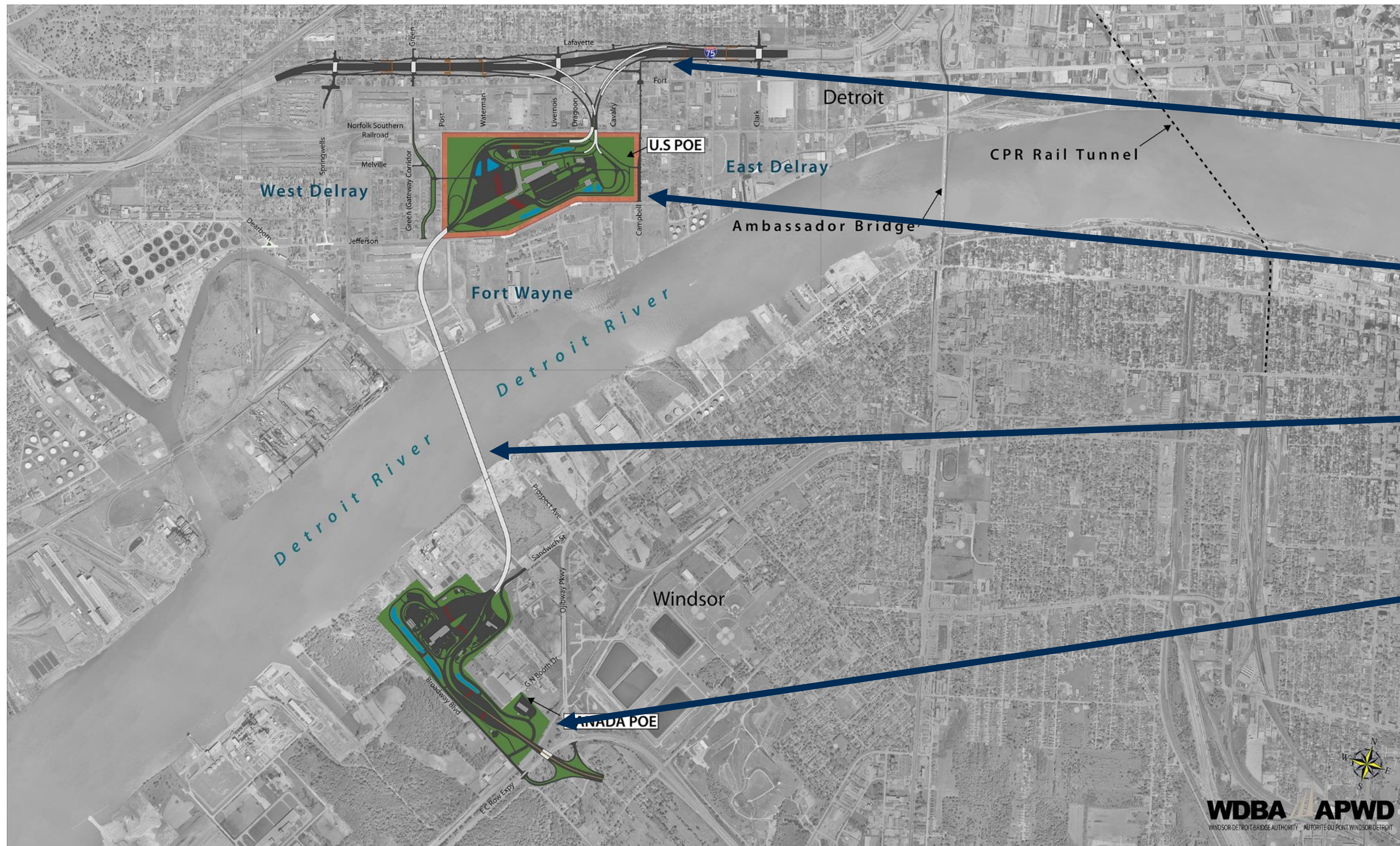


PROJECT COMPONENTS



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

BRIDGE SITE CONSTRUCTION ACTIVITIES

- The Canadian and US bridge towers continue to rise as single pylons that will reach 220 metres/722 feet when complete.
- Side span of the bridge deck construction is underway. Bridge deck construction over the water is anticipated for 2023.
- Pier and crossbeam construction continues on the bridge side span.
- Rebar and formwork at bridge approach is well underway.



Canadian bridge site: (left) tower and side span work, (right) bridge approach work.



US bridge site: (left) bridge deck and side span work, (right) bridge tower work.

CANADIAN PORT OF ENTRY CONSTRUCTION ACTIVITIES



Canadian Port of Entry toll booths and east gateway construction



Canadian Port of Entry primary inspection lanes

- Buildings continue to take shape throughout the Canadian Port of Entry (POE).
- Roofing, interior mechanical work, plumbing, electrical and HVAC activities are taking place at some buildings.
- Construction of the 22 primary inspection lanes and 16 toll booths is underway. Primary inspection lane canopies are being installed and utility and backfill activities continue at the tolling plaza.
- Retaining wall work has begun at the east gateway, where the Canadian POE will connect to the Rt. Hon. Herb Gray Parkway.

US PORT OF ENTRY CONSTRUCTION ACTIVITIES



US POE facility construction



US POE facility construction

- Buildings continue to take shape at the US Port of Entry (POE).
- Masonry work, utility installations and plumbing is being installed in some buildings, while foundation and structural steel work is occurring at others.
- Excavation has begun for foundation work on inspection lane canopies.



US POE facility construction and inspection lane foundation work

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:

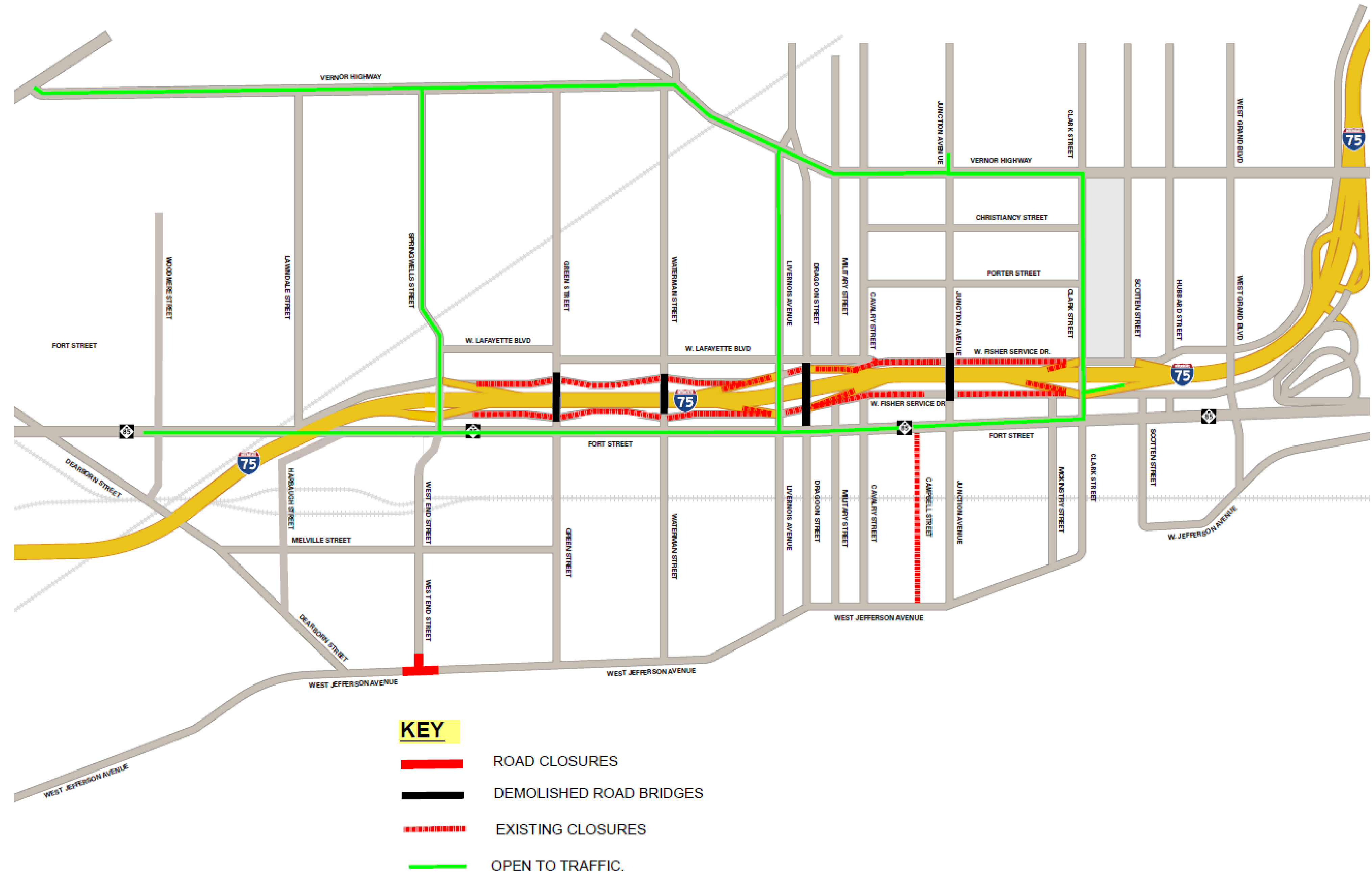
- Clark Street
- I-75 exit to US POE (**new**)
- US POE exit to I-75 (**new**)
- Waterman Street (**new**)
- Springwells Street

