



**Military Highway Continuous  
Flow Intersection (CFI)  
Annual Update Financial Plan**

**September 30, 2019**

**State Project Number(s): 0013-122-V03, 0165-  
122-V04, 0165-122-181**

**UPC(s): 9783, 1765, 84243**

**Table of Contents**

<b>Executive Summary .....</b>	<b>3</b>
<b>1. Project Description .....</b>	<b>4</b>
<b>2. Schedule.....</b>	<b>5</b>
<b>3. Project Cost .....</b>	<b>5</b>
<b>4. Project Funds.....</b>	<b>6</b>
Six-Year Improvement Program Funding.....	7
Federal Fund Sources and Special Funding Techniques .....	9
Project Authorization Details as of June 30, 2019 .....	10
<b>5. Financing Issues .....</b>	<b>11</b>
<b>6. Cash Flow .....</b>	<b>12</b>
<b>7. P3 Assessment.....</b>	<b>12</b>
<b>8. Risk and Response Strategies .....</b>	<b>13</b>
<b>9. Annual Update Cycle.....</b>	<b>14</b>
<b>10. Summary of Cost Changes Since Last Years Financial Plan.....</b>	<b>14</b>
<b>11. Cost and Funding Trends Since Initial Financial Plan .....</b>	<b>15</b>
<b>12. Summary of Schedule Changes Since Last Years Financial Plan .....</b>	<b>16</b>
<b>13. Schedule Trends Since Initial Financial Plan.....</b>	<b>16</b>

## **EXECUTIVE SUMMARY**

### **General**

This Financial Plan Annual Update is predicated on the data collection from the period of July 1, 2018 to June 30, 2019.

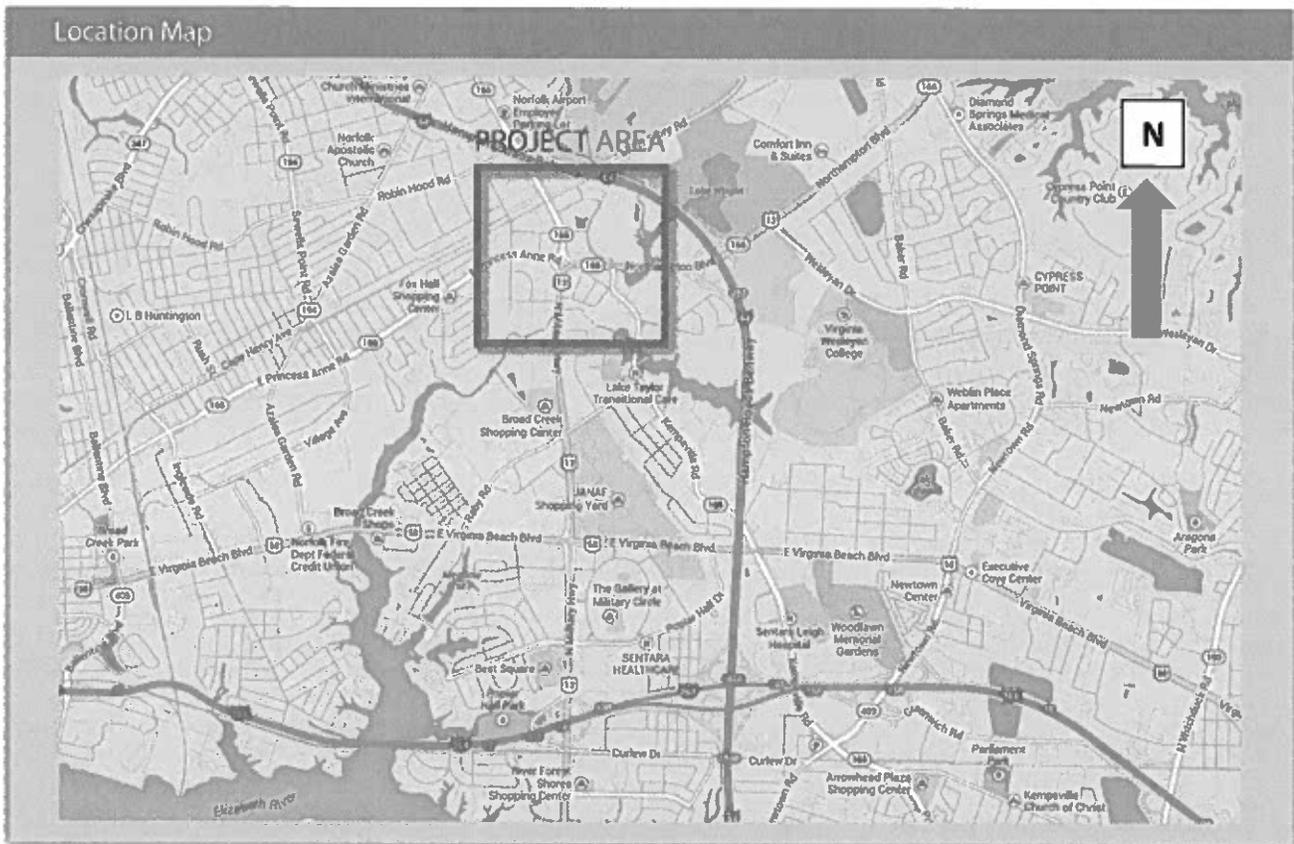
The project financials are within budgetary constraints.

