

CONSTRUCTION UPDATE: WINTER 2022

PORTS OF ENTRY

CANADIAN PORT OF ENTRY (POE)

Construction of POE buildings is well underway on both sides of the project.

At the Canadian POE, sand surcharge deposits are taking shape at the north and east ends of the site. Underground utility installations are ongoing throughout 2022 and grading and paving will begin later this year.

For some buildings, excavation and foundation work continues, while others are further along with structural steel frames and decking installation work happening. In addition, interior building partitions and fit-out work has started.



Winter building construction ongoing at the Canadian Port of Entry

US PORT OF ENTRY (POE)

Construction activities continue to advance at the US POE. Removal of the surcharge is near completion. Foundation work continues at some buildings and at others, steel work and deck roofing has started. Utility installation is also expected to start in the coming months.

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 daily.

I-75 INTERCHANGE WORK

I-75 construction work moved from phase one to phase two in late 2021. Phase two work activities are as follows:

- Clark Street bridge remains closed to traffic until spring 2022.
- Waterman Street, Dragoon Street, and Green Street bridges have been demolished.
- Junction Street bridge will remain open and will close for demolition when Clark Street bridge reopens in spring 2022.

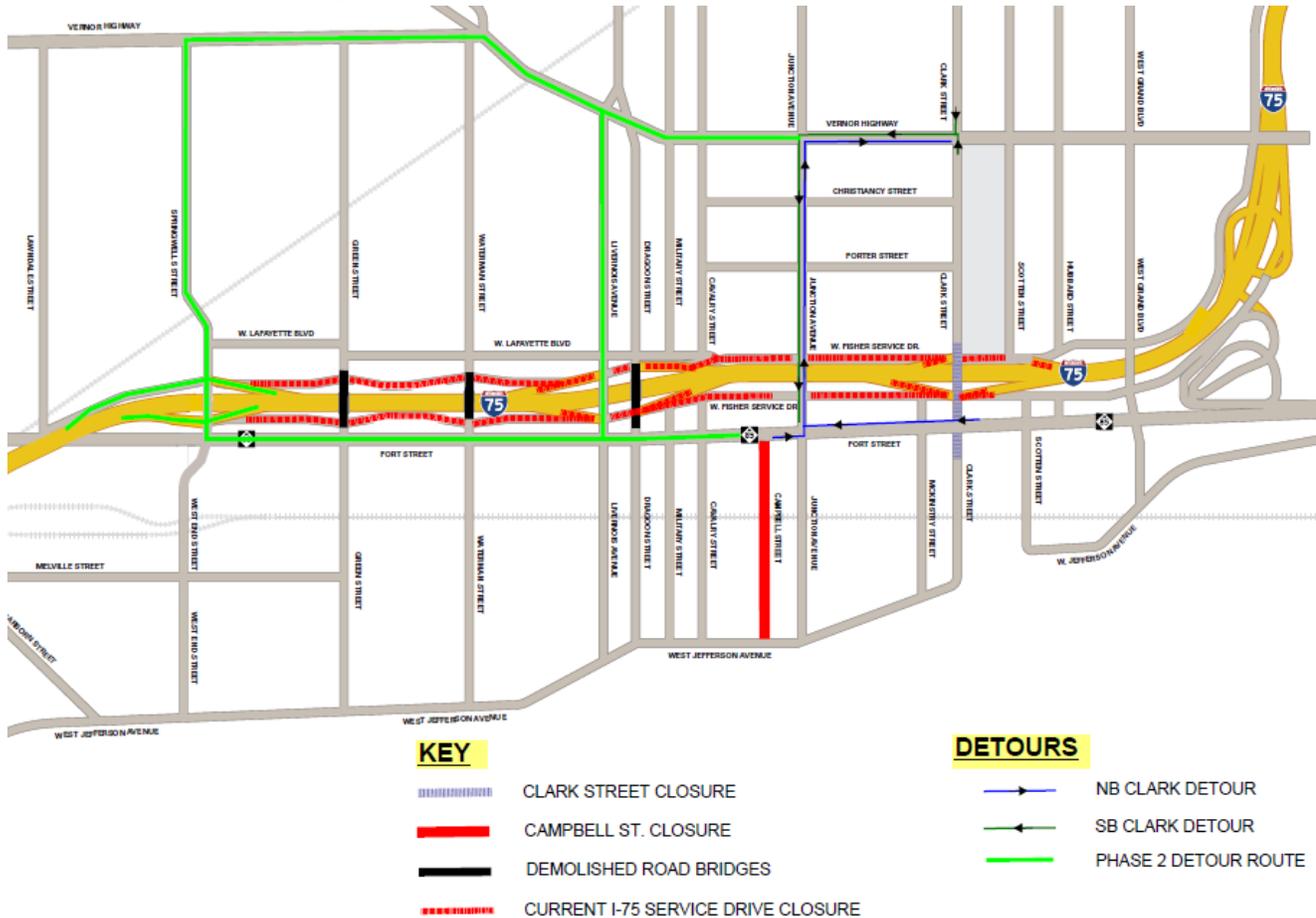
Phase two traffic patterns include:

- The Service Drives are closed to traffic in both directions between Springwells Street and Clark Street.
- Livernois Avenue is open to two-way traffic between Fort Street and Lafayette Boulevard. It

remains one-way north of W. Lafayette Boulevard.

