



## **MAJOR PROJECTS IN CONSTRUCTION**

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

**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 09/30/2022):</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 09/30/2022):</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:**

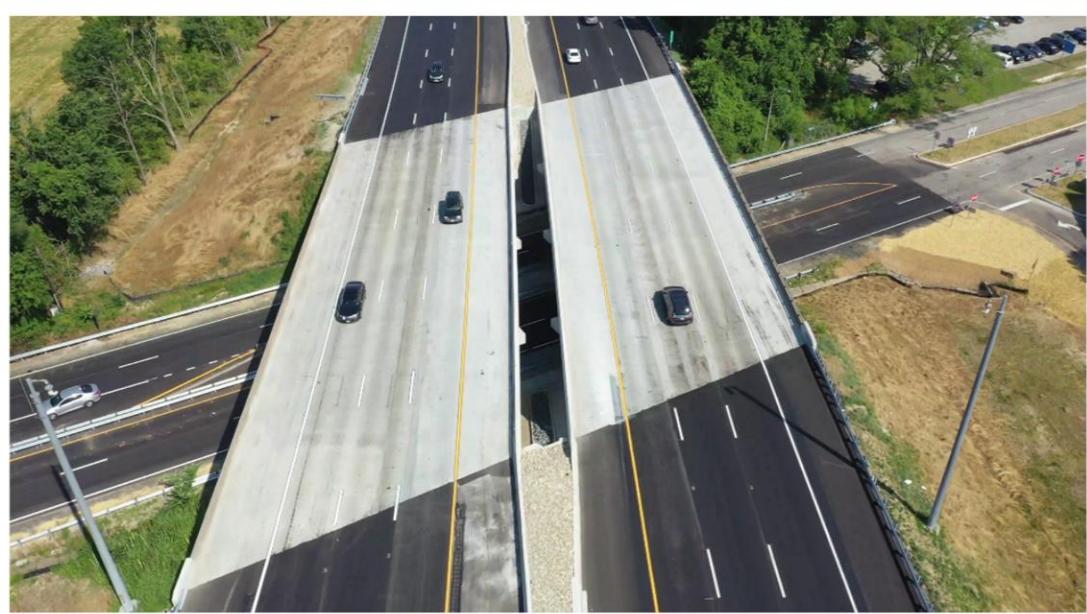
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

**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 09/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,726,390	\$ 0
○ RW \$ 12,000,000	\$ 900,483	\$ 0
○ CN \$ 222,045,973	<u>\$197,970,683</u>	<u>\$ 0</u>
		\$204,597,556

**Project Schedule:**

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

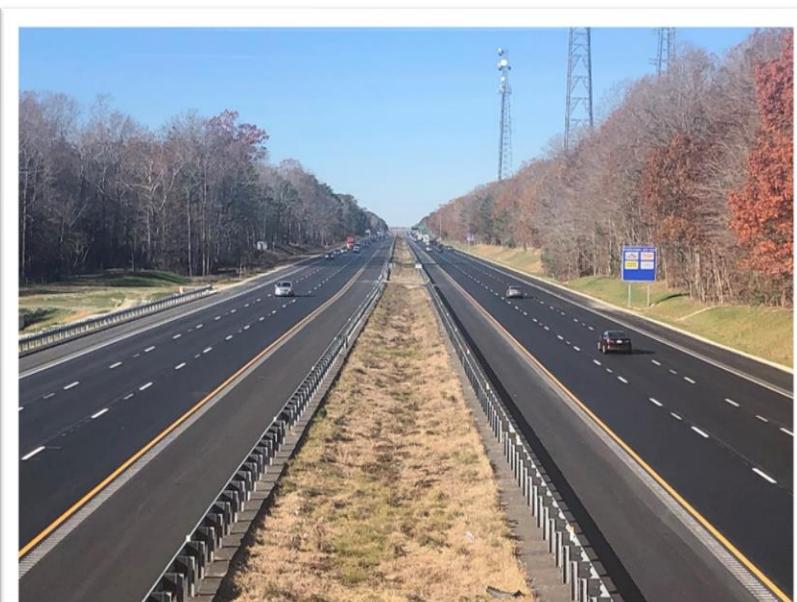
**Enabling Funding**

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:**

- 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 09/30/2022):</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>\$ 121,586,864</u>	\$ 0
	\$ 152,180,286	

