

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

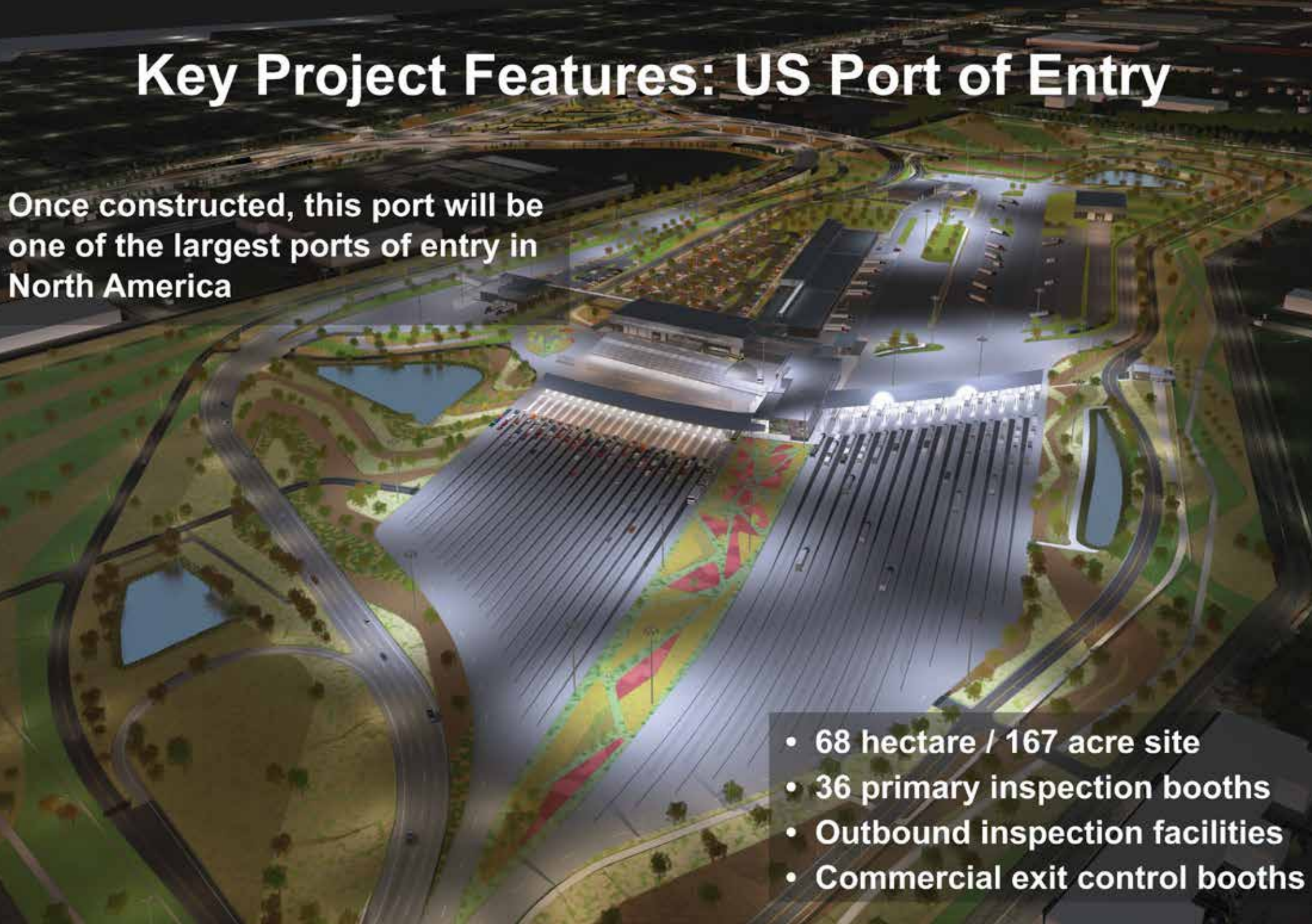


- **6 lanes: 3 Canadian-bound, 3 US-bound**
- **2.5 kilometres / 1.5 miles**
- **Clear span of 853 metres / 0.53 miles**
- **Multi-use path for pedestrians and cyclists 3.6 metres / 11.8 feet wide**

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

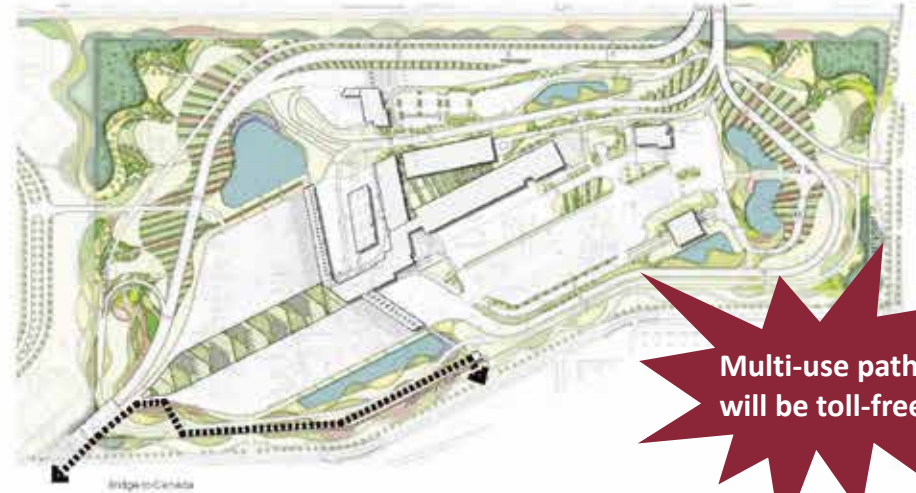
- 3 kilometres or 1.8 miles of I-75 and interchange ramps
- 4 new road bridges
- 5 new pedestrian bridges
- 4 long ramp bridges connecting I-75 to the US POE
- Local road improvements

