



I-95/Route 630 Reconstruction and Widening Initial Financial Plan

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1. PROJECT DESCRIPTION

The I95/Route 630 Reconstruction and Widening project is comprised of two projects, the I-95/Route 630 Interchange Reconstruction (UPC 13558) and the Route 630 Widening. The projects are being combined into a single Design-Build procurement.

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.

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 skewed 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.

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 except that Air was modeled based upon data from other regional projects.

On ground surveys for Archaeology and Standing Structures were performed with a No Effect determination from the Virginia Department of Historic Resources. A comprehensive Phase I was performed for Hazardous Materials that noted multiple sites with potential contaminants which are mostly petroleum based constituents. On-ground surveys for the federally threatened Small Whorled Pogonia were performed and updated through June 2014. An updated survey will be required during the 2016 survey window for Small Whorled Pogonia or prior to construction. These studies indicate existing potential habitat but have not identified the presence of species within the study window. The study window was surveyed for Corps of Engineers (COE) jurisdictional areas with multiple stream and wetland habitats identified. These areas have subsequently been mapped and data is available. A field review was conducted with the COE and Virginia Department of Environmental Quality (VA DEQ); however; no COE jurisdictional determination has been made.

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 has been tentatively approved by FHWA (9/16/2015).

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. We are currently coordinating a Not Likely to Adversely Effect determination with the United States Fish and Wildlife Service (USFWS).

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. No COE jurisdictional determination has been made.

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. We are currently coordinating a Not Likely to Adversely Effect determination with the USFWS. The CE is being updated via coordination with FHWA.

Project Website

Additional information for UPC 13558 – I-95 Interchange Relocation 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.asp

Additional information for UPC 4632 - Route 630 Widening can be found on the following Project website, which may be accessed on VDOT’s external website:

http://www.virginiadot.org/projects/fredericksburg/route_630_widening_west_of_interstate_95.asp

2. PROJECT HISTORY/SCHEDULE

Project History:

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.

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 FHWA approved the IMR on June 10, 2011. A Citizen Information Meeting was held on June 14, 2012 and a Design Public Hearing was held November 29, 2012.

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 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.

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.

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 will be advancing 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. The Request for Proposals (RFP) is scheduled to be released in April 2016.

In order to advance the schedules for the projects, VDOT is performing advance Right of Way acquisitions for each of the projects and utility relocations for the Route 630 widening (UPC 4632). All remaining right of way acquisitions and all utility relocations associated with UPC 13558 not completed by VDOT will be the responsibility of the design-build contractor. All environmental permits and commitments for both projects will be the responsibility of the design-build contractor.

Schedule:

The anticipated award date for the design-build contract is October 2016.

UPC 13558 - I-95 Interchange Reconstruction

Based on a preliminary schedule, the remaining design efforts are estimated to take place between January 2017 and September 2017. Remaining right of way acquisitions and utility relocations are anticipated to take twelve months, occurring between July 2017 and July 2018. Construction activities are anticipated to begin in December 2017. Project completion is anticipated in April 2020 with final acceptance/closeout occurring in August 2020.

UPC 4632 - Route 630 Widening

Based on a preliminary schedule, the remaining design efforts are estimated to take place between January 2017 and March 2017. All right of way acquisitions are anticipated to be complete by July 2016. Remaining utility relocations are anticipated to be complete by July 2017. Construction activities are anticipated to begin in June 2017. Project completion is anticipated in April 2020 with final acceptance/closeout occurring in August 2020.

The Project Schedule Overview can be found in Appendix C.

3. PROJECT COST

The current, total project cost estimate is \$185,428,983. 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 has 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 and most recently the development of the DDI alternative. Professional services provided included traffic data collection and analysis, roadway and hydraulic design, survey, geotechnical investigations, environmental services, and traffic engineering services. The data collected and documents developed during this time are being used in the procurement of the design-build contract. 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. Appropriate reviews and audits for professional services contracts were conducted.

Right of Way

Design-build is the delivery method planned for the I-95/Route 630 Reconstruction and Widening project. 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 will be impacted with either interchange alternative. 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. Advanced acquisitions are proceeding for three, high-risk total take parcels; all other right of way/easements needed for the project will be acquired as 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 will be lump sum, with payments based upon the project physical percent of completion.