The construction of the project was completed on November 16, 2018.

There are two (2) outstanding right of way condemnations. Parcel 32 (1500 N. Military, LLC) is scheduled for trial in November, 2019. We have yet to receive a demand for Parcel 32, but the appraisal is \$3,247,000. Parcel 33 (Norfolk Hotel II, LLC) is scheduled for trial in April, 2020. The last demand at mediation for Parcel 33 was \$1,000,000.

## 1. PROJECT DESCRIPTION

The Military Highway Continuous Flow Intersection project is the first of its kind being administered solely by the Virginia Department of Transportation (VDOT). In collaboration with the City of Norfolk, it has been determined that the intersection of Military Highway with Northampton Blvd and Princess Anne Road is a major stumbling block in improving the traffic flow in this area of the City, where commerce is prevalent. Congestion alleviation is the purpose for this project and the method used to meet that objective is to implement a Continuous Flow Intersection (CFI). Figure 1 shows the general geographic area of the project.



**Figure 1: Geographic Area**

This project is comprised of three (3) UPC's (9783, 1765 and 84243). The physical extent of the project is entirely in the City of Norfolk on Military Highway with transitional work on connecting side streets. Limits of the project are 0.023 miles south of Lowery Road and continuing to 0.230 miles north of I-64. Current four lanes will be widened to eight lanes with the "centerpiece" being a Continuous Flow Intersection.

The major items in the project scope are full depth pavement reconstruction, replacement of an existing box culvert conveying Broad Creek, new drainage and storm water systems and new traffic control devices. Figure 2 reflects the project limits along with their associated UPC's. The Design Builder is responsible for acquiring water quality permits. Currently, the project has a Categorical Exclusion and the Preliminary Environmental Certification (EQ 103) was obtained on March 23, 2015.



**Figure 2: Project Limits**

The project web site contains additional information and is accessible to the public. Periodic updates are uploaded as the project progresses through major milestones. The web address is: [http://www.virginiadot.org/projects/hamptonroads/military\\_highway\\_continuous\\_flow\\_intersection.aspx](http://www.virginiadot.org/projects/hamptonroads/military_highway_continuous_flow_intersection.aspx) and provides readers an instructional video on how a continuous flow intersection operates.

## 2. SCHEDULE

The construction of the project was completed on November 16, 2018.

## 3. PROJECT COST

The project costs have been developed through the progression of the project and equates to a current total cost estimate of \$107,794,959. This current estimate is based on the project Award cost estimates for the three (3) project UPCs. The estimate accounts for normal project costs such as construction engineering and inspection (CEI), railroad force account costs, utilization of other state forces, anticipated use of state and local police agencies and contingency. It is to be noted that the project has incurred work orders bringing the design build contract to a total of \$62,121,646. These work orders are within the project contingency. This includes all associated costs for preliminary engineering (PE), right of way (RW) and construction (CN). Additionally, the cost of the debt service for the GARVEE bonds is estimated at \$5,067,320. Debt Service is discussed further in Section 5 – Financing Issues.

Table 1 reflects the project’s three (3) UPC’s, the project Award cost estimates, and expenditures as of June 30, 2019.

