

UPC	Sponsor	Project Description	Estimate Change	Explanation
103393	Ashland	Ashland Trolley Line Trail	55%	<p>Before advertisement, the original 2013 estimate was updated to include expenses such as additional geotechnical investigations and the need for deeper foundations due to poor soils, and utility relocations, which could not have been anticipated until surveys were completed and plans for the project were underway. In addition, product costs increased since 2013.</p> <p>During construction, it was determined that the boardwalk vertical alignment needed to be redesigned. To avoid sole sourcing of the precast concrete boardwalk material, the initial design did not include substructure elements of the boardwalk material that was selected. This created serious challenges during construction. It was determined that the most practicable way to resolve the challenges was to raise the boardwalk elevation. Also, while revising the vertical alignment, we slightly revised the horizontal alignment of the asphalt trail to allow an existing septic drainfield to remain in place for the time being.</p>
112042	Ashland	Route 1 Improvements: Ashcake Rd to Arbor Oak Dr	55%	<p>The increase was due to re-assessing costs based on recent bid activity. VDOT has received bids higher than presumed by the average inflation rate, and has had to reassess the funding for multiple projects.</p>
101020	Chesterfield	#HB2.FY17 Rte 10 (Bermuda Triangle Rd to Meadowville Rd)	120%	<p>4th phase of a county priority since 1992 to widen Rt. 10 from Rt. 1 - I-295 (4 miles). PE began in FY12. Funding for project was pulled with HB2 in FY15. Replacement funding requested via Smart Scale and RSTP sources. Original scope (widen to 4 and 6 lanes) increased to widening to 6 and 8 lanes. CN began in FY20 and should be complete FY23.</p>
104889	Chesterfield	RT 10 (Whitepine to Frith) Widening	26%	<p>Inflation: First RSTP request in FY14 for \$12 M; CN started in FY22; 8 years at 3% = 26.7% increase</p>
104890	Chesterfield	Rte 360 E (Lonas Pkwy to Castle Rock Rd) - Widening	28%	<p>Inflation: First RSTP request in FY14 for \$5.5 M; CN started in FY21; 7 years at 3% = 23% increase</p>
107085	Chesterfield	Rte 641 - Replace SD Bridge Fed ID 5280 (now a Tier 1 project)	126%	<p>Scope change: original scope of revenue sharing project to accommodate pedestrians along Dundas Road. Requested RSTP to supplement. VDOT took over project as a bridge replacement. No additional RSTP funds requested due to scope change.</p>

111712	Chesterfield	Route 1 (Marina Drive - Merriewood Road) Shared-Use Path	12%	Not an estimate change for CMAQ/RSTP program. This project began as a Smart Scale funded project. CMAQ funding requested to help close the gap following a scope change from original concept as a result of two planning documents (county Bikeways & Trails Plan and Ashland-to-Petersburg Trail).
113843	Chesterfield	Route 1 (Merriewood Rd to Elliham Ave) Sidewalk	16%	Scope change: Two planning documents (county Bikeways & Trails Plan and Ashland-to-Petersburg Trail) required scope adjustments to original concept.
105733	Goochland	Rte 623 - Improve Intersection	729%	
13551	Hanover	#SMART18 - Rte 360 Widening	156%	A myriad of factors have contributed to the overall cost increase. First and foremost is the fact that the project has been under development for 25+ years. During this period, the project was lengthened several hundred feet, placed on-hold for several years due to lack of funding, revised to include sidewalks throughout among other design modifications brought about through the R/W process. As a result of the added time and effort, which entailed dozens of VDOT reviews, certifications and recertifications and various other time delays, such as longer than anticipated right-of-way acquisition and utility relocation, significant inflationary cost increases resulted for all three project phases.
81667	Hanover	Rte 615 (Creighton Rd) - Roundabout	121%	This project was initially scoped and designed as traditional intersection upgrade (signal & turn lanes) but was reevaluated at the 30% design stage and redesigned as a roundabout. Our analysis showed that the roundabout would function better and cost less. The conversion to a roundabout added time and effort which resulted in inflationary cost increases.
109260	Hanover	Pole Green Rd Widening	23%	Our baseline estimate is \$20,000,000. While the PE and RW estimates have for the most part remained relatively constant since the project was initiated, the CN estimate has been increased significantly to account for COVID-related inflationary cost increases based on recent area bid histories. It should also be noted that the project has been delayed about a year as we worked through some unanticipated environmental issues related to historic resources and EJ populations which has added to the cost.

50528	Henrico	Three Chopt Road - Widening - PE Only	461%	Inflation in project costs, increased cost due to utility relocations, increases in federal requirements over time, time delays due to additional noise wall, public involvement and studies, ROW overruns due to increases in property values and plan changes due to negotiations and public input, two UPC's for ROW and CN were merged together for streamlined project delivery.
60934	Henrico	Rte 9999 - Sadler Rd; Widen & Reconstruct; Fed Escrow Proj	104%	Inflation in project costs, increased cost due to utility relocations, time delays due to issues with the consultant, increases in federal requirements over time, ROW overruns due to increases in property values and plan changes due to negotiations and public input.
104880	Henrico	Ridgefield Pkwy - Construct Sidewalk	95%	The original 2015 estimate submitted with the grant application was very conceptual and at a time when limited information and cost estimating vetting was in place. After the County hired a consultant the estimate was revised and from that point forward in 2017 we kept the project under budget and construction was completed under that one time revised estimate. This all took place through the supply chain disruption and material inflation of 2020 and 2021 and the project was still completed under budget.
109194	Henrico	#SMART20 - Parham Rd Traffic Signal and Sidewalk Project	5%	The previous cost was due to a bad SmartScale/Baseline estimate when the project was conceived out of the SmartScale committee, this, coupled with the escalation in the cost of construction materials and labor, has caused the disparity in cost estimates. Less than inflation. Originally planned to be administered by Henrico. Due to staff shortages at Henrico at the time, VDOT offered to manage project.
109951	Henrico	Henrico County Automated Traffic Management System (ATMS)	15%	Due to changes and cost increases in ATMS technology b/w project application & delivery.
115769	Henrico	Libbie Avenue Road Diet - Bethlehem Rd to W Broad St	13%	Cost escalation since original estimate.

118470	Henrico	W Broad St Pedestrian and Transit Improvements - Glenside Dr to Parham Rd	6%	The original estimate submitted was prepared in 2018, prior to the inflationary and PROWAG effects.
118597	Henrico	W Broad St Intersection Improvements at Dominion and Cox	52%	This is a VDOT STARS study where the estimates calculated during the study were submitted with the grant application. There was a VDOT Chief Engineer Memo that PMs were tasked with following in regards to estimate updates with the new CEWB (Cost Estimate Workbook) that computes inflation into the project costs.
113832	Port of Virginia	Richmond Marine Terminal (RMT) Gate Impr. & New Drop-off Lot	52%	
15955	Richmond	Rte 1 - Intersection Improvements at Hopkins Rd & Harwood	45%	
15958	Richmond	Commerce Road - Widening	439%	
19035	Richmond	Jahnke Road - 2 Lane Improvements	243%	
19036	Richmond	Forest Hill Avenue Improvements	276%	
104281	Richmond	Deepwater Terminal Rd - Extend Existing Roadway	71%	
105890	Richmond	Richmond Signal System - Phase III	16%	
104888	Richmond	#SGR18LB - Rte 360 - Rehab Mayo Bridge	4400%	