

HRTAC PROGRAM MONTHLY EXECUTIVE REPORT

February 2024



**HRTAC Program Development
Monthly Executive Report
February 2024**

Hampton Roads District
7511 Burbage Drive
Suffolk

ORIGINAL MAJOR PROJECTS

I-64 Peninsula Widening- Segment I	Construction Completed
I-64 Peninsula Widening- Segment II	Construction Completed
I-64 Peninsula Widening- Segment III	Construction Completed
I-64/I-264- Phase I	Construction Completed
I-64/I-264- Phase II	Construction Completed
I-64 Southside Widening and High Rise Bridge Phase I	In Construction

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Hampton Roads District
7511 Burbage Drive
Suffolk

I-64 Peninsula Widening- Segment I

UPC 104905 (HRTAC)
UPC 111926 (State / Federal)

Project Scope:

From 0.52 miles east of Yorktown Road/Rte 238 (Exit 247) to 1.55 miles west of Jefferson Ave/Rte 143 (Exit 255) (6.1 miles)

- Additional 12' wide travel lanes and 12' wide shoulders within the existing median space
- Replacement of the Industrial Park Drive bridges, and repair and widening of 4 bridges and 2 major culverts
- Strengthened shoulder lane from Ft Eustis Blvd Interchange to Jefferson Avenue Interchange

Project Financial Summary:

Project Budget (\$111,608,384):

- PE \$ 2,738,567
- RW \$ 32,494
- CN \$ 108,837,323

Funds Expended (as of 01/31/2024):

\$ 2,738,567
\$ 32,494
\$ 108,837,323
\$ 111,608,384

Project Cost Over:

\$ 0
\$ 0
\$ 0

Project Schedule (Design-Build – Shirley Contracting Co., LLC):

DB Notice To Proceed	March 2015
Project Completion	December 2017
Schedule Status	Completed

Enabling Funding

HRTAC	\$ 11,608,384
State/Federal	<u>\$ 100,000,000</u>
	\$ 111,608,384

Project Status:

- Completion achieved on December 1, 2017
- Project financially closed



Project Site (Looking West from Denbigh)

I-64 Peninsula Widening- Segment II

UPC 106665 (HRTAC)

Project Scope:

From 1.05 miles west of Hummelsine Parkway/Marquis Center Pkwy/Rte 199 (Exit 242) to where the Segment I project ends at 0.54 miles east of Yorktown Road/Rte 238 (Exit 247) (7.1 miles)

- Additional 12' wide travel lanes and 12' wide shoulders within the existing median space
- Repair and widening of 9 bridges and 6 major culverts
- Reconstruction of existing roadway

Project Financial Summary:

Project Budget (\$159,559,703):

- PE \$ 2,869,659
- RW \$ 530,122
- CN \$ 156,159,922

Funds Expended (as of 01/31/2024):

\$ 2,869,659
\$ 530,122
\$ 156,159,922
\$ 159,559,703

Project Cost Over:

\$ 0
\$ 0
\$ 0

Project Schedule (Design-Builder – Allan Myers VA, Inc.):

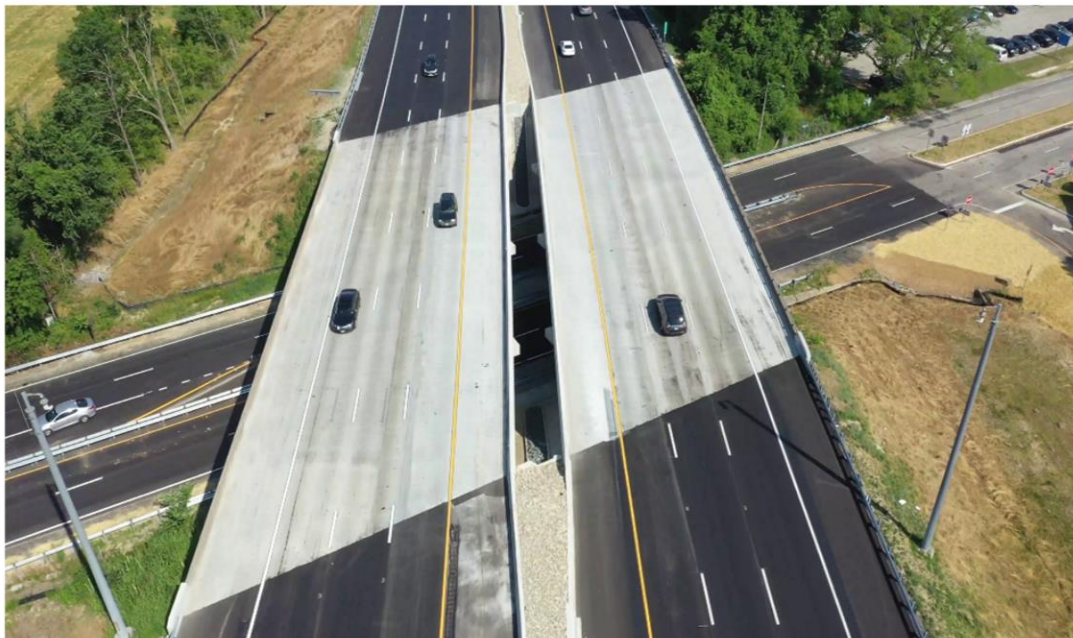
DB Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

Enabling Funding

HRTAC	\$ 159,559,703
State/Federal	\$ _____.
	\$ 159,559,703

Project Status:

- Completion achieved on November 15, 2019
- Project financially closed



Project Site (Looking West from the Yorktown Road overpass)

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Hampton Roads District
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Suffolk

I-64 Peninsula Widening- Segment III

UPC 106689 (HRTAC)
UPC 109790 (State / Federal)

Project Scope:

From approximately 1.26 miles West of Rte 199/Lightfoot (Exit 234) to where the Segment II project ends at 1.05 miles west of Hummelsine Parkway/Marquis Center Pkwy /Rte 199 (Exit 242) (8.36 miles)

- Additional 12' wide travel lanes and 12' wide shoulders within the existing median space
- Replacement of the two Queen's Creek bridges, repair and widening of 4 bridges, 3 major culverts
- Reconstruction of existing mainline roadway

Project Financial Summary:

Project Budget (\$244,045,973):

- PE \$ 10,000,000
- RW \$ 12,000,000
- CN \$ 222,045,973

Funds Expended (as of 01/31/2024):

\$ 5,766,837
\$ 905,549
\$ 201,025,421
\$ 207,697,807

Project Cost Over/(Under):

\$ 0
\$ 0
\$ 0

Project Schedule (Design-Builder – Shirley Contracting Co., LLC):

DB Notice To Proceed	January 2018
Project Completion	December 2021*
Schedule Status	Completed

Enabling Funding

HRTAC	\$ 122,893,996
State/Federal	<u>\$ 121,151,977</u>
	\$ 244,045,973

*The Project Fixed Completion Date was extended from September to December 2021 to accommodate the additional required sound wall installation.

