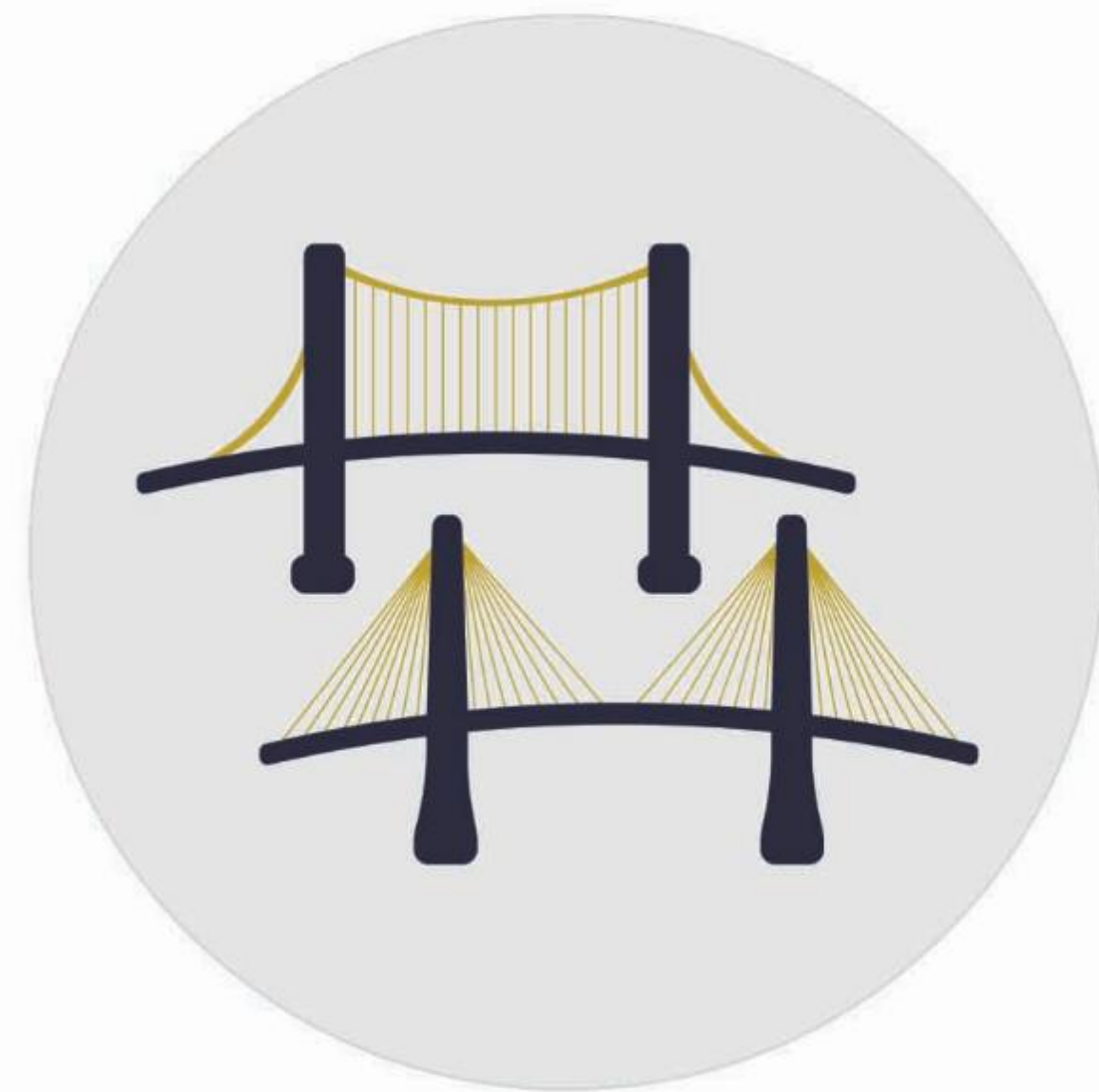


Project Purpose and Need



The Gordie Howe International Bridge will enhance the Canada-US trading relationship and personal travel by providing:

- Redundancy
- Improved border processing capabilities
- Capacity
- Improved system connectivity

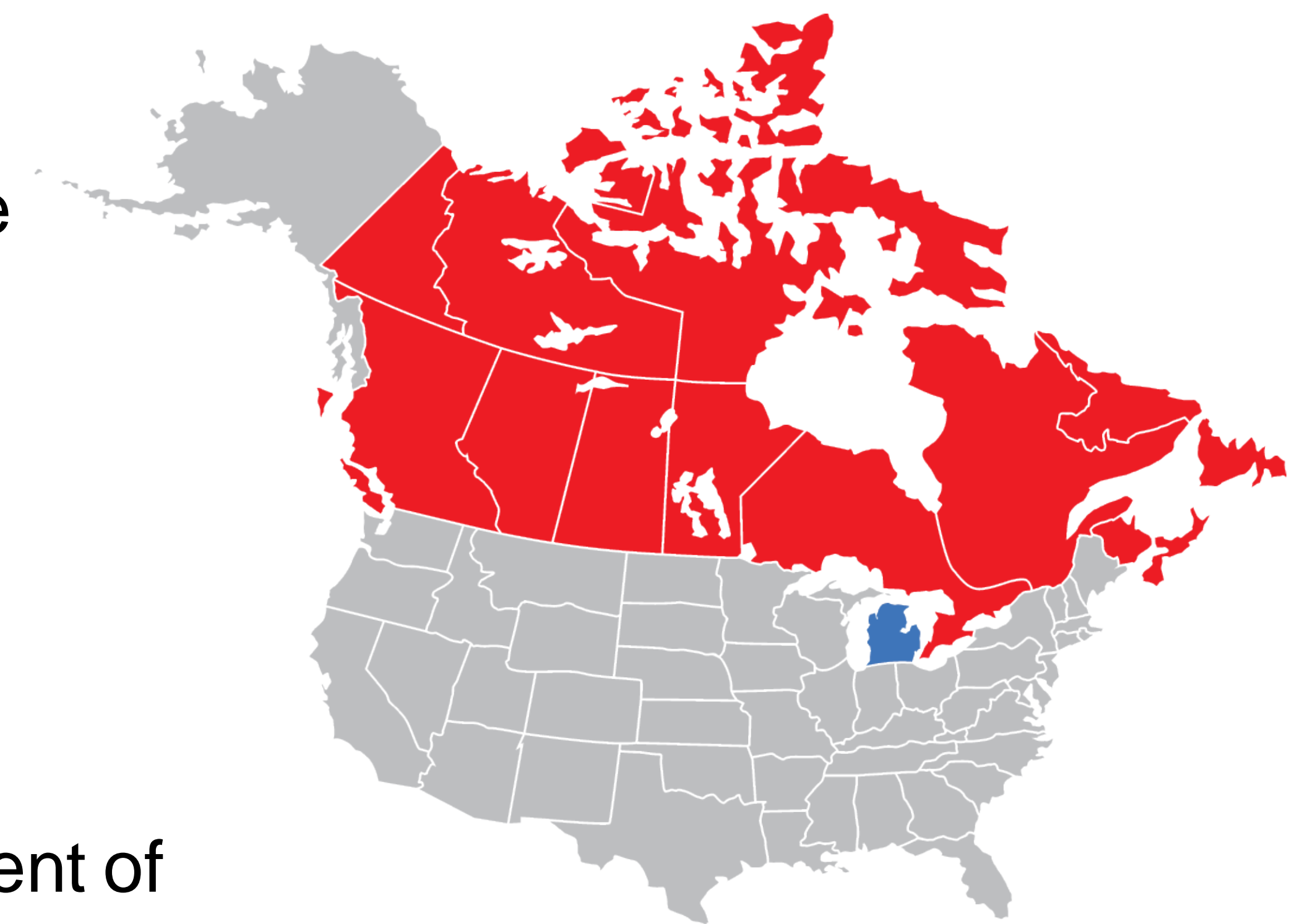


Project Collaboration and Structure



Project Collaboration: Working with Michigan

- The Canada-Michigan Crossing Agreement, signed in June 2012 by Canada and Michigan, provided a framework for the delivery of the Gordie Howe International Bridge project.
- Michigan is WDBA's partner in the delivery of the Gordie Howe International Bridge Project and we work closely together.
- 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 publicly-owned by the Government of Canada and the State of Michigan.
- We also work with the US Federal Highway Administration, customs and border authorities in both Canada and the US and the City of Windsor and the City of Detroit.



