

# Gordie Howe International Bridge



Quarterly Public Meeting - Detroit  
December 5, 2018

This presentation is for informational purposes only and may change as a result of the procurement process underway

Gordie Howe International Bridge Project

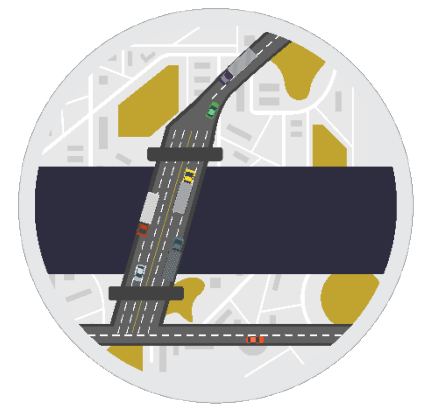
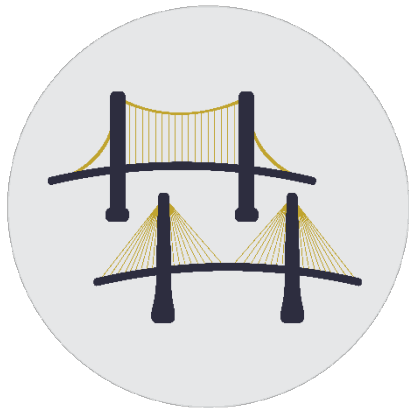
# What is the need?

