

Development Activity Report

August 2017

| | Project / Applicant Name | Location | Description | Comments |
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| Recent Board Actions | T & S Associates | 1570 Penniman Road | Request for Special Use Permit to authorize a towing company's auto storage lot for repossessed vehicles awaiting return to the lender (none with collision damage). <i>Planning Commission recommended Approval</i> | APPROVED – July 18, 2017 |
| | Ewell Industrial Park, LLC (Frank Huckaby) | Ewell Industrial Park (Mooretown Road) | Request for Special Use Permit to authorize operation of automobile towing services and auto storage lots in several locations within the Ewell Industrial Park. <i>Planning Commission recommended Approval</i> | APPROVED – July 18, 2017 |
| Applications Pending Board Action | Daniel Forrest | 506 Yorktown Road | Request to amend the terms of an existing Special Use Permit to increase from seven (7) to a maximum of fifteen (15) the number of horses permitted to be kept in the commercial stable operation being conducted on the 15-acre property. <i>Planning Commission recommends Denial</i> | Tentatively scheduled for the August 15, 2017 Board of Supervisors meeting |
| | Landbridge Acquisitions, LLC | 119, 120 and 121 Byrd Lane | Request to rezone from R13 (Single-family Residential) to GB (General Business) and for a Special Use Permit to accommodate the proposed development of a 170-unit age-restricted (senior) housing development consisting of a combination of independent living apartments, assisted living units, and memory care units in a single, multi-story structure to be located on approximately 10 acres located on the south side of Victory Boulevard west of Coastal Community Church and with access proposed to Victory Boulevard at the traffic signal serving Walmart. <i>Planning Commission recommends Approval</i> | Tentatively scheduled for the August 15, 2017 Board of Supervisors meeting |
| | York County Board of Supervisors | | Proposed Zoning Ordinance text amendments to add provisions concerning solar energy facilities. <i>Planning Commission recommends Approval</i> | Tentatively scheduled for the August 15, 2017 Board of Supervisors meeting |

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| Applications Pending Board Action | Harrison and Lear, Inc. | 517 Yorktown Road | Request to rezone from RR-Rural Residential to R20-Medium Density Single Family Residential a 113-acre parcel located at 517 Yorktown Road (north side) between Plantation Acres/Mount Vernon Elementary and Taylor Farms. The subject property is designated Low Density Residential by the Comprehensive Plan. A maximum development yield of 146 lots is proposed by the applicant. <i>Planning Commission recommends Denial</i> | Consideration deferred at applicant's request; Board of Supervisors Public Hearing schedule to be determined. |
| | Goodwin Island Properties, LLC (Timothy Hyatt) | 118 Sandbox Lane | Request for a Special Use Permit to authorize operation of a Bed and Breakfast establishment in the existing 9,000 s.f. single-family residence located at 118 Sandbox Lane off Dandy Loop Road. <i>Planning Commission recommends Approval</i> | Postponed at Applicant's request |
| | Brian and Amanda Owens | 111 Plantation Drive | Request for a Special Use Permit to authorize the operation of a Tourist Home (rental of up to three of the four bedrooms in their residence to transient guests). The owners would continue to occupy the residence. <i>Planning Commission recommends Denial</i> | WITHDRAWN by Applicants |
| Future Applications | Lightfoot Development, LLC | 212, 216, 220 & 304 Lightfoot Road | Request to rezone from EO-Economic Opportunity to PDMU-Planned Development-Mixed Use four (4) parcels, totaling 22.4 acres, proposed to be developed with 276 apartments and the potential for 20,000 square feet of commercial space. The property is located in the southeast quadrant of the Lightfoot Road / Old Mooretown Road intersection. | Scheduled for the August 9, 2017 Planning Commission meeting |
| | Janice C. Evans | 125 Horseshoe Drive | Request for a Special Use Permit to authorize a Tourist Home. | Scheduled for the August 9, 2017 Planning Commission meeting |
| | H. J. Coxton | Route 17 | Request for a single Special Use Permit authorization covering the properties currently used by and in conjunction with the existing Coxton's Gold Team Collision Center auto body work / painting establishment. | Scheduled for the August 9, 2017 Planning Commission meeting |

