

WELCOME



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Canada



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

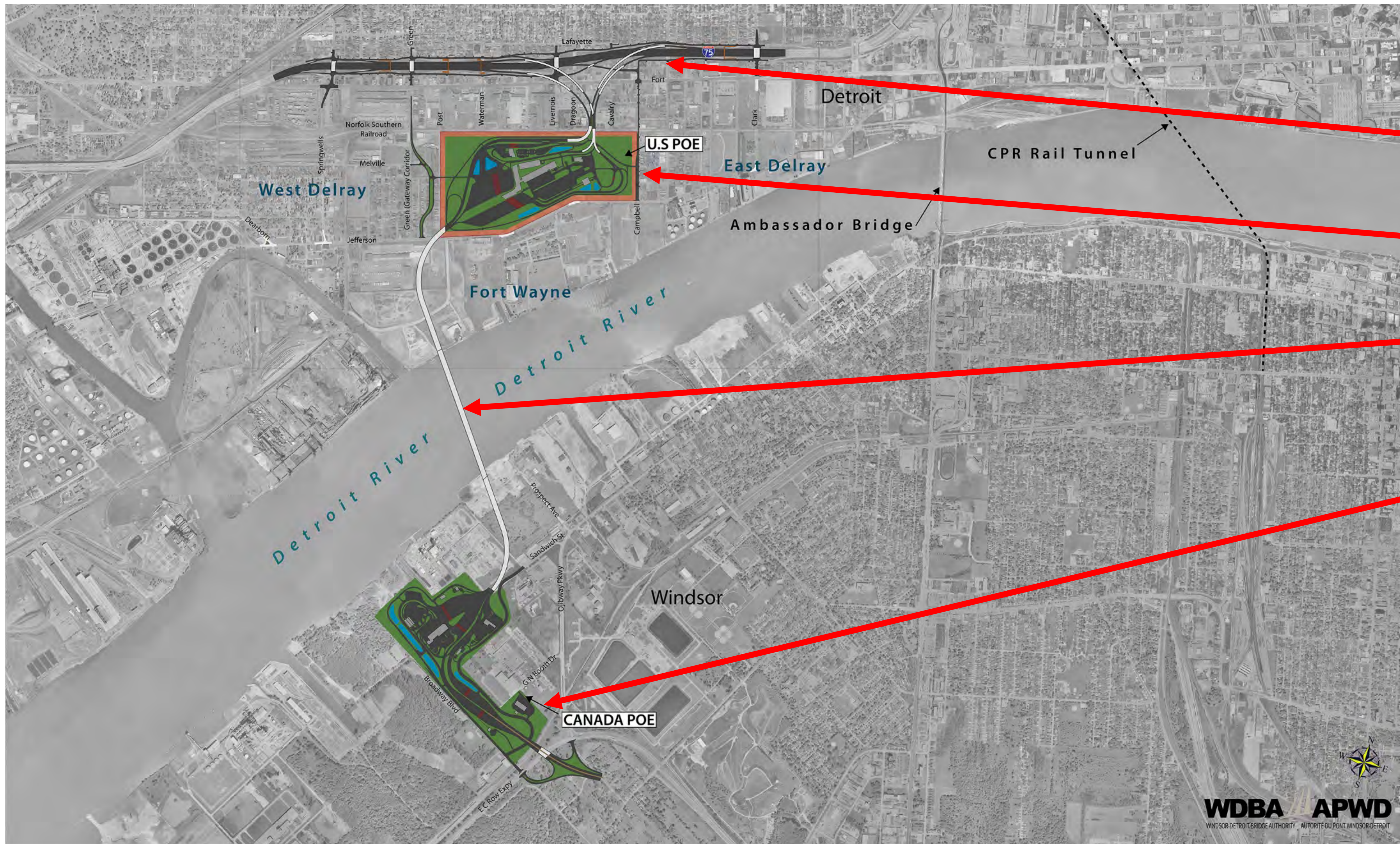
GSA

City of Windsor

City of Detroit



The Project



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



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
2016	<ul style="list-style-type: none"> RFQ short-listed respondents were announced Issuance of the RFP to proponents More than 50 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



