

Gordie Howe International Bridge Public Information Meetings



**Windsor, Ontario and Detroit Michigan
November 17 and 18, 2015**

Canada



Introduction

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

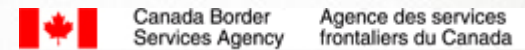


Windsor-Detroit Bridge Authority is:

- A not-for-profit Canadian Crown corporation
- Reports to Parliament through the Government of Canada
- Manages the procurement process for the design, construction, financing, operation and maintenance of the new bridge through a public-private partnership (P3)
- Will oversee the work of the P3 partner and will manage the concession agreement and payments



Who's Involved



U.S. Customs and Border Protection



History

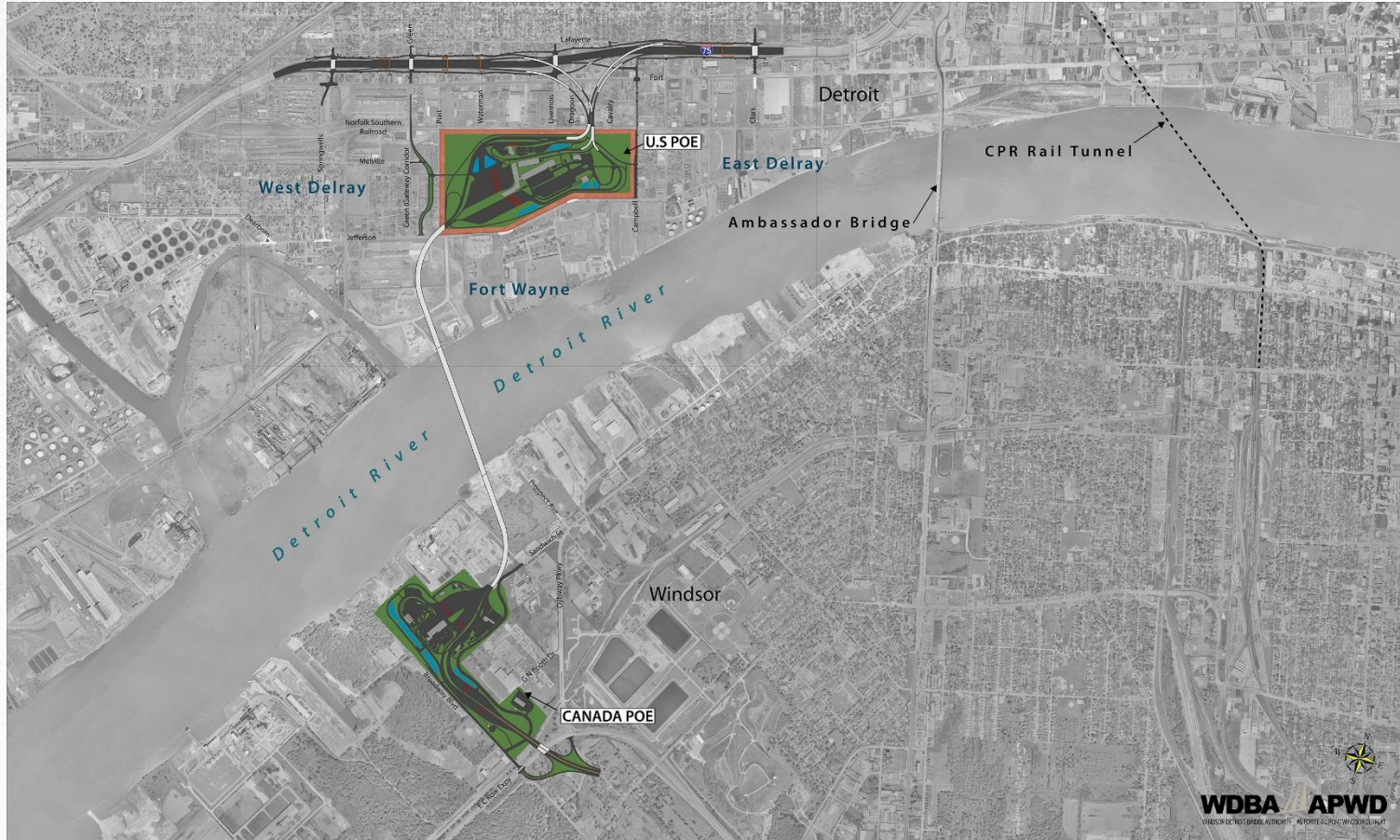
Timeline	Activity
2001-04	Planning/Need and Feasibility Study
2005-09	Coordinated environmental assessment and economic impact studies – US and Canadian sides Canada determines that the Project will not have significant environmental impact, with mitigation measures US Record of Decision obtained
2008-12	Canada land acquisition begins Preliminary Canadian and US Port of Entry design and other preparation work begins
2012	Canada-Michigan Crossing Agreement signed WDBA incorporated
2013	Presidential Permit issued
2014	A Board of Directors and President and CEO are appointed for WDBA Members are appointed to the International Authority Board US Coast Guard Bridge Permit received
2015	International Authority approves United States land acquisition Selection of key advisor firms to assist with engineering, technical and legal work Crossing officially named Gordie Howe International Bridge Start of Early Works at Canadian Port of Entry Launch of the P3 process with the Request for Qualifications More than 40 positions filled at WDBA Windsor Office



