



**I-95/Route 630 Reconstruction
and Widening
Financial Plan – Annual Update**

December 30, 2019

State Project Numbers:

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UPC: 13558/4632/108573/110382

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1. EXECUTIVE SUMMARY

The I-95/Route 630 Reconstruction and Widening project is comprised of three project components, the I-95/Route 630 Interchange Reconstruction (UPC 13558), the Route 630 Widening (UPC 4632) and the Commuter Lot Expansion I-95 East of Exit 140 (UPC 108573). A fourth UPC is also associated with the project, UPC 110382, which was established to monitor the debt service on the project in the form of Grant Anticipation Revenue Vehicle (GARVEE) bonds). The interchange portion of the project will reconstruct the 1960's era exit 140 interchange on I-95 to a modern diverging diamond interchange. The Route 630 portion of the project will widen approximately 2-miles of secondary roadway from two to four lanes. The Commuter Lot Expansion portion of the project will increase the number of parking spaces available in the vicinity of the interchange from approximately 550 to just over 1000 spaces. A majority of the parking was opened in 2019. Project development efforts began on the projects in the 1990's with several design changes over the years. The projects are currently funded with a combination of federal, state and local funds. The interchange is predominately funded with GARVEE bonds, the Route 630 widening is predominantly funded with revenue sharing funds, and the Commuter Lot Expansion is a SMART SCALE funded project. The projects were procured via a best value procurement in 2016 with award by the Commonwealth Transportation Board in October 2016. The projects are currently under construction. Significant construction milestones are anticipated for December 2019 which include opening of the DDI interchange, and opening of the Route 630 widening. The fixed completion date for the projects is July 31, 2020, however the contractor anticipates completion of the project by May 2, 2020 to meet the maximum early completion incentive milestone.

2. PROJECT DESCRIPTION

The I-95/Route 630 Reconstruction and Widening project is comprised of three project components, the I-95/Route 630 Interchange Reconstruction (UPC 13558), the Route 630 Widening (UPC 4632) and the Commuter Lot Expansion I-95 East of Exit 140 (UPC 108573). The projects are being combined into a single Design-Build delivery.

UPC 13558 – I-95 Interchange Reconstruction

This project will provide capacity, operational and safety improvements through the relocation of the existing Interstate 95 and Route 630 interchange in Stafford County. The proposed interchange will be a Diverging Diamond Interchange (DDI), relocated approximately 800' south of the existing interchange.

The proposed DDI will include two parallel bridges that will carry the approach roadway, Courthouse Road (Route 630), over Interstate 95. Courthouse Road will be realigned to intersect Route 1 adjacent to the Stafford Hospital. To the west of the proposed interchange, the intersection of Route 630/Courthouse Road and Austin Ridge Drive will be realigned approximately 500' to the west. Additionally, the existing commuter park and ride lot on the west side of Interstate 95, at the intersection Courthouse Road and Austin Ridge Drive, will be relocated to the east side of Interstate 95. At a minimum, the relocated commuter park and ride lot will replace the 545 parking spaces that exist today. Access to the commuter park and ride lot will be gained via a new connector road that will be constructed on the east side of the DDI, connecting the relocated Courthouse Road to the existing Courthouse Road alignment. A cul-de-sac will be constructed on existing Route 630 on the east side of the existing interchange.

During the construction phase, the proposed work in UPC 109515 was transferred to UPC 13558. This was due to the proposed work being in the vicinity of the interchange project. UPC 109515 included sidewalk construction along existing Courthouse Road near the proposed commuter park and ride lot.

See Appendix A for project location maps and graphics.

UPC 4632 - Route 630 Widening

Courthouse Road, Route 630, is an east-west corridor that links a number of schools and residential areas to Route 1 and Interstate 95. The project will widen Courthouse Road from 2-lanes to a 4-lane divided section from Cedar Lane (Route 732) to the intersection of Ramoth Church Road (Route 628) and Winding Creek Road (Route 628). The widening portion of the project is approximately 1.9 miles. Bicycle and pedestrian accommodations will be provided on a 10-foot shared use path along the north side of the roadway.

Several intersections will be improved through this project:

- The offset intersection at Ramoth Church Road and Winding Creek Road will be re-aligned to a traditional 4-way signalized intersection
- Kelsey Road (Route 759) will be re-aligned with Rockdale Road (Route 617) to create a traditional 4-way intersection
- A traffic signal will be provided at the entrance to Colonial Forge High School and the Liberty Knolls subdivision.

Median crossovers with turn lanes will be provided at the following locations:

- Ramoth Church Road (Route 628) which will be re-aligned with Winding Creek Road (Route 628) (Signalized)
- Reids Road (Route 672)
- Woodcutters Road
- Western Entrance to Colonial Forge HS
- Eastern Entrance to Colonial Forge HS & Liberty Knolls Drive (Signalized)
- The mid-point between Colonial Forge HS/Rollinswood Lane
- Rollinswood Lane
- Kelsey Road (Route 759) which will be re-aligned with Rockdale Road (Route 617)
- The mid-point between Route 759/617 and Snowbird Lane
- Snowbird Lane
- The mid-point between Snowbird Lane & Cedar Lane (Eddie's Repair Shop)
- Cedar Lane (Route 732)

See Appendix B for project location maps and graphics.

UPC 108573 – Commuter Lot Expansion I-95 East of Exit 140

As part of the I-95 Interchange Reconstruction project, a 545 space commuter parking lot will be rebuilt. As part of the 2015 Smart Scale application process, the Fredericksburg Area Metropolitan Planning Organization submitted a successful application to expand that commuter parking lot to approximately 1,100 spaces. This project was added to the Design-Build procurement for the I-95/Route 630 Reconstruction and Widening upon approval of the FY2017-2022 SYIP in June 2016.

