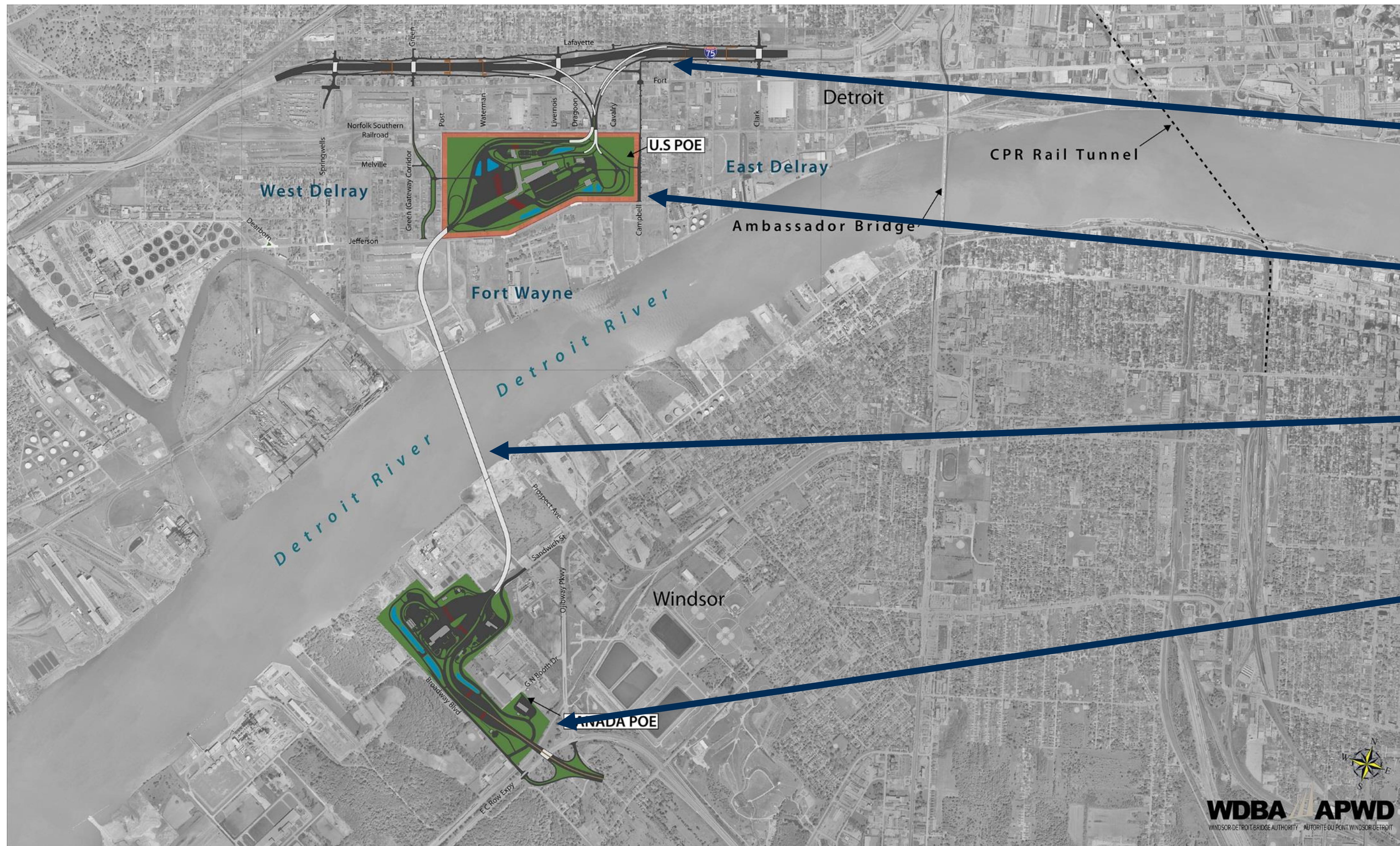


PROJECT COMPONENTS



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

SUSTAINABLE DESIGN FEATURES

The Canadian and US Port of Entry facilities are designed to meet LEED v4 Silver rating and the bridge and Michigan Interchange designs have earned an Envision Platinum rating, both of which ensure longevity while minimizing environmental impact.

KEY FEATURES



LED Lighting for exterior lighting and in POE buildings



Facilities will be designed to take advantage of **natural light**



Water management systems will be used to **reduce water demand**



Inclusion of cross-border **multi-use path** and **cycling connections**



A **green roof** is being incorporated



Drought tolerant native plants will be used



Installation of **naturalized stormwater management ponds** using native species



A **peregrine falcon box** will be installed on the bridge

CANADIAN PORT OF ENTRY CONSTRUCTION ACTIVITIES



Canadian Port of Entry construction progress



Canadian Port of Entry conceptual design rendering

- All 11 buildings and structures are currently under construction at the Canadian Port of Entry.
- Some activities taking place include roofing, framing and drywall work, parapet framing and forming of concrete walls.
- Underground utility installations continue.
- Construction of the 22 primary inspection lanes and 16 toll booths is well underway. At the primary inspection lanes framing, mechanical, electrical and plumbing work is ongoing. Toll building and canopy construction continues with stud and parapet framing work.
- Foundation work on an overpass within the Port of Entry site has begun.

US PORT OF ENTRY CONSTRUCTION ACTIVITIES



US Port of Entry construction progress



US Port of Entry conceptual design rendering

- All 13 buildings and structures are currently under construction at the US Port of Entry.
- Plumbing, dry wall, light fixtures and structural steel installations are taking place as well as underground utility work.
- Foundation work continues on inspection lane canopy footings.
- Drainage system work along Jefferson Avenue continues, as well as sewer lining work on Waterman Street.

BRIDGE SITE CONSTRUCTION ACTIVITIES

- The Canadian and US bridge towers are over 190 metres or 625 feet and will continue to a height of 220 metres/722 feet. Towers are anticipated to reach their final height in 2023.
- Road deck construction on the bridge back span to connect to the Ports of Entry is well underway. Construction of the bridge deck over the Detroit River continues with girder and structural steel installations.
- Stay cable installation continues with 28 installed on the Canadian side and 28 on the US side.
- Work continues on the bridge abutment and approach pier, with girder and structural steel installations anticipated to begin this summer.

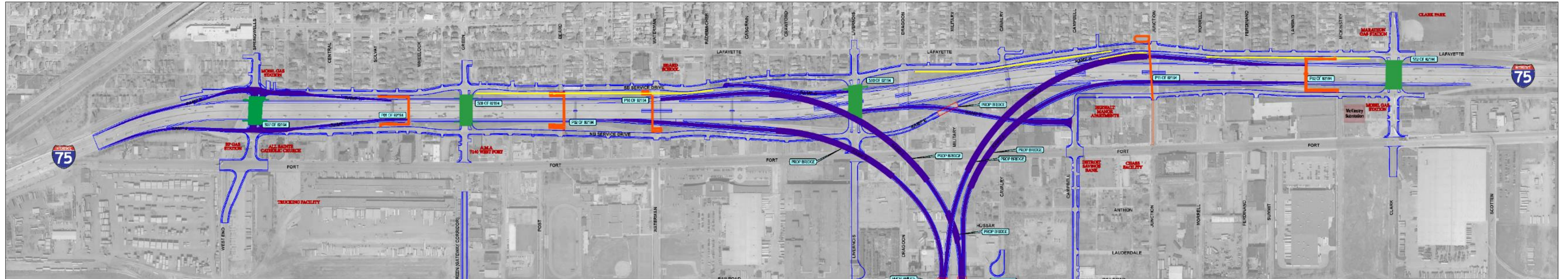


Canadian bridge site construction progress



Bridge conceptual design rendering

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:

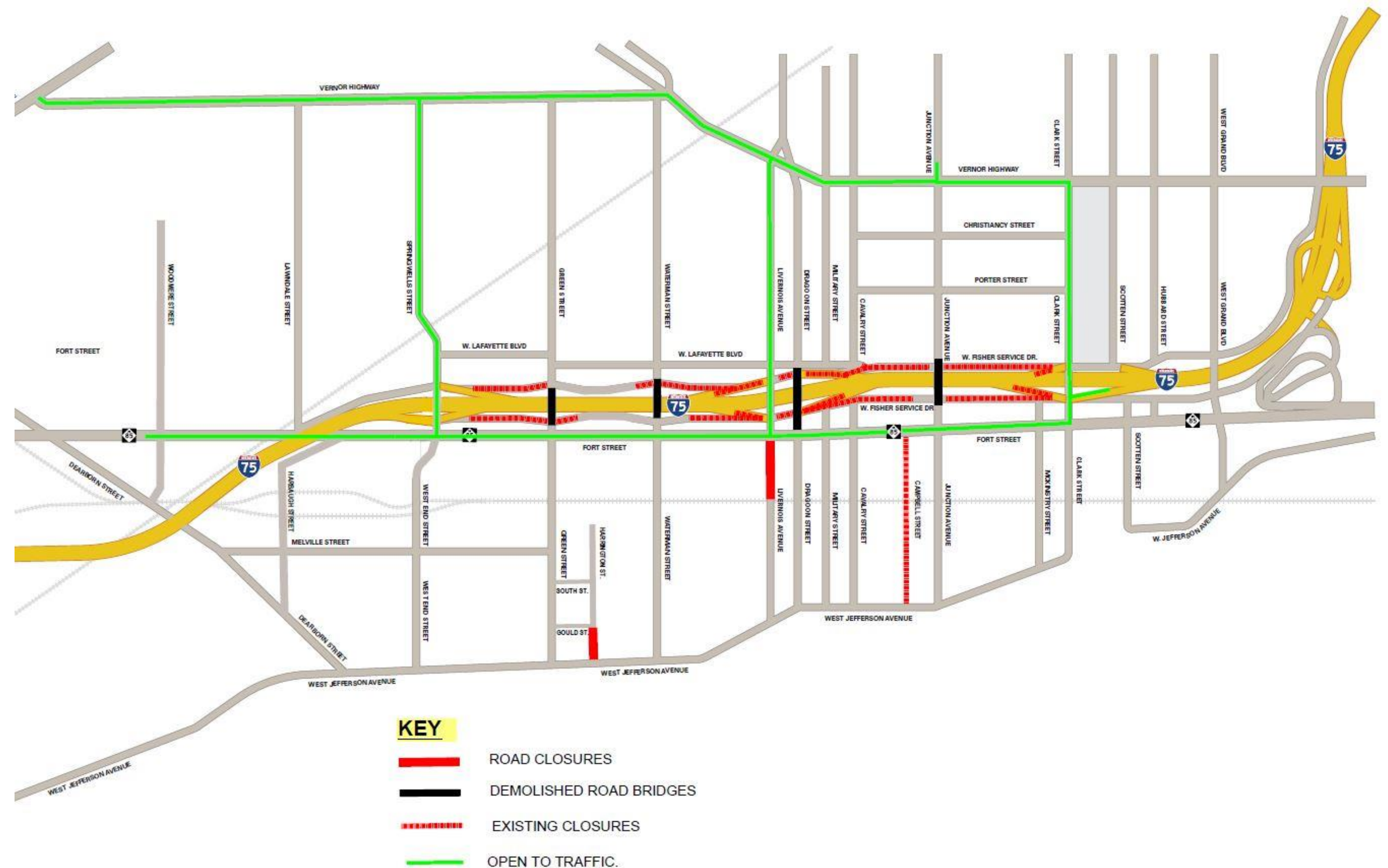
- Clark Street
- I-75 exit to US POE (**new**)
- US POE exit to I-75 (**new**)
- Waterman Street (**new**)
- Springwells Street

Southbound Entrance Ramps:

- Springwells Street
- Junction Avenue

DETROIT TRAFFIC PATTERNS

- Service Drives are closed or reduced to single lanes in some areas between Springwells and Clark Street. The northbound Service Drive is open between Wilde Street and Rademacher Street and southbound Service Drive between Green Street and Lewerenz 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 Livernois, Springwells or 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.



