

Detroit River
INTERNATIONAL CROSSING
STUDY

DETROIT RIVER INTERNATIONAL CROSSING STUDY

Trillium Court

November 10, 2008



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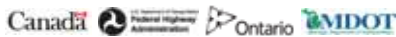
The Border Transportation Partnership

Canada

U.S. Department of Transportation
Federal Highway
Administration

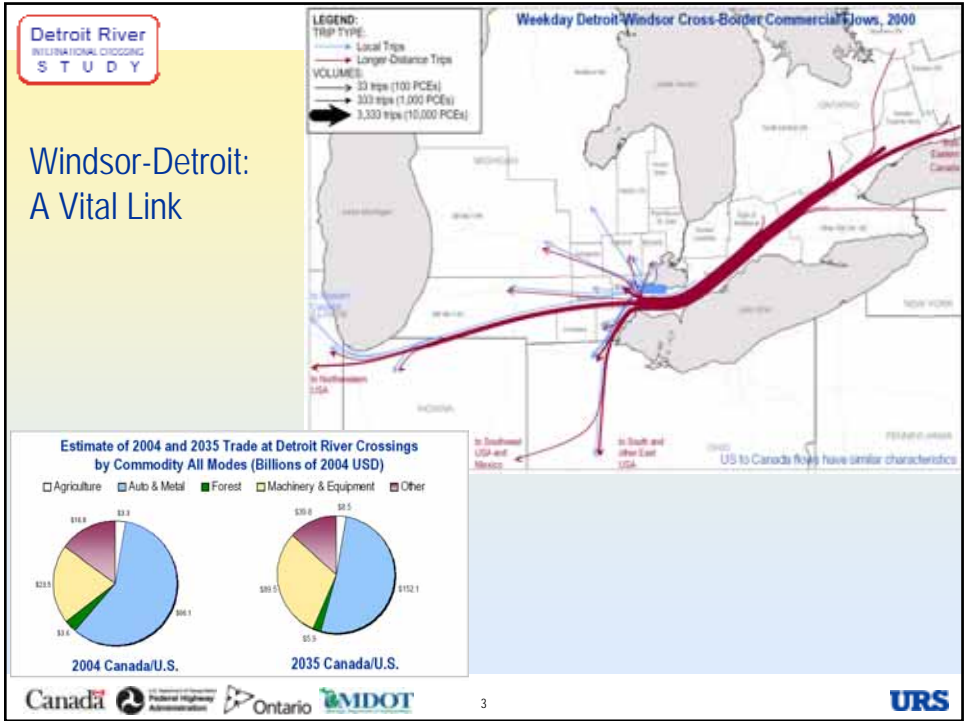
Ontario

MDOT
Michigan Department of Transportation



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URS



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Purpose of the DRIC Study

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.

To construct a new end-to-end transportation system that will link Highway 401 to the U.S. interstate system with inspection plazas and a new river crossing in between.

