

What is the Windsor-Detroit Bridge Authority?

Windsor-Detroit Bridge Authority:

- Is a not-for-profit Canadian Crown corporation created in 2012
- Reports to Parliament 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



Canadian Food Inspection Agency

Canada Border Services Agency

U.S. Customs and Border Protection

GSA

City of Windsor

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 assessment 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"> A 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 More than 40 positions filled at WDBA Windsor office

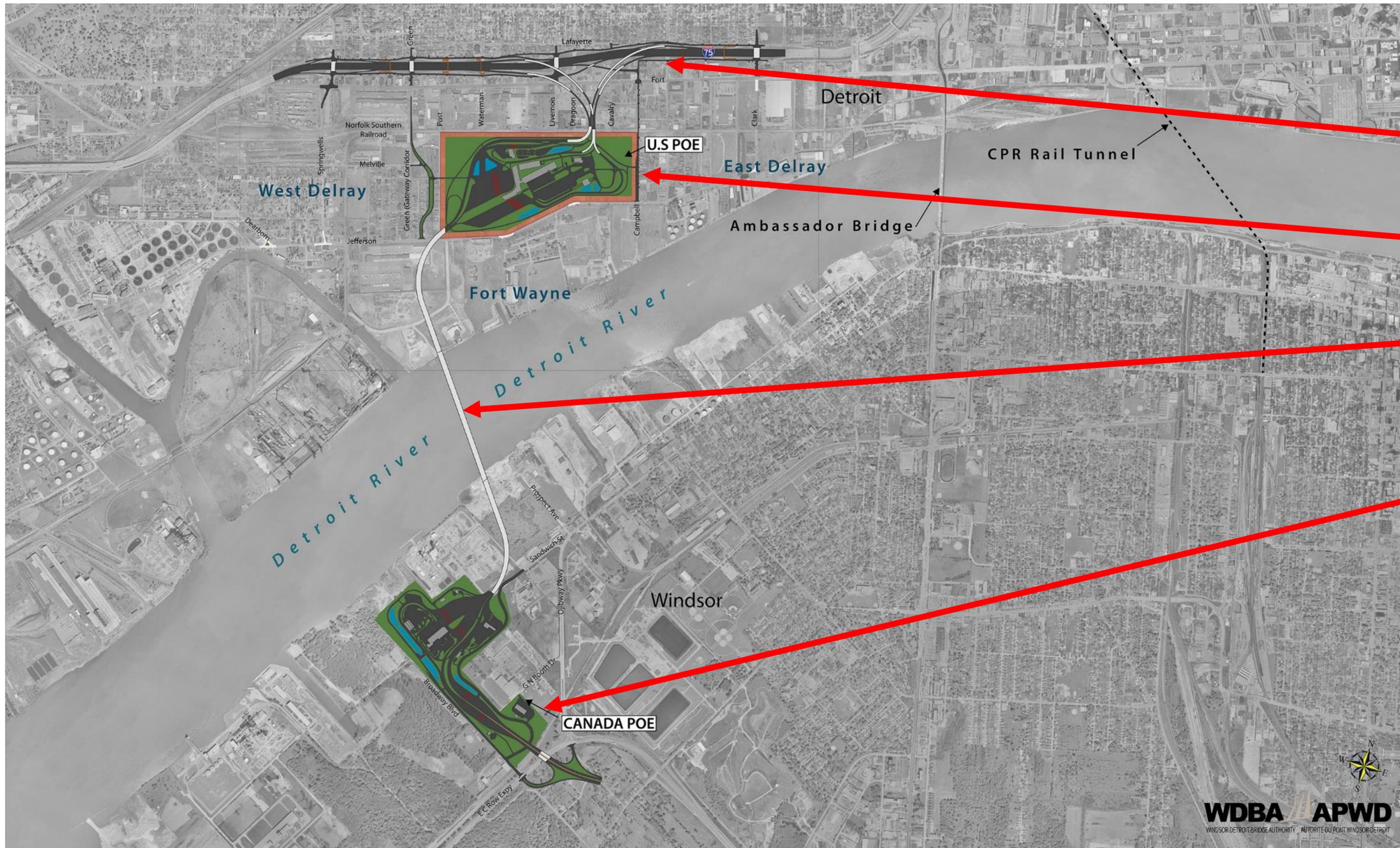
Detroit River International Crossing (DRIC) Study: 2005-2009

