

# Gordie Howe International Bridge Public Information Meeting

Detroit, Michigan  
July 19, 2017



# Introduction

1. WDBA and Partners
2. Components of the Project
3. Activities in the US
4. Activities in Canada
5. Project Procurement Process
6. Opportunities for Continued Engagement and Consultation



# What is Windsor-Detroit Bridge Authority?

- A not-for-profit Canadian Crown corporation created in 2012
- Reports to the Canadian Government 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: Working with Michigan

- MDOT and the Governor's Office are active participants in the planning and consultation occurring in advance of the Gordie Howe International Bridge.
- Michigan's participation in the project is vital and MDOT plays a key role in the delivery of the project which includes supporting WDBA in:
  - US property acquisition
  - US utility relocation
  - Coordinating activities
  - P3 procurement process
  - US stakeholder interactions and community outreach initiatives.
- The Gordie Howe International Bridge will be publically-owned by the Government of Canada and the State of Michigan.



Canada Border Services Agency Agence des services frontaliers du Canada



# Project History and Accomplishments

| Timeline | Activity  |
|----------|---|
| 2001-04  | <ul style="list-style-type: none"> <li>Planning/Need and Feasibility Study</li> </ul>   |
| 2005-09  | <ul style="list-style-type: none"> <li>Coordinated environmental study process completed by Canada and the US</li> <li>Canada determines that the Project will not have significant environmental impact, with mitigation measures</li> <li>US Record of Decision (ROD) obtained</li> </ul>   |
| 2008-12  | <ul style="list-style-type: none"> <li>Canada land acquisition begins</li> <li>Preliminary Canadian and US Port of Entry design and other preparation work begins</li> </ul>  |
| 2012     | <ul style="list-style-type: none"> <li>Canada-Michigan Crossing Agreement signed</li> <li>WDBA incorporated</li> </ul>  |
| 2013     | <ul style="list-style-type: none"> <li>Presidential Permit</li> </ul>   |
| 2014     | <ul style="list-style-type: none"> <li>Board of Directors and President and CEO are appointed for WDBA</li> <li>Members are appointed to the International Authority Board</li> <li>US Coast Guard Bridge Permit received</li> </ul>  |
| 2015     | <ul style="list-style-type: none"> <li>International Authority approves United States land acquisition</li> <li>Selection of key advisor firms to assist with engineering, technical and legal work</li> <li>Selection of fairness monitor to oversee P3 procurement process</li> <li>Crossing officially named Gordie Howe International Bridge</li> <li>Start of Early Works at Canadian Port of Entry begins</li> <li>P3 Procurement process launches with Request for Qualifications</li> </ul> |
| 2016     | <ul style="list-style-type: none"> <li>RFQ short-listed respondents were announced</li> <li>Issuance of the RFP to Proponents</li> <li>Business-to-Business meetings held between Proponent teams and potential contractors in Windsor, Detroit and Walpole Island First Nation</li> </ul>  |
| 2017     | <ul style="list-style-type: none"> <li>Announcement of multi-use path to be incorporated onto Bridge</li> <li>Community Group-to-Business meetings held between Proponents and community agencies in Windsor and Detroit</li> <li>More than 50 positions filled at WDBA Windsor office</li> </ul>   |

Identified need for an additional crossing option

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

- A coordinated environmental study process completed by Canada, the US, Ontario and Michigan confirmed need and the location of five components:
  - Michigan Interchange to Interstate-75 (I-75)
  - A US Port of Entry (POE)
  - A river crossing, now known as the Gordie Howe International Bridge
  - A Canadian Port of Entry
  - An Ontario access road, now known as the Rt. Hon. Herb Gray Parkway (*delivered by Ontario*)



# Evaluation Factors for Location Selection

The DRIC study assessed location alternatives for the crossings, ports of entry and access roads. The assessments were conducted in accordance with the Environmental and Technical Work Plans.

