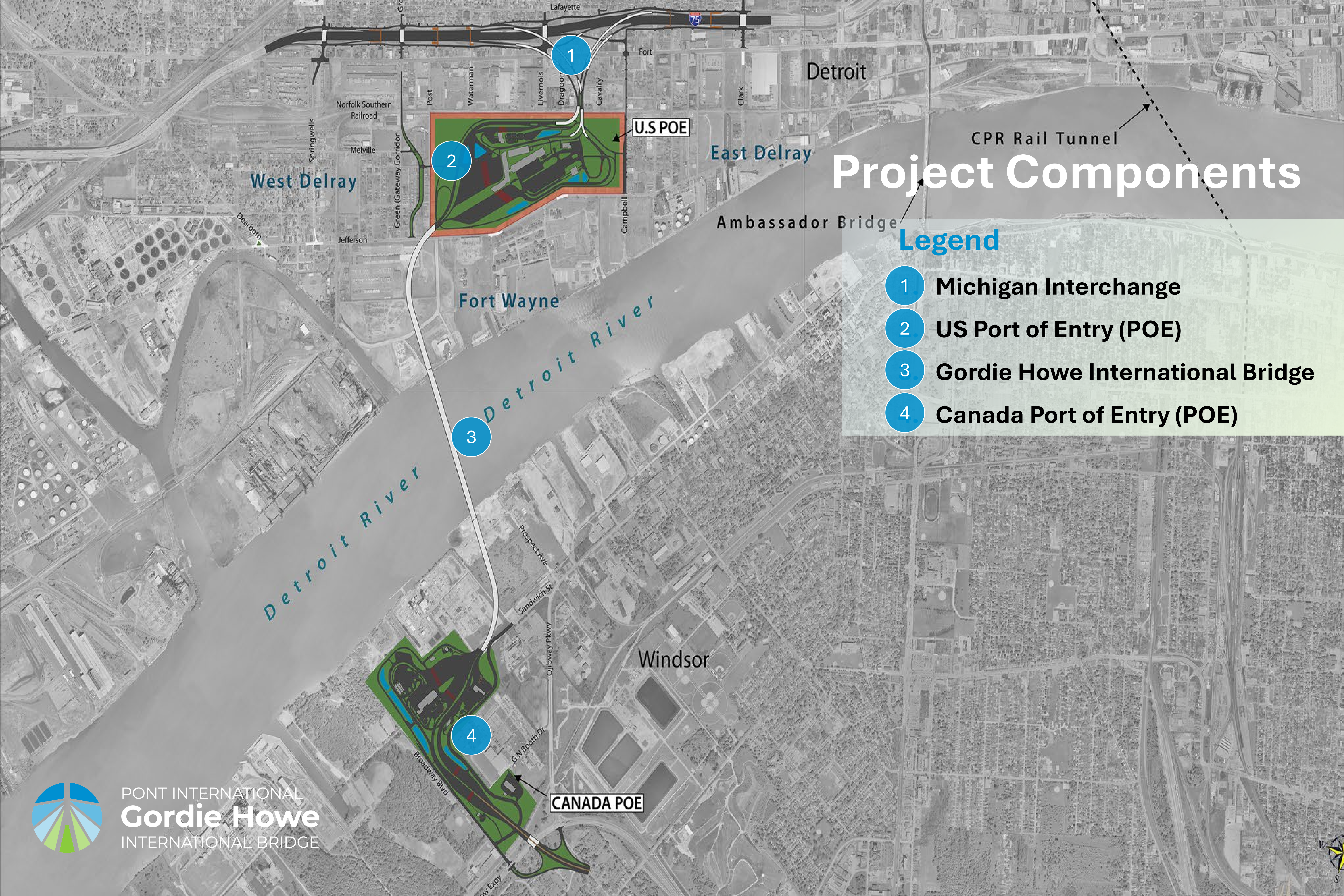


# Project Components

## Legend

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





PONT INTERNATIONAL  
**Gordie Howe**  
INTERNATIONAL BRIDGE

Project Components

# Gordie Howe International 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**





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Project Components

# Canadian Port of Entry (POE)

**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**



Project Components

# US Port of Entry (POE)

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

**68 hectare / 167 acre site**

**36 primary inspection booths**

**Outbound inspection facilities**

**Commercial exit control**



Project Components

# Michigan Interchange

**3 kilometres of 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**



**Legend**

- 1. Bridge multi-use path
- 2. Multi-use path/bike lanes  
(W. Jefferson Ave. to Fort Street)
- 3. W. Jefferson Ave. multi-use path  
(Green St. to Campbell St.)
- 4. Campbell St. multi-use path/  
bike lanes  
(W. Jefferson Ave. to Fort St.)
- 5. Fort St. bike lanes  
(Green St. to Junction St.)





