

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



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Gordie Howe International Bridge

Overhead dynamic signage to provide lane streaming capabilities depending on traffic demands.

Barrier-separated multi-use path for pedestrians and cyclists.

2.5 kilometres / 1.5 miles with a clear span of 853 metres / 0.53 miles.

- Six lanes: 3 Canadian-bound, 3 US-bound with two full-width emergency lanes.
- Accommodation for oversized vehicles and hazardous materials.

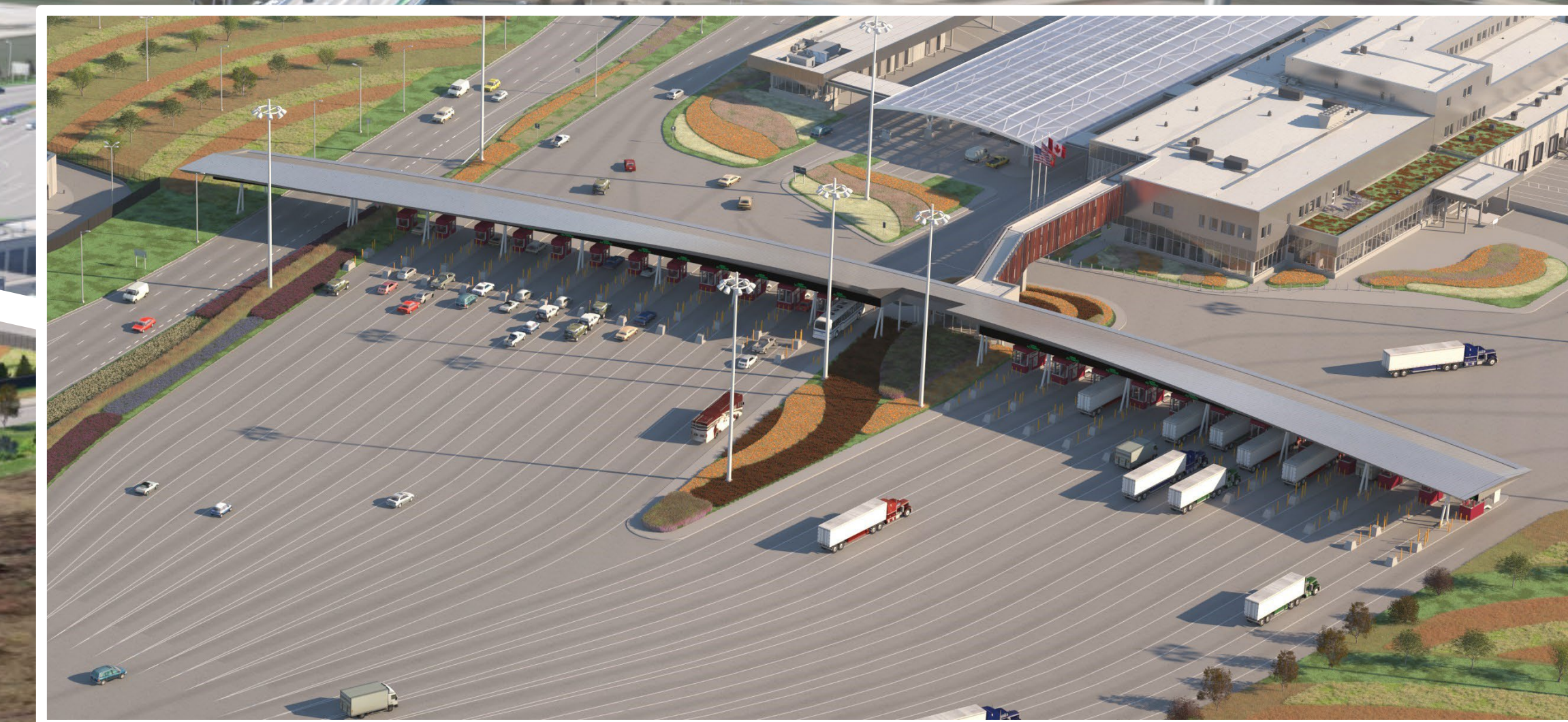


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Project Components

Canadian Port of Entry (POE)

35 secondary inspection bays for passenger traffic and dedicated bus processing.
14 commercial secondary inspection bays.