I-75 AND US PORT OF ENTRY CONNECTING RAMPS



Conceptual design rendering looking west from northbound I-75 on-ramp at Livernois

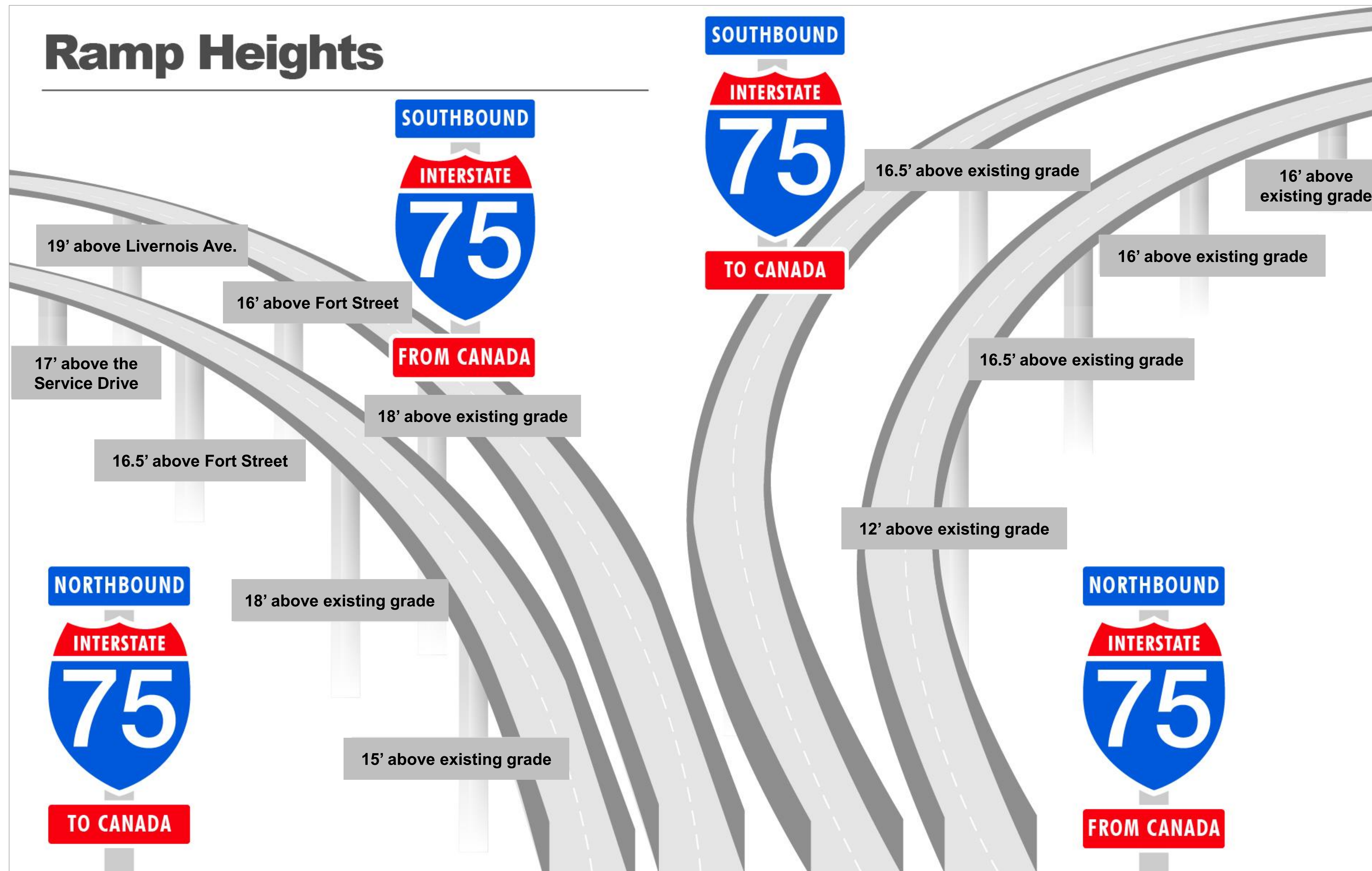


Conceptual design rendering looking east from northbound I-75 Service Drive towards US POE

- Ramp construction connecting I-75 to the US Port of Entry is well underway, with all ramps in the above image are under construction.
- Girder installations on ramps A, B, C and D are near completion, and prep work for bridge deck construction is taking place in some sections. This will include laying steel formwork, rebar installations and concrete pours.
- Foundational work, including construction of footings and piers, is underway on ramp E.
- Minimal traffic impacts are anticipated and may include single lane closures and short-term temporary closures.



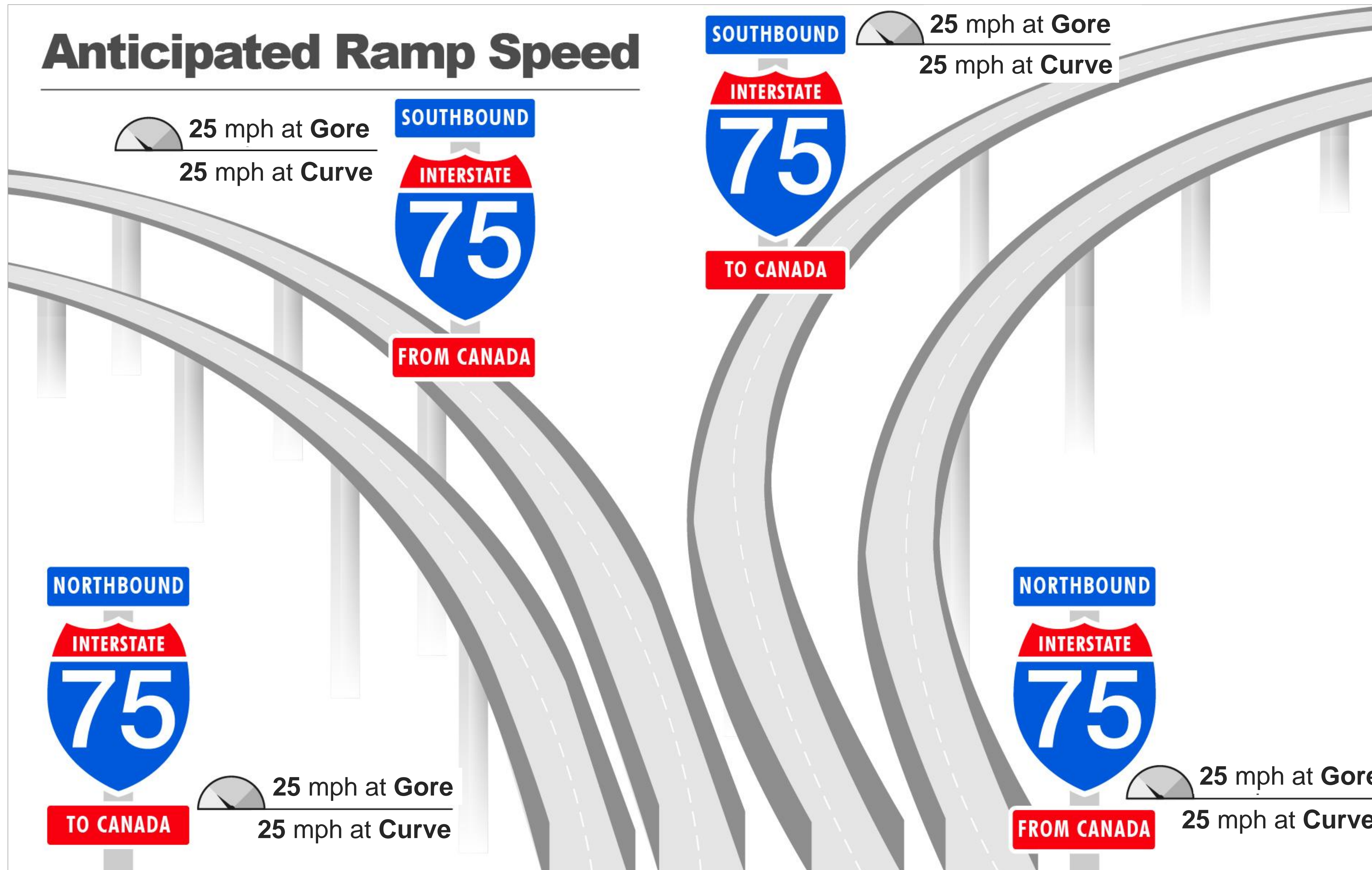
VIEW FROM I-75 INTERCHANGE: RAMP HEIGHTS



Actual height is subject to review prior to construction.

Ramp heights will begin below grade for vehicles exiting I-75 and quickly elevate to a maximum of 23 feet above street-level prior to descending to ground level at the Port of Entry.

VIEW FROM I-75 INTERCHANGE: ANTICIPATED RAMP SPEED



Gore is the connection between the ramp and the freeway.

Anticipated ramp speeds are subject to change and may be adjusted prior to implementation.

