

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 04/30/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 6,000,000	\$ 2,869,659	\$ 0
○ RW \$ 1,511,548	\$ 527,484	\$ 0
○ CN \$ 168,321,349	<u>\$ 151,694,981</u>	\$ 0
	\$ 155,092,123	

Project Schedule:

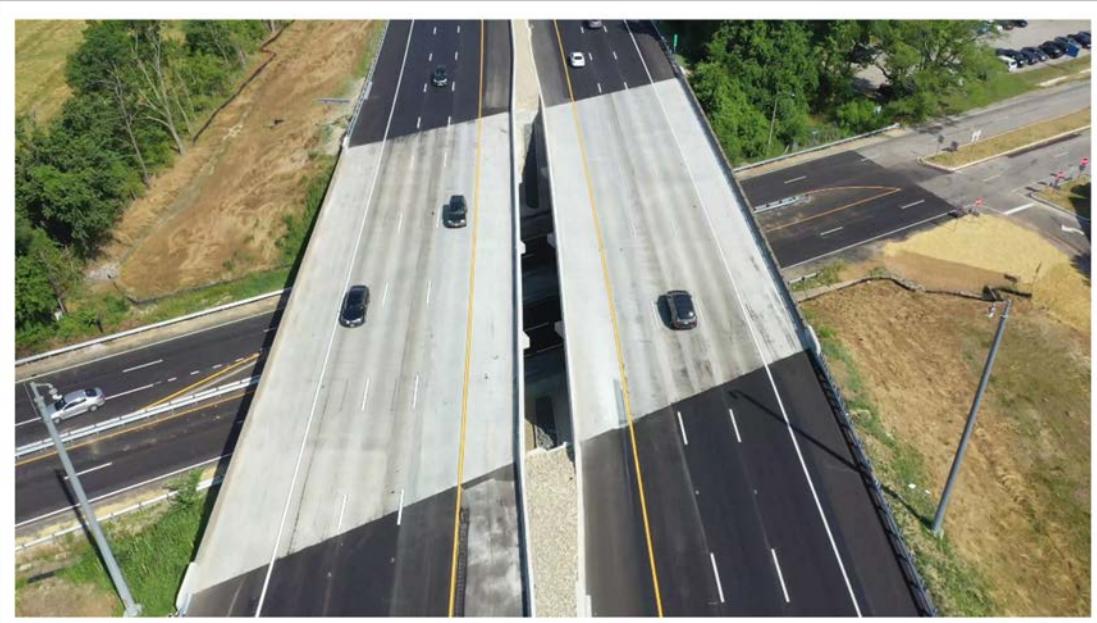
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

Project Status:

- In final contract close out

Enabling Funding

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



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 04/30/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,597,753	\$ 0
○ RW \$ 12,000,000	\$ 634,768	\$ 0
○ CN \$ 222,045,973	<u>\$148,463,085</u>	<u>\$ 0</u>
	\$154,695,606	

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 a major traffic switch scheduled for mid-May.
- Noisewall construction is underway between the eastern project limits and the Queens Creek bridges.

**Transparent noisewall construction at Eastbound 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 04/30/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,451,438	\$ 8,880,375
○ CN \$ 137,023,653	<u>\$ 120,739,810</u>	\$ 0
	\$ 151,326,556	

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 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 04/30/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 54,491,807	\$ 99,141
○ CN \$ 126,028,411	\$ 96,194,862	\$ 0
	\$ 164,769,479	

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 B 100%, Abutment A piles 100%.
- B602 (RR Bridge) Abutment A piles 60%, pier column stems 50%.
- B603 (I-264 Flyover Bridge) open March 8 to two-way traffic. MSE wall approach parapet 100%.
- Overhead sign structure #10 (east of Witchduck) set. This was the final sign spanning entire I-264.
- Eastbound I-264 on-ramp at roundabout open to traffic April 28 and Ramp to Newtown closed to traffic.

