

PA 11 of 2010
Blue Water Bridge Plaza Expansion Project Appropriation Report
Annual Report as of September 30, 2025

The Michigan Department of Transportation (MDOT) respectfully submits this document to meet the reporting requirements of Public Act (PA) 11 of 2010, known as the "Blue Water Bridge (BWB) Plaza Expansion Oversight Reporting Act."

PA 11 of 2010 requires that the state transportation department provide, "as directed in this section and at reasonable intervals, a written accounting of all expenditures related to the plaza expansion project and written updates as to whether the plaza expansion project is staying within the budget for project expenditures with full explanations for any expenditures beyond those budgeted."

This disclosure provides a written accounting of all expenditures related to the Plaza expansion project. A budget category is shown for each major segment of the project with the actual expenditures incurred by job number for each of these segments. All segments of this project are within budget.

It is the intention of MDOT to provide an update to this report on an annual basis until the project is complete. This report includes budget and expenditure information through September 30, 2025.

If you require assistance accessing this information or require it in an alternative format, contact the Michigan Department of Transportation's (MDOT) Americans with Disabilities (ADA) coordinator at Michigan.gov/MDOT-ADA.

Project Description

The BWB Plaza Project is a comprehensive plan to expand and improve the BWB Plaza, relocate city streets, expand the Black River Bridge, and improve the I-94/I-69 freeway intersections. The improvements will provide safe, efficient, and secure movement of people and goods across the United States/Canadian border in the Port Huron area, to support the economies of Michigan, United States and Ontario, Canada. The Plaza expansion project will also support the mobility and security needs associated with national and civil defense.

The plan consists of the following segments: Early Preliminary Engineering (EPE), Right of Way (ROW) Acquisition, I-94/I-69 Freeway and Black River Bridge, the Plaza Expansion, and Enhancements. The major construction items completed are briefly described below:

The I-94/I-69 Freeway and Black River Bridge:

- Reconstruction and widening of mainline I-94/I-69
- Replacement of Water Street interchange (new structure)
- New Lapeer Connector interchange (new structure)
- New Stocks Creek culvert
- Site work and utility connection for new International Welcome Center
- Black River Bridge replacement
- Reconstruction of Riverside Drive
- Construction of non-motorized path across the Black River
- Construction of new International Welcome Center

The major construction items remaining are briefly described below:

The Plaza Expansion:

- Construction of expanded Plaza facilities for MDOT, U.S. Customs and Border Protection (CBP), U.S. Department of Agriculture, and other federal agencies
- Utility relocation and feeds for the Plaza

MDOT submitted several grant applications for the BWB Plaza expansion, with a smaller footprint than the original plan, and was awarded a \$25 million Infrastructure for Rebuilding America (INFRA) grant in June 2020. This new Plaza alternative does not realign Pine Grove Avenue. The alternative has been finalized and re-evaluated through the National Environmental Policy Act (NEPA), along with numerous federal and other agencies involved with border crossings. The project will be delivered through four construction phases with construction starting in 2025 and completion of major construction activities in approximately 2030 for the initial two phases, with schedule to be determined for the final two phases dependent upon the ability of CBP to commit funding for leasing and occupancy.

Project Budget and Costs to Date

Table 1 below shows the amounts of the current budget for each of the project segments, costs to date, and costs remaining through September 30, 2025. The remaining work will be completed under three job numbers (JN), and two yet to be programmed when long-term funding becomes more defined. JN 57779 is Blue Water Bridge funded work to complete the NEPA re-evaluation, JN 211792 is Blue Water Bridge funded work to complete the second phase of construction plaza, JN 211793 is INFRA grant funded construction work to complete the first construction phase, and projects will be programmed for the third and fourth phases as they approach.

The City Streets and original plaza initiatives have been superseded and all previous costs incurred for these initiatives are being transferred to the new plaza along with the new JNs for the plaza expansion. JNs 106607, 106614, 106617, 106622, 106624, 106631, 106632, and 106634 will be abandoned and replaced with JNs 211792, 211793, and the two yet to be programmed job numbers.

Table 1: Budget and Costs to Date

Segment	Initial Budget	Current Budget	Costs to Date	Costs Remaining
EPE	\$13,665,000	\$19,000,000	\$18,354,809	\$645,191
ROW Acquisition	\$25,000,000	\$25,501,355	\$25,501,355	-
Plaza:				
I-94 Interchange & Black River Bridge	\$162,401,574	\$125,752,421	\$125,752,421	-
Plaza Expansion, including PE and ROW	-	\$358,235,734	\$55,773,568	\$302,462,167
City Streets (superseded)	\$105,098,000	\$15,464,705	\$15,464,705	-
Plaza (superseded)	\$294,201,925	\$10,085,988	\$10,085,988	-
Total Plaza	\$561,701,499	\$510,538,848	\$207,076,682	\$302,462,167
Enhancements	\$9,300,000	\$2,227,863	\$1,675,223	-
Project Total	\$609,666,499	\$556,268,066	\$252,608,069	\$303,107,358

Detail of each segment by JN, description, and expenses to date are shown in Table 2:

Table 2: Project Costs by Segment and Job Number

Segment	MDOT Job Number	Description	Expenditures to Date by Job Number	Total Expenditures to Date
EPE				
	57779	Studies		\$18,354,809
ROW				
	50199	Advance Acquisition	\$5,172,676	
	81020	Advance Acquisition	\$6,325,685	
	84613	Advance Acquisition	\$4,726,353	
	88449	Protective Purchase	\$3,019,072	
	100136	Protective Purchase	\$6,257,569	\$25,501,355
PLAZA				
I-94/I-69 Freeway Interchange and Black River Bridge				
	87024	I-94/I-69 Freeway	\$54,091,529	
	106466	Bridge Replacement I-94 at Water St.	\$3,820,285	
	106551	Wetland Mitigation	\$617,096	
	106549	Welcome Center	\$7,034,222	
	120809	Safe Enforcement Site and PITWS	\$157,388	
	106605	Welcome Center - Landscaping	-	
	86951	Black River Bridge – Replacement Ramps	\$19,425,466	
	110808	Black River Bridge Replacement	\$40,252,087	
	115069	Reconstruction Mansfield St.	\$354,418	\$125,752,421
PLAZA EXPANSION				
Plaza Expansion, including PE and ROW				
	211792	Plaza Expansion – BWB Funded	\$42,469,723	
	211793	Plaza Expansion – INFRA Gran Funded	\$13,303,844	\$55,773,568
City Streets (superseded)				
	106607	Relocation of M-25	\$15,237,953	
	106622	Utility Relocation	\$123,652	
	106614	DTE Energy Facility Relocation	\$75,190	
	106617	E.C. Williams Historic House Relocation	\$27,909	
	pending	MDOT Transportation Service Center	-	\$15,464,705
Plaza (superseded)				
	106624	BWB Plaza Expansion	\$10,085,988	
	106631	MDOT Plaza Building	-	
	106632	CBP Plaza Building	-	
	106634	Duty Free Building	-	\$10,085,988
ENHANCEMENTS AND ENVIRONMENTAL MITIGATION				
	110956	Economic Redevelopment, County	\$1,000,000	
	106336	Economic Redevelopment, City	\$223,833	
	118201	Mitigation, City	\$51,366	
	118843	Wayfinding Signs	\$100,030	
	118275	Local Visitor Center	\$49,994	
	209234	Local Visitor Center	\$250,000	\$1,675,223
Total Project Costs to Date (not including EPE/Studies)				\$234,253,260

Significant Annual Increases or Decreases

Events causing a change of 10 percent or greater from budgets shown in the prior annual PA 11 report are deemed significant for purposes of this annual PA 11 report. Overall, cost reductions offset by cost increases net a total change to the budget of (\$4.58) million, or 0.82 percent decrease from the prior year.

There were no significant increases to current budgets.

Table 3: Increase (Decrease) Since Prior Year's Report

Segment/Contract	Initial Budget	2024 Budget	Current Budget	(Decrease) Since Prior Year Report
EPE	\$13,665,000	\$19,000,000	\$19,000,000	-
ROW Acquisition	\$25,000,000	\$25,501,355	\$25,501,355	-
Plaza				
I-94/I-69 Interchange & Black River Bridge	\$162,401,574	\$126,632,421	\$125,752,421	-
Plaza Expansion, including PE and ROW	-	\$362,818,967	\$358,235,734	(\$4,583,233)
City Streets (Superseded)	\$105,098,000	\$15,464,705	\$15,464,705	-
Plaza (superseded)	\$294,201,925	\$10,085,988	\$10,085,988	-
Total Plaza	\$561,701,499	\$515,002,081	\$509,538,848	-
Enhancements	\$9,300,000	\$2,227,863	\$2,227,863	-
Project Total	\$609,666,499	\$561,731,300	\$556,268,066	(\$4,583,233)
Percentage Change				(.82%)

Significant Future Increases or Decreases

The layout of the Plaza was finalized with General Service Agency/Customs and Border Protection approvals, which were completed with the Feasibility Study in December 2023. This work revealed an increase in cost to the overall project which led to the decision to build the plaza expansion in phases. Two of four phases are reflected in Table 3, with the subsequent phases to be determined as the project proceeds.

In Spring 2025, a Cost Schedule Risk Assessment was conducted with the Federal Highway Administration. Costs estimates were refined with the assistance of a robust team of subject matter experts. Additionally, risks were quantified based on likelihood of occurrence combined with potential cost if they did occur. As a result, the forecast estimate for the first two phases of the plaza expansion was adjusted to \$358,235,754 as reflected above. The forecast estimate for the remaining two phases was updated to \$563,000,000 (increase of \$163 million from prior year). In both cases, inflation based on expected year of expenditure is included.

Blue Water Bridge leadership will continue to work with MDOT Executive Leadership to strategically decide how to best move forward. CBP leadership has indicated support to submit for additional funds associated with furnishing, leasing, and operating the plaza improvements; however, these are subject to future year federal budget appropriations.

As the project proceeds through the initial construction phases, costs will be monitored and future phases planned while keeping the purpose and need of the project in mind.

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