DEDICATED MULTI-USE PATH

Canadian Port of Entry



US Port of Entry



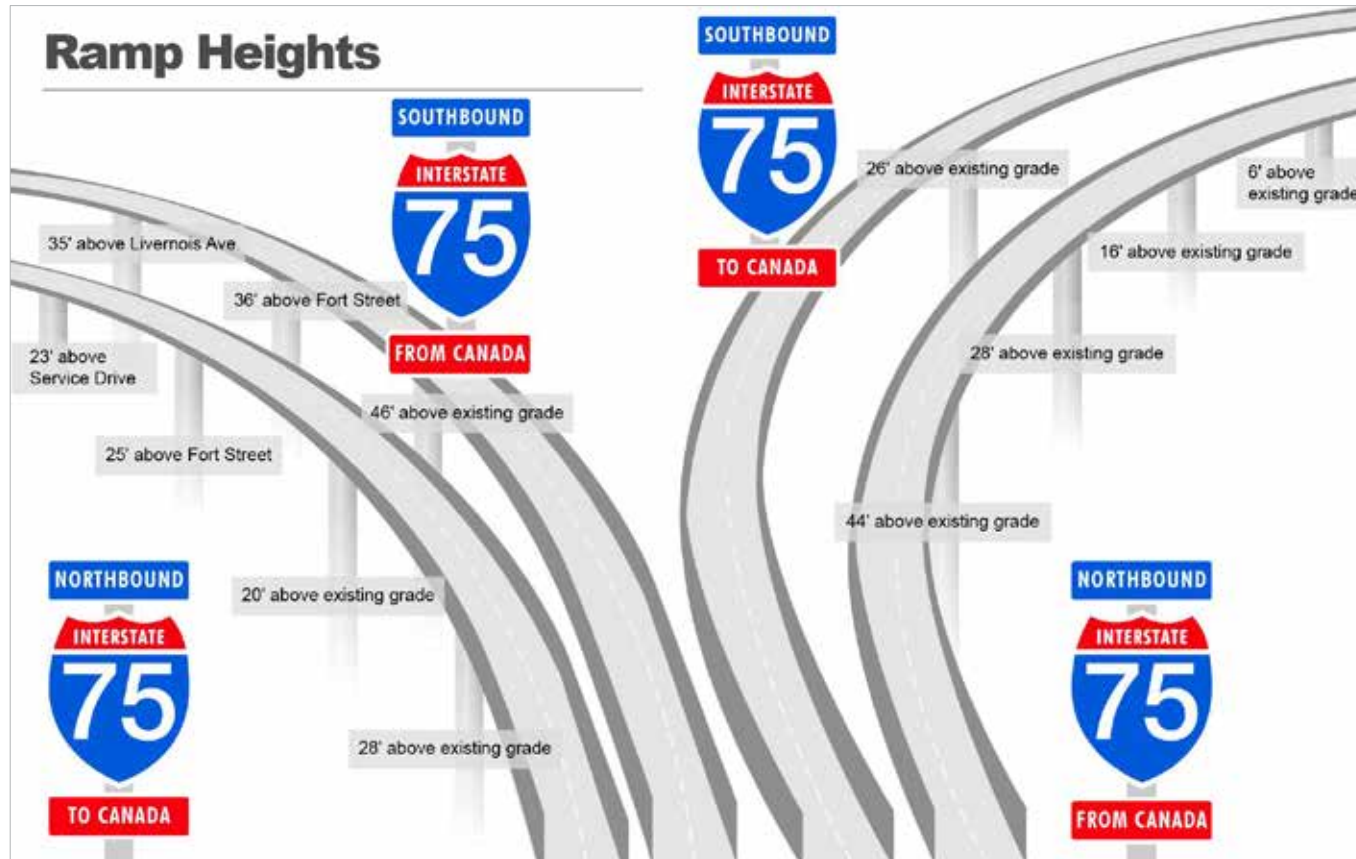
Multi-use path
will be toll-free



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



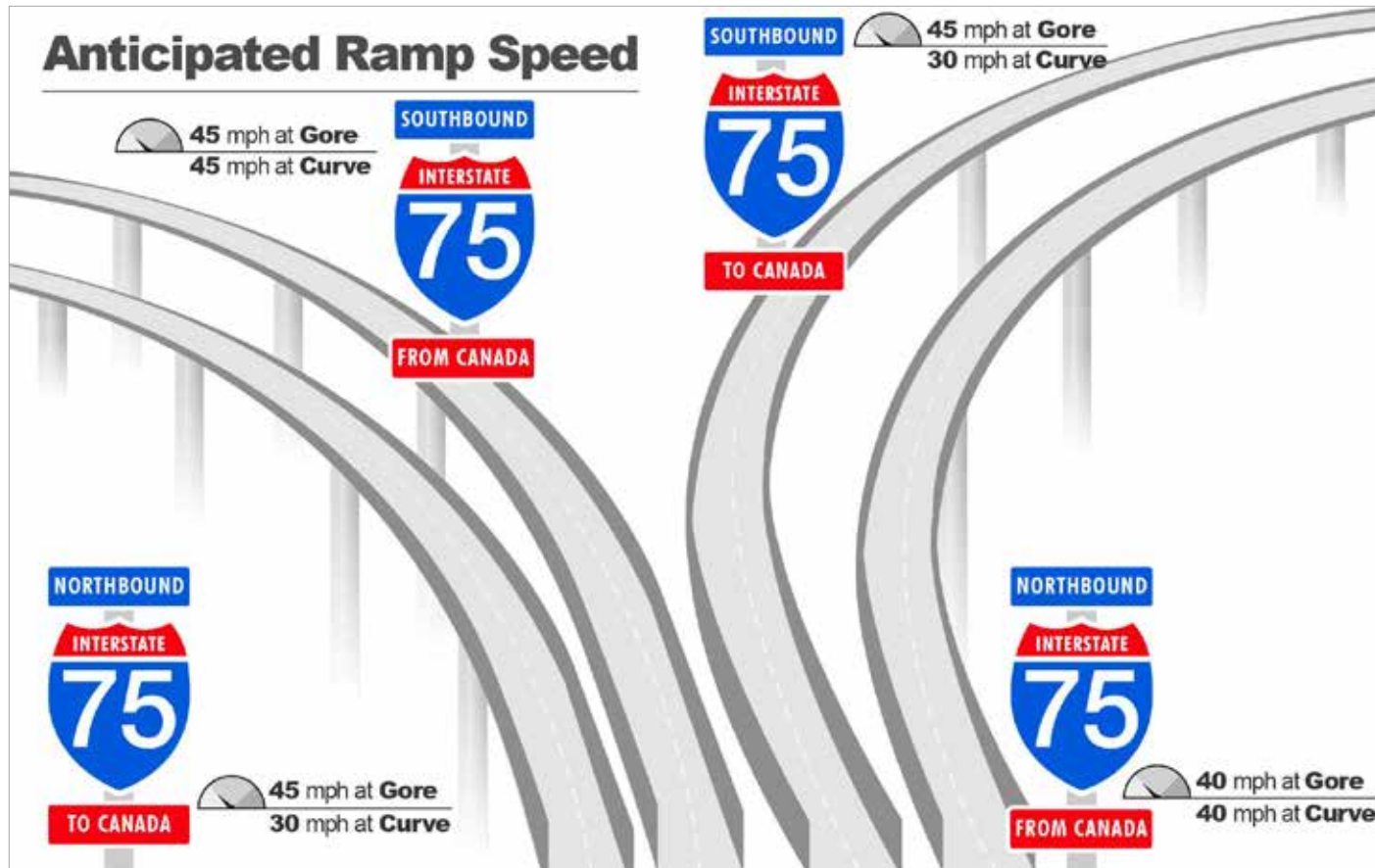
VIEW FROM I-75 INTERCHANGE: RAMP HEIGHTS



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.

