

PORTS OF ENTRY

CANADIAN PORT OF ENTRY (POE)

Construction of the POE buildings is now underway with foundation work and steel building frames have begun to form. 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, backfilling and underground utility installation is occurring.

The northeast section of the site has been cleared to allow for mobilization of work on the main bridge approach. Upcoming work includes 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 will soon 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 planned 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. Clearing and grubbing is complete and building foundations have begun to form. The installation of more than 170,000 wick drains also has been completed.

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 include the re-opening of Springwells Street and Livernois Avenue bridges. Once reopened, Bridging North America will move to demolish the remaining road bridges and begin reconstruction of the Green Street bridge. Details of the sequencing and schedule will be shared as information is confirmed.

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

- Pavement removal, drainage structures and pipes being installed along Livernois Street.
- Sidewalk installation along Springwells Street.
- Bridge deck pouring at Livernois Street and Springwells Street.
- Foundation work on the connector ramp bridges has begun.

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 and 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 parts 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, a number of 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

Work on the bridge towers is well underway with the towers on both sides currently sitting at over 76 metres, or 250 feet.

The main bridge towers will reach approximately 220 metres/731 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.



Future I-75 ramps to connect to US POE



Canadian bridge tower work



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 and from 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

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