

Detroit River International Crossing (DRIC) Traffic Study Release
February 17, 2010

Q1. What is an “Investment-Grade Traffic Study”?

An investment-grade traffic study is defined as one done with sufficient due diligence and detail and clearly derived assumptions that would allow investors to assess the risks of a project and make their investment decisions. More information about the DRIC and the Investment-Grade Traffic Study is available on the Border Transportation Partnership Web site at www.partnershipborderstudy.com.

Q2. Why was the study done?

Public Act 116 of 2009; states:

“The department shall submit an investment-grade traffic study to the legislature by May 1, 2010 from a reputable traffic company with appropriate experience intended to provide a detailed traffic projection for the ensuing 10 years, taking into account projected infrastructure modifications, expansions, and improvements announced.”

Q3. Who conducted the study?

The study was conducted by Wilbur Smith Associates, an internationally recognized full-service transportation and infrastructure consulting firm. Wilbur Smith Associates has more than 1,000 associates in 56 offices in 8 countries. Since its founding in 1952, the firm has completed projects in all 50 U.S. states and 117 countries on six continents. Wilbur Smith Associates has extensive experience in preparing Investment-Grade Traffic Studies.

Q4. What did the study cost?

Approximately \$ 250,000.

Q5. Did Canada help fund this study?

No. Canada conducted its own preliminary study last year, which has not yet been published.

Q6. What were the findings?

MDOT has determined that the findings from the new study reaffirm:

- the need for an additional border crossing in the Detroit-Windsor corridor despite the current economic downturn

- traffic projections developed as part of the Detroit River International Crossing (DRIC) Final Environmental Impact Statement (FEIS)
- that the proposed DRIC bridge does not appear to threaten the business viability of existing international crossings in the southeast Michigan area

The average weekday traffic (AWT) projections contained in the DRIC investment-grade traffic study are within ten percent of projections found in the DRIC FEIS, published in December 2008, and which received final federal approval in January 2009.

Q7. You estimate a large number of jobs will be created by this project. How did you arrive at that number?

As noted in the DRIC FEIS, data from FHWA indicates that seven full-time equivalent jobs are created for every million dollars of construction spending per year on transportation infrastructure projects. In addition, FHWA analysis also shows that eighteen indirect jobs are supported by every million dollars of transportation infrastructure related construction spending per year. Based on the estimated cost for the U.S. portion of the project, the FEIS estimated that approximately 10,000 direct jobs, and as many as 30,000 indirect jobs, would be created over the life of this project.

The recently published Request for Proposal of Interest (RFPOI) described a project that included both U.S. and Canadian elements. The DRIC Project as outlined in the RFPOI is estimated to cost \$2.26 billion. Based on this number, and using the same formula from the DRIC FEIS described above, it is estimated that the DRIC project will generate approximately 15,800 jobs in the Detroit-Windsor area over the life of the construction project, and that same spending will lead to as many as 40,680 indirect jobs in the Detroit-Windsor area.

This estimate does not include jobs that would also be created by the construction of The Windsor-Essex Parkway.