Locally Administered Projects (LAP) Manual

PART 2
Project Management

Chapter 12
Project Development

Updated February September 2019
Chapter 12
PROJECT DEVELOPMENT

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INTRODUCTION

Project Development Process

The Project Development Process guides Preliminary Engineering processes through the use of multi-disciplinary concurrent efforts. It establishes a framework for increased involvement of all stakeholders in the project development lifecycle and promotes coordination and communication, ultimately improving the efficiency and quality of the project.

Offered as a reference, the process documentation may be accessed at: Project Development Process.

Tiered Approach to Project Oversight

VDOT employs a tiered approach to project oversight. District Offices have delegated review and approval responsibilities for specific, lower-risk projects, identified as Tier 1 projects. Higher risk projects, identified as Tier 2 projects, require VDOT Central Office review and approval. Instructional and Informational Memorandum IIM-LD-249 provides the implementation process for this tiered project oversight process.

With few exceptions, the tiered project oversight process is generally transparent to local governments administering federal or state-aid projects. Project oversight for locally administered projects will follow the same approval processes as VDOT-administered projects. Where clarification is necessary, the "VDOT Responsibilities" sections of this chapter will be identified as applying to Tier 1, Tier 2 or both processes.

Project Oversight Definitions:

Tier 1 projects typically are smaller projects with few risks, are non-federal oversight projects and have construction values of less than $10 million. Tier 1 Locally
Administered projects will follow the applicable project review processes established by VDOT’s districts in accordance with the guidance provided by IIM-LD-249.

Tier 2 projects include large projects, design build projects and all federal oversight and non-federal oversight projects having construction values greater than $10 million. Tier 2 Locally Administered projects will continue to have VDOT Central Office Division oversight and will follow the review processes outlined in this chapter.

Federal Oversight:

FHWA updated the definition for federal project oversight based on identifying Projects of Division Interest (PoDI). Information regarding this approach to project oversight is located in the archived FHWA document titled “Projects of Division Interest (PoDI)/Projects of Corporate Interest (PoCI) Guidance.”
12.1 - PROJECT SCOPING

- LPA prepares and conducts Scoping Meeting
- NEPA document concurrence form submitted to VDOT
- LPA develops schedule 12.1.3 & 12.3.3
- LPA submits scoping documentation to VDOT
- LPA develops estimate 12.1.3 & 12.3.4
- Agreement executed

LPA 
VDOT
12.1 PROJECT SCOPING

12.1.1 Introduction

Project Scoping defines the project. During the Scoping process, the LPA Project Manager (PM) will identify those elements of the project that influence how the project will be developed and delivered. The VDOT Project Coordinator (PC) is available to assist the LPA Project Manager to facilitate the Scoping process based on project complexity. This section outlines the processes and responsibilities associated with Project Scoping for federal-aid projects and can be used by the LPA to scope their state-aid projects. During project scoping, the project team, under the leadership of the LPA Project Manager, defines the physical limits and features of the project, establishes project estimate and schedule and determines the project oversight level in accordance with Chapter 9.4.2. In most cases, the scoping phase and report should be completed at the conclusion of the preliminary field inspection (PFI) milestone phase. If this duration exceeds twelve months from the execution of the project administration agreement, the LPA must obtain District concurrence.

VDOT’s Project Management Guide can be used as a reference during the scoping process to assist the LPA in defining the activities that will be followed throughout the project lifecycle. Additionally, the LAP Schedule Tool is available and recommended for local governments use in developing preliminary engineering project schedules.
12.1.2 Applicability

Project scoping and the processes outlined in the section are required for all federal-aid projects and those state-aid projects that are developed to qualify as federal-aid eligible.

<table>
<thead>
<tr>
<th>Federal-aid</th>
<th>State-aid / VDOT Maintained</th>
<th>State-aid / LPA Maintained</th>
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* Formal project scoping and coordination with VDOT is strongly encouraged for all projects. All projects must consider bicycle and pedestrian accommodations.

Special Program Requirements are noted at the end of each section.

12.1.3 Scoping Process Requirements

Project scoping is the first major project development phase milestone. During this time the project purpose is refined and all available data related to the project such as old plans, aerial photos and any miscellaneous documents are gathered. The project team is also finalized. Each discipline represented on the project team investigates the proposed project from the perspective of their discipline.

In accordance with Commonwealth Transportation Board’s (CTB) Policy, approved on March 18, 2004, all projects shall consider the accommodation of bicycles and pedestrians at the project scoping stage. Resources regarding Bicycle and Pedestrian Facilities can be accessed at [http://www.virginiadot.org/programs/bk-default.asp](http://www.virginiadot.org/programs/bk-default.asp) (Biking and Walking in Virginia). Determination of bicycle and pedestrian accommodations must be documented in the project file.

When the scoping meeting is held, the LPA Project Manager and the project team will present and discuss their respective project findings. The LPA Project Manager will consolidate the findings into a scoping report for submission to the VDOT Project Coordinator for review.
Scoping must be completed within twelve months of execution of the project administration agreement unless concurrence is otherwise obtained from the District. Failure to complete scoping within this time frame may result in the reevaluation of the locality’s ability to administer the project in accordance with the Project Administration Agreement.

By the end of project scoping, the LPA is required to prepare and submit to the Project Coordinator a scoping report which includes the following:

- Define project limits
- Identify project issues that may affect project development, such as environmental issues, right of way, design, utilities, construction, etc.
- Finalize the purpose and need of the project
- Refine preliminary project estimates to develop the initial construction cost estimate
- Identify project risks (cost, quality, safety, etc.) and develop risk mitigation strategies
- Finalize a project schedule (each team milestone should be clarified with all team members and reviewed to ensure commitment). For additional information on project scheduling see Section 12.3.3.
- Determine the level of citizen involvement and level of NEPA documentation required
- Determination of Bicycle – Pedestrian Accommodations in accordance with CTB Policy
- For federal-aid bridge projects, preliminary touch-down points and the most recent bridge inspection report (for bridges maintained by the LPA)
- For SMART Scale funded projects, the scoping report will include a certification statement that indicates either of the following statements:
  - No changes or additions in scope have been made since the application for SMART Scale funds was submitted that will impact the project benefit regardless of impact to budget.
<OR>

- Scoping changes did occur and the project was re-evaluated and re-scored if necessary.

**Bid Additive - SMART SCALE and State of Good Repair (SGR) Projects**

Additional work to be performed by the contractor that will be included in the construction contract for advertisement and award as a bid additive requires additional coordination on SMART SCALE and SGR projects as this may impact the project's budget, scope and/or scoring factors of the approved application.

VDOT Coordinator before the LPAesy. This should be done

- Refer to Sections 12.6.7 & 12.6.9.2 in the LAP Manual for additional guidance when including additives on SMART SCALE and State of Good Repair Projects.

The PM-100 and accompanying functional area scoping worksheets may be used by the LPA to document project scoping; however, VDOT signatures are not required. The information necessary to meet scoping report requirements may be contained within the application for projects requiring separate project applications, such as TA or HSIP Projects.

**VDOT Responsibilities:**

- Determine if the project will be developed as a Tier 1 or Tier 2 project.
- The Project Coordinator will review the submitted scoping report and ensure that it addresses all scoping needs as identified above.
- If the project has not been created in the project pool, the Project Coordinator will create a project at this time and will include appropriate VDOT staff as team members in the iPM Communications and Divisions tab.
- All project decision or milestone-related documents, including the scoping report, must be uploaded into Project Wise the iPM documents tab.
- The Project Coordinator will upload the initial scoping estimate into PCES.
- The Project Coordinator will enter milestone dates using the Project Schedule based on the information provided by the LPA. Milestone
dates required are found in Section 12.3.3.

- Oversight expectations for Project Development and preliminary oversight expectations for Project Delivery will be identified and provided to the LPA.
- Discussion of any potential project costs which may be ineligible for reimbursement.
- The Project Coordinator will provide project scoping and environmental documents to Civil Rights for review to ensure compliance with Title VI.
- For Smart Scale Projects, all proposed scope changes will need to be coordinated with the SMART SCALE Working Group to determine if the project would need to be re-evaluated and rescoring in accordance with the SMART SCALE Project Change Guide.

### 12.1.4 Key Submittals / Requirements

<table>
<thead>
<tr>
<th>Task/Submittal/File Documentation</th>
<th>Locality Responsibility (PM)</th>
<th>VDOT PC Responsibility</th>
<th>Submittal Timing/Recordkeeping Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Review project and solicit information relative to project to establish project team</td>
<td>Determine what information is needed in coordination w/PC</td>
<td>Assist the PM Document the Project Team in iPM.</td>
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</tr>
<tr>
<td>Plans, maps, aerials, and other supporting data to identify project area</td>
<td>Distribute materials to the project team</td>
<td>N/A</td>
<td>Not less than 15 days in advance of the scoping meeting</td>
</tr>
<tr>
<td>Scoping Coordination or Meeting</td>
<td>Plan, lead, and facilitate scoping coordination or a meeting, if held</td>
<td>The PC may attend if project complexity warrants</td>
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</tr>
<tr>
<td>Determine scope and develop complete schedule, and project budget</td>
<td>Prepare and submit Scoping documentation to the PC and project team</td>
<td>Ensure documentation is uploaded to Project WisePM Documents</td>
<td>LPA should retain through project closeout. For state aid projects, documentation must be kept in LPA project files.</td>
</tr>
<tr>
<td>Review and outline all tasks and deliverables necessary for project development</td>
<td>Prepare and submit schedule, with milestone dates to the PC</td>
<td>Document tasks and durations in the iPM Schedule. Monitor and update schedule based on locality input.</td>
<td>N/A</td>
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</tbody>
</table>
12.1.5 References

VDOT has an established scoping process that is used for VDOT administered projects. This process includes helpful information such as checklists and forms that may be beneficial for the project scoping process. The process is outlined in two procedures, *Initiate Project Scope* and *Final Project Scope*. The LPA is encouraged to use these reference documents as they move through the project scoping process.

Chapter 12.1 – Project Scoping Checklist

These checklists can be found in their entirety in the VDOT on line forms library

*CH 12.1 - Project Scoping*

The project scope, developed by the project team under the leadership of the LPA Project Manager, defines the physical limits and features of the project, establishes the project budget and determines the project oversight level in accordance with Ch 9.4.2 and VDOT Central Office oversight in accordance with the Project Development Process Flowchart #IIM-226.5.

<table>
<thead>
<tr>
<th>Scoping estimate</th>
<th>Provide accurate project scoping estimate in PCES</th>
<th>Ensure project estimate is entered and updated in PCES</th>
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<tbody>
<tr>
<td>Quarterly Status Report – TA Projects</td>
<td>Submit to Project Coordinator</td>
<td>Ensure documentation is uploaded to Project Wise PM Documents</td>
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<th>SUBMIT</th>
<th>COMPL</th>
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<th>S-V</th>
<th>S-L</th>
<th>T-A</th>
<th>UCI</th>
<th>Requirement</th>
<th>Reference LPA</th>
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<td>X</td>
<td>X²</td>
<td>X²</td>
<td>X²</td>
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<td>Project Scoping; include discussion of all tasks and deliverables, project limits and footprint</td>
<td>12.1.1</td>
<td>12.1.3</td>
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<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Develop Project budget and Project Cost Estimate</td>
<td>12.1.3</td>
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<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Develop Project schedule</td>
<td>12.1.3</td>
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Submit Scoping Report and documentation\textsuperscript{2}, includes items outlined in 12.1.3. Project scoping should be completed within 12 months of the Project Agreement being executed.

\begin{itemize}
  \item 23CFR652.565
\end{itemize}

\textsuperscript{2} Formal project scoping and coordination with VDOT is strongly encouraged for all projects

\textsuperscript{2} CTB Policy on Bicycle / Pedestrian Accommodations must be considered and submitted for all projects; a complete scoping report is required for any federal-aid project
12.2 PLAN DESIGN

12.2.1 Introduction

12.2.2 Applicability

12.2.3 Design Standards

12.2.4 Design Exceptions and Waivers

12.2.5 Design Elements

12.2.5.1 Title Sheets

12.2.5.2 Surveys

12.2.5.3 Geotechnical Investigations

12.2.5.4 Traffic Control Devices / Intelligent Transportation Systems (ITS) / Roadway Lighting

12.2.5.5 Americans with Disabilities Act (ADA)

12.2.5.6 Hydraulics / M-4/Stormwater / Nutrient Credits

12.2.5.7 Landscaping

12.2.5.8 Transportation Management Plans (TMP)

12.2.5.9 Noise Barriers

12.2.5.10 Value Engineering

12.2.5.11 Constructability Reviews

12.2.5.12 Utilities

Chapter 12.2 - Plan Design Checklist
12.2.1 Introduction

Plan Design is considered part of Preliminary Engineering (PE), which includes all work from preparation of feasibility studies, conceptual, preliminary and final designs up through and including the preparation of bidding documents. This chapter outlines design standards, provides links to relevant VDOT guidelines and addresses considerations for key design elements.

All final plans and specifications shall be sealed and signed by a Professional Engineer, Landscape Architect or Land Surveyor licensed to practice in the Commonwealth of Virginia and in accordance with State Department of Professional Occupation Regulation (DPOR) requirements.

12.2.2 Applicability

- Processes in this manual apply to federal-aid projects, projects on the NHS and Primary Routes, and projects to be maintained by VDOT, regardless of funding.
- State-aid projects, off the NHS and maintained by the LPA, will be designed in accordance with this manual; however, VDOT oversight of these designs is limited to technical assistance as requested by the LPA.

<table>
<thead>
<tr>
<th>Plan Design</th>
<th>Federal-aid</th>
<th>State-aid / VDOT Maintained</th>
<th>State-aid / LPA Maintained</th>
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* Projects are to be designed in accordance with this manual; however, VDOT oversight to these designs is limited to technical assistance as requested by the LPA

Special Program Requirements are noted at the end of each section.
12.2.3 Design Standards

VDOT has adopted the AASHTO *A Policy on Geometric Design of Highways and Streets*, commonly referred to as the AASHTO “Green Book,” as minimum design standards. VDOT’s Road Design Manual meets, or exceeds, all AASHTO Green Book design standards.

All LPA administered projects to be maintained by VDOT, regardless of funding source, shall be designed in accordance with VDOT’s Road Design Manual or seek a design waiver and/or design exception.

VDOT publishes a series of Instructional & Information Memoranda as well as other Manuals and Guides, which provide additional guidance and clarification regarding design standards. Local governments are encouraged to use these as additional resources when considering the design features of their projects to ensure consistent state-wide design.

All LPA administered projects to be maintained by the LPA shall be designed in accordance with AASHTO’s Policy on Geometric Design of Highway and Streets (the “Green Book”) or seek a design exception.

LPAs may develop their own design standards and construction specifications, which meet or exceed VDOT and AASHTO. However, they must be reviewed and approved by the VDOT State Location and Design Engineer for projects off the National Highway System, and also by FHWA for projects on the National Highway System. Local governments are expected to notify the VDOT Project Coordinator whenever alternative designs and specifications are being utilized and provide a list of the proposed modified designs and specifications and how those modifications differ from VDOT’s.
For projects to be maintained by VDOT, the LPA Project Manager shall provide the VDOT Project Coordinator a complete electronic plan assembly in single page PDF format to be filed in the VDOT Plan File Library when:

- right of way plans have been completed and approved for right of way acquisition
- project design plans have been completed and approved to advertise

12.2.4 Design Exceptions and Waivers

Design Waivers

Designs for projects maintained by VDOT that do not meet VDOT’s “minimum” design standards, but exceed AASHTO’s design standards require a written Design Waiver. The LPA or its consultant shall prepare and submit the Design Waiver Form (LD-448) and any accompanying documentation to the VDOT Project Coordinator as soon as it becomes apparent that a waiver is required. The design waiver review process should take approximately two (2) weeks from the time of receipt of a complete submittal. The VDOT Project Coordinator will forward the design waiver to the District Location and Design Engineer for review and action (approval or denial). Once the review has been completed and action taken, the Design Waiver request will be sent back to the VDOT Project Coordinator for coordination with the Locality LPA Project Manager. **Design waivers are not required on projects that will be maintained by the locality.**

For more information on the Design Waiver process for road projects, refer to LD-IIM-227.

