

Gordie Howe International Bridge



Quarterly Public Meeting - Detroit
March 27, 2019

Gordie Howe International Bridge Project

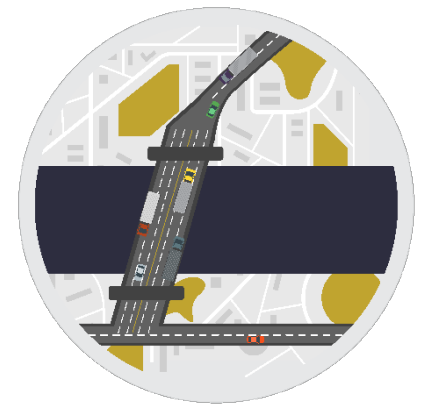
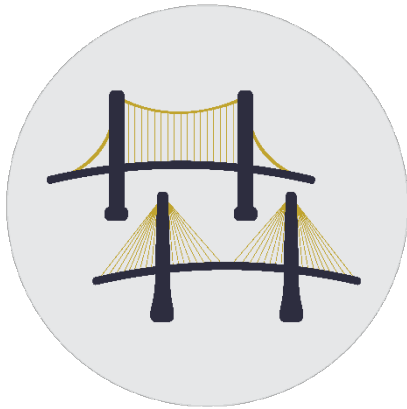
What is the need?