**Table 1: Project Cost Estimate per UPC**

UPC	Phase	A	B	A-B
		Estimate	Current Expenditures as of June 30, 2019	Balance to Complete
UPC 9783	PE	\$ 3,062,614	\$ 3,062,614	\$ -
	RW	\$ 2,946,884	\$ 2,946,884	\$ -
	CN	\$ 20,263,772	\$ 15,501,786	\$ 4,761,986
	<b>TOTAL</b>	<b>\$ 26,273,270</b>	<b>\$ 21,511,284</b>	<b>\$ 4,761,986</b>
UPC 1765	PE	\$ 7,541,291	\$ 7,541,291	\$ -
	RW	\$ 17,766,304	\$ 15,381,170	\$ 2,385,134
	CN	\$ 35,168,500	\$ 32,917,870	\$ 2,250,630
	<b>TOTAL</b>	<b>\$ 60,476,095</b>	<b>\$ 55,840,331</b>	<b>\$ 4,635,764</b>
UPC 84243	PE	\$ -	\$ -	\$ -
	RW	\$ 987,273	\$ 987,273	\$ -
	CN	\$ 20,058,321	\$ 18,153,935	\$ 1,904,386
	<b>TOTAL</b>	<b>\$ 21,045,594</b>	<b>\$ 19,141,208</b>	<b>\$ 1,904,386</b>
<b>GRAND TOTAL</b>		<b>\$ 107,794,959</b>	<b>\$ 96,492,823</b>	<b>\$ 11,302,136</b>

#### 4. PROJECT FUNDS

The project cost is estimated at \$107,794,959. The Final FY 2020-2025 Six-Year Improvement Program (SYIP) adopted by the CTB includes previous allocations totaling approximately \$113,620,000.

The project is fully funded with a combination of state, federal and other sources:

- \$83,001,000 from federal sources
- \$54,345,000 from GARVEE bonds
- \$4,797,000 from state sources
- \$25,822,000 from other sources

Tables 2A, 2B and 2C, reflect the current allocations for each of the three (3) UPC’s. At the end of Table 2C a Total Project Summary line is provided. GARVEE Debt Service allocations are on UPC 110387 and is discussed further in Section 5 – Financing Issues.

Project funding is demonstrated in the Hampton Roads Transportation Planning Organization’s Long Range Transportation Plan and Transportation Improvement Program (TIP), as well as the Commonwealth’s Statewide Transportation Program (STIP).

**Six-Year Improvement Program Funding**

**Summary of Project Funding by Source  
(Amounts in 000's)**

**Table 2A: Allocations UPC 9783**

Funding Source		Previous	2021	2022	2023	2024	2025	2026	TOTAL
<b>UPC 9783</b>	<b>RSTP</b>	\$ 11,029							\$ 11,029
	<b>STP</b>	\$ 1,429							\$ 1,429
	<b>Minimum Guarantee</b>	\$ 1,342							\$ 1,342
	<b>Federal Subtotal</b>	\$ 13,800							\$ 13,800
	<b>RSTP Match</b>	\$ 2,757							\$ 2,757
	<b>State Subtotal</b>	\$ 2,757							\$ 2,757
	<b>Urban Formula - Federal/State</b>	\$ 9,473							\$ 9,473
	<b>Local Match</b>	\$ 250							\$ 250
	<b>Other Subtotal</b>	\$ 9,723							\$ 9,723
	<b>UPC TOTAL</b>	\$ 26,280							\$ 26,280

**Table 2B: Allocations UPC 1765**

Funding Source		Previous	2021	2022	2023	2024	2025	2026	TOTAL
UPC 1765	GARVEE	\$ 50,078							\$ 50,078
	GARVEE Subtotal	\$ 50,078							\$ 50,078
	Minimum Guarantee	\$ 4,864							\$ 4,864
	STP	\$ 240							\$ 240
	Federal Subtotal	\$ 5,104							\$ 5,104
	Capital Projects Revenue	\$ 500							\$ 500
	Residue Parcel	\$ 1							\$ 1
	State Subtotal	\$ 501							\$ 501
	Urban Formula – Federal State	\$ 4,636							\$ 4,636
	Local Match	\$ 156							\$ 156
	Other Subtotal	\$ 4,792							\$ 4,792
	UPC TOTAL	\$ 60,475							\$ 60,475

