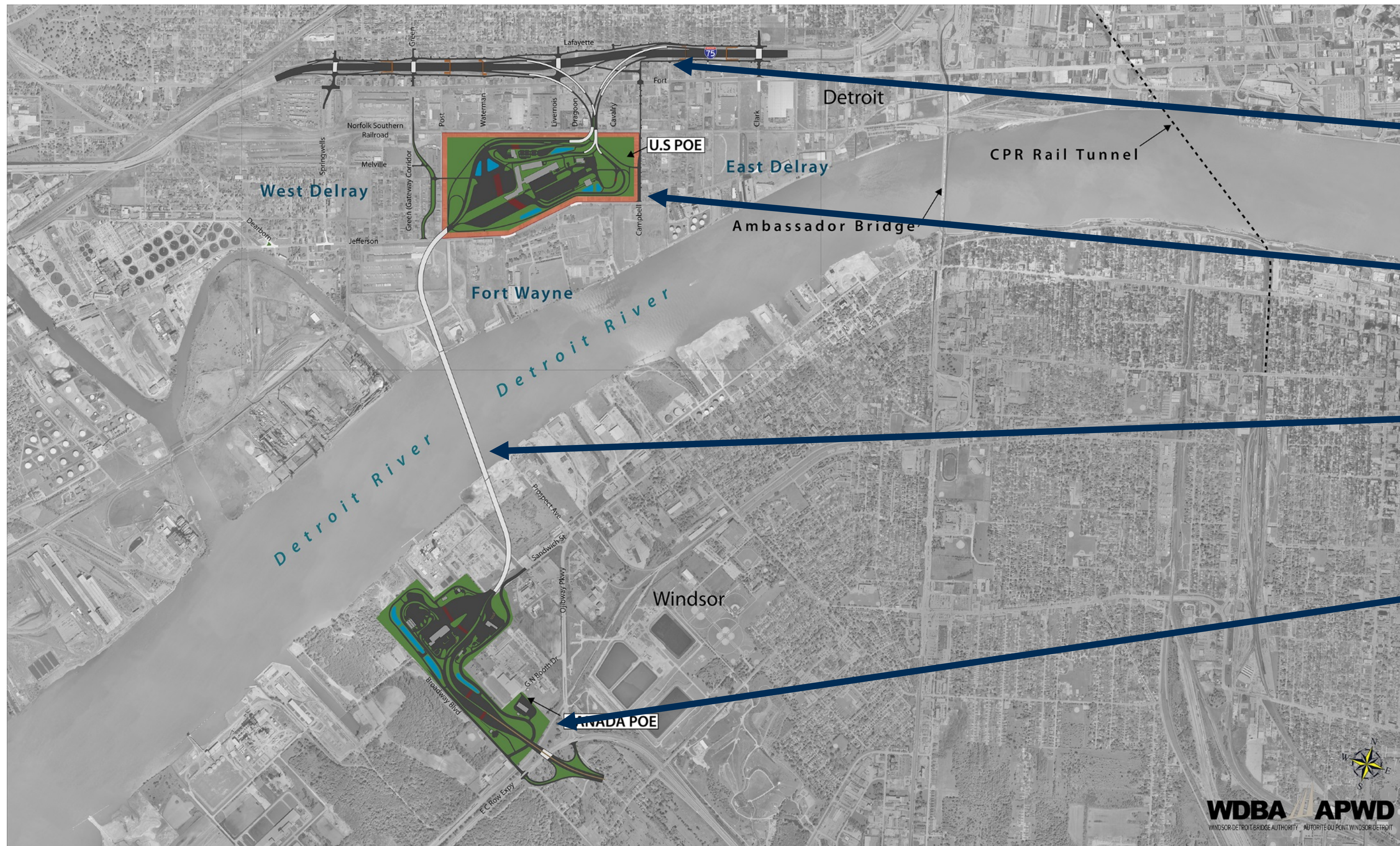


PROJECT COMPONENTS

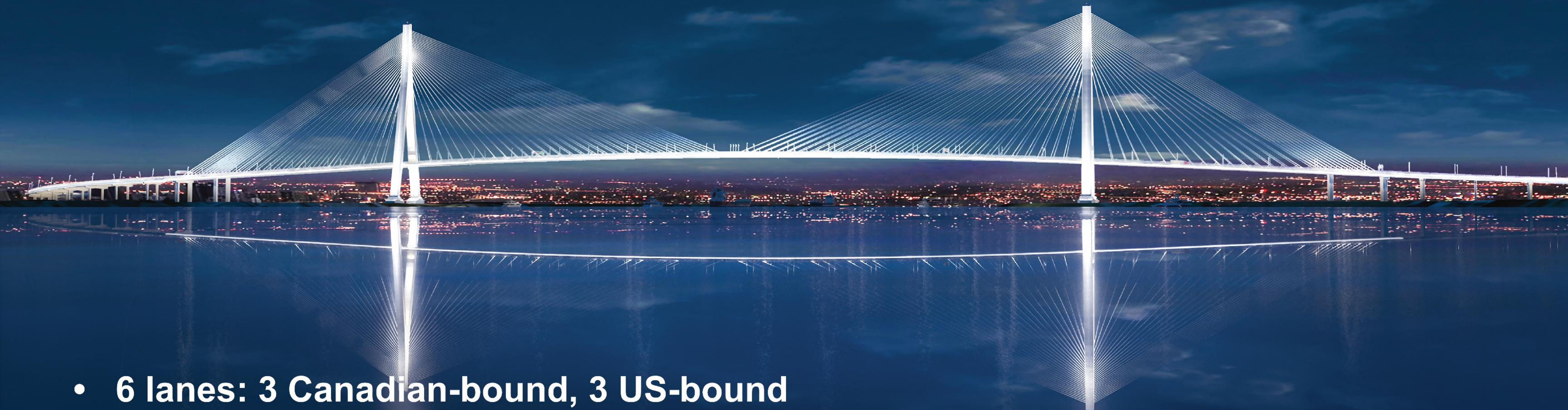


Legend

1. Michigan Interchange
2. US Port of Entry (POE)
3. Gordie Howe International Bridge
4. Canada Port of Entry (POE)



Key Project Features: Bridge



- **6 lanes: 3 Canadian-bound, 3 US-bound**
- **2.5 kilometres / 1.5 miles**
- **Clear span of 853 metres / 0.53 miles**
- **Multi-use path for pedestrians and cyclists 3.6 metres / 11.8 feet wide**

Key Project Features: US Port of Entry

Once constructed, this port will be one of the largest ports of entry in North America

- 68 hectare / 167 acre site
- 36 primary inspection booths
- Outbound inspection facilities
- Commercial exit control booths

Key Project Features: Canadian Port of Entry

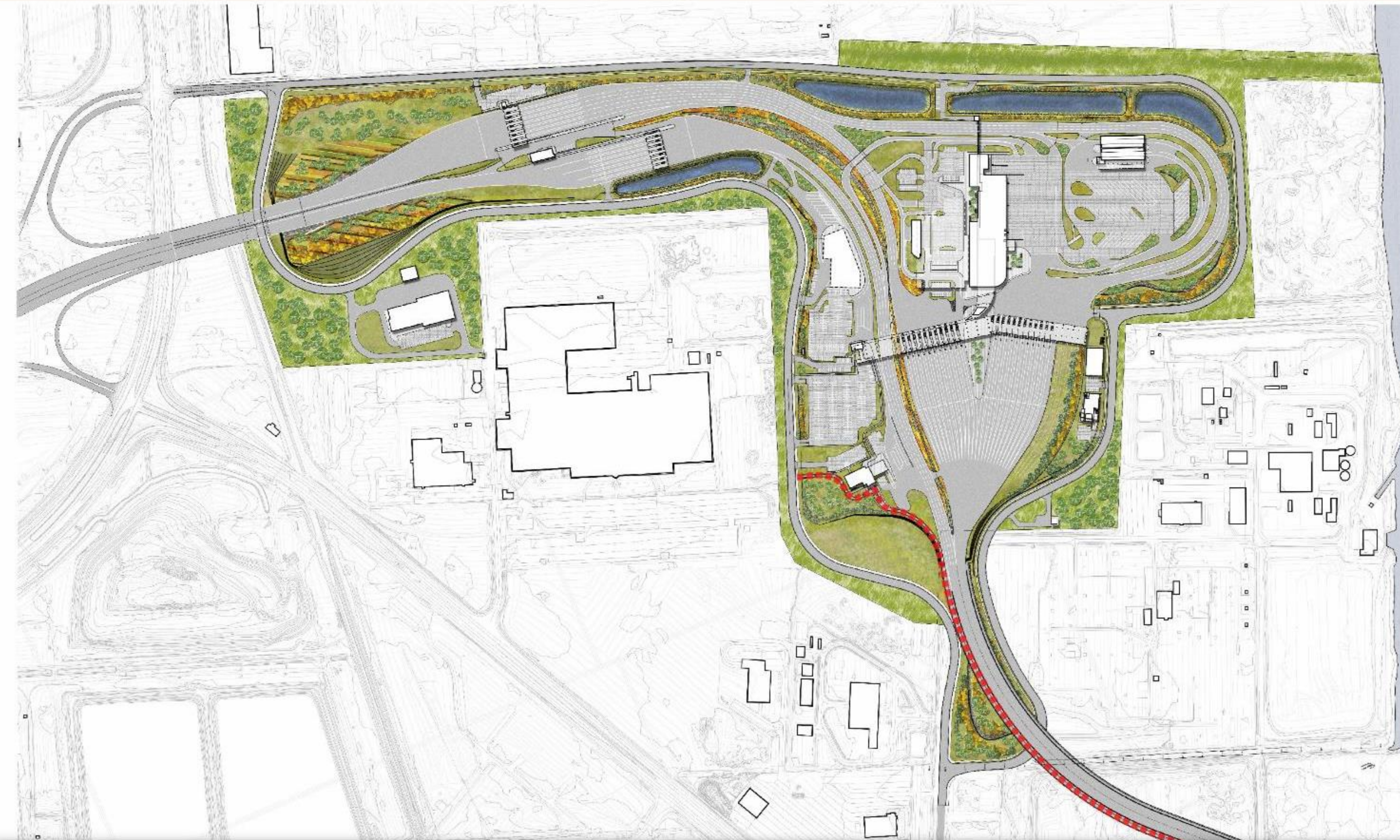
- Once constructed, this port will be the largest along the Canada - US border
- 53 hectare / 130 acre site
- 24 inspection booths
- Outbound inspection facilities
- Toll collection facilities for US and Canada-bound traffic

Key Project Features: Michigan Interchange

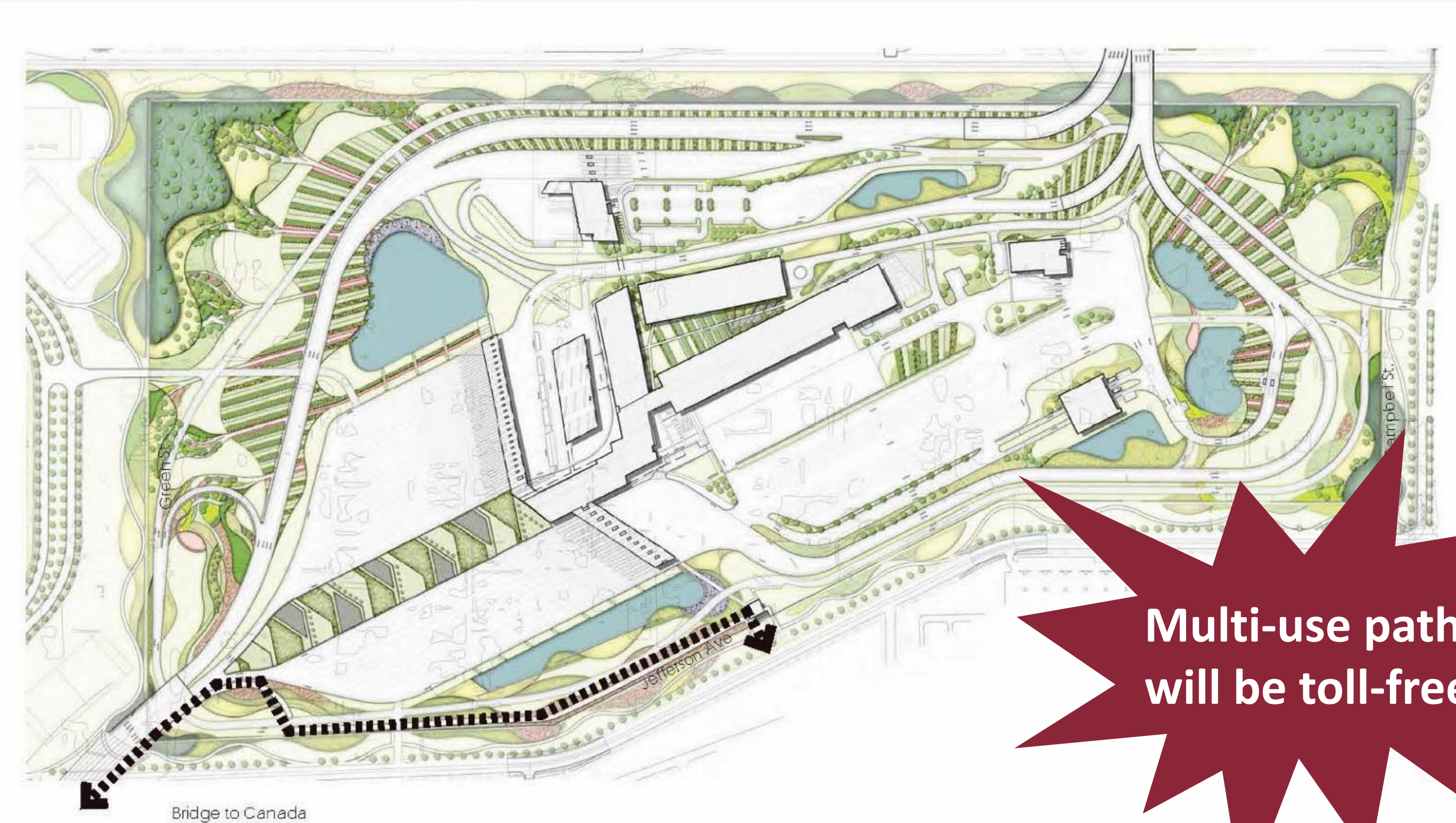
- 3 kilometres or 1.8 miles of I-75 and interchange ramps
- 4 new road bridges
- 5 new pedestrian bridges
- 4 long ramp bridges connecting I-75 to the US POE
- Local road improvements

