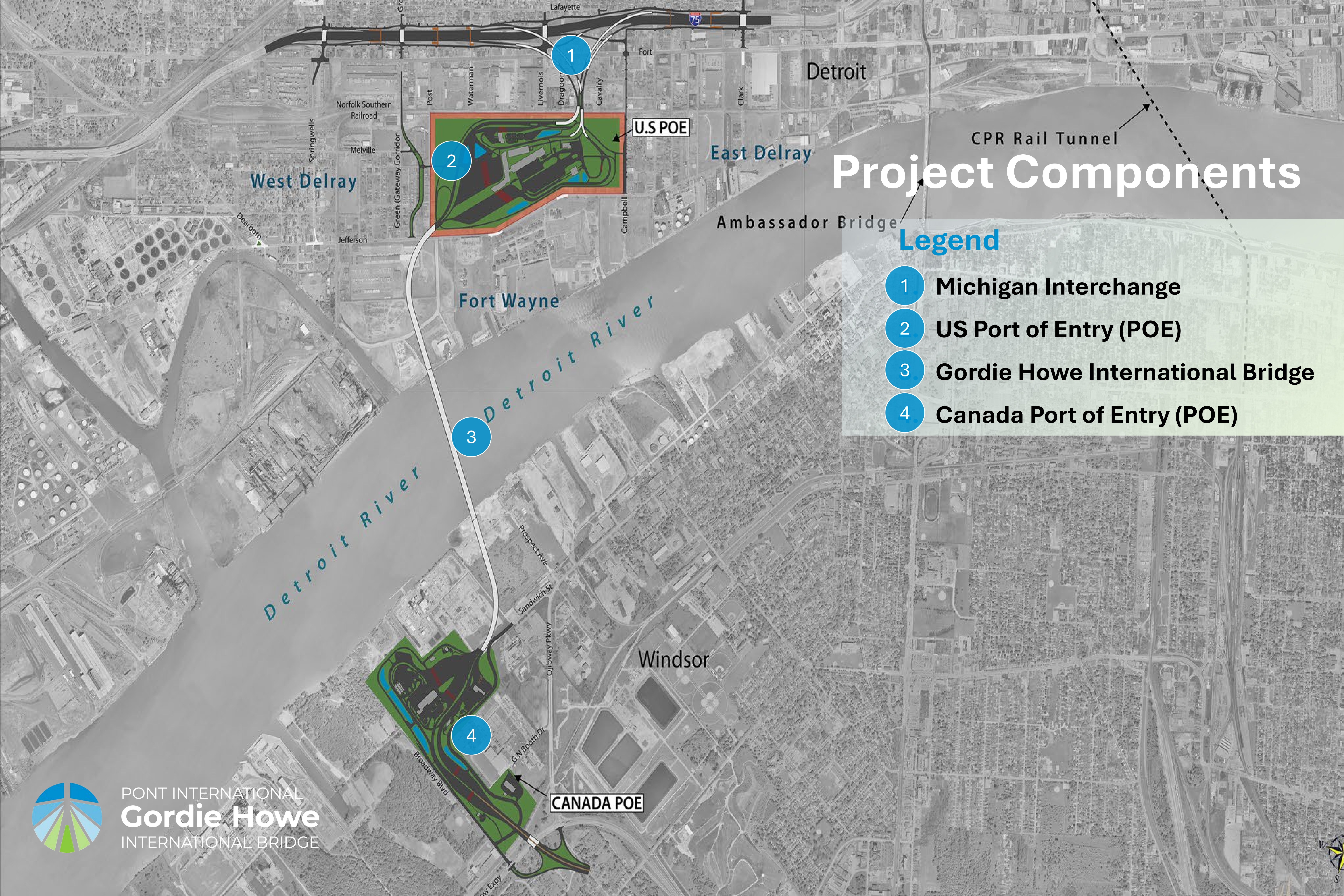


Project Components

Legend

- 1 Michigan Interchange
- 2 US Port of Entry (POE)
- 3 Gordie Howe International Bridge
- 4 Canada Port of Entry (POE)