**Table 2C: Allocations UPC 84243 & Project Total**

Funding Source		Previous	2021	2022	2023	2024	2025	2026	TOTAL
UPC 84243	GARVEE	\$ 4,267				-			\$ 4,267
	GARVEE Subtotal	\$ 4,267							\$ 4,267
	RSTP	\$ 6,155	-	-	-				\$ 6,155
	STP	\$ 3,569	-	-	-				\$ 3,569
	Minimum Guarantee	\$ 28	-	-	-				\$ 28
	Federal Subtotal	\$ 9,752							\$ 9,752
	RSTP Match	\$ 1,539	-	-	-				\$ 1,539
	State Subtotal	\$ 1,539	-	-	-				\$ 1,539
	Urban Formula - Federal/State	\$ 11,009	-	-	-				\$ 11,009
	Local Match	\$ 298	-	-	-				\$ 298
	Other Subtotal	\$ 11,307	-	-	-				\$ 11,307
	UPC TOTAL	\$ 26,865							\$ 26,865

PROJECT TOTAL All UPCs	\$ 113,620								\$ 113,620
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**Federal Fund Sources and Special Funding Techniques**

There are six project authorizations associated with UPCs 9783, 1765, and 84243, as summarized in Table 3.

The current design-build project comprised of UPCs 9783, 1765, and 84243 was originally intended to be administered as consecutively delivered design-bid-build projects. As such, there are five federal authorizations associated with UPCs 9783, 1765, and 84243 that were approved by Federal Highway Administration (FHWA) prior to the current design-build project authorization.

Preliminary engineering, right of way, and construction activities related to the design-build delivery were authorized by FHWA on April 16, 2015, under federal project number 5A03755. The design-build project authorization is inclusive of both obligated federal funds and Advance Construction (AC) funds. GARVEE debt service associated with the design-build project was authorized by FHWA on September 21, 2016, under UPCs 110385 and 110387 respectively and the first GARVEE debt service obligations were approved by FHWA on February 24, 2017, for Federal Fiscal Year 2017. GARVEE debt service costs, obligations, and future costs to finance are reflected in the authorization table below for federal project number 5A03755.

Detailed information concerning federal fund sources and special funding techniques associated with each project authorization is also provided.

***Table 3: Summary of Project Authorizations***

<b>Project Authorization Summary as of June 30, 2019</b>						
<b>Federal Project</b>	<b>UPC(s)</b>	<b>Phase Classification</b>	<b>Cost</b>	<b>Federal Funds</b>	<b>Advance Construction</b>	<b>Status</b>
5403929	9783	PE	\$3,062,614	\$821,163	\$0	Closed
5A03102	9783	RW	\$2,940,030	\$2,345,713	\$0	Closed
5403965	1765	PE	\$7,173,150	\$3,472,310	\$0	Closed
5403687	1765	RW	\$10,029,256	\$65,845	\$7,342,815	Active
5A03104	84243	RW	\$988,876	\$789,943	\$0	Closed
5A03755	9783, 1765, 84243, 110385, 110387	PE, RW, CN	\$103,076,837	\$32,274,199	\$60,337,675	Active
<b>Total</b>			<b>\$127,270,763</b>	<b>\$39,769,173</b>	<b>\$67,680,490</b>	

**Project Authorization Details as of June 30, 2019**

Federal Project Number 5403929 UPC 9783 PE			
Program Code	Cost	Federal Funds Obligated	AC Funds
H230	\$17,927	\$4,807	\$0
H240	\$3,044,687	\$816,356	\$0
<b>Total</b>	<b>\$3,062,614</b>	<b>\$821,163</b>	<b>\$0</b>

Federal Project Number 5A03102 UPC 9783 RW			
Program Code	Cost	Federal Funds Obligated	AC Funds
H240	\$59,579	\$47,663	\$0
HZ20	\$256	\$205	\$0
L230	\$631,299	\$505,039	\$0
L240	\$2,759	\$2,207	\$0
L24E	\$0	\$0	\$0
LZ20	\$529,264	\$423,411	\$0
Q230	\$1,710,995	\$1,362,485	\$0
Q500	\$5,878	\$4,703	\$0
<b>Total</b>	<b>\$2,940,030</b>	<b>\$2,345,713</b>	<b>\$0</b>

Federal Project Number 5403965 UPC 1765 PE			
Program Code	Cost	Federal Funds Obligated	AC Funds
33D0	\$579,778	\$463,822	\$0
H240	\$5,223,029	\$1,912,213	\$0
L24E	\$289,882	\$231,906	\$0
LZ2E	\$1,080,461	\$864,369	\$0
<b>Total</b>	<b>\$7,173,150</b>	<b>\$3,472,310</b>	<b>\$0</b>