DEDICATED MULTI-USE PATH

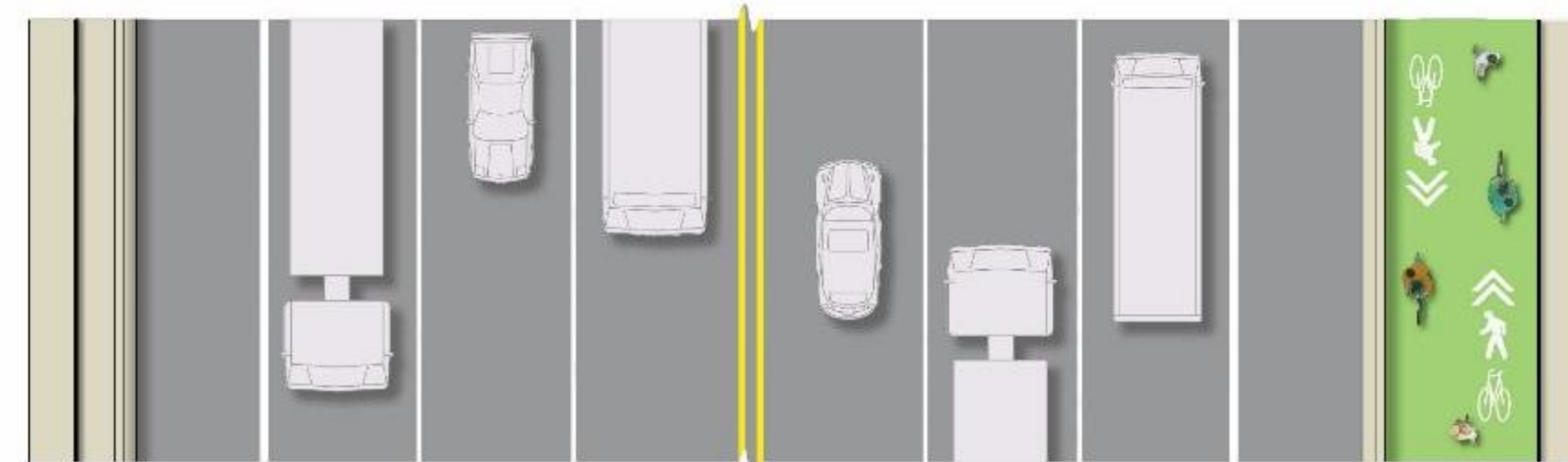
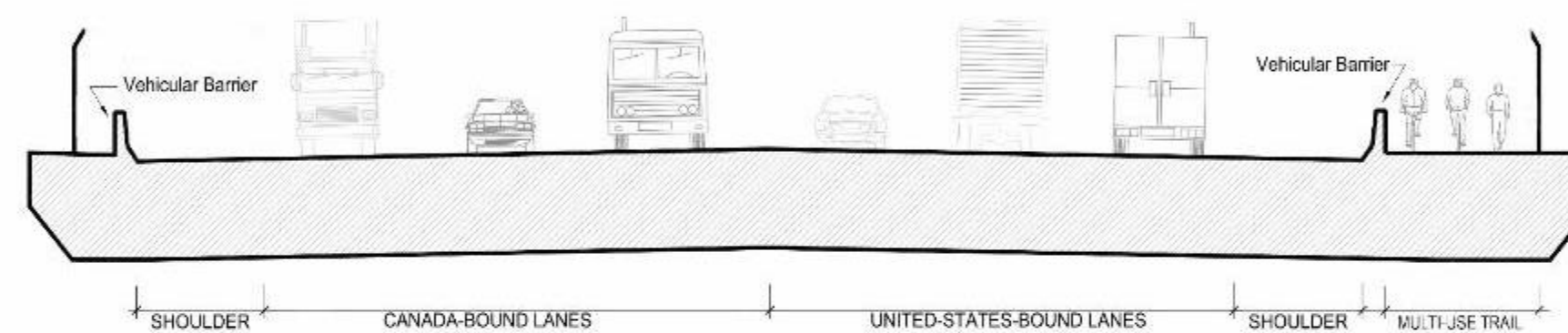
Canadian Port of Entry



US Port of Entry

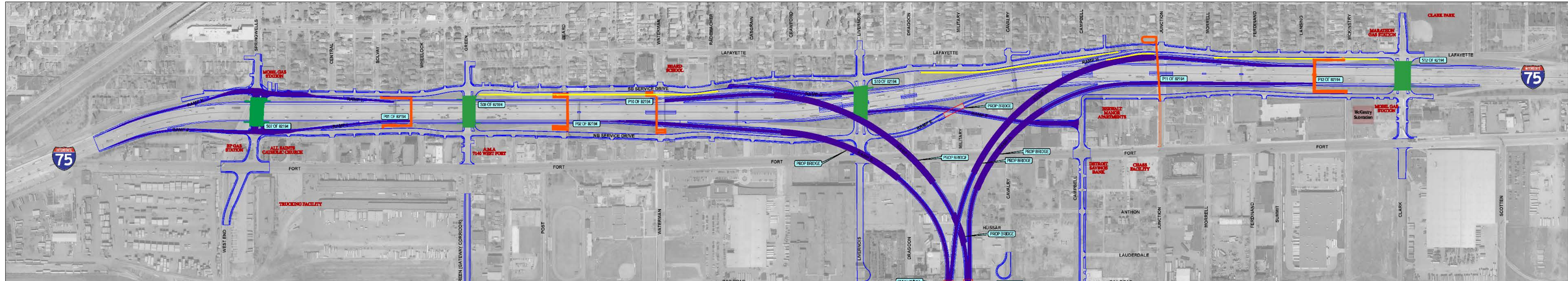


**Multi-use path
will be toll-free**



- **3.6 metres / 11.8 feet wide**
- **Barriers separating vehicular traffic from pedestrians**
- **Connections to local road networks in Canada and the US**

I-75 INTERCHANGE CONFIGURATION



Approximately 1.8/3 km miles of I-75 between Springwells Street and Clark Street will require modifications to accommodate the ramps connecting to the US Port of Entry (POE). The future configuration of this area includes the following:

Road Bridges ■

Road bridges carrying vehicular traffic over I-75 will be reconstructed at:

- Springwells Street
- Green Street
- Livernois Avenue (two-way traffic)
- Clark Street

Pedestrian Bridges ■

Bridges for bicyclists and pedestrians will be located over I-75 at:

- Solvay Street
- Beard Street
- Waterman Street
- Junction Street
- Lansing Street

Access Ramps ■

North and southbound I-75 ramps will be accessible as follows:

Northbound Exit Ramps:

- Springwells Street
- I-75 exit to US POE (**new**)
- Campbell Street (**new**)
- US POE exit to I-75 (**new**)

Southbound Exit Ramps:

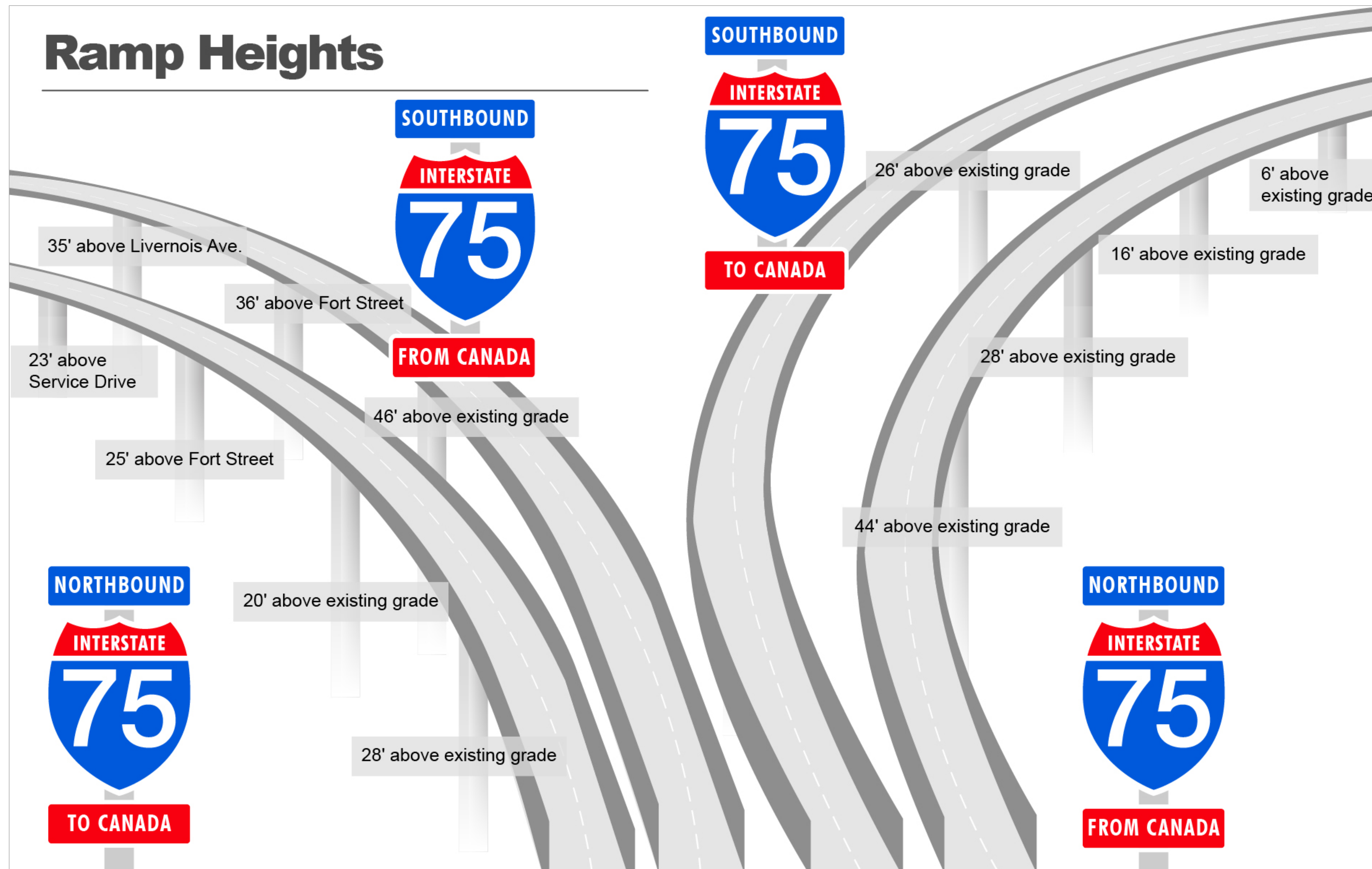
- Clark Street
- I-75 exit to US POE (**new**)
- US POE exit to I-75 (**new**)
- Waterman Street (**new**)
- Springwells Street

Noise Barriers ■

Noise barriers will be installed in locations identified through the Detroit River International Crossing study and Final Environmental Impact Statement re-evaluation completed in 2018. Noise barriers will be located along the north side of I-75 between:

- Green Street and Rademacher Street
- Livernois and Junction Street
- Junction Street and Clark Street

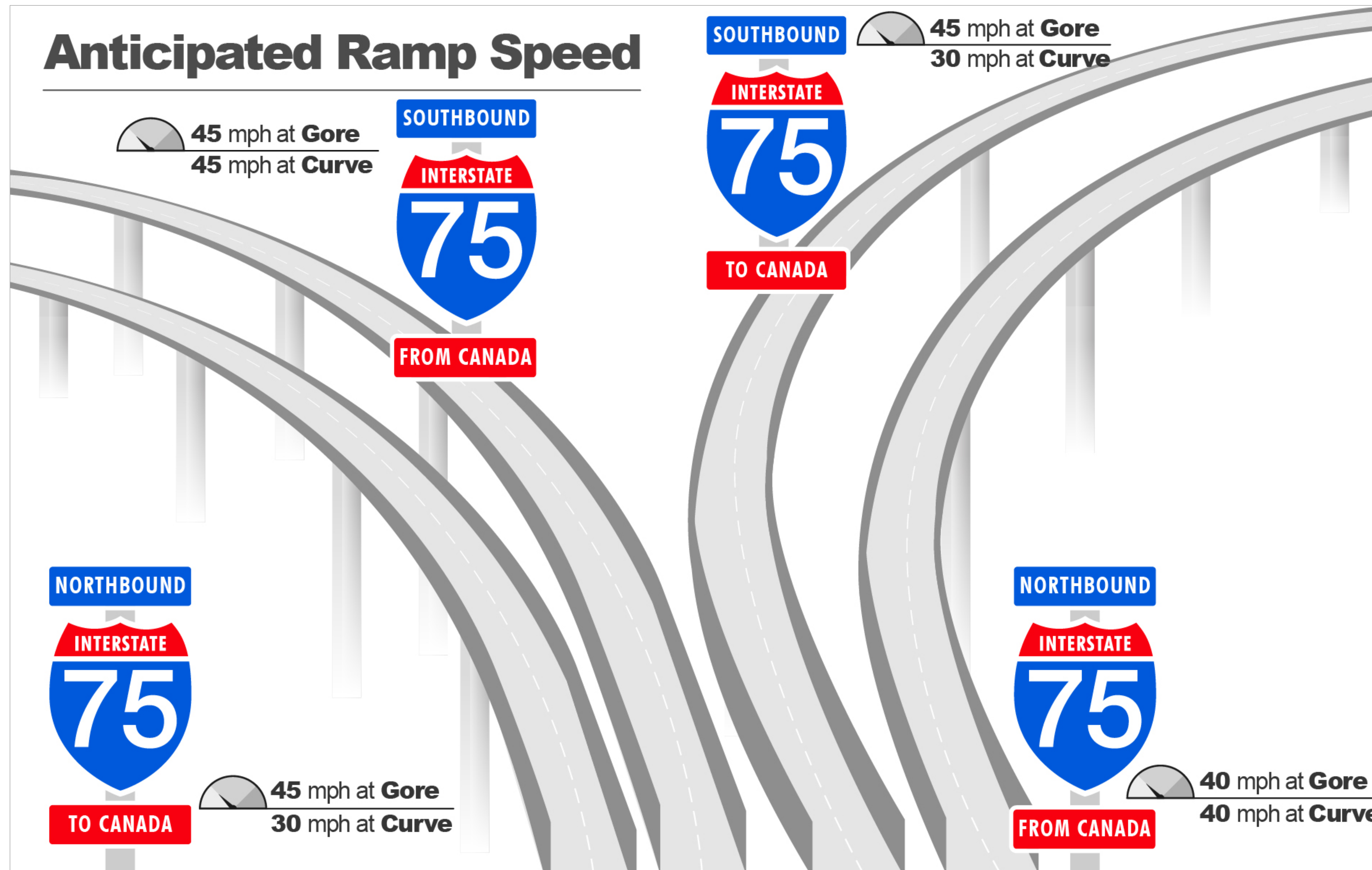
VIEW FROM I-75 INTERCHANGE: RAMP HEIGHTS



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.

VIEW FROM I-75 INTERCHANGE: ANTICIPATED RAMP SPEED



Gore is the connection between the ramp and the freeway.