Department Project Oversight Costs

Department costs to manage and provide oversight of the project are estimated to be \$3,444,405. These costs include an update of required documents, overall project management, design reviews, contract administration and construction oversight.

UPC 4632 - Route 630 Widening

Preliminary Engineering

Since 1987, just over \$2.8 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. The data collected and documents developed during this time are being used in the procurement of the design-build contract. 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. Appropriate reviews and audits for professional services contracts were conducted.

Right of Way

Design-build is the delivery method planned for the Route 630 widening project. 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 and are anticipated to be complete by July 2016. 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 will be lump sum, with payments based upon the Project physical percent of completion.

Department Project Oversight Costs

Department costs to manage and provide oversight of the project are estimated to be \$902,036. These costs include an update of required documents, overall project management, design reviews, contract administration and construction oversight.

Tables 1 and 2 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, 2015.

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

Phase	Estimate	Expenditures as of 9/30/2015	Balance to Complete
PE	\$14,765,059	\$13,332,653	\$1,432,406
RW	\$38,531,016	\$6,738,923	\$31,792,093
CN	\$96,165,988		96,165,988
Total	\$149,462,063	\$20,071,576	\$129,390,487

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

Phase	Estimate	Expenditures as of 9/30/2015	Balance to Complete
PE	\$3,894,972	\$3,231,960	\$663,012
RW	\$6,507,937	\$4,141,170	\$2,366,767
CN	\$25,564,011		25,564,011
Total	\$35,966,920	\$7,373,130	\$28,593,790

4. PROJECT FUNDS

The project is fully funded with a combination of state, federal and other sources. Tables 3 and 5 reflect the current allocations required for each project.

UPC 13558 - I-95 Interchange Reconstruction

The majority of the project funding, \$120,020,812, identified for the I-95/Route 630 interchange is in the form of Grant Anticipation Revenue Vehicle (GARVEE) bonds. These bonds are identified as allocations in the SYIP for fiscal years 2017, 2018, and 2019. The project has \$29,441,251 in previous allocations which is comprised primarily of federal funds with corresponding state match. Table 3 outlines the specific funding sources.

The I-95/Route 630 interchange is identified in FAMPO 2040 Constrained Highway project list as the number one interstate project. The project is included in the FY 2015-2018 TIP, adopted by FAMPO Resolution 14-14 on June 16, 2014, amended June 19, 2015. The project is also included in the FFY 2015-2018 STIP approved by the FHWA on September 30, 2014. The

estimate for the project in both the TIP and the STIP is \$184,462,063 (which breaks down by phase in the STIP to PE \$16,897,897,613; RW \$57,898,687,687; CN \$109,665,763). This project estimate reflects the original design alternative, a modified split diamond interchange, and was the project estimate prior to the funding reductions in the FY15 SYIP update. The STIP/TIP will be amended to incorporate bid options into the project description. See Section 8 - Risk and Response Strategies for further details.

**Table 3 - Project Funding By Source Based on SYIP FY16-21 Final
UPC 13558 - I-95 Interchange Reconstruction**

Source	Thru FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Federal Sources							
MAP21 NHPP	\$6,839,881						\$6,839,881
MAP21 NHPP Soft Match	\$1,709,971						\$1,709,971
Interstate Maintenance	\$3,567,773						\$3,567,773
Interstate	\$11,617,081						\$11,617,081
Interstate Soft 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
Residue Parcel Revenue	\$294,744						\$294,744
Other Sources							
Bond Proceeds (GARVEE)	\$0	\$62,135,587	\$33,484,183	\$24,401,042			\$120,020,812
TOTAL	\$29,441,251	\$62,135,587	\$33,484,183	\$24,401,042	\$0	\$0	\$149,462,063

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 4.

Table 4 – UPC 13558 Project Authorization Summary					
Federal Project	UPC(s)	Phase Classification	Cost	Federal Funds	Advance Construction
0952393	13558	PE	\$16,897,613	\$15,297,584	\$0
0952529	13558	RW	\$57,898,687	\$9,541,834	\$44,781,273

It is anticipated that the existing federal agreements will be modified at or around the time authorization is requested for the design build project RFP to ensure project costs are aligned.

