

**CITY OF CHARLOTTESVILLE, VIRGINIA  
CITY COUNCIL AGENDA**



<b>Agenda Date:</b>	May 17, 2021
<b>Action Required:</b>	Approval of Appropriation (1 <sup>st</sup> of 2 Readings)
<b>Presenter:</b>	Jeanette Janiczek, UCI Program Manager
<b>Staff Contacts:</b>	David Brown, Public Works Director Tony Edwards, Public Works Development Services Manager Jack Dawson, City Engineer Jeanette Janiczek, UCI Program Manager
<b>Title:</b>	Belmont Bridge Replacement Project – Appropriation of \$4,280,739

**Background:** On May 16, 2005, the City entered into an agreement with the Virginia Department of Transportation (VDOT) to participate in the Urban Construction Initiative (“First Cities”) Program (UCI). Through this program, the City is responsible for administering its urban system construction program – design, right-of-way acquisition, utility relocation, and construction. The Belmont Bridge Replacement project is one such project being administered under this program.

A public participation plan was developed to create a conceptual plan for the project and included a Steering Committee, Open House, Mobility Summit, Design Charette, several surveys and small stakeholder group meetings. Based on this culminated plan, a Design Public Hearing was held on May 24, 2018 and the Design Concept accepted by City Council on July 16, 2018. The Board of Architectural Review granted a Certificate of Appropriateness on August 20, 2019. VDOT and the Federal Highway Administration (FHWA) reviewed the plans, and an Authorization to Advertise the Invitation of Bid (IFB) was issued on January 15, 2021.

A non-mandatory Pre-Bid Meeting was held on February 2, 2021. A Bid Opening was held on March 16, 2021 and six (6) bids were received. A preliminary evaluation by staff and its consultant has been performed to determine a responsive, apparent low bid and to identify any errors prior to submittal to the VDOT. Based on this preliminary evaluation, all submitted bids were over the Engineer’s estimate. It has been determined that the higher bid results are reflective of the increases in material costs, labor costs, and the abundance of work with limited availability of contractors. An official bid tabulation has not been released as the evaluation process is still underway and options are being assessed; therefor, the results have not been released at this time.

In review of the overall project budget, there are enough remaining funds to cover a construction contract. However, additional funds are needed to cover project expenditures such as construction engineering inspection services, as well as to maintain an appropriate contingency fund. It is estimated that an additional \$4,280,739 will be needed to complete the project at a total cost of \$35,380,782.

**Discussion:** Based on current project funding level, the City has two options:

- 1) Increase the project budget
- 2) Reject all bids, rescope the project in removing items and/or conditions of the IFB, and re-bid the project

*Option 1*

As noted above, it is estimated that an additional \$4,280,739 in funding will be needed to complete the project. Though the current budget is sufficient to cover the construction costs, the additional funds are needed to cover other project related expenditures such as construction engineering inspection services and to fund the project contingency at an appropriate level.

The City has been working with the VDOT to identify additional, available funding to address following the March 16<sup>th</sup> bid opening. The VDOT has identified \$4,280,739 in state funds from the State of Good Repair (SGR) Local Bridge funding to address the additional funding needs to construct the bridge project. This will permit the project to move forward without incurring delay or rescoping and redesign of the project. No additional local funding will be needed.

*Option 2*

As part of the preliminary bid evaluation and analysis, the following items were identified as part of the contributing to the reason for the project cost increase: MSE Wall, Lighting (poles + luminaries), Precast Girders, Steel Girders, Bridge Demolition and Temporary Shoring. These items either cannot be removed or their elimination/reduction would directly impact the concept plan accepted by the City, as well as would not resolve the bid overages.

In a preliminary assessment of the rescoping the project, various details and operational changes were considered, such as removing the “knuckle”, eliminating the pedestrian plaza, removing the new pedestrian underpass, allowing complete closure of the bridge during construction. These could potentially reduce the overall project construction cost. However, rescoping and re-bidding the project would require additional public participation to communicate these changes. This would also require more coordination with the VDOT & the FHWA to obtain re-design approval.

Rescoping of the project will require redesign, which will result in additional costs to the project. Re-bidding would most likely result in higher bids due to the delay for redesign and obtaining re-authorization, as well as it is anticipated the factors associated with the current bids results will continue to escalate. For these reasons, staff is not recommending re-advertising the current or a revised IFB.