COMPONENTS OF THE PROJECT



Gordie Howe International Bridge Project



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



Project Key Features: Bridge

- Two design types could be used for this signature Bridge:
 - Suspension, which is recognized by its elongated “M” shape; or
 - Cable-stayed, which has more of an “A” shape.
- Six-lanes: three Canadian-bound, three US-bound
- Clear span of 850 metres / 0.53 miles with no piers in the water
- One approach bridge on each side of the crossing to connect Ports of Entry in Canada and the US
- Total length of approximately 2.5 kilometres / 1.5 miles

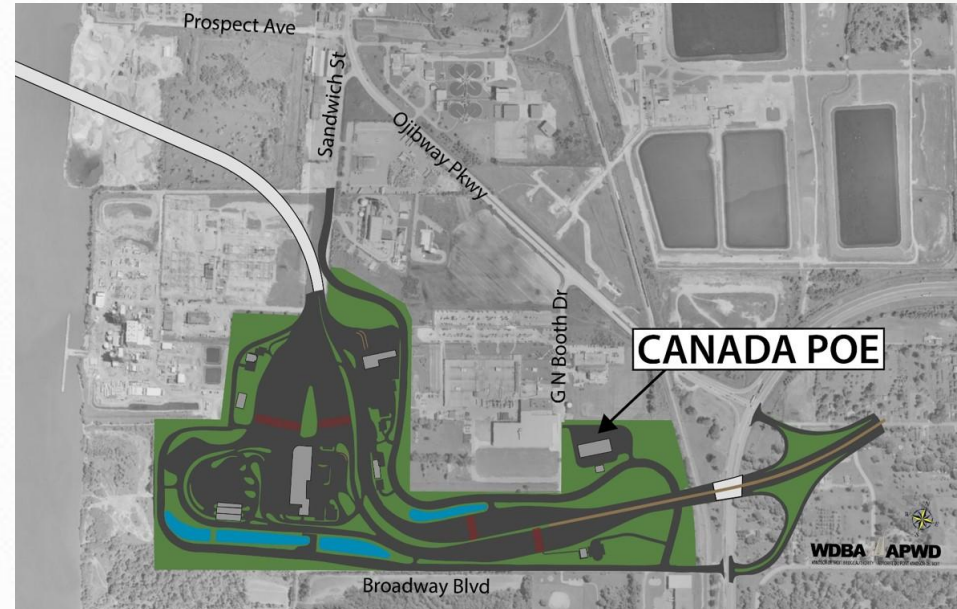


Once complete, the Gordie Howe International Bridge will be among the top five longest bridges in North America.



