

Gordie Howe International Bridge Public Information Meeting

Detroit, Michigan
December 6, 2017



Introduction

1. WDBA and Partners
2. Components of the Project
3. Activities in the US
4. Activities in Canada
5. Project Procurement Process
6. Opportunities for Continued Engagement and Consultation



What is Windsor-Detroit Bridge Authority?

- A not-for-profit Canadian Crown corporation created in 2012
- Reports to the Canadian Government through the Minister of Infrastructure and Communities
- Manages the procurement process for the design, construction, financing, operation and maintenance of the new bridge through a public-private partnership (P3)
- Will oversee the work of the P3 partner and will manage the project agreement and payments



Project Collaboration: Working with Michigan

- MDOT and the Governor's Office are active participants in the planning and consultation occurring in advance of the Gordie Howe International Bridge.
- Michigan's participation in the project is vital and MDOT plays a key role in the delivery of the project which includes supporting WDBA in:
 - US property acquisition
 - US utility relocation
 - Coordinating activities
 - P3 procurement process
 - US stakeholder interactions and community outreach initiatives.
- The Gordie Howe International Bridge will be publicly-owned by the Government of Canada and the State of Michigan.



Canada Border Services Agency

Agence des services frontaliers du Canada



CITY OF
Detroit



Project History and Accomplishments

Timeline	Activity
2001-04	<ul style="list-style-type: none"> Planning/Need and Feasibility Study
2005-09	<ul style="list-style-type: none"> Coordinated environmental study process completed by Canada and the US Canada determines that the Project will not have significant environmental impact, with mitigation measures US Record of Decision (ROD) obtained
2008-12	<ul style="list-style-type: none"> Canada land acquisition begins Preliminary Canadian and US Port of Entry design and other preparation work begins
2012	<ul style="list-style-type: none"> Canada-Michigan Crossing Agreement signed WDBA incorporated
2013	<ul style="list-style-type: none"> Presidential Permit
2014	<ul style="list-style-type: none"> Board of Directors and President and CEO are appointed for WDBA Members are appointed to the International Authority Board US Coast Guard Bridge Permit received
2015	<ul style="list-style-type: none"> International Authority approves United States land acquisition Selection of key advisor firms to assist with engineering, technical and legal work Selection of fairness monitor to oversee P3 procurement process Crossing officially named Gordie Howe International Bridge Start of Early Works at Canadian Port of Entry begins P3 Procurement process launches with Request for Qualifications
2016	<ul style="list-style-type: none"> RFQ short-listed respondents were announced Issuance of the RFP to Proponents Business-to-Business meetings held between Proponent teams and potential contractors in Windsor, Detroit and Walpole Island First Nation
2017	<ul style="list-style-type: none"> Announcement of multi-use path to be incorporated onto Bridge Community Group-to-Business meetings held between Proponents and community agencies in Windsor and Detroit More than 50 positions filled at WDBA Windsor office

Identified need for an additional crossing option

Detroit River International Crossing (DRIC) Study: 2005-2009

- A coordinated environmental study process completed by Canada, the US, Ontario and Michigan confirmed need and the location of five components:

- Michigan Interchange to Interstate-75 (I-75)
- A US Port of Entry (POE)
- A river crossing, now known as the Gordie Howe International Bridge
- A Canadian Port of Entry
- An Ontario access road, now known as the Rt. Hon. Herb Gray Parkway (*delivered by Ontario*)



Evaluation Factors for Location Selection

The DRIC study assessed location alternatives for the crossings, ports of entry and access roads. The assessments were conducted in accordance with the Environmental and Technical Work Plans.

Factors	Performance Measures	
Maintain Air Quality	<ul style="list-style-type: none"> Regional Burden Dispersion 	
Protection of Community and Neighbourhood Characteristics	<ul style="list-style-type: none"> Traffic Impacts Noise Community Cohesion/Community Character 	<ul style="list-style-type: none"> Acquisitions Environmental Justice Public Safety/Security
Maintain Consistency with Existing and Planned Land Use	<ul style="list-style-type: none"> Land Use (existing and planned) Development Plans 	<ul style="list-style-type: none"> Contaminated Sites/Disposal Sites
Protect Cultural Resources	<ul style="list-style-type: none"> Historical Parklands 	<ul style="list-style-type: none"> Archaeological Features
Protect the Natural Environment	<ul style="list-style-type: none"> Surface Water/Groundwater Environmentally Significant Species/Habitat 	<ul style="list-style-type: none"> Farmland/Prime Agricultural Soils Other Natural Resources
Improve Regional Mobility	<ul style="list-style-type: none"> Highway Network Effectiveness Continuous/Ongoing River Crossing Capacity 	<ul style="list-style-type: none"> Operational Considerations of Crossing System (River Crossing and Ports of Entry)
Cost and Constructability	<ul style="list-style-type: none"> Cost Construction Duration 	<ul style="list-style-type: none"> Construction Risk