Contract Value Highlights

Length of contract: 36 years

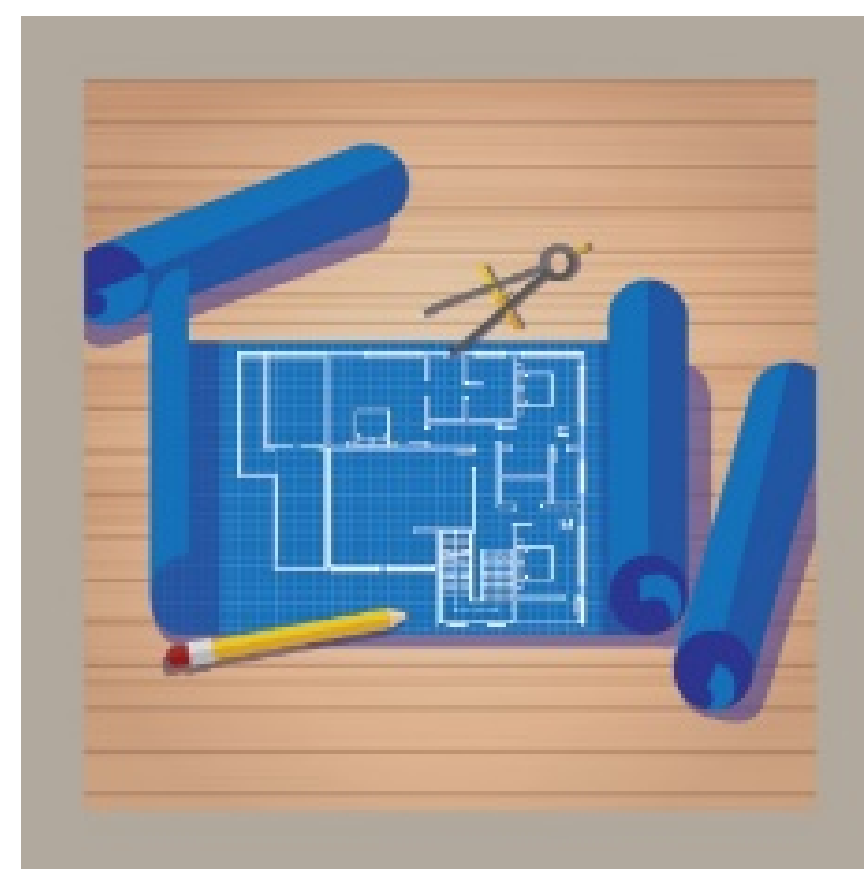
Total fixed contract value: \$5.7 billion (nominal)

Fixed-price cost: WDBA will repay Bridging North America the value of the contract over the contract term

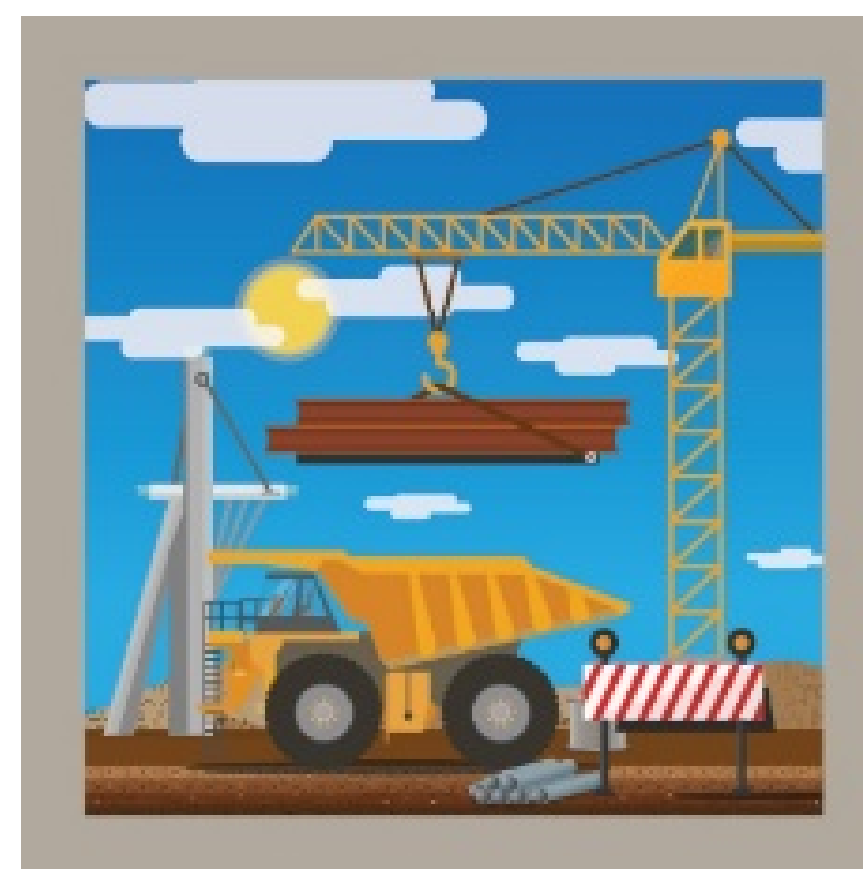
Risk: Bridging North America assumes market risk (examples: interest, foreign exchange)

Source of funding: Government of Canada

Design



Build



Finance



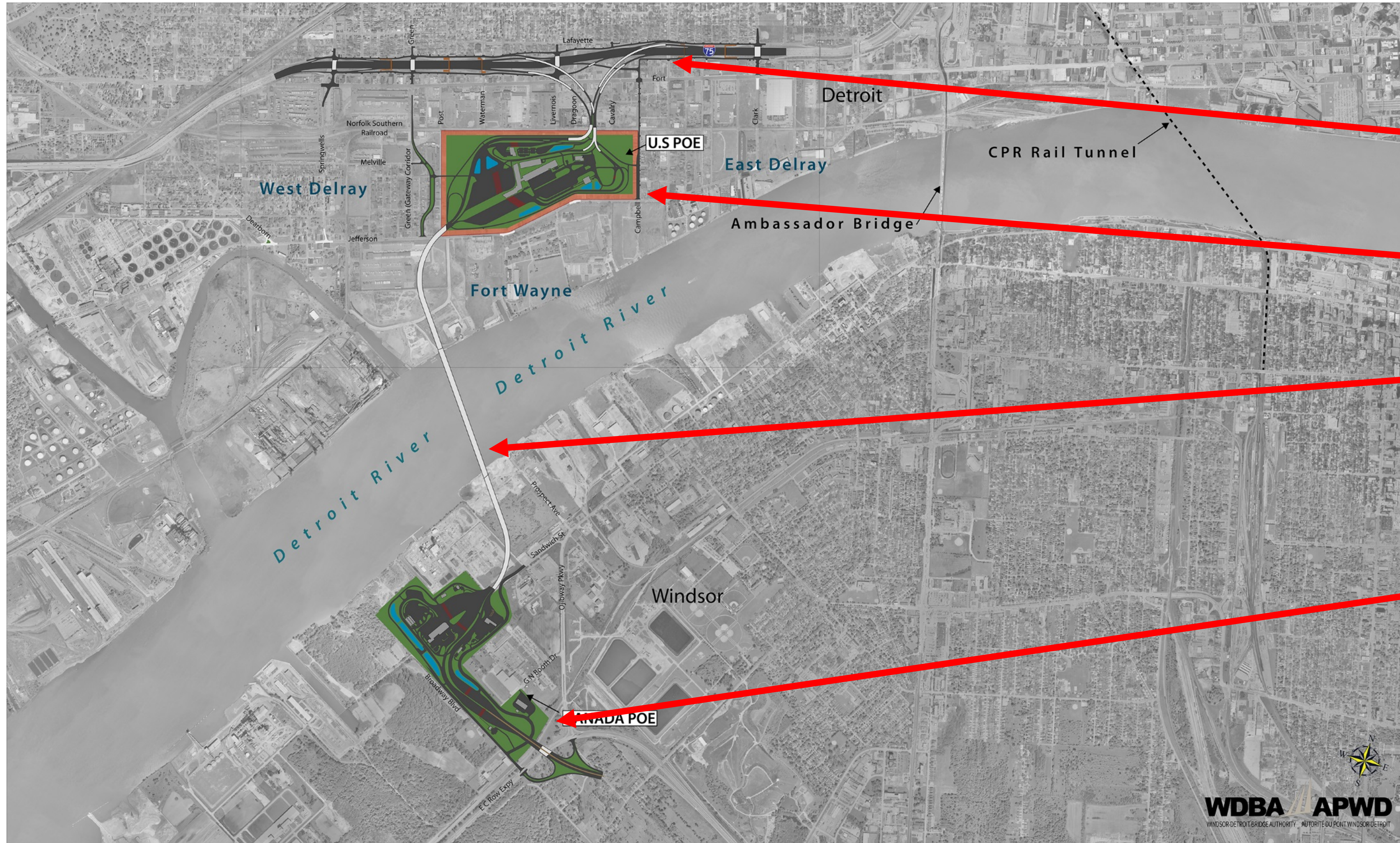
Operate



Maintain



Project Components

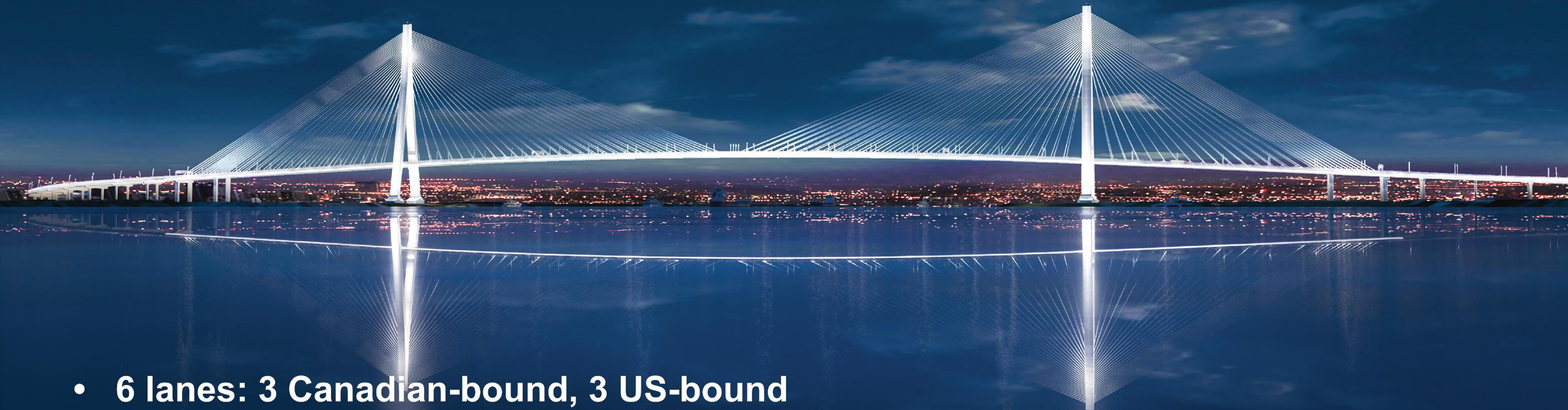


Legend

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



Key Project Features: Bridge



- **6 lanes: 3 Canadian-bound, 3 US-bound**
- **2.5 kilometres / 1.5 miles**
- **Clear span of 853 metres / 0.53 miles**
- **Multi-use path for pedestrians and cyclists 3.6 metres / 11.8 feet wide**