PONT INTERNATIONAL
Gordie Howe
INTERNATIONAL BRIDGE

Project Components

Gordie Howe International 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**





PONT INTERNATIONAL
Gordie Howe
INTERNATIONAL BRIDGE

Project Components

Canadian Port of Entry (POE)

53 hectare / 130 acre site

24 inspection booths

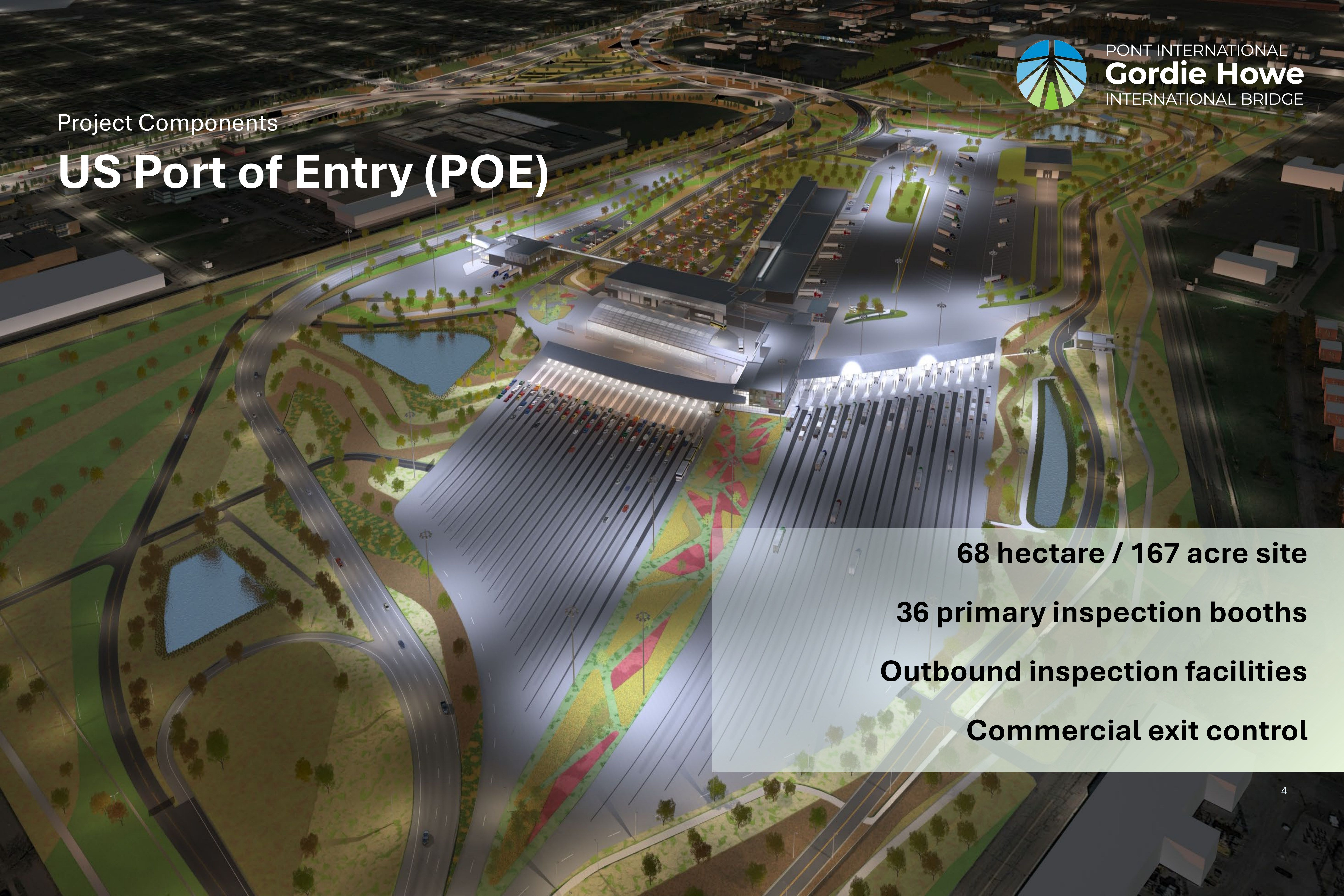
Outbound inspection facilities

**Toll collection facilities for US and
Canada-bound traffic**



Project Components

US Port of Entry (POE)