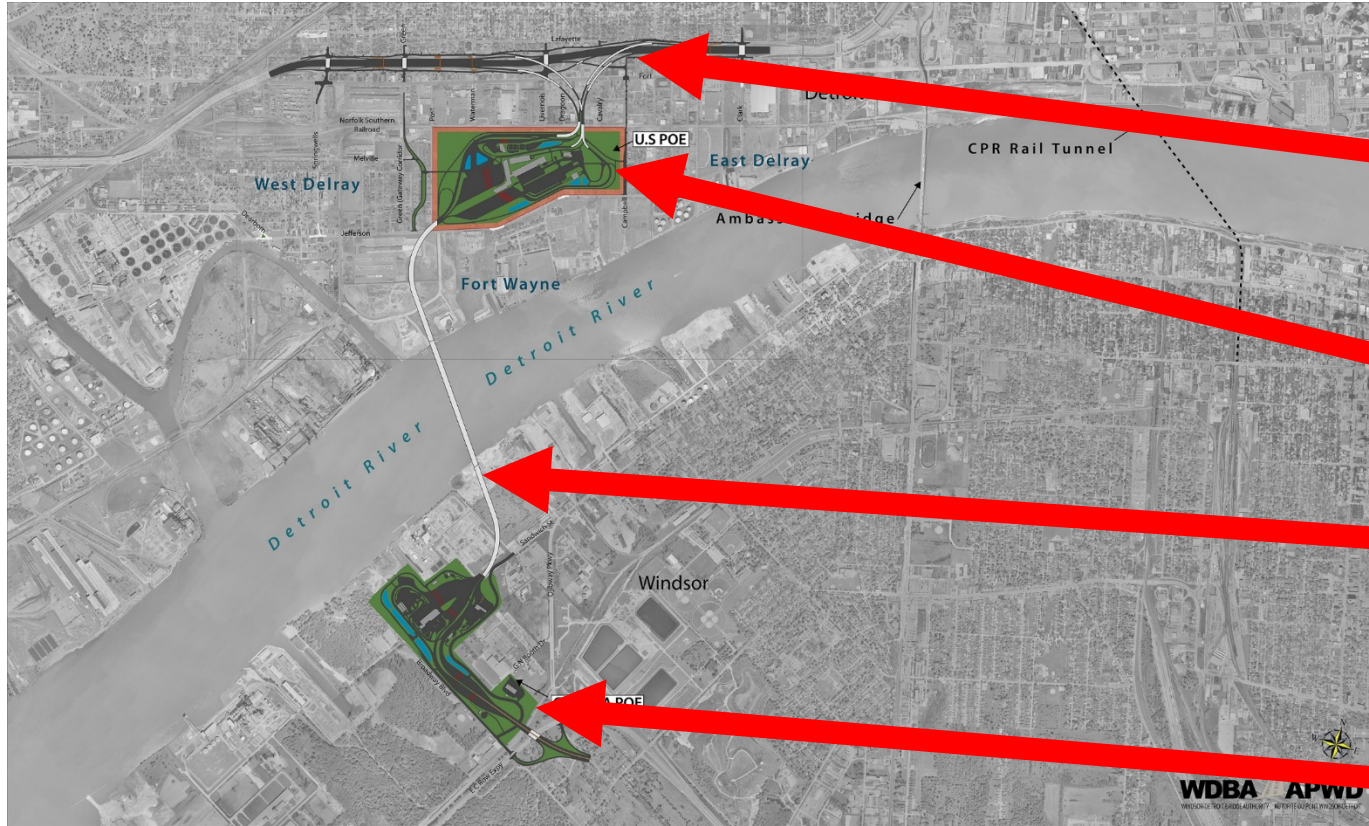


Identified the technically and environmentally preferred location of the Gordie Howe International Bridge



Project Components

Legend



1. Michigan Interchange

2. US Port of Entry (POE)

3. Gordie Howe International Bridge

4. Canada Port of Entry (POE)



Consultation and Communication

Public consultation will continue in Canada and the US throughout the project phases. The DRIC study identified many items that require public consultation prior to implementation, including:

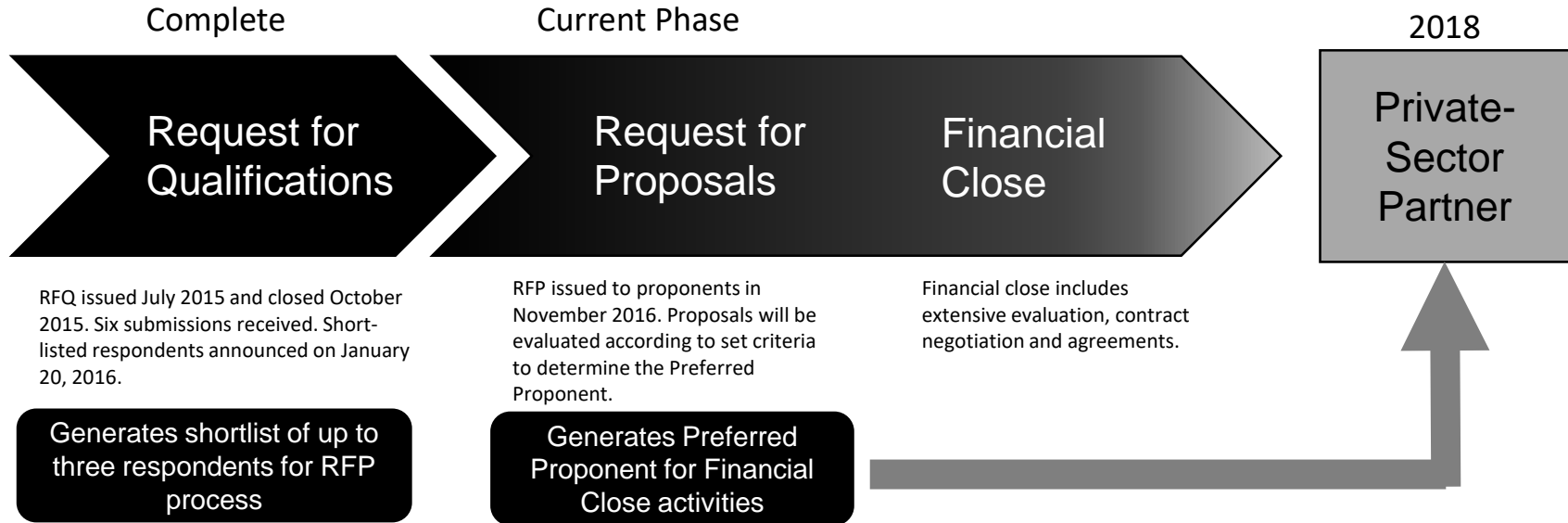
Aesthetics, Lighting, Visual Effects
Sediment Erosion
Air Quality
Species at Risk/Invasive Species/Wildlife/Migratory Birds
Archaeology
Traffic/Local Roads
Fish/Aquatics
Vegetation/Trees
Infrastructure
Vibration
Noise
Waste/Spills/Excavated Materials
Pedestrians/Bicycling Bridges at Michigan Interchange
Water Quality/Groundwater/Stormwater/Surface Water



