



# GORDIE HOWE INTERNATIONAL BRIDGE PROJECT FEATURES

The Gordie Howe International Bridge project is a once-in-a-generation undertaking. Not only will the project deliver much-needed transportation improvements for international travellers, it will also provide jobs and opportunities for growth to the Windsor-Detroit region and includes features that make this project truly distinctive. The project is being delivered through a public-private partnership (P3). A public-private partnership is a long-term performance-based approach to procuring public infrastructure where the private sector assumes a major share of the risks in terms of financing and construction and ensuring effective performance of the infrastructure, from design and planning, to long-term maintenance.

## PROJECT COMPONENTS

The four components of the Gordie Howe International Bridge project, along with the Rt. Hon. Herb Gray Parkway, provide a new highway-to-highway border transportation system for the Windsor-Detroit trade corridor – the primary gateway for the delivery of just-in-time goods and parts to manufacturers and where almost 30 per cent of all goods carried by truck between Canada and the United States cross.

## THE BRIDGE



- Cable-stayed design
- Six-lanes: three Canadian-bound, three US-bound
- Total length: approximately 2.5 kilometres/1.5 miles
- Clear span of 853 metres/0.53 miles
- No piers in the water
- One approach bridge on each side of the crossing to connect Ports of Entry in Canada and the US
- Once complete, the Gordie Howe International Bridge will be the longest cable-stayed bridge in North America
- A dedicated 3.6 m/11.8ft multi-use path that will accommodate pedestrians and cyclists



The Gordie Howe International Bridge will range from **white to dark grey** in colour



High-powered **LED lighting** will illuminate the bridge



The bridge tower shape will reflect the curvature of a **hockey stick** in a slap shot



The multi-use path will be **toll-free**

## CANADIAN PORT OF ENTRY

- Size: approximately 53 hectare/130 acre site
- Inbound border inspection facilities for both passenger and commercial vehicles
- Outbound inspection facilities
- Toll collection facilities for both the US-bound and Canada-bound traffic: 16 booths total
- Maintenance facility
- The footprint allows for the installation of further technology and the addition of expanded border processing facilities
- Once constructed, this port will be the largest Canadian port along the Canada-US border



Total building space **12,438m<sup>2</sup>/133,881ft<sup>2</sup>**



Total landscaped area **10 hectares/24 acres**



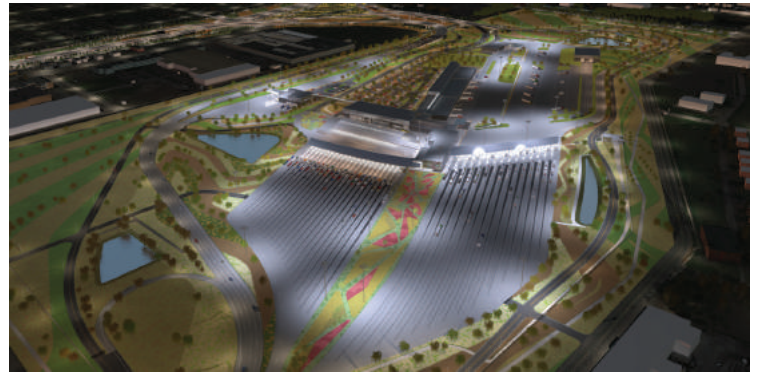
A **First Nation** art piece will be featured



**24** inspection booths

## US PORT OF ENTRY

- Size: approximately 68 hectare/167 acres
- Inbound border inspection facilities for both passenger and commercial vehicles
- Outbound inspection facilities
- Commercial exit control booths
- Once constructed, this port will be one of the largest ports of entry in North America



A **30m/100ft buffer** with vegetation and a public path will surround the US POE



**36** inspection booths



Total building space  
**30,318m<sup>2</sup> / 326,335sq<sup>2</sup>**



Total landscaped area  
**12 hectares / 30 acres**

## MICHIGAN INTERCHANGE

- Local road improvements including:
  - 4 new road bridges
  - 5 new pedestrian bridges
  - Widened roads at key intersections to allow transport trucks to make full uninterrupted turns
  - Primary connecting ramps to and from the US POE
  - 4 bridges crossing the railway and connecting I-75 to the US POE
  - Reconfiguration of I-75 interchange ramps and service drives