68 hectare / 167 acre site

36 primary inspection booths

Outbound inspection facilities

Commercial exit control



Project Components

Michigan Interchange

3 kilometres / 1.8 miles of I-75

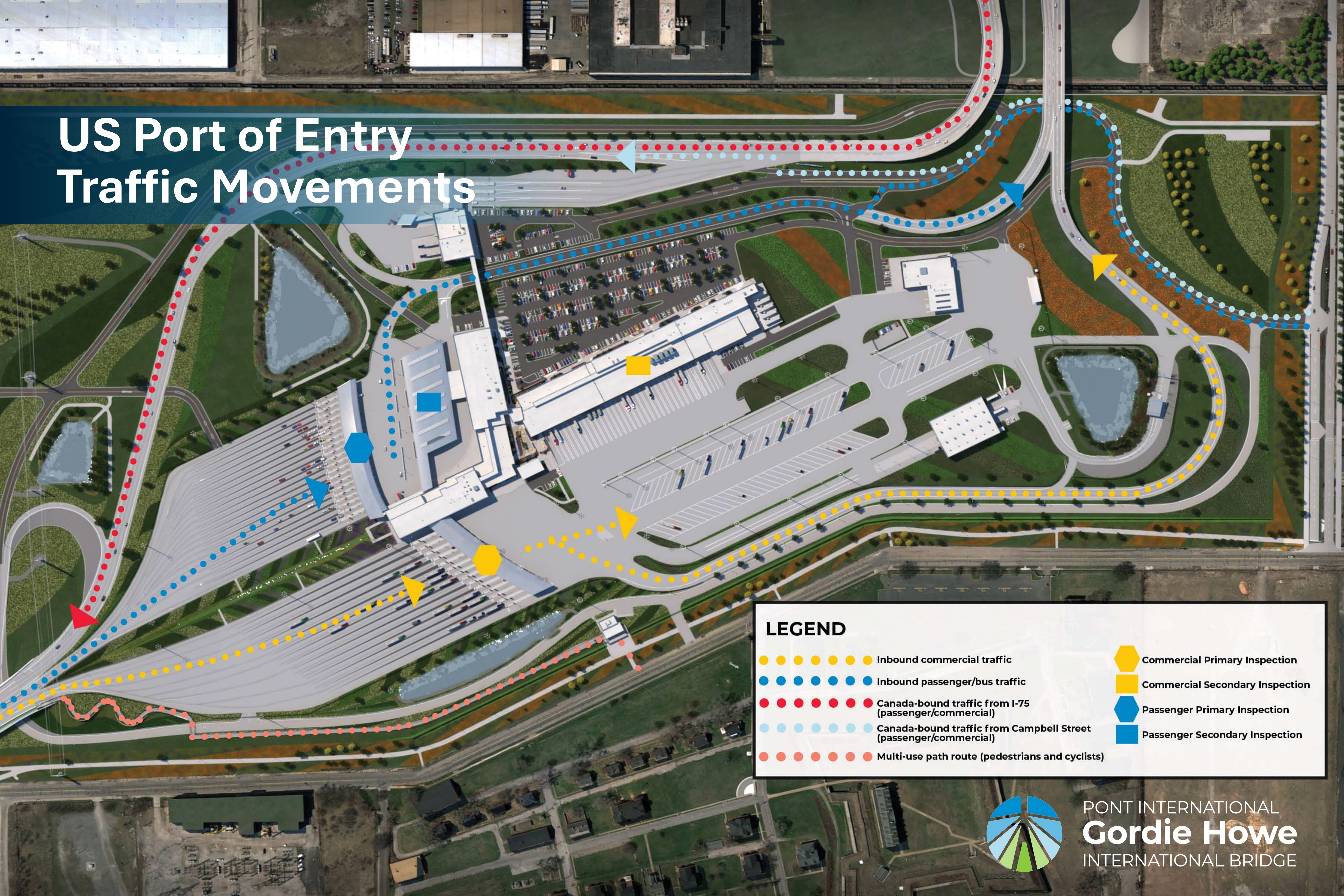
4 new road bridges

5 new pedestrian bridges

4 long ramp bridges connecting I-75 to the US POE

Local road improvements

US Port of Entry Traffic Movements



LEGEND

- Inbound commercial traffic
- Inbound passenger/bus traffic