Redundancy

Capacity

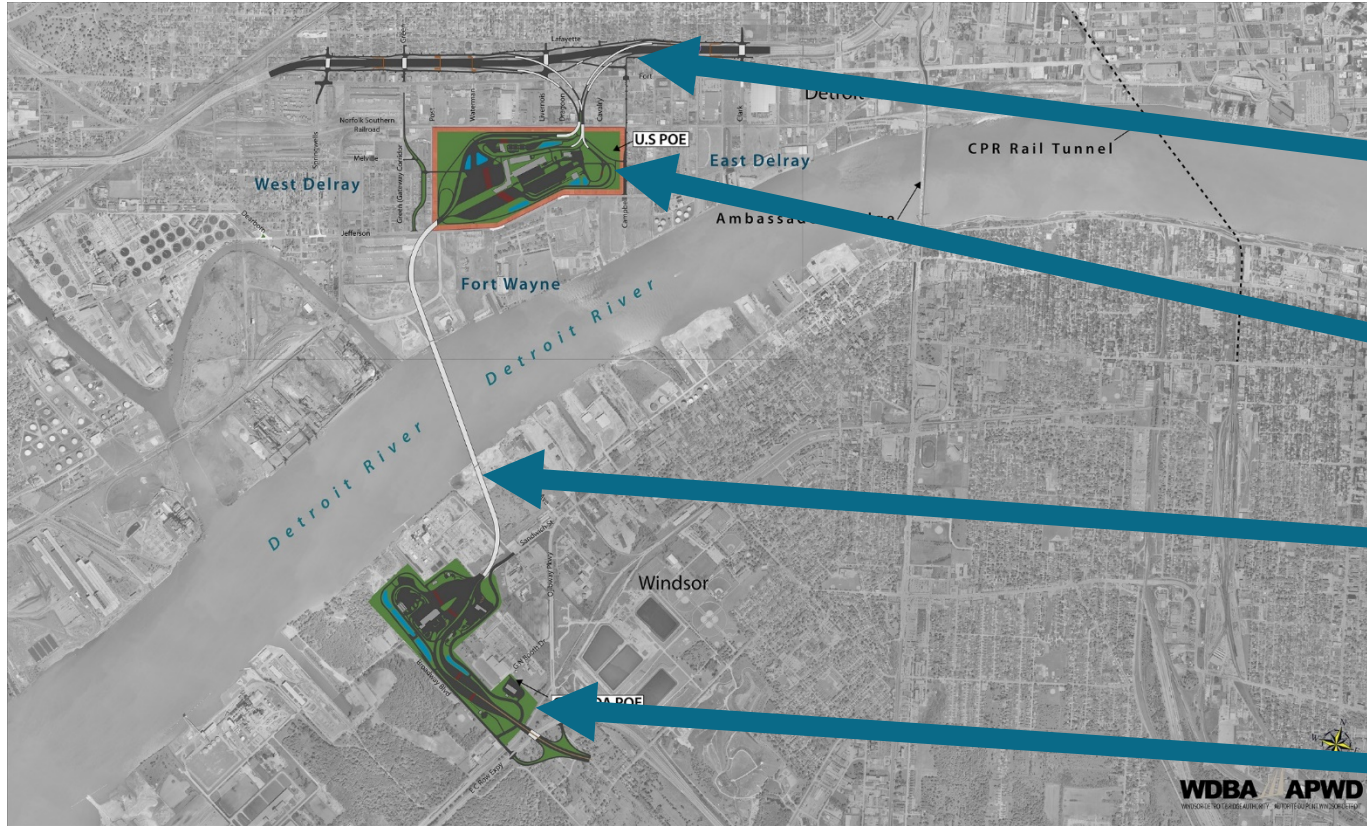
Border processing capabilities

System connectivity



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# Project Components

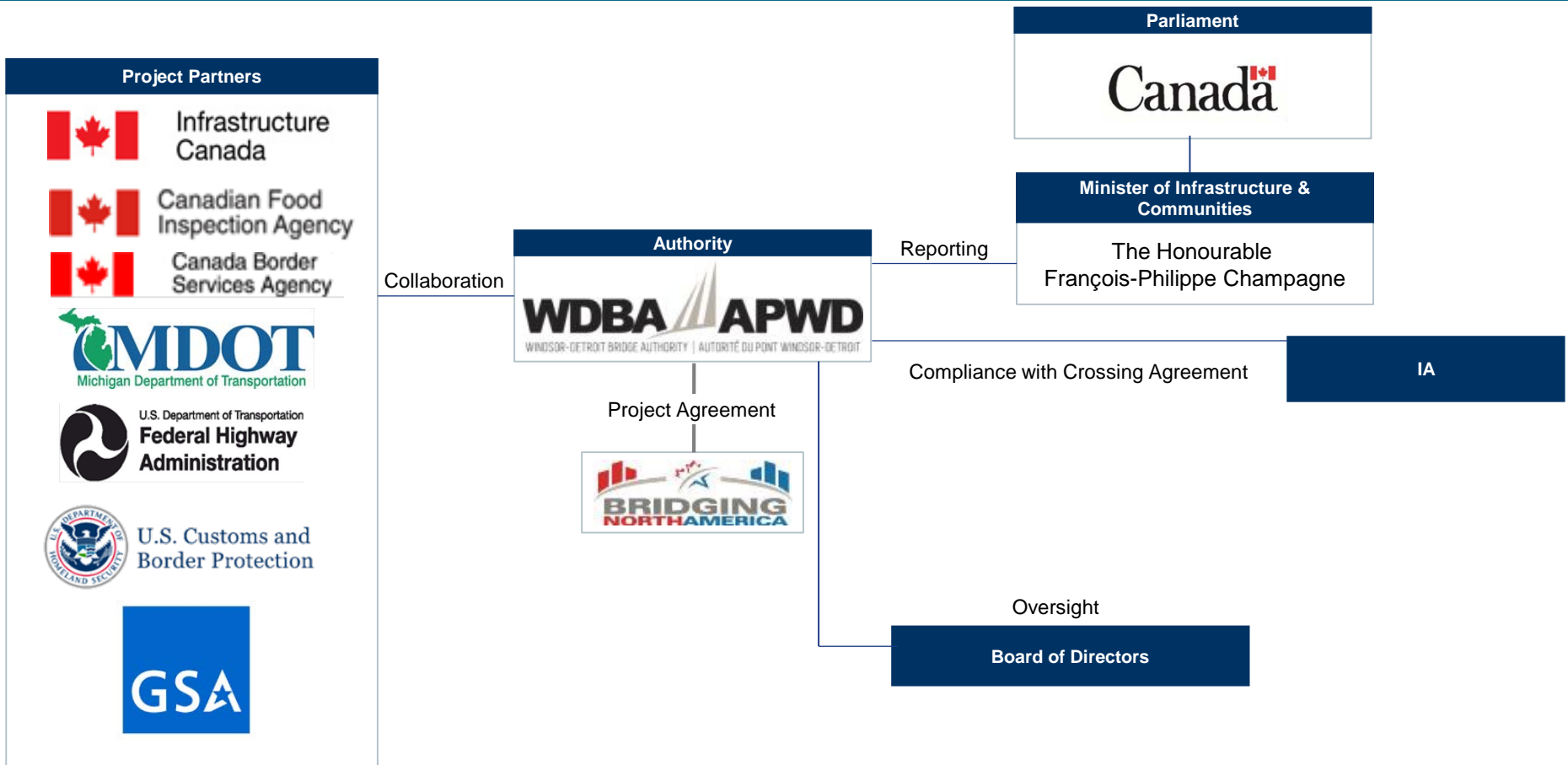


## Legend

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

## Gordie Howe International Bridge Project

# WDBA's Organizational Structure



## Gordie Howe International Bridge Project

# The Procurement Process: Overview

WDBA's procurement process was 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.



