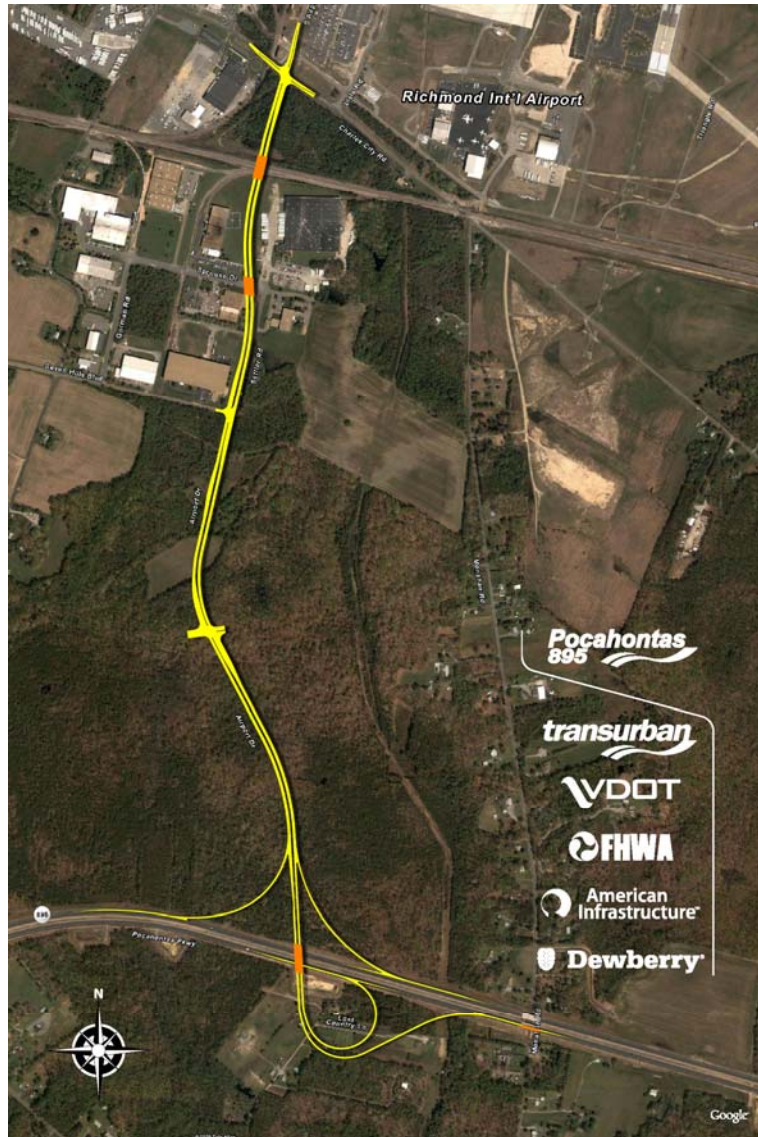


Richmond Airport Connector Project

Rich Prezioso | June 11, 2009

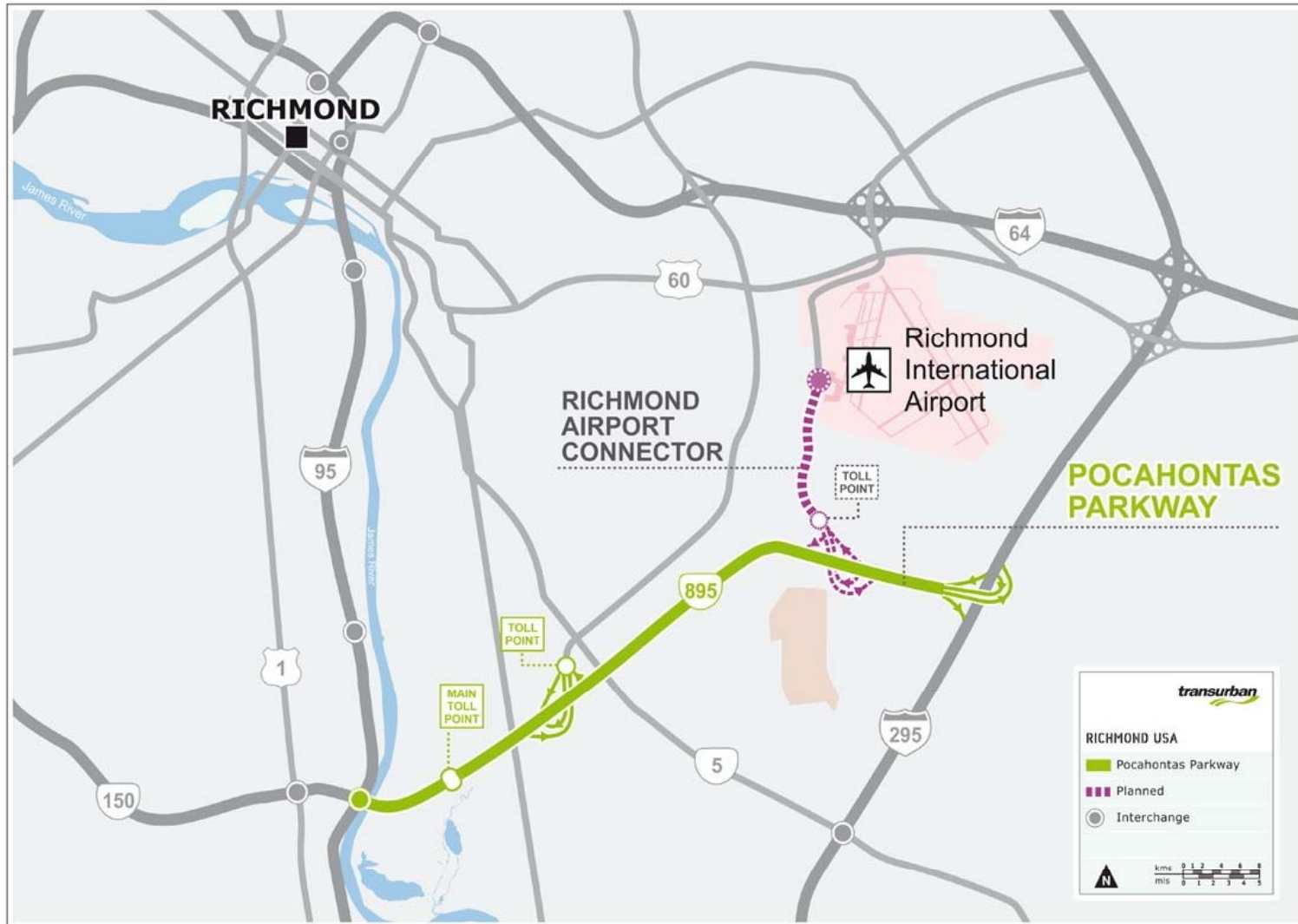
Richmond Airport Connector



Overview

- 1.6 miles long
- Direct Southern Connection to Richmond International Airport from Route 895

Richmond Airport Connector



Richmond Airport Connector

Roadway Characteristics

- Four Lane Urban Principal Arterial
 - Raised median
 - Paved outside shoulders
- Trumpet Interchange at Route 895
- At grade Intersections at Charles City Road, Seven Hills Blvd. and Site Road (future development)

Richmond Airport Connector

Four Bridges

- Widening of existing bridge over Monahan Road
 - 3.6m widening
- Airport Drive over Route 895
 - 60 m long, two spans, integral abutments
- Airport Drive over Sprouse Road
 - 34 m long, single span, integral abutments
- Airport Drive over CSXT Railroad
 - 49 m long, single span, integral abutments

Richmond Airport Connector

Other Significant Features

- Six MSE Walls up to 14.5 m (50') height
- Four Box Culvert Extensions
- Metric units
 - 80 km/hr design speed
 - 3.6 m (11.8') wide lanes
 - 2.4 m (8') Shoulders
- "Pulloff" lane for State Historical Marker and Civil War Trails Markers