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



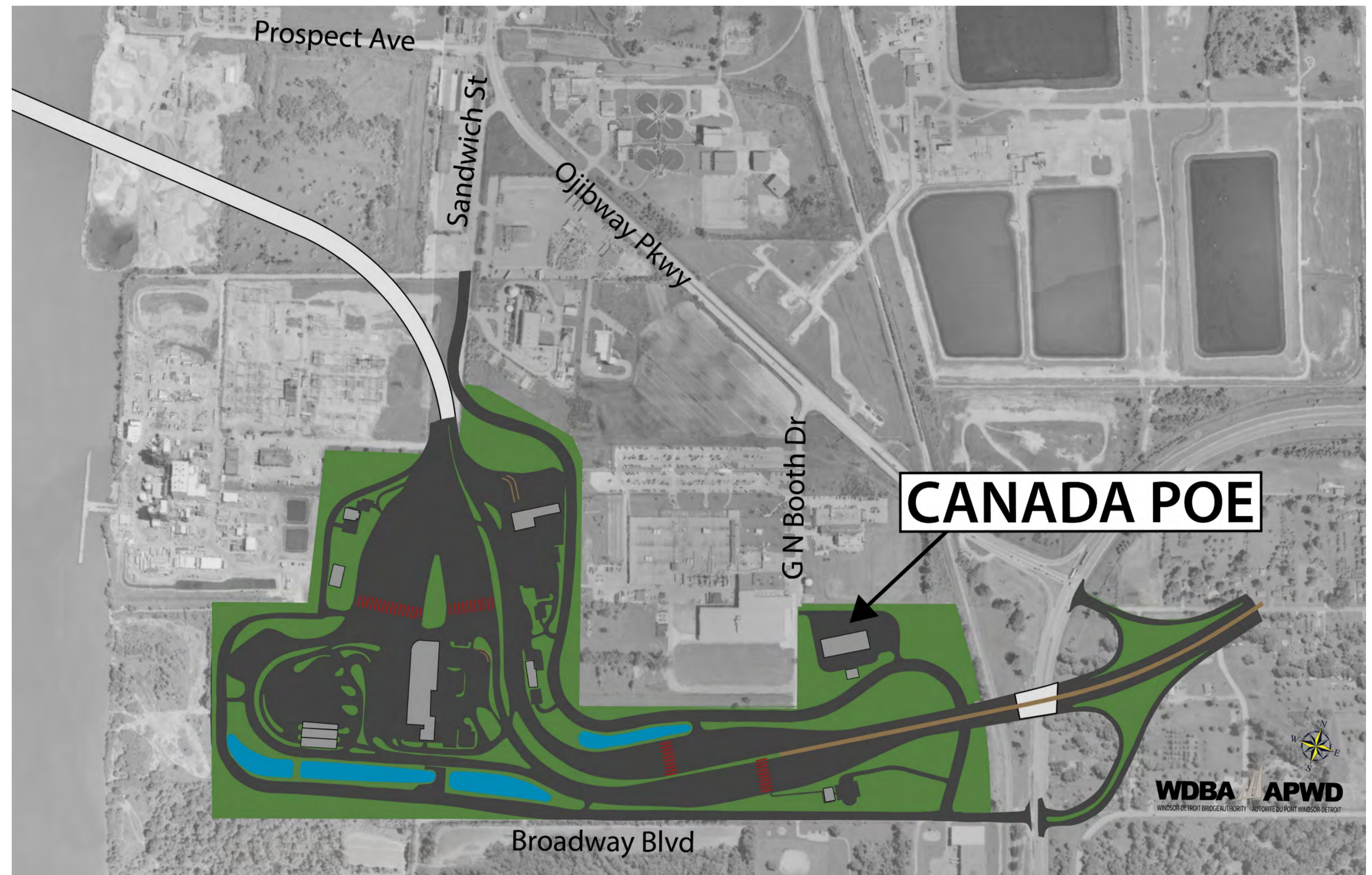
Suspension

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

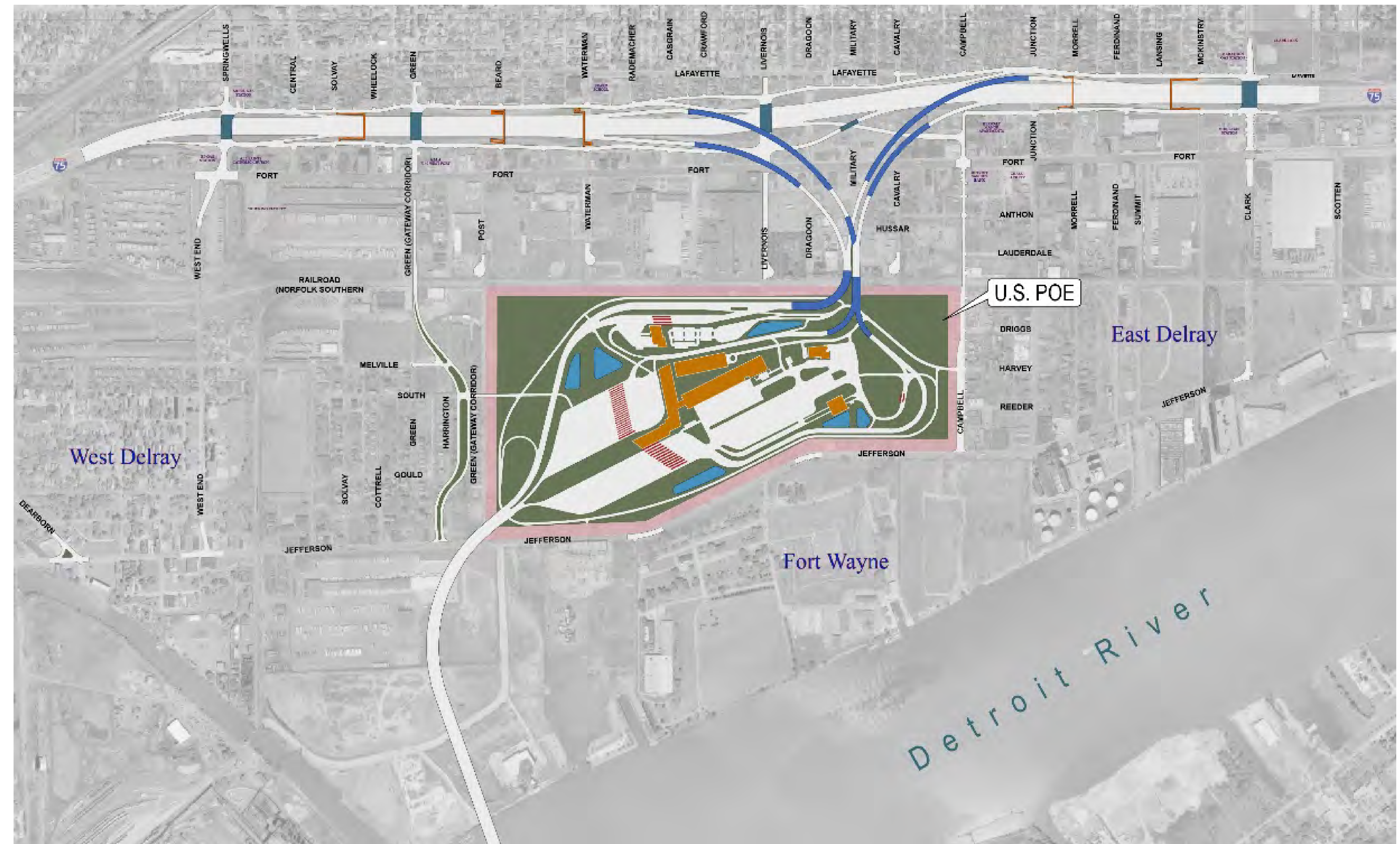


Once constructed, this port will be the largest Canadian port along the Canada-US border and one of the largest anywhere in North America. The footprint allows for the installation of further technology and the addition of expanded border processing facilities.