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



DETROIT STREET IMPROVEMENTS

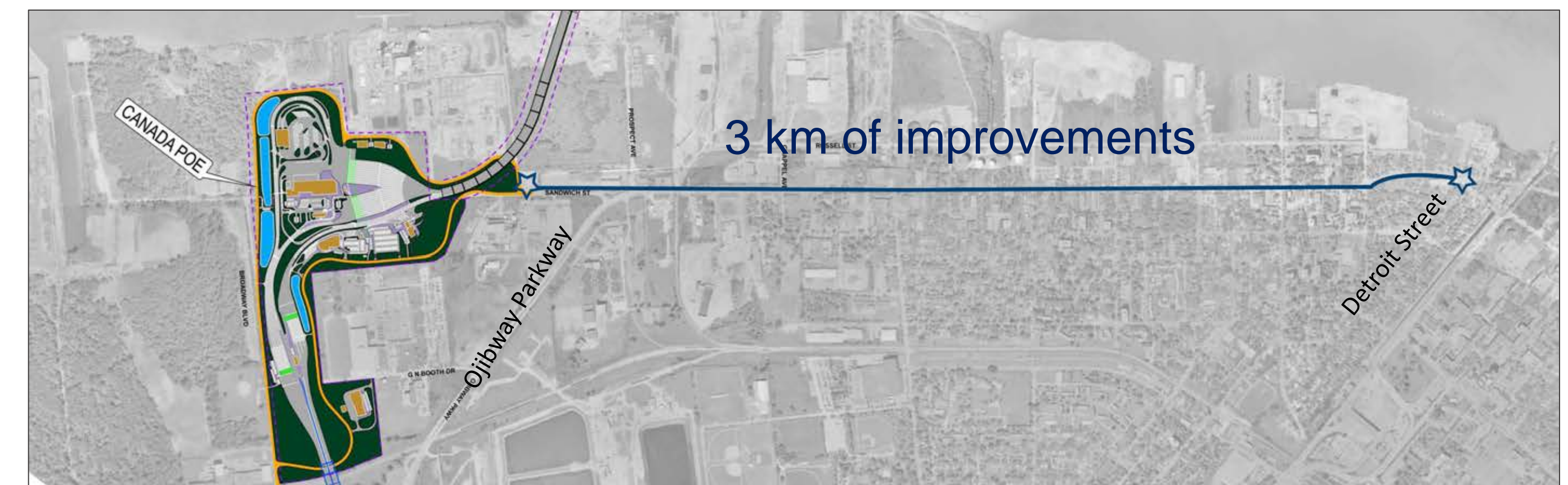
In recognition of Southwest Detroit's role as a gateway community to the US and in accordance with requirements set out in the Final Environmental Impact Statement, WDBA is investing in street improvements near the US Port of Entry. Here are just a few highlights of the work to be undertaken by Bridging North America:

- **PEDESTRIAN BRIDGES:** Five new pedestrian bridges will be constructed over I-75 and in some cases, over the service drives. Access points include Beard, Waterman, Solvay, Junction and Lansing Streets. The pedestrian bridge identified through the 2008 Environmental Impact Statement at Morrell Street has been moved to Junction Street in response to extensive community consultation.
- **DECORATIVE BARRIERS:** Decorative security fencing will be provided around the perimeter of the US POE with irrigated landscaping to provide an additional buffer to the community. An aesthetic perimeter wall will be installed along Jefferson Avenue that complements neighbouring facilities. New decorative security fencing will also be installed along the south side of West Jefferson Avenue adjacent to Historic Fort Wayne that meeting State Historic Preservation Office review.
- **FORT STREET BIKE PATH:** A 5.5 foot protected bike path will be installed along both sides of Fort Street between Green and Junction Streets. The bike path will be separated from traffic by a minimum three-foot raised buffer. Bicycle signals will also be required at intersections to separate vehicles.
- **TREES:** Deciduous shade trees will be planted along the parkway between the sidewalk and road every 25 feet between Springwells and Clark Streets. A similar treatment will be provided from the US POE to Interstate-75 crossings at Green, Campbell and Junction Streets, along Jefferson Avenue and along Fort Street between Green and Junction Streets.
- **CONTINUOUS ACCESSIBLE SIDEWALKS:** A continuous fully accessible sidewalk will be constructed along the City side of the Service Drive and between the Service Drive and I-75 main line to connect the entrance of each pedestrian bridge to the nearest intersection or to a signalized block crossing. Pedestrian countdown signals will be installed at all signalized intersections and mid-block crossings along the service drives.
- **GREENWAY:** A greenway will be constructed to connect pedestrians and cyclists from the Gordie Howe International Bridge to the I-75 Freeway crossings at Green Street and the new pedestrian bridge to be installed at Junction Street. Street design will include safe transition points from off-road paths to on-street bike lanes with appropriate wayfinding to make the transitions easy for users.

SANDWICH STREET IMPROVEMENTS

In recognition of Sandwich's role as a gateway community to Canada and in response to public consultation, WDBA is investing in improvements to Sandwich Street as part of the Gordie Howe International Bridge project. Here are just a few highlights of the work to be undertaken by Bridging North America along the Sandwich Street corridor:

- **DELIVERY:** These improvements are being delivered in addition to the Sandwich Street Enhancements to be undertaken as part of the Community Benefits Plan. This work is estimated to be a \$12 million investment. Construction is anticipated to occur during the design and construction period.
- **LOCATION:** Approximately 3 km of Sandwich Street from the intersection of Sandwich Street and Ojibway Parkway to Detroit Street will see improvements to the current infrastructure.
- **DESIGN:** Improvements to the Sandwich Street Corridor design will align with the Sandwich Town Community Improvement Plan, Sandwich Heritage Conservation District Plan and Sandwich Town Urban Design Guidelines.
- **ROAD IMPROVEMENTS:** The Sandwich Street Corridor will be fully re-paved in accordance with municipal standards with cycling infrastructure installed. All commercial and residential driveway approaches within the municipal right of-way will also be replaced.
- **STREETSCAPING:** Attractive streetscaping such as planters, benches, garbage receptacles, etc. will be considered for incorporation into the Sandwich Street Corridor improvements.
- **ACCESSIBILITY:** All sidewalks within the Sandwich Street Corridor will be replaced and will meet accessibility standards.
- **INTERSECTION IMPROVEMENTS:** Bump outs will be incorporated at some intersections to enhance pedestrian safety when crossing the roadway. Some intersections within the designated truck route section will also see enhancements to accommodate local truck movements.



BUILDING ELEGANCE THROUGH AESTHETICS: PROJECT GOALS

The following project goals define the desired outcome to be achieved through the project aesthetic design:

- An **impressive** and **inspiring** new gateway symbol for Canada and United States
- A **distinctive design** that reinforces the unique Windsor/Detroit context
- A bridge design that achieves a **high level of aesthetic quality**, at a distance and up close, by day and by night
- Port of Entry architecture and landscape design that showcases **functionality, design excellence, sustainability** and **barrier-free accessibility**.



AESTHETICS: GUIDING PRINCIPLE

The design shall provide a primary aesthetic framework of “*contemporary minimalism*” with secondary layers of materiality, colour, texture and public art that responds to site specific context-related themes.

Simplicity • Clean lines • Good proportions • Openness • Transparency • Lightness

Aesthetics have been considered for all aspects of the project:

BRIDGE: modern expression of the bridge form, derived of modern design and construction techniques “clearly of its time”. Will be a unique and identifiable structure.



LANDSCAPING: includes elements of continuity and variation creating a unified experience and expresses themes of the site location. Will build upon functional requirements to support safety and security.



PEDESTRIAN SPACE: private and public spaces provide an opportunity for a finer grained landscape with more colour and amenities.

BUILDINGS: material palette of curtain wall, precast concrete panels, metal and composite. Will create clean lines, pleasing proportions and elegant simplicity that support the development of an open, transparent and welcoming facility.



LIGHTING: will create a cohesive and aesthetically pleasing visual effect by night throughout the crossing. Lighting will be incorporated on the bridge, roadways, pedestrian walkways, architecture and landscape.

CANOPIES: the canopies create the primary architectural gesture for the Ports of Entry.



US LANDSCAPING PLAN

On the Gordie Howe International Bridge project, the landscape masterplan is one component that provides an inspiring new gateway experience with a design planting concept of ***Landscapes of Passage***, bringing continuity between the two Ports of Entry.

The landscape design of the Canadian and US Ports of Entry emphasize and articulate the movement of circulation patterns throughout the site including vehicle acceleration, deceleration, stopping and the slower speeds of bicyclists and pedestrians.



Conceptual rendering: US POE Overall Landscape Plan

LANDSCAPE TYPOLOGIES

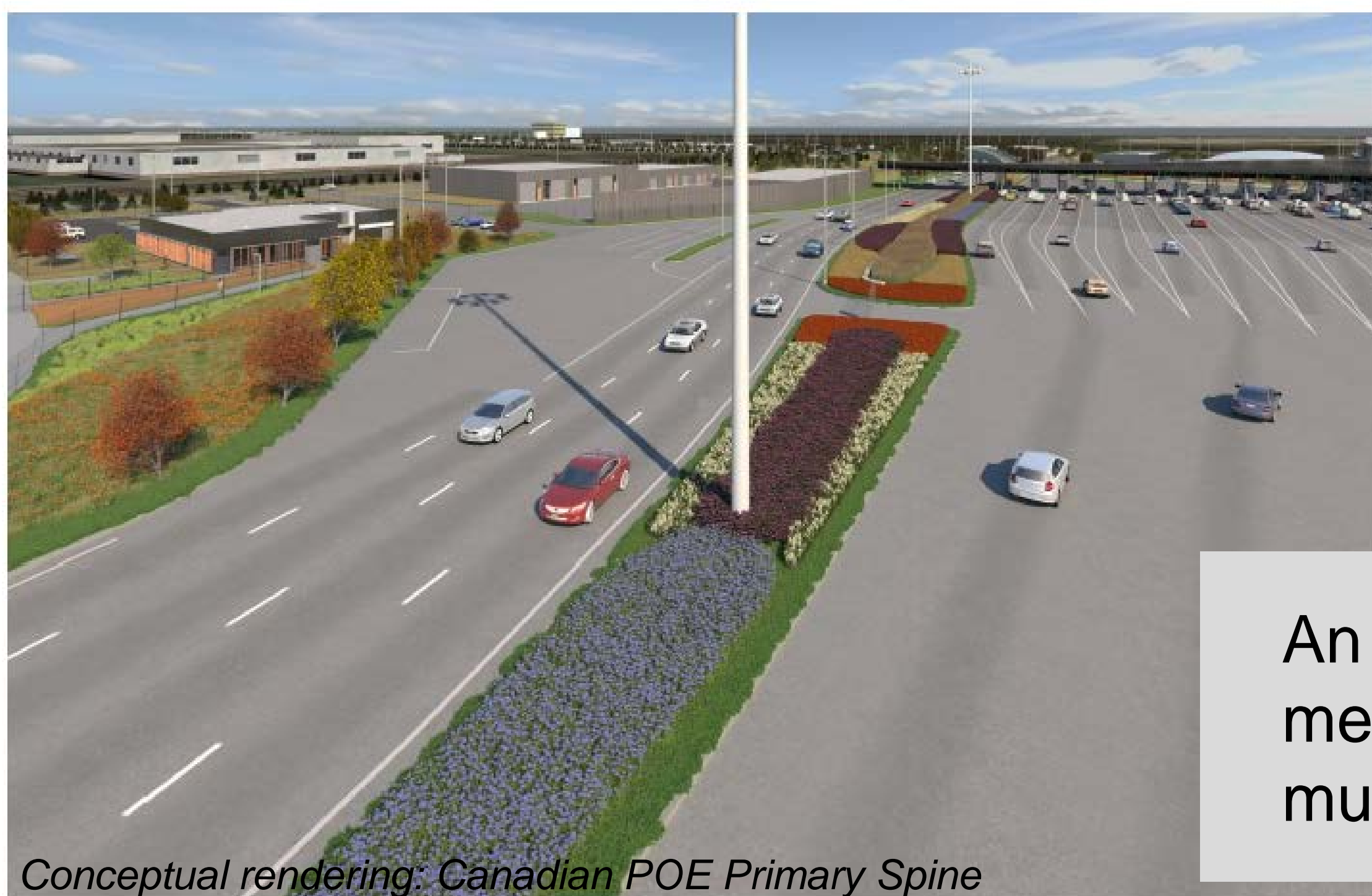
- FIELD
- ROADSIDE
- STORMWATER
- PERIMETER
- HIGHLIGHT

LANDSCAPING DESIGN CONCEPTS

The landscape design strategy includes a native and non-invasive Carolinian plant palette to be utilized throughout the Canadian and US POEs based on security and screening requirements, space, seasonal wet and dry regimes, and gateways. The landscape planting strategy has been divided in the following landscape typologies:

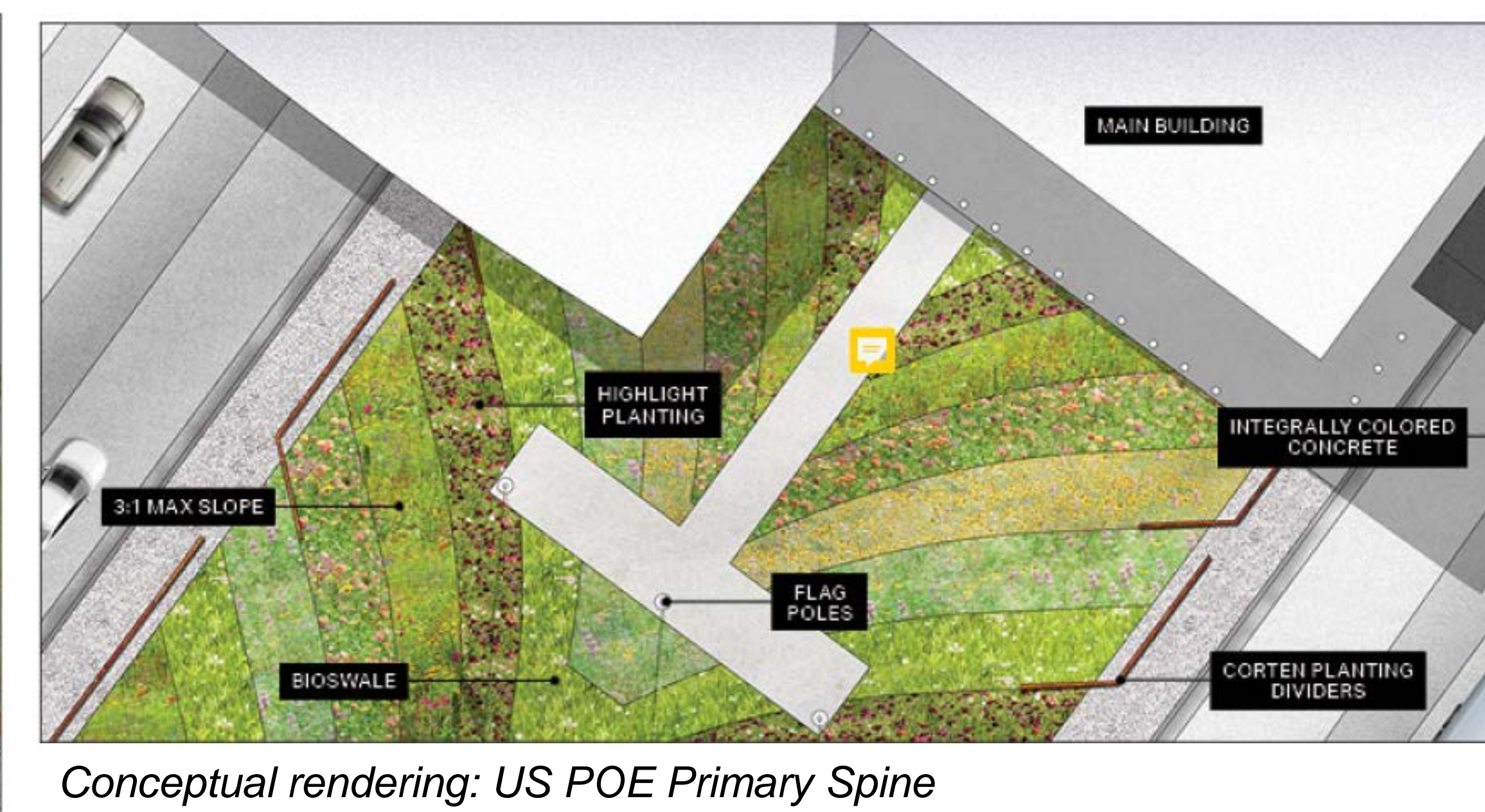
Roadside Landscape

Roadside landscapes are adjacent to roadways throughout the Canadian and US Ports of Entry. In the US, they act as transition areas from the vast field landscapes towards more intimate plantings within the pedestrian spaces. On the Canadian site, they are a continuation of the landscape on the Rt. Hon. Herb Gray Parkway with a focus on Carolinian Tall Grass Prairie and Oak Savannah species.