Federal Project Number 5403687 UPC 1765 RW			
Program Code	Cost	Federal Funds Obligated	AC Funds
33D0	\$12,804	\$991	\$0
L24E	\$9,178,519	\$0	\$7,342,815
Q240	\$837,933	\$64,854	\$0
<b>Total</b>	<b>\$10,029,256</b>	<b>\$65,845</b>	<b>\$7,342,815</b>

Federal Project Number 5A03104 UPC 84243 RW			
Program Code	Cost	Federal Funds Obligated	AC Funds
33D0	\$398,329	\$318,663	\$0
H240	\$126,596	\$101,277	\$0
L240	\$463,951	\$370,003	\$0
<b>Total</b>	<b>\$988,876</b>	<b>\$789,943</b>	<b>\$0</b>

Federal Project Number 5A03755 UPCs 9783, 1765, 84243 (Debt Service UPCs 110385 & 110387) PE, RW, CN			
Program Code	Cost	Federal Funds Obligated	AC Funds
L240	\$18,800,355	\$119,895	\$14,653,721
L24E	\$28,178,939	\$0	\$28,012,272 <sup>1</sup>
LZ10	\$3,847,738	\$0	\$3,078,190
LZ1E	\$19,455	\$19,455	\$0
LZ20	\$5,450	\$5,450	\$0
LZ2E	\$46,895	\$46,895	\$0
M230	\$15,172,504	\$12,138,003	\$0
M24E	\$7,865,754	\$6,292,603	\$0
Q240	\$469,380	\$375,504	\$0
Q760	\$35,530	\$28,424	\$0
Z001	\$24,667,963	\$10,074,471	\$14,593,492 <sup>1</sup>
Z230	\$3,966,875	\$3,173,499	\$0
<b>Total</b>	<b>\$103,076,837</b>	<b>\$32,274,199</b>	<b>\$60,337,675<sup>2</sup></b>

<sup>1</sup>Includes costs, obligations, and AC yet to be converted relating to GARVEE Debt Service on UPCs 110385 & 110387)

<sup>2</sup> Project has advance construction conversions totaling \$3,468,289

## 5. FINANCING ISSUES

The use of GARVEE bonds on this project will include the obligation of federal funding for GARVEE Debt Service. The debt service schedule based on actual issuance of bonds and estimate future issuances is complete and action on required TIP/STIP amendments to support obligation of GARVEE debt service principal and interest was complete before the issuance of debt. UPPC 110387 has \$1,143,113 of federal National Highway Performance Program (NHPP) allocations in the current SYIP with an estimated

total cost of \$5,067,320. Additional allocations will be placed on the project to cover debt service each SYIP update.

## 6. CASH FLOW

The project cash flow has commenced. Cash flow includes VDOT internal costs as well. The anticipated time frame of the cash flow will be from October 2015 through June 2020.

Currently the cash flow analysis is reflected in Table 4 below and will be updated annually as expenditures are incurred.

### CASH FLOW ANALYSIS (Amounts in 000's)

*Table 4: Project Cash Flow Analysis*

EXPENDITURES		Thru FY	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
UPC 9783	PE	\$ 3,063	\$ -	\$ -	\$ -	\$ -	\$ 3,063
	RW	\$ 2,947	\$ -	\$ -	\$ -	\$ -	\$ 2,947
	CN	\$ 2,078	\$ 4,097	\$ 7,202	\$ 2,125	\$ 4,762	\$ 20,264
UPC 1765	PE	\$ 7,513	\$ 28	\$ -	\$ -	\$ -	\$ 7,541
	RW	\$ 7,527	\$ 5,770	\$ 1,433	\$ 651	\$ 2,385	\$ 17,766
	CN	\$ 4,060	\$ 9,285	\$ 15,587	\$ 3,986	\$ 2,251	\$ 35,169
UPC 84243	PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	RW	\$ 987	\$ -	\$ -	\$ -	\$ -	\$ 987
	CN	\$ 2,228	\$ 4,872	\$ 8,546	\$ 2,508	\$ 1,904	\$ 20,058
<b>Cumulative Expenditures</b>		\$ 30,403	\$ 54,455	\$ 87,223	\$ 96,493	\$ 107,795	\$ 107,795
<b>Total Annual Allocations</b>		\$ 76,276	\$ 19,052	\$ 9,750	\$ 8,543	\$ -	\$ 113,621
<b>Cumulative Allocations</b>		\$ 76,276	\$ 95,328	\$ 105,078	\$ 113,621	\$ 113,621	\$ 113,621
<b>Cash Flow per Year</b>		\$ 45,873	\$ 40,873	\$ 17,855	\$ 17,128	\$ 5,826	\$ 5,826