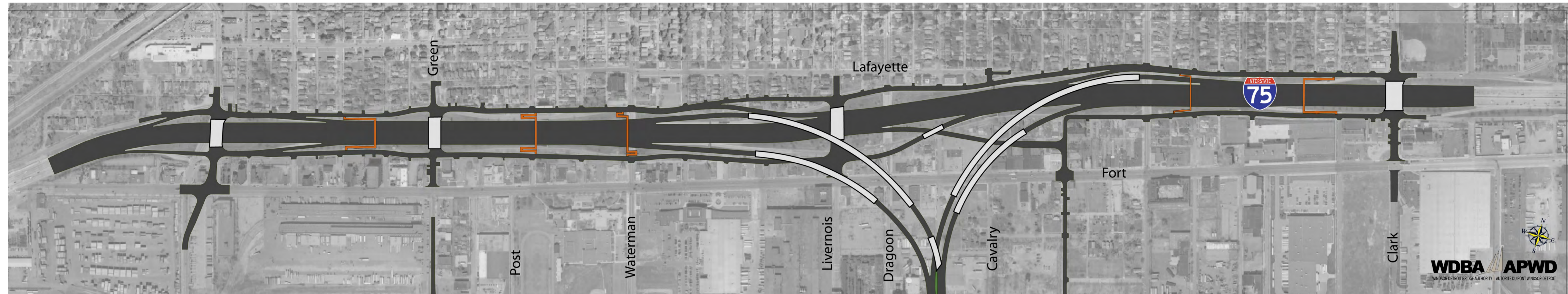


Project Key Features: US Port of Entry

- 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



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?

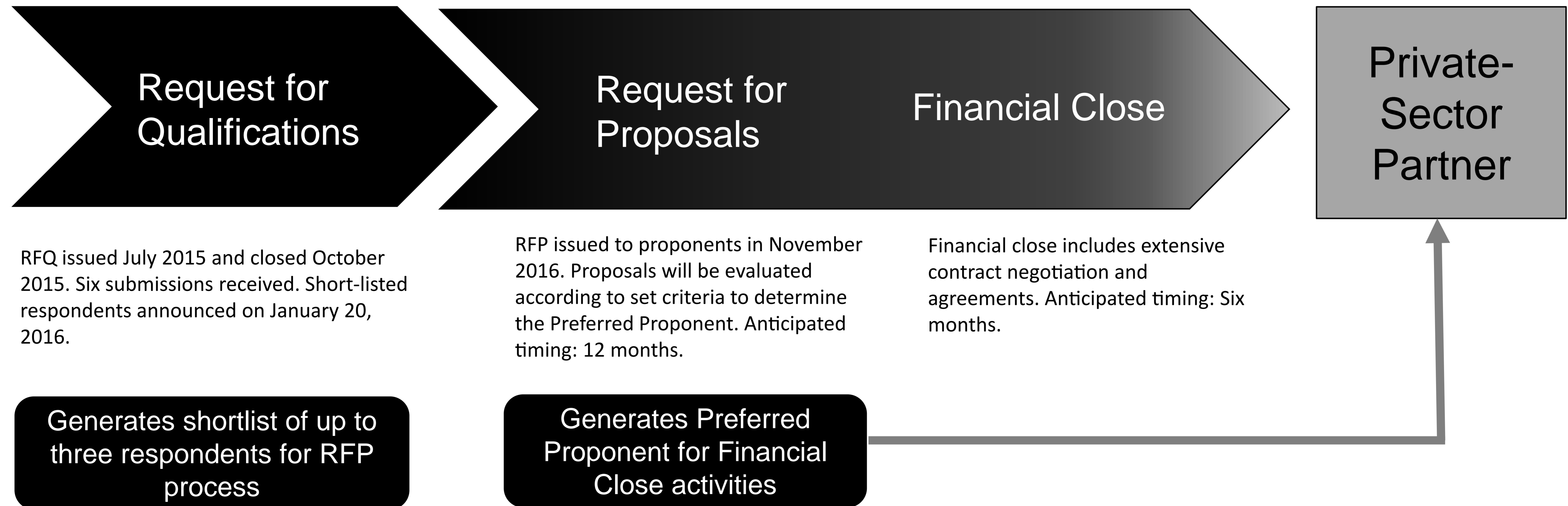
- The WDBA is using a two-stage approach, starting with the issuance of a Request for Qualifications.
- It will then evaluate all the responses according to pre-set criteria and ask up to three respondents to continue in the process by participating in the Request for Proposals.
- The proposals will 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

WDBA's procurement process is designed to choose a 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:



Business-to-Business Meetings

In support of the procurement process for the Gordie Howe International Bridge project, WDBA will host Business-to-Business meetings to allow the region's companies and organizations to meet with Proponents participating in the Request for Proposals (RFP) process.

