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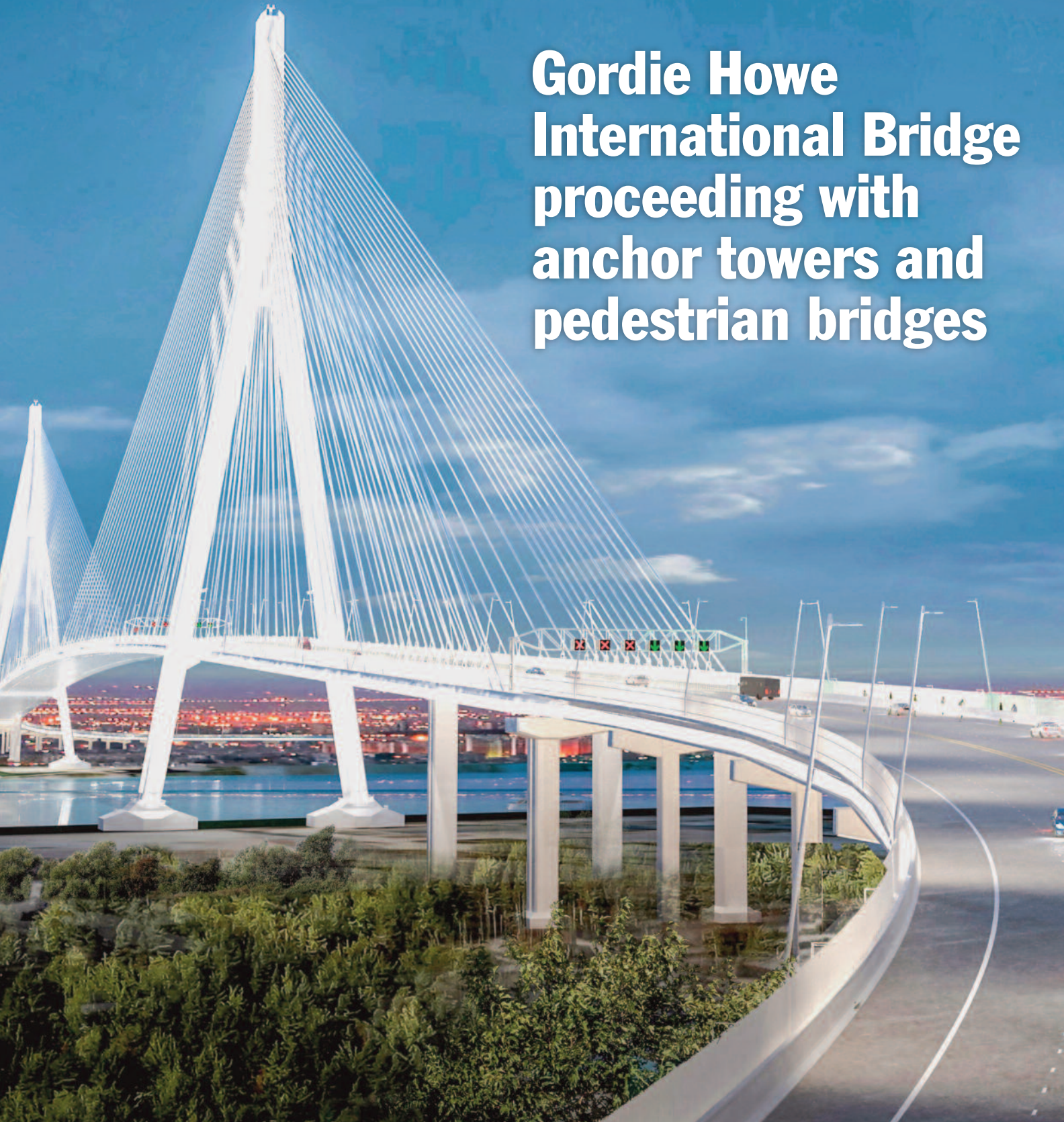
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ONTARIO, CANADA

REPORT

FEBRUARY 2020 VOL. 20 NO. 12

Gordie Howe International Bridge proceeding with anchor towers and pedestrian bridges



Bruce Power launches Major Component Replacement project

Ontario Construction Report staff writer

It's been four years since Bruce Power started its Life-Extension Program, and now the execution phase of its first Major Component Replacement (MCR) project is underway.

The Operations team at the Bruce B nuclear generating station completed the rundown sequence for Unit 6 and took the unit offline in January.

Units 3 - 8 will be upgraded during MCR from now until 2033, replacing the reactor components to extend the life of those units, and the Bruce Power site, to 2064.

"The Unit 6 project marks the next big step in a long campaign to revitalize this site," Mike Rencheck, President and CEO, said in a media release.

"It has taken commitment, focus and innovation to get us to this point,

and on behalf of our board of directors and the senior leadership team, thank you to everyone who has contributed to the MCR planning process.

"Our employees, supplier partners and skilled tradespeople participating in this project are ready for the journey ahead, and I look forward to delivering our plan and securing our future."