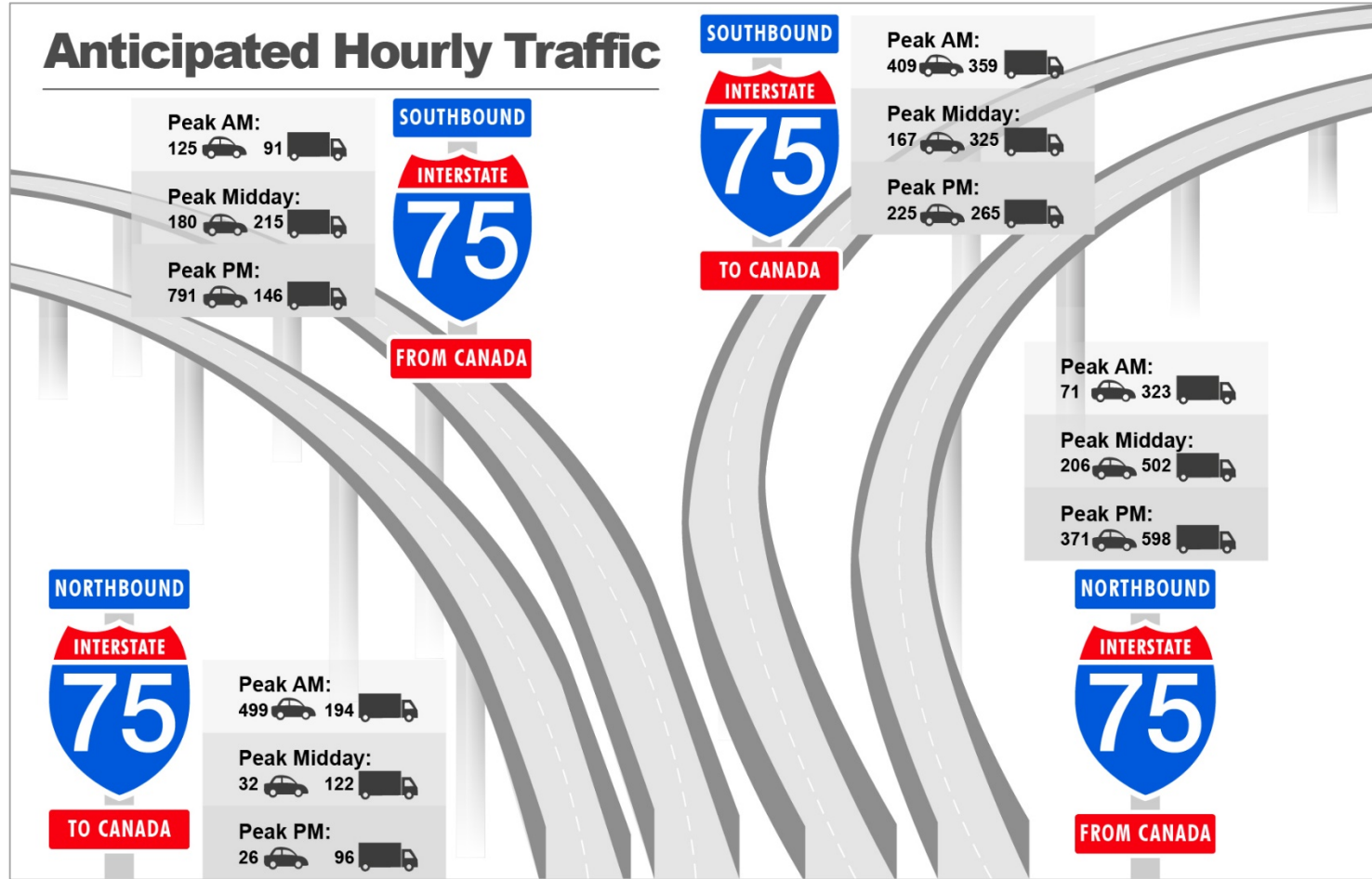
The Procurement Process: P3 Milestones

WDBA's procurement process is designed to choose a private-sector partner with the skills, experiences and resources necessary to design, build, finance, operate and maintain the Gordie Howe International Bridge project.

Three milestones in the partner selection process:



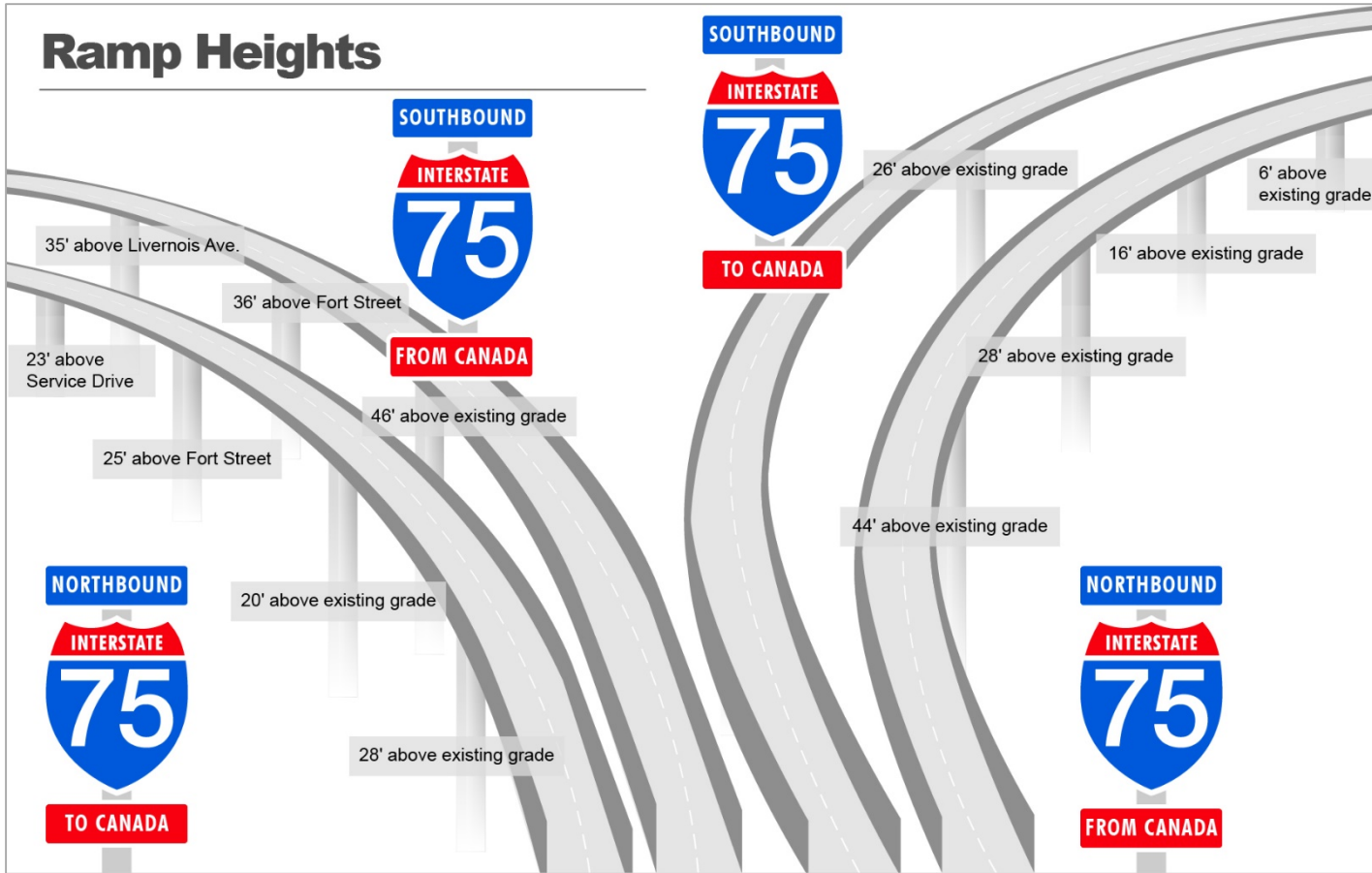
I-75 Traffic Design: Anticipated Hourly Traffic



Anticipated traffic estimates are under review and may be adjusted pending survey results.