These meetings will provide an opportunity for local contractors, suppliers and service providers to network with the potential constructors and operators of the Gordie Howe International Bridge project.



BUSINESS-TO-BUSINESS WINDSOR

November 30, 2016

St. Clair Centre for the Arts, Skyline Room

201 Riverside Drive West

Windsor, ON N9A 5K4

4:00 p.m – 8:00 p.m.

BUSINESS-TO-BUSINESS DETROIT

December 1, 2016

Cobo Center, Third Floor, Room 330, A/B

1 Washington Boulevard

Detroit, MI 48226

9:00 a.m. – 1:00 p.m.

Register at www.wdbridge.com



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.

Acquisition is being completed in co-ordination with a Land Acquisition Consultant for voluntary properties and Special Assistant Attorneys General (SAAGs) for properties that are anticipated to require condemnation (expropriation).



The Michigan Department of Transportation (MDOT) is responsible for all property acquisitions in the US and will retain ownership of all US property.

Property acquisition is a complex process – transfer of ownership/rights to a public agency for public use must follow federal and state laws.

MDOT is committed to working with property owners in a fair and consistent manner with appraisals based on fair market value.



US Works: Property Acquisition

- 638 land parcels are required for the Gordie Howe International Bridge project.
- To date, MDOT has acquired and/or has control of nearly 50 per cent of the required parcels.
- It is anticipated that all business offers will be issued by December 31, 2016.
- Relocation assistance and support will continue to be provided.
- The condemnation process will be carried out as needed on a parcel-by-parcel basis.

Property by the Numbers

638 total land parcels required

211 residential relocations required

36 business relocations required

50 per cent of total property acquired/in control

57 structures demolished or in demolition process as of November 4, 2016



MDOT Acquisition Process

1. Preliminary interview with property owner and tenants, if applicable
2. Appraisal of property
3. Appraisal review completed by MDOT
4. Housing and rental determinations, if applicable
5. Business relocation determination, if applicable
6. Good Faith Offer
7. Closing or condemnation filing
8. Relocation of occupants
9. Possession of property
10. Demolition

*If necessary, environmental testing may take place any time during these processes. →



Environmental Testing

- Project Area Contamination Survey (PACS) were completed for each property at the beginning of the project.
- The following inspections are scheduled on a parcel-by-parcel basis:
 - Preliminary Site Inspection (PSI) - drilling or digging for collection of soil samples for environmental testing.
 - If required by the PSI, further environmental testing, including additional sampling and creation of a Due Care Plan is undertaken.



Demolition and Security Measures

MDOT and its project partners are working to ensure that demolitions are conducted in a cost efficient and safe manner that minimizes disruption to the community.

All demolitions are carried out in accordance with local, state and federal guidelines. Demolition occurs as quickly as possible to the date a property is vacated.

Once a parcel is vacated, the structure is boarded up, security is put in place, utility disconnect requests are submitted, and asbestos and hazardous material surveys are performed. All of these tasks are initiated within 12 hours of parcel vacate.

The following measures are being implemented to minimize impact of demolition on the community:

- Adjacent property owners are notified in advance of a scheduled demolition.
- Dust suppression measures are used throughout demolition activities.
- Traffic and mobility considerations are made for businesses and residents.
- Around-the-clock security is assigned to each parcel from the time a parcel is vacated through the completion of the open hole inspection.
- General demolition information is updated on a weekly basis on wdbridge.com.



Historical & Archeological Documentation

The Delray community has a rich history, hosting several historic sites including Historic Fort Wayne.

Current activities include preparing a report summarizing the documentation and recording of information on Kovacs Bar and St. Paul AME Church.

While no significant archaeological resources are known within the Area of Potential Effect, the Gordie Howe International Bridge project is at risk of inadvertently encountering finds of historical and/or archaeological significance, possibly including human remains, during construction. Thus, MDOT and the State Archaeologist agree the inadvertent finds protocol will be implemented for all stages and areas of construction.



US Works: Utility Relocation

Utilities located within the US Port of Entry footprint and the land required for the bridge footings require relocation. WDBA and MDOT are 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.