Expanding the life of the Bruce Power site until 2064 will result in an annual injection of \$4 billion into Ontario's economy while creating and sustaining 22,000 jobs across the province each year.

The company will continue to safely provide clean, affordable, reliable power and life-saving medical isotopes while strengthening local communities and protecting the environment.

"With Unit 6 offline, we have reached a pivotal moment in Bruce Power's history," Rencheck said. "We are focused on doing our work safely, to the highest standard, on time and on budget."

Formed in 2001, Bruce Power is an electricity company based in Bruce County with over 4,200 employees.



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Ontario Energy Report calls nuclear power Ontario's workhorse

Ontario Construction Report staff writer

As Bruce Power begins the next phase of the Life-Extension Program, the company released its first-ever Ontario Energy Report recently at the Toronto Regional Board of Trade.



The report details Bruce Power's support of the province in achieving several policy goals while advancing nuclear medicine and health care in Canada and around the world.

"Our Life Extension efforts are creating opportunities for people and communities with a focus on the environment, energy and the economy, and that's why we are releasing this report," Mike Rencheck, President and CEO said in a statement.

"It's important that we communicate these facts, and the intention of the Ontario Energy Report is to provide accurate, verifiable and concrete information."

"Bruce Power is, and will continue to be, a major contributor to providing Ontario with carbon-free, affordable electricity that allows our province's businesses to grow and our families to prosper, and life-saving medical isotopes to help people around the world."

Highlights of the report:

- Nuclear continues to be the workhorse for the province, meeting 61 per cent of Ontario's electricity needs in 2019
- Nuclear also helps Quebec, which relies on hydroelectricity to meet its needs during the cold winter months. Last January, Ontario provided Quebec with more than 400 gigawatt hours (GWhs) to support its winter demand for power;
- Ontario's residential electricity rates rank among the lowest in developed countries and almost 30 per cent below the 2018 world average of 17.33 cents/kWh. This is largely due to Ontario's nuclear fleet, which is a key contributor for keeping down prices.

The report details Ontario's leadership role as the first jurisdiction in North America to end its use of coal-fired electricity – a milestone that was achieved in 2014.

Bruce Power's refurbishment of four nuclear units brought 3,000 megawatts of reliable, low-cost and carbon-free electricity back to the grid and provided 70 per cent of the electricity needed to take coal-fired generation out of Ontario's power supply.

Today, nuclear accounts for more than 60 per cent of the province's supply with Bruce Power providing more than 30 per cent of Ontario's electricity at 30 per cent less than the average cost to generate residential power.

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ONTARIO CONSTRUCTION REPORT

is published monthly by 2650547 Ontario Ltd., 1554 Carling Ave., Ottawa, Ontario K1Z 7M4, phone (613) 699-2057.

Publisher: Mark Buckshon

Editor: Robin MacLennan

Graphics production: Raymond Leveille

Sales/client service: Chase

Administration: Katherine Jeffrey, Kathy LePage.

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Gordie Howe International Bridge proceeding with anchor towers and pedestrian bridges

By John Devine
Special to Ontario Construction Report

The design has been revealed for five pedestrian bridges that will be part of the Michigan Interchange component of the new Gordie Howe International Bridge connecting Windsor and Detroit.

According to the design team, the pedestrian bridges are both functional and visually pleasing, and feature a curved steel arch.

"The design of the pedestrian bridges is a result of meaningful consultation with the community and other stakeholders. The voices of community members have helped shape the project since early planning days and we will continue to engage and consult as the project progresses through construction and into the operations phase," said Bryce Phillips, CEO, Windsor-Detroit Bridge Authority.

The pedestrian bridges will be compliant with the Americans with Disabilities Act (ADA) standards, and will include lighting features. They will be located over Interstate 75 (I-75) in Detroit at Solvay Street, Beard Street, Waterman Street, Junction Street and Lansing Street. Bridging North America (BNA) will undertake construction of these pedestrian bridges between 2020 and 2024, when the bridge spanning the Detroit River is expected to be open.

It is being built at a cost of about \$5.7 billion, and is being financed through a public-private partnership. Construction challenges are daunting, and include the building of two A-frame bridge towers to suspend the cable-stayed structure, one on the Canadian side and the other on the American side, where it will soar 750 feet above Detroit's skyline.

The massive towers will anchor the bridge stretching 2,799 feet, the longest main span in North America.

Preparing the ground for the bridge project is nearly complete, with the full scope of the effort detailed in four separate projects:

- The bridge itself
- The entry point to the bridge in Canada
- The entry point in the United States
- The Michigan interchange that links the bridge to Interstate 75 and delivers six lanes of commercial traffic to businesses on both sides of the border.
- The work on the Windsor side includes customs plazas at the port of entry.

