

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:

<u>Project Budget (\$175,832,897):</u>	<u>Funds Expended (as of 03/31/2020):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 6,000,000	\$ 2,863,796	\$ 0
○ RW \$ 1,511,548	\$ 523,155	\$ 0
○ CN \$ 168,321,349	<u>\$ 151,519,932</u>	<u>\$ 0</u>
	\$ 154,906,883	

Project Schedule:

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

Enabling Funding

HRTAC	\$ 175,832,897
State/Federal	\$ _____.
	\$ 175,832,897

Project Status:

- In final contract close out

**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 03/31/2020):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,328,577	\$ 0
○ RW \$ 12,000,000	\$ 540,304	\$ 0
○ CN \$ 222,045,973	<u>\$ 94,760,730</u>	<u>\$ 0</u>
	\$100,629,611	

Project Schedule:

Notice To Proceed	January 2018
Project Completion	September 2021
Schedule Status	On-Schedule

Enabling Funding

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

Project Status:

- Eastbound and Westbound traffic is operating in the outside lanes
- Earthwork and asphalt pavement construction continue throughout the project corridor
- Bridge widening construction underway at the Lakeshead Drive & Colonial Pkwy bridges
- Traffic switch onto newly constructed Westbound Queens Creek Bridge scheduled for mid-April

**Colonial Parkway Bridge Construction (Looking South)**

I-64/I-264- Phase IProject 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 03/31/2020):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,436,867	\$ 8,865,804
○ CN \$ 137,023,653	<u>\$ 117,365,068</u>	\$ 0
	\$ 147,937,242	

Project Schedule:

Notice To Proceed	October 2016
Project Completion	October 2019
Schedule Status	Project entering Contract Close Out phase

Project Status:

- Final grading and stabilization throughout the project
- Contractor performing final punch list items

Enabling Funding

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



Interchange opened and operational

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
- 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 03/31/2020):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 53,049,232	\$ 0
○ CN \$ 126,028,411	<u>\$ 54,228,233</u>	<u>\$ 0</u>
	\$ 121,360,275	

Project Schedule:

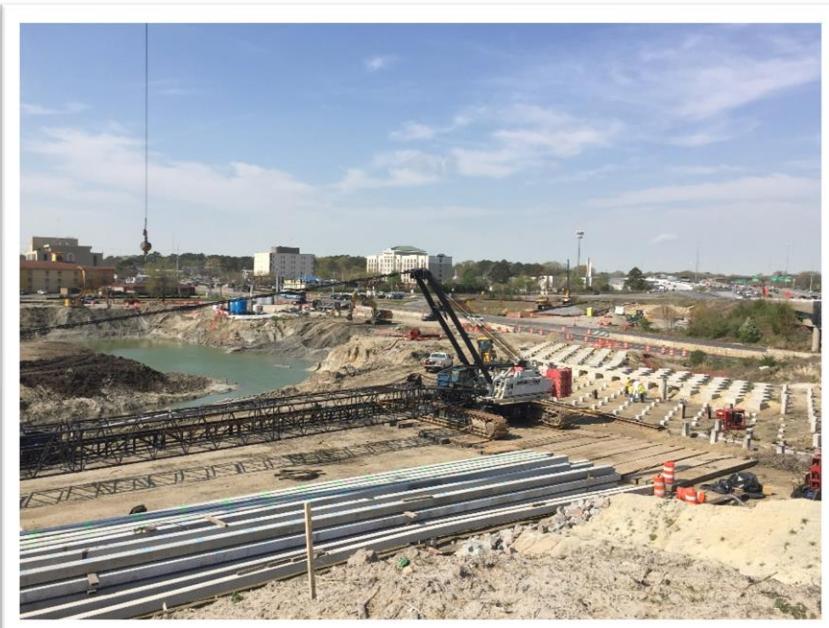
Award	December 2017
Notice to Proceed	February 2018
Projected Completion	September 2021
Schedule Status	On-Schedule

Enabling Funding

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

Project Status:

- Completed piles I-264 Flyover Pier Two
- Commenced drilled shaft construction I-264 Median for Flyover Pier One
- Completed temporary on-ramp from Witchduck Road to I-264 EB



**West end of project limits Newtown and Greenwich Roads Intersection
Showing Storm Water Management Pond and Ground Improvement Piles**

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 03/31/2020):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 12,200,000	\$ 12,189,098	\$ 0
○ RW \$ 18,726,000	\$ 10,247,885	\$ 0
○ CN \$ 493,687,765	<u>\$ 169,727,209</u>	<u>\$ 0</u>
	\$ 192,164,192	

Project Schedule:

Award	October 2017
Notice to Proceed	November 2017
Project Completion	July 2021
Schedule Status	Behind Schedule

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

Project Status:

- VDOT continues to respond to RFIs, NDCs, NCRs and submittals as needed
- All ROW parcels have been acquired and/or cleared for construction
- HRB substructure construction (piles, footings, columns, caps) continues
- Fender system construction continues
- Construction of both Great Bridge Blvd Bridge abutments, approach fills/MSE walls, pier foundation continues
- Construction of I-64 Bridge Widening over Military Highway, Yadkin Road, and Shell Road continues
- Clearing and grubbing, earthwork, drainage, roadway widening continues on all 5 roadway segments