**VDOT Responsibilities:**

- *Design Waivers are processed at the District Location and Design Office.*
- *The VDOT Project Coordinator will forward the Design Waiver request to the District Location and Design Engineer for review and action (approval or denial).*
Design Exceptions

Designs that do not meet the minimum design standards contained in the AASHTO “Green Book” require a written Design Exception. The locality or its consultant shall prepare and submit the Design Exception Form (LD-440) and any accompanying documentation to the VDOT Project Coordinator as soon as it becomes apparent that an exception is required. The design exception review process should take approximately two weeks from the time of receipt of a complete submittal.

VDOT Responsibilities:

- VDOT Project Coordinator will forward the Design Exception request through the District L&D Section, to the State Location and Design Engineer for review and action (approval or denial). Once the review has been completed and action taken, the Design Exception request will be sent back to the VDOT Project Coordinator for coordination with the LPA Locality Project Manager.
- All documents relating to the Exception and the approval notification must be uploaded into Project WisePM by the PC.

The Design Exception Form can be accessed at: LD-440

For more information on the design exception process for road and bridge projects, refer to LD-IIM-227.
12.2.5 Design Elements

The following is a list of design elements that are typically required in a set of roadway and bridge plans:

12.2.5.1 Title Sheets

VDOT prepared Title Sheet templates for Federal-aid Tier 1 and Tier 2 Projects and for State-aid Projects shall be used. LPA's are responsible for ensuring that the most current version of the applicable title sheet is being used in the plan assembly. Title sheet templates for Federal-aid Projects Tier 1 and Tier 2 Projects and State-aid Projects are available in the VDOT CADD Cell Library. The specific file links are below:

- TIER 1 TITLE LAP FED
- TIER 2 TITLE LAP FED
- TITLE LAP STA

In addition, VDOT has prepared title sheets to be specifically used with Design-Build/PPTA projects. These include a RFQ/RFP Plans Submittal title sheet, a Right of Way Submittal title sheet, a Construction Submittal title sheet and an As-Built title sheet. The specific file links are:

- TITLE LAP DB (RFP/RFQ)
- TITLE_LAP_DB_ROW
- TITLE_LAP_DB_CONST
- TITLE_LAP_DB_ASB (As-Built)

For assistance, LPA's or design firms should contact the CADD Support Helpdesk at CADDsupport@vdot.virginia.gov.

For information on Title Sheet requirements, refer to IIM-LD-204.

LPA's are responsible for ensuring that title sheets have the required signatures and that project plans are properly signed and sealed in accordance with Department of Professional and Occupational Regulations (DPOR). For information on Sealing and Signing Requirements/Title Sheet Signatures, see Section 12.5.3.
Special Program Requirements

Transportation Alternatives
All trail, roadside, and bridge plans must be reviewed by the Department; however, Transportation Alternatives / Enhancement projects do not require Department signatures on the title sheet. When plans are submitted for review, the title sheet should include the project name, state / federal project numbers, local signature boxes, and a professional engineer’s seal. It should also specify the standards and specifications under which the project is to be constructed; but they should not be submitted for VDOT signature.

Urban Construction Initiative
UCI projects do NOT require VDOT signatures on Title Sheets. The Title Sheet must be signed by a person of responsible charge with the municipality. By this signature, the municipality is certifying that the plans have been prepared, by staff or consultants, to an appropriate level of completion and accuracy, that the designer has followed accepted standards, procedures, policies, methods of practice, etc., that are consistent with the engineering and design of plans for such work.

12.2.5.2 Surveys

The first step in physical project development is identifying the project site. In some cases the land may be owned by the State or local government. In other cases, it may be necessary to purchase land for the project. In those cases where the land is already owned by state or local government, it will be necessary to conduct project design surveys to specify where the new construction will take place.

Survey Procedures
Prior to entering property to ascertain its suitability for highway and other transportation purposes, a “Letter of Intent to enter upon Property” must be provided to each property owner, sent by mail, in accordance with § 33.2-1011 of the Code of Virginia and documented in the LPA files. Permission to Enter letters should be sent...
35 days prior to the desired start date. A copy of VDOT's form letters is available from the Location & Design Division and or the Right of Way and Utilities Management System (RUMS) forms library and can be obtained by contacting the VDOT Project Coordinator.


Project design surveys – The purpose of a project design survey is to identify the project site sufficiently to allow the development of detailed engineering plans, specifications, and cost and material quantity estimates. Project design surveying must be performed under the supervision of a Land Surveyor (LS) licensed to practice in the Commonwealth of Virginia by the Virginia Department of Occupational Regulation (DPOR). Project design surveys often involve aerial mapping and Global Positioning Survey (GPS) techniques, as well as placement of physical markers. In addition to the project design survey, a survey will be needed for the purposes of legal title transfer.

If the project is on state property, right of entry will be allowed under the project administration agreement. Before a LPA can begin work (including surveying) on a roadway that is part of the interstate, primary or secondary system of highways, it must secure a Land Use Permit from VDOT. This permit is issued through the VDOT Residency and usually will be issued at no cost.

Survey for land acquisition and title transfer - If the LPA is purchasing land for the transfer to state ownership (underlying fee ownership) or for a federal aid project, the requirements outlined in VDOT’s survey manual must be followed. If the LPA is purchasing land for the locally maintained system without federal funds, the LPA can follow its own survey and title requirements.

12.2.5.3 Geotechnical Investigations

LPA’s are required to provide geotechnical engineering data consistent with the requirements outlined in the Materials Manual of Instructions, Chapter 3. Local
jurisdictions shall coordinate with the VDOT Project Coordinator in advance of performing subsurface exploration. Laboratory testing for VDOT projects requires that the testing laboratory be certified by the AASHTO Materials Reference Laboratory (AMRL). Chapter 3 of the Manual of Instructions can be accessed at the following link:

The use of alternate bid items or speculative amounts in the bidding process is generally NOT an acceptable replacement for complete geotechnical investigations.

12.2.5.4 Traffic Control Devices/Intelligent Transportation Systems (ITS) / Roadway Lighting

VDOT’s Traffic Engineering Design Manual, which can be accessed at http://www.virginiadot.org/business/locdes/traffic-engineering-manual.asp, is VDOT’s standard and recommended for design elements related to traffic control devices, ITS and Roadway lighting.

12.2.5.5 Americans with Disabilities Act (ADA)

The Americans with Disabilities Act of 1990 (ADA) is legislation intended to provide adequate accessibility to all persons. Title II of ADA applies to State and Local Governments and its requirements affect design, construction and maintenance of all transportation projects, regardless of the funding source.

VDOT’s policy is to provide facilities for persons with disabilities in accordance with the Code of Virginia, Section 15.2 –2021.

For more information on ADA requirements related to transportation facilities, refer to LD-IIM-55.

The ADA requires that all new construction, reconstruction and alterations to existing pedestrian facilities be constructed in accordance with federal accessibility
standards. Pedestrian facilities include sidewalks, shared use paths or other public walkways. Where such facilities intersect a street, the portion of the street used by pedestrians, whether marked as a crosswalk or not, is also considered part of the pedestrian facility.

Project activities are considered an “alteration” if they involve changes to the structure, grade, function or use of the street or sidewalk. Examples include full depth pavement replacements, widening, resurfacing, signal installation, pedestrian signal installation and other work of similar scale and effect.

When the scope of a transportation project includes modifications to existing pedestrian facilities, those facilities must be brought up to current accessibility standards. For example, if a street resurfacing project alters the sidewalk, curbs or street surface in the crosswalk area, curb ramps must be installed as part of the project. If curb ramps already exist, but do not meet the current accessibility standards, those ramps must be either reconstructed or retrofitted to meet the current accessibility standards.

FHWA and the Department of Justice (DOJ) issued a Joint Technical Assistance (JTA) memorandum on the requirements to provide curb ramps, in accordance with Title II of the ADA, whenever roads are altered through resurfacing. The JTA memorandum clarifies the definition of an “alteration” during road surfacing activities, requiring compliance with Title II of the ADA. The memorandum can be accessed at http://www.ada.gov/doj-fhwa-ta.htm. Also, see TE-377 for additional information.

12.2.5.6 Hydraulics / MS-4 / Stormwater / Nutrient Credits

All projects that will be maintained by VDOT, except those improvements undertaken through the Rural Rustic Roads program, must be designed in accordance with VDOT’s Drainage Manual, which can be accessed at http://www.virginiadot.org/business/locdes/hydra-drainage-manual.asp, and is available as a resource for local governments.
MS-4 / Stormwater

During planning and Design Development processes there are several important considerations that must be made by the LPA with regard to hydraulics, the Virginia Stormwater Management Program (VSMP) regulations, and VDOTs Municipal Separate Storm Sewer System (MS4) permit. First, the LPA is responsible for all VSMP permitting and permit compliance for the project. This includes the preparation, facilitation, and maintenance of the Stormwater Pollution Prevention Plan (SWPPP) for the project. The SWPPP shall be included in the Design Package submittal to the Department. LPA’s should be advised that individual project schedules and approvals may be impacted by local VSMP authority (or DEQ when acting as the VSMP Authority). As such, these factors should be well understood in relation to critical path milestones and properly considered within the project delivery schedule.

For facilities that will be maintained by VDOT after construction, the LPA developed design documents must properly denote land cover changes within the VDOT ROW and permanent easements (including disturbed acreage, impervious cover, forest/open space cover and turf areas). Plans developed for approval by the VSMP Authority are subject to VDOT review for project congruence with VDOT standards and ultimate VDOT acceptance. Insufficient plan information in this regard may require plan revision independent of the local VSMP Authority review. As such, it is recommended that the LPA coordinate closely throughout design development with the local VSMP Authority and VDOT staff to coordinate and resolve design issues. The LPA is responsible for documenting VDOT MS4/Stormwater information at design package submittal through the completion of the LPA Design Package – VDOT MS4/SWM Program Checklist. Guidelines are provided in VDOT Instructional and Informational Memorandum (IIM) LD-258 for non-VDOT projects including LAP projects for compliance with VDOT’s MS4 Program. In addition to the Program Checklist, Outfall Inventory Field Sheet(s) (located in IIM LD-258) are required for all outfalls within VDOT’s MS4 system which are added or modified. Prior to project acceptance, additional information and verification is required with LPA’s completion of the LPA Project Certification – VDOT MS4/SWM Program Checklist and VDOT
will review submittal information prior to final acceptance. See Chapter 14 for additional information.

**Nutrient Credits**

**Background**

The VSMP regulations require water quantity controls to prevent downstream flooding and erosion and quality controls that limit the discharge of the nutrient phosphorus, a keystone pollutant. BMPs are installed in conjunction with development projects to meet water quantity and quality criteria. With the more stringent Part IIB technical criteria and spatial restrictions of linear projects, the siting of BMPs can often be challenging. The use of offsite compliance options, including the purchase of certified nutrient credits, may be a tool that can be used in addition to, or in lieu of, traditional onsite BMPs for achieving post-development water quality requirements. The purchase of nutrient credits may eliminate the need for the purchase of additional right of way or permanent easement and relieve the Department of future maintenance costs. The purchase of nutrient credits to address post-construction water quality reduction requirements for construction activities shall be considered the preferred alternative when available and economically feasible.

**DETERMINATION OF APPLICABILITY**

In order for the project to qualify for the use of nutrient credits, the project must meet one of the following criteria:

1. The project area contains less than 5-acres of land disturbance, or
2. The post-construction phosphorus water quality reduction requirement is less than 10 pounds per year, or
3. Where the project does not meet the conditions noted in items 1 and 2, and at least 75% of the required phosphorus load reduction is to be met onsite, the remaining load reduction (up to 25%) may be met through the purchase of nutrient credits. On a case by case basis, more load reduction (i.e. greater than 25%) may be achieved through the purchase of nutrient credits by obtaining written approval from the DEQ.
It is demonstrated to the satisfaction of the DEQ that (i) alternative site designs have been considered that may accommodate onsite best management practices, (ii) onsite best management practices have been considered in alternative site designs to the maximum extent practicable, (iii) appropriate onsite best management practices will be implemented and (iii) compliance with water quality technical criteria cannot practicably be met onsite. To approve additional nutrient credit use DEQ requires written documentation of this effort. Where approval from the DEQ is required, the VDOT District Hydraulics Engineer shall forward the documentation to the State MS4 Engineer. The State MS4 Engineer will then coordinate with the DEQ Central Office to secure the necessary approvals.

If criterion #1 or #2 is satisfied, then 100% of reduction requirements may be achieved through purchase of nutrient credits

PRE-EVALUATION PROCESS TO UTILIZE NUTRIENT CREDITS

In determining the feasibility of the use of nutrient credits to satisfy a project's water quality requirements, a pre-evaluation must be completed by District Drainage Engineer. This pre-evaluation must occur prior to the Public Hearing milestone to identify any limitations that could exist that would prevent or restrict the use of nutrient credits.

The following items should be taken into evaluation:

1. Review and verification that the selected project is not located in an area that would be in contravention of any local water quality-based limitations for the particular project. These limitations shall also include any surface waters that have an approved TMDL report addressing Phosphorus and Nitrogen associated with a construction activity.

2. Review and verification there are certified Nutrient Credits banks that can service the project. Nutrient credit use is allowed for all basins statewide. However, not all basins have certified nutrient credit banks. The following criteria shall be followed:
a. If there is a local TMDL restriction within the project watershed area, nutrient credits shall be purchased from a bank located upstream of the project.

b. If there are no local TMDL restrictions within the project watershed area, nutrient credits can be purchased in the same or adjacent 4th Order (8 digit) HUC as that of the project. If an adjacent 4th Order (8 digits) HUC is to be used, it must be in the same basin/tributary as the project.

c. If there are no local TMDL restrictions, and where no Nutrient Credit Banks are located within the project’s 4th Order (8 digit) HUC or adjacent 4th Order (8 digit) HUC, nutrient credits may be purchased from any Bank located within the same basin/tributary as the project.

PROCUREMENT OF NUTRIENT CREDITS FOR PROJECTS

The preferred nutrient credit purchase option is to utilize VDOT’s existing procurement contracts. To do this the LPA Project Manager shall forward to the District Hydraulics Engineer a completed LD-453 providing the following project information:

- Project Number
- UPC Number
- Project Location (County/City)
- Project Latitude and Longitude (in decimal degree)
- Project 4th Order 8 digit HUC
- Land Disturbance (rounded to the nearest one hundredth of an acre)
- Amount Of Nutrient Load Reductions Achieved Onsite, (pounds/acre/year)
- Amount of Nutrient Credits Needed To Be Purchased (pounds/acre/year)
- Documentation of the Pre-evaluation process

The State MS4 Engineer will determine the availability of nutrient credits for use in satisfying the water quality requirements for the project and will notify the District Hydraulics Engineer of their determination. Where nutrient credits are available, the
State MS4 Engineer will secure from the District Hydraulics Engineer a project charge code for the purchase. The State MS4 Engineer will then begin the process of securing the necessary nutrient credits. Once the procurement process is completed, the Project Manager and the District Hydraulics Engineer will be notified of the name of the Bank from which the nutrient credits were purchased so that it can be included with other required information in the appropriate sections of the SWPPP General Information Sheets associated with the land disturbing activity.

Nutrient credits purchased by others for projects that will be accepted into VDOT’s maintenance inventory system, may transfer the ownership of the nutrient credits back to VDOT utilizing the “Nutrient Credit Assignment Agreement” form. This form must be completed, signed and submitted to the appropriate VDOT District Hydraulics Engineer for project records. The District Hydraulics Engineer will upload this information into the Central Office Nutrient Credit submittal database.