Richmond Airport Connector

Governing Agreements

- Pocahontas 895 Concession Agreement - "ARCA" between VDOT and Transurban – June 2006
 - Development Contract – August 2007
- TIFIA funding – Loan Agreement between Transurban and USDOT – July 2007
- Design-Build Contract between Transurban and American Infrastructure - VA, Inc. – September 2008

Richmond Airport Connector

Amended and Restated Comprehensive Agreement ("ARCA")

- Transurban obligation to construct the Airport Connector
- VDOT approval of procurement process and form of Design-Build Contract
- Established "Cost Cap" of \$45.2M for Total ACR Development Cost
- VDOT responsibility for costs associated with Pre-Existing Hazardous Substances
- Requires a Development Contract to be executed before starting Airport Connector project

Richmond Airport Connector

Development Contract

- Further defines terms between VDOT and Transurban relative to:
 - Procurement Process
 - Design – approval and review timeframes
 - Construction – rights to inspect for VDOT, FHWA and Independent Engineer
 - Access to Project Right-of-Way

Richmond Airport Connector

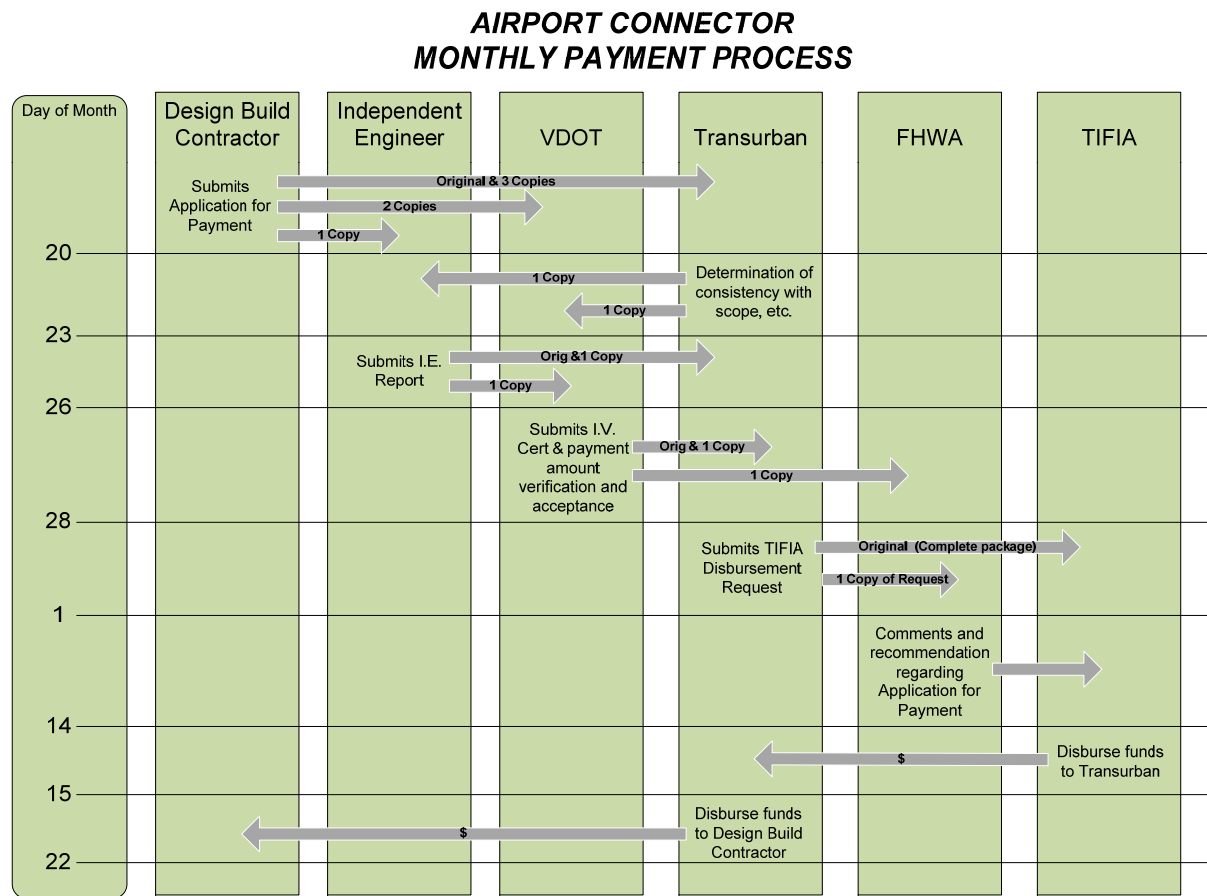
TIFIA Loan Agreement

- Between Transurban and USDOT
- Administered through FHWA
- Loan proceeds for refinancing existing Pocahontas debt and improvements to the existing asset
- Only a portion of loan (45.2M) is for Airport Connector

Richmond Airport Connector

TIFIA Loan Agreement (Cont'd)

- Disbursement Schedule Constraints



Richmond Airport Connector

Design-Build Contract

- Lump-Sum Contract Amount
- Guaranteed Completion Dates
 - Substantial Completion – March 15, 2011
 - Final Completion – 60 days after Substantial Completion
- Rail / Highway Allowance
 - Contractor Risk for exceeding allowance
- Scope Validation Period
 - 60 day period following NTP for Design-Builder to identify scope issues

Richmond Airport Connector

Design-Build Contract (cont'd.)

- Toll Collection Facility Civil Infrastructure
 - Toll Collection Equipment and System by others
- Right-of-Way commitment for Parcel 014 (Sauer Estate)
 - Site Road intersection
 - Utility Sleeves

Richmond Airport Connector

Design-Build Contract (cont'd.)

- Coordination required for Charles City Road Intersection
 - Henrico County – Planned Charles City Road widening project
 - Capital Region Airport Commission – tie to recent Airport Drive improvements
- Utility Relocations
 - Dominion Va Power
 - Verizon
 - City of Richmond (Gas)
 - Henrico County (water and sewer)

Richmond Airport Connector

Progress to Date

- Notice to Proceed – November 5, 2008
- Scope Validation Period – January 2, 2009
- Design packages approved to date:
 - Clearing and Grubbing / Phase 1 Erosion Control
 - Maintenance of Traffic
 - Bridge B-602 (widening over Monahan Road)
 - Jack and Bore Dual 900mm pipe under Rte. 895



Richmond Airport Connector

Progress to Date (cont'd.)

- Clearing and Grubbing Completed South of Seven Hills Blvd.
- Erosion Control Measures
- Started SWM Basin C and Outfall Pipes
- Placing Embankment South of Rte 895
- Jack and Bore under Rte 895
- Pre-construction environmental monitoring completed

Richmond Airport Connector

Next Efforts

- Remaining Design Approvals
 - Grading and Drainage Plans
 - Bridges B-603, B-604 and B-605
 - Utility Relocation Plans
 - Pavement Design
 - Pavement Marking, Lighting and Signing Plans



Richmond Airport Connector

Next Efforts (cont'd.)