See Appendix C for project location maps and graphics.

UPC 110382 - GARVEE Debt Service

This UPC was established for budget monitoring on the debt service related to UPC 13558 only.

Environmental Summary

UPC 13558 - I-95 Interchange Reconstruction

The environmental studies for the project began in 2012 subsequent to the availability of the Interchange Modification Report (IMR) and screening of alternatives. A study window approach was developed that was large enough to include all alternatives. The Federal Highway Administration (FHWA) concurred with an Environmental Assessment (EA) level National Environmental Policy Act (NEPA) document on November 1, 2012. The full range of technical studies and coordination with local, state, and Federal entities and agencies was performed.

After completing the Public Involvement Process the FHWA issued a Finding of No Significant Impact (FONSI) on September 9, 2013.

With the addition of the DDI concept as an alternative, a Re-Evaluation of the Environmental Assessment has been performed with updated Air and Noise Studies. This assessment was approved by FHWA on December 31, 2015.

The listing of the Northern Long-Eared Bat (NLEB) as federally endangered required a bat survey for the study area. Acoustical monitoring was performed with no indications of NLEB. Based on this monitoring, United States Fish and Wildlife Service (USFWS) concurred with the probable absence of the NLEB.

UPC 4632 - Route 630 Widening

FHWA concurred with a determination for a Categorical Exclusion (CE) for the proposed widening to 4 lanes of Route 630. The final CE was reviewed and approved by FHWA on February 4, 2013. Cultural Resource work is complete for the original scope. A Phase I Hazardous Material Report is available. The project corridor has been field surveyed for the Federally Threatened Small Whorled Pogonia with habitat noted but no specimens found. Field work has been performed to identify COE jurisdictional areas identifying approximately 1.25 acres of wetlands and approximately 1000 feet of stream based on preliminary plans.

The full suite of VDOT GIS environmental databases have been queried with no issues noted. The project was coordinated with Stafford County, Stafford County Public Schools, USDA-NRCS, and various other state agencies. VDOT Air Section has reviewed the project. A Noise Study was prepared with no recommendations for noise abatement. With the recent listing of the Northern Long-Eared Bat as Federally endangered, acoustical monitoring was recently performed. Based on this monitoring, United States Fish and Wildlife Service (USFWS) concurred with the probable absence of the NLEB.

UPC 108573 – Commuter Lot Expansion I-95 East of Exit 140

The project area for the commuter lot expansion is covered in its entirety within the NEPA footprint of UPC 13558 and is covered by the Environmental Assessment completed for that project.

Project Website

Additional information for all components of the project (UPC's 13558, 4632, and 108573) can be found on the following Project website, which may be accessed on VDOT's external website:

http://www.virginiadot.org/projects/fredericksburg/interstate_95-route_630_courthouse_road_interchange_relocation_and_route_630_widening.asp

3. PROJECT HISTORY/SCHEDULE

Project History

Early 1990s

- Improvements to the interchange at Interstate 95/Route 630 in Stafford County have been proposed since the early 1990s. The reconstruction of the I-95/630 interchange was a companion project to the Interstate 95/Route 627/Centreport Parkway interchange and was coupled with the FHWA approval of the Interchange Justification Report (IJR) for the new interchange (exit 136) at Route 627/Centreport Parkway. A Major Investment Study (MIS) was conducted to define the purpose and need, develop alternatives, consider costs and environmental impacts of the interchanges at I-95/Route 627/Centreport and I-95/Route 630 as well as the Outer Connector. The Outer Connector ultimately failed to gain support, the I-95/Route 627/Centreport interchange was constructed and the I-95/630 interchange project remains active.

2009

- In late 2009, the VDOT began preparing an Interchange Modification Report (IMR) for the Interstate 95/Route 630 interchange project which evaluated nine initial alternatives. During the initial review, five of these alternatives were carried forward for geometric refinement and detailed study. The original preferred alternative was selected because it balanced cost, traffic and operational efficiency, and minimized impacts to the environment and surrounding properties. The original preferred alternative was a modified split-diamond interchange. It included a relocation of Route 630 between Austin Ridge Drive and U.S. Route 1 opposite Hospital Center Drive, as

well as a connector road from existing Route 630 to the relocated section. The original design included significant expansion of the commuter park and ride lot in the vicinity of the interchange as well, doubling the capacity of the lot by including two new park and ride lots within the footprint of the new interchange.

2011

- The FHWA approved the IMR on June 10, 2011.

2012

- A Citizen Information Meeting was held on June 14, 2012, and a Design Public Hearing was held November 29, 2012.

2013

- Plans to widen Route 630 in Stafford from I-95 to the west were initiated in the late 1980's with the termini shifting with available funding. Design efforts for the current scope, widening from Cedar Lane to Ramoth Church Road/Winding Creek Road, began in late 2012. The right of way phase was authorized in August 2013.

2015

- A During the mid-year update to the SYIP in FY15, project funding was reduced on the Interstate 95/Route 630 interchange project by \$35 million. The project was evaluated for scope reductions to meet the new budget while still maintaining core features of the project relative to the interstate. The reduction strategy focused eliminating components of the project that could be future standalone projects, funded through a variety of funding sources and administered by the VDOT or the locality. However, the reductions to the original preferred alternative were viewed as too limiting for the project. VDOT developed a new alternative, a diverging diamond, for the interchange reconstruction to meet the budget, reduce impacts (right of way and environmental) and streamline the design while preserving key project features. The diverging diamond was not originally considered in the alternatives analysis of the IMR as DDI's were not being designed or constructed in Virginia when work on the IMR started in 2009. In addition to the new design alternative for the interchange, the commuter park and ride expansion was eliminated from the project as cost saving measure.

