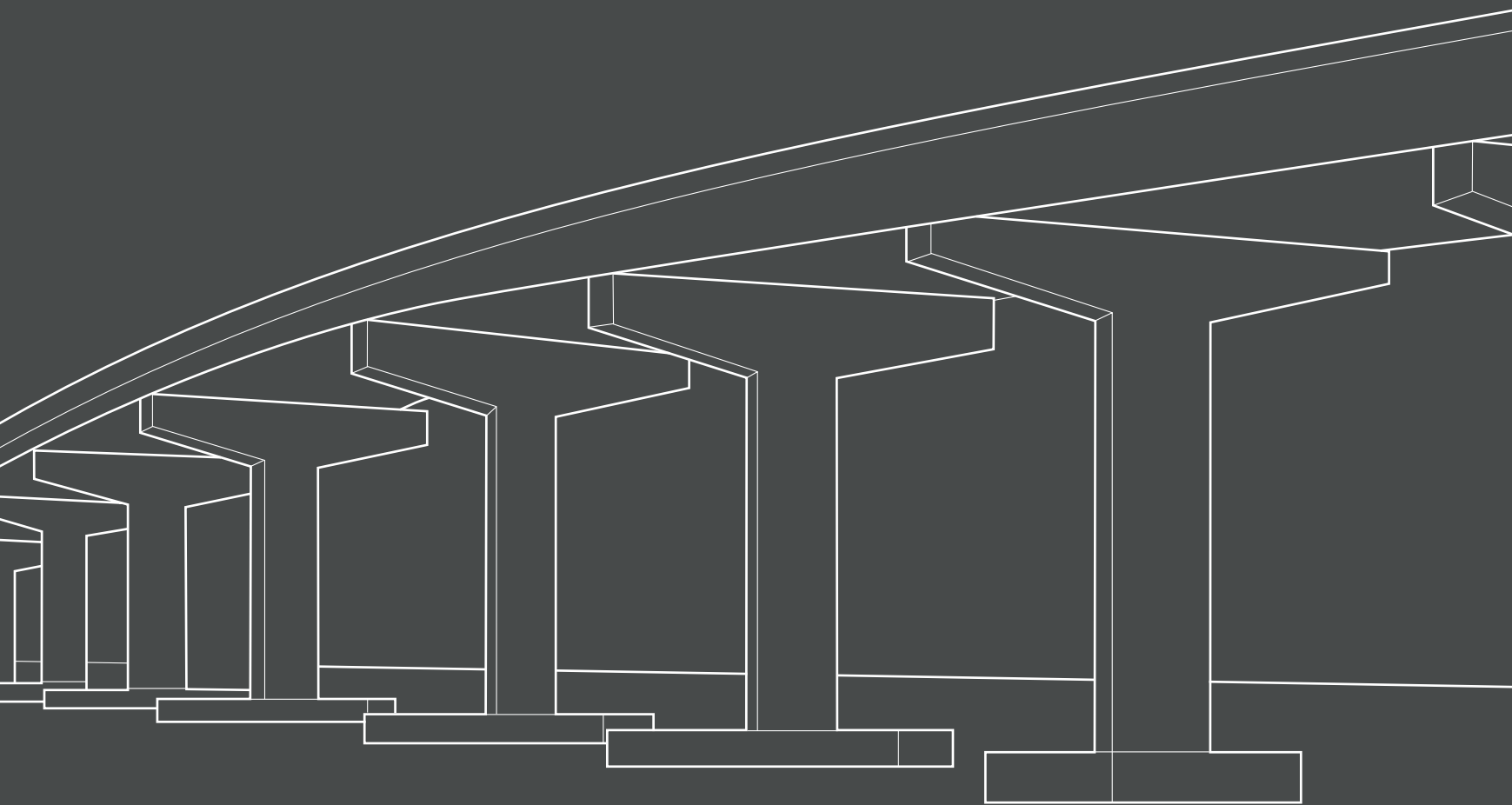
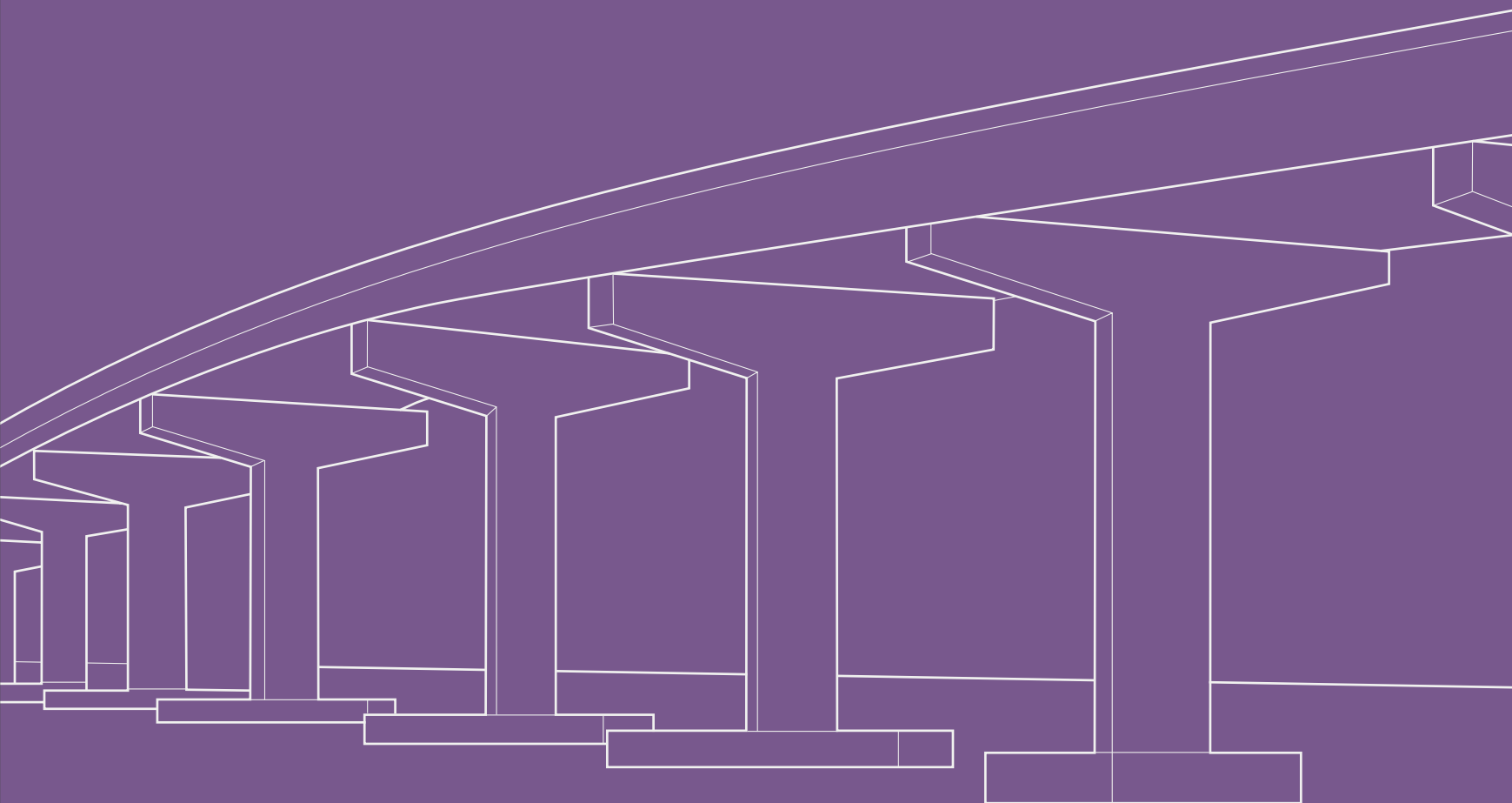


