



## CONSTRUCTION UPDATE

The aggressive construction schedule for the Gordie Howe International Bridge project will continue through fall 2020 into winter 2020-2021. Construction is ongoing simultaneously throughout the four project components - the bridge, the Canadian and US Ports of Entry (POE) and the Michigan Interchange.

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

### PORTS OF ENTRY

#### US PORT OF ENTRY (POE)

Bridging North America (BNA) continues to advance construction at the US POE. As part of this work, roads have been permanently closed to facilitate Phase One, Two and Three of construction.

Clearing and grubbing is complete and major earthworks have begun with more than 550,000 metric tonnes/1.2 billion pounds of engineered fill and surcharge material placed.

Approximately 80,000 of the total 87,900 wick drains have been installed to accelerate the settlement of soils to expedite construction and limit long-term settlement.

Phase Three activities, which began in summer 2020, include:

- ongoing soil sampling and monitoring
- monitoring of soil settlement/movement and below grade water pressure
- installation of fencing and gates around perimeter of POE footprint.

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), Dragoon Street (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.

#### CANADIAN PORT OF ENTRY (POE)

Wick drain installation to help consolidate the soils for future building construction has been completed with BNA installing a total of 133,000 wick drains.

BNA crews have placed over 634,000 metric tonnes/1.4 billion pounds of engineered fill and surcharge.

The remainder of 2020 will see significant earthworks activities including the movement of soil materials to advance the settlement of ground prior to the construction of buildings on site. Crews will also continue to remove soil to create temporary stormwater retention ponds.

Temporary utilities are being added to the site including electricity and water to support future construction activities.

Following the ground stabilization period, crews will begin excavation and placement of concrete foundations and slabs, followed by structural steel building frames.

## I-75 INTERCHANGE WORK

The demolition of three road bridges (Clark Street, Livernois Avenue and Springwells Street) crossing I-75 has been completed to make room for the new connecting ramps from the highway to the US POE.

Work over the next several months will focus on the reconstruction of these bridges which is anticipated to be complete in spring of 2021.

Over the next few months, the following work will be in process:

- reconstruction of I-75 ramps to and from Springwells Street and Livernois Street
- reconstruction of I-75 Service Drives (northbound and southbound) from Springwells Street to Green Street
- start of construction of Solvay Street Pedestrian Bridge
- completion of mainline shoulder expansion work at Springwells Street and Livernois Avenue, then traffic shift outside and start of construction of median piers.

## BRIDGE WORK

Construction of the tower foundations for the main bridge are underway on both the Canadian and US bridge sites.

The foundation for each tower is composed of a total of 18, 36-metre/118 foot drilled production shafts with 12 for the main tower footing and six for the back span.

Each tower footing requires a total of more than 1,910 cubic metres/67,450 cubic feet of concrete, 440 tonnes/970,000 pounds of rebar and 1,600 metres/5,250 feet of post tensioning cables that connect the footings from end to end.

### CURRENT AND UPCOMING CANADIAN SITE WORKS

- Construction of both the north and south tower footings
- Installation of the external and internal climbing system for both tower legs
- Commencement of the tower construction on both legs
- Construction of the footings of the side span and anchor piers
- Expansion of the tower crane to the next stage (73.5 metres/241 feet maximum height under the hook)

### CURRENT AND UPCOMING US SITE WORKS

- Construction of both the north and south tower footings
- Construction of the footings of the back span and anchor piers
- Construction of the tower jumpform assembly
- Mock-up of the tower construction
- Springwells Court Detour Construction

For more information about the Gordie Howe International Bridge project visit

[www.GordieHoweInternationalBridge.com](http://www.GordieHoweInternationalBridge.com) or call 1-844-322-1773. Follow us on Twitter at [www.twitter.com/GordieHoweBrg](https://www.twitter.com/GordieHoweBrg), like us on Facebook at [www.facebook.com/GordieHoweBridge](https://www.facebook.com/GordieHoweBridge) and connect with us on LinkedIn at [www.linkedin.com/company/wdba-apwd](https://www.linkedin.com/company/wdba-apwd)