

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 (\$175,832,897):

- PE \$ 6,000,000
- RW \$ 1,511,548
- CN \$ 168,321,349

Funds Expended (as of 06/30/2021):

\$ 2,869,659
\$ 527,723
\$ 151,706,136
\$ 155,103,518

Projected Cost Over/(Under):

\$ 0
\$ 0
\$ 0

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)

HRTAC Program Development Monthly Executive Report July 2021

Hampton Roads District
7511 Burbage Drive
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:

<u>Project Budget (\$244,045,973):</u>	<u>Funds Expended (as of 06/30/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,621,329	\$ 0
○ RW \$ 12,000,000	\$ 753,449	\$ 0
○ CN \$ 222,045,973	<u>\$163,261,090</u>	\$ 0
	\$169,635,868	

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 construction work has been completed at the Lakeshead & Colonial Parkway bridges
- Demolition and pile installation of the Westbound Queens Creek Bridge is underway
- Noisewall construction completed



Interim milestone achieved of opening eastbound 3rd lane after Exit 238

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7511 Burbage Drive
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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:

Project Budget (\$158,730,023):

- PE \$ 10,135,307
- RW \$ 11,571,063
- CN \$ 137,023,653

Funds Expended (as of 06/30/2021):

\$ 10,135,307
\$ 20,452,146
\$ 120,992,298
\$ 151,579,751

Projected Cost Over/(Under):

\$ 0
\$ 8,881,083
\$ 0

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)

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Hampton Roads District
7511 Burbage Drive
Suffolk

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 06/30/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 54,506,181	\$113,515
○ CN \$ 126,028,411	<u>\$ 99,793,886</u>	\$ 0
	\$ 168,382,877	

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:

- B601 (Newtown Bridge), Footer for Abutment A 100%
- B602 (RR Bridge) Pier caps 100%
- B603 (I-264 Flyover Bridge) open March 8 to two-way traffic. Cleveland Street widening 80%
- I-264 widening east of Witchduck Road 80%
- Greenwich Road widening (south side) 70%



B602 (RR Bridge) Pier Caps Complete



Flyover Approach – East Side Sidewalk

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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 6/30/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 12,200,000	\$ 12,189,098	\$ 0
○ RW \$ 18,726,000	\$ 10,762,416	\$ 0
○ CN \$ 493,687,765	<u>\$ 276,418,142</u>	\$ 0
	\$ 299,369,656	

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 are completed; footings, columns, caps continue. HRB Superstructure – beam erection, deck forming, deck pours continue. Approach fills/MSE walls continue
- Great Bridge Blvd Bridge – Bridge construction completed. Approach roadway, MSE wall copings/moment slabs continue
- I-64 Bridge Widening over Military Highway, Yadkin Road, and Shell Road – substructures completed. The superstructures (beam erection, deck forming) are underway
- Earthwork, drainage/stormwater, roadway fill, retaining walls, ITS, continue on all five roadway segments
- Construction of pavement on Segment West 1, special design wall on West 3, noise barriers on East 1 and 2 continue



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

Project Financial Summary:

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

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

Funds Expended (as 06/30/2021):

\$ 2,313,185
\$ 0
\$ 0
\$ 2,313,185

Projected Cost Over/(Under):

\$ 0
\$ 0
\$ 0

Project Schedule:

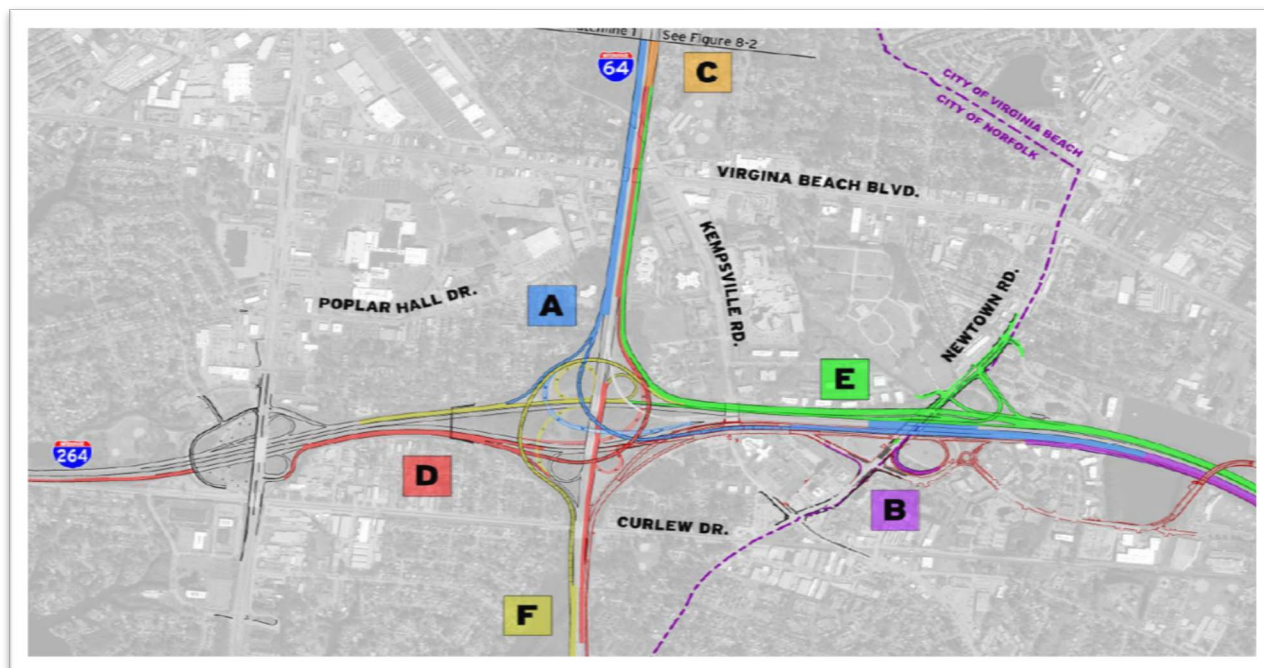
IMR Submittal to FHWA	December 2019
IMR Conditional Approval	Spring 2020
IMR Final Approval	October 2020
Subproject III-A – Consultant NTP	November 2021
Schedule Status	On Schedule

Enabling Funding

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

Project Status:

- IMR is complete
- Advancing the development of Subproject III-A that will include the NEPA study, preliminary design, and updated project cost estimate
- Negotiating and developing a supplemental agreement with consultant for the Subproject III-A engineering services



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

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Suffolk

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 (\$7,904,630):</u>	<u>Funds Expended (as of 06/30/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 7,904,630	\$ 3,534,722	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 3,534,722	

Study Schedule:

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

Enabling Funding

HRTAC	\$ 7,904,630
State/Federal	\$ _____
	\$ 7,904,630

Study Status:

- VDOT briefed CTB in June
- FHWA Notice of Intent anticipated in July and will be accompanied by VDOT public outreach
- Technical studies and traffic analyses continue to progress