- A coordinated environmental study process completed by Canada, the US, Ontario and Michigan
- Hundreds of public meetings held
- Five components were considered during this study:
 1. Michigan Interchange to Interstate-75 (I-75)
 2. A US Port of Entry (POE)
 3. A river crossing, now known as the Gordie Howe International Bridge
 4. A Canadian Port of Entry
 5. An Ontario access road, now known as the Rt. Hon. Herb Gray Parkway (*delivered by Ontario*)

Visit www.partnershipborderstudy.com for more information



The Project



Legend

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



Project Key Features: Bridge

- Six-lanes: three Canadian-bound, three US-bound
- Total length: approximately 2.5 kilometres / 1.5 miles
- Clear span of 850 metres / 0.53 miles with no piers in the water
- One approach bridge on each side of the crossing to connect Ports of Entry in Canada and the US
- One of the following design types could be used for this signature Bridge:



Cable-stayed

Recognized by its “A” shape



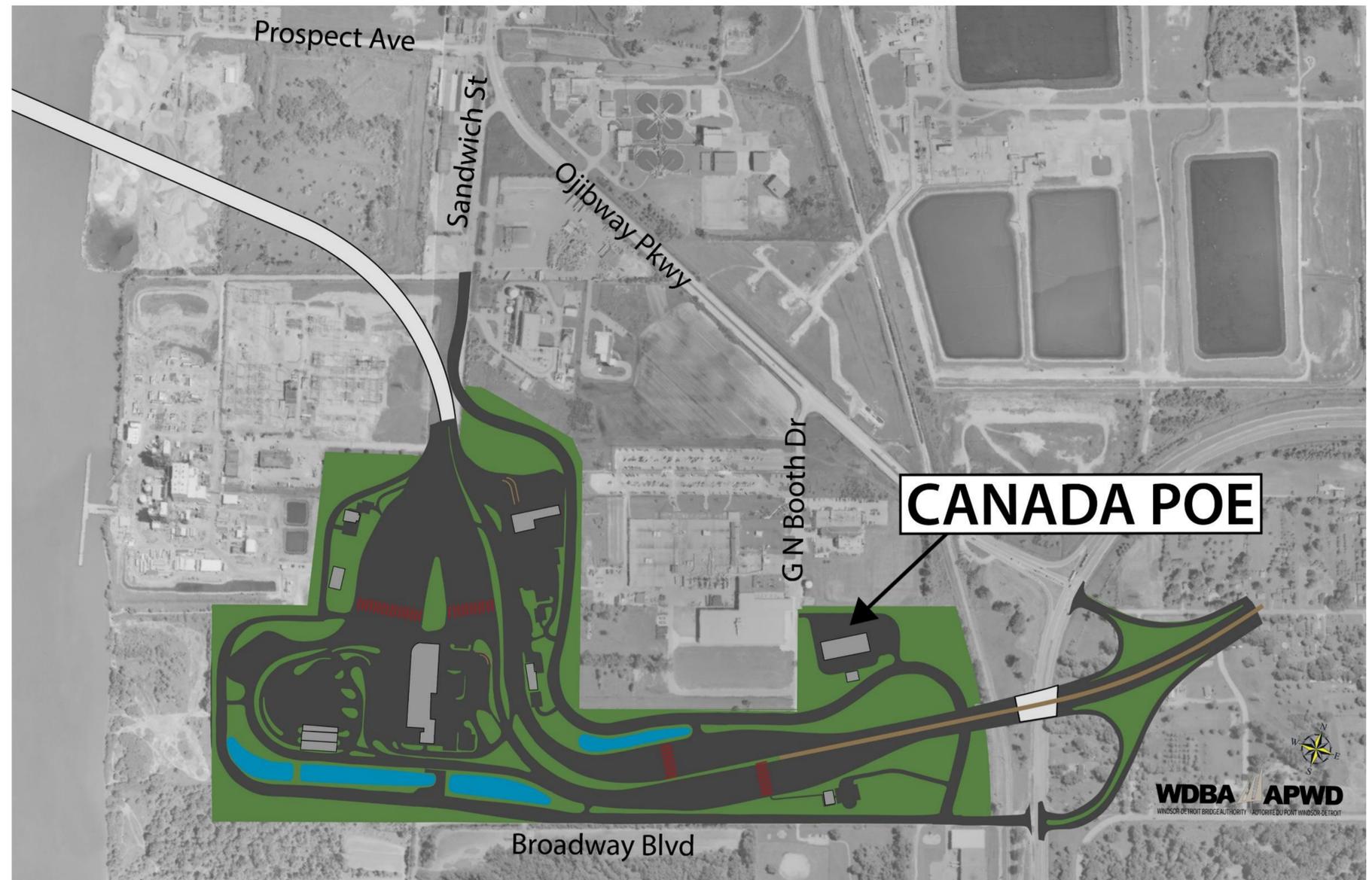
Suspension

Recognized by elongated “M” shape



Project Key Features: Canadian Port of Entry

- Size: Approximately 53 hectares / 130 acres
- Inbound border inspection facilities for both passenger and commercial vehicles
- Outbound inspection facilities
- Toll collection facilities
- Maintenance facility
- Parking