- Motorists can use the Livernois Avenue, Springwells Street and/or Junction Avenue bridges to cross over I-75.
- Travelers wishing to access I-75 northbound or southbound will be detoured to West Vernor Highway, or Fort Street depending on their directional travel needs until Spring 2023.
- The primary detour route for motorists to cross over I-75 includes the use of the Livernois, Springwells or Junction Street bridges, in place of the Green, Waterman and Dragon bridges.

PHASE TWO TRAFFIC PATTERNS



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 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.



Future I-75 ramps to connect to US Port of Entry

Work will begin on the north side of the ramps and 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, road closures are necessary and will continue to be ongoing. 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.

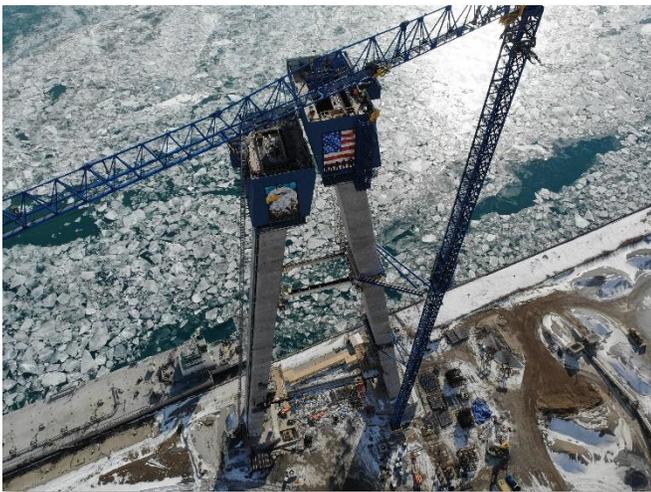
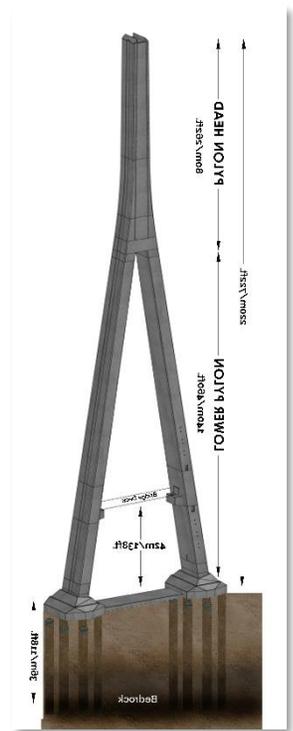
BRIDGE WORK

Construction of the lower pylons or tower legs have reached a significant milestone, having joined together at the top on both sides of the project. Bridge towers are approximately 140 meters or 460 feet tall. Tower jump formwork is being reconfigured into one system that will continue to rise as one column and will reach a final height of 220 meters or 722 feet when complete.

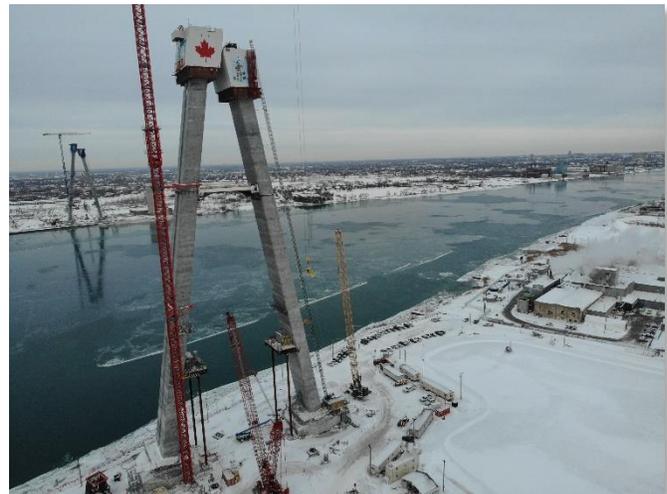
The total height of the tower is composed of 51 different segments that are being constructed using a jump form climbing system that “jumps” vertically up the tower every 15 feet. The jump form systems showcase artwork from local artists from Walpole Island First Nation, Caldwell First Nation and Southwest Detroit.

The project team has also begun preparing the towers for construction of the bridge deck by installing corbels, which act like brackets to support construction of the bridge deck. Construction of the bridge deck is expected to begin in 2023.

Work on the back span columns and anchor pier columns is ongoing. Construction of the approach span of the bridge, which serves as a ramp from the POEs onto the bridge, will begin this spring.



US bridge site



Canadian bridge site

For more information about the Gordie Howe International Bridge project visit www.GordieHoweInternationalBridge.com or call 1-844-322-1773. 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