Project Status:

- In final contract close out (will inspect BMPs in Spring for HRD Env. and DEQ acceptance, so CGP can be closed)



I-64 traffic at the Barlow Road overpass (looking west)

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I-64/I-264- Phase I

UPC 108042 (HRTAC)
UPC 57048 (State / Federal)

Project Scope:

From the I-64 Twin Bridges to the I-264/Newtown Road Interchange

- Widening westbound I-64 by adding a second exit lane from Twin Bridges to the I-64/I-264 interchange
- Introducing a new two lane Collector-Distributor (C-D) roadway from I-64 to the Newtown Road interchange
- Constructing a new two-lane flyover ramp from westbound I-64 tying into the existing eastbound I-264 C-D road

Project Financial Summary:

<u>Project Budget (\$158,730,023):</u>	<u>Funds Expended (as of 01/31/2024):</u>	<u>Project Cost Over:</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,458,115	\$ 8,887,052
○ CN \$ 137,023,653	<u>\$ 123,092,649</u>	\$ 0
	\$ 153,686,071	

Project Schedule (Contractor – Tutor Perini Corp.):

CN Notice To Proceed	October 2016
Project Completion	October 2019
Schedule Status	Completed

Enabling Funding

HRTAC	\$ 152,094,716
State/Federal	<u>\$ 6,635,307</u>
	\$ 158,730,023

Project Status:

- In final contract close out (in claim litigation)



CD Road Bridge, 264 Flyover and Tidal Channel (low tide)

I-64/I-264- Phase II

UPC 108041 (HRTAC)
UPC 17630 (State / Federal)

Project Scope:

From the I-264/Newtown Road Interchange to the I-264/Witchduck Road Interchange

- Extends the new C-D roadway from the Newtown Road interchange to the Witchduck Road interchange 43
- Reconfigure the Newtown Road and Witchduck Road interchange ramps south of I-264
- Constructing a new overpass that connects Greenwich Road south side of I-264 and Cleveland north of I-264

Project Financial Summary:

<u>Project Budget (\$194,503,887):</u>	<u>Funds Expended (as of 01/31/2024):</u>	<u>Project Cost Over:</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 56,044,107	\$ 1,651,441*
○ CN \$ 126,028,411	<u>\$ 134,416,052</u>	\$ 8,387,641**
	\$ 204,542,969	

*Note: Overrun due to higher than expected property settlements.

**Note: Overrun primarily due to change orders and CEI costs.

Enabling Funding

HRTAC	\$ 127,749,638
State/Federal	<u>\$ 66,754,249</u>
	\$ 194,503,887

Project Schedule (Contractor – The Lane Construction Corp.):

CN Notice to Proceed	February 2018
Project Completion	November 2022***
Schedule Status	Completed

***Note: The Project Fixed Completion Date was extended from September 2021 to November 2022 due to additional scope and differing site conditions.

Project Status:

- In final contract close out (processing final payment; claims window will close on 2/24/24; will inspect embankment slopes in Spring for HRD Environmental and DEQ acceptance, so CGP and Environmental permit can be closed)



I-264 EB at Cleveland Street Flyover



I-264 EB at Cleveland Street Flyover (Bridge Lighting)

I-64 Southside Widening and High Rise Bridge - Phase I

UPC 106692 (HRTAC)
UPC 108990 (State / Federal)

Project Scope:

From approximately the I-64/264/664 Interchange at Bowers Hill and extending to the I-64/464 Interchange in Chesapeake

- Widening from 4 to 6 lanes
- Constructing a new High Rise Bridge parallel to and to the South of the existing High Rise Bridge

Project Financial Summary:

Project Budget (\$524,613,765):

- PE \$ 12,200,000
- RW \$ 18,726,000
- CN \$ 493,687,765

Funds Expended (as of 01/31/2024):

\$ 12,189,268
\$ 11,351,538
\$ 444,666,237
\$ 468,207,043

Project Cost Over:

\$ 0
\$ 0
\$ 0

Project Schedule (Design-Build – Granite-Parsons-Corman, JV):

DB Notice to Proceed	November 2017
Fixed Completion Date	December 2022 ⁽¹⁾
Projected Completion	Spring 2024 ⁽²⁾

Enabling Funding

HRTAC	\$ 431,956,220
State/Federal	<u>\$ 92,657,545</u>
	\$ 524,613,765

- (1) The Project Fixed Completion Date was extended to December 2022 to add roadway/drainage infrastructure for future Part-Time Shoulder Express Lanes.
- (2) Open project to traffic 2/2024 and begin tolling 03/2024

Project Status:

- New HRB completed and open to traffic
- Great Bridge Blvd Bridge – Bridge open to traffic. Approach roadway and drainage completed. Traffic in final roadway configuration. Sidewalk, curb and miscellaneous work continue
- I-64 Bridge Widening over Military Highway, Yadkin Road, and Shell Road completed and open to traffic
- BMPs, plantings, pavement, ITS testing, signing, barriers, guardrail, punchlist activities continue at various locations throughout the corridor