VIEW FROM I-75 INTERCHANGE: 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.



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:

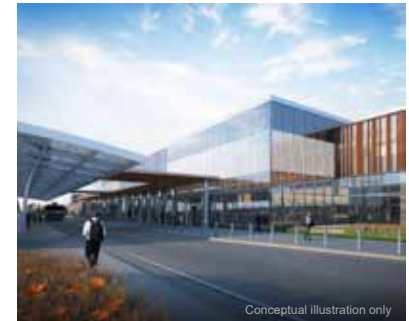
- **PEDESTRIAN BRIDGES:** Five new pedestrian bridges will be constructed over I-75 and in some cases, over the service drives. Access points include Beard, Waterman, Solvay, Junction and Lansing Streets. The pedestrian bridge identified through the 2008 Environmental Impact Statement at Morrell Street has been moved to Junction Street in response to extensive community consultation.
- **DECORATIVE BARRIERS:** Decorative security fencing will be provided around the 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 BIKE PATH:** A 5.5 foot protected bike path will be installed along both sides of Fort Street between Green and Junction Streets. The bike path 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.



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.

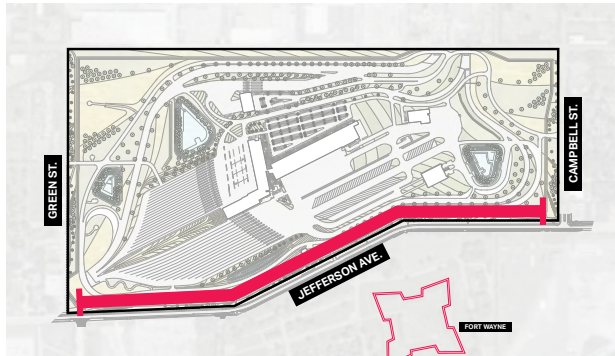
CANOPIES: the canopies create the primary architectural gesture for the Ports of Entry.



RESPONDING TO HISTORIC CONTEXT

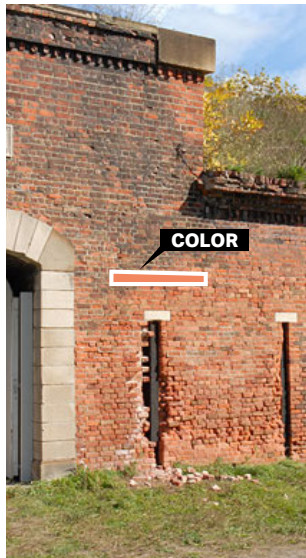
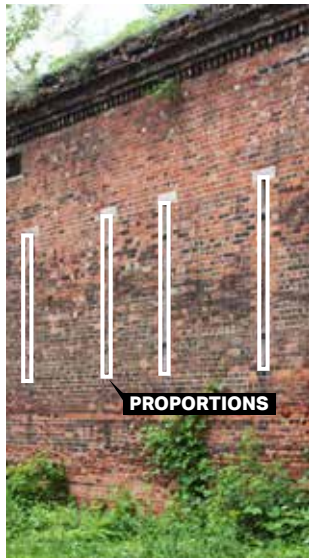
FORT WAYNE

THE US POE JEFFERSON WALL LOCATION

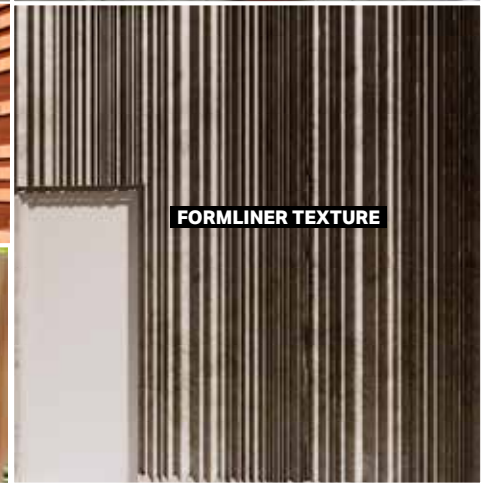


The US POE Jefferson Wall runs parallel to the multi-use path that connects Green and Campbell Streets along Jefferson Avenue. It will feature an aesthetic treatment to enhance public benefit for pedestrians and cyclists. Adjacent historic Fort Wayne serves as design inspiration for the wall treatment. Design cues such as proportions, color, and pattern will be reinterpreted with contemporary materials. Three design options will be presented to the public for comment, and a final design will be approved by the State Historic Preservation Office.

