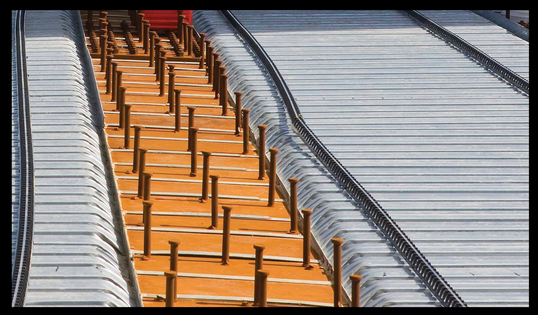
CONSTRUCTION

58 new bridges and overpasses

12 key interchanges rebuilt

1.4 million tons of asphalt

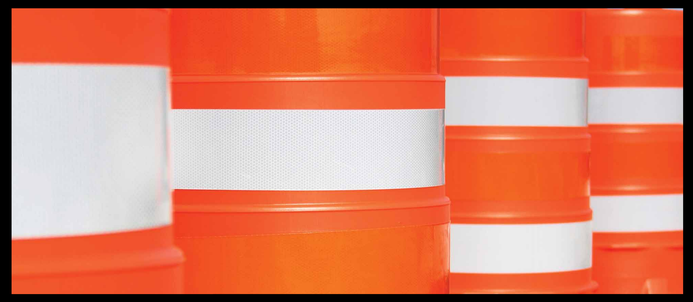
21,400 tons of steel



"It is amazing to me that a project so complex — that was done on a road that gets well over 200,000 vehicles a day — that VDOT and its partners have been able to manage it and move it forward as quickly as they have."

– Secretary Sean T. Connaughton

5.0 million
safe work hours
reached September 2012



HISTORY OF 495 EXPRESS LANES

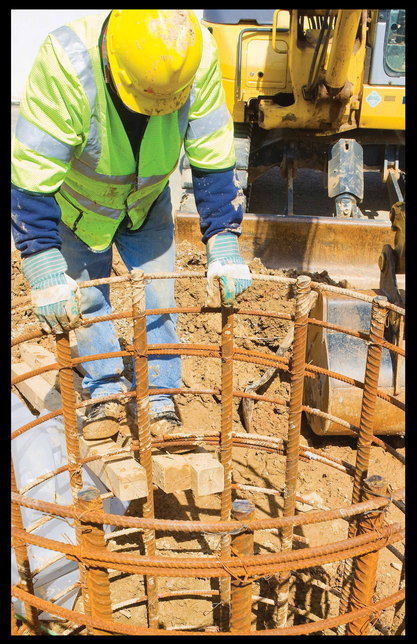
- 1994 — VDOT launches Major Investment Study
- 96 — Draft Environmental Impact Statement published, public hearings
- 98 — Federal Highway Administration environmental review begins
- 2000 — Fluor submits proposal
- 02 — Project scope changes as response to public comments
- 04 — Public hearings, scope revised
- 04 — Commonwealth Transportation Board selects plan as preferred alternative
- 04 — Transurban joins Fluor as investor/manager
- 06 — Final Environmental Impact Statement published
- 06 — VDOT and Fluor-Transurban sign Comprehensive Agreement
- 06 — Federal Highway Administration Record of Decision
- 08 — VDOT and Fluor-Transurban finalize financial agreement
- 08 — Construction begins
- 13 — Lanes open

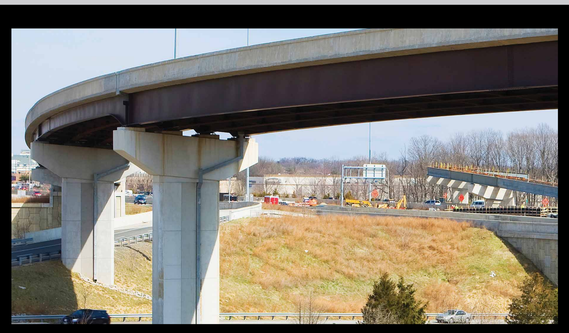
Largest box girder – 230 tons set at Braddock Road

Over 350 total overnight closures of I-495

3,000+ orange barrels used

204 new highway signs



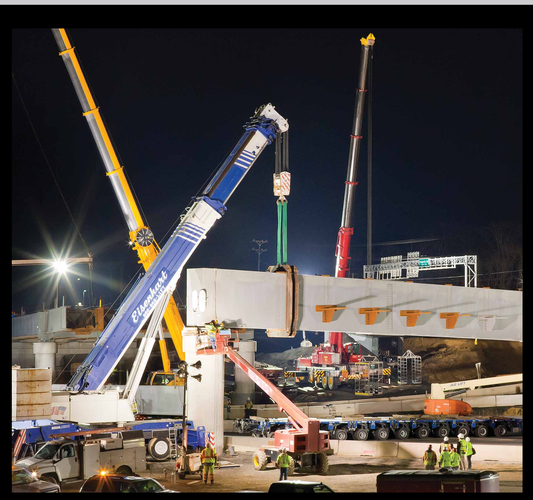


220+ pieces of heavy equipment

80,000 linear feet of sound walls

890,000 square feet of retaining walls

More than 8.7 million hours worked
with an incident rate significantly below industry standards



1,200
Fluor-Lane employees and subcontractors at peak

8,685,127 work hours
expended as of September 2012