UPC 4632 - Route 630 Widening

The majority the funding allocated to the Route 630 widening project has been programmed through revenue sharing. Of the \$29,441,251 in previous funds currently allocated to the project, \$28,681,354 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 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 2040 Constrained Highway project list as the number one urban collector project. The project is included in the FY 2015-2018 TIP, adopted by FAMPO Resolution 14-14 on June 16, 2014, amended June 19, 2015. The project is also included in the FFY 2015-2018 STIP approved by the FHWA on September 30, 2014. The estimate for the project in both the TIP and the STIP is \$29,970,888 (which breaks down by phase in the STIP to PE \$2,375,000; RW \$7,018,358; CN \$20,577,530). This project estimate reflects the original project termini prior to re-design I-95/Route 630 interchange. A TIP and STIP amendment will be needed to reflect the current estimate.

**Table 5 - Project Funding By Source Based on SYIP FY16-21 Final
UPC 4632 – Route 630 Widening**

Source	Thru FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Federal Sources							
Formula - Secondary Formula - IM to STP: Stafford	\$16,000						\$16,000
Federal Formula STP	\$353,349						\$353,349
Formula - Secondary: 601- Federal: Stafford	\$967,440						\$967,440
State Sources							
Federal Formula - Secondary Bond Match: Stafford	\$88,337						\$88,337
Formula - Secondary Formula Match: Stafford	\$4,000						\$4,000
Formula - Secondary: 601- State: Stafford	\$241,860						\$241,860
Revenue Sharing: State Match	\$16,468,031						\$16,468,031
Telecommunications: Stafford	\$360,813		\$251,172	\$387,640	\$360,247		\$1,359,872
Other Sources							
Revenue Sharing: Local Match	\$16,468,031						\$16,468,031
TOTAL	\$34,967,861	\$0	\$251,172	\$387,640	\$360,247	\$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 6.

Table 6 – UPC 4632 Project Authorization Summary					
Federal Project	UPC(s)	Phase Classification	Cost	Federal Funds	Advance Construction
0896108	4632	PE	\$2,375,000	\$1,336,789	\$171,500
0896109	4632	RW	\$7,018,358	\$0	\$5,614,686

It is anticipated that the existing federal agreements will be modified at or around the time authorization is requested for the design build project RFP to ensure project costs are aligned.

5. 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; \$120,020,812 out of a total budget of \$149,462,063. 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 are reimbursable. A significant portion of the project financing is dependent upon GARVEE bonds that are yet to be issued, which may be a risk to the project.

UPC 4362 - 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.

6. CASH FLOW

I-95/Route 630 Reconstruction and Widening project annual cash flow analysis is reflected in Tables 7 and 8. It shows the comparison of previously expended and projected expenditures by fiscal year by phase against the total annual allocations.

**Table 7- Cash Flow Analysis
UPC 13558 - I-95 Interchange Reconstruction**

Expenditures	Thru FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total
PE	\$13,332,653	\$909,000	\$523,406				\$14,765,059
Right of Way	\$6,738,923	\$2,480,000	\$20,027,850	\$1,218,650	\$8,065,593		\$38,531,016
Construction	\$0	\$7,728,804	\$33,378,540	\$31,824,884	\$23,233,760		\$96,165,988
Total Annual Expenditures	\$20,071,576	\$11,117,804	\$53,929,796	\$33,043,534	\$31,299,353		\$149,462,063
Cumulative Expenditures	\$20,071,576	\$31,189,380	\$85,119,176	\$118,162,710	\$149,462,063	\$149,462,063	\$149,462,063
Total Annual Allocations*	\$29,441,251	\$62,135,587	\$33,484,183	\$24,401,042	\$0	\$0	\$149,462,063
Cumulative Allocations*	\$29,441,251	\$91,576,838	\$125,061,021	\$149,462,063	\$149,462,063	\$149,462,063	\$149,462,063
Cumulative Allocation Surplus (Deficit)	\$9,369,675	\$60,387,458	\$39,941,845	\$31,299,353	\$0	\$0	