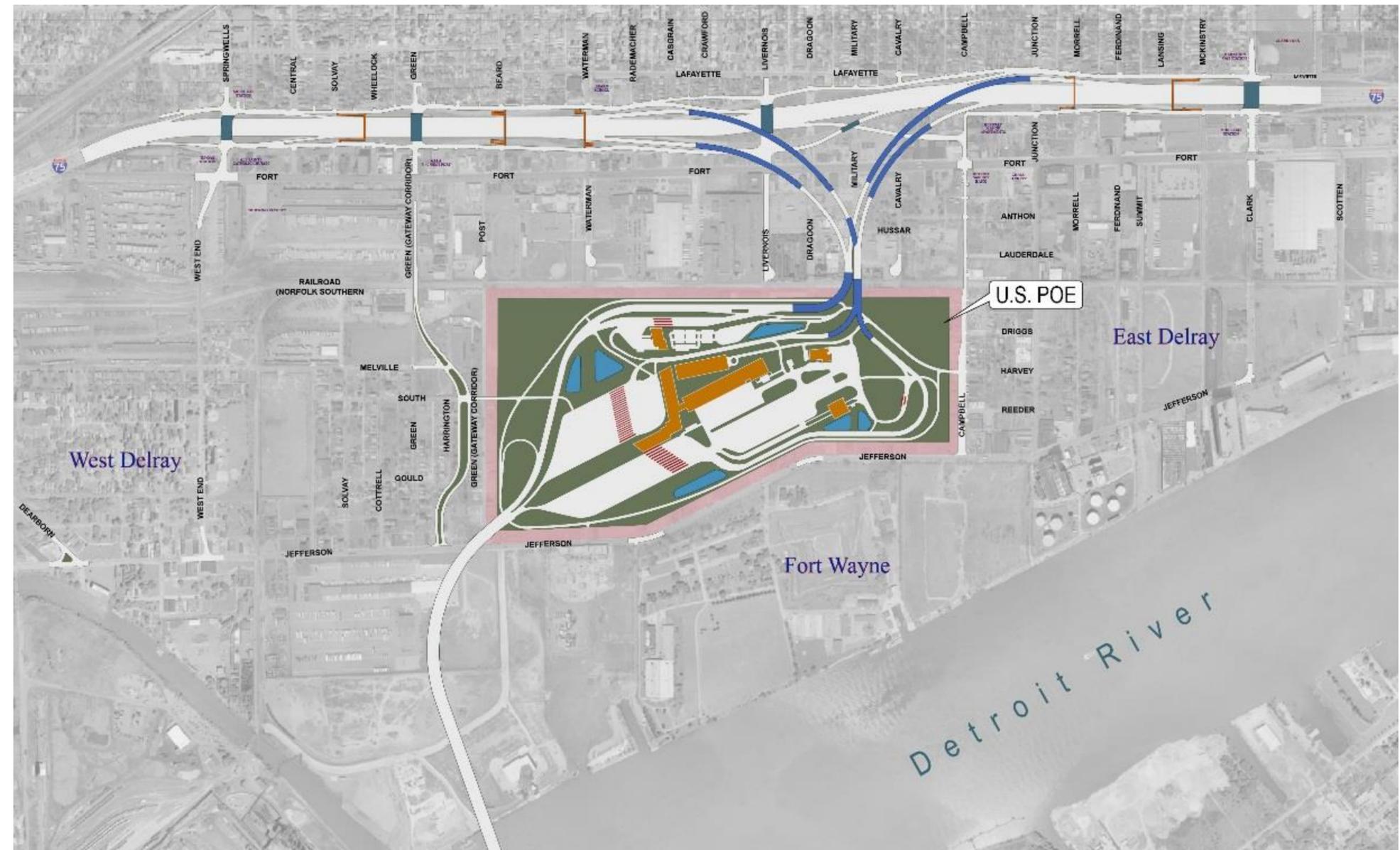


Once constructed, this port will be the largest Canadian port along the Canada-US border and one of the largest anywhere in North America. The footprint allows for the installation of further technology and the addition of expanded border processing facilities.

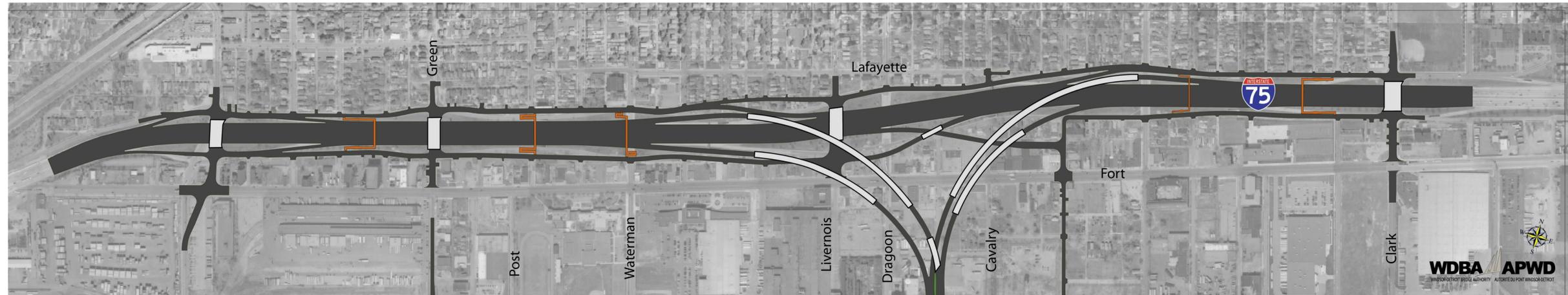


Project Key Features: US Port of Entry

- Approximate 148 acre / 60 hectare site
- US inbound border inspection facilities for both passenger and commercial vehicles
- US outbound inspection facilities
- Commercial exit control booths
- Parking



Project Key Features: Michigan Interchange

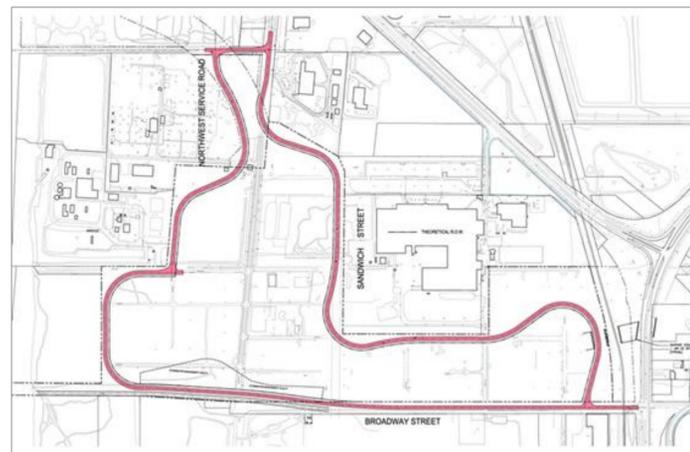


- Local road improvements required due to the Project, including:
 - 4 new crossing road bridges
 - 5 new pedestrian bridges
 - Widened roads at key intersections to allow transport trucks to make full uninterrupted turns
- Primary connecting ramps to and from the US POE
 - 4 long bridges crossing the railway and connecting I-75 to the US POE
 - Reconfiguration of I-75 interchange ramps and service drives



Early Works: Preparing the Canadian Port of Entry Site

Completion of the three components of Early Works will help facilitate timely completion of the 53 hectare / 130 acre Canadian Port of Entry.



Perimeter Access Road (PAR)

4km road to provide access to Canadian POE and adjacent properties and allow closure of existing Sandwich Street.