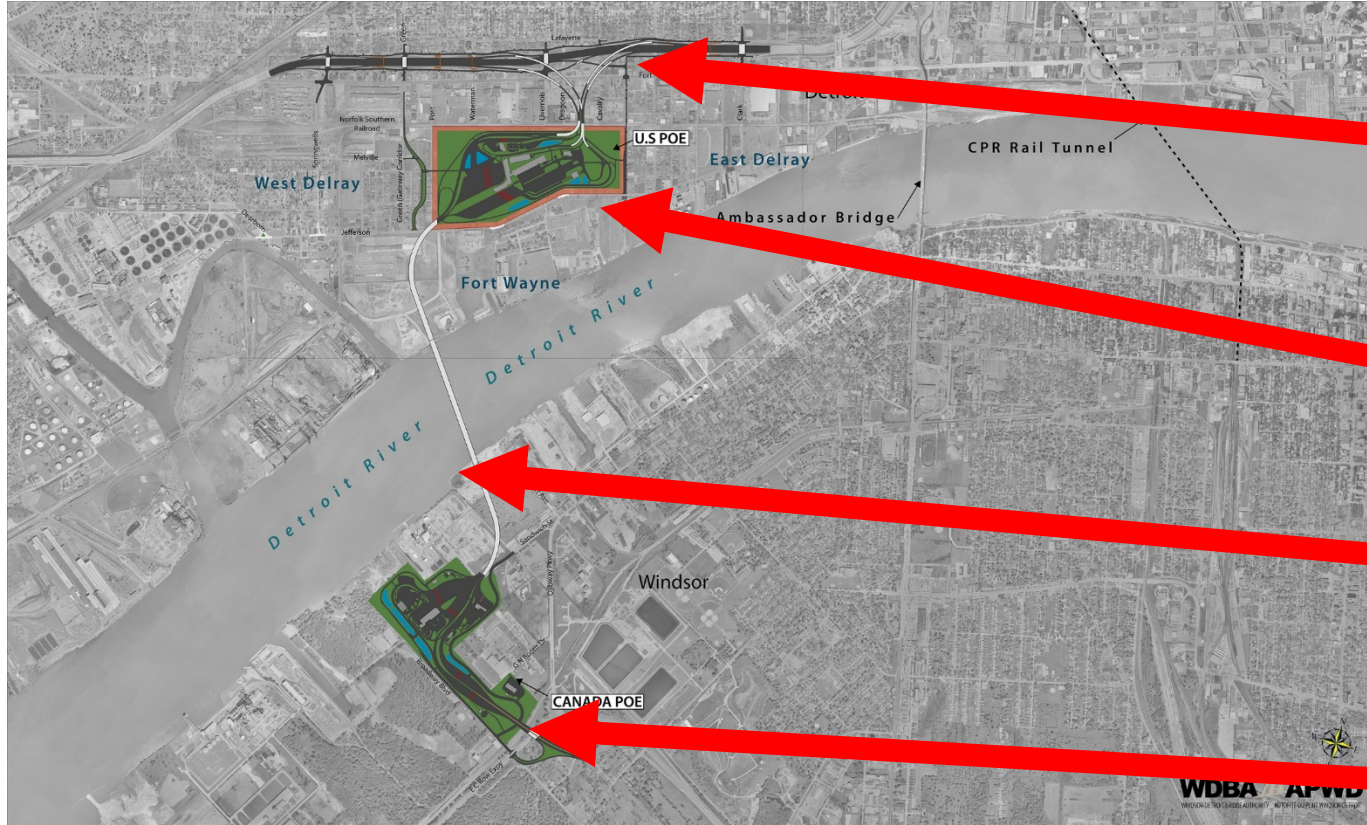
| Factors   | Performance Measures  |   |
|---|---|---|
| Maintain Air Quality                                      | <ul style="list-style-type: none"> <li>Regional Burden</li> <li>Dispersion</li> </ul>   |   |
| Protection of Community and Neighbourhood Characteristics | <ul style="list-style-type: none"> <li>Traffic Impacts</li> <li>Noise</li> <li>Community Cohesion/Community Character</li> </ul>    | <ul style="list-style-type: none"> <li>Acquisitions</li> <li>Environmental Justice</li> <li>Public Safety/Security</li> </ul>       |
| Maintain Consistency with Existing and Planned Land Use   | <ul style="list-style-type: none"> <li>Land Use (existing and planned)</li> <li>Development Plans</li> </ul>                        | <ul style="list-style-type: none"> <li>Contaminated Sites/Disposal Sites</li> </ul>   |
| Protect Cultural Resources                                | <ul style="list-style-type: none"> <li>Historical Parklands</li> </ul>  | <ul style="list-style-type: none"> <li>Archaeological Features</li> </ul>   |
| Protect the Natural Environment                           | <ul style="list-style-type: none"> <li>Surface Water/Groundwater</li> <li>Environmentally Significant Species/Habitat</li> </ul>    | <ul style="list-style-type: none"> <li>Farmland/Prime Agricultural Soils</li> <li>Other Natural Resources</li> </ul>                |
| Improve Regional Mobility                                 | <ul style="list-style-type: none"> <li>Highway Network Effectiveness</li> <li>Continuous/Ongoing River Crossing Capacity</li> </ul> | <ul style="list-style-type: none"> <li>Operational Considerations of Crossing System (River Crossing and Ports of Entry)</li> </ul> |
| Cost and Constructability                                 | <ul style="list-style-type: none"> <li>Cost</li> <li>Construction Duration</li> </ul>   | <ul style="list-style-type: none"> <li>Construction Risk</li> </ul>   |



**Identified the technically and environmentally preferred location of the Gordie Howe International Bridge**



# Project Components



## Legend

1. Michigan Interchange

2. US Port of Entry (POE)

3. Gordie Howe International Bridge

4. Canada Port of Entry (POE)



# Consultation and Communication

Public consultation will continue in Canada and the US throughout the project phases. The DRIC study identified many items that require public consultation prior to implementation, including:

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

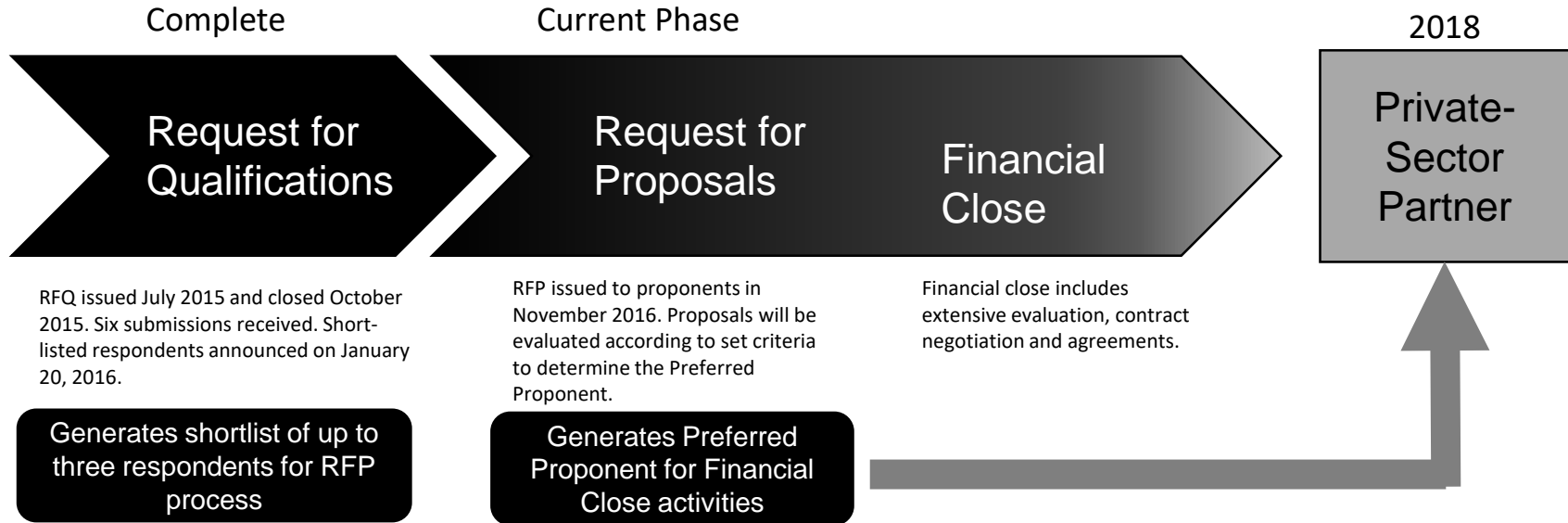




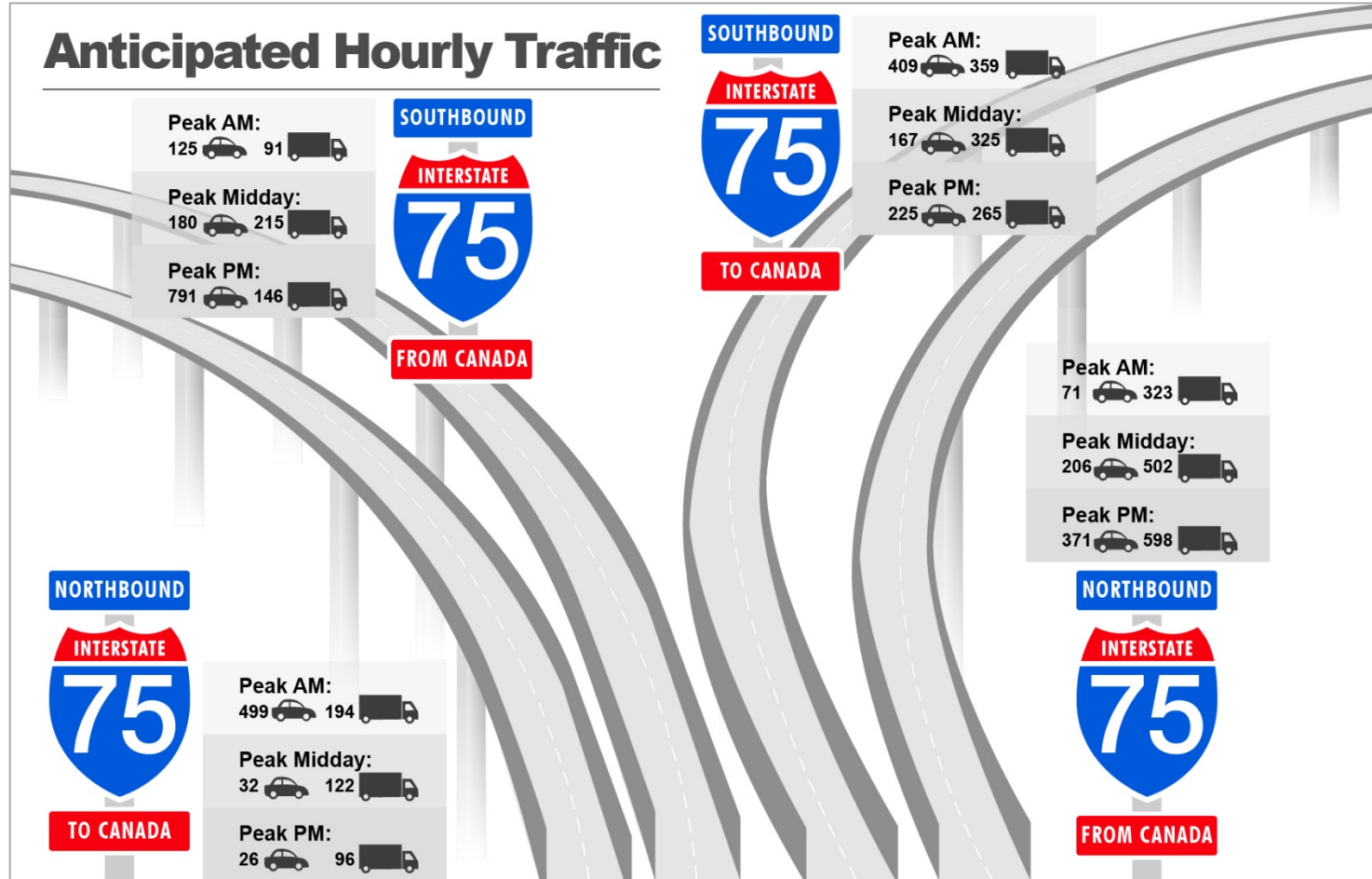
# The Procurement Process: P3 Milestones

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:



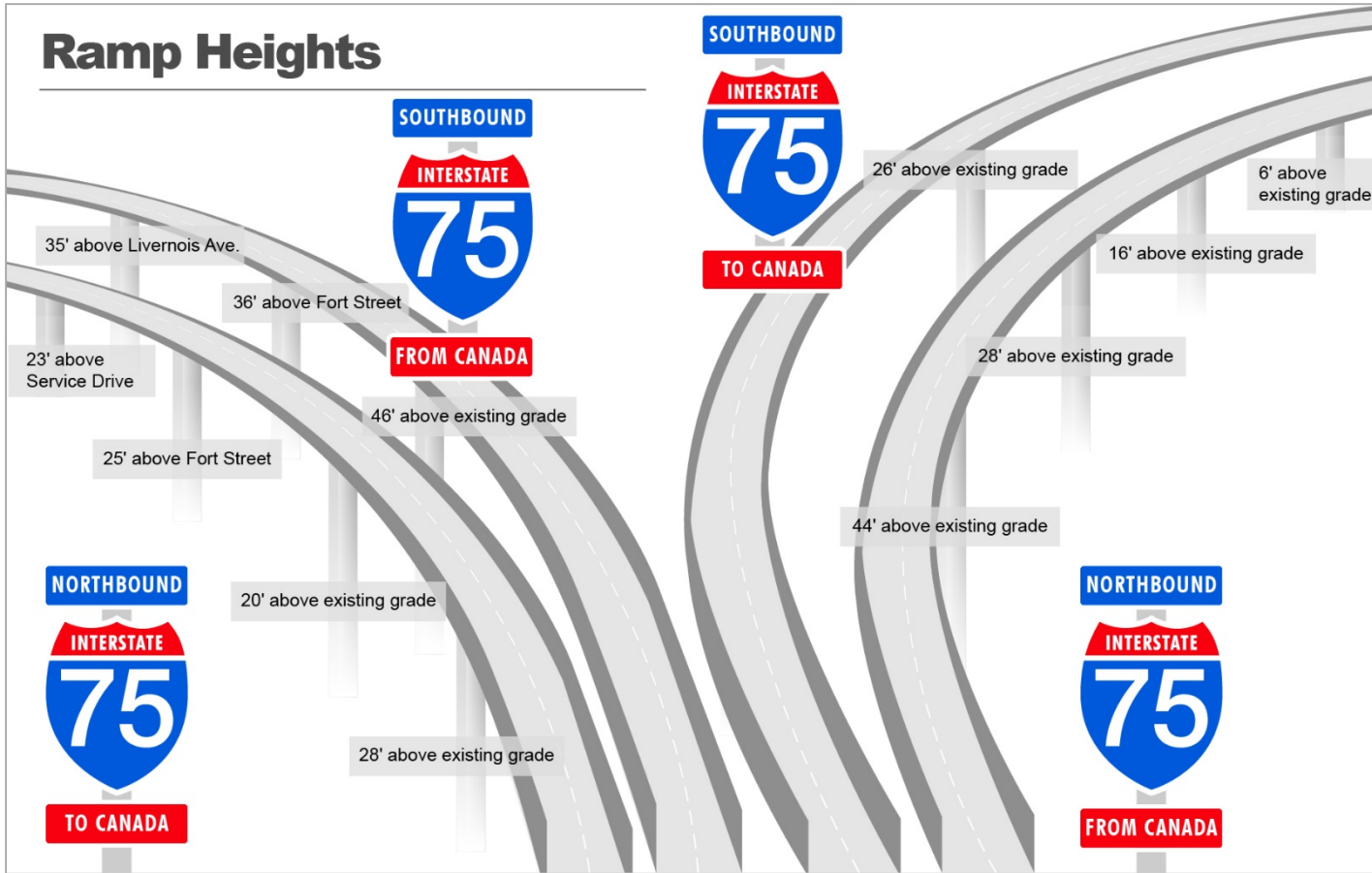
# I-75 Traffic Design: Anticipated Hourly Traffic



Anticipated traffic estimates are under review and may be adjusted pending survey results.



