

# 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 January 1 – March 31, 2023.

- Project recycling rate across all four project components is 59%.
- Energy efficiency programs at project site trailers include:
  - automatic television shutoffs and signage to remind staff to turnoff lights when exiting rooms.
  - progressively switching diesel generators to permanent power grid as it becomes available
  - site security cameras run on solar power.
  - motion sensor lighting at site trailers
- 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.](#) Monitoring for Historic Fort Wayne is ongoing during Jefferson Road reconstruction activities.
- Regular inspections of water quality, soil erosion and sediment control measures were conducted throughout the active construction areas in coordination with Michigan Department of Transportation (MDOT). Other construction mitigation measures continued/are in place, including sweeping, mud mats, rumble strips and stone approaches at site entrances, water spraying and noise monitoring.
- Sampling of excavated materials continued. Surplus materials previously re-used throughout the US Port of Entry (POE) site for surcharge fill placement were exported off-site.
- Soil sampling and testing for contamination continued throughout the US POE and Michigan Interchange sites.
- Monitoring continued on noise and vibration, excavated materials and hazardous waste throughout the site. Required mitigations have been implemented.
- Air quality monitoring and mitigation measures such as spraying water continued throughout the site to minimize dust generation, when feasible. Regulatory consultation continued to meet necessary requirements.
- Onsite stormwater continues to be managed through a series of temporary stormwater management ponds in accordance with regulatory requirements.
- Received the [Environmental Business Journal Business Achievement Award](#) recognizing the project's cross-border Environmental Management System.
- WDBA regularly provides the Michigan Department of Environment, Great Lakes and Energy (EGLE) updates for the Michigan PFAS Action Response Team (MPART) reporting. See updates on the [MPART website.](#)