**Alignment with City Council’s Vision Areas and Strategic Plan:** Approval of this agenda item upholds the City’s commitment to create “a connected community” by improving upon our existing transportation infrastructure. In addition, it would contribute to Goal 2 of the Strategic Plan, Be a safe, equitable, thriving, and beautiful community; Objectives 2.3. Provide reliable and high quality infrastructure and 2.6. Engage in robust and context sensitive urban planning.

**Community Engagement:** There has been significant engagement throughout project planning process through a Steering Committee, project specific public meetings, coordination with City boards/commissions and public surveys. a Design Public Hearing was held on May 24, 2018 and the Design Concept accepted by City Council on July 16, 2018. The Board of Architectural Review granted a Certificate of Appropriateness on August 20, 2019. Prior to commencement of construction, a Citizen Information Meeting will be advertised and held in the coming months to discuss maintenance of traffic for both vehicles and pedestrians, construction schedule and sequencing. Progress reports, future traffic notices as well as historical meeting information can be found on [www.belmontbridge.org](http://www.belmontbridge.org).

**Budgetary Impact:** On August 17, 2020, Council approved an appropriation in the amount of \$15,263,257.14, which represented the balance of State and Federal Funding that had been awarded by VDOT but not yet appropriated. Additionally, a total of \$7,500,000 in local dollars was committed and appropriated for the project in the FY 21 (\$5M) and FY 22 (\$2.5M) CIP budgets. Currently, the total Belmont Bridge project funding allocation is \$31,100,043 using a combination of federal, state, and local funds. With the additional award of State funds from the SGR Local Bridge funding program, the total funding allocation for the project is now \$35,380,782, and the appropriation will be amended as follows:

	<b><u>Federal</u></b>	<b><u>State (*)</u></b>	<b><u>Local</u></b>	<b><u>TOTAL</u></b>
Funding Allocations (as of August 2020)	\$3,181,234	\$14,870,194	\$13,048,615	\$31,100,043
Funding Allocations (revised May 2021)	<u>\$3,181,234</u>	<u>\$19,150,933</u>	<u>\$13,048,615</u>	<u>\$35,380,782</u>
		\$ 4,280,739		

(\*) This amount is increased by the funds to be received through SGR Local Bridge funding.

The increase in state allocation will be reimbursed once expended.

**Recommendation:** Staff recommends approval of the appropriation.

**Alternatives:** City Council could reject the bids and direct staff to rescope the project.

**Attachments:** Belmont Bridge Council Memo and Appropriation from August 17, 2020;

Appendix A

**APPROPRIATION**  
**Belmont Bridge Replacement Project**  
**\$4,280,739**

**WHEREAS**, a total of \$4,280,739 in state funds for the Belmont Bridge Replacement Project requires appropriation; and

**NOW, THEREFORE BE IT FURTHER RESOLVED** by the Council of the City of Charlottesville, Virginia that the following is hereby appropriated in the following manner:

**Revenues**

\$4,280,739	Fund: 426	WBS: P-00436	G/L Account: 430080
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**Expenditures**

\$4,280,739	Fund: 426	WBS: P-00436	G/L Account: 599999
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**BE IT FURTHER RESOLVED** by the Council of the City of Charlottesville, Virginia that \$4,280,739 noted above is conditioned upon the receipt of a fully executed Appendix A and receipt of the funds from the Virginia Department of Transportation (VDOT).

**CITY OF CHARLOTTESVILLE, VIRGINIA  
CITY COUNCIL AGENDA**



<b>Agenda Date:</b>	August 3, 2020
<b>Action Required:</b>	Appropriation
<b>Presenter:</b>	Jeanette Janiczek, UCI Program Manager
<b>Staff Contacts:</b>	Marty Silman, Interim Public Works Director Tony Edwards, Development Services Manager Jeanette Janiczek, UCI Program Manager
<b>Title:</b>	Belmont Bridge Replacement Project – Appropriation of \$15,263,257.41

**Background:** On May 16, 2005, the City entered into an agreement with the Virginia Department of Transportation to participate in the Urban Construction Initiative (“First Cities”) Program (UCI). Through this program, the City is responsible for administering its urban system construction program – design, right-of-way acquisition, utility relocation, and construction. In addition, accounting of the UCI program funds must reconcile with the VDOT six-year plan. This appropriation involves the state, federal and local funds necessary to fund the City’s projects as outlined in the VDOT six-year plan.

