



MAJOR PROJECTS IN CONSTRUCTION

I-64 Peninsula Widening- Segment I	Construction Completed
I-64 Peninsula Widening- Segment II	Construction Completed
I-64 Peninsula Widening- Segment III	Construction Completed
I-64/I-264- Phase I	Construction Completed
I-64/I-264- Phase II	Under Construction
I-64 Southside Widening and High Rise Bridge Phase I	Under Construction
HREL Segment 2B (Chesapeake)	Under Construction

I-64 Peninsula Widening- Segment I**UPC 104905 (HRTAC)****UPC 111926 (State / Federal)****Project Scope:**

From 0.52 miles east of Yorktown Road/Rte 238 (Exit 247) to 1.55 miles west of Jefferson Ave/Rte 143 (Exit 255) (6.1 miles)

- Additional 12' wide travel lanes and 12' wide shoulders within the existing median space
- Replacement of the Industrial Park Drive bridges, and repair and widening of 4 bridges and 2 major culverts
- Strengthened shoulder lane from Ft Eustis Blvd Interchange to Jefferson Avenue Interchange

Project Financial Summary:

<u>Project Budget (\$114,000,000):</u>	<u>Funds Expended (as of 12/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 2,738,567	\$ 2,738,567	\$ 0
○ RW \$ 32,494	\$ 32,494	\$ 0
○ CN \$ 111,228,939	<u>\$ 108,837,323</u>	<u>\$ 0</u>
	\$ 111,608,384	

Project Schedule:

Notice To Proceed (NTP)	March 2015
Project Completion	December 2017
Schedule Status	Completed

Enabling Funding

HRTAC	\$ 11,608,384
State/Federal	<u>\$ 100,000,000</u>
	\$ 111,608,384

Project Status:

- Completion achieved on December 1, 2017

**Project Site (Looking West from Denbigh)**

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 12/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 6,000,000	\$ 2,869,659	\$ 0
○ RW \$ 1,511,548	\$ 530,121	\$ 0
○ CN \$ 168,321,349	<u>\$ 156,159,911</u> \$ 159,559,691	\$ 0

Project Schedule:

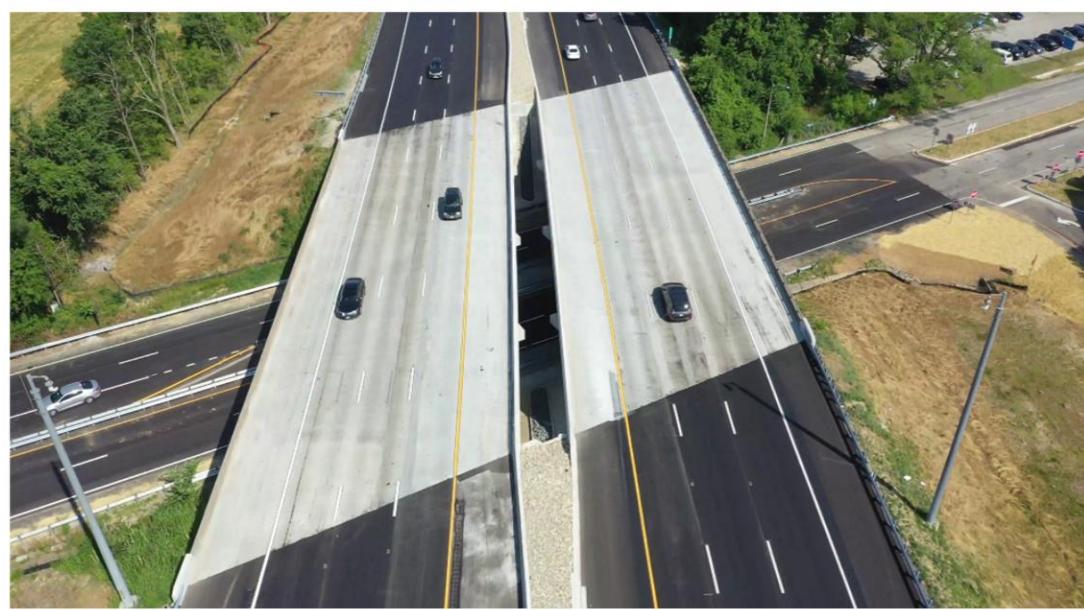
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

