



HIGHWAY CONTRACT: MTO 2013-6000 NIPIGON **JULY 2013**

PROJECT OWNER

Ontario Ministry of Transportation
 The bid-build contract was awarded under lowest bid tender by the Ministry of Transportation Ontario.

GENERAL CONTRACTOR

Bot Ferrovia Nipigon Joint Venture (BFNJV)

DESIGNER

McCormick Rankin; Buckland-Taylor

CONTRACT ADMINISTRATOR

North West Engineering, a division of Hatch Mott McDonald

PROJECT DESCRIPTION

Ontario's first cable-stayed bridge, a two-span, centre pier, four lane structure, 252m in total length across the Nipigon River gorge; four lane expansion of Hwy 11/17 over 4.9 km east of the Town of Nipigon, Ontario; reconstruction of the Hwy11/17 intersection 500m east of the bridge; and demolition and removal of the existing Nipigon River Bridge and in-water piers from earlier structure.

Works include piling, installation of a cast in place sub-structure and pre-cast and structural steel works, installation of cable stays, earth excavation and rock embankment, granular base, grading, electrical and hot mix paving.

Updated 2016

BOT PROJECT PROFILE

ACTIVITIES OF NOTE

The cable-stayed design allows for longer deck spans with no in-water structures, a significant environmental protection feature, and incorporates a segregated pedestrian pathway. Works will involve installation of 182 steel piles to 50-70m depths for a cast-in-place sub-structure (41m x 20.5m x 3.5m) and erection of a pre-cast, three-tower centre pier, to a height of 51m above the bridge deck. The 252m deck will be built sequentially from the centre pier outwards by mean of balanced cantilever technology, (139m east span and 113 west span). Materials include 1800 tonnes of structural steel girders, 480 pre-cast concrete panels and 66 steel cables. Works for the 4.9 km four lane widening of 11/17 will involve of granular placement (165,000t), earth excavation (125,000m³), rock embankment (60,000m³), installation of roadway lighting and surface course asphalt paving. Equipment operations will include cranes (120t and 400t), pile drivers, graders, dozers, excavators, packers, loaders, boom trucks and licensed dump trucks.

The two phase staging design provides for a traffic switch to the new bridge on completion of two lanes of the bridge deck, and the full demolition of the existing bridge before completion of phase-two of the structure. Lane restrictions will occur through the duration of the contract. For safety reasons, during lifting operations short duration full lane closures are anticipated.

Work will be performed under the BFNJV's Environmental Management Plan and permits issued by MOE. Hours of operation are 7:00 am to sunset.

Continuous, round trip bus service from the east side of the bridge, west to Railway Street in Nipigon will be provided by BFNJV through the duration of the contract. Mailboxes will be re-located prior to the start of construction.

PROJECT TEAM

				
Gus Chiarello, GSC Manager, Northern Ontario Operations	Sergio Cantero Project Manager	Tom Collie, A.Sc.T. Deputy Project Manager	Mark Wilson Safety Coordinator	Craig Hipwell QMS/EMP Coordinator

CONTACT INFORMATION

For information about Bot Ferrovia construction operations:

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 Oakville, Ontario L6L 2X4

For information about the contract or the MTO Highway Program:

Ministry of Transportation/Northwestern
 615 South James Street,
 Thunder Bay, Ontario P7E 6P6

BOT CONSTRUCTION GROUP
GENERAL CONTRACTORS