



TBM “Chris” Holes Through W Street Intermediate Shaft on North East Boundary Tunnel Project in Washington, D.C.

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CHESHIRE, CT – The Earth Pressure Balance Tunnel Boring Machine (TBM) “Chris” has reached the W Street shaft, the first and only in-line shaft that the TBM will cross during its 26,700-foot long drive underneath Washington, D.C. The machine will stop for a short period of maintenance and resume mining at the end of April.

Chris is the TBM constructing the North East Boundary Tunnel (NEBT), a \$580 million combined sewer outflow (CSO) tunnel being built to improve the water quality of the Anacostia River in Washington, D.C. The 23-foot diameter tunnel is approximately 60% complete with about 15,600 feet excavated and 2,606 rings installed. The tunnel starts at RFK Stadium and will end at R Street in Downtown D.C. when completed around a year from now.

Once completed, the NEBT will improve the water quality of the Anacostia River by increasing the capacity of the existing sewer system to help manage flooding due to weather events, a problem the District has been experiencing for the past 25+ years.

The project is the largest component of the Clean Rivers Project, a greater initiative being led by DC Water, that will provide a complete gravity system from Northwest D.C. to Blue Plains Advanced Wastewater Treatment Plant, where all water from the area flows and is treated before being discharged into the Potomac River. The Anacostia River Tunnel project, the first component of the Clean Rivers Project, was also constructed by the Lane-Salini Impregilo joint-venture team.

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 vast network of roads, highways, and bridges, including the Interstate Highway System. Lane also specializes in tunnels, metro and railway systems, as well as airports and water and wastewater treatment plants. Lane is a pioneer in the use of design-build and public-private partnership methods of project delivery. Its main projects include the I-10 Corridor Express Lanes in California; the I-395 Express Lanes Extension in Virginia; the Unionport Bridge Replacement in Bronx, New York; the Purple Line Transit Systems in



Maryland; and the Anacostia River Tunnel in Washington, D.C. Based in Cheshire, Connecticut, it is wholly owned by Salini Impregilo, a global infrastructure group. For more information, visit www.laneconstruct.com. For more details about its parent company, visit www.salini-impregilo.com.

About the Salini Impregilo Group

Salini Impregilo is one of the leading global players in the construction of large, complex infrastructure 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. 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 also ranks among the leaders of CDP (former Carbon Disclosure Project)'s Climate Change program. 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 2 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. Salini Impregilo is headquartered in Italy and is listed on the Milan Stock Exchange (Borsa Italiana: SAL; Reuters: SALI.MI; Bloomberg: SAL:IM).