Southbound Entrance Ramps:

- Springwells Street
- Junction Avenue

I-75 PHASE TWO TRAFFIC PATTERNS

- The Clark Street road bridge is open to traffic.
- Junction Street road bridge has been demolished and is being reconstructed as a pedestrian bridge.
- Service Drives are closed to traffic in both directions between Springwells and Clark Streets.
- Livernois Street has converted from one-way to two-way traffic between Fort Street and West Lafayette Street. It remains one-way north of West Lafayette Street.
- The primary detour route for motorists during Phase Two construction 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 until Spring 2023.



I-75 PHASE TWO CONSTRUCTION ACTIVITIES

Phase Two construction activities include:

- Opening of Clark Street road bridge
- Demolition of Junction Street road bridge
- Reconstruction and closure of the north and southbound Service Drives between Green Street and Waterman Street

Local road reconstruction of the following:

- Campbell Street
- Livernois Avenue
- Clark Street (north and south end of the bridge)
- West End Street /Jefferson Avenue intersection
- Dearborn Street /Jefferson Avenue intersection
- I-75 shoulder widening from Green Street to Clark Street.

Ongoing construction of the following:

- Green Street road bridge
- Waterman Street pedestrian bridge
- Beard Street pedestrian bridge
- Lansing Street pedestrian bridge
- Junction Street pedestrian bridge
- Solvay Street pedestrian bridge



Springwells Street road bridge



I-75 road and pedestrian bridge construction

I-75 AND US PORT OF ENTRY CONNECTING RAMPS



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

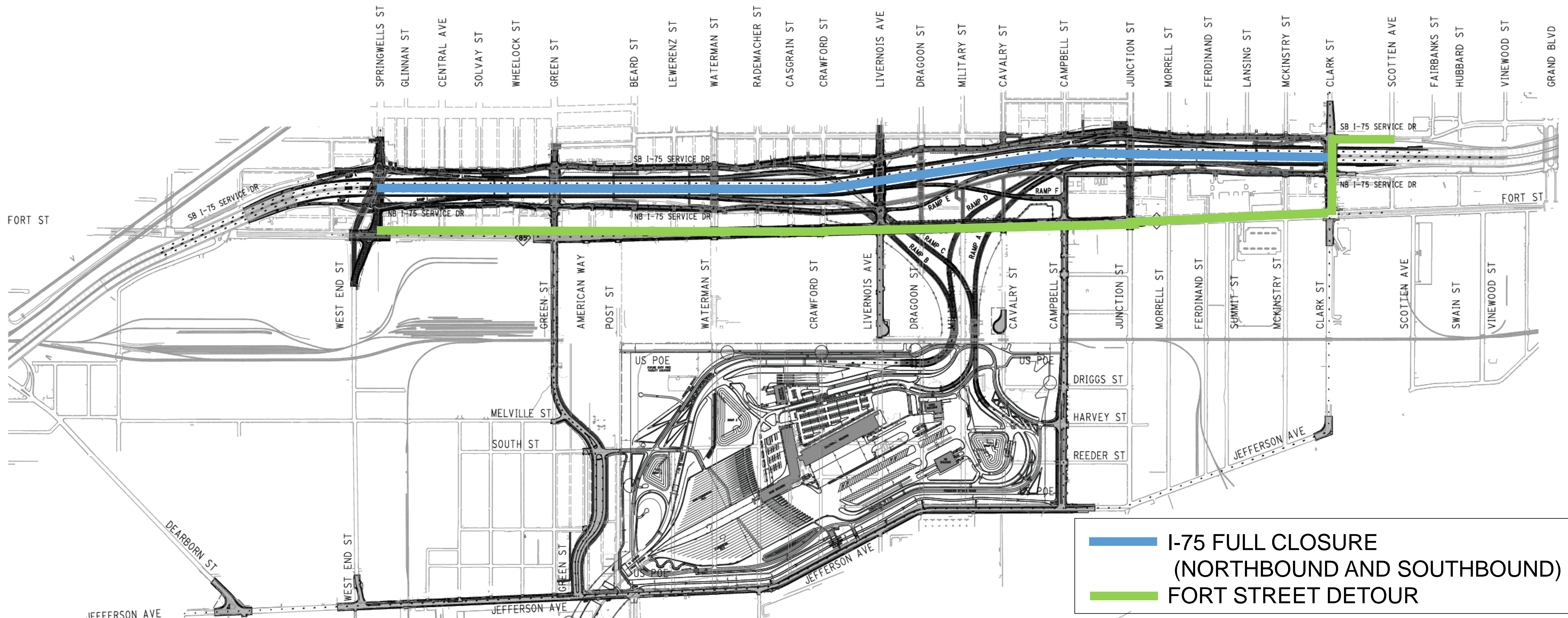


Conceptual design rendering looking west from Northbound I-75 on-ramp at Livernois

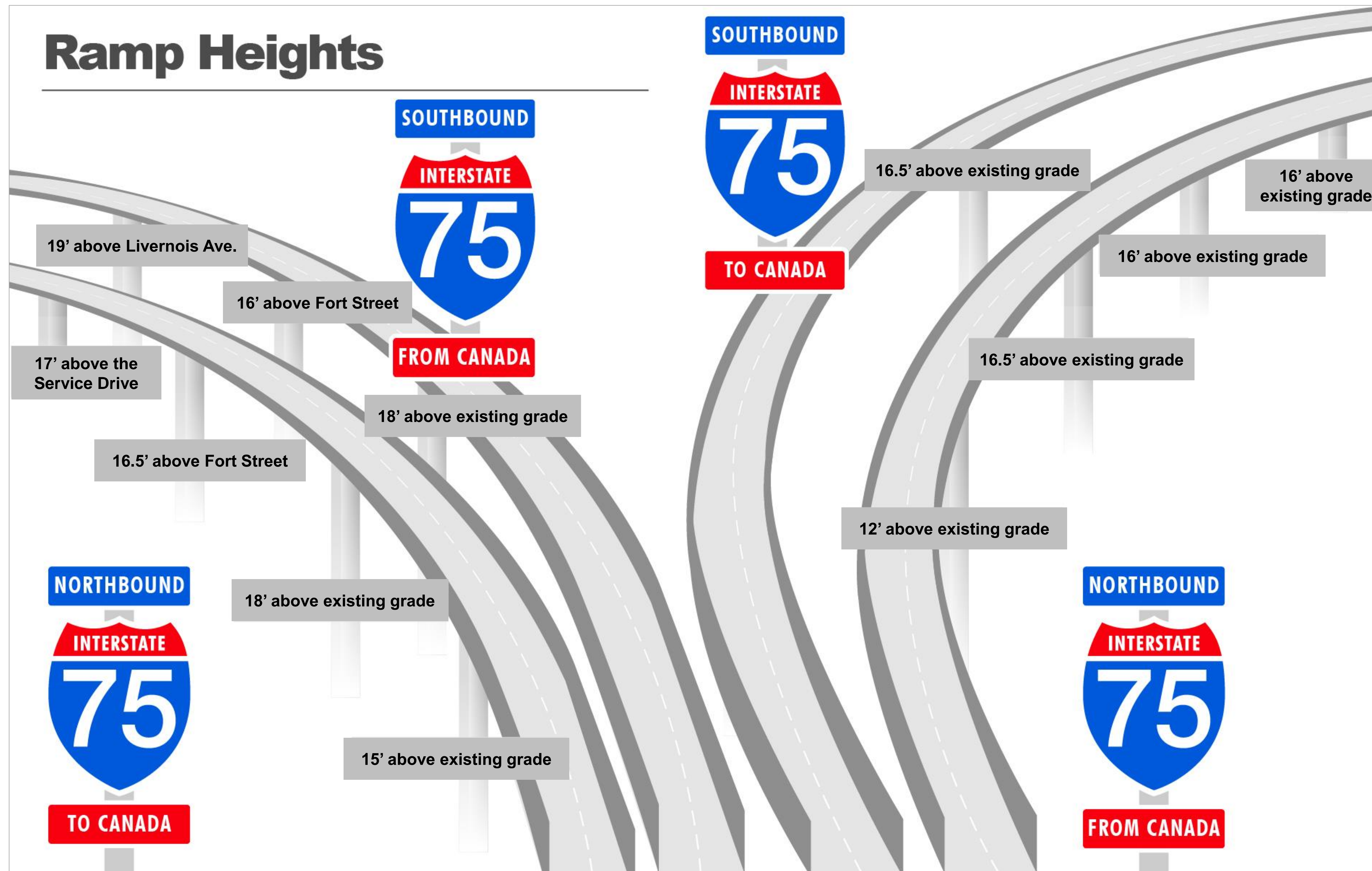
- Construction on the ramps that will connect the I-75 to the US Port of Entry has begun.
- Construction is taking place in segments, starting with ramps B and C shown in the conceptual rendering above.
- Full weekend closures of sections of I-75, Fort Street, and other local roads will be required to perform this work.
- Work on ramps A and D will take place between 2023-2024.

