

**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 10/31/2020):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 6,000,000	\$ 2,869,659	\$ 0
○ RW \$ 1,511,548	\$ 523,328	\$ 0
○ CN \$ 168,321,349	<u>\$ 151,609,682</u>	\$ 0
	\$ 155,002,669	

**Project Schedule:**

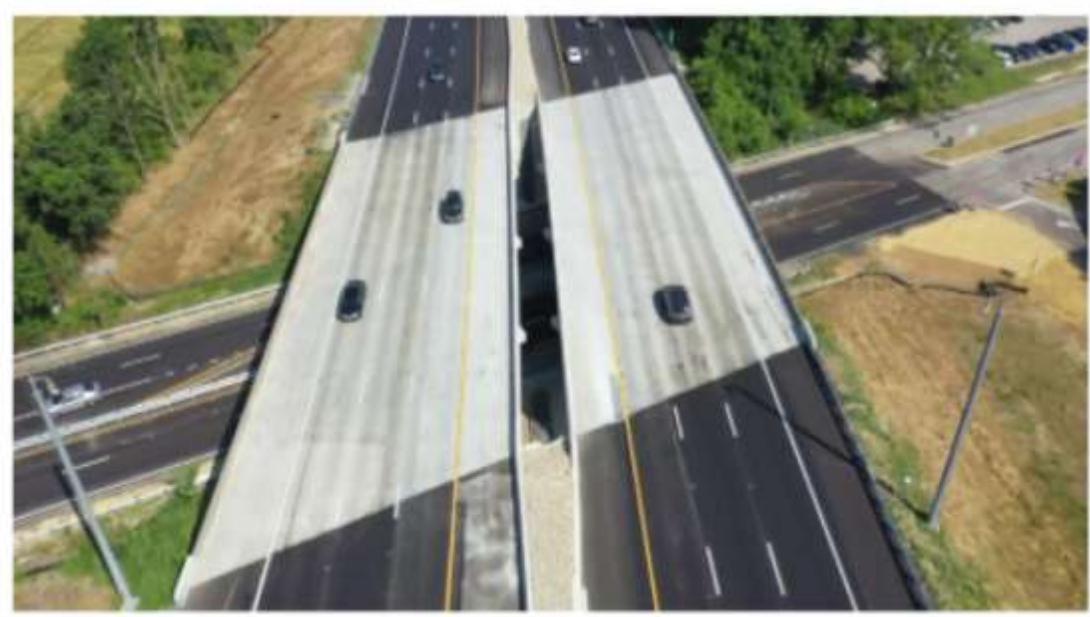
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

**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 10/31/2020):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,503,481	\$ 0
○ RW \$ 12,000,000	\$ 605,538	\$ 0
○ CN \$ 222,045,973	<u>\$123,225,032</u>	<u>\$ 0</u>
	\$129,334,051	

**Project Schedule:**

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

<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:**

- Eastbound and Westbound traffic continues to be switched from the outside lanes to inside lanes
- Bridge widening construction underway at the Lakeshead Drive and Colonial Pkwy bridges
- Demolition of the existing Eastbound Queens Creek Bridge is complete and new bridge construction is underway
- Noisewall construction is underway between the eastern project limits and the Queens Creek bridges



**Eastbound noisewall construction on east end of project**

### 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 10/31/2020):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,449,638	\$ 8,878,575
○ CN \$ 137,023,653	<u>\$ 119,711,756</u>	\$ 0
	\$ 150,296,701	

#### Project Schedule:

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



**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
- 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 10/31/2020):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 54,452,566	\$ 59,900
○ CN \$ 126,028,411	\$ 77,625,643	\$ 0
	\$ 146,161,019	

#### 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	\$ 66,754,249
	\$ 194,503,887

#### Project Status:

- Ground improvement piles for widening of bridge at Newtown Road (B601) west side 80%
- Ground improvements piles for widening of Bridge B602 east side 50%
- Deck reinforcing steel for Greenwich Road Flyover 40%, projected first deck placement mid-November
- Surcharge in place for B621 bridge approach to Greenwich Road Flyover
- Utility and storm sewer work along Greenwich, Witchduck and Grayson continues