Project Key Features: Canadian Port of Entry

- Approximate 53 hectare / 130 acre site
- Inbound border inspection facilities for both passenger and commercial vehicles
- Outbound inspection facilities
- Toll collection facilities
- Maintenance facility
- Parking



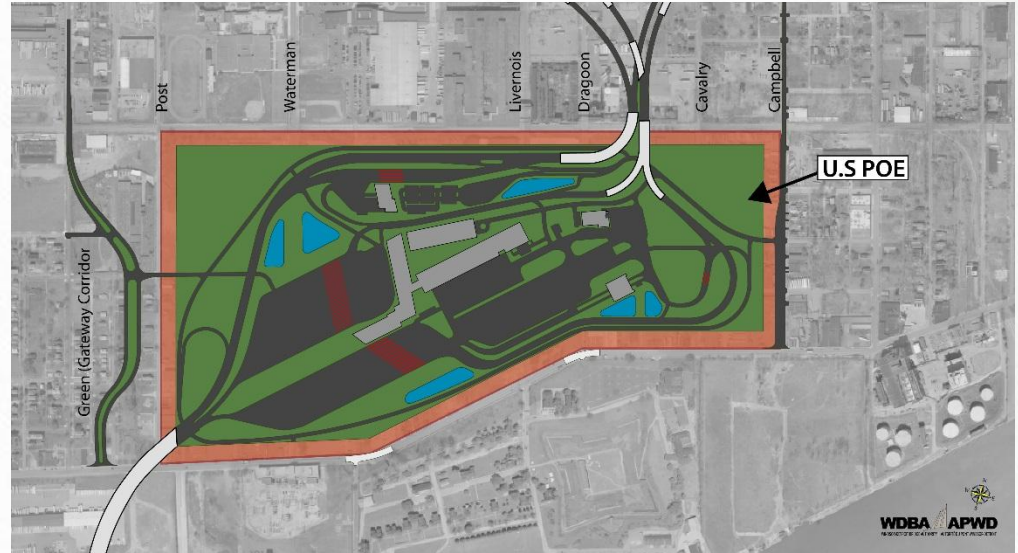
Once constructed, this port will be the largest Canadian port along the Canada-US border and one of the largest anywhere in North America.

The footprint allows for the installation of further technology and the addition of expanded border processing facilities.



Project Key Features: US Port of Entry

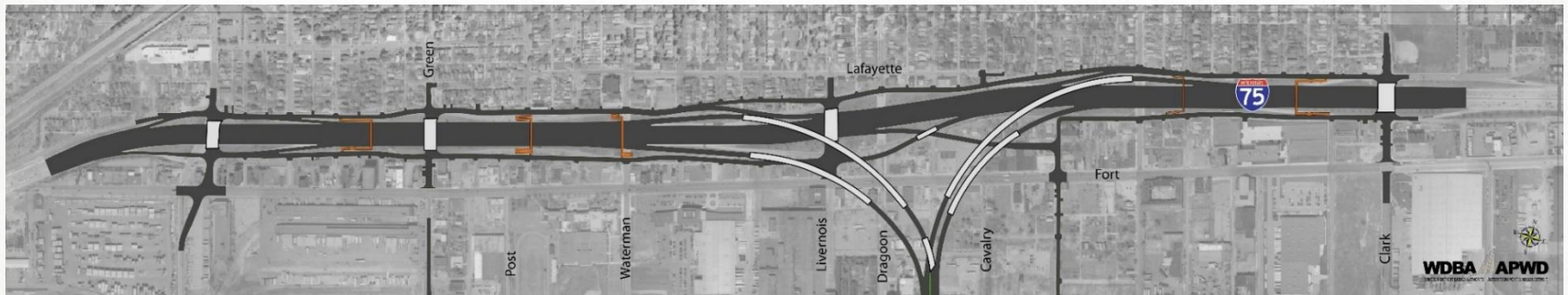
- Approximate 148 acres / 60 hectare site
- US inbound border inspection facilities for both passenger and commercial vehicles
- US outbound inspection facilities
- Commercial exit control booths
- Parking



Project Key Features:

Michigan Interchange to Interstate-75

- Primary connecting ramps to and from the US POE:
 - Reconfiguration of I-75 interchange ramps and service drives
 - 4 long bridges crossing the railway and connecting I-75 to the US POE
- Local road improvements required due to the Project, including:
 - 4 new crossing road bridges
 - 5 new pedestrian bridges
 - Widened roads at key intersections to allow transport trucks to make full uninterrupted turns, which would allow commercial traffic to bypass residential routes and more easily reach I-75 interchanges at Clark and Springwell Roads.