In order to efficiently move the project forward with the new DDI alternative, the delivery method was changed from design-bid-build to design-build in spring of 2015. To facilitate remaining project development and construction activities, (finalizing design, right of way acquisitions, utility relocations, coordination of contracts, maintenance of traffic, timeframes, etc.) the adjacent project (Route 630 widening) was combined with the interchange for a single design-build procurement.

- A supplement to the 2011 IMR was completed in fall of 2015 for the new preferred alternative, the DDI, and was approved by the FHWA on November 9, 2015. The Environmental Assessment for the interchange was also updated and approved.

A Citizen Information Meeting for the Route 630 Widening project and a Public Hearing for the I-95/630 Interchange project was held on September 29, 2015. VDOT advanced the combined I-

95/Route 630 Reconstruction and Widening project as a two-phase best value design-build. The Request for Qualifications (RFQ) was released October 27, 2015.

2016

- The Request for Proposals (RFP) was released on April 19, 2016. The design-build contract was awarded by the Commonwealth Transportation Board (CTB) on October 19, 2016. Notice to proceed was issued on November 15, 2016. A kick off meeting with the project's stakeholders was held on December 7, 2016.

2017

- The design-build contractor completed design efforts, continued right of way acquisitions and utility relocations for the I-95 Interchange Reconstruction, Route 630 Widening, and Commuter Parking Lot Expansion. Construction activities began for the projects as well.

2018

- The design-build contractor continued right of way acquisitions and utility relocations for the I-95 Interchange Reconstruction, Route 630 Widening, and Commuter Parking Lot Expansion. Significant progress was made on construction of the project; both bridges over I-95 were completed, the main commuter parking area was completed and opened, the 630 Widening was substantially complete as well as major components of the DDI.

Project Schedule

UPC 13558 - I-95 Interchange Reconstruction

The remaining design efforts for the interchange reconstruction were complete in December 2017. Remaining right of way acquisitions are ongoing. Construction activities began in September 2017. The design build contractor anticipates reaching the early completion incentive milestone, which is May 2, 2020. A significant project milestone, opening of the DDI, is anticipated for December 7, 2019. The fixed project completion date is set to July 31, 2020, with final acceptance/closeout occurring in October 2020.

UPC 4632 - Route 630 Widening

The remaining design efforts for the Route 630 widening were complete in June 2017. Right of way acquisitions are in the final stages. Remaining utility relocations are complete. Construction activities began in July 2017. The design build contractor anticipates reaching the early completion incentive milestone, which is May 2, 2020. A significant project milestone, opening of the Route 630 Widening to 4-lanes of traffic, is anticipated by the end of December 2019. The fixed project completion date is set to July 31, 2020, with final acceptance/closeout occurring in October 2020.

UPC 108573 – Commuter Lot Expansion I-95 East of Exit 140

The remaining design efforts for the commuter parking lot expansion were complete in December 2017. Remaining right of way acquisitions and utility relocations are ongoing. Construction of the main

commuter park was completed and open to traffic in summer 2019. The fixed completion date for the project is set to July 31, 2020, with final acceptance/closeout occurring in October 2020.

See Appendix D for the Project Schedule Overview.

4. PROJECT COST

The cost estimate in the initial financial plan was \$185,428,983. The current, total project cost estimate is \$194,944,659. Project costs include preliminary design activities, right of way acquisition, utility relocation, environmental and design permits/approvals, survey and geotechnical investigations, and construction.

Cost Estimating Methodology

UPC 13558 - I-95 Interchange Reconstruction

Preliminary Engineering

Over the course of project development, funds have been expended on a variety of tasks. Between 1994 and 2015, VDOT spent approximately \$12.5 million on studies and preliminary engineering activities to support the Major Investment Study for the Interstate 95/Route 627 Interchange and the Interstate 95/Route 630 Reconstruction. VDOT has executed agreements with various professional services firms to provide engineering and technical support in the development of the design of the I-95/Route 630 interchange. Professional services provided included traffic data collection and analysis, roadway and hydraulic design, survey, geotechnical investigations, environmental services, and traffic engineering services. Appropriate reviews and audits for professional services contracts were conducted.

Right of Way

Notice to proceed for right of way acquisition was issued for the interchange, total and partial takes, in October and December 2013 respectively. Prior to the initiation of the DDI concept for the interchange and the switch to the design-build delivery method, five total take parcels were acquired for the interchange project. Once the decision was made to move the project forward with the DDI alternative and a design-build delivery, right of way acquisitions were suspended. The five parcels acquired near the interchange remained impacted with either interchange alternative. In accordance with the design-build Request for Proposals, Part 2, Section 1.6, VDOT retained responsibility for the actual cost of the purchase of right of way, all easements and miscellaneous fees associated with real estate closings as part of the Project and oversight of the right of way acquisition, payment, and condemnation process. Advanced acquisitions proceeded for three, high-risk total take parcels; all other right of way/easements needed for the project became part of the design-build contract. The right of way estimate was developed based on the DDI concept plan and actual costs to date. Tax assessment and appraisal information was used to estimate real estate values. Cost increments for condemnations, relocations, and administrative costs were based on regional information. Utility relocation costs were developed based on the DDI concept plan.

Design-Build Contract

An estimated cost for the design-build contract was developed using the concept drawings for the DDI alternative and by making adjustments to the construction quantity estimate developed for the original design alternative for the interchange. Unit costs for similar projects were utilized. Lump sum costs were used for major items of work. The fixed amount of the design-build contract is lump sum, with payments based upon the project physical percent of completion. (20 percent for the start of activity and the remaining 80 percent to be paid upon completion of the activity).