CONNECTING CITIES: HIGHWAYS & BRIDGES



CONNECTING CITIES: HIGHWAYS & BRIDGES

LANE 
salini impregilo group





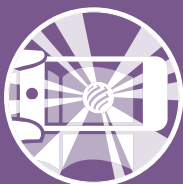
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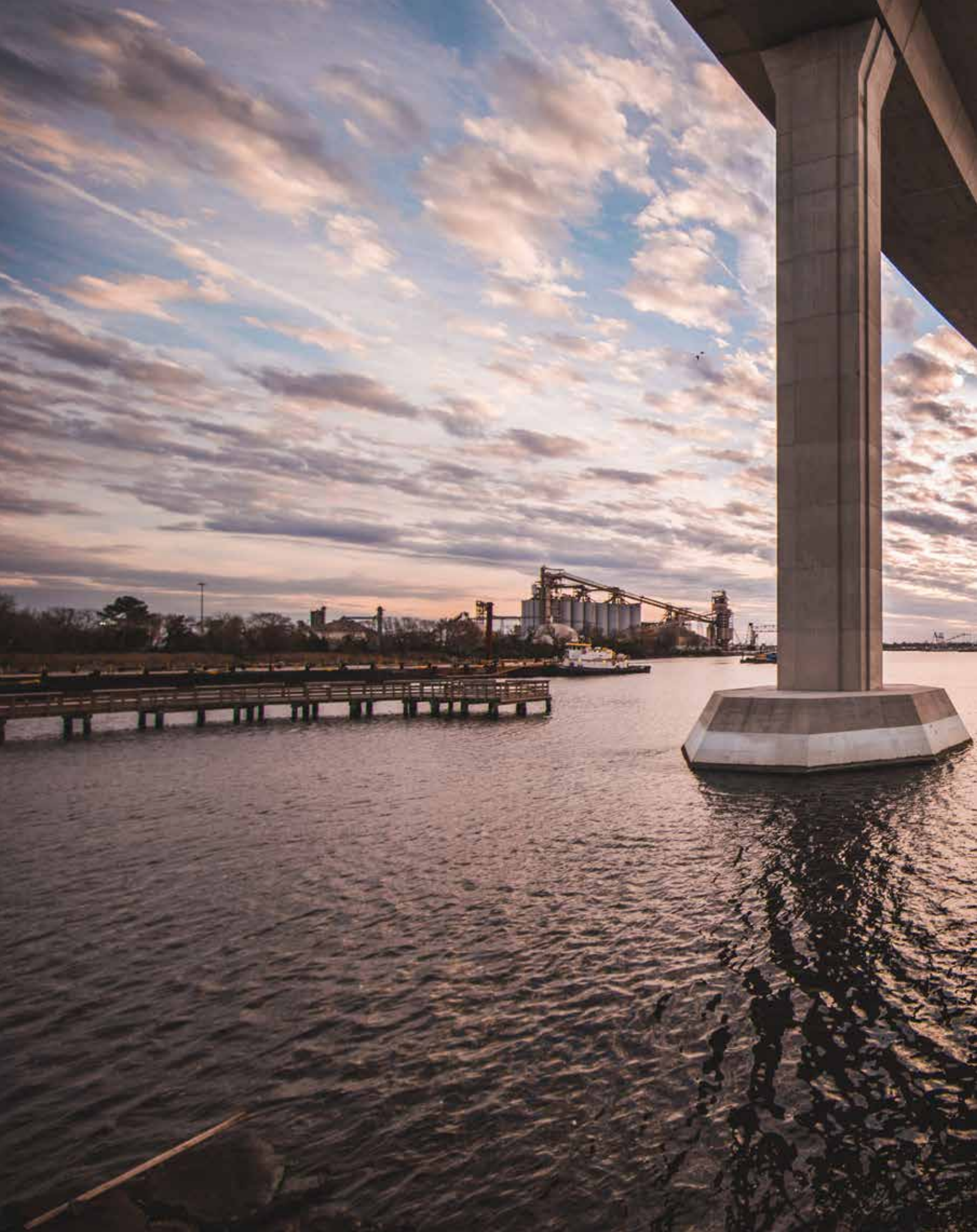


DISCOVER
EXCLUSIVE CONTENTS

CONNECTING CITIES: HIGHWAYS & BRIDGES

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1. A LEADER IN LARGE-SCALE, COMPLEX INFRASTRUCTURE IN THE UNITED STATES

The Lane Construction Corporation is one of America's leading construction companies, specializing in large and complex civil infrastructure. For nearly 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, airports, and water and wastewater treatment plants.

Founded in 1890, with operations in the United States in more than 20 states, its current major 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 System in Maryland; and the Northeast Boundary Tunnel (NEBT) in Washington, D.C.

Lane is highly skilled in major complex infrastructure projects and leverages on the worldwide experience of its parent company, Salini Impregilo.

2. HIGHWAYS AND BRIDGES EXPERIENCE

Competence

Lane understands that its client's objectives are based on developing high-quality, reliable, and durable infrastructure that improves mobility and economic potential within geographic areas. Lane has a reputation for reliability, scheduling, and project cost reductions. Its technical expertise includes maintenance-of-traffic, complex structures, and innovative approaches to design and construction. Lane is highly focused on reducing the impacts that infrastructure may have on the surrounding communities, existing utility infrastructure, adjacent properties, and the natural environment.

On several express lanes projects, Lane added managed lanes with dynamic open-road tolling based on traffic. As traffic volume increases and decreases during peak and off-peak commuting periods, the toll amount rises and falls as well, and the amount is communicated to riders via electronic signage. This offers drivers faster and more predictable travel in some of the most heavily traveled corridors in the country.

