



HRTAC PROGRAM MONTHLY EXECUTIVE REPORT



August 2024





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

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:

<u>Project Budget (\$111,608,384):</u>	<u>Funds Expended (as of 07/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,738,567	\$ 2,738,567	\$ 0
○ RW \$ 32,494	\$ 32,494	\$ 0
○ CN \$ 108,837,323	<u>\$ 108,837,323</u>	\$ 0
	\$ 111,608,384	

Project Schedule (Design-Builder – 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):	Funds Expended (as of 07/31/2024):	Budget Remaining (+) / Overrun (-):
○ PE \$ 2,869,659	\$ 2,869,659	\$ 0
○ RW \$ 530,122	\$ 530,122	\$ 0
○ CN \$ 156,159,922	<u>\$ 156,159,922</u>	\$ 0
	\$ 159,559,703	

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

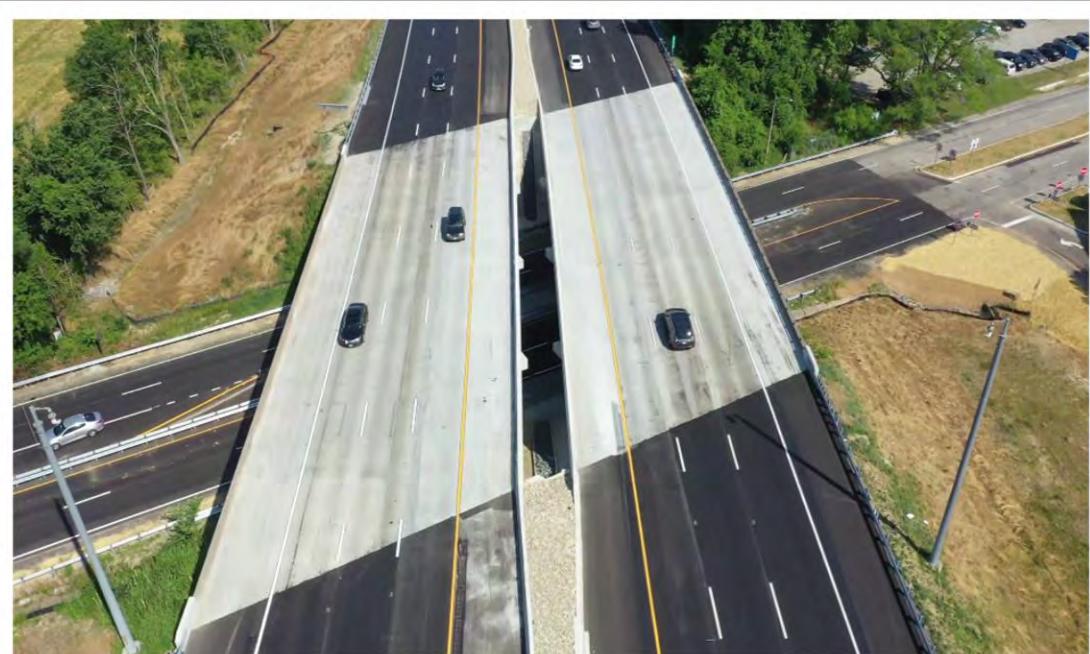
DB Notice to Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

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)**

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:

<u>Project Budget (\$244,045,973):</u>	<u>Funds Expended (as of 07/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 10,000,000	\$ 5,766,837	\$ 4,233,163
○ RW \$ 12,000,000	\$ 925,723	\$ 11,074,277
○ CN \$ 222,045,973	<u>\$ 201,039,670</u>	<u>\$ 21,006,303</u>
	\$ 207,732,230	

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

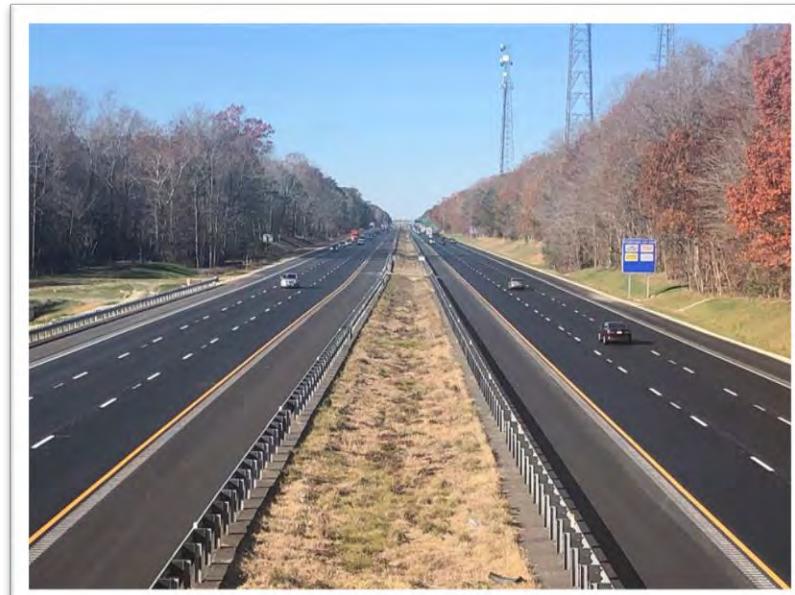
DB Notice to Proceed	January 2018
Project Completion	December 2021*
Schedule Status	Completed