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# Preferred Proponent



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# Bridging North America's Role

| Project Components                              | Design | Construction | Finance | Operations & Maintenance | Life Cycle, Maintenance Rehabilitation & Handover Requirements |
|---|--------|--------------|---------|--------------------------|--|
| Bridge  | √      | √            | √       | √                        | √  |
| Canadian POE (including Tolling Infrastructure) | √      | √            | √       | √                        | √  |
| United States POE                               | √      | √            | √       | √                        | √  |
| Michigan Interchange                            | √      | √            | √       | MDOT                     | MDOT   |

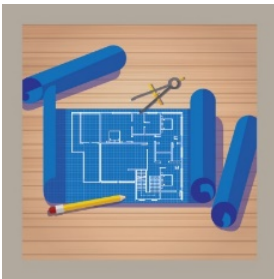
\*CBSA and CBP will operate the Canadian POE and United States POE, respectively and carry out customs inspections and other border-related functions. MDOT will assume responsibility for the I-75 interchange upon completion of construction.



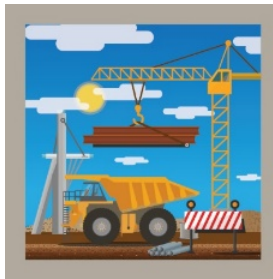
# Fixed Price Contract

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

**Design**



**Build**



**Finance**



\$3.8 billion

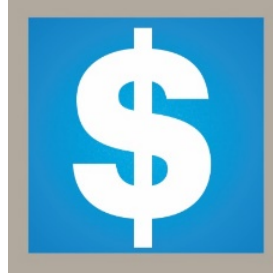
**Operate**



**Maintain**



**Finance**

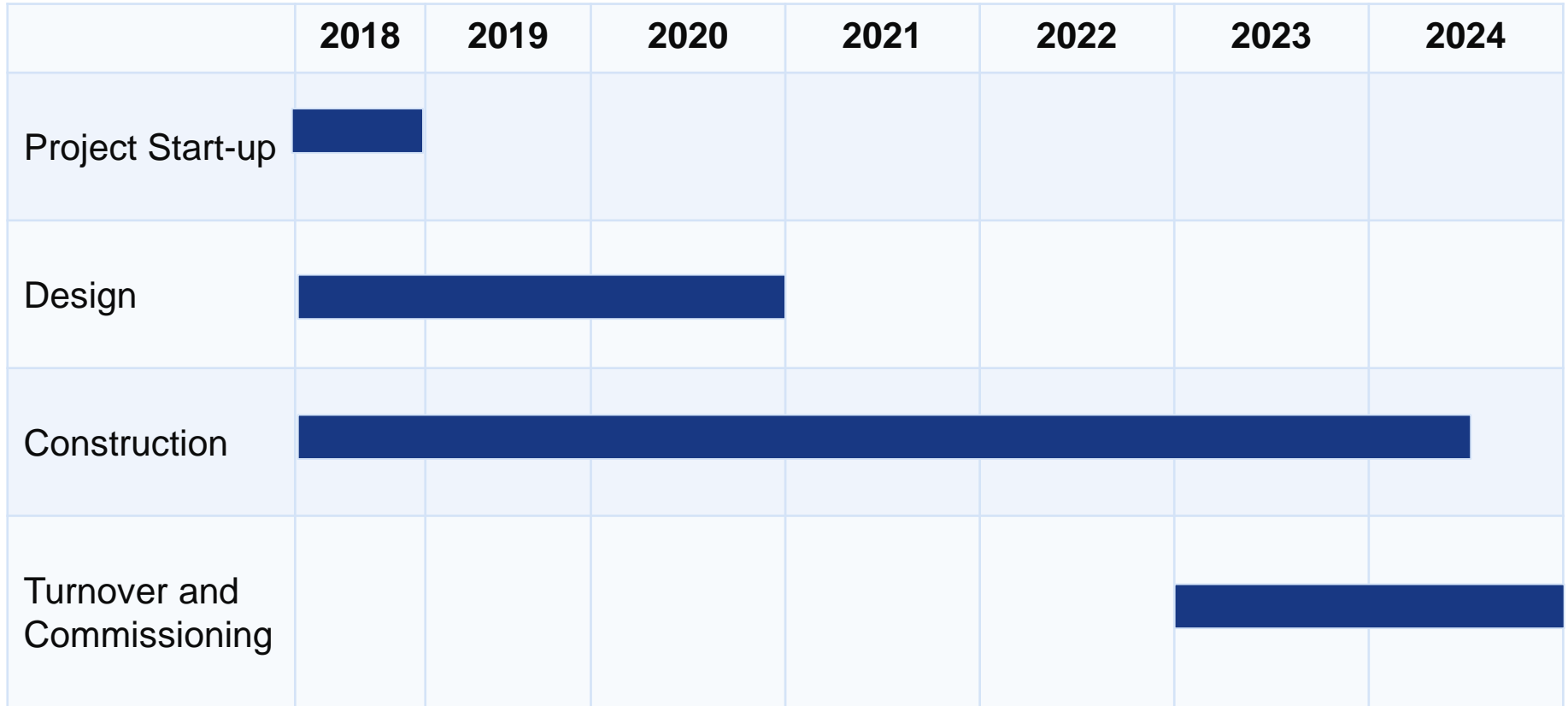


\$1.9 billion

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# Construction Schedule



\* Estimated construction duration 74 months

# 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**

# US Traffic Patterns: Anticipated Access Points



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# Canadian Preparatory Works Update