Some state funds have been received upfront from the state based on the previously used urban allocation based on the City’s population and size. The remaining state and federal funding, however, must be spent first by the City and is later reimbursed by the Virginia Department of Transportation. Reimbursement requests are submitted to VDOT on a quarterly basis.

**Discussion:** Preliminary Engineering (PE) is the phase of the roadway project “that includes all project initiation and development activities undertaken after its inclusion in the approved State Transportation Improvement Program through the completion of (construction bid submittal). It may include preliminary Right of Way engineering and investigations necessary to complete the environmental document.” Activities include design, plan development, environmental evaluation and public participation process. Right of Way (ROW) is the phase of the roadway project that “includes the work necessary to appraise and acquire project right of way, relocate individuals or businesses, and revise or relocate utilities.” Construction is the phase of the roadway project that includes “the management of all construction activities necessary to ensure the completion of a high quality product meeting all contract specifications, and applicable federal, state, and local laws and regulations.”

To date, \$2,788,170.59 has been received in reimbursement for this project in the preliminary engineering and right of way phases. This appropriation reconciles and applies the remaining federal and state funding allocations previously awarded to the City. Additional local funding is planned for FY21 and FY22 totaling \$7,500,000 which fully funds this project based on the current engineering estimate.

Funding Allocations	Federal	State	Local	<b>GRAND TOTAL</b>
	3,181,234	14,870,194	13,048,615	<b>31,100,043</b>

Available Balance & Projected Capital Improvement Project Budget	Federal	State	Local	
			4,851,572	Available Balance
			5,000,000	Projected CIP FY21
			2,500,000	Projected CIP FY22
			<b>12,351,572</b>	

Past Reimbursements	Federal	State	Local	
	17,314	2,770,857	697,043	
	<b>17,314</b>	<b>2,770,857</b>	<b>697,043</b>	

Current Appropriation	Federal	State	Local	
	<b>3,163,920</b>	<b>12,099,337</b>		

**Current Status:** The Belmont Bridge Replacement project is currently in the Right of Way phase acquiring necessary property rights to construct the improvements as well as design of relocation of private utilities. Final design has been reviewed by City Staff as well as the Virginia Department of Transportation and comments are being addressed. Final Construction Documents, including revised final plans addressing comments, is under development with a planned advertisement date of Fall 2020.

**Alignment with City Council’s Vision Areas and Strategic Plan:** Approval of this agenda item upholds the City’s commitment to create “a connected community” by improving upon our existing transportation infrastructure. In addition, it would contribute to Goal 2 of the Strategic Plan, Be a safe, equitable, thriving, and beautiful community; Objectives 2.3. Provide reliable and high quality infrastructure and 2.6. Engage in robust and context sensitive urban planning.

**Community Engagement:** There has been significant engagement throughout project planning through a Steering Committee, project specific public meetings, coordination with City boards/commissions and public surveys. A Design Public Hearing was held on May 24, 2018 and its results were accepted by City Council on July 16, 2018. A Certificate of Appropriateness was granted by the Board of Architectural Review on August 20, 2019. A Citizen Information Meeting will be advertised and held in the coming months to discuss maintenance of traffic for both vehicles and pedestrians, construction schedule and sequencing. Progress reports, future traffic notices as well as historical meeting information can be found on [www.belmontbridge.org](http://www.belmontbridge.org).

**Budgetary Impact:** None. Appropriation is composed of the remaining state and federal allocations that are reimbursed once expended. Local funds were previously approved and funded through the CIP from FY03 to FY21 with a planned contribution in FY22.

**Recommendation:** Staff recommends approval and appropriation of the funds.

**Alternatives:** N/A

**Attachments:** Appropriation

**APPROPRIATION**  
**Belmont Bridge Replacement Project –**  
**\$15,263,257.41**

**WHEREAS**, a total of \$3,163,920.41 in federal funds for the Belmont Bridge Replacement project requires appropriation;

**WHEREAS**, a total of \$12,099,337 in state funds for the Belmont Bridge Replacement project requires appropriation;

**NOW, THEREFORE BE IT RESOLVED** by the Council of the City of Charlottesville, Virginia that the following is hereby appropriated in the following manner:

**Revenues**

<b>\$3,163,920.41</b>	Fund: 426	WBS: P-00436	G/L Account: 430120
<b>\$12,099,337</b>	Fund: 426	WBS: P-00436	G/L Account: 430080