**Project Schedule:**

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

**Project Status:**

- In final contract close out

**Enabling Funding**

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 09/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 55,994,841	\$1,602,175
○ CN \$ 126,028,411	<u>\$ 127,642,543</u>	\$1,614,132
	\$ 197,720,194	

**Project Schedule:**

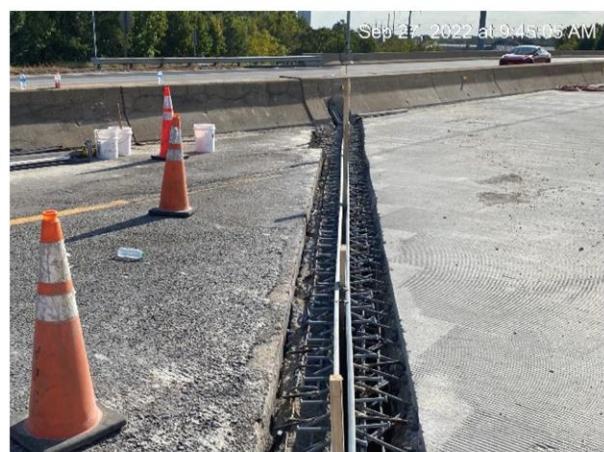
Award	December 2017
Notice to Proceed	February 2018
Projected Completion	September 2021
Schedule Status	Complete Fall 2022

**Enabling Funding**

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

**Project Status:**

- Final grading and relocation of stream at Newtown Road complete
- B602 Bridge widening opened to traffic, bridge painting in-progress
- B602 expansion joints installation complete. Seal installation at joint remains
- Final pavement markings and traffic shifts to final configuration scheduled for mid-October
- Stakeholder walk-throughs complete with deficiencies under correction



Final Section of Expansion Joint Reconstruction



Grayson Road and Witchduck Intersection

**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 09/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 12,200,000	\$ 12,189,268	\$ 0
○ RW \$ 18,726,000	\$ 10,865,980	\$ 0
○ CN \$ 493,687,765	<u>\$ 415,026,652</u>	<u>\$ 0</u>
	\$ 438,081,900	

**Project Schedule:**

Award	October 2017
Notice to Proceed	November 2017
Fixed Completion Date	December 2022 <sup>(1)</sup>
Projected Completion	April 2023 <sup>(2)</sup>

<u>Enabling Funding</u>	
HRTAC	\$ 431,956,220
State/Federal	<u>\$ 92,657,545</u>
	<u>\$ 524,613,765</u>

(1) The Project Fixed Completion Date was extended to December 2022 to add roadway/drainage infrastructure for future Part-Time Shoulder Express Lanes.  
(2) The 9/1/22 schedule update from contractor shows a 93-day late completion (April 3, 2023)

**Project Status:**

- New HRB open to traffic. Median barrier removed from existing HRB
- 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



Median Barrier removed from Old High Rise Bridge (Looking West)

BMP-7E at Battlefield Blvd. Loop, and I64WB Off-Ramp to Battlefield Blvd. and Noise Wall 15 (looking east)

**UPC 112923****HREL Segment 2B (Chesapeake)****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 09/30/2022):</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>\$ 21,842,343</u>	\$ 0
	\$ 24,386,005	