3

1

2

### Legend

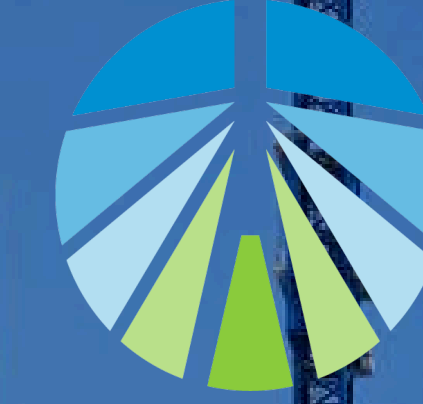
- 1. Bridge multi-use path
- 2. Sandwich St. multi-use path (Sandwich St. – Canadian POE)
- 3. Canadian POE multi-use path (Broadway St. - Sandwich St.)



## Construction update

# Bridge Sites

- The bridge deck connected in June 2024 and is now considered an international crossing / secure corridor.
- All structural steel pieces for the mid-span closure as well as pre-cast panels have been installed.
- Remaining bridge deck work, includes:
  - stressing of stay cables
  - installation of:
    - Electrical
    - fire suppression systems
    - drainage systems
    - Barriers
    - Signage
    - Lighting
    - deck paving
    - pavement markings
    - multi-use path.



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## Construction update

# US Port of Entry (POE)

- All 13 buildings and structures are under construction.
- Interior finishings are taking place including installation of light fixtures, drywall and plumbing.
- Installation of the 36 primary inspection lane booths are ongoing.
- Underground utility installations are ongoing.
- Grading and paving is taking place throughout the site.
- Work on the Jefferson Avenue barrier wall is underway.



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## Construction update

# Canadian Port of Entry (POE)

- All 11 buildings and structures are under construction.
- Interior finishings of buildings are ongoing including drywall, trim and flooring work.
- Installation of 16 toll booths is underway.
- Fence installations, lighting and landscaping activities are taking place throughout the site, as well as paving and grading work.



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## Construction update

# Michigan Interchange (I-75)

- All four road bridges are complete and open to traffic (Springwells Street, Green Street, Livernois Avenue, Clark Street).
- All five pedestrian bridges are under construction at various stages (Solvay Street, Beard Street, Waterman Street, Junction Street and Lansing Street).
- Work continues on the I-75 to US POE connecting ramps. Girder installations are complete and concrete deck pours and other finishing touches are taking place. Ramps are anticipated to be complete by the end of 2024.
- Siphon work is wrapping up on Dragoon Street and anticipated to begin in the area of the southbound Service Drive and Livernois Avenue in the coming months.



