

QUARTERLY US ENVIRONMENTAL UPDATE



PONT INTERNATIONAL
**GORDIE
HOWE**
INTERNATIONAL BRIDGE

Windsor-Detroit Bridge Authority (WDBA), Michigan Department of Transportation (MDOT) and Bridging North America (BNA) are committed to protecting the environment both on and adjacent to the Gordie Howe International Bridge site. A diverse approach is being implemented to limit any potential adverse effects on the natural environment, cultural resources, and neighbouring residents and businesses. Through daily inspections, several integrated environmental components are regularly assessed to determine the effectiveness of current actions and guide future improvements. On the Canadian and US monitoring and mitigation throughout the life of the Project, in accordance with commitments in the approved Environmental Assessment Report and Federal Screening Report in Canada and the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) in the US.

WHAT'S HAPPENING

Read the latest quarterly US environmental update below. This information covers activities from July 1, 2021 – September 30, 2021.

- Phase 2 of the Vibration Monitoring Program continued. The program launched in January 2021 with outreach to 120 properties located within 150 feet of specific construction zones. Learn more about the Vibration Monitoring Program.
- Noise barriers are expected to be installed in locations identified through the Detroit River International Crossing study and Final Environmental Impact Statement re-evaluation completed in 2018. Design details and public consultation with properties benefiting from the noise walls will occur in early 2022.
- Regular inspections of water quality and soil, erosion and sediment control measures were conducted throughout the active construction areas in coordination with Michigan Department of Transportation (MDOT).
- Sampling of excavated materials continued. Materials were re-used throughout the site for surcharge fill placement to expedite soil consolidation.
- Ongoing soil removal, sampling and testing for contamination throughout the Port of Entry and the I-75 Interchange.
- As per the EIS requirements, monitoring continued on noise and vibration, excavated materials, and hazardous waste throughout the site. Required mitigations have been implemented.
- Additional controls such as road sweeping were implemented to minimize track-out to adjacent roadways. Mud mats, rumble strips, or stone approaches at entrances and exits were maintained.
- Air quality monitoring and mitigation measures such as spraying water continued throughout the site to minimize dust generation. Regulatory consultation continued to meet necessary requirements.
- Onsite stormwater managed through a series of temporary stormwater management ponds and in accordance with regulatory requirements.
- Under the guidance of MDOT's archaeologists, project continued to manage discoveries of non-human bone fragments.
- Landscape design continues to be developed in coordination with MDOT.