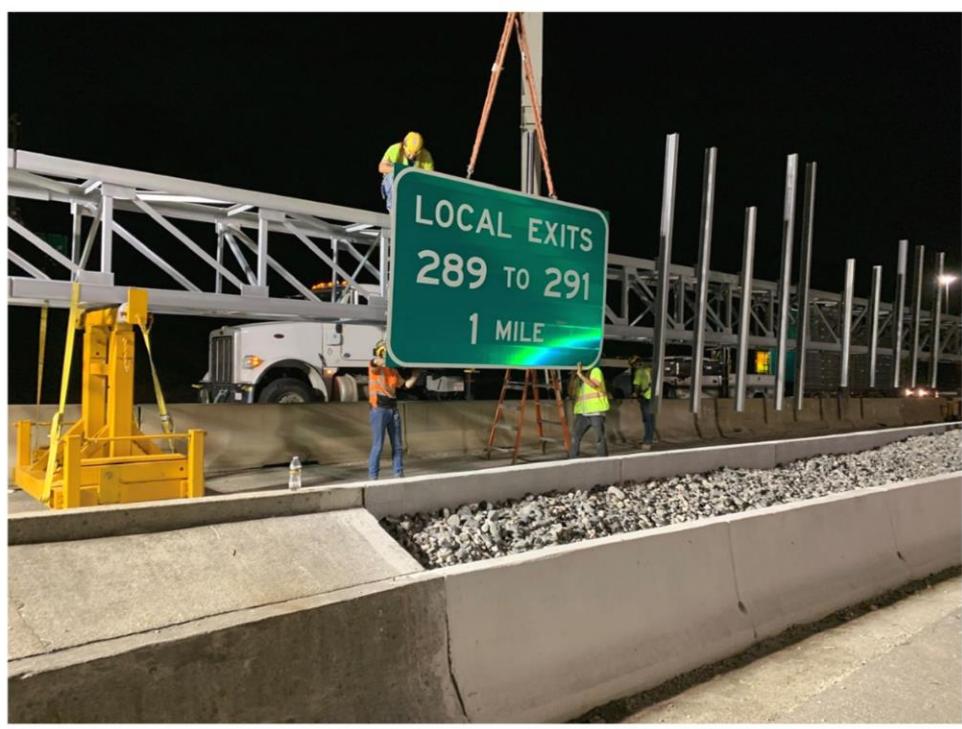
**Project Schedule:**

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

**Project Status:**

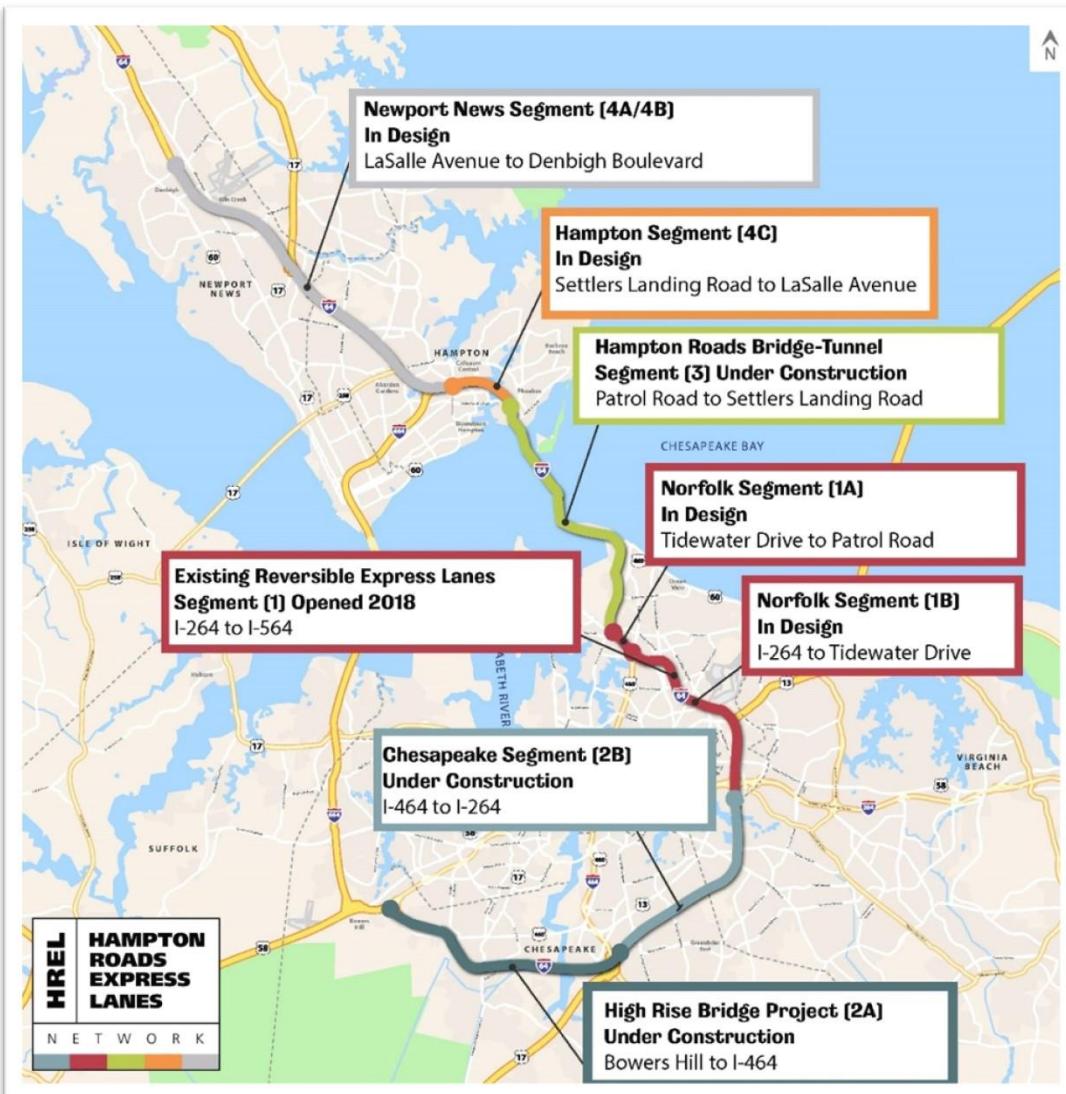
- Project is in contract close out.