INSPIRATION



DESIGN REFERENCES AND MATERIALS



US POE JEFFERSON WALL

PUBLIC CONSULTATION - 2019

OPTION 1

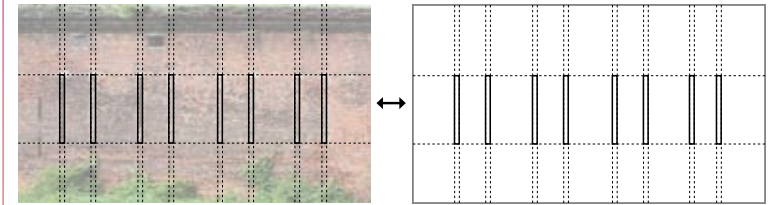
RHYTHM

EYE LEVEL VIEWS

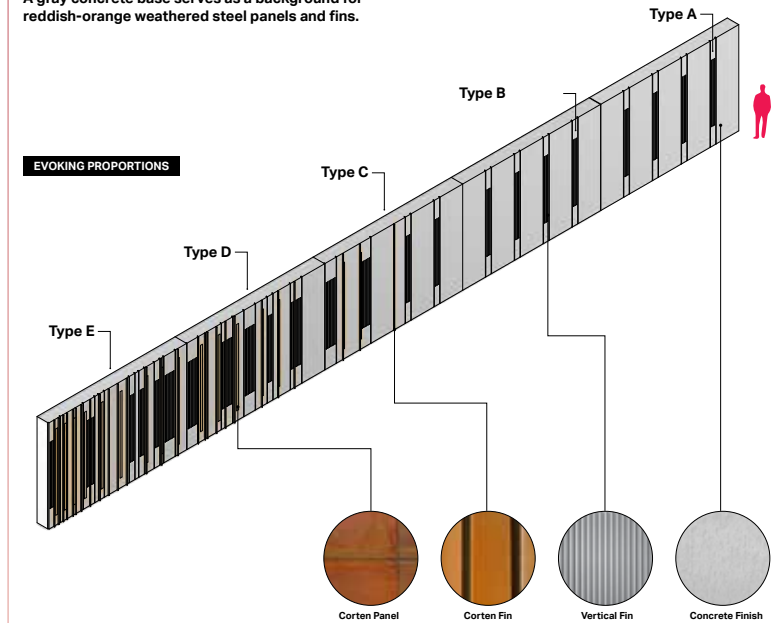


PLACE YOUR RANKING HERE

INSPIRATION AND MATERIALS



Option 1 is inspired by the vertical fort embrasures found along the walls of Fort Wayne. The design mimics the proportions of the slots and repeats them in a rhythmic pattern that responds to pedestrian and cyclist connections. A gray concrete base serves as a background for reddish-orange weathered steel panels and fins.



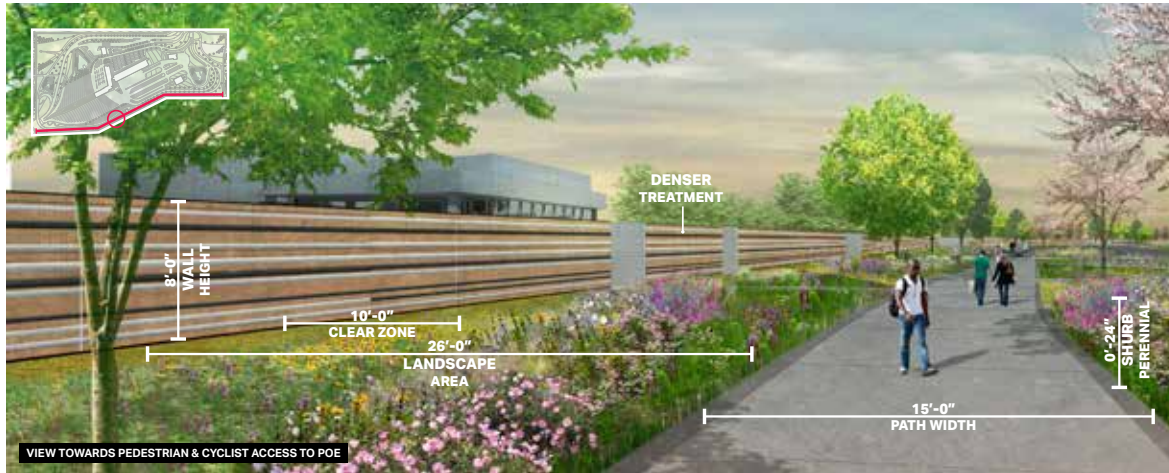
OPTION 2

BRICK

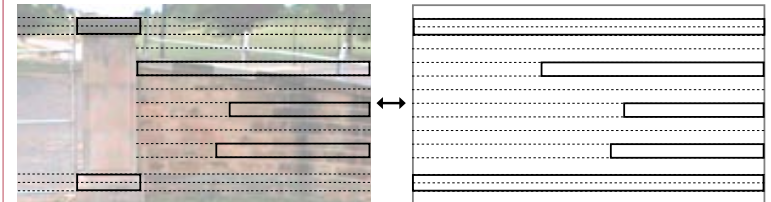


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EYE LEVEL VIEWS



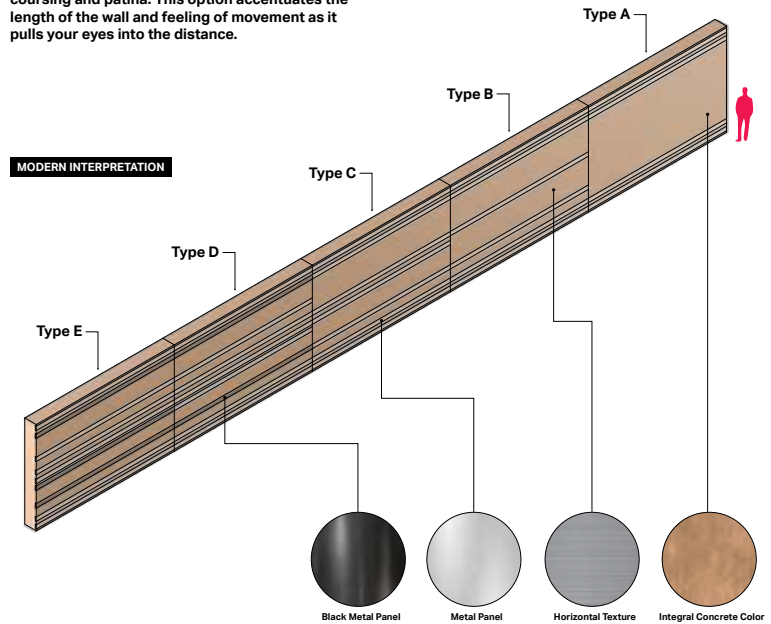
INSPIRATION AND MATERIALS



BRICK COURSING

Option 2 takes the historic materiality of Fort Wayne and reinterprets it in a contemporary fashion. The sunset-hued concrete reflects the shades of brick, while the horizontal strips of stainless and black steel represent the brick coursing and patina. This option accentuates the length of the wall and feeling of movement as it pulls your eyes into the distance.

