Welcome

James S. Utterback, PMP
District Administrator, Hampton Roads
Virginia Department of Transportation
Project Support

Stephen C. Brich, PE
Commissioner
Virginia Department of Transportation
Project Support

John F. Malbon
Member, Commonwealth Transportation Board
and Hampton Roads Transportation Accountability Commission
Project Delivery

Garrett W. Moore, PE
Chief Engineer
Virginia Department of Transportation
Project Financing Status

Kevin B. Page
Executive Director
Hampton Roads Transportation Accountability Commission
• For two decades the Region has identified these projects
MOVING THE REGION FORWARD

HRTAC/HRTF Overview

- Hampton Roads Transportation Fund created 2013 Acts of Assembly HB2313
- HRTAC created 2014 Acts of Assembly HB1253 – Hired Executive Director August 2015
- Empowered to procure, finance, build and operate highway, bridge and tunnel projects in Hampton Roads
- Authorized to use HRTF monies and tolls for construction projects on new or existing highways, bridges and tunnels and to issue bonds using revenues to support bond debt
- Regional Collaboration - Works closely with the Hampton Roads Transportation Planning Organization (HRTPO) who determines Project Prioritization for the region
HRTAC Membership

19 Voting members

10 Cities
Chesapeake
Franklin
Hampton
Newport News
Norfolk
Poquoson
Portsmouth
Suffolk
Virginia Beach
Williamsburg

4 Counties
Isle of Wight
James City
Southampton
York

5 VA General Assembly Members
Two Members of the Senate
Three Members of the House of Delegates

4 Non-Voting Ex-officio members
Commonwealth Transportation Board Member
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation
Virginia Port Authority

- June 15, 2017 - Michael Hipple elected Chair and Linda Johnson elected Vice-Chair
- HRTAC is a political subdivision of the Commonwealth
- Primarily funded with HB 2313 revenue (Hampton Roads Transportation Fund) approved by the 2013 General Assembly
HAMPTON ROADS TRANSPORTATION FUND

Additional Sales Tax
• Additional 0.7%
  • $131.47M Revenue FY17 – ($129.97M FY2015)

Additional Fuels Tax
• Regional tax on motor fuels
• Additional 2.1% - $25.03M Revenue FY17 – ($40.94M FY2015)
• Fuel tax not floored in 2013 – Loss of around $20M per year

➢ No Floor on Gas Tax for HRTAC or NVTC/PRTC
➢ State Code requires HRTF funds to be spent

Hampton Roads highway construction projects
Legislation: Congestion Relief

HRTAC (HB 1253, 2014)

• “...shall give priority to those projects that are expected to provide the greatest impact on reducing congestion for the greatest number of citizens residing within Planning District 23...”

Statewide Prioritization Process (HB 2, 2014)

• “...Hampton Roads highway construction districts...shall ensure that congestion mitigation...is weighted highest among the factors in the prioritization process...”

• 45% weighted factor in Hampton Roads
**EVOLUTION OF HRTAC Projects**

- HRTPO Long Range Transportation Plan identifies priority projects in the constrained plan or vision plan as under study/development/construction.
- HRTAC develops a six-year and long range plans of finance to guide in project funding for development and construction – HRTAC feeds LRTP funding plans.
- HRTAC allocates funds to specific projects, asks that the HRTP PO add them to the TIP.
- The CTB selects the Local Preferred Alternative, maintains Statewide Transportation Improvement Program, allocates state funding to projects in VDOT’s Six Year Improvement Program – awards Smart Scale funding.
- VDOT assists in project readiness and construction through HRTAC/VDOT MOA and HRTAC project construction agreements.
2040 LRTP: Regional Priority Projects

‘Sequencing Based on Project Readiness’

A major step forward in Regional Consensus Building - February 18, 2016
HRTAC Funding

• On September 21, 2017, HRTAC Adopted the HRTAC FY2018-FY2023 Funding Plan and the HRTAC 2040 Long Range Plan of Finance

• Assumptions:
  • HRBT advances on schedule – enters SYIP 2019, completion 2024
  • Start of Bonding activity to support plan
  • All net toll revenues to HRTAC
  • Smart Scale funding for HRTAC funded projects continues
# Project Costs and Expenses & Funding Sources

(with Toll Revenues to HRTAC)

