



**Northstar Boulevard
Route 50 to Evergreen Mills Road
(Formerly known as Shreveport
Drive)**

**Financial Plan (Annual Update)
April 26, 2023**

State Project Number(s) – 9999-053-R29
UPC(s) - 106994

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EXECUTIVE SUMMARY

This project will design and construct 1.6 miles of a new four-lane, median divided segment of Northstar Boulevard from Evergreen Mills Road (formerly Shreveport Drive) to US Route 50. The project includes 10-foot-wide shared-use paths on both sides of the roadway, a traffic signal at Route 50, and a traffic signal at Evergreen Mills Road. It includes the construction of a new bridge that will carry Northstar Boulevard over the North Fork of Broad Run.

The project is fully funded, and no financing issues are currently identified during this update.

The project was advertised in November 2019, awarded to Shirley Contracting in December 2020 with an initial planned completion date December 2024, that has since been revised to March 2026.

The Project received Release for Construction plan approval from VDOT, Loudoun County and FHWA in September 2022. Right of way acquisition is progressing, having fully acquired one parcel and obtained signed right of entry agreements for two additional parcels. The initial budget shortfall in land acquisition caused this phase to be delayed.

Construction has commenced in areas with existing right of way and obtained land rights. Initial clearing, grubbing and installation of erosion and sediment control measures are ongoing as of January 2023.

The current total project cost estimate is \$170,843,682, which includes an increase of \$56,656,735 since the Initial Financial Plan. The increase was due to an unforeseen extreme change in land values

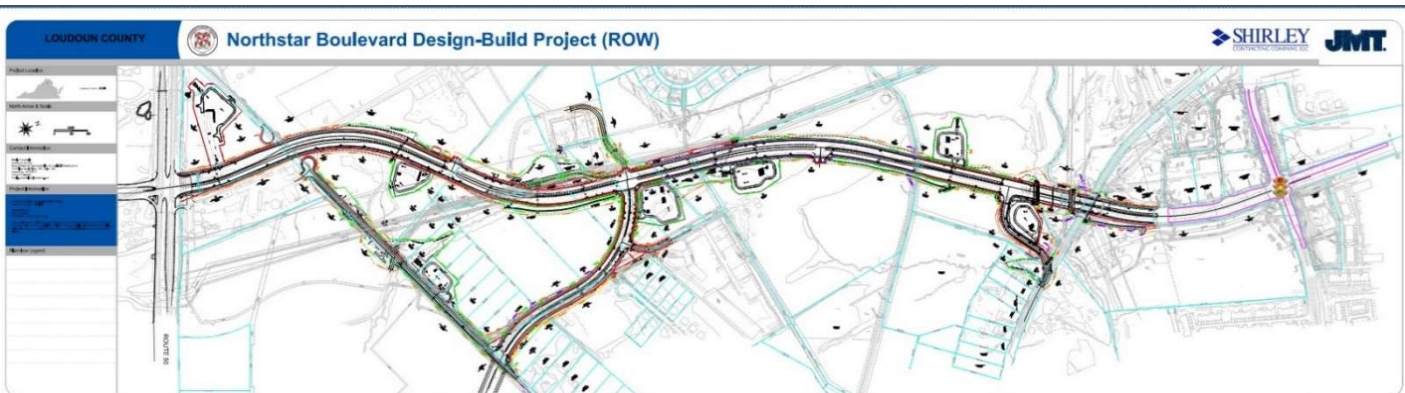
and recent land use of the adjacent properties along the project's corridor. Loudoun County secured the additional funds needed for the project in July 2022, with local funds. There is no apparent risk at this time of exceeding the project budget.

1. PROJECT DESCRIPTION

This project will design and construct 1.6 miles of a new four-lane, median divided segment of Northstar Boulevard from Evergreen Mills Road (formerly Shreveport Drive) to US Route 50. The project includes 10-foot-wide shared-use paths on both sides of the roadway, a traffic signal at Route 50, and a traffic signal at Evergreen Mills Road. It includes the construction of a new bridge that will carry Northstar Boulevard over the North Fork of Broad Run.