Project Delivery

Lane is one of the first firms to use the design-build (DB) and private public partnership (P3) methods of project delivery, recognizing their benefits. Many of its DB projects have received prestigious awards from the most respected industry associations. Encouraged by Lane's initial success on DB projects along the east coast, additional states and municipalities have turned to the DB model as a more efficient means of project delivery.

The overall experience of working with Lane is seamless. The company works diligently with owners and partners to develop and continuously improve protocols, procedures, and expectations. It measures quality using a unique process that reduces risk and improves productivity and efficiency.

Lane's project-first mentality brings together local stakeholders (railroads and utility owners, businesses, emergency services, schools, and residents) to act as one cohesive team to improve safety and the environment, develop solutions that accommodate future infrastructure plans, and collaborates with subcontractors and subconsultants.

People

Lane's success is attributed to its more than 2,500 employees who have technical expertise and proven leadership skills to manage complex transportation projects, especially in densely populated, urban areas. Its highly-skilled people strive to provide solutions to transportation challenges facing the nation.

At Lane, its employees are empowered to work safely, inspire innovation, and execute with excellence — all resulting in quality products that improve life for current and future generations.

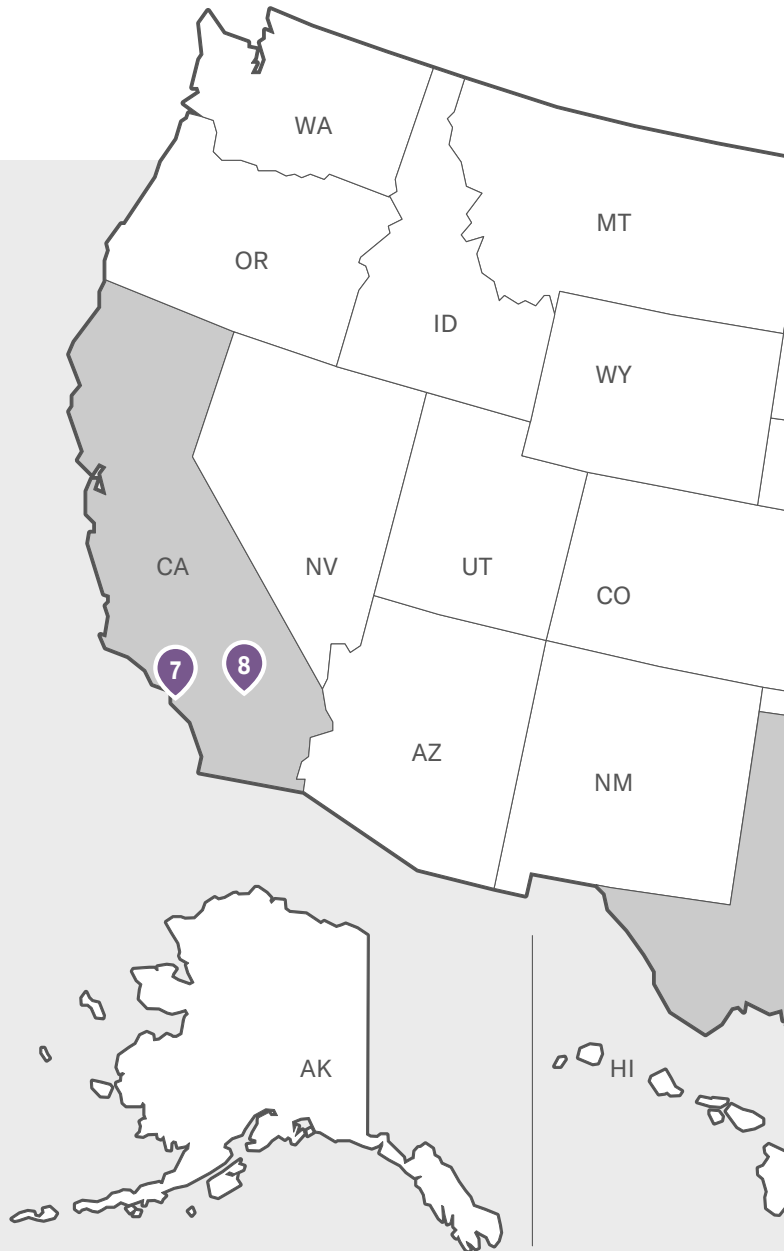
Each project is a growth opportunity for the local workforce to further improve innovation and creativity, as well as grow with Lane on future projects. Its culture encourages employee-generated ideas that help everyone work better and more efficiently.

The safety of all employees is Lane's main priority, beginning and ending with each employee striving to work safer every single day so they can return home safe at night. Each simple, daily preventive action does make a difference — in fact, Lane's incident rate is one of the lowest in the industry and has significantly improved over the past five years.

Key Projects Map

Completed

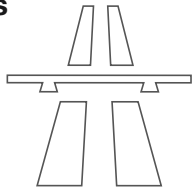
- 1 **SH 360 South Toll Road**
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Charlotte, NC
- 4 **A. Max Brewer Bridge Replacement**
Titusville, FL
- 5 **I-495 Express Lanes**
Fairfax County, VA
- 6 **South Norfolk Jordan Bridge**
Chesapeake, VA



KPIs

Nearly **130**
years of experience

150
bridges





3. KEY PROJECTS IN THE UNITED STATES

Lane connects cities — the roads we drive on and the bridges we cross — and improves the lives of millions of people in their journey through life.

Lane has built more than 17,000 miles of highways and 150 bridges in its nearly 130-year history. Today, it continues to provide reliable and long-lasting infrastructure that moves people seamlessly throughout the country. Critical upgrades to the nation's current transportation systems promote economic and social development — improving the quality of life in America's largest cities.

Its iconic projects span from coast to coast. The I-10 Corridor Express Lanes project aims to alleviate congestion from increasing population growth in Southern California. In North Carolina, Lane is working on several segments of major interstates to

support transportation improvement initiatives within the greater Charlotte area, as well as Raleigh. In Queens, New York, Lane is improving a heavily deteriorated bascule drawbridge that serves as a major traffic artery over a navigational waterway.

Lane's impact can be seen through less time spent traveling, decreased fuel waste, and reduced air pollution caused by traffic congestion.

SAN BERNARDINO COUNTY, CA

I-10 CORRIDOR EXPRESS LANES, CONTRACT 1

Owner

San Bernardino County
Transportation Authority

Construction Cost

\$672.9 million

Procurement Type

Design-Build

Status

Ongoing (2018–2023)

The Inland Empire, the metropolitan area in Southern California where I-10 is located, has experienced significant population growth over the past several years. In San Bernardino County alone, the population is expected to grow 30% by 2035.

The I-10 Corridor is a critical link within the Inland Empire serving local, commuter, and interstate travelers. It also serves as a major trucking route between Southern California and the rest of the country.