## HRTAC Six-Year Plan FY 2018 to FY 2023

### HRTAC Project Costs and Expenses

<table>
<thead>
<tr>
<th>Prior Years</th>
<th>FY 2018</th>
<th>FY 2019</th>
<th>FY 2020</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
<th>$M Total</th>
<th>PayGo</th>
<th>Proceeds¹</th>
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<tr>
<td>Operating/HRTF Fees</td>
<td>$7</td>
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<td>I-64 Peninsula Widening</td>
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<td>I-64 Southside/High Rise Bridge</td>
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<td>Project Development</td>
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<td>Mega-Project Delivery (HRBT)</td>
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<td>$455</td>
<td>$412</td>
<td>$643</td>
<td>$741</td>
<td>$1,079</td>
<td>$848</td>
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<td>$5,004</td>
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### Funding Sources

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<tr>
<th>Prior Years</th>
<th>FY 2018</th>
<th>FY 2019</th>
<th>FY 2020</th>
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<td>VDOT Funds</td>
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<td>HRTAC Share</td>
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<tr>
<td><strong>Total</strong></td>
<td>$455</td>
<td>$412</td>
<td>$643</td>
<td>$741</td>
<td>$1,079</td>
<td>$848</td>
<td>$826</td>
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</table>

Notes:
1. Net of financing costs
Adopted HRTAC 2040 Long Range Plan of Finance Update (with toll revenues to HRTAC)

(FCLRTP = Fiscally constrained long-range transportation plan)
### Regional Projects: 2040 Long Range Plan $8.5B

<table>
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<tr>
<th>YEAR</th>
<th>PROJECT</th>
<th>YOE COST ($M)</th>
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<tbody>
<tr>
<td>2018-2022</td>
<td>I-64 Peninsula – Segments 1, 2, and 3</td>
<td>$645</td>
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<td>2019-2021</td>
<td>I-64/I-264 Interchange – Phases I &amp; II</td>
<td>$347</td>
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<tr>
<td>2020</td>
<td>I-64 Southside/High-Rise Bridge – Phase I</td>
<td>$600</td>
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<td>2020</td>
<td>Project Development</td>
<td>$37</td>
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<td>2024</td>
<td>HRBT</td>
<td>$3,799</td>
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<td>2037</td>
<td>I-64 Southside/High-Rise Bridge – Phase II</td>
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<td>2037</td>
<td>Bowers Hill Interchange</td>
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<td>2038</td>
<td>US 460/58/13 Connector</td>
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<td>2038</td>
<td>I-64/Fort Eustis Blvd Interchange</td>
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<td>Vision Plan</td>
<td>I-564/I-664 Connectors (Patriots)</td>
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<td>Vision Plan</td>
<td>I-664/MMMBT</td>
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<tr>
<td>Vision Plan</td>
<td>VA 164/164 Connector</td>
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</table>
HRBT – HRTAC Moving Forward

• March 16, 2017, HRTAC allocated $25M to VDOT for refinement of HRCS Preferred Alternative

• Project’s planning-level funding estimate has been adjusted to $3.064B in 2016 dollars (SEIS) - $3.799B YOE 2024 delivery
  – Includes Construction, CEI, Large Contingency

• HRTAC, funding agent, is developing strategies to fund construction – project included in funding plan adopted September 2017.

• VDOT, delivery agent, is evaluating delivery options and initiating preliminary engineering

• HRTAC’s inaugural bond sale January 2018 of up to $500M will support HRTAC’s projects
HRBT - Behind HRTAC’s Numbers

• $3,799M inflated costs, 2024 delivery
  • $3,264M uninflated cost in 2016 Draft Hampton Roads Crossing Study SEIS - Alternative A (segments 8 and 9) was constrained to not include Smart Scale funding.
  • June 2017, VDOT/HRTAC reduced the contingency of the project by $200M reducing the HRTAC assumption to $3,064M to constrain the project to 2024 delivery
  • HRTAC annualized $3,064M based on a 2 year PE and 5 year construction schedule and inflated them by 2.5%.
HRBT Funding Points

• Like with other HRTAC projects with VDOT, to advance the project, no Smart Scale funding is included for HRBT at this time.
  • The HRTPO will apply for maximum Smart Scale funding for HRBT
• Current assumptions include HRTAC’s forecast of toll revenues and the Commission’s approved plans include all net toll revenues being used to support HRTAC projects
Highway Network of Progress

I-64 Peninsula — Segments 1, 2, 3, and Fort Eustis Blvd

SEIS Additional Corridors Study

US Route 460/58/13 Connector

I-64 Southside/High-Rise Bridge

HOV to HOT — Segment 1

I-64/HRBT

Bowers Hill

HOV to HOT — Segment 2

Source: NTD using VMT data
Next Steps

• HRTAC will continue work to develop solutions and continue construction of HRTAC’s $1.6B approved/funded projects and advance short and long range plans
  • Inaugural bond issuance January 2018
  • TIFIA discussions will begin Spring 2018
• For HRBT - HRTAC/VDOT will develop agreements to outline roles, responsibilities, revenues and stakeholder involvement to keep the Region informed
• HRTAC will also work with the HRTPD and impacted jurisdictions to study the remaining projects not selected in the SEIS Alternative A (Regional Connectors Study)
• Continue public discussion on how to calibrate funding options, advance project readiness, and continue preparations for future bonding/financing of projects
Procurement Status

