PONT INTERNATIONAL GORDIE HOWE INTERNATIONAL BRIDGE

CONSTRUCTION UPDATE

The aggressive construction schedule for the Gordie Howe International Bridge project will continue through into winter 2020-2021. Construction is ongoing simultaneously throughout the four project components -– the bridge, the Canadian and US Ports of Entry (POE) and the Michigan Interchange.

Construction activities that are in progress and will occur over the next few months include:

PORTS OF ENTRY

US PORT OF ENTRY (POE)

Bridging North America (BNA) continues to advance construction at the US POE. As part of this work, roads have been permanently closed to facilitate Phase One, Two and Three of construction.

Clearing and grubbing is complete in Phases One and Two and major earthworks are continuing with more than 550,000 metric tonnes/1.2 billion pounds of engineered fill and surcharge material placed. The settlement period for these areas has now begun. Phase Three fencing is nearing completion and excavation and earthwork activities will commence in this area.

Approximately 87,300 of the total 87,900 wick drains have been installed at the US POE site to accelerate the settlement of soils which will expedite construction and limit long-term settlement.

Phase Three activities, which began in summer 2020, include:

- ongoing soil sampling and monitoring
- monitoring of soil settlement/movement and below grade water pressure
- installation of fencing and gates around the perimeter of POE footprint.

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 on a daily basis.

CANADIAN PORT OF ENTRY (POE)

Wick drain installation to help consolidate the soils for future building construction has been completed with BNA installing a total of 133,000 wick drains. Crews have also placed over 634,000 metric tonnes/1.4 billion pounds of engineered fill and surcharge material in a phased approach.

The settlement period for Phase One is now complete and removal of the surcharge material is now underway. This material is being re-used throughout the POE where possible to achieve future grading requirements and as part of the Phase Two surcharge fill placement work.

The remainder of 2020 and into 2021 will continue to see significant earthwork activities including the

movement of soil materials throughout the site. Building foundations will also begin with excavation, placement of concrete foundations, underground service installation and structural steel building frames. Improvements to stormwater management are also underway with temporary stormwater pond installation.

Temporary utilities are being added to the site including electricity and water to support future construction activities. Field offices and site mobilization of subtrades for building works is being planned and executed.

I-75 INTERCHANGE WORK

Work over the next several months will focus on the reconstruction of the Springwells Street, Livernois Avenue and Clark Street road bridges which are anticipated to be complete in mid-2021.

Over the next few months, the following work will be in process:

- completion of southbound Clark Street bridge abutment
- reconstruction of I-75 ramps to and from Springwells Street and Livernois Avenue
- reconstruction of I-75 Service Drives (northbound and southbound) from Springwells Street to Green Street
- start construction of Solvay Street Pedestrian Bridge
- completion of mainline shoulder expansion work at Springwells Street and Livernois Avenue
- start construction of median piers for Springwells, Livernois and Clark Street bridges
- construction of bridge superstructures, including girder placement and deck construction of
- start of siphon work.

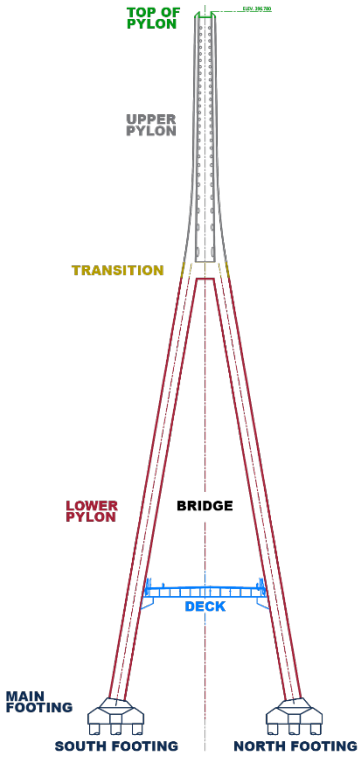
BRIDGE WORK

Construction of the main bridge tower footings are complete on the Canadian site, with work beginning on the bridge towers. The US site tower footings will be complete in the coming weeks.

The main bridge towers will be approximately 220 metres/720 feet high when complete and include the lower pylon and upper pylon.

The lower pylon is 140 metres/460 feet in height, approximately 2/3 of the total height of the tower and is composed of 29 different segments. Each segment has an average height of 4.74 metres/15.5 feet and will be constructed using a tower crane climbing system that will progress or “jump” vertically up the tower every few months. Each tower leg segment requires 110 cubic metres/247 square feet of concrete and 50 tonnes/110,230 pounds of rebar. The upper pylon is approximately 80 metres/260 feet and make up the last 1/3 of the tower height and will house the cables that support the bridge deck.

Construction of the footings for the bridge side span and anchor piers are also underway on both sites. There are six foundations and anchor piers on each side of the border that will support the main bridge structure over the river.



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.