<u>Enabling Funding</u>	
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 (NPDES permit is in close out; Working on transferring cost savings so project can be financially closed)

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

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 07/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,458,115	-\$ 8,887,052*
○ CN \$ 137,023,653	<u>\$ 124,887,615</u>	<u>\$ 12,136,038</u>
	\$ 155,481,037	

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

Project Schedule (Contractor – Tutor Perini Corp.):

Construction Notice to Proceed	October 2016
Project Completion	October 2019
Schedule Status	Completed

<u>Enabling Funding</u>	
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 07/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 56,052,177	- \$ 1,659,511*
○ CN \$ 126,028,411	<u>\$ 134,875,754</u>	- \$ 8,847,343**
	\$ 205,010,741	

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

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

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

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

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

***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 (Environmental and NPDES permits are in close out. Working on transferring funds so we can financially close project)



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:

<u>Project Budget (\$524,613,765):</u>	<u>Funds Expended (as of 07/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 12,200,000	\$ 12,189,268	\$ 10,732
○ RW \$ 18,726,000	\$ 11,433,843	\$ 7,292,157
○ CN \$ 493,687,765	<u>\$ 432,221,102</u>	<u>\$ 61,466,663</u>
	\$ 455,844,213	

Enabling Funding

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

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

DB Notice to Proceed	November 2017
Fixed Completion Date	December 2022*
Projected Completion	Summer 2024

* Note: The Project Fixed Completion Date was extended to December 2022 to add roadway/drainage infrastructure for future Part-Time Shoulder Express Lanes.

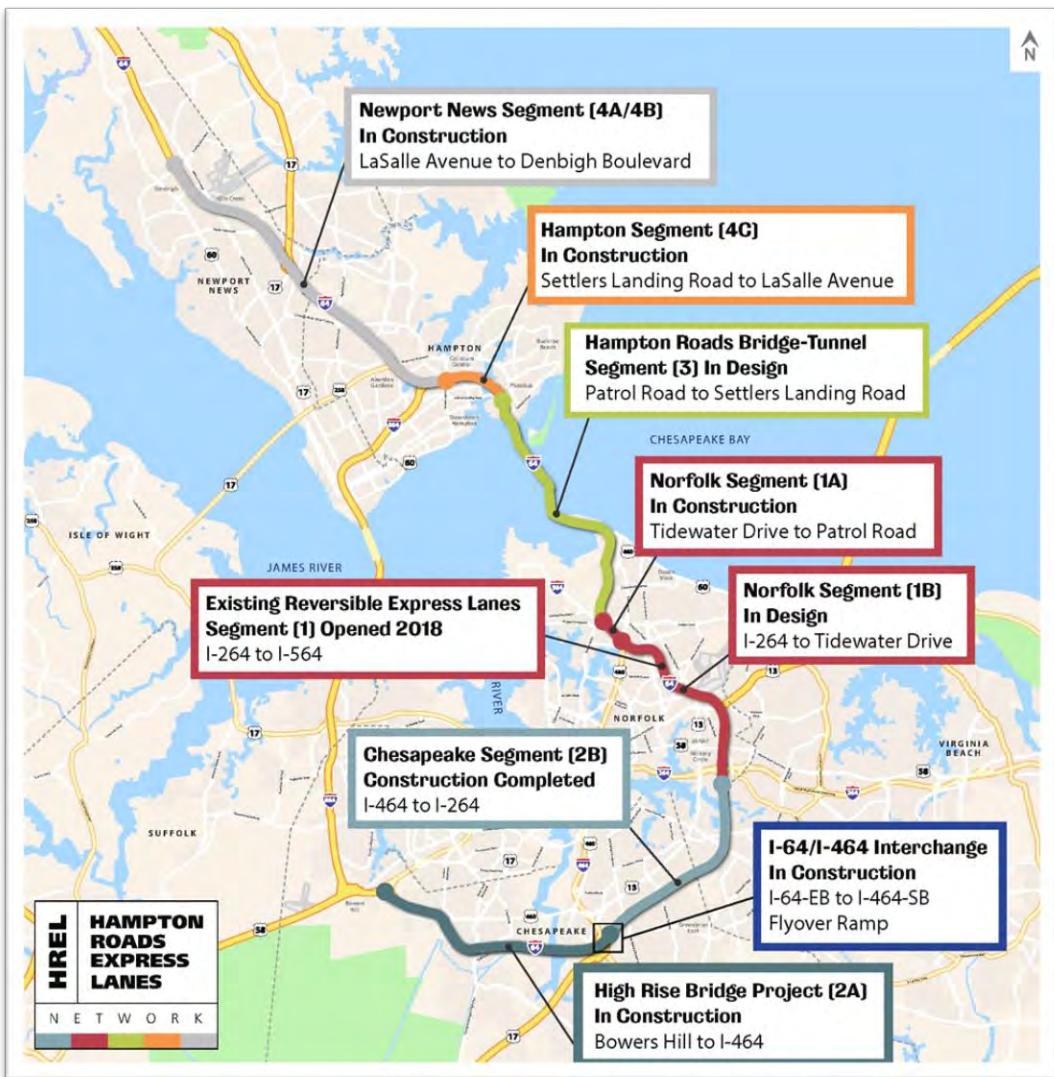
Project Status:

- Express lanes completed and open to traffic on February 19, 2024; Tolling began on March 17, 2024
- Great Bridge Blvd Bridge – All construction activities on the bridge and roadway approaches are completed and traffic is in its final configuration
- I-64 Bridge Widenings over Military Highway, Yadkin Road, and Shell Road completed and open to traffic. Some minor barrier/guardrail work on Military Highway and Shell Road continue
- BMP grading, ITS testing, remedial work on underdrains, barrier/guardrail work, and punch-list items continue

**Traffic on new High Rise Bridge
(looking west)****Traffic on I-64 just West of Great Bridge Blvd
(looking west)**

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 Construction
HREL Segment 4C (Hampton)	In Construction
I-64/I-464 Exit 291 Interchange Improvements	In Construction



HREL Segment 1A (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 119637 (HRTAC) PE, RW, CN
UPCs 120944, 121360, 121361 (State/Federal)

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:

<u>Project Budget (\$197,612,207):*</u>	<u>Funds Expended (as of 07/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 4,900,000*	\$ 2,671,455	\$ 2,228,545
○ RW \$ 500,000	\$ 36,837	\$ 463,163
○ CN \$ 192,212,207	<u>\$ 68,832,489</u>	<u>\$ 123,379,718</u>
	\$ 71,540,781	

*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.

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

DB Notice to Proceed	December 20, 2022
Project Completion	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 DBT has implemented the initial Phase 1 Maintenance of Traffic and Phase 1 E&SC Plans
- I-64 mainline traffic shifted towards the median, with most work occurring on the shoulders through early 2025
- Ongoing bridge work on reversible lanes over 564/Little Creek, I-64-EB over I-64-WB to I-564-WB ramp, I-64-EB and I-64 WB over Little Creek Rd, I-64-EB and I-64 WB over Granby St, I-64-EB and I-64 WB over Tidewater Dr



Widening of I-64-EB Bridge over I-564

HREL Segment 1B (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 120863 (HRTAC) PE, RW, CN
UPCs 121052, 121258 (State/Federal)

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 (\$361,727,648):*	Funds Expended (as of 07/31/2024):	Budget Remaining (+) / Overrun (-):
○ PE \$ 15,400,000*	\$ 8,460,521	\$ 6,939,479
○ RW \$ 2,865,000	\$ 0	\$ 0
○ CN \$ 343,462,648	<u>\$ 0</u>	<u>\$ 0</u>
	\$ 8,460,521	

* 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.

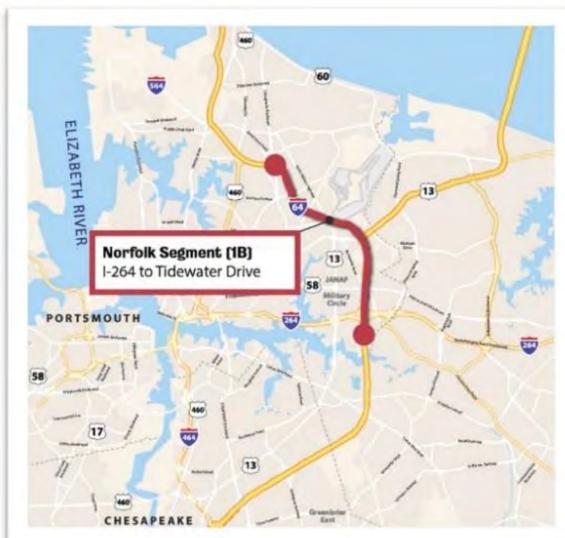
Project Schedule

Public Hearing	December 1 & 2, 2021
Request for Qualifications	November 2024
Request for Proposals	March 2025
Notice of Intent to Award	August 2025
DB Notice to Proceed	Nov 2025
Project Completion	Nov 2029
Schedule Status	On-Schedule

