



PROJECT UPDATE

Since beginning construction in fall 2018, Bridging North America (BNA) has been making significant progress on the delivery of the Gordie Howe International Bridge project, with efforts concentrated on four key areas: staffing, procurement and office set-up, design work, site preparation and testing.

STAFFING, PROCUREMENT & OFFICE SET-UP

The Gordie Howe International Bridge project requires a skilled and diverse workforce. Since the official start of construction, BNA has mobilized and to date, has hired 160 staff members. Windsor-Detroit Bridge Authority (WDBA) has also continued to hire professionals and has a current workforce of approximately 70 people. As well, WDBA has achieved gender parity with 51 per cent of staff being female.

A large skilled trade contingent will be required during construction, with the most active period of construction expected to occur between 2021 and 2023. BNA is working with local unions to reach local labour agreements that will cover participation in the project by skilled construction trades.

Using local businesses with a knowledge of the area is important. BNA has executed contracts and/or purchase orders with approximately 65 Canadian companies and more than 40 Michigan-based companies for materials, products and services related to project construction.

In June 2019, BNA opened its new construction office at the site of the Canadian Port of Entry. The office is configured as four separate buildings assembled from 58 modular units and totaling 42,000 sq²/3900 m² of office space. The new space provides for both WDBA and BNA workers to be housed in one location, at the site, eliminating travel time and providing a large central office to accommodate employees during the six-year construction period. Local workers completed the complex assembly including electrical, plumbing and IT fit-up. Similar modular units are currently being assembled on the site of the US POE for the team working on the US components of the project.

Community-based offices in both Windsor and Southwest Detroit have also opened to allow the public direct access to project team members and project-related information.

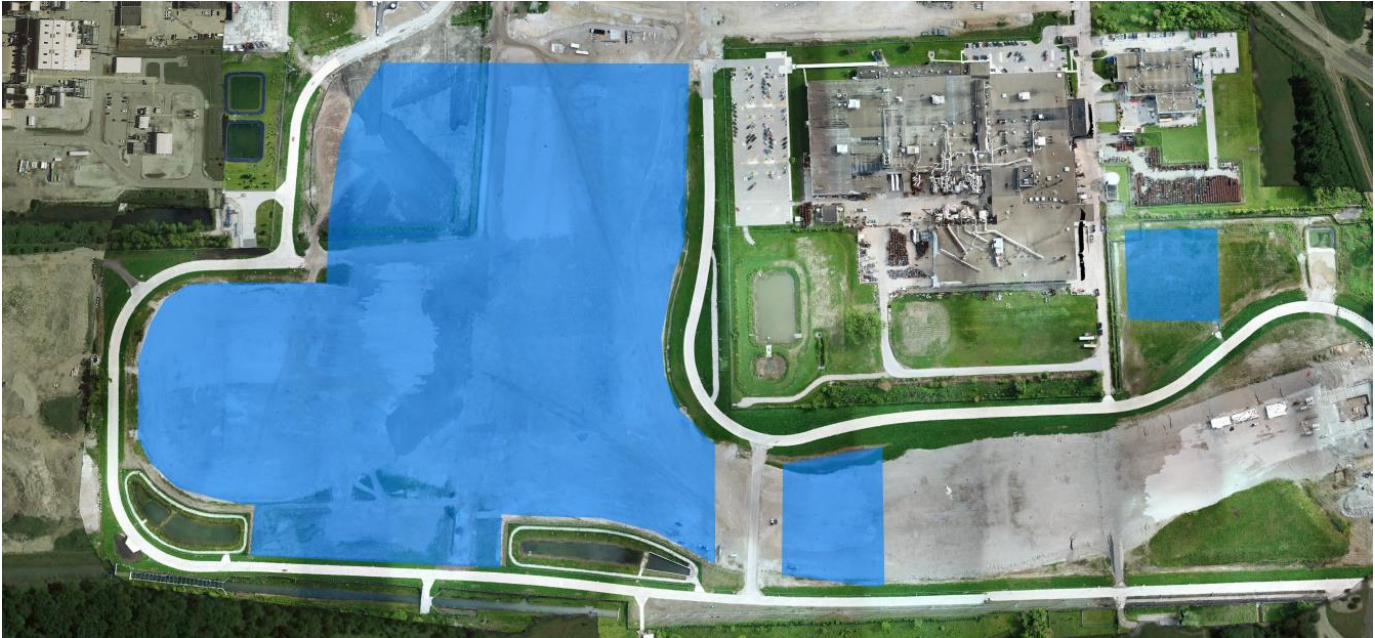
DESIGN WORK

A public-private partnership (P3) project sees design and construction activities happening simultaneously. BNA continues its detailed design work, which is more than 50% complete, with a focus on first phases of construction activities. The design process has included consultation with key stakeholders, regulators, authorities and the public.