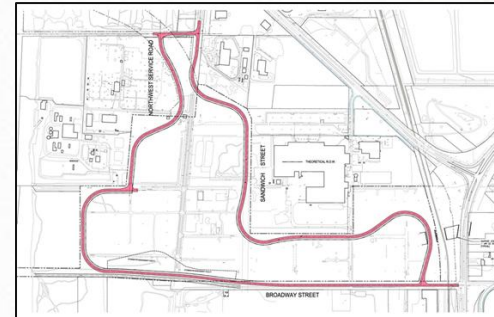
ACTIVITIES IN CANADA



Early Works: Preparing the Canadian Site

Early Works will help facilitate timely completion of the 53 hectare / 130 acre Canadian POE. Early Works activities include:

- **Perimeter Access Road (PAR):** 4km road to provide access to Canadian POE and adjacent properties and allow closure of existing Sandwich Street.
- **Utilities Relocation:** All utilities to be relocated within the PAR right-of-way and clear of the POE site. Hydro One and Union Gas working with the contractors and WDBA to safely complete work.
- **Fill Placement:** Existing ground has highly compressible soils requiring wick drains and pre-loading to reduce the effects of settlement on future structures, reducing schedule and technical risk for P3 contract.



Early Works – Status

- Exclusion fence installation is complete.
- Current construction:
 - Removal of abandoned utilities and fill from previous site land use and occupancy;
 - Grubbing and removal tree stumps and vegetation;
 - Stripping and removal of topsoil from the entire site;
 - Construction of mud mats and dust control mitigation;
 - Placing and compacting the first lift of granular material on three-quarters of the site; and
 - Installation of wick drains
 - Ships continue to arrive, delivering granular material a dock on the Detroit River.
 - Fill and grading to be complete in November



Canadian Property Acquisition

- WDBA provides support to Transport Canada, who is responsible for Canadian property acquisition.
- Most required land has been acquired and discussions continue on the remaining properties.



ACTIVITIES IN THE US



Documenting History

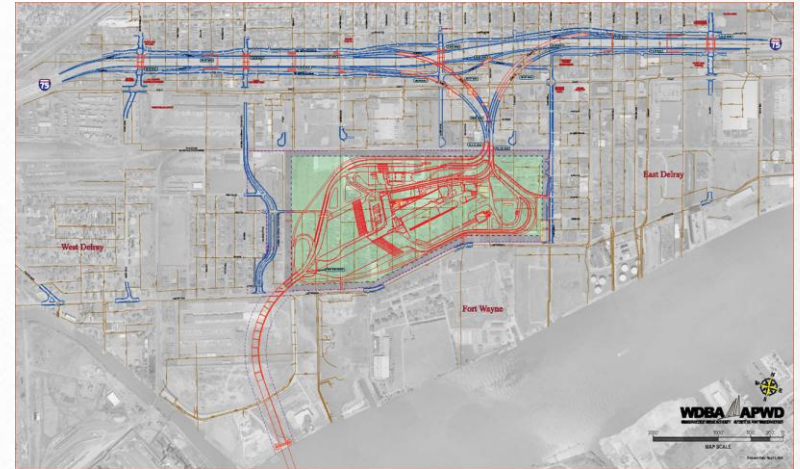
The Delray community has a rich history, hosting several historic sites, including Historic Fort Wayne.

Current activities include documenting and recording information on Kovacs Bar and St. Paul AME Church.

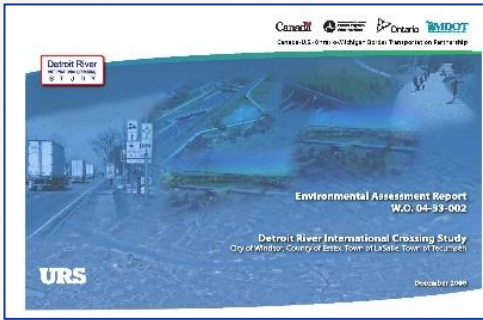


US Utility Relocation

- WDBA is working with utilities and other partner agencies to identify high priority areas where utilities require relocation.
- Relocation designs and schedules have commenced with DTE Energy, International Transmission Corporation (ITC) and Detroit Water and Sewage Department. Some relocations have already been completed.
- Other companies have begun or completed relocations of their utilities, including Sprint/Nextel and AT&T.