Highlight Landscape

Highlight landscapes are the most varied and ornamental of the Ports landscape typologies and are found in the slowest areas of the site such as the Primary Spine and the employee areas. The planting bands of roadside landscapes become denser and turn towards the viewer, creating a stacked sectional quality of planting layers. Herbaceous perennials are incorporated into the planting palette with smaller scale ornamental and flowering trees also included in the Highlight Landscapes palette.

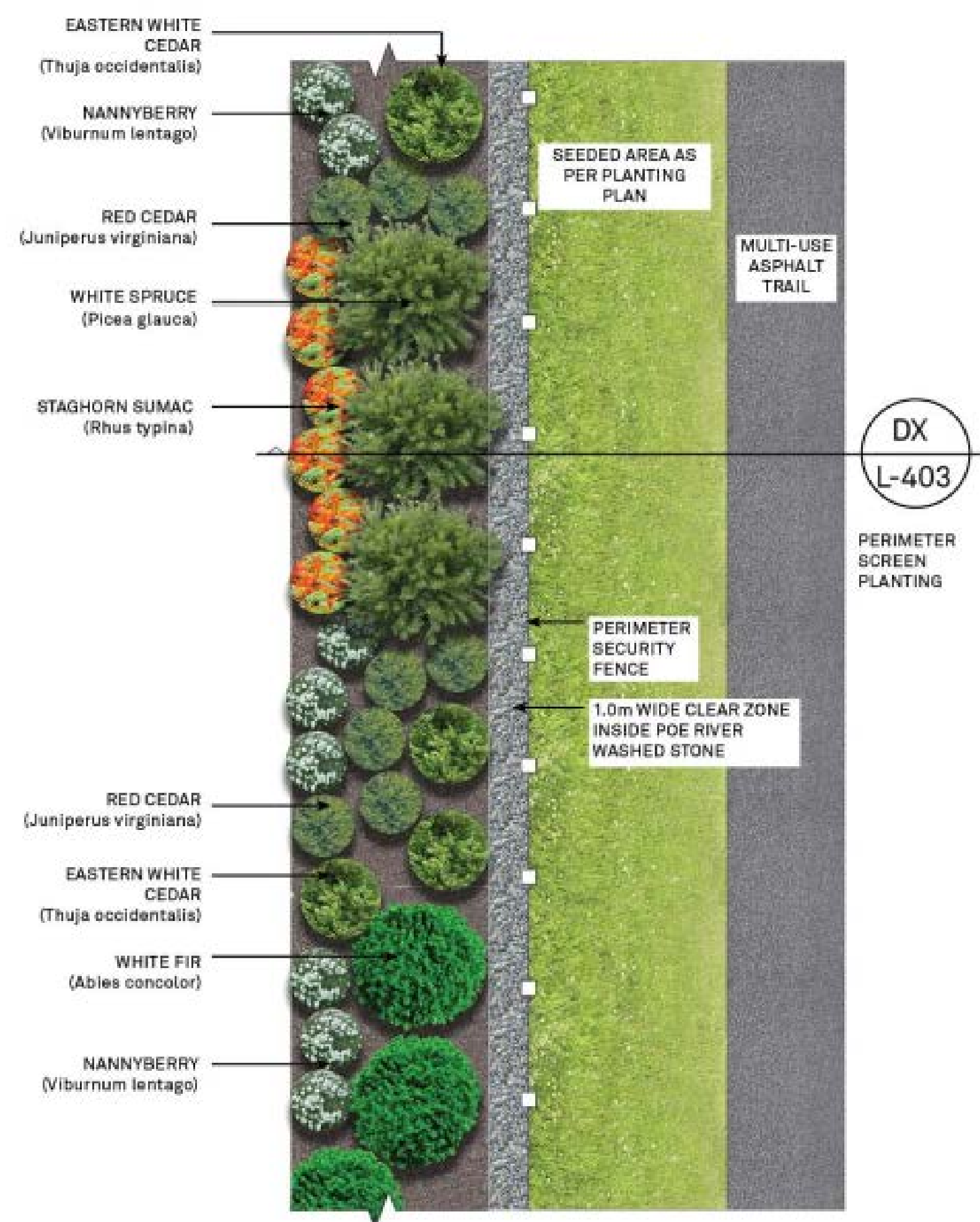
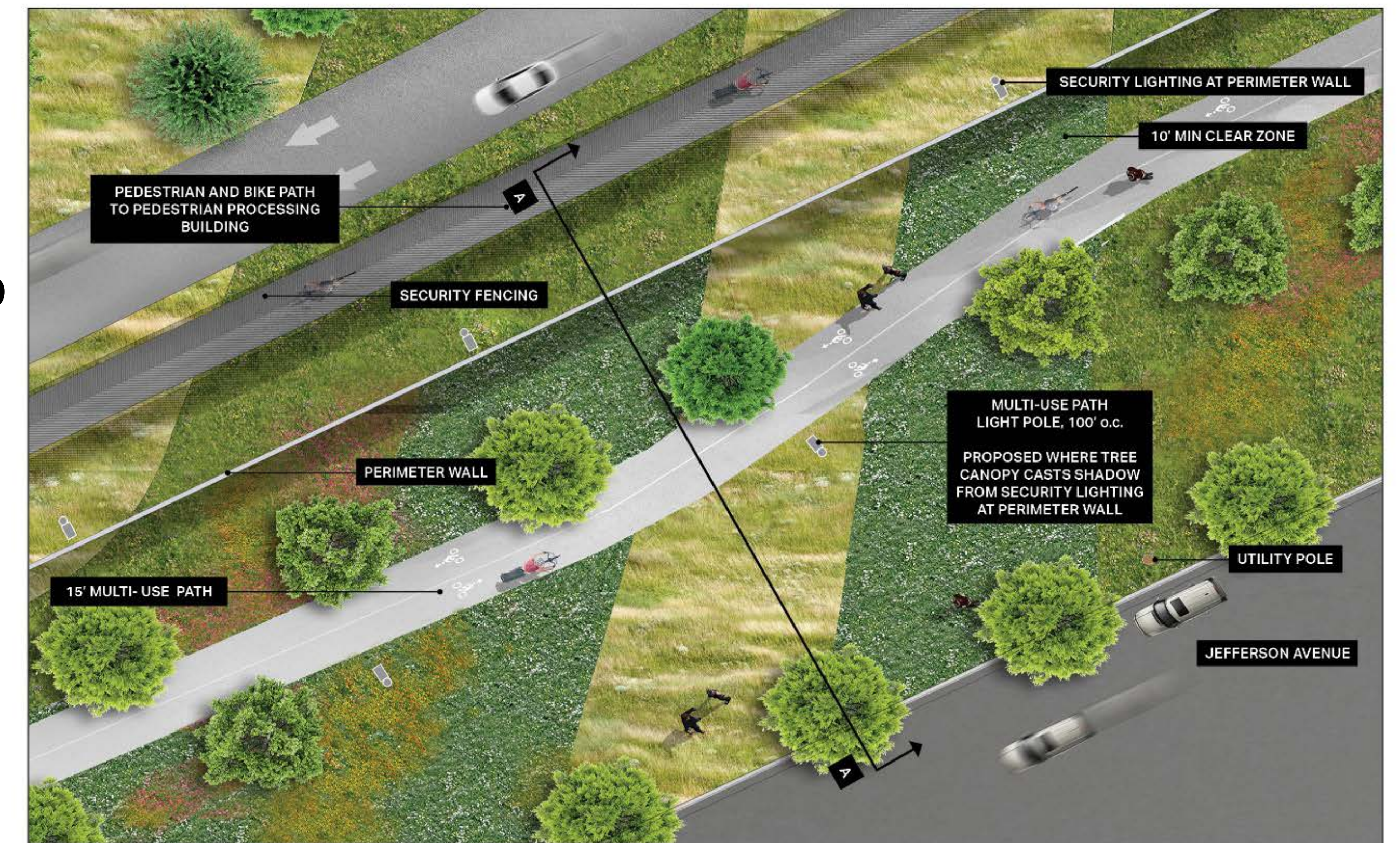


An enhanced zone within the roadside landscape, the **Primary Spine**, is located is a wide median that is highly visible for inbound and outbound traffic at both POEs. A layered and multi-textural landscape provides a backdrop as drivers approach the inspection canopies.

LANDSCAPING DESIGN CONCEPTS

Perimeter Landscape

The perimeter landscape will be characterized by naturalized successional plantings that provide rich ornamental layers along community multi-modal paths and pedestrian spaces within the Canadian and US POEs and along Jefferson Avenue in the US. This will consist of seed mix, shrubs and trees to create a varied pedestrian landscape experience. Diverse groundcover species will be salt tolerant and low maintenance, and trees shall blend into the adjacent urban streetscape design.



PERIMETER SCREEN PLANTING

A **perimeter wall** will be installed to delineate the buffer zone at the southern extent of the US Port of Entry Site. The design of the wall will reference Historic Fort Wayne, architectural elements with a modern and minimal aesthetic. The preferred wall design option will be presented at a later date following public consultation.



Conceptual rendering of US Jefferson Avenue perimeter wall

LANDSCAPING DESIGN CONCEPTS

Stormwater management systems prevent surface runoff from directly discharging into the Detroit River and will collect surface water to allow for settlement of sediments prior to controlled release of into the drainage system.

Stormwater Landscape

Stormwater landscapes are characterized by bio-swales and landforms that will enhance and emphasize the movement of water across the site to stormwater ponds. These landscapes will be planted with wetland and riparian vegetation along with aquatic planting plugs. Storm-pond edges will be inoculated with emergent, submergent, flood fringe and upland plantings to provide a visually rich and interesting mix of landscape materials, colours, patterns and textures all inspired by the natural lines of flow within the landscape. Plantings will be consistent between both Ports of Entry.



Conceptual rendering: Port of Entry stormwater management pond

LANDSCAPING DESIGN CONCEPTS

Planting Plan

A Carolinian plant palette will be implemented at both Ports of Entry through several landscape typologies based on security requirements, scale of plantings, speed of passing vehicles and stormwater strategies. A variety of trees, shrubs, grasses, perennials, aquatic plantings and seed mixes will be organized in a cohesive pattern.

Sample Species Types:

DECIDUOUS TREES



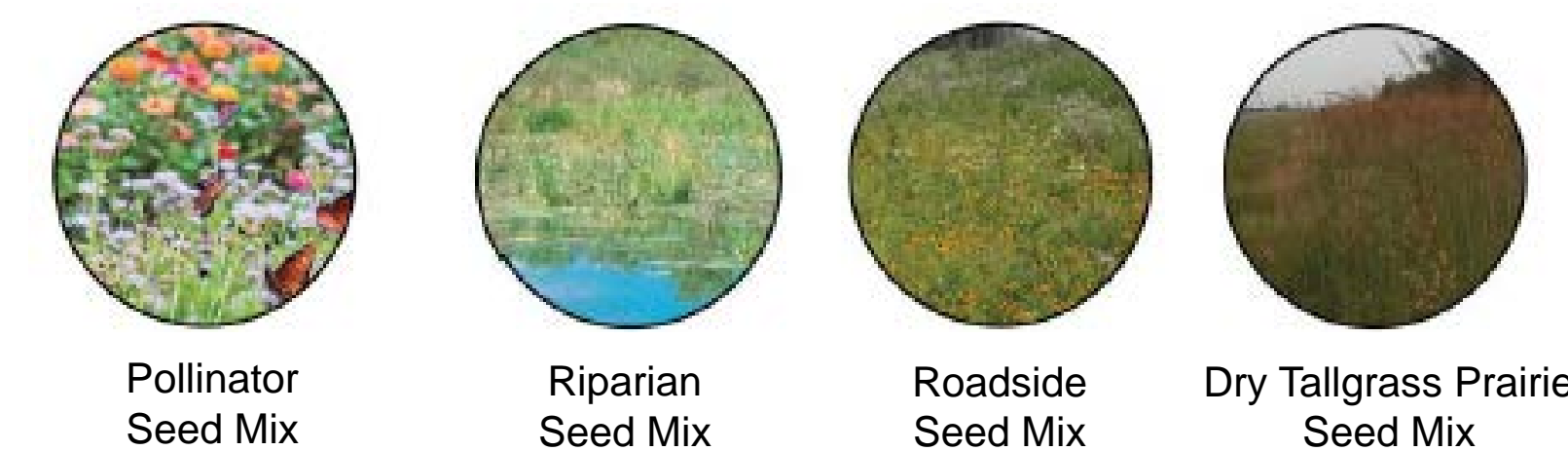
CONIFEROUS TREES



SHRUBS



SEED MIXES



PERENNIALS



AQUATICS



All plant material will be nursery grown and meet the specifications as set out in the Guide Specifications for Nursery Stock prepared by American Nursery and Landscape Association.

LANDSCAPING DESIGN CONCEPTS

Urban Design Elements

Materials for urban design elements are specified to be modern and robust. The suite of urban design elements contribute to both site security and aesthetic quality of the Ports of Entry. This includes fencing, vehicular bollards, accent walls, signage and site furnishings that provide visual interest. Materials will be coordinated with the architectural material palette, creating a cohesive visual language between the Ports of Entry.

Concrete, steel, corten and stone finish realized in clean and simple forms work together to create a contemporary design aesthetic. Fencing and bollards are to be powder coated and stainless steel, seamlessly blending into other architectural elements of the site such as buildings and canopies.