Utilities Relocation

Utilities within the PAR right-of-way and within the POE site require relocation. Hydro One and Union Gas work with WDBA and Amico Infrastructures (WDBA's contractor) to safely complete the work.



Fill Placement Existing ground has highly compressible soils requiring wick drains and pre-loading to reduce the effects of settlement on future structures.



Early Works: Protecting Species at Risk

The area to host the Canadian Port of Entry is home to several species at risk (SAR). Environmental mitigation and protection are an important part of the project.

Environmental management plans are followed by all employees and contractors on site.



Kentucky Coffee Tree



Willowleaf Aster



Dense Blazing Star



Butler's Gartersnake



Additional preventative measures include:

- Snake SAR Surveys and Habitat Assessment
- Installation of temporary exclusion fencing
- Capture and relocation of snake SAR
- Plant SAR surveys and vegetation mapping
- Plant SAR removal and transplanting
- Breeding bird surveys



Early Works: Minimizing Construction Impacts

Early Works is an important step in the Gordie Howe International Bridge project. WDBA and its contractor, Amico Infrastructures Inc., are committed to completing the Early Works on time with minimal disruptions to residents and businesses.

A few examples of how disruptions and inconveniences are being minimized:



Dust mitigation

A dust monitoring program has been implemented that includes the monitoring of ambient dust levels (particulate matter) during Early Works activities. Additional dust control measures are being implemented if dust levels rise above an established threshold. Roads and sites are sprayed with water to keep dust down.



Erosion and sediment control

Surface waters, adjacent ecosystems and properties are being protected by erosion and sediment controls.

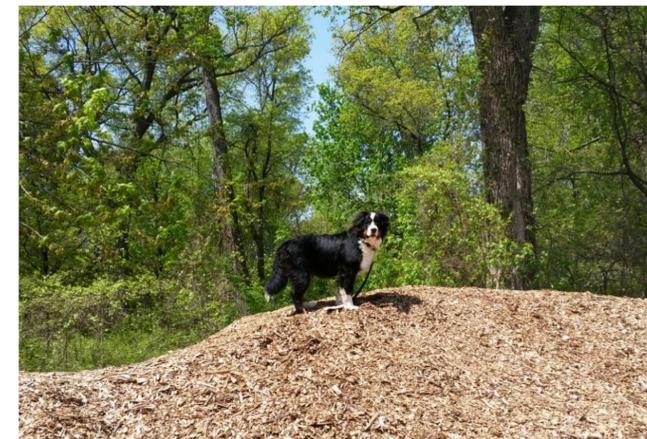
Temporary and permanent stormwater management ponds will be used to manage water control.



Haul routes and traffic disruption

Haul routes for construction materials are confined to those permitted by the City of Windsor and the Ontario Ministry of Transportation.

Traffic disruptions will be communicated in advance when possible and detours will be clearly marked.



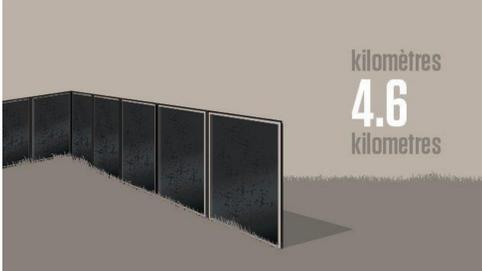
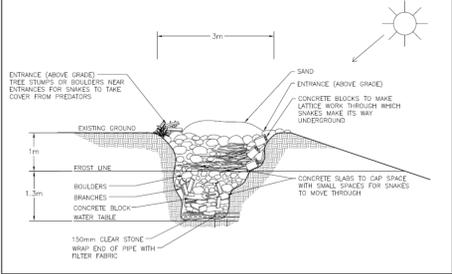
Business and park access

Access to all businesses and to the City of Windsor's Broadway Park will be maintained throughout construction.



Early Works – Key Activities

It may seem like a small part of a giant project, but Early Works is making big changes to the Canadian Port of Entry lands.