Key Project Features: US Port of Entry

Once constructed, this port will be one of the largest ports of entry in North America

- 68 hectare / 167 acre site
- 36 primary inspection booths
- Outbound inspection facilities
- Commercial exit control booths

Key Project Features: Canadian Port of Entry

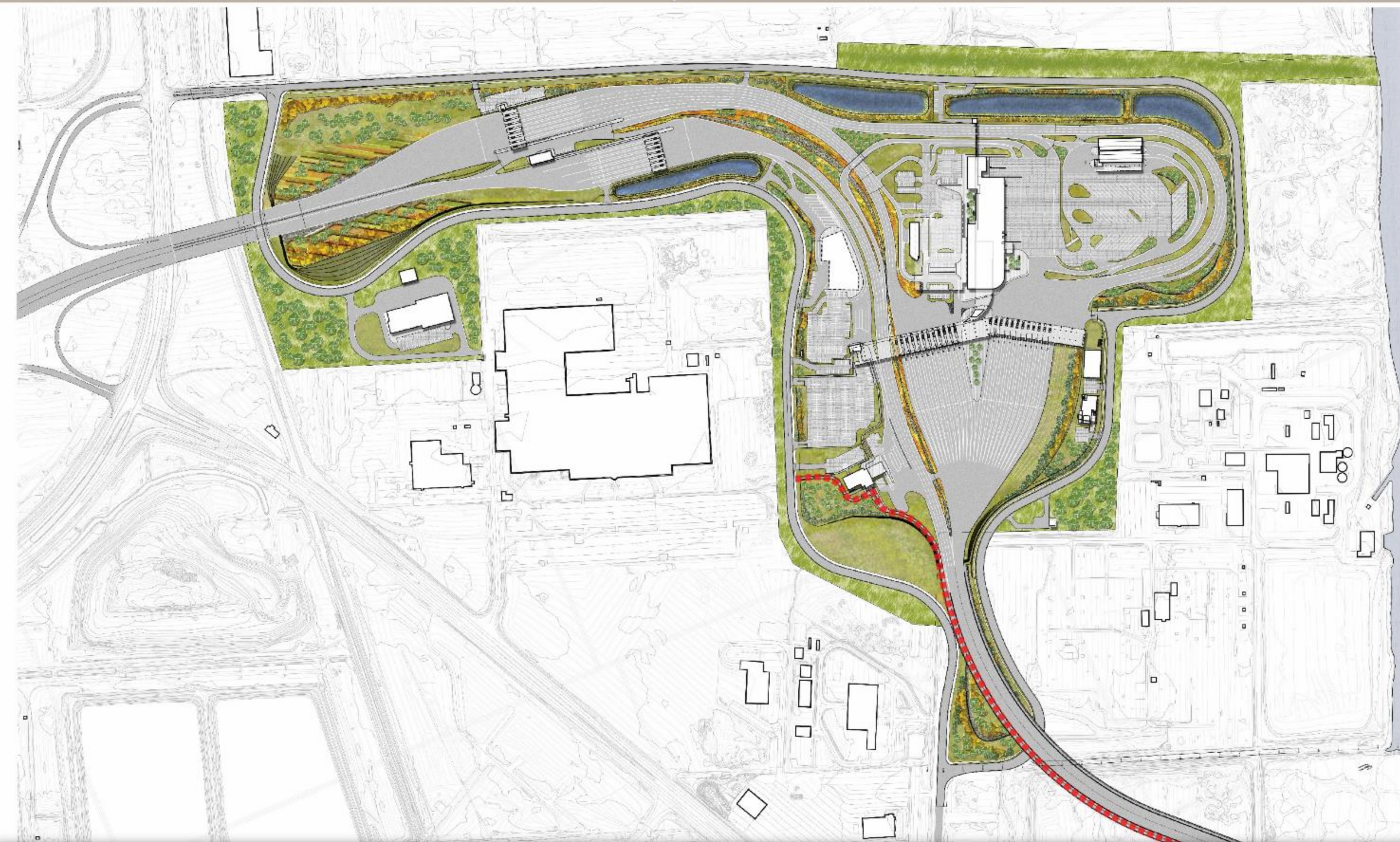
- Once constructed, this port will be the largest along the Canada - US border
- 53 hectare / 130 acre site
- 24 inspection booths
- Outbound inspection facilities
- Toll collection facilities for US and Canada-bound traffic

Key Project Features: Michigan Interchange

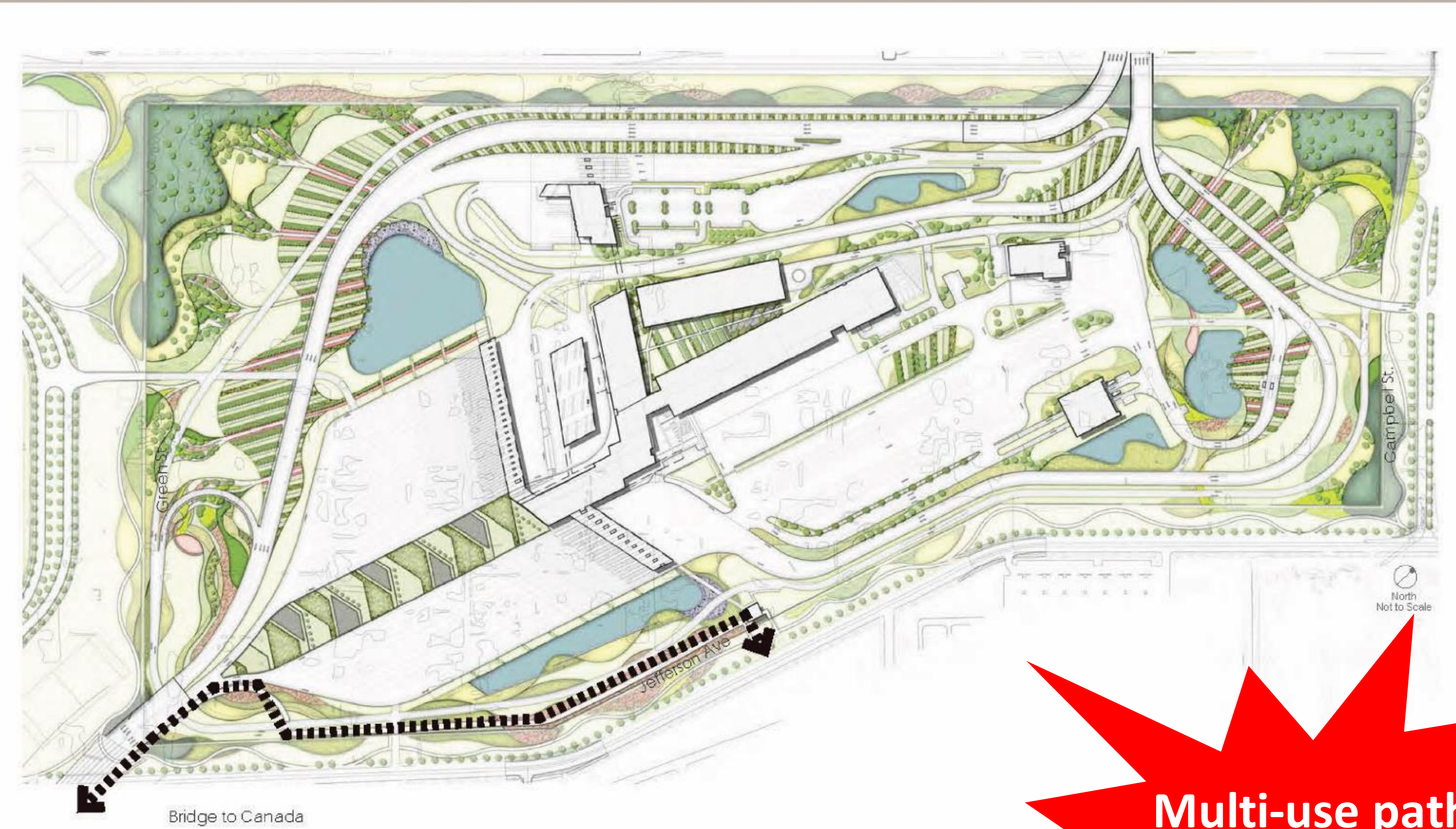
- 3 kilometres or 1.8 miles of I-75 and interchange ramps
- 4 new road bridges
- 5 new pedestrian bridges
- 4 long ramp bridges connecting I-75 to the US POE
- Local road improvements

