

Detroit River International Crossing Study

Public Forum

Introduction of Project
to the Private Sector

Welcome



Introduction

- Kirk T. Steudle, P.E., Director, Michigan Department of Transportation (By video)

Program Outline

- Introduction: Kirk Steudle, MDOT Director
- Project Overview: M. Alghurabi, DRIC Project Manager
- Project Status: D. Wresinski, Administrator/Project Planning
- Project Components: J. Corradino & B. Campbell/Consultants
- Project Cost/Funding: M. Frierson, Finance Director
- Governance: S. Mortel, Planning Director
- Comments/Questions: Team

Why a New Crossing at Windsor-Detroit?

- Busiest commercial land border in North America. Each year at Detroit-Windsor:
 - ✓ More than 3.5 million trucks and 12 million cars cross both ways.
 - ✓ More than \$122 billion in trade (28% total Canada-U.S. trade) flows through.

Project Status

- 2000 – Border Transportation Partnership formed
- 2004 – Partnership found additional border capacity need
- 2005 – EIS
- 2008 – FHWA/MDOT completed EIS
- 2009 - Project approved by U.S. DOT/FHWA
- 2009 – Canadian approval is expected (Summer)

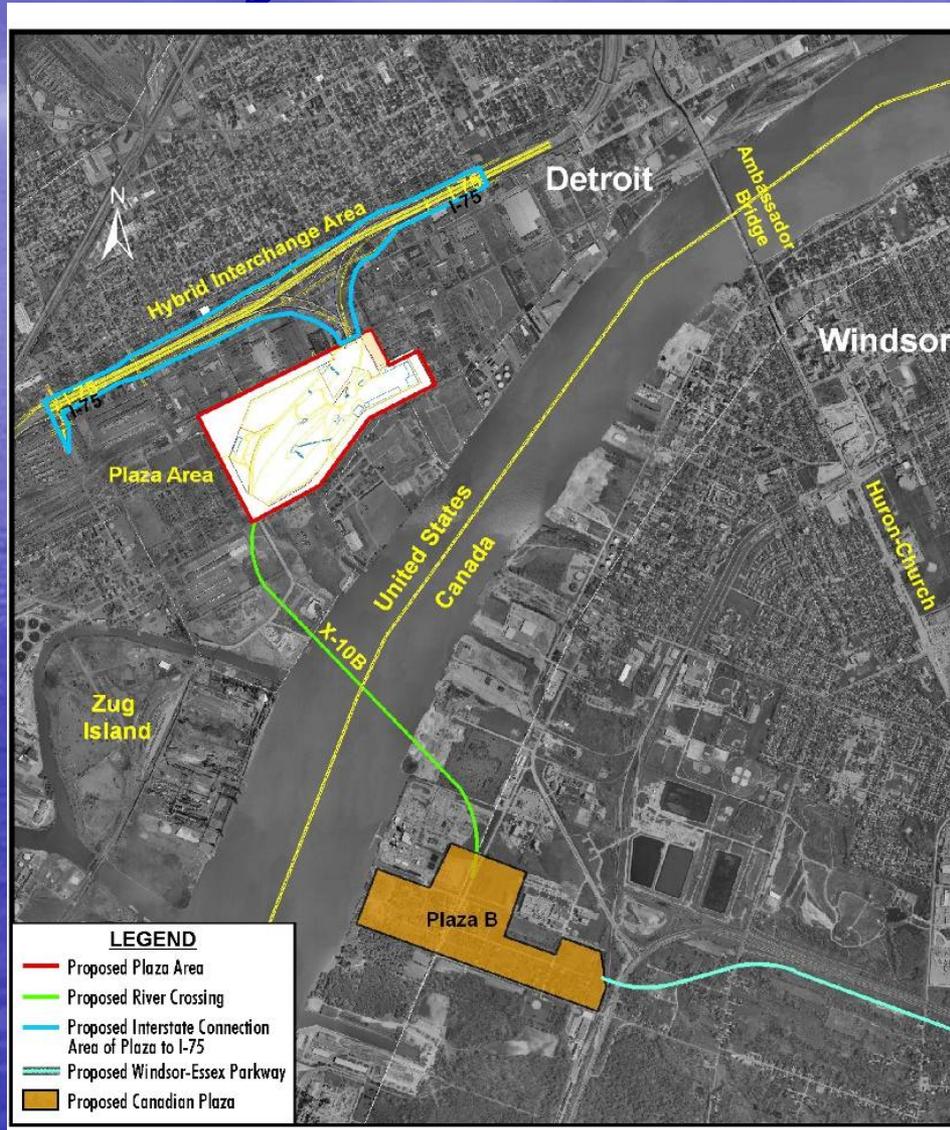
Goal of the DRIC Project

- To provide additional capacity to accommodate expected increases in international trade between the United States and Canada, the two largest trading partners in North America.