Construction

Construction activities for this portion of the project started in September 2017. During this phase, another project, UPC 109515, in the vicinity of the interchange project was added to the interchange project. Funds from project UPC 109515 were transferred into UPC 13558 thus changing the project budget total; the budget total can be found in Table 1. Thus far, the contractor has been paid \$61,092,731 as of September 30, 2019. This is based upon the latest received pay application from the contractor, which is dated September 11, 2019.

Department Project Oversight Costs

Department costs to manage and provide oversight of the project are budgeted to be \$4,400,000. These costs include an update of required documents, overall project management, design reviews, contract administration and construction oversight. Thus far, the Department has expended \$2,008,077.

UPC 4632 - Route 630 Widening

Preliminary Engineering

Since 1987, just over \$3 million has been expended for preliminary engineering efforts for the Route 630 widening. VDOT has executed agreements with various professional services firms to provide engineering and technical support in the development of the design. Professional services provided included traffic data collection and analysis, survey, geotechnical investigations, environmental services, and traffic engineering services. Appropriate reviews and audits for professional services contracts were conducted.

Right of Way

Notice to proceed for right of way acquisition was issued for the project in August 2013. Right of way acquisitions have been ongoing since that time. In accordance with the design-build Request for Proposals, Part 2, Section 1.6, VDOT remains responsible for the actual cost of the purchase of right of way, all easements and miscellaneous fees associated with real estate closings as part of the Project and oversight of the right of way acquisition, payment, and condemnation process. The right of way estimate was developed based on the Route 630 widening plan set and actual costs to date. Tax assessment and appraisal information was used to estimate real estate values. Cost increments for condemnations, relocations, and administrative costs were based on regional information. Utility relocation costs were developed based on the Route 630 plan set.

Design-Build Contract

An estimated cost for the design-build contract was developed using the detailed plans developed for the Route 630 widening. Unit costs for similar projects were utilized. Lump sum costs were used for major items of work. The fixed amount of the design-build contract is lump sum, with payments based upon the Project physical percent of completion (20 percent for the start of activity and the remaining 80 percent to be paid upon completion of the activity).

Construction

Construction activities started for this project in July 2017. The contractor has been paid \$16,954,927 as of September 30, 2019. This is based upon the latest received pay application from the contractor, which is dated September 11, 2019.

Department Project Oversight Costs

Department costs to manage and provide oversight of the project are budgeted to be \$1,660,143. These costs include an update of required documents, overall project management, design reviews, contract administration and construction oversight. Thus far, the Department has expended \$999,236.

UPC 108573 - Commuter Lot Expansion I-95 East of Exit 140

Preliminary Engineering

The Commuter Lot Expansion project was a Smart Scale application in 2015. District pre-scoping funds were used to for the preliminary engineering efforts to develop the Smart Scale application. These efforts included a high level traffic analysis and a concept layout for the park and ride lots. The preliminary engineering estimate for the project was developed based on hours to complete specific tasks and rates for appropriate design professionals. The tasks and rates were compared to similar projects.

Right of Way

Right-of way acquisition is part of the design-build contract. In accordance with the design-build Request for Proposals, Part 2, Section 1.6, VDOT remains responsible for the actual cost of the purchase of right of way, all easements and miscellaneous fees associated with real estate closings as part of the Project and oversight of the right of way acquisition, payment, and condemnation process. The right of way estimate was developed based on the conceptual layout in the Smart Scale application, assuming donation of a Stafford County owned parcel. Tax assessment and appraisal information was used to estimate real estate values. Cost increments for condemnations, relocations, and administrative costs were based on regional information.

Design-Build Contract

An estimated cost for the design-build contract was developed using the conceptual layout in the Smart Scale application. Costs were based on similar items for the park and ride lot in the base project (UPC 13558). Lump sum costs were used for major items of work. The fixed amount of the design-build contract is lump sum, with payments based upon the Project physical percent of completion (20 percent for the start of activity and the remaining 80 percent to be paid upon completion of the activity).

Construction

Construction activities began in early 2018. The contractor has been paid \$5,762,962 as of September 30, 2019. This is based upon the latest received pay application from the contractor, which is dated September 11, 2019.

Department Project Oversight Costs

Department costs to manage and provide oversight of the project are budgeted to be \$680,000. These costs include an update of required documents, overall project management, design reviews, contract administration and construction oversight. Thus far, the Department has expended \$63,067.

Tables 1 through 3 include the current estimate of the total cost of the project and the remaining cost-to-complete in year-of-expenditure dollars. The tables below depict the estimated project expenditures as of September 30, 2019.

**Table 1 - Project Cost by Phase
UPC 13558 - I-95 Interchange Reconstruction**

Phase	Estimate	Expenditures as of 9/30/2019	Balance to Complete
PE	\$14,435,316	\$14,439,759	(\$4,443)*
Right of Way	\$38,641,016	\$26,401,791	\$12,239,225
Construction	\$96,182,164	\$63,100,808	\$33,081,356
Total	\$149,258,496	\$103,942,358	\$45,316,138

**Table 2 - Project Cost by Phase
UPC 4632 – Route 630 Widening**

Phase	Estimate	Expenditures as of 9/30/2019	Balance to Complete
PE	\$3,124,849	\$3,125,429	(\$580)
Right of Way	\$8,068,863	\$8,107,185	(\$38,322)
Construction	\$24,773,208	\$17,954,164	\$6,819,044
Total	\$35,966,920	\$29,186,778	\$6,780,142

**Table 3 - Project Cost by Phase
UPC108573 - Commuter Lot Expansion I-95 East of Exit 140**

Phase	Estimate	Expenditures as of 9/30/2019	Balance to Complete
PE	\$31,250	\$31,250	\$0
Right of Way	\$300,000	\$402	\$299,598
Construction	\$9,387,993	\$5,826,029	\$3,561,964
Total	\$9,719,243	\$5,857,681	\$3,861,562

* Project charges to be transferred from PE phase to CN phase

** RW phase is over expended due to settlements

5. PROJECT FUNDS

The project is fully funded with a combination of state, federal and other sources. Tables 4 through 7 reflect the current allocations required for each project.