View from I-75 Interchange: Ramp Heights

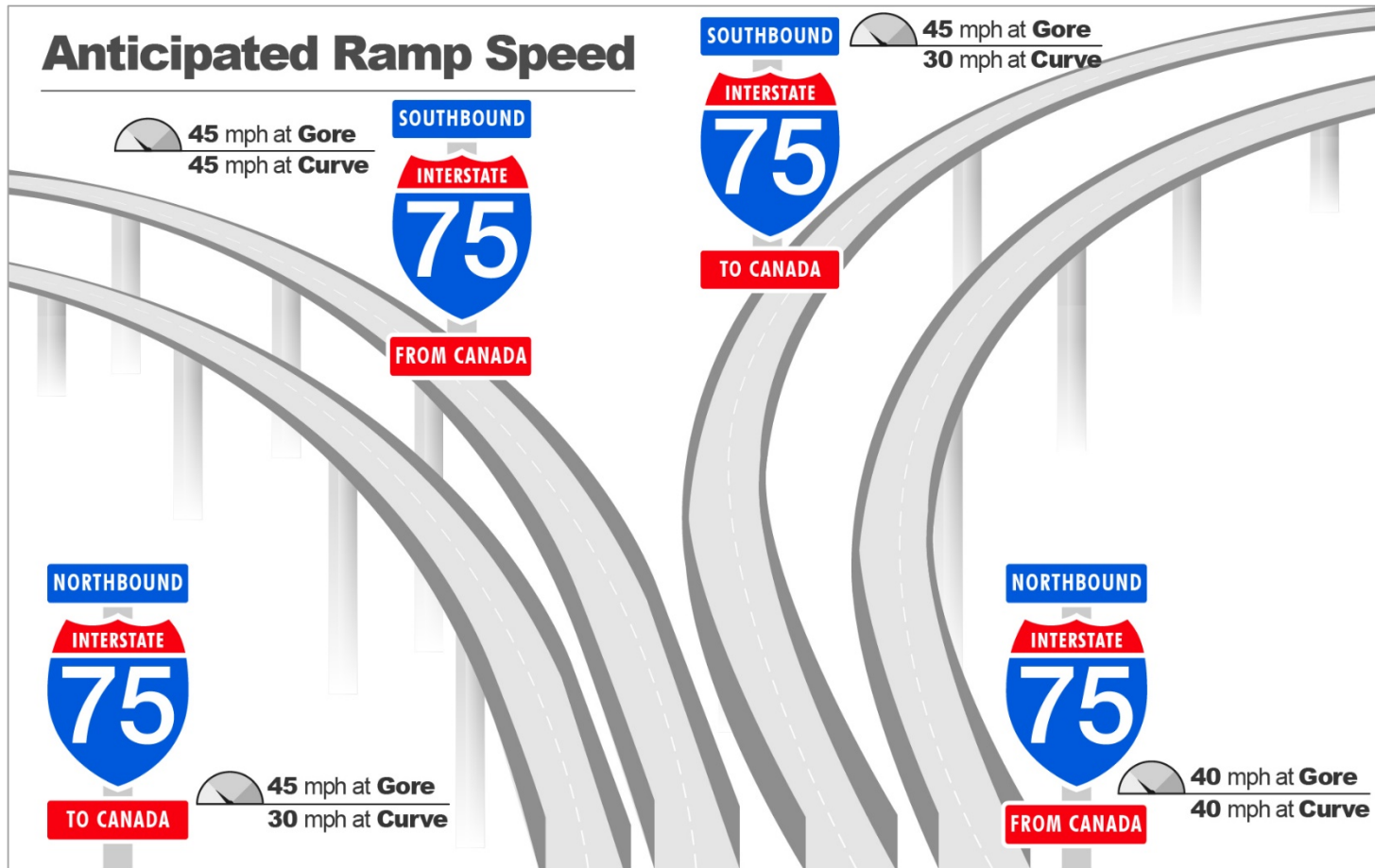


Ramp heights will begin below grade for vehicles exiting I-75 and quickly elevate to a maximum of 44-46 feet above street-level prior to descending to ground level at the Port of Entry.

Actual height is subject to review prior to construction.