Many utilities are completing the relocation work themselves or through their preferred contractor.

Private utility relocation work will occur with no anticipated service interruptions.

All utility relocation work (Permitted Activity) must comply with municipal guidelines and procedures for notifications, hours of work, noise and disposal of materials as outlined in the permitting documents.

Municipal Utilities Affected	Status
Detroit Water and Sewerage Department (DWSD) Great Lakes Water Authority (GLWA)	Anticipated relocation work to be performed by eventual private-sector partner.
Public Lighting Department Public Lighting Authority	
Electrical	Status
International Transmission Corporation DTE Electric	ITC: Relocation work of underground assets has been completed except for Military St. Aerial relocation is anticipated during project construction. DTE Electric: Design in process.
Gas	Status
DTE Plains Marketing Kinder Morgan	DTE Gas: Design in process. Plains Marketing/Kinder Morgan: No anticipated relocation work identified.
Telecommunications	Status
AT&T CenturyLink Comcast ExteNet Systems Sprint Verizon Windstream Communications Level 3	AT&T: Underground asset relocations have been completed. Aerial relocation will be coordinated with project construction. Remaining telecoms: Relocations will be coordinated with project construction if required.



Canada: Early Works

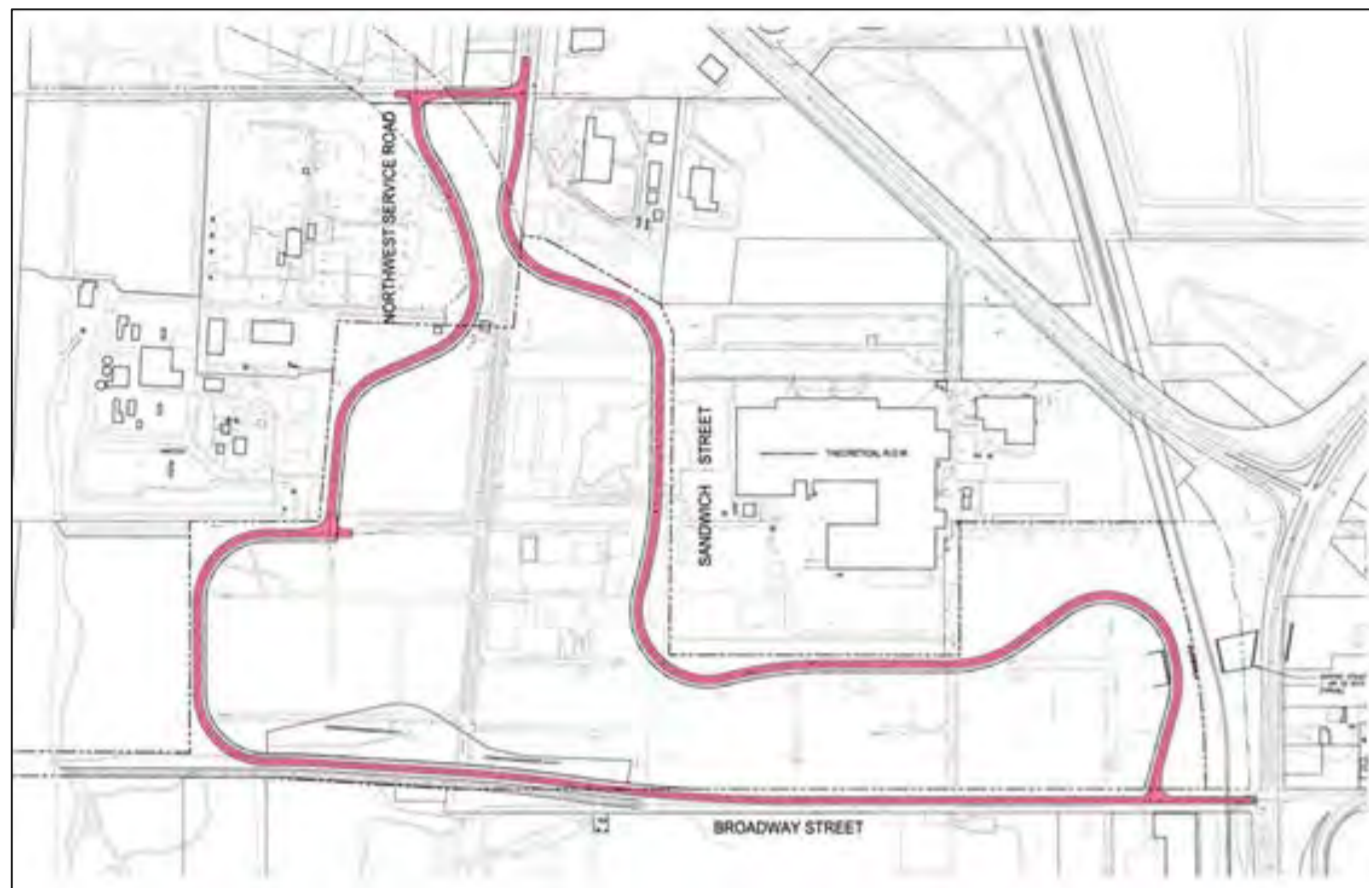
To facilitate work by the future P3 partner on the Canadian POE, three critical activities form the “Early Works”:

Perimeter Access Road (PAR): 4km road to provide access to Canadian POE and adjacent properties and allow closure of existing Sandwich Street.

Utilities Relocation: All utilities to be relocated within the PAR right-of-way and clear of the POE site. Hydro One and Union Gas working with the contractors and WDBA to safely complete work.

Fill Placement: Existing ground has highly compressible soils requiring wick drains and pre-loading to reduce the effects of settlement on future structures, reducing schedule and technical risk for P3 contract.

- The \$59 million Early Works contract was awarded to Amico Infrastructures Inc. and work started in summer 2015.
- An additional, estimated \$100 million in contracts will be spent on utility work.
- Some utilities, such as Union Gas, Hydro One and EnWin, will complete some or all of their relocation work.



Mitigating Construction Impacts

The Detroit River International Crossing (DRIC) study contained comprehensive Canadian and US environmental studies 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

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 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

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

Vibration

- Construction surveys will be conducted by the P3 partner on properties identified within the zone of influence during the design phase to monitor potential vibration impacts throughout construction

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 and implement the inadvertent finds protocol for all stages and areas of construction

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

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



Mitigation Elements: What to Expect

In accordance with commitments made during the Detroit River International Crossing (DRIC) study, the following mitigation elements were identified for inclusion during construction of the Gordie Howe International Bridge:

- 100- ft landscaped buffer to be incorporated in the lands surrounding the perimeter fencing of the US Port of Entry.
- Existing trees will be preserved where possible and landscaping will emphasize the incorporation of native species.
- Fence installation surrounding the Port of Entry lands.
- Noise barriers to be installed in locations identified through the DRIC study.
- Port of Entry lighting will minimize impacts to adjacent residents and wildlife.
- Stormwater management facilities will be constructed within the project footprint to ensure adequate site drainage.



The community will continue to have consultation opportunities with the P3 partner during design and construction phases of the Gordie Howe International Bridge project.



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.

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 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



What WDBA Has Heard

WDBA has held numerous meetings with US residents and businesses to determine what issues cause the most concern.

The following categories represent the most common themes expressed by the community in the US:

Community partnerships

- Seek ways to partner with community services and agencies to provide enhanced services in southwest Detroit and Delray
- Develop partnerships to enhance the use of grant opportunities to enhance quality of life for nearby residents

Mitigating construction and operation issues

- Implement a traffic management plan that recognizes the community's needs during construction
- Maintain pedestrian access across I-75
- Mitigate noise, dust and vibration
- Manage bridge traffic to minimize impact on nearby residences
- Local road improvements
- Clean up contaminated sites
- Maintain access to parks and green spaces for residents

Community Safety and Connections

- Ensure construction doesn't compromise the safety or ability of residents to move around the community by vehicle or foot
- Maintain connections to key locations within the community such as churches, schools, health centers, Historic Fort Wayne
- Provide appropriate lighting on new paths to ensure community safety at night

Economic benefit

- Explore training and job opportunities for residents
- Work with State and municipal economic development organizations to implement opportunities for residents

Aesthetics and Landscaping

- Attractive landscaping in the green space around the Port of Entry
- Recognize the local history in the aesthetics of the Port of Entry
- Allow for local input



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