Redundancy

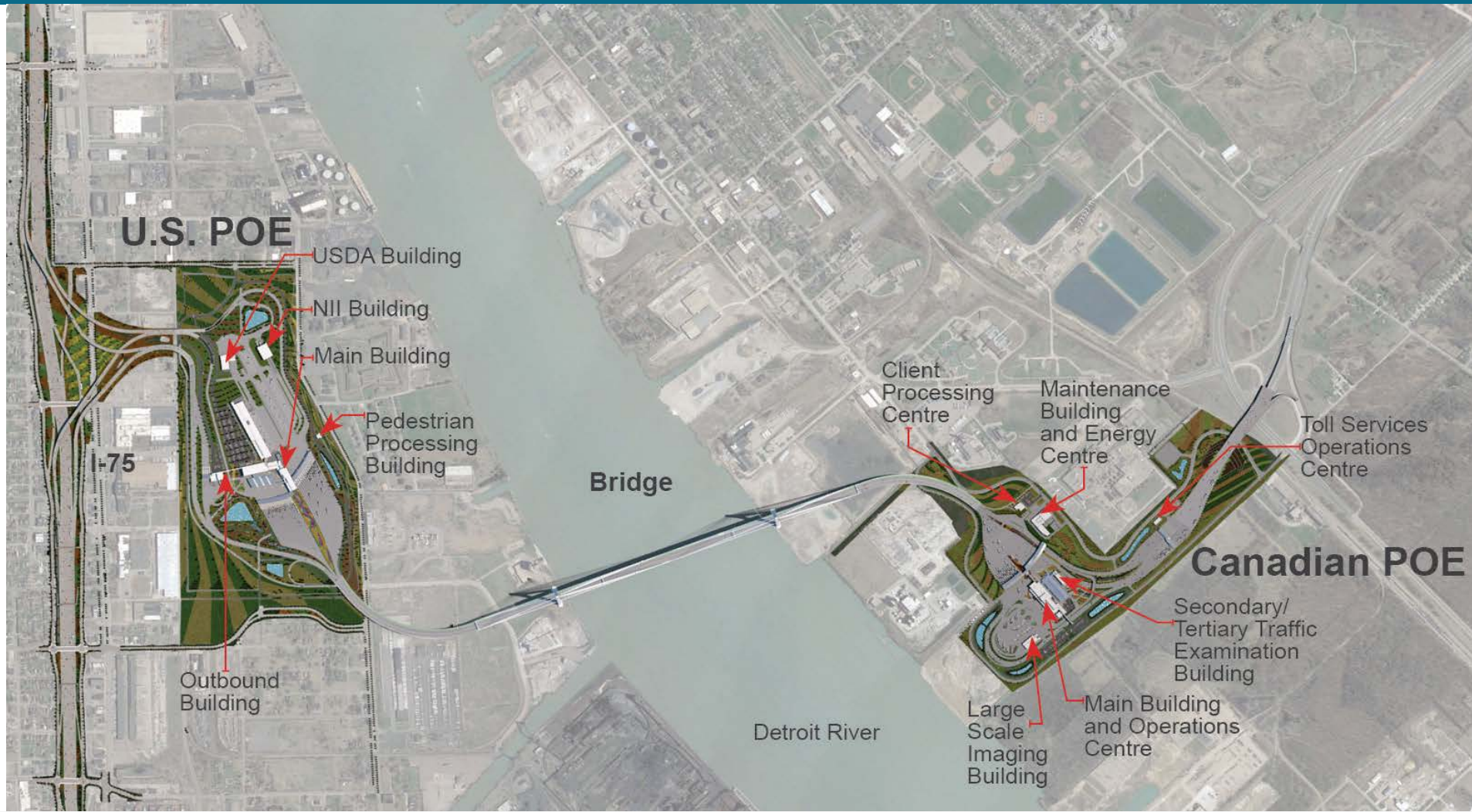
Capacity

Border processing capabilities

System connectivity



Project Components



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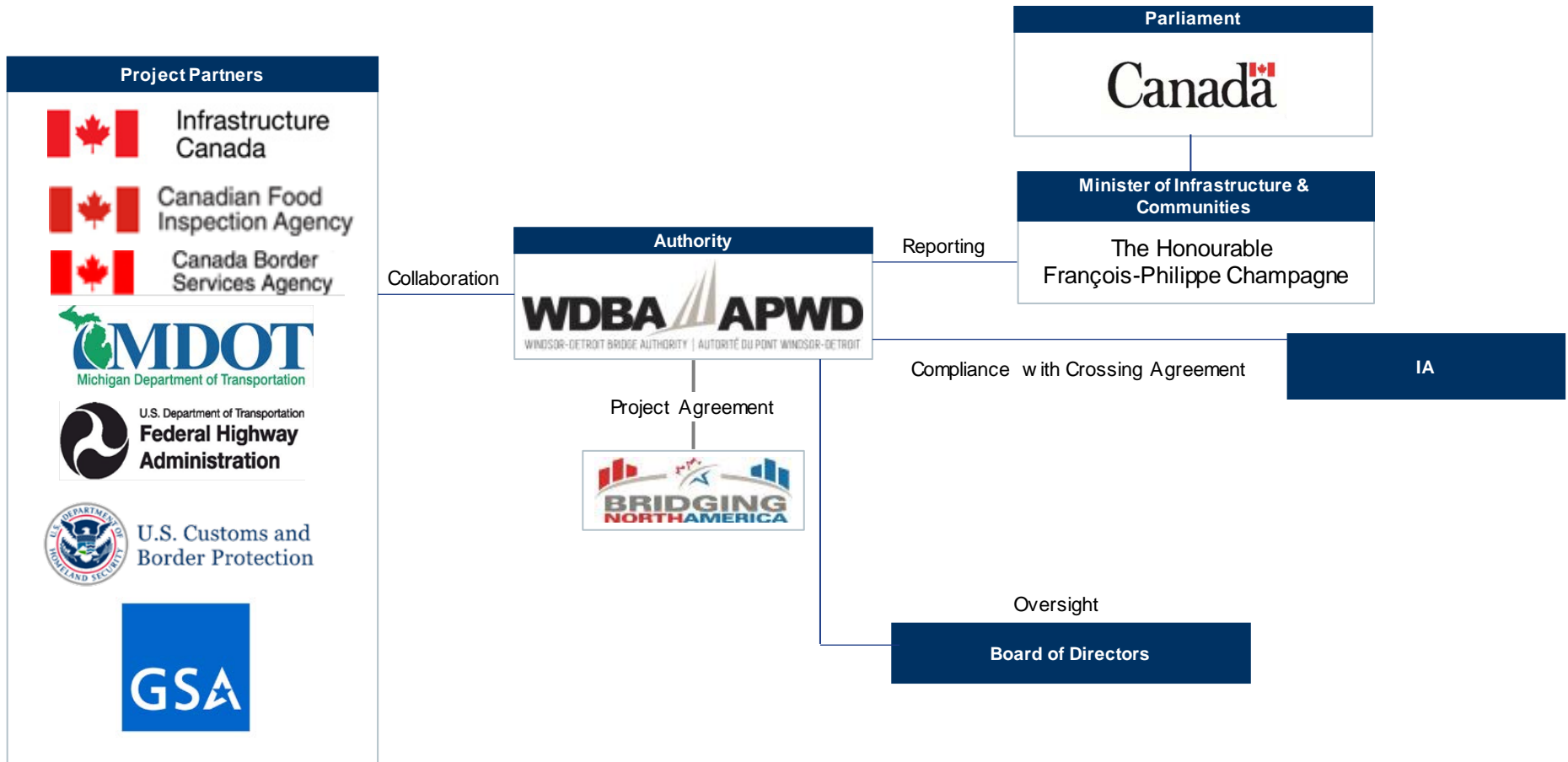
Multi-Use Path



Multi-use path
will be toll-free

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WDBA's Organizational Structure



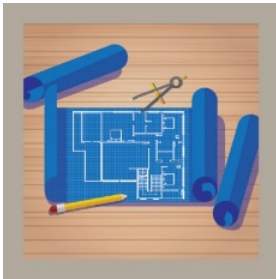
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Fixed Price Contract