Project Status:

- The preliminary design continues for the RFQ release. Final RFQ plans were submitted in July 2024
- VDOT is preparing the RFQ package

<u>Enabling Funding</u>	
HRTAC	\$300,327,648*
State/Federal	<u>\$ 61,400,000</u>
	\$361,727,648



HREL Segment 2B (Chesapeake)**UPC 112923 (TIFRA)****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:

<u>Project Budget (\$24,919,901):</u>	<u>Funds Expended (as of 07/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,543,662	\$ 2,543,662	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 22,376,239	\$ 22,365,696	\$10,543
	\$ 24,909,358	

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

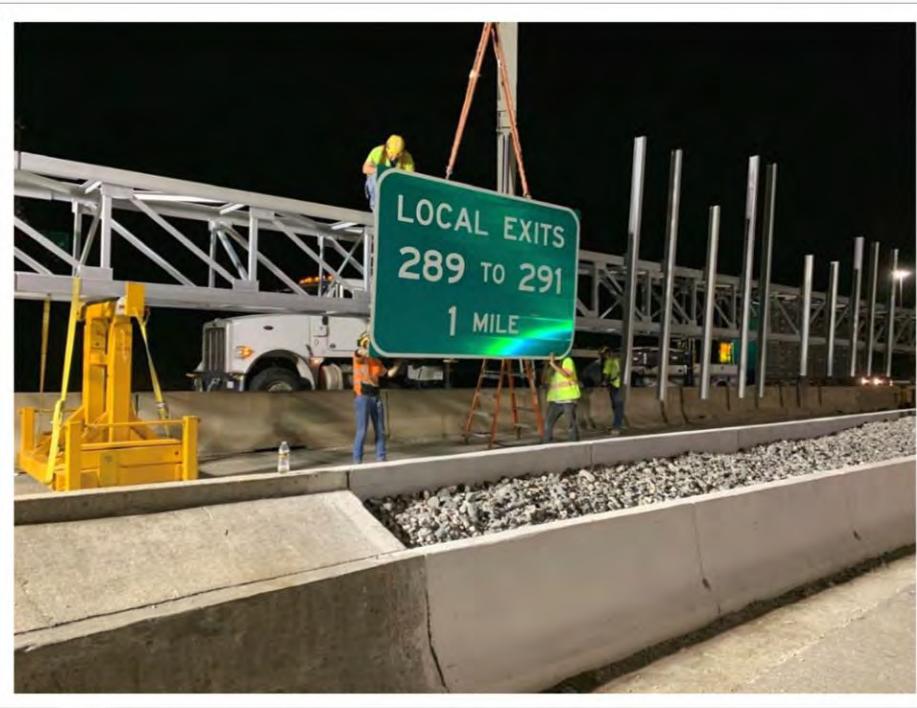
Construction Notice to Proceed	October 2020
Project Completion	September 2022
Schedule Status	Completed

Enabling Funding

TIFRA	\$ 24,919,901
State/Federal	\$ _____.
	\$ 24,919,901

Project Status:

- In final contract close out (Working on transferring funds so we can financially close project)
The HREL 2B Unveiling project was completed on 7/31/2024.

**Local Exit Sign for the Express Lanes**

HREL Segment 3**UPC 118376 (HRTAC)**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:

<u>Project Budget (\$18,789,474):</u>	<u>Funds Expended (as of 07/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 1,361,556	\$ 958,720	\$ 402,836
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 17,427,918	\$ 0	\$ 17,427,918
	\$ 958,720	

Project Schedule:

Willingness Posted	April 26, 2023 *
Design Approval	August 19, 2024 **
Advertisement	January 14, 2025**
Construction Notice to Proceed	May 2025***
Project Completion	April 2027 ***
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 18,789,474
State/Federal	\$ _____
	\$ 18,789,474