Sample garbage receptacle



Sample seating for staff areas



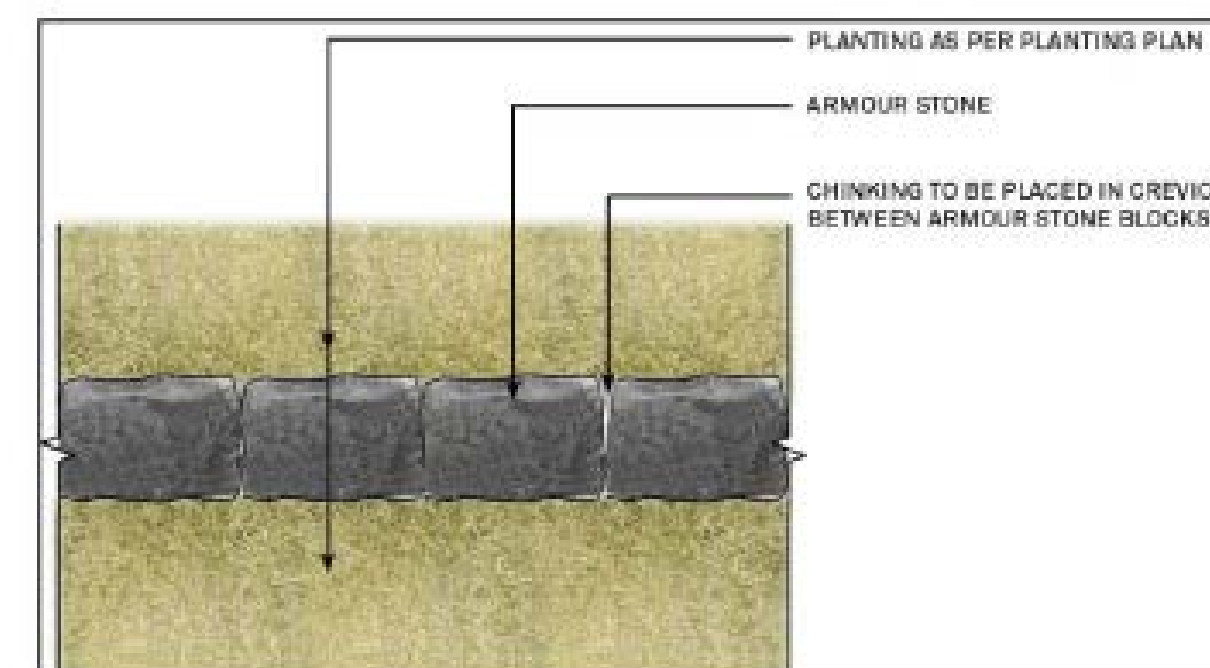
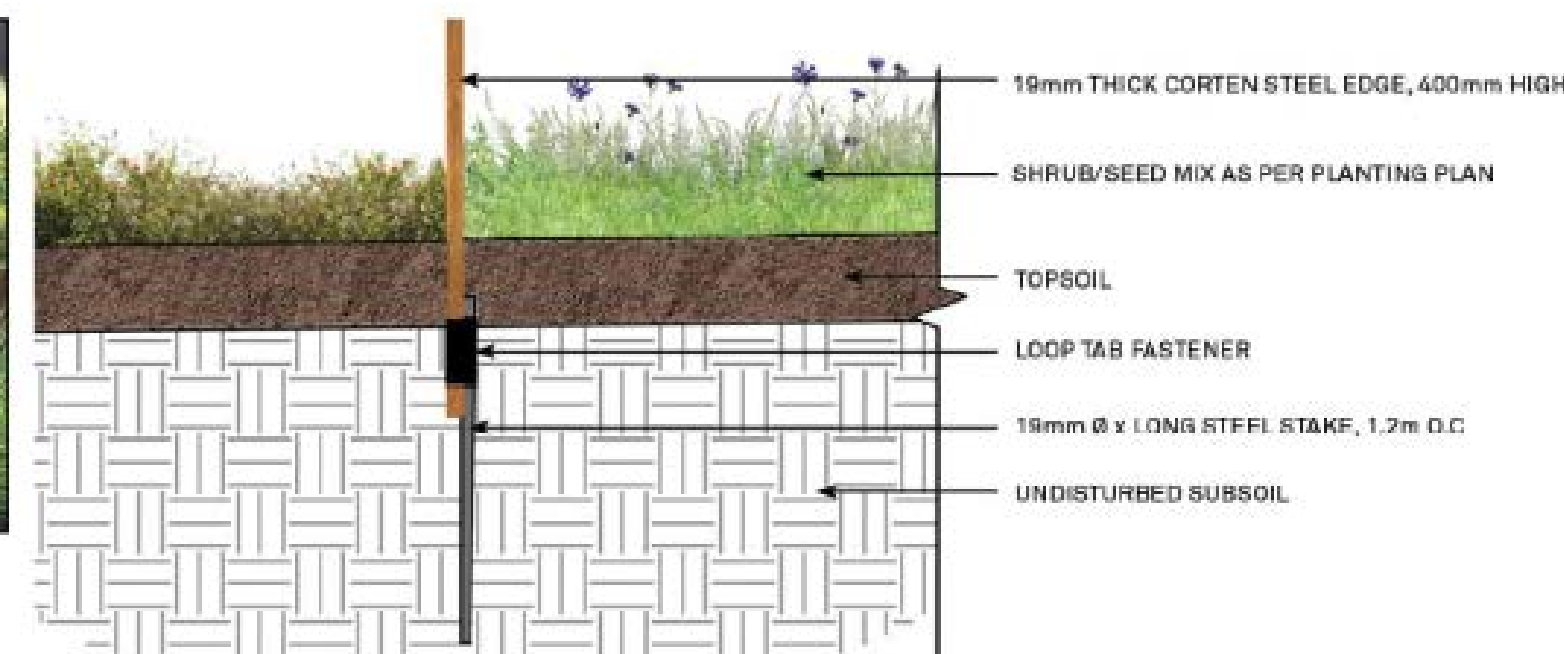
Sample bench



Sample bollards



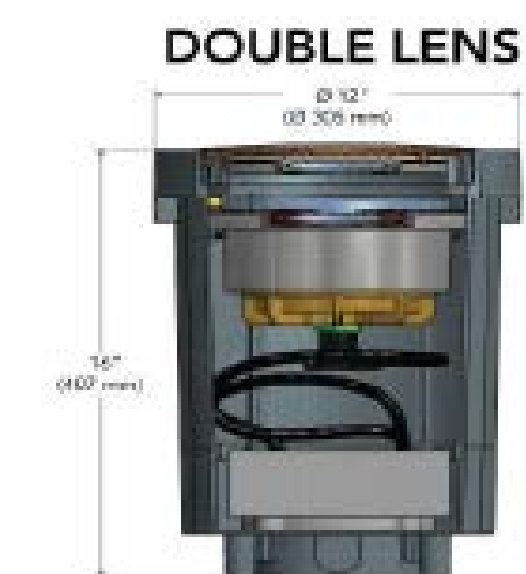
Corten steel to be used within landscape



Armour stone to be used within landscape



Sample LED in-grade lighting to be used in landscape



COMMUNITY BENEFITS PLAN COMPONENTS

The Community Benefits Plan to be delivered as part of the Gordie Howe International Bridge project reflects community priorities heard to date and is comprised of two components:



WORKFORCE DEVELOPMENT & PARTICIPATION STRATEGY

Geared toward engaging businesses and providing employment opportunities. The strategy to be finalized and implemented will centre on workforce, training and pre-apprenticeships/ apprenticeships.

There are three sections to this strategy:

- **at least \$250 million of the total value of the work during the design-build phase in Canada will be performed by, contracted to, or supplied by the workers or contractors located in the City of Windsor or within 100 kilometres of the City of Windsor**
- **engaging and employing Canadian Indigenous Peoples in and around the City of Windsor, Essex County and Walpole Island, Ontario and contracting their businesses**
- **engaging, employing and contracting Detroit residents and Detroit-based and Detroit-headquartered businesses.**

The Disadvantaged Business Enterprise (DBE) goal established for this project is 2.15% of the cost of the construction and engineering work needed to complete the Michigan Interchange and the portion of the Bridge that is located in Michigan.



NEIGHBOURHOOD INFRASTRUCTURE STRATEGY

A \$20 million community infrastructure investment focused on priorities identified through the two-phase consultation that took place between 2015-2019 with communities, businesses, Canadian Indigenous Peoples and other stakeholders in Windsor and Detroit.

The Neighbourhood Infrastructure Strategy is comprised of initiatives that are consistent with the Crossing Agreement and the key regional priorities identified:

- **community partnerships**
- **the effects of construction and operation issues**
- **community safety and connections**
- **economic benefits**
- **aesthetics and landscaping**

Further consultation will be undertaken during the implementation of these initiatives.

WORKFORCE DEVELOPMENT INITIATIVES

Collectively more than 80 initiatives have been identified for implementation to ensure that Windsor, Detroit and Canadian Indigenous Peoples have opportunities for employment or to provide goods and services to the project.

These initiatives focus on ways to engage the following entities:

- General Public/Stakeholders
- Elementary and Secondary Schools
- Post-Secondary Institutions
- Subcontractors
- Unions
- Vendors
- Workforce Development Agencies

Training/Education Opportunities:

- Partner with local educational institutions to identify research opportunities
- Participate in speaker series and offer mentorship
- Partner with apprenticeship organizations and local unions
- Provide ESL and job training sessions
- Partner with educational institutions to provide co-op/work placements

Indigenous Peoples Opportunities:

- Explore business partnership opportunities
- Implement First Nations policy
- Commission local artists to create community/art murals
- Partner with training organizations to arrange onsite training
- Increase awareness of skilled trades careers and support apprenticeship programs

WORKFORCE DEVELOPMENT INITIATIVES

Employment Opportunities

- Require subcontractors hire at least 20% new hires from local region
- Participate in job fairs/employment sessions
- Identify and select pre-apprentices and apprentices
- Enhance the community/employment groups awareness of the project and skills required

Business Opportunities

- Host Business-to-Business info sessions
- Provide two-way communication with local subcontractors
- Provide online system to invite local businesses to submit information on capabilities and capacity
- Foster growth of small companies by purchasing goods, supplies and services under \$25,000

To deliver these initiatives, WDBA and Bridging North America have identified agencies and organizations that have the necessary knowledge, expertise and capacity. We will work with these delivery partners to reach Windsor, Detroit and Canadian Indigenous Peoples residents and businesses. Delivery partners include:

- *Project Subcontractors*
- *Local Elementary and Secondary Education Institutions*
- *Post-Secondary Education Institutions*
- *City of Windsor – Employment and Training Services*
- *Workforce WindsorEssex*
- *WindsorEssex Economic Development Corporation*
- *Windsor Construction Association*
- *Heavy Construction Association of Windsor*
- *Windsor Essex Regional Chamber of Commerce*
- *New Canadians' Centre of Excellence*
- *Walpole Island First Nation*
- *Detroit Employment Solutions Corp.*
- *Southwest Detroit Business Association*
- *Wayne County Community College District*
- *Detroit Regional Chamber*
- *Access for All*
- *Focus: Hope*
- *Southwest Solutions*
- *Unions in Project Labour Agreement*
- *Contractor and construction associations*
- *Local workforce development organizations*

WORKING WITH BRIDGING NORTH AMERICA

Anticipated Workforce Trends:

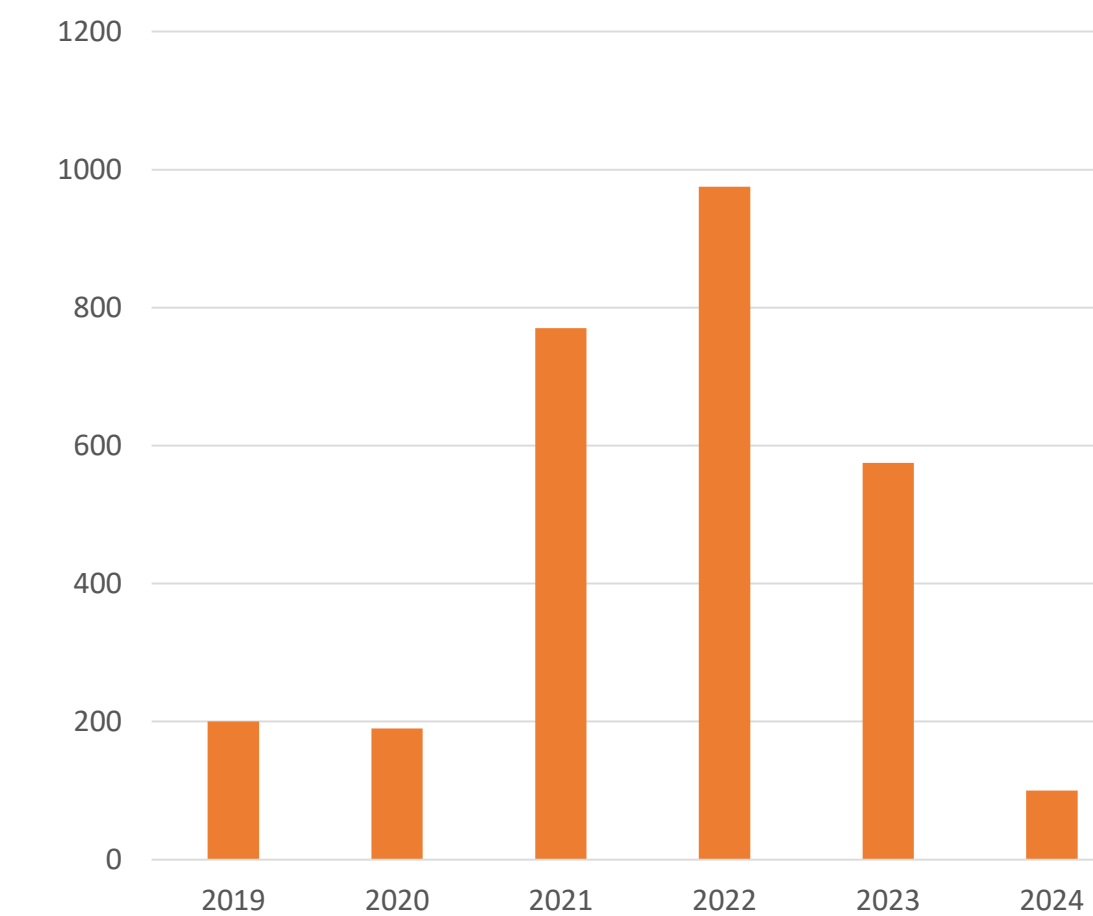
- Design work is heavy in **2019 – 2020** resulting in limited staffing for trades
- As design work is completed, construction will ramp up for **2021-2023**
- Predominantly focused on Operators, Labourers, Ironworkers, Carpenters and Specialty Trades