# View from I-75 Interchange: Ramp Heights

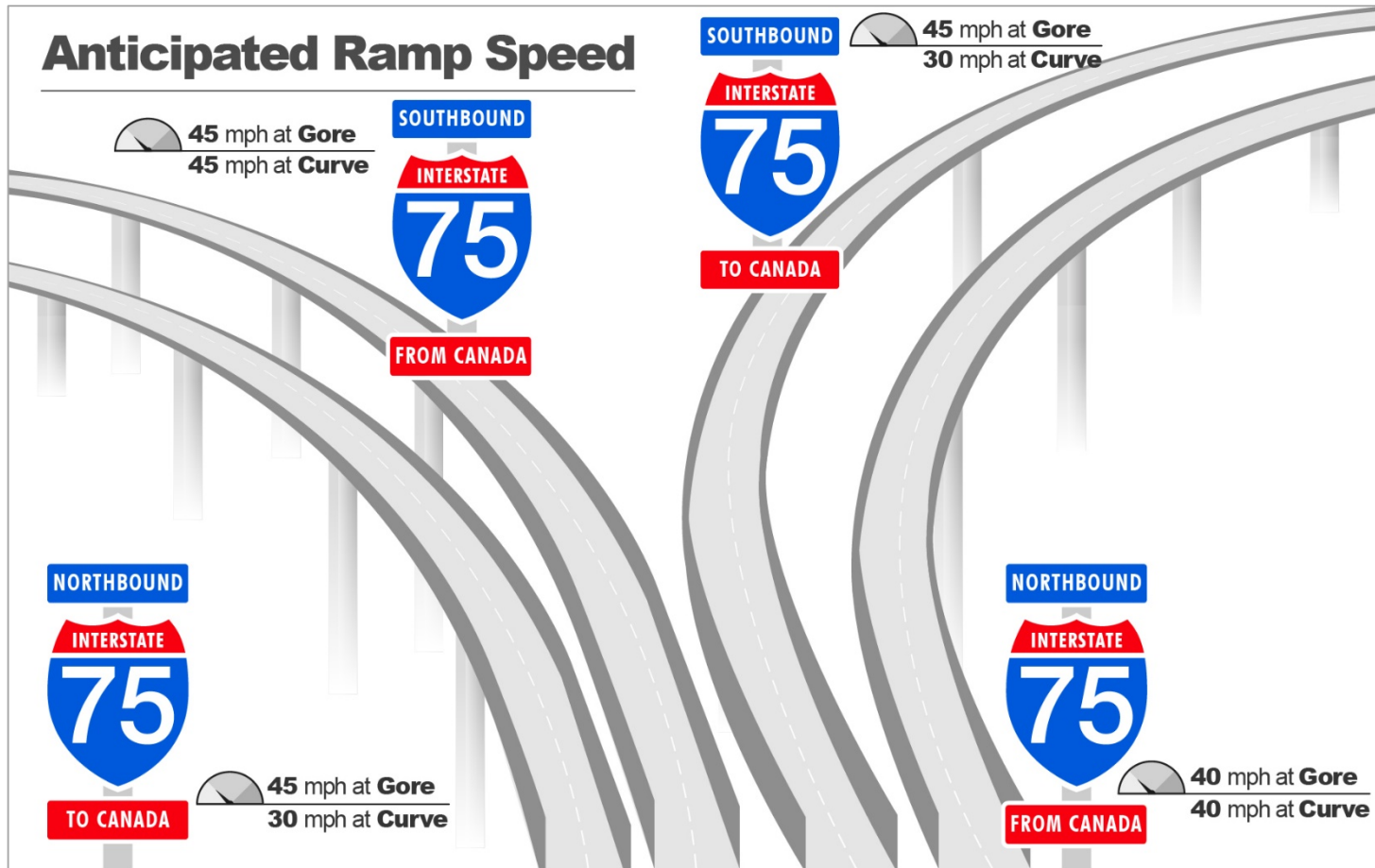


Ramp heights will begin below grade for vehicles exiting I-75 and quickly elevate to a maximum of 44-46 feet above street-level prior to descending to ground level at the Port of Entry.

Actual height is subject to review prior to construction.



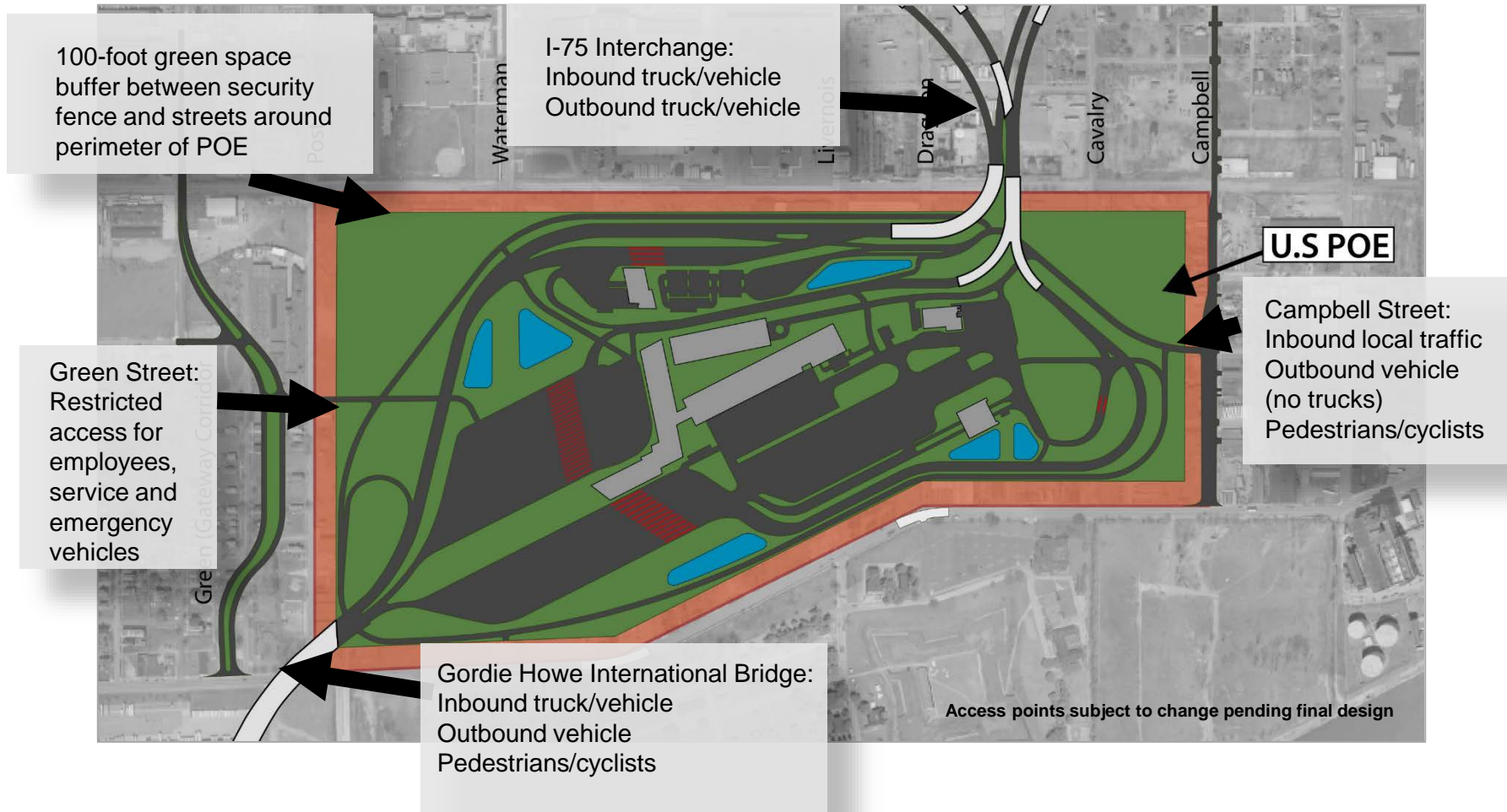
# I-75 Traffic Design: Anticipated Ramp Speed