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)**

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 12/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,686,051	\$ 0
○ RW \$ 12,000,000	\$ 900,209	\$ 0
○ CN \$ 222,045,973	<u>\$189,801,677</u>	<u>\$ 0</u>
		\$196,387,937

Project Schedule:

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

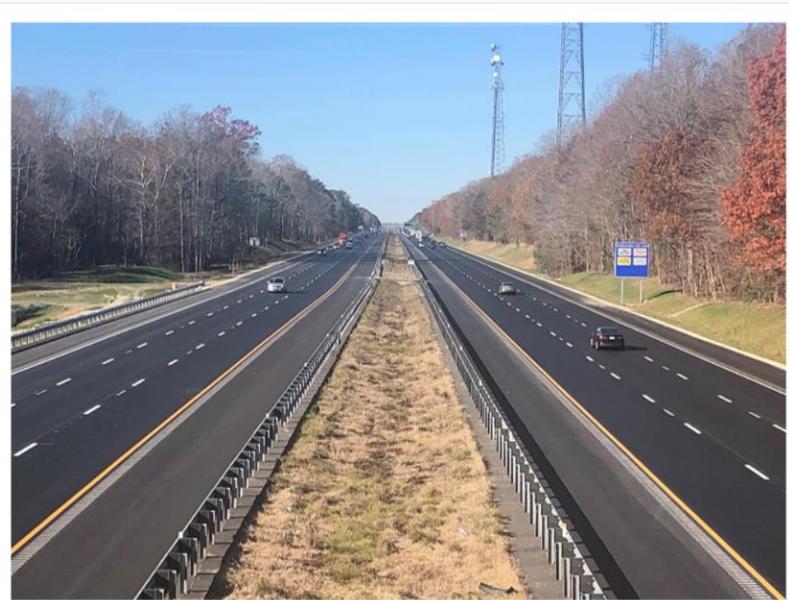
Enabling Funding

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:

- The Project was accepted as complete on December 6, 2021
- In final contract close out
- Ribbon cutting ceremony was held on December 20, 2021

**I-64 traffic at the Barlow Road overpass (looking west)**

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 12/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,457,517	\$ 8,886,454
○ CN \$ 137,023,653	<u>\$ 121,199,302</u>	\$ 0
	\$ 151,792,126	

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 12/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 55,963,624	\$1,570,958
○ CN \$ 126,028,411	<u>\$ 116,633,562</u>	\$ 0
	\$ 186,679,996	

Project Schedule:

Award	December 2017
Notice to Proceed	February 2018
Projected Completion	September 2021
Schedule Status	Full project open to Traffic Spring 2022

Enabling Funding

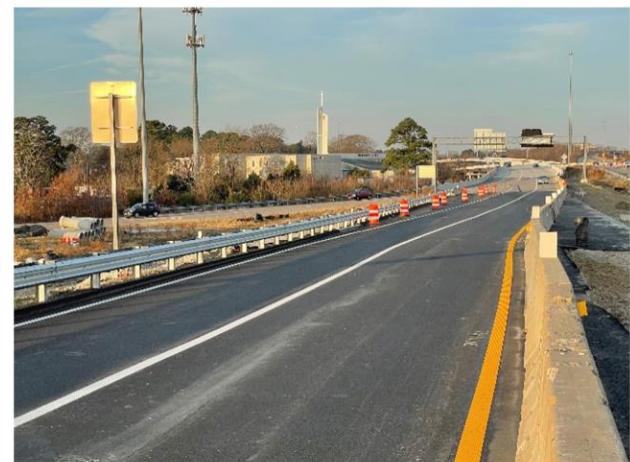
HRTAC	\$ 127,749,638
State/Federal	<u>\$ 66,754,249</u>
	\$ 194,503,887