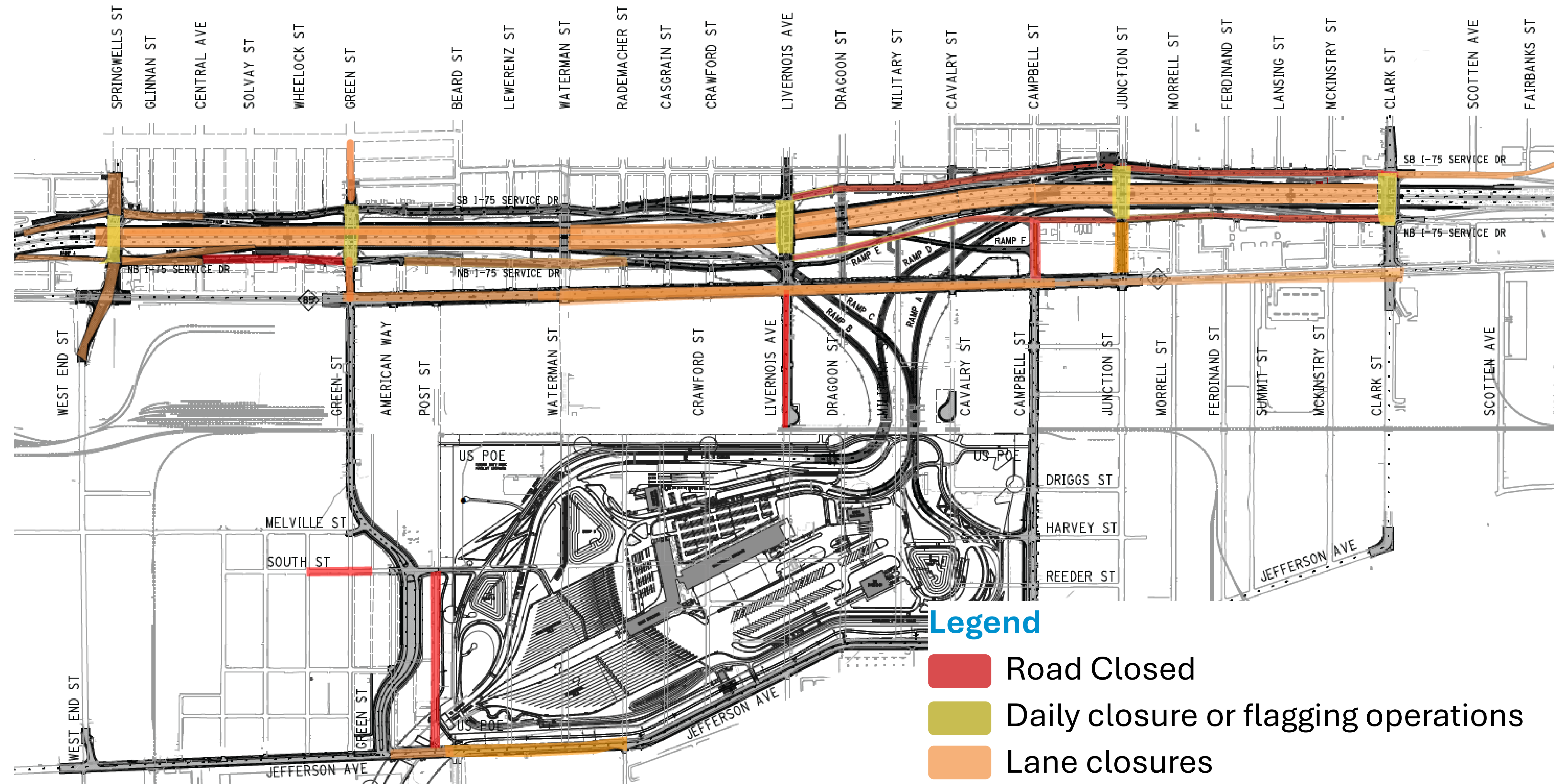
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# Detroit Traffic Patterns

- Service Drives are closed or reduced to single lanes in areas between Springwells Street and Clark Street.
- Campbell Street reopened to traffic south of Fort 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.



# Sandwich Street Reconstruction

Three kilometres of Sandwich Street is being reconstructed from south of the Rosedale Avenue roundabout past Ojibway Parkway to McKee Road.

This includes:

- new streets and sidewalks
- cycling infrastructure
- new stormwater sewer
- streetscaping enhancements through the Business Improvement Area (BIA).



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## Phase One

McKee Road and the intersection of Ojibway Parkway and Sandwich Street

This section is complete

## Phase Two:

Ojibway Parkway to Chappell Avenue

Concrete paving is underway. Remaining curbs, driveways and landscaping to follow

**Temporary lane closures are in place.** Two-way traffic and access to businesses is being maintained at all times.

**Phase Three:** Chappell Avenue to the Rosedale Avenue roundabout

Asphalt paving taking place in western portion, including light pole installations.

Curb, sidewalk and driveway removals taking place in the eastern portion and asphalt base layers are nearing completion.

## Traffic is being detoured as follows:

- Non-truck traffic will use Peter Street for northbound travel and Russell Street for southbound travel.
- All truck traffic will use Russell Street.

# Sandwich Street \$1 Million Enhancements

As part of the project's Community Benefits Plan, the project is investing an additional \$1 million to further enhance the Sandwich Business Improvement Area.

Following a two-year consultation process, designs have been developed that will result in a vibrant, enhanced area for residents and visitors. The design focuses on the areas identified by the community as priority investment areas including landscaping, gathering spaces and hardscaping and aligns with municipal standards and requirements and the Sandwich Heritage Conservation District Plan.