Procurement Process

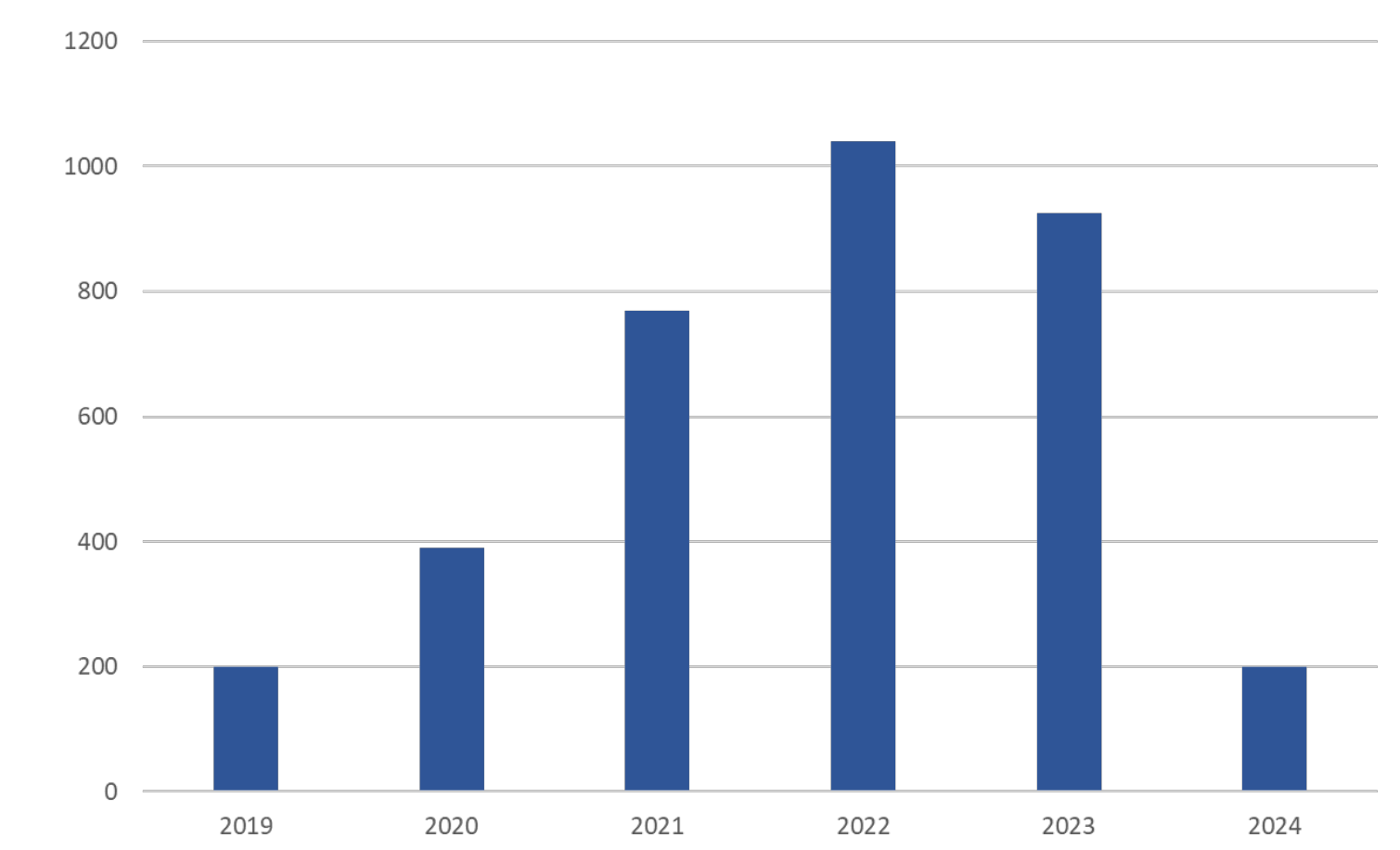
Large volumes of materials and services will be needed to deliver the project with key areas of procurement to occur in administrative, architectural, civil, construction indirects, electrical, instrumentation, logistics, process equipment and structural. To participate in BNA's procurement process, undertake the following:

1. Select the "Opportunities with Bridging North America" tab at GordieHoweInternationalBridge.com and select Canada or US
2. Review current BNA opportunities
3. Complete and submit a Non-disclosure Agreement
4. Receive and review Request for Qualifications/Request for Proposals
5. Prepare your technical and commercial submission

Following the submission deadline, BNA will undertake evaluations. Following evaluation, BNA will award the contract and process the supply agreement, subcontract or service agreement.



Anticipated Canadian Workforce



Anticipated US Workforce

Vendor, Contractor and Subcontractor Requirements

BNA requires that all companies wishing to do business complete a qualification questionnaire and provide details about relevant licensing, compliance with federal and/or state or provincial laws related to equal employment opportunities, financial status, insurance, bonding capacity, quality assurance, and health, safety and environmental (HS&E) ratings. To perform work for BNA, the following will be required:

- Previous three years of safety records
- Certifications for specialized trades
- Certificates of insurance for supply or subcontracts
- Adoption of BNA safety, quality and environmental plans
- All labour on site must follow project requirements including Project Labour Agreements (PLAs) and monthly reporting.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY US INITIATIVES

AESTHETICS & LANDSCAPING INVESTMENTS \$5.34 MILLION

Community Home Repair Program

Timing: 2019 for five-year duration

Partner: To be confirmed

- Launch a home repair program in the Delray neighbourhood for eligible homes in the area of the US Port of Entry
- A catchment area will be announced at the time of the program launch that will include homes south of I-75 adjacent to the US Port of Entry
- Issue an RFP to identify and select a partner that can develop, administer and implement the program
- Eligible homeowners will qualify for improvements to roofs, furnaces, windows and insulation up to a per household cap to be determined.

Clark Park Improvements

Timing: To be confirmed **Partner:** City of Detroit

- Investments into fitness equipment at Clark Park serving the Delray and Southwest Detroit community.

Neighbourhood Green Improvements

Timing: 2020 and 2024

Partner: Greening of Detroit

- Co-host two tree giveaways with Greening of Detroit during the construction phase of the project

Local Street Enhancements

Timing: To be confirmed

Partner: City of Detroit

- Further enhance Delray local streets by adding community features such as solar-powered mobile lighting, safety lighting near homes, new bus stop seat furnishings, etc.

Neighbourhood Trailhead and Garden

Timing: To be confirmed

Partner: Michigan Department of Transportation (MDOT)

- Establish a trailhead and four-seasons garden adjacent to a new MDOT parking lot to be constructed in Delray near Historic Fort Wayne
- The trailhead will serve cyclists and pedestrians utilizing the multi-use paths surrounding the US Port of Entry.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY US INITIATIVES



COMMUNITY SAFETY AND CONNECTIONS \$1.33 MILLION

Expand Adjacent Trails to Connect to Gordie Howe International Bridge

Timing: 2024 **Partner:** To be confirmed

- Invest in expanding cycling infrastructure near the US Port of Entry to create connections
- Investments may include creation of paths, installation of safety lighting, directional and wayfinding signage and emergency call boxes, development of pedestrian and cyclist-friendly, outdoor amenity spaces.

Transportation Improvements

Timing: 2019

Partner: The Community Health and Social Services Center (CHASS), People's Community Services (PCS), Clark Park Coalition

- Invest in new 12-15 passenger vans to be donated to CHASS, PCS, and the Clark Park Coalition to support transportation of clients and youth utilizing the programs and services provided by these community organizations.

Construction Observation Platform

Timing: 2020

Partner: City of River Rouge

- Construction of an observation platform at Belanger Park in River Rouge that would allow students, residents and tourists to view ongoing construction of the Gordie Howe International Bridge project
- Features to include wayfinding signage, benches, binoculars, photography area and subsidized access to the park.

Bike Rack Design Contest

Timing: 2023

Partner: To be confirmed

- Create and run a contest for local artists to design one-of-a-kind, locally-inspired bike racks that can be installed at various community locations/trailheads within the expanded adjacent trail network.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY US INITIATIVES



COMMUNITY SAFETY AND CONNECTIONS \$1.33 MILLION

People's Community Service Partnership

Timing: 2019 for three-year duration

Partner: People's Community Service

- Invest in facility repairs and programming development at Delray House managed by PCS.

Fort Street Bridge Project

Timing: 2019

Partner: Friends of Detroit River

- Invest in an element of the Fort Street Bridge Park enhancements as part of the Fort-Rouge Gateway Project being undertaken.

Delray Art Project

Timing: To be confirmed

Partner: Urban Neighborhood Initiatives

- Work with local artists/youth to create at least one mural within the Southwest Detroit community through the Southwest Urban Arts Mural Project (SUAMP).

Community Organization Investment

Timing: 2020 for five-year duration

Partner: Local Community Organizations

- Annual \$50,000 investment allowance for community organizations located in Delray/Southwest Detroit or servicing Delray/Southwest Detroit residents
- Eligible community groups to apply annually for funding between \$1,000 to \$25,000 for events, programming and infrastructure improvements
- Local Community Group will assist in application review
- Funding will be released once annually over five years
- Policy framework to be developed.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY US INITIATIVES



Southwest Detroit Business Development Program

Timing: 2020 for three-year duration

Partner: Southwest Detroit Business Association

- Support the Southwest Detroit Business Association to launch a new business development program, Bridges to Prosperity, for a three-year period
- The program will feature supports for small businesses and entrepreneurs located in Southwest Detroit through business technical assistance, consulting and drop-in services.

Windsor-Detroit Cross-River Tour – US Features

Timing: 2023

Partner: To be confirmed

- Create an international walking/cycling tour highlighting the unique culture and history of Delray and Sandwich communities through plaques/interpretive signage to be installed at key locations along pedestrian and cyclist routes on Jefferson Avenue and adjacent to the US Port of Entry approaching the bridge
- Complementary plaques to be installed on Canadian side, along with a border marker at the centre of the bridge
- Will engage local historians and residents through further consultation.

2020 COMMUNITY ORGANIZATION INVESTMENT

As part of the Community Benefits Plan, the Gordie Howe International Bridge team has launched the 2020 Community Organization Investment to support eligible organizations located in or servicing **Sandwich/West Windsor or Delray/Southwest Detroit**.

Funding will be made available on an annual basis for a five-year duration from **2020 and 2024**. There is an annual **\$50,000** (CDN) investment allowance per country and requests for funding can range from **\$1,000 - \$25,000** (CDN).

Applications for the 2020 funding cycle will be accepted until **January 31, 2020**, and are available at **GordieHoweInternationalBridge.com**


























Applications will be considered for funding if:

- The applicant is a registered charity or has a trustee relationship with a registered charity
- The applicant is located in or provides services to the Sandwich/West Windsor or Delray/Southwest Detroit communities
- The requested funding will be used to support events, programming and infrastructure improvements that will directly benefit Sandwich/West Windsor or Delray/Southwest Detroit
- The requested funding aligns with one of the Community Investment Priorities, including: community partnerships, community safety and connections, economic benefits, and/or aesthetics and landscaping.

CONSTRUCTION LOOK AHEAD

Upcoming Activities for Winter 2020/Spring 2020

- | | |
|---|---|
|   | Design continues: Advancing design from 60% to construction ready |
|   | Survey work continues: Crews review property lines, site details, verify conditions |
|   | Utility surveys and relocations |
|   | Site clearing & pre-construction activities |
|   | Fence installation: chain-link and construction fencing to be installed at US POE and bridge parcels |
|   | Move into site office trailers |
|   | Proceed with production drilled shaft foundation |
|   | Seawall investigation activities |
|  | I-75 Interchange work: Utility relocation; Springwells ramp reconstruction; demolition and construction of road bridges |
|  | US POE road closures |
|  | Sewer work near US POE: Rehabilitating existing lines near and within the POE and I-75 Interchange |
|  | Fill placement at Phase 1 US POE and installation of wick drains |
|  | Wickdrain, surcharge and monitoring installation at the CDN POE |
|   | Construction monitoring and mitigation |

BRIDGE SITE WORKS

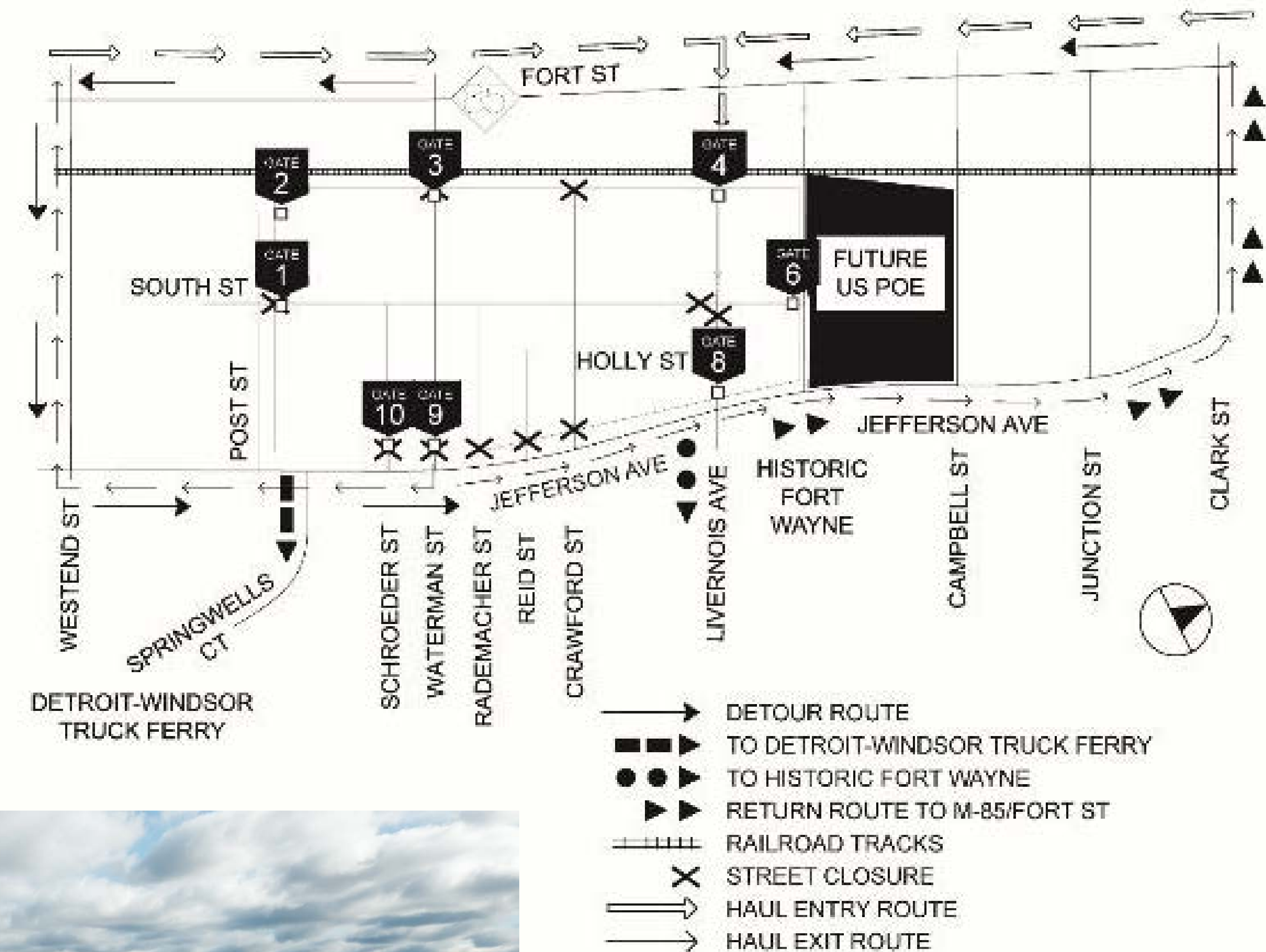
Construction of the tower foundations for the main bridge are underway on both the Canadian and US bridge sites.

