the balance of high benefits to regional mobility and generally low to moderate impacts to the community the central options represent.
- The Canadian Project Team weighting scenario identified crossing X11 scenario as the third highest rated alternative (after X10 and X1). This weighted score reflects that the alternative has higher community impacts than the southern alternatives, but lower impacts than other alternatives in the urban area of Windsor (i.e crossing X12, X14 and X15 alternatives). This balance is also reflected in the public and CCG weighted score scenarios; the crossing X11 alternative was ranked fourth, higher than the other 'urban' alternatives.

The Arithmetic Method identified crossing X10 alternative in the central area as the preferred crossing location on the Canadian side. The Canadian Project Team identified the Huron Church/Talbot Road corridor and the industrial area around crossing X10 as an area of continued analysis.

Summary of Results of Arithmetic Evaluation

Alternative		Weighted Scores (Public and CCG Weighting Scenarios)														Total Weighted Score	
Alternative	Weighted Score	Public	CCG	Public	CCG	Public	CCG	Public	CCG	Public	CCG	Public	CCG	Public	CCG	Public	CCG
X1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X2	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X4	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X7	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X8	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X9	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X10	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X11	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X12	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X13	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X14	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
X15	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

NOTES:
(1) - Crossing X5, X6, X7 and X13 alternatives were eliminated from further study and therefore were not ranked.
(2) - Members of the Canadian Project Team collaboratively developed one set of weightings.
(3) - Public and Canadian Consultation Group weighting scenarios were developed by arithmetically combining individual submissions on factor weightings.
(4) - Scores were assigned to each alternative by Project Team specialists and are the same for all weighting scenarios.

Based on the results of the evaluation of crossing/plaza/connecting route systems connecting the 15 crossings to Highway 401, the Canadian Project Team brought forward the following preliminary recommendations for comparison to the U.S. findings as part of an end-to-end evaluation:

Alternative (Highway 401 to Detroit River)	Canadian Project Team Recommendations	Comments
Crossing X1, X2, X3 and X4	Not carried forward	Alternatives do not provide adequate improvement to regional mobility.
Crossing X5, X6 and X7	Not carried forward	Eliminated from further consideration due to issues of constructability/feasibility.
Crossing X8 and X9	Carried forward	Crossings X8 and X9 alternatives provide high benefits to regional mobility and avoid the community of Sandwich, but have higher impacts to natural features than other central alternatives on the Canadian side. In determining whether to carry these alternatives forward as practical alternatives, the impacts and benefits of these alternatives on the U.S. side must needed to be considered.
Crossing X10 and X11	Carried forward	These alternatives were found to have the best overall balance of meeting regional mobility needs and impacts to community features.
Crossing X12	Not carried forward	The Crossing X12 alternative would result in high community impacts and high potential for disruption to international traffic during construction. This option has limited ability to provide continuous river crossing capacity in the border crossing network.
Crossing X13	Not carried forward	This alternative would provide inadequate capacity to meet long-term needs and high community impacts
Crossing X14	Not carried forward	This alternative has high impacts to communities and neighbourhoods in central and south Windsor.
Crossing X15	Not carried forward	This alternative does not provide adequate improvement to regional mobility and has high community impacts

The U.S. Project Team conducted a parallel evaluation of 37 crossing/plaza/connecting route systems on the U.S. side.

North Alternatives – Crossing X15

- 2 alternatives analysed
- New crossing at Belle Isle would not adequately meet the long-term needs for regional transportation network.
- Poorer performance in terms of impacts to community and neighbourhood characteristics; consistency with land use plans; impacts to cultural resources; impacts to air quality

CROSSING X15 ALTERNATIVES: NOT RECOMMENDED TO BE CARRIED FORWARD

I-75/I-96 Area

Crossings X13 and X14

- 4 crossing/plaza/route alternatives were analyzed, including the proposed DRTP truckway (Crossing X13)
- Crossing X13 had little benefit to mobility in terms of reducing congestion at existing crossings in 2005
- Crossing X13 on U.S. side connecting to I-75 had negative community impacts and impacts to cultural features associated with the plaza and crossing; the connecting route was considered incompatible with local land use; a new crossing was noted as being in conflict with plans for residential/commercial revitalization for this area of Detroit
- 2 crossing X14 alternatives performed better than most alternatives in terms of improving regional mobility; protecting natural features and constructability

CROSSING X14 WAS RECOMMENDED TO BE CARRIED FORWARD TO THE END-TO-END EVALUATION

Crossing X12 Alternative (Twin Ambassador Bridge)

- Identified as one of the top overall performers on the U.S. side in terms of effectiveness and cost-effectiveness
- Ambassador Bridge is currently undergoing expansion of existing plaza; improved connections between the bridge and interstate freeway system is occurring as part of the Gateway Project
- High impacts to cultural resources; maintaining air quality