Dedicated Multi-Use Path

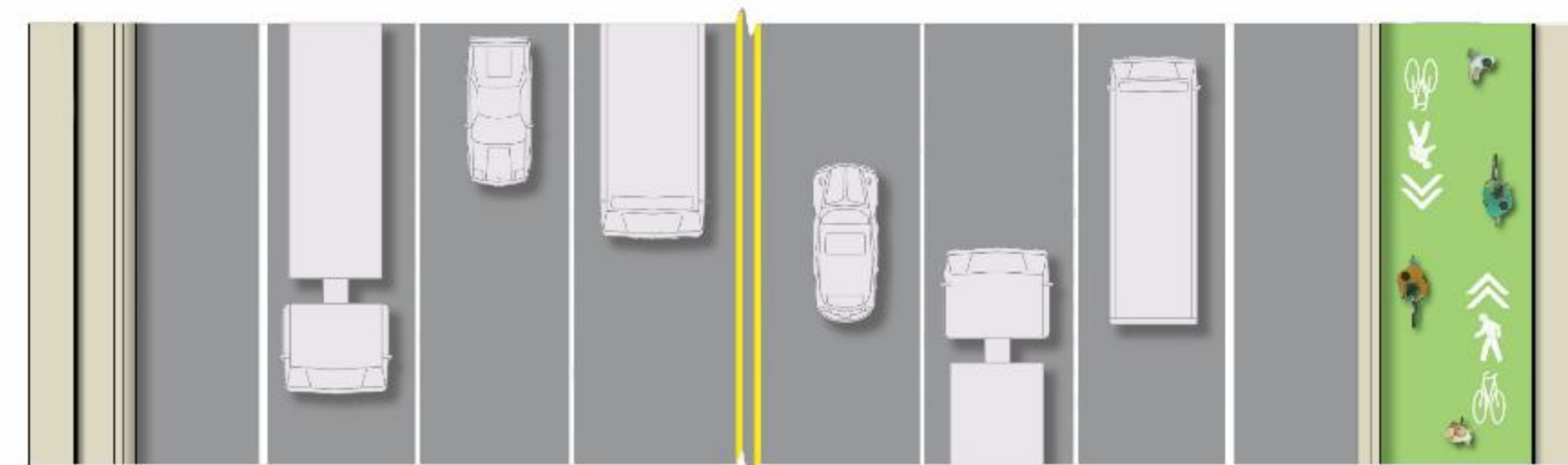
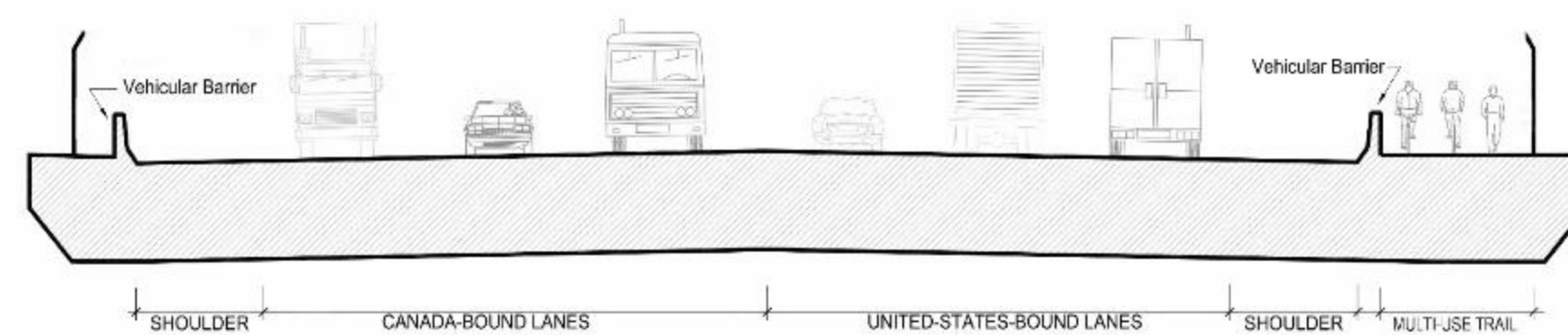
Canadian Port of Entry



US Port of Entry



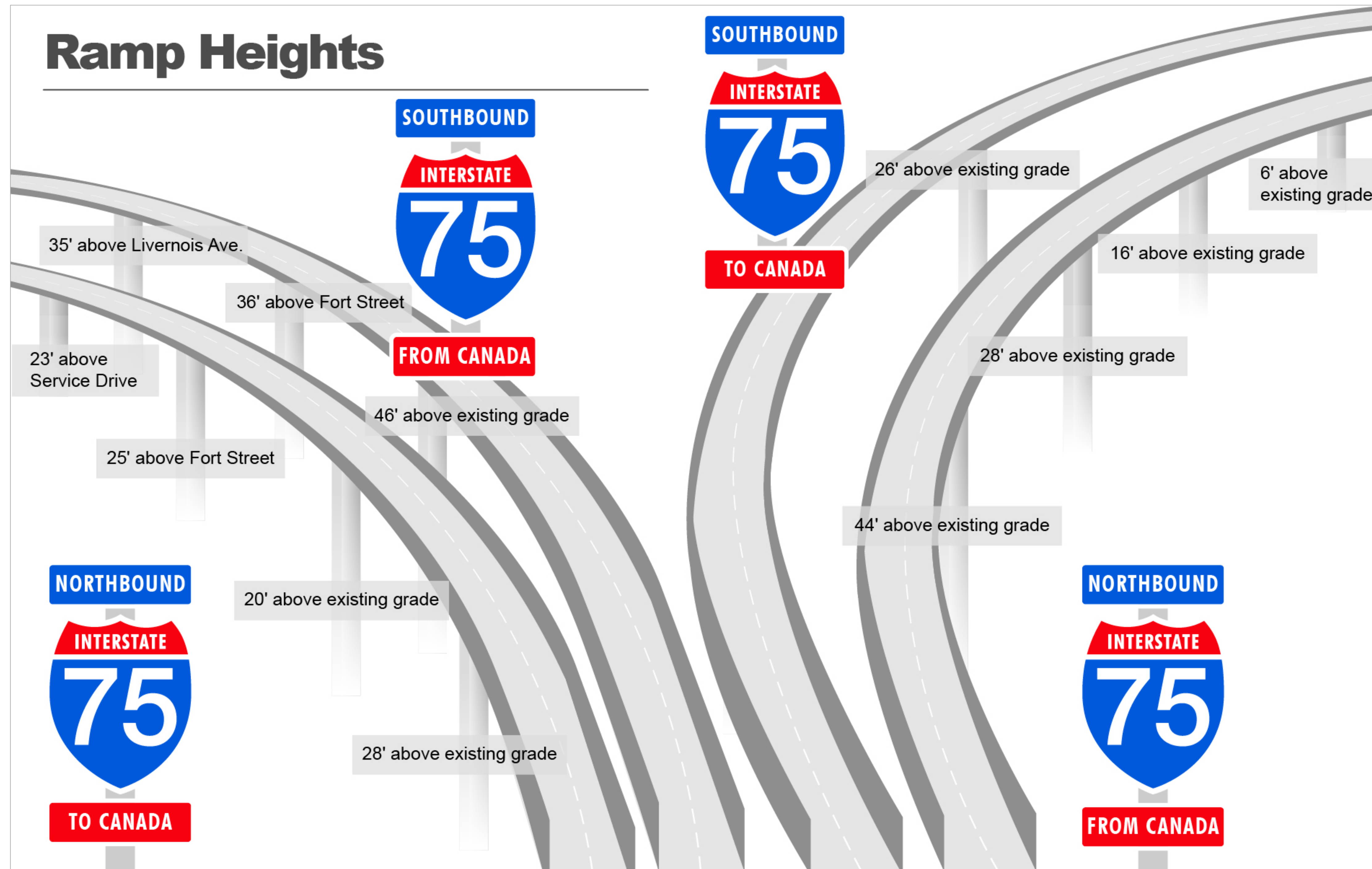
**Multi-use path
will be toll-free**



- **3.6 metres / 11.8 feet wide**
- **Barriers separating vehicular traffic from pedestrians**
- **Connections to local road networks in Canada and the US**