Project Status:

- B601 (Newtown Bridge) - Two lanes open to traffic December 23, 2021, north side drainage and barrier work 50%
- North bound Newtown Road off ramp 90%
- Drainage work 40% to tie in Phase I, I-64 WB ramp to I-264 EB mainline
- Witchduck interchange continued storm drainage and Grayson Street re-alignment, new traffic signal poles
- B603 Greenwich Flyover Girder painting 85%. Decorative panels and aesthetic lighting 70%



Drainage Between Mainline 264EB and Former CD Lanes



Two Lanes Open on New Bridge over Newtown Road

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 12/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 12,200,000	\$ 12,189,268	\$ 0
○ RW \$ 18,726,000	\$ 10,652,677	\$ 0
○ CN \$ 493,687,765	\$ 319,434,848	\$ 0
	\$ 342,276,793	

Project Schedule:

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

<u>Enabling Funding</u>	
HRTAC	\$ 431,956,220
State/Federal	\$ 92,657,545
	\$ 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 – completed except Pier 17 cap. HRB Superstructure – beam erection, deck forming, deck pours continue. Approach fills/MSE walls completed
- Great Bridge Blvd Bridge – Bridge construction, MSE walls completed. Bridge open to traffic. Approach roadway and drainage continue. Old bridge demolition completed
- I-64 Bridge Widening over Military Highway, Yadkin Road, and Shell Road – substructures and beam erection completed. Deck construction continues at Military and Yadkin, completed at Shell
- Earthwork, drainage/stormwater, roadway fill, pavement, retaining walls, noise barriers, ITS, signing, median barriers, guardrail continue on all five roadway segments

**River Spans on High Rise Bridge (Looking West)**

HREL Segment 2B (Chesapeake)**UPC 112923****Project Scope:**

From the I-64/464 interchange to the I-64/264 interchange, 7.65 miles of an existing HOV lane is being converted into an Express Lane in each direction

- Includes concrete barriers and minor drainage improvement
- Includes tolling gantries, tolling equipment, signing, and overhead signage

Project Financial Summary:

<u>Project Budget (\$25,000,000):</u>	<u>Funds Expended (as of 12/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 2,538,000	\$ 2,543,662	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 22,462,000	<u>\$ 13,888,387</u>	<u>\$ 0</u>
	\$ 16,432,049	

Project Schedule:

Award	September 20, 2020
Notice to Proceed	October 30, 2020
Project Completion	September 22, 2022
Schedule Status	On Schedule

Enabling Funding

TIFRA	\$ 25,000,000
State/Federal	\$ _____
	\$ 25,000,000

Project Status:

- Contractor crews are installing the remaining 4 overhead structures, constructed generator sites and access roads along with the installation of new concrete barriers and guardrails along with fencing. This work is continuing throughout the corridor

**Overhead sign structure near Greenbrier Parkway**

HREL PROJECTS UNDER DESIGN

HREL Segment 1A (Norfolk)