<u>Enabling Funding</u>	
TIFRA	\$ 25,000,000
State/Federal	\$ _____.
	\$ 25,000,000

**Local Exit Sign for the Express Lanes**

## HREL PROJECTS

<b>HREL Segment 1A (Norfolk)</b>	<b>In Design</b>
<b>HREL Segment 1B (Norfolk)</b>	<b>In Design</b>
<b>HREL Segment 4A/4B (Newport News)</b>	<b>In Design</b>
<b>HREL Segment 4C (Hampton)</b>	<b>In Construction</b>



**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

- 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 (\$63,311,759):*</u>	<u>Funds Expended (as of 09/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 4,900,000*	\$ 7,611,430	\$ 2,711,430
○ RW \$ 500,000	\$ 0	\$ 0
○ CN \$ 57,911,759	<u>\$ 0</u>	<u>\$ 0</u>
	\$ 7,611,430	

\*Note: The Project PE budget includes \$1,981,680 from the HRTAC funded UPC 117840 Phase 1-PE \$5,621,500 budget. Current SPA includes PE and RW only. CN will be added at award.

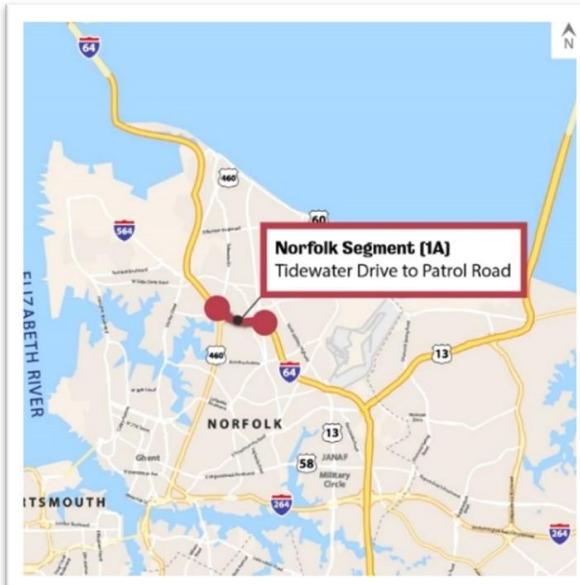
**Project Schedule:**

Request for Qualifications	January 20, 2022
Public Hearing	December 1 & 2, 2021
Request for Proposals	April 28, 2022
Notice to Proceed	November 21, 2022
Fixed Completion Date	December 31, 2025
Schedule Status	On-Schedule

**Project Status:**

- The RFP for Segment 1A was released on April 28, 2022 and the Technical Proposals were submitted August 17, 2022
- Price Proposals were opened on September 20, 2022 and Award is anticipated in Fall 2022

<u>Enabling Funding</u>	
HRTAC	\$ 63,311,759*
State/Federal	\$ 98,400,000
	\$ 161,711,759



**HREL Segment 1B (Norfolk)**

**UPC 117840 (HRTAC) Phase 1-PE**  
**UPC 120863**

**Project Scope:**

From 1-264 to Tidewater Drive, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction

- Replacing two bridges (EB/WB Chesapeake Boulevard)
- Rehabilitating/strengthening seven 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 (\$212,500,000):*</u>	<u>Funds Expended (as of 09/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 9,000,000*	\$ 656,266	\$ 0
○ RW \$ 500,000	\$ 0	\$ 0
○ CN \$ 203,000,000	\$ 0	\$ 0
	\$ 656,266	

\* Note: The Project PE budget includes \$3,639,820 from the HRTAC funded UPC 117840 Phase 1-PE \$5,621,500 budget.