Lane, in a joint venture with Security Paving Company, Inc., is designing and constructing 11 miles of two express lanes in each direction of I-10 from the Los Angeles/San Bernardino County line to east of the I-10/I-15 interchange.

Once completed, the project is expected to reduce traffic congestion, increase throughput, enhance trip reliability, and provide long-term congestion management of the corridor in the Inland Empire. Design activities started in 2018, and construction will begin at the end of 2019, with expected completion at the end of 2023.

TECHNICAL DETAILS

The project includes:

- highway widening
- partial pavement rehab
- bridge work, drainage
- utilities



INDIAN HILL Blvd \$0.50

LONG BEACH, CA

GERALD DESMOND BRIDGE

Owner

Port of Long Beach

Construction Cost

\$809.9 million

Procurement Type

Design-Build

Status

Ongoing (2013-2020)

The Gerald Desmond Bridge replacement provides an essential upgrade to the Port of Long Beach, a central hub in the nation's trade system.

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

TECHNICAL DETAILS

The project includes:

- bridge approaches comprised of two independent concrete box girders with cantilever decks
- improved interchanges between the I-710 freeway and Ocean Boulevard, Pico Avenue, and SR-47
- three lanes in each direction for improved traffic flow
- a 205-foot clearance over the channel to accommodate new Panamax cargo ships
- a reduction in the bridge's steep grades for further improvements to traffic flow
- a new bike and pedestrian path that includes three scenic overlooks



SEMINOLE COUNTY, FL

WEKIVA PARKWAY, SECTION 8

Owner

Florida Department of
Transportation (District 5)

Construction Cost

\$253 million

Procurement Type

Design-Build

Status

Ongoing (2018–2022)

This key piece of the Wekiva Parkway, a controlled-access toll road providing mobility to the northernmost part of the Orlando area, will provide travel alternatives and relieve traffic congestion resulting from population growth in Orange, Lake, and Seminole counties.

Wekiva Parkway Section 8 involves the design and construction of 2.63 miles of limited access toll road from Orange Boulevard to east of Rinehart Road. Reconstruction along I-4 for two miles includes a new interchange to be constructed at Wekiva Parkway and I-4 that will connect seamlessly with SR 417.

Design is underway and construction is expected to begin in early 2019, with completion in 2022.

TECHNICAL DETAILS

The project includes 22 bridges, drainage, lighting, paving, pavement markings, an extensive sign package, utilities, and other roadway features. The project's design accommodates the future Beyond the Ultimate project, which will add four express lanes down the median of I-4 and improves safety for motorists and in work zones.

Other favorable elements include:

- fewer traffic control phases
- utility avoidance
- aesthetically pleasing design
- preservation of recently constructed infrastructure



HERNANDO AND CITRUS COUNTIES, FL

SUNCOAST PARKWAY 2 (SR 589)

Construction Cost
\$134.6 million

Procurement Type
Design-Build

Status
Ongoing (2018–2022)

Suncoast Parkway 2, also known as SR 589, will be a four-lane, limited-access toll road extending north for about 13 miles from the existing Suncoast Parkway. It is part of a regional corridor along the western coast of Florida.

Lane is building the second of two sections that comprise Suncoast Parkway 2. The section runs from South of SR 700 (US 98) to SR 44 in Hernando and Citrus Counties.

The project will ultimately help reduce commuting times and improve sustainability by contributing to the reduction of emissions along the existing roadway network between Citrus County and the Tampa Bay region.

Construction started in early 2018 and will take about 48 months to complete.

TECHNICAL DETAILS

This project involves the construction of:

- 15 bridges
- 4.8 million CY of excavation
- 3.8 million CY of embankment
- milling and resurfacing, base work, drainage pipe, retaining walls, curb and gutter, traffic signals, lighting, highway signing, guardrails, sidewalks, and multi-use trails



ORANGE COUNTY, FL

FLORIDA’S TURNPIKE WIDENING FROM SOUTH OF OSCEOLA PARKWAY TO BEACHLINE EXPRESSWAY

Owner	Florida’s Turnpike Enterprise
Construction Cost	\$176.9 million
Procurement Type	Bid-Build
Status	Ongoing (2018–2020)

Florida’s Turnpike is a major toll road used by more than two million travelers each day. As part of the Florida Highway System, it provides access to major routes from Miami to Central Florida.

Lane is widening seven miles of Florida’s Turnpike from four to eight lanes, with two express lanes and two general purpose lanes in each direction, including construction of new toll gantries. The project aims to reduce congestion by offering drivers the choice to use express lanes with varying toll prices depending on traffic conditions.

TECHNICAL DETAILS

- The project includes construction of 3 new ramps at the SR 417 interchange:
- 1,882-foot-long third level steel box girder bridge
 - 1,715-foot-long third level steel box girder bridge
 - at-grade ramp
- Other bridge work includes the replacement of Florida’s Turnpike bridges:
- over the Central Florida Rail Corridor
 - over the Central Florida Parkway/CSX Railroad Spur
 - at the existing Orange County roadway overpasses at CR 527 (Orange Avenue), Taft-Vineland Road, and at the SR 528 interchange
- Other work activities include:
- signing and pavement marking related to the new express lanes
 - drainage and stormwater management improvements
 - upgrades to ITS infrastructure



TITUSVILLE, FL

A. MAX BREWER BRIDGE REPLACEMENT

Owner

Florida Department of Transportation

Construction Cost

\$44.7 million

Procurement Type

Design-Build

Status

Completed

The original A. Max Brewer Bridge was in poor condition and considered to be functionally obsolete by today's design standards. Its lack of shoulders, and inadequate pedestrian and bicycle facilities just added to the deficiencies.

The original bridge was replaced with a 3,207-foot, high-level fixed bridge, which includes a three-span continuous superstructure main unit with 65 feet of vertical clearance. Lane proposed the winning concept for one continuous bridge as opposed to multiple bridges, something that no competitor offered in their proposal. This enhancement minimized environmental impacts to mangroves, improved recreational access for the community, and enhanced overall aesthetics by eliminating MSE walls that would have blocked views of the Indian River.

Lane coordinated the operation of the existing swing-span bridge with Brevard County to rotate the movable span in differing directions — facilitating maritime traffic and construction at the same time.