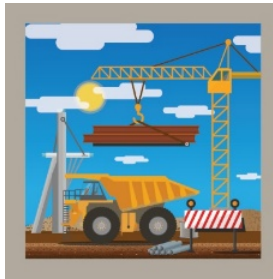
The fixed contract value for the Gordie Howe International Bridge project is \$5.7 billion (nominal)



Design



Build



Finance



\$3.8 billion

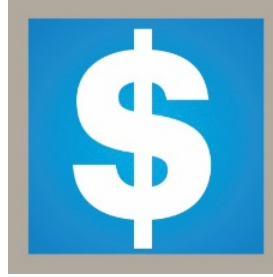
Operate



Maintain



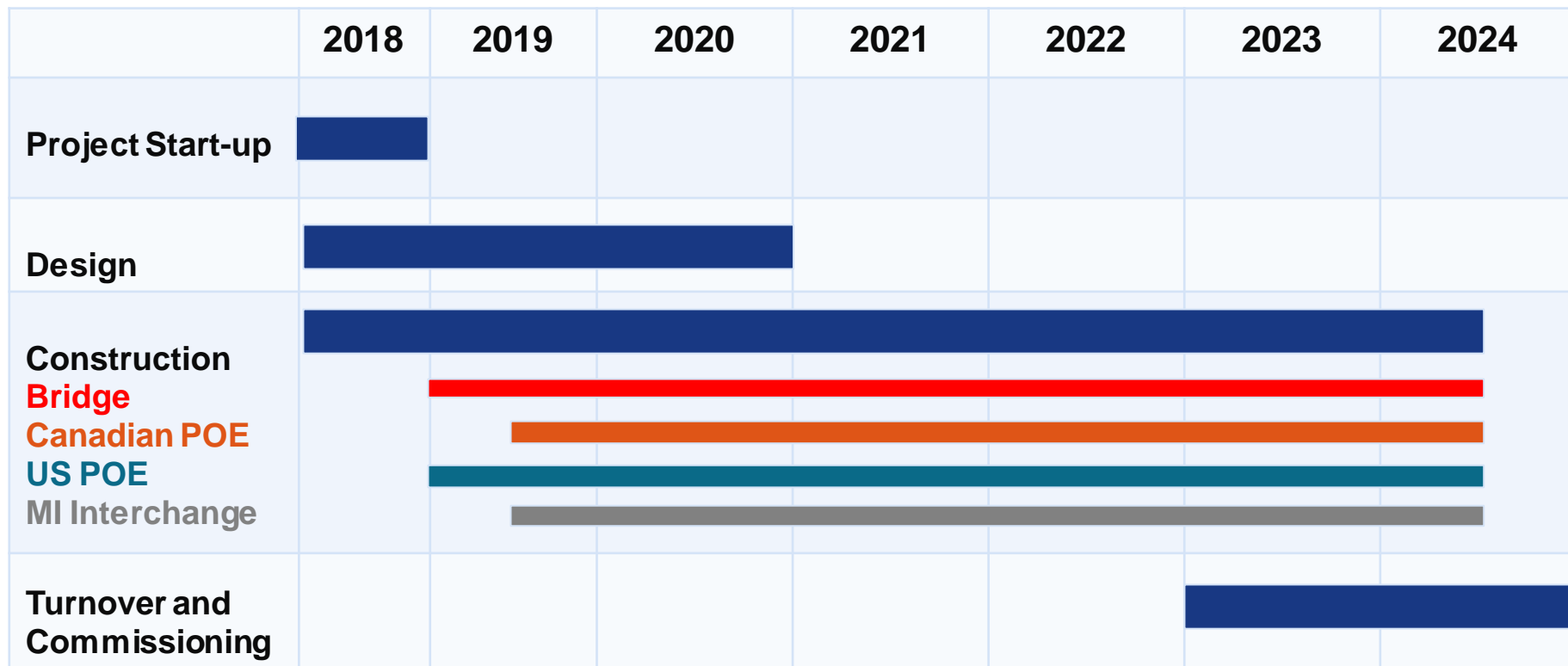
Finance



\$1.9 billion

Gordie Howe International Bridge Project

Construction Schedule



- Estimated construction duration 74 months
- 70% of construction hours will occur between 2021 – 2023
- It is anticipated that the Gordie Howe International Bridge open to traffic by the end of 2024

US Preparatory Works Update

- **97 percent** of properties required for US project components have been acquired/under control
- **93 percent** of required resident and business relocations have been completed
- **263 buildings** have been demolished on properties under MDOT's control
- Over **30,000 ft** of electric cables have been installed
- Over **6,640 cubic yards** of debris have been removed from vacant parcels of land
- Over **4,600** trees have been removed from lands already acquired for the project
- Construction of **eight** new sewer crossings on a portion of I-75 have been completed
- Over **1,600 ft** of pipes and box culverts have been installed
- Over **7,700 ft** of gas lines have been installed