I-75 FULL WEEKEND CLOSURES FOR GIRDER INSTALLATIONS

- Girder installations are anticipated to take place over two weekends in December 2022.
- This will include full closures of I-75 between Springwells Street and Clark Street.
- Closures will begin Friday at 9 p.m. and reopen on Monday at 5 a.m.
- Local traffic will be detoured to Fort Street during these closures. Other detour routes and other road closures can be found on GordieHoweInternationalBridge.com.



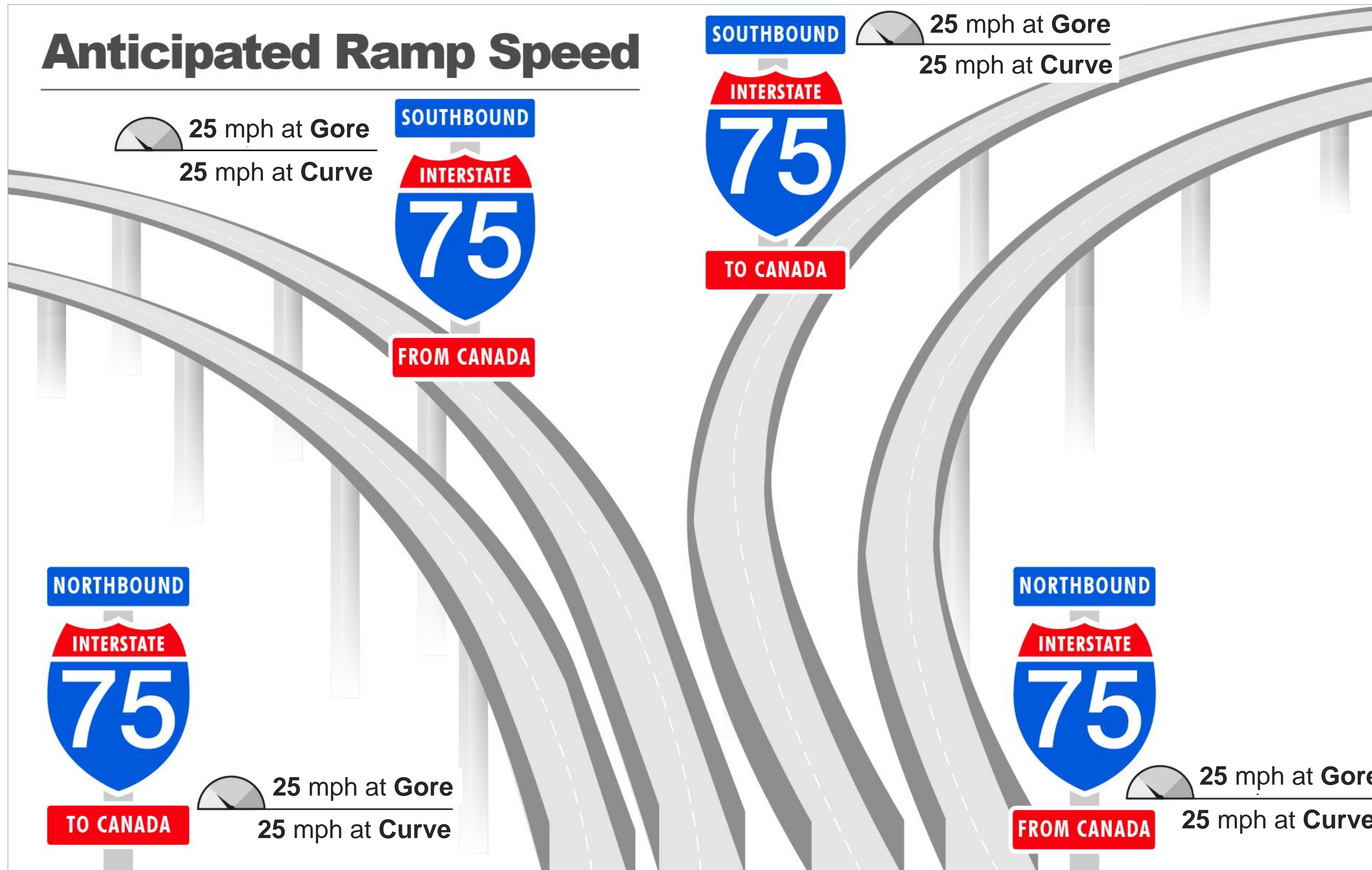
VIEW FROM I-75 INTERCHANGE: RAMP HEIGHTS



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.

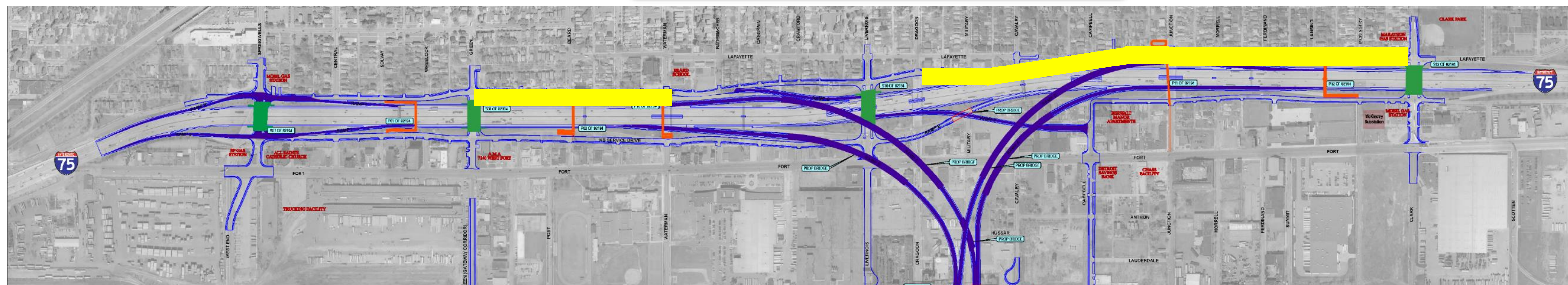
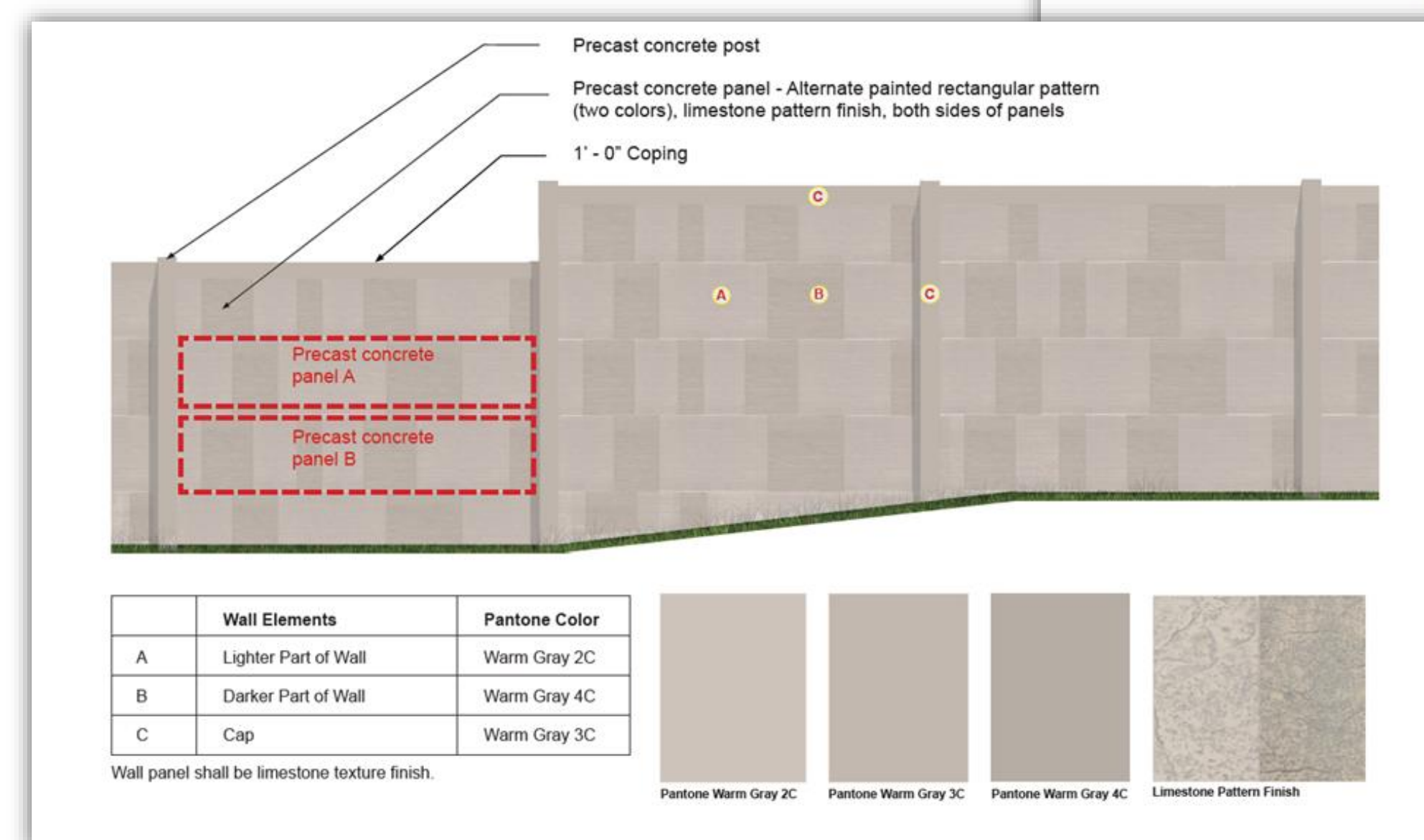
Anticipated ramp speeds are subject to change and may be adjusted prior to implementation.