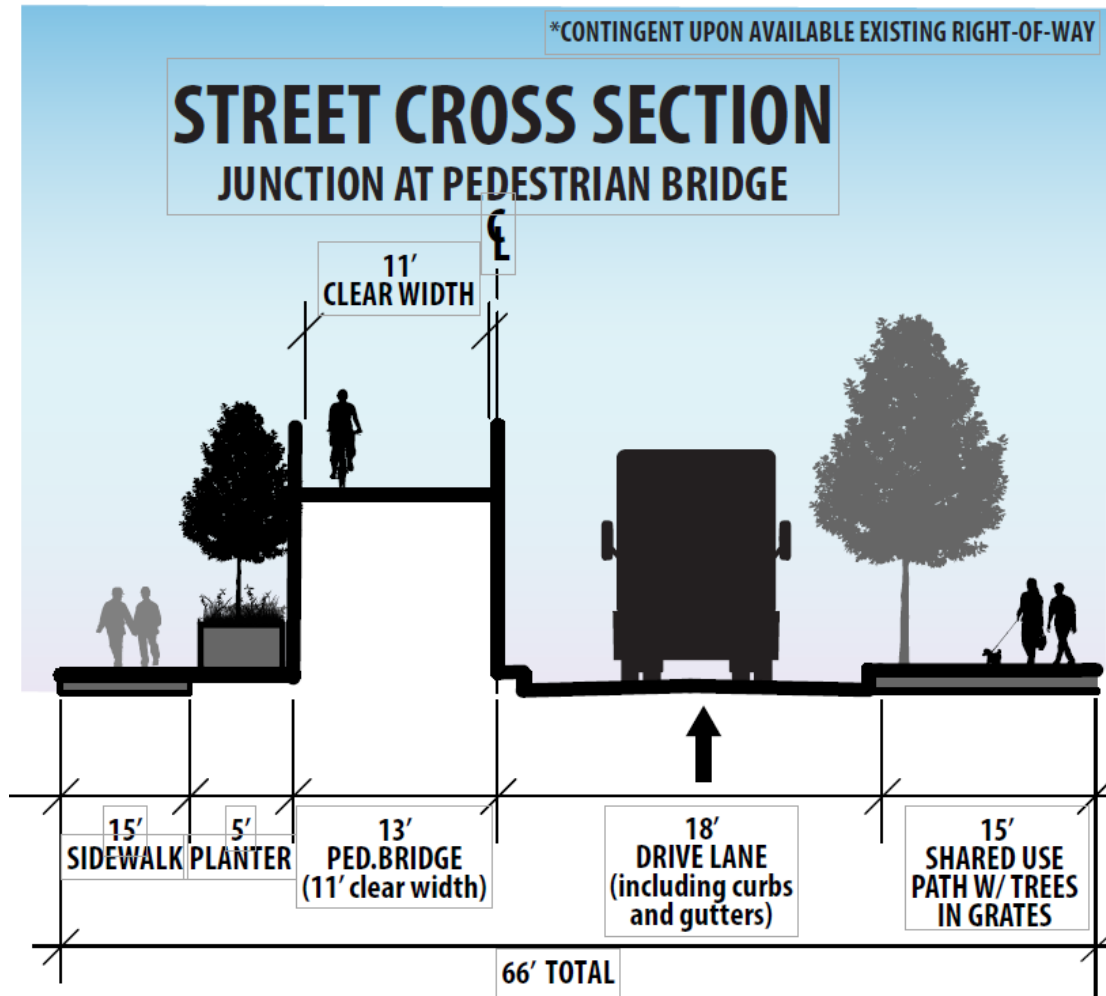
I-75 Traffic Design: Anticipated Ramp Speed



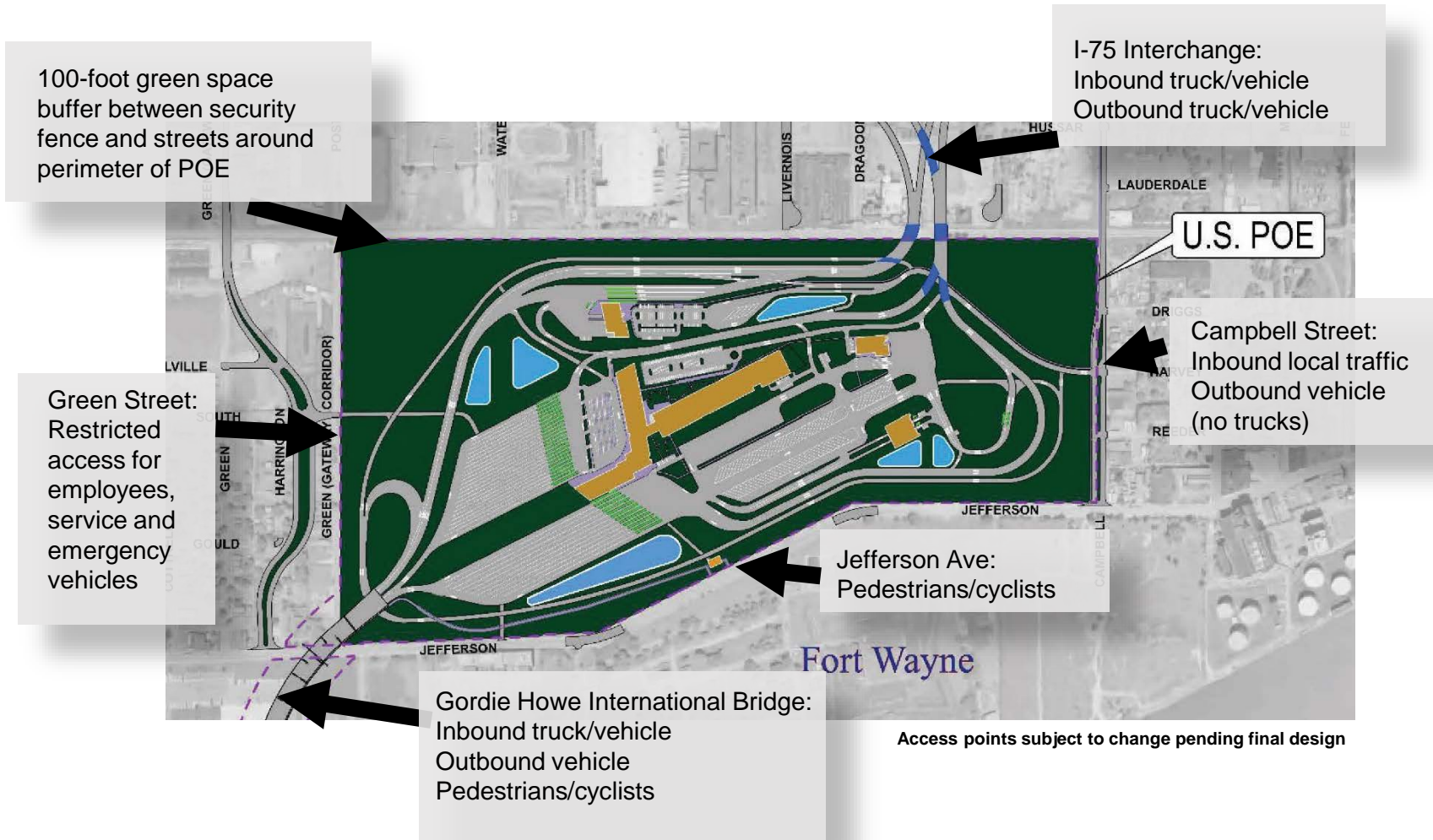
Anticipated ramp speeds are subject to change and may be adjusted prior to implementation.