The “Nutrient Credit Assignment Agreement Instructions” and “Assignment Agreement” are available at the following link:
http://www.virginiadot.org/business/locdes/nutrient_credits.asp
LPA Design Package – VDOT MS4/SWM Program Checklist

Summary Information

<table>
<thead>
<tr>
<th>UPC</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPA PM:</td>
<td>Telephone:</td>
</tr>
<tr>
<td>Design Consultant:</td>
<td>Telephone:</td>
</tr>
</tbody>
</table>

The Design Package Checklist shall be completed by the PM and the Design Consultant and submitted to VDOT. These items should be considered during the scoping phase of the project, and items related to the VDOT and/or local MS4/SWM program, common sense engineering (CSE), and potential opportunities drainage and water quality improvement should be communicated at that time to the extent practicable. These items are required at Design Package Submittal. A check in any box represents an affirmative response.

Design Package Checklist

Design Package Notes
(Describe any additional key features, approvals, design exceptions, or important constraints for the project design related to SWM and MS4 only.)

Required Items for Completion Prior to VDOT Approval & Project Advertisement:

<table>
<thead>
<tr>
<th>Item</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Has the VSMP permit been obtained by the LPA from the local VSMP Authority?</td>
<td></td>
</tr>
<tr>
<td>□ Are stormwater BMP facilities for the project designed consistent with both the local VSMP Authority and VDOT guidance, standards, specifications, and special provisions (those which will be maintained by VDOT)?</td>
<td></td>
</tr>
<tr>
<td>Question</td>
<td>Answer</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>Has maintenance access for all proposed stormwater facilities (those which will be maintained by VDOT) been designed consistent with both the VDOT guidance, standards, specifications, special provisions, and with review and acceptance of District Hydraulics and Maintenance Engineers?</td>
<td>Yes</td>
</tr>
<tr>
<td>Has the land cover changes (forest/open space, turf, impervious) for both pre and post-development conditions within the VDOT right-of-way and permanent easements been clearly identified?</td>
<td>Yes</td>
</tr>
<tr>
<td>Has the treatment for improvements in the VDOT right-of-way and permanent easements been clearly identified on the plans and documents?</td>
<td>Yes</td>
</tr>
<tr>
<td>Has credit for pollutant reductions serving VDOT’s right-of-way been documented and apportioned in accordance with IIM LD-258? (See VDOT Form LD-458)</td>
<td>Yes</td>
</tr>
<tr>
<td>Have outfalls been clearly identified on the plan documents in accordance with the LAP Manual and with information required under VDOT Location and Design Division’s MS4 Stormwater Outfall Inventory Manual?*</td>
<td>Yes</td>
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<td></td>
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<tr>
<td>☐</td>
<td>Have Outfall Inventory Field Sheets (See IIM LD-258) been initiated for all outfalls within VDOT’s MS4 system which are added or modified? (Note that forms must be completed prior to project acceptance)</td>
</tr>
<tr>
<td>☐</td>
<td>Has the nutrient credit purchases required, if any, been identified within the SWM plan and proof of availability provided?</td>
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<tr>
<td>☐</td>
<td>Have all decommissioned structural BMPs adequately been accounted for, documented, and addressed under the SWM water quality and quantity design?</td>
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<td>☐</td>
<td>Other</td>
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</table>

*Note: Identification of outfalls and points of MS4 interconnectedness and preliminary information to be identified at plan development. Save this checklist in Project Wise/iPM Documents.*
12.2.5.7 Landscaping

It is recommended that all Landscape Plans, which will be maintained by the Department, be designed in accordance with VDOT's Guidelines contained in Appendix B (1) of the Road Design Manual as well as LD-IIM-253.

12.2.5.8 Transportation Management Plans (TMP)

23 CFR 630 Subpart J, also referred to as the Work Zone Safety and Mobility Final Rule, applies to all State and local projects that receive Federal-aid highway funding and provides a decision-making framework known as Transportation Management Plans (TMP) that consider broader safety and mobility impacts of work zones across project development stages, and the adoption of additional strategies that help manage these impacts during project implementation. The TMP is not a separate document, but is used in the development of traffic control in construction plans. A TMP is a set of strategies which working together, should improve the safety and functionality of temporary traffic control during construction. These strategies are divided into three broad groups which are captioned as: 1) Temporary Traffic Control, 2) Public Information; and 3) Transportation Operations. The degree of a project's TMP requirements is based on the project's level of complexity. VDOT's guidelines categorize a project into one of three types of transportation management. The Guidelines are available at: http://www.extranet.vdot.state.va.us/locdes/electronic_pubs/iim/IIM241.pdf

12.2.5.9 Noise Barriers

When warranted based on noise analysis, noise wall profiles should be included in the plans. Most noise barriers are designed by the contractor with local review and approval on the locally maintained system. VDOT concurrence is required on roads that will be maintained by the Department.
12.2.5.10 Value Engineering

Federal regulations outline requirements for Value Engineering (VE) studies and the Code of Virginia requires a VE study on all projects exceeding $15 million in construction cost. The locality will complete the VE process and, all recommendations must be submitted to VDOT. The final decision as to which recommendations are incorporated into the final plans is made by the VDOT Chief Engineer for all federal aid projects and any project to be maintained by VDOT.

VDOT has a VE team which is available to assist, guide or lead LPAs in the development of the VE process and or study. Additional information regarding value engineering studies can be found on the VDOT Value Engineering Web site.

Special Program Requirements

Urban Construction Initiative

For UCI Projects, the municipality will oversee and perform the Value Engineering process. Final decisions regarding which recommendations are incorporated into the project will be made by the municipality’s person of responsible charge. A final copy of the VE study must be submitted to the VDOT project coordinator for record keeping purposes; however, no VDOT action is necessary.

12.2.5.11 Constructability Reviews

The purpose of a constructability review is to determine if a project can be constructed as designed with the information provided on the drawings, specifications and copied notes.

Constructability reviews shall be conducted by the LPA for all projects to be maintained by VDOT and for federal aid projects. Constructability reviews are recommended for any other projects on the locally maintained system. Additional
information on performing constructability reviews can be found in VDOT’s Road Design Manual, Chapter 2G-5.

12.2.5.12 Utilities

Private utility companies may be reimbursed for relocating utilities that are in conflict with the project, at project expense, when they have been located on easement or have prior rights in the existing location. It is also recognized that some localities have franchise agreements with utility companies that require the company to move its utility because of a project, at the company’s expense. In that case, the locality shall enforce the terms of its agreements in order to save project funds. Utility relocations have to be viewed as regional efforts, since all utility relocations within a region compete for a utility’s time and resources. Early coordination with utility owners is highly recommended.

In order to pay for utility adjustments as a project expense, a detailed utility plan and cost estimate needs to be prepared. Eligible project expenses for utilities basically result in the in-kind replacement of any utilities that are in conflict with the project. Any county without an existing utility franchise agreement when administering a VDOT sanctioned project under a Land Use Permit or transportation project agreement shall have the same authority as the Department pertaining to the relocation of utilities. In accordance with the above, it is recognized that in some instances the locality’s utility facility owner may want to provide upgraded utilities or to install new utilities while the highway is being disturbed for construction purposes. This is known as “betterment,” and is generally not an eligible project cost. It makes sense to perform betterment work at the same time the project is being constructed, so the contractor may perform the work during construction, with the utility facility owner being responsible for the cost of the betterment portion from a different funding source. For information pertaining to local participation in the cost of utility adjustments and storm sewer improvements (betterment), see IIM-LD-146.

VDOT’s Right of Way and Utilities Manual, Volume II (http://www.virginiadot.org/business/row-default.asp) provides additional references to the processes and procedures regarding utility relocations and betterments. For
more information on the utilities coordination and relocations, refer to Chapter 16.15 of this manual.
Chapter 12.2 – Plan Design Checklist

These checklists can be found in their entirety in the VDOT on line forms library

Plan Design is considered part of Preliminary Engineering (PE), which includes all work from preparation of feasibility studies, conceptual, preliminary and final designs up through and including the preparation of bidding documents. This chapter outlines design standards, provides links to relevant VDOT guidelines and addresses considerations for key design elements.

<table>
<thead>
<tr>
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<th>S-V</th>
<th>S-L</th>
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<th>Requirement</th>
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<td>X</td>
<td>X</td>
<td>Conduct constructability review</td>
<td>12.2.5.11</td>
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</tbody>
</table>

1 Federal-aid projects on locally maintained roads do not require design waiver; AASHTO is minimum standard
12.3 PROJECT BUDGET, SCHEDULE, AND ESTIMATES

12.3.1 Introduction
12.3.2 Applicability
12.3.3 Project Schedules
12.3.4 Project Budgets and Estimates
  12.3.4.1 Project Budgets
  12.3.4.2 Project Estimates
  12.3.4.3 Quantity Summaries/Engineer’s Estimates (prior to advertisement)
12.3.5 Key Submittals/Requirements
12.3.6 References

Chapter 12.3 - Budget, Schedule and Estimates Checklist
12.3.1 Introduction

This chapter outlines the actions required to develop, update and monitor project development schedules, estimates and budget. The LPA's Project Manager is responsible for the development and management of the schedule, estimates and budget for Preliminary Engineering, Right of Way and Construction throughout the entire project life cycle. It is critical that both schedules and estimates be updated regularly within VDOT's systems (iPM Schedule and PCES), because they are utilized for developing our annual federal strategy for obligation of funds.

Project scheduling is essential in monitoring and managing project development. At project scoping, a schedule must be established reflecting key milestones in project development. As these milestones are met, or when the timeframe must be changed, the schedule must be updated and documented in the iPM Schedule by the VDOT Project Coordinator.

Estimates must be current and maintained in VDOT's Project Cost Estimating System (PCES). The purpose of PCES is to collect data for a specific project and, based on the data entered; determine a budget for that project. Project budgets should be reviewed and estimates must be updated at every project milestone. Project budgets will be affected by significant changes in the project scope and or schedule and should be updated accordingly.

12.3.2 Applicability

- Accurate schedules and estimates should be established and updated regularly for all project categories by the locality, in coordination with their VDOT Project Coordinator.

<table>
<thead>
<tr>
<th>Project Budget, Schedule, &amp; Estimates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal-aid</td>
</tr>
<tr>
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</tr>
</tbody>
</table>

Special Program Requirements are noted at the end of each section.
12.3.3 Project Schedules

Every project requires a schedule and the LPA Project Manager is responsible for the overall development and management of the project schedule with collaboration and support from project team members. Scheduling encompasses a combination of required tasks and project information to relate unique project characteristics with available resources and time requirements. A complete project schedule should be developed during the scoping process with input from the team members. The number of tasks required in the schedule will depend on the complexity of the project.

A Schedule Tool is available and recommended for LPA use that will accommodate the majority of project types and varying circumstances. The schedule tool uses default “typical” tasks and durations which can be modified to fit individual project needs. The Schedule Tool utilizes basic scheduling logic to develop a realistic schedule that correlates with the VDOT local project scheduling templates.

The LPA Project Manager shall submit, as part of the scoping package, a final baseline project schedule to include at a minimum the following key milestone dates:

- Scope Project
- Project Definition Form (EQ 429) Submittal, when applicable
- NEPA Document Completion
- Right of Way & Utilities Federal Authorization Request / Submission of complete R/W Plans and RW301/EQ201
- Right of Way Acquisition start date (when applicable)
- Permit Acquisition (when applicable)
- Advertisement Date

VDOT’s strategy for the expenditure of federal funds is prepared utilizing the project schedule and key milestone dates for preliminary engineering, right of way and construction that is developed during the scoping process for each project. It is critical that the locality develops and
submits realistic dates for each of these phases. Annually VDOT submits its expenditure strategy to FHWA with the expectation that localities will meet the projected dates. Localities are accountable for meeting the submitted schedule, and failure by the LPA to meet project schedules may risk future funding for locally administered projects.

**VDOT Responsibilities:**

The Project Coordinator will enter the following key milestones in the PWA Schedule module at the beginning of the project. Through the duration of the project the Project Coordinator or designee will monitor and maintain the actual task completion dates:

- **Project Agreement (10)**
- **Authorize Preliminary Engineering (PE) (12)**
- **Consultant Procurement when applicable (28)**
- **Scope Project (22)**
- **Environmental Review Process (17E) when applicable**
- **SERP (18) when applicable**
- **Environmental Document (25)**
- **Public Involvement / Willingness (47) when applicable**
- **Adopt Location and Design approval (49) when applicable**
- **Acquire Right of Way (69)**
- **Utility Relocation (67U) when applicable**
- **Plan Submission Date (PS&E Submittal Date) (72X)**
- **Obtain Environmental Permits Acquisition (70)**
- **Environmental Reevaluation (66)**
- **Construction Authorization (79)**
- **Advertise Project (80)**
- **Award Contract (84)**
The Project Coordinator or VDOT Construction Project Monitor, as applicable, will input the following dates for tracking purposes within 10 business days of completion of the activity:

- Award Contract (84)
- Administer Contract (Construction start and complete dates) (91).
- Receive C-5 from the LPA at the Start of Construction.
- After construction completion and submission of C-5, project status changed to ‘Construction Complete’ and dates entered in the Project Pool.

**Special Program Requirements**

**Transportation Alternatives Projects**

Project Sponsors of TA Projects are required to submit quarterly status reports, to their VDOT Project Coordinators, in order to ensure projects are progressing appropriately toward their required four-year completion period. These reports are due in January, April, July, and October and should identify the critical milestones completed to date, as well as any delays or difficulties encountered. The quarterly report may be accessed on the LAD external forms site.

**Urban Construction Initiative**

UCI Municipalities are required to submit Life to Date Project Summary Schedules with each federal reimbursement request for UCI Projects. These summary schedules should be submitted every 30 days to the VDOT Project Coordinator or as frequently as invoicing VDOT for federal reimbursement. In addition, an Annual Project Financial Status Report should be provided to the Local Assistance Division (LAD) in order to ensure projects are progressing appropriately and to identify project costs and expenditures. The Annual Project Financial Status Reports are due on August 31st of each year. Additional information regarding the Life to Date Project Summary Schedule Reports and the Annual Project Financial Status Reports...
can be found in Appendix N of the Urban Construction and Maintenance Manual (aka Urban Manual).
12.3.4 Project Budgets and Estimates

12.3.4.1 Project Budgets

The LPA is fully responsible for monitoring the project budget. When estimates (see section 12.3.4.2 below) identify a budget shortfall, the LPA Project Manager must identify available funding sources. If additional funding is necessary, the VDOT Project Coordinator must be notified so that the Project Administration Agreement can be modified and any impacts to the SYIP or SSYP can be addressed.

The federal obligation strategy is based on schedules and estimates provided by LPAs for LPA administered projects. LPAs are expected to meet the schedule to ensure that federal obligations are not lost. The VDOT Project Coordinator has the responsibility, after consultation with the LPA Project Manager, to delay scheduled activities, if in the Project Coordinator’s judgment; the schedule is unrealistic and will have an adverse impact on the federal obligation strategy or the funding program.

**VDOT Responsibilities:**

- *Schedules and estimates for locally administered projects must not be changed without the locality’s concurrence. However, when the schedule is unrealistic and may create funding problems, the Project Coordinator may request that the schedule be modified. Any modifications must first be discussed with the LPA Project Manager and coordinated through the District Planning and Investment Manager and Central Office Infrastructure Investment Division.*

- *Authorization to begin activities in each phase will not be issued until the phase is fully funded or funds to complete the phase have been identified.*

- *When projects are “limited funding,” that is the project will not receive additional federal or state-aid, the LPA is responsible for securing additional funding necessary to complete the phase/project and identifying the funding in the project administration agreement.*
12.3.4.2 Project Estimates

The LPA is required to provide a revised project estimate at key project milestones and as necessary when the project estimates change due to scope, funding or other modifications. The LPA may use VDOT’s estimating system (PCES) or their own; however, all estimates must be included in PCES. For LPAs that use their own estimating systems, the estimate can be manually uploaded into PCES. When uploading estimates to PCES, the PCES Alternate Right-of-Way Worksheet and/or Alternate Utilities Worksheet must be used. The use of a lump-sum estimate is not adequate for submittal to FHWA for RW authorization.

The LPA Project Manager is responsible for preparing and uploading the project estimate in PCES. In doing so, the locality must select the current milestone stage using drop-down selection and recommended estimate in PCES at the intervals stated in the previous paragraph.