## Landscaping

- Soil cells, underground infrastructure that provide favorable conditions to support growth of healthy tree roots leading to expanded canopy, will be installed within the BIA district. While underground and invisible to street users, they will yield long-term reward through an enhanced tree canopy beyond what average street trees may offer
- Low concrete planters repositioned away from curbs that will be planted with low-maintenance trees, grasses and perennials
- Sod will be used along sections of the boulevards to align with the City's Sandwich Heritage Conservation District Plan that calls for limiting paved surfaces

## Hardscaping with Heritage Features

- Pre-cast pavers in a historical hue will be installed at key intersections to create feature areas
- Decorative tree grates in a heritage finish and pattern will be installed to expand the usable sidewalk area for walkers or possible sidewalk cafes
- Sidewalk tactile pads with a heritage finish will be installed at intersections rather than the city standard of bright yellow

## Gathering Spaces

- Groupings of benches and trees will be incorporated in key areas throughout the BIA to create areas of rest and socialization.
- Space is reserved near the northwest corner of Sandwich Street and Mill Street for installation of an enhanced infrastructure feature by the Sandwich BIA that will serve as a gathering space

# Sandwich Street \$1 Million Enhancements



## Intersection of Sandwich Street and Mill Street

This image displays the sidewalk tactile pads in a heritage finish, pre-cast pavers in a historic colour, gathering spaces, heritage tree grates and trees planted in soil cells to allow for larger canopy growth.



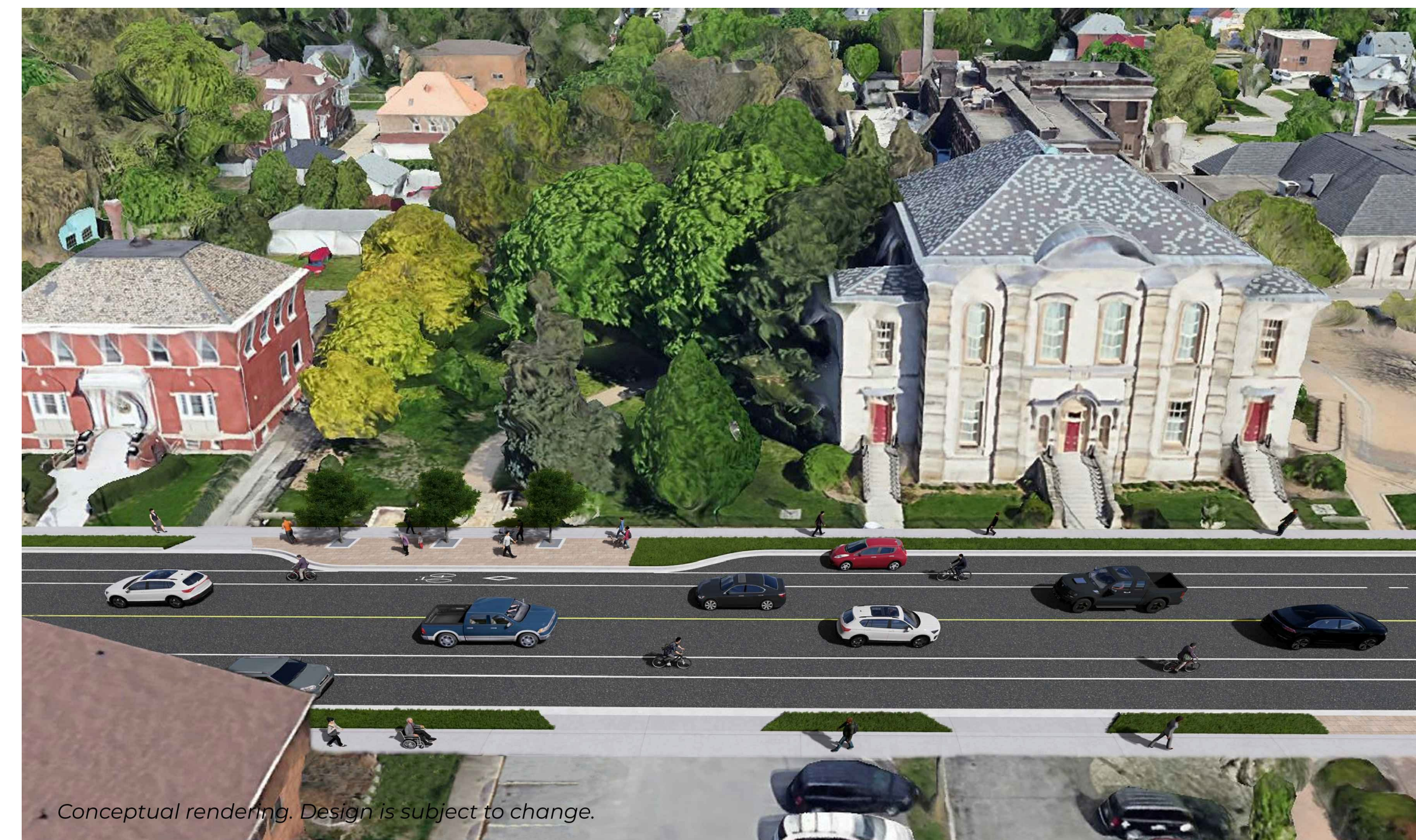
## Intersection of Sandwich Street and Detroit Street