**Newtown Bridge (B601) Preparing for Abutment Piles**

**Deck Reinforcing Steel on Flyover Bridge**

**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 10/31/2020):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 12,200,000	\$ 12,189,098	\$ 0
○ RW \$ 18,726,000	\$ 10,559,505	\$ 0
○ CN \$ 493,687,765	<u>\$ 219,836,035</u>	<u>\$ 0</u>
	\$ 242,584,638	

**Project Schedule:**

Award	October 2017
Notice to Proceed	November 2017
Project Completion	December 2022 *
Schedule Status	On Schedule

**Enabling Funding**

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

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

**Project Status:**

- HRB substructure construction (piles, footings, columns, caps) continues. Superstructure beam erection continues
- Great Bridge Blvd Bridge substructures, approach fills/MSE walls, and beams completed. Deck forming continues
- Construction of substructures on I-64 Bridge Widenings over Military Highway, Yadkin Road, and Shell Road continues
- Clearing and grubbing, earthwork, drainage/stormwater, roadway widening continues on all five roadway segments
- Construction of pavement on West 1 roadway segment and special wall on West 3 roadway segment continues

**Piers 1-8****Piers 8-17****Piers 18-26****Piers 25-36****(High Rise Bridge Looking West)**

**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:**

<u>Project Budget (\$10,000,000):</u>	<u>Funds Expended (as 10/31/2020):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 2,276,479	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 2,276,479	

**Project Schedule:**

IMR Submittal to FHWA	December 2019
IMR Conditional Approval	Spring 2020
Schedule Status	On-Schedule

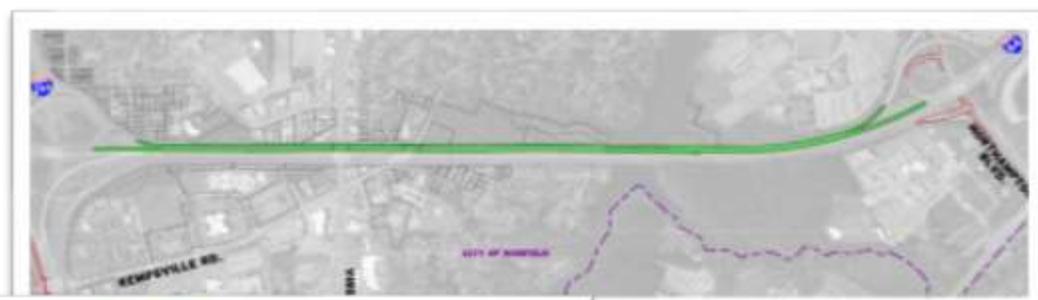
Enabling Funding

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

**Project Status:**

- Final signed and sealed IMR submitted to FHWA for approval on May 27, 2020. Revised IMR addressing the FHWA's comments was resubmitted on September 16, 2020
- FHWA approval on the updated/revised IMR is expected soon
- In coordination with HRTPO, Subproject I submitted for Round 4 Smart Scale application. Subproject I widens eastbound I-64 to five lanes from the Northampton Boulevard interchange to I-264

**Subproject I**  
(originally part of  
Subproject A)



## 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.

## Study Financial Summary:

<u>Project Budget (\$4,000,000):</u>	<u>Funds Expended (as of 10/31/2020):</u>	<u>Projected Cost Over/(Under):</u>
o PE \$ 4,000,000	\$ 2,444,462	\$ 0
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	<u>\$ 0</u>	\$ 0
	\$ 2,444,462	

## Study Schedule:

Begin NEPA Process	July 2020
Completion	December 2023
Schedule Status	On-Schedule

Enabling Funding

### Study Status:

- VDOT briefed the TTAC working group on Purpose and Need at the September 25 meeting
- Field work underway
- The study's online Purpose and Need survey for the public's participation began mid-September and the second newsletter was sent out on September 18