The PCES system will automatically generate a budget adjustment revision request if the updated project estimate results in a 10 percent increase or decrease or a difference of $50,000 or more.

Special Program Requirements

Urban Construction Initiative
UCI Municipalities have access to VDOT’s PCES and are expected to enter project estimates.
12.3.4.3 Quantity Summaries / Engineer’s Estimates (Prior to Advertisement)

Quantity summaries should be computed and developed utilizing quantity take-offs from the plans. An accurate summary of quantities is critical to prospective contractors interested in submitting a bid on the project. This information leads directly to the Engineer’s Estimate, which combines the computed quantities of work and the estimated unit bid prices. The Engineer’s Estimate should be updated, as necessary, up until the bids are opened.

12.3.5 Key Submittals / Requirements

<table>
<thead>
<tr>
<th>Task/Submittal/File Documentation</th>
<th>Locality Responsibility</th>
<th>VDOT Project Coordinator Responsibility</th>
<th>Submittal Timing/Recordkeeping Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish project schedule</td>
<td>Develop and provide a project schedule to include all tasks needed to complete the project to the VDOT Project Coordinator.</td>
<td>Enter appropriate milestones dates in the iPM Schedule.</td>
<td>After completed scoping process</td>
</tr>
<tr>
<td>Maintain project schedule</td>
<td>Provide the VDOT Project Coordinator with schedule changes in a timely manner. Provide the VDOT Project Coordinator dates scheduled tasks are completed in a timely manner.</td>
<td>Monitor and update the project schedule in iPM, as appropriate based on input from the LPA Project Manager.</td>
<td>N/A</td>
</tr>
<tr>
<td>Provide timely and accurate estimates in PCES</td>
<td>Enter the project estimate in PCES and update</td>
<td>Review estimates and provide technical assistance</td>
<td>At key project milestones or as necessary</td>
</tr>
</tbody>
</table>
12.3.6 References

Project Cost Estimates - 23 CFR 630 (a) (4)

Project Development Schedules -
http://www.virginiadot.org/business/resources/Project_Development_Schedules.pdf

Project Development Budget and Estimates -
http://www.virginiadot.org/business/resources/Project_Development_Budget_and_Estimates.pdf

Chapter 12.3 – Budget, Schedule and Estimates Checklist

These checklists can be found in their entirety in the VDOT online forms library.

CH 12.3 - Budget, Schedule & Estimates

The LPA is responsible for the development and management of the schedule, estimates and budget for Preliminary Engineering, Right of Way and Construction throughout the entire project life cycle.

<table>
<thead>
<tr>
<th>SUBMIT</th>
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<th>S-L</th>
<th>T-A</th>
<th>UCI</th>
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<td>Submit schedule related forms as part of the scoping package</td>
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<td>Submit updated schedule at key milestones and as needed</td>
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<td>X</td>
<td>Submit updated project estimates at key milestones and as needed</td>
<td>12.3.4</td>
</tr>
</tbody>
</table>
12.4 PUBLIC INVOLVEMENT

12.4.1 Introduction
12.4.2 Applicability
12.4.3 Purpose of Public Participation
12.4.4 Types of Public Involvement
12.4.4.1 Public Participation Requirements
12.4.5 Public Participation Procedures
12.4.6 Transcript of Public Hearing
12.4.7 Location and/or design approval for projects on which a hearing or hearings are held
12.4.8 Location and/or design approval for projects on which a posting of notice of willingness to hold a hearing
12.4.9 Key Submittals/Requirements
12.4.10 Regulatory References
12.4.11 Miscellaneous References

Chapter 12.4 - Public Involvement Checklist
12.4.1 Introduction

This section discusses the processes and responsibilities associated with Public Information and Participation for federal-aid projects. The final outcome of this process should be that all projects are developed in a manner that provides the general public with a well-publicized opportunity to both review and discuss the proposed plans and potential impacts for the project.

During the development of transportation projects it is essential that public participation be considered. LPA's have a responsibility to provide residents of their community and other interested parties with an opportunity to participate, by expressing their viewpoints and concerns, in the development of the project. It is incumbent upon the LPA to include public participation opportunities before the project has reached a point where it becomes impractical to make extensive modifications. LPA's across the Commonwealth have robust public participation processes in place for their land planning and zoning programs, and are encouraged to broaden the scope of those existing processes to include transportation projects.

Public participation may range from individual meetings with affected residents to informal community meetings or area wide project development workshops and citizen information meetings to formal Public Hearings on a project. LPA's undertaking transportation projects, whether the project is state funded or federally funded, must adhere to the requirements outlined in this chapter for an opportunity for a public hearing under certain circumstances.

Where a locally administered project requires the preparation of an Environmental Assessment (EA) or Environmental Impact Statement (EIS), the LPA is required to hold a public hearing on the project, in accordance with the requirements of this chapter.
12.4.2 Applicability

Federal-aid Highway Projects and State-aid Highway Projects that are NOT federally exempt must follow the processes defined in this chapter.

State-aid Highway Projects that have a federal exemption must follow processes defined in §15.2-2204, §15.2-2239, § 15.2-1800 and any other sections of the Code of Virginia applicable to a LPA’s capital improvement program. The LPA will certify adherence to those processes as noted in Chapter 5 (state funded projects) of this manual.

<table>
<thead>
<tr>
<th>Public Involvement</th>
<th>Federal-aid</th>
<th>State-aid / VDOT</th>
<th>State-aid / LPA Maintained</th>
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* State-aid projects that are not federally exempt shall follow the processes applicable to Federal-aid projects.

12.4.3 Purpose of Public Participation

Public Hearings and Public Information Sessions provide the general public with a well-publicized opportunity to both review and discuss proposed plans for a highway project. Project information should be provided in sufficient detail to allow property owners along a project corridor or others with an interest in a project to identify specific features or property that may be impacted by the proposal, discuss those with a member of the project team and if necessary, provide a mechanism for the expressing and documenting concerns or views related to the project.

VDOT’s Public Involvement Manual serves as an excellent resource for public participation processes.
12.4.4 Types of Public Involvement

**Willingness to hold a public hearing** - If a project is noncontroversial, does not have the potential to substantially impact adjoining property, and is unlikely to generate requests for a hearing, a willingness to hold a public hearing may be used rather than scheduling a public hearing.

**Individual (one-on-one)** – When an interested party has requested that a public hearing be held, often a separate meeting with that interested party can be held to address concerns. If the interested party’s concerns are adequately addressed, a separate public hearing is not required.

**Formal Public Hearing** – The formal public hearing process is conducted as a structured meeting between the project team and public audience at a designated time. The project team presents the project to the audience and then the audience is provided an opportunity, one at a time, to respond with comments and questions. All activities and comments are recorded and entered into a hearing record. The record is held open for at least 10 days after the hearing for additional written comments to be submitted. Prior to the formal process individuals may discuss the proposed project with team members for an one-on-one explanation and discussion about their specific concerns and questions. Individuals have the opportunity to have their comments and questions recorded verbally, in writing or delivered directly to the project team as a part of the formal hearing activities.

**Open Forum Public Hearing** – The open forum public hearing is conducted in an open meeting format. Individuals may arrive at various times, be given a brief hearing orientation and directed to project team members for one-on-one explanations and discussions about their specific concerns and questions. Individuals have the opportunity to have their comments and questions recorded verbally or in writing for the hearing record. No structured meeting is conducted as part of the open forum public hearing.
12.4.5 Public Participation Requirements

According to federal regulations found in 23 CFR 771.111(h)(2)(iii) one or more public hearings or the opportunity for hearing(s) must be held for any federal-aid project which requires: significant amounts of right-of-way; substantially changes the layout or functions of connecting roadways or of the facility being improved; has a substantial adverse impact on abutting property; otherwise has a significant social, economic, environmental, or other effect; or for which FHWA determines that a public hearing is in the public interest.

Federal-aid projects which are processed with a Categorical Exclusion (CE), or a Programmatic Categorical Exclusion (PCE), by definition, have been found not to have any significant social, economic or environmental effects on the environment. When none of the other criteria exist, and the document availability requirements for a public hearing (PCE and CE) have been considered, then these projects may not require a formal public participation or public hearing process. In accordance with VDOT’s agreement with FHWA, a PCE should be available at the public hearing, but is not required. A CE must be available at the public hearing unless FHWA concurs in writing that the CE is not required to be available. If the CE is not required to be available, a public notice is necessary and will specify a 10 day availability.

LPAs must ensure that other Virginia Code requirements applicable to local governments have been met. VDOT takes a more conservative approach in their project administration by providing an opportunity for a public hearing for nearly all construction projects.

The decision regarding the level of public involvement must be documented during the scoping process with the concurrence of the VDOT Project Coordinator. The burden of proof that a public hearing or an opportunity for a public hearing (i.e. posting of a willingness) is not necessary, lies with the local government administering the project and should be fully documented during the scoping process. For example, a sidewalk construction project on existing right of way would be an example
of a project which does not normally meet the criteria for a public hearing and may proceed without one provided the criteria that requires a hearing is not met.

The following are guidelines which may be used for determining when public hearings are to be held, or when a "willingness to hold a public hearing" is sufficient. They are:

- Projects on roadway corridors, which are completely on new location, require a location public hearing followed by a design public hearing.
- Projects within the existing roadway corridor with a predominant portion of the work on new location require a combined location and design public hearing.
- Projects within the existing roadway corridor that have a significant social, economic or environmental impact require a design public hearing.
- Projects within the existing highway corridor where significant social or environmental impacts, or both, are anticipated require publication of a notice of willingness to hold a design public hearing. The locality will hold a design public hearing if a request for such a hearing is made, and the issues raised in relation to the request cannot be resolved through any other means.

When a significant period of time has passed since an initial public hearing or willingness notification, the potential impacts of the project and the concerns of affected citizens may change. Accordingly, there may be a need for additional public participation. If changes in land use, population or impact to the environment have taken place within the project area, a public hearing may be necessary.

**VDOT Responsibilities:**

- Project Coordinator will review determination of public involvement requirements at scoping.

### 12.4.6 Public Involvement Procedures

**Public Notification** – Public notices are published as a means to inform the public of various proposals and invite public participation. Minimally, public notice in a newspaper is required but additional methods should be pursued if the locality believes that they
will help in reaching the public and improve public involvement in the project. Methods of public notification for a public hearing or a willingness to hold a public hearing include:

- Paid public notice must be made in a local newspaper – at least twice – the first notice must appear 30 days before the hearing date and the second notice between five days to twelve days before the hearing.
- News releases
- Letters to adjacent property owners
- Posting of notice in local businesses and public facilities
- Notifications of special interest groups and affected governmental agencies
- Signs and/or message boards within the project corridor or limits
- Postings on a public or project website
- Newsletters (project, home owners association, community, etc.)

- Newspaper notification must include:
  - Date, time, place and type of meeting
  - Description of project
  - Statement that tentative Project schedules will be discussed
  - Right of way relocation and assistance information
  - Statement of opportunity for written and oral comments
  - Statement of availability of project information 30 days prior to the hearing and if federally funded, the availability of the Environmental Assessment (EA) or draft Environmental Impact Statement (DEIS) (if federally funded) at specified locations prior to the hearing. Environmental information is to include Section 106 and Agricultural Forestall District statements
  - Availability of project materials (plans, brochure and environmental documentation
  - Non-discrimination clause (found in Chapter 17)

When an Environmental Assessment (EA) is required, it must be available for comment a minimum of 15 days prior to the public hearing and must be available for review at the public hearing. Comments must be accepted for 15 days after the public
hearing if it was available 15 days prior. EAs only need to be available for a total of 30 days for public comment.

EISs have additional public notice requirements that are beyond the scope of discussion of this manual. When an EIS is necessary, the LPA will be required to enter into a separate memorandum of agreement (see Chapter 15.2.1), which will include public involvement requirements.

General - Because of the unique nature of highway projects, particularly the use of many visual aids, plans and charts, it is recommended that public participation activities be undertaken at a facility that can accommodate public review of these items.

To encourage input from all interested parties, public hearings and the facilities where they are held must:

- Be ADA compliant
- Accommodate the hearing impaired
- Accommodate the visually impaired
- In addition, the following are required:
  - Public Hearings be preceded by a period where the public can review project documents
  - Provide for the recording of and/or transcription of verbal comments
  - Public hearings are to remain open for an additional 10 calendar days after adjournment in order to receive written comments (Note: Comment for environmental assessments must be accepted for a total of 30 days).

VDOT Responsibilities:

- Project Coordinator will review notice of public hearing or notice of willingness to hold public hearing for federally funded projects.
- Project Coordinator will review Project Information Sheet and coordinate reviews, as needed, by District Preliminary Engineer and Public Affairs.
12.4.7 Transcript of Public Hearing

Whenever a public hearing is held, a record of the hearing must be prepared to provide documentation of the proceeding. The Transcript must include:

- A title page including project information
- Table of contents
- Hearing details (date, time and location)
- Sign in sheet
- Oral comments
- Written comments
- Any other documents submitted for the record
- Copy of public notice and documentation of public notification
- Brochure
- Reproductions of any other displays from the hearing

Copies of the transcript must be forwarded to the VDOT Project Coordinator and for review and transmittal to FHWA and the Commonwealth Transportation Board as appropriate.

**VDOT Responsibilities:**

- Project Coordinator will review transcript and will process for approval according to the 2 Tiered Approach to Project Oversight.

12.4.8 Location and/or design approval for projects on which a hearing or hearings are held

After study of the comments received from the public, environmental considerations, costs, design standards and the evaluations of any studies completed as a result of the public involvement procedures, the transcript will be compiled. The transcript will be summarized and issues addressed by the LPA Project Manager to develop a recommendation. This recommendation will be to be forwarded by the VDOT Project Coordinator to the District Administrator's Designee for distribution to the appropriate Project Development
approving authority in accordance with VDOT’s Tier 1/Tier 2 approval processes and VDOT’s Public Involvement Manual, Location and/or Design Approval Process Flow Charts (pages 42 and 43 of 89).

The District Administrator’s Designee will distribute the transcript, proposed responses and recommendations to the appropriate VDOT contacts and decision makers who will coordinate location/design approvals as required by state and federal law.

Once the recommendation is approved, the LPA is encouraged to advise those who provided comments during the public hearing. This response should note any changes in the proposal as presented at the public hearing and respond directly to the individual's comments or questions.

12.4.9 Location and/or design approval for projects with a posting of notice of willingness to hold a hearing:

For projects on which the Notice of Willingness to hold a public hearing process is sufficient to satisfy the public involvement requirements, final location/design approval is coordinated by the VDOT Project Coordinator in accordance with VDOT’s Public Involvement Manual, Location and/or Design Approval Process Flow Charts (pages 42 and 43 of 89) and applicable state and federal laws.

Once the approvals are obtained, the locality is encouraged to advise those who provided comments during the public hearing. This response should note any changes in the proposal as presented at the public hearing and respond directly to the individual's comments or questions.