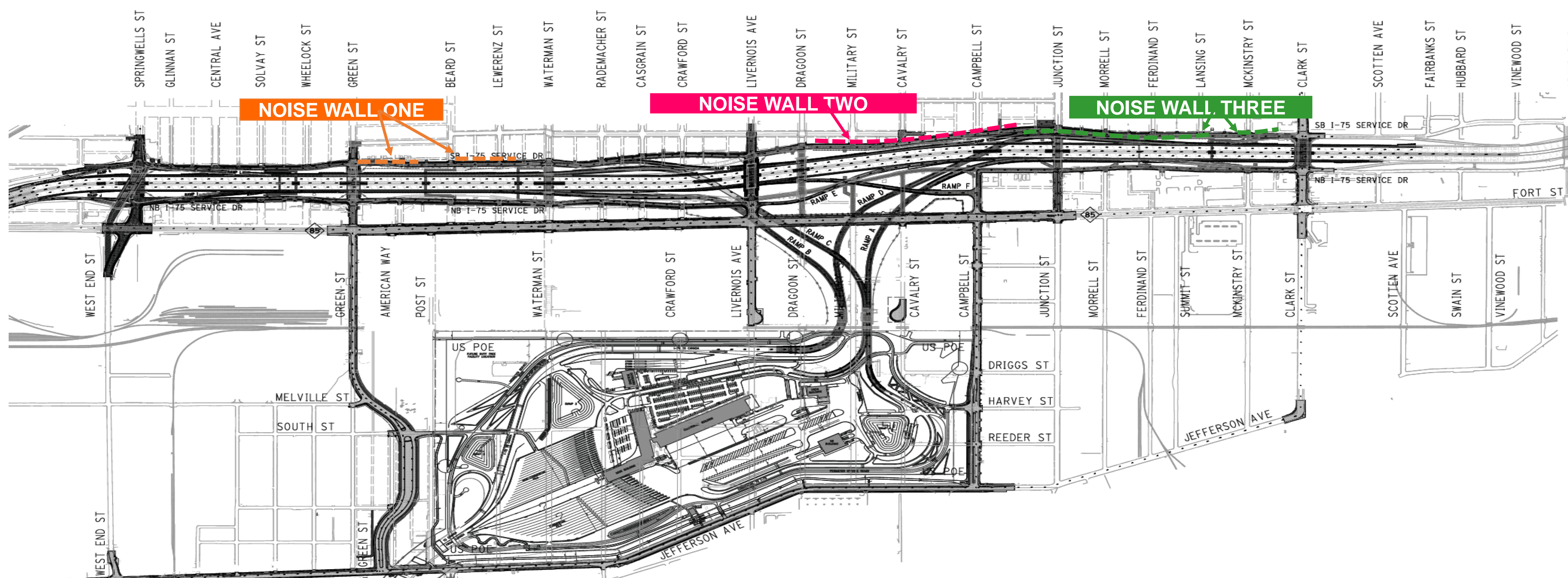
NOISE WALL CONSTRUCTION

To meet requirements included in the Final Environmental Impact Statement (FEIS), Bridging North America (BNA) is constructing noise walls (traffic sound barriers) along three sections of southbound I-75 to help mitigate highway noise for nearby residents:

- 1. Green Street to Waterman Street**
- 2. Dragoon Street to Junction Street**
- 3. Junction Street to Clark Street**

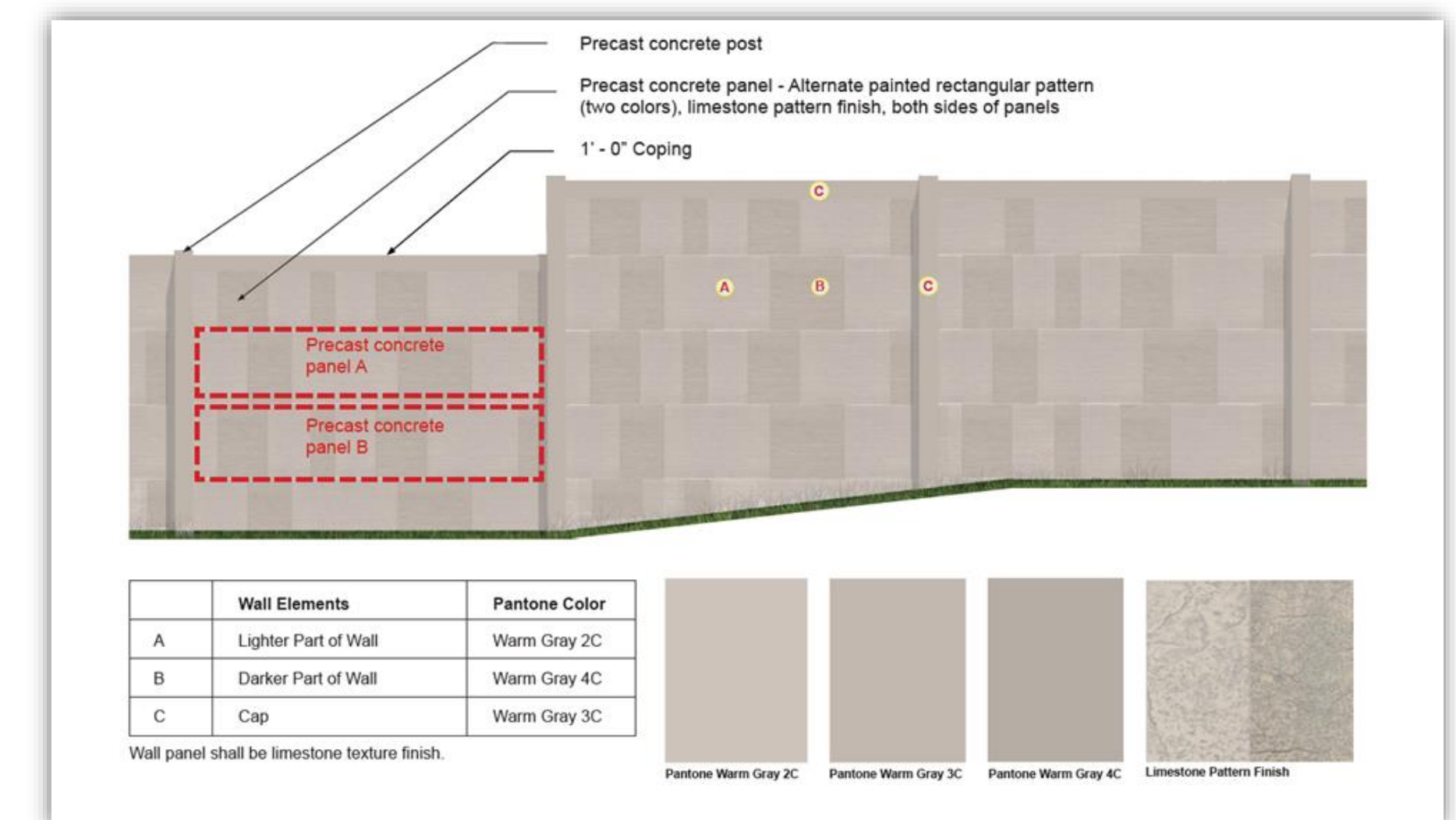
Noise wall construction started in January 2023 and all three walls are in various stages of construction. Construction of noise walls includes the following:

- Drill shafts are installed approximately 20-70 feet into the ground to provide a foundation for the noise walls.
- Posts are installed to support the noise wall panels, which are made of precast concrete.
- The noise wall panels are secured to the posts.



AESTHETICS AND FEATURES:

- Will range from 10-20 feet in height.
- Made of precast concrete panels, approximately 8 inches thick.
- Wall colors will alternate between a limestone pattern finish and various grays.
- Trees, shrubs and grasses will be added, where space permits.



SANDWICH STREET RECONSTRUCTION



- Three kilometres of Sandwich Street will be reconstructed, from south of the Rosedale Avenue roundabout, past Ojibway Parkway to McKee Avenue.
- Construction will take place in a phased approach.
- Sandwich Street \$1 million enhancement design is still in process.
- Designs are anticipated to be shared in 2023.

CONSTRUCTION MITIGATIONS

The project team is committed to minimizing disruptions to communities and the environment and will implement steps to help limit impacts to nearby residents, people travelling through the construction zone and nearby businesses.

The following list represents some of the mitigation measures that are required in Canada and/or US as identified in the Detroit River International Crossing Study (DRIC)*:

Noise control

- Ensure all construction equipment is maintained.
- Limit noisy activities to daytime hours and in accordance with municipal bylaws.
- Maximize the distance between the construction staging areas and nearby receptors.
- Provide regular updates to nearby residents and businesses on possible activities that will affect them.

Dust Management

- Periodic watering or stabilization of soils.
- Limit speed of vehicular traffic.
- Use water sprays during loading/unloading of materials.
- Sweep or water flush entrances to construction zones.

Erosion and Sediment Control

- Develop and implement erosion and sediment control plans to protect surface waters, adjacent ecosystems and properties.
- Follow provincial and state environmental guidelines for road construction.
- Create temporary stormwater management ponds to manage water quality.

Water Quality Protection and Management

- Protect, manage and monitor fish habitats and wetlands through design.
- Salt management plans for construction and operation phases.
- Implement stormwater management plans to control water quality.

