



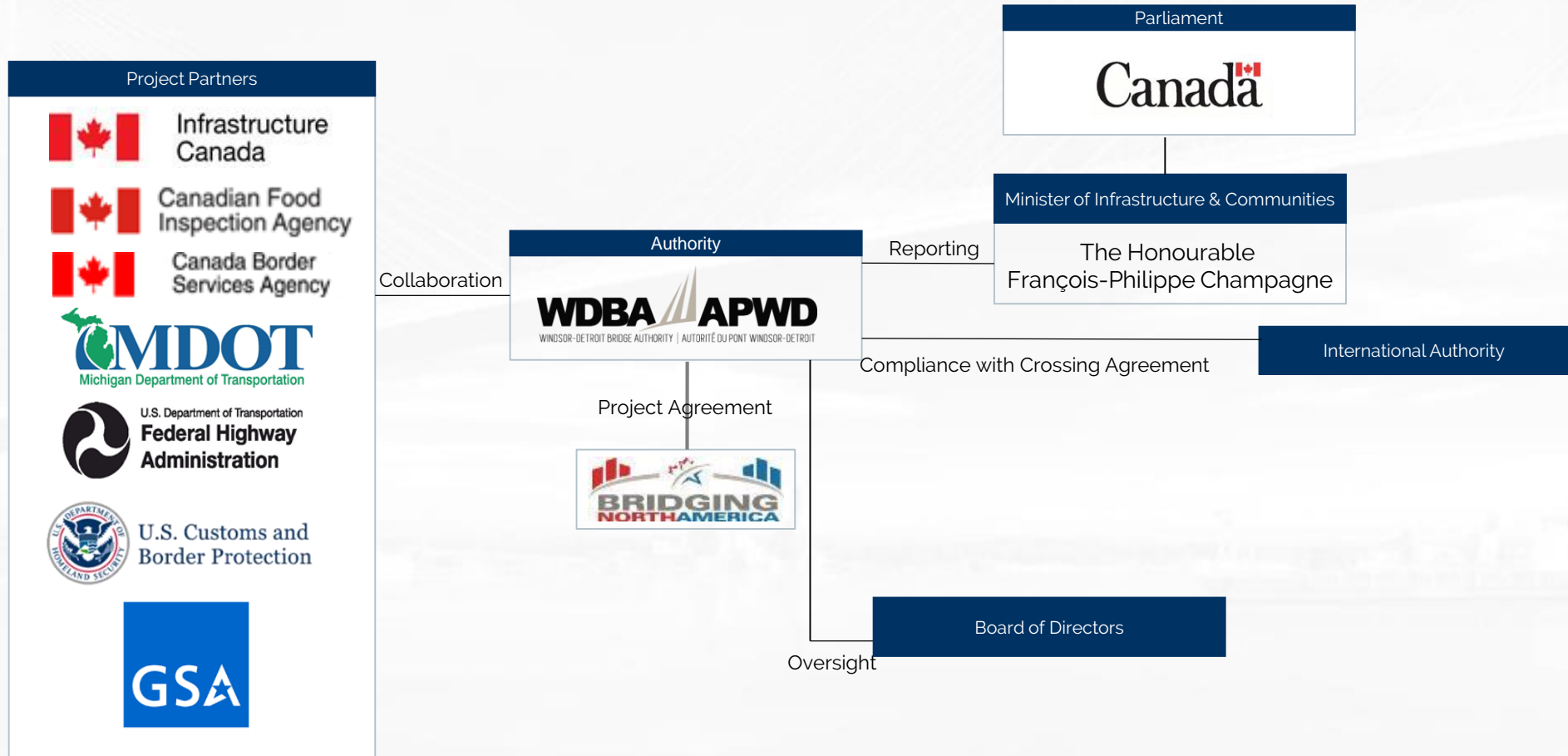
PONT INTERNATIONAL
GORDIE
HOWE
INTERNATIONAL BRIDGE

PUBLIC INFORMATION MEETING #10

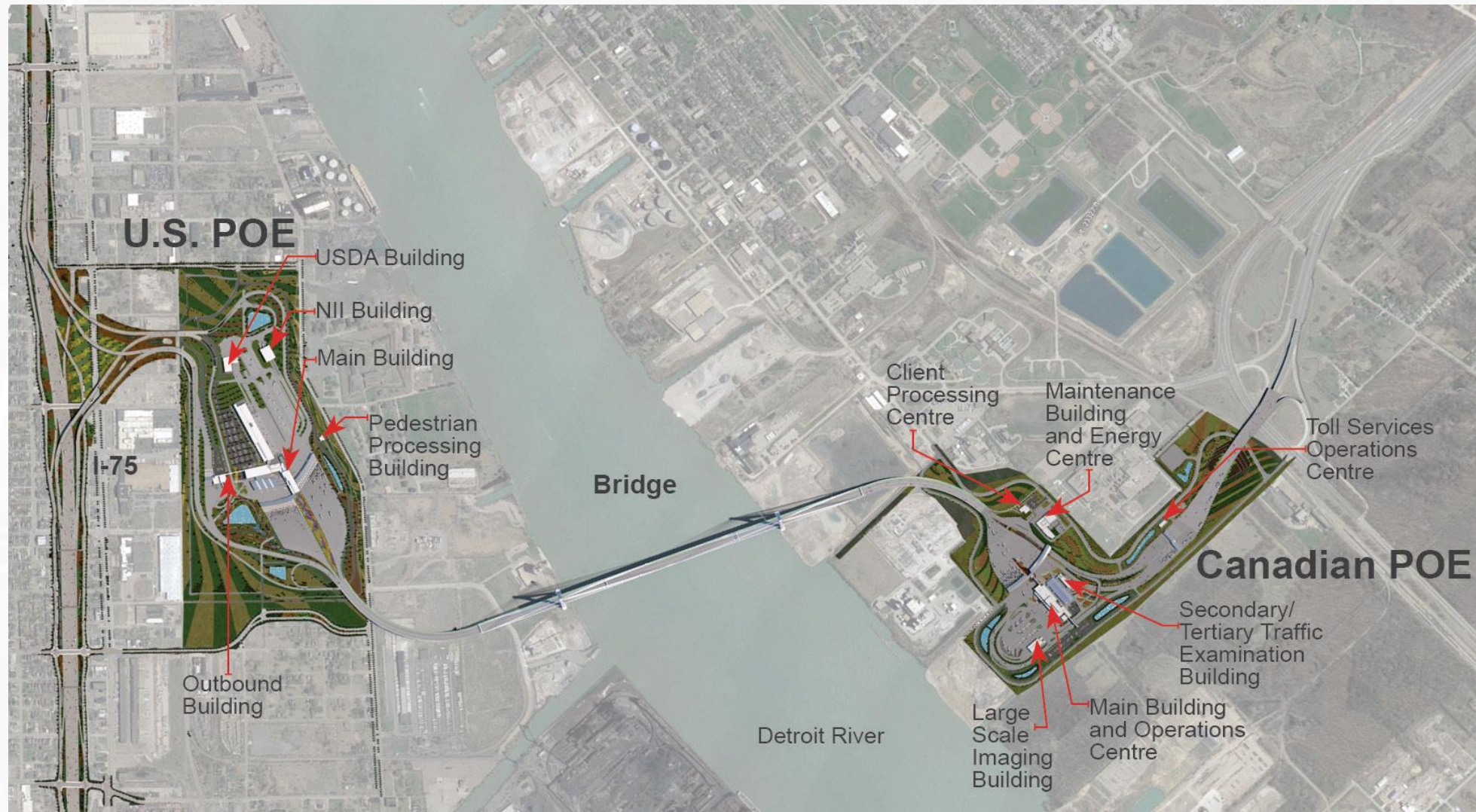
September 25, 2019



ORGANIZATIONAL STRUCTURE



PROJECT COMPONENTS



US PORT OF ENTRY



Size: approx. 68 hectare/ 167 acres
US inbound border inspection
US outbound inspection facilities
Commercial exit control booths
Parking
Extensive landscaping
Designed to meet LEED Silver
Certification


























THE MICHIGAN INTERCHANGE

- 3 kilometres | 1.8 miles of I-75 and interchange ramps
- 4 new crossing road bridges
- 5 new pedestrian bridges
- 4 long connecting ramp bridges
- Local road improvements



CONSTRUCTION LOOK AHEAD

Upcoming Activities for Fall 2019/Winter 2020

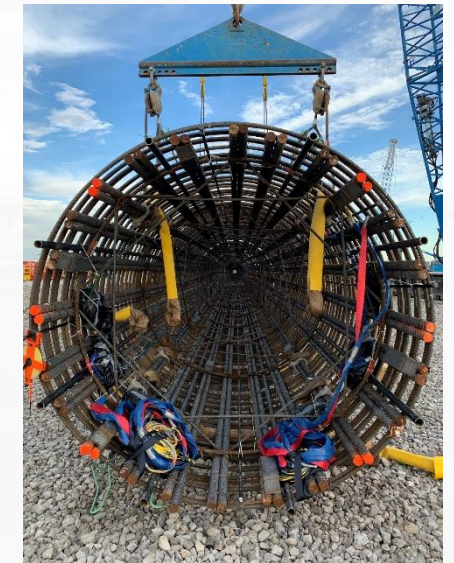