Special Program Requirements
Transportation Alternatives

VDOT location and/or design approval is not necessary for TA projects. However, TA projects must follow all other requirements for the public involvement process identified in VDOT's Public Involvement Manual.
Urban Construction Initiative
VDOT location and/or design approval is not necessary for UCI projects. However, UCI projects must follow all other requirements for the public involvement process identified in VDOT’s Public Involvement Manual.
### 12.4.10 Key Submittals/Requirements

<table>
<thead>
<tr>
<th>Task/Submittal / File Documentation</th>
<th>Locality Responsibility</th>
<th>VDOT PC Responsibility</th>
<th>Submittal Timing / Recordkeeping Requirements</th>
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</thead>
<tbody>
<tr>
<td>Determination of public participation requirements</td>
<td>Prepare and submit to PC</td>
<td>Concur with locality decision</td>
<td>At Scoping</td>
</tr>
<tr>
<td>Notice of Public Hearing in newspaper (2x) and posting</td>
<td>Post and send notice to PC</td>
<td>N/A</td>
<td>Not less than 30 days prior to PH approximately one week prior to PH</td>
</tr>
<tr>
<td>Notice of Willingness to Hold a Public Hearing in newspaper (2x) and other appropriate notifications</td>
<td>Post and send notice to PC</td>
<td>PC Reviews for completeness. Support is available from Public Affairs Office if needed.</td>
<td>Not less than 15 days prior to the expiration of willingness period and approximately one week prior to expiration date of willingness.</td>
</tr>
<tr>
<td>Draft of Project Information Sheet(s) Section 3.03 and Appendix A-1 of the Public Involvement Manual includes a listing of the suggested documents for Public Information session / Public Hearing.</td>
<td>Prepare and submit to PC</td>
<td>PC Reviews for completeness. Support is available from Public Affairs office if needed.</td>
<td>30 days prior to hearing</td>
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<tr>
<td>Draft Project Information Sheet(s)</td>
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<td>Review and provide comments to locality. Support is available from Public Affairs office if needed.</td>
<td>10 business days</td>
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<tr>
<td>Final Project Information Sheet(s)</td>
<td>Prepare for public hearing</td>
<td>N/A</td>
<td>5 days prior to hearing</td>
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<td>Conduct the Public Hearing - Section 3.05 and Appendix A-3 of the Public Involvement Manual provides guidance on holding a Public Hearing</td>
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<td>N/A</td>
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<tr>
<td>PH Transcript Appendix A-5 (Transcript Submission) of the Public Involvement Manual outlines the preparation of the Transcript</td>
<td>Prepare and submit to PC</td>
<td>Process in accordance with 2 Tiered Project Oversight process</td>
<td>Prepared and submitted to VDOT PC 15 days after close of written comment period; final comments provided to LPA within 15 days of their submittal</td>
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<tr>
<td>Location and/or design approval in accordance with Tier 1 / Tier 2 processes and VDOT’s Public Involvement Manual. Location and/or Design Approval Flow Charts.</td>
<td>N/A</td>
<td>CTB for location, Chief Engineer for design</td>
<td>45 days for CTB approval, 30 days for design approval</td>
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12.4.11 Regulatory References

- 23 CFR 771.111 (h)
- 23 CFR 771.119
- 23.128
- 40 CFR 1500-1508
- Executive Order 12898 - Environmental Justice
- 24 VAC 30-380 (Virginia Administrative Code)
- § 33.2-208 subsection B of the Code of Virginia
- §51.5-40 of the Code of Virginia
- § 33.2-332 of the Code of Virginia
- § 33.2-333 of the Code of Virginia
- 24 VAC 30-380 (Virginia Administrative Code)

12.4.12 Miscellaneous References

VDOT Policy Manual for Public Participation in Transportation Projects
VDOT's Public Involvement Manual defines how VDOT conducts the public participation process on its projects and documents specific requirements for how VDOT addresses FHWA's public involvement regulations. This manual also includes helpful information such as templates for hearing notices and project information brochures and checklists for hearing activities. Accordingly, the LPA is encouraged to use this manual as a reference.

VDOT CADD Manual
VDOT's CADD manual includes many references for the production of Public Hearing Displays. Localities and their consultants are encouraged to utilize these guidelines and templates as they prepare for public hearings. These can be found in the VDOT CADD Manual, Appendix G
Chapter 12.4 – Public Involvement Checklist

These checklists can be found in their entirety in the VDOT online forms library.

This section outlines the processes and responsibilities associated with Public Information and Participation for federal-aid projects. The final outcome of this process is that all projects are developed in a manner that provides the general public with a well-publicized opportunity to both review and discuss proposed plans and potential impacts for the project.

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<td>Offer public involvement opportunities as directed by applicable code. Projects with a CE, PCE or BCE may not require public involvement opportunity.</td>
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<td>If opportunity is offered, or a public hearing is held:</td>
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<td>Project information documents &amp; public notice prepared and submitted to PC for review by district PE manager, DCRO and Public Affairs</td>
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<td>Notice of Public Hearing or Willingness Published 2x and submit</td>
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* If determined by VDOT that a Willingness or Public Hearing is required, then this item is applicable
** Public involvement opportunity given during application process
*** If a second public hearing is held during the project development process
12.5 PLAN SUBMITTALS

12.5.1 Introduction
12.5.2 Applicability
12.5.3 Sealing and Signing Requirements / Title Sheet Signatures
   12.5.3.1 Sealing and Signing Plans
   12.5.3.2 Title Sheet Signatures
12.5.4 Plan Reviews
12.5.5 Location and/or Design Approval
12.5.6 Right of Way Plan Approval
12.5.7 Advertisement Plan Approval Process
12.5.8 Key Submittals/Requirements
12.5.9 References
12.5.10 Regulatory References
   Chapter 12.5 - Plan Submittals Checklist

APPENDICES

Appendix 12.5 - A – UCI Right of Way Phase Certification Form
Appendix 12.5 - B – UCI Construction Phase Certification Form
12.5.1 Introduction

This chapter outlines the actions required for plan review, submittal, and approval. The purpose of these reviews is to ensure that the plans have been developed in accordance with the Plan Design section of this Guide and meet applicable federal and state design guidelines. VDOT’s reviews will focus only on the completeness, comprehensiveness, constructability, and biddability of the plans and must not be considered a quality control review. The LPA and its responsible charge engineer are fully responsible and liable for the adequacy and accuracy of the project design.

Generally, plans should be reviewed by VDOT prior to the Public Hearing, prior to Right of Way Acquisition, and prior to Advertisement, or at approximately the 30 percent, 60 percent, and 90 percent plan development stages. The scope and complexity of the project will determine VDOT’s oversight activities (see Chapter 13) and the actual number of reviews and milestone meetings will vary. Three is the typical number of plan reviews; however, there may be fewer, or more, as project complexity and project risk necessitates. The LPA Project Manager and the VDOT Project Coordinator will, together, make the final determination regarding the number of reviews and milestone meetings during project scoping.

Special Program Requirements

Transportation Alternatives

TA projects should generally require only two plan reviews – one at 50% complete and then a final review when plans are at 90% - 100% complete. In cases where the project involves the construction of rehabilitation of a building, VDOT will rely on the locality’s building official to provide a code compliance review and issue any required building permits. Certification of this will be required at the PS&E stage. VDOT does not review building plans except in cases where the structure will be on State-owned property. If the building plans include site improvements, such as parking lots, walkways, lighting, or landscaping, VDOT will require a plan review for the site improvements. Note: The Virginia Department of Historic Resources must review...
building plans for historic structures or structures that contribute to a historic district. Those reviews must be made in conformance with Chapter 15.4 of this Manual.

_Urban Construction Initiative_

The municipality must design a project so that it meets minimum American Association of State Highway and Transportation Officials (AASHTO) standards. A municipality may have different standards and specifications that meet or exceed AASHTO standards, but these need to be reviewed and approved by VDOT and FHWA before they are authorized for usage. The municipality must ensure that design flexibility does not jeopardize safety and mobility.

Projects will be evaluated utilizing the Risk Based Assessment process provided in LAP Manual Appendix 9C and Appendix 13.1-B to determine the appropriate level of plan review and oversight required. Utilization of the Risk Based Assessment Form will provide project documentation on the oversight level of the plan reviews as determined.

All reviews will focus on relative completeness of the plans, comprehensiveness, constructability, and adherence to sound engineering practice and principles and will not focus on format, packaging, etc. VDOT will not be looking at "format" issues, per se, but what makes the plans have value for subsequently advertising and constructing the project. For project reviews, the locality should submit to VDOT a copy of the road and bridge plans in an single page electronic format (tag image files-".tif") to facilitate the review process.

12.5.2 Applicability

Applicable on all projects utilizing federal funds, projects developed to qualify for federal aid, and state funded projects on the VDOT maintained system.

<table>
<thead>
<tr>
<th>Plan Submittals</th>
<th>Federal-aid</th>
<th>State-aid / VDOT Maintained</th>
<th>State-aid / LPA Maintained</th>
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<tr>
<td></td>
<td>X</td>
<td>X</td>
<td>N/A</td>
</tr>
</tbody>
</table>
12.5.3 Sealing and Signing Requirements / Title Sheet Signatures

12.5.3.1 Sealing and Signing Plans

LPA's are required to meet Virginia Department of Professional and Occupational Regulation (DPOR) requirements for the sealing and signing of plans by a Professional Engineer, Landscape Architect or Land Surveyor licensed to practice in the Commonwealth of Virginia. For reference, VDOT has internal process documents which outline the requirements for sealing and signing plans and documents for VDOT administered projects in IIM-LD-243.10.

When submitting for final approvals of federal phase authorizations for Right-of-Way and Advertisement, the title sheet must also be signed by the appropriate responsible officials, in accordance with local government procedures. However, at a minimum, the Director of Public Works or other locality department director with the most direct supervision over the project must sign the title sheet. The local government signatures certify that the plans are complete, constructible, and biddable (ready for contract advertisement), that the necessary right-of-way has been addressed and accounted for, and that adequate funding has been identified to complete the project. The LPA is also certifying, by the signatures, that the plans were prepared by staff or consultants that exercised the appropriate standard of care and followed accepted standards, procedures, policies, methods of practice, etc., that are consistent with the engineering and design of plans for such work.

12.5.3.2 Title Sheet Signatures
VDOT has an internal process which outlines the requirement for title sheet signature for VDOT administered projects as referenced in IIM-LD-204. VDOT has prepared signature blocks for Title sheets for locally administered Federal-aid, State-aid, and Design-Build / PPTA Projects. Links to samples for each of these are located in section 12.2.5.1. Local Governments must utilize these digital versions. Title sheets can be downloaded through VDOT’s CADD Manual web site at: http://www.virginiadot.org/business/locdes/vdot_cadd_manual.asp

Federal-aid, and Design Build title sheets must be signed by the Locality and VDOT; while State-aid title sheets require only locality signatures.

Special Program Requirements

Transportation Alternatives
Transportation Alternatives / Enhancement projects do NOT require VDOT signatures on Title Sheets.

Urban Construction Initiative
UCI projects do NOT require VDOT signatures on Title Sheets.

12.5.4 Plan Reviews

At the project milestones requiring reviews by VDOT as mentioned in Section 12.5.1, the LPA Project Manager will submit a copy of the roadway and bridge plans in single page PDF format to the VDOT Project Coordinator to be placed in Project Wise and linked to iPM.

12.5.5 Location and/or Design Approval

Location and/or Design Approval shall be obtained in accordance with VDOT’s Public Involvement Manual, Location and/or Design Approval Process Flow Chart (pages 42 & 43 of 89).

Special Program Requirements
Transportation Alternatives
VDOT location and/or design approval is not necessary for TA projects. However, TA projects must follow all other requirements for the public involvement process identified in VDOT's Public Involvement Manual.

Urban Construction Initiative
VDOT location and/or design approval is not necessary for UCI projects. However, UCI projects must follow all other requirements for the public involvement process identified in VDOT’s Public Involvement Manual.

12.5.6 Right of Way Plan Approval

Prior to Right of Way acquisition, the LPA Project Manager will submit a right of way plan package, which includes a current estimate, to the VDOT Project Coordinator to be processed for approval. The submittal will include the Right of Way data sheet, Right of Way plan sheets and the original Project Title Sheet for Right of Way Authorization signed by the person of responsible charge from the locality. By its signature, the LPA is certifying that the plans are complete and accurate for the acquisition of right of way and the relocation of utilities.

The LPA Project Manager will also submit the PM130 and the Right of Way and Utilities Plan Review Checklist (RW-301) to the VDOT Project Coordinator with the submittal. Detailed discussion of the Right of Way Plan approval and authorization process can be found in Chapter 16.

It is imperative that the LPA NOT incur any land acquisition or utility relocation expenses until federal authorization and VDOT Notice to Proceed with acquisitions are approved, as costs incurred prior to federal authorization SHALL NOT be reimbursed and will be the responsibility of the locality. Please note, if the locality incurs any such expenses prior to federal authorization, they risk loss of federal participation on the project.
VDOT has internal process documents which outline the submission and review process for Right of Way Plans for VDOT administered projects. LPAs may utilize these as a reference.

http://www.extranet.vdot.state.va.us/locdes/electronic_pubs/iim/IIM234.pdf

**VDOT Responsibilities:**

- The VDOT Project Coordinator will verify that the LPA has utilized the latest version of the appropriate title sheet. If not, the LPA will be required to submit the correct version.
- Circulate the title sheet for signatures (the title sheet can be on paper or mylar) and submit the original signed title sheet to Room 705, CO L&D Plan Library/Room 1005, CO S&B Plan File Room to be filed.
- The VDOT Project Coordinator will coordinate the submission of the PM130 and RW-301/EQ-201 forms to the District R/W manager.
- The VDOT Project Coordinator will prepare and submit the LD-368 form after review of the LPA’s Right-of-Way plans.
- Additional discussion on the Environmental approval process is contained in Chapter 15.
- Normally it takes a minimum of 30 business days, from receipt of a complete package, to obtain authorization to proceed with Right of Way. When this authorization is issued, the locality will be notified by the VDOT Project Coordinator that it may begin negotiations/acquisition. This authorization will usually occur within the 60-90 day window for VDOT review of the complete package. LPAs are encouraged to submit complete right-of-way packages as early as practicable to ensure scheduled phase dates are met.

**Special Program Requirements**

**Urban Construction Initiative**

When the municipality is ready to initiate the right-of-way phase for a federal project, a request must be submitted to VDOT’s Project Coordinator. The Municipality shall submit a Project Certification for Right of Way and include copies of the final right-of-way plans/plats including a signed Title Sheet, the information necessary for VDOT (see PM-130) to complete the environmental re-evaluation, a cost estimate, and the...
cost for utilities, broken down by utility company for cost accounting purposes. VDOT’s Project Coordinator will then initiate the R/W evaluation process. Normally, this authorization will take fifteen (15) business days. For federal projects, it is important for the municipality not to incur any right-of-way expenses until federal authorization is received. Also, if additional funds are needed, other than those shown in the SYIP, a source for these funds is to be identified by the municipality. Please note that if the municipality incurs R/W expense prior to FHWA authorization they risk loss of federal participation in the project.

With the Municipality’s request for Right of Way Authorization, attach a completed Right of Way Phase Project Certification letter as illustrated in Appendix 12.5A.

The Right of Way and Utilities Division’s Project Scheduling and Certification Section will enter the information into the Right of Way and Utilities Management System (RUMS). The VDOT Project Coordinator will notify the locality once authorization is received.

12.5.7 Advertisement Plan Approval Process

When plans are ready for advertisement for construction, the LPA Project Manager will provide a PS&E submittal package to the VDOT Project Coordinator for construction authorization.

The submittal will include the original Title Sheet for Authorization to Advertise signed by the person of responsible charge from the LPA and signed and sealed by the Responsible Person (Licensed Professional Engineer, Certified Landscape Architect or Licensed Land Surveyor) in accordance with DPOR. By signature, the locality is certifying that the plans were prepared by staff or consultants that exercised the appropriate standard of care and followed accepted standards, policies, procedures, methods of practice, etc., that are consistent with the engineering and design of plans for such work and all plan review comments have been addressed.
Once the project design has been completed and approved to advertise, the LPA Project Manager shall provide the VDOT Project Coordinator with a CD of the complete plan assembly in single page PDF format to be stored in the VDOT Project Wiseplan File Library.

The LPA must receive an Advertisement Authorization prior to advertisement or the project may become ineligible for reimbursement. A separate Authorization to Award the contract and begin construction is also required and will be provided after bids are received, tabulated and submitted to VDOT as addressed under the Authorization and Award section of this Guide.

**VDOT Responsibilities:**

- Circulate the title sheet for signatures (the title sheet can be on paper or mylar) and submit the original signed title sheet to Room 705, CO L&D Plan Library/Room 1005, CO S&B Plan File Room to be filed.

- The VDOT Project Coordinator will coordinate the submission and provide a [PM-130 form](#) to the District Environmental Manager for environmental reviews and certification. The VDOT Project Coordinator will also coordinate review of the bid documents as outlined in the Advertisement and Award Chapter (Ch 12.6).