Archaeology/Cultural Resource Protection

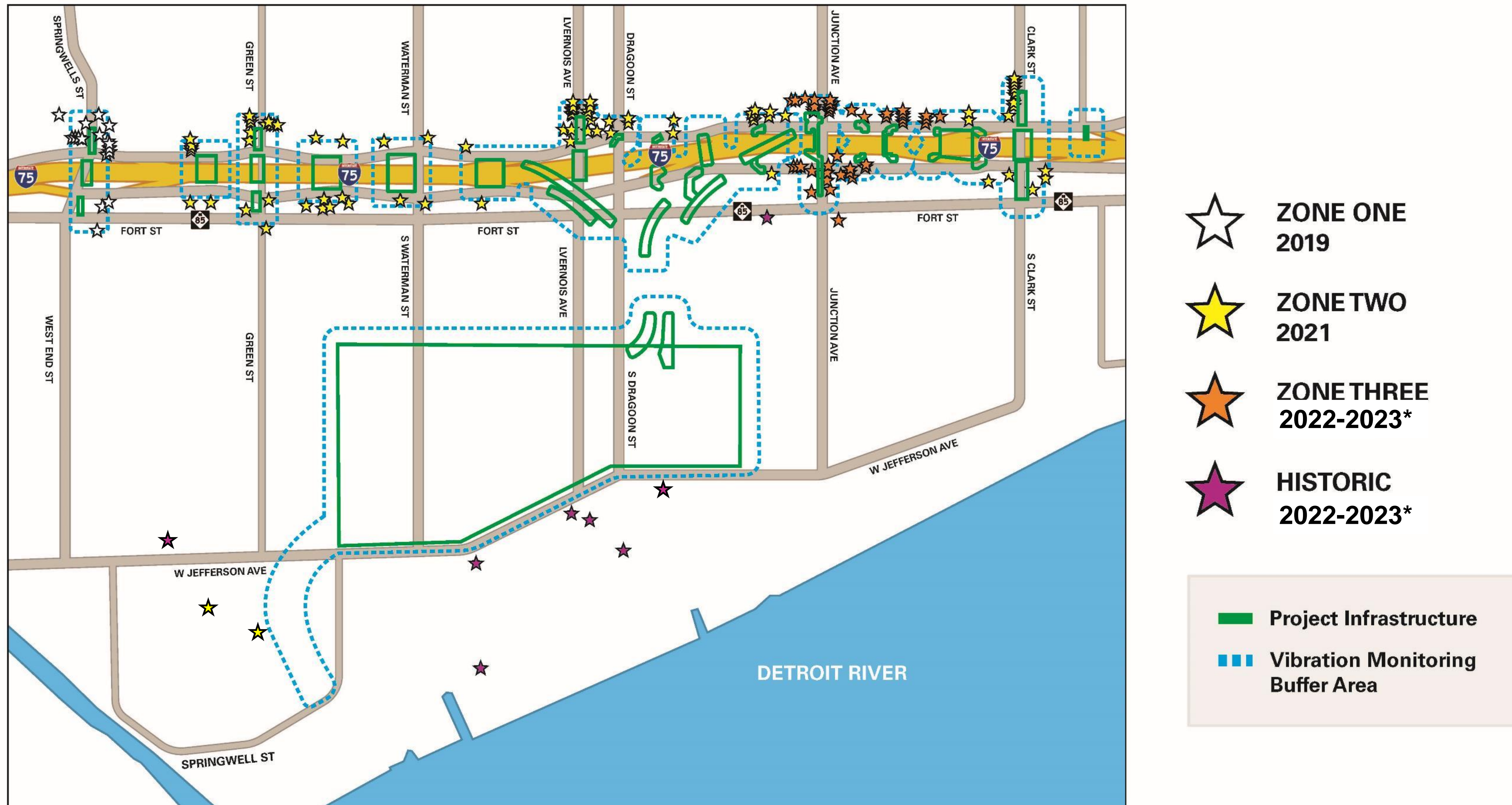
- Continue to undertake archaeological and heritage investigations.
- Report unexpected archaeological finds to the appropriate agencies during the construction phase.

Traffic Disruptions

- Alert nearby residents and businesses of temporary traffic disruptions in advance when possible.
- Ensure alternate routes are available.
- Provide signage to alert drivers and pedestrians of closures or detours.

**The Detroit River International Crossing (DRIC) study was a coordinated Canadian and US environmental study that identified requirements to mitigate potential negative impacts from a new crossing. The study was initiated in 2005 and concluded in 2008. Approvals on both sides of the border were received in 2009.*

VIBRATION MONITORING LOCATIONS



Identified zones of influence within 150 ft of construction areas considered for vibration monitoring

* Zone Three/Historic timeline is subject to change due to possible construction scheduling.

DETROIT STREET IMPROVEMENTS

In recognition of Southwest Detroit's role as a gateway community to the US and in accordance with requirements set out in the Final Environmental Impact Statement, WDBA is investing in street improvements near the US Port of Entry. Here are just a few highlights of the work to be undertaken by Bridging North America:

- **PEDESTRIAN BRIDGES:** Five new pedestrian bridges will be constructed over I-75 and in some cases, over the service drives. Access points include Beard, Waterman, Solvay, Junction and Lansing Streets. The pedestrian bridge identified through the 2008 Environmental Impact Statement at Morrell Street has been moved to Junction Street in response to extensive community consultation.
- **DECORATIVE BARRIERS:** Decorative security fencing will be provided around the perimeter of the US POE with irrigated landscaping to provide an additional buffer to the community. An aesthetic perimeter wall will be installed along Jefferson Avenue that complements neighbouring facilities. New decorative security fencing will also be installed along the south side of West Jefferson Avenue adjacent to Historic Fort Wayne that meeting State Historic Preservation Office review.
- **FORT STREET BIKE PATH:** A 5.5 foot protected bike path will be installed along both sides of Fort Street between Green and Junction Streets. The bike path will be separated from traffic by a minimum three-foot raised buffer. Bicycle signals will also be required at intersections to separate vehicles.
- **TREES:** Deciduous shade trees will be planted along the parkway between the sidewalk and road every 25 feet between Springwells and Clark Streets. A similar treatment will be provided from the US POE to Interstate-75 crossings at Green, Campbell and Junction Streets, along Jefferson Avenue and along Fort Street between Green and Junction Streets.
- **CONTINUOUS ACCESSIBLE SIDEWALKS:** A continuous fully accessible sidewalk will be constructed along the City side of the Service Drive and between the Service Drive and I-75 main line to connect the entrance of each pedestrian bridge to the nearest intersection or to a signalized block crossing. Pedestrian countdown signals will be installed at all signalized intersections and mid-block crossings along the service drives.
- **GREENWAY:** A greenway will be constructed to connect pedestrians and cyclists from the Gordie Howe International Bridge to the I-75 Freeway crossings at Green Street and the new pedestrian bridge to be installed at Junction Street. Street design will include safe transition points from off-road paths to on-street bike lanes with appropriate wayfinding to make the transitions easy for users.

SAFETY DURING CONSTRUCTION

- **Construction zones are dangerous** places whether workers are present or not.
- Any entry into the construction site is considered **trespassing**.
- **Drones** put our **staff**, especially those working at heights, in **danger**.
- For **your safety** and the safety of **our team**, please **do not enter the project construction zones** unless authorized to do so.



BRIDGE LIGHTING



A key feature of the Gordie Howe International Bridge will be lighting. Lighting of the bridge is an important aesthetic component of the project and is designed to illuminate the architectural features of the bridge towers, deck and stay cables.

The lighting is designed in compliance with regulatory aviation standards and will include the following features: energy-efficient, LED lights, light spill minimization features to limit impact on migratory birds and a lighting control system with dimming and sequencing options.

BRIDGE TOWERS

Bridge towers will be illuminated from front to back and side to side using white LED lights.

Lights will be equipped with optics and shielding to help limit light spillage.

STAY CABLES

Stay cables will be individually illuminated from the base upward with white, precision optic LED lights. Lights will be equipped with optics and shielding to minimize light spillage.

BRIDGE DECK

The bridge deck will be lined linearly with white LED lights defining the deck edge from one end of the bridge to the other.

LIGHTING OPTICS



Visor



Snoot



Snoot wide



Wide guard



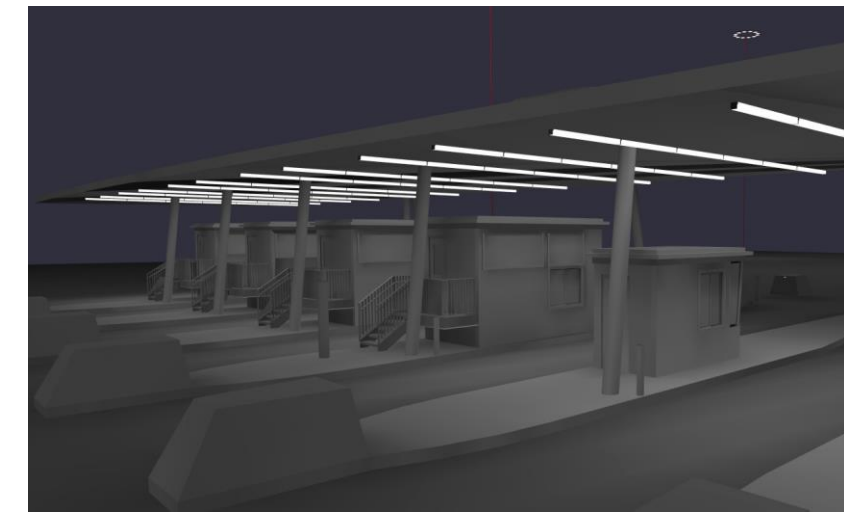
Linear spread lens



VISUAL ART PROGRAM PUBLIC ART COMMISSION:

Dramatic bridge lighting will be incorporated into the bridge design as an artistic feature displayed along the skyline at night. This will include a dynamic light program designed in collaboration with an artist. Artist selection for this specific commission is anticipated to occur in 2023.

CANADIAN PORT OF ENTRY LIGHTING



A key feature of the Gordie Howe International Bridge project is the lighting. Project Ports of Entry (POE) will have functional, architectural and aesthetic lighting designed to create a unified aesthetic across all four project components. Lighting is designed to be LEED certified, limit light spill and reduce impact to sensitive natural areas and wildlife.

Features of lighting on the POEs include energy efficient white LED lights and use of optics and downlighting to minimize light pollution.

EXAMPLE LIGHTING TYPES



High mast lighting



Canopy lighting



Roadway lighting



Multi-use path low-mounted lighting

ARCHITECTURAL LIGHTING

Architectural lighting will be incorporated into building facades, primary inspection lanes and toll booth canopies to provide visual support for activities occurring in these areas.

