

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 01/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 6,000,000	\$ 2,869,659	\$ 0
○ RW \$ 1,511,548	\$ 524,227	\$ 0
○ CN \$ 168,321,349	<u>\$ 151,687,513</u>	\$ 0
	\$ 155,081,399	

Project Schedule:

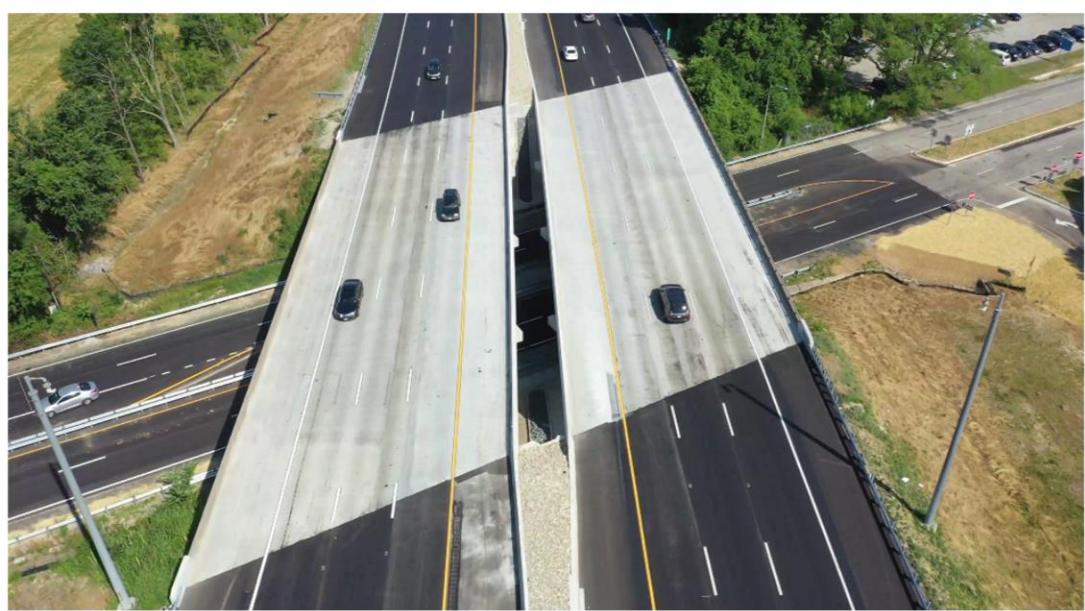
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

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 01/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,573,152	\$ 0
○ RW \$ 12,000,000	\$ 628,153	\$ 0
○ CN \$ 222,045,973	<u>\$142,448,850</u>	<u>\$ 0</u>
	\$148,650,155	

Project Schedule:

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

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:

- Eastbound and Westbound traffic has been switched from the outside lanes to inside lanes
- Bridge widening construction complete at the Colonial Parkway 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

**Concrete bridge deck placement at the EB Queens Creek Bridge**

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 01/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,450,538	\$ 8,879,475
○ CN \$ 137,023,653	<u>\$ 120,619,168</u>	\$ 0
	\$ 151,205,013	

Project Schedule:

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

Enabling Funding

HRTAC	\$ 152,094,716
State/Federal	\$ 6,635,307
	\$ 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 01/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 54,468,354	\$ 75,688
○ CN \$ 126,028,411	\$ 87,194,404	\$ 0
	\$ 155,745,568	

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:

- B601 (Newtown Bridge) Abutment A ground improvement pile caps complete. Installing wick drains
- Ground improvements piles for widening of Bridge B602 east side 100%, west side 81% complete
- Greenwich Road Flyover; deck sections and approach slabs complete, installing expansion tooth joints
- Surcharge released for B621 – Approach work to Flyover on southside beginning
- Utility and storm sewer work along Greenwich, Grayson, and Cleveland continues

**Base Mix Asphalt Complete on CD Lanes East of Newtown****Overhead Sign Structure east of Top Golf Installed**

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 01/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 12,200,000	\$ 12,189,098	\$ 0
○ RW \$ 18,726,000	\$ 10,614,201	\$ 0
○ CN \$ 493,687,765	<u>\$ 240,405,106</u>	\$ 0
	\$ 263,208,405	