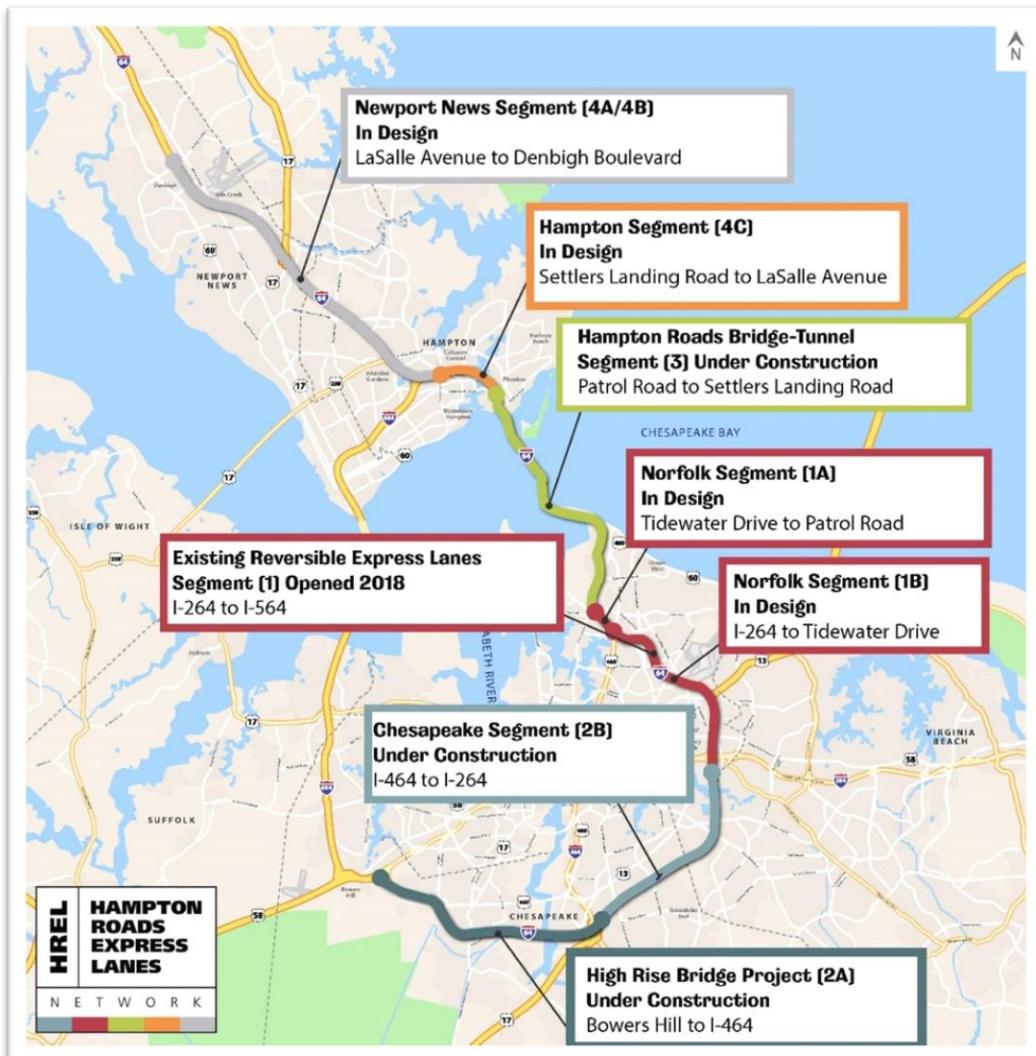
In Design

HREL Segment 4A/4B (Newport News)

In Design

HREL Segment 4C (Hampton)

In Design



HREL Segment 1A (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 119637

Project Scope:

From Tidewater Drive to Patrol Road, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction for approximately two miles

- Widening five bridges (EB/WB Tidewater Drive, EB Granby Street, EB I-564, and EB E. Little Creek Road)
- Rehabilitating/strengthening two miles of shoulder in each direction
- Widening roadway in spot locations to maintain minimum shoulder width
- Includes noise walls, tolling gantries, and overhead signing

Project Financial Summary:

<u>Project Budget (\$5,621,500):</u>	<u>Funds Expended (as of 12/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 5,621,500	\$ 5,821,041	\$ 199,541
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 5,821,041	