US Property Acquisition



An extensive environmental study completed as part of the Detroit River International Crossing study in 2005-2009 identified the properties that would be required for the construction of the US Port of Entry, the bridge foundations and the Michigan Interchange.

- The Michigan Department of Transportation (MDOT) is responsible for all property acquisitions in the US (i.e., Michigan) with oversight from the WDBA and is committed to working with property owners in a fair and consistent manner, and in accordance with federal and state law.
- In June 2015 MDOT held a series of information meetings in the Delray community for residential property owners and tenants within the Project footprint.
- MDOT will continue to acquire property within the Project footprint based on fair market value.



PROJECT PROCUREMENT PROCESS



What is a P3?

- P3 stands for **Public-Private Partnership**, a co-operative venture between a public sector entity and a private sector partner for the provision of infrastructure or services.
- The partnership is built on the expertise of each partner that best meets clearly defined public needs, through the most appropriate allocation of resources, risks, and rewards.
- The Gordie Howe International Bridge will be designed, built, financed, operated and maintained using a P3 model overseen by the WDBA.



Benefits of a P3

- The model allows for an appropriate sharing of risks between the government and the private sector.
- A 'whole life' approach is used in the delivery of the project with the private sector having responsibility for the design and delivery of the project and also the long-term operations and maintenance.
- The private sector's expertise, efficiencies and innovation are utilized in delivering large-scale infrastructure projects as specified by the public sector.
- The private sector is paid only on performance, aligning financial incentives for on-time, on-budget delivery and for the achievement of performance standards during the useful life of the asset.



How Will the Procurement Process Work?

- WDBA will use a two-stage approach, which includes several milestones:

Stage One:

Request for Qualifications: Respondents must demonstrate their ability to successfully deliver a project of this scale.

RFQ Milestones:

- Issuance of RFQ
- Receipt of response submissions
- Short-listing respondents for invitation to participate in the Request for Proposals stage.



RFQ – Highlights

- After the RFQ release in July 2015, Introductory Project Meetings and Industry Days were held in Windsor and Detroit in August.
- Six North American and international respondent teams submitted responses prior to the deadline on October 9, 2015.
- Under the supervision of an independent fairness monitor, responses are now being evaluated by WDBA officials and partner organizations.



How Will the Procurement Process Work?

Stage Two:

Request for Proposals: Up to three respondents, or proponents, submit a proposal in response to set conditions and specifications. They will be evaluated according to pre-set criteria and a preferred proponent will be selected.

RFP Milestones:

- Issuing RFP
- Receipt of Proposals
- Identification of the Preferred Proponent
- Financial close



How Will the Procurement Process Work?

- The entire P3 procurement process is overseen by a Fairness Monitor acting as an objective, third party observer ensuring the process is conducted in a fair, open and transparent manner.
- It is anticipated that the length of the procurement process will be approximately 18 months.
- In accordance with the 2012 Crossing Agreement, WDBA must present to the International Authority the RFQ, RFP and agreement between WDBA and the successful proponent for approval.



Successful Proponent Responsibilities

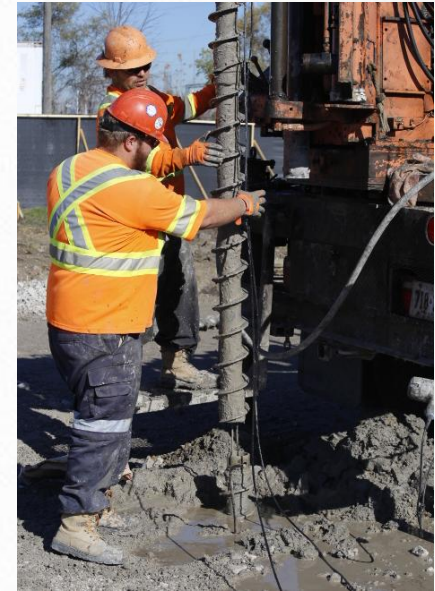
Project Components	Design	Construction	Finance	Operations & Maintenance	Life Cycle, Maintenance Rehabilitation & Handover Requirements
Bridge	X	X	X	X	X
Canadian POE (including Tolling Infrastructure)	X	X	X	X*	X
United States POE	X	X	X	X*	X
Michigan Interchange	X	X	X	MDOT	MDOT