**Table 8 - Cash Flow Analysis
UPC 4632 - Route 630 Widening**

Expenditures	Thru FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total
PE	\$3,231,960	\$663,012					\$3,894,972
Right of Way	\$4,141,800	\$572,298		\$1,793,839			\$6,507,937
Construction		\$2,375,474	\$16,145,688	\$7,042,849			\$25,564,011
Total Annual Expenditures	\$7,373,760	\$3,610,784	\$16,145,688	\$8,836,688	\$0		\$35,966,920
Cumulative Expenditures	\$7,373,760	\$10,984,544	\$27,130,232	\$35,966,920	\$0	\$0	\$35,966,920
Total Annual Allocations*	\$30,713,153	\$4,254,708	\$251,172	\$387,640	\$360,247	\$0	\$0
Cumulative Allocations*	\$30,713,153	\$34,967,861	\$35,219,033	\$35,606,673	\$35,966,920	\$35,966,920	\$35,966,920
Cumulative Allocation Surplus (Deficit)	\$23,339,393	\$23,983,317	\$8,088,801	-\$360,247	\$35,966,920	\$35,966,920	\$0

7. P3 ASSESSMENT

The I-95/Route 630 Reconstruction and Widening project is being procured through a design-build process and 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 and a secondary system roadway widening and is not a likely candidate for P3 delivery.

8. 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 is one of the main project risks for the I-95/Route 630 interchange. Several options for providing pedestrian accommodation are being 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 include 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 has the potential to impact budget and/or schedule. Each item has an action plan or information that will be 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.

Three bid options will be included as part of the Design-Build procurement (RFP). Two of the options relate to expansion of commuter park and ride lots, the third bid option relates to the addition of a fourth general purpose lane on southbound I-95 between Exits 143 and 140. The options to expand commuter park and ride lots are also tied to a candidate House Bill 2 (HB2) project. Award of the options will only be made if savings are achieved through the bid process or HB2 funds become available to expand the commuter park and ride lots. At this time, funding for the bid options is not programmed in the SYIP.

UPC 4632 - Route 630 Widening

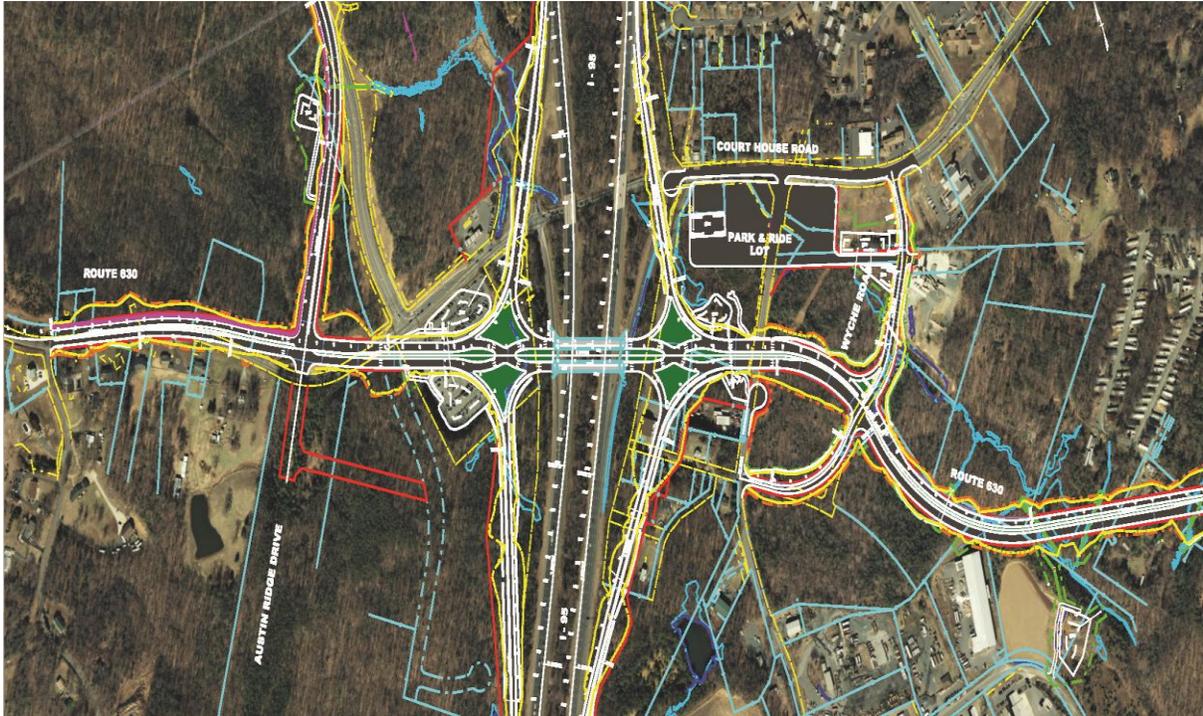
Condition of the existing pavement structure is one of the main project risks for the Route 630 widening. Changes to pavement recommendations that may occur will impact the project budget. Additional material testing is underway to mitigate this risk.