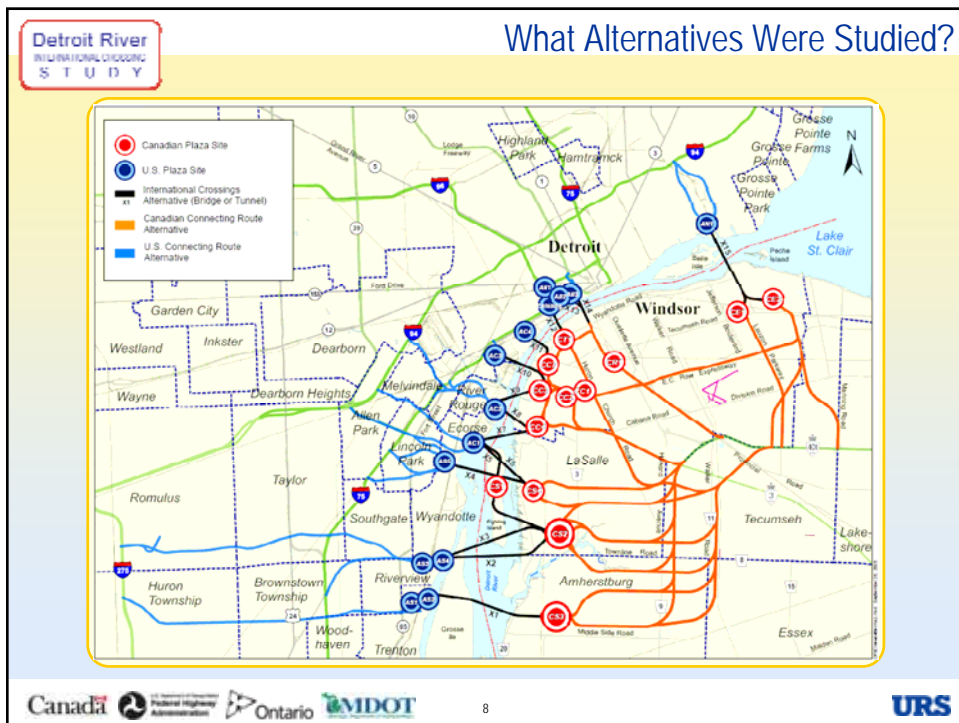
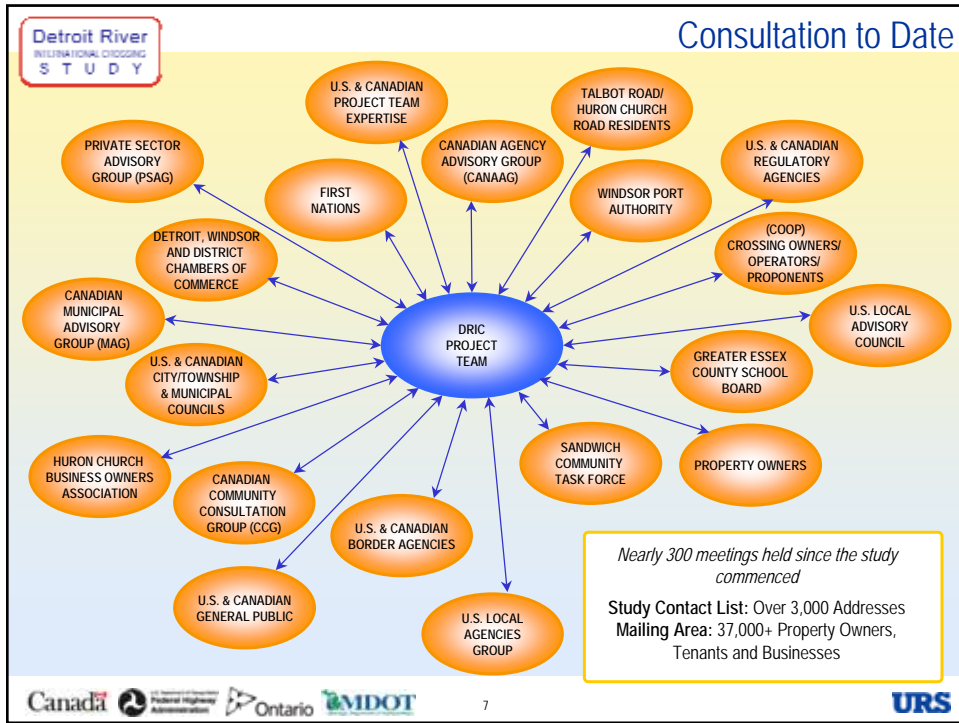
Canada, Federal Highway Administration, Ontario, MDOT, URS

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)

The Study Team seeks to implement transportation solutions which minimize community and environmental impacts as much as possible. In particular, the Canadian Study Team is looking to address the local communities' goals to:

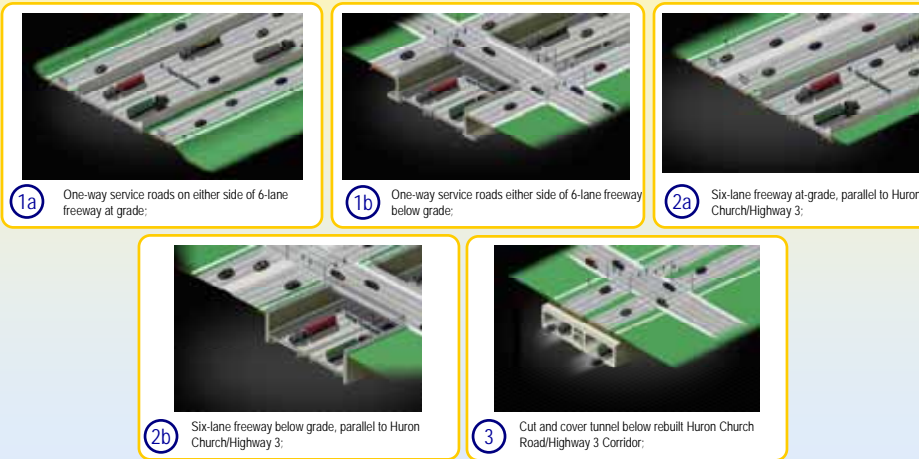
- *Improve quality of life*
- *Take trucks off local streets*
- *Improve traffic movement across the border*