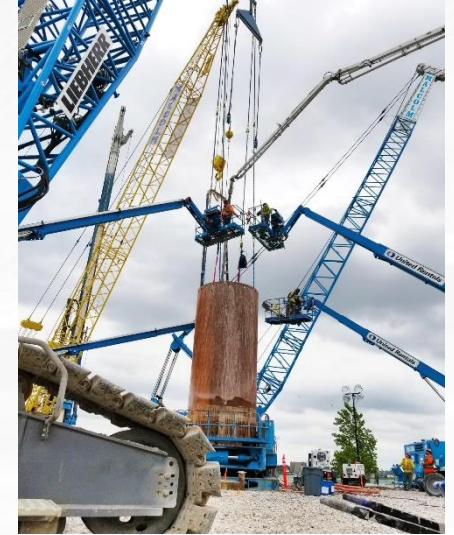
 	Design continues: Advancing design from 60% to construction ready
 	Survey work continues: Crews review property lines, site details, verify conditions
 	Utility surveys and relocations
 	Site clearing & pre-construction activities
 	Construction monitoring and mitigation
 	Completion of site office trailers and mobilization of staging areas
 	Continue with production drilled shaft foundation
 	Main pylon foundation commences
	Seawall Reconstruction Ongoing
	I-75 Interchange Phase 1 work
	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



US BRIDGE SITE WORKS

Construction of the production drilled shafts for the main bridge are underway and continues on both sides of the border through the end of 2019. Work includes the following:

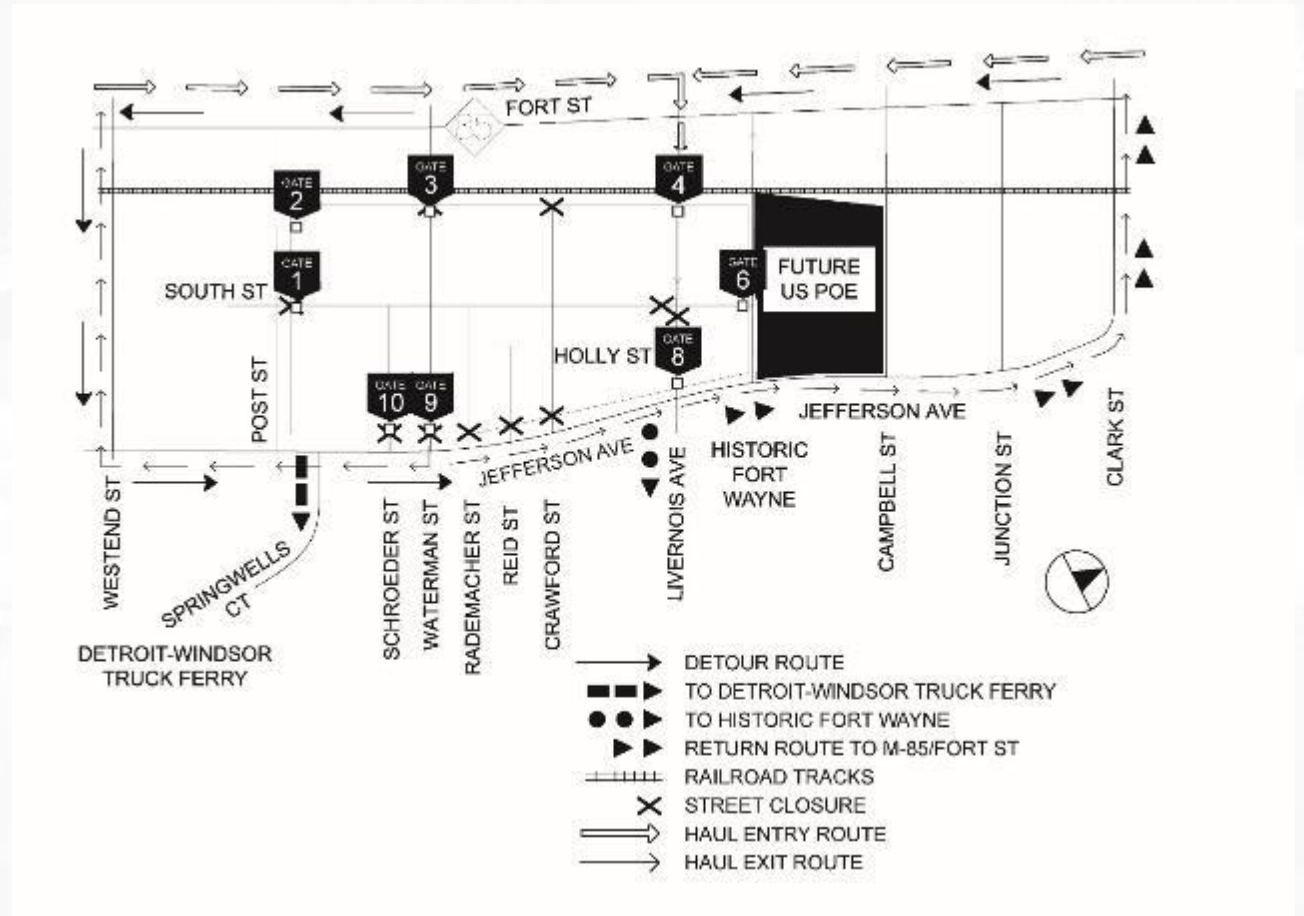
- Each main bridge pylon is composed of twelve 3m diameter production drilled shafts.
- The total length of the drilled shaft is approximately 120' long.
- The rebar cage is an element of the bridge foundation. A complex structure of 3 metre/9.6 ft diameter with double rings at the upper part. It must be installed in one piece with a total weight over 65,000 kg/143,300 lbs.
- Over 3,500 m³/123,601 f³ concrete will be needed for all of the production drilled shafts.
- Once the concrete is cured, specialty testing is required to check the concrete integrity of each production drilled shaft.



US POE PHASE 2 CONFIGURATION

Phase 2 Road Closures

- On August 22, 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 temporarily. This is anticipated to close within three to six weeks.
- Access will be maintained to adjacent properties and detour routes will be posted.



MICHIGAN INTERCHANGE 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 occur fall 2019 – winter 2020

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

Phase 2 – Anticipated to occur winter 2020 - spring 2022

- Green St road bridge and Beard St pedestrian bridge crossing I-75
- Reconstruction of NB/SB West Fisher 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 West Fisher Service Drive and I-75 shoulders will be rebuilt between Green St and Livernois Ave
- SB West Fisher Service Drive will be rebuilt from Junction 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

- Reconstruction 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 West Fisher Service Drives will be completed between Junction St and Clark St.
- I-75 will be widened in the area of Clark St

PHASE ONE MICHIGAN INTERCHANGE WORKS – NOTIFICATION

Mailings

Notification to residents and businesses will begin 10 days prior to the start of construction through flyers and/or mailed letters to homes and businesses in the area.

Social Media

The project's social media accounts also broadcast road closure information. Major road closure information is also shared via MDOT's social media accounts.

Public Notices

Public Notices will be placed in local media in the two weeks prior to the start of construction.

Directional Detour Signs

Detour signs will be posted to help travelers navigate their way through detour routes.

Public Information Meetings

In advance of construction start, meetings will be held for residents and businesses located on detour routes, including business-specific meetings, a detour-route-specific meeting and a Public Information Meeting.

Advance Signage

Mobile signs will be placed at key locations **five days** in advance of construction start alerting travelers to upcoming road closures.

Website

Weekly construction updates and road closure information posted on www.GordieHoweInternationalBridge.com.

Detours for Pedestrians and Cyclists

Pedestrian access on sidewalks, trails and intersections will be maintained as much as possible. If a detour is required, signage will be posted.