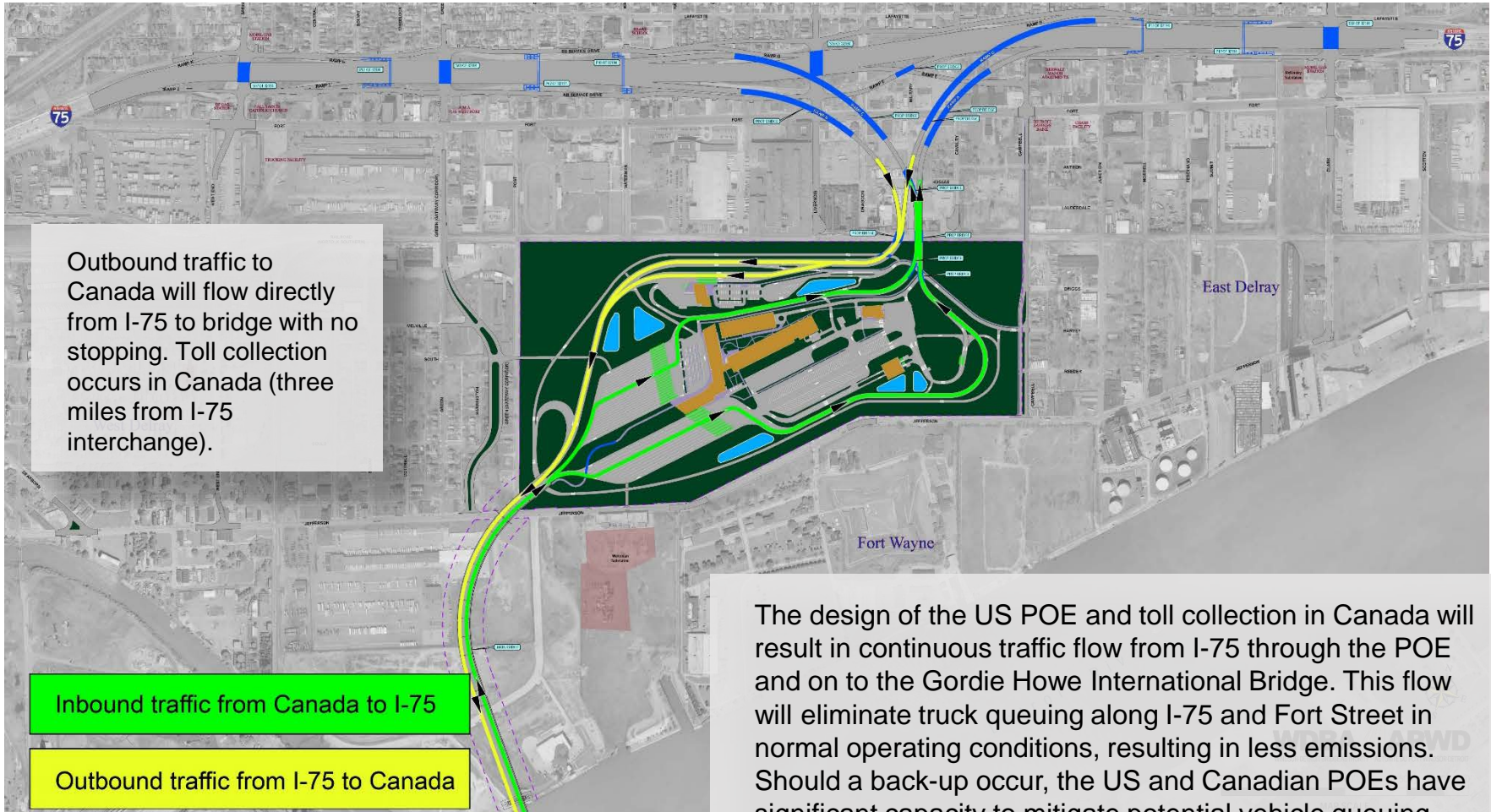
Anticipated ramp speeds are subject to change and may be adjusted prior to implementation.



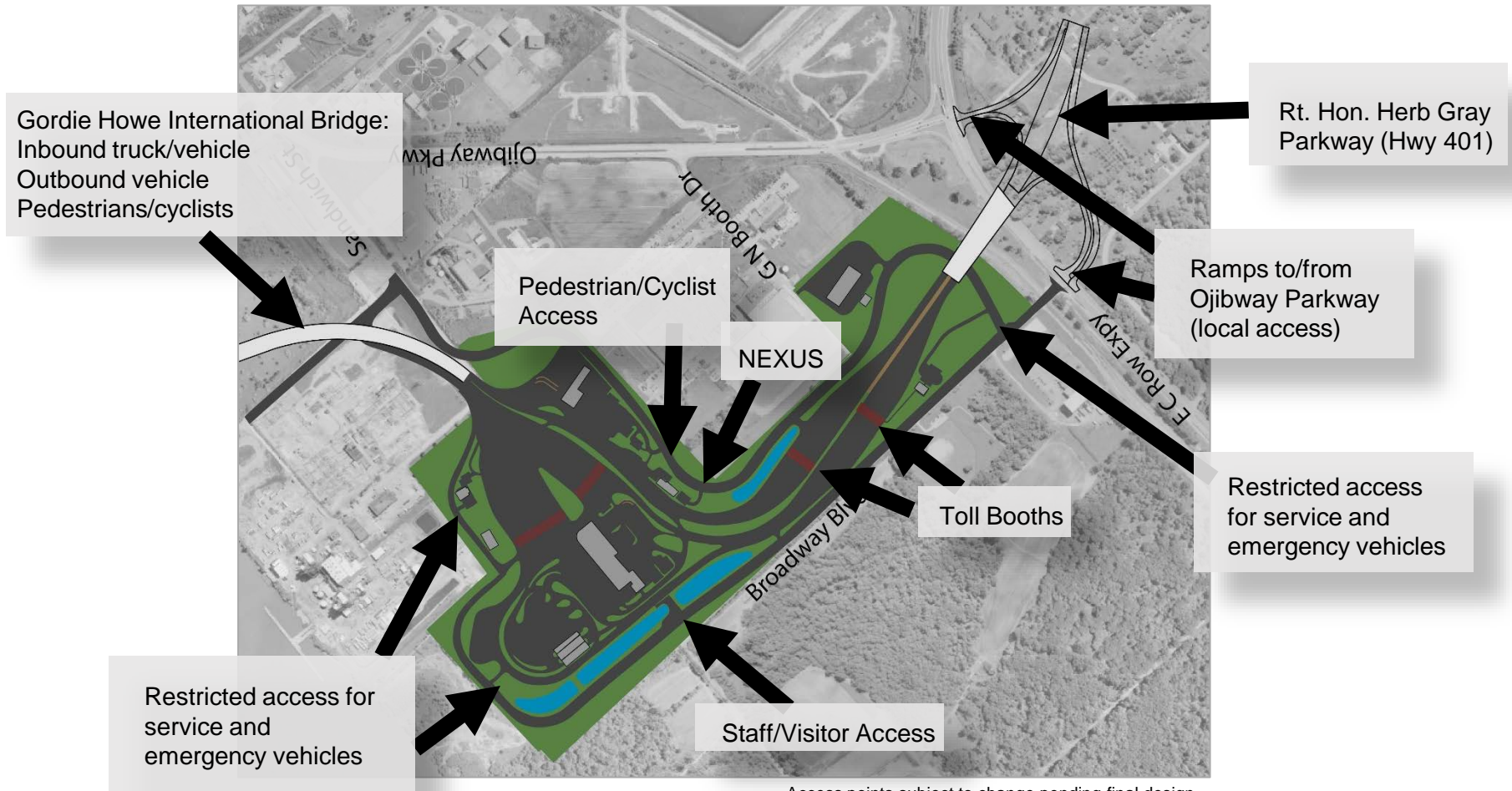
# US Traffic Patterns: Anticipated Access Points



