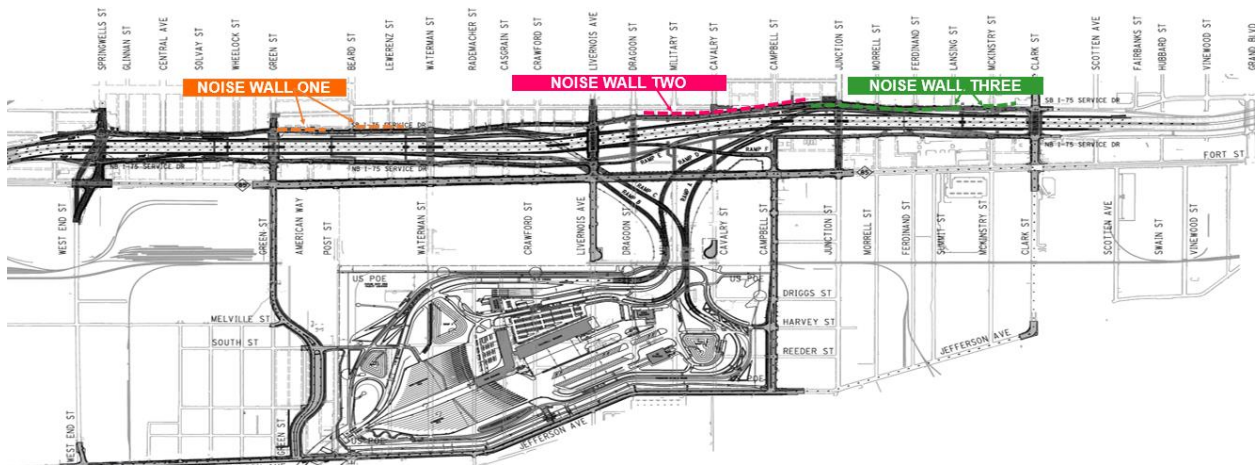


The Gordie Howe International Bridge project requires significant construction activity, including demolition and removal or reconstruction of existing roadways and bridges, and construction of new infrastructure.

To meet requirements included in the Final Environmental Impact Statement (FEIS), Bridging North America (BNA) is constructing noise walls (traffic sound barriers) along three sections of southbound I-75 to help mitigate highway noise for nearby residents. The noise walls are being built between I-75 and the service drives on state-owned land and will not affect sidewalks on the service drives. Noise wall locations include:

- Noise wall one: Green Street to Waterman Street, integrated with Beard Street and Waterman Street pedestrian bridges
- Noise wall two: Dragoon Street to Junction Street
- Noise wall three: Junction Street to Clark Street, integrated with the vehicle ramp and Lansing Street pedestrian bridge.



NOISE WALL CONSTRUCTION

Construction of noise walls began in January 2023 and will continue through the end of the year.

Each of the three noise walls are in various stages of construction. Construction of noise walls includes the following:

- Drill shafts are installed approximately 20-70 feet into the ground to provide a foundation for the noise walls.
- Posts are installed to support the noise wall panels, which are made of precast concrete.
- The noise wall panels are secured to the posts.

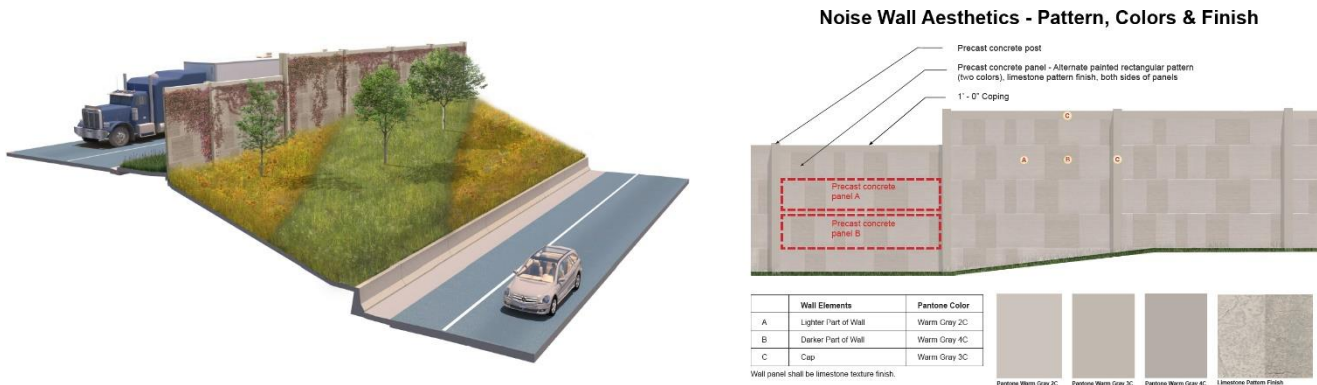
WHAT TO EXPECT DURING CONSTRUCTION

During construction, single lane closures of northbound and southbound I-75 Service Drives will be in place as needed. Residents may also experience noise and vibration during drill shaft installation.

NOISE WALL AESTHETICS

The noise walls will be built between I-75 and the service drives on state-owned land. They will not affect the sidewalks on the service drives. Where space is available, trees, shrubs and grasses will be added.

The noise wall heights will vary based upon location, ranging from 10 feet to 20 feet. Walls will be made of precast concrete panels approximately eight inches thick. The panels will connect to form a continuous noise barrier.



The wall colours will alternate between a limestone pattern finish, and various grays. Once the Gordie Howe International Bridge project is open to the public, MDOT will be responsible for maintenance of the noise walls as part of the interstate system.

CRITERIA FOR NOISE WALLS

Noise wall locations were determined in 2009 and reviewed by the Michigan Department of Transportation (MDOT) in 2018. Prior to 2009, MDOT performed a preliminary analysis of traffic noise in neighborhoods along the I-75 corridor to determine if residents experienced traffic noise impacts. A computer analysis was used to forecast future projected traffic levels. Following this analysis, MDOT completed a more detailed noise barrier analysis in those specific areas. Based on these activities, the three chosen locations were identified.

MDOT's policy to put noise abatement measures like noise walls in place depends on feasibility and reasonableness. The following factors help assess reasonableness:

- Are there noise impacts?
- Is it feasible to provide highway traffic noise abatement from an engineering, safety, and acoustical standpoint?

- Is it reasonable to provide highway traffic noise abatement based on the consideration of the cost/benefit, viewpoint of the majority of the benefiting residents and property owners, and in providing sufficient attenuation?
- Cost effectiveness, which is determined by dividing the total cost of the noise abatement by the number of benefiting property owners.
- Achievement of noise reduction design goals.

The following parameters are used to assess feasibility:

- Can a noise reduction of at least five decibels be achieved for 75% of the impacted property owners?
- Can the noise barrier be designed and physically constructed at the proposed location?
- Will the placement of the noise barrier cause a safety problem?
- Will placement of the noise barrier restrict access to vehicular or pedestrian travel?
- Will the noise barrier impact utilities or drainage, or will the existing utilities and drainage impact the noise barriers?

BENEFITING RESIDENCES AND COMMUNITY ENGAGEMENT

Residents located within the identified noise wall areas that will experience a reduction in noise of five decibels or more, are considered to live at benefiting residences. MDOT identified 155 “benefiting residences” along the southbound I-75 corridor between Green Street and Clark Street.

People living at benefiting residences were consulted on noise wall construction. In February 2022, benefiting residences voted in favor of the construction of all three noise walls.

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