UPC 13558 - I-95 Interchange Reconstruction

The majority of the project funding identified for the I-95/Route 630 interchange is in the form of Grant Anticipation Revenue Vehicle (GARVEE) bonds. The project has \$149,781,819 in previous allocations, which is comprised primarily of federal funds with corresponding state match. Table 4 outlines the specific funding sources.

The I-95/Route 630 interchange is identified in FAMPO's 2040 Constrained Highway project list as the number one interstate project. The project is included in the FFY 2018-2021 MPO TIP and in the FFY 2018-2021 STIP approved by the FHWA on September 29, 2017.

As indicated in the last annual update, MAP-21 HSIP funding of \$544,500 (PE \$110,000; RW \$110,000; CN 324,500) was transferred from 109515 to UPC 13558.

**Table 4 – Project Funding By Source Based on SYIP FY20-25 Final
UPC 13558 – I-95 Interchange Reconstruction**

Source	Thru FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Federal Sources							
MAP21 NHPP Statewide 80/20	\$1,090,254						\$1,090,254
MAP21 NHPP Statewide 80/20 Soft Match	\$272,564						\$272,564
MAP21 NHPP Exempt 80/20	\$2,046,083						\$2,046,083
NAP21 NHPP Exempt 80/20 Soft Match	\$511,522						\$511,522
MAP21 HSIP	\$490,050						\$490,050
MAP21 HSIP soft match	\$54,450						\$54,450
Interstate Maintenance	\$3,567,773						\$3,567,773
Interstate NHS	\$11,617,081						\$11,617,081
Interstate Soft NHS Match	\$1,955,959						\$1,955,959
Bonus OA – Federal IM	\$1,900,000						\$1,900,000
State Sources							
Interstate NHS State Match	\$275,000						\$275,000
Interstate State Match	\$788,761						\$788,761
Interstate IM State Match	\$280,970						\$280,970
Bonus OA-Interstate State Match	\$211,111						\$211,111
Other Sources							
Bond Proceeds – Capital Projects Revenue	\$279,130						\$279,130
Bond Proceeds (GARVEE)	\$124,441,111						\$124,441,111
TOTAL	\$149,781,819	\$0	\$0	\$0	\$0	\$0	\$149,781,819

Preliminary engineering (PE) and right of way (RW) activities for this project, prior to the current design-build approach, were authorized by the Federal Highway Administration (FHWA) on April 1, 1994, and October 22, 2013, respectively, under federal project numbers 0952393 (PE) and 0952529 (RW). Details of the project authorizations are shown in Table 8 at the end of this section.

UPC 4632 - Route 630 Widening

The majority the funding allocated to the Route 630 widening project has been programmed through revenue sharing. Of the \$35,657,337 in previous funds currently allocated to the project, \$32,936,062 is revenue sharing, which is a 50/50 split between the locality (Stafford County) and the state match. In October 2015, Stafford County submitted their revenue sharing application for FY2017, which included reallocation of funds from several County revenue sharing projects, allowing \$4,254,708 to be transferred (previous funding) to the Route 630 widening project to fully fund the project. The project has \$1,670,986 of federal funds which are previous allocations. A small portion of the telecommunication funds are previous allocations with the remaining allocations identified in the SYIP for fiscal years 2018, 2019, and 2020. Table 5 outlines the specific funding sources.

The Route 630 widening is identified in FAMPO's 2040 Constrained Highway project list as the number one urban collector project. The project is included in the FFY 2018-2021 MPO TIP and is included in the FFY 2018-2021 STIP approved by the FHWA on September 29, 2017. The estimate for the project in both the TIP and the STIP is \$35,966,920 for all phases. This project estimate reflects the original project termini prior to re-design I-95/Route 630 interchange.

**Table 5 - Project Funding By Source Based on SYIP FY20-25 Final
UPC 4632 – Route 630 Widening**

Source	Thru FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Federal Sources							
Formula - Secondary Formula - IM to STP: Stafford	\$16,000						\$16,000
Federal Formula STP	\$415,117						\$415,117
Formula - Secondary: 601- Federal: Stafford	\$1,132,090						\$1,132,090
State Sources							
Federal Formula - Secondary Bond Match: Stafford	\$103,779						\$103,779
Formula - Secondary Formula Match: Stafford	\$4,000						\$4,000
Revenue Sharing: State Match	\$16,468,031						\$16,468,031
Telecommunications: Stafford	\$1,050,289	\$309,583					\$1,359,872
Other Sources							
Revenue Sharing: Local Match	\$16,468,031						\$16,468,031
TOTAL	\$35,657,337	\$309,583	\$0	\$0	\$0	\$0	\$35,966,920

Preliminary engineering (PE) and right of way (RW) activities for this project, prior to the current design build approach, were authorized by FHWA on November 3, 2010, and August 23, 2013, respectively, under federal project numbers 0896108 (PE) and 0896109 (RW). Details of the project authorizations are shown in Table 8.