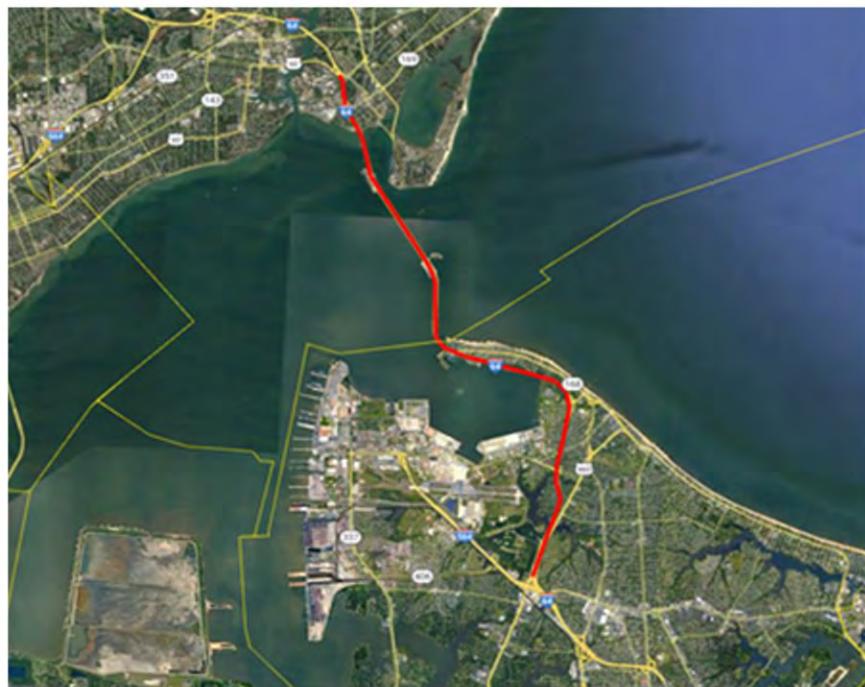
*Note: Due to no right of way phase, posting for willingness took the place of a public hearing.

**Note: Dates subject to change per ongoing design coordination with FHWA

***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:

- Scoping Approval received 04/10/24
- Seeking Design Approval
- Coordinating Pre-Advertisement (PAC) plan review with FHWA. District reviewing final plans, estimate, and schedule



HREL Segment 4A/4B (Newport News)

UPC 117839 (HRTAC) Phase 1-PE

UPC 119824 (HRTAC) PE, RW, CN

UPCs 120944, 120324, 121054 (State/Federal)

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 (\$163,527,919):*</u>	<u>Funds Expended (as of 07/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 12,391,063*	\$ 9,310,311	\$ 3,080,752
○ RW \$ 77,782	\$ 43,496	\$ 34,286
○ CN \$ 151,059,074	<u>\$ 8,612,679</u>	\$ 142,446,395
	\$ 17,966,486	

* 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.

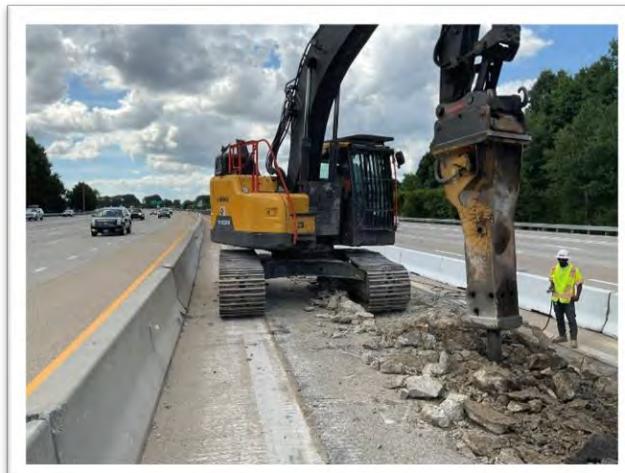
Project Schedule (Contractor – The Lane Construction Corp.):

Construction Notice to Proceed	March 2024
Project Completion	May 2027
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 142,527,909*
State/Federal	<u>\$ 21,000,000</u>
	\$ 163,527,919

Project Status:

- Daytime short-term shoulder closures from Denbigh Blvd. to LaSalle Ave. through summer 2024 continue to facilitate silt fence installation and conduit installation.
- Outside lane closures using concrete barrier on I-64 EB/WB from I-664 interchange to LaSalle Ave continue to facilitate ongoing shoulder widening.
- Inside shoulder closures using concrete barrier on I-64 EB/WB from Jefferson Ave. to J. Clyde Morris Blvd continue to facilitate demolition of existing median barrier and installation of new drainage, overhead signs, and median barrier.
- Construction on the I-64 EB/WB bridges over LaSalle Ave is expected to start in early fall 2024.



