

CONSTRUCTION UPDATE: THE NEXT SIX MONTHS

The aggressive construction schedule for the Gordie Howe International Bridge project will continue over spring and summer 2019. To reduce the duration of construction and to have the bridge open to traffic in late 2024, Bridging North America will:

- organize the construction sequencing in the best possible manner
- use prefabricated components where possible
- establish construction entrance/exit points to allow for unlimited access to construction areas while maintaining traffic flow to adjacent properties.

In addition, construction will be ongoing simultaneously throughout the four project components – the bridge, Canadian and US Ports of Entry (POE) and Michigan Interchange.

Construction activities that are in progress and will occur over the next few months include:

PORTS OF ENTRY SITE PREPARATION

US POE

Bridging North America continues to mobilize and prepare the construction site which includes fence installation around the worksite and the establishment of office trailers. Roads have been permanently closed to facilitate Phase One of construction. Clearing and grubbing are underway with utility poles and overhead wires being removed. Activities to commence shortly include grading operations, wick drain installations and surcharge activities. Field offices and staging areas are being established in areas adjacent to the US POE, see Figure 1.

A major effort to relocate utilities has been underway in Canada and the US since 2015 through contracts managed by Windsor-Detroit Bridge Authority (WDBA) and the Michigan Department of Transportation (MDOT).

Major US utility suppliers and providers scheduled for removals, relocations and new installations in summer 2019 include DTE – Electric, DTE – Gas, ITC, Comcast, AT&T and Sprint/Nextel. The work is mainly being conducted by the utility companies with coordination from Bridging North America.

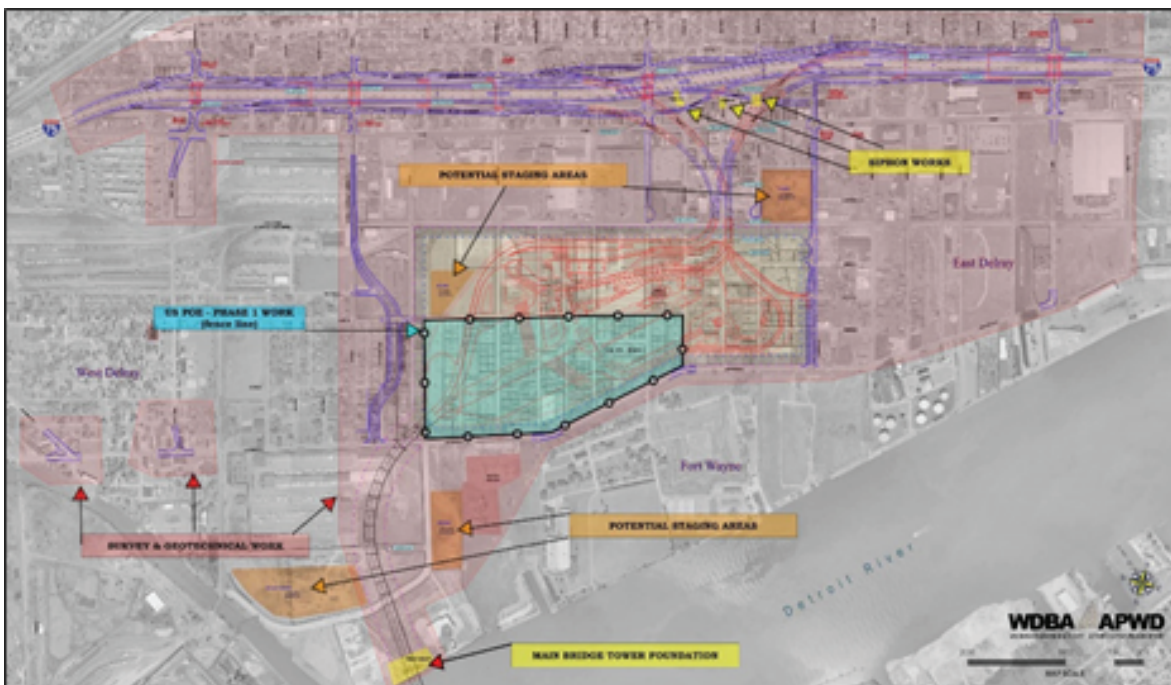


Figure 1: Phase One US Construction Locations

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

CAN POE

On the Canadian site, Bridging North America is currently completing seawall investigations and will be installing fencing along the river's edge. Bridging North America's permanent offices will be located on lands adjacent to the intersection of Sandwich Street and Prospect Street. Offices will be ready to accommodate staff by end of June 2019. Given the locations of the site offices, traffic controls are currently being reviewed, including entrances to/from the site and adjacent intersections to minimize local traffic impacts. At the Canadian Port of Entry, Hydro One transmission line relocation continues to be underway with an anticipated completion date in late summer 2019. This work includes moving high voltage cabling from overhead to underground.

GEOTECHNICAL EXPLORATION

Geotechnical exploration is currently underway throughout the US and Canadian project footprints to help prepare for full construction. Geotechnical sampling is critical to confirm design assumptions by providing engineers with the information they need to design foundations and other structures. Crews drill into the ground to pull core samples and verify soil conditions to inform the design. Approximately 1000 geotechnical samples will be taken across the Canadian and US project sites.

I-75 INTERCHANGE WORK

Over the next few months the following items will be in process:

- Relocation of utilities
- Reconstruction of I-75 ramps to and from Springwells Street
- Demolition and construction of Springwells Street, Livernois Street and Clark St road bridges
- Renovation of Green Street pump station.

BRIDGE WORK

Construction of test piles on the Canadian and US sites for the main bridge are underway. This work will provide a test program to inform and finalize the design of the tower foundations. Work includes:

- Installation of a 'full-size' (three-metre) test shaft that will mimic the future work to be performed on the permanent tower foundation drilled shafts.
- At each site there will be 12 drilled shafts, 36 metres in length that will take three months to execute.
- Once installed and concrete has cured to the specified strength, testing of the shaft will commence.
- The test is comprised of a system of hydraulic jacks sitting on the base of the drilled shaft that is embedded six metres into bedrock.
- Once the system is pressurized, the intent is to measure the force required to mobilize the shaft upward.
- Measurements will then be correlated with the load resistance to be incorporated into the final design.



Test shaft work at the Canadian project site