- Clearing North of Seven Hills Blvd. – June 2009
- B-602 (over Monahan Rd) – Demo and Pile Driving – July 2009
- Utility Relocations:
 - City of Richmond Gas – mid-July 2009
 - Water and Sewer – late July 2009
- B-603 (over Rte 895) – Pile Driving and Construction – Late July
- B-604 (over Sprouse Rd) – Pile Driving – September 2009
- Roadway Embankments – Begin Settlement Periods – October 2009
- MSE Wall Construction – October 2009

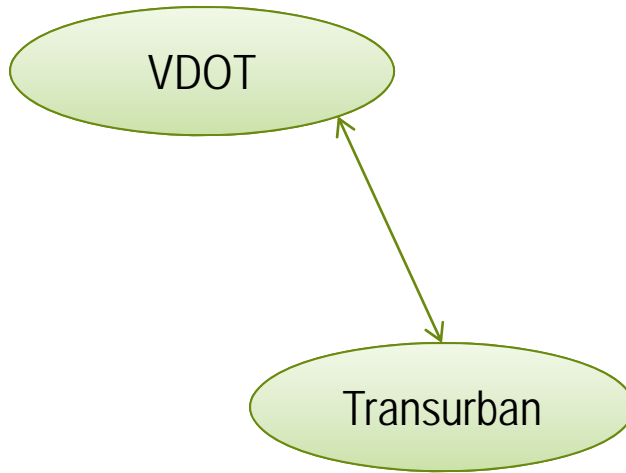
Richmond Airport Connector

Design-Build Project Stakeholders

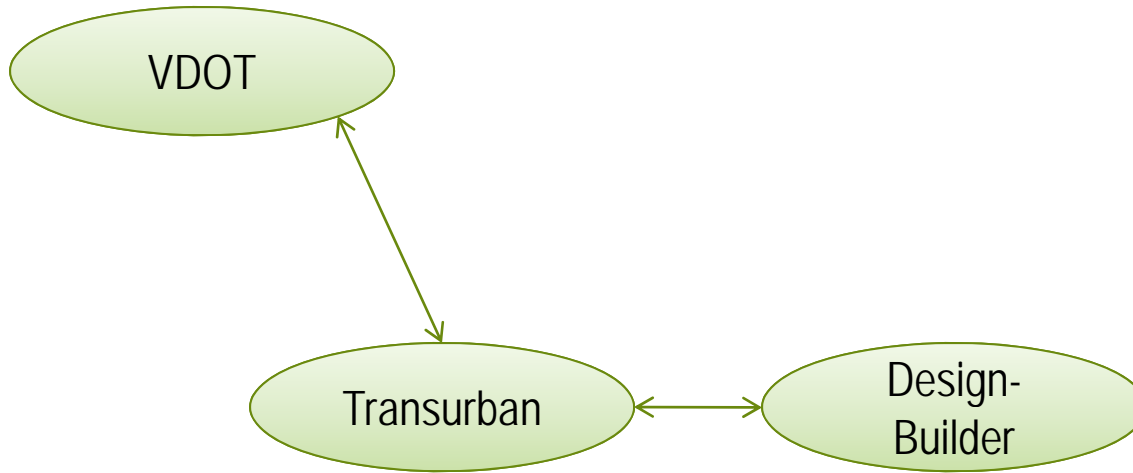
- Transurban
- Design-Builder (American Infrastructure)
- VDOT
- FHWA
- Independent Engineer
- CSXT Railroad
- Toll System Vendor
- Henrico County Public Works (Charles City Rd)
- Henrico County Public Utilities
- City of Richmond (Gas line)
- Capital Region Airport Commission
- Sauer Estate
- Quality Control Manager