* CBSA and CBP will operate the Canadian POE and United States POE, respectively, and carry out customs inspections and other border-related functions. Project Co will be responsible for custodial functions and other building-related operations and maintenance.



Economic Opportunities: Jobs

- The project is a significant economic opportunity for local workers, suppliers, and contractors.
- Industry knowledge has demonstrated that private sector teams will seek local partners because of the advantages this would provide such as:
 - proven experience of local contractors in area construction projects
 - knowledge of local conditions and experience with the local labour pool
 - not having to provide travel/accommodation expenses for out-of-town workers.



Project Team

PARSONS

General Engineering Consultant

Deloitte.

Financial and Transaction Advisor

**Blair
Franklin**
ASSET MANAGEMENT

Capital Markets Advisor

**FASKEN
MARTINEAU**



**Warner
Norcross & Judd**
ATTORNEYS AT LAW

Legal Advisors

p1X Consulting

Fairness Monitor

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OPPORTUNITIES FOR CONTINUED ENGAGEMENT AND CONSULTATION



Meeting Environmental Commitments

The Detroit River International Crossing (DRIC) study was a coordinated Canadian and US environmental study that identified requirements to mitigate potential negative impacts from a new crossing. Through OEAA, CEAA and NEPA approvals, more than 450 conditions across all project phases were identified.

Both countries committed to future communication and consultation with the public, indigenous peoples, regulatory agencies and other stakeholders on various topics throughout the construction and operation of the Gordie Howe International Bridge project.

These commitments will be completed by WDBA and/or the private sector partner at appropriate times during the design, build, operation and maintenance of the Gordie Howe International Bridge.



Canadian Environmental Commitments

Canadian requirements are documented in the Canadian Screening Report (includes the Provincial Environment Assessment and the Notice to Proceed.)



Design and Construction:

- Air quality
- Noise
- Waste
- Excavated materials
- Species at Risk
- Vegetation
- Invasives
- Wildlife
- Migratory Birds
- Surface Water
- Groundwater
- Fish/Aquatic Resources
- Stormwater
- Sediment and Erosion
- Spills
- Urban landscape (Aesthetics)
- Archeology
- Traffic
- Consultation
- Monitoring



US Environmental Commitments

Commitments on the US side are documented in the Environmental Impact Statement, Green Sheet and Memorandum of Agreement.



Design and Construction

- Visual Effects
- Noise
- Lighting
- Infrastructure
- Pedestrian and bicycle bridges (I-75)
- Vibration
- Water Quality
- Traffic Maintenance
- Tree Removal/Landscaping
- Historic Sites/Archaeology



Aesthetics Overview

- Continuation of work carried out during DRIC study
- Project goals:
 - An impressive and inspiring new gateway symbol for Canada and United States
 - Blending regional values and sound engineering
- Previously identified themes:
 - Historic
 - Friendship
 - Gateway
 - Modern
 - Native vegetation
- Commitment to ongoing consultation on aesthetics of Project components



Opportunities for Design

- Opportunities for aesthetic treatments:
 - Main Bridge
 - Approaches and Ramps
 - I-75 Overpasses
 - Pedestrian Bridges
 - Lighting
 - U.S. Port of Entry Buildings and Landscaping
 - Canadian Port of Entry Buildings and Landscaping



Community Benefits

What are community benefits?

- Community Benefits programs are identified opportunities that can advance economic, social or environmental conditions. These opportunities are often included in public projects.



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Contact Windsor-Detroit Bridge Authority

100 Ouellette Avenue

Suite 400

Windsor, ON N9A 6T3

1-519-946-3038

info@wdbridge.com