24 primary inspection lanes:
• 12 for commercial vehicles
• 12 for passenger vehicles and buses.

On-site Canadian Agencies:
• Canada Border Services Agency (CBSA)
• Canadian Food Inspection Agency (CFIA).

16 toll booths.



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Project Components

US Port of Entry (POE)

18 commercial secondary inspection bays.

41 secondary inspection bays for passenger traffic and dedicated bus processing.

36 primary inspection lanes:
• 21 for passenger vehicles and buses
• 15 for commercial vehicles.

On-site US Agencies:

- U.S. Customs and Border Protection (US CBP)
- U.S. Food and Drug Administration (FDA)
- U.S. Department of Agriculture
- U.S. Fish and Wildlife Service.



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Project Components

Michigan Interchange

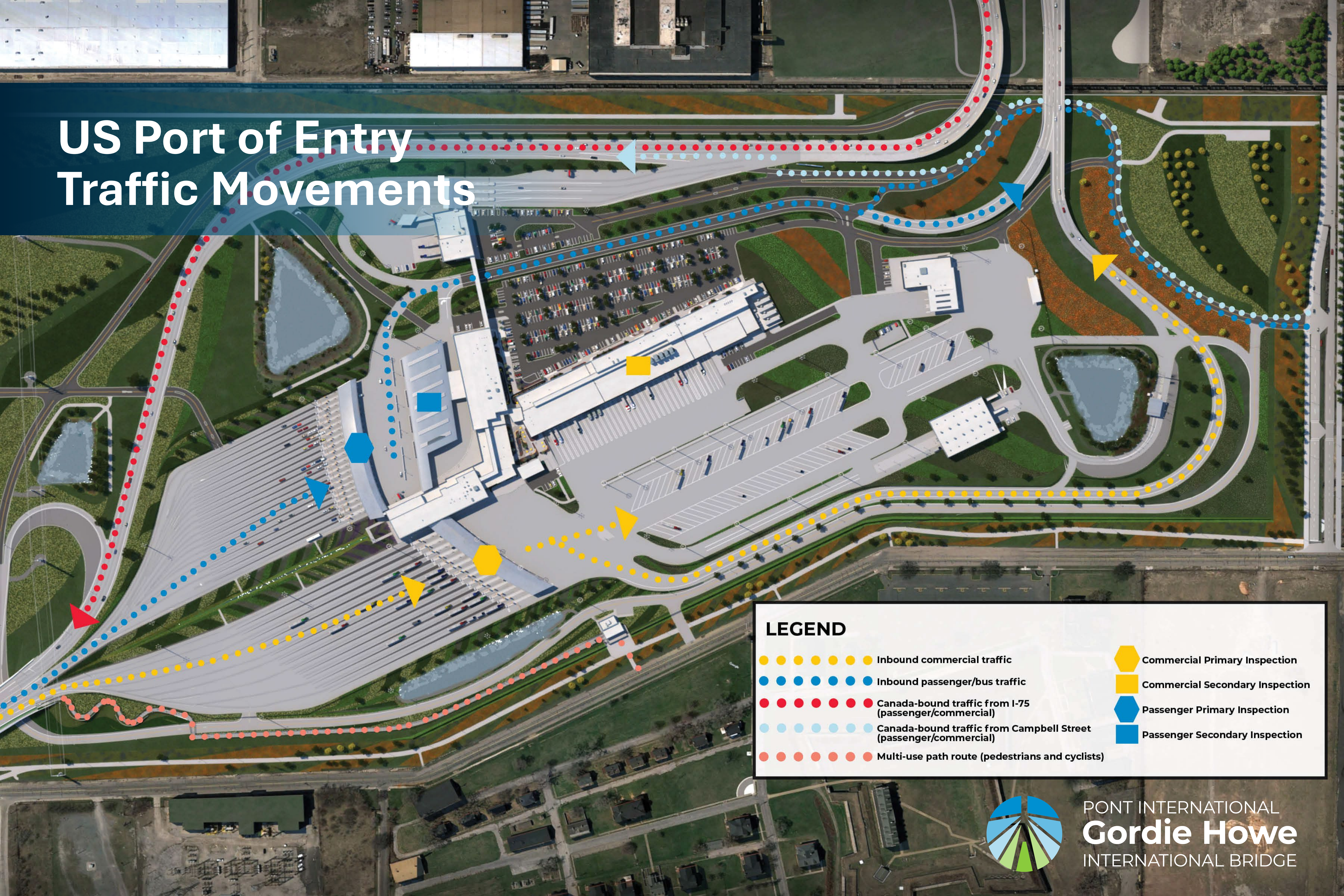
US Port of Entry

Dedicated ramps onto Interstate 75.



