

CONSTRUCTION UPDATE: SUMMER 2021

In nearing 1000 days of construction, the Gordie Howe International Bridge project has achieved significant progress on each of the four project components: the bridge, the Canadian and US Ports of Entry (POE) and the Michigan Interchange. With the project moving into the peak years of construction, expected between 2021-2023, significant activities will continue in summer 2021. An overview of current and upcoming construction activities anticipated over the next few months is outlined below.

PORTS OF ENTRY

CANADIAN PORT OF ENTRY (POE)

Construction of the Main Building and Energy Centre and Maintenance Building is now underway with installation of steel building frames. Decking, roofing and building façade work is anticipated to follow in the coming months.

Earthworks continue in other areas of the site, with surcharge fill placement to help expedite soil consolidation for future construction. As surcharge fill is removed throughout specific areas, underground utility installation will begin.

The northeast section of the site has been cleared to allow for mobilization of work on the main bridge approach. Upcoming work will include construction of the abutments and piers that will eventually support the road as it transitions to the height of the future bridge.

Temporary exclusion fence along the south side of Broadway Street soon will be replaced with permanent exclusion fencing. Traffic disruptions along the Perimeter Access Road surrounding the POE over the coming months will be minimal, with occasional single lane closures to support utility or road work, and delivery of materials.



Building construction at the Canadian Port of Entry

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 shortly. Sewer remediation and relining has also begun, along with additional utility works to install temporary electrical power lines.

Work in the remaining areas of the site continues 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 Jefferson Avenue), 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 be focused on the reconstruction of the Springwells Street, Livernois 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, Livernois 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
- construction of the new ramp bridges connecting I-75 to the US POE
- siphon and watermain work to assist with drainage in the area and accommodate infrastructure improvements, grade changes and bridge and ramp structures.

RAMP CONSTRUCTION FROM I-75 TO US POE

Major construction activities are required to construct the new ramps that will connect the Michigan Interchange to the US POE. These ramps are located between Campbell Street and Livernois Avenue, and will provide an overpass, above Fort Street and I-75 lanes and on/off ramps.

Work on these new connecting ramps is now underway which will continue over the next few years. This work will be undertaken in a non-sequential approach to help expedite construction, with multiple crews anticipated to be working on different elements of the ramps at the same time.

Work will begin on the north side of the ramps and will move south, towards the POE. This will include pile driving, concrete footing and pier construction, future girder placement and road deck construction.

To support activities underway on the Michigan Interchange, 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.



Future I-75 ramps to connect to US POE

BRIDGE WORK



Canadian bridge tower work

Construction of the main bridge tower footings is 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 jump form climbing system that will progress or “jump” vertically up the tower every 15 feet. The jump form 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.

A walkway connecting the jump forms on the north and south tower legs has been installed on the Canadian and US sites. Currently sitting approximately 40 metres/120 feet above the ground, it gives workers access to each tower leg during construction. As the jump forms rise, so too will the walkway.

Construction of the footings for the bridge side spans 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.



US bridge tower work

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.