



## Third Crossing November update

In this newsletter:

- Information Report to Council
- 2020 key milestones
- Building a bridge - one girder at a time
- Update on Point St. Mark Drive and Gore Road intersection engagement

It might be a little less busy out on the Cataraqui River for the holiday season. If you are trying to connect with a staff member through our [dedicated email address](#) or through other communication channels, please know it will take us longer to get back to you.

We want to take this time to thank you for your continued support this year. We appreciate hearing from you and from every resident who writes to us or comments and stays engaged as we build this historic project. We're looking forward to the work ahead in 2021.

We recognize 2020 is a different holiday season, but, from our crew to yours, have a happy and safe holiday.



### Information Report to Council

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On Dec. 15, the team issued an [Information Report to Council](#). The report provides an update on the considerable amount of work, that has advanced the Third Crossing project throughout 2020 – and takes stock of our many successes. Many milestones were met and approximately one-third of the construction work is now complete. The overall project remains on target for completion at the end of 2022.

### **2020 key milestones:**

- Completion of the temporary rock causeway – this work was important to complete as one of the first steps in the project to be able to provide access for construction equipment, materials and crew during in-water construction.
- Creation and completion of the temporary trestle lift span over the navigation channel – this innovative idea was developed by the IPD team to accommodate boaters and move equipment instead of using local roads and impacting traffic.
- Significant amount of pier work and foundations – the first permanent elements of the bridge are now visible above the water with the completion of 17 piers and the remaining four in progress. Twenty-one piers will be installed to support the bridge deck. They will be finalized by early 2021 to allow for construction on both the approach spans and main span of the bridge.

Monitoring of environmental conditions and wildlife – the project team continues to adhere to stringent environmental management practices to protect the Cataraqui River and the nearby environment.

### **Point St. Mark Drive and Gore Road intersection engagement update**

The Project Team started engaging with local residents on the preferred design of the south leg of this intersection in the fall of 2020. An informal poll showed the majority of residents were in favour of restricting vehicular access on the south leg of the intersection to provide a right turn only onto Gore Road in order to avoid traffic short-cutting within the Point St. Mark neighbourhood. We have been meeting with key stakeholders, including emergency service providers, on the final draft design and will release it to the public in early 2021. For more information about the current engagement, visit our website on our [Design Engagement page](#).

### **Building a bridge – one girder at a time!**

A key element in building the Third Crossing is the use of concrete girders to support the bridge deck. The girders that will span from pier to pier are being fabricated at DECAST near Barrie, Ont., and are some of the largest concrete girders they have ever fabricated for a bridge in the province:

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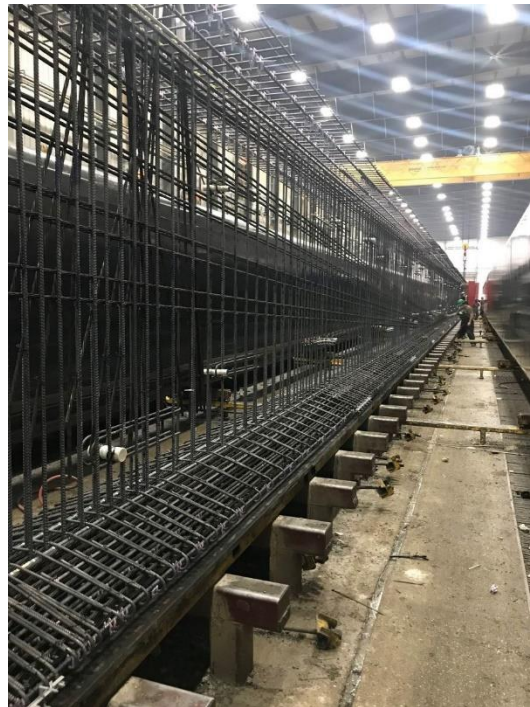
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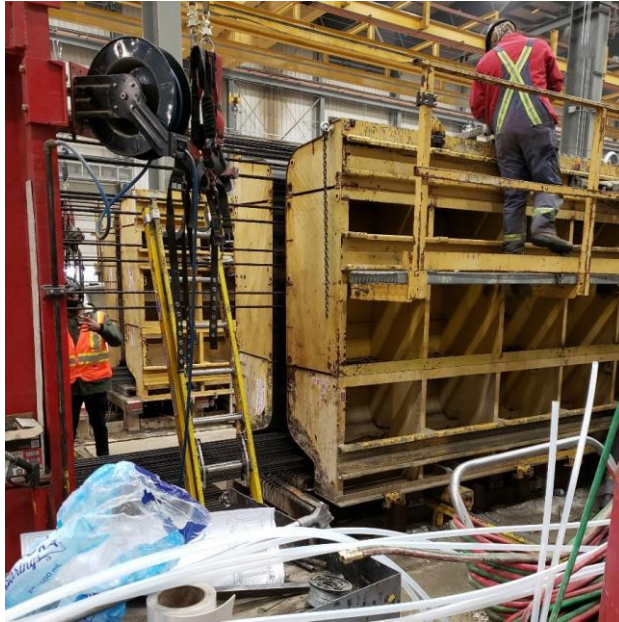
approximately 150 ft - that's more than half a football field in length! Right now, DECAST is manufacturing 95 girders for the project and has about 60 of them completed.