<p>Utility Relocation: A two-hour stroll</p>  <p>About 13 kilometres / eight miles of utilities will be relocated within the Canadian footprint. It would take the average person two hours to walk that far.</p>	<p>Placement of Fill: 30 shiploads</p>  <p>More than one million tonnes of granular fill is arriving at the Port of Windsor for placement on the Canadian site. The fill will be delivered by 30 ships during the course of construction.</p>	<p>Exclusion Fence</p>  <p>4.6 kilometres / 2.7 miles of exclusion fence has been installed around the perimeter of the Early Works construction zone. This fence helps to keep people, wildlife and snake species at risk out of the site.</p>	<p>Wick Drain Installation: From here to Ottawa</p>  <p>More than 42,000 wick drains will be installed using 850,000 linear metres of wick. If stretched end to end, they would reach from Windsor past Ottawa, Ontario. Wick drains are man-made drainage paths to allow for faster settling of certain types of soils.</p>
<p>Topsoil Removal</p>  <p>Over 90,000 cubic metres / 3.1 million cubic feet of topsoil were removed from the Canadian site. That's equal to 8,000 truckloads.</p>	<p>Species at Risk Removal</p>  <p>Experts removed and relocated roughly 1,000 rare or at-risk plants and animals from site. The Dense Blazing Star shown above is an example.</p>	<p>Broadway Drain: From 1.5 feet to 100</p>  <p>The existing Broadway Drain is being reconstructed to accommodate future needs including conveyance of a 100 year storm to safely drain water from the POE and surrounding lands to the Detroit River.</p>	<p>Snake Hibernacula</p>  <p>A special feature of the Broadway Drain is that the design provides homes/habitat for snakes including species at risk that were identified within the Canadian POE lands.</p>



US Works: Property Acquisition



An extensive environmental study completed as part of the Detroit River International Crossing study in 2005-2009 identified the properties that would be required for the construction of the US Port of Entry, the required Gordie Howe International Bridge foundations and the Michigan Interchange.

The Michigan Department of Transportation (MDOT) is responsible for all property acquisitions in the US with oversight from the WDBA.

Acquisition is being completed in coordination with a Land Acquisition Consultant and Special Assistant Attorneys General (SAAGs) for properties that are anticipated to proceed through condemnation (expropriation).

Property acquisition is a complex process; transfer of ownership/rights to a public agency for public use must follow Michigan State laws and precedents.

In June 2015, MDOT held a series of information sessions in the Delray community for residential property owners and tenants within the Project footprint.

The sessions provided an opportunity for property owners to meet one-on-one with MDOT acquisition agents to discuss individual needs.

These discussions were an important step in the continued progress toward the construction of the bridge.

More importantly, the discussions helped increase knowledge of the process for property owners and tenants located within the identified locations of the bridge and US Port of Entry.

Next Steps:

MDOT will continue to acquire property within the Project footprint based on federal and state law, with appraisals based on fair market value.



US Works: Utility Relocation



Utilities located within the US Port of Entry footprint and the Michigan Interchange require relocation. WDBA is working with utilities and other partner agencies to identify high priority areas where utilities require relocation.

Once complete, the identified area will enjoy new utility infrastructure to support residential and commercial needs.

Municipal Utilities Affected	Electrical	Natural Gas	Telecommunications
Detroit Water and Sewerage Department (DWSD) Public Lighting Department Public Lighting Authority	International Transmission Corporation DTE	DTE Plains Marketing Kinder Morgan	AT&T CenturyLink Comcast ExteNet Systems Sprint/Nextel Verizon/MCI Windstream Communications or Level 3

Status

Several utilities have either begun or completed relocations:

- Sprint/Nextel have completed relocation from the US POE
- AT&T relocation has started to relocate their utilities under I-75
- DWSD water and sewer – WDBA is assisting with these relocation efforts
- DTE Energy and ITC Transmission have identified options for utility relocations and are evaluating the preferred route

The major utilities (DTE, ITC, and DWSD) have commenced:

- Relocation designs
- Relocation planning and scheduling



The Procurement Process: What is a P3?

P3 stands for **Public-Private Partnership**. This is a co-operative venture between a public sector entity and a private sector partner for the provision of infrastructure or services. The partnership is built on the expertise of each partner that best meets clearly defined public needs, through the most appropriate allocation of resources, risks, and rewards.

The Windsor-Detroit Bridge Authority is in the process of selecting a private sector partner to design, build, finance, operate and maintain the Gordie Howe International Bridge, adjacent Ports of Entry and the Michigan Interchange.

What are the benefits to a P3 process?