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. Dagoon Street to Junction Street
3. Junction Street to Clark Street

Features:

- Will range from 10-20 feet in height
- made of precast concrete panels, approximately 8 inches in width
- overlapping barriers in some locations to mitigate noise
- wall colors will alternate between a limestone pattern finish, and various grays.



Road Bridges



Access Ramps



Noise Walls



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 early 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.

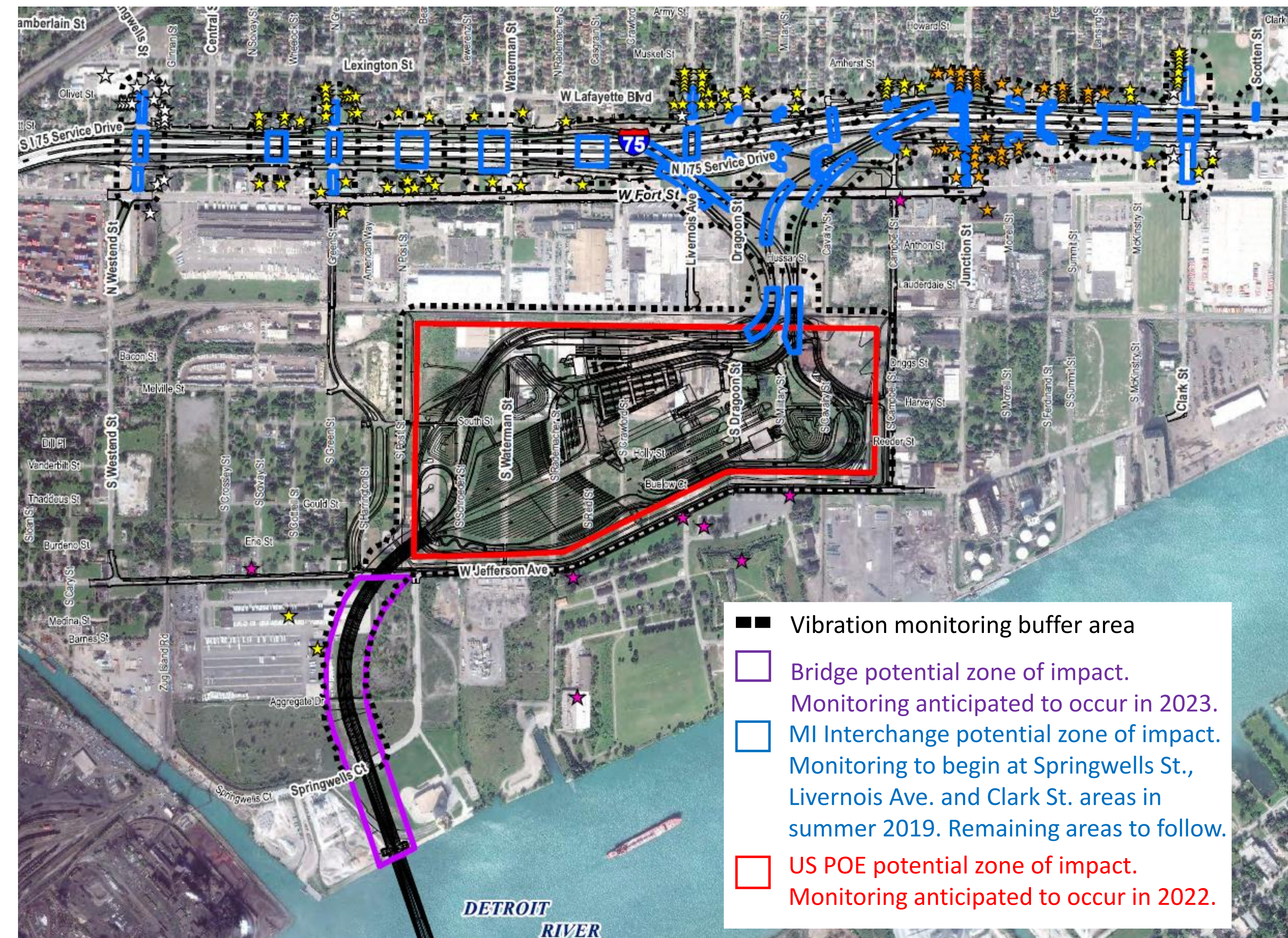
Traffic Disruptions

- 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.