Morteza Farajian, PhD
Director of P3 Office
Virginia Department of Transportation
Overview of VDOT P3 Process

1. Project Identification & Screening
2. Project Development
3. Project Procurement
## Progress to Date

<table>
<thead>
<tr>
<th>DATE</th>
<th>MILESTONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 2016</td>
<td>Commonwealth Transportation Board (CTB) issues resolution endorsing “Alternative A” as the preferred alternative</td>
</tr>
<tr>
<td>April 2017</td>
<td>VDOT conducts an Industry Forum to gauge private sector interest</td>
</tr>
<tr>
<td>June 2017</td>
<td>FHWA issues a Record of Decision finding “Alternative A” to have least impact on environment</td>
</tr>
<tr>
<td>June 2017</td>
<td>Commissioner approves the High-Level Screening Report</td>
</tr>
<tr>
<td>July 2017</td>
<td>CTB briefed on inclusion of Project in regional 40-mile Express Lane Network</td>
</tr>
<tr>
<td>December 2017</td>
<td>Commissioner approves the completed Screening Report and recommendation to procure Project as a Design-Build (DB) under the Public Private Transportation Act (PPTA)</td>
</tr>
<tr>
<td>December 2017</td>
<td>PPTA Steering Committee meets and concurs with VDOT’s Public Sector Analysis and Competition report and recommendation to procure Project as a DB under the PPTA</td>
</tr>
<tr>
<td>December 2017</td>
<td>RFQ issued</td>
</tr>
<tr>
<td>January 2018</td>
<td>Commissioner issues, and Secretary of Transportation concurs with Finding of Public Interest</td>
</tr>
</tbody>
</table>
VDOT’s Choice of Delivery Model

- Multiple project-delivery methods were evaluated:
  - Design-Build (DB)
  - Design-Build-Finance-Operate-Maintain (DBFOM)

- Public Sector Analysis and Competition report and Finding of Public Interest identified DB option as providing better value to Commonwealth:
  - Under DBFOM, revenue generation is insufficient for value-creating transfer of revenue risk to the private sector
  - Under DB, Project will be supported fully by public funds, with no private financing

- Accordingly, Steering Committee concurred that Project proceed as DB under PPTA
Project Procurement

Supporting Documents:
- Public Sector Analysis & Competition (continued)
- Procurement documents (RFQ, RFP including draft Comprehensive Agreement, Major Business Terms)
- PPTA Statutory Audit
- Certification of FOPI

PROCUREMENT (see Chapter 4)

Receive Conceptual Financial Proposals from short-listed RFQ Proposers (Section 4.2.3)

Update Public Sector Analysis & Competition (Section 4.2.4)

RFQ & short list RFQ Proposers (Section 4.2)

NO

PPTA Steering Committee votes that public interest is served (Section 4.2.5)

CTB briefing on preferred project delivery model (Section 4.2.5)

CEO selects preferred project delivery model (Section 4.2.4)

CEO

CTB briefing on decision to execute Comprehensive Agreement (Section 4.10)

CEO Certification of FOPI to Governor & General Assembly (Section 4.9)

Statutory Audit (Section 4.8)

CEO selection of Best Value Proposal (Section 4.6)

PPTA Steering Committee briefing on details of final bids received and evaluation of final bids (Section4.12)

EXECUTION OF COMPREHENSIVE AGREEMENT (Section 4.11)
Key Points in RFQ

Two-part Evaluation Method

Pass/Fail Review – focus on Volumes 1 and 3 of the RFQ

✓ Compliance and completion of submission
✓ Offeror information and financial capability

Qualitative Evaluation – focus on Volume 2 of the RFQ

✓ Equal emphasis on General Technical Qualifications (50 points) and Tunnel Delivery Qualifications (50 points)
✓ Option to submit for either or both Immersed Tube Tunnel and Bored Tunnel methodologies
Key Points in RFQ

**Qualitative Evaluation**

Objective is to short-list well-integrated teams that demonstrate experience in:

- Design and construction of large diameter roadway or rail tunnels
- Bridge design and construction in marine environments and in close proximity to existing structures and bridges
- Widening heavily-traveled environments in urban environments requiring complex maintenance of traffic
- Land reclamation/island construction in a tidal marine environment
- Construction in an active navigable channel
Questions & Responses