MODERN INTERPRETATION



US POE JEFFERSON WALL

PUBLIC CONSULTATION - 2019

OPTION 3

PATTERN

EYE LEVEL VIEWS



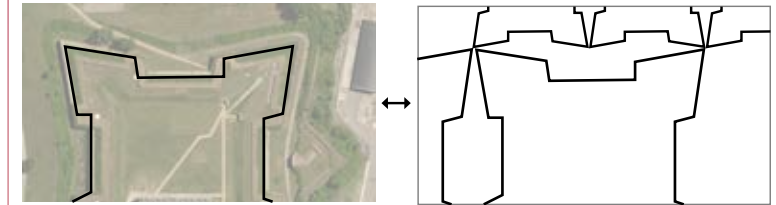
US POE JEFFERSON WALL

PUBLIC CONSULTATION - 2019

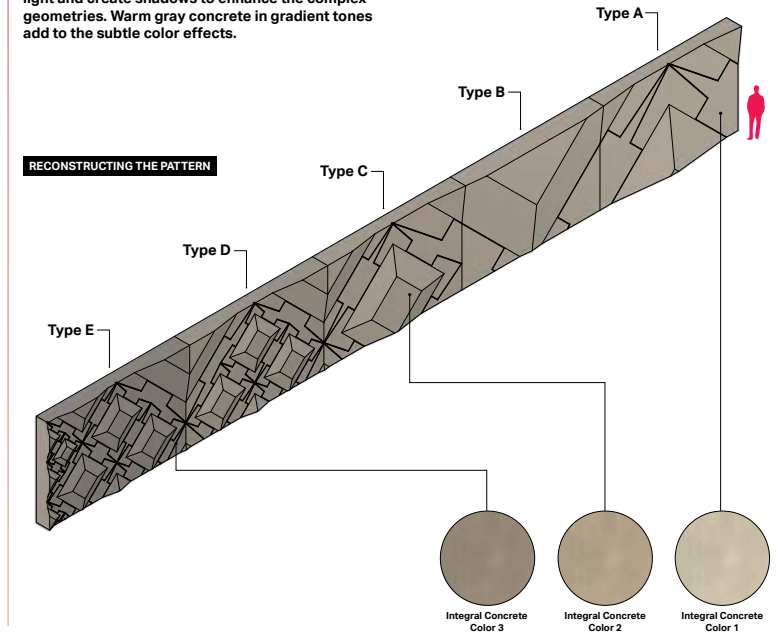


PLACE YOUR RANKING HERE

INSPIRATION AND MATERIALS



Option 3 is inspired by the iconic plan-view structure of Fort Wayne. It takes the unique star-like shape and plays with scale and repetition. The corners and edges of the pattern are raised to create a faceted surface. The facets play with light and create shadows to enhance the complex geometries. Warm gray concrete in gradient tones add to the subtle color effects.



COMMUNITY BENEFITS PLAN COMPONENTS

The Community Benefits Plan to be delivered as part of the Gordie Howe International Bridge project reflects community priorities heard to date and is comprised of two 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.

There are three sections to this strategy:

- **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 the two-phase consultation that took place between 2015-2019 with communities, businesses, Canadian Indigenous Peoples and other stakeholders in Windsor and Detroit.

The Neighbourhood Infrastructure Strategy is comprised of initiatives that are consistent with the Crossing Agreement and the key regional priorities identified:

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

Further consultation will be undertaken during the implementation of these initiatives.



WORKFORCE DEVELOPMENT INITIATIVES

Collectively more than 80 initiatives have been identified for implementation to ensure that Windsor, Detroit and Canadian Indigenous Peoples have opportunities for employment or to provide goods and services to the project.

These initiatives focus on ways to engage the following entities:

- General Public/Stakeholders
- Elementary and Secondary Schools
- Post-Secondary Institutions
- Subcontractors
- Unions
- Vendors
- Workforce Development Agencies

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



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

To deliver these initiatives, WDBA and Bridging North America have identified agencies and organizations that have the necessary knowledge, expertise and capacity. We will work with these delivery partners to reach Windsor, Detroit and Canadian Indigenous Peoples residents and businesses. Delivery partners include:

- *Project Subcontractors*
- *Local Elementary and Secondary Education Institutions*
- *Post-Secondary Education Institutions*
- *City of Windsor – Employment and Training Services*
- *Workforce WindsorEssex*
- *WindsorEssex Economic Development Corporation*
- *Windsor Construction Association*
- *Heavy Construction Association of Windsor*
- *Windsor Essex Regional Chamber of Commerce*
- *New Canadians' Centre of Excellence*
- *Walpole Island First Nation*
- *Detroit Employment Solutions Corp.*
- *Southwest Detroit Business Association*
- *Wayne County Community College District*
- *Detroit Regional Chamber*
- *Access for All*
- *Focus: Hope*
- *Southwest Solutions*
- *Unions in Project Labour Agreement*
- *Contractor and construction associations*
- *Local workforce development organizations*

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY US INITIATIVES

AESTHETICS & LANDSCAPING INVESTMENTS \$5.34 MILLION

Community Home Repair Program

Timing: 2019 for five-year duration

Partner: To be confirmed

- Launch a home repair program in the Delray neighbourhood for eligible homes in the area of the US Port of Entry
- A catchment area will be announced at the time of the program launch that will include homes south of I-75 adjacent to the US Port of Entry
- Issue an RFP to identify and select a partner that can develop, administer and implement the program
- Eligible homeowners will qualify for improvements to roofs, furnaces, windows and insulation up to a per household cap to be determined.

Clark Park Improvements

Timing: To be confirmed **Partner:** City of Detroit

- Investments into fitness equipment at Clark Park serving the Delray and Southwest Detroit community.

Neighbourhood Green Improvements

Timing: 2020 and 2024

Partner: Greening of Detroit

- Co-host two tree giveaways with Greening of Detroit during the construction phase of the project

Local Street Enhancements

Timing: To be confirmed

Partner: City of Detroit

- Further enhance Delray local streets by adding community features such as solar-powered mobile lighting, safety lighting near homes, new bus stop seat furnishings, etc.

Neighbourhood Trailhead and Garden

Timing: To be confirmed

Partner: Michigan Department of Transportation (MDOT)

- Establish a trailhead and four-seasons garden adjacent to a new MDOT parking lot to be constructed in Delray near Historic Fort Wayne
- The trailhead will serve cyclists and pedestrians utilizing the multi-use paths surrounding the US Port of Entry.



NEIGHBOURHOOD INFRASTRUCTURE STRATEGY US INITIATIVES



Expand Adjacent Trails to Connect to Gordie Howe International Bridge

Timing: 2024 **Partner:** To be confirmed

- Invest in expanding cycling infrastructure near the US Port of Entry to create connections
- Investments may include creation of paths, installation of safety lighting, directional and wayfinding signage and emergency call boxes, development of pedestrian and cyclist-friendly, outdoor amenity spaces.

Construction Observation Platform

Timing: 2020

Partner: City of River Rouge

- Construction of an observation platform at Belanger Park in River Rouge that would allow students, residents and tourists to view ongoing construction of the Gordie Howe International Bridge project
- Features to include wayfinding signage, benches, binoculars, photography area and subsidized access to the park.