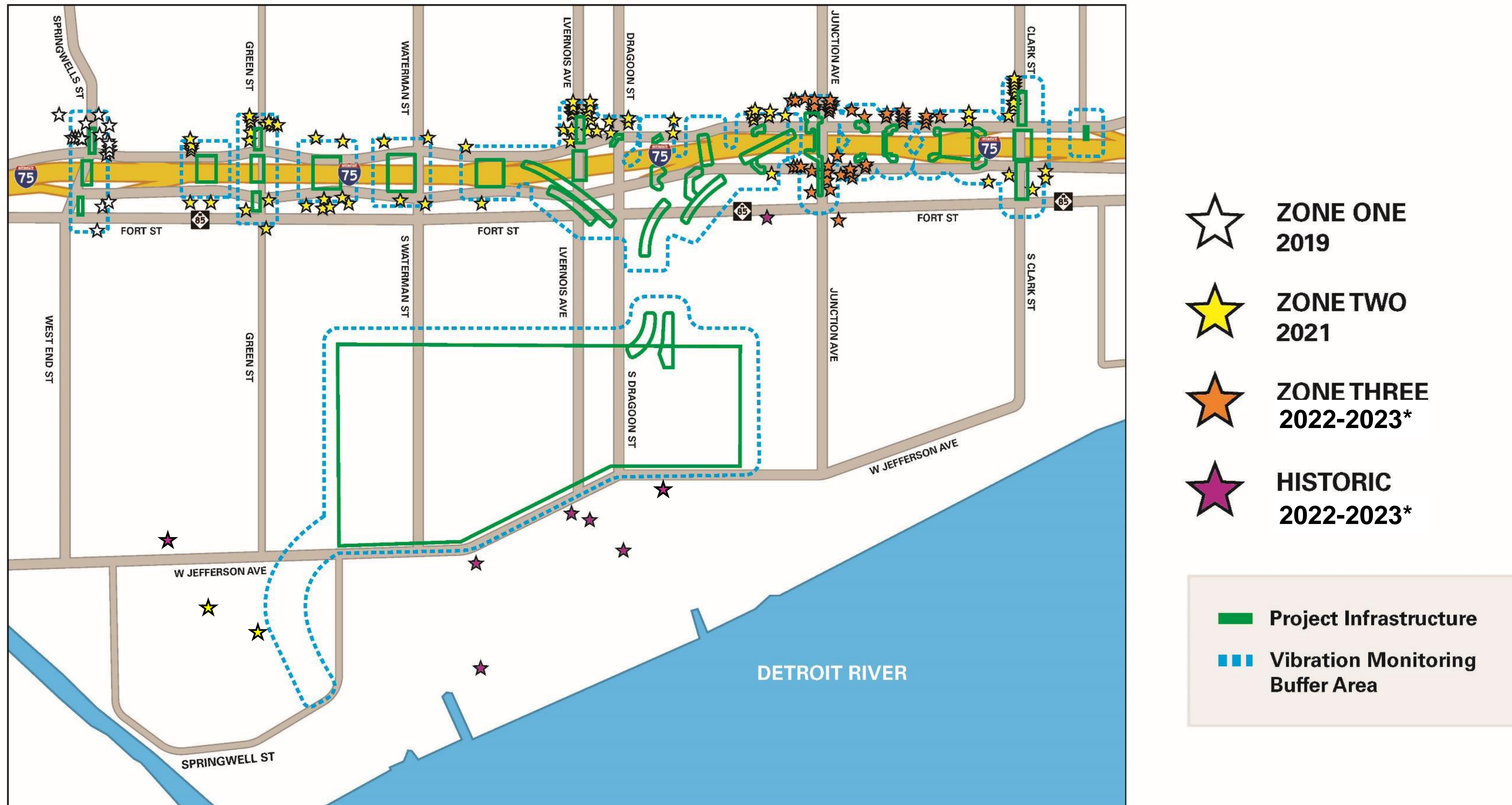
**The Detroit River International Crossing (DRIC) study was a coordinated Canadian and US environmental study that identified requirements to mitigate potential negative impacts from a new crossing. The study was initiated in 2005 and concluded in 2008. Approvals on both sides of the border were received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

CONSTRUCTION MITIGATION VIBRATION MONITORING

- Every effort will be made to reduce impacts to residents, historical structures and businesses located adjacent to construction areas. In some instances, construction activities may cause noise and vibration beyond the project limits.
- In accordance with the Final Environmental Impact Statement (FEIS) and the Record of Decision (ROD), pre-construction, construction and post-construction foundation surveys will be made available to owners of properties located within 150 feet of identified vibration zones.
- Owners of residential and business properties that fall within these identified areas will be issued a letter explaining the Vibration Monitoring Program, which is provided free of charge. Once they opt-in, BNA will coordinate a survey of their property prior to the start of major construction activity occurring in their area.
- Vibration levels will be monitored throughout construction activities.
- Fort Wayne, Berwalt Manor and many other Historical Structures in the vicinity of the project site will be included in this Vibration Monitoring Program.



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 RIVER EXCLUSION ZONE

- A **46 metre/150 foot exclusion zone** (or safety buffer) is in place along the Canadian bridge construction site shoreline to reduce risk for Detroit River users.
- The exclusion zone is in accordance with the Canadian Coast Guard Navigation Warning System (NAVWARN), and Port Windsor's traffic control zones.



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.

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.

WORKFORCE DEVELOPMENT INITIATIVES

Employment Opportunities

- Require subcontractors to hire at least 20% of new hires from local region
- Participate in job fairs/employment sessions
- Identify and select pre-apprentices and apprentices
- Enhance community/employment groups' awareness of the project and skills required

Business Opportunities

- Host Business-to-Business info sessions
- Provide two-way communication with local subcontractors
- Provide online system to invite local businesses to submit information on capabilities and capacity
- Foster growth of small, local companies by purchasing goods, supplies and services under \$25,000

To deliver these initiatives, WDBA and Bridging North America have identified agencies and organizations that have the necessary knowledge, expertise and capacity. We will work with these delivery partners to reach residents and businesses in Windsor and Detroit and Indigenous Peoples in Canada. Delivery partners include:

- Project Subcontractors
- Local Elementary and Secondary Education Institutions
- Post-Secondary Education Institutions
- Access for All
- Caldwell First Nation
- City of Windsor – Employment and Training Services
- Detroit Employment Solutions Corporation
- Detroit Regional Chamber
- Focus: HOPE
- Heavy Construction Association of Windsor
- Invest WindsorEssex
- New Canadians' Centre of Excellence
- Southwest Detroit Business Association
- Southwest Solutions
- Walpole Island First Nation
- Windsor Construction Association
- Windsor Essex Regional Chamber of Commerce
- Workforce WindsorEssex

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY: CANADIAN INITIATIVES



Community Grant to Walpole Island First Nation (WIFN)

Timing: To be confirmed

Partner: WIFN and YMCA

- Grant to aid WIFN in securing full funding for expansion of its existing recreation center in partnership with the YMCA.
- Funding will become available when/if all remaining funding has been committed to/secured by WIFN and YMCA.

Community Organization Investment

Timing: 2020 for a five-year duration

Partner: Local Community Organizations

- Annual \$50,000 investment allowance for community organizations located in, or serving Sandwich/west Windsor residents.
- Eligible community groups to apply annually for funding between \$1,000 and \$25,000 for events, programming and/or infrastructure improvements. Local Community Group will assist in application review.

ProsperUS Partnership

Timing: 2021 for a four-year duration

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

- Multi-year financial support to the United Way/Centraide Windsor-Essex County by investing in the ProsperUS program to support the work of cradle-to-career in neighbourhoods in Windsor and other youth programming to benefit the Sandwich community.

Sandwich Art Project

Timing: 2020

Partner: Our West End/Life After Fifty

- Work with local youth artists to create four community art installations within the Sandwich neighbourhood through the West End Art Project.
- Art installations include a naturalized picnic table, directional signpost, hand-painted wayfinding map and a uniquely painted picnic table.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY: CANADIAN INITIATIVES



ECONOMIC BENEFITS
\$700,000

Sandwich Business Development Program

Timing: 2020 for a five-year duration

Partner: Invest WindsorEssex, Small Business and Entrepreneurship Centre, A Division of Invest WindsorEssex, Downtown Windsor Business Accelerator, Ontario Tourism Innovation Lab

- Support the development and implementation of a business acceleration workshop series for businesses located in, or interested in locating in, the Sandwich area.
- Workshops will be geared to developing strategies and approaches for businesses to employ during different phases of the project and will include experienced speakers and panelists discussing business district development, operating during construction and taking advantage of tourism opportunities.
- Collaboration with local programs and consultants to initiate follow-up activities with workshop participants.

Windsor-Detroit Cross-River Tour – Canadian Features

Timing: 2022-2024

Delivery: The project team

- Create an international walking/cycling tour highlighting the unique culture and history of Sandwich and Delray communities through interpretive signage to be installed at key locations along pedestrian and cyclist routes leading to the Canadian Port of Entry.
- Complimentary signage will be installed on the US side, along with a border marker at the centre of the bridge.
- Will engage local historians and residents through further consultation.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY: CANADIAN INITIATIVES



AESTHETICS & LANDSCAPING INVESTMENTS \$2.75 MILLION

Sandwich Street Enhancements

Timing: 2022-2024

Partner: City of Windsor

- The project will invest \$1 million to further enhance the Sandwich Business Improvement Area. The money will be invested in hardscaping, landscaping, active transportation and gathering spaces. Enhancements will be informed by consultation with the local community.

Sandwich Park Improvements

Timing: 2022

Partner: City of Windsor

- Invest \$200,000 to support the construction of a new gazebo and improvements to the existing board walkway in McKee Park.

Neighbourhood Green Improvements

Timing: 2020-2024

Partner: Essex Region Conservation Authority (ERCA)

- Provide funding for the Triple Tree Impact Program to fund tree planting, public education and litter cleanup events in Sandwich/west Windsor.

Ojibway Park Wildlife Eco-Passage Investment

Timing: 2020-2024

Partner: City of Windsor Ojibway Nature Centre

- Provide seed-funding for an eco-passage (bridge) between Black Oak Heritage Park and Ojibway Park that will provide safe passage for area wildlife, including species at risk.
- Funding to be used towards an Environmental Assessment with remaining funds becoming available when/if the City of Windsor secures necessary permits and additional funding to initiate the project.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY: CANADIAN INITIATIVES



COMMUNITY SAFETY AND CONNECTIONS \$2.13 MILLION

Expand adjacent trails to connect to the Gordie Howe International Bridge

Timing: 2024

Partner: City of Windsor

- Connect cycling infrastructure between Malden Park (Matchette Road entrance) and the Canadian Port of Entry; this also indirectly links into the Rt. Hon. Herb Gray Parkway trail system.
- Create trailhead at Malden Park, including benches, wayfinding/interpretive signage and garbage cans.