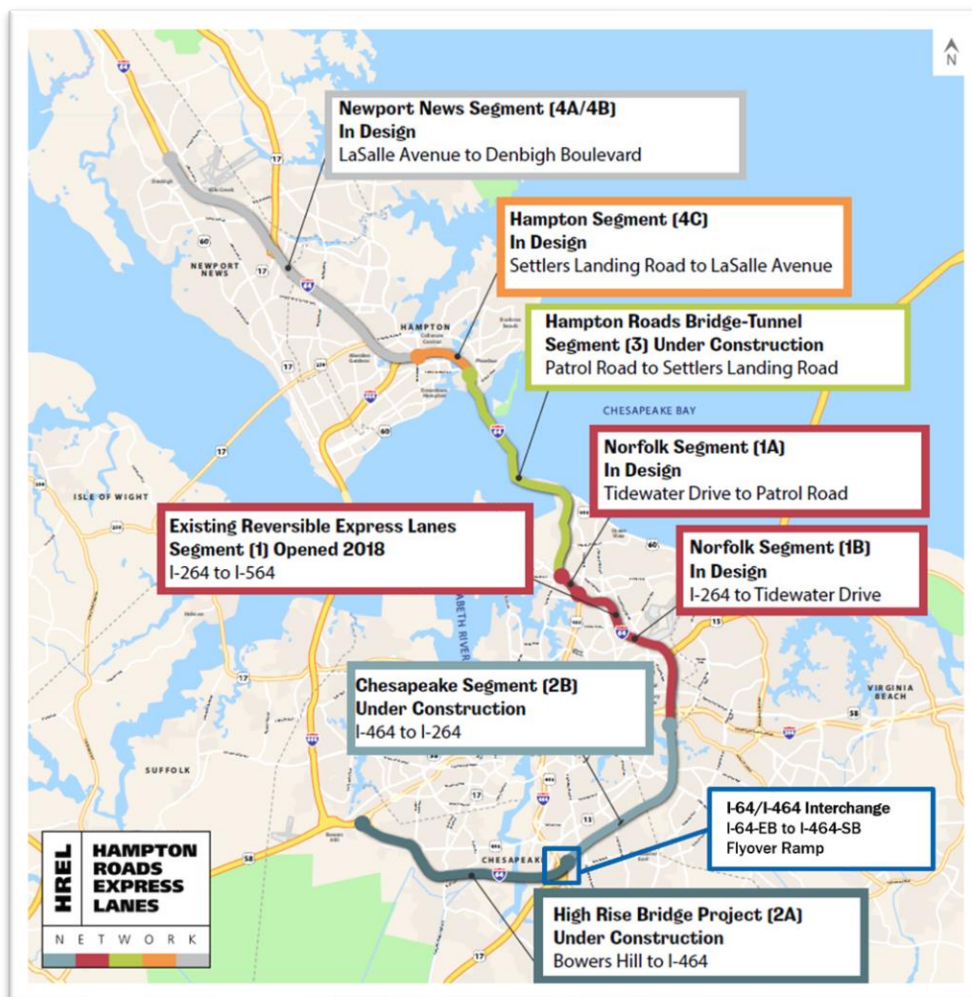
Traffic on new High Rise Bridge (looking west)



BMP-7E at Battlefield Blvd. Loop, and I64WB Off-Ramp to Battlefield Blvd. and Noise Wall 15 (looking east)

HREL PROJECTS

HREL Segment 1A (Norfolk)	In Construction
HREL Segment 1B (Norfolk)	In Design
HREL Segment 2B (Chesapeake)	Construction Completed
HREL Segment 3 (HRBT Tolling Infrastructure)	In Design
HREL Segment 4A/4B (Newport News)	In Procurement
HREL Segment 4C (Hampton)	In Construction
I-64/I-464 Exit 291 Interchange Improvements	In Procurement



HREL Segment 1A (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 119637

Project Scope:

From 0.078 Miles East of Patrol Road to 0.558 Miles East of Tidewater Drive, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction

- Widening five bridges (EB/WB Tidewater Drive, EB Granby Street, EB I-564, and EB E. Little Creek Road)
- Rehabilitating/strengthening two miles of shoulder in each direction
- Widening roadway in spot locations to maintain minimum shoulder width
- Includes noise walls, tolling gantries, and overhead signing

Project Financial Summary:

Project Budget (\$197,612,207):*

- PE \$ 4,900,000*
- RW \$ 500,000
- CN \$ 192,212,207

Funds Expended (as of 01/31/2024):

\$ 8,292,955
\$ 9,963
\$39,255,319
\$47,558,237

Project Cost Over:

\$3,392,955**
\$ 0
\$ 0

*Note: The Project PE budget includes \$1,981,680 from the HRTAC funded UPC 117840 Phase 1-PE \$5,621,500 budget. Current SPA includes PE, RW and CN.

**Note: Funds expended are in the process of being transferred to HREL Segment 1B UPC 120863 to correct cost overrun.

Project Schedule (Design-Builder – Allan Myers VA, Inc.):

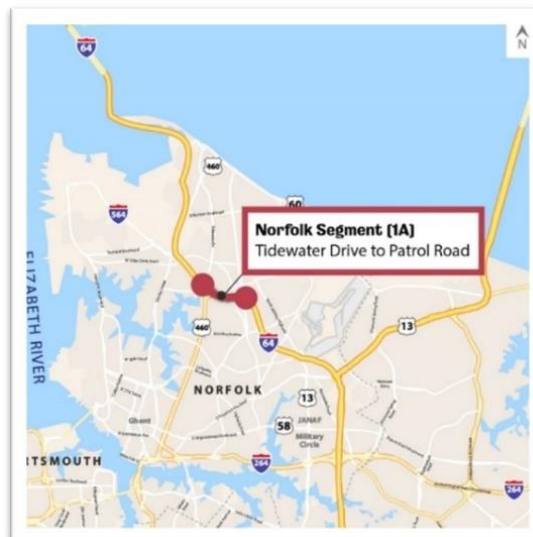
DB Notice to Proceed	December 20, 2022
Fixed Completion Date	January 15, 2026
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 94,061,245*
State/Federal	<u>\$ 103,550,962</u>
	\$ 197,612,207

Project Status:

- The Stage 2 packages for all bridges have been reviewed and 2 bridges have been approved
- VDOT has approved one advanced work package and shoulder strengthening and temporary pavement construction is continuing
- VDOT has received the Final Plans submittal for review
- The DBT is implementing the initial Phase 1 Maintenance of Traffic



HREL Segment 1B (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 120863

Project Scope:

From 0.558 Miles East of Tidewater Drive to 1.04 miles East of I-264, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction

- Replacing two bridges (EB/WB Chesapeake Boulevard)
- Rehabilitating/strengthening seven miles of shoulder in each direction
- Widening roadway in spot locations to maintain minimum shoulder width
- Includes noise walls, tolling gantries, and overhead signing

Project Financial Summary:

Project Budget (\$315,885,943):*

- PE \$ 13,700,000*
- RW \$ 2,865,000
- CN \$ 299,320,943

Funds Expended (as of 01/31/2024):

\$ 2,014,450
\$ 0
\$ 0
\$ 2,014,450

Project Cost Over:

\$ 0
\$ 0
\$ 0

* Note: The Project PE budget includes \$3,639,820 from the HRTAC funded UPC 117840 Phase 1-PE \$5,621,500 budget. Current SPA includes PE and RW only. CN will be added at award.