- Canada-bound traffic from I-75 (passenger/commercial)
- Canada-bound traffic from Campbell Street (passenger/commercial)
- Multi-use path route (pedestrians and cyclists)
- Commercial Primary Inspection
- Commercial Secondary Inspection
- Passenger Primary Inspection
- Passenger Secondary Inspection



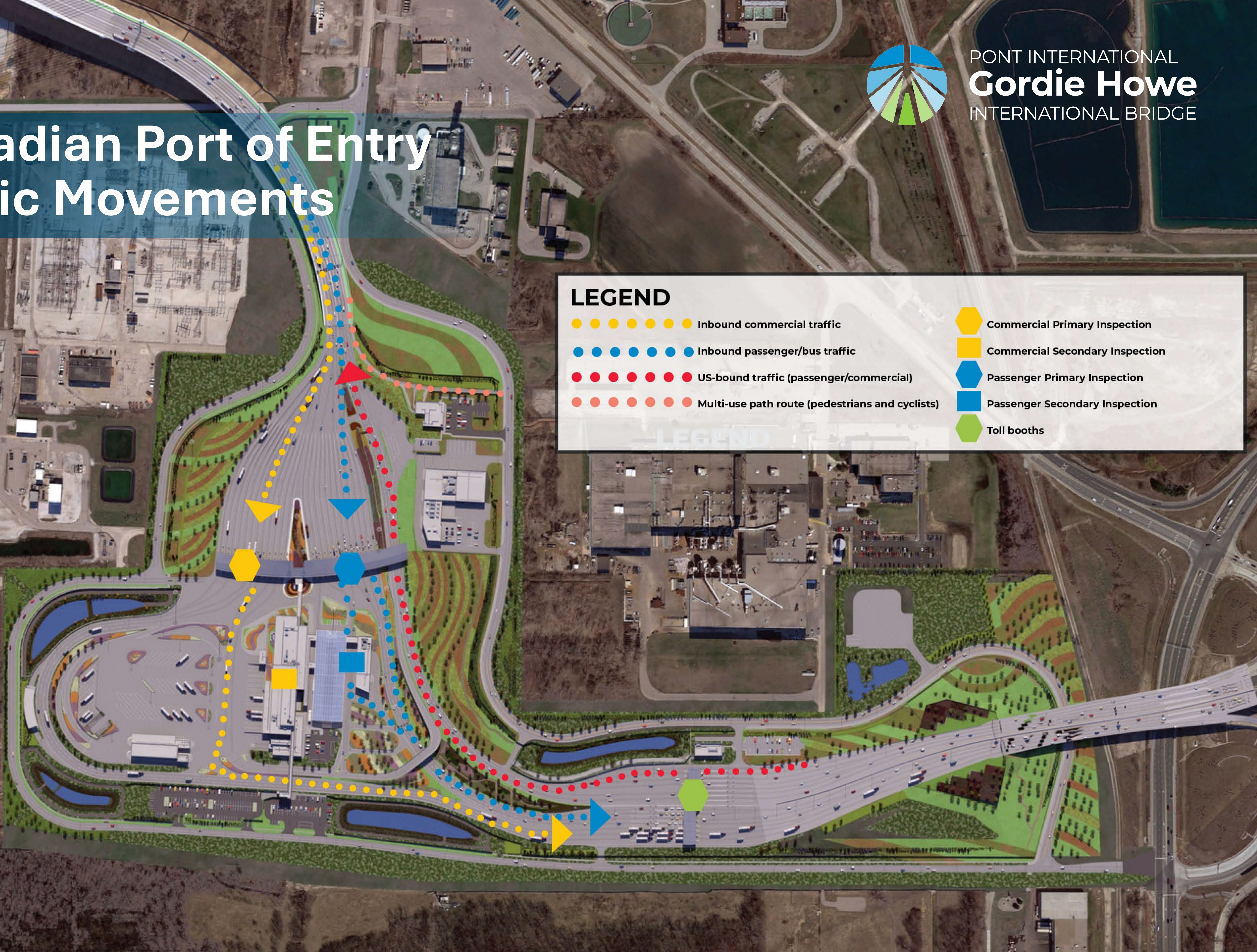
PONT INTERNATIONAL
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Canadian Port of Entry Traffic Movements