Local Street Improvements

























- Pedestrian bridges: five new pedestrian bridges over I-75 and for some, over the service drives. The Morrell St. pedestrian bridge has moved to Junction St. to better serve CHASS clientele
- Decorative fencing: to be installed around perimeter of US POE with irrigated landscaping
- Fort Street bike path: protected 6-foot bike path along both sides of Fort St. from Green to Junction Streets
- Trees: Deciduous shade trees planted every 25 feet along Jefferson, Fort between Green and Junction Streets and other area streets.
- Continuous, accessible sidewalks: fully accessible sidewalks installed along Service Drive to connect each pedestrian bridge

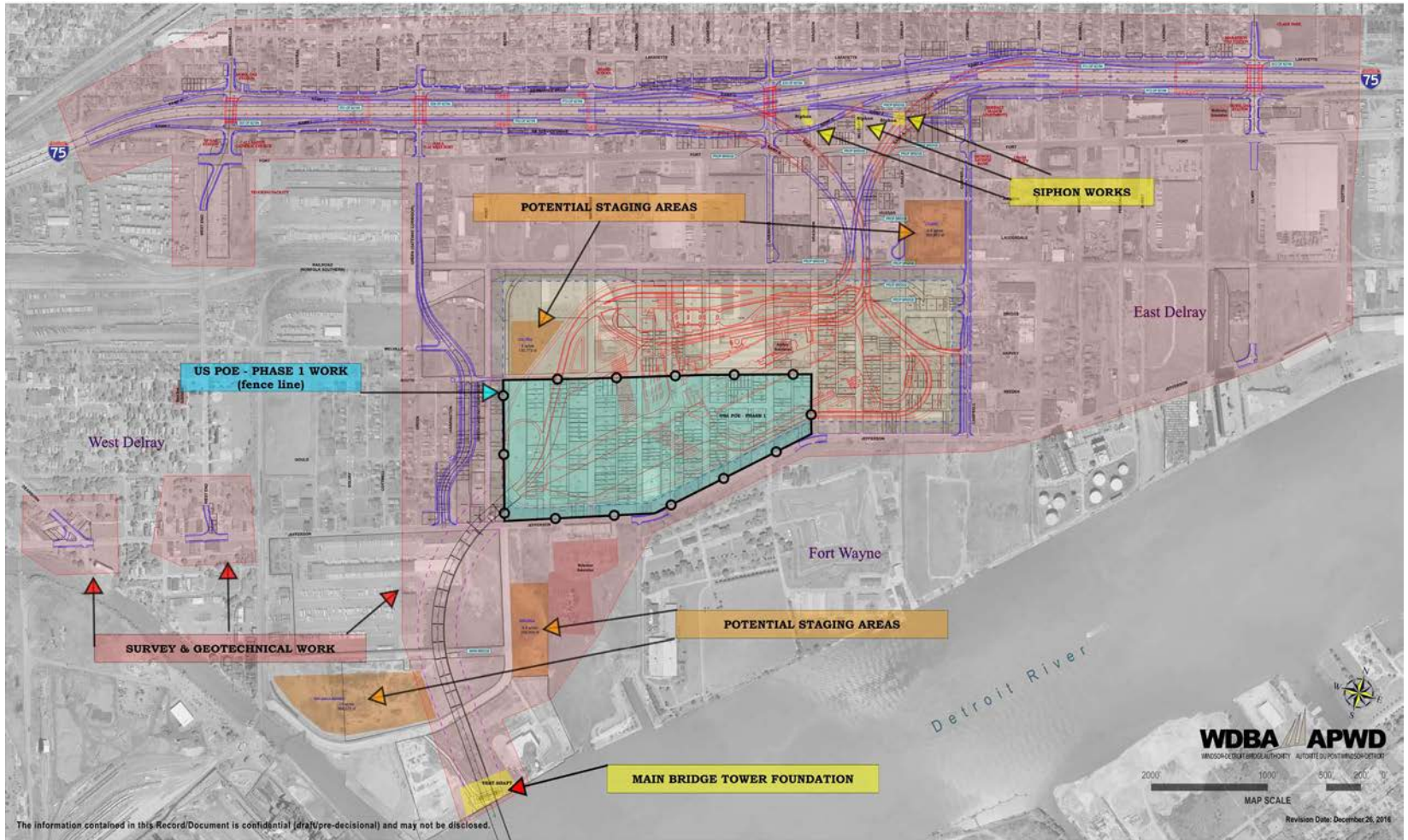
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Construction Look Ahead