Transportation Improvements

Timing: 2019

Partner: The Community Health and Social Services Center (CHASS), People's Community Services (PCS), Clark Park Coalition

- Invest in new 12-15 passenger vans to be donated to CHASS, PCS, and the Clark Park Coalition to support transportation of clients and youth utilizing the programs and services provided by these community organizations.

Bike Rack Design Contest

Timing: 2023

Partner: To be confirmed

- Create and run a contest for local artists to design one-of-a-kind, locally-inspired bike racks that can be installed at various community locations/trailheads within the expanded adjacent trail network.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY US INITIATIVES



COMMUNITY SAFETY AND CONNECTIONS \$1.33 MILLION

People's Community Service Partnership

Timing: 2019 for three-year duration

Partner: People's Community Service

- Invest in facility repairs and programming development at Delray House managed by PCS.

Fort Street Bridge Project

Timing: 2019

Partner: Friends of Detroit River

- Invest in an element of the Fort Street Bridge Park enhancements as part of the Fort-Rouge Gateway Project being undertaken.

Delray Art Project

Timing: To be confirmed

Partner: Urban Neighborhood Initiatives

- Work with local artists/youth to create at least one mural within the Southwest Detroit community through the Southwest Urban Arts Mural Project (SUAMP).

Community Organization Investment

Timing: 2020 for five-year duration

Partner: Local Community Organizations

- Annual \$50,000 investment allowance for community organizations located in Delray/Southwest Detroit or servicing Delray/Southwest Detroit residents
- Eligible community groups to apply annually for funding between \$1,000 to \$25,000 for events, programming and infrastructure improvements
- Local Community Group will assist in application review
- Funding will be released once annually over five years
- Policy framework to be developed.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY US INITIATIVES



Southwest Detroit Business Development Program

Timing: 2020 for three-year duration

Partner: Southwest Detroit Business Association

- Support the Southwest Detroit Business Association to launch a new business development program, Bridges to Prosperity, for a three-year period
- The program will feature supports for small businesses and entrepreneurs located in Southwest Detroit through business technical assistance, consulting and drop-in services.

Windsor-Detroit Cross-River Tour – US Features
























Timing: 2023

Partner: To be confirmed

- Create an international walking/cycling tour highlighting the unique culture and history of Delray and Sandwich communities through plaques/interpretive signage to be installed at key locations along pedestrian and cyclist routes on Jefferson Avenue and adjacent to the US Port of Entry approaching the bridge
- Complementary plaques to be installed on Canadian side, along with a border marker at the centre of the bridge
- Will engage local historians and residents through further consultation.

CONSTRUCTION LOOK AHEAD

Upcoming Activities for Fall 2019/Winter 2020

-   Design continues: Advancing design from 60% 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 US POE and bridge parcels
-   Move into site office trailers
-   Proceed with production drilled shaft foundation
-   Seawall investigation activities
-  I-75 Interchange work: Utility relocation; Springwells ramp reconstruction; demolition and construction of road bridges
-  US POE road closures
-  Sewer 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
-  Wickdrain, surcharge and monitoring installation at the CDN POE
-   Construction monitoring and mitigation

US BRIDGE SITE WORKS

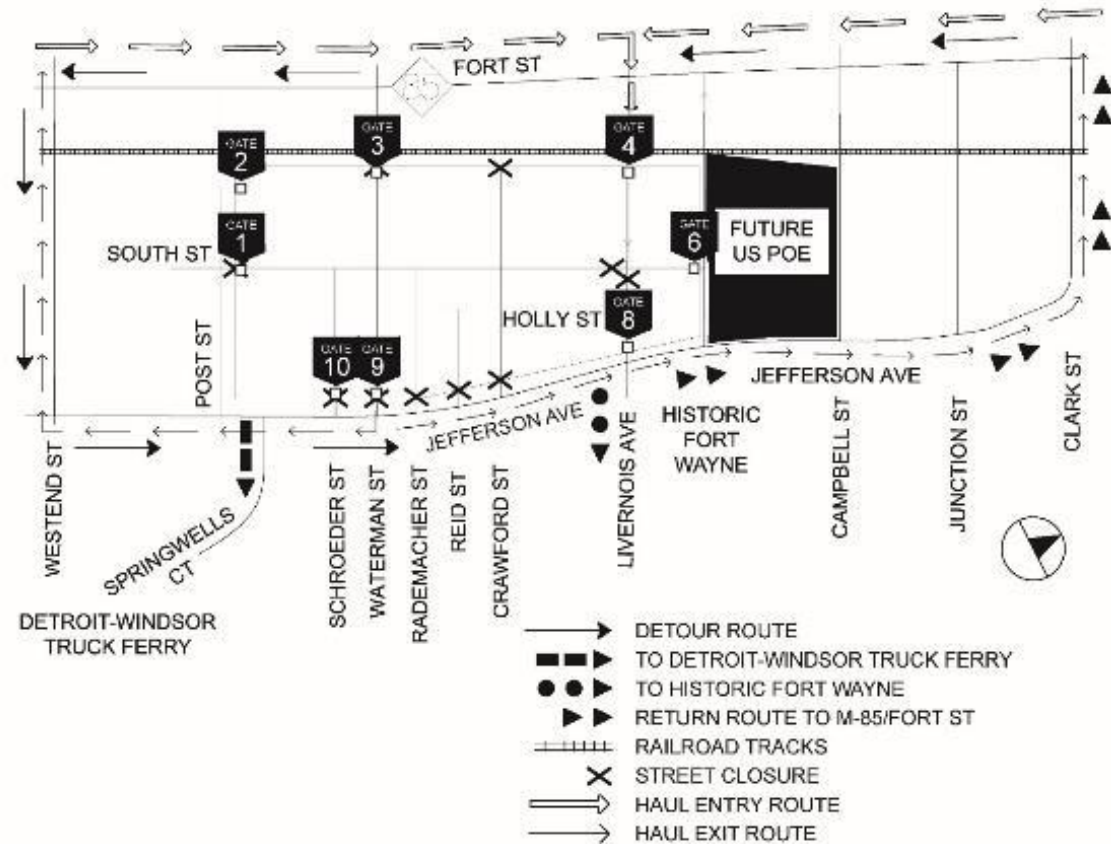
Construction of the production drilled shafts for the main bridge are anticipated to begin in summer 2019 on both sides of the border. Work will include the following:

- The foundation of each pylon is composed of a total of 12 production drilled shafts.
- The total length of the drilled shaft will be determined by the test drilled shaft.
- The rebar cage is an element of the bridge foundation. A complex structure of 3 metre/9.6 ft diameter with double rings at the upper part. It must be installed in one piece with a total weight over 65,000 kg/143300 lbs.
- Over 3,500 m³/123,601 f³ concrete will be needed for all of the production drilled shafts.
- Once the concrete is cured, specialty testing is required to check the concrete integrity of each production drilled shaft.