Schedule

January 17, 2018: First round of responses posted on website
January 26, 2018: All questions due
February 2, 2018: All questions responded to
February 9, 2018: Issue potential RFQ Addenda

** Questions must be submitted in the required format (Form P)**
# Procurement Schedule

<table>
<thead>
<tr>
<th>Activity</th>
<th>Target Date</th>
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</thead>
<tbody>
<tr>
<td>Request for Qualifications</td>
<td>December 15, 2017</td>
</tr>
<tr>
<td>Statements of Qualifications Due</td>
<td>March 2, 2018</td>
</tr>
<tr>
<td>Announcement of Shortlisted Teams</td>
<td>April 2018</td>
</tr>
<tr>
<td>Draft Request for Proposals</td>
<td>Spring 2018</td>
</tr>
<tr>
<td>Final Request for Proposals</td>
<td>Fall 2018</td>
</tr>
<tr>
<td>Contract Award</td>
<td>Early 2019</td>
</tr>
</tbody>
</table>
Project Development Status

Martha E. Gross, PE
Major Projects Manager, Hampton Roads
Virginia Department of Transportation
Topics

- Scope Refinement
  - Tunnel Concept
  - Roadway Concept
- Environmental Status
- Geotechnical Investigations
- Stakeholder Coordination

Note: Concepts indicated in following slides represent current stage of scope development and continue to be refined
Refined Scope

- Planning-level cost estimate includes construction, owner’s costs, contingency
  - SEIS scope: $3.3 billion (2016 dollars)
  - Refined scope: $3.3 to $3.8 billion (2016 dollars)
- Additional items in refined scope relative to SEIS scope:
  - Four lanes capacity in new tunnel and approach bridges
  - Roadway construction for 4’ HOT buffer
  - Connection to I-64 reversible lanes at south end of project
  - Direct-connect flyover ramps from I-64 to I-564
  - Non-corroding steel reinforcement in tunnel
Tunnel Concept

- Conceptual ITT/bored-tunnel designs will be provided with RFP
- Four-lane section can be twin tube or single tube
- Maximum grade of new tunnel = 4%
- Tunnel alignment is flexible but shall not impact existing facilities
  - Limits of allowable ground movement in development
  - Instrumentation will be installed for monitoring
- Delays due to stopping/turning over-height trucks at existing westbound tunnel (13’-6” vertical clearance) to be addressed
CTB endorsed managed-lanes concept on January 10, 2018:

- Minimum of one HOT lane and two general-purpose lanes in each direction
- 2+1+1 concept envisions peak-hour HOT lane on left shoulder, pending further engineering analysis and FHWA approval
- This part-time lane would use fourth lane of tunnel capacity to mitigate congestion
Roadway