Bike rack design contest

Timing: 2023

Partner: To be confirmed

- Create and run a contest for local artists to design one-of-a-kind, locally-inspired bike racks that will be installed at various locations/trailheads within the expanded adjacent trail network.

Malden Park Observation Area

Timing: 2022

Partner: City of Windsor

- Construct an observation area at Malden Park that will allow students, residents and tourists to view ongoing construction of the Gordie Howe International Bridge project.
- Features to include wayfinding signage within the park, benches, binoculars and photography area.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY: US INITIATIVES



COMMUNITY PARTNERSHIPS

\$450,000

People's Community Service Partnership

Timing: 2020

Partner: People's Community Service

- Invest in roof repairs at Delray House, formerly managed by People's Community Service Partnership.

Fort Street Bridge Project

Timing: 2020

Partner: Friends of Detroit River, Fort-Rouge Gateway (FRoG) Partnership

- Invest in the creation of a sculptural element installed within the Fort Street Bridge Park as part of the FRoG Project.

Delray Art Project

Timing: To be confirmed

Partner: Urban Neighborhood Initiatives

- Work with local artists/youth to create at least one mural within the Southwest Detroit community through the Southwest Urban Arts Mural Project.

Community Organization Investment

Timing: 2020 for a five-year duration

Partner: Local Community Organizations

- Annual \$50,000 investment allowance for community organizations located in or serving Delray/Southwest Detroit residents.
- Eligible community groups to apply annually for funding between \$1,000 and \$25,000 for events, programming and/or infrastructure improvements.
- Local Community Group will assist in application review.

All investments relating to Community Benefits are noted in Canadian funds.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY: US INITIATIVES



Southwest Detroit Business Development Program

Timing: 2020 for a three-year duration

Partner: Southwest Detroit Business Association

- Support the Southwest Detroit Business Association to launch a new business development program, Bridge to Prosperity, for a three-year period.
- The program will feature supports for small businesses and entrepreneurs located in Southwest Detroit through business technical assistance, consulting and drop-in services.

Windsor-Detroit Cross-River Tour – US Features

Timing: 2022-2024

Delivery: The Project Team

- Create an international walking/cycling tour highlighting the unique culture and history of Delray and Sandwich communities through interpretive signage to be installed at key locations along pedestrian and cyclist routes leading to the US Port of Entry.
- Complementary signage to be installed on Canadian side, along with a border marker at the centre of the bridge.
- Will engage local historians and residents through further consultation.

All investments relating to Community Benefits are noted in Canadian funds.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY: US INITIATIVES

AESTHETICS & LANDSCAPING INVESTMENTS \$5.34 MILLION

Community Home Repair Program

Timing: 2021-2024

Partner: Local Initiatives Support Corporation Detroit (LISC Detroit)

- Launch the Delray Home Improvement Program in the area surrounding the project's construction sites in the Delray, Detroit neighborhood.
- The program catchment area includes homes south of I-75 adjacent to the US Port of Entry.
- Eligible residences qualify for improvements to roofs, furnaces, windows and insulation up to a per household maximum of \$20,000 (USD).

Clark Park Improvements

Timing: 2020-2022

Partner: City of Detroit

- Purchase outdoor fitness equipment for installation in Clark Park which serves the Delray and Southwest Detroit community.

Neighbourhood Green Improvements

Timing: 2021 and 2024

Partner: The Greening of Detroit

- Co-host two tree giveaways and education sessions with the Greening of Detroit during the construction phase of the project.

Local Street Enhancements

Timing: To be confirmed

Partner: City of Detroit

- Further enhance Delray local streets by adding community features.
- Enhancements to be confirmed and will be informed by community consultation.

Neighbourhood Trailhead and Garden

Timing: To be confirmed

Partner: Michigan Department of Transportation (MDOT)

- Establish a trailhead and four-seasons garden adjacent to a new MDOT parking lot to be constructed in Delray near Historic Fort Wayne.
- The trailhead will serve cyclists and pedestrians utilizing the multi-use paths surrounding the US Port of Entry.

All investments relating to Community Benefits are noted in Canadian funds.

NEIGHBOURHOOD INFRASTRUCTURE STRATEGY: US INITIATIVES



COMMUNITY SAFETY AND CONNECTIONS \$1.29 MILLION

Expand Adjacent Trails to Connect to Gordie Howe International Bridge

Timing: 2024

Partner: To be confirmed

- Invest in expanding cycling infrastructure near the US Port of Entry, investments to be confirmed but may include the creation of paths, installation of safety lighting, directional and development of pedestrian and cyclist-friendly, outdoor amenity spaces.

Construction Observation Area

Timing: 2021-2022

Partner: City of River Rouge

- Invest in the construction of an observation area at Belanger Park in River Rouge that would allow students, residents and tourists to view ongoing construction of the Gordie Howe International Bridge project.
- Features to include wayfinding signage, benches, binoculars, photography area and subsidized access to the park.

Transportation Improvements

Timing: 2020

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

- Invest in three new 15 passenger vans to be donated to CHASS, PCS, and the Clark Park Coalition to support transportation of clients and youth utilizing the programs and services provided by these community organizations.

Bike Rack Design Contest

Timing: 2023

Partner: To be confirmed

- Create and run a contest for local artists to design one-of-a-kind, locally-inspired bike racks that can be installed at various community locations/trailheads within the expanded adjacent trail network.

All investments relating to Community Benefits are noted in Canadian funds.



2023 COMMUNITY ORGANIZATION INVESTMENT

As part of the Community Benefits Plan, the Gordie Howe International Bridge team has launched the **2023 Community Organization Investment** to support eligible organizations located in or serving **Sandwich/west Windsor or Delray/Southwest Detroit**.

Funding will be made available on an annual basis for a five-year duration from **2020 to 2024**. In 2023, there is a **\$100,000** (CDN) investment allowance per country and requests can range from **\$1,000 - \$25,000** (CDN).

Applications for the 2023 funding cycle will be accepted until **January 25, 2023**. 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
- 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.



2022 COMMUNITY ORGANIZATION INVESTMENT RECIPIENTS

Canadian Projects

Art Windsor-Essex - \$20,000

Look Again! Outside

Society of Saint Vincent de Paul - Windsor

Essex Central Council - \$10,000

Caring Hearts Food Bank

Les Amis Duff-Bâby - \$7,650

Green Space Reclamation/Jesuit Pear Grove
Conservation

Sandwich Teen Action Group (STAG) - \$6,700

Outdoor Basketball Hoops

Big Brothers Big Sisters Windsor Essex -

\$5,650

BBBS Big Sandwich Afterschool Program

US Projects

Urban Neighborhood Initiatives (UNI) - \$25,000

Creative Placemaking in Southwest Detroit

Friends of the Rouge - \$10,000

Fort Street Bridge Park Multi-Purpose Trailhead
Phase II

We Are Culture Creators - \$7,500

Fiesta Detroit Cinco De Mayo Festival

**Livernois 2 Clark Neighborhood Association -
\$7,500**

Livernois 2 Clark Neighbor Connections



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)