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| Future Applications | York County Board of Supervisors | Subdivision and Zoning Ordinances | Proposed text amendments to incorporate State Code changes and other “housekeeping” changes. | Scheduled for the August 9, 2017 Planning Commission meeting |
| | Ryan Moberly | 113 Edale Avenue | Request for Special Use Permit to authorize short-term rental of a single-family residence using the Air-BnB advertisement method. | Tentatively scheduled for the September 13, 2017 planning Commission meeting |
| Site Plans Approved | Safelite Auto Glass | Richmond Road | Conversion of former 7-11 property and building into an automobile window glass sales/installation facility | Preliminary Approval |
| | Yorktown Materials | 112 Greene Drive | Gravel storage yard associated with Yorktown Materials / C.A. Barrs Contractor Storage Yard. Access to the storage area will be from the C.A. Barrs equipment yard | Preliminary Approval |
| Site Plans Submitted | Busch Storage | 600 Alexander Lee Parkway. Busch Industrial Park | Second phase of warehousing complex; this phase proposes an additional 225 self-storage units, bringing the site total to 375 units; a 2,400 square foot contractor’s warehouse; and, a 4,800 square foot contractor’s office. | |
| Subdivision Plans Approved | Lincoln-Dare Estates | Dare Road | Three (3) lot subdivision on the south side of Dare Road immediately east of Jacob’s Springs. | Development Plan Approval |
| Subdivision Plans Submitted | Jaynes Family Subdivision | End of Connor Drive, Jacob’s Springs | Final Plat for a proposed 3-lot family subdivision at the end of Connor Drive in the Jacob’s Springs subdivision. | |
| Land Disturbing Activity Permits | None other than for single-family detached dwellings | | | |
| HYDC Actions | Yorktown Main Street, LLC – Hornsby House Inn | 702 Main Street | Request for approval of the architectural features of an accessory pavilion structure to be constructed on the Hornsby Inn site to provide cover for outdoor events and to eliminate the need for temporary tents | APPROVED by HYDC at the July 19, 2017 meeting |



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1700 NORTH MAIN STREET
SUFFOLK, VIRGINIA 23434

Charles A. Kilpatrick, P.E.
Commissioner

July 25, 2017

Project: Interstate 64 Capacity Improvements – Segment III
VDOT Project Number: 0064-965-264/0064-965-229, P101, R201, C501, B638, B639, B640, B641, B642, B643, D609, D610, D611
Federal Project Number: NHPP-064-3(498)/MHPP-064-3(498)
UPC: 106689/109790

Mr. Robert Gaschen
Queens Lake Community Association
234 East Queens Drive
Williamsburg, VA 23185

Dear Mr. Gaschen,

This letter is provided in response to the comments and questions the Queens Lake Community Association members provided during the recent Public Hearing period for the I-64 Capacity Improvements – Segment III project as well as those included in your May 24th letter. Please share the information with the Queens Lake Community and let me know if I can assist with providing further clarification on any items. Specific information concerning the Public Hearing has been included as an attachment to this letter.

The following is a summary the comments which were received from the Queens Lake Community as a part of the public hearing process and VDOT's response:

Stormwater Management

1. Citizens inquired if the proposed BMPs will have sufficient capacity to adequately address the increased runoff. Requested that the project design process fully consider the environmental impacts and utilize best engineering solutions.

Response: The proposed BMP's will be designed and sized to capture all anticipated roadway runoff and satisfy the selected stormwater management technical requirements (Part IIb or IIc). Both versions of the regulations require any receiving channel to have a demonstrated capacity for the design storm or experience a decrease in the peak discharge received from the project area. Additional discharge restrictions are included in the technical requirements for this project within the Queens Lake watershed to detain

the entire 1 year storm within the BMP if the older (Part IIC) technical requirements are selected by the Design-Builder.

2. Citizens inquired how the proposed BMPs will control discharge volume and reduce the energy scouring the downstream channel.

Response: Typically proposed BMP basins are designed using a graduated temporary storage volume to capture the additional roadway runoff, which is then released gradually following a storm, generally over 24-30 hours. This can be achieved in a variety of ways, but the most common is a tiered release tower with a small orifice at the base (several inches in diameter) and a larger overflow for major events located several feet above the orifice. The special discharge requirements for the Queens Lake watershed require the vast majority of storm events to be released exclusively through this smaller orifice. This reduces the peak discharge (volume/time) from the project area to the downstream channel substantially reducing the velocity within downstream channels and therefore reducing the erosive forces on soils.