TECHNICAL HIGHLIGHTS

The project includes:

- 19,350 CY of embankment
- 14,997 CY of structural concrete
- 2,961,336 LB of reinforcing steel
- 19,236 FT precast 78-inch bulb tees
- A 300-foot, ADA-compliant fishing pier adjacent to the bridge

RECOGNITION

- 2011 Florida Transportation Builders Association Best in Construction Design-Build
- 2012 Design-Build Institute of America Merit Award in the Transportation Category for the Florida Design-Build Awards
- 2012 America's Transportation Award: Best Use of Innovation, Medium Project Category
- 2012 American Association of State Highway and Transportation Officials (AASHTO): People's Choice Award (National Award)
- 2013 Florida Institute of Consulting Engineers (FICE) Engineering Excellence Grand Award
- 2013 American Council of Engineering Companies (ACEC): National Recognition Award (National Award)



CABARRUS AND ROWAN COUNTIES, NC

I-85 WIDENING

Owner
North Carolina Department of
Transportation

Construction Cost
\$155 million

Procurement Type
Design-Build

Status
Ongoing (2016–2019)

With traffic volumes in Cabarrus and Rowan counties in North Carolina predicted to increase each year and already exceeding capacity, this construction project was a necessity. The widening and improvements will complete the expansion of a busy segment of I-85 connecting the Greensboro and Charlotte metropolitan areas.

Lane is widening 5.9 miles of I-85 to an eight-lane facility from north of Lane Street to north of the US 29/US 601 Connector. Four travel lanes (two in each direction) will be added to improve traffic flow in Cabarrus and Rowan counties.

Known for expertise in complex interchange construction, Lane implemented innovative improvements to two key interchanges that reduced impacts and cost while improving traffic operations.

TECHNICAL DETAILS

The project includes:

- 6 bridges total featuring prestressed concrete girders
- 1 bridge replacement over NC 152 over US 29
- 1 bridge replacing the existing on US 29 over Norfolk Southern Railway
- roundabouts replacing existing NC 152 / US 29 / US 601 connector interchange
- temporary median access ramp from the existing US 29 / US 601 flyover bridge
- 38,000 LF of new storm drainage
- 114,000 TN of asphalt pavement
- 500,000 SY of concrete pavement



CHARLOTTE, NC

I-485/I-85 INTERCHANGE

Owner

North Carolina Department of Transportation

Construction Cost

\$98.7 million

Procurement Type

Design-Build

Status

Completed

The I-485 and I-85 are heavily traveled routes that provide access to and from Charlotte. The project consisted of the design and construction of the interchange of I-85 and I-485 (Charlotte Outer Eastern Loop). The interchange reconfiguration was needed to alleviate congestion in a highly traveled area with 120,000 vehicles passing through each day.

The widening of I-85 and I-485 was also needed to accommodate the new interchange configuration and to match the improvements taking place in the adjacent projects.

TECHNICAL DETAILS

The existing I-485/I-85 Interchange was modified to a turbine interchange that uses smaller, single-span bridges, smaller columns and flatter roadway profiles. Lane proposed the two-level “turbine” Interchange for this project as it allowed for a significant reduction of earthwork and eliminated the need to haul material from off-site, drastically reducing construction cost by more than \$30 million. The reduction in hauling also reduces wear on existing infrastructure and the project’s impact on traffic congestion, improving safety for the traveling public.

The first of its kind in North Carolina, and uncommon in the United States, the turbine interchange design circles all high-speed ramp traffic around central mainline bridges in a counter clockwise direction, creating a seamless movement between the two highways. It also requires fewer levels and has smaller bridges with smaller columns.

RECOGNITION

- 2012 Roads and Bridges Magazine’s Best of 2012
- 2013 North Carolina Section of the Institute of Transportation Engineers Outstanding Project Award
- 2015 Design-Build Institute of America (DBIA): National Award of Excellence
- 2015 DBIA: Excellence in Design Engineering
- 2015 DBIA: Design-Build National Award of Merit
- 2015 ENR Southeast Best Project: Highways/Bridges
- 2015 American Council of Engineering Companies (NC Chapter): Engineering Excellence Award



BRONX, NY

UNIONPORT BRIDGE

Owner

New York City Department of Transportation

Construction Cost

\$232 million

Procurement Type

Bid-Build JV

Status

Ongoing (2017-2020)

Lane, in a joint-venture partnership with Schiavone Construction Co., LLC, is constructing a \$232 million project to completely replace the Unionport Bridge which carries between 50,000-60,000 vehicles per day on the Bruckner Expressway Service Road over Westchester Creek in the Unionport/Castle Hill/Throgs Neck sections of the Bronx.

This bridge, a relatively small but critical traffic connection, serves as not only an important local arterial and bus route, but also the only link between the Bruckner Expressway and Cross Bronx Expressway to the Hutchinson River Parkway and destinations north. The confined and challenging site is surrounded by the elevated Cross Bronx Bruckner Interchange.

The main bridge span is a “bascule” drawbridge that opens for navigation along the commercial waterway to accommodate critical oil deliveries and recreational boaters. The 65-year-old bridge, opened in 1953, is severely deteriorated from heavy traffic and age. Historically, the bridge could not be taken out of service for any major repair due to its critical transportation function and has been forced to remain in continuous service.

The construction of the bridge must be carried out in 10 stages and has a 48-month duration. The main construction challenge is keeping the busy waterway navigable and critical arterial route open while replacing the entire bridge. The plan to accomplish this difficult task includes constructing two temporary bridges to maintain vehicle traffic, erecting the final bascule span in an open position, and accomplishing all work in the navigation channel within a critical time frame.

TECHNICAL DETAILS

The project includes:

- a temporary and new control building
- cofferdam construction
- new large diameter drilled shafts, micro piles, and temporary structures
- new power feeds and mechanical systems
- demolition of the existing bridge and facilities



CHARLESTON COUNTY, SC

PORT ACCESS ROAD

Owner
South Carolina Ports Authority
Construction Cost
\$220 million
Procurement Type
Design-Build
Status
Ongoing (2016-2019)

As a result of the completion of the Panama Canal expansion in 2016 by Lane’s parent company Salini Impregilo, large container ships can now pass through the canal to access east coast ports. This has caused the Port of Charleston to become one of the fastest growing major container ports on the east coast – playing a critical role in global maritime trade, especially between the United States and Asia.

To accommodate this growth, the Fluor-Lane joint venture team is constructing a new direct access road from I-26 to the Port terminal. The modification of exits 217 and 218 on I-26 features a three-level flyover interchange. The new roadway is an elevated viaduct which avoids impediments including railroad crossings, tidal creeks, and hazardous material locations.

The new direct access road improvements will ease local and commuter traffic, and safely integrate container terminal traffic within existing operations as the Port’s water and land traffic continues to grow.