View from I-75 Interchange: Ramp Heights

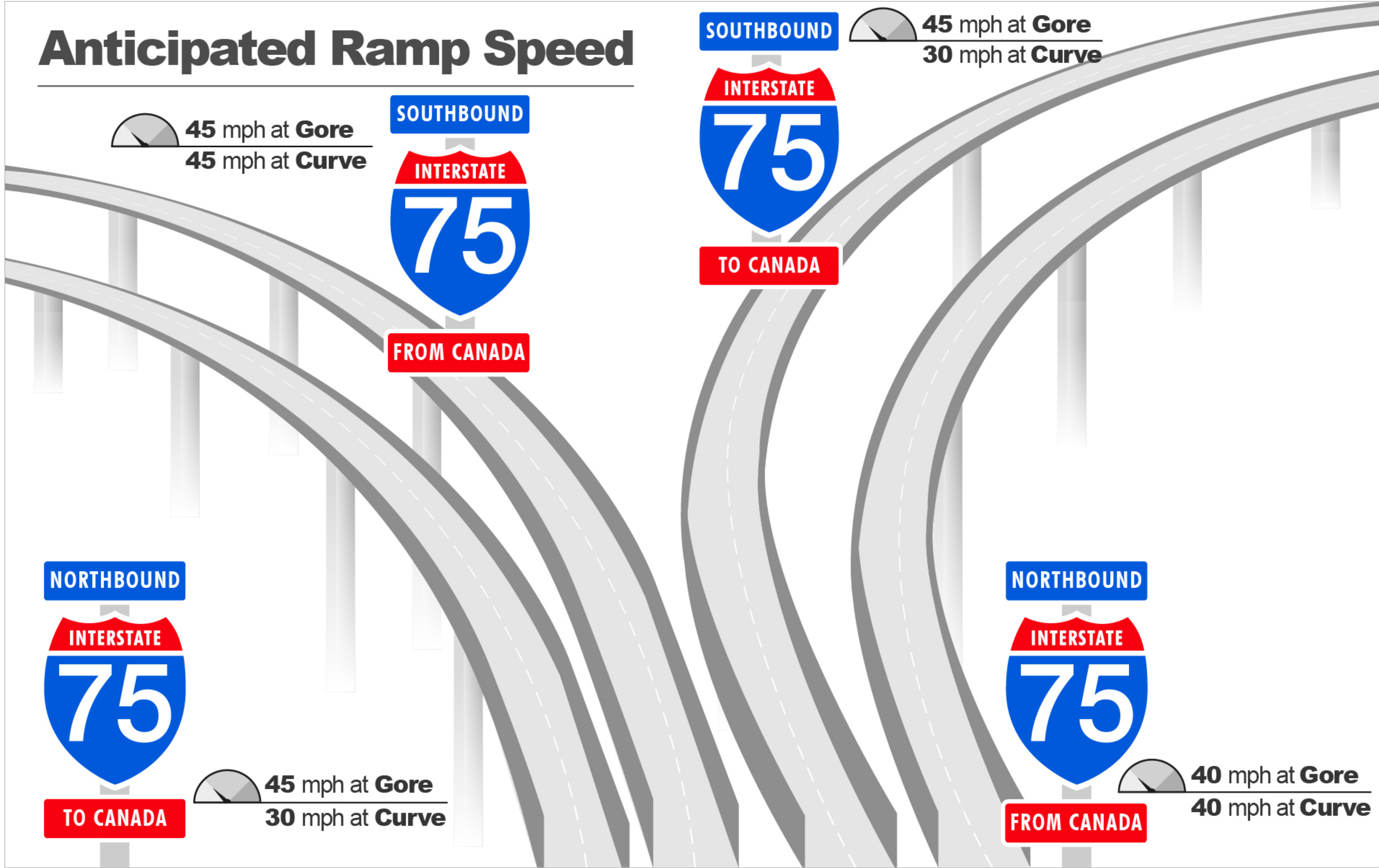


Ramp heights will begin below grade for vehicles exiting I-75 and quickly elevate to a maximum of 44-46 feet above street-level prior to descending to ground level at the Port of Entry.

Actual height is subject to review prior to construction.



I-75 Traffic Design: Anticipated Ramp Speed



Gore is the connection between the ramp and the freeway.

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



Designing for Commercial Users

Bridge design:

- ✓ Demand-driven dedicated lanes
- ✓ Roadway lighting meeting MTO and MDOT standards
- ✓ Accommodate truck breakdowns with minimal traffic impact
- ✓ Onsite weather monitoring station
- ✓ Hazardous materials will be accepted with safe and secure holding areas
- ✓ Agri-food considerations incorporated into design
- ✓ Travel Time Detection Systems for Border Wait Time

Advanced technology:

- ✓ ITS intelligent video will capture unauthorized movement near trucks
- ✓ Video feeds for traffic monitoring
- ✓ E-manifest programs and other trusted traveller programs
- ✓ VIN recognition
- ✓ Trucking companies geofencing / supply chain security programs
- ✓ Traffic Surveillance System
- ✓ Lane Control and Traveller Information Systems
- ✓ Most up-to-date large scale imaging will provide more efficient and timely throughput
- ✓ Traffic conditions to be on highway video display boards long before arrival at bridge to allow for alternate route planning
- ✓ Intelligent video hook ups will provide first responders another tool to facilitate responses to incidents impacting commercial traffic



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***.



Aesthetics – Guiding Principle

The design shall provide a primary aesthetic framework of “*contemporary minimalism*” with secondary layers of materiality, colour, texture and public art that responds to site specific context-related themes.

Simplicity • Clean lines • Good proportions • Openness • Transparency • Lightness

Aesthetics have been considered for all aspects of the project:

BRIDGE: modern expression of the bridge form, derived of modern design and construction techniques “clearly of its time”. Will be a unique and identifiable structure.



LANDSCAPING: includes elements of continuity and variation creating a unified experience and expresses themes of the site location. Will build upon functional requirements to support safety and security.



PEDESTRIAN SPACE: private and public spaces provide an opportunity for a finer grained landscape with more colour and amenities.

BUILDINGS: material palette of curtain wall, precast concrete panels, metal and composite. Will create clean lines, pleasing proportions and elegant simplicity that support the development of an open, transparent and welcoming facility.



LIGHTING: will create a cohesive and aesthetically pleasing visual effect by night throughout the crossing. Lighting will be incorporated on the bridge, roadways, pedestrian walkways, architecture and landscape.

CANOPIES: the canopies create the primary architectural gesture for the Ports of Entry.



Detroit Street Improvements

In recognition of Southwest Detroit's role as a gateway community to the US and in accordance with requirements set out in the Final Environmental Impact Statement, WDBA is investing in street improvements near the US Port of Entry. Here are just a few highlights of the work to be undertaken by Bridging North America:

- **PEDESTRIAN BRIDGES:** Five new pedestrian bridges will be constructed over I-75 and in some cases, over the service drives. Each bridge will align with any multi-use trails in the area. Access points include Beard, Waterman, Solvay, Junction and Lansing Streets. The pedestrian bridge identified through the 2008 Environmental Impact Statement at Morrell Street has been moved to Junction Street in response to extensive community consultation.
- **DECORATIVE BARRIERS:** Decorative security fencing will be provided around the north, east and west perimeter of the US POE with irrigated landscaping to provide an additional buffer to the community. An aesthetic perimeter wall will be installed along Jefferson Avenue that complements neighbouring facilities. New decorative security fencing will also be installed along the south side of West Jefferson Avenue adjacent to Historic Fort Wayne that meeting State Historic Preservation Office review.
- **FORT STREET CYCLE TRACK:** A six-foot protected cycle track will be installed along both sides of Fort Street between Green and Junction Streets. The cycle tracks will be separated from traffic by a minimum three-foot raised buffer. Bicycle signals will also be required at intersections to separate vehicles.
- **TREES:** Deciduous shade trees will be planted along the parkway between the sidewalk and road every 25 feet between Springwells and Clark Streets. A similar treatment will be provided from the US POE to Interstate-75 crossings at Green, Campbell and Junction Streets, along Jefferson Avenue and along Fort Street between Green and Junction Streets.
- **CONTINUOUS ACCESSIBLE SIDEWALKS:** A continuous fully accessible sidewalk will be constructed along the City side of the Service Drive and between the Service Drive and I-75 main line to connect the entrance of each pedestrian bridge to the nearest intersection or to a signalized block crossing. Pedestrian countdown signals will be installed at all signalized intersections and mid-block crossings along the service drives.
- **GREENWAY:** A greenway will be constructed to connect pedestrians and cyclists from the Gordie Howe International Bridge to the I-75 Freeway crossings at Green Street and the new pedestrian bridge to be installed at Junction Street. Street design will include safe transition points from off-road paths to on-street bike lanes with appropriate wayfinding to make the transitions easy for users.



3 Pedestrian Bridge Design Panels



Sandwich Street Improvements

In recognition of Sandwich's role as a gateway community to Canada and in response to public consultation, WDBA is investing in improvements to Sandwich Street as part of the Gordie Howe International Bridge project. Here are just a few highlights of the work to be undertaken by Bridging North America along the Sandwich Street corridor:

- **DELIVERY:** These improvements are being delivered in addition to the initiatives to be undertaken as part of the Community Benefits Plan. This work is estimated to be a \$12 million investment. Construction is anticipated to begin in 2020 subject to consultation.
- **LOCATION:** Approximately 3 km of Sandwich Street from the intersection of Sandwich Street and Ojibway Parkway to the Rosedale Avenue roundabout will see improvements to the current infrastructure.
- **DESIGN:** Improvements to the Sandwich Street Corridor design will align with the Sandwich Town Community Improvement Plan, Sandwich Heritage Conservation District Plan and Sandwich Town Urban Design Guidelines.
- **ROAD IMPROVEMENTS:** The Sandwich Street Corridor will be fully re-paved in accordance with municipal standards. All commercial and residential driveway approaches within the municipal right of-way will also be replaced.



- **STREETSCAPING:** Attractive streetscaping such as planters, benches, garbage receptacles, etc. will be considered for incorporation into the Sandwich Street Corridor improvements.
- **ACCESSIBILITY:** All sidewalks within the Sandwich Street Corridor will be replaced and will meet accessibility standards.
- **INTERSECTION IMPROVEMENTS:** Bump outs will be incorporated at some intersections to enhance pedestrian safety when crossing the roadway. Some intersections within the designated truck route section will also see enhancements to accommodate local truck movements.



Construction Schedule


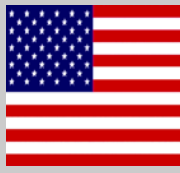




















	2018	2019	2020	2021	2022	2023	2024
Project Start-up	█						
Design	█	█	█				
Construction	█	█	█	█	█	█	█
Turnover and Commissioning						█	█

- Estimated construction duration is **74 months**
- It is anticipated that we will have the Gordie Howe International Bridge open to traffic by the end of **2024**.



