

HRTAC Program Development Monthly Executive Report June 2021

Hampton Roads District
7511 Burbage Drive
Suffolk

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 05/31/2021):

\$ 2,869,659
\$ 527,723
\$ 151,705,606
\$ 155,102,988

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)

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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 05/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,619,765	\$ 0
○ RW \$ 12,000,000	\$ 743,811	\$ 0
○ CN \$ 222,045,973	<u>\$158,413,531</u>	\$ 0
	\$164,777,107	

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
- Eastbound Queens Creek Bridge construction is complete with demolition of the Westbound Bridge underway
- Noisewall construction is underway between the eastern project limits and the Queens Creek bridges



Demolition of the existing Westbound Queens Creek Bridge

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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 05/31/2021):

\$ 10,135,307
\$ 20,451,797
\$ 120,858,259
\$ 151,445,363

Projected Cost Over/(Under):

\$ 0
\$ 8,880,734
\$ 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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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:

Project Budget (\$194,503,887):	Funds Expended (as of 05/31/2021):	Projected Cost Over/(Under):
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 54,503,534	\$110,868
○ CN \$ 126,028,411	<u>\$ 97,505,631</u>	\$ 0
	\$ 166,091,975	

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), Abutment A piles 100%
- B602 (RR Bridge) Abutment A piles 95%, Abutment B piles 100%, pier column stems 100%
- B603 (I-264 Flyover Bridge) open March 8 to two-way traffic. Cleveland Street widening 60%
- I-264 widening east of Witchduck Road 70%
- Eastbound I-264 on-ramp at roundabout open to traffic April 28 and Ramp at Newtown closed to traffic



Newtown Road Bridge Center Pier and East Abutment



Widening along Cleveland Street

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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:

Project Budget (\$524,613,765):

- PE \$ 12,200,000
- RW \$ 18,726,000
- CN \$ 493,687,765

Funds Expended (as of 5/31/2021):

\$ 12,189,098
\$ 10,756,100
\$ 266,910,157
\$ 289,855,355

Projected Cost Over/(Under):

\$ 0
\$ 0
\$ 0

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 continues). Superstructure (beam erection, deck forming) and approach fills/MSE walls continues
- Great Bridge Blvd Bridge substructures, superstructure, approach fills/MSE walls/slabs, sidewalk completed. MSE wall copings/moment slabs and parapet railing continues
- Construction of substructures on I-64 Bridge Widening over Military Highway, Yadkin Road, and Shell Road completed. Superstructures underway
- Earthwork, drainage/stormwater, roadway fill, retaining walls, ITS, continues on all five roadway segments
- Construction of pavement on Segment West 1, special design wall on West 3, noise barriers on East 2 continues



(Panoramic View of High Rise Bridge Looking North)

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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 05/31/2021):

\$ 2,311,506
\$ 0
\$ 0
\$ 2,311,506

Projected Cost Over/(Under):

\$ 0
\$ 0
\$ 0

Project Schedule:

IMR Submittal to FHWA

December 2019

IMR Conditional Approval

Spring 2020

Schedule Status

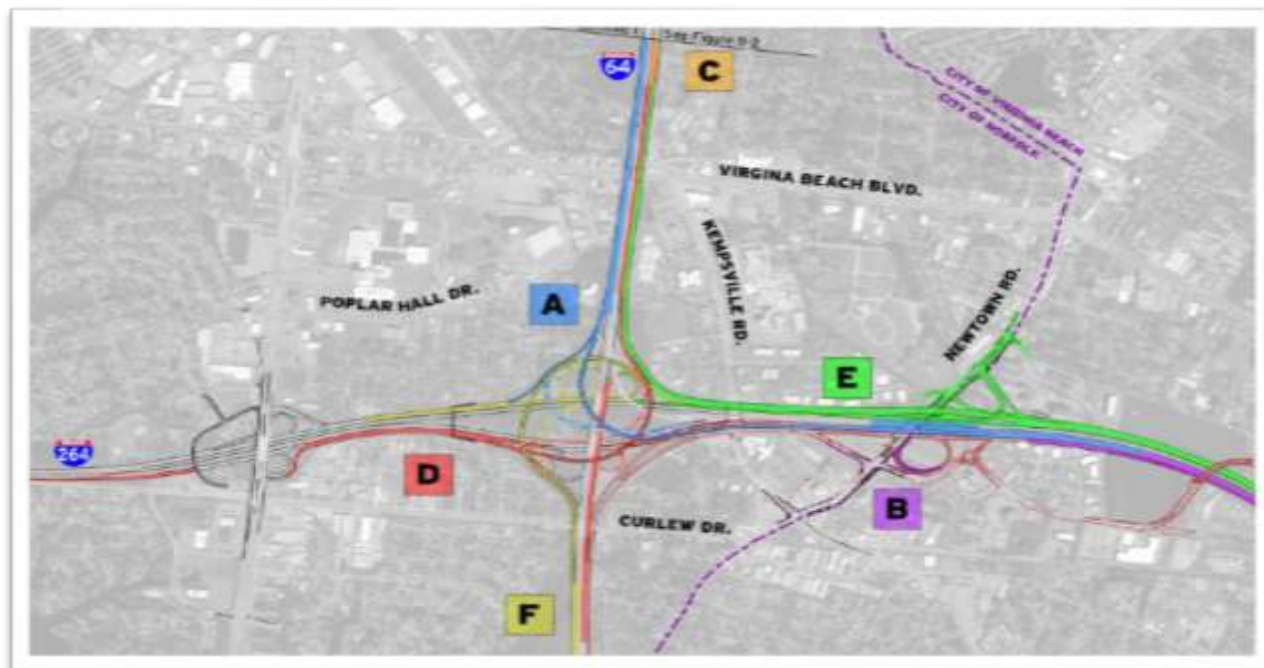
October 30, 2020

Enabling Funding

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

Project Status:

- IMR is complete.
- Subproject A:
 - Initiating NEPA Study and 30% Design Efforts.



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 05/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 7,904,630	\$ 3,529,631	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 3,529,631	

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 HRTPO working group in May and HRTPO TTAC in June
- VDOT received concurrence from the agencies on the range of alternatives in May 2021
- FHWA Notice of Intent anticipated in June and will be accompanied by VDOT public outreach
- Technical studies and traffic analyses continue to progress