TECHNICAL DETAILS

- The project includes:
- more than 1.2 million square feet of new bridge deck, 117 drilled shafts, and 90,000 LF of pipe pile
 - new fully directional interchange on I-26 to serve both commercial and local traffic
 - new connector road and extension of Stromboli Avenue
 - associated roadway improvements to surface streets that will serve the proposed Naval Base Terminal in Charleston County
 - other roadway, bridge, local road relocation and paving, drainage, existing utility relocations, erosion control, MSE and retaining walls, demolition, and noise barriers



DALLAS/FORT WORTH, TX

SH 360 SOUTH TOLL ROAD

Owner
Texas Department of
Transportation

Construction Cost
\$308 million

Procurement Type
Design-Build

Status
Completed

The Dallas-Fort Worth-Arlington metropolitan area is the fourth-largest area in the United States, with a population of 6.5 million that is expected to grow to nearly 10 million by the year 2035. To plan for this expected growth, the state of Texas created a plan to expand the transportation system in the region.

One specific area that was targeted was the Mansfield, Arlington, and Great Prairie region, which had no efficient highway connection to meet the rapidly growing economic development. The SH 360 South Toll Road project enhances mobility within this developing region by reducing intersection conflicts, improving traffic flow, and increasing access for businesses and residents along the SH 360 frontage roads from nearby highways.

This project involved a 9-mile toll road extension of SH 360 from south of I-20 to US 287 in Tarrant County, TX. As part of construction joint venture team, Lane developed, procured, initially financed, and constructed the project, and will maintain the toll lanes and frontage roads for five years.

TECHNICAL DETAILS

- The project includes:
- 2,000,000 CY of excavation
 - 166,000 tons of HMA
 - 235,000 CY of roadway concrete
 - 20 separate retaining walls
 - 19 individual bridges



MCLENNAN COUNTY, TX

I-35 RECONSTRUCTION WITH BRAZOS RIVER BRIDGE

Owner

Texas Department of Transportation

Construction Cost

\$214 million

Procurement Type

Bid-Build

Status

Completed

Lane reconstructed 10 miles of I-35 in the Waco area that included new two-lane asphalt and concrete frontage roads, and concrete reconstruction of six main lanes (three in each direction). The project included major bridge structures that serve as a main artery for both pedestrian and vehicular traffic to/from the Baylor University football stadium.

Lane operated two onsite batch plants: one that produced over 430,000 CY of concrete for main lane paving and structures; and another that produced over 300,000 tons of hot mix asphalt used for constructing detours, concrete underlayment and portions of the frontage roads. Lane self-performed all grading and drainage operations, erosion control, bridge construction, asphalt and concrete paving, traffic control, and project/construction management.

To preserve water in one of the most drought-stricken areas in the country, Lane used 61 million gallons of reclaimed water from a nearby wastewater treatment plant to produce the concrete required for the project.

TECHNICAL DETAILS

The project included:

- 433,000 CY of PCC
- 300,000 TN of asphalt paving
- two million CY of excavation
- 26 bridges including a signature bridge over the Brazos River and a direct connector bridge connecting FM 2013 directly to the northbound lane I-35

RECOGNITION

- 2012 American Road & Transportation Builders Association Award for Training Programs/State Level: Effective Use of Law Enforcement in Work Zones Training
- 2014 Engineering Excellence Award from the Florida Institute Consulting Engineers: Brazos River Bridge



ALEXANDRIA, VA TO WASHINGTON, D.C.

I-395 EXPRESS LANES EXTENSION

Owner

Virginia Department of
Transportation

Construction Cost

\$336 million

Procurement Type

Bid-Build

Status

Ongoing (2017-2020)

As an extension of the I-95 Express Lanes, the I-395 Express Lane project will extend eight miles north to the Washington, D.C. line.

By adding a third reversible express lane on I-395, the project will provide more options for faster and more reliable travel in one of the most heavily traveled corridors in the country and expand the region's network of express lanes. The project is expected to generate more than 600 jobs and \$500 million of economic activity. For nearby neighborhoods, sound walls will subdue the traffic noise.

TECHNICAL DETAILS

The project includes:

- providing new travel options for single-occupant drivers
- installing an active traffic management system to keep traffic moving
- improving connections between the I-395 Express Lanes and Eads Street



VIRGINIA BEACH, VA

I-264/WITCHDUCK ROAD INTERCHANGE & RAMP EXTENSION

Owner

Virginia Department of Transportation

Construction Cost

\$105.4 million

Procurement Type

Bid-Build

Status

Ongoing (2018–2021)

This project is the second phase of the Virginia Department of Transportation's (VDOT) \$363 million program to improve the I-264 corridor in Virginia Beach by increasing its capacity to reduce daily congestion.

Lane is extending a collector-distributor road, reconfiguring the south side of the interchanges at Newtown Road and Witchduck Road, and building a new signature bridge over I-264 that will connect Greenwich Road to Cleveland Street. The bridge includes aesthetic enhancements like lighting and a replica lighthouse beside it.

To minimize disruption to the estimated 55,000 average daily travelers, the project has been divided into 22 separate construction phases as part of a complicated maintenance of traffic plan. It is expected to be complete in fall 2021.

TECHNICAL DETAILS

The project includes:

- the widening of 1 existing bridge
- 500,000 CY of excavation and embankment
- 15,000 CY of concrete
- 20,000 LF of storm sewer pipe
- 43,800 SF of MSE walls



FAIRFAX COUNTY, VA

I-495 EXPRESS LANES

Owner

Virginia Department of Transportation

Construction Cost

\$1.5 billion

Procurement Type

P3; Design-Build

Status

Completed

The I-495 Express Lanes project is the most significant package of improvements to the Capital Beltway in a generation. Drivers are now given the option of paying a toll for a faster, more predictable trip. Drivers using the high-occupancy toll (HOT) lanes also have access to HOV lanes usually limited to vehicles with multiple occupants.

Lane constructed two new lanes in each direction on a 14-mile stretch of I-495 from the Springfield Interchange to just north of the Dulles Toll Road. The project involved the replacement of more than \$260 million of aging infrastructure, including 58 bridges and overpasses.

The project achieved a major safety milestone – five million safe work hours from September 2, 2010 to September 12, 2012 without a lost-time incident.

TECHNICAL DETAILS

The project includes:

- 11 major interchanges
- major Advanced Traffic Management Systems
- 13 miles of new sound walls
- a peak workforce of over 1,000 people.

RECOGNITION

- *Fluor Safety Excellence Award*
- *2011 American Road & Transportation Builders Association Work Zone Safety Awareness Award*
- *2012 National Asphalt Pavement Association Operations Safety Innovation Award*
- *Excellence in Virginia Government Public-Private Partnership Award*
- *Euromoney: Bond Deal of the Year*
- *Virginia Department of Transportation and Megaprojects, Commonwealth of Virginia: Award of Excellence, Integrated Communications*
- *2013 Construction Management Association of America 2013 Project Achievement Award*



CHESAPEAKE, VA

SOUTH NORFOLK JORDAN BRIDGE

Owner

City of Chesapeake

Construction Cost

\$76.5 million

Procurement Type

Design-Build

Status

Completed

Opened in 1928, the previous South Norfolk Jordan Bridge was the oldest drawbridge in Virginia. It closed for repairs in 1994, reopened late in December 1995, then closed permanently in 2008 because of safety concerns.