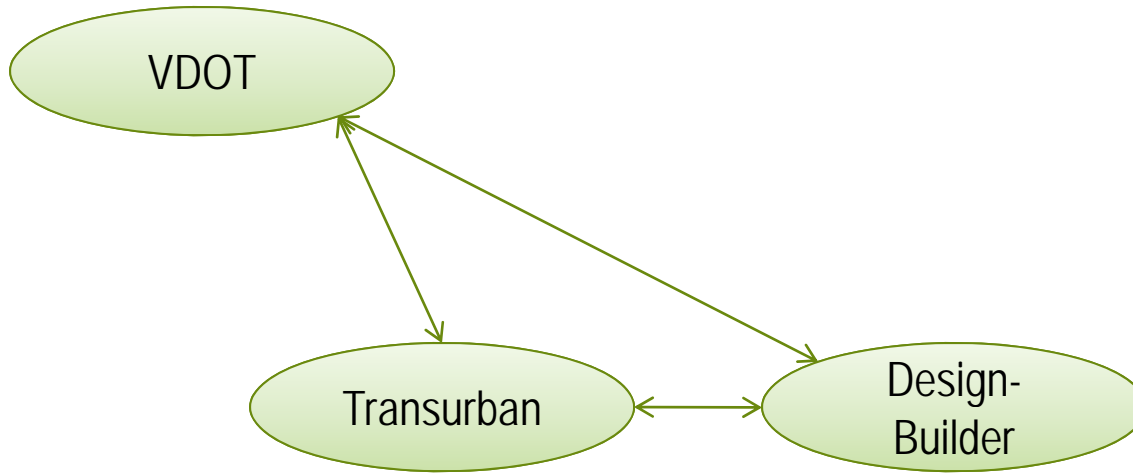
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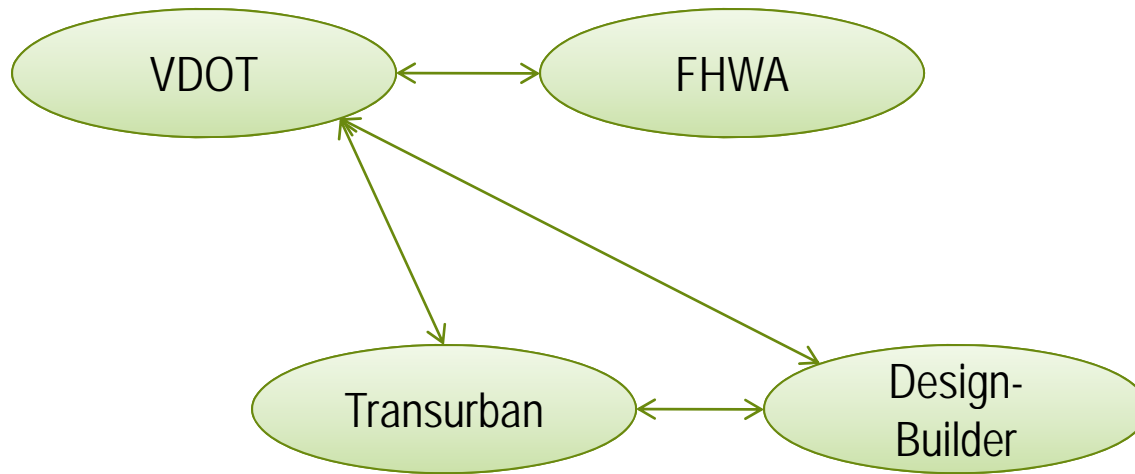
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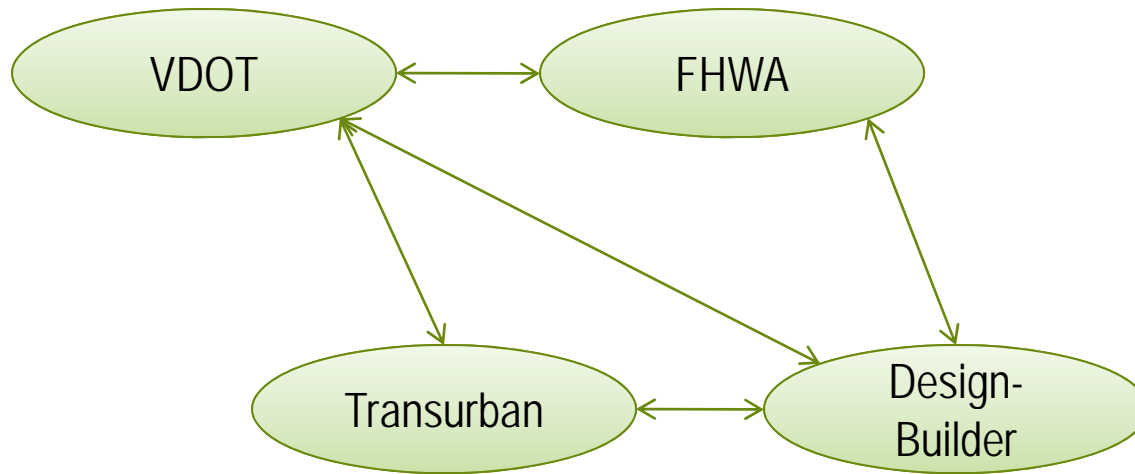
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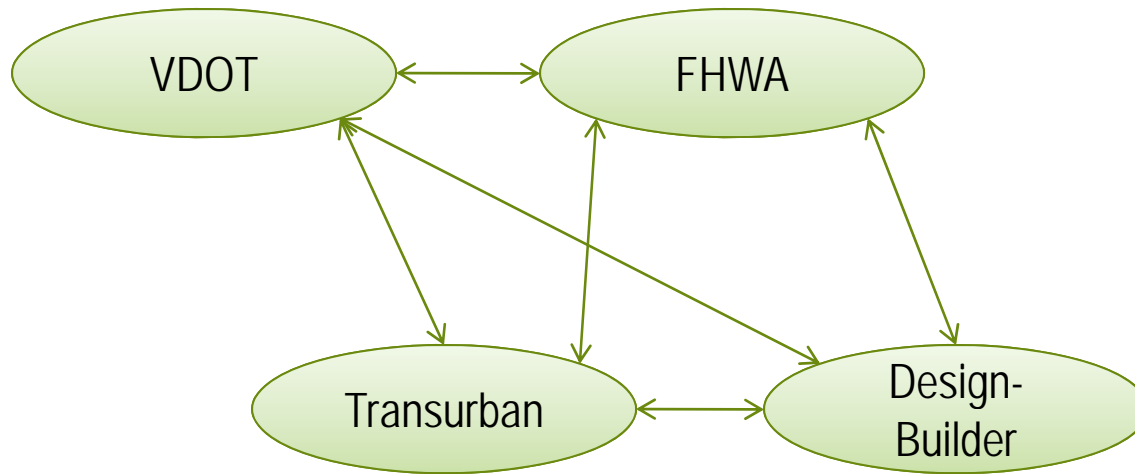
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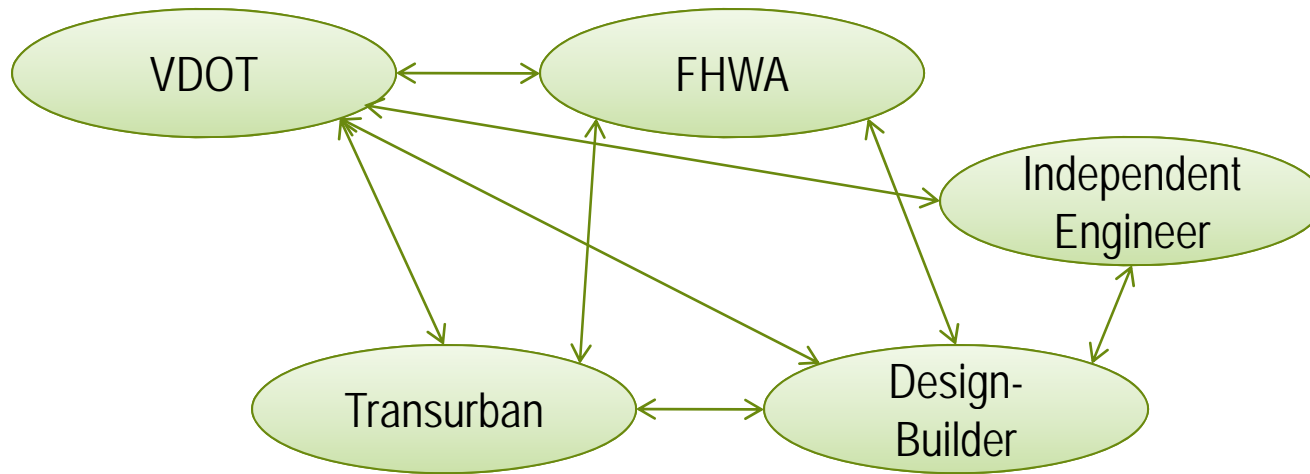