Demolition of I-64 Median Barrier

HREL Segment 4C (Hampton)

UPC 117841 (HRTAC) Phase 1- PE
UPC 119638 (HRTAC) PE, RW, CN
UPC 120880 (State/Federal)

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:

<u>Project Budget (\$407,922,054):</u>	<u>Funds Expended (as of 07/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 6,167,176	\$ 6,207,235	- \$ 40,059
○ RW \$ 8,000,000	\$ 1,609,069	\$ 6,390,931
○ CN \$ 393,754,878	<u>\$122,165,879</u>	\$ 271,588,999
	\$129,982,183	

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

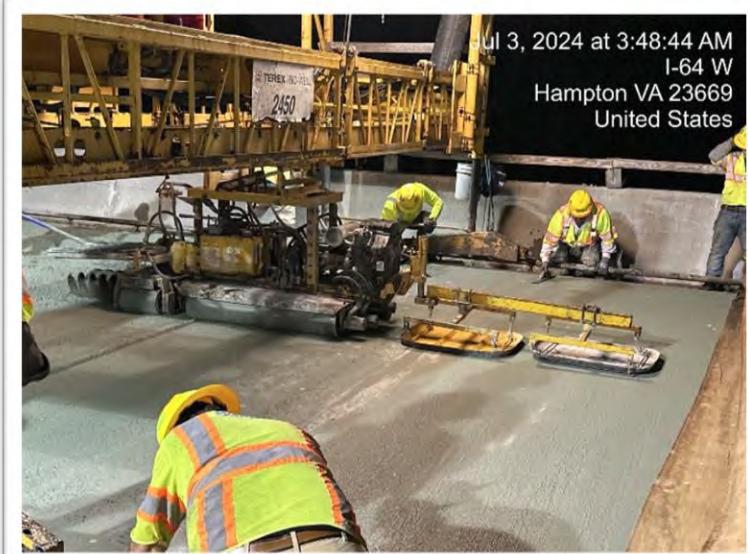
DB Notice to Proceed	August 1, 2022
All Lanes Open to Traffic	November 2026
Project Completion	December 2026
Schedule Status	On-Schedule

Enabling Funding

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

Project Status:

- JPA Environmental Permit was approved in September 2023. USCG Permit approved in March 2024
- 100% Roadway Plans and Bridge Plans are approved
- Received revised Signing and Pavement Marking Plans for incorporation of the Part-Time Shoulder Lane (PTSL) from Design Build Team and provided initial comments. Design Build Team developing revised roadway and ITS designs for incorporation of the PTSL
- Traffic switch onto EB 64 Hampton River bridge has been implemented
- Bridge rehabilitation work on the WB Hampton River, Rip Rap Road, King Street and Settlers Landing bridges are underway. One through lane in each direction on Settlers Landing Road will be closed for approximately one year
- Roadway widening and reconstruction work in the median continues



HREL 4C latex concrete overlay installation at the WB I-64 bridge over the Hampton River

I-64/I-464 Interchange Exit 291 Ramp Improvements**UPC 123322 (HRTAC)**
UPC 120375 (State Federal)**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:

<u>Project Budget (\$155,380,374):</u>	<u>Funds Expended (as of 07/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 4,420,000	\$ 2,450,988	\$ 1,969,012
○ RW \$ 1,276,469	\$ 0	\$ 1,276,469
○ CN \$149,683,905	<u>\$ 8,114,066</u>	\$ 141,569,839
	\$ 10,564,993	

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

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

<u>Enabling Funding</u>	
HRTAC	\$ 15,380,374
State/Federal	<u>\$ 140,000,000</u>
	\$ 155,380,374

Project Status:

- Project Awarded to Joseph B. Fay Company
- Scope validation period ended on 6/14/24 and meeting held on July 30, 2024.
- Bridge inspections, geotechnical explorations, schedule development, and preliminary design are ongoing
- Roadway ROW plan comment responses were received on July 15, 2024.
- Bridge Stage 1 report for B680 was approved on July 22, 2024.
- Bridge Stage 1 report for B679 was submitted on July 26, 2024.

**Supplemental Borings on Exit 291 Ramp**

OTHER MAJOR PROJECTS

I-264/I-64 Interchange Phase III-A	In Design
Bowers Hill Interchange IAR	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-264/I-64 Interchange Phase III-A

UPCs 106693, 125602 (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:

<u>Project Budget (\$524,516,000):</u>	<u>Funds Expended (as of 06/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
o PE \$ 9,380,000	\$ 6,717,534	\$ 2,662,466
o RW \$ 8,037,000	\$ 0	\$ 8,037,000
o CN \$ 507,099,000	\$ 0	\$ 507,099,000
	\$ 6,717,534	

Project Schedule:

IMR Final Approval	October 2020
Complete Preliminary Design	January 2023
Start DB Contract Development and Procurement	February 2024
Request for Qualifications	July 2025
Request for Proposals	December 2025
Notice of Intent to Award	May 2026
DB Notice to Proceed	August 2026
Project Completion	April 2030
Schedule Status	On-Schedule