Access to residences and businesses will be maintained throughout construction at all times



PHASE ONE MICHIGAN INTERCHANGE WORKS – WHAT TO EXPECT

- Construction is anticipated to occur between 7 a.m. and 6 p.m. Some activities may also occur at night.
- Demolition work of the three bridges will occur over a weekend. 24-hour operation is required to accommodate the closure of I-75 during the demolition.
- Detour routes have been established. Drivers should expect heavier traffic and possible delays and should consider adding extra time to their travels.
- Trucks should remain on designated detour routes or designated truck routes to avoid use of residential streets.
- Flaggers will be present to perform traffic control where required.
- Detroit Police Department and Michigan State Police have been notified of the upcoming roadwork and will monitor and enforce traffic violations in the area.



PHASE ONE MICHIGAN INTERCHANGE WORKS – WHAT TO EXPECT

- Following the demolition closure, vehicles can access I-75 in both directions at the Livernois Avenue and Clark Street off-ramps. The Springwells ramps will remain closed in both directions.
- Access to businesses will be maintained at all times. Signage may be placed to help travelers way-find.
- Roads around the construction sites, including detour routes will be maintained by Bridging North America for road sweeping, dust control and potholes.



PHASE ONE MICHIGAN INTERCHANGE WORKS



- Starting in Fall 2019, the road bridges crossing I-75 at Springwells St., Livernois Ave. and Clark St. will be removed and rebuilt.
- I-75 on-ramps and off-ramps at Livernois and Clark will remain open.
- It is anticipated this work will be completed in winter 2020.
- The road bridges at Green St., Waterman St., Dagoon St., Junction Ave. and West Grand Blvd. 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.



HAUL ROUTES

- Construction traffic will use designated haul routes to minimize community impacts, traffic congestion and wear and tear on existing infrastructure while maximizing public and construction safety.
- Construction traffic will respect restrictions on truck movements that are in place with the City of Detroit.
- Routes for construction traffic in the US will include: M-85 (Fort St), Green St (from Fort to Jefferson Ave), Livernois Ave (from I-75 to Norfolk Southern Railroad), Dragoon St (from I-75 to Norfolk Southern Railroad), Campbell St (from Fort St to Jefferson Ave), Jefferson Ave (from Campbell to the west City limits) and any permanently closed roadways.
- Designated haul routes will be maintained for dust control and cleared of tracked mud.

CONSTRUCTION MITIGATION

Measures will be taken to minimize the impact of construction in accordance with the commitments in the approved Environmental Assessment Report and Federal Screening Report in Canada and the Environmental Impact Statement in the US. These include:

Dust control

- 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
- installation of monitoring stations at the perimeter of construction areas.

Noise

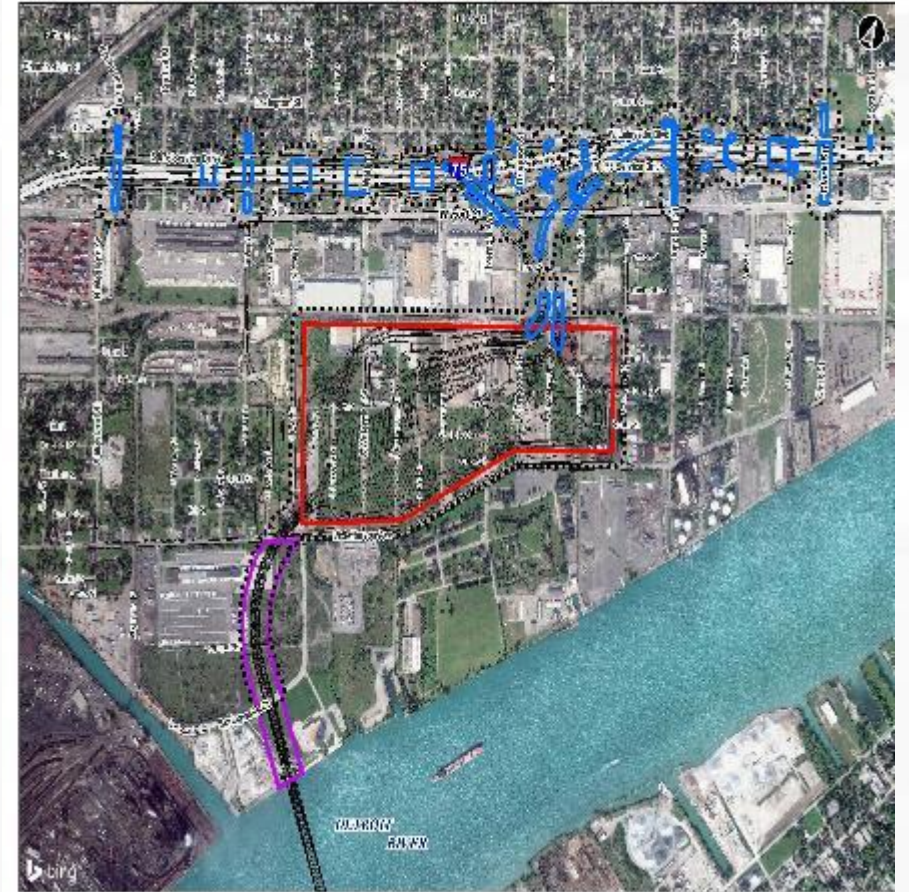
- ensure all construction equipment is in good repair, fitted with functioning mufflers and complies with noise emission standards
- maximize the distance between the construction staging areas and nearby receptors
- provide regular updates to nearby residents and businesses on possible activities that will affect them
- conduct ongoing noise monitoring in the vicinity of construction.



CONSTRUCTION MITIGATION

Vibration Monitoring

- 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. Once they opt-in, BridgingNA will coordinate a survey of their property prior to the start of major construction activity.



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 owner's brand and responds to its 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*.



US POE JEFFERSON WALL

- Bridging North America has prepared three alternatives that are reflective of the aesthetic goals.
- The US POE Jefferson Wall options have been designed to be reflective of the surrounding community and tie into the overall “gateway” and connected port-to-port experience of the Gordie Howe International Bridge corridor.