Upcoming Activities in Spring 2019

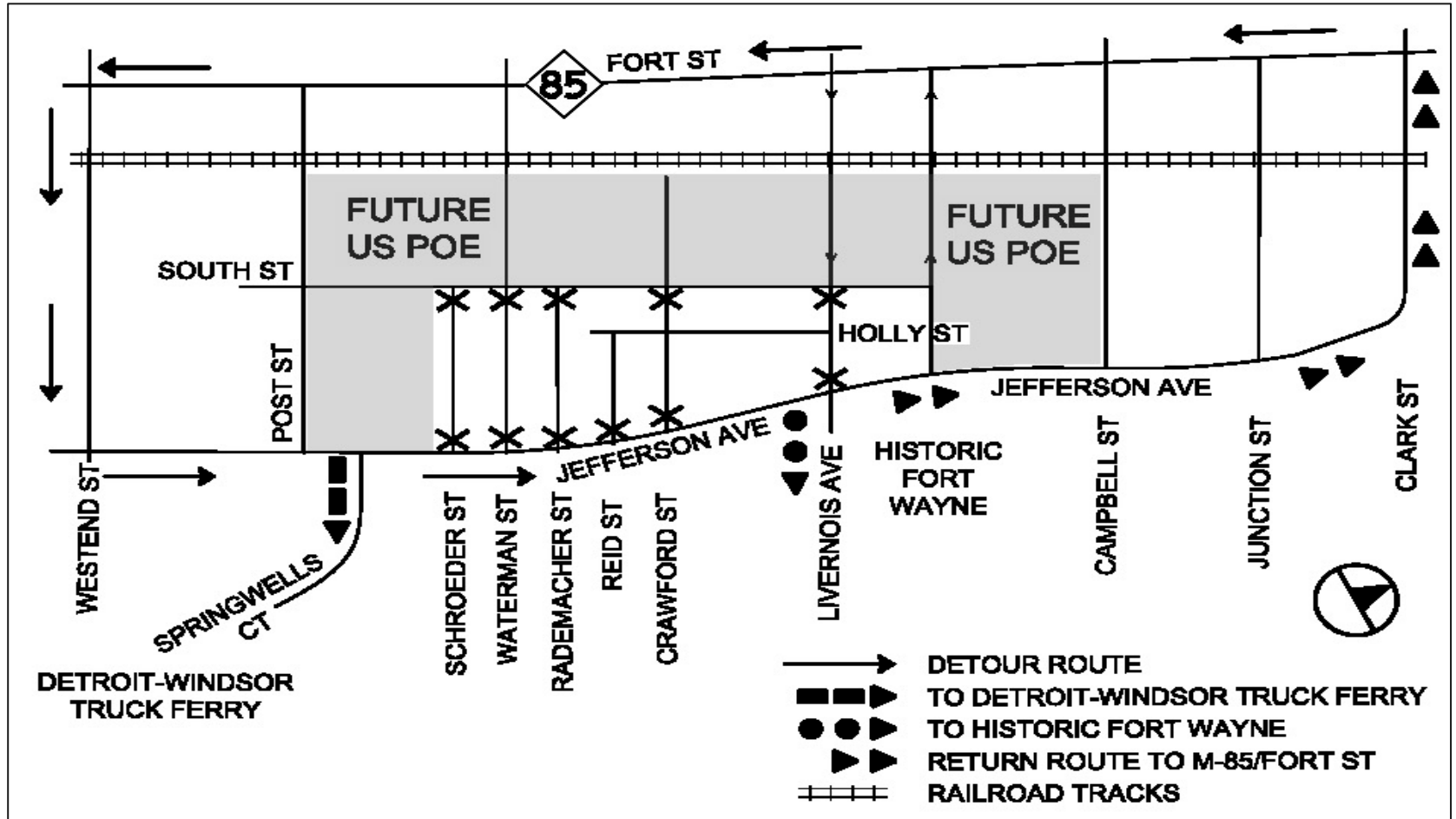
-   Design continues: Advancing design from 30% to construction ready
-   Survey work continues: Crews review property lines, site details, verify conditions
-   Utility surveys and relocations
-   Site clearing & pre-construction activities
-   Fence installation: chain-link and construction fencing 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



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Upcoming Road Closures



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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.

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:
 - Dagoon 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