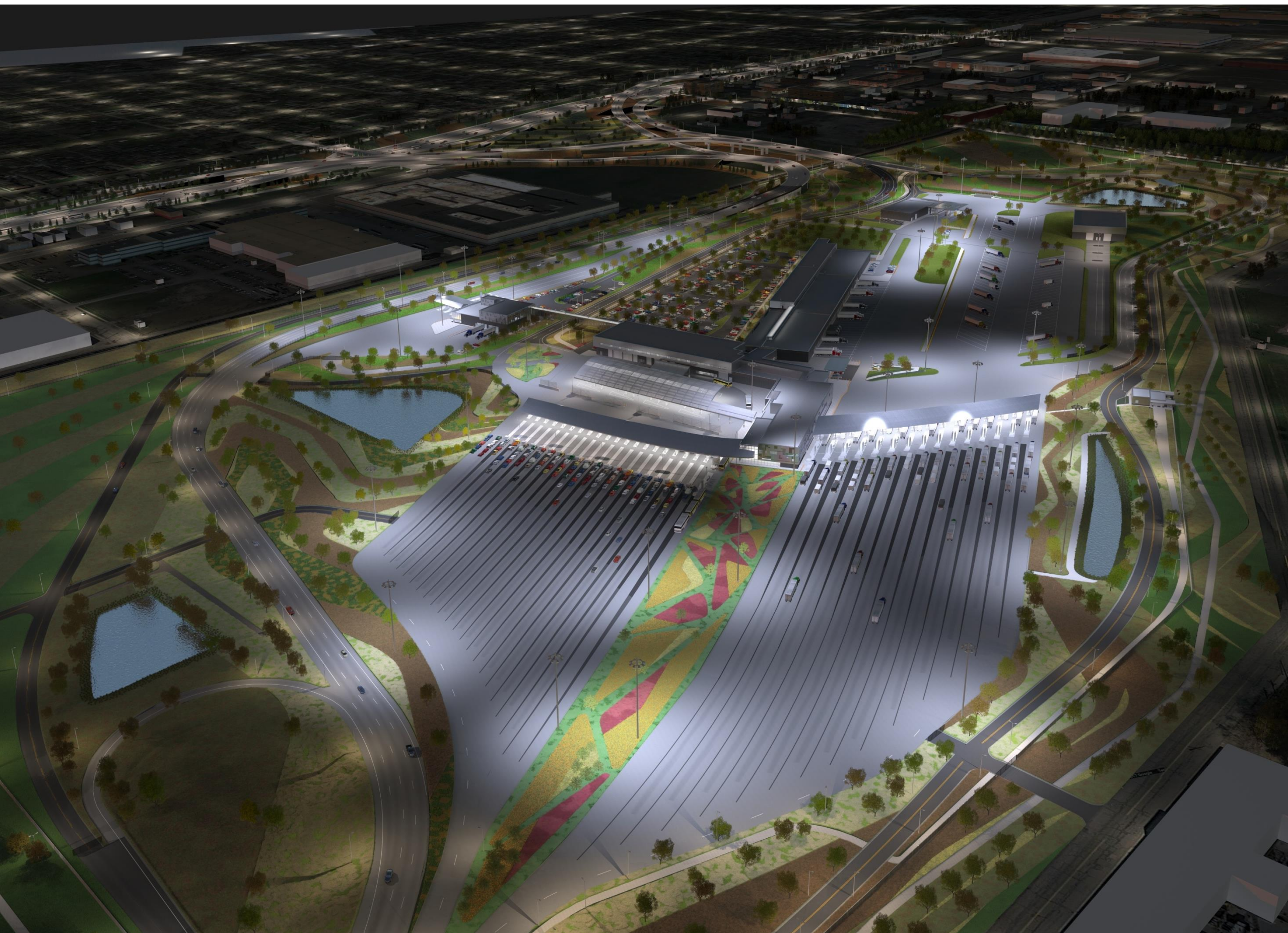
FUNCTIONAL LIGHTING

Functional lighting will be used to enhance visibility and improve safety of roadways and other POE areas and will be dark sky friendly. This includes high-mast lighting for large areas like parking lots, low-mounted lighting along pathways and perimeter lighting around the site.

AESTHETIC LIGHTING

Aesthetic lighting will be used to accent building features, flagpoles and some landscaped areas. Aesthetic lighting will be equipped with cut-offs to reduce glare for passing drivers and will minimize uplighting where possible.

US PORT OF ENTRY LIGHTING



A key feature of the Gordie Howe International Bridge project is the lighting. The Ports of Entry (POEs) will have functional, architectural and aesthetic lighting designed to create a unified aesthetic across all four project components. Lighting is designed to be LEED certified, limit light spill and minimize impact to adjacent properties, sensitive natural areas and wildlife.



Features of lighting on the POEs include energy efficient white LED lights and use of optics and downlighting to minimize light pollution.

EXAMPLE LIGHTING TYPES



High mast lighting



Canopy lighting



Roadway lighting



Multi-use path low-mounted lighting

ARCHITECTURAL LIGHTING

Architectural lighting will be incorporated into building facades and primary inspection lanes to provide visual support for activities occurring in these areas.

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Functional lighting will be used to enhance visibility and improve safety of roadways and other POE areas and will be dark sky friendly. This includes high-mast lighting for large areas like parking lots, low-mounted lighting along pathways and perimeter lighting around the site.

AESTHETIC LIGHTING

Aesthetic lighting will be used to accent building features, flagpoles and some landscaped areas. Aesthetic lighting will be equipped with cut-offs to reduce glare for passing drivers and will minimize uplighting where possible.

PUBLIC ART COMMISSION: INDIGENOUS SCULPTURE

Multiple art commissions have been identified for inclusion into the project as part of the Visual Art Program. This includes a stand-alone Indigenous art commission to be installed at the Canadian Port of Entry. Following an extensive selection process, artist Michael Belmore has been identified as the successful candidate.

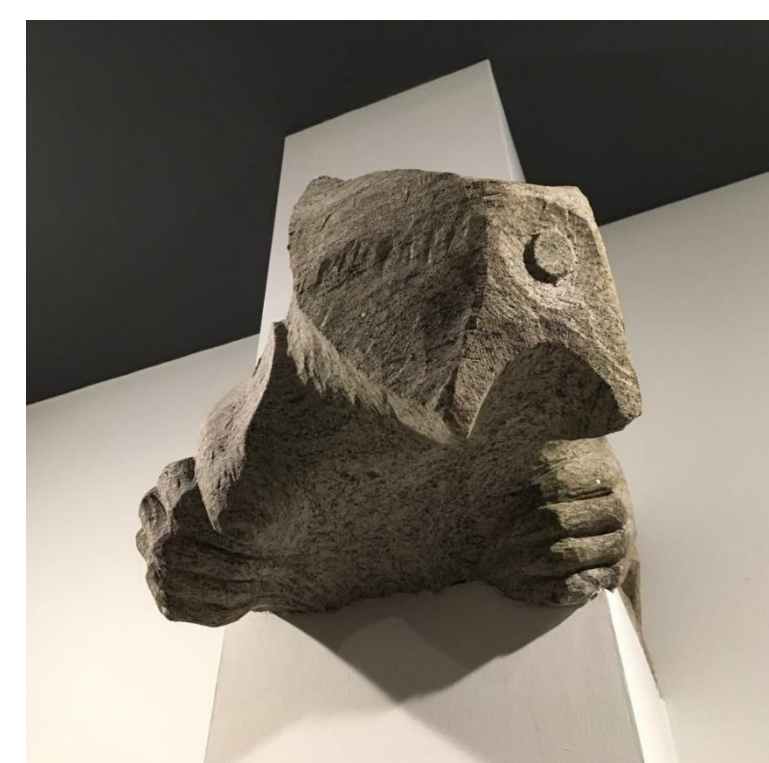
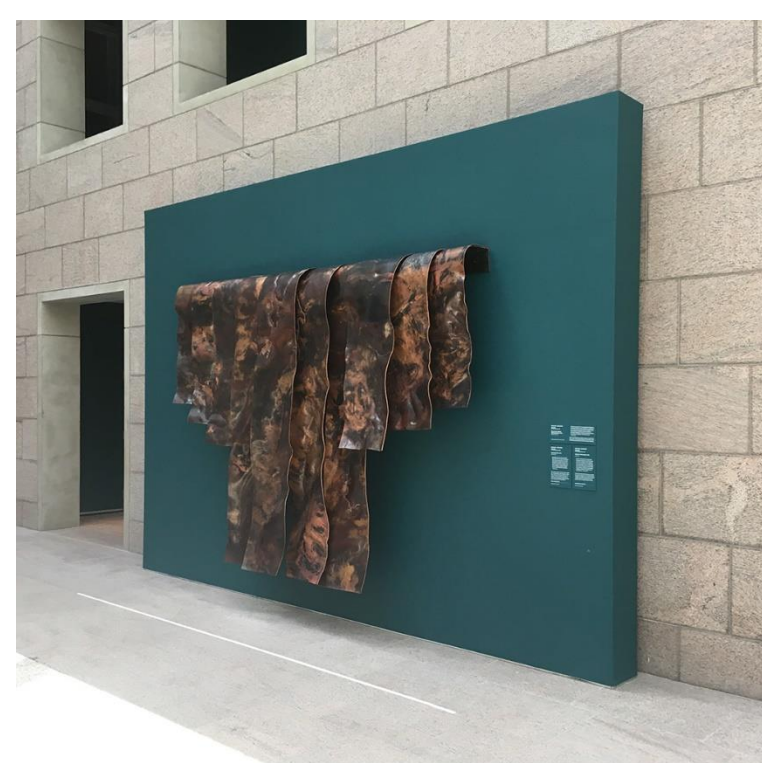
MEET THE ARTIST: MICHAEL BELMORE



Michael Belmore, an **Anishinaabe artist** who hails from northern Ontario is currently based in Newmarket, Ontario. Practicing for over 25 years, Belmore is an **internationally recognized** artist with artwork in the permanent collections of various institutions including the National Gallery of Canada, the Art Gallery of Ontario and the National Museum of the American Indian – Smithsonian Institute. His work employs a variety of materials and processes that reflect the **environment, land, water**, and what it is to be **Anishinaabe**.

About the Commission

- A 2.7-metre/nine-foot free-standing sculpture that recognizes and celebrates the history, traditions and culture of Indigenous Peoples in Canada will be created.
- The centrally located artwork will be visible to travellers as they enter and exit Canada.
- The artist's concept, has been informed through consultation with local First Nations and will be shared at a later date. Installation is anticipated in late 2023.



PUBLIC ART COMMISSION: ARTISTIC BUILDING FAÇADE

An artistic building façade has been integrated into the exterior of the maintenance building at the Canadian Port of Entry, which will provide a welcoming and unique experience for future users of the Gordie Howe International Bridge. Unveiled on February 15, 2023, this commission features the work of Sara Graham, a Canadian artist from southern Ontario who is currently based in Port Moody, British Columbia.