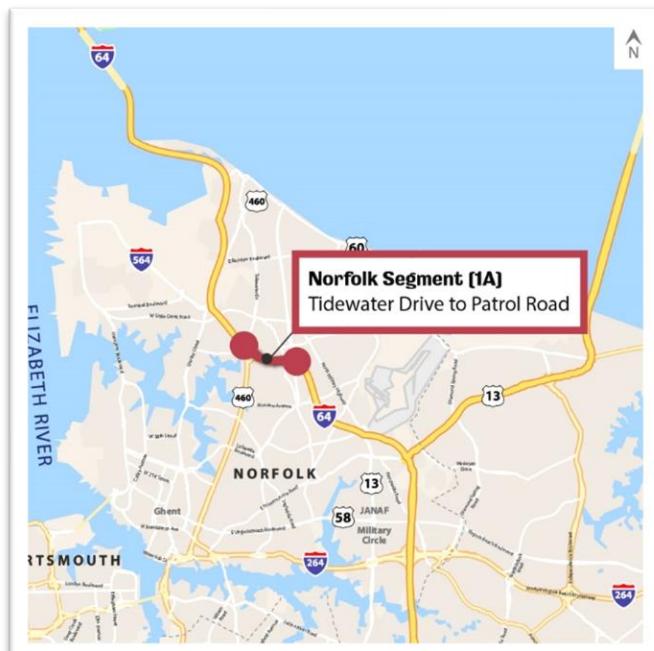
Project Schedule (Segment 1A):

Request for Qualifications	January 2022
Public Hearing	December 1 & 2, 2021
Request for Proposals	April 2022
Notice to Proceed	November 2022
Fixed Completion Date	December 2025

<u>Enabling Funding</u>	
HRTAC	\$ 5,621,500
State/Federal	\$ _____.
	\$ 5,621,500

Project Status:

- The approved CE was received on December 20, 2021
- Preliminary Design is continuing towards the RFP Release
- Expected to award Segment 1A by Fall 2022



HREL Segment 4A/4B (Newport News)

UPC 117839 (HRTAC) Phase 1- PE
UPC 119824

Project Scope:

From Jefferson Avenue in Newport News to Mercury Boulevard in Hampton, an existing HOV lane will be converted into an Express Lane in both directions. From Mercury Boulevard to LaSalle Avenue in Hampton, one Express Lane will be constructed in each direction. The total length of the project is 13.5 miles

- Replacing two bridges (EB/WB LaSalle Avenue)
- Rehabilitating one bridge (EB/WB Armistead Avenue)
- Includes tolling gantries, and overhead signage

Project Financial Summary:

<u>Project Budget (\$5,916,425):</u>	<u>Funds Expended (as of 12/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 5,916,425	\$ 5,685,136	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 5,685,136	

Project Schedule:

Public Hearing	September 29 & 30, 2021
Advertisement	Summer 2023
Notice to Proceed	Summer 2023
Fixed Completion Date	Winter 2025

Enabling Funding

HRTAC	\$ 5,916,425
State/Federal	\$ _____
	\$ 5,916,425

Project Status:

- Draft CE document was prepared and posted for public viewing during Public Hearing comment period
- Final CE will be posted for public comments from January 11 to January 26, 2022
- Hybrid (virtual and in-person) public hearings on proposed design were held on September 29 and 30, 2021
- Technical design and plan production continues to progress



HREL Segment 4C (Hampton)**UPC 117841 (HRTAC) Phase 1- PE**
UPC 119638Project Scope:

From LaSalle Avenue to Settlers Landing Road, one Express Lane will be constructed, and one general purpose lane will be converted into an Express Lane in each direction for 2.5 miles

- Replacing two bridges (EB Hampton River) and rehabilitating one bridge (Rip Rap Road)
- Rehabilitating/widening three bridges (WB Hampton River, EB/WB King Street, EB/WB Settlers Landing Road)
- Widening 2.4 miles of EB and WB roadway
- Includes noise walls, tolling gantries, and overhead signage

Project Financial Summary:

<u>Project Budget (\$429,754,878):</u>	<u>Funds Expended (as of 12/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 20,000,000	\$ 4,244,529	\$ 0
○ RW \$ 8,000,000	\$ 0	\$ 0
○ CN \$ 401,754,878	\$ 0	\$ 0
	\$ 4,244,529	

Project Schedule:

Request for Qualifications	April 9, 2021
Public Hearing	September 23, 2021
Request for Proposals	November 10, 2021
Notice to Proceed	July 1, 2022
Fixed Completion Date	December 19, 2025