In January 2009, the Norfolk City Council unanimously approved plans for a new, privately-owned bridge. The new 5,375-foot long bridge is a two-lane, fixed-span, high-rise toll bridge over the Elizabeth River. This modern, concrete bridge provides improved navigational clearances of 145-feet high and 270-feet wide.

The modern South Norfolk Jordan Bridge opened to traffic in late 2012.

TECHNICAL DETAILS

The project includes:

- 5,375-foot long bridge
- 150-foot typical spans that were constructed using span by span segmental construction techniques with an underslung erection truss
- 385-foot main span and adjacent 190-foot back spans that were constructed by the balanced cantilever segmental construction technique utilizing a floating crane for segment erection
- 35 precast segmental spans supported on precast segmental columns and cast-in-place footings
- 2 mass concrete fender rings supported on 66-inch prestressed concrete cylinder piles

RECOGNITION

- 2013 American Road & Transportation Builders Association (ARTBA): Globe Award for Bridges >\$10 million
- 2013 ARTBA: PRIDE Award
- 2014 International Bridge Conference Gustav Lindenthal Medal (recognizing an outstanding structure that is also aesthetically and environmentally pleasing)



LEFT

EXPRESS EXIT

644 WEST

Springfield

EXIT  ONLY

LEFT

LOCAL EXITS

617 Backlick Rd

286 Fairfax Co Pkwy

642 Lorton

1/2 MILE

END
VARIABLE
SPEED
ZONE

EXIT


SPEED
LIMIT

LANE HISTORICAL PROJECTS

NEW CONTRACTS/MAIN ONGOING

I-10 Corridor Express Lanes, Contract 1, CA
Gerald Desmond Bridge, CA
Wekiva Parkway (Section 8), FL
Suncoast Parkway 2 (SR 589), Tampa, FL
SR 408 Widening from SR 417 to Alafaya Trail, Orange County, FL
Florida's Turnpike Widening from South of Osceola Parkway to Beachline Expressway, FL
I-4 Ultimate Improvement, FL
Unionport Bridge, NY
NC540 R-2828, Wake County, NC
I-40/I-77 Interchange, Iredell County, NC
I-440 Beltline Widening, Wake County, NC
I-85 Widening Rowan County, NC
I-85 Widening Phase III, SC
Port Access Road, SC
I-264/Witchduck Road Interchange & Ramp Extension, VA
I-66 EB Wide RT 267/RT 237 Ballston, VA
I-395 Express Lanes, VA
I-66/Route 15 Interchange Reconstruction, VA

MAIN COMPLETED

A. Max Brewer Bridge, FL
SR 528/Innovation Way, FL
SR 408/417 Interchange, FL
SR 408 Conway to Oxalis, FL
SR 408 from Rosalind to Crystal Lake, FL
Florida's Turnpike from Beulah Rd to SR 50, FL
I-95 Brevard/Volusia, FL
Kissimmee Rail Restoration/CSX Bridge, FL
I-85 Widening Cabarrus, NC
I-77 Widening Mecklenburg, NC
I-485/I-85 Interchange, NC
I-485 Widening from Rea Rd. to I-77, NC
I-85 over the Yadkin River Bridge, NC
SH 360 South Toll Rd, TX
I-35 Managed Lanes, TX
I-35 Tarrant County, TX
I-35 Reconstruction with Brazos River Bridge, TX
I-95 Express Lanes, VA
I-495 Express Lanes, VA
Route 29 Solutions, VA
South Norfolk Jordan Bridge, VA



4. THE LEGACY

Lane's work travels across time

It all began in 1890 when railroad entrepreneur John S. Lane started a stone-crushing operation for railroads and streets. By the turn of the century, the road construction business quickly became a success, paving 75,000 square yards of macadamized road (a mixture of stone, sand, and raw asphalt) in 1895 alone. With the invention of the automobile, the demand for roadway improvements skyrocketed, and John S. Lane seized the opportunity by incorporating The Lane Construction Corporation in 1902.

Lane has played a critical role in the development and maintenance of the nation's infrastructure. In the 1940s, the company expanded into military bases to support the war effort, and in the 1950s and 1960s, it helped make the Interstate Highway System a reality, building some of the nation's most well-known superhighways.

Throughout the 1960s, 1970s, and 1980s; Lane expanded its heavy civil capabilities and added many new public/private clients to its portfolio. In the early 1990s, Lane began work on a privately built toll road, and in the 2000s it became a leader in public-private partnerships (P3) and innovative financing solutions that moved forward projects that would have otherwise been postponed due to lack of public funding.

Today, the firm has the resources and expertise to invest in the most complex infrastructure projects in the United States, and to build them in a sustainable way.

Backed by Salini Impregilo's vast global experience, Lane looks toward the future with a focus on improving life for current and future generations.

The Lane Construction Corporation's Evolution

The value of a company lies also in its history and origins.



John S. Lane starts a stone crushing operation in Meriden, CT, providing stone for the rapidly growing railroad and street paving industries.



Lane's operations spread throughout New England and New York State.