- Additional discussion on the Environmental approval process is contained in Chapter 15.

- Normally it takes 30 business days, from receipt of a complete package, to obtain federal authorization to advertise a project. When this authorization is received from FHWA, the LPA will be notified by the VDOT Project Coordinator in writing. This authorization will usually occur within the 60-90 day window for VDOT review of the complete package.

**Special Program Requirements**

**Urban Construction Initiative**

When a federal project is ready to be advertised for construction, the
municipality must first receive FHWA project advertisement authorization from VDOT. The Project Certification for Construction Letter as provided in Appendix 12.5B addresses the information that the municipality must submit to VDOT’s Project Coordinator. The municipality must also submit the project Title Sheet signed by an officer of responsible charge for the locality; and signed and sealed by a Professional Engineer in accordance with Department of Professional and Occupational Regulation. If additional funds are needed beyond those shown in the Six Year Improvement Program (SYIP), a source needs to be identified. Normally it takes thirty (30) business days to obtain federal approval for a project’s advertisement. For federal projects, it is important for the municipality not to advertise the project until authorization is received. The municipality will be notified in writing by VDOT once this authorization is received.
12.5.8 Key Submittals / Requirements

<table>
<thead>
<tr>
<th>Task/Submittal / File Documentation</th>
<th>Locality Responsibility</th>
<th>VDOT PC Responsibility</th>
<th>Submittal Timing / Recordkeeping Requirements</th>
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</thead>
<tbody>
<tr>
<td>Plan Reviews</td>
<td>Submit plans for review</td>
<td>Coordinate VDOT Reviews of plans – focused on constructability and bidability</td>
<td>Based on the schedule agreed upon by the Local PM &amp; VDOT PC</td>
</tr>
<tr>
<td>Right of Way Plan Approval</td>
<td>Submit PM130, RW-301 and RW plans for approval/authorization package to the VDOT PC</td>
<td>Process VDOT reviews and approvals of plans and, prepare and submit LD-368 and secure RW authorization</td>
<td>60-90 days before initiation of RW phase</td>
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<tr>
<td>Construction Plan Approval</td>
<td>Submit CN plans for approval/authorization package to the VDOT PC</td>
<td>Process VDOT reviews and approvals of plans and secure CN authorization</td>
<td>60-90 days prior to advertisement</td>
</tr>
</tbody>
</table>

12.5.9 References

- Location & Design Instructional & Information Memoranda
- Location & Design Forms
- Environmental Forms
- Right of Way Forms

12.5.10 Regulatory References

- [VDOT/FHWA Virginia Division Stewardship Oversight Agreement, June 2015](https://www.virginiadot.org/business/locdes/rd-ii-memoranda-index.asp)
- 23 CFR 635 Construction and Maintenance
- 23 CFR 771 Environmental Impact and Related Procedures
- 23 CFR 771.129 Environmental Re-evaluation at Right of Way Authorization
- 23 CFR 645 Utility Relocations, Adjustments and Reimbursement
- DPOR §54.1-400 (Sealing & Signing of Plans)
Chapter 12.5 – Plan Submittals Checklist

These checklists can be found in their entirety in the VDOT online forms library.

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<tr>
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<th>COMPL</th>
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<th>S-V</th>
<th>S-L</th>
<th>T-A</th>
<th>UCI</th>
<th>Requirement</th>
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<td>X</td>
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<td>16</td>
<td>23CFR771.129</td>
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<td>23CFR635.214(b) 635.216(d)</td>
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<td>Submit PSE package for approval / authorization</td>
<td>12.5.7</td>
<td>23CFR771.129 (c)</td>
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</table>

\(^1\) As determined by Project Complexity / Risk
\(^2\) R/W Certification Approval is only required for federal-aid projects and when underlying fee ownership of R/W will be transferred to VDOT. Otherwise R/W Plan Review will be performed only ensure that appropriate R/W is acquired to meet future highway maintenance needs

Certification letter required from UCI locality

Commented [KKM(1)]: May need to change due to R/W limited plan review requirement.
Appendix 12.5A

UCI Right of Way Phase Certification Form
Subject: Project Certification - Right of Way Phase

Dear District Administrator:

This project consists of: (complete description from beginning to end of the location and the type of project, i.e. relocation of families and businesses, curb and gutter, intersection improvement, etc).

Reference is made to the agreement between the City of _______________ and the Virginia Department of Transportation (VDOT) dated _______________. This project has been developed in accordance with all applicable Federal and State laws, regulations and in accordance with the VDOT’s Urban Construction Initiative Program Administration Guide.

The project development has been in accordance with the National Environmental Policy Act (NEPA).

Additionally, the project was developed in accordance with Federal and State laws and regulations governing public involvement. A Public Hearing was held on ____________.
The hearing location and date were properly advertised and posted, plans were available for review and comment, the NEPA document was available for review, a comment procedure was provided and all comments have been given due consideration.

Or

A Notice of Willingness was posted and expired on _______________. The Notice of Willingness was properly advertised and posted including the procedure for requesting a public hearing, plans were available for review and comment, and the NEPA document was available for review.

This Project has been designed in accordance with AASHTO Design Criteria utilizing current engineering practice, methodology and process suitable for the project scope and complexity. A Quality Assurance and Quality Control Review has been completed for this phase of project development.

All required checklist have been previously submitted or are attached hereto.

I certify that the above is accurate and correct and reflects the project development process and documents on file which are available for review upon request.

Further, I approve the design features of this project for the City or Town of __________ and request VDOT to provide design approval and authorization to proceed with the acquisition of right of way.

______________________________  ____________________
City Manager or Director of Public Works  Date
or City Engineer

cc:  Urban Program Manager
     VDOT Project Coordinator

Attachments:  EQ-121 Hazardous Materials Due Diligence Document
              Project Title Sheet (signed by a Municipality Official in responsible charge of the work)

VDOT Project Coordinator Copy List:

Local Assistance Division Director
Programming Division Director
State Location and Design Engineer
State Right of Way and Utilities Director
State Environmental Director
State Structure and Bridge Engineer (when appropriate)
State Construction Engineer
District Construction Engineer
District Preliminary Engineering Manager
District Right of Way Manager
District Environmental Manager
District Structure and Bridge Engineer (when appropriate)
Central Office Plan Coordination Section
Appendix 12.5B

UCI Construction Phase Certification Form
Date:

District Administrator:
______ Attn: Project Coordinator
District Address:

Project Street Name
Project Number
Project UPC Number
From:
To:

Subject: Project Certification - Construction Phase

Dear District Administrator:

This project consists of: (complete description from beginning to end of the location and the type of project, i.e. relocation of families and businesses, curb and gutter, intersection improvement, etc).

Reference is made to the agreement between the City of ____________________ and the Virginia Department of Transportation (VDOT) dated ____________________.

This project has been developed in accordance with all applicable Federal and State laws, regulations and in accordance with the Urban Construction Initiative Program Administration Guide.

In accordance with State and Federal Code, all necessary rights of way have been acquired or legal right of entry onto each parcel has been obtained for the advertisement and construction of this project. Also, all affected utilities have been relocated or they are included as in-plan work to be performed by the project construction contractor. (If Federal Funds participated in this project, reference to FHWA requirements should also be included.) To the best of our knowledge, there are no contaminants contained within the soil on the property purchased.

The project development has been completed in accordance with the National Environmental Policy Act (NEPA). An approved environmental document has been prepared and all identified environmental commitments have been included in the plans and proposal. A completed Environmental Certification/Commitments Checklist (EQ-103) is attached. All applicable construction permits have been obtained.
Additionally, the project was developed in accordance with Federal and State laws and regulations governing public involvement. A Public Hearing was held on [date] and Design approval was provided on [date]. Or A Notice of Willingness was posted and expired on [date], and Design approval was provided on [date].

Also, this Project has been designed in accordance with AASHTO Design Criteria utilizing current engineering practice, methodology and process suitable for the project scope and complexity. If necessary, Design Exception(s) or Waiver(s) have been obtained and identified on the Title Sheet for the project. A Quality Assurance and Quality Control Review has been completed for each phase of project development.

All required checklist have been previously submitted or are attached hereto.

Attached are copies of the project plans, a current engineer’s estimate and the City’s proposed advertisement for construction package. If Federal Funds are involved, include the statement “The advertisement package includes all appropriate federal aid project information including Minimum Wage rates and EEO provisions.”

I certify that the above is accurate and correct and reflects the project development process and documents on file which are available for review upon request.

____________________________________  ______________
City Manager or Director of Public Works  Date
or City Engineer

cc: Urban Program Manager
    VDOT Project Coordinator

Attachments: EQ-103 Environmental Certification/Commitments Checklist
            Project Title Sheet (signed and sealed by a professional engineer in responsible charge of the work who shall be duly registered to practice engineering in the Commonwealth of Virginia.
            Project Plans
            Engineer’s Estimate
            Advertisement for Construction Package

VDOT Project Coordinator Copy List

Local Assistance Division Director
Programming Division Director
State Location and Design Engineer
State Right of Way and Utilities Director
State Environmental Director
State Structure and Bridge Engineer (when appropriate)
State Construction Engineer
District Construction Engineer
District PE Manager
District Right of Way Manager
District Environmental Manager
District Structure and Bridge Engineer (when appropriate)
Urban Program Manager
Central Office Plan Coordination Section
12.6 ADVERTISEMENT AND AWARD

60 to 90 Days
- Auth to ADV

- LPA Prepares IFB
- LPA submits PS & E Package

- Project Coordinator Requests PS & E Review

- Comments to LPA

- Project ADV 21 Days

- Bids reviewed / tabulated / Request to Award

- Project Coordinator Review / Submit Request to Award

- Revise Project Agreement if necessary

- Project Coordinator Receives Concurrence to Award

- LPA Awards

Environmental

- NEPA Re-eval Complete
- Env. Cert Compliance

ROW

- ROW Complete

Civil Rights

- Goal Setting / DBE Requirements
- DBE Goal Conformance

Construction

- Construction Review
- Bid Review
- DBE Goal Conformance

- Bid Review / Concurrence to Award

- Concurrence to Award for FOF projects

- Funding Verification / auth to ADV - Fed Authorization

- Concurrence to Award for FO projects

- Funding Verification for Award

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2020
Project Development

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Commented [KKM(2): Under bids reviewed/request to award, consider including 60 day requirement.]

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12.6 ADVERTISEMENT AND AWARD

12.6.1 Introduction
12.6.2 Applicability
12.6.3 Development of the IFB
12.6.4 Bid Proposal and Contract Requirements
   12.6.4.1 Sole Source and Proprietary Items
   12.6.4.2 Retainage
   12.6.4.3 Liquidated Damages
   12.6.4.4 Incentives and Disincentives
12.6.5 Mandatory Federal Aid Provisions
12.6.6 Other Federal aid requirements
12.6.7 Plans Specifications and Estimates Submittal Package
12.6.8 Advertisement
12.6.9 Project Award
   12.6.9.1 Bid Opening and Analysis
   12.6.9.2 Submittal of the Award Package
   12.6.9.3 VDOT Concurrence to Award
   12.6.9.4 Dashboard (Regular and SMART Scale)
12.6.10 Local Force Construction
12.6.11 Key Submittals / Requirements
12.6.12 References

APPENDICES

Appendix 12.6-A – Advertisement and Award Submittals Checklist
Appendix 12.6-B – Locality/VDOT Certification of Documents
Appendix 12.6-C – Advertisement and Award Checklist
12.6.1 Introduction

This chapter outlines the requirements associated with advertisement and award of federal-aid projects. State-aid projects, included in the SYIP or the SSYP, must receive concurrence to award and submit a Project Award Submittal Package to the Project Coordinator prior to contract letting.

It is not acceptable to use contracting methods such as alternate bids, speculative amounts, change orders, etc., as a replacement for complete and thorough design/investigations during project development.

12.6.2 Applicability

- All federal-aid projects and projects developed to qualify for federal-aid.
- *State-aid projects funded with formula allocations must receive funding verification and authorization from VDOT prior to award. A Project Award submittal package must be submitted to the VDOT Project Coordinator. This package must also include a completed Appendix 5-A Certification Form for State Funded Projects.

<table>
<thead>
<tr>
<th>Advertisement &amp; Award</th>
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</thead>
<tbody>
<tr>
<td>Federal-aid</td>
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<tr>
<td>State-aid / VDOT</td>
</tr>
<tr>
<td>State-aid / LPA</td>
</tr>
</tbody>
</table>

*Note exemption in section 12.6.4.2 regarding Retainage

Special Program Requirements are noted at the end of each section.

12.6.3 Development of Invitation for Bid / Contract Documents

The LPA is responsible for preparing the bid package which contains the plans, addenda, special provisions, supplemental specifications, and the bid proposal. When
using federal-aid, LPAs must comply with 23 CFR 635 which describe federal regulations governing construction contracts. Unless specified in the LPA’s advertised Invitation for Bid / Contract Documents, the LPA is required to award the project no later than midnight on the 60th day after the opening of the Bids, per Section 103.02 of VDOT’s 2016 Road and Bridge Specifications. The LPAs should consider any additional steps required within their agency that would prevent the LPA from awarding the contract within 60 days of the bid opening. Any additional steps and their time frames must be defined within the Bid / Contract Documents to ensure the LPA is provided with the necessary amount of time to award the contract. Exceptions to these requirements are provided for some off-right of way projects (see Chapter 5 for additional discussion).

Lump Sum Contracts
Lump sum contracts are allowable by both federal and state laws. However, significant deliberation should be made between the LPA Project Manager and the VDOT Project Coordinator before determining that a lump sum contract is in the LPAs best interest and will be pursued. This determination should be made early in the design process. Lump sum contracts generally should be limited to “simple” projects that have a low risk of unforeseen conditions and low possibility of changes. Regardless, contracts must also account for the possibility of contract modifications and include language regarding how potential change orders will be addressed. Payments for lump sum contracts must be made based on a pre-determined and agreed-upon pay-out schedule, which must be included in the final contract.

Lump sum payments must be based on estimated project completion, deliverables, major work items, and/or milestones. Payments based solely on contract time are not allowable.

When lump sum contracts are the chosen delivery method on a federal-aid project, frequent consultation with the VDOT Project Coordinator throughout the project development process is necessary.
12.6.4 Bid Proposal and Contract Requirements:

The bid proposal and contract must contain the following elements:

- Instructions to Bidders
- General Contract Provisions
- Proposal / Agreement forms / Terms of the Contract
- Schedule of Bid Items (including any Additives and/or Deductives to the Base Bid), Fuel Adjustment, Steel Adjustments, etc. as applicable
- Incentives/Disincentives, Liquidated Damages (if applicable)
- Reference to VDOT specifications including any modifications to VDOT specifications or local specifications being used that have been previously approved by VDOT (note: additional time for review of these may be necessary)
- Addenda Sheet(s)
- Sub-contractor Solicitations
- Permits and Permit Requirements

LPA’s are reminded that Invitations for Bids (IFB’s) must NOT contain any negotiation clause(s) or any reference to a locality policy that provides for contract negotiation. Bid negotiation is strictly prohibited as set forth in 23 CFR 635.113.

In addition, IFB’s must NOT contain any reference to the withholding of retainage as described in section 12.6.4.2.

The LPA’s final bid proposal should include all bid items, including any Additives and/or Deductives to the Base Bid. This must be shown in the PS&E package submitted to the VDOT PC, to ensure the project is reviewed and approved for funding authorization associated with federal and state funding requirements. After VDOT’s acceptance, no changes should be made to the final bid proposal during advertisement and/or award without VDOT approval.

12.6.4.1 Sole Source and Proprietary Items
The use of sole source and proprietary items should be avoided except when there is no other feasible or reasonable alternative. Special approvals are necessary to include these types of items in a contract. There is often confusion on the definition and differences between sole source and proprietary; this is clarified below.

**Sole Source Items**

A Sole Source Item is any product or service used on a project where the product may be procured from only one source, and therefore has no price competition. This is a very rare situation and state procurement regulations require VDOT approval to utilize a sole source item. Federally funded projects require FHWA approval.