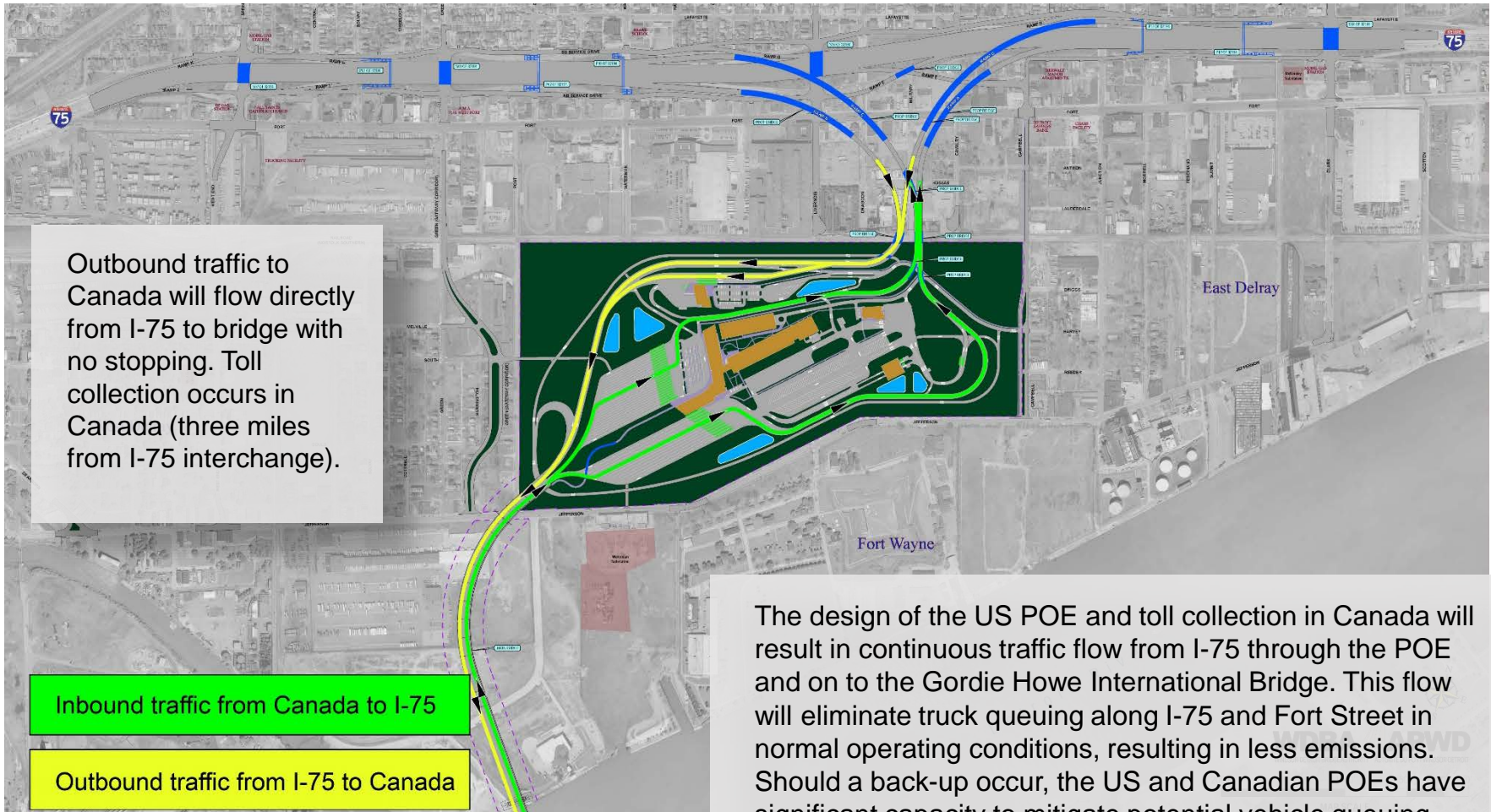
Neighborhood Connectivity



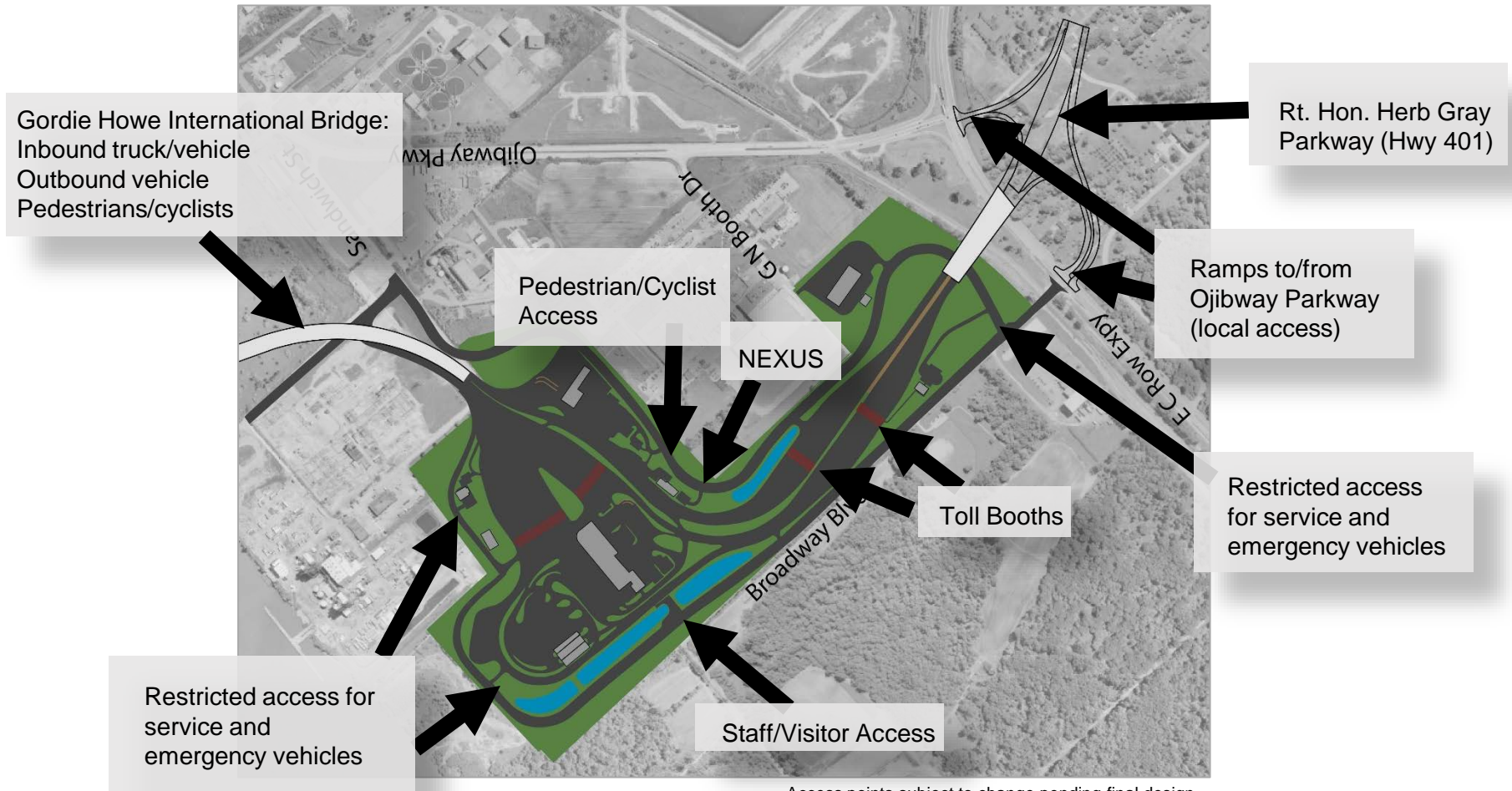
US Traffic Patterns: Anticipated Access Points