3. Citizens would like to know how the mosquito populations in basins will be controlled.

Response: The predominant storm water management basins planned for this project are dry detention basins or bioretention basins depending on the SWM regulations selected. Both facilities are designed to hold water during storm events and then release the water within approximately 24-30 hours. Since these systems are designed to hold water for only short periods of time, they are not suitable habitat for mosquitoes. The Design Builder is allowed to use wet basins if it is proven to be a feasible design. If wet basins are constructed the limited site area and BMP standards will require steep side slopes adjacent to the permanent pool limiting the shallow ponding/puddle areas required for mosquito breeding.

4. Citizens would like VDOT to limit the amount sediment entering Queens Lake from the Interstate. Citizens requested that VDOT use the new stormwater management, best practices methodologies be used to ensure that negative impacts to wetlands are minimized

Response: In a September 15, 2016 letter from DEQ to VDOT, the I-64 Segment III protect was grandfathered to Part IIC (9VAC25-870-93) in accordance with Section 48.B.1 of the VSMP regulation, 9VAC25-870 et seq. The Design-Builder will have the option to use Part IIB (9VAC25-870-62) or Part IIC (9VAC25-870-93) stormwater requirements, but not a combination of each. Due to the noted eroded outfalls in this area, Section 11.8.1.6.3 “Q1 Control – Alternative Quantity Control” of the VDOT Drainage Manual will be used for the portion of the interstate within the Queens Lake watershed. The additional Q1 (1 year design storm) requirement will ensure the amount of erosion into Queens Lake is minimized. Both Part IIB and Part IIC requirements have advantages and disadvantages. The Part IIB technical requirements are stricter regarding water quantity, however as a result substantially more BMPs and therefore tree clearing is required to achieve the additional volume reductions. The Part IIC regulations will require fewer BMPs reducing required clearing and associated ground disturbance. These facilities are also more likely to be dry and are easier to maintain

due to their simplicity, potentially improving long term performance as well. The grandfathering criterion was offered to the Design-Builder as a means to reduce right of way acquisitions, construction activities and duration, long term maintenance costs, the quantity of SWM facilities, and decrease tree clearing. This flexibility enables the project to minimize and/or eliminate impacts to the scenic easement overseen by the National Park Service, the Waller Mill Park property, the Bruton High School property, the United States of America property, the Department of Interior (Camp Peary) property, and other private properties and environmentally sensitive areas within the project corridor.

5. Citizens would like VDOT to restore the wetland areas in the vicinity of Queens Lake due to past storm water management issues, and if VDOT needs to purchase wetland “credits” for the project if the “credits” can be used to restore the Queens Lake wetlands.

Response: The Queens Lake watershed extends well beyond the I-64 corridor and there are many properties upstream of I-64 that may have contributed to the lake’s existing sediment issues. Restoring wetland areas within the vicinity of Queens Lake and dredging is not within the scope of this project. At this time the upper reaches of the lake are currently delineated as wetlands and forested wetlands habitat, so it is unlikely the regulatory agencies would award credits for wetland restoration at this location. VDOT will make every effort to avoid permanently impacting the existing wetlands, and will mitigate impacts to wetlands that cannot be avoided by the I-64 Segment III project. Wetlands mitigation can be performed on site, or off site through the purchase of wetlands credits. Using Queens Lake as an on-site option to achieve the required wetland credits could be an option if the Design-Builder selects it though it will not be a project requirement. Any wetlands mitigation is administered by several regulatory agencies including the Army Corps of Engineers who have the final approval of the Design-Builder’s mitigation strategy.

6. Citizens would like to request a Citizen Hearing at the 60% stage of design to “fully understand the choices and impact of Project Management decisions” regarding SWM.

Response: VDOT’s Design-Builder will hold between one and three public informational meetings to present traffic impacts (including impacts to Lakeshead Drive, Colonial Parkway and/or any interchange ramps), the proposed limits of clearing, the proposed landscaping plan, the stormwater management design and improvements, and the Final Noise Analysis results.

Traffic Noise Abatement

1. Citizens would like to see noise barriers installed on the westbound side of I-64 between MP 239.4 and MP 241.1. It was requested that the noise analysis fully consider the topography, the effects of the open water and the reduction in vegetative barrier. Also requested were alternative wall configurations to maximize noise protection for the most affected.