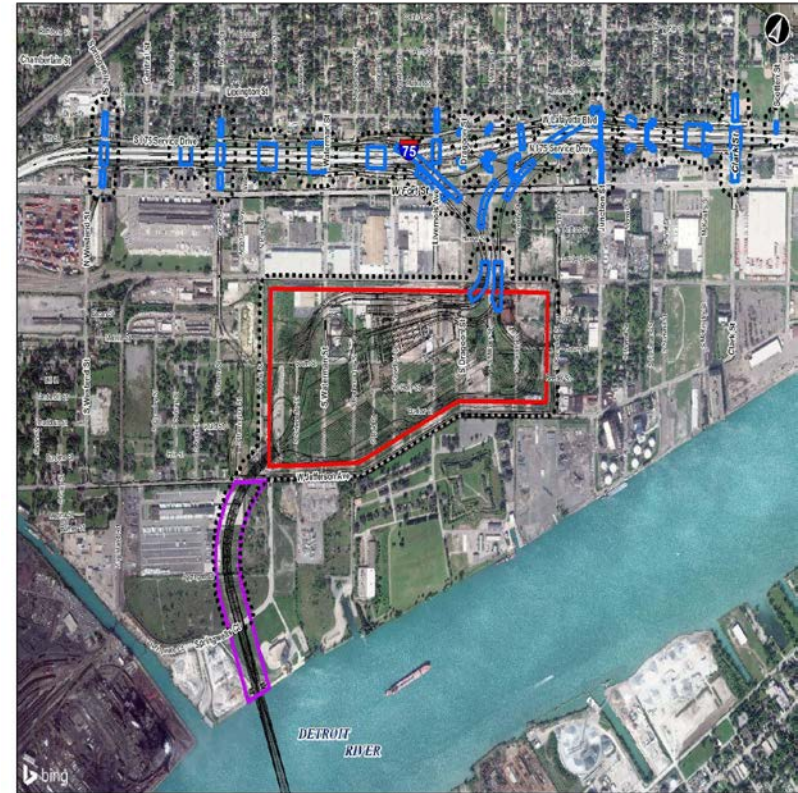
Construction of test piles for the main bridge are anticipated to begin in 2019 on both sides of the border. This work will provide a test program to inform and finalize the design of the tower foundations.

- 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.



Construction Mitigation: Vibration Monitoring

- 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.



Mitigation Elements: What to Expect

In accordance with commitments made during the Detroit River International Crossing (DRIC) study, numerous mitigation elements were identified for inclusion during construction in the US and/or Canada. Some include:

- 100- ft landscaped buffer to be incorporated in the lands surrounding the perimeter fencing of the US Port of Entry.
- Limit noisy activities to daytime hours and in accordance with municipal bylaws.
- Noise barriers to be installed in locations identified US EIS.
- Ports of Entry and bridge lighting will minimize impacts to adjacent residents and wildlife.
- Stormwater management facilities will be constructed within the project footprint to ensure adequate site drainage.
- Sweep or flush entrances to construction zones to minimize dust.
- Ensure alternate routes are available during traffic disruptions.
- Provide regular updates to nearby residents and businesses on activities that will affect them.



The community will continue to have consultation opportunities Bridging North America during design and construction phases of the Gordie Howe International Bridge project.

Construction Zone Safety

- Construction is underway, and truck drivers, motorists, pedestrians and cyclist alike need to be prepared.
- Construction zones are dangerous places whether workers are present or not.
- Any entry into the construction site is considered trespassing.
- For your safety and the safety of the workers, please do not enter from adjacent sidewalks, parks or neighbourhoods.



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.

Topics

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

When?

Consultation will occur throughout the Design and Build phases of the project

Design Phase

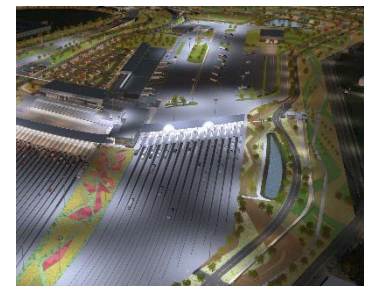
Build Phase

Aesthetics – Guiding Principles

More than 400 consultation meetings occurred during the Detroit River International Crossing study, many focusing on aesthetics and landscaping

The results of these consultations suggested themes recognizing:

- Historic, Friendship, Gateway, Modern, Native vegetation
- These themes will be reflected through the:



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Building Elegance Through Aesthetics

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 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

I-75 Pedestrian Bridges: Background

- Project development included aesthetic features guided by:
 - Simplicity
 - Clean lines
 - Good proportions
 - Openness
 - Transparency
 - Lightness
- *The I-75 pedestrian bridges are designed to be reflective of the surrounding community and tie into the overall “gateway” and connected port-to-port experience of the Gordie Howe International Bridge corridor.*
- *Bridging North America has prepared three alternatives that are reflective of the aesthetic goals.*

I-75 Pedestrian Bridges: Details

Standard items for all three alternatives

- All alternatives are designed to be ADA compliant
- Bridge clearance over the roadway is 17'3
- LED lighting
 - Two have overhead accent features
- Materials | pre-cast concrete girders and concrete decks, metal alloy railings
- Installation starting in late 2019 and continue until early 2023

I-75 Pedestrian Bridge: Roadway View



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I-75 Pedestrian Bridge: Roadway View



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I-75 Pedestrian Bridge: Roadway View



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Roadway View

From I-75 | Pedestrian Bridge | Alternative 1 - Day & Night



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User View

From inside the pedestrian bridge (Alternative 1 - Day)



Gordie Howe International Bridge Project

Roadway View

From I-75 | Pedestrian Bridge | Alternative 2 – Day & Night



Gordie Howe International Bridge Project

User View

From inside the pedestrian bridge (Alternative 2 - Day)