**Expenditures**

<b>\$3,163,920.41</b>	Fund: 426	WBS: P-00436	G/L Account: 599999
<b>\$12,099,337</b>	Fund: 426	WBS: P-00436	G/L Account: 599999



Appendix A

Date: 4/26/2021

Project Number: 0020-104-101 UPC: 75878 CFDA # 20.205 Locality: City of Charlottesville

Project Location ZIP+4: 22902-5303	Locality DUNS # 074745829	Locality Address (incl ZIP+4): 610 East Market Street Charlottesville, VA 22902-5303
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Project Narrative	
Work Description:	#SGR - RTE 20 - Bridge Replacement - Belmont Bridge
From:	Garrett Street/Levy Ave. (0.173 mi south of Water Street)
To:	East Market Street (0.095 mi. north of Water Street)
Locality Project Manager Contact Info:	Jeanette Janiczek janiczek@charlottesville.org 434-970-3309
Department Project Coordinator Contact Info:	Michael Barnes michael.d.barnes@vdot.virginia.gov 434-270-2233

Project Estimates				
	Preliminary Engineering	Right of Way and Utilities	Construction	Total Estimated Cost
Estimated Locality Project Expenses	\$3,111,747	\$1,076,425	\$30,464,695	\$34,652,867
Estimated VDOT Project Expenses	\$99,000	\$5,000	\$623,915	\$727,915
Estimated Total Project Costs	\$3,210,747	\$1,081,425	\$31,088,610	\$35,380,782


Project Cost and Reimbursement						
Phase	Estimated Project Costs	Funds type (Choose from drop down box)	Local % Participation for Funds Type	Local Share Amount	Maximum Reimbursement (Estimated Cost - Local Share)	Estimated Reimbursement to Locality (Max. Reimbursement - Est. VDOT Expenses)
Preliminary Engineering	\$3,158,240	Urban	20%	\$631,648	\$2,526,592	\$2,427,592
	\$52,507	Local Funds	100%	\$52,507	\$0	
				\$0	\$0	
<b>Total PE</b>	<b>\$3,210,747</b>			<b>\$684,155</b>	<b>\$2,526,592</b>	
Right of Way & Utilities	\$818,194	Urban	20%	\$163,639	\$654,555	\$912,786
	\$263,231	MAP21 w/ Soft Match	0%	\$0	\$263,231	
				\$0	\$0	
<b>Total RW</b>	<b>\$1,081,425</b>			<b>\$163,639</b>	<b>\$917,786</b>	
Construction	\$2,507,713	MAP21 w/ Softmatch	0%	\$0	\$2,507,713	\$18,263,874
	\$4,500,000	Bond	0%	\$0	\$4,500,000	
	\$438,433	CTB Formula State	0%	\$0	\$438,433	
	\$5,280,739	SGR	0%	\$0	\$5,280,739	
	\$12,321,808	Revenue Sharing Quarterly Payments remaining after match	50%	\$6,160,904	\$6,160,904	
	\$86,537	Local Funds	100%	\$86,537	\$0	
<b>Total CN</b>	<b>\$31,088,610</b>			<b>\$12,200,821</b>	<b>\$18,887,789</b>	
<b>Total Estimated Cost</b>	<b>\$35,380,782</b>			<b>\$13,048,615</b>	<b>\$22,332,167</b>	<b>\$21,604,252</b>

<b>Total Maximum Reimbursement by VDOT to Locality (Less Local Share)</b>	<b>\$22,332,167</b>
<b>Estimated Total Reimbursement by VDOT to Locality (Less Local Share and VDOT Expenses)</b>	<b>\$21,604,252</b>

Project Financing											
Federal 80%	Quarterly Payments	MAP 21 STP	MAP 21 Soft Match	Revenue Sharing State	Revenue Sharing Local	State CTB Formula	Bond	SGR State	SGR Federal	Local Funds	Aggregate Allocations
\$3,181,147	\$881,824	\$2,216,755	\$554,189	\$6,160,904	\$6,160,904	\$438,433	\$4,500,000	\$5,280,652	\$87	\$6,005,887	\$35,380,782