"The alignment of the bridge could not be changed," says Jiri Filipovic, vice president of alternative delivery at AECOM Transportation and a member of the BNA design team. "It was mostly because of the former salt mining. The underground is just fraught with cavities, and significant investigations have been done to make sure that the alignment and any of the foundations don't hit the mining cavities. So that's why it was pretty mandatory for everyone to stay on the alignment as we had it."

The design of the bridge involves a continuous curve, anchored at each end by the towers that suspend the bridge deck with cables across the river. The side spans are each 1,049 feet long, and supported by 27 backstay cables and three pairs of ancillary piers that transfer loads directly to the ground. Other features include:

The mostly serpentine approaches on each side include two sharp horizontal curves, designed that way because of the difficult ground.

Remediation work has been extensive. The land is being prepared for 50,000 square feet of buildings, in addition to the bridge.

"We had to do a lot of stability work near the seawall (on the Ameri-

can side) because (drilling subcontractor) Malcolm Drilling's equipment is so heavy," says Doug Thornton, general superintendent for the American point of entry. "This work is existing seawall, so we've got to drill some shafts in between all the tiebacks and transfer the load to the backside of the anchor cap wall. Then we can clear out all these existing obstructions and be able to drill our shafts for the actual tower. So all that work is going on."

The project is expected to meet its 2024 completion date. Majority Canadian-owned BNA is the private-sector partner designing, building, financing, operating and maintaining the bridge. The company and its partners have significant experience with infrastructure projects, including the Rt. Hon. Herb Gray Parkway in Windsor, the New Champlain Bridge Corridor in Montreal, Autoroute 30 in Montreal, the Eglinton Crosstown LRT in Toronto, Réseau Express Métropolitain (REM) in Montreal, the Automated People Mover at LAX Airport, the San Francisco-Oakland Bay Bridge, and many other projects.

The design is being conducted by two separate teams to resolve different building standards, but features will be consistent.

"It had to be contemporary, minimalist and welcoming," said Filipovic. "We wanted to have an openness by the way we used the space. Because of these common themes, both teams needed to work very closely together, and we did. On top of that, to address the various requirements for security, we brought in specialty sub-consultants to supplement AECOM and the other design team members to address the different security requirements (of the Canadian and American border security agencies)."

Construction begins on Durham College's Whitby campus Phase IV expansion

Ontario Construction Report staff writer

Durham College's Whitby Campus recently celebrated the start of construction on its Phase IV expansion - designed to shine a spotlight on skilled trades training, innovation and education.

Along with college staff, students and community members, Member of Parliament for Whitby, Ryan Turnbull; Member of Provincial Parliament, Lorne Coe; John Henry, chair for the Regional Municipality of Durham; and Whitby Deputy Mayor Steve Yamada held a ground-breaking ceremony in January.

Yamada, along with Durham College president Don Lovisa, spoke about the challenges currently facing skilled trades.

"The college continuously hears from its partners that they need more skilled workers and would like new programs developed to focus on emerging industries," Lovisa said.

"Yet in spite of our current efforts, the ability to keep up with the demand remains a challenge due to the physical space constraints at the Whitby campus. For example, the student population has increased by 130 per cent in the past 10 years."

Given the skilled labour shortage at the regional, provincial and national level, the timing of this new project could not be better. Colleges Ontario forecasts that by 2030 the province will face a skilled labour shortage of more than 500,000 workers.

When it comes to skilled trades at the college, data from the last three years was recently studied, looking at seats available compared to applications for nine trades programs. It was found there were approximately 2,400 seats available, yet the college received approximately 7,000 applications for these programs.

To address this demand, the college has been undertaking



development and diversification in Whitby since 2009. Phase IV will result in a 60,000 square-foot expansion, allowing Durham to increase its student intake in Whitby by 700 to 750 over three to five years.

"More space will allow the college to focus on high-priority industries – Durham College's post-secondary Electrical Engineering Technician, Electrical Techniques, Mechanical Technician – Elevating Devices and Mechanical Techniques – Plumbing programs, as well as the Electrician – Construction and Maintenance, Elevating Devices Mechanic and Plumber apprenticeship programs," said Rebecca Milburn, executive dean of the School of Skilled Trades, Apprenticeship and Renewable Technology and principal at the Whitby campus.

"Once complete, this expansion will significantly increase OUR's industrial skilled trades training capacity, while also creating more

opportunities to participate in applied research projects to advance innovation and knowledge."

The following are some of the unique features of the expansion:

- A double-height shop lab to address the specialized needs of both the mechanical and construction programs. Home to a two-storey building model, the lab will allow plumbing students to work underneath it while elevating devices students will be able to work in an easily accessible dual-level elevator shaft.
- Classrooms with moveable walls and furniture to accommodate various configurations.
- Training labs with dedicated space and equipment for a range of post-secondary and apprenticeship programs.
- Student touchdown spaces.
- A fitness centre.
- A food services facility.



The Town of Whitby contributed \$1 million over five years to support construction. A Building for Skills capital campaign will also be launched shortly to generate additional donations.

More information about the Phase IV expansion, as well as construction progress updates can be found at www.durham-college.ca/skills.

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