# US Traffic Flow to US POE



# Canadian Traffic Patterns: Anticipated Access Points



Access points subject to change pending final design



# US Works: Property Acquisition

- 634 land parcels are required for the Gordie Howe International Bridge project.
- To date, MDOT has acquired and/or has control of 74 per cent of the required parcels.
- 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

634 total land parcels required

211 residential relocations required

36 business relocations required

74 per cent of total property acquired/in control

146 structures demolished or in demolition process as of June 29, 2017





# Historical and Archaeological Documentation


- The Delray community has a rich history, hosting several historic sites including Historic Fort Wayne.
- Current activities include finalization of a report summarizing the documentation and recording of information on Kovacs Bar and St. Paul AME Church.



# US Works: Utility Relocation

- Utilities located within the US Port of Entry footprint and the land required for the bridge footings require relocation.
- 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.
- If you have questions or concerns regarding utility work in your neighbourhood, please contact the utility directly.

**Gordie Howe International Bridge**  
**Construction Activities: United States**



Dates and times provided below may change due to weather conditions and other factors affecting construction activities. Although this list is intended to be comprehensive, unavoidable emergency road detours and road closures may occur. Please watch for workers along this corridor. We apologize for any inconvenience and thank you for your patience.

**Week of August 1, 2016**

**Demolition Activity**  
Demolition work will occur on West Fort Street (between Dragon Street and Military Street), Bealow Court (near Livemore Avenue), Livemore Avenue (between Lafayette Boulevard and the Southbound I-75 Service Drive) and Crawford Street (between South Street and Jefferson Avenue). The roads will remain open and the work is not expected to impact traffic.

**Preliminary Site Investigation (PSI)**  
PSI work will occur on the Southbound I-75 Service Drive (between Livemore Avenue and Crawford Street). The road will remain open and the work is not expected to impact traffic.

**Survey Activity**  
Survey Crews will be working on Springville Court (south of Jefferson Avenue), Gilman Street (between Lafayette Boulevard and I-75), Siskiwit Street (between Lafayette Boulevard and I-75), Crawford Street (between Lafayette Boulevard and I-75), and Campbell Street (between Anshel Street and I-75). The roads will remain open and the work is not expected to impact traffic.

**Utility Work**  
There is no utility work currently planned.

**Temporary Road Closures**  
There are no road closures currently planned.

Follow the project  
[www.wdtdp.com](http://www.wdtdp.com) [www.instagram.com/wdtdp](https://www.instagram.com/wdtdp) [www.facebook.com/W2548tdp](https://www.facebook.com/W2548tdp) [www.youtube.com/watch?v=W254](https://www.youtube.com/watch?v=W254)

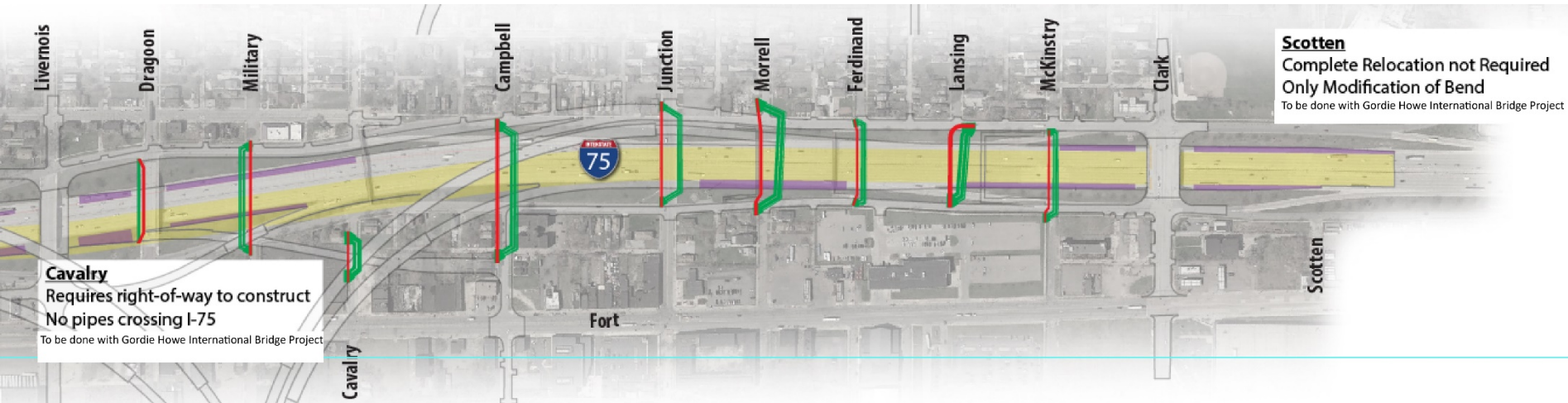
**WDBA APWD**  
WINDSOR-DETROIT BRIDGE AUTHORITY | AUTORITÉ DU PONT WINDSOR-DETROIT

*WDBA posts weekly Construction Notices online and at various community locations in Windsor and Detroit regarding upcoming work*



# US Works: Siphons and Combined Sewers

- Several siphons and combined sewer crossings beneath I-75 require relocation and replacement.
- This work is anticipated to take place from August 2017- June 2018.