- Over **\$200 million** has been invested to date in readying the Canadian lands required for construction
- **3 km** of new access road for adjacent businesses and properties completed
- Over **1 million** tonnes of fill has been placed to grade and sculpt the site
- More than **27 km** of electric cabling has been relocated
- Over **902 tonnes** of waste material has been collected
- **Three** transmission towers have been constructed as part of hydro transmission and distribution activities
- Construction of **two** new stormwater management ponds and rehabilitation of the Broadway Drain is complete
- Over **6 km** of gas lines have been installed
- More than **4.6 km** of exclusion fence has been installed



## Gordie Howe International Bridge Project

# US Works: Property Acquisition

- 636 land parcels are required for the Gordie Howe International Bridge project.
- To date, MDOT has acquired and/or has control of 96 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

636 total land parcels required

229 residential relocations required

88 business relocations required

96 per cent of total property acquired/in control

263 structures demolished or in demolition process as of November 18, 2018

# US Preparatory Works Update

- **96 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 Cycle Track: protected 6-foot cycle track 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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# 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 with the P3 partner 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.

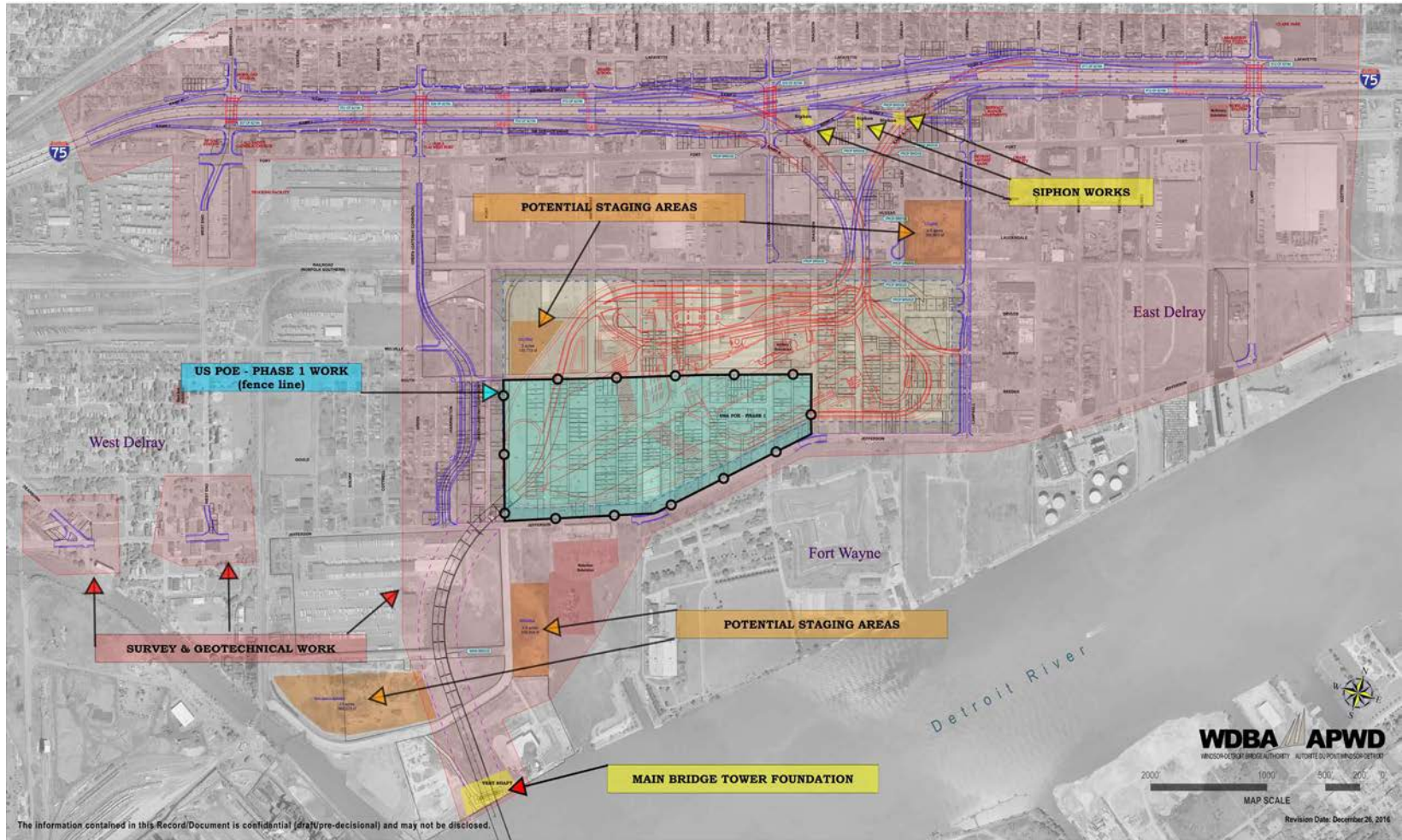


# Construction Look Ahead

- BridgingNA Work in Progress:
  - Design
  - Survey
  - Soil Boring Exploration
  - Site Prep
  - Public Consultation
  - Monitoring and Mitigation
- Q1 2019
  - Design continues
  - Survey
  - Utility Survey and Relocations
  - Site Clearing & Pre-Construction Activities at the POE
  - Installing of Fencing
  - Establish Field Offices and Staging Areas at the POE
  - Test Pile for Bridge Foundation
  - Monitoring and Mitigation