Current SPA includes PE and RW only. CN will be added at award.

**Project Schedule**

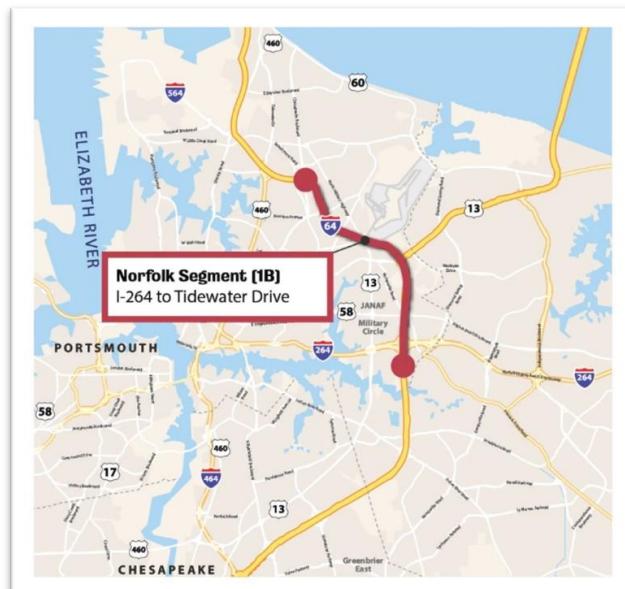
Request for Qualifications	Under Development
Public Hearing	December 1 & 2, 2021
Request for Proposals	June 2023
Notice to Proceed	February 2024
Fixed Completion Date	May 2027
Schedule Status	On-Schedule

**Project Status:**

- The preliminary design continues for the RFQ release for Segment 1B
- Expected to award Segment 1B in February 2024

**Enabling Funding**

HRTAC	\$212,500,000*
State/Federal	\$ 61,400,000
	\$273,900,000



**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 (\$156,220,184):*</u>	<u>Funds Expended (as of 09/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 14,791,063*	\$ 7,241,427	\$ 0
○ RW \$ 2,200,000	\$ 0	\$ 0
○ CN \$ 139,229,121	<u>\$ 0</u>	<u>\$ 0</u>
	<u>\$ 7,241,427</u>	

\* Note: The Project PE budget includes \$5,916,425 from the HRTAC funded UPC 117839Phase 1-PE budget. Current SPA includes PE and RW only. CN will be added at award.

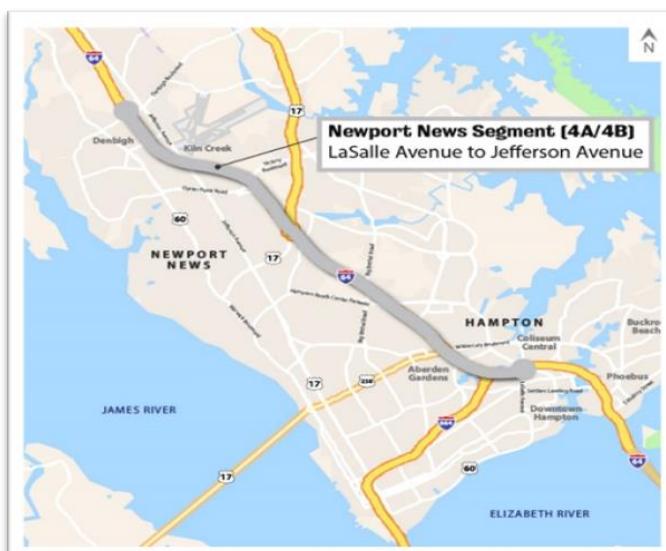
**Project Schedule:**

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

<u>Enabling Funding</u>	
HRTAC	\$ 156,220,184*
State/Federal	<u>\$ 21,000,000</u>
	<u>\$ 177,220,184</u>

**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 09/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 20,000,000	\$ 6,049,710	\$ 0
○ RW \$ 8,000,000	\$ 622,475	\$ 0
○ CN \$ 401,754,878	<u>\$ 113,858</u>	\$ 0
	\$ 6,786,043	

**Project Schedule:**

Notice to Proceed	August 1, 2022
All Lanes Open to Traffic	November 15, 2026
Project Completion	December 30, 2026
Schedule Status	On-Schedule