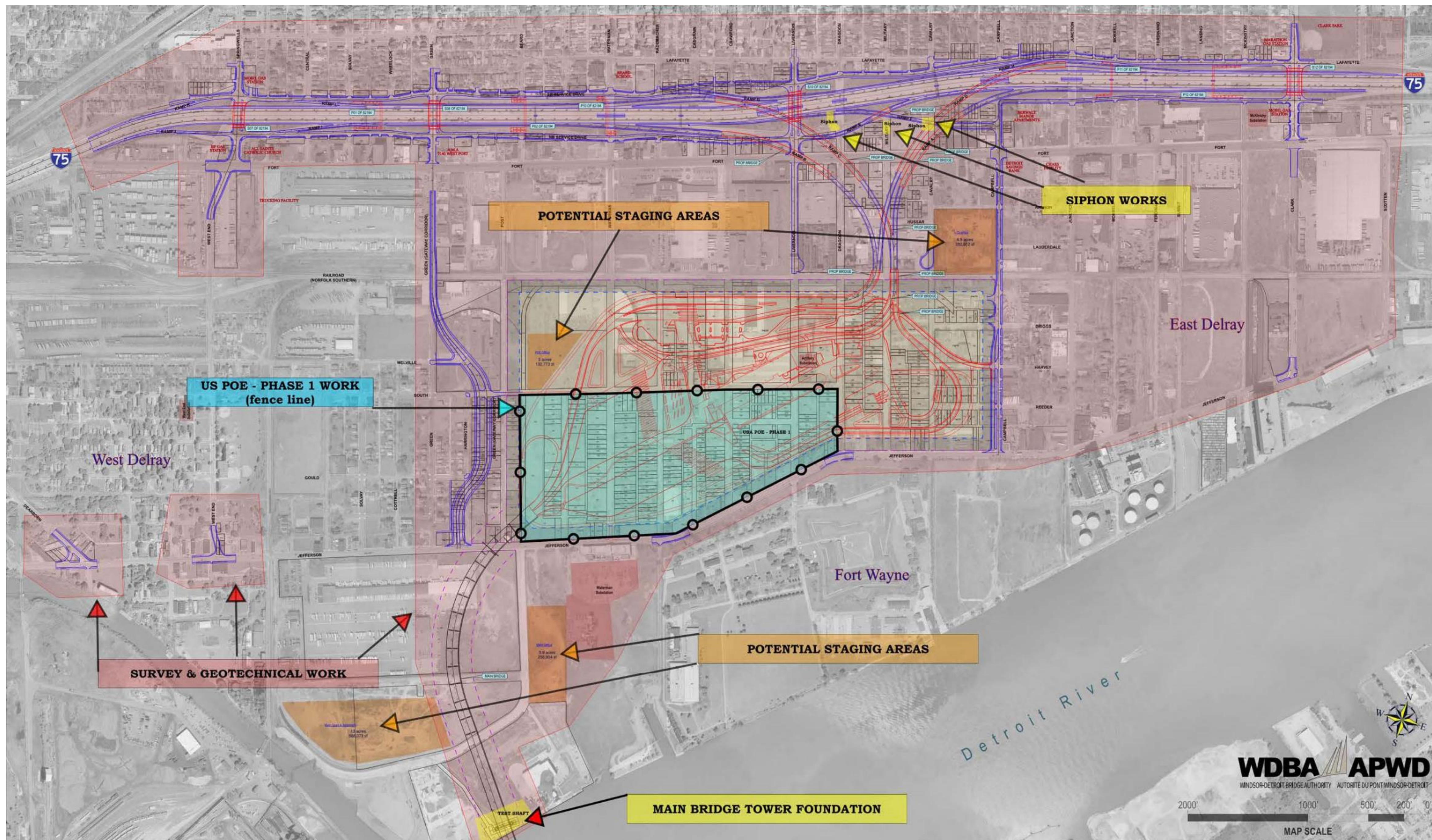
Construction Look Ahead

Upcoming Activities in Spring 2019

-   Design continues: Advancing design from 30% to construction ready
-   Survey work continues: Crews review property lines, site details, verify conditions
-   Utility surveys and relocations
-   Site clearing & pre-construction activities
-   Fence installation: chain-link and construction fencing to be installed at CDN and US POEs
-   Establish field offices and staging areas: Install fencing and office trailers
-   Test piles for bridge foundation: Integrity and quality assurance of pile and soil conditions
-   Seawall investigation activities
-  I-75 Interchange early works
-  US POE road closures
-  Sewer and siphon 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
-   Construction monitoring and mitigation



Phase 1 US Construction Locations



- Phase 1 US POE fencing is anticipated to be installed in early 2019.
- All areas within the fenced project right-of-way may be used as construction laydown and staging areas for the storage of construction related equipment and materials.
- Additional areas may be needed outside of the fenced site. Potential locations have been identified for use as displayed.
- Measures will be taken to minimize the impact of construction on adjacent residents and businesses.
- The public will be kept informed about upcoming work in their area.

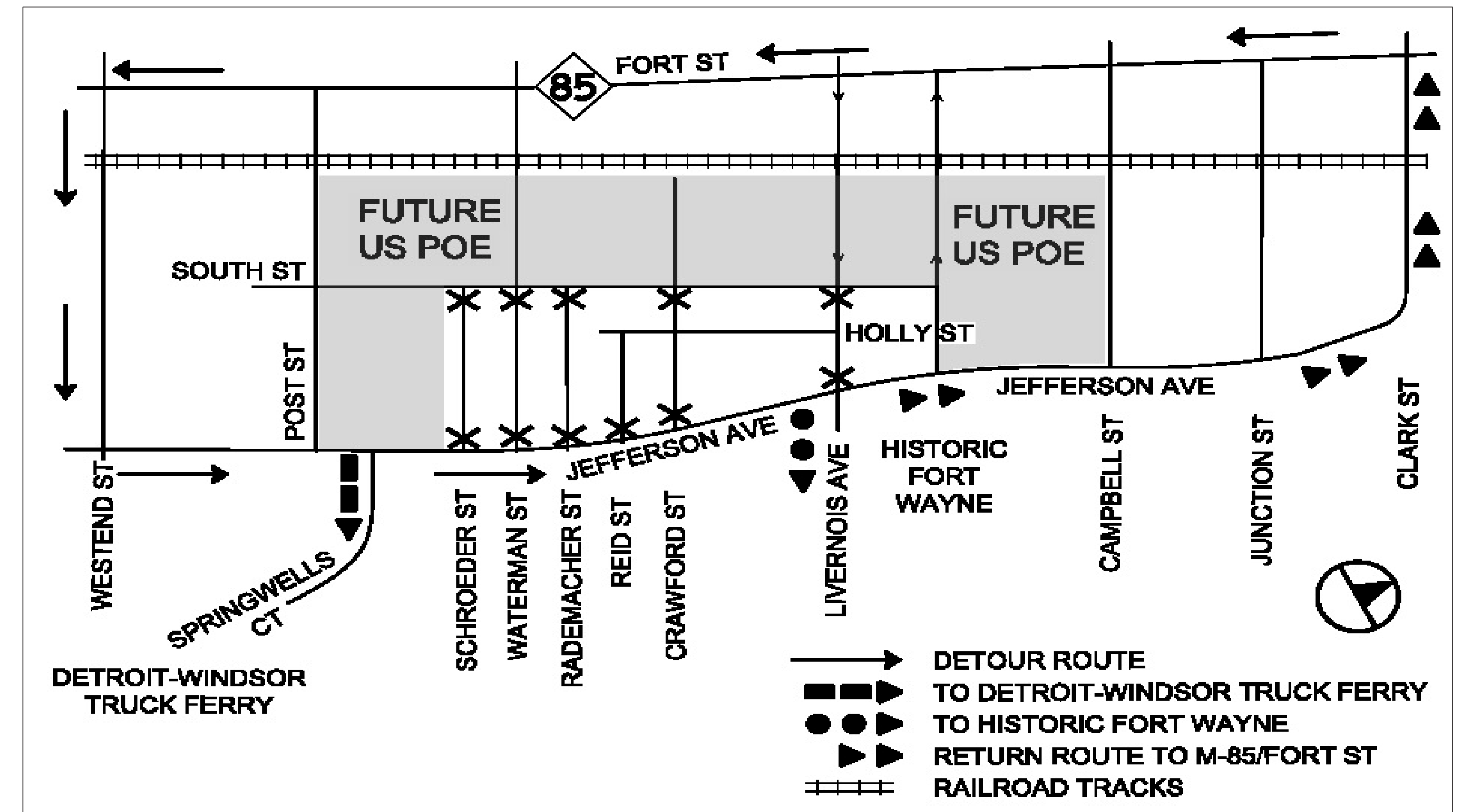


US Upcoming Road Closures and Detour Routes

Construction of the US Port of Entry will require the permanent closure of a number of roadways falling within the project footprint. The first portion of these closures is anticipated to occur in April 2019. This will result in the following permanent road closures:

Between Jefferson Avenue and South Street:

- Schroeder Street
- Waterman Street
- Rademacher Street
- Reid Street
- Crawford Street
- Livernois Avenue
- Holly Street
- Buelow Court



Access will be maintained to adjacent properties and detour routes will be posted. Further consultation and advance notification will be provided once timing is confirmed.



US Upcoming Short-term Road Closures

Soil boring and utility marking will have a short-term impact on the following roads in April 2019:

- Clark Ave
- Between Scotten St and Hubbard St
- Between Fort St and NB I-75 Service Dr
- W Lafayette Blvd at Clark Ave
- I-75 Frontage Rd at Clark Ave
- Fisher Service Dr, Scott St to Hubbard St
- South Clark St, Fisher Service Dr to Hubbard St
- Wheelock St to Morrell St
- Carey St to Junction St


Access will be maintained to adjacent properties and detour routes will be posted.