## 7. P3 ASSESSMENT

This project is not a candidate for delivery via the Public Private Transportation Act (PPTA). The major consideration for this determination is because the project does not offer an acceptable payback to a private concern. This project cannot be tolled and the adjoining land parcels are all privately owned at this time, with little affordable land to be acquired. Therefore, there is not a revenue stream from the

collection of tolls or land development on or near the project that would satisfy private sector payback requirements.

## 8. RISK AND RESPONSE STRATEGIES

A Risk Management process was performed on this project. It commenced in the fall of 2014 and through a series of workshops and meetings the process culminated in a Final Risk Management Report dated 2/13/15. The report was a record of the outcome of discussions on the various risk components and their mitigation strategy associated with this project. Below in Table 5 – Project Risk Assessment are the eleven (11) identified Critical Risk Factors and their mitigation strategy. The other remaining fifty-seven (57) risk factors are outlined in the Risk Management Report. The full Risk Management Report can be found within the project files.

**Table 5: Project Risk Assessment**

RISK ITEM	DESCRIPTION	RESPONSIBLE PARTY	MITIGATION STRATEGY	MITIGATION STATUS
1	Roadway Design – 3 plan sets into 1 set	VDOT	Prior to RFP release, VDOT’s consultant provided extensive QA/QC of the plans to assure no overlaps or omissions.	Completed
2	Roadway Design – Project MOT	VDOT & D-B	TR’s cite VDOT approval on all MOT Plans. Also MOT performance measures were included in TR’s for D-B to follow.	Completed
3	Culvert Design to acquire COE Permit	D-B	RFP includes requirement for D-B to coordinate early and often with COE regarding the water quality permit.	Completed
4	Right of Way – utility easements	VDOT & D-B	Schedule risk on both parties to achieve the necessary dates for easements. D-B to get early start on communicating with utilities.	Completed
5	Right of Way – advanced acquisitions	VDOT	VDOT undertook advanced acquisition process on affected 9 parcels.	Completed
6	Environmental – Stream relocation	VDOT	Permits from other agencies will require early start and notification process. RFP disseminated responsibility between D-B and VDOT to acquire permit.	Completed
7	Utilities – private utilities time frame	VDOT & D-B	VDOT provided updated utility survey in RFP. D-B early coordination to get Utility Companies on board.	Completed Completed

**Table 5: Project Risk Assessment (Continued)**

RISK ITEM	DESCRIPTION	RESPONSIBLE PARTY	MITIGATION STRATEGY	MITIGATION STATUS
8	Utilities – unknown extent of public utilities. Maintaining service during relocation efforts	D-B	RFP provided specific requirements for re-locating public utilities.	Completed
9	Utilities – unknown active or abandoned	D-B	An updated utility survey was provided in the RFP.	Completed
10	Approvals / Concurrence from 3 <sup>rd</sup> Parties. Especially RR	VDOT	Early coordination with RR and presentation of schedule requirements and when proposed submittals will happen.	Completed
11	Other – accuracy of D-B Schedule	VDOT	RFP includes a detailed cost loaded CPM schedule as a requirement from the D-B. Coordinated between VDOT & D-B required.	Completed

## 9. ANNUAL UPDATE CYCLE

The submission date of the Initial Financial Plan was September 30, 2015 and the first annual update was dated September 30, 2017. This document reflects the third annual update and is dated September 30, 2019, and is based on a "data as of" date of June 30, 2019. Future annual updates will be submitted by September 30 of that year, with a "data as of" date of June 30 of that year.

## 10. SUMMARY OF COST CHANGES SINCE LAST YEARS FINANCIAL PLAN

The total cost estimate of the project in last years Financial Plan, dated September 30, 2018 was \$107,796,562. The current total cost estimate based on the project Award cost estimates for the three (3) UPCs is \$107,794,959. The project has incurred work orders bringing the design build contract to a total of \$62,121,646. Table 6 reflects the work order financial impacts. It is to be noted that the financial impact created by these work orders are well within the project contingency and additional funding is not required based on approved work orders to date.