LEGEND

- Inbound commercial traffic
- Inbound passenger/bus traffic
- US-bound traffic (passenger/commercial)
- Multi-use path route (pedestrians and cyclists)
- Commercial Primary Inspection
- Commercial Secondary Inspection
- Passenger Primary Inspection
- Passenger Secondary Inspection
- Toll booths





Legend

- 1. Bridge multi-use path
- 2. Multi-use path/bike lanes
(W. Jefferson Ave. to Fort Street)
- 3. W. Jefferson Ave. multi-use path
(Green St. to Campbell St.)
- 4. Campbell St. multi-use path/
bike lanes
(W. Jefferson Ave. to Fort St.)
- 5. Fort St. bike lanes
(Green St. to Junction St.)





3

1

2

Legend

- 1. Bridge multi-use path
- 2. Sandwich St. multi-use path (Sandwich St. – Canadian POE)
- 3. Canadian POE multi-use path (Broadway St. - Sandwich St.)



Construction update

Bridge Sites

- Bridge deck remaining work includes:
 - paving (in progress)
 - complete the multi-use path
 - stressing of stay cables (complete)
- installation of:
 - electrical
 - fire suppression system
 - drainage systems (in progress)
 - barriers and means restriction fencing (in progress)
 - signage
 - lighting.
- The bridge is considered an international crossing / secure corridor since its connection in June 2024.



PONT INTERNATIONAL
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INTERNATIONAL BRIDGE

Construction update

US Port of Entry

- All 13 buildings and structures are under construction.
- Interior finishings are taking place including installation of light fixtures, desks and shelving, doors and painting.
- Installation of the 36 primary inspection lane booths are ongoing.
- Grading and paving is taking place throughout the site.
- Work on the Jefferson Avenue barrier wall is underway.



PONT INTERNATIONAL
Gordie Howe
INTERNATIONAL BRIDGE

Construction update

Canadian Port of Entry

- All 11 buildings and structures are under construction.
- Interior finishings of buildings are ongoing including drywall, trim and flooring work.
- Paving is taking place throughout the site.
- Landscaping activities continue within the Port of Entry and along the perimeter access road.



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Gordie Howe
INTERNATIONAL BRIDGE



Construction update

Michigan Interchange

- All four road bridges are complete and open to traffic (Springwells Street, Green Street, Livernois Avenue, Clark Street).
- All five pedestrian bridges are under construction at various stages (Solvay Street, Beard Street, Waterman Street, Junction Street and Lansing Street).
- Work continues on the I-75 to US POE connecting ramps. Girder installations are complete, and concrete deck pours and other finishing touches are taking place. Ramps are anticipated to be complete by the end of 2024.
- Siphon work is taking place at Morell Street and Ferdinand Street.