This image displays the sidewalk tactile pads in a heritage finish, gathering spaces, trees planted in soil cells to allow for larger canopy growth and sod boulevards.



## Intersection of Sandwich Street and Brock Street:

This intersection displays the sidewalk tactile pads in a heritage finish, low concrete planters with landscaping, a gathering space and sod boulevards.



## Mackenzie Hall and Parkette

This image displays a gathering space, pre-cast pavers in a historic colour, heritage tree grates, trees planted in soil cells to allow for larger canopy growth and sod boulevards.

# Broadway Street Multi-Use Path



Funded through the Gordie Howe International Bridge Community Benefits Plan, a multi-use path will be constructed on Broadway Street, further enhancing local and regional cycling networks by creating a new cycling and pedestrian connection from the corner of Broadway Street and Ojibway Parkway to the corner of Broadway Street and Matchett Road, where it will connect to the existing City of Windsor Matchett Road Multi-Use Trail.

The Broadway Street path will be located on the north side of the road along the right of way, connecting into the Canadian Port of Entry via an existing Ministry of Transportation Ontario trail.

When complete, it will provide a connection between Ojibway Parkway and Malden Park, where users can access the Rt. Hon. Herb Gray Parkway Trail. The multi-use path will become part of the municipal trail network and will be owned and maintained by the City of Windsor.

## BROADWAY STREET MULTI-USE PATH DESIGN AND CONSTRUCTION

Construction on the Broadway Street multi-use path and Malden Park trailhead is anticipated to begin in fall and will last approximately five weeks.

Construction will take place between the hours of 7 a.m. and 7 p.m.

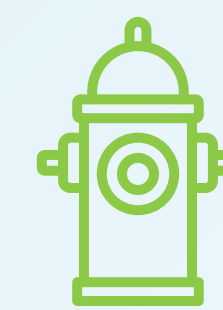
The Broadway Street multi-use path will be constructed to meet *Accessibility for Ontarians with Disabilities Act (AODA)* requirements and is anticipated to include:



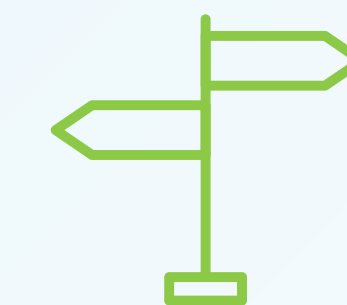
Construction of an approximately three-metre-wide asphalt multi-use path, separated from vehicular traffic by a buffer including road markings and rumble strips, where space permits.



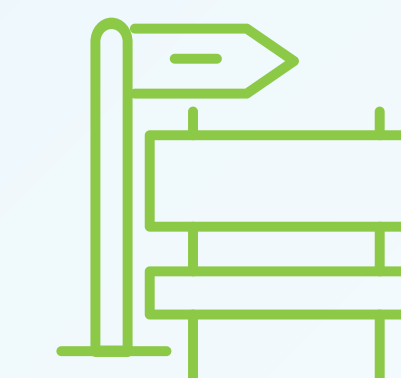
Infill of the existing ditch on the north side of Broadway Street and construction of a new swale adjacent to the new multi-use path to facilitate stormwater drainage, including installation of catch basins and culverts.