Project Schedule

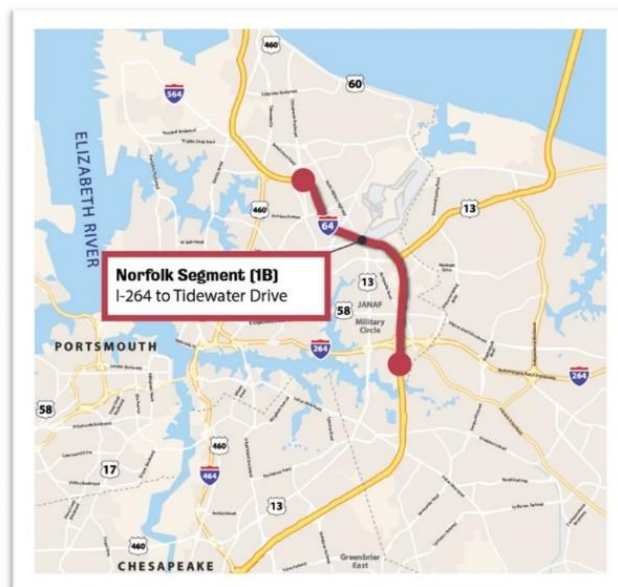
Public Hearing	December 1 & 2, 2021
Request for Qualifications	May 2024
Request for Proposals	September 2024
Notice to Proceed	July 2025
Fixed Completion Date	April 2029
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$254,485,943*
State/Federal	<u>\$ 61,400,000</u>
	\$315,885,943

Project Status:

- The preliminary design continues for the RFQ release. Draft RFQ plans will be submitted in February 2024



HREL Segment 2B (Chesapeake)

UPC 112923

Project Scope:

From the I-64/464 interchange to the I-64/264 interchange, 7.65 miles of an existing HOV lane is being converted into an Express Lane in each direction

- Includes concrete barriers and minor drainage improvement
- Includes tolling gantries, tolling equipment, signing, and overhead signage

Project Financial Summary:

Project Budget (\$25,000,000):

- PE \$ 2,538,000
- RW \$ 0
- CN \$ 22,462,000

Funds Expended (as of 01/31/2024):

\$ 2,543,662
\$ 0
\$ 22,376,239
\$ 24,919,901

Project Cost Over:

\$ 5,662
\$ 0
\$ 0

Project Schedule (Contractor – Aldridge Electric, Inc.):

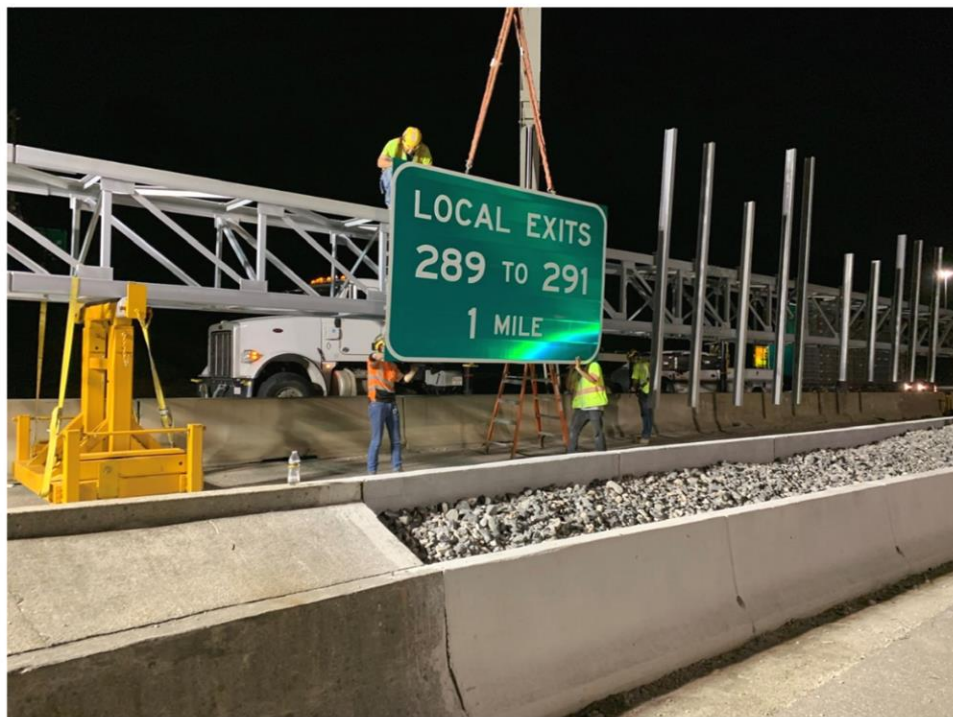
CN Notice to Proceed	October 2020
Project Completion	September 2022
Schedule Status	Completed

Enabling Funding

TIFRA	\$ 25,000,000
State/Federal	\$ _____.
	\$ 25,000,000

Project Status:

- In final contract close out (request to financially close has been submitted to PIM)



Local Exit Sign for the Express Lanes

HREL Segment 3

UPC 118376

Project Scope:

From 0.398 miles East of Settlers Landing Road to 0.078 miles East of Patrol Road, Express Lane tolling infrastructure is being installed in each direction for 9.7 miles within the HRBT expansion project limits. Enhancements to the Over Height Vehicle Detection System (OHVDS) will also be added in the Westbound direction of I-64 within the project limits.

- Limited to tolling signage and structures, ITS and equipment, pavement markings, and OHVDS equipment
- Connector to HREL Segments 4C and 1A

Project Financial Summary:

Project Budget (\$18,789,474):

- PE \$ 1,361,556
- RW \$ 0
- CN \$ 17,427,918

Funds Expended (as of 01/31/2024):

\$ 223,255
\$ 0
\$ 0
\$ 223,255

Project Cost Over:

\$ 0
\$ 0
\$ 0

Project Schedule:

Willingness Posted	April 26, 2023 *
Design Approval	March 6, 2024
Advertisement	November 12, 2024**
Award	January 31, 2025**
Project Completion	June 2027 **
Schedule Status	On-Schedule

Enabling Funding

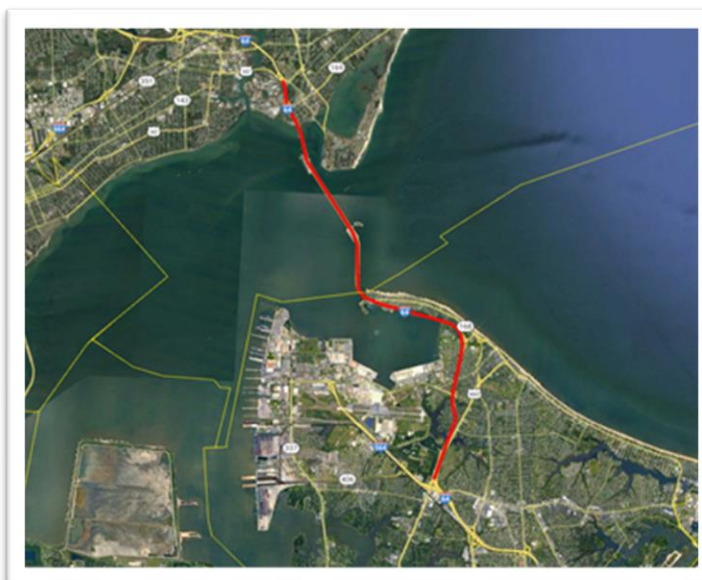
HRTAC	\$ 18,789,474
State/Federal	\$ _____
	\$ 18,789,474

*Note: Due to no right of way phase, posting for willingness took the place of a public hearing.