Gordie Howe International Bridge Project

Roadway View

From I-75 | Pedestrian Bridge | Alternative 3 - Day & Night



Gordie Howe International Bridge Project

User View

From inside the pedestrian bridge (Alternative 3 - Day)

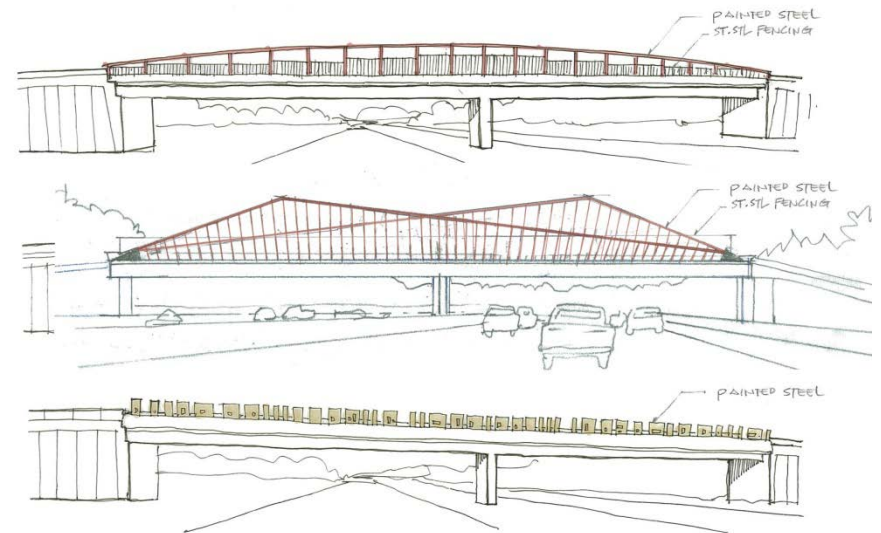


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I-75 Pedestrian Bridge Feedback

Feedback

- We need feedback on your preferred alternative!
 - *In other words, which pedestrian bridge do you like the best?*
 - *Which one would you like to see installed in your community?*
- Please place your sticker on the one alternative you prefer.
- If you have any questions, please see a team member.
- Thank you for providing your feedback.



I-75 Pedestrian Bridge Outreach

Outreach

- Consultation has been taking place since December 2018 with the community and relevant authorities to finalize the pedestrian bridge design.
- The consultation phase ends March 29, 2019.
- The Project Team will assess the outcome of this consultation and select a final design accordingly. The final design will be shared with the community at future meetings.



Community Benefits



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Community Benefits: Plan Components

WORKFORCE DEVELOPMENT & PARTICIPATION STRATEGY



Geared toward engaging businesses and providing employment opportunities. The strategy to be finalized and implemented will centre on workforce, training and pre-apprenticeships/apprenticeships.

This strategy includes these subsections:

- **at least \$250 million of the total value of the work during the design-build phase in Canada will be performed by, contracted to, or supplied by the workers or contractors located in the City of Windsor or within 100 kilometres of the City of Windsor**
- **engaging and employing Canadian Indigenous Peoples in and around the City of Windsor, Essex County and Walpole Island, Ontario and contracting their businesses**
- **engaging, employing and contracting Detroit residents and Detroit-based and Detroit-headquartered businesses.**

The Disadvantaged Business Enterprise (DBE) goal established for this project is 2.15% of the cost of the construction and engineering work needed to complete the Michigan Interchange and the portion of the Bridge that is located in Michigan.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY



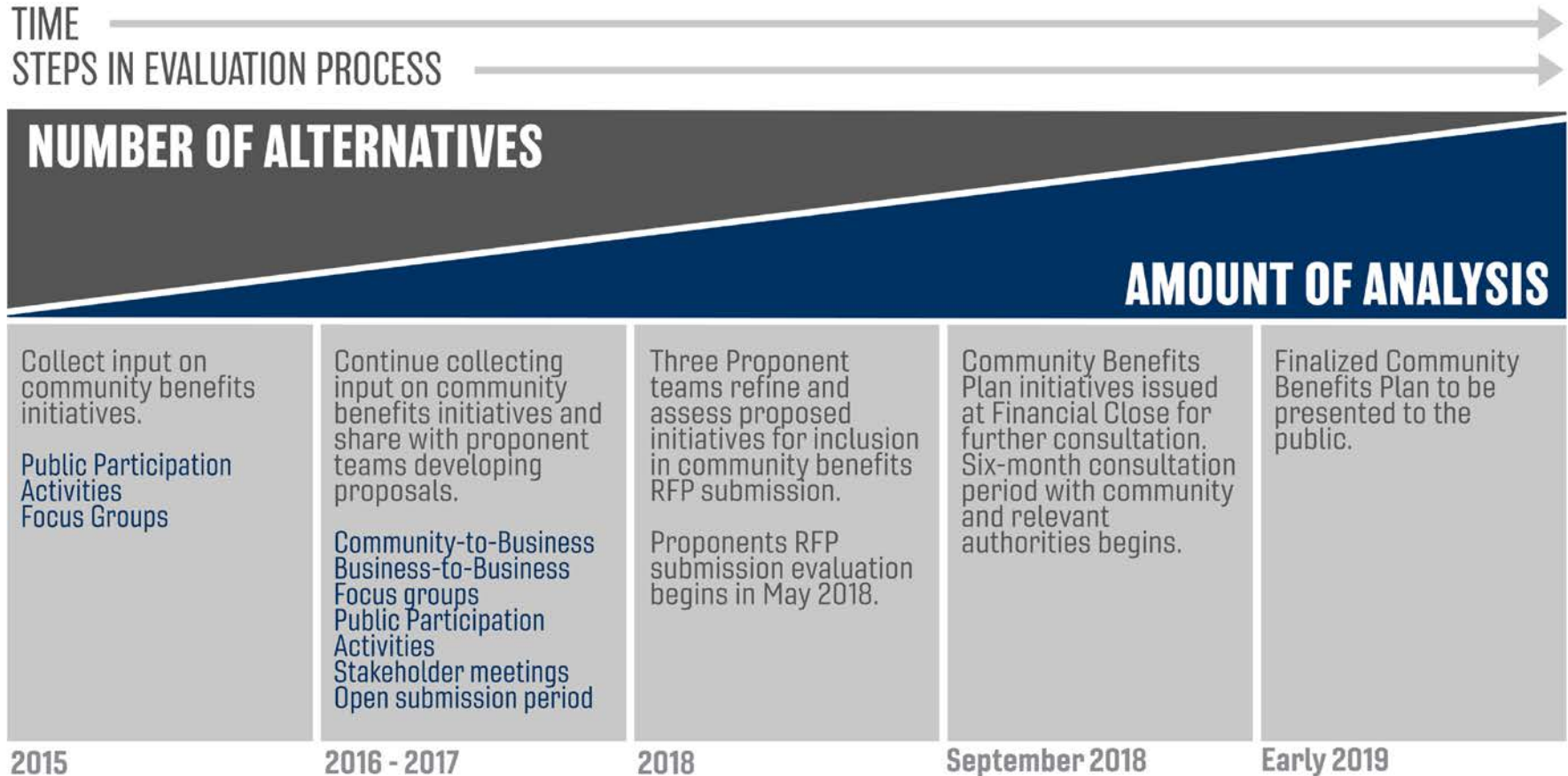
A \$20 million community infrastructure investment focused on priorities identified through previous community benefit consultation with communities, businesses, First Nations and other stakeholders in Windsor and Detroit.

The Neighbourhood Infrastructure Strategy will include initiatives that are consistent with the Crossing Agreement and the key regional priorities identified:

- **community partnerships**
- **lessening the effects of construction and operation issues**
- **community safety and connections**
- **economic benefits**
- **aesthetics and landscaping**

Taking feedback previously received from the community into account, further consultation will occur to select the initiatives that will be included in the final Neighbourhood Infrastructure Strategy.

Community Benefits Initiatives Evaluation



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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

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Bridging North America's Approach to Workforce Development & Labour

- Construction and operation of the bridge will bring thousands of jobs to the region
- BNA anticipates the creation of 2,500 direct jobs during construction
- BNA is currently meeting with national and provincial labour associations to review workforce requirements during construction and operation phases
- Peak years for construction: 2021 – 2023
- Work during that three-year period will account for 70% of total man-hours on the project

Workforce Development Initiatives

- Employment Opportunities
 - Require subcontractors hire at least 20% new hires from local region
 - Participate in job fairs/employment sessions
 - Identify and select pre-apprentices and apprentices
 - Enhance the community/employment groups awareness of the project and skills required
- Business Opportunities
 - Host Business-to-Business info sessions
 - Provide two-way communication with local subcontractors
 - Provide online system to invite local businesses to submit information on capabilities and capacity
 - Foster growth of small companies by purchasing goods, supplies and services under \$25,000

Workforce Development Initiatives

- Training/Education Opportunities
 - Partner with local educational institutions to identify research opportunities
 - Participate in speaker series and offer mentorship
 - Partner with apprenticeship organizations and local unions
 - Provide ESL and job training sessions
 - Partner with educational institutions to provide co-op/work placements
- Indigenous Peoples Opportunities
 - Explore business partnership opportunities
 - Implement First Nations policy
 - Commission local artists to create community/art murals
 - Partner with training organizations to arrange onsite training
 - Increase awareness of skilled trades careers and support apprenticeship programs

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

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

Community Offices

Sandwich Community Office



3201 Sandwich St.,
Windsor, Ontario
N9C 1A8

Opening Soon

Southwest Detroit Community Office



7744 W Vernor Hwy,
Detroit, Michigan
48209

See hours of operation on our website

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