- The foundation for each tower are composed of a total of 18, 36-metre drilled shafts; 12 for the main tower footing and six for the backspan.
 - Canadian site progress:
 - 10 shafts poured between north and south footings
 - Work has commenced on the backspan.
 - US site progress:
 - Seawall enhancements are in progress to prepare for drilled shaft work.
 - One shaft poured on the south footing.
- Once concrete in each shaft is cured, specialty testing will be undertaken.
Installation of the Post Tensioning System in the main tower footings will start in January 2020 (installation of ducts and anchors)



US POE SITE WORKS

- In August 2019, the perimeter of the US POE was extended from Post Street eastward to Dragoon Street, and from Jefferson Avenue northward to the Norfolk Southern Railroad tracks (NSR). Livernois Ave between South Street to NSR and South Street between Livernois Ave and Dragoon Street continues to remain open.
- Phase 3 of road closures to extend the US POE from Dragoon Street to Campbell Street between Jefferson Ave and NSR is anticipated to occur in early 2020
- Major earthworks and placement of wick drains and surcharge fill began in November 2019 to accelerate the settlement of soils to expedite construction and limit long-term settlement. 105,000 wick drains will be installed.
- Construction of temporary stormwater management facilities is ongoing to help manage site water run-off.
- Utility relocation continues including work with: DTE, ITC, Comcast, AT&T, Sprint/Nextel.



Access will continue to be maintained to all adjacent properties.

ANTICIPATED I-75 CONSTRUCTION STAGING

Approximately 1.8 miles of I-75 between Springwells Street and Clark Street will require modifications to accommodate the ramps connecting to the US Port of Entry (POE). These works will be delivered in four phases.



Phase 1 – Anticipated to begin fall 2019 - fall 2020.

- Springwells St, Livernois Ave and Clark St road bridges and Solvay St pedestrian bridge crossing I-75
- Widening of I-75 shoulders
- Construction of the connecting ramps to the US POE
- Reconstruction of I-75 Service Drives between Springwells St to Green St.

Phase 2 – Anticipated to occur fall 2020 - spring 2022.

- Green St road bridge and Beard St pedestrian bridge crossing I-75
- Reconstruction of NB/SB I-75 Service Drives between Green St and Livernois Ave
- Construction of ramps connecting I-75 to the US POE

Phase 3 – Anticipated to occur spring 2021 - winter 2022.

- NB I-75 Service Drive and I-75 shoulders will be rebuilt between Green St and Livernois Ave.
- SB I-75 Service Drive will be rebuilt from Junction St to Livernois Ave.
- SB I-75 on-ramp at Clark St, NB I-75 on-ramp from Livernois Ave, and NB I-75 off-ramp to Campbell St.

Phase 4 – Anticipated to occur winter 2022 - winter 2023.

- Rehabilitation of Fort St, Jefferson Ave, and Clark Street
- NB I-75 exit ramp at Clark St and SB entrance ramp from Clark St will be removed
- Work on I-75 Service Drives will be completed between Junction St and Clark St.
- I-75 will be widened in the area of Clark St. to accommodate new ramps to the POE

MICHIGAN INTERCHANGE PHASE ONE ACTIVITIES

As part of the Gordie Howe International Bridge project, approximately three kilometres or 1.8 miles of I-75 between Springwells Street and Clark Street will require modifications to accommodate the ramps connecting to the US Port of Entry (POE).

These works will be delivered in a number of phases. Phase One activities began in **fall 2019** and are anticipated to be completed in **fall 2020**.



Phase One Activities

- Road bridge crossings over I-75 at Springwells Street, Livernois Avenue, and Clark Street will be removed and rebuilt. A new pedestrian bridge at Solvay Street also will be constructed. It is anticipated that this work will be completed in fall 2020.
- The road bridges at Green Street, Waterman Street, Dagoon Street, and Junction Street will remain open and operational during Phase One.
- All three bridge demolitions are planned to occur over the same weekend to reduce traffic impacts on I-75.

Springwells Street

- Springwells Street road bridge and on- and off-ramps to northbound and southbound I-75, and I-75 Service Drives in both directions from Springwells Street to Green Street will be demolished and reconstructed.
- Springwells Street will be rebuilt with a new alignment in the section from M-85/Fort Street north to I-75.
- Reconstruction will be conducted in a phased approach ensuring businesses remain accessible.

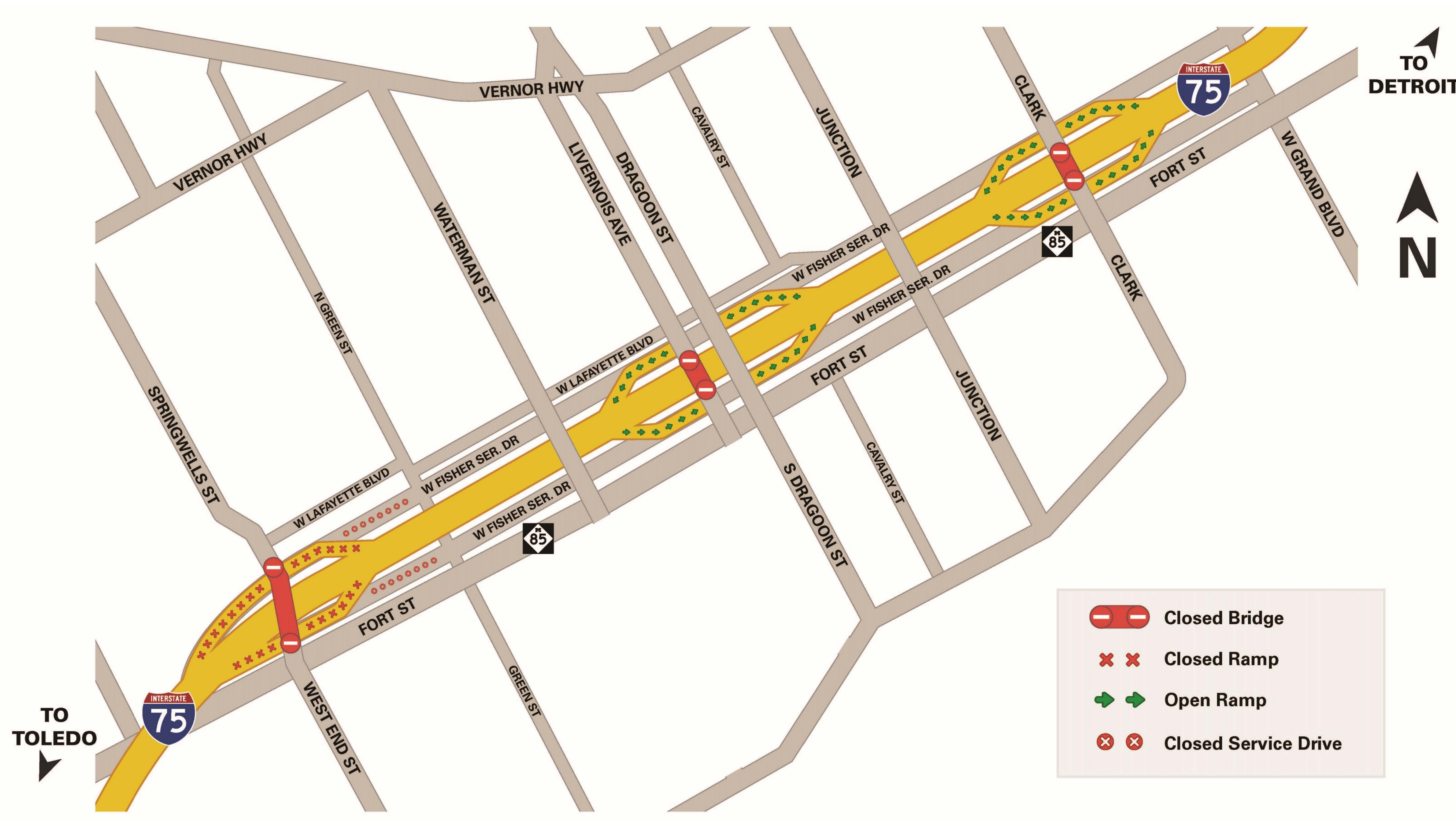
Livernois Avenue

- Livernois Avenue road bridge will be demolished and reconstructed
- Work will extend from M-85/Fort Street north to I-75 during this phase.

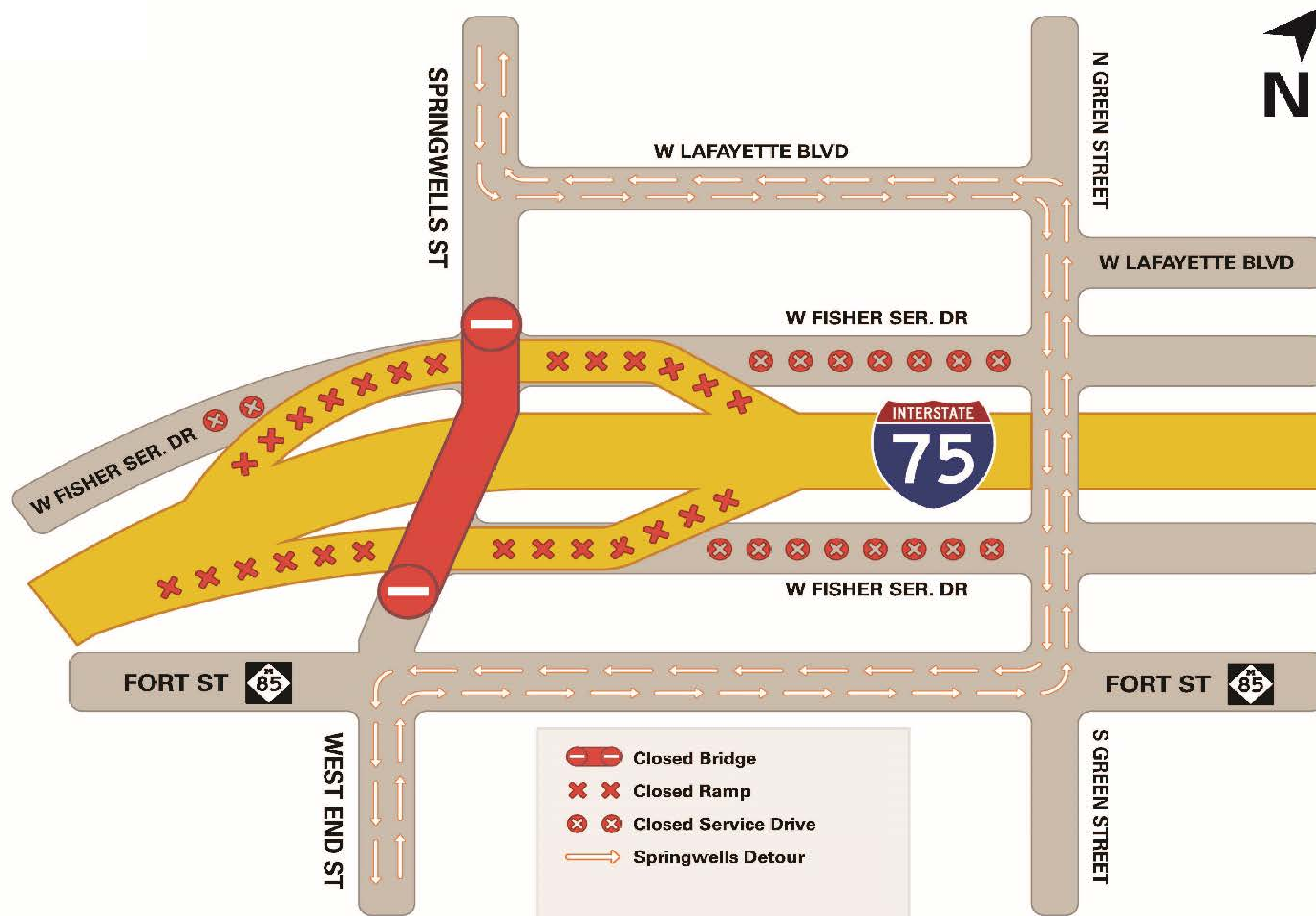
Clark Street

- Clark Street bridge will be demolished and reconstructed
- Work zone will be over I-75 between the Northbound and Southbound West Fischer Service Drives.