Crossing, Plaza & Access Road Alternatives



Practical Access Road Alternatives





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





Looking west at Oakwood Tunnel rooftop



The Windsor-Essex Parkway



The Windsor-Essex Parkway



The Technically & Environmentally Preferred Alternative (TEPA) Ontario's Most Ambitious Highway Infrastructure Project

The Windsor-Essex Parkway will be the most significant single highway investment made in Ontario history, with an estimated price tag of \$1.6 billion (2011 dollars).

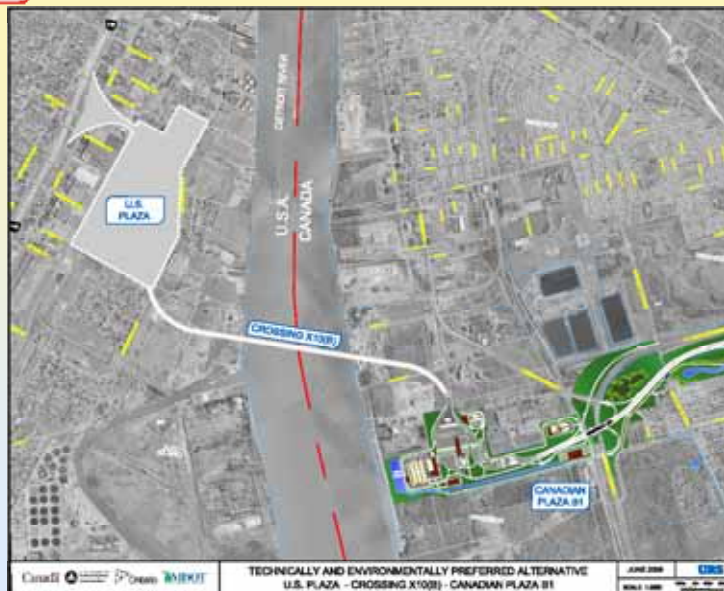
- ✓ Includes over 300 acres of parkland
- ✓ Has 20 km of recreational trails
- ✓ 11 tunnels covering 1.8 km of freeway
- ✓ Takes trucks off local streets
- ✓ Includes new service roads
- ✓ Improves the movement of traffic to and from the border
- ✓ Reduces diesel emissions

The new international bridge will span the Detroit River (at 850m). The project will include new state of the art customs/immigration plaza.

Economic Benefits

- The Windsor-Essex Parkway will be the most significant single highway investment made in Ontario history, with an estimated price tag of \$1.6 billion (2011 dollars).
- The construction of the \$1.6 billion Parkway alone is expected to create 12,000 project-related jobs.
- The majority of these construction-related jobs would be located in the Windsor-Essex region.
- An improved border crossing and access road in the region will have positive economic impacts for businesses in the Windsor-Essex region and for economic activity in the broader geographic area.

Plaza and Crossings



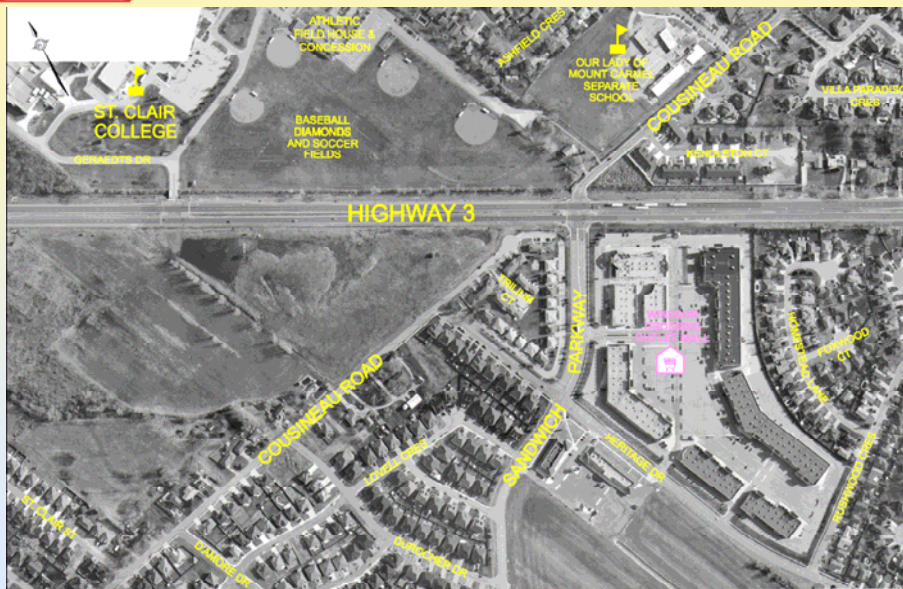
Canadian Plaza B1 with Cable Stay Bridge



