



Lane Construction, Webuild Deliver Gerald Desmond Bridge to Port of Long Beach, CA

FOR IMMEDIATE RELEASE:
October 5, 2020

MEDIA CONTACT:
Lauralee Heckman
203-439-2153

CHESHIRE, CT – Today, The Lane Construction Corporation and its parent company Webuild Group (formerly Salini Impregilo), as part of a joint venture partnership, delivered a new bridge that replaces the Gerald Desmond Bridge to the Port of Long Beach, California. The bridge will open to traffic on October 5.

The Gerald Desmond replacement bridge, the second-tallest cable-stayed bridge in the United States and the new icon of the Port of Long Beach, is a \$1.47 billion project that provides an essential upgrade to the Port of Long Beach, the second largest port in the United States trade system.

“Lane is proud to be part of such a critical project that directly supports the national economy,” said Mark Schiller, President and CEO, Lane Industries. “We are thankful to all the project team members who have worked diligently on this monumental bridge and it’s long awaited opening.”

The former bridge, built in 1960, was not designed to handle today’s large cargo ships or traffic volumes. Although the outer harbor docks are already handling the world’s largest cargo vessels, the previous bridge prevented those ships from reaching the Inner Channel. The new bridge raises the vertical clearance over the channel from 155 feet to 205 feet, allowing the latest generation of large cargo ships to enter the Port.

In addition, the bridge will accommodate three lanes of traffic in both directions and include four emergency lanes – increasing its capacity for the 68,000 travelers using the I-710 freeway over the bridge each day. The emergency lanes help to reduce traffic delays and safety hazards from accidents and vehicle breakdowns.

The bridge also features a bicycle and pedestrian path with three scenic overlooks of the Port and surrounding areas.

The main component of the project is the cable-stayed bridge that stretches 1,000 feet between the two 500-foot tall pylons, with high-level approach stands at each end. The pylon towers have a unique octagonal single-tower structure that transforms to a diamond shape at the top. The new bridge upholds current seismic codes and a 100-year design life.

The new Gerald Desmond Bridge project is a major milestone for Lane, Webuild’s U.S. subsidiary, that has helped the company expand its footprint on the West Coast. Lane is also building the \$675 million I-10 Corridor Express Lanes in San Bernardino County, California; the \$700 million I-405 express toll lanes road project in the City of Bellevue, Washington; and a \$570 million water storage tunnel in Seattle.



Together, Lane and WeBuild are working as an integrated team to complete major civil projects all over the U.S., including \$800 million of tunnel projects.

About Lane Construction

The Lane Construction Corporation is one of America's leading construction companies, specializing in large, complex civil infrastructure. For 130 years, it has contributed to the development of the country's transportation systems including the Interstate Highway and a vast network of roads, bridges, airports, metros and railways. Lane specializes in mobility, tunneling, water and wastewater treatment plants to address sustainable development and climate change adaptation challenges. It is also a pioneer in project delivery methods and the use of design-build and public-private partnerships. Lane projects include the C-43 West Basin Storage Reservoir in Florida, an Everglades restoration effort; I-10 Corridor Express Lanes in California; the LYNX Blue Line Extension in North Carolina; the Anacostia River Tunnel in Washington, D.C.; the I-395 Express Lanes Extension in Virginia; and the Unionport Bridge Replacement in Bronx, New York. Based in Cheshire, Connecticut, it is wholly owned by Webuild, a global infrastructure group. For more information, visit www.laneconstruct.com. For more details about the parent company, visit webuildgroup.com.

About Webuild Group

Webuild, the new group born in 2020 from Salini Impregilo, is a leading global player in the construction of large, complex projects for sustainable mobility, clean hydro energy, clean water, green buildings, supporting clients in achieving sustainable development goals (SDGs). The Group is the expression of 114 years of engineering experience applied in 50 countries on five continents with 50,000 direct and indirect employees from more than 100 nationalities. Recognized for five years by Engineering News-Record (ENR) as the world leader in water infrastructure (such as dams, hydraulic tunnels, water and wastewater management, and water treatment and desalination plants), it ranks since 2018 among the top 10 in the environment sector and it is also leader in sustainable mobility (especially metro and rail lines, in addition to roads and bridges). A signatory of the United Nations Global Compact, the Group's expertise is displayed in projects such as the M4 metro line in Milan, Grand Paris Express, Cityringen in Copenhagen, Sydney Metro Northwest, Red Line North Underground in Doha, Line 3 of the Riyadh Metro and the high-speed railways in Italy. Other projects include the new Genoa Bridge and the new Gerald Desmond Bridge in Long Beach, California, the expansion of the Panama Canal, the Snowy 2.0 hydroelectric power station in Australia, the Rogun hydroelectric dam in Tajikistan, the Anacostia River and Northeast Boundary tunnels in Washington, D.C. and the Al Bayt 2022 World Cup stadium in Qatar. In 2019, new orders totalled €8.1 billion, with a total backlog reaching €36.2 billion. Some 85% of the backlog for construction orders involves projects tied to the sustainable development goals of the United Nations (SDGs), while 60% concerns the reduction of greenhouse emissions. Webuild, subject to direction and coordination by Salini Costruttori SpA, is headquartered in Italy and is listed on the Milan Stock Exchange (Borsa Italiana: WBD; Reuters: WBD.MI; Bloomberg: WBD:IM).