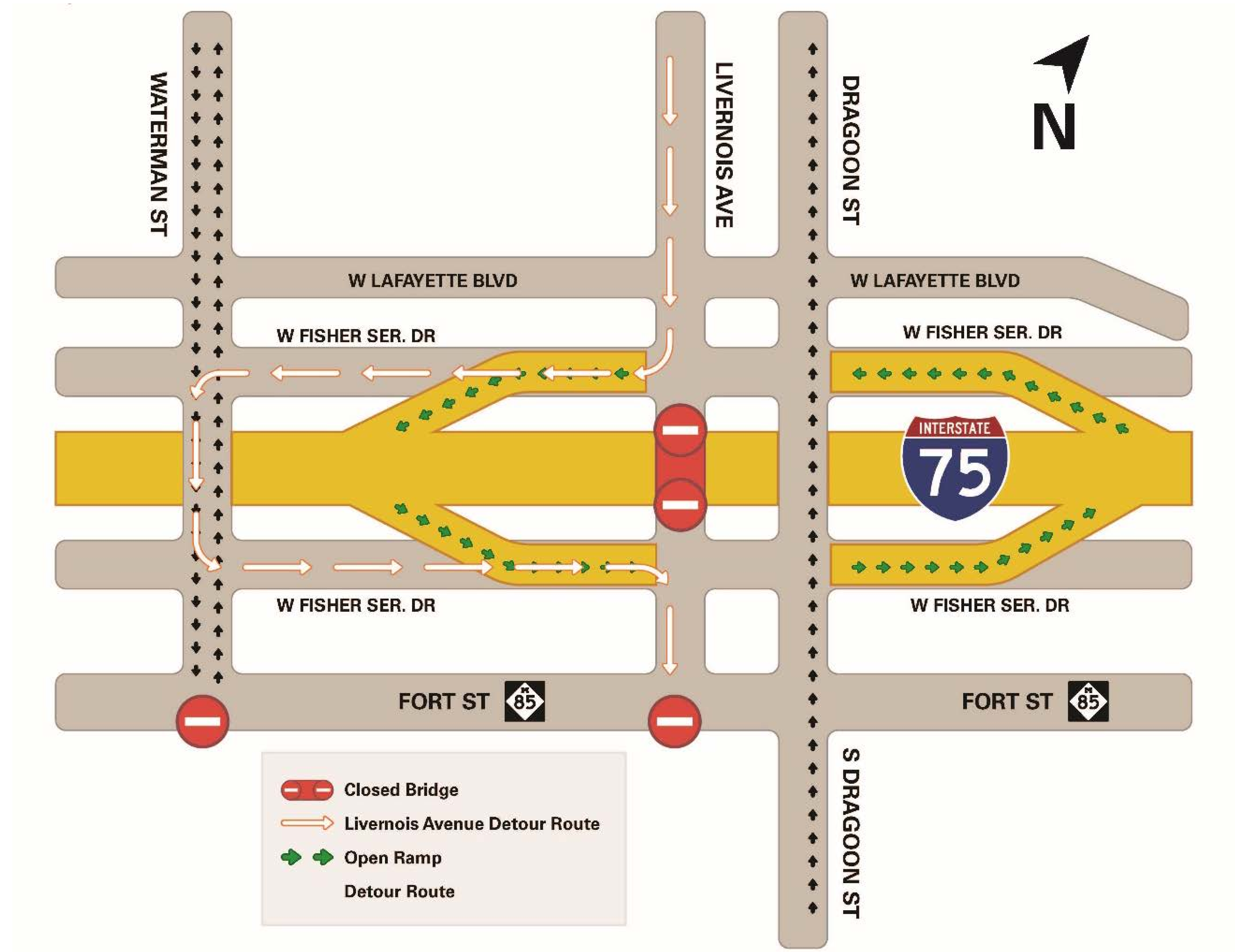
PHASE ONE MICHIGAN INTERCHANGE WORKS



PHASE ONE I-75 WORKS SPRINGWELLS STREET

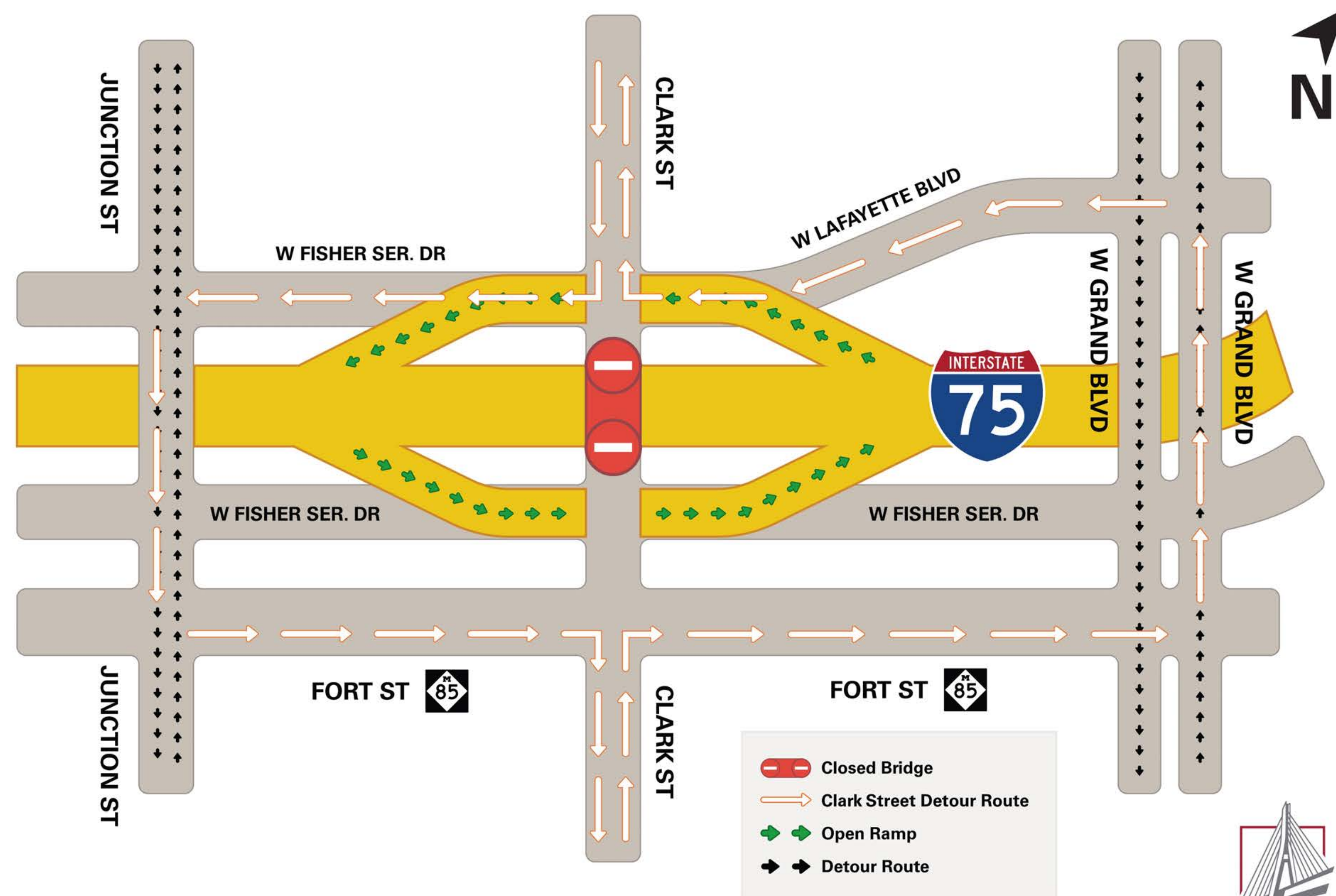


PHASE ONE I-75 WORKS LIVERNOIS AVENUE



PHASE ONE I-75 WORKS CLARK STREET

CLARK STREET DETOUR MAP



CONSTRUCTION MITIGATION

The Detroit River International Crossing (DRIC) study was a comprehensive bi-national environmental study that identified requirements to mitigate potential negative impacts from a new crossing. WDBA and Bridging North America are committed to minimizing disruptions to communities and the environment and will implement steps to mitigate environmental disturbances and limit impacts to nearby residents, people traveling through the construction zone and nearby businesses.

The following list represents some of the mitigation measures that are required in Canada and/or US as appropriate:

Noise Mitigation

- Ensure all construction equipment is in good repair, fitted with functioning mufflers and complies with noise emission standards
- Limit noisy activities to daytime hours and in accordance with municipal noise bylaws
- Where possible, install noise barriers or berms in the early construction phases
- Maximize the distance between the construction staging areas and nearby receptors
- Provide regular updates to nearby residents and businesses on possible activities that will affect them

Dust Management

- Periodic watering or stabilization of disturbed and exposed soils
- Limit speed of vehicular traffic
- Use water sprays during loading/unloading of materials
- Sweep or water flush entrances to construction zones

Erosion and Sediment Control

- Develop and implement erosion and sediment control plans to protect surface waters, adjacent ecosystems and properties
- Follow provincial and state environmental guidelines for road construction
- Create temporary stormwater management ponds to manage water quality

Water Quality Protection and Management

- Protect and manage groundwater regimes for fish habitat and wetlands through design
- Develop salt management plans for construction and operation phases
- Create and maintain permanent stormwater management plans to control water quality

Archaeology/Cultural Resource Protection

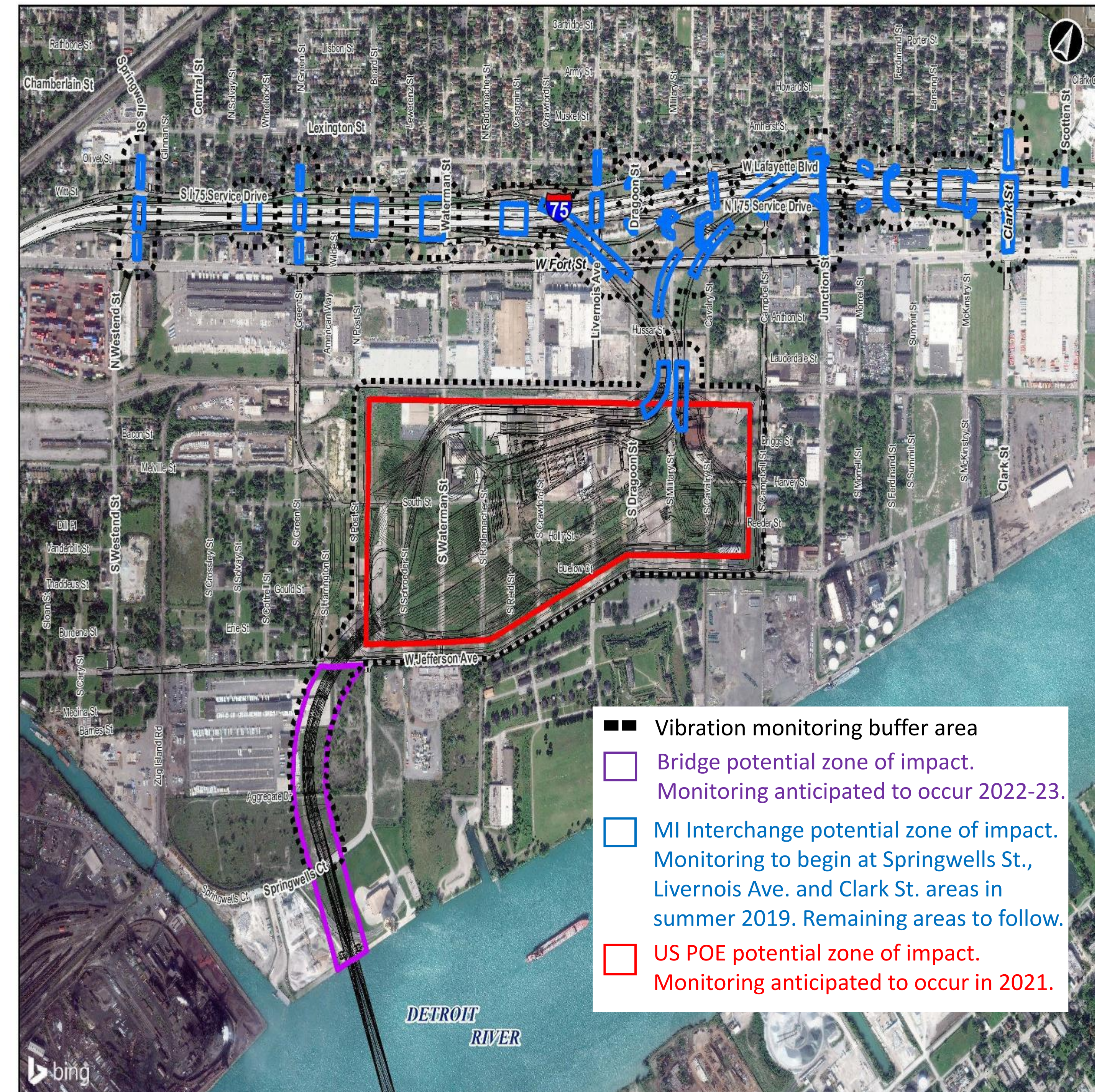
- Continue to undertake archaeological and heritage investigations
- Report unexpected archaeological finds to the appropriate agencies during the construction phase

Traffic Disruptions

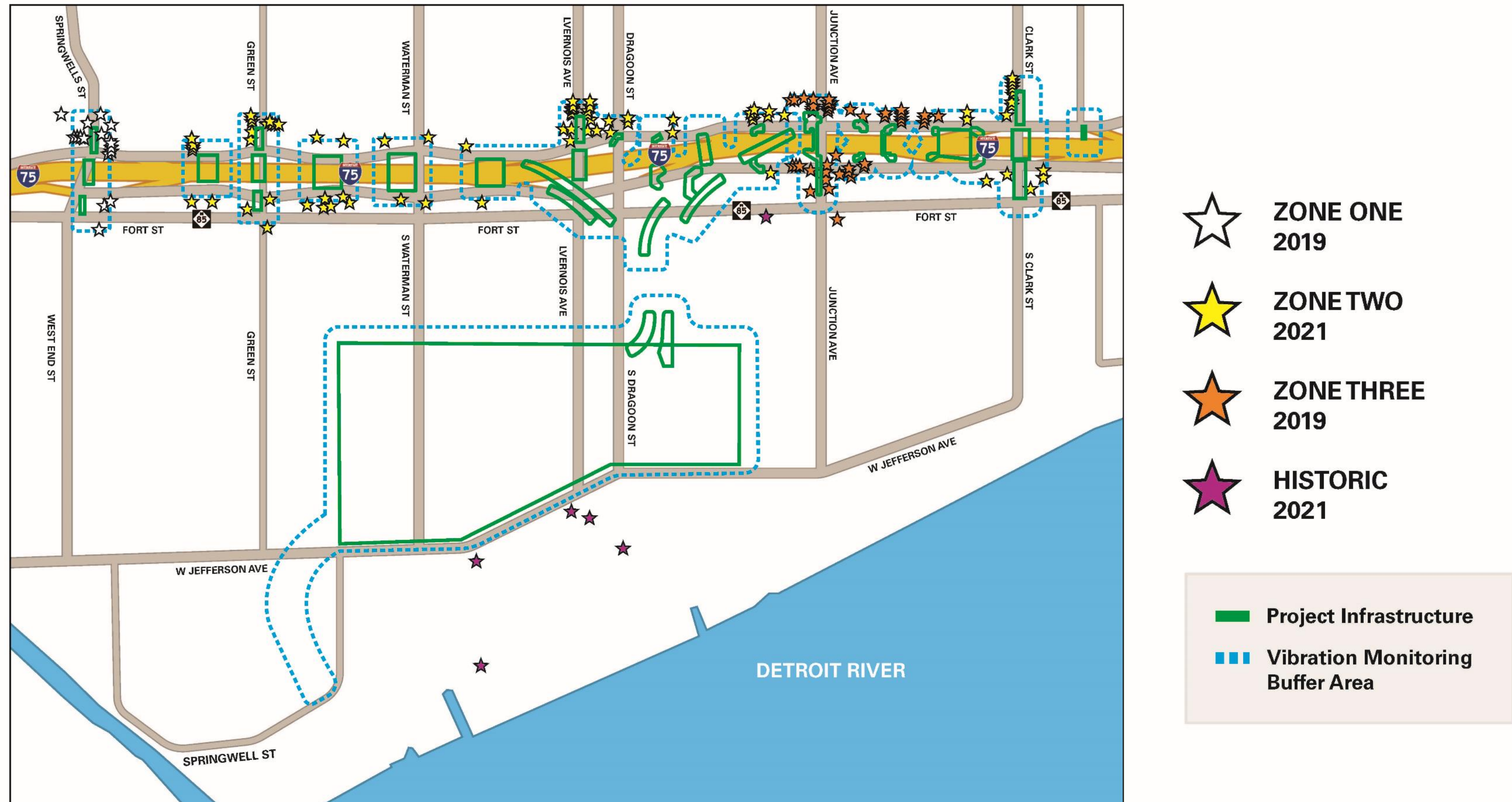
- Alert nearby residents and businesses of temporary traffic disruptions in advance when possible
- Ensure alternate routes are available
- Provide signage to alert drivers and pedestrians of closures or detours

CONSTRUCTION MITIGATION VIBRATION MONITORING

- Every effort will be made to reduce impacts to residents, historical structures and business' located adjacent to construction areas. In some instances, construction activities may cause noise and vibration beyond the project limits.
- In accordance with the Final Environmental Impact Statement (FEIS) and the Record of Decision (ROD), pre-construction, construction and post-construction foundation surveys will be made available to owners of properties located within 150 feet of identified vibration zones.
- Owners of residential and business properties that fall within these identified areas will be issued a letter explaining the Vibration Monitoring Program, which is provided free of charge. Once they opt-in, BridgingNA will coordinate a survey of their property prior to the start of major construction activity occurring in their area.
- Vibration levels will be monitored throughout construction activities.
- Fort Wayne, Berwalt Manor and many other Historical Structures in the vicinity of the project site will be included in this Vibration Monitoring Program.



VIBRATION MONITORING LOCATIONS



Identified zones of influence within 150 ft of construction areas considered for vibration monitoring

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