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 (piles, footings, columns, caps) continues. Superstructure (beam erection, deck forming) and approach fills/MSE walls continues
- Great Bridge Blvd Bridge substructures, approach fills/MSE walls, beams, decks completed. Deck closure pour 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

**(Panoramic View of High Rise Bridge Looking North)**

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 01/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 2,308,644	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 2,308,644	

Project Schedule:

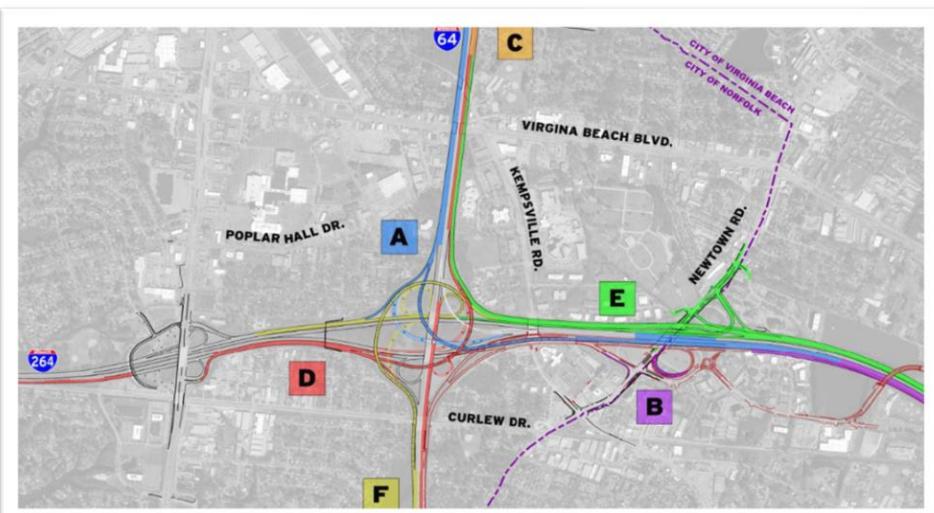
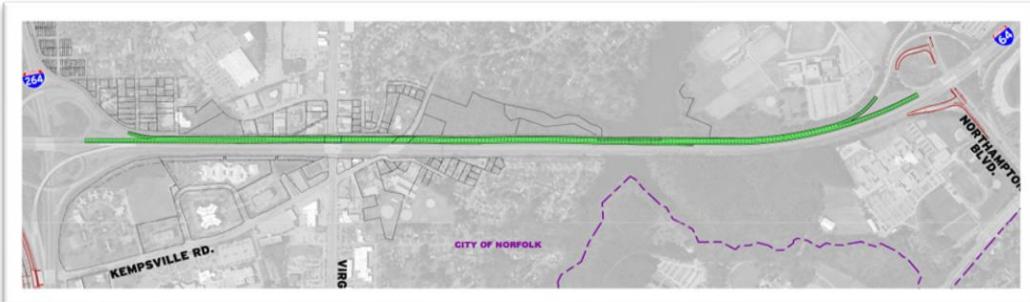
IMR Submittal to FHWA	December 2019
IMR Conditional Approval	Spring 2020
IMR approved by FHWA	October 30, 2020
Advance to Design	Waiting for Funding

<u>Enabling Funding</u>	
HRTAC	\$ 10,000,000
State/Federal	\$ _____.
	\$ 10,000,000

Project Status:

- 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:

Project Budget (\$4,000,000):	Funds Expended (as of 01/31/2021):	Projected Cost Over/(Under):
○ PE \$4,000,000	\$ 2,977,115	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 2,977,115	

Study Schedule:

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

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

Study Status:

- The study's newsletter went out on January 15, 2021
- VDOT updated the TTAC working group at their January 22, 2021 meeting to discuss the range of concepts. VDOT is planning to discuss the study with the working group at their February meeting.
- VDOT is coordinating monthly with agencies to discuss range of options and will continue until anticipated agency concurrence in May 2021.
- A public comment opportunity is scheduled for March 2021 where the range of concepts will be presented to the public through a Citizen Comment Opportunity. Meeting materials will be posted to the study's website on February 12, 2021 with a virtual presentation on March 15, 2021. The citizen comment period will end on March 25, 2021.