US Works: Utility Relocation

- Utilities located within the US Port of Entry footprint and the land required for the bridge footings require relocation. WDBA, MDOT and Bridging North America 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, upgraded 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.
- 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 Dragoon Street and Military Street), Beulow Court (near Livernois Avenue), Livernois 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 Livernois 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 Springwells Court (south of Jefferson Avenue), Glinnan Street (between Lafayette Boulevard and I-75), Solvay Street (between Lafayette Boulevard and I-75), Crawford Street (between Lafayette Boulevard and I-75), and Campbell Street (between Amherst 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.wdbridge.com www.instagram.com/windsordetroitbridgeauthority www.facebook.com/WDBABridge www.youtube.com/search?q=WDBA

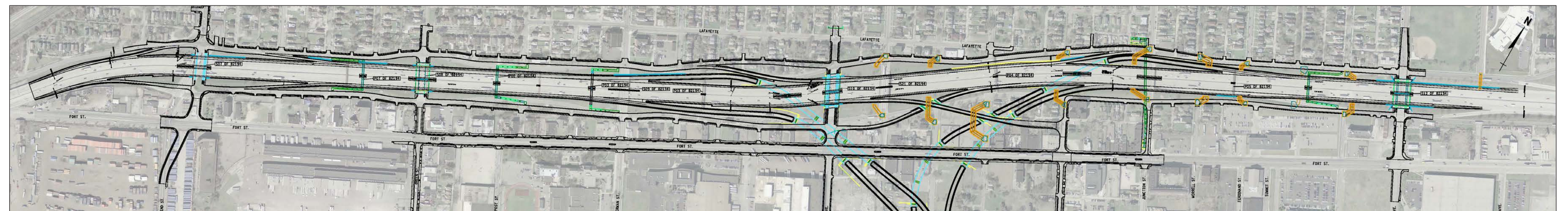
WDBA APWD
WINDSOR-DETROIT BRIDGE AUTHORITY | AUTORITÉ DU PONT WINDSOR-DETROIT

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



Upcoming US Siphon Work & Utility Relocation

- 10 new siphon chambers will be installed to connect existing or recently installed sewers within the project limits. Siphon work beginning in spring 2019 will be at the following three locations:
 - Dragoon Street (between Fort Street and I-75)
 - Military Street (between Fort Street and I-75)
 - Cavalry Street (between Fort Street and I-75)
- Advanced utility relocations are continuing throughout the project footprint and adjacent neighborhoods. Major utility suppliers and providers scheduled for removals, relocations, and new installations in Spring 2019 include:
 - DTE – Electric
 - DTE – Gas
 - ITC
 - Comcast
 - AT&T
 - Sprint/Nextel



I-75 siphon locations



Canada & US Test Shaft Work

Construction of test piles for the main bridge are anticipated to begin in 2019 on both sides of the border. This work will provide a test program to inform and finalize the design of the tower foundations. Work will include:

- Installation of a 'full-size' (three metre) test shaft that will mimic the future work to be performed on the permanent tower foundation drilled shafts.
- Once installed and concrete has cured to the specified strength, testing of the shaft will commence.
- The test is comprised of a system of hydraulic jacks sitting on the base of the drilled shaft that is embedded six metres into bedrock.
- Once the system is pressurized, the intent is to measure the force required to mobilize the shaft upward.
- Measurements will then be correlated with the load resistance to be incorporated into the final design.



Mitigating Construction Impacts

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 and Bridging North America are committed to minimizing disruptions to communities and the environment and 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 some of the mitigation measures that are required 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

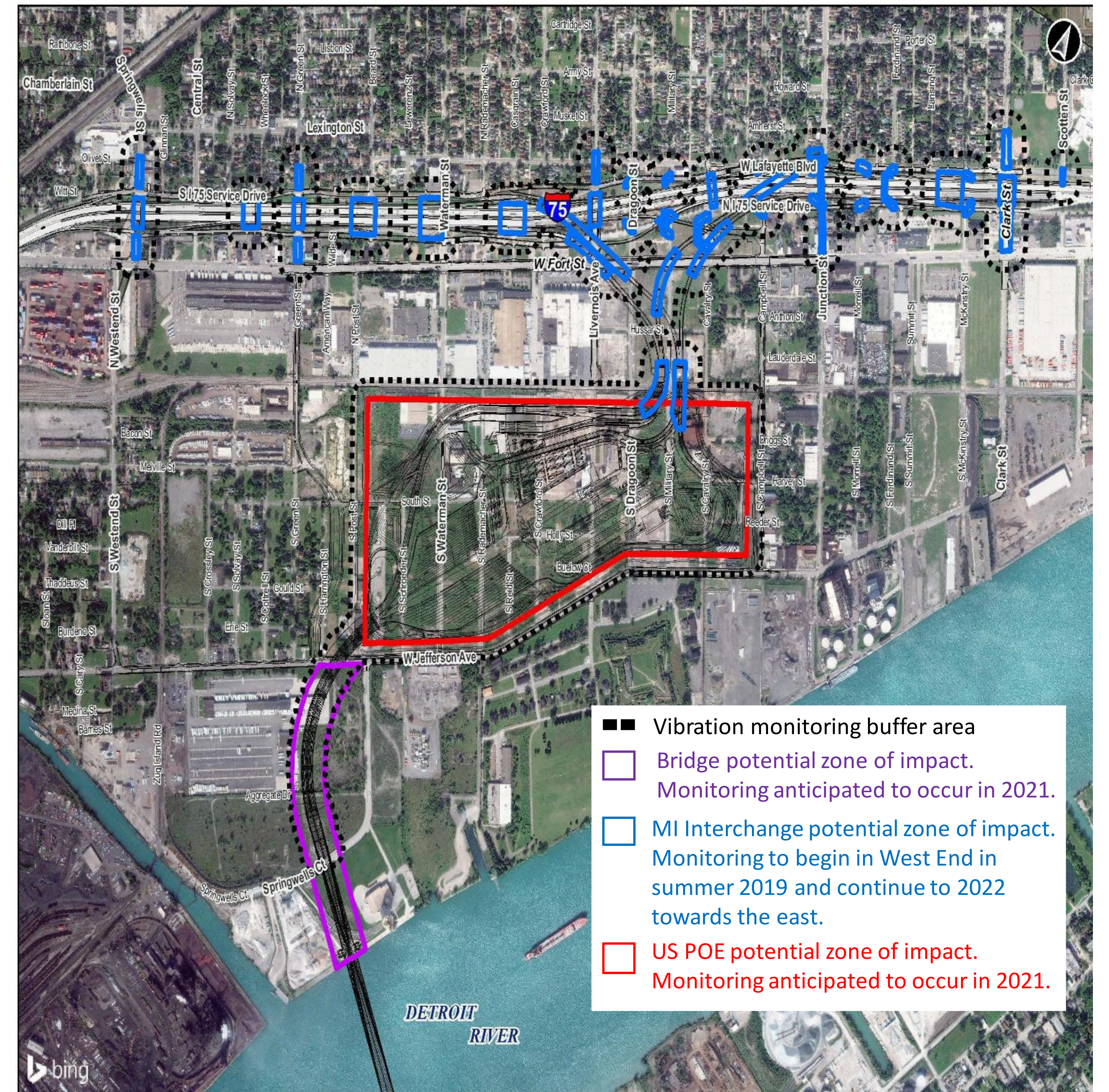
Traffic Disruptions

- 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



Construction Mitigation: Vibration Monitoring

- Every effort will be made to reduce impacts to residents, historical structures and business' located adjacent to construction areas. 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 conducted in areas that have been identified within **150 feet** of major construction zones.
- Adjacent residents and businesses that fall within the identified area will be issued letters to coordinate a survey of their property prior to major construction activity occurring in their area.
- Vibration levels will be monitored throughout construction activities.
- Fort Wayne, Berwalt Manor and many other Historical Structures in the vicinity of the project site will be included in this Vibration Monitoring Program.



Canada: Recognizing the Environment

The land around the Canadian Port of Entry is home to many species at risk plants and wildlife. WDBA is required develop and implement environmental mitigation plans as part of the Bridge to Strengthen Trade Act.



- SAR plants and habitat features found and removed prior to construction included:
 - 2,127 Willowleaf Aster Rhizomes
 - 497 Dense Blazing Star corm clusters
 - 10 Kentucky Coffee-trees
 - 2000+ seeds from many native prairie species
- Two SAR snakes – the Eastern Foxsnake and Butler’s Gartersnake – are known to live in the area of the POE.
- Snake salvages completed in 2016 did not find any SAR snakes within the POE perimeter
- 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: Integrating the Gordie Howe International Bridge into the Region

A key project feature is the inclusion of a Community Benefits Plan that will have a positive impact on communities in Windsor and Detroit and reflects what our stakeholders have told us is important to them. Community benefits are identified opportunities that can advance economic, social or environmental conditions for the local communities. The inclusion of a Community Benefits Plan as an integral part of the Gordie Howe International Bridge project originates in the 2012 Canada-Michigan Crossing Agreement.

VISION: For the Gordie Howe International Bridge project, the Community Benefits Plan will:

- Provide economic opportunities in the host communities
- Contribute positively to workforce development programs
- Deliver neighbourhood improvements
- Ensure clear commitments and accountability from all parties for its delivery.

FRAMEWORK: Since 2015, more than 230 suggestions from Michigan and Ontario stakeholders have been received for consideration. To help ensure their vision is achieved, the principles of the I-Care Framework will be followed.

INTEGRATED

Community Benefits shall be an integral component of the Project carried out during the construction and operation periods.

COLLABORATIVE

Community Benefits shall reflect the input of the host communities and be delivered through partnerships, ensuring that the interests of the respective communities are taken into account.

ACCESSIBLE

Community Benefits shall be easy to understand, easily accessible, regularly measured and publicly reported.

