



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 06/30/2022):</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 06/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 6,000,000	\$ 2,869,659	\$ 0
○ RW \$ 1,511,548	\$ 530,122	\$ 0
○ CN \$ 168,321,349	<u>\$ 156,159,922</u>	\$ 0
	\$ 159,559,703	

Project Schedule:

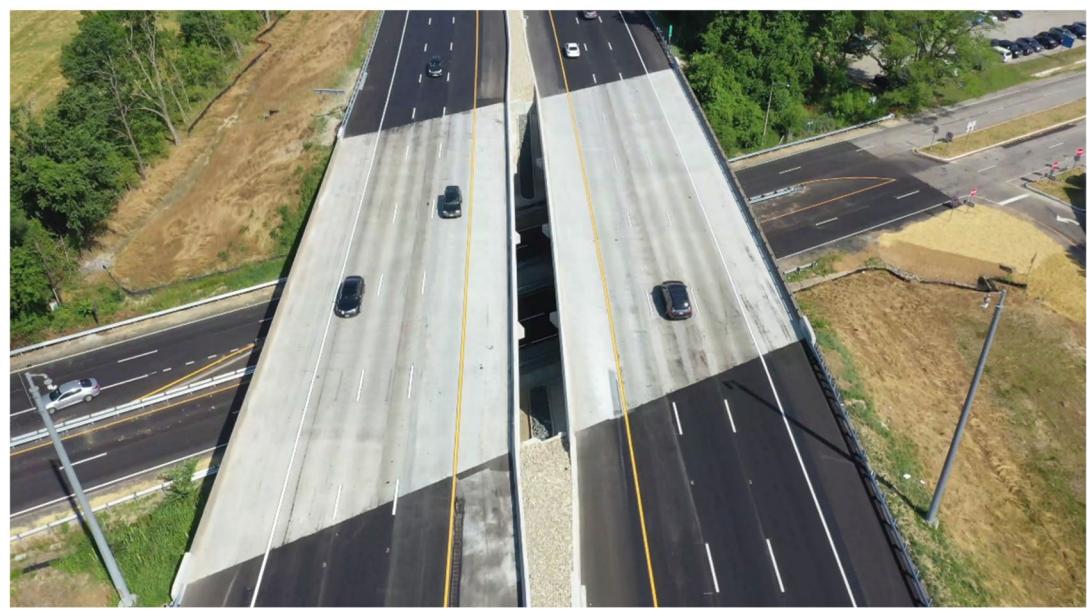
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

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 06/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,722,488	\$ 0
○ RW \$ 12,000,000	\$ 900,219	\$ 0
○ CN \$ 222,045,973	<u>\$196,955,754</u>	<u>\$ 0</u>
		\$203,578,461

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
- Ribbon cutting ceremony was held on December 20, 2021
- In final contract close out

**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 06/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,458,115	\$ 8,887,052
○ CN \$ 137,023,653	<u>\$ 121,467,856</u>	\$ 0
	\$ 152,061,278	

Project Schedule:

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

Project Status:

- In final contract close out

<u>Enabling Funding</u>	
HRTAC	\$ 152,094,716
State/Federal	<u>\$ 6,635,307</u>
	\$ 158,730,023

**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 06/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 55,994,507	\$1,601,841
○ CN \$ 126,028,411	<u>\$ 126,236,893</u>	\$ 208,482
	\$ 196,314,210	

Project Schedule:

Award	December 2017
Notice to Proceed	February 2018
Projected Completion	September 2021
Schedule Status	Complete Summer 2022

Enabling Funding

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

Project Status:

- Installing topsoil and seeding project-wide
- Newtown Road sidewalks complete
- B602 Bridge setting formwork for bridge deck
- Grading stormwater ponds 4 and 5 at Witchduck continues
- B603 Greenwich Flyover pedestrian fencing complete and welcome sign installed

**B603 Wave Lighting Operational Testing of Colors****Welcome to Virginia Beach sign 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 06/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 12,200,000	\$ 12,189,268	\$ 0
○ RW \$ 18,726,000	\$ 10,857,770	\$ 0
○ CN \$ 493,687,765	\$ 380,504,033	\$ 0
	\$ 403,551,071	

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. HRB Superstructure – beams, decks completed; expansion joints continue. Approach fills/MSE walls completed. Wall copings and moment slabs continue.
- 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 superstructures completed. Parapets and approach slabs on Military Highway bridges continue.
- Earthwork, drainage/stormwater, roadway fill, pavement, retaining walls, noise barriers, ITS, signing, median barriers, guardrail continue on all five roadway segments.