Program and Project Specific Funding Requirements	
<ul style="list-style-type: none"> <li>This Project shall be administered in accordance with VDOT's Locally Administered Projects Manual and Revenue Sharing Program Guidelines.</li> <li>The Project will be constructed and maintained in accordance with VDOT's Urban Manual and Urban Construction Initiative Administration Guide.</li> <li>In accordance with Chapter 12.1.3 (Scoping Process Requirements) of the LAP Manual, the locality completed project scoping on May 29, 2018.</li> <li>This is a limited funds project. The LOCALITY shall be responsible for any additional funding in excess of \$22,332,167</li> <li>Reimbursement for eligible expenditures shall not exceed funds allocated each year by the Commonwealth Transportation Board in the Six Year Improvement Program.</li> <li>All local funds included on this appendix have been formally committed by the local government's board or council resolution subject to appropriation.</li> <li>This Project has Revenue Sharing Program allocations. Per §33.2-357 the Project must progress in order to prevent these funds from being de-allocated.</li> <li>The LOCALITY will continue to operate and maintain the facility as constructed. Should the design features of the Project be altered by the LOCALITY subsequent to Project completion without approval of the DEPARTMENT, the LOCALITY inherently agrees, by execution of this agreement, to make restitution, either physically or monetarily, as required by the DEPARTMENT.</li> <li>Revenue Sharing Program funds, as indicated in the Project Financing section, were approved in the following fiscal years:                             <ul style="list-style-type: none"> <li><input type="checkbox"/> FY10 - \$400,000 (\$200,000 locality match and \$200,000 VDOT match)</li> <li><input type="checkbox"/> FY11 - \$921,808 (\$460,904 locality match and \$460,904 VDOT match)</li> <li><input type="checkbox"/> FY12 - \$1,000,000 (\$500,000 locality match and \$500,000 VDOT match)</li> <li><input type="checkbox"/> FY13 - \$1,000,000 (\$500,000 locality match and \$500,000 VDOT match)</li> <li><input type="checkbox"/> FY18 - \$9,000,000 (\$4,500,000 locality match and \$4,500,000 VDOT match)</li> </ul> </li> <li>This Appendix A supersedes all previous versions signed by VDOT and the LOCALITY.</li> </ul>	

This attachment is certified and made an official attachment to this document by the parties to this agreement.

 _____ Authorized Locality Official	4/30/21 _____ Date	_____ Authorized VDOT Official	_____ Date
Charles P. Boyles II Typed or printed name of person signing	Revised: February 1, 2019	Gregory E. Banks Typed or printed name of person signing	

Appendix A  
 Project Number: 0020-104-101 UPC: 75878 CFDA # 20 205 Locality: City of Charlottesville Date: 8/5/2020

Project Location ZIP+4: 22002-5303 Locality DUNS # 074745829 Locality Address (incl ZIP+4):  
 610 East Market Street  
 Charlottesville VA 22002-5303

**Project Narrative**  
 Work Description: #SGR - RTE 20 - Bridge Replacement - Belmont Bridge  
 From: Garrett Street/Larry Ave. (0.173 mi south of Water Street)  
 To: East Market Street (0.095 mi. north of Water Street)  
 Locality Project Manager Contact Info: Jeanelle Janiczek janiczek@charlottesville.org 434-970-3309  
 Department Project Coordinator Contact Info: Michael Barnes michael.barnes@vdot.virginia.gov 434-270-2233

Project Estimates				
	Preliminary Engineering	Right of Way and Utilities	Construction	Total Estimated Cost
Estimated Locality Project Expenses	\$3,537,937	\$1,051,425	\$25,625,768	\$30,215,130
Estimated VDOT Project Expenses	\$51,000	\$18,000	\$523,915	\$692,915
Estimated Total Project Costs	\$3,588,937	\$1,069,425	\$26,149,683	\$31,100,043