REGIONAL

Community Benefits shall be reflective of the character of the region, tailored specifically for the region and provide value to the region.

ENTERPRISING

Community Benefits shall be comprised of new methods, ideas and innovative approaches to engage and benefit the neighbouring communities.



Community Benefits: Plan Components

The Community Benefits Plan for the Gordie Howe International Bridge project is comprised of two components:



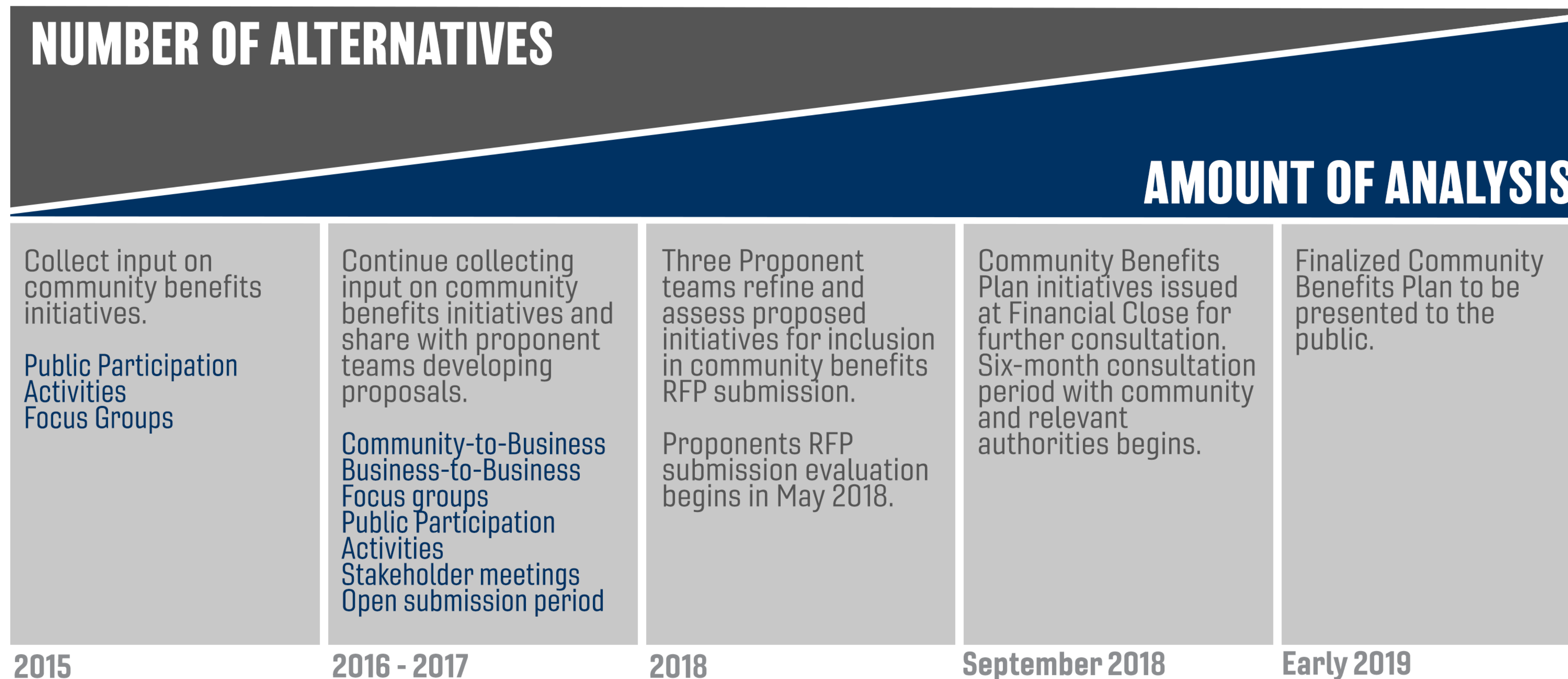
To effectively deliver the Workforce Development and Participation Strategy, BridgingNA will partner and collaborate with organizations and workforce development agencies with the experience and resources in place to support training and skills development initiatives. Further consultation will help shape the delivery.



Community Benefits: Consultation

EVALUATION OF COMMUNITY BENEFITS INITIATIVES

TIME 
 STEPS IN EVALUATION PROCESS 



CONTINUED CONSULTATION

Further consultation will be undertaken with the community and relevant authorities to discuss the proposed community benefits initiatives over a six-month period following Financial Close. The Final Community Benefits Plan will be presented to the public in early 2019.

PUBLIC PARTICIPATION

A Local Community Group composed of stakeholders will be formed to work as informal partners in the implementation phase of the Community Benefits Plan.

REPORTING

The Community Benefits Plan will include a robust documenting, tracking and reporting structure that demonstrates accountability to the region. The Community Benefits Plan will be posted on the project website once finalized as will quarterly reports.



Neighbourhood Infrastructure Survey Results

40+ Meetings held on both sides of border

Met with **700+** stakeholders

400+ Surveys received

As a result of Neighbourhood Infrastructure Strategy consultation a number of priorities have been identified for Windsor and Detroit communities. Themes emerging from the feedback received include:

CANADA

- Trail System Connections
- Economic Development
- Sandwich Street Beautification
- Support for Community Programming
- Recognition of Area History
- Recognition for Environmentally Sensitive Areas Adjacent to Port of Entry

US

- Trail System Connections
- Economic Development
- Home Repairs Program
- Support for Community Programming
- Recognition of Area History
- Environment Conditions Relating to Tree Cover



Workforce Development Initiatives

To effectively deliver the Workforce Development and Participation Strategy, Bridging North America will partner and collaborate with organizations and workforce development agencies with the experience and resources in place to support training and skills development initiatives.

Employment Opportunities

- Require subcontractors to hire at least 20% of new hires from local region
- Participate in job fairs/employment sessions
- Identify and select pre-apprentices and apprentices
- Screen local applicants for jobs, training and skills development opportunities
- Enhance the communities' awareness of the project
- Inform employment groups of skills required on the project to enhance ability to provide training programs to locals

Business Opportunities

- Host Business-to-Business information sessions
- Provide two-way communication with local subcontractors on how to participate
- Provide online system to invite local businesses to submit information on capabilities and capacity
- Inform communities on the types of local goods and services required as well as supplier opportunities
- Foster growth of small companies in the host communities by purchasing goods, supplies and services under \$25,000 value locally, when possible



Workforce Development Initiatives Cont'd

Training/Education Opportunities

- Partner with local educational institutions to identify research opportunities for students
- Participate in speaker series and offer mentorship opportunities for students
- Partner with apprenticeship organizations and local unions to arrange training and mentorship for youth
- Support job training and skills development for local residents
- Provide ESL and participate in job training sessions
- Partner with local educational institutions to provide co-op/work placement opportunities

Indigenous Peoples Opportunities

- Engage with Walpole Island First Nation to explore business partnership opportunities
- Implement a First Nations policy and require same from subcontractors
- Ensure Canadian Indigenous Peoples have equitable access to jobs
- Commission local artists to create community art/murals
- Support mentoring of First Nations recruits
- Partner with local universities to inform applicable Canadian Indigenous students of co-op opportunities and to support equitable access to training and skills development
- Provide two-way communication with First Nations subcontractors and support job fairs
- Partner with training organizations to arrange on-site training and mentorship for Canadian Indigenous Peoples
- Increase awareness of skilled trades careers and support apprenticeship programs for First Nations students and youth (between ages of 18-25)



Next Steps: Community Benefits

1. Continue analyzing data and completing additional consultation efforts as needed
2. Complete draft Community Benefits Plan
3. Bridging North America to submit draft plan to WDBA for approval
4. Finalize the Community Benefits Plan and share the final plan with the public in April 2019.
5. Implement the plan in accordance with timelines identified

Public Participation

A local Community Group composed of stakeholders will be formed to work as informal partners in the implementation of the Community Benefits Plan. These stakeholders will represent:

- **Windsor-Essex County**
- **Delray community**
- **Greater Detroit municipalities**
- **Bridge users**
- **Educational institutions**
- **Economic Development organizations**
- **Canadian Indigenous Peoples**

WDBA will issue open call for applicants in **spring 2019**

16 participants for the Local Community Group will be identified by WDBA with support from Michigan

Local Community Group will **meet quarterly**

Provides input into the implementation of the Community Benefits Plan



Consultation and Communication

Public consultation will continue in Canada and the US throughout the project phases on many items 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

COMPLAINTS MANAGEMENT PROTOCOL

WDBA will act as the “one-window” source to address all public and stakeholder inquiries.

Have a question or concern?

- 1-844-322-1773
- info@wdbridge.com
- Arrange one-on-one meeting.

Our goal is to acknowledge all public inquiries within 24 hours and provide a detailed response within three-to-five business days.

All information will be collected in accordance with the *Freedom of Information Act*, *Access to Information Act* and the *Privacy Act* (Canadian Federal) and *Protection of Privacy Act* (Michigan).



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
@GordieHoweBrg



Like us at
@GordieHoweBridge



Follow us at
@gordiehoweborg



Connect with us at
WDBA-APWD



Subscribe to
YouTube.com/GordieHoweBridge



WDBA Website

Our website, GordieHoweInternationalBridge.com, is your main source for up-to-date information.



Public Inquiries

Have a question about the project? Not only can you message us through social media, you can call us at 1-844-322-1773 or email us at info@wdbridge.com.



Our Community Offices

WDBA's community offices provides a place where you can find information, talk to the team and ask questions.

Sandwich
3201 Sandwich St.
Windsor, ON N9C 1A8

Southwest Detroit
7744 W Vernor Hwy
Detroit, MI 48209



Join the Email list

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

