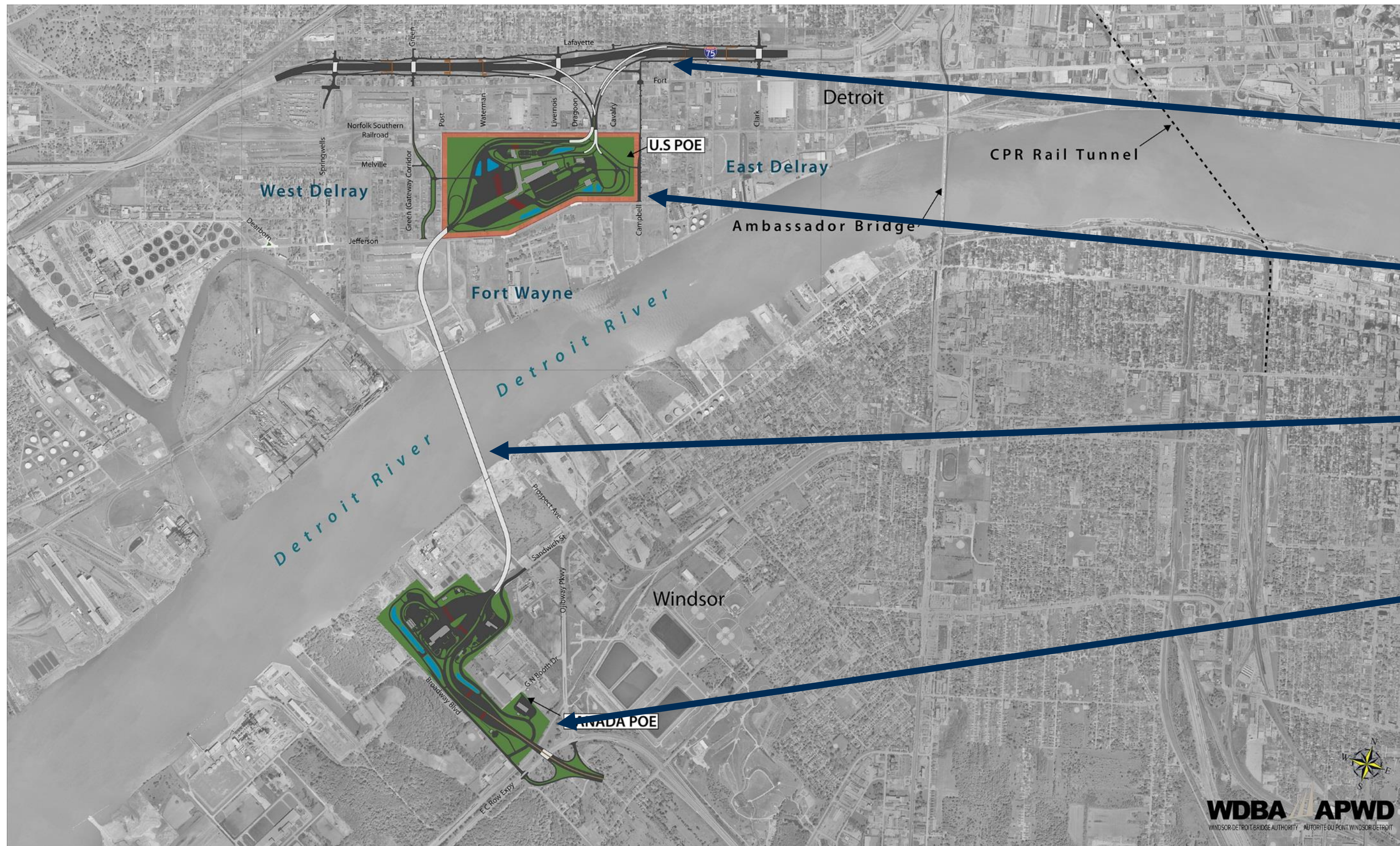


PROJECT COMPONENTS



Legend

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

Key Project Features: 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**

Key Project Features: Canadian Port of Entry

- Once constructed, this port will be the largest along the Canada - US border
- 53 hectare / 130 acre site
- 24 inspection booths
- Outbound inspection facilities
- Toll collection facilities for US and Canada-bound traffic

Key Project Features: US Port of Entry

Once constructed, this port will be one of the largest ports of entry in North America

- 68 hectare / 167 acre site
- 36 primary inspection booths
- Outbound inspection facilities
- Commercial exit control booths