In addition, the project will improve two intersections. The existing intersection at Youngwood Lane with Racefield Lane will be shifted from its existing location to facilitate the planned Dulles West Boulevard. Dulles West Boulevard is the planned Route 50 north parallel collector road corridor in southeastern Loudoun County as documented in Loudoun County's 2019 Countywide Transportation Plan.

Once constructed, Northstar Boulevard will serve as a minor arterial roadway from US Route 50 to Evergreen Mills Road. The Northstar Blvd – Phase II (UPC 106995) (from Tall Cedars Parkway to US- Route 50) and the widening of Belmont Ridge Road (UPC 113189) are currently under construction, thereby completing the corridor into Prince William County as identified in VTRANS.



The draft Environmental Assessment was approved by Federal Highway Administration (FHWA) for public availability on May 13, 2019. The request for the Finding of No Significant Impact (FONSI) was submitted to FHWA on March 30, 2020, and approved on April 10, 2020. As part of the design-build process, the Joint Permit Application (JPA) was submitted in July 2021 and approved on February 2, 2022. The Virginia Department of Environmental Quality (DEQ) permit was obtained on October 29, 2021. The Virginia Marine Resources Commission (VMRC) permit closed

its open comment period in December 2021 and permit was approved on January 25, 2022. No comments were received during the VMRC open comment period.

Additional information regarding the project and its progress can be tracked on the Loudoun County Department of Transportation and Capital Infrastructure web page at the following link: <https://www.loudoun.gov/5209/Northstar-Boulevard-Shreveport-Drive-to->

2. SCHEDULE

The Northstar Boulevard Extension, Route 50 to Evergreen Mills Road (formerly Shreveport Drive) project is being delivered as a Design-Build project. A Location & Design Public Hearing was held on July 8, 2019, at John Champe High School in Aldie, Virginia. The Request for Qualifications (RFQ) was released on November 22, 2019, and the Request for Proposals (RFP) was issued on April 22, 2020. Technical Proposals were received on August 20, 2020. The NTP for the design-build contract was issued on December 23, 2020, to the design-build team of Shirley Contracting Company, LLC/Johnson, Mirmiran & Thompson, Inc. (JMT).

Loudoun County Department of Transportation and Capital Infrastructure (DTCI) requested authorization to acquire Right of Way, consisting of zero (0) full parcel acquisitions and twenty-eight (28) partial parcel acquisitions. The Right of Way plans were reviewed by VDOT NOVA District staff and found to be consistent with the requirements of the contract documents. Notice to Proceed (NTP) for land acquisition was granted in December 2021.

Based on the financial plan date as of December 2021, the projects schedule, the remaining design efforts were estimated to be completed by March 2022. Right of Way acquisition efforts and utility relocations were anticipated to take place between January 2022 through February 2023. Construction activities were anticipated to begin summer 2022. The substantial completion date is set for December 2023, with final completion date of December 2024.

In the updated financial plan as of December 2022, the schedule reflects the need for longer right of way and construction phase efforts than was previously estimated during construction award. The substantial completion date is March 2025 and final completion date is March 2026. These dates were projected due to right of way phase and will be updated as additional land rights are secured. In addition, due to the rapid neighboring growth in the project's vicinity, the design build team has been performing extensive coordination with at least three (3) active land development sites abutting the project. Coordination to ensure the success of all projects have included monthly coordination meetings, and revisions to the approved plans are currently being developed to account for all coordination efforts.

CURRENT PROJECT SCHEDULE OVERVIEW

Task		Start	Finish	Prior Years	Year 1 (2023)	Year 2 (2024)	Year 3 (2025)	Year 4 (2026)
UPC	PE- Design	May-16	Dec-20					
	Final Design	Dec-20	Sep-23					
106994	RW/Utilities	Jan-22	Jan-24					
	Construction	Jan-23	Mar-26					
Construction Complete		Mar-26	Mar-26					

Indicates RFP - PE Design Phase Notice to Proceed

Indicates Design-Build Contract Notice to Proceed

3. PROJECT COST

Based on the financial plan date as of December 2021, the estimated total project is \$114,186,947. The project cost by phase can be found in the table below, in year of expenditure dollars. The estimate includes all costs necessary to perform the preliminary engineering (including the cost of NEPA and other environmental documentation, permits and approvals), right of way, environmental mitigation, construction, project management, public outreach, traffic management improvements, and the cost for third party work to include utility relocation. The construction cost estimate was prepared by the project’s design build firm – Shirley Contracting and includes an appropriate budget amount for contingency, construction engineering, and inspection fees. The right of way phase budget was also prepared to include appropriate contingency funding.