**Table 6: Work Order Financial Impacts**

WORK ORDER No.	BRIEF DESCRIPTION	WORK ORDER VALUE	CUMULATIVE CONTRACT VALUE
	Initial Design Build Contract Bid Award		\$59,833,333
1	Railroad Detour - Design and Co-ordination	\$284,977	\$60,118,310
2	Railroad Detour - Construction	\$454,628	\$60,572,938
3	Railroad Detour – Traffic Monitoring and Signal Timing Adjustments	\$5,848	\$60,578,786
5	VDOT Policy Change (IIM-TE-378) – Implement Use of High Visibility Signal Backplates	\$16,755	\$60,595,541
6	Compensation for Change Order # 04 – Delay for VDOT Right of Way Acquisition & Asbestos Remediation	\$1,571,840	\$62,167,381
7	Installation of New Street Name Signage & Traffic Signal Modifications (and Time Extension for Planting Season)	\$140,542	\$62,307,922
8	Compensation for Design Costs – City of Norfolk Requested Design Changes	\$121,038	\$62,428,960
9	City of Norfolk – Construction Changes for Pedestrian & Vehicular Access Requirements	\$77,000	\$62,505,960
10	Reduction in Soundwall Barrier Absorptive	(\$457,400)	\$62,048,560
11	Compensation for Assistance with Right of Way Total Takes	\$23,903	\$62,074,463
12	Asbestos Assessment & Remediation (9 Parcels)	\$50,841	\$62,125,303
13	Modification to Overhead Sign Structure	(\$3,658)	\$62,121,646

## 11. COST AND FUNDING TRENDS SINCE INITIAL FINANCIAL PLAN

Additional funding at this time is not required. The project contingency covers the increased cost created by the work orders referenced in Section 10.

The Department completed its review of entitlement and determined compensation due to the Design Builder related to the 89 day time extension granted in Work Order No. 4 and compensation was provided via the execution of Work Order No. 6. Additionally, in association with Right of Way, Work Order No. 11 provided compensation for the Design Builder’s assistance to VDOT with total

takes and subsequently, Work Order No. 12 provided compensation for performance of required asbestos assessments and remediation of nine parcels.

Additional evaluations for entitlement and cost were performed and ultimately executed for several construction related items. The implementation of new VDOT policy (IIM-TE-378) regarding the Use of High Visibility Signal Backplates was executed in Work Order No. 5. Installation of new street name signage and signal modifications were incorporated via Work Order No. 7, which also included a 110 day time extension for planting season. Compensation was also provided to the Design Builder for design costs for changes requested by the City of Norfolk (Work Order No. 8) and for City of Norfolk construction changes regarding pedestrian and vehicular access requirements (Work Order No. 9)

Several changes were implemented that resulted in a cost savings to the Department. The Engineer of Records for the Design-Builder completed a noise wall study, which produced results that justified a reduction in the noise wall quantity required, resulting in Work Order No.10, with a savings of \$-457,000. Additional, modifications to an overhead sign structure were approved based on engineering data and calculations that indicating that a full span overhead sign structure was not needed, but could be replaced by a cantilevered structure, requiring only one foundation. The resulting Work Order No. 13 provided an overall decrease to the design build contract of \$-3,657.

## 12. SUMMARY OF SCHEDULE CHANGES SINCE LAST YEARS FINANCIAL PLAN

The construction of the project was completed on November 16, 2018. Table 7 shows the work order schedule impacts.

**Table 7: Work Order Schedule Impacts**

WORK ORDER No.	BRIEF DESCRIPTION	WORK ORDER EXTENSION	CUMULATIVE CONTRACT COMPLETION DATE
	Original Contract Fixed Completion Date		May 1, 2018
4	Delay for VDOT to clear advanced acquisitions	89 days	July 29, 2018
7	Time Extension for Planting Season (and Installation of New Street Name Signage & Traffic Signal Modifications)	110 days	November 16, 2018

## 13. SCHEDULE TRENDS SINCE INITIAL FINANCIAL PLAN

The July 29, 2018 fixed completion date resulting from the time extension in Work Order No. 4 resulted in a conflict related to the installation of plantings within the designated Planting Season of

November 1 through March 31, as required per specification. Ultimately, Work Order No. 7 was implemented, which provided an additional 110 day time extension in order for plantings to occur after the planting season began on November 1, 2018. The revised fixed completion date as a result of this extension was November 16, 2018.