SITE PREPARATION

Significant work continues at the sites of the Canadian and US Ports of Entry (POE), the bridge and the Michigan Interchange. In Canada, the transmission and distribution line relocations are now complete, with final connections to the existing system scheduled for the end of October. Work on the Perimeter Access Road around the Canadian POE is continuing with concrete paving to start in a few weeks. The Perimeter Access Road is scheduled for completion by December 2019.

Later this month, on the Canadian side of the project, BNA will also start additional wick drain installation throughout the POE. The wick drains are used to consolidate the soil and ensure that there is a solid base on which to build the facilities.



Canadian POE areas for upcoming wick drain installation and fill placement

On the US side, 99% of the parcels required for construction have been acquired by the Michigan Department of Transportation (MDOT) - that is, 631 of 636. Only five parcels remain, and these are on track to be acquired when needed for construction.

Considerable activity has taken place at the site of the US POE. Work includes:

- geotechnical investigation
- clearing and grubbing activities
- installation of fencing to secure the worksite
- long-term roadway closures
- construction of staging areas.

Major earthworks activity at the US POE is scheduled to commence in fall 2019. Similar to the Canadian site, wick drains will be installed along with surcharge fill placement to consolidate the soil.

Planning and scheduling for upcoming US I-75 work is also underway with demolition and reconstruction of the Springwells Street, Livernois Avenue and Clark Street bridges expected to begin in fall 2019. Additional information regarding road closures, detour routes and construction plans will be issued well in advance of work occurring.

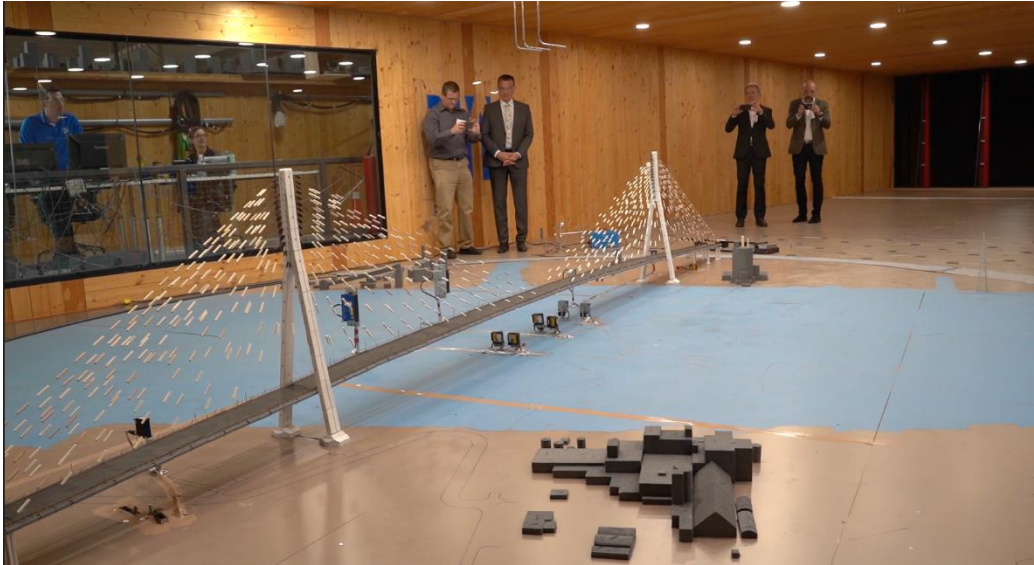
TESTING

Testing is a critical component of any large infrastructure project. Test shafts have been installed on both sides of the border. These shafts are the prototype for the production shafts which will support the two towers of the bridge. On the Canadian side, steel casings have been placed for four shafts so far. Reinforcing case assemblies for the production shafts has also commenced offsite.

On the US side, work on the seawall anchor modifications has commenced. Once the seawall anchor modifications are complete, construction of the production shafts will commence.

Testing of the bridge soffit occurred at a manufacturing facility in Quebec City, Quebec. The soffit is not just an aesthetic feature of the bridge, but also helps protect the bridge structural systems.

Wind tunnel testing of a scale model of the bridge was conducted at a testing facility in Guelph, Ontario. This testing is essential in the design of the bridge to ensure the stability of the structure.



Wind tunnel testing of scale model of Gordie Howe International Bridge

The foundations of the Gordie Howe International Bridge are being built both literally and figuratively. Over the coming months work will continue on this one-in-a-generation project - one that will bring positive change to Windsor and Detroit.