Objectives of Project

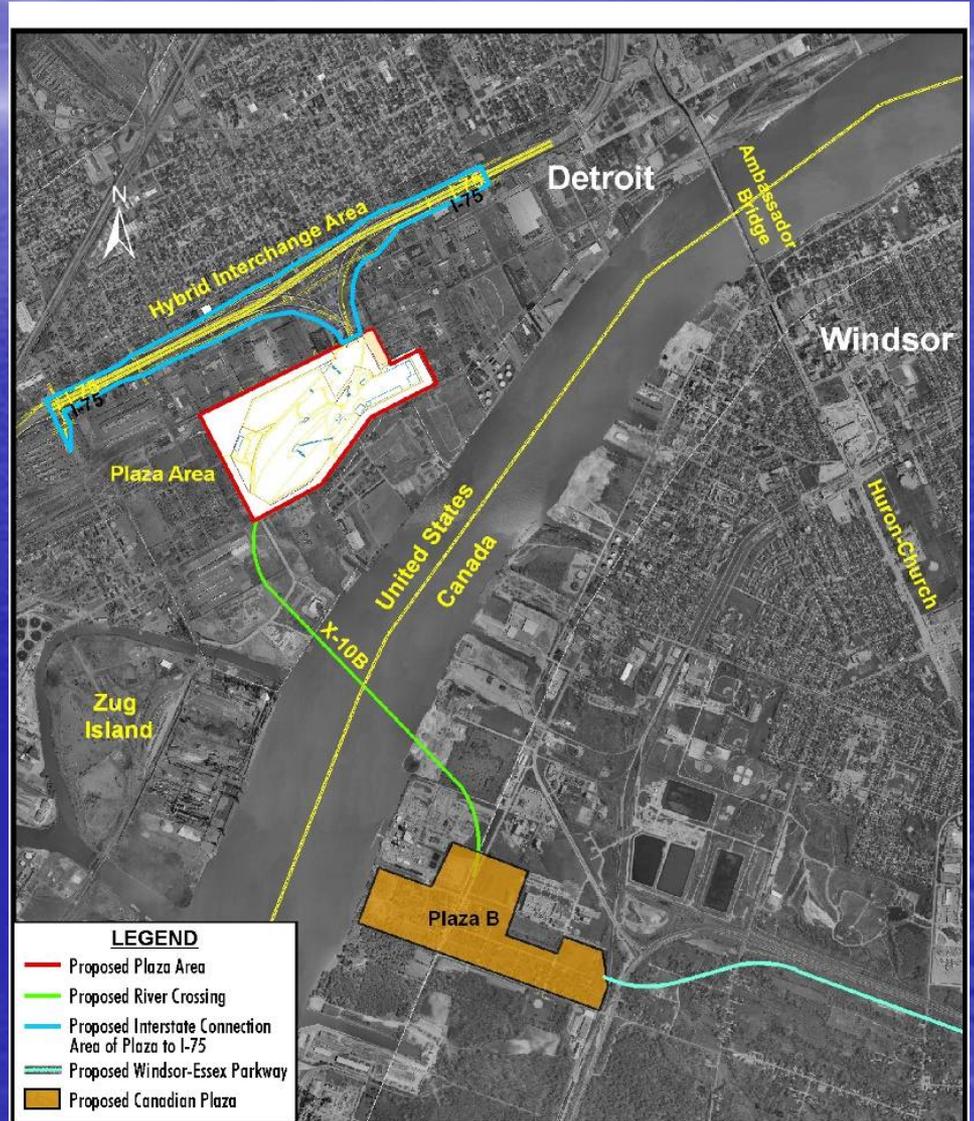
- Provide increased inspection and traffic capacity to meet expected increases in long-term demand ;
- Improve system connectivity between the U.S. Interstate highway system and the Canadian freeway network;
- Improve operations and processing capability at the region's border crossings; and,
- Provide a redundant corridor to minimize delays/breakdowns that are caused by incidents, maintenance activities, traffic congestion, or other disruptions.