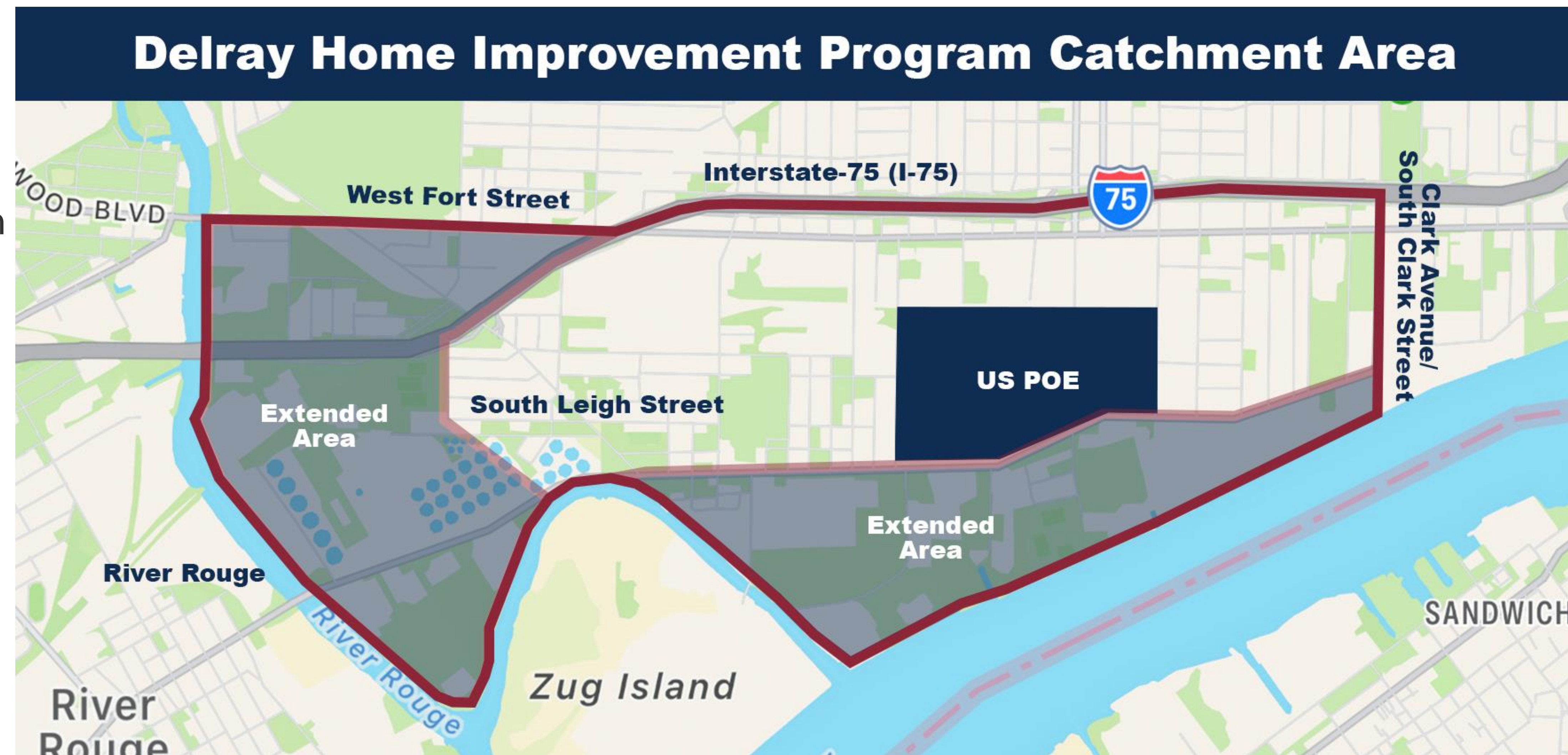
Successful applicants may receive items from the pre-approved repair/replacement list, based on an assessment of the home, with a per-house cap of **\$20,000 (USD)**.

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.

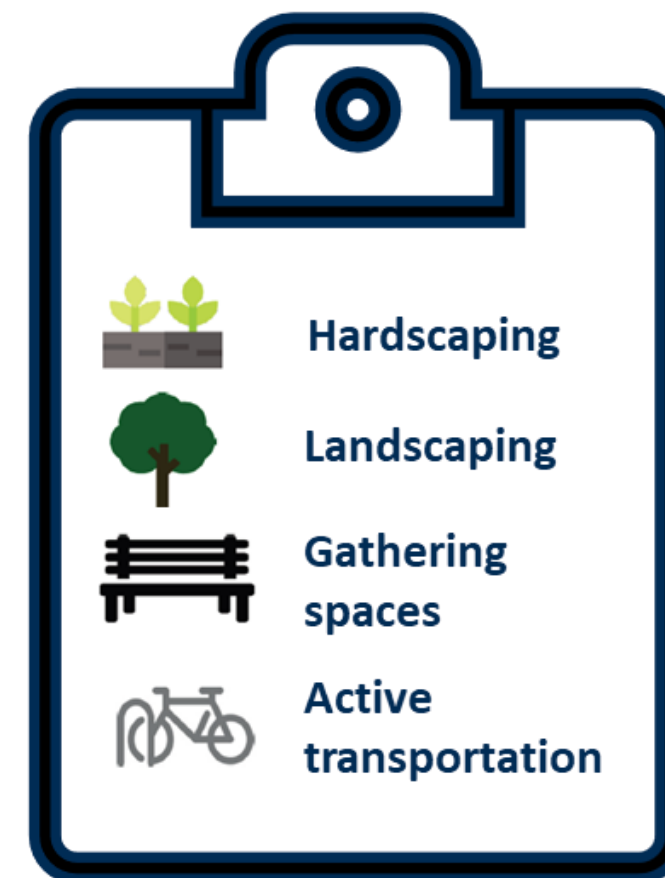


SANDWICH \$1 MILLION STREET ENHANCEMENTS

As part of the project's Community Benefit's Plan, the project will invest \$1 million to further enhance the Sandwich Business Improvement Area (BIA).

In February 2022, the project team collected feedback through a survey to help prioritize how the \$1 million is invested.

Survey respondents were asked to rank four categories:



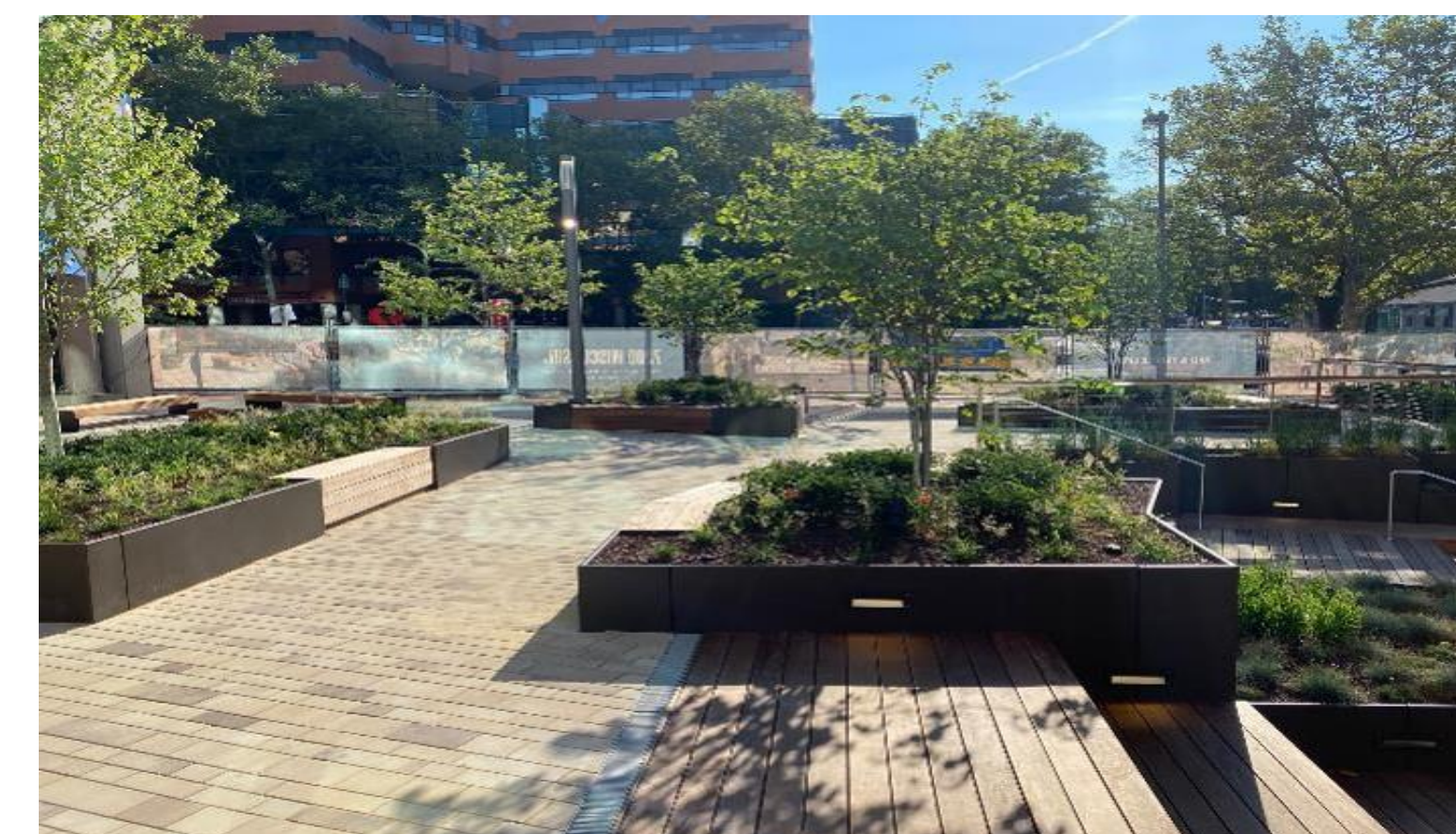
Hardscaping: Benches, planter fences, and waste receptacles



Active transportation: Bike racks, wayfinding signage, or bicycle repair stations



Landscaping: Potted plants or trees, flowering shrubs, planter boxes, tall grasses or other vegetation



Gathering spaces: Seating areas of tables and benches, alone or in clusters to allow for community interaction

Next Steps:

The project team anticipates sharing Sandwich Street reconstruction designs, including the \$1 million street enhancements, in early 2023. Construction in the Business Improvement Area is anticipated to occur in 2023. Advance notice will be provided once construction schedules are finalized.

