

RT. HON. HERB GRAY PARKWAY CONTRACTOR TO REPLACE GIRDERS MANUFACTURED BY FREYSSINET

Windsor Essex Mobility Group agree with government to replace North Talbot Rd Bridge girders

November 1, 2013 – Windsor, Ontario – Parkway Infrastructure Constructors (PIC), the contractor responsible for the design and construction of the Rt. Hon. Herb Gray Parkway (the 'Parkway') has advised the Windsor Essex Mobility Group (WEMG) and the Government of Ontario that it has rejected all of the girders manufactured by Freyssinet for use in the Parkway, and will be replacing those girders at no expense to the Province.

The decision to reject the Freyssinet girders was made as a result of new information that came to light in the course of ongoing inspections and destructive testing of selected Freyssinet girders, including the unauthorized use of materials in certain of the Freyssinet girders and other fabrication issues which were not adequately and accurately documented in Freyssinet's quality control documentation. As a consequence, PIC determined that the Freyssinet girders are unacceptable and will not be used in the Parkway, and immediately notified the government of this. No current, or any new, girders will be used from this fabricator on the project.

The decision is unrelated to the use of tack welding in the assembly of the girders. Tack welding is a common means and method that has been used in the fabrication of girders used in bridges for many years. Testing of the Freyssinet girders for tack welding-related deficiencies, under the government's review committee process has thus far supported the evidence amassed by PIC, and WEMG that the tack welding in the Parkway's girders did not impact the structural strength of the steel used for the girders.

Safety has been, and always will be, our number one priority on all our projects. We want to emphasize that throughout this process no risks have been taken with regards to safety. Further, we want to underline that the decision to replace these girders is based solely on this discrepancy between the documentation and the product delivered, which forms an important part of our quality control process. This new evidence caused an irreparable erosion of trust, making it impossible to determine which of the girders were reliable, and leading us to take the decision to remove the girders at no expense to the Government of Ontario.

Separately, PIC has committed to an implementation plan based on the recommendation by the province's Independent Expert Review Committee regarding girders manufactured by Prestressed Concrete Systems (PSI) which had used tack welding. MTO will perform destructive testing, which necessitates the deconstruction of the North Talbot Road Bridge (Bridge 15). We are fully confident in the girders used on the North Talbot Road Bridge, which were backed up by expert opinion. However, given the size of the bridge, the Consortium has decided it is simpler to replace the eight girders used in that bridge, which the government has accepted. PSI has manufactured other girders for Tunnel 10B that will be used under an enhanced inspection program, as well as some for other structures that were

constructed using methods that were not in question. This tunnel will only have cycle and pedestrian paths pass over it.

We appreciate the patience shown by the local community, and apologize for any inconvenience caused as a result of these delays and road closures. We anticipate there will be some delays to the overall project as a result of these removals, although this will be mitigated through the resequencing of some work, as well as increased focus on the construction of local roads that cross the Parkway. The replacement of Bridge 15 will be conducted with high priority. We look forward to working with the government and the local community in Windsor to get back to work and deliver a flagship piece of infrastructure of which we can all be rightly proud.

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