



CONSTRUCTION UPDATE: THE NEXT SIX MONTHS

The aggressive construction schedule for the Gordie Howe International Bridge project will continue over fall 2019 and winter 2020. To reduce the duration of construction and to have the bridge open to traffic in late 2024, Bridging North America (BNA) 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 PORT OF ENTRY (POE)

BNA continues to mobilize and prepare the construction site which includes fence installation around the worksite and completion of the office trailers. Roads have been permanently closed to facilitate Phase One of construction. Clearing and grubbing is complete and major earthworks have begun.

Activities currently underway include grading operations, construction of temporary stormwater management facilities, installation of 105,000 wick drains and surcharge fill placement activities. Wick drain installation is undertaken to accelerate the settlement of soils to help expedite construction and limit long-term settlement. Field offices and staging areas have also been established in areas adjacent to the US POE.



US POE site clearing activities

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

Major US utility suppliers and providers scheduled for removals, relocations and new installations are ongoing and 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 BNA.

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 Street (from I-75 to Norfolk Southern 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 will be maintained for dust control and cleared of tracked mud.

CANADIAN POE

BNA's permanent offices on lands adjacent to the intersection of Sandwich Street and Prospect Street are now complete. Canadian POE design work continues. Approximately 65,000 wick drains of approximately 150,000 have been installed and surcharge fill placement activities are underway.



CDN POE wick drain installation

GEOTECHNICAL EXPLORATION

Geotechnical investigation is nearing completion throughout the US and Canadian project sites. 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:

- Reconstruction of I-75 ramps to and from Springwells Street
- Reconstruction of I-75 Service Drives (NB and SB) from Springwells Street to Green Street
- Demolition and construction of Springwells Street, Livernois Street and Clark Street road bridges (December 2019)
- Connecting ramps substructures construction

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 are composed of a total of 18 36-metre drilled production shafts; 12 for the main tower footing and six for the backspan.

Canadian site progress:

- 10 production shafts poured between north and south footings
- Work has commenced on the backspan.

US site progress:

- Seawall enhancements are in progress to prepare for drilled shaft work
- One production shaft poured on south footing.

Once concrete in each shaft is cured, specialty testing will be undertaken. Installation of the Post Tensioning System in the main tower footings will start in January 2020 (installation of ducts and anchors).



Canadian bridge site production shaft work



Canadian bridge site production shaft concrete pour