**Note: Dates for construction activities may be adjusted to match the HRBT project's construction timeline for opening the HREL corridor to tolling.

Project Status:

- Reviewing updated Tolling and OHVDS design plans and documents (includes additional PTSL scope) for Design Approval
- Updating project schedule per CTDR; CTDR completed on 01/17/2024 and is being reviewed and refined



HREL Segment 4A/4B (Newport News)

UPC 117839 (HRTAC) Phase 1-PE
UPC 119824

Project Scope:

From 1.20 miles west of Denbigh Boulevard in Newport News to Mercury Boulevard in Hampton, an existing HOV lane will be converted into an Express Lane in both directions. From Mercury Boulevard to 0.139 miles east of LaSalle Avenue in Hampton, one Express Lane will be constructed in each direction. The total length of the project is 13.5 miles

- Replacing two bridges (EB/WB LaSalle Avenue)
- Rehabilitating three bridges (EB/WB Armistead Avenue, EB/WB Billy Woods Canal, and EB/EB J. Clyde Morris Blvd)
- Includes tolling gantries, and overhead signage

Project Financial Summary:

<u>Project Budget (\$172,220,184):*</u>	<u>Funds Expended (as of 01/31/2024):</u>	<u>Project Cost Over:</u>
○ PE \$ 12,891,063*	\$ 8,857,572	\$ 0
○ RW \$ 1,850,000	\$ 43,331	\$ 0
○ CN \$ 157,479,121	\$ 0	\$ 0
	\$ 8,900,903	

* Note: The Project PE budget includes \$5,916,425 from the HRTAC funded UPC 117839 Phase 1-PE budget. Current SPA includes PE and RW only. CN will be added at award.

Project Schedule:

Public Hearing	September 29 & 30, 2021
Advertisement	November 21, 2023
Notice to Proceed	February 21, 2024
Fixed Completion Date	May 3, 2027
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 151,220,184*
State/Federal	\$ 21,000,000
	\$ 172,220,184

Project Status:

- Received Design Approval from Central Office on February 18, 2022
- Federal authorization received May 4, 2022
- Project was advertised on November 21, 2023
- Addendum to advertisement was issued on January 5, 2024
- Received preliminary recommendation for award from Central Office on January 22, 2024



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Suffolk

HREL Segment 4C (Hampton)

UPC 117841 (HRTAC) Phase 1- PE
UPC 119638

Project Scope:

From 0.136 miles East of LaSalle Avenue to 0.398 miles East of Settlers Landing Road, one Express Lane will be constructed, and one general purpose lane will be converted into an Express Lane in each direction for 2.415 miles

- Replacing two bridges (EB Hampton River) and rehabilitating one bridge (Rip Rap Road)
- Rehabilitating/widening three bridges (WB Hampton River, EB/WB King Street, EB/WB Settlers Landing Road)
- Includes noise walls, tolling gantries, and overhead signage

Project Financial Summary:

Project Budget (\$407,922,054):

- PE \$ 6,167,176
- RW \$ 8,000,000
- CN \$ 393,754,878

Funds Expended (as of 01/31/2024):

\$ 6,184,856
\$ 1,490,132
\$78,090,223
\$85,765,211

Project Cost Over:

\$17,680
\$ 0
\$ 0

Project Schedule (Design-Builder – Shirley-Branch, JV):

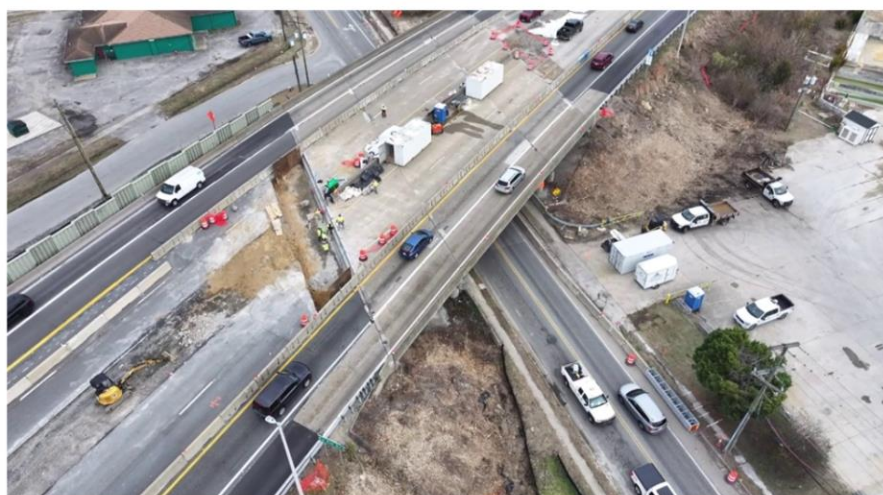
DB Notice to Proceed	August 1, 2022
All Lanes Open to Traffic	November 2026
Project Completion	December 2026
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 405,216,054
State/Federal	<u>\$ 2,706,000</u>
	\$ 407,922,054

Project Status:

- Project Awarded to Shirley-Branch Joint Venture (SBJV)
- JPA Environmental Permit was approved in September 2023
- 100% Roadway Plans are approved. Bridge plans are currently under review
- Traffic switch onto EB 64 Hampton River bridge has been implemented
- Bridge rehabilitation work on the WB Hampton River, Rip Rap Road and King Street bridges are underway
- Roadway widening work in the median continues
- Widening and rehab work on I-64 bridges over Settlers Landing scheduled to start by April 2024; One through lane in each direction on Settlers Landing Road will be closed for about a year



HREL 4C bridge rehabilitation work at I-64 over Rip Rap Road

I-64/I-464 Interchange Exit 291 Ramp Improvements

UPC 123322 (HRTAC)

Project Scope:

To improve the I-64/I-464 Interchange and provide a direct connection between I-64 EB and Route 168 SB (Chesapeake Expressway) via I-464 SB. The project limits on I-64 are from 1.815 miles east of the Intersection of I-464 southbound to 0.229 miles west of the Intersection of I-464 southbound. The project includes the following:

- New flyover ramp from I-64 eastbound to I-464 southbound (to Route 168)
- Reconfiguration of I-64 eastbound ramp to I-464 northbound
- Shift the I-464 southbound diverge point for Rte. 17 and Rte. 168 approximately 2000ft. to the north

Project Financial Summary:

Project Budget (\$180,862,923):

- PE \$ 4,420,000
- RW \$ 1,685,720
- CN \$174,757,203

Funds Expended (as of 01/31/2024):

\$ 1,944,883
\$ 0
\$ 0
\$ 1,944,883

Project Cost Over:

\$ 0
\$ 0
\$ 0

Project Schedule (Design-Builder – Joseph B. Fay Co.):

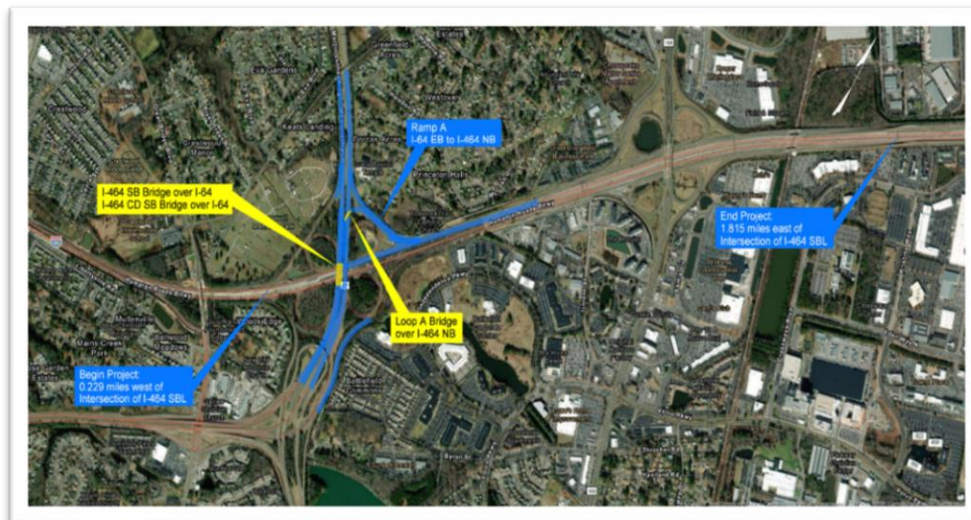
DB Notice to Proceed	February 15, 2024
Project Completion	September 7, 2027
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 40,862,923
State/Federal	<u>\$ 140,000,000</u>
	\$ 180,862,923

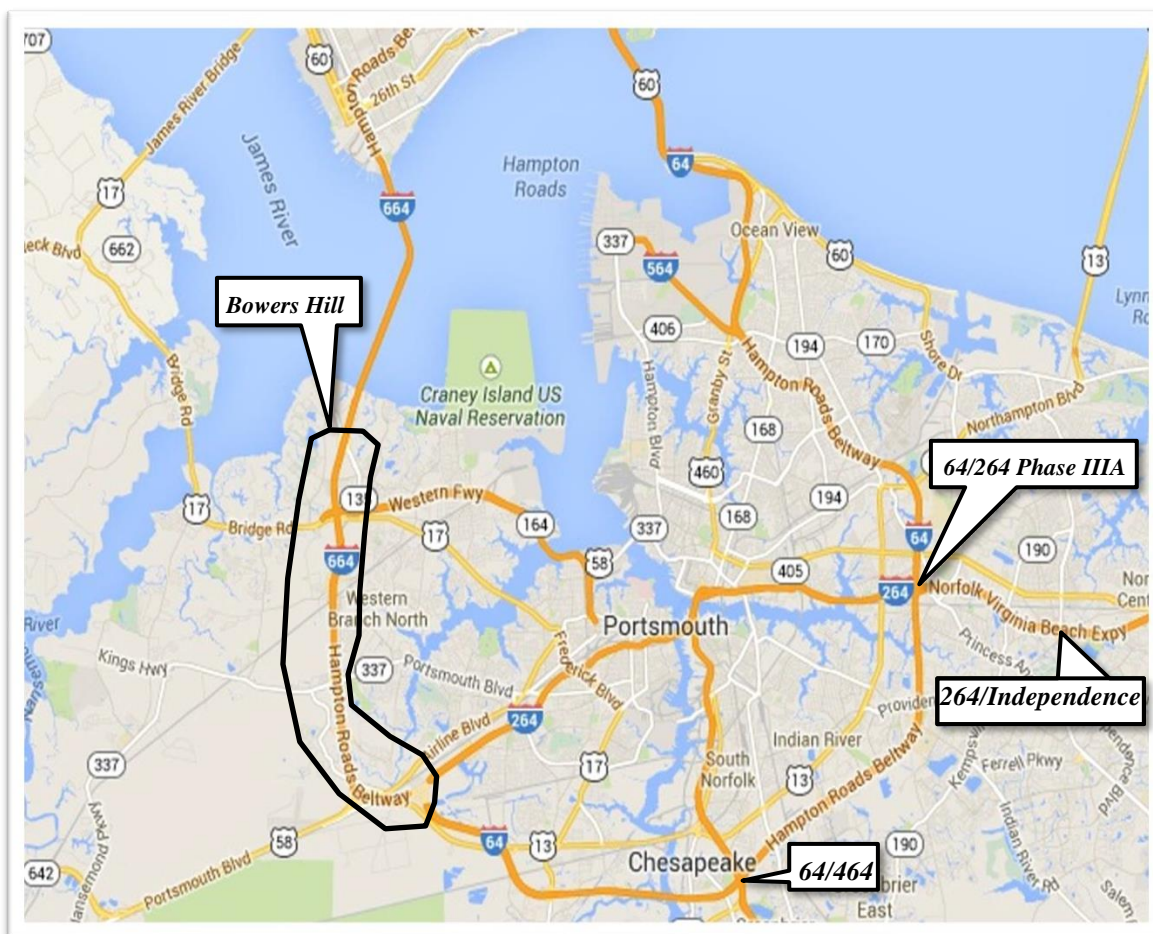
Project Status:

- RFQ release occurred on April 12, 2023
- Public Hearing occurred on May 23, 2023
- RFP was released on July 11, 2023
- RFP Addendum released on September 12, 2023
- Design-Builder selection process is underway. Price proposals opened November 21, 2023. Notice of Intent to Award letter issued on December 1, 2023
- Contract Execution letter sent on January 26, 2024