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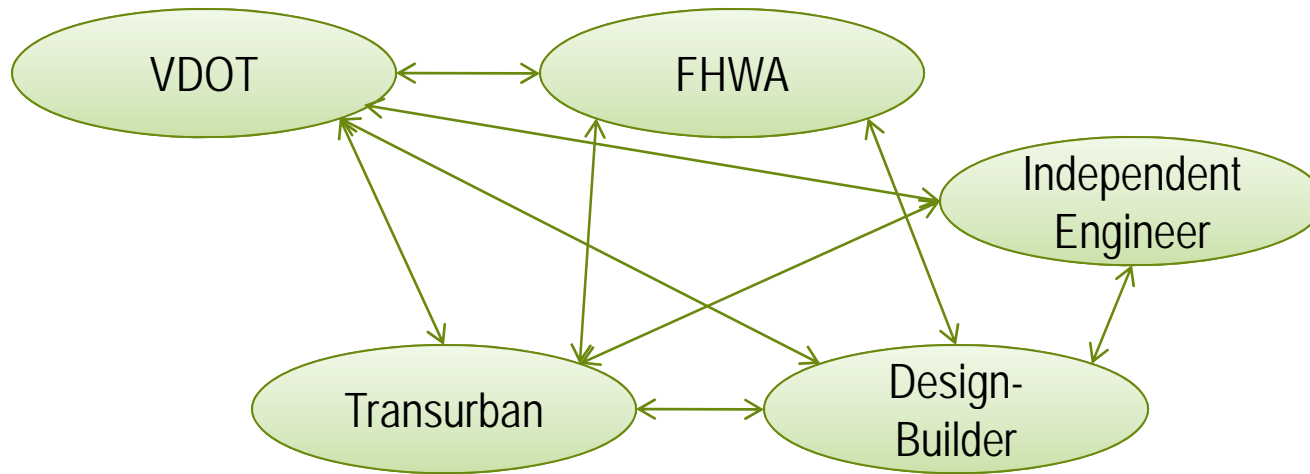
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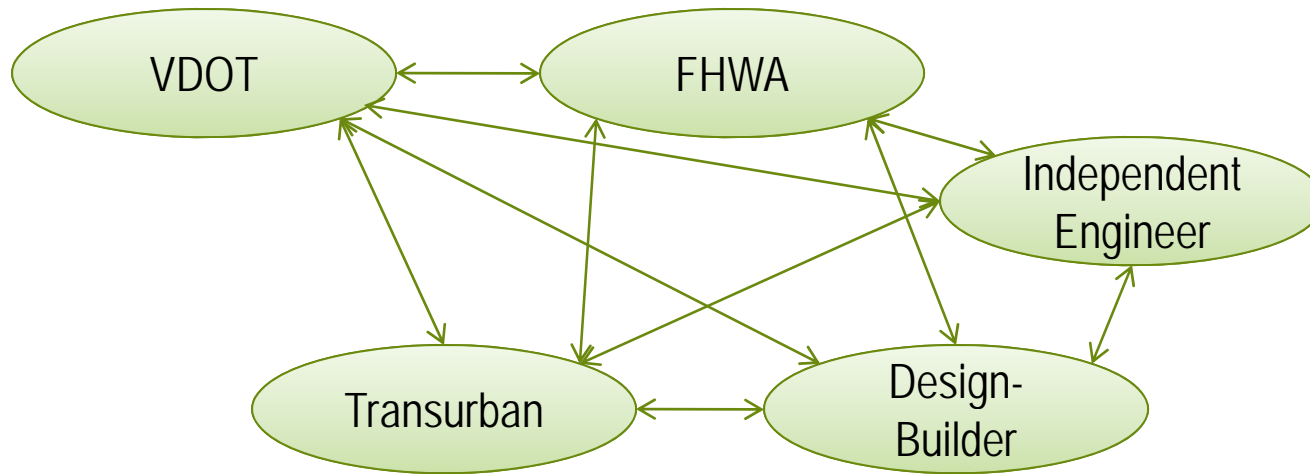
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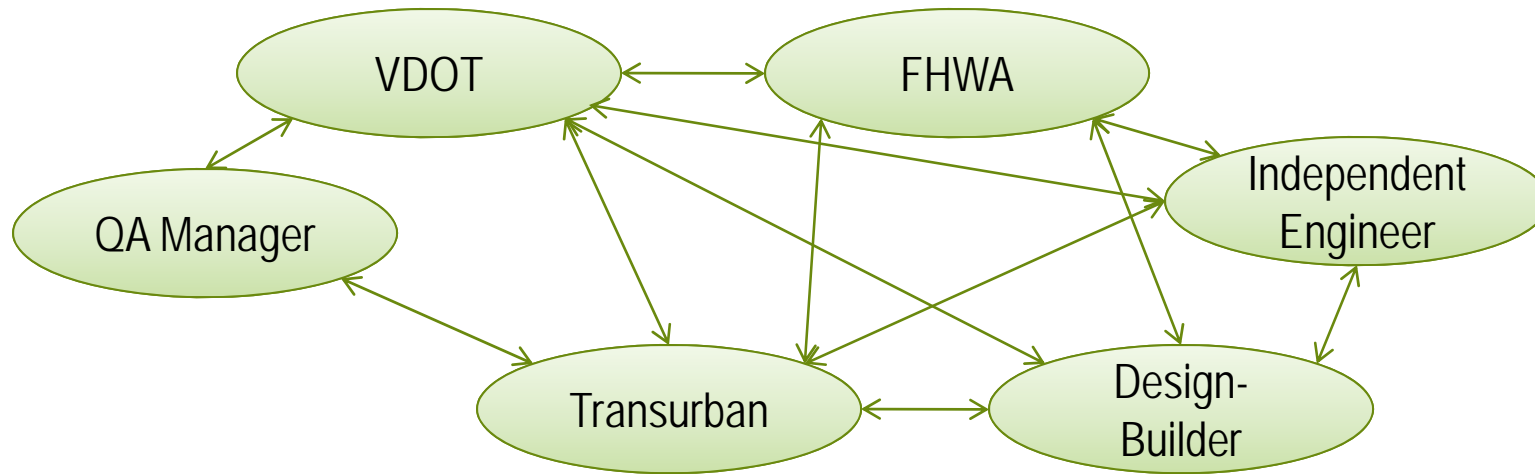