Other project risks identified include adequately conveying right of way commitments to the design-build team, potential time of year restrictions and completion of utility relocations. Each item has an action plan or information that will be 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.

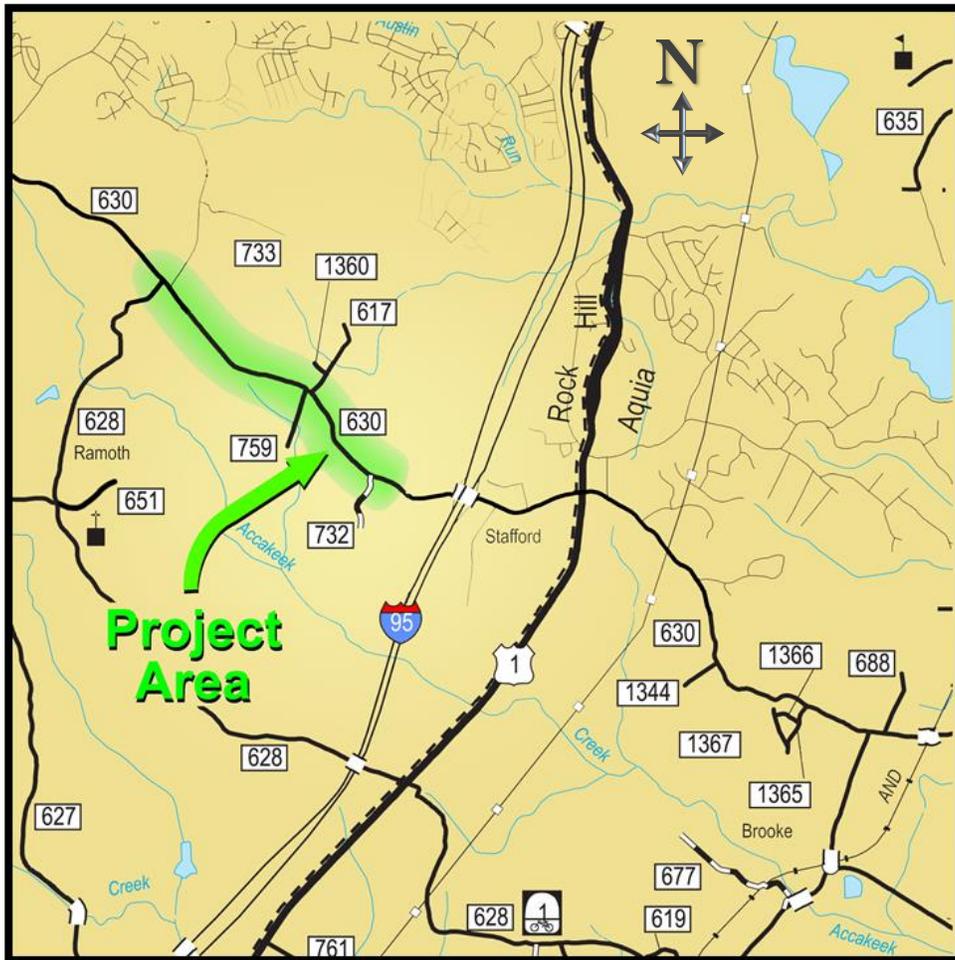
9. ANNUAL UPDATE CYCLE

The submission date of the Initial Financial Plan is December 30, 2015. The first annual update will be submitted by December 30, 2016 and will be based on a "data as of" date of September 30, 2016. Future annual updates will be submitted by December 30 of that year, with a "data as of" date of September 30 of that year.

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
Scheduling Matrix

Task	Start	Finish	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
CPC 13558	PE-Design	10/5/2011	9/30/2017									
	RW/Utilities	8/21/2013	7/31/2018									
	Construction	12/1/2017	4/30/2020									
CPC 4632	PE-Design	5/4/2011	3/30/2017									
	RW/Utilities	2/1/2013	7/31/2017									
	Construction	6/15/2017	4/30/2020									
Construction Completion	4/30/2020	8/30/2020										
PE authorization UPC 13558	4/18/1994											
PE authorization UPC 4632	6/30/1987											