US POE SITE WORKS

- On August 22, 2019, the perimeter of the US POE was extended from Post Street eastward to Dragoon Street, and from Jefferson Avenue northward to the Norfolk Southern Railroad tracks (NSR). Livernois Ave between South Street to NSR and South Street between Livernois Ave and Dragoon Street continues to remain open temporarily. This is anticipated to close in three to six weeks.
- Access will be maintained to adjacent properties.
- Major earthworks and placement of wick drains and surcharge fill will begin within the US POE area to accelerate the settlement of soils to expedite construction and limit long-term settlement. Haul routes and staging areas will be established to minimize impacts on adjacent property owners.





ANTICIPATED I-75 CONSTRUCTION STAGING

Approximately 1.8 miles of I-75 between Springwells Street and Clark Street will require modifications to accommodate the ramps connecting to the US Port of Entry (POE). These works will be delivered in four phases.



Phase 1 – Anticipated to begin fall 2019 - winter 2020.

- Springwells St, Livernois Ave and Clark St road bridges and Solvay St pedestrian bridge crossing I-75
- Widening of I-75 shoulders
- Construction of the connecting ramps to the US POE
- Reconstruction of I-75 between Springwells St to Green St.

Phase 2 – Anticipated to occur winter 2020 - spring 2022.

- Green St road bridge and Beard St pedestrian bridge crossing I-75
- Reconstruction of NB/SB West Fisher Service Drives between Green St and Livernois Ave
- Construction of ramps connecting I-75 to the US POE

Phase 3 – Anticipated to occur spring 2021 - winter 2022.

- NB West Fisher Service Drive and I-75 shoulders will be rebuilt between Green St and Livernois Ave.
- SB West Fisher Service Drive will be rebuilt from Junction to Livernois Ave.
- SB I-75 on-ramp at Clark St, NB I-75 on-ramp from Livernois Ave, and NB I-75 off-ramp to Campbell St.

Phase 4 – Anticipated to occur winter 2022 - winter 2023.

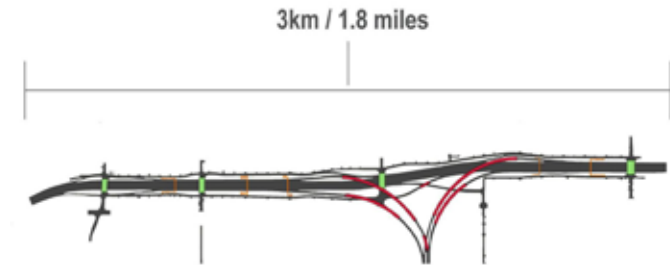
- Reconstruction of Fort St, Jefferson Ave, and Clark Street
- NB I-75 exit ramp at Clark St and SB entrance ramp from Clark St will be removed
- Work on West Fisher Service Drives will be completed between Junction St and Clark St.
- I-75 will be widened in the area of Clark St.



MICHIGAN INTERCHANGE PHASE ONE ACTIVITIES

As part of the Gordie Howe International Bridge project, approximately three kilometres or 1.8 miles of I-75 between Springwells Street and Clark Street will require modifications to accommodate the ramps connecting to the US Port of Entry (POE).

These works will be delivered in a number of phases. Phase One activities will begin in **fall 2019** and are anticipated to be completed in **winter 2020**.



Phase One Activities

- Road bridge crossings over I-75 at Springwells Street, Livernois Avenue, and Clark Street will be removed and rebuilt. A new pedestrian bridge at Solvay Street also will be constructed. It is anticipated that this work will be completed in fall 2020.
- The road bridges at Green Street, Waterman Street, Dragoon Street, and Junction Street will remain open and operational during Phase One.
- All three bridge demolitions are planned to occur over the same weekend to reduce traffic impacts on I-75.

Springwells Street

- Springwells Street road bridge and on- and off-ramps to northbound and southbound I-75, and West Fischer Service Drive in both directions from Springwells Street to Green Street will be demolished and reconstructed.
- Springwells Street will be rebuilt with a new alignment in the section from M-85/Fort Street north to I-75.
- Springwells Street/West End Street will be reconstructed from Melville Street north to M-85/Fort Street.
- Reconstruction will be conducted in a phased approach ensuring businesses remain accessible.

Livernois Avenue

- Livernois Avenue road bridge will be demolished and reconstructed
- Work will extend from M-85/Fort Street north to I-75 during this phase. On- and off-ramps will remain open.