Canadian Plaza B1 with Suspension Bridge



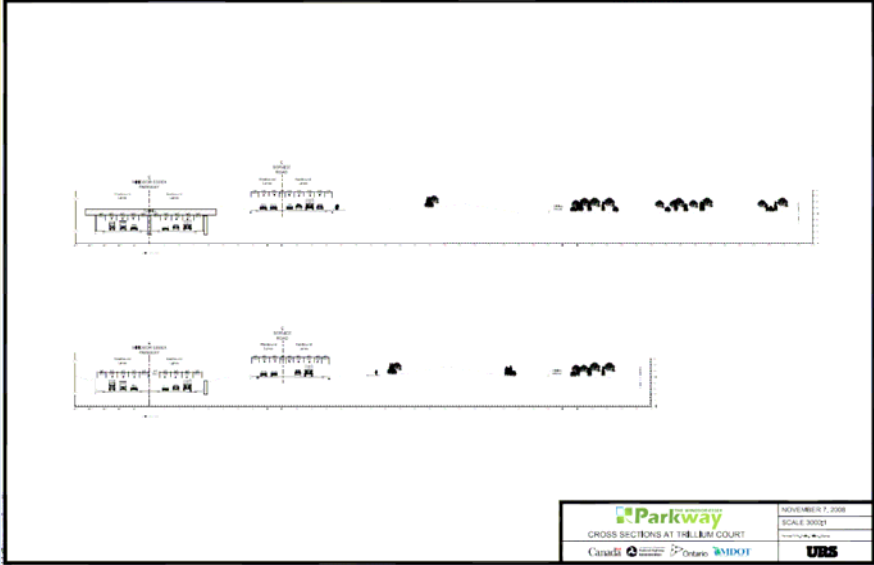
How will Trillium Court Be Impacted



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Answers to Some of Your Questions

Questions & Answers

Where will we be moving to?

- The goal is to provide replacement housing in the same general area as Trillium Court
- All tenants will be notified once a location has been determined



Will I have to pay for anything related to the move?

- No, MTO will cover all reasonable costs associated with moving

When will we have to move?

- We anticipate sometime in 2010

What will my house/unit be like?

- The goal is to provide a new house similar to what you have now, i.e. If you have a three bedroom house, the replacement house will have 3 bedrooms

How certain is it that we will have to move?

- The Provincial and Federal Governments are committed to this very important infrastructure project. The existing Trillium Court property is required for the Windsor-Essex Parkway

What if I'm unhappy with the new location/unit?

- Residents may apply to the City of Windsor Housing Authority for relocation to a different housing project

Will I have the same neighbours?

- The goal is to move all the residents living at Trillium Court into the new replacement housing

What if the new location places my child in a new school catchment area?

- The goal is relocate the new Trillium Court in the same area and within the same school catchment area

What will the new development look like? Will it include anything different from what Trillium Court offers, such as a playground area or central community/meeting spaces?

- It is early yet in the planning, River Park Management will continue to work with MTO to locate an appropriate location and determine facilities required

What's Next?

For the Project

- Draft EA reports being circulated for review
- PIOH – November 24 and 25
- Final EA Reports to MOE – year end
- Anticipated Approvals – late summer 2009
- Significant Construction 2010

What's Next?

For Trillium Court

- MTO will work with Town to identify the best location for new development
- MTO will hire a manager to work with Trillium Court Board and residents
- We will meet again in early 2009



DRIC Study – Canadian Team

Ministry of Transportation

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