- 3 kilometres / 1.8 miles of I-75
- 4 new road bridges
- 5 new pedestrian bridges
- 4 new ramps connecting I-75 to the US POE
- local road improvements.

US Port of Entry Traffic Movements



LEGEND

- Yellow dotted line: Inbound commercial traffic
- Blue dotted line: Inbound passenger/bus traffic
- Red dotted line: Canada-bound traffic from I-75 (passenger/commercial)
- Light blue dotted line: Canada-bound traffic from Campbell Street (passenger/commercial)
- Orange dotted line: Multi-use path route (pedestrians and cyclists)
- Yellow hexagon: Commercial Primary Inspection
- Yellow square: Commercial Secondary Inspection
- Blue hexagon: Passenger Primary Inspection
- Blue square: Passenger Secondary Inspection



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Canadian Port of Entry Traffic Movements



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LEGEND

Inbound commercial traffic

Inbound passenger/bus traffic

US-bound traffic (passenger/commercial)

Multi-use path route (pedestrians and cyclists)

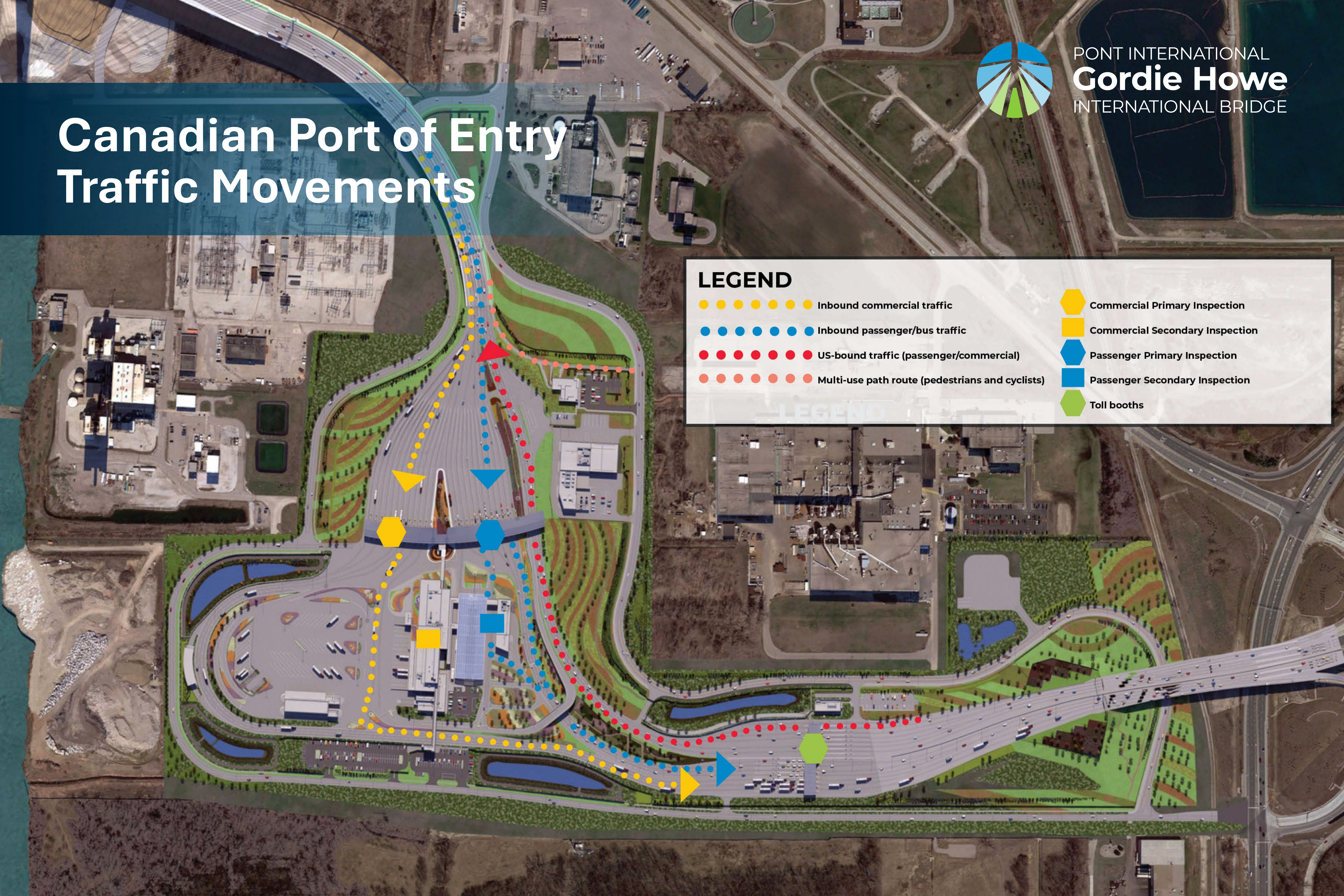
Commercial Primary Inspection

Commercial Secondary Inspection

Passenger Primary Inspection

Passenger Secondary Inspection

Toll booths



Construction Update

Bridge Sites

- The bridge deck is connected and paved. Line painting is underway.
- Installation and stressing of the stay cables is complete.
- Bridge tower cranes have been dismantled.
- Crews are working through the remaining steps to finalize bridge construction:
 - completion of the multi-use path
 - installation of:
 - electrical, drainage and fire suppression systems
 - barriers and means restriction fencing
 - signage
 - lighting.



Ports of Entry

- All buildings and structures on the US and Canadian Ports of Entry (POE) are mostly complete with finishing touches underway. Activities include furniture, equipment lighting and art feature installation, as well as any painting work remaining.
- All 16 toll booths are nearing completion at the Canadian POE, with testing underway.
- At the US POE, construction of the Jefferson Avenue barrier wall, an eight-foot security wall along the southern boundary, is complete. The barrier wall faces Jefferson Avenue, spanning from Green Street to Campbell Street.
- Paving is wrapping up with line painting and signage installation now underway at both POEs
- Landscaping activities are taking place throughout both POEs.



Construction Update

Michigan Interchange (I-75)