Clark Street

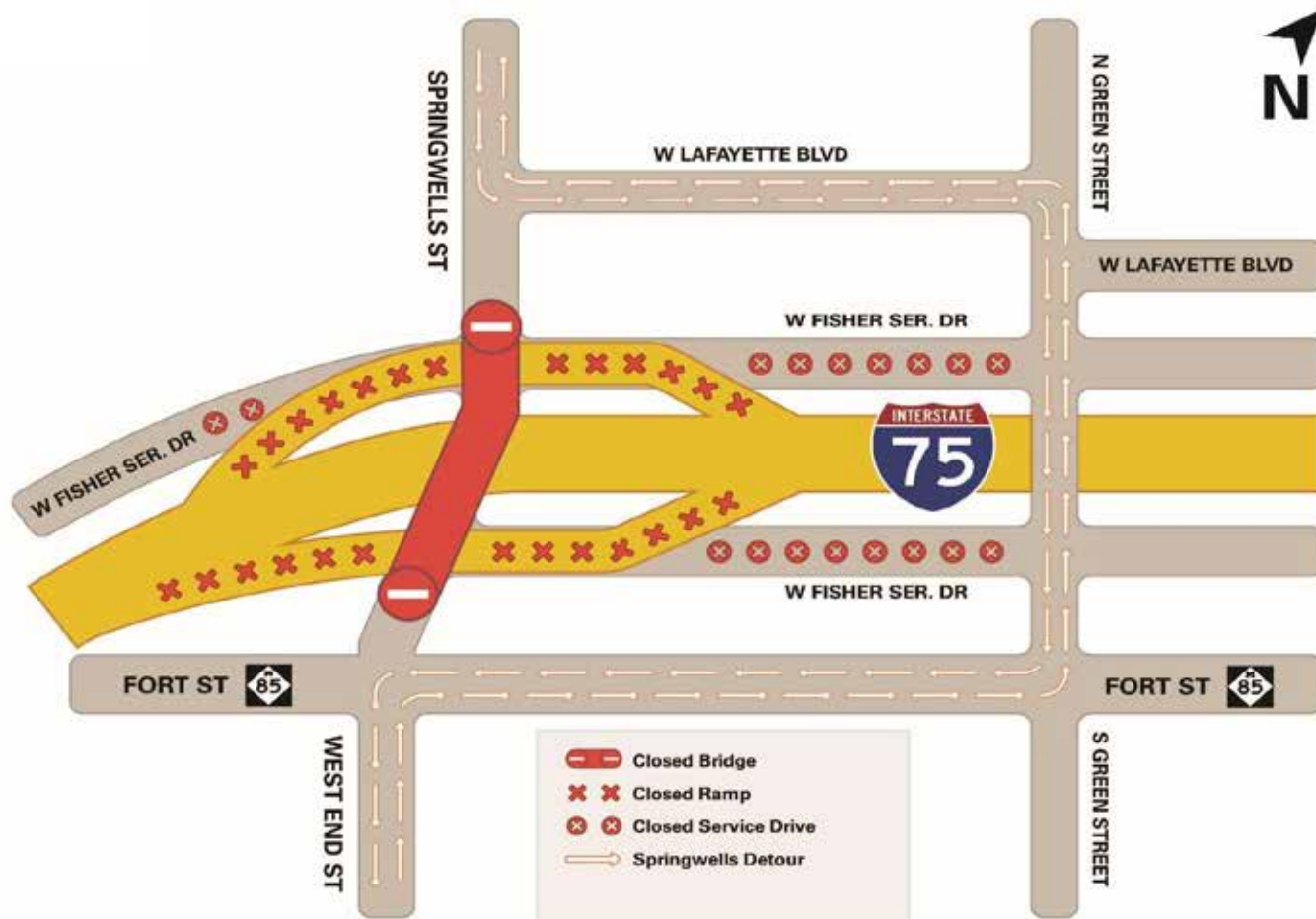
- Clark Street bridge will be demolished and reconstructed
- Work zone will be over I-75 between the Northbound and Southbound West Fischer Service Drives
- On- and off-ramps will remain open



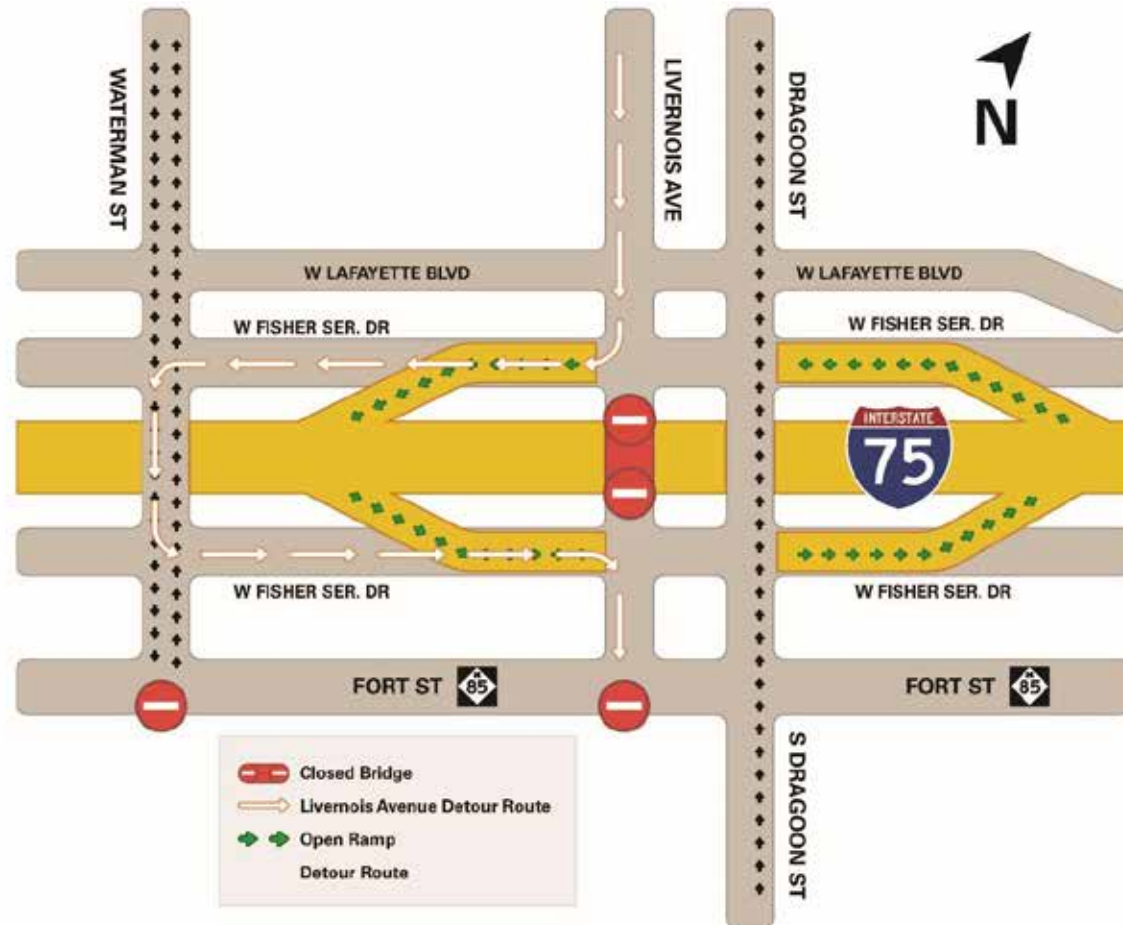
PHASE ONE MICHIGAN INTERCHANGE WORKS



PHASE ONE I-75 WORKS SPRINGWELLS STREET



PHASE ONE I-75 WORKS LIVERNOIS AVENUE



PHASE ONE I-75 WORKS CLARK STREET

CLARK STREET DETOUR MAP





CONSTRUCTION MITIGATION

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 made available to owners of properties located within 150 feet of identified vibration zones.
- Owners of residential and business properties that fall within these identified areas will be issued a letter explaining the Vibration Monitoring Program, which is provided free of charge. Once they opt-in, BridgingNA will coordinate a survey of their property prior to the start of 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.



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