Relocation of hydrants and other existing infrastructure, as needed.



Installation of wayfinding signage and benches along the pathway.



Creation of a trailhead at Malden Park, adjacent to the Matchett Road parking lot, including benches, wayfinding signage and garbage cans.



# Broadway Street Multi-Use Path Design

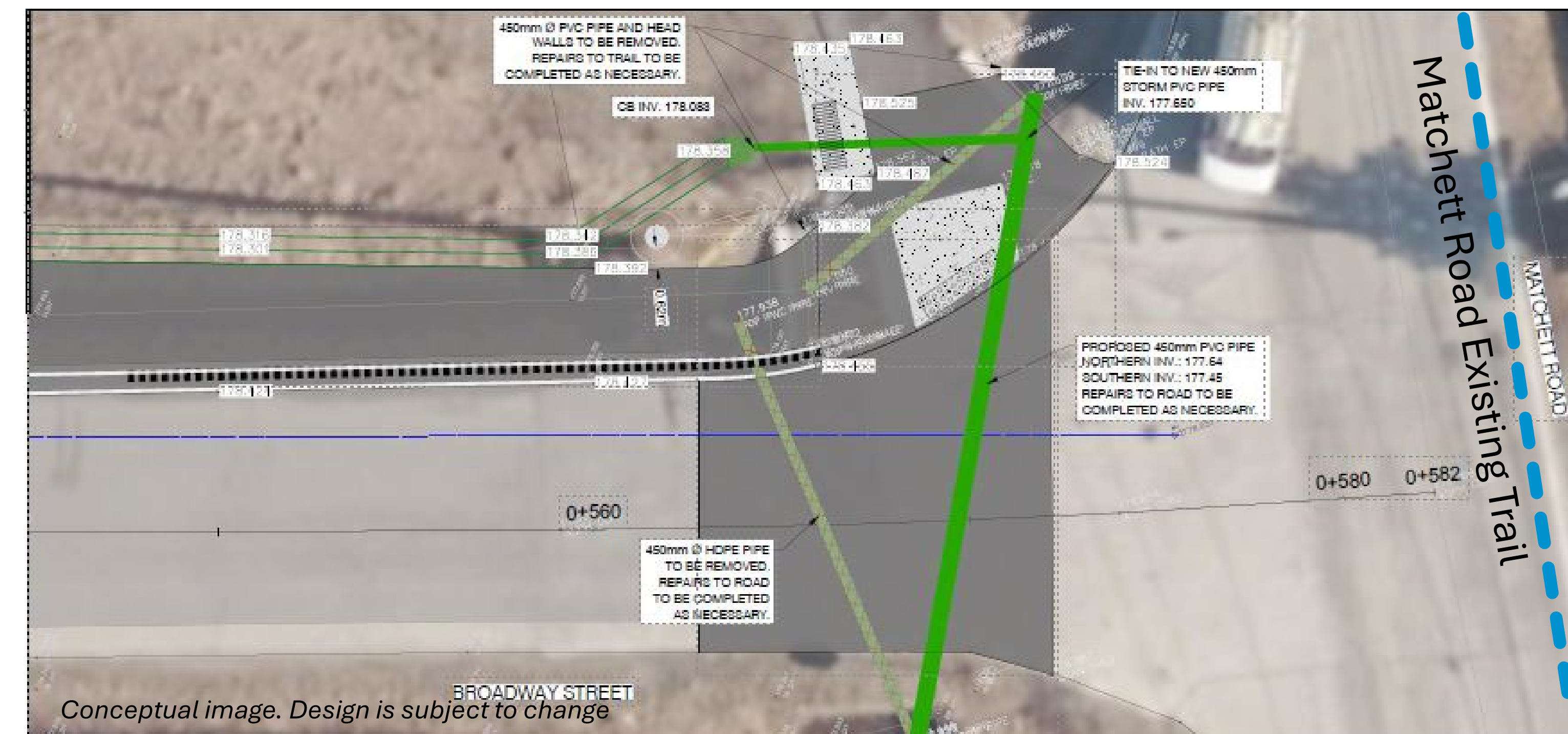
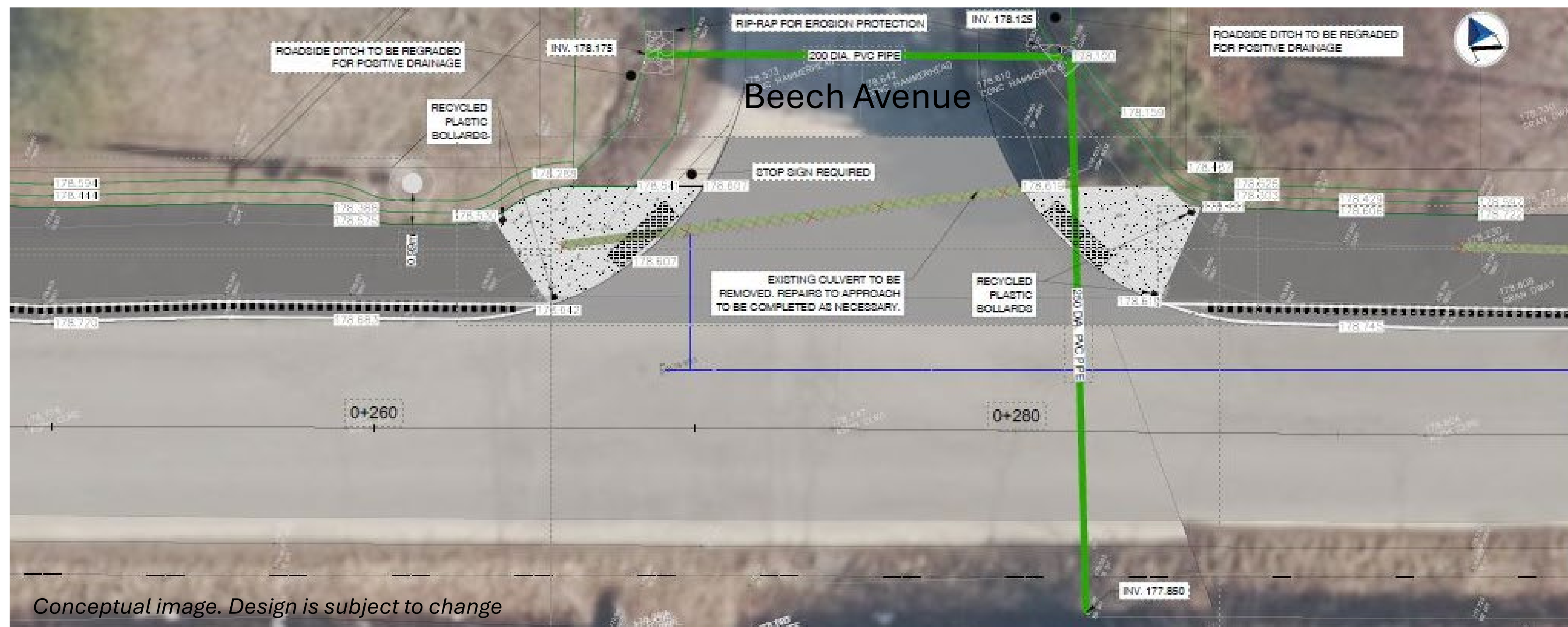