**Proprietary Items**

A Proprietary Item is a product, specification or process identified in the plans or specifications as a "brand" or trade name (e.g. 3M, Corten). However, it may also be a product so narrowly specified that only a single manufacturer can meet the specification. Proprietary Items are different from a sole source in that it is a specific product typically available from only one manufacturer; however, it is sold by various vendors.

The detailed procedures, processes and the required documentation for approval for the use of proprietary items is defined in VDOT’s Construction Division Instructional and Informational Memorandum, IIM-CD-2015-01.01 as approved on April 6, 2015.

Additional discussion on the use of Sole Source and Proprietary Items can be found in section 3.9.5 of VDOT’s Urban Manual. Additional FHWA guidance can be found on the FHWA FAQ page.

**12.6.4.2 Retainage**

The withholding of retainage is not allowed on federal or state funded projects except under very specific circumstances. Retainage will be allowed if the contractor’s progress or performance has been identified as unsatisfactory as described in VDOT’s Specifications or the LPA contract. This is considered to be withholding...
retainage for cause. When it has been determined that the contractor’s progress or performance is satisfactory once again, any previously withheld retainage must be released. The withholding of retainage without cause is strictly prohibited unless a process for incremental acceptances is identified in the IFB as set forth in 49 CFR 26.29(b)(3). Therefore, IFB’s must NOT contain any reference to the withholding of retainage without cause unless the incremental acceptance method is utilized. This does not preclude the LPA from withholding payment for unsatisfactory or incomplete work, failure to provide proper documentation (example: Buy America), and failure to provide required submittals and schedule, if any.

12.6.4.3 Liquidated Damages

Liquidated Damages allow LPAs to recover an agreed amount for their contract administration costs and other damages that likely will be incurred by the LPA each day the project is not completed beyond the contract fixed completion date. Standard rates for Liquidated Damages are available in the VDOT Road and Bridge Specification Section 108.06 (b). These rates may be modified to meet project specific conditions. Justification should be provided and must include a calculation that clearly identifies the daily costs that the LPA likely will incur if the project is delayed, such as:

- Direct labor (Inspectors, Construction Managers, Area Construction Engineers, etc.), and
- Non-salary direct costs (vehicles, fuel, computers, communication devices, etc.)

If the standard rates are not used, the project specific Liquidated Damages must be included in the contract.

12.6.4.4 Incentives and Disincentives

Incentives and disincentives encourage contractors to complete a project or phases of a project, ahead of schedule to reduce impacts to the traveling public. Incentive amounts should be calculated to include:

- Contractor’s daily acceleration costs
- LPA’s daily administration costs
- Road user costs

Disincentive amounts are not penalties and should only be applied on projects that offer incentives. The disincentive should be calculated to include:
- LPA’s daily administration costs
- Road user costs

The maximum incentive value of a project typically approaches 5% of the estimated contract value. If a disincentive is utilized, the maximum value of disincentive should not exceed the value of the incentive.

Supporting documentation detailing incentive and disincentive calculations must be maintained by the LPA. The LPA’s daily administration costs may be calculated in a similar fashion as the method used for Liquidated Damages. Road user costs must be determined using a federally approved method for calculating impacts to the traveling public. Consult with your VDOT Project Coordinator for additional guidance. FHWA Technical Advisory T 5080.10 also provides additional guidance for the development and implementation of incentives and disincentives using contractor daily acceleration costs.

Since disincentives include the LPA’s daily administration costs, it is important that disincentives and Liquidated Damages never be applied concurrently. The contract must be written so that Liquidated Damages can only be assessed once the contract completion date has passed and the disincentive amount is no longer being applied. Additionally, if multiple disincentives are set forth in the contract (i.e., disincentives associated with multiple contract milestones and/or the contract completion date), disincentive charges are only to be assessed for the corresponding milestone not yet achieved. At no time shall more than one disincentive charge be assessed.

12.6.5 Mandatory Federal-aid Provisions
Mandatory federal-aid provisions are listed and can be obtained from VDOT’s Web site at: PDF version / Word version. The FHWA Form 1273 must physically be included in the contract verbatim. No modifications are allowed. A detailed discussion of all mandatory federal-aid contract provisions can also be found in the FHWA Contract Administration Core Curriculum Participants Manual and Reference Guide.

In addition to those mandatory federal-aid provisions, the LPA must include the following in their construction contracts:

- Language to address any conflict between state or local contract language and federal rules. When conflicts arise, the federal-aid or most conservative approach must be taken. For off-system (off right of way) projects, State procurement laws and regulations may apply (See Chapter 5 for further details).
- Language to address or a reference to a contractor claims process.
- DBE language is required in all federal-aid contracts. VDOT will review and potentially establish a DBE goal, on all federal-aid projects, with a construction value over $100,000. The goal will be determined based on available DBEs in the project area and on contract items amendable to work performed by those DBEs. **NOTE: a SWAM vendor may not necessarily also be a DBE contractor or meet the requirements as a DBE contractor.**
- Mandatory Construction and Civil Rights forms and language that must be included in each federal-aid contract are listed below:
  - C-104 (Bidder Statement)
  - C-105 (Bidder Certification)
  - C-111 (Minimum DBE Requirements)
  - C-112 (Certification of Binding Agreement)
  - C-48 (DBE- Sub-contractor/Supplier Solicitation and Utilization)
  - C-49 (DBE- Good Faith Efforts Documentation)

**Special Program Requirements**

**Urban Construction Initiative**
A standardized construction contract bid document template was created for UCI localities to use to meet federal/state requirements. That template can be found labeled ‘Standard Construction Contract Bid Document – Template’ at the following website: http://www.virginiadot.org/business/local-assistance-firstCities.asp

12.6.6 Other federal-aid requirements

For traditional highway construction federal-aid projects, local governments, with the exception of TA projects and UCI Municipalities, must use VDOT Pre-qualified contractors.

- Vendors who are, at the time of the bid opening, debarred from federal-aid work, are not eligible for federal-aid projects.
- LPAs may be required to accommodate an OJT program for project. This will be determined by the VDOT Civil Rights Division during DBE goal-setting review.
- For federal-aid projects or for projects that will be maintained by VDOT, the LPA shall submit a materials quality assurance plan (QAP) for review and approval, prior to construction. It is recommended that QAPs be submitted prior to project advertisement to prevent project delays. For additional information refer to Chapter 13.1.5.3.

12.6.7 PLANS, SPECIFICATIONS, AND ESTIMATES SUBMITAL PACKAGE

Prior to the locality’s request for federal authorization to advertise, the following items must be completed:

- Right of Way Certification as outlined in Chapter 16 of this Manual is required for federal-aid projects. Local governments certify their compliance with other right of way acquisition requirements for non federal-aid projects.
- Environmental Re-evaluation at PS&E, for federal-aid projects (see Chapter 15.11)
- Environmental Certification, for federal-aid projects (see Chapter 15.11). For non federal-aid projects, LPAs will certify their compliance with applicable...
environmental laws and regulations (see Chapter 5).

When a federal or state-aid project (see Chapter 5 for exceptions) is ready to be advertised for construction, the project must first receive an advertisement authorization.

**Failure to obtain federal authorization to advertise for construction will jeopardize federal funding to the project.** It is important for LPA’s to ensure that this authorization has been obtained prior to advertisement. Proceeding with advertisement without federal authorization will jeopardize reimbursement of federal aid.

To obtain this authorization, the LPA must submit a PS&E Submittal Package to VDOT’s Project Coordinator. This submittal package will include the following items:

1. **PS & E Submittal Form.** This form will state that items #2 through #8, below are being submitted and must be signed by the local official responsible for the project. Item #9 is specific to SMART Scale funded projects and likewise must be signed by the responsible local official when applicable.
2. A current engineer’s estimate (including any Base Bid Additives and/or Deductives)
3. Final Invitation for Bid and Contract Documents – 2 sets
4. Complete sets of plans
5. Signed Title Sheet, containing appropriate VDOT signature blocks (separate VDOT signature blocks are required for Tier 1 and Tier 2 projects).
6. **Locality/VDOT Certification of Documents.** All boxes must be checked except for those items that may not be applicable and have an “N/A” box. By completing this form the LPA is certifying that the items listed on the form (required to obtain Federal Authorization to Advertise the project) have been completed, checked...
and the Proposal & Plans have been prepared in accordance with the standards and requirements included in the LAP Manual (Appendix 12.6-B).

(7) If additional funds are needed than those shown in the SYIP or SSYP, a source needs to be identified and the Project Administration Agreement must be modified.

(8) Evidence that a willingness to hold a public hearing was posted or evidence of having held a public hearing or that a decision that a willingness was not necessary was made during scoping (See CH 12.4.5).

(9) For SMART Scale funded projects, the plan submission will include a certification statement that indicates either of the following statements:

- No changes or additions in scope have been made since the application for SMART Scale funds was submitted that will impact the project benefit regardless of impact to budget.
  
  <OR>

- Scoping changes did occur and the project was re-evaluated and re-scored if necessary.

If project plans are revised after authorization to advertise was issued, the LPA must re-submit plans for review in accordance with Chapter 12.5. A replacement signed Title Sheet must also be submitted to the VDOT Project Coordinator who will then forward it to the VDOT Plan Coordination section with a request to obtain appropriate signatures.

**VDOT Responsibilities (reviews or approvals at Central Office apply only to Tier 2 projects)**

- The VDOT Project Coordinator will conduct an extensive review the locality’s PS&E Package submittal, and request any additional information from the LPA prior to forwarding to the Central Office Plan Coordination Section.

- Review and include in the PS&E package the **Locality/VDOT Certification of Documents** form.
• Complete and sign the VDOT District Certification section of the Locality/VDOT Certification of Documents.

• For all federal oversight and non-federal oversight projects, review and submit the PS&E package and signed Locality/VDOT Certification of Documents. District staff will review the PS&E package and obtain required District Title Sheet signatures prior to submission to Construction Division, for Tier 1 projects. For Tier 2 projects, the Project Coordinator will submit the completed PS & E Submittal Form and LPA-signed title sheet to the L&D Plan Coordination section with a request to obtain appropriate VDOT Central Office signatures.

• Review and include in the PS&E submittal package the Locality/VDOT Certification of Documents form.

• The Project Coordinator will submit one copy of the IFB and a full set of plans to the locally administered projects federal submissions officer (Construction Division). For Tier 1 projects, include the LPA and District-signed Title Sheet.

• Submit one copy of the IFB to the District Civil Rights Manager who will review and forward to the Central Office Civil Rights office.

• Construction Division will prepare a cost summary and forward to Federal Program Management Division to obtain federal authorization to award.

• Comments on the bid documents and the DBE goal will be provided to the Project Coordinator who will forward to the Locality Project Manager to include in the final advertisement documents.

• The Project Coordinator will notify the LPA Project Manager when Federal Authorization to advertise has been obtained and State funding verification is complete. A copy of the federal agreement will be provided to the local government.

• Where practical, the Project Coordinator will ensure all documents necessary for advertisement approval are in files and uploaded into Project WisePM, in the Project Documents section.
Normally it takes 30 business days to obtain federal advertisement authorization after submittal of a complete PS&E Package. The VDOT Project Coordinator will notify the LPA Project Manager, in writing, after receiving the federal authorization.

Prior to advertisement the LPA must incorporate comments provided by the VDOT federal submissions officer (advisory comments, excluded) and must incorporate the DBE Goals provided by the VDOT Civil Rights Division. Should subsequent reviews or audit reveal that required provisions were not included, VDOT may pursue reimbursement of expended funds.

**Special Program Requirements**

**Urban Construction Initiative**

UCI localities should follow the submittals as required under Section 12.5.7 - Special Program Requirements of this manual to receive advertisement authorization and to complete the PS&E process.

**State Funded Projects**

The LPA must request and receive funding verification, from VDOT, prior to advertisement. The VDOT Project Coordinator will notify the LPA Project Manager that funding verification (IID-4) has been received. Funding verification takes 20 business days to complete.

**VDOT Responsibilities:**

- **The District Planning and Investment Manager verifies and issues the IID-4 for Tier 1 projects and notifies the Project Coordinator. On Tier 2 projects, the District Planning and Investment Manager requests Funding Verification from the Infrastructure Investment Division (IID).**
The Infrastructure Investment Division issues the signed IID-4 to the Planning and Investment Manager (Tier 2 projects), who will notify the VDOT Project Coordinator that funds have been verified.

Upon receipt of the signed IID-4, the VDOT Project Coordinator will notify the LPA Project Manager that funding verification has been received and it may proceed with advertising the project.

SMART SCALE and State of Good Repair (SGR) Projects

Additional work to be performed by the contractor that will be included in the construction contract for advertisement as a bid additive requires additional coordination on SMART SCALE and SGR projects as this may impact the project’s budget, scope and/or scoring factors of the approved application.

The SMART SCALE Prioritization Process requires that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, when the anticipated benefits relative to funding have changed. In addition, if an estimate increases prior to project advertisement that exceeds the established thresholds, CTB action is required to approve the budget increase.

The VDOT District Project Coordinator should coordinate with the District Program Office prior to the LPA includes any additive. This should be done prior to a RW phase authorization, advertisement or award of the construction contract when additional work is being considered as a bid additive. Subsequently, the District Program Office should inform the IID Director to determine if the additive warrants further review by OIPI, SSWG and EWG as outlined in the SMART SCALE Project Change Guide.

Refer to Sections 12.1.3 & 12.6.9.2 in the LAP Manual for additional guidance when including additives on SMART SCALE and State of Good Repair Projects.

Special State-aid Projects
Projects funded strictly through special funding programs, such as access or revenue sharing funds have previously received CTB authorization and do not require additional Commissioner or CTB authorization to advertise or award. Right of Way Certification is not necessary and the PS&E package is reviewed and approved at the District level.

The LPA Project Manager must notify the VDOT Project Coordinator when the project is advertised, when it is awarded, and the final award amount.

**VDOT Responsibilities:**
- The Project Coordinator will enter the advertisement and award dates into the project PWA schedule and will update the project estimate.

### 12.6.8 ADVERTISEMENT

Federal-aid contracts must be advertised for a minimum of three weeks (21 days) 23 CFR 635.112. Additional time should be considered to ensure maximum contractor participation.

State-aid projects may be allowed a shorter time-frame in accordance with the Virginia Public Procurement Act (VPPA).

LPAs must provide notice to the VDOT Project Coordinator that the contract is being advertised and where the public notice and bid documents can be obtained.

### 12.6.9 PROJECT AWARD

#### 12.6.9.1 Bid Opening and Analysis

The bid opening must be made in a public forum and read aloud. The LPA must record the actual time and date of the bid openings and record any attendees.
The LPA will perform a preliminary evaluation of the bids for responsiveness and errors and determine the apparent low bidder prior to submittal to VDOT for bid review and final authorization. Any determination that a bid is non-responsive must be documented and kept in the project file for a minimum of three years after the financial close-out of the project. The following lists some, but not all, reasons a bid may be deemed unresponsive:

1. Failure to sign the bid or the bid is signed by an unauthorized individual;
2. Failure to furnish or sign a required bid bond;
3. Failure to submit a price for each bid item;
4. Failure to commit to DBE goals or demonstrate a good faith effort to do so, if required in the IFB;
5. Failure to be prequalified, if required in the IFB;
6. The apparent low bid is excessively over/under the engineer’s estimate.

For federal-aid contracts, the LPA Project Manager must consult with the VDOT Project Coordinator and obtain concurrence from VDOT when making a determination that an apparent low bidder is non-responsive.

**Determination of good faith efforts, when DBE goals have not been met MUST be made in coordination with VDOT’s Civil Rights Division.**

If the LPA determines that it will not award the contract to the lowest, responsive bidder, it must contact the VDOT Project Coordinator and provide written justification for the decision. The VDOT Construction Division must concur in the rejection of these bids. If VDOT cannot concur with the LPA’s justification, the LPA will not be given authority to award the contract to another bidder on the same contract at the same letting.