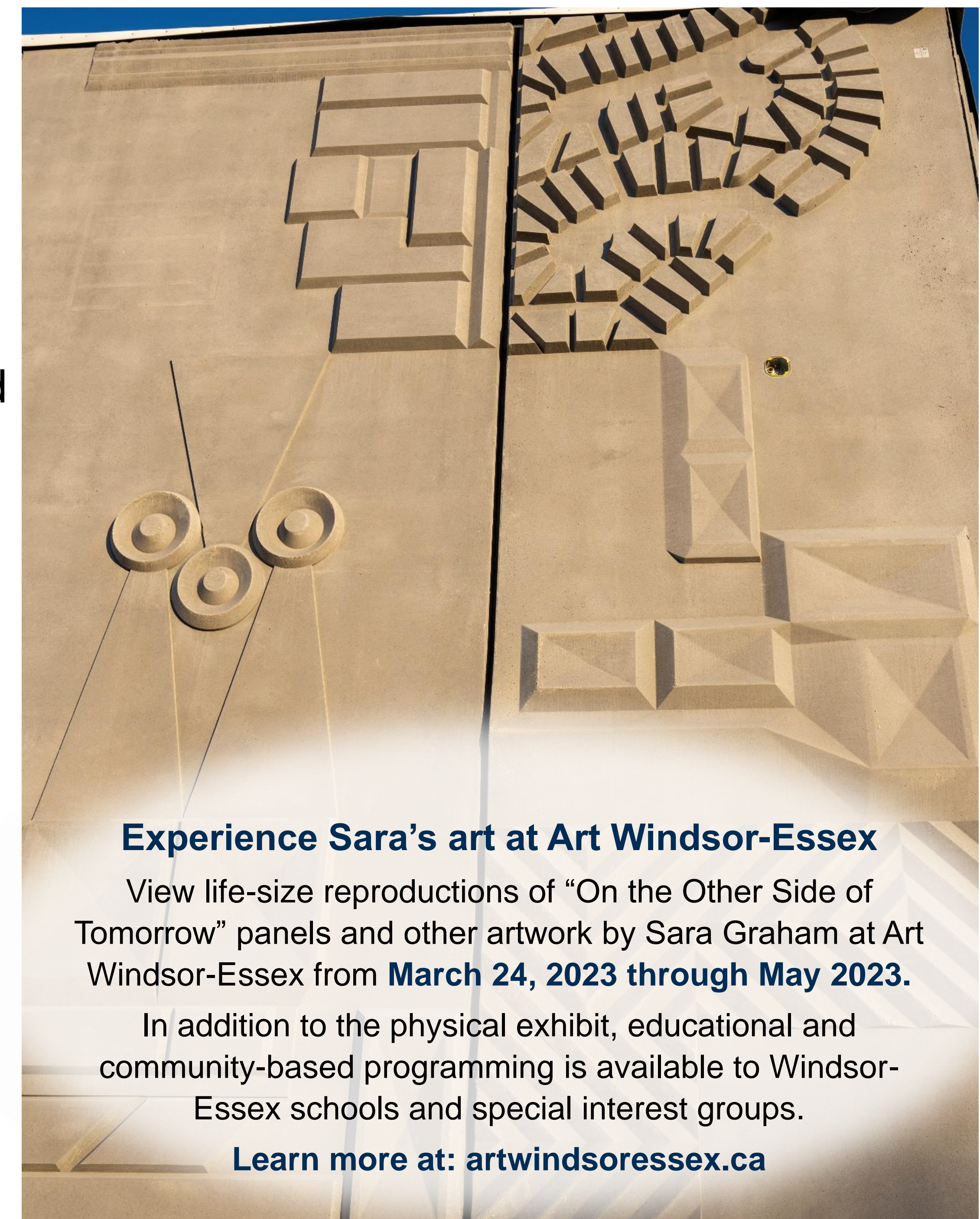
MEET THE ARTIST: SARA GRAHAM



Titled “**On the Other Side of Tomorrow,**” the façade is composed of **22 stamped concrete panels**, each approximately 3x7 metres/10x23 feet.

The work reflects national and regional Canadian landscapes and was achieved through the incorporation of illustrative mapping techniques and a combination of different optical perspectives.

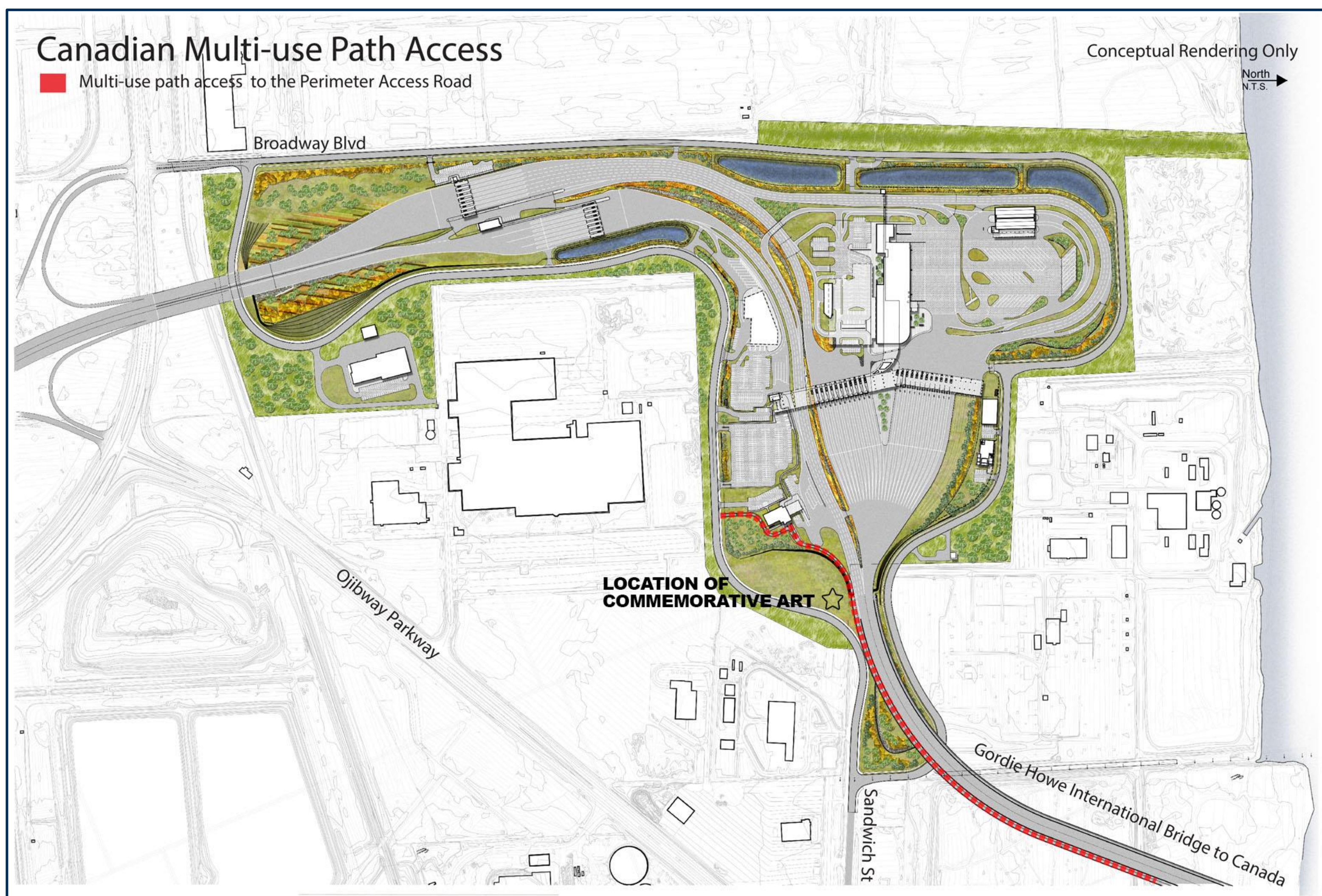
Elements included represent suburban areas, industrial zones and farmland, as well as mountains, treetops, road systems, lighthouses and water.



UNDERGROUND RAILROAD COMMEMORATIVE ART

The community of **Sandwich in Windsor, Ontario**, located adjacent to the Gordie Howe International Bridge project site is **deeply rooted with rich cultural history**. In recognition of the area's role as a destination point on the Underground Railroad and the contributions its travellers provided to the region, a **new art commission** will be installed adjacent to the Canadian Port of Entry. The location will be publicly accessible to allow people to gather and reflect on the sacrifices made in the quest for freedom.

The commission is in response to community feedback on the importance of this significant part of the **area's history**.



ARTIST SELECTION IS NOW UNDERWAY

A request for qualifications (RFQ) for professional Canadian artists of the Black, African and Caribbean diaspora living and working in Canada occurred in spring 2023. A juried artist selection process will be used to select the artist in accordance with Canadian Heritage guidelines. The jury is being finalized, consisting of artists and art experts, including local representatives.

Artist selection is anticipated to be complete in summer 2023. A mentorship opportunity will also be included for a local youth identifying as a member of the Black, African and Caribbean diaspora from Sandwich/west Windsor to work with the artist.

WDBA appreciates the gracious donation of time and services by Karen Mills, Public Art Management on this commission.

COMMUNITY BENEFITS PLAN COMPONENTS

The community benefits plan is being delivered as part of the Gordie Howe International Bridge project. The Plan reflects community priorities and is comprised of two components:



WORKFORCE DEVELOPMENT & PARTICIPATION STRATEGY

Geared toward engaging business and individuals 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 worker or contractors located in the City of Windsor or within 100 kilometres of the City of Windsor.
- Engaging and employing Indigenous Peoples in Canada in 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 that is located in Michigan.



NEIGHBOURHOOD INFRASTRUCTURE STRATEGY

A \$20 million community investment focused on priorities identified through the two-phase consultation that took place between 2015-2019 with communities, businesses, Indigenous Peoples in Canada and other stakeholders in Windsor and Detroit.

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

- community partnerships
- community safety and connections
- economic benefits
- aesthetics and landscaping

The Community Benefits Plan includes a robust documenting, tracking and reporting structure that demonstrates accountability to the region. The Community Benefits Plan and quarterly reports on progress and results are posted on www.GordieHoweInternationalBridge.com.



DELRAY HOME IMPROVEMENT PROGRAM

The Delray Home Improvement Program is a free home repair program for eligible homes or duplexes in the area surrounding the Gordie Howe International Bridge and US Port of Entry construction site in Delray, Detroit. The program represents a \$4 million (CDN) investment being delivered as part of the project Community Benefits Plan.