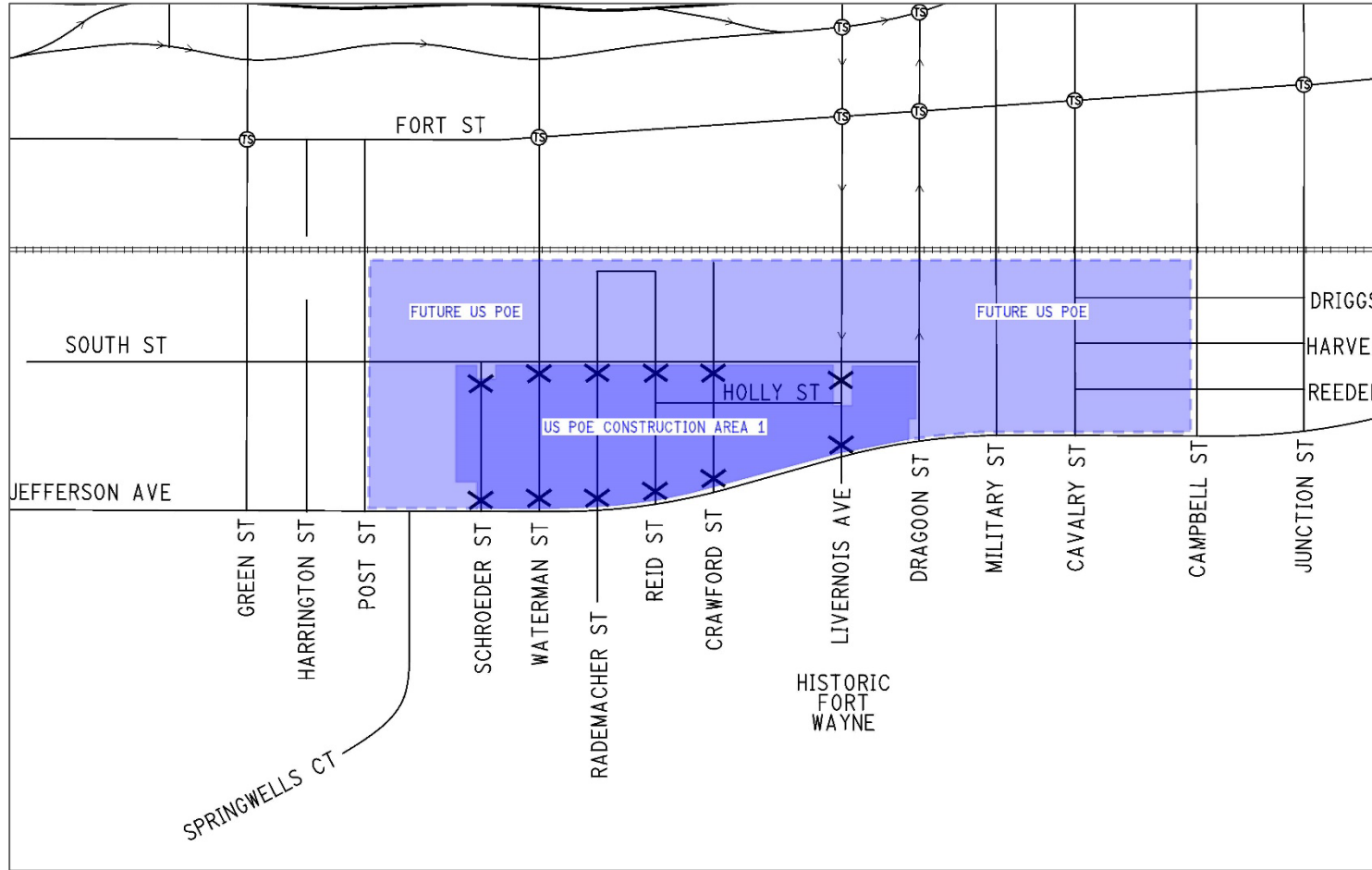
# Phase 1 US Construction Locations



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# Upcoming Road Closures



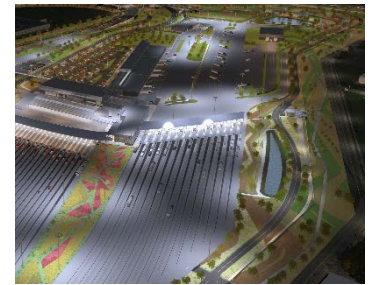
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# Aesthetics – Guiding Principles

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:

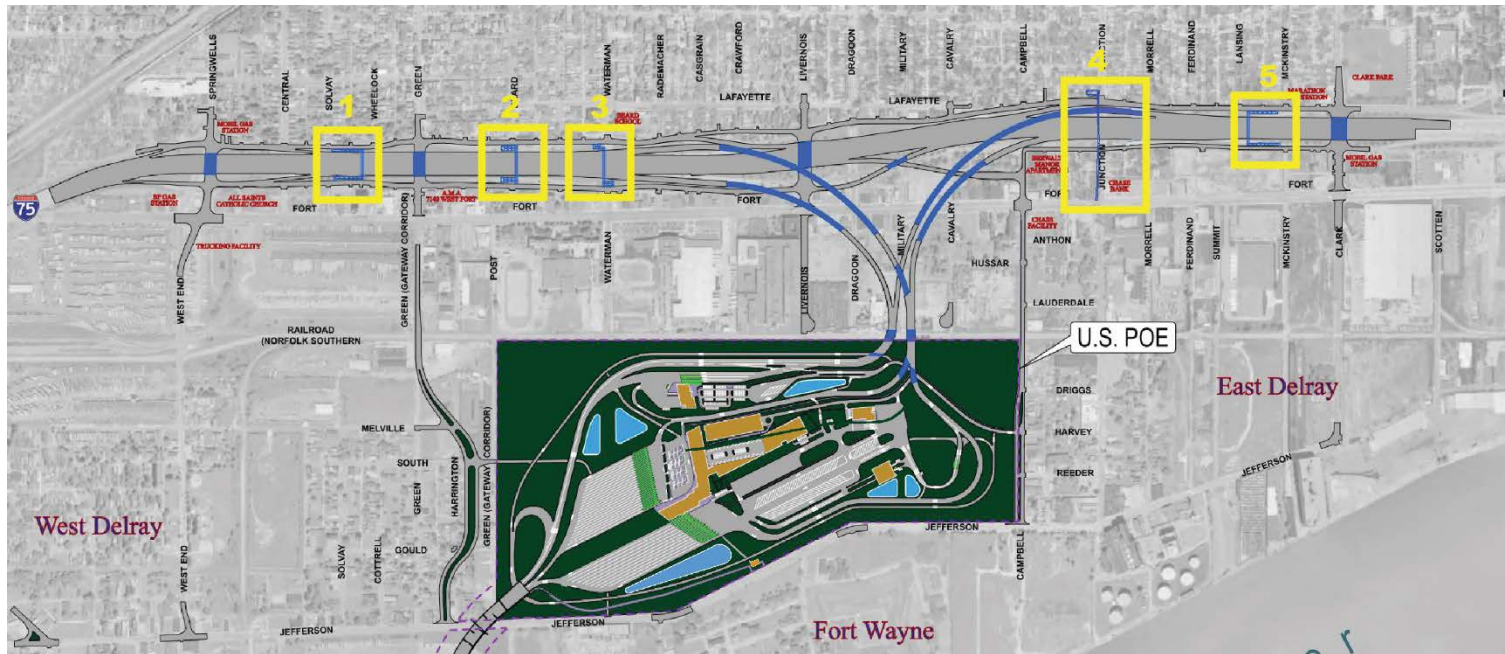
- An impressive and inspiring new gateway symbol for Canada and United States
- A distinctive design that reinforces the brand and responds to its unique Windsor/Detroit context
- A bridge design that achieves a high level of aesthetic quality, at a distance and up close, by day and by night
- Port of 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: Background



Pedestrian bridges will be located over I-75 at:

1. Solvay St.
2. Beard St.
3. Waterman St.
4. Junction St.
5. Lansing St.

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# 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
- 10 foot wide walkway for users
- 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)