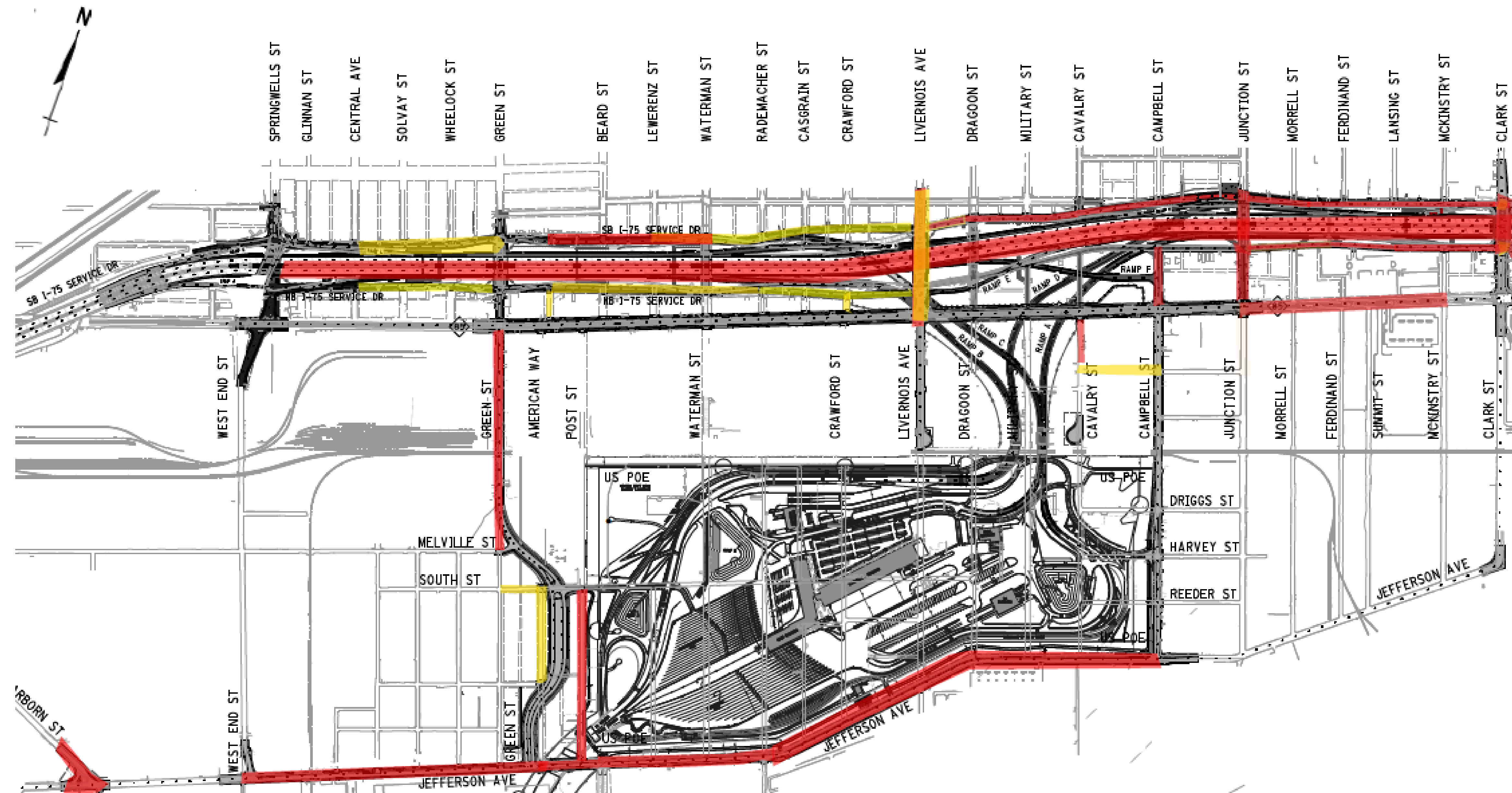
- All four road bridges are complete and open to traffic (Springwells Street, Green Street, Livernois Avenue and Clark Street).
- All five pedestrian bridges are under construction at various stages (Solvay Street, Beard Street, Waterman Street, Junction Street and Lansing Street).
- Work continues on the ramps connecting I-75 to the US POE. Pavement markings and installation of lights and signage are underway.



Detroit Traffic Patterns



- Service Drives are closed or reduced to single lanes in areas between Springwells Street and Clark Street.
- Campbell Street is open to traffic south of Fort Street.
- The primary detour route for motorists includes the use of Springwells 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.



Legend

- Road Closed
- Daily closure or flagging operations
- Nightly closures

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

The Workforce Development and Participation Strategy is geared toward engaging individuals and businesses 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 workers or contractors located in the City of Windsor, Essex County or within 100 kilometres of the City of Windsor
- engaging and employing Indigenous Peoples in Canada 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 located in Michigan.