In 2021, these enormous girders will be heading to Kingston, so stay tuned for more information on how we're going to get them here and when. Recently, some of the project members headed to Barrie to get a closer look at the girder manufacturing process. Below, we describe how a girder is built.

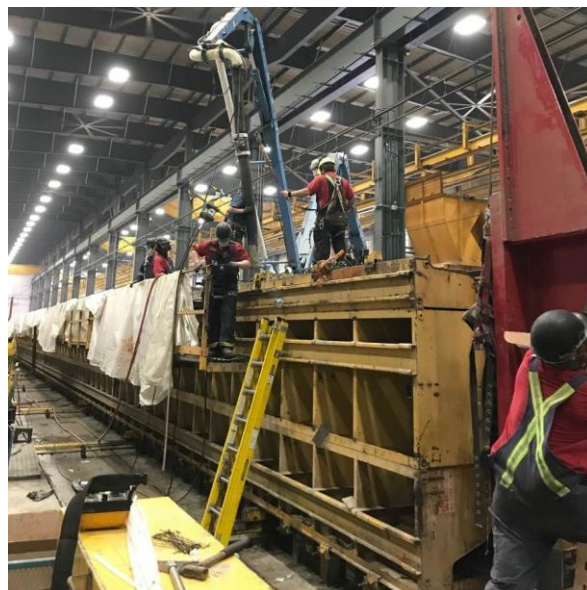
**Step #1: Build a rebar stage:** The image on the left shows one of the initial stages: preparing the steel for reinforcing the girder. The steel is being pre-tensioned before being assembled. The image on the right shows the completed rebar assembly after pre-tensioning. This picture gives a stunning view of the steel reinforcement that goes into the fabrication of one of the concrete girders.



**Step #2** On either side of the rebar, there is a metal form that sandwiches the steel rebar in the middle to form the shape of a girder.



**Step #3 Pouring concrete into the form of the girder:** Once the metal forms are squeezed and in place, concrete gets pumped into the space between the two steel forms with the reinforcing steel in the middle. After pouring, the concrete cures in a temperature and moisture controlled room for about seven days.



**Step #4: The final product!** The images below show one of the 95 girders that will be used for the Third Crossing. After seven days of indoor curing for the concrete, the girders are transported outside for storage.

If you look at the image on the top right, you'll see two metal hooks on top of the girders (there is a

matching pair on the other end of the girder) that will be used as rigging/lifting points to allow the cranes to pick up the girders and place them on the piers. These images give you a great appreciation for the length of these girders: approximately 150ft! The last image is members of the Project Team at DECAST.



## About The Third Crossing Bridge

Once completed, the new 1.2 km bridge will connect the east and west sides of Kingston over the Cataraqui River. The two-lane bridge will improve emergency services, increase active transportation through a multi-use pedestrian and bike pathway, create greater business connectivity and enhance the quality of life for the residents and visitors of Kingston. The bridge is jointly funded by the Government of Canada, the Province of Ontario and the City of Kingston.

Learn more about Third Crossing at our website: [thirdcrossing.cityofkingston.ca](http://thirdcrossing.cityofkingston.ca)

Send us an email: [thirdcrossing@cityofkingston.ca](mailto:thirdcrossing@cityofkingston.ca)

Your comments and participation continue to be important to the project team and to the success of the overall project. Please contact us or join our newsletter.

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