Enabling Funding

HRTAC \$ 524,516,000
State/Federal \$ _____.
 \$ 524,516,000

Project Status:

- Preliminary design and plans for Subproject III-A complete
- Continued coordination with HREL 1B project
- Geotechnical Field Investigation complete. Draft GDR received 07/30/24 for review
- Seeking approvals for Design Waivers and Exceptions
- PFI meeting held 06/10/24. Draft Public Hearing Plans received 07/12/24 for review
- 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 IAR

UPC 122714 (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:

<u>Project Budget (\$11,904,630):</u>	<u>Funds Expended (as of 07/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 11,904,630	\$ 7,094,397	\$ 4,810,233
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	<u>\$ 0</u>	<u>\$ 0</u>
	<u>\$ 7,094,397</u>	

Study Schedule:

Begin NEPA Process	July 2020
Preferred NEPA Alternative Recommendation	February 2022
NEPA Completion	Summer 2024*
IAR Consultant NTP	June 2023
Citizen Information Meeting	December 2024
IAR Completion	June 2025
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 11,904,630
State/Federal	\$ _____.
	\$ 11,904,630

*Pending FHWA's final decision on the Record of Decision (ROD)

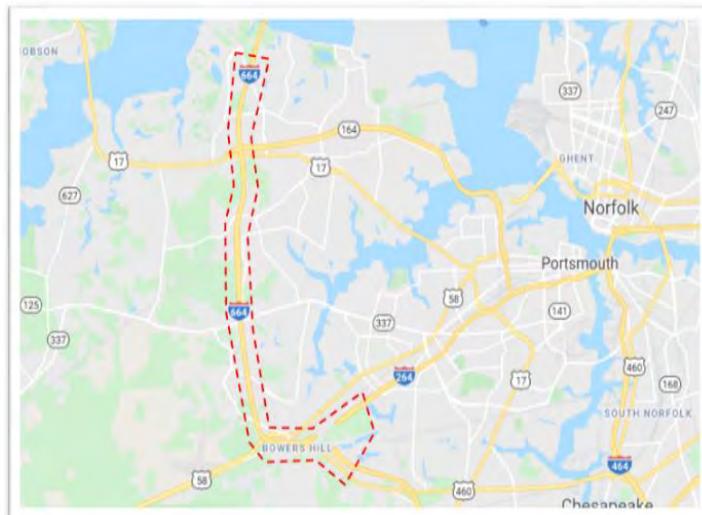
Study Status:

NEPA

- VDOT is working to resolve federal agency comments from the August 2023 public hearing for the Draft EIS
- Comment resolution taking longer than expected, therefore, dates for the FEIS and ROD approvals are uncertain
- VDOT leadership is engaged in working on a path forward with FHWA to complete the study
- Ongoing work with FHWA, addressing comments with stormwater and wetlands.

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
- Level II alternative screening has been completed
- A preferred alternative will be determined by November 2024



I-64/I-464 Interchange IAR

Study Scope:

Study and develop an IAR of the entire interchange

Study Financial Summary:

Project Budget (\$2,500,000):	Funds Expended (as of 07/31/2024):	Budget Remaining (+) / Overrun (-):
o PE \$ 2,500,000	\$ 928,675	\$ 1,571,325
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 928,675	

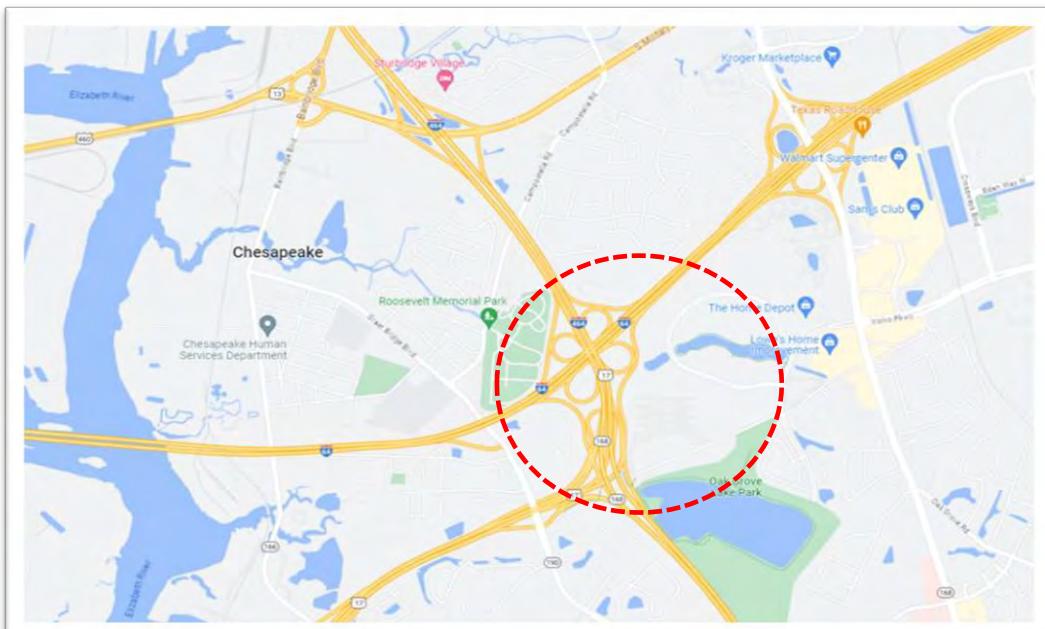
Study Schedule:

Study Authorization	January 2023
LD-459 Framework Document	April 2023
Preferred Alternatives	April 2024
Citizen Information Meeting	July 2024
Final IAR Submission	October 2024
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 2,500,000
State/Federal	\$ _____.
	\$ 2,500,000

Study Status:

- o Framework Document signed and approved April 14, 2023
- o Data Collection completed in the first week of May 2023
- o No Build Forecasting approved November 21, 2023
- o Existing Conditions package approved November 21, 2023
- o The Preferred Alternative was selected on April 26, 2024 and is undergoing review for operations, constructability, and phasing
- o The Citizens Information Meeting was held on July 24, 2024



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 07/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
o PE \$ 1,250,000	\$ 295,686	\$ 954,314
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 295,686	

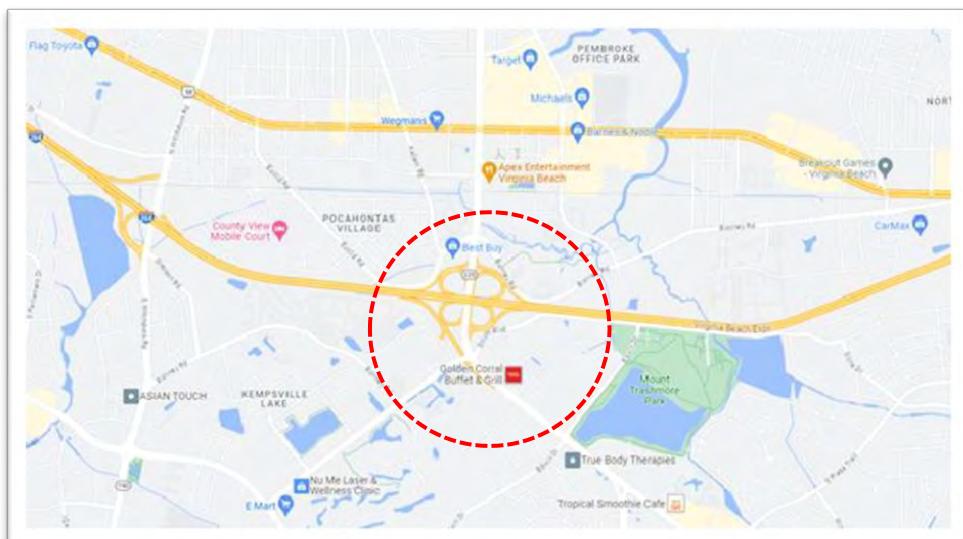
Study Schedule:

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

<u>Enabling Funding</u>	
HRTAC	\$ 1,250,000
State/Federal	\$ _____.
	\$ 1,250,000

Study Status:

- o Tier 1 concept developments are underway and preliminary coordination on the concepts occurred during the last two weeks of July with VDOT and the City.
- o No-Build Model development is ongoing.
- o VDOT/Consultant Coordination meeting on held on 08/01 to discuss status of IAR
- o Next Steps: Stakeholder meeting expected to occur once concepts have been modified.



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 0.41 mi. North of Rte 173 (Denbigh Blvd.) to 0.41 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):	Funds Expended (as of 07/31/2024):	Budget Remaining (+) / Overrun (-):
○ PE \$ 17,712,000	\$ 1,026,491	\$ 16,685,509
○ RW \$ 8,931,026	\$ 0	\$ 8,931,026
○ CN \$161,420,044	\$ 0	\$ 161,420,044
	\$ 1,026,491	

Project Schedule:

Public Hearing	June 2024
Advertisement	April 2030
Construction Notice to Proceed	August 2030
Fixed Completion Date	July 2034
Schedule Status	On-Schedule

Enabling Funding	
HRTAC	\$ 188,063,070
State/Federal	\$ _____.
	\$188,063,070

Project Status:

- FI Plans in development
- Value Engineering to be held in August, 2024
- NEPA Draft EA FONSI anticipated in September 2024