NEIGHBOURHOOD INFRASTRUCTURE STRATEGY

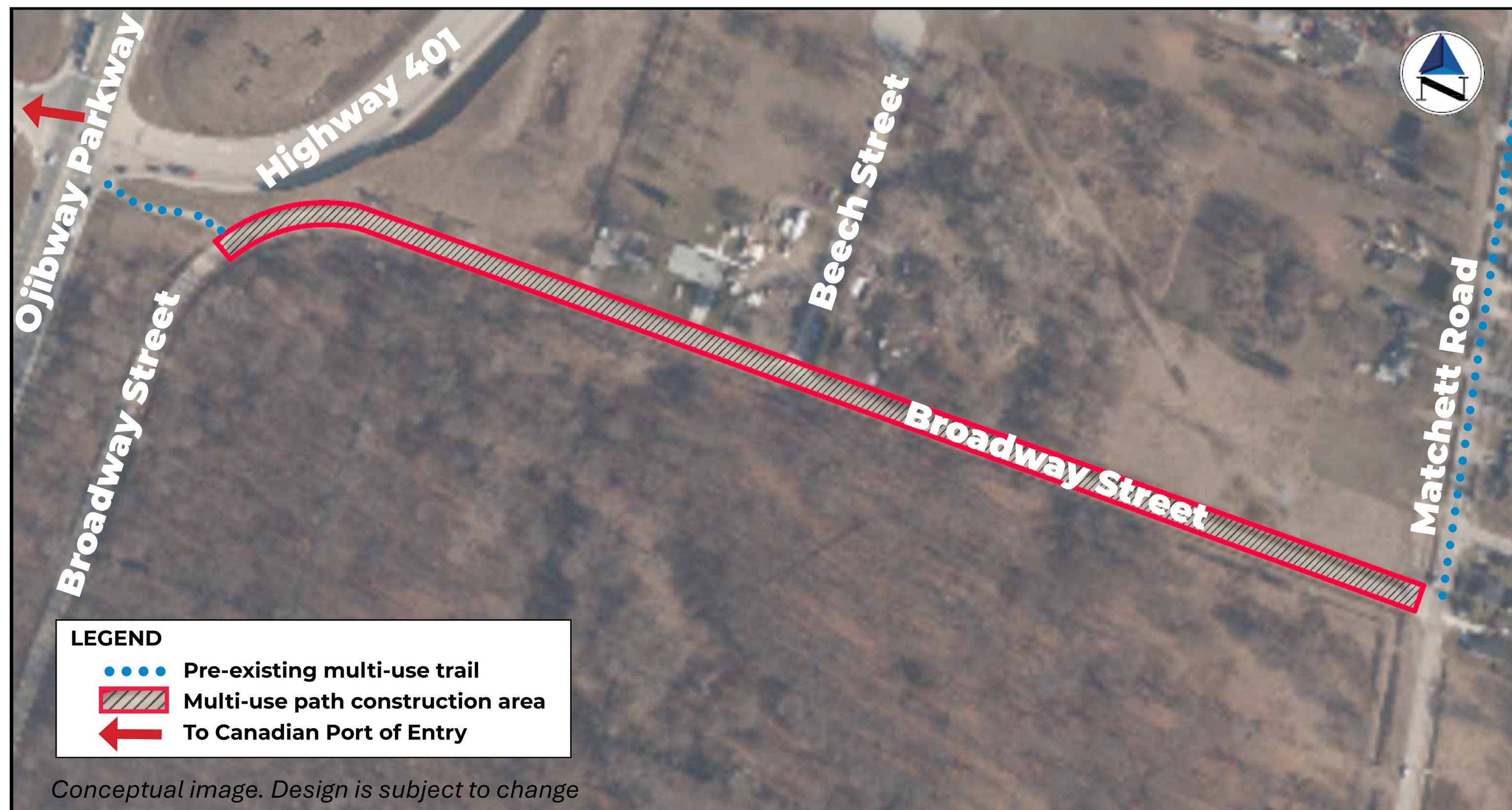
The Neighbourhood Infrastructure Strategy is a \$23 million community investment focused on priorities identified through consultation with communities, businesses, First Nations and other stakeholders in Windsor, Ontario and Detroit, Michigan.

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

- aesthetics, landscaping and green initiatives
- community partnerships
- economic benefits
- community safety and connections
- local history and culture
- food security and wellness.

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.

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 Ontario Ministry of Transportation 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 began June 2 and will last approximately six weeks.

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

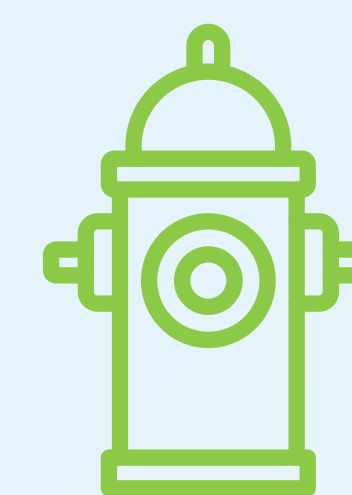
The Broadway Street multi-use path will be constructed to meet *Accessibility for Ontarians with Disabilities Act (AODA)* requirements and is anticipated to include:



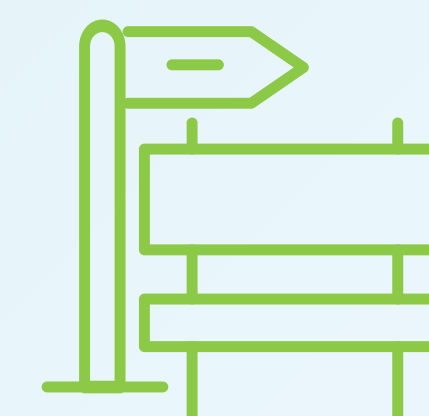
Construction of a three-metre-wide asphalt multi-use path, separated from vehicular traffic by a buffer including road markings and rumble strips, where space permits.