Response: The proposed sound barriers shown in the Public Hearing plans are expected to be installed based upon information from the preliminary noise analysis performed during the environmental assessment for the I-64 corridor. The final noise analysis to be performed by the awarded Design-Builder will determine which barriers are both

feasible and reasonable. VDOT has established the criteria for determining feasible and reasonable sound barriers in accordance with FHWA Title 23 Code of Federal Regulations part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise. Sound barriers that were found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final noise analysis. Conversely, sound barriers that were not considered feasible and reasonable may meet the established criteria and be recommended for construction.

The preliminary noise analysis results determined that the evaluated sound barrier located north of Interstate 64, near the Queens Lake Community, would exceed the threshold for reasonableness (1,600 MaxSF/Benefited Receptor (BR)), at 2,916 SF/BR. The final noise analysis will take into account the proposed terrain, effects of the open water, and vegetation limits based on the final roadway and stormwater management design. In addition, a thorough review of multiple barrier configurations and optimizations will be conducted.

2. Citizens invited VDOT to their property for general field research and sound sensor placement. It was requested that VDOT perform a comprehensive traffic noise analysis under peak traffic conditions.

Response: Noise monitoring will be conducted in accordance with the VDOT Highway Traffic Noise Impact Analysis Guidance Manual. Areas to be considered for the placement of receptor sites for monitoring and/or modeling will include individual sites that are in close proximity (within 500 feet of the proposed edge of pavement and project termini). Where possible, the locations of monitored and modeled receptor sites will be consistent throughout the entire project limits. A monitored receptor site should be placed in a location that best represents the community and will be selected by the noise specialists conducting the noise study, with approval of the VDOT Noise Section. Noise measurements are used to validate the accuracy of the developed noise model for the corridor and are not used to predict future noise levels, which are forecast using future peak traffic volumes. The model is calibrated during free flow traffic during which both the traffic count and noise levels are recorded. During peak traffic conditions, noise levels are not the loudest as less traffic is moving than during the free flow conditions.

3. Citizens would like to know if noise reducing or “quiet” pavements have been considered.

Response: FHWA does not recognize the noise abatement qualities of the pavement at this time. It was not considered for this project as noise reducing pavement materials are still in the research phase (refer to General Assembly House Document 13). Noise abatement pavements are more costly, require additional maintenance, and tend to freeze sooner than traditional pavements.

4. Citizens would like to request a Citizen Hearing during the design/build stage so that their community may both understand and participate in whatever options may be considered regarding Noise Barriers.

Response: VDOT’s Design-Builder will hold between one and three public informational meetings as approved by VDOT to present traffic impacts (including impacts to Lakeshead Drive, Colonial Parkway and/or any interchange ramps), the proposed limits

of clearing, the proposed landscaping plan, the stormwater management design and improvements, and the Final Noise Analysis results.

5. Citizens would like to see the results of the sound study, the detailed methodology, and the guidelines used to determine where sound walls will be constructed.

Response: The final sound study and the location determination of the sound walls will occur during final design; additional information can be found on VDOT's website at: <http://www.virginiadot.org/projects/pr-noise-walls-about.asp> and on the FHWA website at: <http://www.fhwa.dot.gov/legsregs/directives/fapgtoc.htm>. The environmental project website is also available and includes the preliminary noise analysis along with reference information: http://www.virginiadot.org/projects/hamptonroads/i-64_peninsula_study.asp.

Also, see response number one (1).

6. Citizens would like to know if there are alternate options to fund sound walls.

Response: Third-party funding is limited to aesthetic enhancements above and beyond those for which VDOT is responsible.

7. Citizens are concerned that tree removal will destroy natural noise barrier.

Response: Vegetation does not typically provide substantial noise reductions (>3 decibels) unless there is at least 200 feet of dense growth that is capable of breaking line of sight to the noise source. Reduction of vegetation in the median will have minimal impact to noise levels in the surrounding area.