UPC 108573 - Commuter Lot Expansion I-95 East of Exit 140

The Commuter Lot Expansion project has been funded through the SMART SCALE prioritization process. All of the funding for the project is from the High-Priority Project Program (HPPP). The HPPP was established in 2015 under the Code of Virginia §33.2-358.

The Commuter Lot Expansion is included in the current FFY2018-2021 MPO TIP and is included in the FFY2018-221 STIP approved by FHWA on September 29, 2017; Details of the project authorizations are shown in Table 8.

**Table 6 - Project Funding By Source Based on SYIP FY20-25 Final
UPC 108573 - Commuter Lot Expansion I-95 East of Exit 140**

Source	Thru FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Federal Sources							
HPP National Freight Program	\$4,108,305						\$4,108,305
HPP National Freight Program Soft Match	\$1,027,076						\$1,027,076
STP Statewide	\$2,700,000						\$2,700,000
STP Statewide Soft Match	\$675,000						\$675,000
State Sources							
CTB Formula:CTB High Priority	\$883,862						\$883,862
HPP State	\$325,000						\$325,000
TOTAL	\$9,719,243	\$0	\$0	\$0	\$0	\$0	\$9,719,243

**Table 7 - Project Funding By Source Based on SYIP FY20-25 Final
UPC 110382 - I-95 REL INT 630WSBGPL B/T Exits 143&140 GARVEE Debt Service**

Source	Thru FY 2020	FY 2021	FY 2022	FY2023	FY2024	FY2025	TOTAL
MAP21 Debt Service: NHPP Statewide	\$18,525,406	\$8,397,130	\$8,396,317	\$8,397,437	\$8,393,850		\$52,110,140
MAP21 Debt Service: NHPP Statewide Soft Match	\$4,631,352	\$2,099,283	\$2,099,079	\$2,099,359	\$2,098,463		\$13,027,536
TOTAL	\$23,156,758	\$10,496,413	\$10,495,396	\$10,496,796	\$10,492,313		\$65,137,676

**Table 8 - Project Authorization Summary
UPC's 13558, 4632, 108573 & 110382**

Federal Project	UPC(s)	Phase Classification	Cost	Federal Funds	Advance Construction
0896108	4632	PE	\$3,096,317	\$1,336,789	\$0
0896109	4632	RW	\$5,028,782	\$0	\$4,023,025
0952393	13558	PE	\$13,494,861	\$11,910,518	\$0
0952529	13558	RW	\$3,762,397	\$3,487,306	\$0
0952537*	4632, 13558, 108573, 110382**	PE, RW, CN	\$212,363,199	\$29,131,081	\$154,127,211
Total			\$237,745,556	\$45,865,694	\$158,150,236
*Cost and obligations for Federal project includes capital project costs, pay as you go federal funds, GARVEE debt service costs, and GARVEE debt service obligations					
**GARVEE debt service project UPC associated with design build project					

6. FINANCING ISSUES

The financing issues for each UPC are outlined as follows:

UPC 13558 - I-95 Interchange Reconstruction

The majority of the project funding identified for the I95/Route 630 interchange reconstruction is GARVEE bonds. These bonds are identified as allocations for fiscal years 2017, 2018, and 2019. Direct GARVEE bonds require FHWA approval, are project specific; however, issuance and interest costs (known as GARVEE debt service) are reimbursable. The Commonwealth Transportation Board has issued \$98.0 million of the GARVEE bonds allocated to the project. The balance remaining has yet to be issued, which may be a risk to the project.

UPC 4632 - Route 630 Widening

The majority of the project funding for the Route 630 widening project is a combination of local and state funds allocated through the revenue sharing program. The project has funding sources identified to fully fund the project. A significant portion of the project financing is dependent upon revenue sharing funds which have limited funding options to cover project shortfalls. Additionally, funding types on the interchange portion of the project may not be of the appropriate type to be easily transferred to the widening portion of the project, which is on the secondary system. Prioritization of County revenue sharing funded projects that could be candidate donor projects is a possible mitigation strategy.

UPC 108573 - Commuter Lot Expansion I-95 East of Exit 140

The entire Commuter Lot Expansion project is funded from the High-Priority Projects Program. The majority of the funding, \$8,835,381, is programmed in fiscal years 2018, 2019, and 2020. Changes in overall revenues could affect future year allocations that could be a risk to the project. Transferring of funds between projects not already under construction could be a possible mitigation strategy.

7. CASH FLOW

I-95/Route 630 Reconstruction and Widening project annual cash flow analysis is reflected in Tables 9 through 12. It shows the comparison of previously expended and projected expenditures by fiscal year by phase against the total annual allocations.

**Table 9 - Cash Flow Analysis
UPC 13558 - I-95 Interchange Reconstruction**

Expenditures	Thru FY20	FY21	FY22	FY23	FY24	FY25	Total
PE	\$14,439,759						\$14,439,759
Right of Way	\$26,401,791	\$12,239,225					\$38,641,016
Construction	\$87,945,808	\$8,231,913					\$96,177,721
Total Annual Expenditures	\$128,787,358	\$20,471,138					\$149,258,496
Cumulative Expenditures	\$128,787,358	\$149,258,496					
Total Annual Allocations	\$149,781,819						\$149,781,819
Cumulative Allocations	\$149,781,819	\$149,781,819					
Cumulative Allocation Surplus (Deficit)	\$20,994,461	\$523,323					