Timing: 2021 – 2024 (if funding remains)

Partner: Local Initiatives Support Corporation
Detroit
(LISC Detroit)

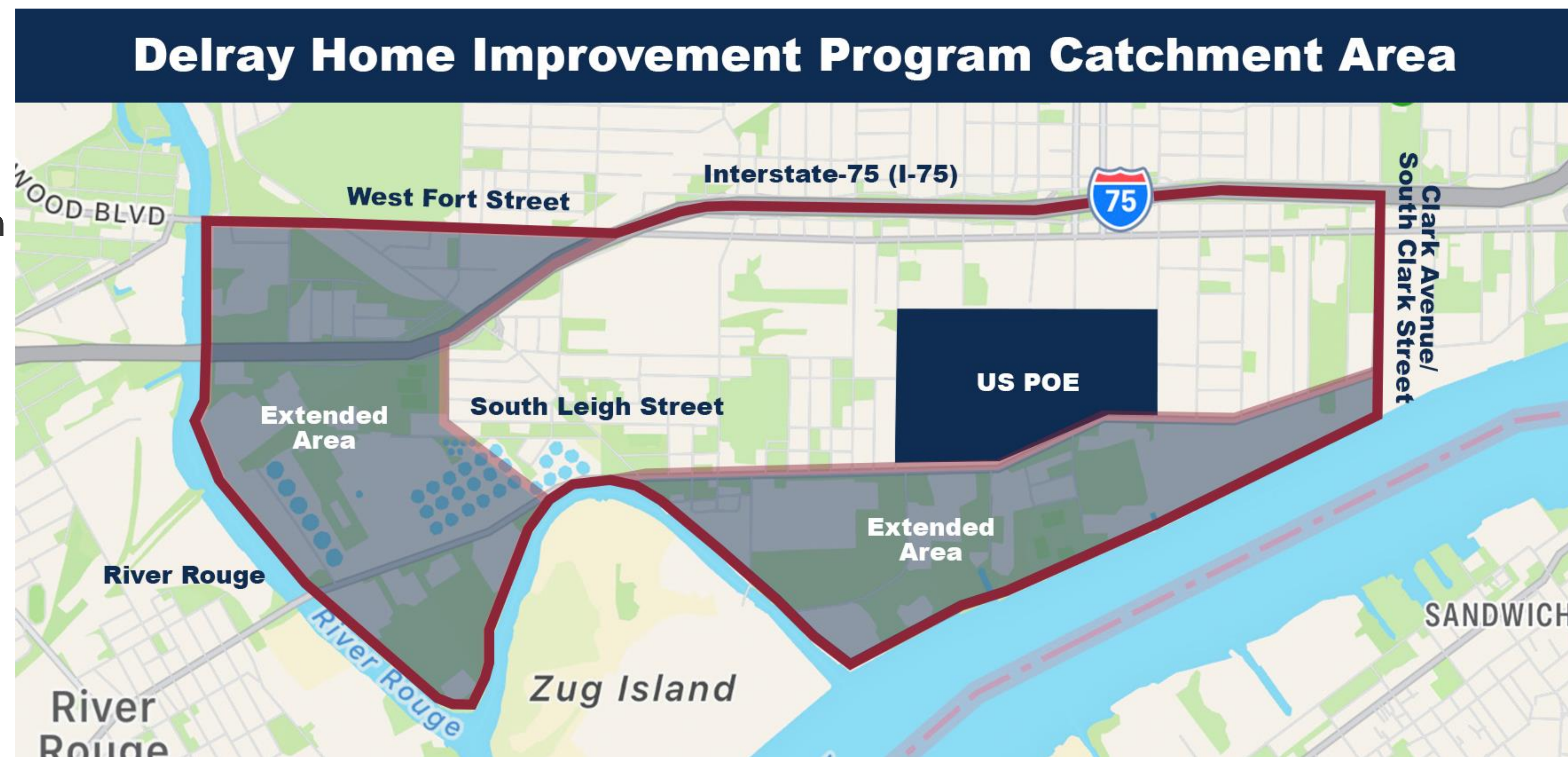
Successful applicants may receive items from the pre-approved repair/replacement list, based on an assessment of the home, with a per-house cap of **\$20,000 (USD)**.

Repairs Offered:

- roof repair and/or roof replacement
- window and/or door replacement
- roof insulation and/or wall insulation
- repair or replacement of heating, ventilation, and/or air-conditioning (HVAC) unit.

Program Boundaries:

- West Fort Street/I-75 to the north
- Clark Street to the east
- Detroit River to the south
- River Rouge to the west.



NEIGHBOURHOOD INFRASTRUCTURE STRATEGY INVESTMENT PRIORITIES

The Community Benefits Plan includes the Neighbourhood Infrastructure Strategy, a \$20 million (CDN) investment in the communities of Sandwich/west Windsor and Delray/Southwest Detroit. Currently, \$14.8 million is committed to 38 initiatives in Canada and the US. In 2023, the team will invest up to \$4 million in new or existing initiatives.



HAVE YOUR SAY ON COMMUNITY INVESTMENT PRIORITIES

The project team seeks feedback through a survey to understand priority areas for this year's Neighbourhood Infrastructure Strategy investment.

HOW TO TAKE THE SURVEY

- online at GordieHoweInternationalBridge.com
- submit a paper survey or provide feedback directly to a staff member here today.

Your feedback will help inform the development of a Call for Programming Proposals for high-value (greater than \$100,000) proposals for programming initiatives that will be delivered in Sandwich/west Windsor and Delray/Southwest Detroit between January 2024 and March 2025. It is anticipated that the Call for Programming Proposals will open in July 2023.

The projects and organizations selected to receive Community Benefits Plan funding in 2023 will be announced in early 2024. Remaining funds are anticipated to be invested in 2024/2025.

Visit GordieHoweInternationalBridge.com for more information.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY CANADIAN INITIATIVES



COMMUNITY PARTNERSHIPS \$2.07 MILLION

SANDWICH ART PROJECT

Timing: 2020

Partner: Our West End/Life After Fifty

COMMUNITY ORGANIZATION INVESTMENT

Timing: 2020-2024

Partner: Local community organizations

PROSPERUS PARTNERSHIP

Timing: 2021-2024

Partner: ProsperUs Program, United Way/Centraide Windsor-Essex County

GIRLS GROUP PROGRAMMING

Timing: 2023-2024

Partner: Sandwich Teen Action Group

INDIGENOUS YOUTH PROGRAMMING AND EVENTS

Timing: 2023-2024

Partner: Turtle Island - Aboriginal Education Centre (University of Windsor)

YOUTH MENTAL HEALTH SERVICES

Timing: 2023-2024

Partner: Canadian Mental Health Association, Windsor-Essex

COMMUNITY GRANT TO WALPOLE ISLAND FIRST NATION

Timing: To be confirmed

Partner: Walpole Island First Nations and YMCA

Find more information about these initiatives online:

www.GordieHoweInternationalBridge.com

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY CANADIAN INITIATIVES



SANDWICH BUSINESS DEVELOPMENT PROGRAM

Timing: 2020-2024

Partner: Windsor Essex Small Business and Entrepreneurship Centre and The Accelerator

WINDSOR-DETROIT CROSS-RIVER TOUR

Timing: 2022-2024

Partner: Project team delivery

SANDWICH BUSINESS IMPROVEMENT AREA (BIA) PROGRAMMING AND SUPPORT

Timing: 2023-2024

Partner: Olde Sandwich Towne BIA

Find more information about these initiatives online:
www.GordieHoweInternationalBridge.com

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY CANADIAN INITIATIVES



AESTHETICS AND LANDSCAPING INVESTMENTS \$1.62 MILLION

OJIBWAY PARK WILDLIFE ECO-PASSAGE PLANNING INVESTMENT

Timing: 2020

Partner: City of Windsor Ojibway Nature Centre

NEIGHBORHOOD GREEN IMPROVEMENTS

Timing: 2021-2024

Partner: Essex Region Conservation Authority

SANDWICH STREET ENHANCEMENTS

Timing: 2021-2024

Partner: City of Windsor

SANDWICH PARK IMPROVEMENTS

Timing: 2022

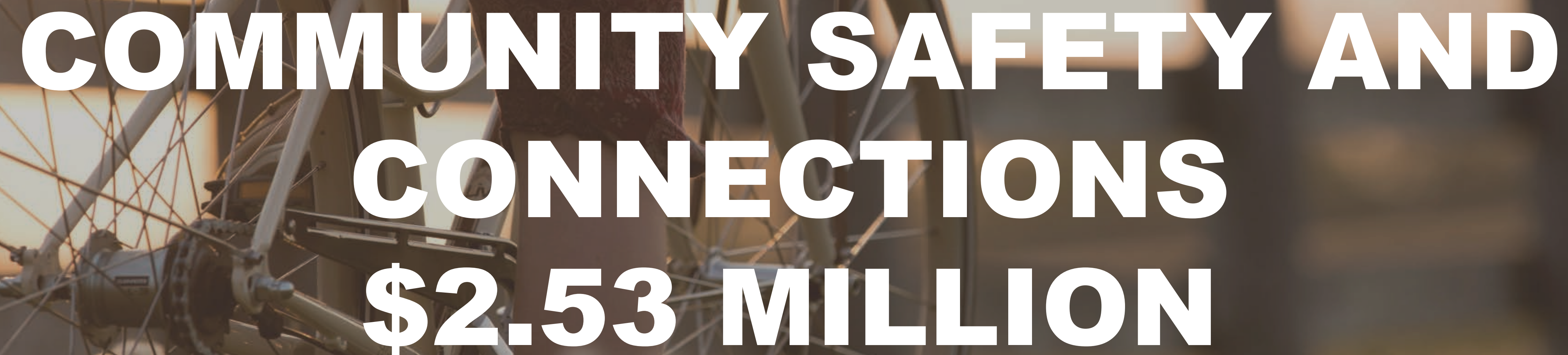
Partner: City of Windsor

TRI-CENTENARY CANOE MONUMENT RELOCATION

Timing: 2023-2024

Partner: Association des communautés francophones de l'Ontario Windsor
Essex, ChathamKent

Find more information about these initiatives online:
www.GordieHoweInternationalBridge.com



COMMUNITY SAFETY AND CONNECTIONS \$2.53 MILLION

BIKE RACK DESIGN CONTEST

Timing: 2023

Partner: To be confirmed

MALDEN PARK OBSERVATION AREA

Timing: 2023

Partner: City of Windsor

EXPAND ADJACENT TRAILS TO CONNECT TO THE GORDIE HOWE INTERNATIONAL BRIDGE

Timing: 2024

Partner: City of Windsor

Find more information about these initiatives online:

www.GordieHoweInternationalBridge.com

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY US INITIATIVES



COMMUNITY PARTNERSHIPS

\$935,000

FORT STREET BRIDGE PROJECT

Timing: 2020

Partner: Friends of the Detroit River

PEOPLE'S COMMUNITY SERVICES PARTNERSHIP

Timing: 2020

Partner: People's Community Service

COMMUNITY ORGANIZATION INVESTMENT

Timing: 2020-2024

Partner: Local Community Organizations

DELRAY ART PROJECT

Timing: 2023

Partner: Urban Neighborhood Initiatives

GREEN INFRASTRUCTURE AND PROGRAMMING

Timing: 2023-2024

Partner: Congress of Communities

SOUTHWEST DETROIT YOUTH PROGRAMMING

Timing: 2023-2024

Partner: Detroit Hispanic Development Corporation

Find more information about these initiatives online:
www.GordieHoweInternationalBridge.com

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY US INITIATIVES



SOUTHWEST DETROIT BUSINESS DEVELOPMENT PROGRAM

Timing: 2020-2022

Partner: Southwest Detroit Business Association (SDBA)