- Design exceptions/waivers under consideration at pinch points
- Safety study and operational framework in development
- 2+1+1 concept for new roadway (where it fits):

```
   14'          12'          24'        12'
Part-Time     HOT Lane     2 x 12' Lanes Shoulder
HOT Shoulder

2' Barrier     4' Buffer

1/19/2018 The Next Connection
Structures

- Some landside bridges will need to be widened or replaced; amount of structural rehabilitation will be defined in RFP
- VDOT exploring full replacement of marine approach trestles
- 2+1+1 concept for new marine trestle:
Environmental Status

- Record of Decision (ROD) was issued on June 12, 2017
  - Statute of Limitations for any legal challenges to ROD expired on November 20, 2017
- VDOT has initiated NEPA re-evaluation for refined scope:
  - HOT lanes from I-664 to I-564
  - Geometric refinements at southern project limits
  - Roadway construction for 4’ HOT buffer
- Completion of re-evaluation is targeted for mid/late 2018 as Environmental Assessment
- NEPA re-evaluation does not impact original decision on base project; new components are being incorporated into decision
Wildlife Studies

- Benthic study
  - Field work complete; analysis underway; report Spring 2018

- Atlantic sturgeon
  - Field study underway through Spring 2018 migration season
  - Results will inform future agency decisions on possibility of time-of-year restrictions

- Migratory birds
  - Seasonal nesting colonies on HRBT south island between April and September
  - Field study complete; agency guidance anticipated in Spring 2018 on appropriate mitigation measures
- Archaeological/cultural resources
  - Virginia Department of Historic Resources concurred in August 2017 that no sites within project limits are eligible for listing on National Register of Historic Places

- Survey
  - Corridor survey is now complete from I-664 to I-564 and aligns with previous expectations, indicating project can be delivered with minimal if any permanent ROW impacts

- Navigation study
  - Currently underway to inform Design-Builder for acquisition of future US Coast Guard bridge permit
Civil Site Work

- **Drainage**
  - Virginia Department of Environmental Quality determined this project “qualifies for grandfathering in accordance with 9VAC 25-870-48D of the Virginia Stormwater Management Program regulation and is subject to the Part IIC technical criteria”

- **Wetlands**
  - USACE provided Preliminary Jurisdictional Determination in September 2017, addressing wetlands within project limits

- **Sound walls**
  - Planning-level noise analysis in SEIS provides initial indication of potential sound-wall locations, e.g. at Veterans Cemetery in Hampton
Excavated Material

- Collection of marine soil samples underway concurrently with marine geotechnical investigation
  - Shallow samples (0-10 feet depth) near shoreline and along bridge-tunnel alignment
  - Deep samples (three depths, corresponding to conceptual ITT and bored tunnel depths) along tunnel alignment

- Sediments will be tested for chemical parameters including those evaluated by local upland disposal sites

- Report will be issued in Spring 2018 to help inform proposers’ evaluation of disposal options for excavated material

- EPA concurrence letter for ocean disposal cannot be obtained before bid date; Section 103 analysis no longer being progressed
Marine Geotechnical Investigations

- Complete:
  - 1953 data for westbound tunnel
  - 1969 data for eastbound tunnel
  - 1960’s data for Willoughby Bay bridges
  - 2017 data at north and south HRBT islands

- In progress:
  - 2017/18 data along potential project alignments
  - Note: Permit for this investigation was obtained in 6 months

- Future:
  - Additional geotechnical investigations by Design-Builder
Comparison of 1953 and 2017
Marine Geotechnical Investigations
Geotechnical History Notes

- Original armor stone along western edge of both islands was not fully removed during 1970’s westward expansion of islands
  - Plans note e.g. “Existing riprap and riprap bedding along entire west side of north island to be removed to El. +7.0”

- Historical articles include references to limonite/“bog iron” in the area; current investigations are encountering some dense layers of cemented shells

- During Willoughby Spit ground investigations in 1965, large methane pocket was encountered at approx. elevation -50' for proposed bridge over Richview Street
  - Bridge was moved to 13th View Street instead
Landside Geotechnical Investigations

- Investigations in progress along I-64 roadway:
  - SPTs and CPTs
  - 144 new soil borings
- Historic boring logs being converted to gINT format
- Landside Geotechnical Data Report (GDR) to be complete in Spring 2018
- Design-Builder to conduct additional landside investigations
- Note: VDOT’s southside Hampton Roads projects are currently obtaining fill from borrow sites in North Carolina; other fill sources are in Isle of Wight County
Pavement

- Pavement evaluation and testing underway, including:
  - Ground-penetrating radar
  - Falling-weight deflectometer

- Pavement Evaluation Report will be provided in Spring 2018

- Technical Requirements will specify design for flexible (asphalt) and rigid (concrete) pavement sections

- Proposers will select pavement type and use specified design

- Possible use of recycled material in lieu of asphalt base material
Stakeholder Coordination

- Hampton University (HU):
  - HU/VDOT have executed MOU for temporary access to HU property during construction; terms will be included in RFP
  - No permanent acquisition of HU property will be permitted
- No impacts to Navy property will be permitted
- Discussions underway with Dominion Energy about electrical power requirements for new tunnel facility and potential TBM
- VDOT anticipates providing opportunity during RFP phase where USACE will be available to answer permitting questions; no contact otherwise
- RFQ specifies other entities with whom no contact is allowed; list of conflicted firms will be updated for RFP
DBE/SWaM Goals

- DBE/SWaM goals are being developed specific to HRBT, taking into account:
  - Specialized nature of project work
  - Volume of other projects currently underway in region
- On-the-Job Training requirements are also anticipated
- “Matchmaking Session” at DBE Transportation Symposium offers contractors and consultants an opportunity to identify DBE partners:
  - March 15, 2018
  - Greater Richmond Convention Center
  - Details and reservations: contact Tammy Mancinelli at Tammy.Mancinelli@vdot.virginia.gov or (804) 786-2935
Procurement Reference Documents

- Reference documents including studies and surveys will be made available shortly to prospective offerors upon request.

- To obtain access, designated representative for each team shall send request to Department’s Point of Contact in RFQ at HRBTproject@vdot.virginia.gov.

- Additional materials will be added on a rolling basis.

- Documents are for reference and background information only, as stated in RFQ.
Closing

James S. Utterback, PMP
District Administrator, Hampton Roads
Virginia Department of Transportation