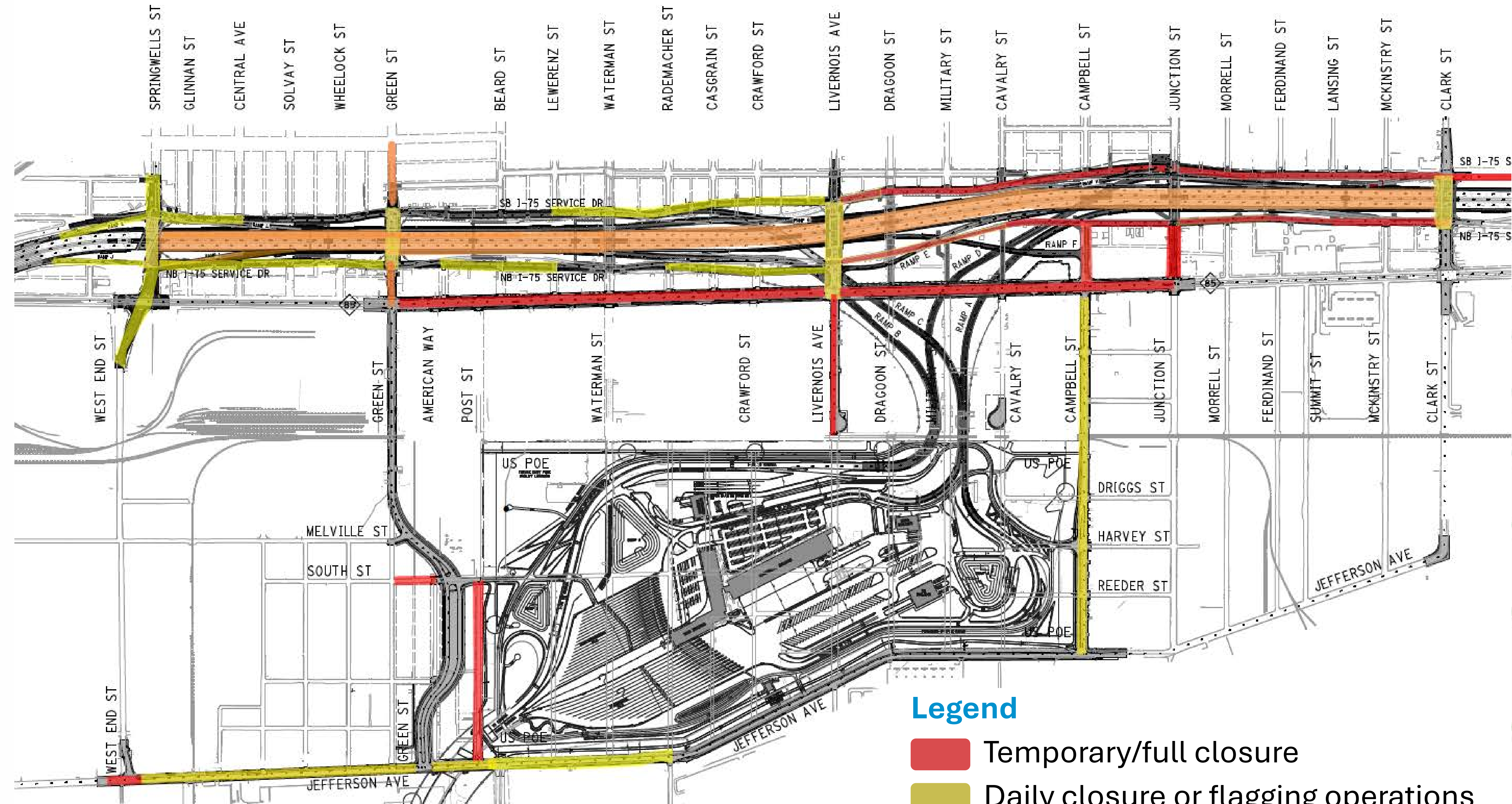


PONT INTERNATIONAL
Gordie Howe
INTERNATIONAL BRIDGE



Detroit Traffic Patterns

- Service Drives are closed or reduced to single lanes in areas between Springwells Street and Clark Street.
- Temporary closures are in place along Fort Street between Green Street and Junction Street.
- The primary detour route for motorists includes the use of the Springwells Street, Green Street, Livernois Avenue and Clark Street road bridges to cross over I-75.
- Travelers wishing to access I-75 northbound or southbound will be detoured to West Vernor Highway or Fort Street depending on directional travel needs.