**HRB (Panoramic View)**

I-64/I-264- Phase III

UPC 106693 (HRTAC)

Project Scope:

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

- Includes I-64 Eastbound (EB) movements to I-264
- Includes I-264 movements to I-64

Project Financial Summary:

Project Budget (\$10,000,000):

- PE \$ 10,000,000
- RW \$ 0
- CN \$ 0

Funds Expended (as of 03/31/2020):

\$ 2,130,856	
\$ 0	
<u>\$ 0</u>	
\$ 2,130,856	

Projected Cost Over/(Under):

\$ 0	
\$ 0	
\$ 0	

Project Schedule:

IMR Submittal to FHWA

December 2019

IMR Conditional Approval

Spring 2020

Schedule Status

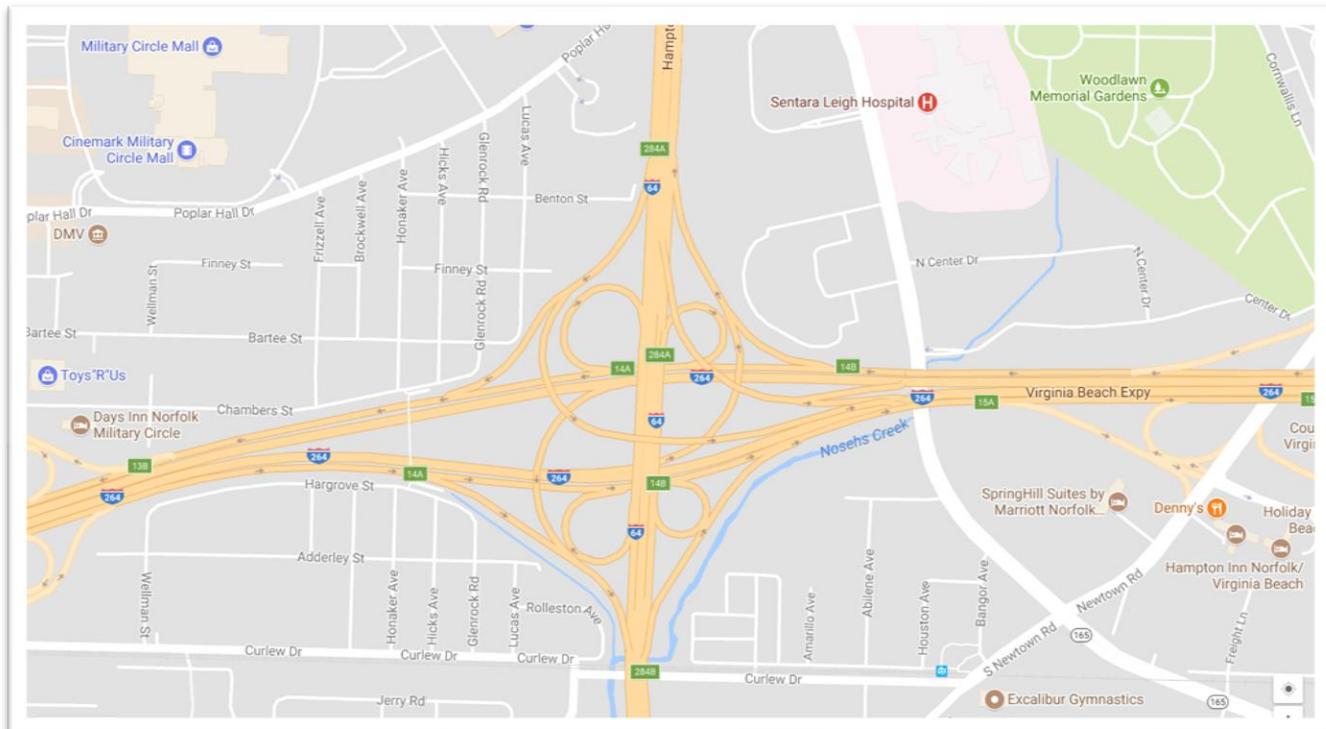
On-Schedule

Enabling Funding

HRTAC	\$ 10,000,000
State/Federal	\$ _____.
	\$ 10,000,000

Project Status:

- Final signed and sealed IMR submitted to Central Office for approval on March 25, 2020
- Final signed and sealed IMR has also been submitted to the FHWA for their approval



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).

Study Financial Summary:

<u>Project Budget (\$4,000,000):</u>	<u>Funds Expended (as of 03/31/2020):</u>	<u>Projected Cost Over/(Under):</u>
o PE \$4,000,000	\$ 1,980,184	\$ 0
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	<u>\$ 1,980,184</u>	

Study Schedule:

Begin NEPA Process
Completion

April 2020
December 2023

<u>Enabling Funding</u>	
HRTAC	\$ 4,000,000
State/Federal	\$ _____.
\$ 4,000,000	

Study Status:

- o Modify scope to expand study area to include I-664 from Bowers Hill to College Drive in accordance with HRTPO resolution regarding express lanes
- o Milestone schedule developed showing Final Environmental Impact Statement (EIS) and Record of Decision (ROD) by early 2023. This schedule assumes one EIS document for entire corridor with phased construction. VDOT is pursuing FHWA concurrence for this approach