DUAL FUNCTION



SECURITY

- 8 FT HIGH
- NON-CLIMBABLE
- OPAQUE



PUBLIC BENEFIT

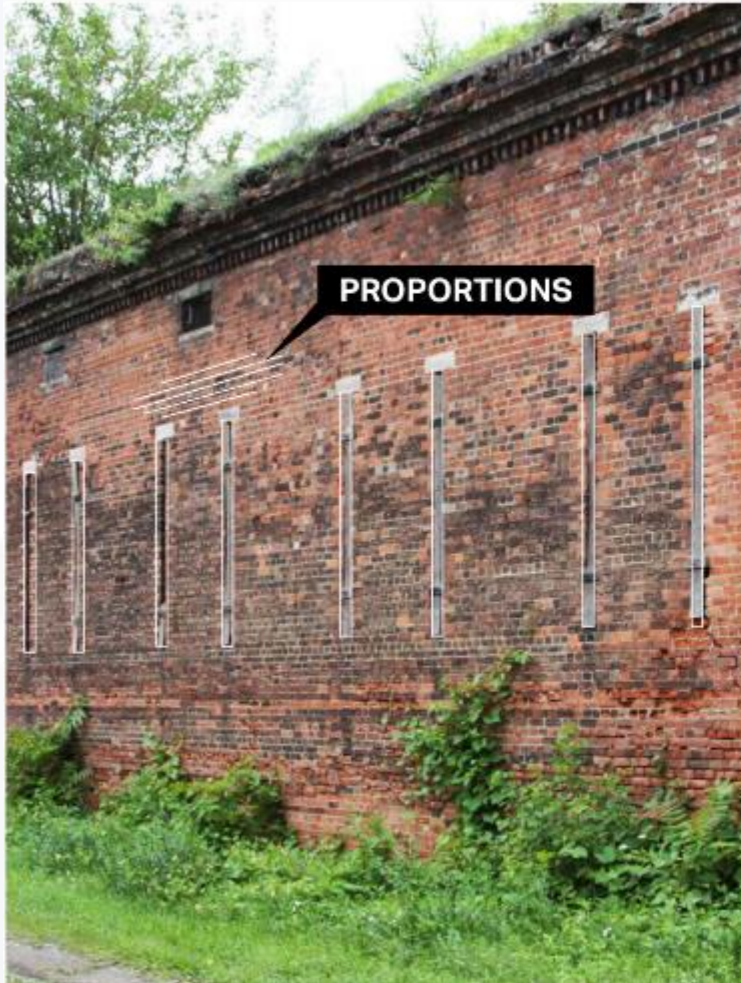
- LANDSCAPE BUFFER
- PEDESTRIAN & CYCLIST CONNECTION
- FORT WAYNE



SITE OVERVIEW



DESIGN INSPIRATION: FORT WAYNE

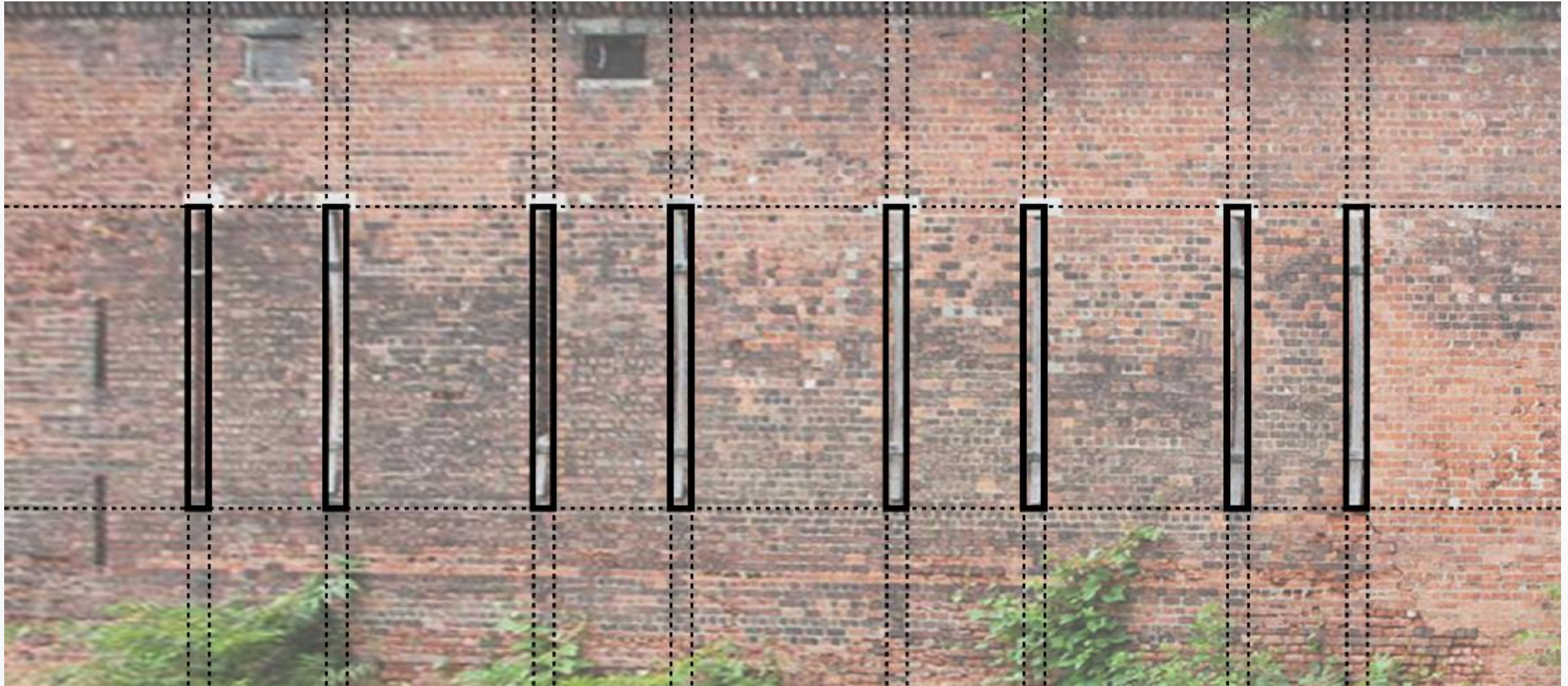


DESIGN REFERENCE AND MATERIALS

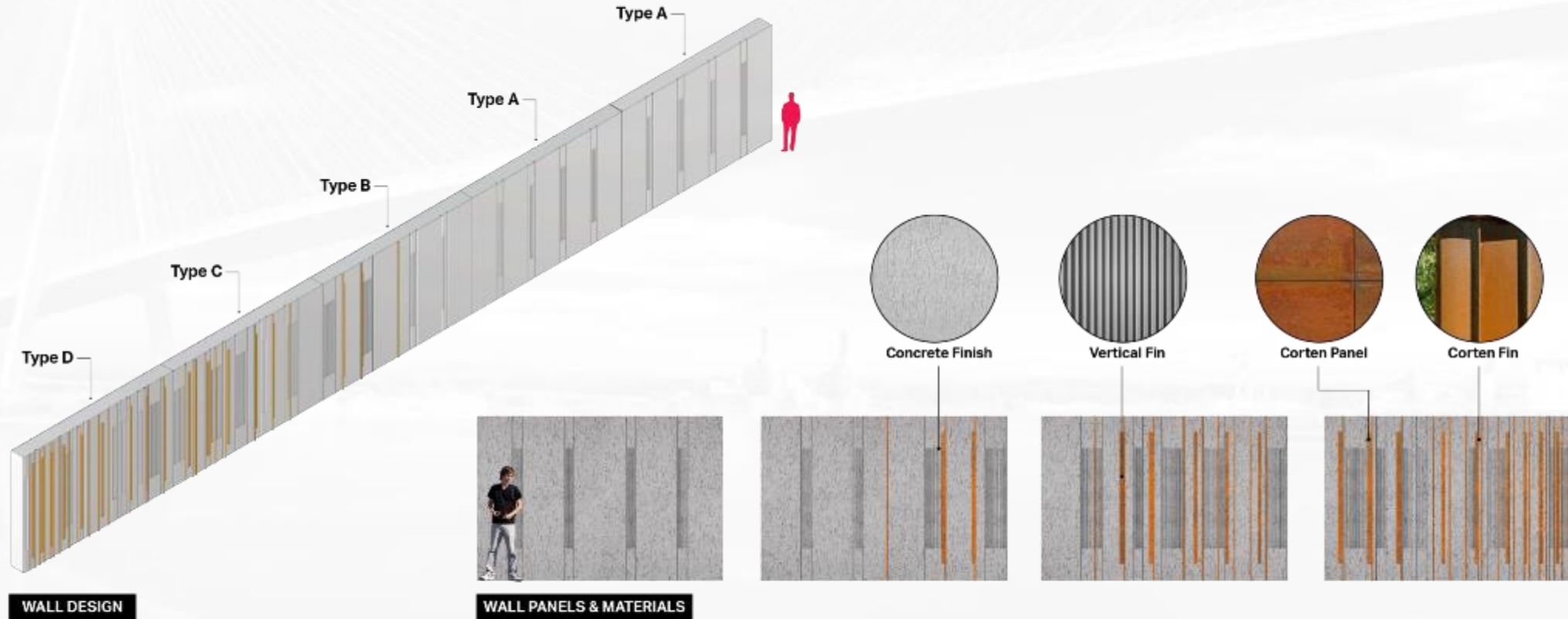


THREE AESTHETIC CONCEPTS

OPTION 1 - RHYTHM



OPTION 1 – RHYTHM DESIGN AND MATERIALS

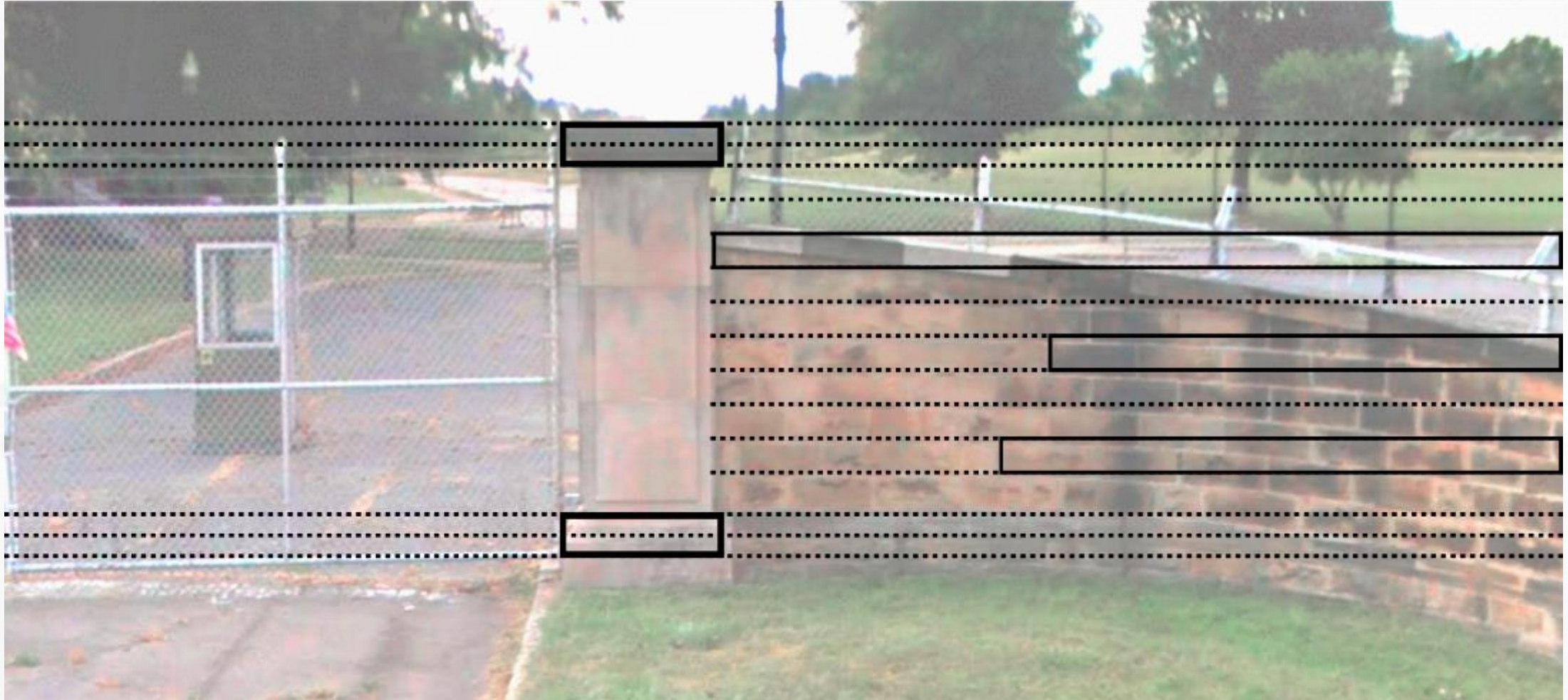


OPTION 1 – RHYTHM

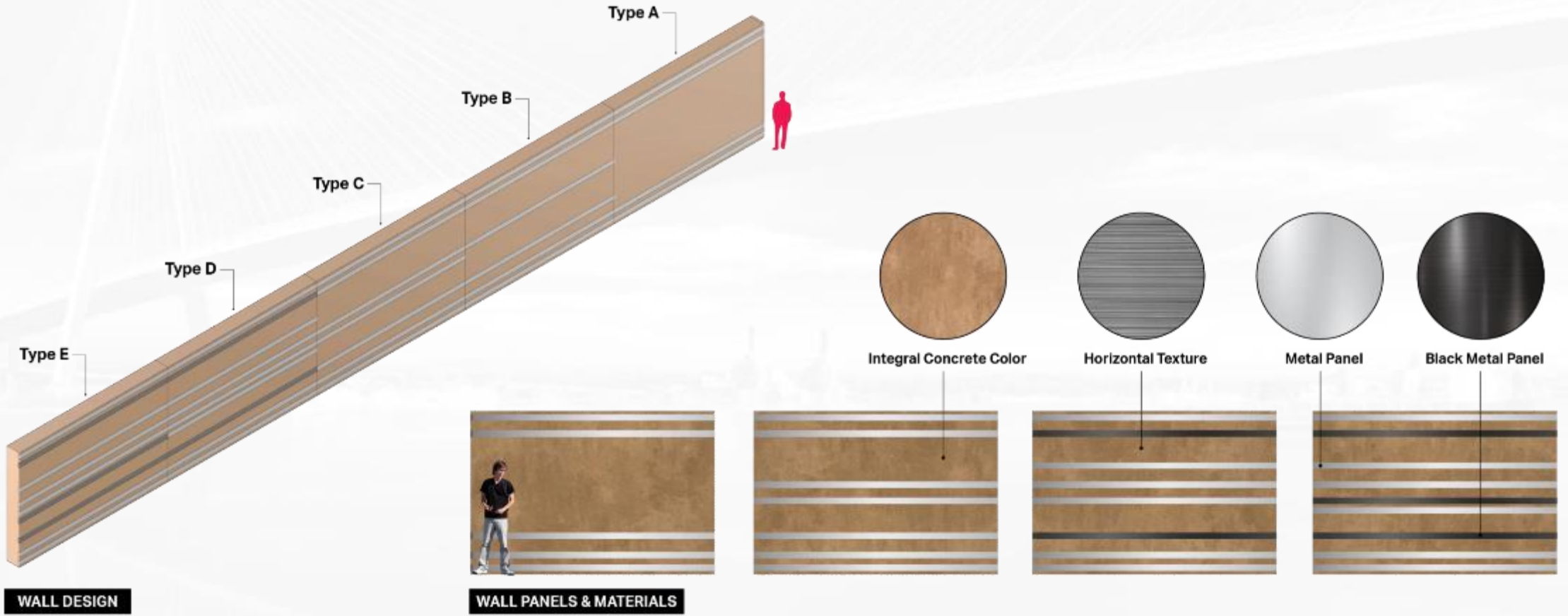
VIEW TOWARDS PEDESTRIAN BUILDING



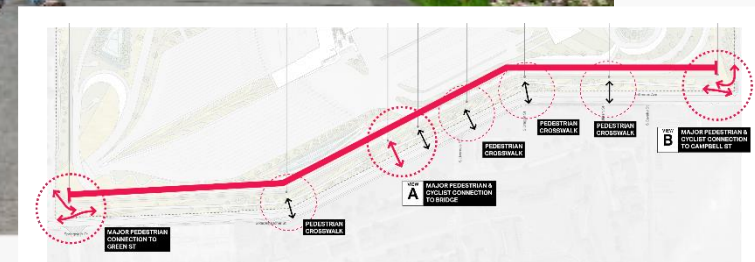