Sandwich Street Reconstruction

Three kilometres of Sandwich Street is being reconstructed in a phased approach from south of the Rosedale Avenue roundabout past Ojibway Parkway to McKee Road. This includes:

- new streets and sidewalks
 - cycling infrastructure
 - new stormwater sewer
 - streetscaping enhancements through the Business Improvement Area (BIA).
- ✓ **Phase One:** McKee Road to the intersection of Ojibway Parkway and Sandwich Street. **Complete**
- ✓ **Phase Two:** Ojibway Parkway to Chappell Avenue. **Complete**
- Phase Three:** Chappell Avenue to the Rosedale Avenue roundabout.
- ✓ Sandwich Street between Chappell Street and Chippawa Street is complete and open to traffic.
- Work remaining between Brock Street to Chewett Street includes sidewalk construction, traffic and street light installation, line painting, sign installation, landscaping and streetscaping.
 - Work is being coordinated with City of Windsor aesthetic crosswalk enhancements.
 - Traffic closures are anticipated to be in place until the end of 2024.

Traffic detour around the remaining section:

- Non-truck traffic will use Peter Street for northbound travel and Russell Street for southbound travel.
- All truck traffic will use Russell Street.



Sandwich Street reconstruction progress facing east from Mill Street.



Sandwich Street and Prince Road intersection.

2025 Community Organization Investment

As part of the Community Benefits Plan, the Gordie Howe International Bridge team has launched the **2025 Community Organization Investment** to support eligible organizations located in or serving **Sandwich/west Windsor or Delray/Southwest Detroit**.

In 2025, **\$150,000** (CDN) will be available per country. Requests can range from **\$5,000 - \$50,000** (CDN).

Applications will be accepted until **4:00 p.m. on January 29, 2025**. The application and additional information about eligibility is available at **GordieHoweInternationalBridge.com**

Applications will be considered for funding if:

- The applicant is a registered non-profit or charity or has a trustee relationship with a registered non-profit or charity
- The applicant is in or serves the Sandwich/west Windsor or Delray/Southwest Detroit communities
- The requested funding will be used to support events and programming that will directly benefit Sandwich/west Windsor or Delray/Southwest Detroit residents



Community Benefits Plan

The Gordie Howe International Bridge project Community Benefits Plan reflects community priorities and is comprised of two components:



WORKFORCE DEVELOPMENT & PARTICIPATION STRATEGY

The Workforce Development and Participation Strategy is geared toward engaging individuals and businesses and focuses on supporting workforce, training and pre-apprenticeship/apprenticeship opportunities.

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, Essex County or within 100 kilometres of the City of Windsor
- engaging and employing Indigenous Peoples in Canada 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 located in Michigan.



NEIGHBOURHOOD INFRASTRUCTURE STRATEGY

The Neighbourhood Infrastructure Strategy is a \$23 million community investment focused on priorities identified through consultation with communities, businesses, First Nations and other stakeholders in Windsor, Ontario and Detroit, Michigan.

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

- aesthetics, landscaping and green initiatives
- community partnerships
- economic benefits
- community safety and connections
- local history and culture
- food security and wellness.

The Community Benefits Plan includes a robust documenting, tracking and reporting structure that demonstrates accountability to the region. Read the plan and quarterly progress reports at:

[GordieHoweInternationalBridge.com](https://www.GordieHoweInternationalBridge.com).



Open 24/7 with tailored customer service

Highway-to-highway connectivity



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Dedicated and dynamic lanes for passenger and commercial traffic

6 bridge lanes, 16 toll booths and 60 inspection lanes



Real time, accurate traffic information

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Gordie Howe International Bridge Seamlessly connecting North America Opening fall 2025



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