In the updated financial plan as of December 2022, the current estimated total project cost is \$170,843,682. The updated project cost table includes the project estimate increases for the right-of-way and construction phase of the project. Current expenditures have been updated as of December 31, 2022.

PROJECT COST BY PHASE

UPC	Phase	Initial Plan Estimate	Current Estimate	Current Expenditures	Balance to Complete
UPC	PE	\$4,615,488	\$4,615,488	\$3,382,952	\$1,232,536
106994	RW	\$59,952,603	\$114,382,288	\$16,832,111	\$97,550,177
	CN*	\$49,618,856	\$51,845,906	\$9,491,812	\$42,354,094
GRAND TOTAL		\$114,186,947	\$170,843,682	\$29,706,875	\$141,136,807

*This includes tasks under the design build contract which may include Final Design and Utilities. All expenditures included as of December 31, 2022.

4. PROJECT FUNDS

Based on the financial plan date as of December 2021, the Northstar Boulevard (from Evergreen Mills Road to Route 50) project had several funding sources. Funding for the project included a \$25 million Transportation Investment Generating Economic Recovery (TIGER) discretionary grant from the US Department of Transportation, with a signed agreement for this grant in June 2020. Additionally, the project was funded with \$9,600,000 of State Revenue Sharing, a local match for Revenue Sharing, \$43,039,244 of Northern Virginia Transportation Authority 70% Regional Funds, and additional local funding in the amount of \$26,947,703. The project estimate was \$114,186,947.

In the updated financial plan as of December 2022, the project continues to have the same amount of funds in Federal Grant, State Revenue Sharing and Northern Virginia Transportation Authority (NVTA) as indicated in the Initial Financial Plan except for the local funding amount, which has increased to \$126,643,682. Loudoun County obtained Board of Supervisors approval in July 2022, for the additional funding needed for the project due to the increased project estimate. The additional funding consisted of local and NVTA funds. The current project estimate is \$170,843,682.

No changes were made to the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant awarded by the US Department of Transportation in June 2020, per the table below.

Summary of Project Authorizations

Summary of Project Authorization (as of 12/31/2022)					
Federal Project	UPC(s)	Phase Classification	Cost	Federal Funds	Advance Construction
5B01(104)	106994	PE	\$5,600,000	\$0	
		RW	\$24,456,022	\$8,081,055	
		CN	\$59,940,977	\$16,918,945	
TOTAL			\$89,996,999	\$25,000,000	\$0

Funding for the project has increased from previous \$93,615,226 to \$170,843,682 due to increase in land acquisition phase. Early in 2022, the project identified insufficient funds allocated to the projects land acquisition phase, due to unexpected exponential increase in land values in the project vicinity. Loudoun County identified the additional County local funds to be allocated for the project and on July 19, 2022, the Loudoun County Board of Supervisors approved the supplemental funds needed for the project. Currently, the project is fully funded. In addition, the VDOT project authorization will be updated this year (2023) to match the new project estimate and funding amounts.

Summary of Project Funding by Source

Funding Source		Previous Allocations	FY2023	FY2024	FY2025
UPC 106994	Federal				
	TIGER Grant	\$25,000,000			
	Federal SubTotal	\$25,000,000			
	State				
	Revenue Sharing Local Match	\$1,991,000	\$3,877,000	\$3,732,000	
	Revenue Sharing State	\$1,991,000	\$3,877,000	\$3,732,000	
	State SubTotal	\$3,982,000	\$7,754,000	\$7,464,000	
	Other				
	NVTA	\$37,457,857	\$8,475,709		
	Other Local Funds	\$11,957,369	\$68,752,747		
	Other SubTotal	\$49,415,226	\$77,228,456		
TOTAL FUNDING SOURCES		\$78,397,226	\$84,982,456	\$7,464,000	
Total	\$170,843,682				

5. FINANCING ISSUES

There are no financing issues at this time.