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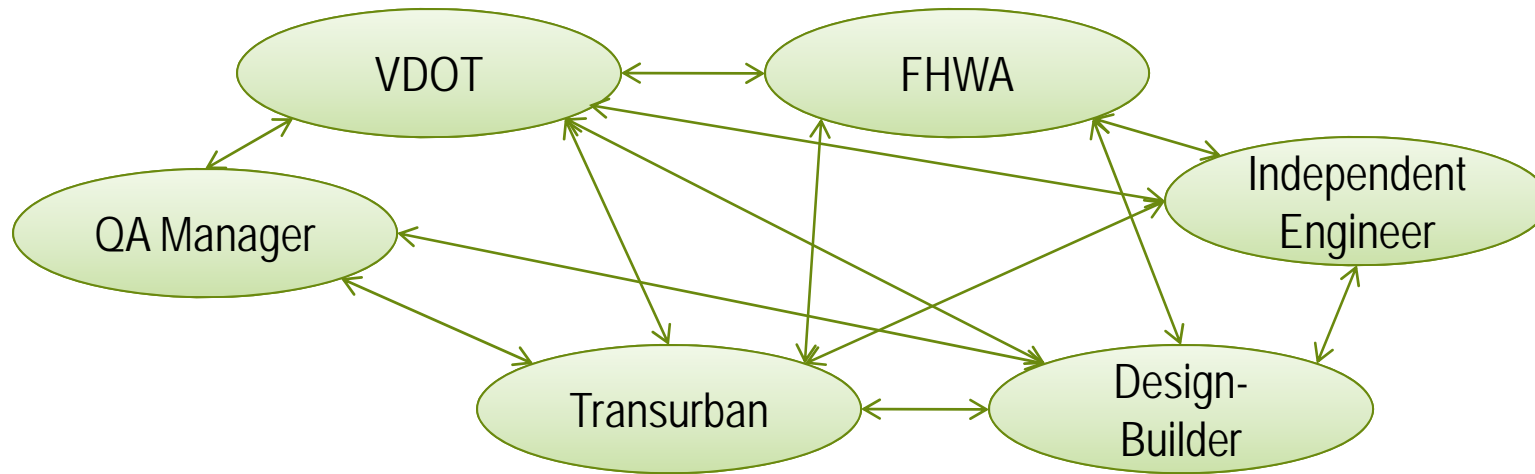
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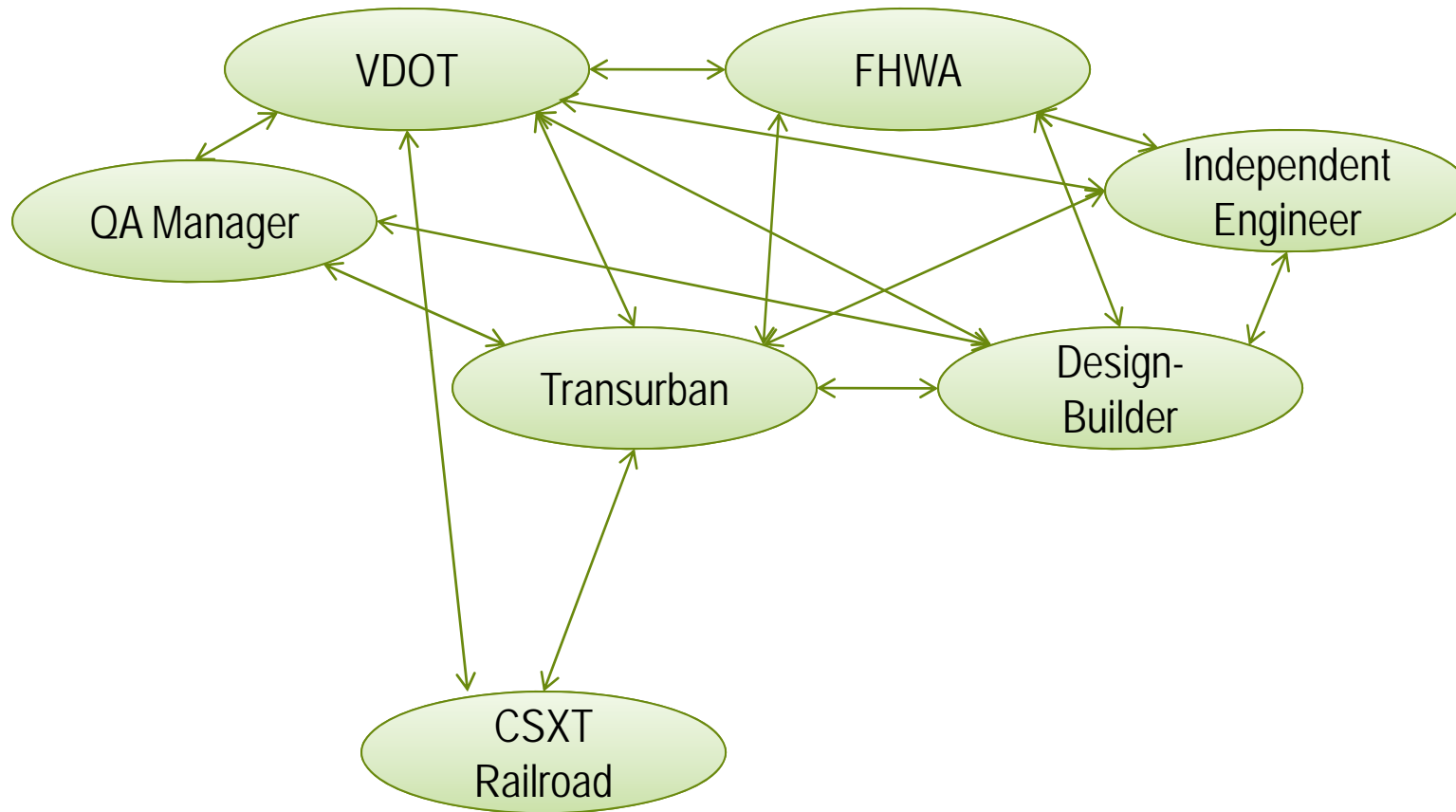
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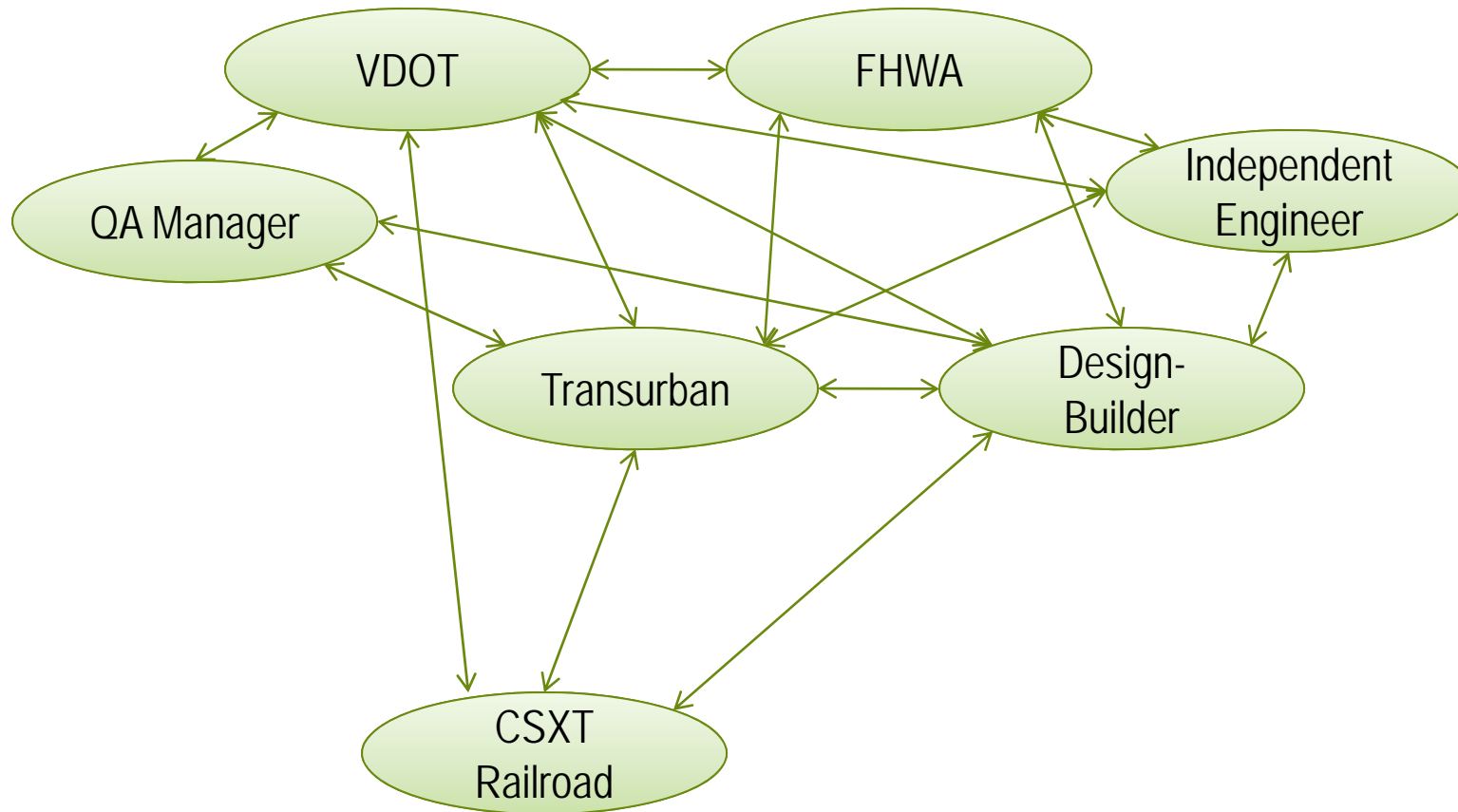
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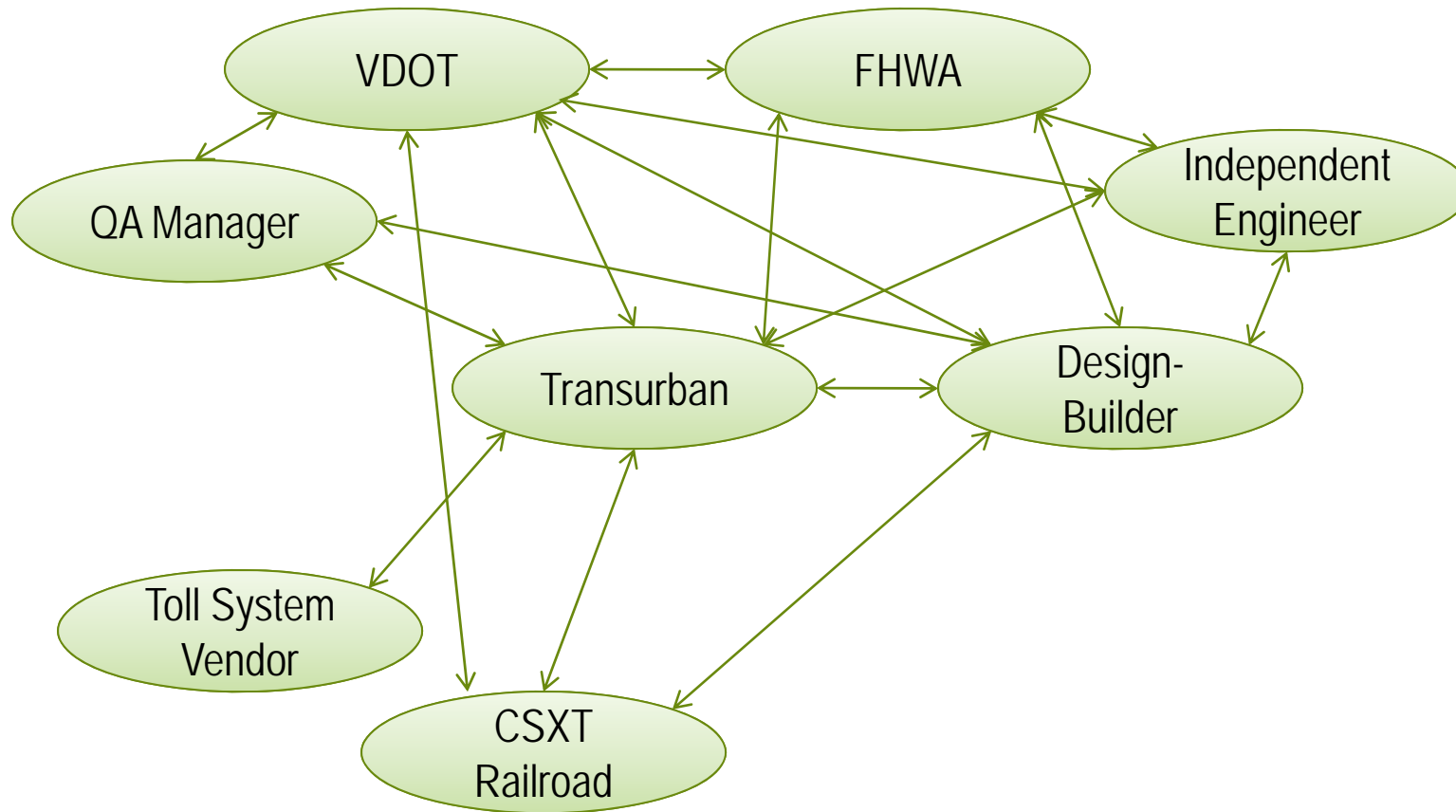