OTHER MAJOR PROJECTS

I-264/I-64 Interchange Phase III-A	In Design
Bowers Hill Interchange	Under Study
I-64/I-464 Interchange IAR	Under Study
I-264/Independence Blvd Interchange IAR	Under Study
I-64 Denbigh Blvd Interchange, Phase 2	In Design



I-64/I-264 Phase III-A

UPC 106693 (HRTAC)

Project Scope:

Study/design to improve the remaining I-64/I-264 movements

- Includes study and IMR of entire interchange
- Includes preliminary design and design-build procurement of Subproject III-A – Ramp from I-64 EB to I-264 EB

Project Financial Summary:

Project Budget (\$477,638,557):

- PE \$ 9,380,000
- RW \$ 8,037,000
- CN \$460,221,557

Funds Expended (as of 01/31/2024):

\$ 6,176,295
\$ 0
\$ 0
\$ 6,176,295

Project Cost Over:

\$ 0
\$ 0
\$ 0

Project Schedule:

IMR Final Approval	October 2020
Complete Preliminary Design	January 2023
Start DB Contract Development and Procurement	February 2024
Request for Qualifications	December 2024
Request for Proposals	May 2025
Award	December 2025
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 477,638,557
State/Federal	\$ _____.
	\$ 477,638,557

Project Status:

- Preliminary design and plans for Subproject III-A complete
- PFI-level project cost estimate for Subproject III-A complete
- Continued development of revised NEPA document
- Seeking approvals for Design Waivers and Exceptions
- Finalizing consultant contract for DB Contract Development – NTP to begin February 2024
- Draft CE document approved by FHWA for public availability January 24, 2024



Proposed I-64/I-264 Interchange Improvements from IMR (Subproject III-A shown in Blue)

Bowers Hill Interchange

UPC 111427 (HRTAC)

Study Scope:

- Develop NEPA document and supporting studies for improvements to the I-64/I-264/I-664 Interchange and the Route 58/Route 460 Interchange (Bowers Hill) extending north to approximately the College Drive Interchange. Original scope modified to include extending study to College Drive interchange with 664 and add Managed Lane component through Bowers Hill interchange to College Drive Interchange to reflect HRTPO directed changes.
- Scope also includes the IAR of the Bowers Hill interchange and the I-664 widening to College Drive. HRTAC added \$4 million of funding to the UPC in July 2023 for the IAR study.

Study Financial Summary:

Project Budget (\$11,904,630):

- PE \$ 11,904,630
- RW \$ 0
- CN \$ 0

Funds Expended (as of 01/31/2024):

\$ 6,144,207
\$ 0
\$ 0
\$ 6,144,207

Project Cost Over:

\$ 0
\$ 0
\$ 0

Study Schedule:

Begin NEPA Process	July 2020
Preferred NEPA Alternative Recommendation	February 2022
NEPA Completion	Spring 2024*
IAR Consultant NTP	June 2023
IAR Completion March	June 2025
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 11,904,630
State/Federal	\$ _____.
	\$ 11,904,630

*Pending resolution of DEIS comments, FHWA's approval of FEIS, and FHWA issuance of Record of Decision (ROD)

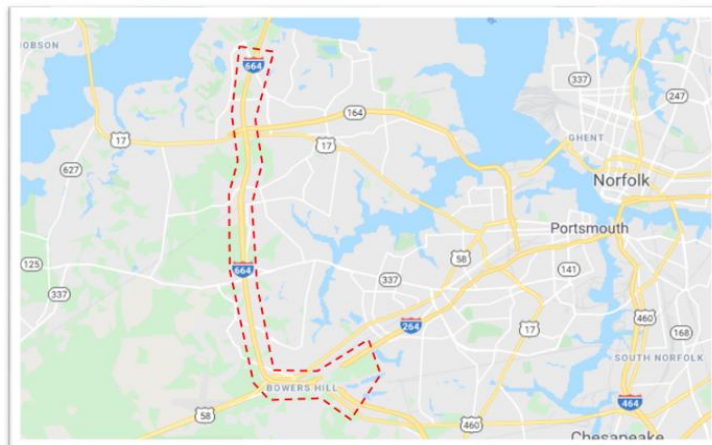
Study Status:

NEPA

- Coordination with FHWA VA Division, U.S. Army Corps of Engineers, and U.S. Environmental Protection Agency on comments received on the Draft EIS continues

IAR

- IAR Kickoff meeting occurred on July 26, 2023
- Traffic Data Collection was completed 10/15/23-10/21/23 for the IAR
- IAR Final Framework approved by all parties November 29, 2023
- Determination of safety factor resolved at the Predictive Safety Meeting. Existing Volumes approval mid-February



I-64/I-464 Interchange IAR

UPC 122714 (HRTAC)

Study Scope:

Study and develop an IAR of the entire interchange

Study Financial Summary:

Project Budget (\$2,500,000):

- PE \$ 2,500,000
- RW \$ 0
- CN \$ 0

Funds Expended (as of 01/31/2024):

\$ 76,094
\$ 0
\$ 0
\$ 76,094

Project Cost Over:

\$ 0
\$ 0
\$ 0

Study Schedule:

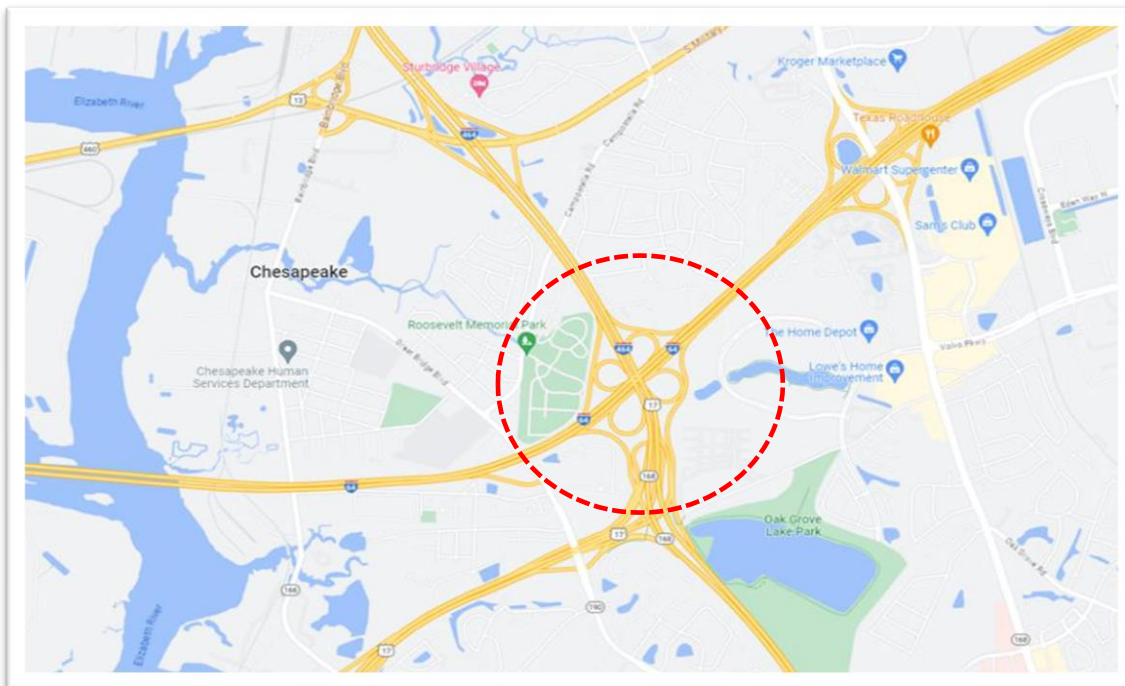
Study Authorization	January 2023
LD-459 Framework Document	April 2023
Preferred Alternatives	March 2024
Public Hearing/CIM	April 2024
Final IAR Submission	October 2024
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 2,500,000
State/Federal	\$ _____
	\$ 2,500,000

Study Status:

- Framework Document signed and approved April 14, 2023
- Data Collection completed in the first week of May 2023
- No Build Forecasting have been approved November 21, 2023
- Existing Conditions package has been approved November 21, 2023
- Alternatives have been narrowed down to two. They will undergo Build scenarios to determine a preferred alternative by March



I-264/Independence Blvd Interchange IAR

UPC 122761 (HRTAC)

Study Scope:

This IAR will address the existing operational and safety issues at the interchange, associated ramps, and adjacent intersections, while also considering future long-term regional transportation needs for this key growth area within the City of Virginia Beach.

Study Financial Summary:

<u>Project Budget (\$1,250,000):</u>	<u>Funds Expended (as of 01/31/2024):</u>	<u>Project Cost Over:</u>
○ PE \$ 1,250,000	\$ 152,111	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 152,111	

Study Schedule:

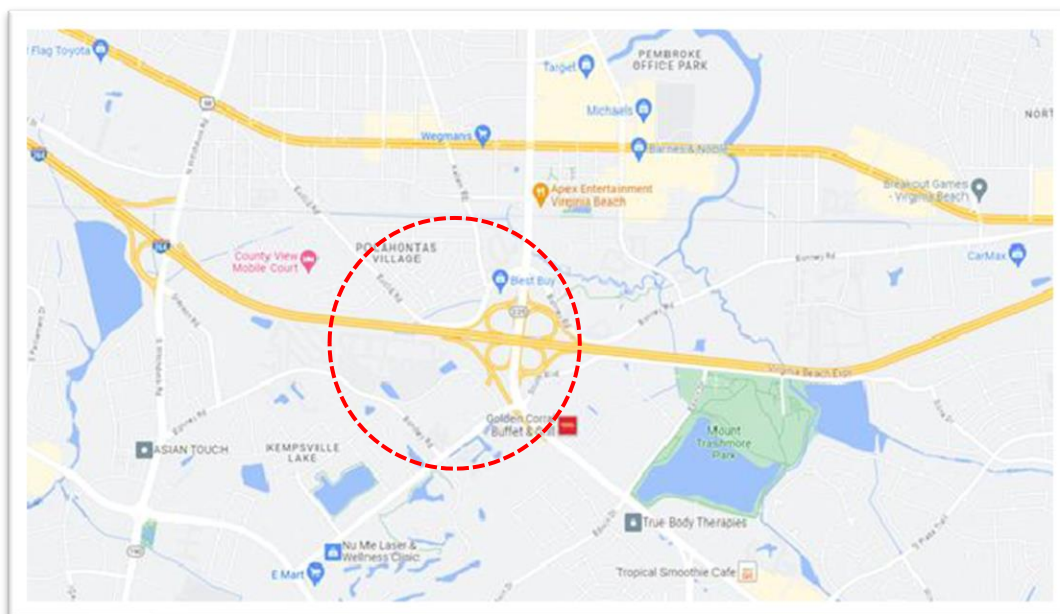
Framework Document	September 2023
Existing Conditions Analysis	January 2024
Future Design Year Volumes	February 2024
Tier 1 Concept Development & Screening	June 2024
Tier 2 Final Alternatives Summary and Selection	December 2024
Project Prioritization/Phasing Memo	March 2025
Study Completion	August 2025
Schedule Status	On Schedule

Enabling Funding

HRTAC	\$ 1,250,000
State/Federal	\$ _____
	\$ 1,250,000

Study Status:

- VDOT/Consultant coordination meeting was held on 12/4/23 to discuss project progress and updates
- Framework document responses were reviewed with recommended updates and sent to Stakeholders for review and signatures in December 2023
- Existing traffic data conditions were submitted to Stakeholders for review in January 2024



I-64 Denbigh Blvd. Interchange, Phase 2

UPC 123656 (HRTAC)

Project Scope:

Study/design to construct a new interchange on Interstate 64 at Denbigh Boulevard in Newport News. Project limits are from 0.24 mi. North of Rte 173 (Denbigh Blvd.) to 0.23 mi. South of Rte 173 (Denbigh Blvd.)

- Includes widening the existing Denbigh Boulevard bridge over I-64 and CSXT railroad
- Includes the construction of new access ramps, sound walls, and stormwater management facilities

Project Financial Summary:

Project Budget (\$188,063,070):

- PE \$ 17,712,000
- RW \$ 8,931,026
- CN \$161,420,044

Funds Expended (as of 01/31/2024):

\$ 4,520
\$ 0
\$ 0
\$ 4,520

Project Cost Over:

\$ 0
\$ 0
\$ 0

Project Schedule:

Public Hearing	June 2024
Advertisement	April 2030
Notice to Proceed	August 2030
Fixed Completion Date	August 2033
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 188,063,070
State/Federal	\$ _____
	\$188,063,070

Project Status:

- PE Authorized September 6, 2023
- VDOT PFI plan review began January 29, 2024 with PFI meeting to be held March 1, 2024
- Preliminary right of way coordination with CSXT railroad is in progress
- NEPA purpose & need public survey released December 29, 2023 and runs through February 2, 2024