Project Location

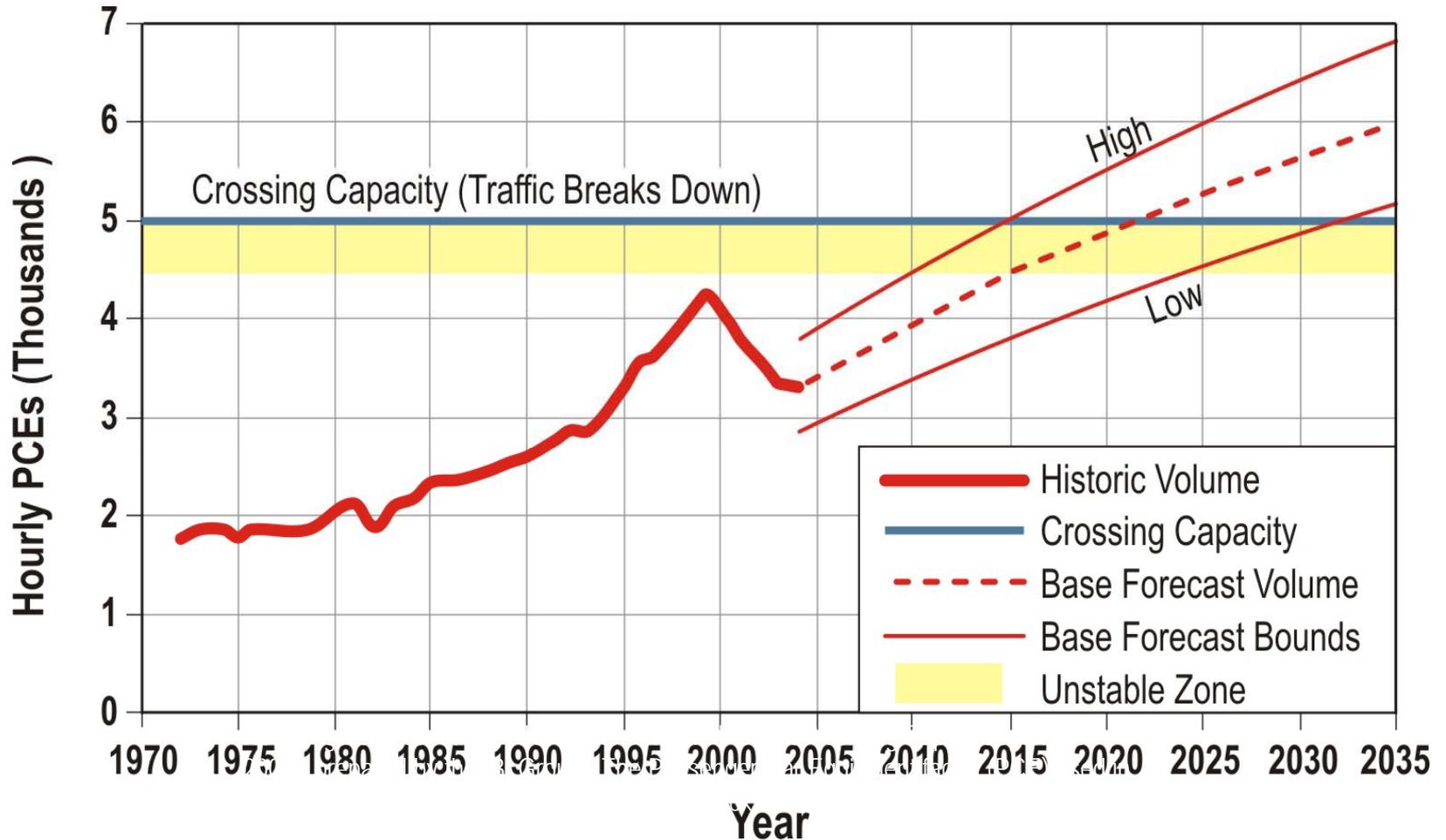


Project Components

- Plazas
- Bridge
- U.S. Interchange
- Canadian Access Road



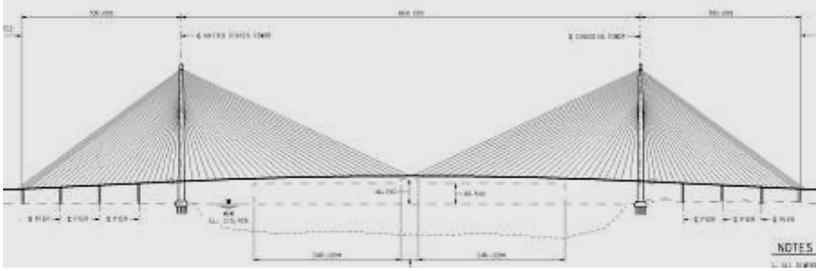
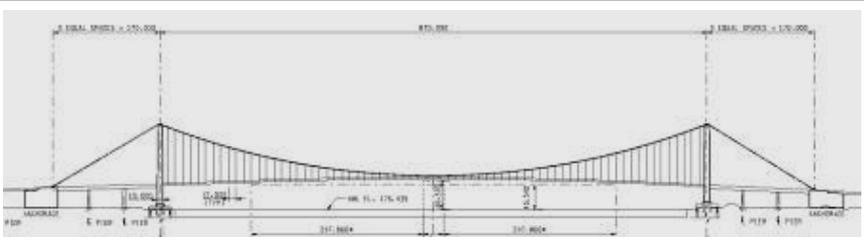
Traffic



Source: IBI Group

Bridge Characteristics/Types

Bridge Type Study – Final Bridge Options ^a Detroit River International Crossing Study

Cable stay	Main Span Length (feet)
	2,820
Suspension	Main Span Length (feet)
	2,850

^a See the Engineering Report, Appendix B: Bridge Plans (Parsons, November 2008)
Source: Parsons Transportation Group