Key Project Features: Michigan Interchange

- 3 kilometres or 1.8 miles of I-75 and interchange ramps
- 4 new road bridges
- 5 new pedestrian bridges
- 4 long ramp bridges connecting I-75 to the US POE
- Local road improvements

CONSTRUCTION UPDATE BRIDGE SITES

- The US bridge tower reached its full height of 220 metres/722 feet and the last concrete pour on the Canadian bridge tower is currently underway.
- More than half of the bridge deck construction is complete. The deck over the Detroit River is approximately 253 metres/830 feet from the centre of the Canadian tower and 225 metres/738 feet from the centre of the US tower.
- 72 of 108 stay cables have been installed on the Canadian side and 74 of 108 on the US side.
- Construction continues simultaneously on the road deck extending inland connecting to the Ports of Entry in Canada and the US.



Canadian bridge site construction progress.



US bridge site construction progress.

CONSTRUCTION UPDATE PORTS OF ENTRY

- All 11 buildings and structures at the Canadian Port of Entry (POE) and all 13 buildings and structures at the US POE are under construction.
- Activities include roofing, masonry work, installation of equipment and underground utilities. Paving and grading work is taking place throughout both sites.
- At the Canadian POE:
 - construction of the 24 primary inspection lanes and 16 toll booths is well underway. Framing and final touchups are taking place on both canopies
 - beam installation and deck construction is complete for the return to US overpass bridge in the POE, and construction of the barrier wall is ongoing.
- At the US POE:
 - construction of the 36 primary inspection lanes is ongoing
 - roofing and structural steel installations are taking place on the inspection canopies, as well as work on stormwater management ponds.

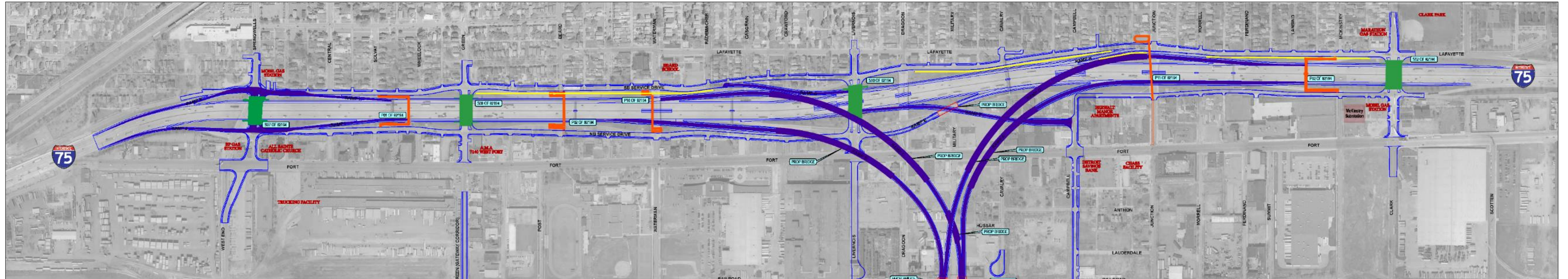


Canadian Port of Entry construction progress



US Port of Entry construction progress

I-75 INTERCHANGE CONFIGURATION



Approximately 1.8/3 km miles of I-75 between Springwells Street and Clark Street will require modifications to accommodate the ramps connecting to the US Port of Entry (POE). The future configuration of this area includes the following:

Road Bridges ■

Road bridges carrying vehicular traffic over I-75 will be reconstructed at:

- Springwells Street
- Green Street
- Livernois Avenue (two-way traffic)
- Clark Street

Access Ramps ■

North and southbound I-75 ramps will be accessible as follows:

Northbound Exit Ramps:

- Springwells Street
- I-75 exit to US POE (**new**)
- Campbell Street (**new**)
- US POE exit to I-75 (**new**)

Northbound Entrance Ramps:

- Springwells Street
- Livernois Avenue
- Clark Street

Southbound Exit Ramps:

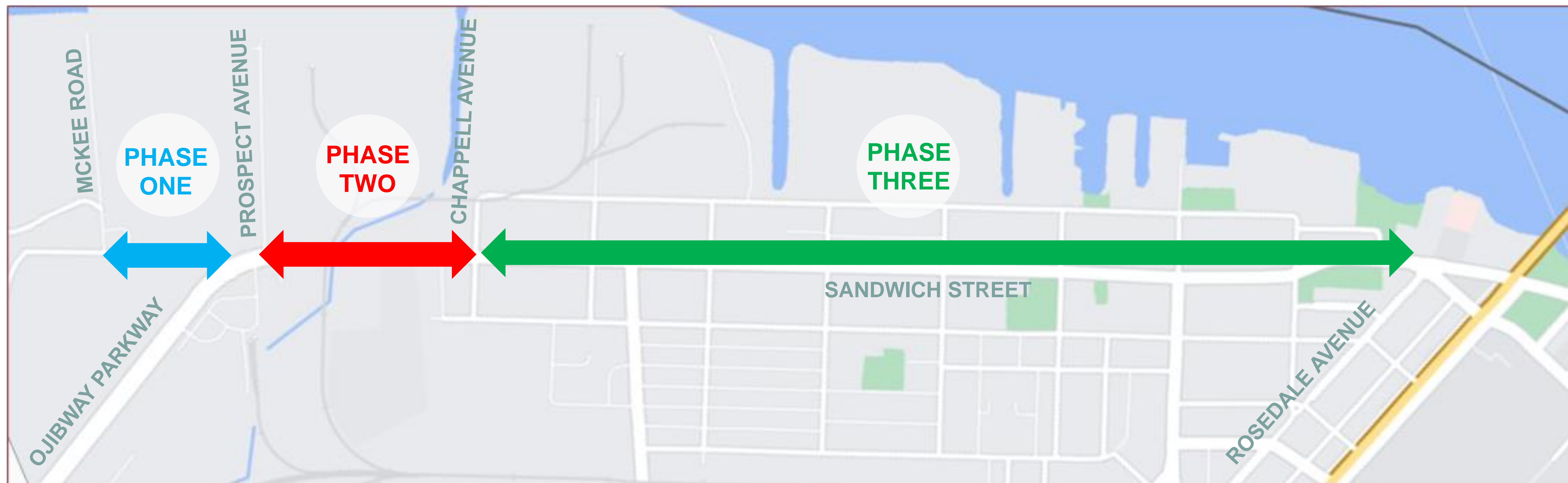
- Clark Street
- I-75 exit to US POE (**new**)
- US POE exit to I-75 (**new**)
- Waterman Street (**new**)
- Springwells Street

Southbound Entrance Ramps:

- Springwells Street
- Junction Avenue

SANDWICH STREET RECONSTRUCTION

- Three kilometres of Sandwich Street is being reconstructed from south of the Rosedale Avenue roundabout past Ojibway Parkway to McKee Road.
- Construction is taking place in a three-phased approach:
 - **PHASE ONE:** McKee Road to Ojibway Parkway – anticipated to begin in 2024
 - **PHASE TWO:** Ojibway Parkway to Chappell Avenue – began September 2023, remaining section to be undertaken in 2024
 - **PHASE THREE:** Chappell Avenue to south of the Rosedale Avenue roundabout – anticipated to begin in 2024



Traffic information can be found at [GordieHoweInternationalBridge.com](https://www.gordiehoweinternationalbridge.com)

SANDWICH STREET PHASE TWO RECONSTRUCTION

- Southbound Sandwich Street between Essex Terminal Railway (ETR) and Chappell Avenue is closed.
- One lane of northbound traffic remains opens.
- Businesses located on this section of Sandwich Street are accessible via northbound Sandwich Street only.
- This closure is anticipated to be in place until mid-December.

DETOUR ROUTES ARE AS FOLLOWS:

Northbound traffic:

- No detour is required. One lane of traffic will remain open.

Southbound traffic:

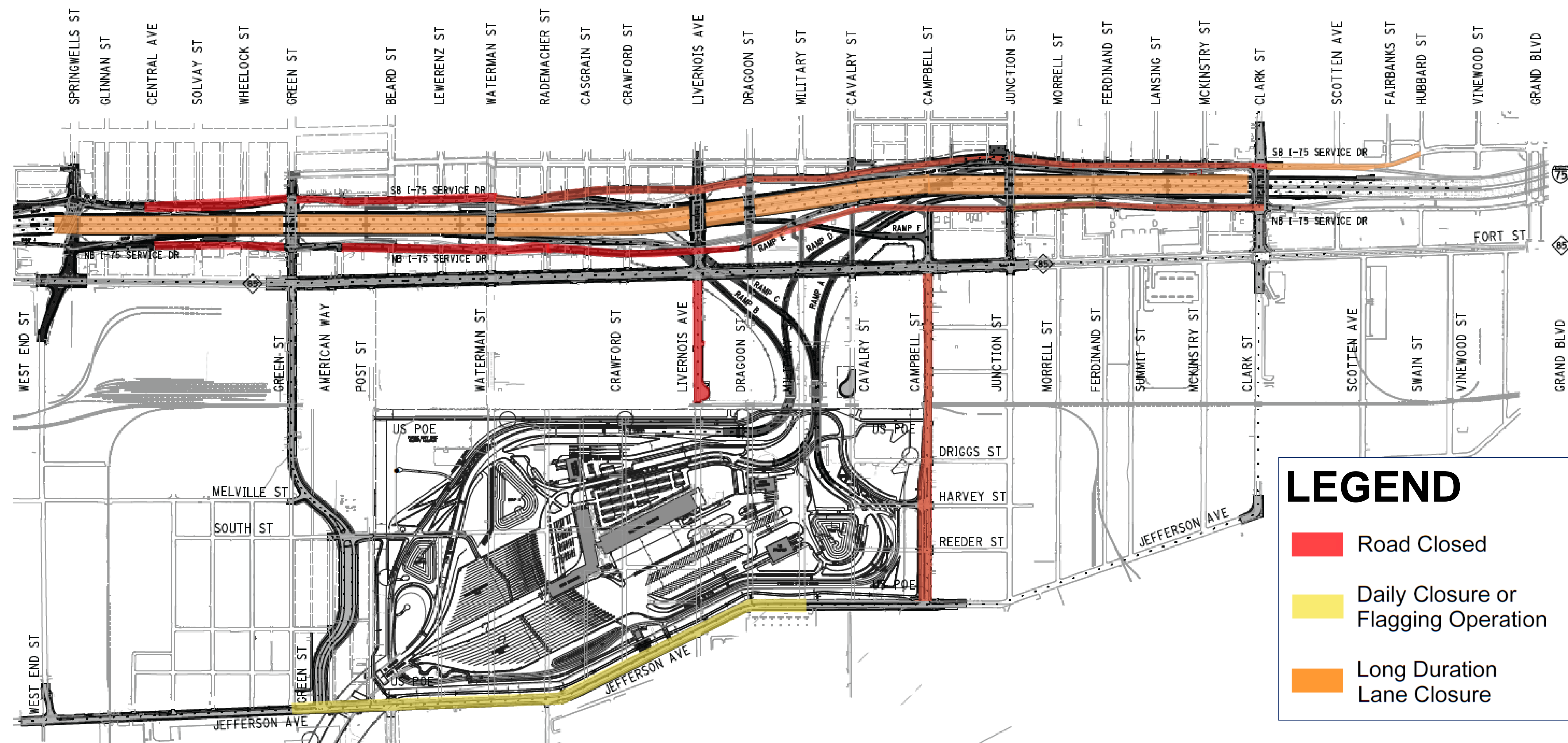
Southbound traffic will detour to Huron Church Road:

- Vehicular traffic will turn east on Prince Road and follow it to Huron Church Road
- Commercial (truck) traffic will turn east on Prince Road and then east on Tecumseh Road to Huron Church Road.
- Once traffic has reached Huron Church Road the detour ends. Huron Church Road can be followed to reach the intended destination of E.C. Row Expressway, Highway 401, Ojibway Parkway or addresses on Sandwich Street within the construction work area.



DETROIT TRAFFIC PATTERNS

- Service Drives are closed or reduced to single lanes in areas between Springwells Street and Clark Street:
- Livernois Street is open to two-way traffic between Fort Street and West Lafayette Street and one-way traffic north of West Lafayette 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.





2024 COMMUNITY ORGANIZATION INVESTMENT

As part of the Community Benefits Plan, the Gordie Howe International Bridge team has launched the **2024 Community Organization Investment** to support eligible organizations located in or serving **Sandwich/west Windsor or Delray/Southwest Detroit**.

This is the fifth and final year of the annual funding available from **2020-2024**. In 2024, there is a **\$100,000** (CDN) investment allowance per country and requests can range from **\$1,000 - \$25,000** (CDN).

Applications will be accepted until **4 p.m. on January 31, 2024**. 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 located in or serves the Sandwich/west Windsor or Delray/Southwest Detroit communities
- The requested funding will be used to support events, programming and infrastructure improvements that will directly benefit Sandwich/west Windsor or Delray/Southwest Detroit residents
- The requested funding aligns with one of the community investment priorities, including: community partnerships, community safety and connections, economic benefits, and/or aesthetics and landscaping.

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