OPTION 2 - BRICK



OPTION 2 – BRICK DESIGN AND MATERIALS



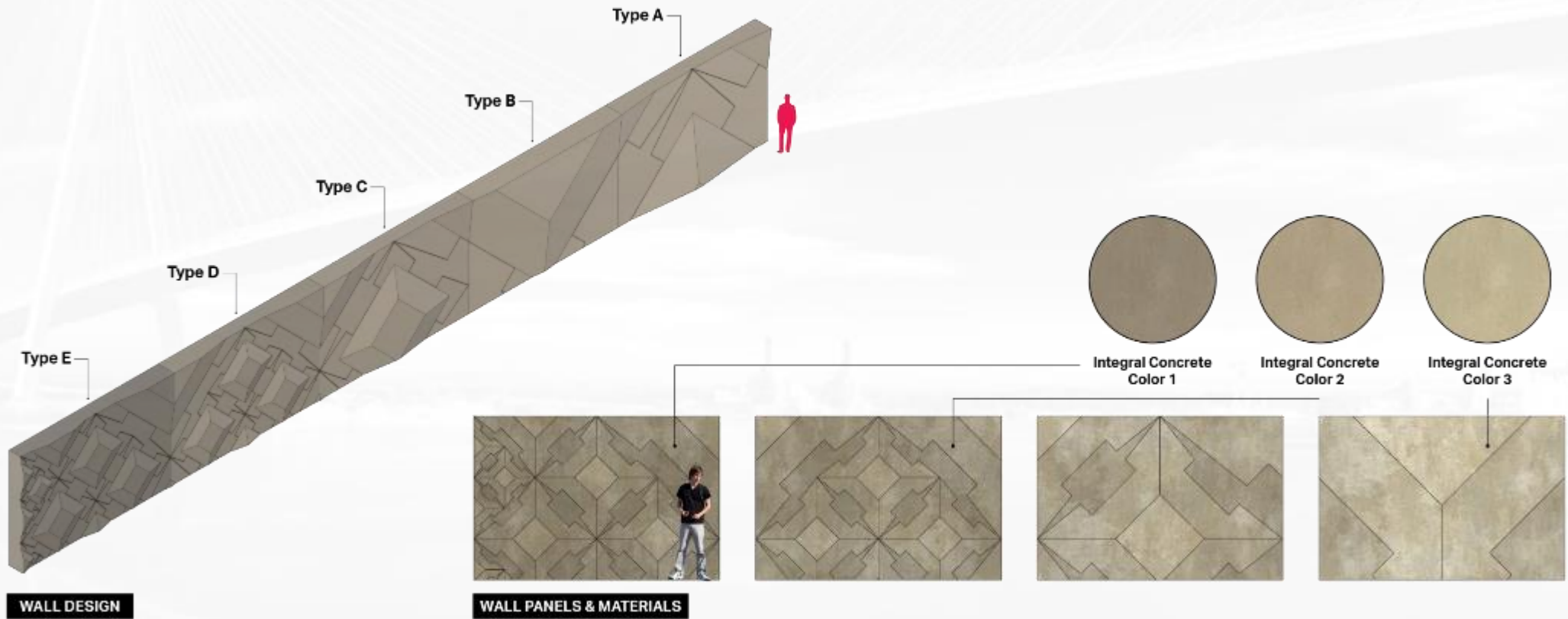
OPTION 2 – BRICK VIEW TOWARDS PEDESTRIAN BUILDING



OPTION 3 - PATTERN

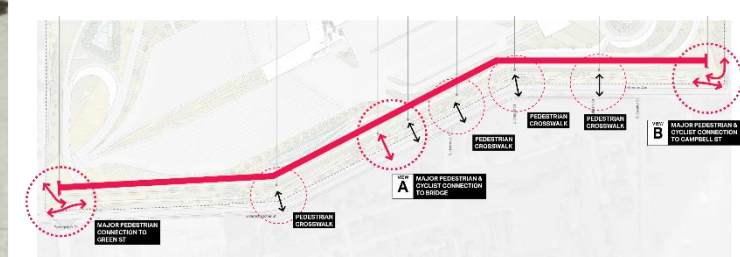


OPTION 3 – PATTERN DESIGN AND MATERIALS



OPTION 3 – PATTERN

VIEW TOWARDS PEDESTRIAN BUILDING



CONSULTATION TIMELINE



PUBLIC PROCESS

- PUBLIC MEETING #1 (SEPTEMBER 25, 2019)
- COMMENT PERIOD ON 3 OPTIONS

- PUBLIC MEETING #2 (OCTOBER 29, 2019)
- COMMENT PERIOD ON 3 OPTIONS

- ONLINE SURVEY CLOSES (OCTOBER 31, 2019)
- PREFERRED OPTION SELECTED AND REFINED

- FINAL APPROVAL BY STATE HISTORIC PRESERVATION OFFICE



COMMUNITY BENEFITS PLAN



The Workforce Development and Participation Strategy is geared toward engaging businesses and focuses on supporting workforce, training and pre-apprenticeship/apprenticeship opportunities



The Neighbourhood Infrastructure Strategy focuses on collaborating with stakeholders and community members through consultation to develop a community investment strategy based on identified priorities.



BRIDGING NORTH AMERICA HIRING & PROCUREMENT



jobs@bnacagp.com



procurement@bnacagp.com



QUESTION AND COMPLAINT PROCESS

The project team is committed to ensuring that communication with the public is maintained during construction so that community concerns are addressed as quickly as possible. Adjacent residents and businesses will receive notifications of upcoming work, regular progress updates and a project contacts to discuss questions and concerns.


Questions and complaints can be addressed to:

- 1-844-322-1773
- info@wdbridge.com
- Visit the Southwest Detroit Community Office: 7744 W. Vernor Hwy



LEARN MORE

 gordiehoweinternationalbridge.com

 1-844-322-1773

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