6. CASH FLOW

The Cash Flow Analysis for Northstar Boulevard project is included in Table 6.

Cash Flow Analysis
(\$ in 1000s)

Expenditures		Inception – FY 2023 (December 31)	FY 2023 (Jan-Jun)	FY 2024	FY 2025	Total
UPC	PE	\$3,244	\$0	\$1,371	\$0	\$4,615
106994	Right of Way	\$16,832	\$0	\$45,753	\$51,797	\$114,382
	Construction	\$9,630	\$3,561	\$22,053	\$16,602	\$51,846
Cumulative Expenditures		\$29,706	\$33,267	\$102,444	\$170,843	\$170,843
Annual Allocations		\$163,379	\$0	\$7,464	\$0	\$170,843
Cumulative Allocations		\$163,379	\$163,379	\$170,843	\$170,843	\$170,843
Cash Flow per Year		\$133,673	\$130,112	\$68,399	\$0	\$0

7. P3 ASSESSMENT

A P3 delivery was not pursued for this project due to the fact that Northstar Boulevard is not planned as a toll road, and this project would not generate sufficient market demand or interest as a P3, nor would it demonstrate significant project efficiencies to effectively leverage private section innovation and expertise under a P3 procurement under the Public Partnership Transportation Act of 1995 (PPTA). A Design-Build delivery, however, is being utilized for the project in order to accelerate project completion to meet public expectation and federal fund commitment deadlines.

8. RISK AND RESPONSE STRATEGIES

As part of the project, the Design-Build team has identified several risks and response strategies for those risks. The most significant risk categories are as follows:

Right-of-Way Acquisition:

Background: Timely processing of parcel acquisition for all twenty-eight (28) parcels for the project and potential of a total take property near Arcola Mills Drive.

Mitigation: Project impacts that included the total take of an occupied residential property during preliminary engineering has been re-designed by the Design-Builder. The proposed final design reduces impacts to this property such that total acquisition of the parcel is no longer required.

Status: VDOT granted right-of-way Notice to Proceed (NTP) on December 30, 2021. All appraisals have been ordered to date. Right-of-way NTP is crucial to maintain the project's production schedule. This will be an on-going effort during calendar year 2022. Risks are managed by monthly project team meetings between VDOT, FHWA, Loudoun County, and the Design-Build Team.

Status Update: The project's right-of-way phase is ongoing. The project has secured right of entry to two parcels and has fully acquired one parcel. All other acquisition negotiations are ongoing. Risks are continued to be managed by bi-weekly project team meetings between Loudoun County and the Design-Build team.

Background: The project's right-of-way acquisition costs have been identified as a potential concern for the project. Given the location of the project, the rising costs of land values within Loudoun County, the estimated land acquisition costs have significantly risen since the original project cost was developed. The current estimate for right of way and easement acquisition for the project is approximately \$57,000,000. This estimate will be updated when land acquisition efforts begin and offer letters and agreements become available. Loudoun County is prepared to allocate additional local funds to this project's budget based on the new estimate to fully fund the cost of the increase.

Mitigation: Loudoun County is aware of the significant rise in land acquisition costs anticipated for the project and is working on securing local funds to offset the fund shortage for the project.

Status: The project is currently awaiting to receive all final appraisals for the project. Based on the appraisals received thus far, the design team is looking at updating the land acquisition cost estimate. The current property market has made the value of properties increase exponentially causing a potential significant rise in land values.

Status Update: During last year, the project was able to obtain a more accurate land acquisition cost estimate based on the appraisals for the project. Based on this updated estimate, it was determined that the project budget had a significant shortfall in the land acquisition budget. Loudoun County worked to obtain additional funding needed for the project from County Local Funds. In July 2022, the Loudoun County Board of Supervisors approved the additional budget for the project. This risk is continued to be monitored until all acquisitions are complete.