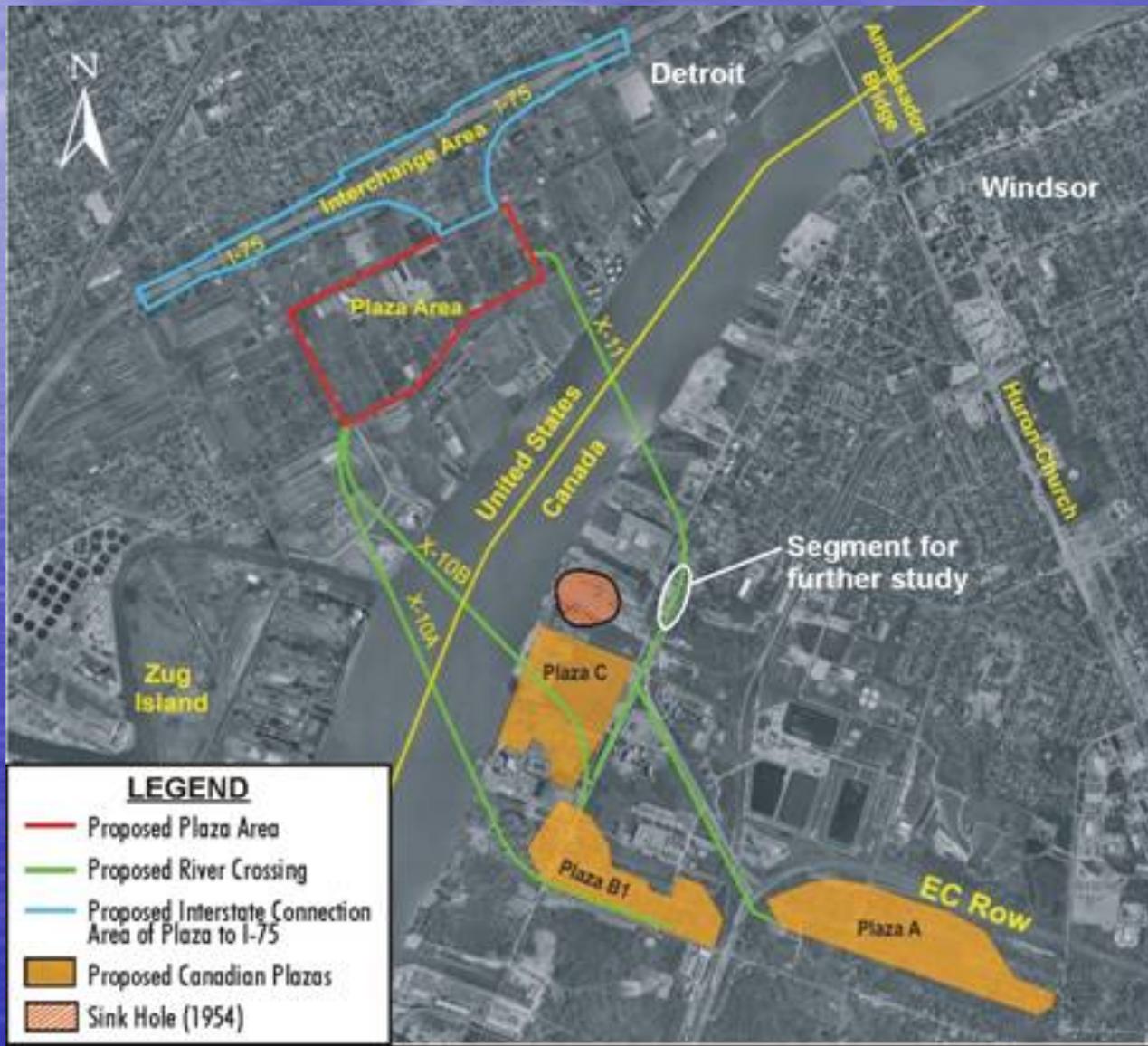
Cable Stay



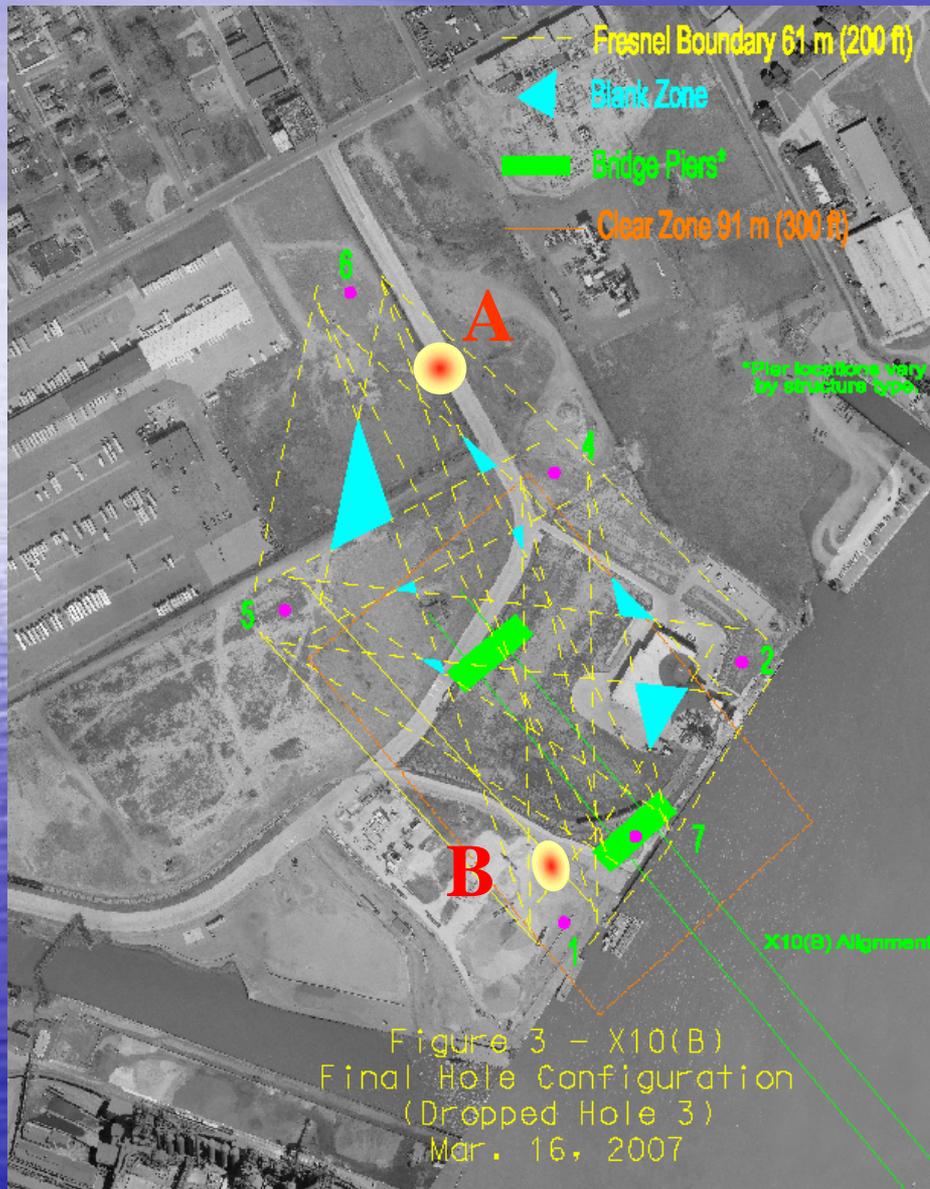
Suspension Bridge



Constructability



Apparent Anomaly Locations



Anomaly “A”:

- Size: About 20 to 25 feet high, about 125 ft diameter.
- Depth: Centered at about 1100 feet BGS.
- Shape: Round in Plan, “Morning Glory” in Profile.
- Probably fully or partially “bulked-up,” or in-filled with silt, or re-crystallized.

Anomaly “B”:

- Size: About 20 to 25 feet high, about 120 by 170 feet in diameter.
- Depth: Centered at about 1410 feet BGS.
- Shape: Elliptical in Plan, Hockey Puck in Profile.
- Most likely fully or partially “bulked up,” or in-filled with silt, or re-crystallized.

Note: This summary is based on preliminary evaluations of cross-well panels and borehole gravity information, and may be modified based on ongoing analysis.

U.S. Cost

(in Millions of 2008 dollars)

- Construction: \$800 - \$864
- Design/Construction Engineering: \$160
- Inflation: \$172 - \$173
- Property Acquisition/Remediation: \$417
- GSA Plaza cost: \$200
- Grand Total Cost: \$1,809 - \$1,814

Financing

- The interchange will be paid for with 80 percent federal/20 percent state funds.