- The model allows for an appropriate sharing of risks between the government and the private sector. For instance, cost overruns and delays to projects are shifted from the taxpayer to the private sector.
- A 'whole life' approach is used in the delivery of the project with the private sector having responsibility for the design and delivery of the project and also the long-term operations and maintenance for 30 years.
- The private sector's expertise, efficiencies and innovation are utilized in delivering large-scale infrastructure projects as specified by the public sector.
- The private sector is paid only on performance, aligning financial incentives for on-time, on-budget delivery and for the achievement of performance standards during the useful life of the asset.

How will the partner be selected?

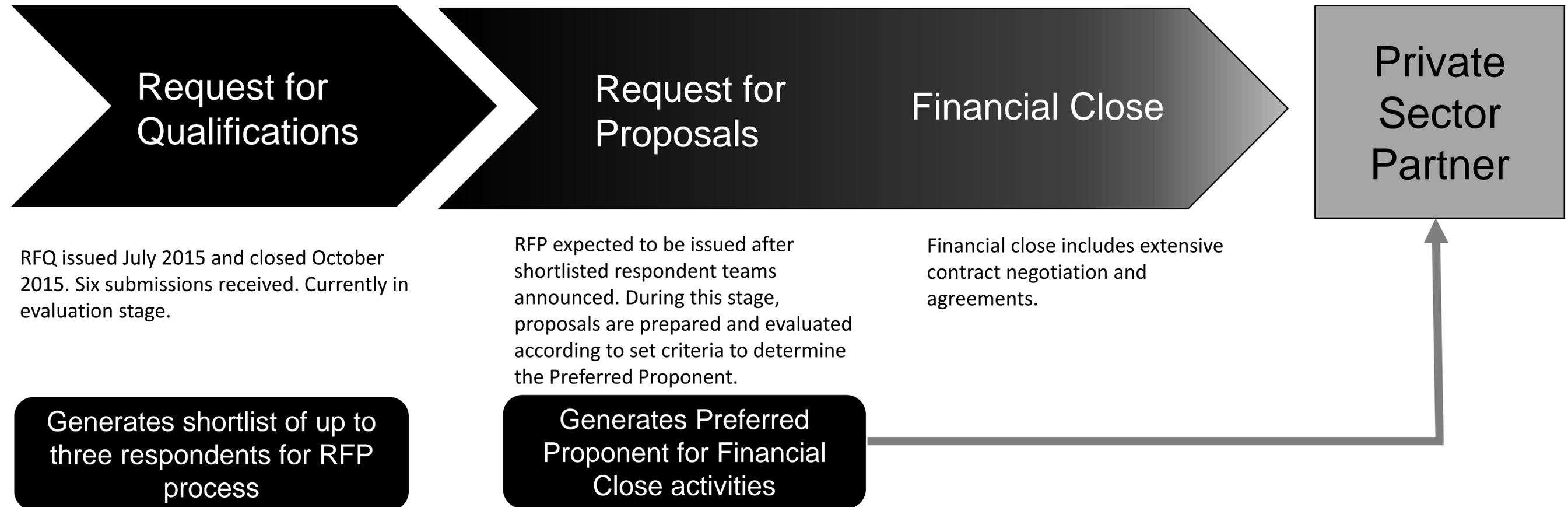
- The WDBA is using a two-stage approach, starting with the issuance of a Request for Qualifications.
- It will then evaluate all the responses according to pre-set criteria and ask up to three respondents to continue in the process by participating in the Request for Proposals.
- The proposals will be evaluated according to pre-set criteria and a preferred proponent will be selected.
- The last step is called financial close. At this time, the final price and schedule will be set in a contract, along with all the responsibilities of each party.



The Procurement Process: P3 Milestones

The WDBA's procurement process is designed to choose a suitable 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:



The Procurement Process: Activities to Date

WDBA has engaged in numerous activities to support the P3 procurement process.



After the RFQ release in July 2015, Introductory Project Meetings and Industry Days were held in Windsor and Detroit in August.

A positive response from industry:

Windsor: 176 people from 91 companies registered for the Introductory Project Meeting; 355 people representing 192 companies registered for Industry Day, that followed the meeting.

Detroit: 237 people from 123 companies registered for Introductory Project Meeting; 493 people representing 273 companies registered for Industry Day, that followed the meeting.



Six North American and international respondent teams submitted responses by the October 9, 2015, deadline.

Under the supervision of an independent fairness monitor, responses are now being evaluated by WDBA officials and partner organizations.