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# Roadway View

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



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# User View

From inside the pedestrian bridge (Alternative 2 - Day)



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# Roadway View

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



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# User View

From inside the pedestrian bridge (Alternative 3 - Day)

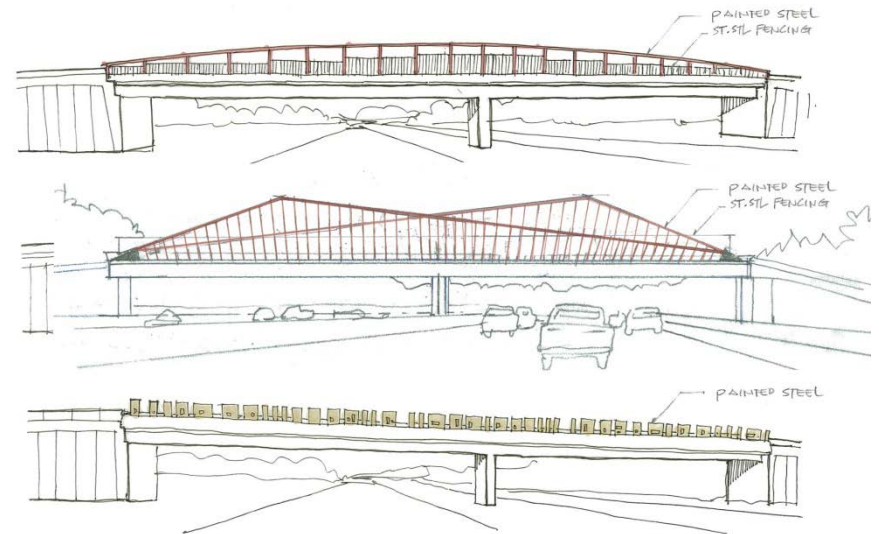


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# I-75 Pedestrian Bridge Feedback

## 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

- Detroit Public Meeting | December 5, 2018
- Second Public Meeting | January 2019
- Elected Officials | December 2018 and January 2019
- Stakeholder & Community Groups | December 2018 and January 2019
- City of Detroit and Agencies | December 2018 and January 2019
- MDOT | December 2018 and January 2019





# Next Steps: I-75 Pedestrian Bridges

## Next Steps

- Compile and analyze feedback
- Respond to comments/questions
- Present findings of selected alternative to WDBA
- Seek WDBA approval on selected alternative
- Finalize design plans and prepare for construction
- Share selected alternative with the public

# 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



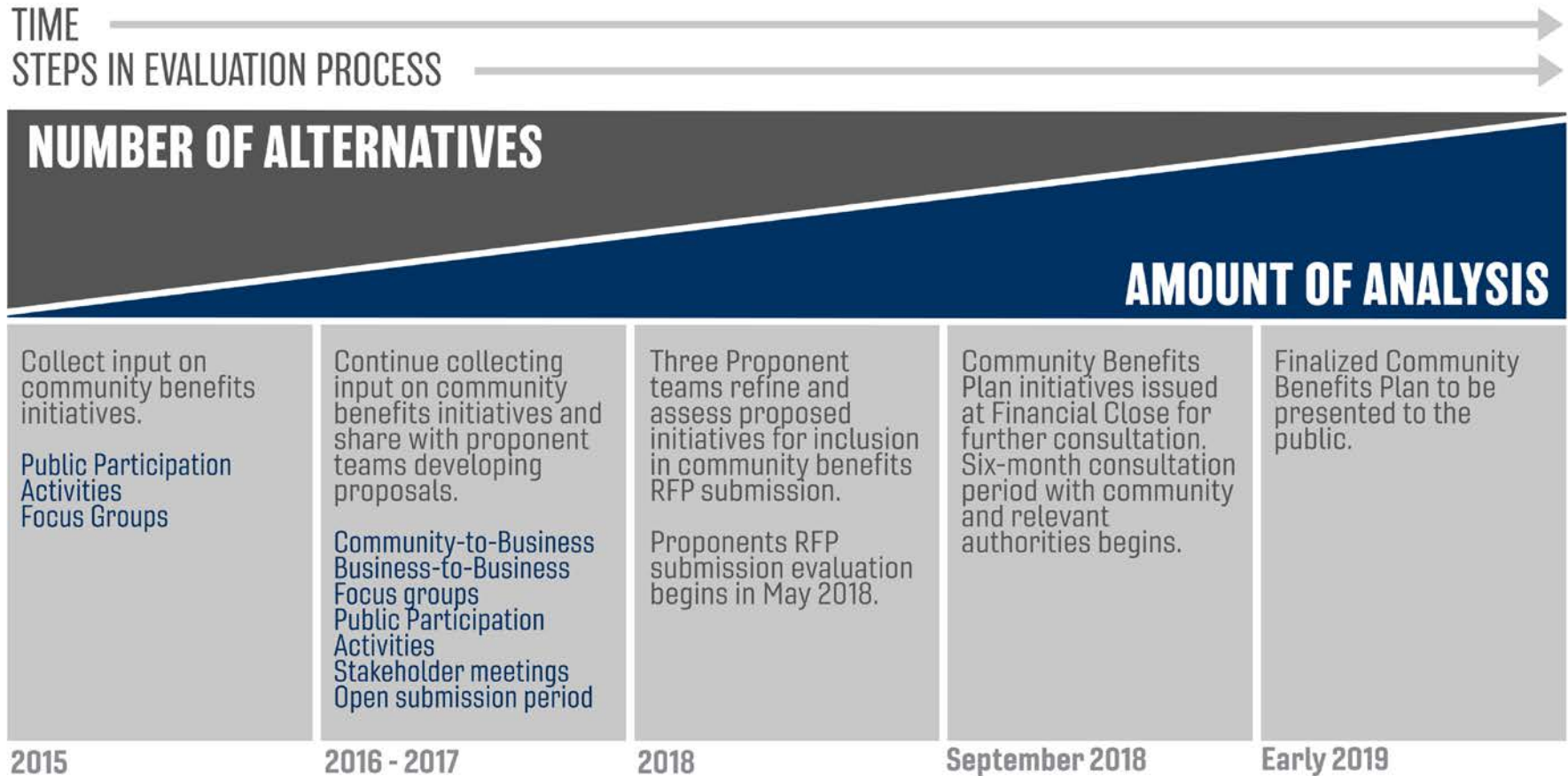
A \$20 million community infrastructure investment focused on priorities identified through previous community benefit consultation with communities, businesses, First Nations and other stakeholders in Windsor and Detroit.