**Newtown Road Bridge Center Pier and East Abutment****New Entrance to I-264 Eastbound Open to Traffic**

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 4/30/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 12,200,000	\$ 12,189,098	\$ 0
○ RW \$ 18,726,000	\$ 10,674,494	\$ 0
○ CN \$ 493,687,765	<u>\$ 257,991,236</u>	\$ 0
	\$ 280,854,828	

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 completed. MSE wall copings/moment slabs and sidewalks continues
- Construction of substructures on I-64 Bridge Widenings over Military Highway, Yadkin Road, and Shell Road continues
- Earthwork, drainage/stormwater, roadway widening, ITS, continues on all five roadway segments
- Construction of pavement on West 1, special wall on West 3, noise barriers on E2 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 04/30/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 2,309,787	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 2,309,787	

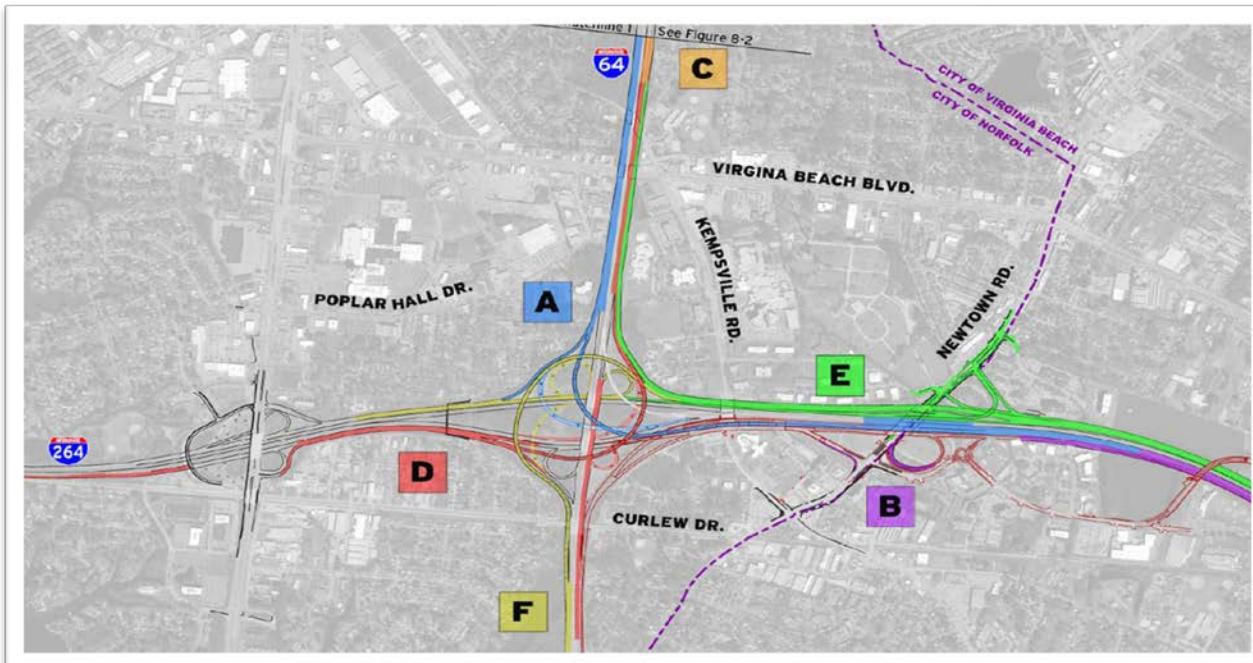
Project Schedule:

IMR Submittal to FHWA	December 2019
IMR Conditional Approval	Spring 2020
Schedule Status	October 30, 2020
Advance to Design	Waiting on Funding

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

Project Status:

- IMR is complete.
- Evaluating next steps for Subproject A
 - NEPA Study
 - Advancing to 30% design



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 (\$7,904,630):	Funds Expended (as of 04/30/2021):	Projected Cost Over/(Under):
o PE \$ 7,904,630	\$ 3,385,775	\$ 0
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 3,385,775	

Study Schedule:

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

<u>Enabling Funding</u>	
HRTAC	\$ 7,904,630
State/Federal	\$ _____.
	\$ 7,904,630

Study Status:

- o VDOT briefed HRTPO working group in April
- o VDOT is coordinating monthly with agencies to discuss range of options and will continue until anticipated agency concurrence in May 2021
- o FHWA Notice of Intent anticipated in early June and will be accompanied by VDOT public outreach
- o Agency concurrence on range of alternatives anticipated in mid May
- o Technical studies and traffic analyses continue to progress