CROSSING X12 WAS RECOMMENDED TO BE CARRIED FORWARD TO THE END-TO-END EVALUATION

Central Alternatives – Crossings X7, X8, X9, X10 and X11

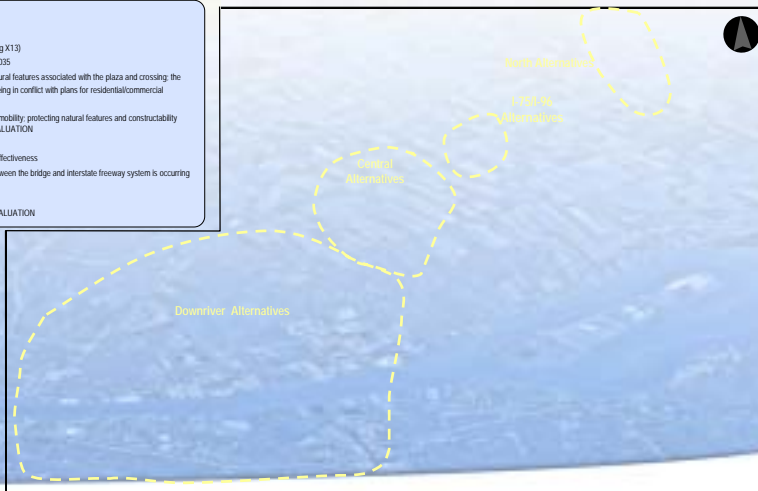
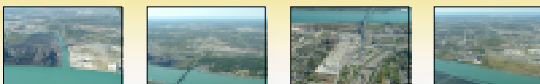
- Crossing X7 and plaza AC1 was eliminated from further consideration on the basis of unacceptable impacts to existing industrial operation.
- Crossings X8 and X9 and Plaza AC2 were noted as having a high impact to the steel mill operations. The higher constructability risks associated with these impacts left these options as being less preferred than the X10 and X11 options.

CROSSINGS X8, X9, X10 AND X11 WERE RECOMMENDED TO BE CARRIED FORWARD TO THE END-TO-END EVALUATION

Downriver Alternatives – Crossings X1, X2, X3, X4, X5, X6

- Downriver crossings would have limited improvement to traffic operations on the U.S. freeway system; had poorer performance in regional mobility; none were among the top performers overall

NONE OF THE DOWNRIVER ALTERNATIVES WERE RECOMMENDED TO BE CARRIED FORWARD



The results of the Canadian and U.S. Project Teams' analysis were brought forward for an end-to-end evaluation. The recommendations of the Canadian and U.S. Project Teams were brought forward and the Partnership made final recommendations based on the complete understanding of impacts and benefits on both sides of the river for all alternatives.

[illegible]

Area of Continued Analysis



- Information and comments received from this PIOH will be considered in refining and assessing the alternatives to be carried forward for continued analysis.
- The practical crossing, inspection plaza and connecting route alternatives will be presented to the public in March 2006.
- The Partnership will undertake detailed investigations of technical, social, economic, cultural and natural environment issues:

Acoustical and Vibration

Site Surveys
Consult with Agencies and Stakeholders
Conduct Practical Routes Noise Assessment
Develop Noise Mitigation Strategies

Air Quality

Site Surveys
Consult with Agencies and Stakeholders
Conduct Practical Routes Air Quality Assessment
Present Results of Air Quality Assessment

Archaeological

Prepare Stage One Documentary Survey
Consult with Agencies and Stakeholders
Conduct Stage Two Field Surveys at specific locations
Develop Mitigation Strategies

Built Heritage

Conduct Built Heritage Inventory
Consult with Agencies and Stakeholders
Develop Mitigation Strategies

Economic

Individual Business Interviews
Consultation with Business Associations/Groups

Natural Heritage

Site Surveys
Consult with Agencies and Stakeholders
Conduct Practical Routes Noise Assessment
Develop Noise Mitigation Strategies

Social

Individual Household Interviews
Consultation with Residential Community Associations/Groups

Technical

Conduct Geotechnical Surveys
Develop Preliminary Geometric Design
Consult with Municipalities, Agencies, and Stakeholders
Develop Geometric Design Mitigation Strategies

Waste and Waste Management

Field Surveys - i.e. sites
Consult with Agencies and Stakeholders
Develop Waste Management Strategies

Ongoing consultation with agencies, stakeholders and the public will be incorporated in this work.

- The results of these additional investigations, and the assessment of practical alternatives will be presented to the public by the end of 2006.
- A technically and environmentally preferred alternative will be determined within the area of continued analysis in the Spring of 2007.

- The DRIC Study is an important project for the communities in the Detroit River area; it provides a unique opportunity for the public to get involved in the decisions that will have a lasting effect regionally and nationally.
- Your participation is welcomed and encouraged!
 - Please complete a comment sheet and share your views with the Project Team
 - Sign-up to participate in a project issue workshop (Registration forms are available at this Open House or on the project website)
 - Check website for progress updates
 - Contact the Project Team at any time to obtain information or ask questions
 - Attend the Community Consultation Group and public meetings (check the project website for upcoming meetings)

THANK YOU FOR ATTENDING!

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APPENDIX E -
Comments and Responses

(to be inserted)

APPENDIX F -
Comments Provided on Mapping

(to be inserted)