Up to three of the highest scoring qualified respondent teams will be invited to participate in the Request for Proposals.

Next Steps:

- Finalization of the Request for Proposal documentation and process requiring qualified respondents from the RFQ to submit proposals on how the project will be delivered.
- The RFP process includes Collaborative Meetings and the RFP Submission.
- The objective for the RFP is to select the Preferred Proponent from the short-listed respondent teams.



Mitigating Construction Impacts for Host Communities

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 is committed to minimizing disruptions to communities and the environment and will ensure the private sector partner 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 mitigation measures that may be implemented 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

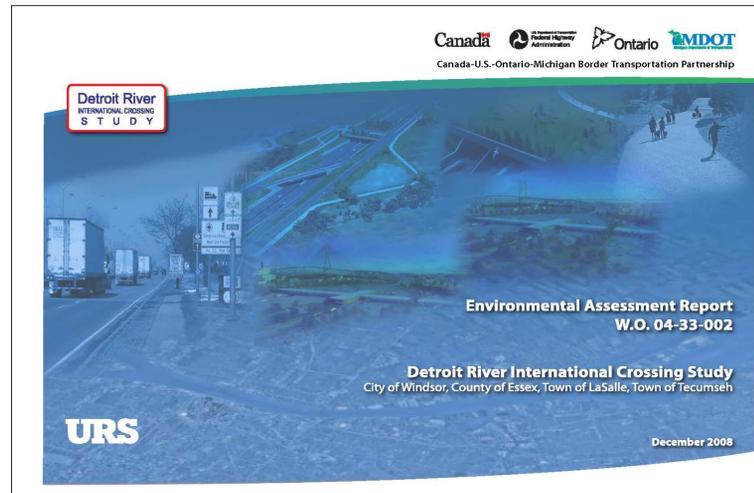
Traffic Disruptions

- 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

Note: Coordination with the public, indigenous peoples, regulatory agencies and/or stakeholders regarding mitigation and proposed improvements will occur throughout the Project.



Implementing Environmental Assessment Commitments



The Detroit River International Crossing (DRIC) study was a coordinated Canadian and US environmental study that identified requirements to mitigate potential negative impacts from a new crossing.

Both countries committed to future communication and consultation with the public, indigenous peoples, regulatory agencies and other stakeholders on various topics throughout the construction and operation of the Gordie Howe International Bridge.

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  



Commitments on the US side are documented in the Environmental Impact Statement, Green Sheet and Memorandum of Agreement.



Commitments on the Canadian side are documented in the Canadian Screening Report (includes the Provincial Environment Assessment and the Notice to Proceed.)

These commitments will be completed by WDBA at the appropriate times during the design, build, operation and maintenance of the Gordie Howe International Bridge.



Community Benefits: Integrating the Gordie Howe International Bridge into the Region



What are community benefits?

Community Benefits programs are identified opportunities that can advance economic, social or environmental conditions. These opportunities are often included in public projects. The Gordie Howe International Bridge Project will include community benefits in recognition of the role the bridge plays in the host communities of Delray, Michigan and Sandwich, Ontario plus the region of Greater Detroit and Windsor-Essex County.

The Crossing Agreement signed by Canada and Michigan includes the following information on the proposed Community Benefits Program:

“covering both Canada and Michigan, which includes, in relation to both the construction and operation of the International Crossing: (A) the manner in which stakeholders and community are to continue to be involved; (B) the manner in which the host community input relating to community benefits and stakeholder involvement are to be factored; (C) the manner in which bidders plan to work with local institutes of higher learning, unions and others; and (D) the manner in which job training and local job development will be encouraged.” (Crossing Agreement, Schedule “B”)

Community Benefits can take many shapes. Some examples from other projects include:

Host communities: incorporating ideas and suggestions from the people closest to the project

Employment opportunities: hiring strategies, training opportunities, pre-apprentice or apprentice programs that benefit local and regional citizens and businesses

Environmental features: incorporating environmental community requests on stewardship and sustainability into the project

Partnerships with Institutes of Learning: engaging regional elementary, secondary, and post-secondary education institutes in supporting students

Partnerships with unions, associations and skilled trades: developing ways to enhance working relationships

Culture: integrating regional and/or Indigenous Peoples’ culture into the project through the implementation of public art or other methods

Indigenous Peoples engagement: Forging relationships to explore potential employment or contracting opportunities related to the project

