



# Airport Connector Opening

[www.pocahontas895.com](http://www.pocahontas895.com)

## Facts about the Richmond Airport Connector Road

- 1.6-mile road from Pocahontas 895 to Charles City Road
- Extension of Pocahontas 895 and a continuation of Airport Drive
- Leads directly into the heart of Richmond International Airport
- Reduces travel time to the airport by about 10 minutes for many southside Richmonders
- Nearly \$50 million transportation improvement project made possible through a public-private partnership between VDOT and Transurban, and with support from a federal government loan program provided by the Transportation Infrastructure Finance and Innovation Act (TIFIA)
- Completion of Airport Connector Road fulfills long-term transportation goal for VDOT and Henrico County
- Transurban to operate and maintain the road under VDOT oversight
- Combination of convenient, fully electronic tolling and manual payment options (E-ZPass® and credit/debit card)
- Toll charged only to customers traveling between the airport and Interstate 295 – so those who pay at the Main Plaza do not pay again to use the Airport Connector
- To recognize the historical significance of the region, the Airport Connector includes on-road historical markers and a new online history center prepared in partnership with renowned local historian Dr. Louis Manarin that features information about settlers and Native Americans, Civil War, and agriculture and industry:  
[www.pocahontas895.com/history](http://www.pocahontas895.com/history)

## Facts about the construction of the Richmond Airport Connector Road

- Construction began in early 2009
- Construction completed approximately two months ahead of schedule
- American Infrastructure – VA, Inc. was design-build contractor
- Excellent safety record - no lost-time accidents throughout the entire project (more than 665 days)
- Construction employed 450 people and engaged over 50 contractors



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- Exceeded goals to use small, disadvantaged, woman-owned and minority businesses as sub-contractors (Disadvantage Business Enterprise (DBE) goal of 12 percent met and projected to be 17 percent at final completion; Small Women- and Minority-owned business (SWaM) goal of 8 percent met and projected to be 24 percent at final completion)
- Construction materials included:
  - 60,000 tons of stone
  - 131,000 square feet of retaining walls
  - 120,000 cubic yards of sand backfill
  - 2,500 cubic yards of cast-in-place concrete
  - 180,000 cubic yards of moved earth
  - 40,000 tons of asphalt

## Facts about Pocahontas 895

- 8.8-mile toll road in Richmond, Va.
- Links Interstates 95 and 295 to create a southeastern bypass of Richmond
- Combination of cash and electronic tolling
- Managed by Transurban through a public-private partnership since 2006
- Pocahontas 895 was Virginia's first capital improvement project under the Public Private Transportation Act (PPTA)
- Virginia's partnership with Transurban to manage Pocahontas 895 is saving the Commonwealth an estimated \$240 million in future maintenance costs
- Opened to traffic in September 2002
- Elevated bridge is the only James River crossing for six miles in either direction
- Advanced weather monitoring on the bridge to enhance safety in inclement weather
- Cameras on the bridge and the most-traveled portion of the road for added security

For more information, visit [www.pocahontas895.com](http://www.pocahontas895.com)