The LPAs bid analysis should address these points for the apparent low bid submitted:

- Examine the unit bid prices for reasonable conformance with the Engineer’s estimated prices.
- Include a thorough evaluation of obvious unit price unbalancing.
• Identify extreme variations with the Engineer’s Estimate

Reference 23 CFR 635-114(c),(d),(k)
12.6.9.2 Submittal of the Award Package

After the LPA makes the determination of the apparent low-bidder, the LPA shall submit to the VDOT Project Coordinator a request for bid review. This request will contain the following:

1. A letter stating that the locality intends to award the contract to the apparent low-bidder, to include:
   - Low bidders name
   - Mailing Address
   - Award amount including any proposed bid additives
   - Name of person (and title) that opened the bids
   - Advertisement date and where and when bids were opened.

2. A copy of the bid analysis including the tabulation of each bidding contractor’s prices with the Engineer’s Estimate. Items that have a significant deviation from the Engineer’s Estimate in the low bid unit prices are to be highlighted.

3. A detailed explanation if the award is to a bid that is greater than 10% over the engineer’s estimate.

4. Required completed DBE Forms (C111, C112, C48, & C49)

5. Proof of required bonds

6. Required contractor certification forms (C104 & C105)

For any bid proposal and contract that received significant comments during the Plan, Specifications & Estimate (PS&E) Package review, VDOT may request that the LPA submit the final bid proposal and contract for review, to ensure that all mandatory items were included in the contract. VDOT will only review the final bid proposal and contract for those items required to be included.

VDOT will make an independent evaluation of the bid, examining the unit bid prices for reasonable conformance with the engineer’s estimated prices.
VDOT will also review the bidder’s conformance with the DBE goals or, if necessary, their documentation of good faith efforts to meet the DBE goal.

**Special Program Requirements**

**Urban Construction Initiative**

UCI localities can award contracts on their own but will still need VDOT Civil Rights concurrence (if DBE Goal was established) and will need to provide select information as shown below to their VDOT Project Coordinator in order for VDOT to update the funding authorization agreement with FHWA, if necessary. The municipality must provide the following;

- **For Civil Rights**: the UCI locality needs to submit the following for review (as outlined in Chapter 12.6 in the LAP Manual for Civil Rights):
  - DBE Forms C111, C112, C48, and C49

- **For Construction and Infrastructure Investment Divisions**: In order for VDOT to receive funding verification and to update the federal-aid agreement with the FHWA, VDOT would need the following information from the UCI Locality (via email or letter):
  - Advertisement date____________
  - Bid Date__________
  - Bidder Name ______________
  - Home town and State_________
  - Bid amount_______
  - Contingency_________
  - CEI___________
  - Total amount__

**SMART SCALE and State of Good Repair (SGR) Projects**

Additional work to be performed by the contractor that will be included in the construction contract award as a bid additive requires additional coordination on SMART SCALE and SGR projects as this may impact the project’s budget, scope and/or scoring factors of the approved application.

The SMART SCALE Prioritization Process requires that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are...
significant changes to either the scope or cost of the project, when the anticipated
benefits relative to funding have changed. In addition, if an estimate increases prior to
project advertisement or contract award that exceeds the established thresholds, CTB
action is required to approve the budget increase.

The District VDOT Project Coordinator should coordinate with the District
Program Office before the LPA includes any additive. This should be done prior
to a RW phase authorization, advertisement or award of the construction contract when
additional work is being considered as a bid additive. Subsequently, the District
Program Office should inform the IID Director to determine if the additive warrants
further review by OIPI, SSWG and EWG as outlined in the SMART SCALE Project
Change Guide.

12.6.9.3 VDOT Concurrence to Award

After VDOT determines that the recommendation by the LPA is acceptable, project
funding is verified through the VDOT Infrastructure Investment Division. After funding
verification the Construction Division will forward to the Project Coordinator the
completed “funding distribution sheet.”

Prior to final award, the Project Administration Agreement must be
amended to adjust for funding expended during the preliminary
engineering and right of way phases, for the estimated construction
costs and (separation) of funding sources (See Chapter 10 of this Manual).

VDOT Responsibilities:
- The Project Coordinator will accept and review the Project Award
  Submission Package and forward the entire package with a recommendation to Construction Division for Review;
- The Project Coordinator will forward to the DCRM, who will review and forward to Central Office Civil Rights Division the following:
- Recommended low bidders Name, Mailing Address and Low Bid Amount and tabulation;
- Required completed DBE Forms (C111, C112, C48, & C49)

- Construction Division and the Civil Rights Division will notify the Project Coordinator if additional information as necessary. The Project Coordinator will forward the request to the LPA and coordinate obtaining additional information as necessary;

- After resolution of any outstanding items, the Construction Division will verify funding through the Infrastructure Investment Division and provide a copy of the funding verification to LAD.

- The Project Coordinator will amend the Project Administration Agreement Appendix A to reflect actual expenses incurred during the PE and ROW phases and the construction award amount.

- Upon receipt of recommendation to award from Construction Division, the Project Coordinator will notify the LPA Project Manager, in writing that the project may be awarded.

Special Program Requirements

Urban Construction Initiative

Civil Rights will review and determine if the DBE goal has been met on the UCI project (if a DBE goal was set). In addition, the VDOT Project Coordinator will work with Construction and Federal Programs Management Division to update the federal-aid agreement with FHWA and to ensure that the project funding is adequate to cover the recommended award amount including CEI and contingencies. The UCI Locality will update PCES as necessary.

12.6.9.4 -Dashboard (Regular and SMART Scale)
After the project is awarded, LPAs administering projects are required to regularly coordinate with the VDOT Project Coordinator (PC)/Construction Project Monitor (CPM) to provide milestone updates. The VDOT PC/CPM is responsible for ensuring the Dashboard is updated. Projects which are not updated will be reported as late or over expended according to the business rules of Dashboard. See LAP Manual Chapter 13.1.4.2 for additional details on the VDOT Dashboards and their respective requirements.

12.6.10 Local Force Construction

Section 33.2-234 of the Code of Virginia provides that state and or locality employees may be used for construction of projects estimated at $600,000 or less. In addition, the Commissioner of Highways may enter into an agreement with a locality to construct or maintain any roads in the system of state highways provided the locality has obtained a cost estimate of not more than $1 million and the locality has received fewer than two bids from private entities to perform such work.

A “Finding of Cost Effectiveness” shall be submitted to VDOT’s Project Coordinator and subsequently approved by FHWA. The locality must not begin construction work utilizing its own forces until such time as it has received concurrence to do so from the Project Coordinator.

For non-federal-aid projects, all requirements are the same as above, except that the special federal regulations and a “Finding of Cost Effectiveness” are not required for use of a locality’s forces to construct a project. However, if a locality requests authority to perform construction work utilizing its own forces, the request shall be evaluated in the same manner that VDOT evaluates requests to perform work with state forces. This includes the requirement that a cost benefit analysis be prepared which indicates that using locality forces results in lower cost and equal or faster project completion than the competitive bid process. The cost benefit analysis and supporting documentation shall be submitted to VDOT’s Project Coordinator. The LPA should not...
begin construction work utilizing its own forces until such time as it has received concurrence to do so from the Project Coordinator.
12.6.11 Key Submittals / Requirements

<table>
<thead>
<tr>
<th>Task/Submittal/File Documentation</th>
<th>LPA Responsibility</th>
<th>VDOT P.C. Responsibility</th>
<th>Submittal Timing/Recordkeeping Requirements</th>
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<tr>
<td>PS&amp;E Submittal Package</td>
<td>Ensure a complete quality submittal</td>
<td>Review for completeness, upload pertinent info in Project WisePM, forward to appropriate VDOT staff</td>
<td>LPA to submit at least 30 business days prior to target advertisement date; VDOT to approve &amp; provide advertisement authorization within 20 business days</td>
</tr>
<tr>
<td>Project Award Submittal Package</td>
<td>Ensure DBE goals / good faith effort; package is complete</td>
<td>Construction and Civil Rights Divisions to review</td>
<td>LPA to submit at least 20 business days prior to target award date</td>
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<tr>
<td>Construction Dashboard Information</td>
<td>Enter into NVAP/VDOT Construction Dashboard</td>
<td>VDOT Construction Project Monitor will ensure projects are up to date in NVAP and displayed in Dashboard at the first billing</td>
<td>Immediately after award notice to proceed</td>
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12.6.12 References

- 23 CFR 630, Subpart B Guidelines for Preparation of Plans, Specifications, and Estimates
- 23 CFR 635
- Virginia Public Procurement Act: Code of Virginia Title 2.2 Chapter 43
- FHWA Contract Administration Core Curriculum Manual
- VDOT/FHWA Virginia Division Stewardship Oversight Agreement, June 2015
APPENDICES

Appendix 12.6 A - Advertisement and Award Submittals Checklist
Appendix 12.6 B – Locality/VDOT Certification of Documents Form
Appendix 12.6 C – Advertisement and Award Checklist
Appendix 12.6 – A
Checklist
Advertisement & Award Submittals for Construction
Projects Requiring Authorization to Advertise & Award

Submittal for Review

The following must be received by VDOT’s Project Coordinator 30 business days prior to advertisement.

1. __ Bid Documents
2. ___ Total Estimate
3. ___ Complete set of plans

Submission of Finalized Documents for Projects Requesting Authorization to Advertise

The locality shall ensure that VDOT’s Project Coordinator has received the following information for submission to Construction Division no less than 20 business days prior to advertisement.

1. Request for authorization to advertise the project
2. ___ Current Engineer’s Estimate to include CEI, & Contingency, Additives and/or Deductives (PC to ensure VDOT estimated CN oversight costs are included in the final costs)
3. ___ Copy of the proposal
4. ___ Locality Certification of Documents (Complete and Sign Appendix 12.6-B)

Submission of Documents for Projects Requiring Authorization to Award

After receipt of bids the locality shall ensure that VDOT’s Project Coordinator has received the following information for it to be submitted to Construction Division no less than 20 business days prior to target award date.

1. A letter stating that the locality intends to award the contract to the apparent low-bidder, to include:
   • Low bidders name
   • Mailing Address
   • Award amount including any proposed bid additives
   • Name of person (and title) that opened the bids
   • Advertisement date and where and when bids were opened

2. A copy of the bid analysis including the tabulation of each bidding contractor’s prices with the Engineer’s Estimate. Items that have a significant deviation from the Engineer’s Estimate in the low bid unit prices are to be highlighted.

3. A detailed explanation if the award is to a bid that is greater than 10 percent over the engineer's estimate.

4. Required completed DBE Forms (C111, C112, C48, & C49)

5. Proof of required bonds

6. Required contractor certification forms (C104 & C105)

*All Federally funded projects require VDOT authorization to award*
Appendix 12.6B

Locality/VDOT Certification of Documents
(LAP 402A) CERTIFICATION OF DOCUMENTS
(To be completed by LPA Project Manager)

STATE PROJECT #: ______________________
FEDERAL PROJECT #: ______________________
UPC: ______________

☐ NEPA Document
☐ Permits (if applicable) ☐ N/A
☐ MS4/SWM Program Checklist ☐ Waivers & Design Exceptions (includes criteria)
☐ Right of Way Certification (includes Railroad & Utilities certifications)
☐ Agreements (includes Railroad, Utilities and Right of Way)
☐ Public Hearing/Willingness/Waiver requirements per LAP Manual Ch 12.4 have been met
☐ Design is in accordance with appropriate Design Criteria or Waiver
☐ Sequence of Construction/Transportation Management Plan (TMP) (required for roadway projects) ☐ N/A
☐ Plans / No-Plan Assembly
☐ Proposal
　　 ☐ Required Forms
　　 ☐ Required Federal Provisions & Current Wage Rates
　　 ☐ Environmental Permits (if applicable) ☐ N/A
　　 ☐ Project Specific Provisions
☐ Current Engineer's Estimate including Construction Engineering & Inspection (CEI), Contingency, Local Forces, Contract Requirements, & Railroad Cost for Budget; PC to ensure VDOT estimated Construction oversight costs are included
☐ Environmental Certification EQ-103 (provided by VDOT)
☐ PS&E Re-evaluation (provided by VDOT)
☐ R/W Certificate No. __________ Date ____________ (provided by VDOT)

I certify that for the subject project, the required items listed above and necessary for federal authorization to advertise have been completed, checked and the Proposal & Plans have been prepared in accordance with the standards and requirements included in the Locally Administered Projects Manual and are attached.

________________________  ______________________  ___________
Locality Project Manager                          Printed Name                          Date

VDOT DISTRICT CERTIFICATION

I certify that for the subject project, the required items listed above and necessary for federal authorization to advertise have been completed, reviewed by District staff, entered into Project WisePM where applicable, and the Proposal & Plans have been prepared in accordance with the standards and requirements included in the Locally Administered Projects Manual and are attached.

________________________
VDOT District Administrator or Designee                   Date
APPENDIX 12.6C

Advertisement and Award Checklist

This section outlines the requirements associated with advertisement and award of federal-aid and certain state-aid projects. LPA’s must follow the outlined procedures in order to ensure that they are fully reimbursed for eligible project costs.

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<td>Mandatory Federal-aid Provisions included in IFB/Contract (physically included FHWA1273)</td>
<td>17.3.2 FHWA1273</td>
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<td>Civil Rights Language included in IFB/contract</td>
<td>12.6.5 17.3</td>
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<td>Review for and inclusion of DBE Goal in IFB/contract</td>
<td>12.6.5 17.4 23CFR635.107</td>
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<td>US DOL Minimum Wage Rates</td>
<td>17.5.7 23CFR635.309(f)</td>
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<td>OJT provisions included if requested by VDOT</td>
<td>17.5 23CFR230.111</td>
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<td>Restrict bidders to VDOT Pre-qualified contractors</td>
<td>12.6.6</td>
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<td>PS&amp;E Submittal Package¹ - include PSE Submittal form</td>
<td>12.6.2 12.6.7</td>
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<td>Engineer’s Estimate with cost summary (CEI, Contingency)</td>
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<td>Complete set of plans</td>
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<td>Environmental conditions and commitments documented</td>
<td>15.2 23CFR635.309(j)</td>
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<td>Specifications shall include written instructions for constructing the project or reference VDOT's Road and Bridge Specifications</td>
<td>23CFR630.205(b)</td>
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<td>Signed Title Sheet²</td>
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<td>Locality Certification of Documents Completed (Appendix 12-B)</td>
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<td>Evidence of Public Hearing, notice, or Willingness</td>
<td>12.6.7 12.4.5</td>
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<td>Receive Construction Advertisement Authorization from VDOT</td>
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<td>Advertise 21 days &amp; maintain supporting documentation³</td>
<td>12.6.8 23CFR635.112 VPPA</td>
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<td>Publicly read bid-opening &amp; maintain supporting documentation</td>
<td>12.6.9</td>
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<td>Verify that selected contractor is prequalified</td>
<td>12.6.6 12.6.9.1</td>
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<td>Ensure selected responsible, low-bid contractor is not debarred from federal work</td>
<td>12.6.6 49CFR29</td>
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<td>X</td>
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<td>Unit prices do not vary significantly from engineer's estimate (&gt;25%); bids are not mathematically unbalanced</td>
<td>12.6.9.2 23CFR635.114</td>
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<td>Materials not significantly unbalanced</td>
<td>12.6.9.2 23CFR635.114</td>
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<td>Submit Project Award Submittal Package for Review</td>
<td>12.6.9.2</td>
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<td>Award recommendation from VDOT</td>
<td>12.6.9.3</td>
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</table>

**State-aid projects funded with formula allocations must receive funding verification and authorization from VDOT prior to award. A Project Award submittal package must be submitted to the VDOT Project Coordinator.**
1. PS&E Package is reviewed in Central Office for federal-aid projects; state-aid only are reviewed in District.
2. Title sheet must include VDOT signature blocks for federal-aid projects except for TA & UCI projects.
3. State-aid projects may be advertised less than 21 days in accordance with VPPA.
4. State-aid Formula-funded projects; Concurrence for Revenue Sharing and Access Projects is not required; prior authorization through CTB action to allocate the funding.
5. Award recommendation issued by VDOT.