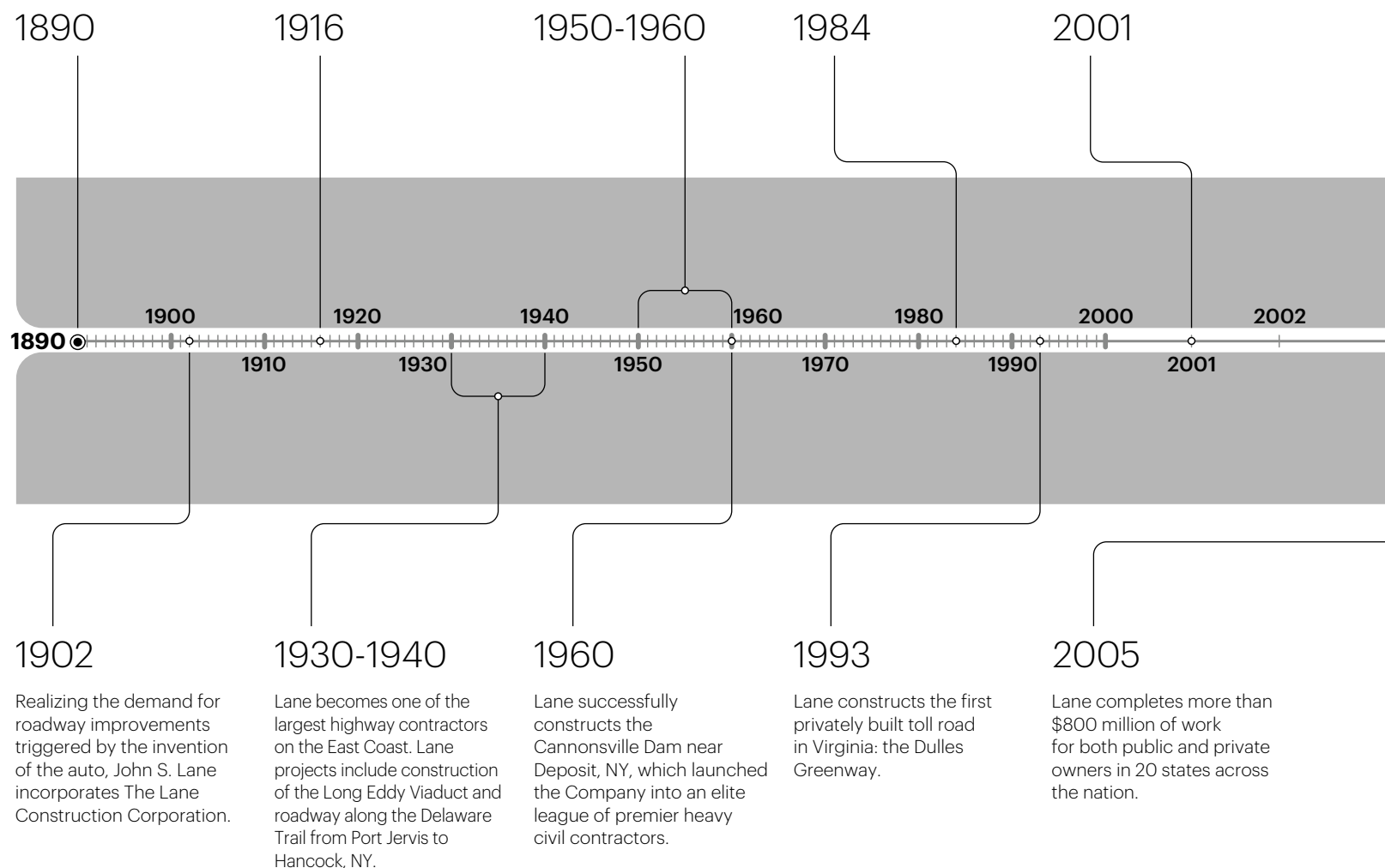
Lane is awarded contracts for the New York Thruway, Connecticut Turnpike, and the second largest contract on the Massachusetts Turnpike.



The Fort McHenry Tunnel job is one of the Lane's largest and most intricate projects. The completed tunnel opens to traffic in 1985, carrying I-95 traffic under Baltimore Harbor.



Lane completes its first Design-Build contract for runway reconstruction at Tinker Air Force Base in Oklahoma.





Lane begins work on one of the nation's most innovatively financed projects, the South Norfolk Jordan Bridge in Virginia, a 100% privately financed infrastructure project.



On August 1, Lane Mideast Contracting, LLC starts its first international job, a runway project at Sharjah International Airport in the United Arab Emirates (UAE).



Lane begins work on the \$2.3 billion I-4 Ultimate P3 project in Florida.

Lane celebrates its 125-year anniversary.



Lane Industries Incorporated becomes a wholly owned subsidiary of **Salini Impregilo U.S. Holdings, Inc.**



Lane wins its first contract in the New York City area to replace the Unionport Bridge in Bronx County. The joint-venture contract is valued at \$232 million.

2010

2012

2015

2016

2017

2005

2007

2009

2011

2013

2014

2018

©2019

2004

2006

2008

2010

2012

2015

2016

2017

125
YEARS

2007

Lane and partners begin construction on one of the largest Public-Private Partnership (P3) projects in the U.S.: the 495 Express Lanes in Virginia, valued at \$1.5 billion.

2011

The company wins its largest stand-alone contract of \$212 million for 10 miles of I-35 Highway reconstruction in Waco, TX.

2013

The company continues work on the 95 Express Lanes in Virginia. The \$691 million construction joint venture involves the same team that built the 495 Express Lanes P3 project.

2018

Lane begins work on its first highway contract in California, the I-10 Corridor Express Lanes in San Bernardino.

2018

Lane sells its Plants & Paving division to consolidate its growth strategy in large, complex infrastructure in the U.S.





5. OWNERSHIP

Salini Impregilo S.p.A. is a multinational company based in Italy, listed on the Milan stock exchange, Borsa Italiana, specializing in the construction of major, complex infrastructure projects throughout the world.

It operates in more than 50 countries with design, engineering, and construction solutions. It is recognized as a worldwide leader in the water sector, together with metro, railway, and tunneling, since 2013 by Engineering News-Record (ENR). Its experience includes the construction of dams, hydroelectric plants and hydraulic structures, water infrastructures and ports; roads, motorways, railways, metro systems, and underground works; airports, hospitals, and public and industrial buildings; and civil engineering for waste-to-energy plants and environmental protection initiatives.

With more than 35,000 employees, new orders totaling €6.7 billion (2017), and a backlog of €34.4 billion, Salini Impregilo competes with the biggest companies in the world with a passion consolidated through a long history of successful projects on every continent.

Salini Impregilo has built over 64,195 km of roads and motorways and approximately 590 km of bridges

and viaducts globally. All projects built required significant earth movement works and the building of large section road tunnels, as well as all required safety systems (lighting, ventilation and fire-fighting). Works carried out range from roads within Africa's inland to the most modern motorways of industrial countries, including nearly all paving types, both rigid (concrete) and flexible (bituminous concrete). Salini Impregilo, in over a century of works carried out globally, built the backbone of countries all over the world (in their entirety or the most important sections):

- Autostrada del Sole, Italy
- Interstate Highway System, in the United States
- Autopista del Sol, in Argentina
- Anchieta-Imigrantes System, in Brazil, between São Paulo and Santos
- Ruta del Sol, in Colombia
- East-West System, in Chile
- Abu Dhabi-Dubai Highway, in the UAE
- Tarsus-Adana-Gaziantep and Kinali-Sakarya sections, in Turkey
- Trans-African Highway, in Cameroon

It has built strategic bridges and viaducts in Europe, Asia, North America, and Latin America, marking some of the most significant technical milestones, and has received awards from the most prestigious authorities of the sector.

The Lane Construction Corporation

www.laneconstruct.com

www.salini-impregilo.com

www.webuildvalue.com

Project Coordination

Lane and Salini Impregilo Communication Departments

Photos by

Enrique Shore for Lane (pg. 4, 41, 44)

Aerial Innovations, Inc (pg. 20)

Central Florida Expressway Authority (pg. 46)

Concept

Leftloft, Milan

Data Visualization and Augmented Reality

Viewtoo, Milan

March 2019

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[*www.salini-impregilo.com*](http://www.salini-impregilo.com)

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