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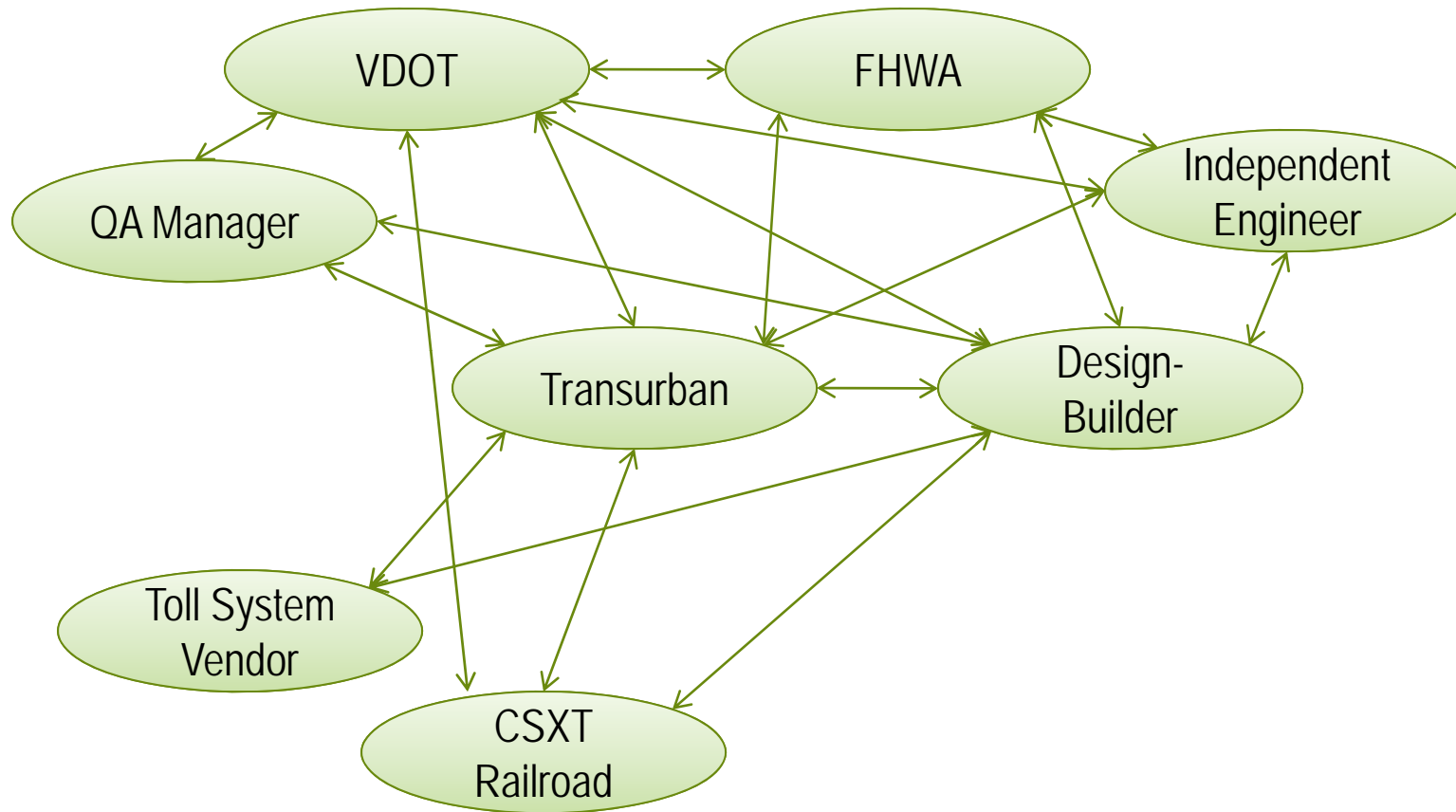
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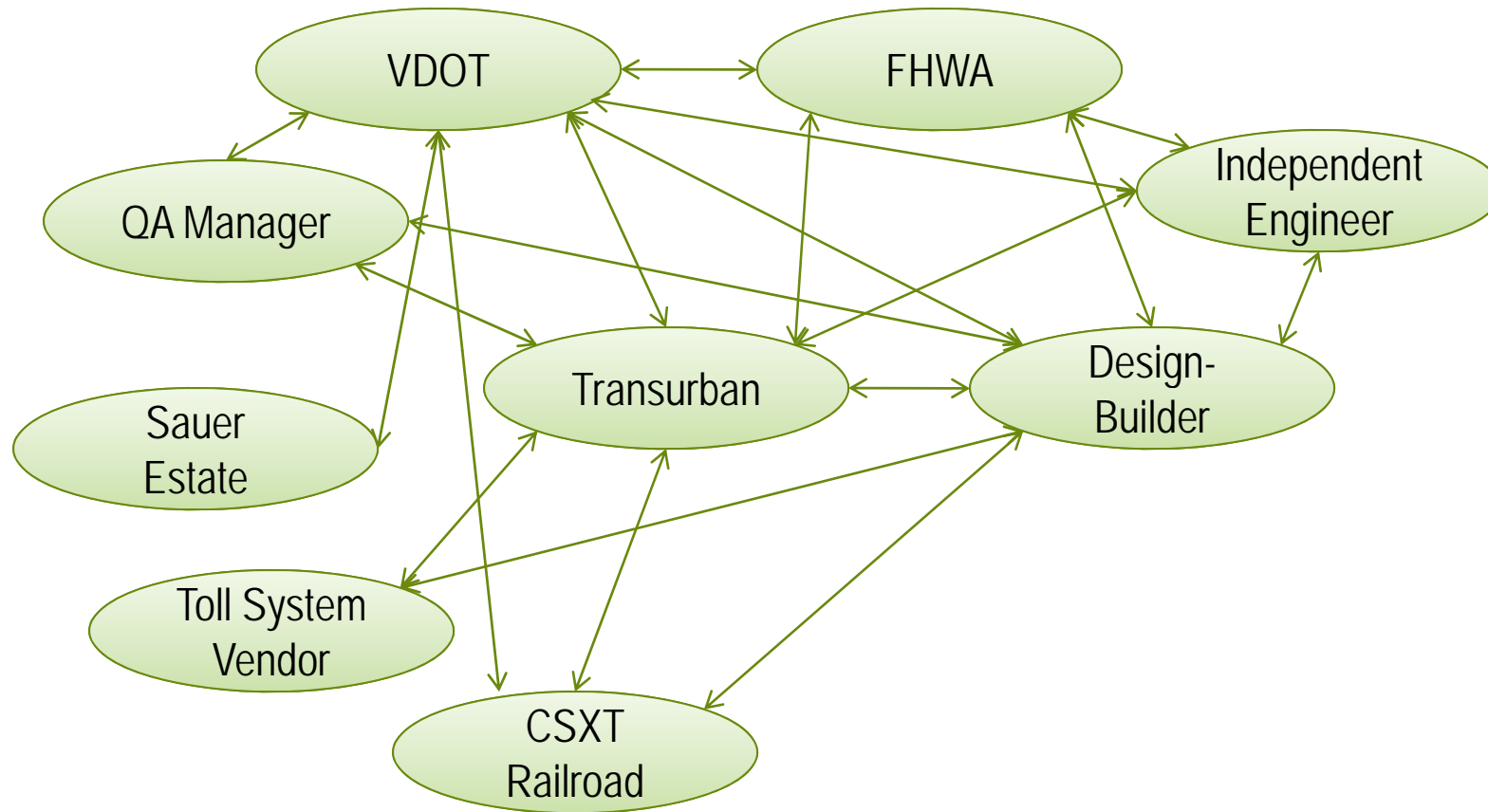
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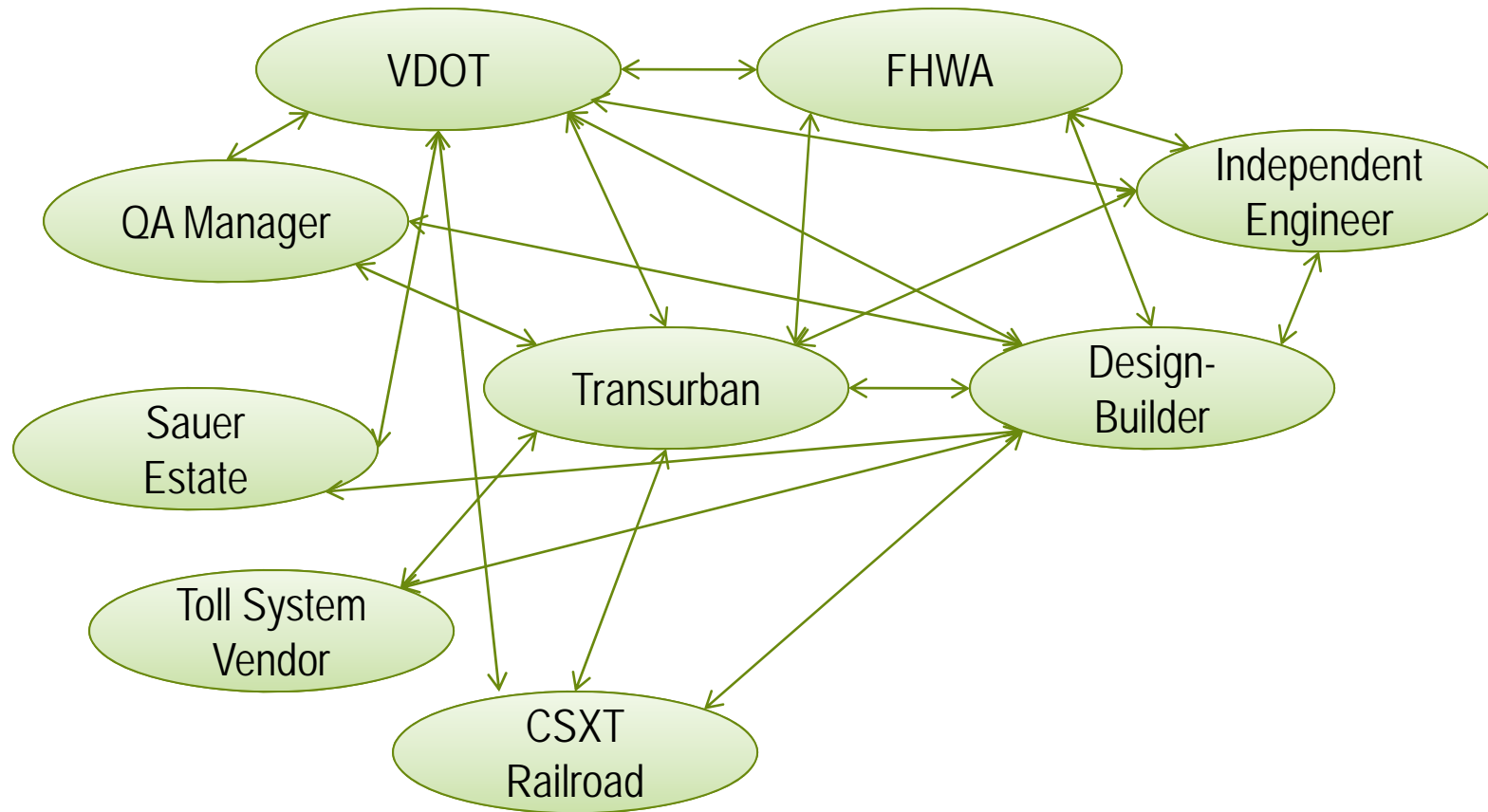
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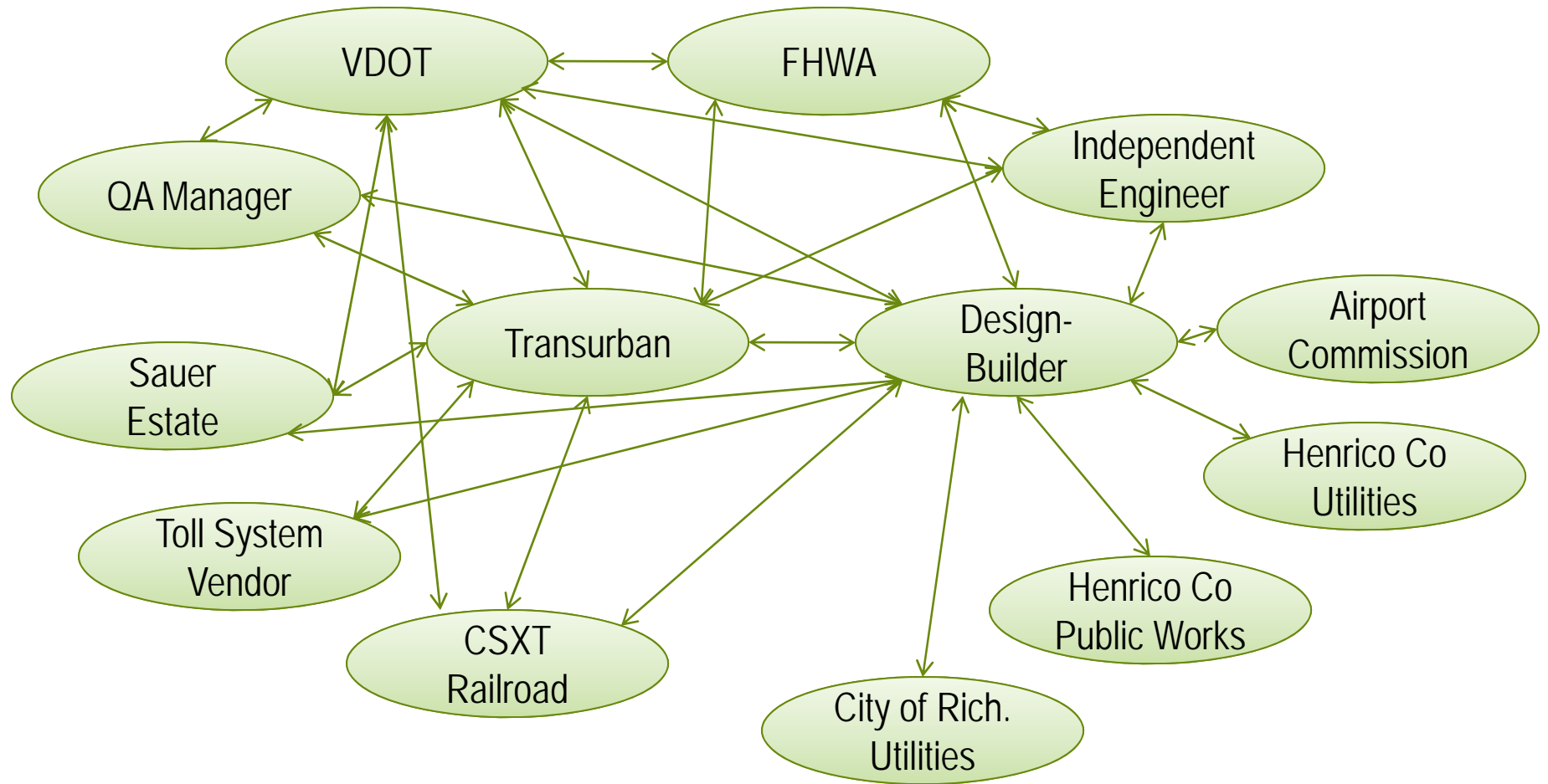
Richmond Airport Connector



Richmond Airport Connector



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Richmond Airport Connector

- Just Another Four-lane Urban Principal Arterial, Right?!!!

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transurban

A green graphic element consisting of two parallel, wavy lines that curve upwards from left to right, positioned below the word 'transurban'.