8. Citizens would like to know about the potential use of a transparent material for noise barrier.

Response: A transparent sound barrier is an option under consideration for a potential sound barrier (approx. 350' long) to be located on the eastern edge of the proposed new Queens Lake Bridge on I-64E. The use of a transparent sound barrier will require coordination and agreement between localities and the benefited residents. This will be presented for final decision if a sound barrier is required on the bridge. Otherwise, the sound barrier for this section of I-64 will have a historic brick finish as requested by the City of Williamsburg and York County.

9. Citizens would like to know who makes the determination whether feasible or reasonable is recommended.

Response: Once the design of the project has been finalized, a final noise analysis that meets the requirements outlined in the federal noise regulation (23 CFR Part 772) and VDOT's Highway Traffic Noise Guidance Manual will be conducted by the Design-Builder and approved by the VDOT Noise Section. This analysis will predict the number of potential traffic noise impacts associated with the I-64 segment III Project and evaluate noise abatement measures wherever impacts are predicted to occur. The sound barrier recommendations must be approved by VDOT's Chief Engineer and FHWA, and be voted upon favorably by the local residents following the procedures outlined in VDOT's Highway Traffic Noise Guidance Manual.

10. Citizens would like to know: a) what body or person makes the final decision? b) Is the body or person accountable to the public?

Response: A barrier must meet the feasibility and reasonableness criteria outlined in VDOT's Highway Traffic Noise Guidance Manual. The final noise analysis must first be approved by the VDOT Noise Section. It is then submitted to VDOT's Chief Engineer and FHWA for final approval. All benefited properties will be provided the opportunity to vote either for or against the sound barrier. Fifty percent (50%) or more of the respondents shall be required to favor the noise abatement measure in order for it to be recommended for construction. VDOT and FHWA are accountable to the public.

Other Concerns Noted by Queens Lake Residents:

1. Citizens are concerned with maintaining the existing trees and the amount of vegetation that will be cleared.

Response: Trees will be cleared as required to widen the roadway, install stormwater management features, sound barriers and to facilitate construction activities. Tree clearing will primarily, but not exclusively, be located within the existing median area.

2. Citizens would like to understand what protections will be made to ensure storm runoff will not negatively impact Waller Mill Reservoir.

Response: The Waller Mill Reservoir will be protected by the use of modern erosion control measures and stormwater management facilities. Adherence to the York County Watershed Management and Protection Area Overlay District (which includes the Waller Mill Reservoir watershed) will be required for this project. The overlay district requires the post-development non-point source pollutant loading rate shall be no greater than ninety percent (90%) of the pre-development pollutant loading rate. The project will construct SWM BMP's to achieve a 10% pollutant load reduction from the pre-development loading rate on site. VDOT standard Erosion and Sediment control measures and inspections will also be employed in this area.

3. Citizens were concerned with access during construction to the Queens Lake neighborhood.

Response: Access must be maintained to all businesses, residential communities, and private entrances at all times. During final design detailed maintenance of traffic plans will be developed, the plans will include provisions for maintaining access to the Queens Lake neighborhood. However, as with any construction project some delays are possible.

4. One citizen would like two trees located in the median near MP 241 relocated.

Response: Typically VDOT does not relocate specific individual trees as part of our projects. However, trees of significant aesthetic value shall be identified by the Design-Builder and considered for preservation if they are located at least five (5) feet outside of the grading limits and will not become a future safety hazard.

5. Citizens would like to know about replanting foliage.

Response: The Design-Builder shall develop a landscape plan to be incorporated into the final roadway plan for the project. The landscape plan will be developed and coordinated with input from VDOT, the National Park Service and the local community / municipality.

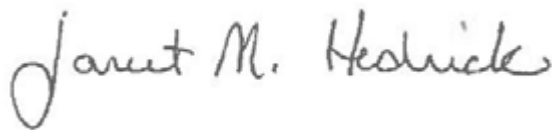
The Design-Builder shall furnish and install all landscaping according to their approved landscaping plan. Reforestation areas are generally located between the interstate and private properties, screening sound walls, screening stormwater management facilities, between frontage roads and the interstate, and adjacent to Colonial Parkway. Landscaped areas outside of interstate median and stormwater management facilities shall be planted with larger plant stock. Landscape plans shall provide for screening and for replacement of trees impacted by the Project outside the interstate roadway. The Contractor is required to present the final landscaping design at a public information meeting.