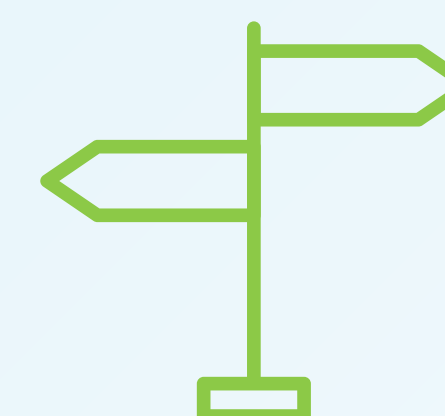
Infill of the existing ditch on the north side of Broadway Street and construction of a new swale adjacent to the new multi-use path to facilitate stormwater drainage, including installation of catch basins and culverts.



Relocation of hydrants and other existing infrastructure, as needed.



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



Installation of wayfinding signage.

Broadway Street Multi-Use Path Design

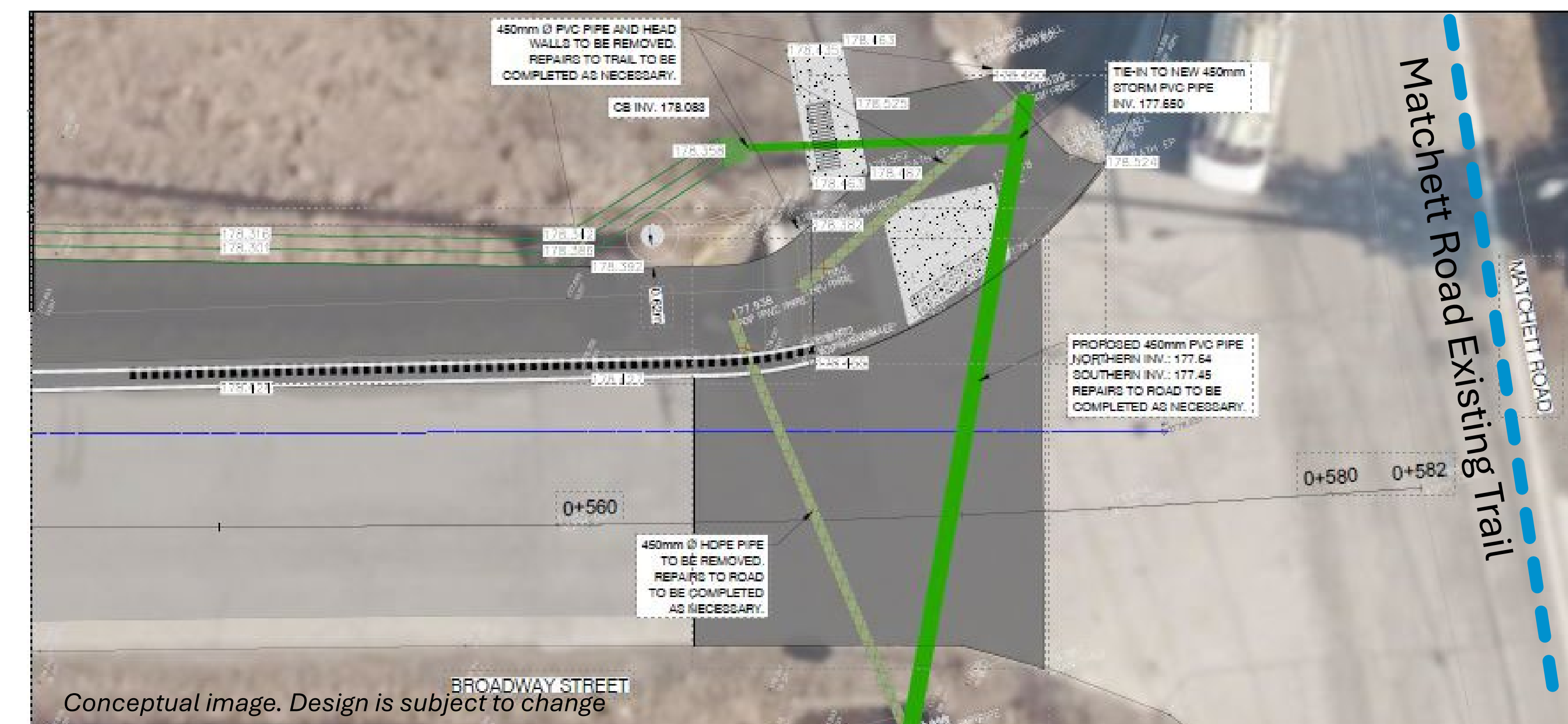
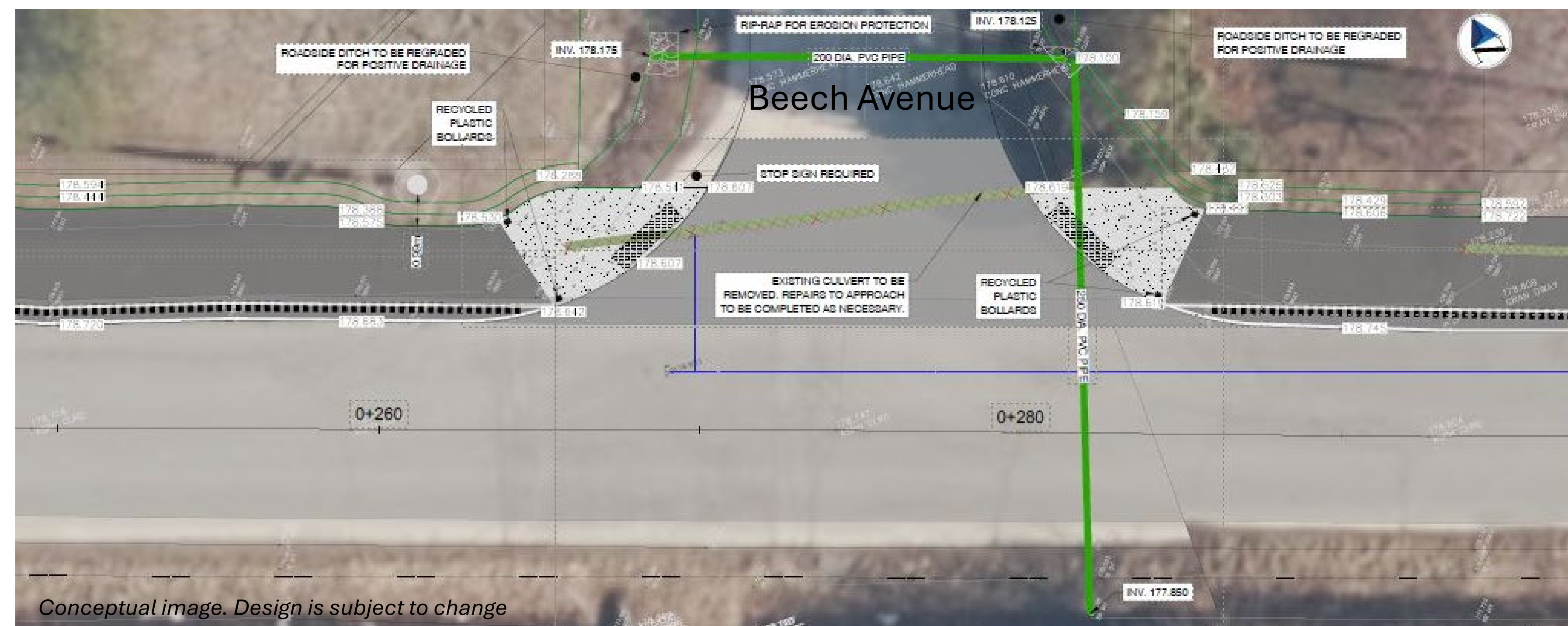


BROADWAY STREET CONNECTION TO OJIBWAY PARKWAY

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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