

# I didn't know that!

## THE NEED FOR A NEW BRIDGE AT DETROIT-WINDSOR

**The Detroit-Windsor area, home to the Ambassador Bridge and Detroit-Windsor Tunnel, is one of the most heavily used border crossings in the world. Congestion at the current Detroit-Windsor border crossings costs businesses as much as US\$16 billion each year.**

To alleviate congestion and increase border security, construction of a second bridge connecting Detroit and Windsor is underway. The proposed bridge, the New International Trade Crossing, will have 6 through-lanes and will connect I-75 and I-94 in Michigan to the new Windsor-Essex Parkway in Ontario, which provides a direct route to Highway 401.

Canada will fund nearly the entire project, expected to cost \$3.5 billion. Canada will use toll revenues from the bridge to pay back construction costs. Moreover, construction of the bridge will create 10,000 jobs, and full-time bridge operations will require up to 750 full-time employees in Michigan when the bridge is fully operational.

### **The risk of doing nothing is grave.**

*"The existing connection (the privately-owned Ambassador Bridge) carries 25% of all U.S.-Canada trade. Meaning, two million U.S. jobs directly depend on everything working right, every day and well into the future, at an 84-year-old bridge. For companies operating according to a just-in-time-delivery model, failure of the Ambassador Bridge would be catastrophic.*

*Which is why legislatures in Ohio, Indiana, Kentucky, and Alabama, unanimously in each case, passed resolutions calling on Michigan and Canada to proceed with a new bridge."*

Roy Norton, Consul General,  
Consulate General of Canada in Detroit



## Cost of the NITC

Cost of the New International Trade Crossing by project component:

- NITC bridge: \$949.1 million
- I-75 interchange: \$385.9 million
- U.S. Customs plaza: \$413.6 million
- Canadian Customs plaza: \$387.6 million
- Windsor Essex Parkway: \$1.4 billion\*

Cost breakdown by agency:

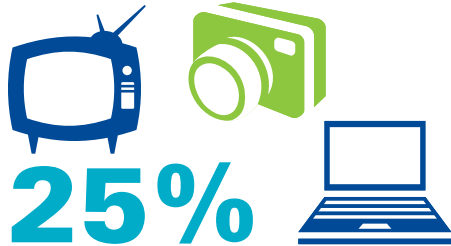
- State of Michigan: Zero
- U.S. Federal Highway Administration: Zero
- U.S. General Services Administration: \$263.6 million
- Canada: \$2.337 billion\*\*
- Private sector partner: \$949.1 million
- Total: \$3.536 billion



\* The Windsor-Essex Parkway is entirely a Canadian project and has a separate public-private partnership concession. It previously has been estimated at \$1.67 billion, but was contracted for less.

\*\* Includes \$550 million of U.S.-side costs that Canada has offered to cover.

Source: MDOT



of all merchandise currently traded between the United States and Canada crosses the the Ambassador bridge

The Bridge is responsible for

**60-70%**

of commercial truck traffic in the region



**150,000**

jobs in the region



AND

**\$13 billion**

in annual production depend on the Detroit-Windsor international border crossing



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