



CONSTRUCTION UPDATE: SPRING 2021

Construction of the Gordie Howe International Bridge project has been ongoing for more than 900 days with significant progress achieved on each of the four project components – the bridge, the Canadian and US Ports of Entry (POE) and the Michigan Interchange. The aggressive construction schedule for the project will continue into spring 2021 as the work advances into the peak years of construction, which are expected to occur between 2021-2023. An overview of current and upcoming construction activities to continue over the next few months is outlined below.

PORTS OF ENTRY

CANADIAN PORT OF ENTRY (POE)

Following a settlement period to help accelerate soil consolidation at the Canadian Port of Entry, removal of surcharge fill placement in the Phase One is occurring to make way for the start of building construction. The removed fill will be reused throughout the site to support the next area requiring preload and settlement. Building pads for the Main POE Building, Secondary Inspection, Energy Center and Maintenance Building have now been graded and building foundation work is underway. Installation of steel building frames will begin later this year, followed by building cladding, roof and interior construction.

Temporary stormwater management ponds have been installed throughout the site and underground utility installations will begin in the coming months as surcharge materials are relocated. Field offices onsite are also being established along with temporary security systems.

Traffic disruptions along the Perimeter Access Road surrounding the POE over the coming months will be minimal, with occasional single lane closures planned to support utility or roadway work.

US PORT OF ENTRY (POE)

Construction activities continue to advance at the US POE in a phased approach. Clearing and grubbing is complete in Phase One, along with the installation of over 87,000 wick drains and the placement of engineered fill and surcharge material. The settlement period for this area is nearing completion, preparing the ground for future building construction to begin later this year. Sewer remediation and relining has also begun, along with additional utility works to install temporary electrical power lines.

Work in the Phase Two and Three areas continue to focus on wick drain installation, earthworks and ground preparation. To date, over 550,000 metric tonnes/1.2 billion pounds of engineered fill and surcharge material has been placed throughout the site.

Construction traffic is using designated haul routes to minimize community impacts, traffic congestion and wear and tear on existing infrastructure while maximizing public and construction safety. Construction traffic is respecting restrictions on truck movements that are in place with the City of Detroit. Routes for construction traffic in the US include: M-85 (Fort St), Green St (from Fort to Jefferson Ave), Livernois Ave (from I-75 to CSX Railroad), Campbell Street (from Fort Street to West Jefferson Avenue), West Jefferson Avenue (from Campbell to the west City limits) and any permanently closed roadways. Designated haul routes are maintained for dust control and cleared of tracked mud on a daily basis.

I-75 INTERCHANGE WORK

Work over the next several months on the Michigan Interchange will continue to focus on the reconstruction of the Springwells Street, Livemois Avenue and Clark Street road bridges. These structures are anticipated to be complete in 2021.

The following activities can be expected throughout the I-75 project area:

- construction of median piers for Springwells, Livemois and Clark Street bridges
- construction of bridge superstructures, including girder placement and deck construction
- reconstruction of I-75 ramps to and from Springwells Street
- reconstruction of I-75 Service Drives (northbound and southbound) from Springwells Street to Green Street
- construction of Solvay Street Pedestrian Bridge
- driving concrete piles for the ramp bridges
- siphon and watermain work to assist with drainage in the area and accommodate infrastructure improvements, grade changes and bridge and ramp structures.

To support these activities, road closures are necessary and will continue to be ongoing in the I-75 project area. Advance notification will continue to be issued to keep the travelling public informed about upcoming closures. Access to adjacent properties and emergency services will also be maintained.

BRIDGE WORK

Construction of the main bridge tower footings are complete on the US and Canadian sites, with work now underway on the lower pylon of the bridge towers.

The main bridge towers will be approximately 220 metres/720 feet in height once complete and include the lower pylon and upper pylon. The total height of the tower is composed of 51 different segments that will be constructed using a tower crane climbing system that will progress or “jump” vertically up the tower every few months. The tower crane systems are now installed on both sides of the border with the outer forms showcasing artwork from local artists from Walpole Island First Nation, Caldwell First Nation and Southwest Detroit.

As the tower cranes extend to their ultimate height of 250 metres/822 feet, so will the artwork, making them visible from land on both sides of the border and from the Detroit River.

Construction of the footings for the bridge side span and anchor piers are also underway on both sites. There are six foundations and anchor piers on each side of the border that will support the main bridge structure over the river.

For more information about the Gordie Howe International Bridge project visit www.GordieHoweInternationalBridge.com or call 1-844-322-1773. Follow us on Twitter at www.twitter.com/GordieHoweBrg, like us on Facebook at www.facebook.com/GordieHoweBridge and connect with us on LinkedIn at www.linkedin.com/company/wdba-apwd.

