

QUARTERLY US ENVIRONMENTAL UPDATE



PONT INTERNATIONAL
**GORDIE
HOWE**
INTERNATIONAL BRIDGE

Windsor-Detroit Bridge Authority (WDBA), Michigan Department of Transportation (MDOT) and Bridging North America (BNA) are committed to protecting the environment both on and adjacent to the Gordie Howe International Bridge site. A diverse approach is being implemented to limit any potential adverse effects on the natural environment, cultural resources, and neighbouring residents and businesses. Through daily inspections, several integrated environmental components are regularly assessed to determine the effectiveness of current actions and guide future improvements. On the Canadian and US monitoring and mitigation throughout the life of the Project, in accordance with commitments in the approved Environmental Assessment Report and Federal Screening Report in Canada and the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) in the US.

WHAT'S HAPPENING

Read the latest quarterly US environmental update below. This information covers activities from January 1 to March 31, 2022.

- Phase 2 of the Vibration Monitoring Program continued. The program launched in January 2021 with outreach to 120 properties located within 150 feet of specific construction zones. Learn more about the Vibration Monitoring Program.
- Noise wall consultation took place in January 2022. Residents who lived at 'benefiting residences' (residences who through computer analysis were shown to received a noise reduction) voted on whether or not they wanted noise walls constructed. Residents voted "yes" in favour of all three noise walls. Noise walls are anticipated to be installed in three locations identified through the Detroit River International Crossing study and Final Environmental Impact Statement re-evaluation completed in 2018.
- Regular inspections of water quality and soil erosion and sediment control measures were conducted throughout the active construction areas in coordination with Michigan Department of Transportation (MDOT). Additional controls such as road sweeping were implemented to minimize track-out to adjacent roadways. Mud mats, rumble strips, or stone approaches at entrances and exits were maintained.
- Sampling of excavated materials continued. Materials were re-used throughout the site for surcharge fill placement to expedite soil consolidation.
- Ongoing soil removal, sampling and testing for contamination throughout the Port of Entry and the I-75 Interchange.
- As per the EIS requirements, monitoring continued on noise and vibration, excavated materials, and hazardous waste throughout the site. Required mitigations have been implemented.
- Air quality monitoring and mitigation measures such as spraying water continued throughout the site to minimize dust generation. Regulatory consultation continued to meet necessary requirements.
- Part 55 Air Permit –Draft Permit issued for Public Comment on January 26, 2022. Public meeting held on March 1, 2022. Based on extent of public comments, BNA requested a Rule 206 extension for EGLE to respond to comments. Formal response from EGLE is expected on April 15, 2022.
- Onsite stormwater managed through a series of temporary stormwater management ponds and in accordance with regulatory requirements.
- Landscape design continues to be developed in coordination with MDOT.