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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# Finalizing the Community Benefits Plan

- In the six months following financial close, Bridging North America will present initiatives that could be incorporated into the final plan for input.
- Many of the initiatives reflect the 230-plus suggestions provided by the communities during the past three years. Bridging North America has identified numerous options that range from truly innovative to simple solutions that recognize the uniqueness of Sandwich and Delray.

**The final Community Benefits Plan will be presented to the public in early 2019. The final plan will reflect the efforts of Bridging North America, WDBA and the State of Michigan to provide a comprehensive strategy that reflects community priorities and leverages resources in both Windsor and Detroit to maximize the plan's strengths.**

# Bridging North America's Vision for Community Benefits Vision

- BNA is aware of the critical importance of providing positive, sustainable benefits to the host communities and the regions where the Gordie Howe International Bridge project will be located.
- BNA core value is to make a positive and lasting difference in the communities where we work.
- The vision is to deliver a series of initiatives, based on public input, that create measurable and positive results-based opportunities for the host communities.

# Bridging North America's Community Benefits Initiatives

- Public input is important to the delivery of the Community Benefits Plan. BNA will be engaging with the community throughout the life of the project.
- The key initiatives of the Community Benefits Plan include:
  - Establishing community partnerships
  - Working with the community to review safety and make connections
  - Focus efforts to lessen the effects of construction and operations
  - Promote economic benefits
  - Enhance aesthetics and landscaping

# Neighbourhood Infrastructure Strategy Feedback

## Priority and Comment Sheet

Please complete your name and address including postal or zip code.

Instructions: Please rank the initiatives you support, by section, in priority order, using “1” for your first priority, “2” for your second priority and so on. Please rank each of the five sections:

- Section 1 | Community Partnerships
- Section 2 | Lessening the Effects of Construction and Operation Issues
- Section 3 | Economic Benefits
- Section 4 | Community Safety and Connections
- Section 5 | Aesthetics and Landscaping

Thank you for providing feedback!

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# Community Benefit Plan Outreach

## Outreach

- Second Public Meeting | January 2019
  - Elected Officials | December 2018- February 2019
  - Stakeholder & Community Groups | December 2018- February 2019
  - Municipalities and Agencies | December 2018- February 2019
  - Workforce and Partnerships | December 2018-February 2019
- 
- Online Priority and Comment Card Survey will be available
  - Hard copies at the Community Offices
  - Mailings to requested stakeholders
  - Forms available in Spanish
  - One-on-one meetings

# Community Benefit Consultation: Next Steps

## Next Steps

- Compile and analyze data
- Respond to comments/questions
- Present findings of the priorities
- Seek WDBA approval on Community Benefits consultation findings
- Finalize the Community Benefits Plan and share the final plan with the public in early 2019.

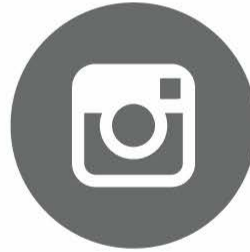
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