

Michigan Advance Construction

Beginning in July 2018, Bridging North America (BridgingNA), the Preferred Proponent identified to deliver the Gordie Howe International Bridge project, will begin advance construction at the US project sites, including at the bridge piers, on the lands that will become the US Port of Entry and at the Michigan Interchange.

BridgingNA is able to undertake this work through a separate early work contract between them and Windsor-Detroit Bridge Authority (WDBA), the Canadian Crown corporation established through the Canada-Michigan Crossing Agreement as the entity responsible for the Gordie Howe International Bridge project.

What work is included?

The main components of advance construction consists of:

- Design work to advance foundation construction of the main bridge
- Construction of the test pile for the main bridge
- Preparation and the start of siphon work at I-75 which is critical work for the project
- Geotechnical exploration that is critical to confirm design assumptions and to expedite design work for the project.

Mobilization work will include fence installation around worksites and establishment of offices for Windsor-Detroit Bridge Authority (WDBA) and BridgingNA on both sides of the border.

All on-site work will occur on lands acquired by the Michigan Department of Transportation (MDOT), where necessary relocations have occurred and trees and utilities have been cleared/relocated.

BridgingNA will execute work in a manner consistent with standards and specifications with appropriate environmental, traffic management and quality management plans in place. Importantly, BridgingNA takes a “Zero Incident” approach to safety and relies on, among other steps, training for success.

Who will be on the site and what machinery will be on the site?

Numerous workers will be on-site as part of civil crews, survey crews and demolition crews.

The types of equipment expected to be on-site include:

- General construction equipment
- Drill rigs
- Piling rigs
- Sheet piling rigs
- Demolition equipment
- Crew trucks and pumps.

BridgingNA will implement noise, dust and traffic impact mitigation measures through the advance construction works.

How can contractors get involved?

As part of its approach to contracting, BridgingNA will look for local subcontractors with a strong safety culture and history of safe performance; commitment to safety requirements; demonstrated experience on related or similar projects; familiarity with applicable codes or standards; quality certification; and financial capacity. News about how to access information on business opportunities is coming soon.

How will the community be engaged?

Keeping the public informed about project activities is a priority for WDBA and BridgingNA. Project neighbours, business operators and travelling motorists will be directly communicated with through construction notices, signage and information made available through WDBA's weekly construction notices, wdbridge.com and social media sites.

Doing this work now helps to reduce risk and contribute to the project schedule. In parallel to this work, BridgingNA and WDBA will continue to work toward finalizing the public-private partnership procurement process and reach Financial Close by the end of September. Once financial close is reached, BridgingNA will officially become WDBA's private-sector partner.

Over the coming months, Bridging North America also aims to:

- establish project offices in the communities of Windsor and Detroit
- invite suitable companies to submit proposals to provide supplies and equipment
- begin recruitment efforts to fill a variety of project-related roles.

For more information about the Gordie Howe International Bridge project visit www.wdbridge.com. 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.