- The plaza will be the responsibility of the U.S. General Services Administration.
- The bridge will be paid for like all other international bridges – by tolls.

Governance Issues

- Ownership
 - ✓ Bridge and underlying lands will be owned by the Government of Canada and the State of Michigan.
 - ✓ No foreign ownership.
 - ✓ No private sector ownership.

Governance Issues

- Procurement
 - ✓ Owners to engage in a Public Private Partnership (P3).
 - ✓ Long-term Concession (30 to 45 years).

Governance Issues

- Public Interest
 - ✓ Public interest will be protected through terms and conditions defined in P3 contract with private sector concessionaire.
 - ✓ Concessionaire will be evaluated during bid process on “Good Neighbor” policies.

Proposed U.S. Project Schedule

- Design begins in 2009.
- Property purchase begins in 2009.*
- Construction begins in 2010.*

*Subject to legislative approval and funding

First Step—RFP's For Design*

- Contract 1: Owner's Representative/General Engineering Consultant (GEC): (Bridge, Plaza, Interchange).
- Contract 2: Preliminary Design: Context Sensitive Solutions: (Bridge, Plaza, Interchange).
- Contract 3: Preliminary Design: Roadway (I-75 Interchange only).
- Contract 4: Preliminary Design: Bridge S37 (I-75 Interchange only).
- Contract 5: Preliminary Design: Bridge S38 (I-75 Interchange only).
- Contract 6: Preliminary Design: Bridge S39 (I-75 Interchange only).
- Contract 7: Preliminary Design: Utilities (Plaza only).

*Detailed discussion is part of separate pre-proposal conference in May.

Other Key Steps

- Secure Canadian Approval of EA—2009.
- Secure the Presidential Permit in U.S.—2009.
- Secure PPP Legislation—2009/2010.
- Form the Private-Public Partnership—2010.*
- Secure Additional State/Federal Funding--
Continuous.

*Subject to legislative approval and funding

Comments/ Questions

www.partnershipborderstudy.com



Closing Remarks

Next Steps w/ Forum Attendees

- Monthly progress reporting on DRIC by Blast email—Beginning June, 2009.
- Conference, with Transport Canada, to advance a PPP RFP—Fall 2009/Winter 2010.
- Selection of qualified proposers—Spring to Fall 2010. *
- Advancement to PPP with Transport Canada—2010.*
- Build the PPP parts of the DRIC—begin 2010.*

*Subject to legislative approval and/or funding.

Additional Information

- Project Web site
 - ✓ www.partnershipborderstudy.com
- Project Manager
 - ✓ alghurabim@michigan.gov