The locations of siphons and combined sewer crossings which will have their pipes under I-75 mainline pavement installed as part of the Inlay Project.



# Canada: Preparatory Activities



## Phase 1 (2015-2017)

- A multi-million dollar contract awarded to a local Windsor company to complete three main tasks:
  - Advanced fill placement: more than one million tonnes of granular fill to help compress soil and raise elevations
  - Perimeter access road: a new 4-kilometre road to reroute existing municipal roads and maintain business access
  - Utility relocations: An extensive network of overhead and underground utilities require relocation outside of POE lands.



## Phase 2 (2017-2018)

- Work totaling an estimated \$86 million awarded for hydro transmission, distribution line relocations and cable accessories.



# Canada: Recognizing the Environment



- Thousands of Species at Risk plants and habitat features were found and removed prior to construction



- Two SAR snakes – the Eastern Foxsnake and Butler's Gartersnake – are known to live in the area of the POE.
- Crews working within the POE lands are trained to respond appropriately if a SAR snake or other species is encountered.

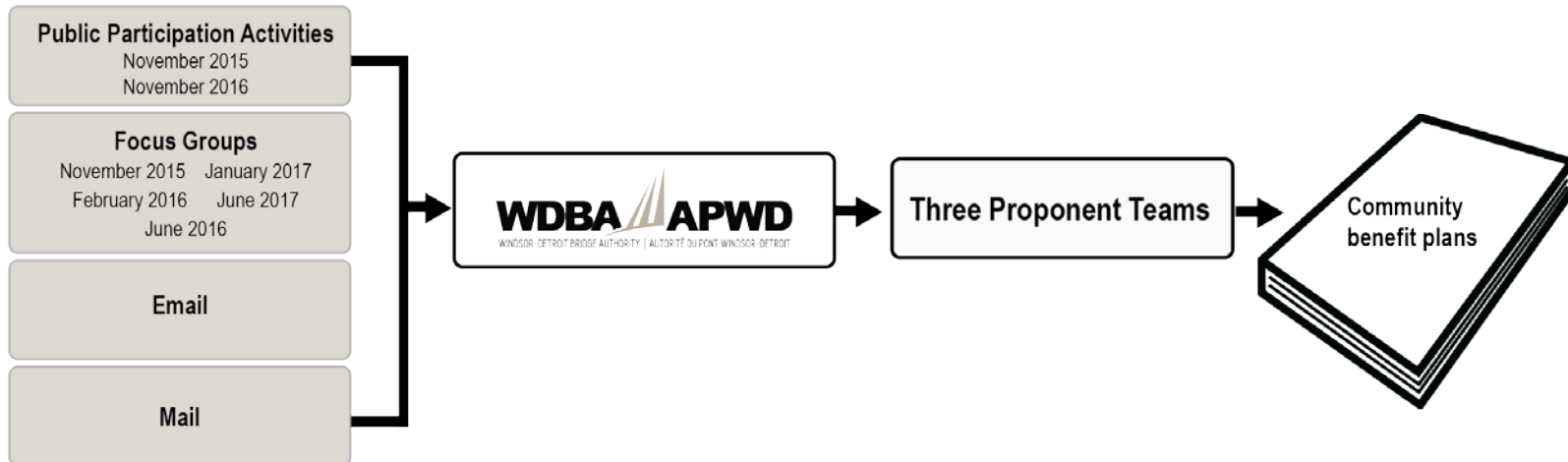


- Enhancements to Broadway Drain play a key role in the POE's stormwater management (SWM) system. SWM ponds collect and clean water from the perimeter access road and empty into the Broadway Drain, where the water flows into the Detroit River.
- The existing drain was re-constructed to provide fish and wildlife habitat, including snake hibernacula.



# Community Benefits: Public Input

- More than 200 suggestions for community benefits from Michigan and Ontario residents, business owners, Indigenous Peoples, community leaders



- Proponents will submit community benefits plans to WDBA as part of the RFP submission.
- The private-sector partner will deliver the plan with oversight from WDBA



# 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 US components of the Gordie Howe International Bridge:

- 100- ft landscaped buffer to be incorporated in the lands surrounding the perimeter fencing of the 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.



# The City of Detroit

- MDOT is looking to acquire project-required properties and assets from the City of Detroit and WDBA is interested in leasing lands and acquiring services from the City
- The City of Detroit has entered into a series of agreements – one with MDOT, one with the WBDA, and one with the State of Michigan.
  - Those agreements, which identify a total of approximately \$48 million that will be received by the City, must be approved by City Council.
  - Mayor Duggan has presented the agreements to City Council.
- The City of Detroit, not the Gordie Howe project, is determining the specific purposes for which money to it will be used, which include neighborhood improvement, job training and health monitoring.
- Representatives from the City are in attendance at today's meeting and are available to answer your questions.





# Questions?



# Stay Connected

WDBA is engaging the community and its stakeholders as it works to build the Gordie Howe International Bridge project. There are many ways to stay connected with us.



Follow us  
@wdbabridge



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Follow us at  
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## WDBA Website

Our website, [wdbridge.com](http://wdbridge.com), is your main source for up-to-date information on construction activities, news, P3 procurement process, employment opportunities and corporate reports.



## Public Inquiries

Have a question about the project? Not only can you message us through social media, you can call us at 519-946-3038 or email us at [info@wdbridge.com](mailto:info@wdbridge.com).



## Our Office

WDBA's office provides a place where you can find information, talk to the team, ask questions and provide feedback. Our offices are located at: 100 Ouellette Avenue, Suite 400 Windsor, ON N9A 6T3



## Join the Email list

Join our electronic mailing list by visiting our website and receive up-to-date information delivered right to your inbox.