**Table 10 - Cash Flow Analysis
 UPC 4632 - Route 630 Widening**

Expenditures	Thru FY20	FY21	FY22	FY23	FY24	FY25	Total
PE	\$3,125,429						\$3,125,429
Right of Way	\$8,107,185						\$8,107,185
Construction	\$23,529,164	\$1,208,142					\$24,737,306
Total Annual Expenditures	\$34,761,778	\$1,208,142					\$35,969,920
Cumulative Expenditures	\$34,761,778	\$35,969,920					
Total Annual Allocations	\$35,657,337	\$309,583					\$35,966,920
Cumulative Allocations	\$35,657,337	\$35,966,920					
Cumulative Allocation Surplus (Deficit)	\$895,559	\$ (3,000)					

Table 11 - Cash Flow Analysis
UPC 108573 - Commuter Lot Expansion I-95 East of Exit 140

Expenditures	Thru FY20	FY21	FY22	FY23	FY24	FY25	Total
PE	\$31,250						\$31,250
Right of Way	\$402	\$299,598					\$300,000
Construction	\$8,726,029	\$661,964					\$9,387,993
Total Annual Expenditures	\$8,757,681	\$961,562					\$9,719,243
Cumulative Expenditures	\$8,757,681	\$9,719,243					
Total Annual Allocations	\$8,208,862	\$1,510,381					\$9,719,243
Cumulative Allocations	\$9,719,243	\$9,719,243					
Cumulative Allocation Surplus (Deficit)	\$961,562	\$0					\$0

8. P3 ASSESSMENT

The I-95/Route 630 Reconstruction and Widening project was procured through a best value procurement, being delivered via design-build contract. The project is funded with a combination of local, state and federal funds. No private capital is involved with this project. The project consists of an interstate system interchange reconstruction, a secondary system roadway widening, and a commuter parking lot expansion. The overall project is not a candidate for P3 delivery.

9. RISK AND RESPONSE STRATEGIES

As part of the design-build procurement process, a risk assessment meeting was held October 15, 2015. Highlights from the risk matrix are included below.

UPC 13558 - I-95 Interchange Reconstruction

Complexity and cost of adding a continuous shared use path along the existing Route 630 alignment versus the additional costs and operational impacts of providing pedestrian accommodations through the DDI was one of the main project risks identified during the project development phase for the I-95/Route 630 interchange. Several options for providing pedestrian accommodation were evaluated and estimated by the consultant team prior to procurement, as well as their collateral impacts (maintenance of traffic, utility and operational impacts).

Other project risks identified included ability to convert interchange to a SPUI in the future/bridge spacing, relocation of a private utility, geotechnical concerns due to acidic soils and Potomac clays, and maintenance of traffic for north facing ramps. Each risk had the potential to impact budget and/or schedule. Each item had an action plan or information that was included in the procurement documents as a mitigation strategy. It is anticipated the project's contingency budget included in the project estimate will mitigate any further risks.

UPC 4632 - Route 630 Widening

The ability for the design-build team to adequately meet all right of way commitments, the potential for time of year restrictions and the completion of utility relocations were the key risks for the Route 630 Widening project. Each item had an action plan or information that was included in the procurement documents as a mitigation strategy. It is anticipated the project's contingency budget included in the project estimate will mitigate any further risks.

UPC 108573 - Commuter Lot Expansion I-95 East of Exit 140

The Commuter Lot Expansion project was dependent on a right-of-way donation from Stafford County. The cost of this donation was leveraged in the Smart Scale application to increase the cost/benefit score. Delays with associated with this right-of way donation was the main project risk for the Commuter Lot Expansion. Proper time allotment in the schedule for the right-of-way process and close coordination with Stafford County were possible mitigation strategies. The donation of right-of-way has been secured, and the risk mitigated.

10. ANNUAL UPDATE CYCLE

The submission date of the Initial Financial Plan was December 30, 2015. Future annual updates will be submitted by December 30 of that year, with a "data as of" date of September 30 of that year.

11. SUMMARY OF COST CHANGES SINCE LAST YEAR'S FINANCIAL PLAN

UPC 13558 - I-95 Interchange Reconstruction

The total project budget has been updated to reflect the award estimate of \$149,258,496. The project funding remains the same as last year, \$150,006,563.

UPC 4632 - Route 630 Widening

The total project budget and funding as submitted in the initial financial plan of \$35,966,920 remain the same. The PE and RW phases are currently over-expended by nearly \$39,000. The right of way phase estimate has been exceeded due to higher than anticipated damages and settlement costs. The cash flow is showing a total project deficit of \$3000, this total will be based on final billing for the project. If the costs cannot be absorbed by the project contingency, the County will be responsible to fund the difference.

UPC 108573 – Commuter Lot Expansion I-95 East of Exit 140

The total project budget and funding of \$9,719,243 remain the same.

UPC 110382 - I-95 REL INT 630WSBGPL between Exits 143&140 GARVEE Debt Service

This UPC was established for budget monitoring on the debt service related to UPC 13558 only.

12. COST AND FUNDING TRENDS SINCE INITIAL FINANCIAL PLAN

UPC 13558 - I-95 Interchange Reconstruction

The following summarize the changes in the estimate and funding of UPC 13558 since the initial financial plan.

- Additional MAP21 HSIP funds (\$544,500) were added to the project from UPC 109515 in 2016

UPC 4632 - Route 630 Widening

The total estimate and funding have not changed since the initial financial plan for this project.

UPC 108573 – Commuter Lot Expansion I-95 East of Exit 140

This project was added to the Design-Build procurement for the I-95/Route 630 Reconstruction and Widening upon approval of the FY2017-2022 SYIP in June 2016 as indicated above. The contractor intends to complete this portion of the project by December 2019 which aligns with project allocations.

UPC 110382 - I-95 REL INT 630WSBGPL between Exits 143&140 GARVEE Debt Service

This UPC was established for budget monitoring on the debt service related to UPC 13558 only.