## BROADWAY STREET CONNECTION TO OJIBWAY PARKWAY

This section begins at the existing Ministry of Transportation Ontario trail connecting Ojibway Parkway to Broadway Street. It includes a smooth connection into the existing trail, removal and installation of new storm culverts, installation of storm catch basins, swales and rumble strips.

## BROADWAY STREET TO BEECH AVENUE AND MATCHETT ROAD

The multi-use path will intersect with Beech Street and includes sidewalk tie-ins and repairs to the approach way. Bollards and tactile strips will be installed at the intersection of Broadway Street and Beech Street. The multi-use path will connect into Matchett Road, including removal and repairs to the road approach at this intersection, sidewalk tie ins, addition of tactile strips, a new bench and connection into the City of Windsor Matchett Road Multi-Use Trail.



# Malden Park Trailhead Design



In addition to construction of the Broadway Street multi-use path, a trailhead at Malden Park will be constructed providing multi-use path users with a safe parking option and meeting point near the Gordie Howe International Bridge.

The Malden Park Trailhead will be installed at the Matchett Road entrance to Malden Park and will include benches, garbage receptacles and wayfinding signage. The trailhead will be near one of the park's public parking lots and Transit Windsor bus stops.

The trailhead sign will align with City of Windsor design guidelines.




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# Stay connected

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