Enabling Funding

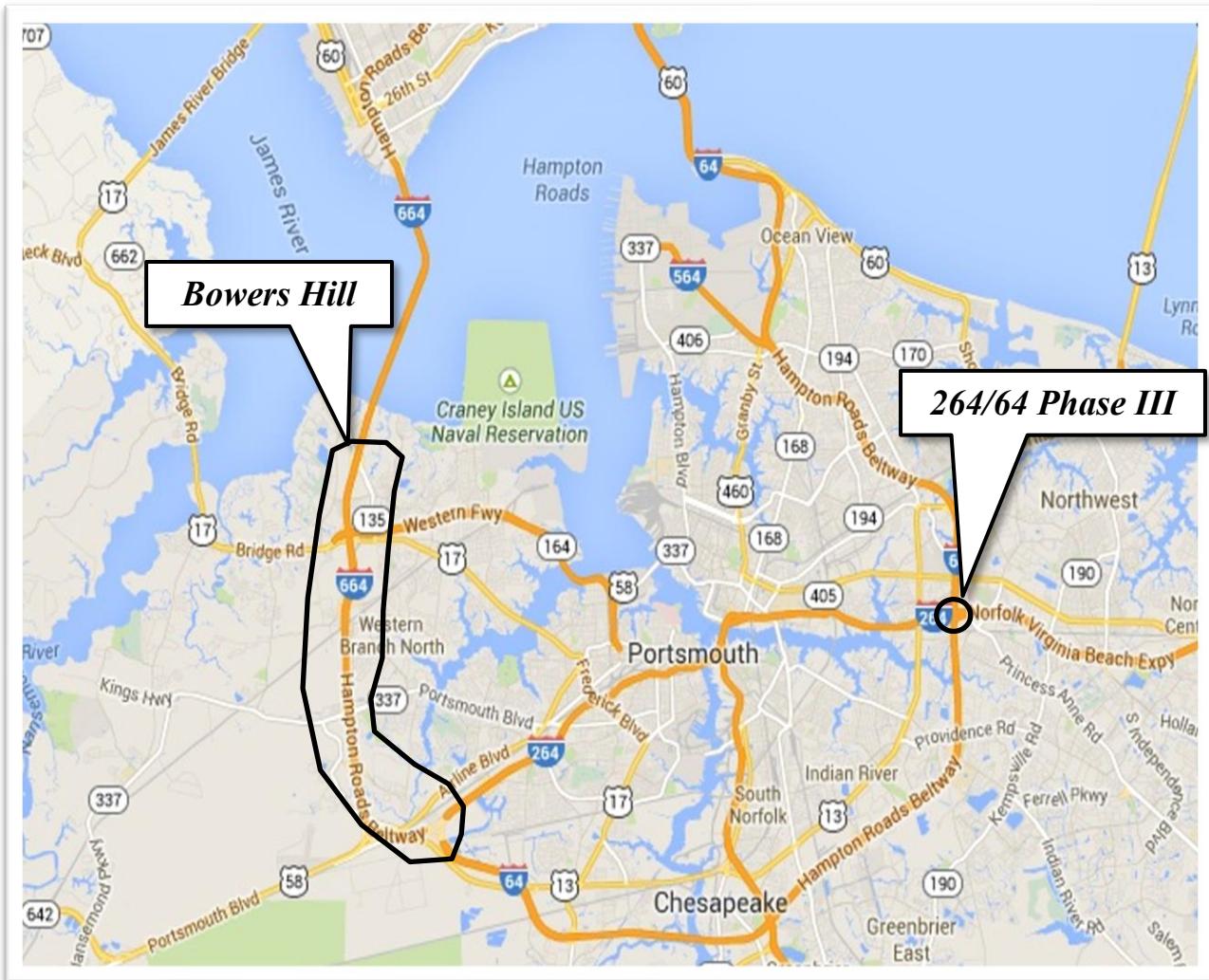
HRTAC	\$ 429,754,878
State/Federal	\$ _____
	\$ 429,754,878