13. SUMMARY OF SCHEDULE CHANGES SINCE LAST YEAR'S FINANCIAL PLAN

UPC 13558 - I-95 Interchange Reconstruction

The completion date identified in the design-build procurement documents is July 31, 2020. An incentivized completion date of May 2, 2020, has also been identified. The contractor has identified its intent to complete the interchange reconstruction by the incentivized completion date.

UPC 4632 - Route 630 Widening

The completion date identified in the design-build procurement documents is July 31, 2020. An incentivized completion date of May 2, 2020, has also been identified. The contractor has identified a completion date of December 2019 for this portion of the project.

UPC 108573 – Commuter Lot Expansion I-95 East of Exit 140

The completion date identified in the design-build procurement documents is July 31, 2020. An incentivized completion date of May 2, 2020, has also been identified. The contractor identified a completion date of December 2018 for the secondary commuter lot in the southeastern quadrant of the interchange. The contractor identified a completion date of December 2019 for the commuter lot expansion.

UPC 110382 - I-95 REL INT 630WSBGPL between Exits 143&140 GARVEE Debt Service

This UPC was established for budget monitoring on the debt service related to UPC 13558 only.

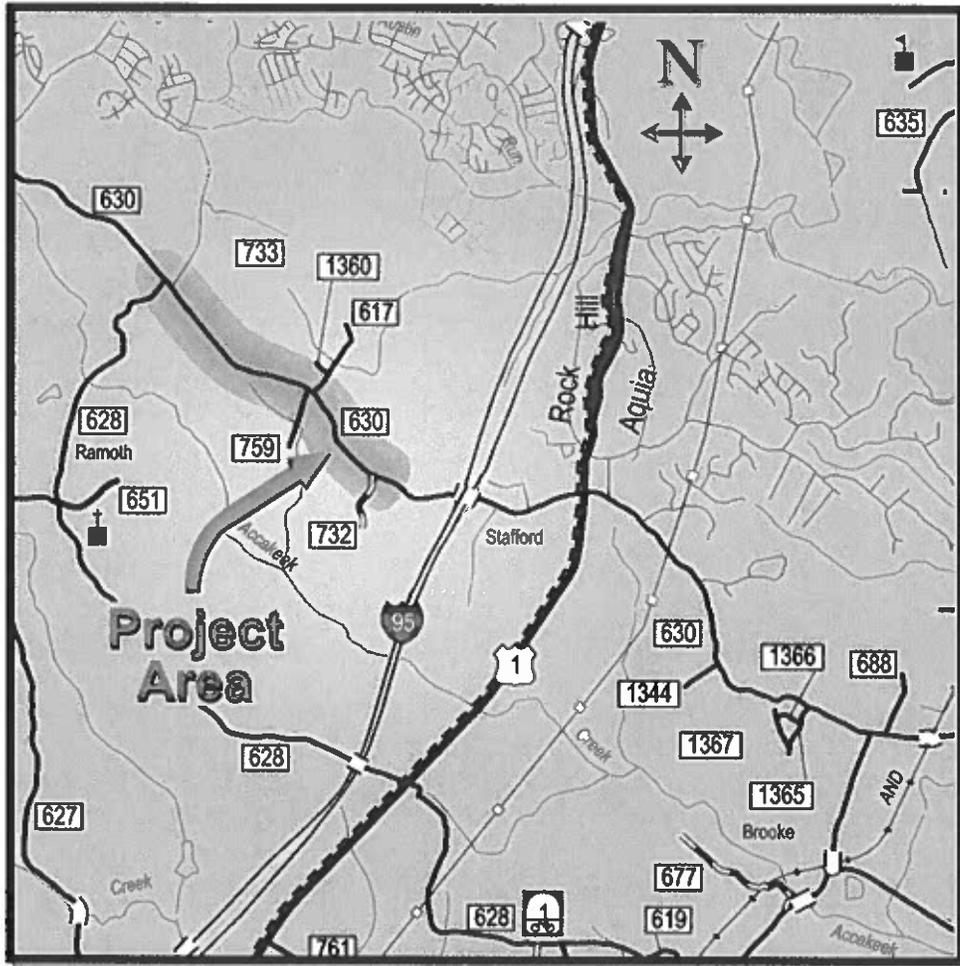
14. SCHEDULE TRENDS SINCE INITIAL FINANCIAL PLAN

There are no trends affecting the project schedule since the initial financial plan.

APPENDIX A
UPC 13558 - I-95 Interchange Reconstruction
State Project Number 0095-089-F09, P101, R201, R202, C501, B647, B648



APPENDIX B
UPC 4632 - Route 630 Widening
State Project Number 0630-089-202, P101, R201, C501



APPENDIX C
UPC 108573 - Commuter Lot Expansion I-95 East of Exit 140
State Project Number 0095-089-282, P101, R201, C501



APPENDIX D
Scheduling Matrix

Task		Start	Finish	2017	2018	2019	2020
UPC 13558	PE-Design	10/5/2011	12/1/2017	■	■	■	
	RW/Utilities	8/21/2013	3/31/2020	■	■	■	■
	Construction	9/1/2017	7/31/2020	■	■	■	■
UPC 4632	PE-Design	5/4/2011	6/1/2017	■	■		
	RW/Utilities	2/1/2013	12/31/2018	■	■	■	■
	Construction	7/10/2017	12/31/2019	■	■	■	■
UPC 108573	PE-Design	1/1/2017	12/1/2017	■	■		
	RW/Utilities	7/1/2017	12/31/2018	■	■	■	■
	Construction	2/28/2017	7/31/2019	■	■	■	■
UPC 110382	PE-Design	3/1/2017		For financial purposes only.			