US Traffic Flow to US POE



Canadian Traffic Patterns: Anticipated Access Points



Access points subject to change pending final design



US Works: Property Acquisition

- 636 land parcels are required for the Gordie Howe International Bridge project.
- To date, MDOT has acquired and/or has control of 93 per cent of the required parcels.
- Relocation assistance and support will continue to be provided.
- The condemnation process will be carried out as needed on a parcel-by-parcel basis.

Property by the Numbers

636 total land parcels required

211 residential relocations required

36 business relocations required

93 per cent of total property acquired/in control

191 structures demolished or in demolition process as of November 22, 2017



Historical and Archaeological Documentation


- The Delray community has a rich history, hosting several historic sites including Historic Fort Wayne.
- Current activities include finalization of a report summarizing the documentation and recording of information on Kovacs Bar and St. Paul AME Church.



US Works: Utility Relocation

- Utilities located within the US Port of Entry footprint and the land required for the bridge footings require relocation.
- Many utilities are completing the relocation work themselves or through their preferred contractor.
- Private utility relocation work will occur with no anticipated service interruptions.
- All utility relocation work (Permitted Activity) must comply with municipal guidelines and procedures for notifications, hours of work, noise and disposal of materials as outlined in the permitting documents.
- If you have questions or concerns regarding utility work in your neighbourhood, please contact the utility directly.

Gordie Howe International Bridge
Construction Activities: United States



Dates and times provided below may change due to weather conditions and other factors affecting construction activities. Although this list is intended to be comprehensive, unavoidable emergency road detours and road closures may occur. Please watch for workers along this corridor. We apologize for any inconvenience and thank you for your patience.

Week of August 1, 2016

Demolition Activity
Demolition work will occur on West Fort Street (between Dragon Street and Military Street), Bealow Court (near Livernois Avenue), Livernois Avenue (between Lafayette Boulevard and the Southbound I-75 Service Drive) and Crawford Street (between South Street and Jefferson Avenue). The roads will remain open and the work is not expected to impact traffic.

Preliminary Site Investigation (PSI)
PSI work will occur on the Southbound I-75 Service Drive (between Livernois Avenue and Crawford Street). The road will remain open and the work is not expected to impact traffic.

Survey Activity
Survey Crews will be working on Springville Court (south of Jefferson Avenue), Gilman Street (between Lafayette Boulevard and I-75), Solway Street (between Lafayette Boulevard and I-75), Crawford Street (between Lafayette Boulevard and I-75), and Campbell Street (between Antherl Street and I-75). The roads will remain open and the work is not expected to impact traffic.

Utility Work
There is no utility work currently planned.

Temporary Road Closures
There are no road closures currently planned.

Follow the project
www.wdtdp.com www.instagram.com/wdtdp www.facebook.com/W2548tdp www.youtube.com/watch?v=W254

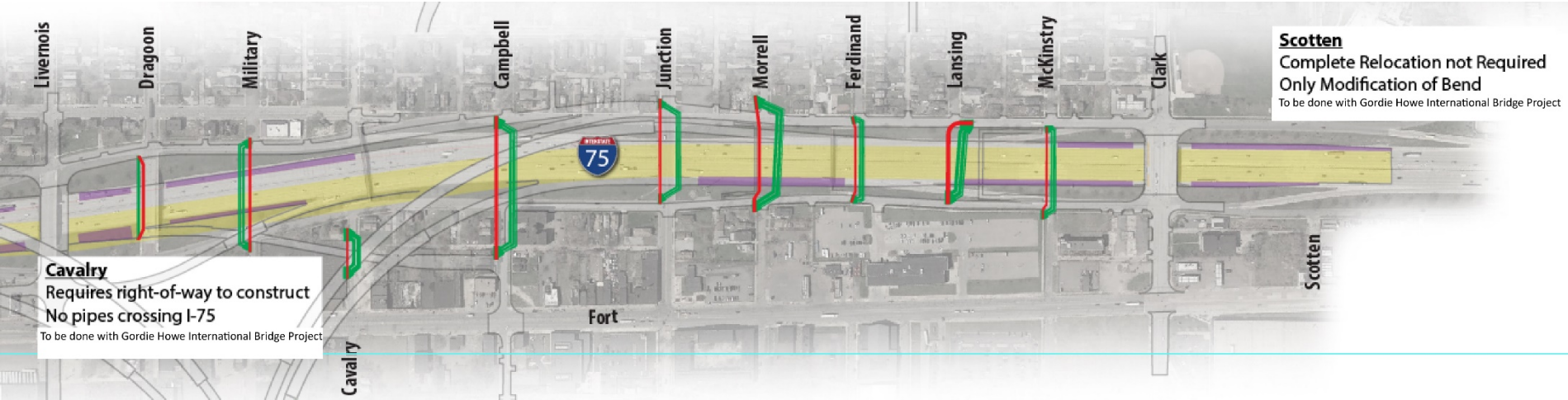
WDBA APWD
WINDSOR-DETROIT BRIDGE AUTHORITY | AUTORITÉ DU PONT WINDSOR-DETROIT

WDBA posts weekly Construction Notices online and at various community locations in Windsor and Detroit regarding upcoming work



US Works: Siphons and Combined Sewers

- Several siphons and combined sewer crossings beneath I-75 require relocation and replacement.



The locations of siphons and combined sewer crossings which will have their pipes under I-75 mainline pavement installed as part of the Inlay Project.