Project Cost and Reimbursement						
Phase	Estimated Project Costs	Funds type (Choose from dropdown)	Local % Participation for Funds Type	Local Share Amount	Maximum Reimbursement (Estimated Cost - Local Share)	Estimated Reimbursement to Locality (Max Reimbursement - Est VDOT Expenses)
Preliminary Engineering	\$3,159,240	Urban	25%	\$611,048	\$2,628,592	
	\$430,697	Local Funds	100%	\$430,697	\$0	
<b>Total PE</b>	<b>\$3,588,937</b>			<b>\$1,062,345</b>	<b>\$2,628,592</b>	<b>\$2,475,592</b>
Right of Way & Utilities	\$818,184	Urban	20%	\$163,639	\$654,555	
	\$203,231	MAP21 w/ Match	0%	\$0	\$203,231	
<b>Total RW</b>	<b>\$1,031,425</b>			<b>\$163,639</b>	<b>\$917,786</b>	<b>\$592,766</b>
Construction	\$2,507,713	MAP21 w/ Match	0%	\$0	\$2,507,713	
	\$4,500,000	Bond	0%	\$0	\$4,500,000	
	\$439,433	CTB Formula State	0%	\$0	\$439,433	
	\$1,000,000	SGR	0%	\$0	\$1,000,000	
	\$12,321,630	Revenue Sharing	50%	\$6,160,815	\$6,160,815	
	\$56,537	Quarterly Payments remaining after match	100%	\$56,537	\$0	
	\$5,575,163	Local Funds	100%	\$5,575,163	\$0	
<b>Total CN</b>	<b>\$26,429,681</b>			<b>\$11,822,631</b>	<b>\$14,607,050</b>	<b>\$13,933,135</b>
<b>Total Estimated Cost</b>	<b>\$31,100,043</b>			<b>\$13,048,815</b>	<b>\$18,051,428</b>	<b>\$17,358,513</b>

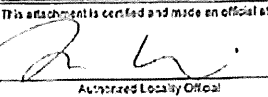

Total Maximum Reimbursement by VDOT to Locality (Less Local Share) **\$18,051,428**  
 Estimated Total Reimbursement by VDOT to Locality (VDOT Expenses are reimbursable through UPC 77838) **\$18,051,428**

Project Financing											
Federal 60%	Quarterly Payments	MAP 21 STP	MAP 21 Soft Match	Revenue Sharing State	Revenue Sharing Local	State CTB Formula	Bond	SGR State	SGR Federal	Local Funds	Aggregate Allocations
\$3,181,147	\$881,824	\$2,210,755	\$554,169	\$6,160,904	\$6,160,904	\$439,433	\$4,500,000	\$999,913	\$87	\$6,005,887	\$31,100,043

**Program and Project Specific Funding Requirements**

- This Project shall be administered in accordance with VDOT's Locality Administrative Projects Manual and Revenue Sharing Program Guidelines
- The Project will be constructed and maintained in accordance with VDOT's Urban Manual and Urban Construction Intensive Administration Guide
- In accordance with Chapter 12.1.3 (Scoping Process Requirements) of the LAP Manual, the locality completed project scoping on May 29, 2018.
- This is a limited funds project. The LOCALITY shall be responsible for any additional funding in excess of \$18,051,428
- Reimbursement for eligible expenditures shall not exceed funds allocated each year by the Commonwealth Transportation Board in the Six Year Improvement Program.
- All local funds included on this appendix have been formally committed by the local government's board or council resolution subject to appropriation.
- This Project has Revenue Sharing Program allocations. Per §33.2-357 the Project must progress in order to prevent these funds from being de-allocated.
- The LOCALITY will continue to operate and maintain the facility as constructed. Should the design features of the Project be altered by the LOCALITY subsequent to Project completion with approval of the DEPARTMENT, the LOCALITY hereby agrees, by execution of this agreement, to make restitution, either physically or monetary, as required by the DEPARTMENT.
- Revenue Sharing Program Funds, as indicated in the Project Financing section, were approved in the following fiscal years:
  - FY10 - \$400,000 (\$200,000 locality match and \$200,000 VDOT match)
  - FY11 - \$921,628 (\$460,904 locality match and \$460,904 VDOT match)
  - FY12 - \$1,000,000 (\$500,000 locality match and \$500,000 VDOT match)
  - FY13 - \$1,000,000 (\$500,000 locality match and \$500,000 VDOT match)
  - FY16 - \$3,000,000 (\$1,500,000 locality match and \$1,500,000 VDOT match)
- This standard agreement replaces the Programmatic Project Administration Agreement that this project was previously under and supersedes all previous versions signed by the Locality and VDOT.

This attachment is certified and made an official attachment to this document by the parties to this agreement

Dr. Tarron J. Richardson Date: 8/5/20 Date: 8/13/2020  
 Authorized Locality Official Date Authorized VDOT Official Date  
 Gregory E. Banks  
 Typed or printed name of person signing Revised February 1, 2019 Typed or printed name of person signing