6. Citizens would like to be informed on the progress of the project.

Response: The public can follow the progress of the project on the project website: <http://i64widening.org/default.asp>. When the project is under construction, the Contractor will work with VDOT to implement a communications / public outreach plan to inform motorists and the community about expected traffic changes/delays. The plan will include a weekly Lane Closure Report, traffic advisories and a paid advertising campaign that shall include regular coverage in print media, radio and billboard advertising, and interactive media.

If you have any questions or concerns about the project, please feel free to contact me by phone at (757) 494 5478 or by e-mail at janet.hedrick@vdot.virginia.gov.

Sincerely,



Janet Hedrick, P.E.
Senior Project Manager
1992 South Military Highway
Chesapeake, Virginia 23320

Public Hearing/Project Information:

In accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held on Thursday, May 18, 2017, between the hours of 4:00 p.m. and 7:00 p.m. at Bruton High School, 185 East Rochambeau Drive, Williamsburg, VA 23185. On June 14, 2017 the Deputy Chief Engineer, Mohammad Mirshahi, P.E., approved the major design features as presented at the public hearing with no further modifications. VDOT is now proceeding to the final/detailed design and construction phases of the project.

The purpose and need of the I-64 Capacity Improvements – Segment III project is to provide immediate congestion relief to the roadway corridor in York County. The proposed improvements include the addition of one 12-foot-wide travel lane and one 12-foot-wide shoulder in each direction. The 4-lane section of I-64 will be widened to a 6-lane section. This 8.2-mile section of I-64 ties into the 6-lane section of the I-64 Capacity Improvements – Segment II project currently under construction. The widening will generally occur in the median of the existing interstate, limiting the amount of right of way required to construct the project and avoiding impacts to existing interchanges.

At the Public Hearing, Citizens were provided the following information in the form of a project brochure:

- The primary purpose of this project is to provide immediate congestion relief to the roadway corridor in York County. The proposed project includes one additional travel lane and full shoulder in each direction, with widening mostly to occur in the median of the existing interstate from 1.15 miles west of Route 199, Lightfoot (Exit 234, MM 233.3) to 1.05 miles west of Route 199, Humelsine Parkway/Marquis Center Parkway (Exit 242, MM 241.3). Existing bridges and culverts within the project corridor will be repaired and widened to the inside.
- This project generally does not include any improvements to the existing interchanges, although the Interstate ramp lengths will be extended. These proposed improvements will also increase capacity of the Interstate, provide more lanes for evacuation, and improve safety by reducing congestion and improving vehicular level of service.
- VDOT has determined that the use of Design-Build contracting will expedite delivery. The design-builder will be able to perform final design, right of way acquisition, and utility relocation and some construction activities concurrently.
- During construction, two lanes of traffic will be maintained in each direction. However, motorists should expect short duration activities that may require nighttime lane closures.
- The project also includes:
 - Widened and upgraded bridges
 - Drainage improvements
 - Storm water management facilities
 - Sound barrier wall
 - Grass median
 - Sign structure replacements

- In cooperation with the Federal Highway Administration (FHWA), VDOT has evaluated options to improve the 75-mile long Interstate 64 corridor from the City of Richmond to the City of Hampton through the Interstate 64 Peninsula Study Environmental Impact Statement (EIS). This project in York County is considered an operationally independent section of this corridor and contributes to the overall purpose and need of the EIS. All required environmental clearance and permits will be obtained prior to construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approval, and implementation of VDOT's specifications and standard best management practices will protect the environment during construction.
- The construction of the I-64 capacity improvements will require acquisition of right of way for drainage and storm water management facilities. Right of Way acquisition and utility relocation will be performed by the design-builder in accordance with VDOT standards.
- Displays at the Public Hearing showed the extent of right of way that may be needed as the project moves forward. As the final design is developed, additional easements and right of way may be required beyond what is shown on the plans. Property owners will be informed of the exact location of the right of way and easements during the right of way acquisition process prior to construction.
- Total project cost: \$311 million (approximate). Preliminary Engineering of Roadway: \$10 million. Right of Way Acquisition: \$12 million. Construction: \$289 million. This project is listed in the HRTAC 2016-2022 Funding Plan funded with \$166 million from HRTAC and \$145 million SmartScale revenues.
- The anticipated schedule for the award of the design-build contract is December 2017 with on-site construction activities projected to start in September 2018.
- The public comment period closed on May 28, 2017.