Utility Relocations

Background: Several existing utilities along the project corridor have been identified. An existing transmission gas line and Dominion overhead transmission power lines have been identified as potential risks to the project. In addition, the design-build team has identified potential impacts to multiple Loudoun Water facilities.

Mitigation: Impacts to the existing transmission gas line have been avoided through design efforts and coordination with the gas companies. In addition, coordination with Dominion transmission power lines is ongoing to avoid impacts.

Status: Impacts to the transmission gas line have been avoided with re-design efforts and item is considered closed. Coordination with Dominion Transmission power lines is considered on-going. Meetings are held regularly to ensure the project meets the minimum clearance required by Dominion.

Status Update: The Design-Build team has successfully designed the roadway crossing under the Dominion Transmission lines and have met Dominion's requirements for minimum clearance and the item is now considered closed. The Design-Builder has been coordinating with Loudoun Water on multiple water and sewer line relocations throughout the project limits. The design of the Bridge over Broad Run has also been optimized to maintain an existing sewer line along Arcola Mills Drive and avoid a major relocation to this line. Design coordination has included considerations for other developing projects within the project limits to ensure future connections and extensions can be made.

Adjacent Land Development:

Background: The Northstar Boulevard project is located within the Dulles District in Loudoun County. This corridor is within a fast-growing urban area of the County and several active site developments are located directly adjacent to the project limits.

Mitigation: Coordination is required with multiple site developers who have active site plans. The site developers intend to use Northstar Boulevard or Dulles West Boulevard as the primary access to their sites.

Status: Coordination with several adjacent developers is considered on-going and coordination meetings are scheduled as needed. Design information is shared frequently between developers and the Design-Build team to ensure proper coordination.

Status Update: The Design-Build team continues to coordinate with several active adjacent developers. This effort is considered ongoing to ensure proper coordination among projects.

9. ANNUAL UPDATE CYCLE

The Initial Financial Plan submission dated April 26, 2022, based on “data as of” December 31, 2021. The first annual update will be submitted a year after the Initial Financial Plan submission on April 26, 2023, and will be based on “data as of” of December 31, 2022. Future annual updates will follow the same schedule and will be submitted by April and include the data through December 31st of the prior year.

10. SUMMARY OF COST CHANGES SINCE LAST YEAR’S FINANCIAL PLAN

The current project estimate of \$170,843,682 is \$56,656,735 more than the 2022 Financial Plan estimate. The project estimate increase is due to significant increase in land acquisition costs for the project. In addition, three change orders have been executed to date equaling a total increase of \$4,865,273. There is no apparent risk at this time of exceeding the project contingency.

11. COST AND FUNDING TRENDS SINCE INITIAL FINANCIAL PLAN

Since the Initial Financial Plan, the current total cost estimate was increased by \$56,656,735. The previous Financial Plan total project cost estimate was \$114,186,947.

Funding for the project has increased from previous \$93,615,226 to \$170,843,682 due to increase in land acquisition phase. Early in 2022, the project identified insufficient funds allocated to the projects land acquisition phase, due to unexpected exponential increase in land values in the project vicinity. Loudoun County identified the additional County local funds to be allocated for the project and on July 19, 2022, the Loudoun County Board of Supervisors approved the supplemental funds needed for the project. Currently, the project is fully funded.

12. SUMMARY OF SCHEDULE CHANGES SINCE LAST YEAR'S FINANCIAL PLAN

The substantial completion date for the project has changed since the initial Financial Plan, from December 2023 to March 2025 and final completion date from December 2024 to March 2026.

13. SCHEDULE TRENDS SINCE INITIAL FINANCIAL PLAN

The completion date for the project has changed since the Initial Financial Plan due to the land acquisition budget shortfall experienced this year, after project appraisals were received. Loudoun County has since secured the additional project funds with local funds and the project is currently moving forward with land acquisition for the project. The project has obtained signed Right of Entry agreements for at least three key parcels along the project's corridor and the design builder has begun clearing efforts where access has been granted. The project schedule is being updated as the project acquires land rights.