Canada: Preparatory Activities



Phase 1 (2015-2017)

- A multi-million dollar contract awarded to a local Windsor company to complete three main tasks:
 - Advanced fill placement: more than one million tonnes of granular fill to help compress soil and raise elevations
 - Perimeter access road: a new 4-kilometre road to reroute existing municipal roads and maintain business access
 - Utility relocations: An extensive network of overhead and underground utilities require relocation outside of POE lands.



Phase 2 (2017-2018)

- Work totaling an estimated \$86 million awarded for hydro transmission, distribution line relocations and cable accessories.



Canada: Recognizing the Environment

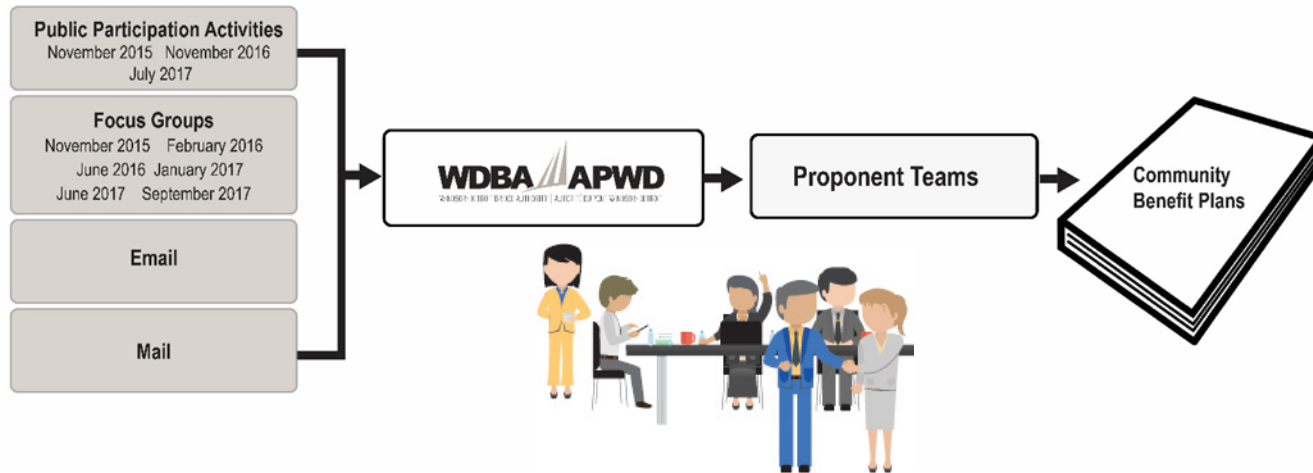


- Thousands of Species at Risk plants and habitat features were found and removed prior to construction
- Two SAR snakes – the Eastern Foxsnake and Butler’s Gartersnake – are known to live in the area of the POE.
- Crews working within the POE lands are trained to respond appropriately if a SAR snake or other species is encountered.
- Enhancements to Broadway Drain play a key role in the POE’s stormwater management (SWM) system. SWM ponds collect and clean water from the perimeter access road and empty into the Broadway Drain, where the water flows into the Detroit River.
- The existing drain was re-constructed to provide fish and wildlife habitat, including snake hibernacula.



Community Benefits: Public Input

- More than 200 suggestions for community benefits from Michigan and Ontario residents, business owners, Indigenous Peoples, community leaders



- Proponents will submit community benefits plans to WDBA as part of the RFP submission.
- The private-sector partner will deliver the plan with oversight from WDBA



Mitigation Elements: What to expect

In accordance with commitments made during the Detroit River International Crossing (DRIC) study, the following mitigation elements were identified for inclusion during construction of the US components of the Gordie Howe International Bridge:

- 100- ft landscaped buffer to be incorporated in the lands surrounding the perimeter fencing of the Port of Entry.
- Existing trees will be preserved where possible and landscaping will emphasize the incorporation of native species.
- Fence installation surrounding the Port of Entry lands.
- Noise barriers to be installed in locations identified through the DRIC study.
- Port of Entry lighting will minimize impacts to adjacent residents and wildlife.
- Stormwater management facilities will be constructed within the project footprint to ensure adequate site drainage.



The community will continue to have consultation opportunities with the P3 partner during design and construction phases of the Gordie Howe International Bridge project.



The City of Detroit

- A number of City of Detroit-owned properties and assets are required for the project.
- The City of Detroit has entered into a series of agreements – one with MDOT, one with the WDBA, and one with the State of Michigan.
 - Those agreements, which identify a total of approximately \$48 million that will be received by the City, were approved by City Council in July 2017.
- The City of Detroit, not the Gordie Howe International Bridge project, is determining the specific purposes for which money to it will be used, which include neighborhood improvement, job training and health monitoring.
- Representatives from the City are in attendance at today's meeting and are available to answer your questions.



Preparing for Jobs

- Regional hiring is anticipated for jobs on both sides of the border.
- Local subcontractors offer the private-sector partner benefits such as proven experience with local labour pools and knowledge of local conditions.
- Use of DBE companies is expected in alignment with FHWA requirements.
- A local employment planning council completed a study of jobs most likely in demand for the project:
www.workforcewindsorsex.com



Preparing for Jobs: Construction and Beyond

- Construction jobs will last several years
- Operations jobs will be ongoing and include roles such as landscaping, security, maintenance, etc.
- Both phases will provide opportunities for businesses that supply goods, materials and services for the project

Workforce preparation:

- Security clearances
- Trade certification
- Health and safety awareness/training
- Past experience in similar roles
- References of past jobs/contacts

Questions?



Follow Our Momentum



Follow us
[@GordieHoweBrg](#)



Like us
[@GordieHoweBridge](#)



Follow us
[@gordiehowebrg](#)



Connect with us
[WDBA-APWD](#)



Search
[GordieHoweBridge](#)



WDBA Website

Our website, [wdbridge.com](#), is your main source for up-to-date information on construction activities, news, P3 procurement process, employment opportunities and corporate reports.



Public Inquiries

Have a question about the project? Not only can you message us through social media, you can call us at 519-946-3038 or email us at info@wdbridge.com.



Our Office

WDBA's office provides a place where you can find information, talk to the team, ask questions and provide feedback. Our offices are located at:
100 Ouellette Avenue, Suite 400
Windsor, ON N9A 6T3



Join the Email list

Join our electronic mailing list by visiting our website and receive up-to-date information delivered right to your inbox.