**New High Rise Bridge, Ready for Opening (Panoramic View of East Side of Bridge Looking Northeast)**

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 06/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 2,538,000	\$ 2,543,662	\$ 5,662
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 22,462,000	<u>\$ 19,911,937</u>	\$ 0
	\$ 22,455,599	

Project Schedule:

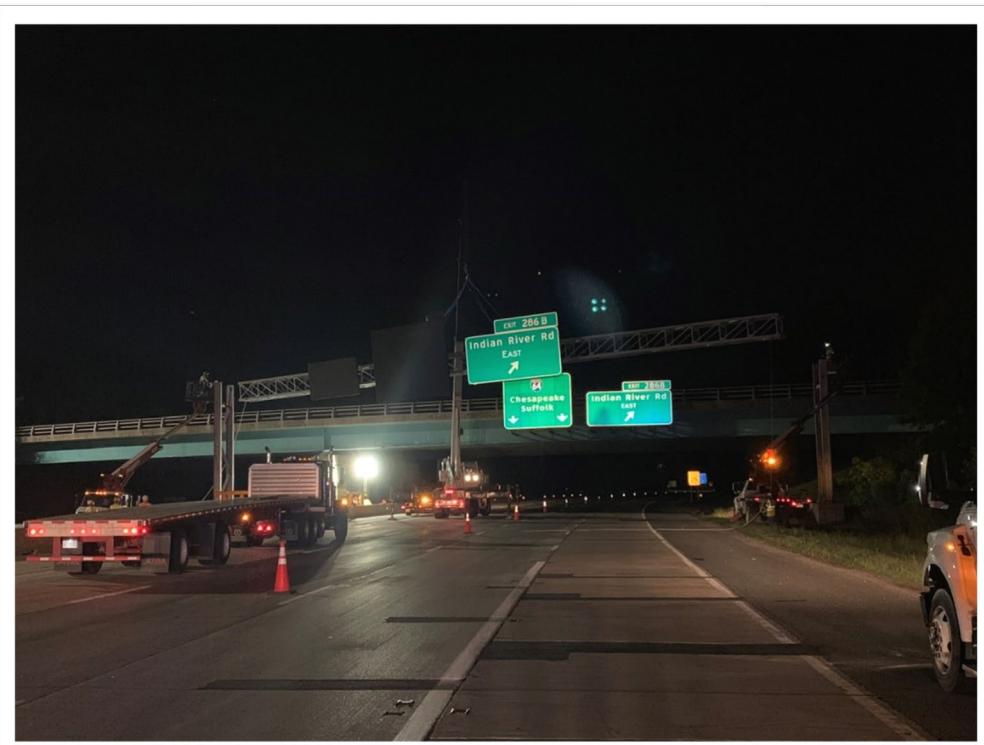
Award	September 20, 2020
Notice to Proceed	October 30, 2020
Project Completion	September 22, 2022
Schedule Status	On Schedule

Enabling Funding

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

Project Status:

- The contractor has completed all of the overhead signs and the tolling civil infrastructure.
- The remaining work is the erosion and sediment stabilization and demobilization of the laydown areas.

**Overhead Sign Structure near the Indian River Road Exit on I-64 EB**

HREL PROJECTS UNDER DESIGN

HREL Segment 1 (Norfolk)