WORKING WITH BRIDGING NORTH AMERICA

Anticipated Workforce Trends:

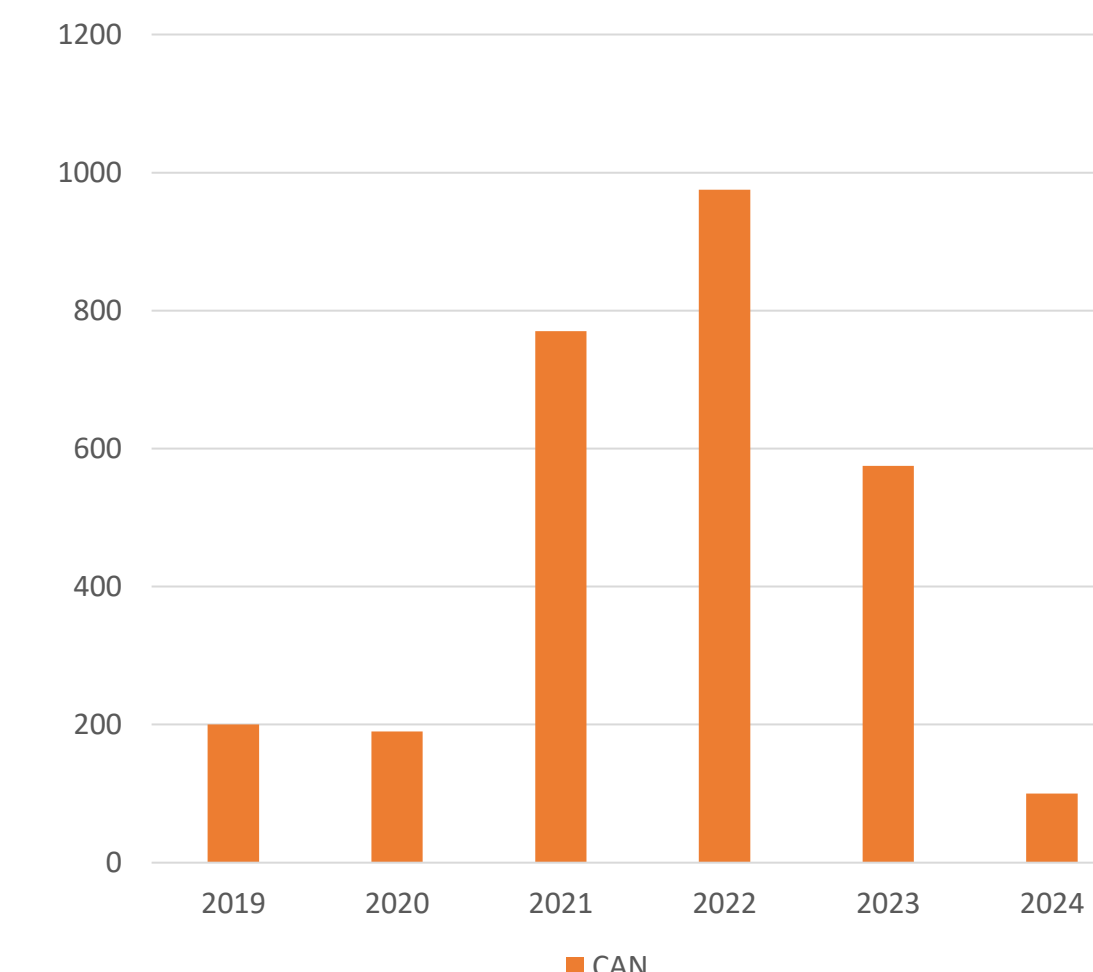
- Design work is heavy in **2019-2020** resulting in limited staffing for trades
- As design work is completed, construction will ramp up for **2021-2023**
- Predominantly focused on Operators, Labourers, Ironworkers, Carpenters and Specialty Trades

Procurement Process

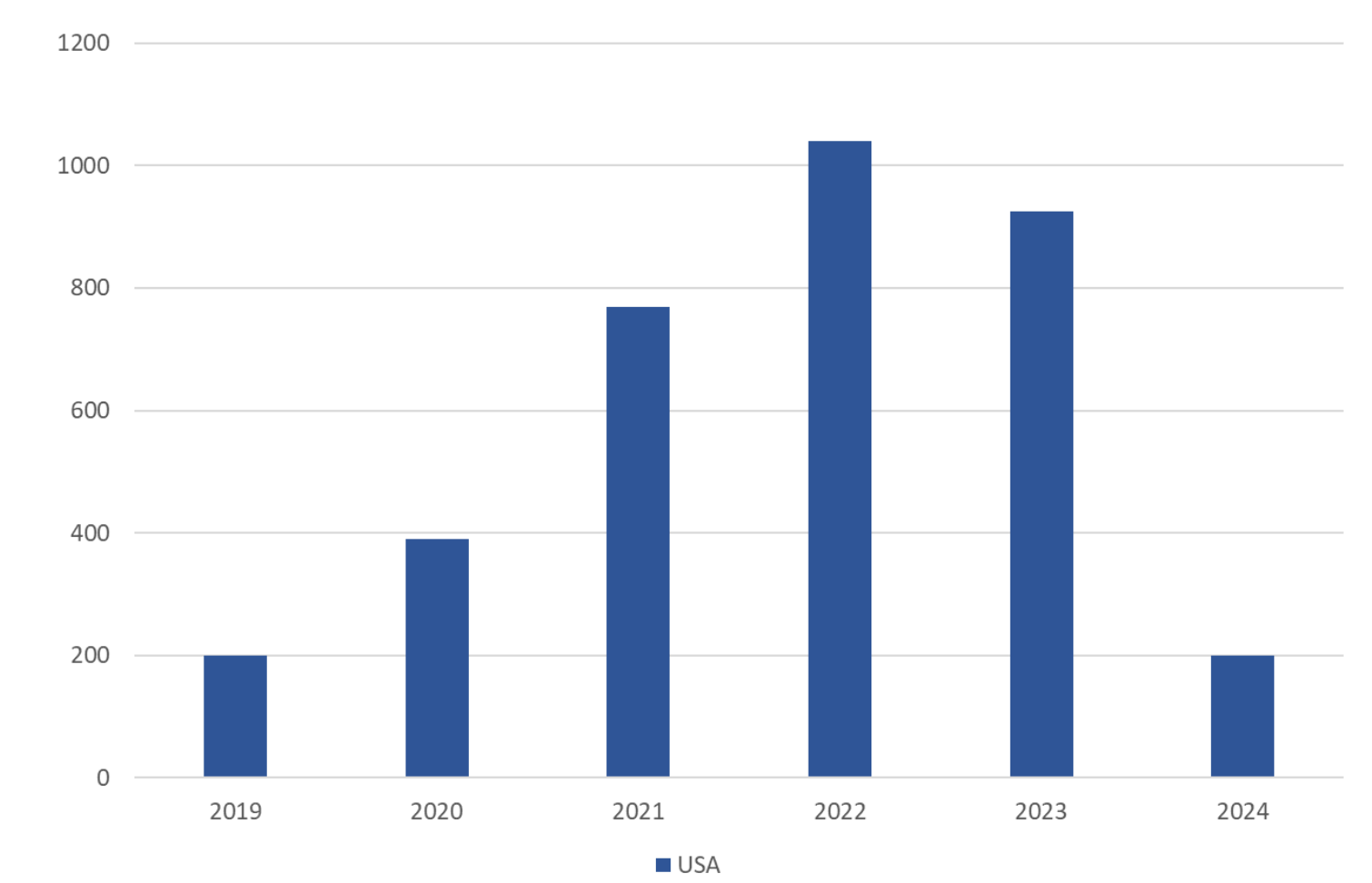
Large volumes of materials and services are needed to deliver the project with key areas of procurement occurring in administrative, architectural, civil, construction indirects, electrical, instrumentation, logistics, process equipment and structural. To participate in BNA's procurement process, undertake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



gordiehoweinternationalbridge.com



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[YouTube.com/GordieHoweBridge](https://www.youtube.com/GordieHoweBridge)



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