Project Status:

- RFP released on November 10, 2021
- NEPA clearance received on December 15, 2021
- Proprietary Meetings with shortlisted teams scheduled for January 6, 2022 and February 3, 2022
- CTB Award scheduled for June 22, 2022



MAJOR PROJECT STUDIES



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:

<u>Project Budget (\$10,000,000):</u>	<u>Funds Expended (as 12/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 2,373,339	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 2,373,339	

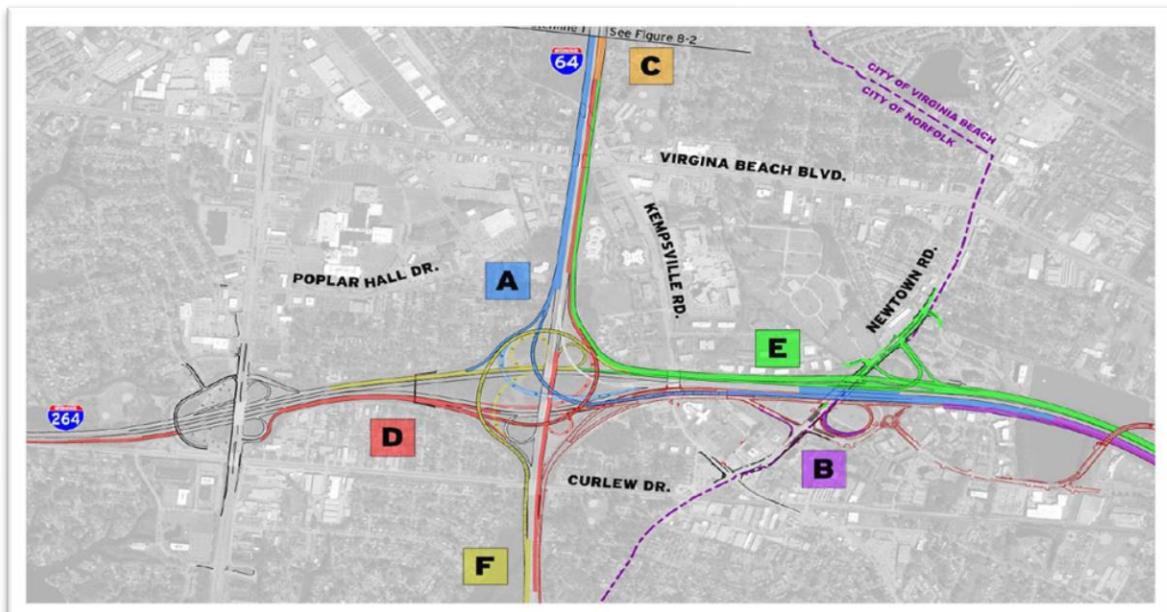
Project Schedule:

IMR Submittal to FHWA	December 2019
IMR Conditional Approval	Spring 2020
IMR Final Approval	October 2020
Subproject III-A – Consultant NTP	November 2021
Subproject III-A Preliminary Design – Completion	January 2023
Schedule Status	On Schedule

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

Project Status:

- IMR is complete
- Advancing the preliminary design phase of Subproject III-A that will include the NEPA study, PFI-level design, and updated project cost estimate
- Design consultant given Notice to Proceed on 11/29/21
- Survey underway. Geotechnical field exploration underway. Preliminary design underway



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

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 12/31/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 7,904,630	\$ 4,394,627	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 4,394,627	

Study Schedule:

Begin NEPA Process	July 2020
Preferred Alternative Recommendation	February 2022
Completion	December 2023
Schedule Status	On-Schedule

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

Study Status:

- The public hearings and outreach scheduled for January 2022 has been postponed
- Agency concurrence on a preferred alternative will be delayed until Spring 2022
- Development of chapters for the Draft Environmental Impact Statement and traffic analyses continue to progress