WINDSOR-DETROIT CROSS-RIVER TOUR

Timing: 2022-2024

Partner: Project team delivery

SDBA SMALL BUSINESS CENTER IMPROVEMENTS

Timing: 2023

Partner: SDBA

SOUTHWEST DETROIT SMALL BUSINESS SUPPORT

Timing: 2023-2024

Partner: Puente Cultural Integration, LLC

SOUTHWEST DETROIT BUSINESS SUMMIT

Timing: 2024

Partner: To be confirmed

**Find more information about these initiatives online:
www.GordieHoweInternationalBridge.com**

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY US INITIATIVES



CLARK PARK IMPROVEMENTS

TIMING: 2020-2023

PARTNER: City of Detroit

DELRAY HOME IMPROVEMENT PROGRAM

Timing: 2021-2024

Partner: Local Initiatives Support Corporation Detroit

NEIGHBORHOOD GREEN IMPROVEMENTS

Timing: 2021 and 2024

Partner: The Greening of Detroit

YOUTH ENVIRONMENTAL PROGRAMMING

Timing: 2023

Partner: The Greening of Detroit

NEIGHBORHOOD TRAILHEAD AND GARDEN

Timing: To be confirmed

Partner: Michigan Department of Transportation

**Find more information about these initiatives online:
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NEIGHBOURHOOD INFRASTRUCTURE STRATEGY US INITIATIVES



COMMUNITY SAFETY AND CONNECTIONS \$1.29 MILLION

TRANSPORTATION IMPROVEMENTS

Timing: 2020

Partner: The Community Health and Social Services Center, People's Community Services, Clark Park Coalition

CONSTRUCTION OBSERVATION AREA

Timing: 2021-2023

Partner: City of River Rouge

BIKE RACK DESIGN CONTEST

Timing: 2023

Partner: To be confirmed

EXPAND ADJACENT TRAILS TO CONNECT TO GORDIE HOWE INTERNATIONAL BRIDGE

Timing: 2024

Partner: City of Detroit

**Find more information about these initiatives online:
www.GordieHoweInternationalBridge.com**

WORKING WITH BRIDGING NORTH AMERICA

Anticipated Workforce Trends:

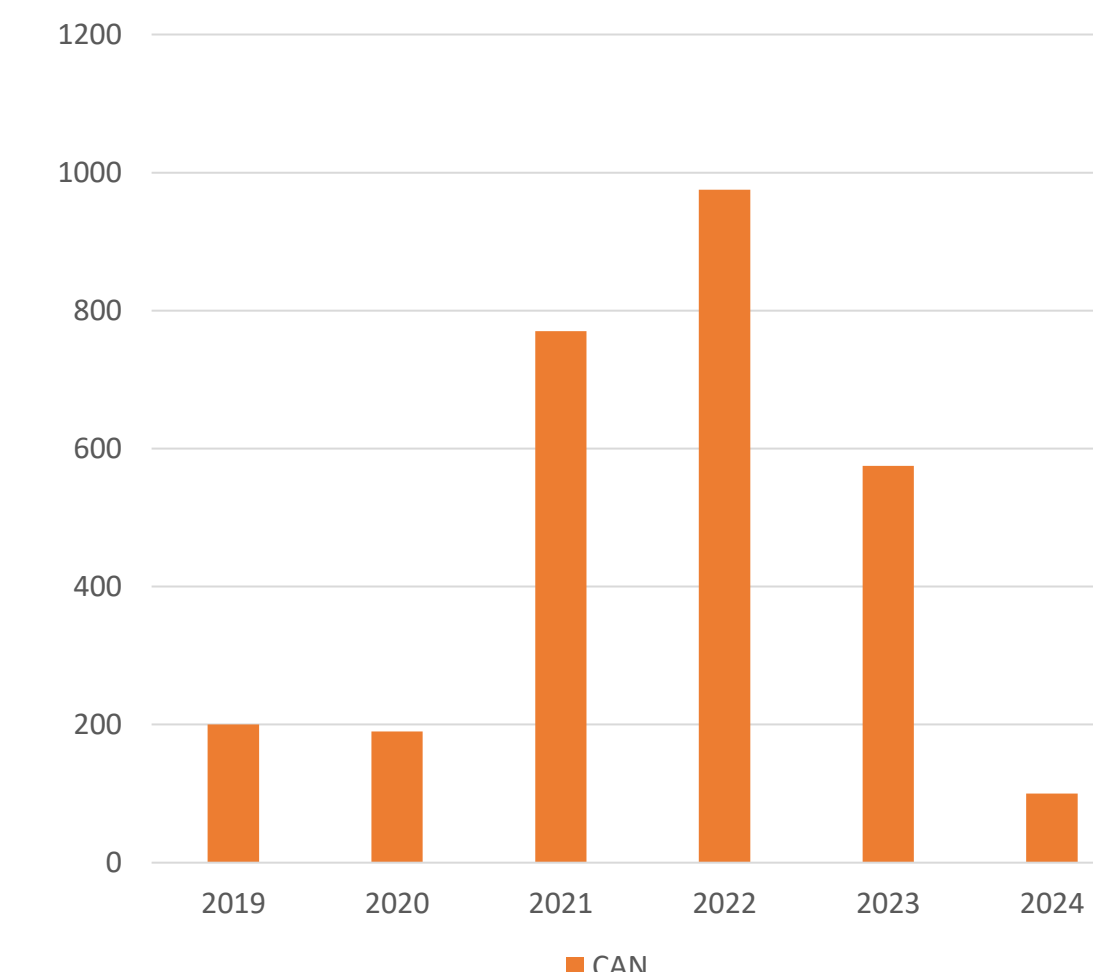
- Design work is heavy in **2019-2020** resulting in limited staffing for trades
- As design work is completed, construction will ramp up for **2021-2023**
- Predominantly focused on Operators, Labourers, Ironworkers, Carpenters and Specialty Trades

Procurement Process

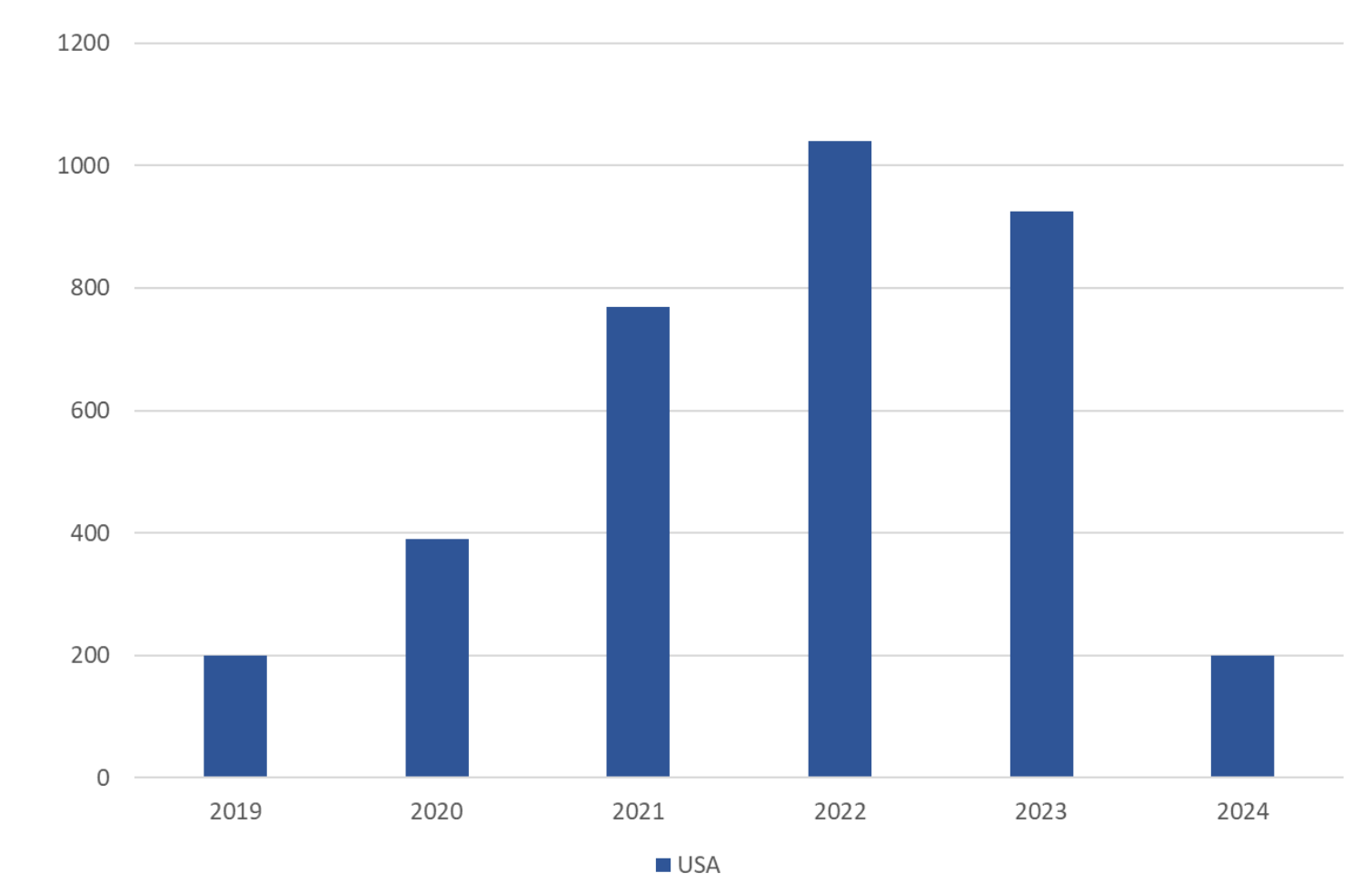
Large volumes of materials and services are needed to deliver the project with key areas of procurement occurring in administrative, architectural, civil, construction indirects, electrical, instrumentation, logistics, process equipment and structural. To participate in BNA's procurement process, undertake the following:

1. Select the "Opportunities with Bridging North America" tab at GordieHoweInternationalBridge.com and select Canada or US
2. Review current BNA opportunities
3. Complete and submit a Non-Disclosure Agreement
4. Receive and review Request for Qualifications/Request for Proposals
5. Prepare your technical and commercial submission

Following the submission deadline, BNA will undertake evaluations. Following evaluation, BNA will award the contract and process the supply agreement, subcontract or service agreement.



Anticipated Canadian Workforce



Anticipated US Workforce

Vendor, Contractor and Subcontractor Requirements

BNA requires that all companies wishing to do business complete a qualification questionnaire and provide details about relevant licensing, compliance with federal and/or state or provincial laws related to equal employment opportunities, financial status, insurance, bonding capacity, quality assurance, and health, safety and environmental (HS&E) ratings. To perform work for BNA, the following will be required:

- Previous three years of safety records
- Certifications for specialized trades
- Certificates of insurance for supply or subcontracts
- Adoption of BNA safety, quality and environmental plans
- All labour on site must follow project requirements including Project Labour Agreements (PLAs) and monthly reporting.

STAY CONNECTED



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