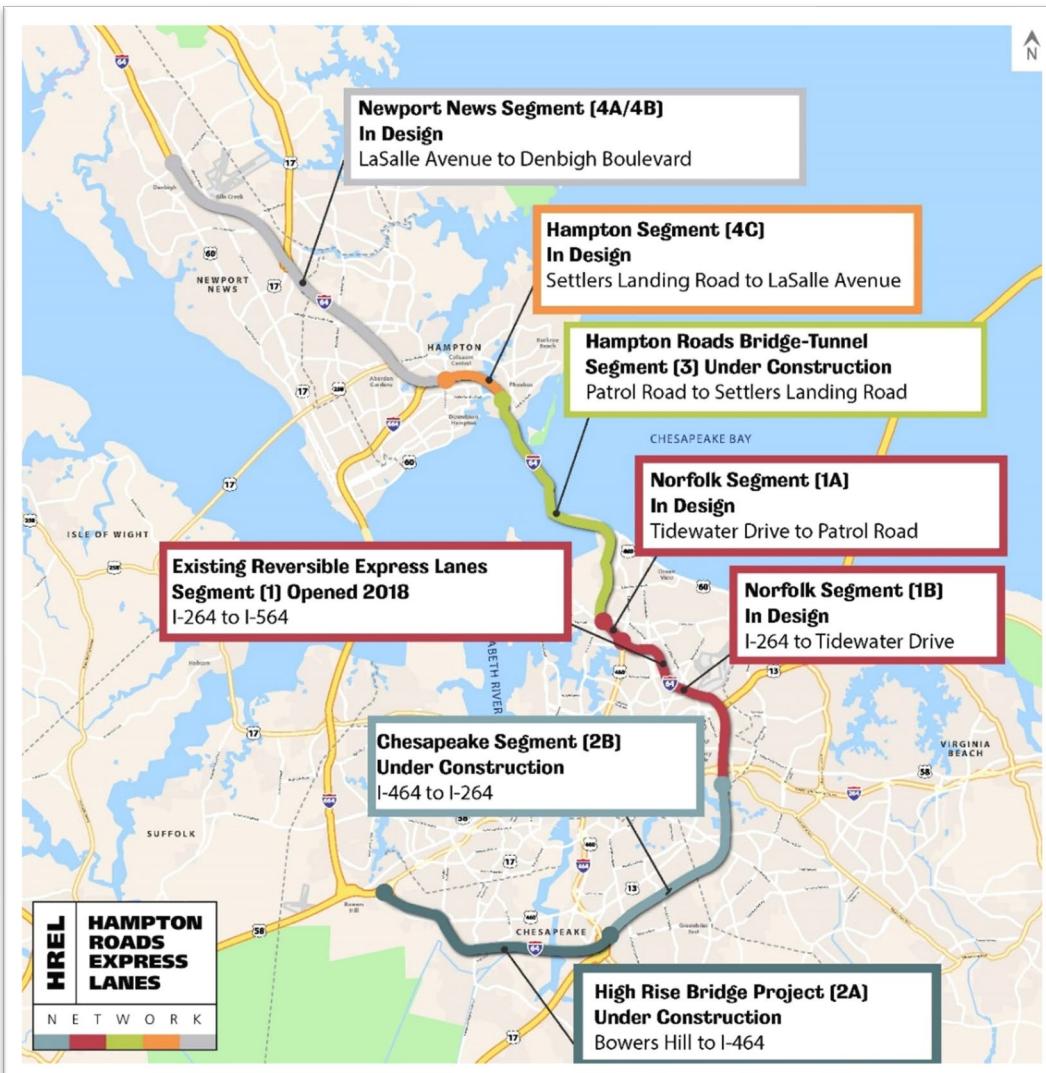
In Design

HREL Segment 4A/4B (Newport News)

In Design

HREL Segment 4C (Hampton)

In Design



HREL Segment 1 (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 119637

Project Scope:

From Patrol Road to I-264, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction for approximately two miles

- Replacing two bridges (EB/WB Chesapeake Boulevard)
- 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 06/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 5,621,500	\$ 7,861,488	\$ 2,239,988
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 7,861,488	

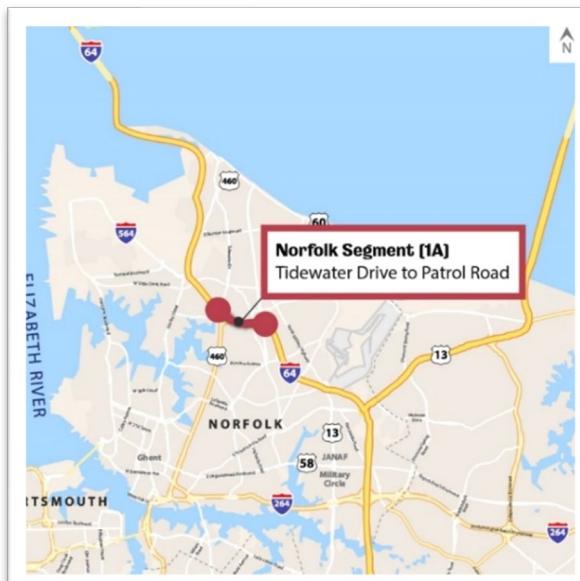
Project Schedule:

	<u>Segment 1A</u>	<u>Segment 1B</u>
Request for Qualifications	January 20, 2022	Under Development
Public Hearing	December 1 & 2, 2021	December 1 & 2, 2021
Request for Proposals	April 28, 2022	December 16, 2022
Notice to Proceed	November 19, 2022	August 8, 2023
Fixed Completion Date	December 31, 2025	November 1, 2026

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

Project Status:

- The RFP for Segment 1A was released on April 28, 2022 and the Technical Proposals are due August 10, 2022 and preliminary design continues for the RFQ release for Segment 1B
- Anticipated to award Segment 1A in Fall 2022 and award Segment 1B in Summer 2023



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 06/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 5,916,425	\$ 7,101,668	\$1,185,243
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 7,101,668	

Project Schedule:

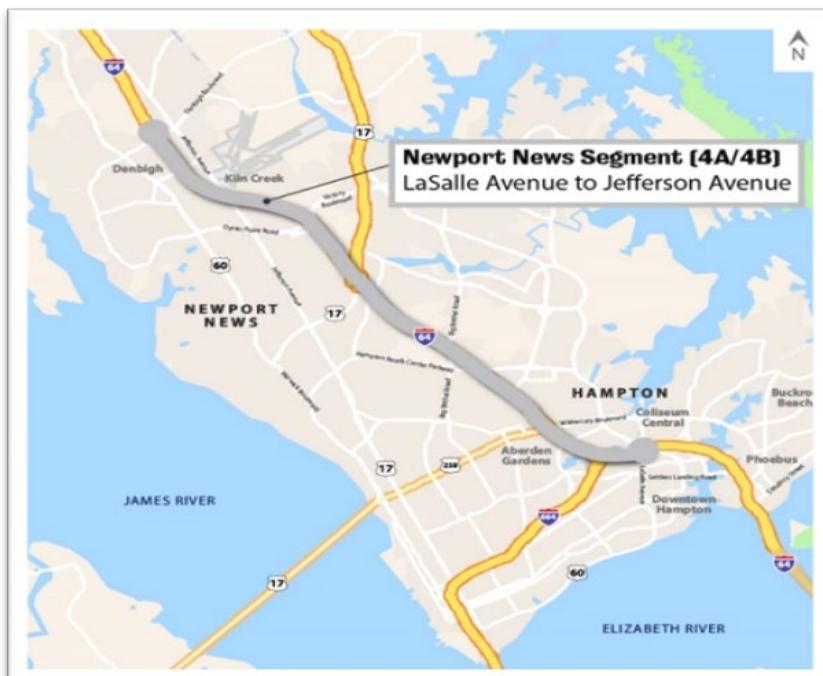
Public Hearing	September 29 & 30, 2021
Advertisement	May 14, 2024
Notice to Proceed	September 11, 2024
Fixed Completion Date	December 30, 2026

Enabling Funding

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

Project Status:

- Received Design Approval from Central Office on February 18, 2022
- Right of Way plan review completed February 28, 2022
- Technical design and plan production continues to progress
- Federal authorization received May 4, 2022.



HREL Segment 4C (Hampton)

UPC 117841 (HRTAC) Phase 1- PE
UPC 119638

Project 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 06/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 20,000,000	\$ 5,238,615	\$ 0
○ RW \$ 8,000,000	\$ 590,219	\$ 0
○ CN \$ 401,754,878	\$ 0	\$ 0
	\$ 5,828,834	

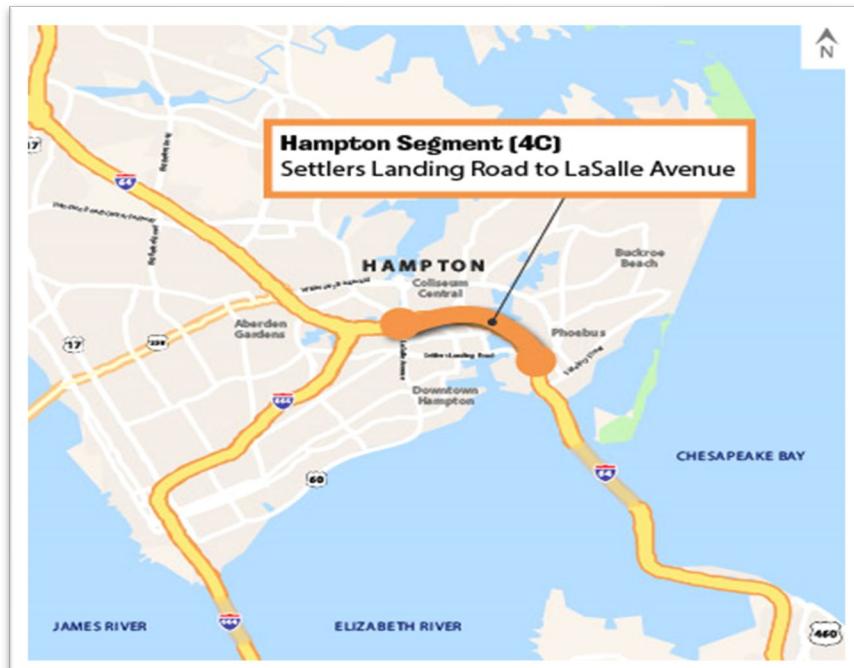
Project Schedule:

Request for Qualifications	April 9, 2021
Public Hearing	September 23, 2021
Request for Proposals	November 10, 2021
Notice to Proceed	August 1, 2022
Fixed Completion Date	December 30, 2026

<u>Enabling Funding</u>	
HRTAC	\$ 427,048,878
State/Federal	\$ 2,706,000
	\$ 429,754,878

Project Status:

- NEPA clearance received on December 15, 2021
- Offeror Technical Proposals received May 12, 2022; Price Proposals received June 16, 2022
- CTB Award scheduled for July 20, 2022



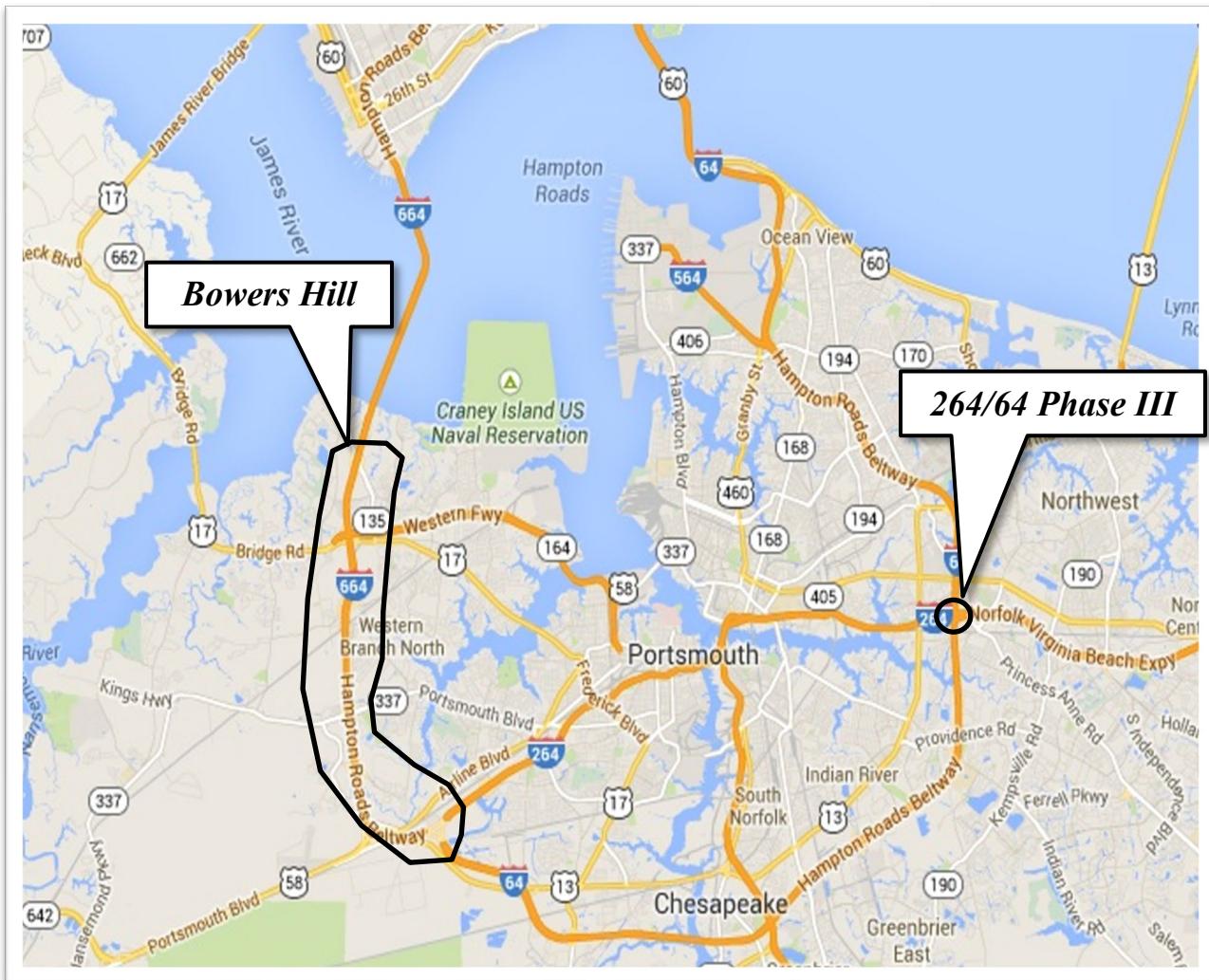
OTHER MAJOR PROJECTS

Bowers Hill Interchange

Under Study

I-264/I-64 Phase III-A

Under Design



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 06/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
o PE \$ 10,000,000	\$ 3,694,695	\$ 0
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 3,694,695	

Project Schedule:

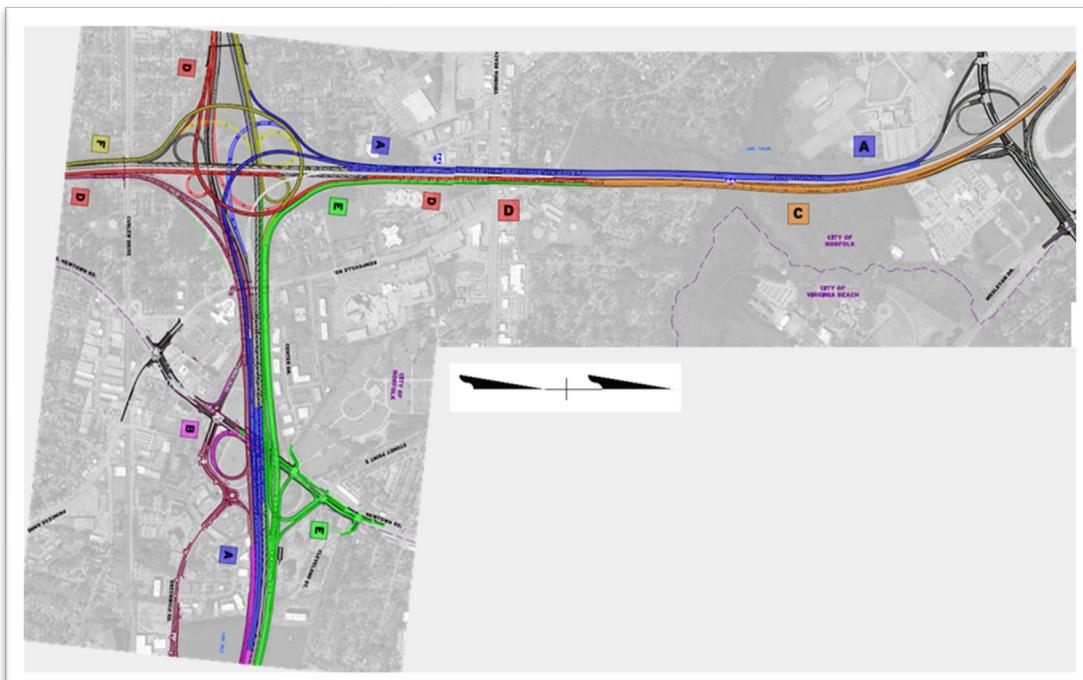
IMR Final Approval	October 2020
Subproject III-A – Consultant NTP	November 2021
Subproject III-A – PFI Meeting	December 2022
Subproject III-A Preliminary Design – Completion	January 2023
Schedule Status	On Schedule

Enabling Funding

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
- Survey completed. Geotechnical field exploration, traffic analyses completed. Preliminary roadway and drainage design, and bridge alternatives evaluation 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 06/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 7,904,630	\$ 5,169,821	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 5,169,821	

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:

- VDOT held a virtual public meeting and an in-person public hearing on a preferred alternative on April 26 and 27, respectively; the public comment period on a preferred alternative closed on May 7
- HRTPO endorsed the preferred alternative in May 2022
- U.S. Army Corps of Engineers and the EPA concurred on the preferred alternative in May 2022
- Development of chapters for the Draft Environmental Impact Statement continue to progress