**Enabling Funding**

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

**Project Status:**

- Project Awarded to Shirley-Branch Joint Venture (SBJV)
- Scope Validation Period from 8/1/22 to 11/28/22
- Geotechnical borings and field investigations continue throughout the project corridor
- Holding multiple design and over the shoulder review meetings with SBJV



**HREL 4C Hampton River Bridges**

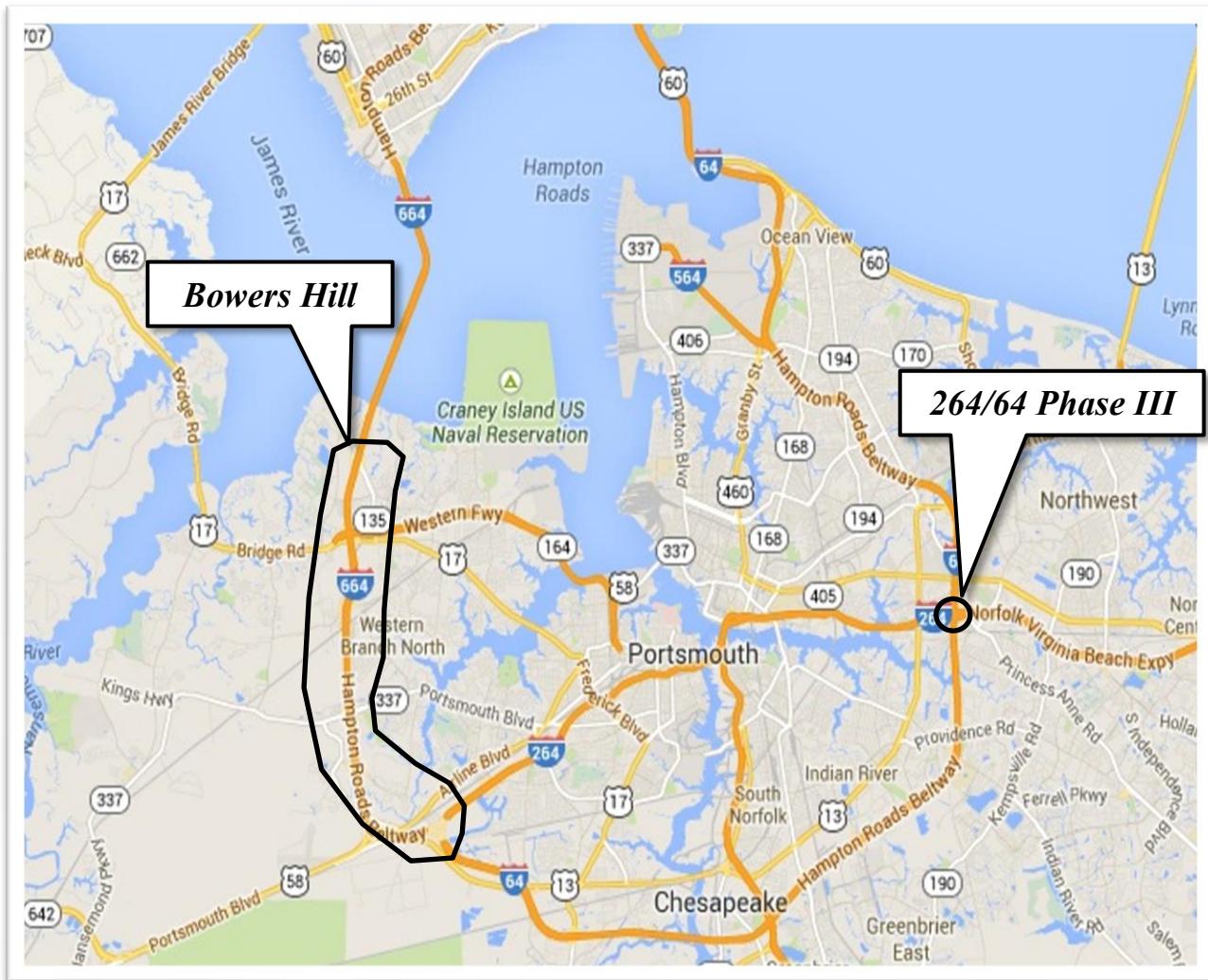
## OTHER MAJOR PROJECTS

**Bowers Hill Interchange**

**Under Study**

**I-264/I-64 Phase III-A**

**In Design**



**I-64/I-264 Phase III-A**

**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 09/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 4,013,094	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 4,013,094	

**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

<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
- Preliminary roadway and drainage design, and bridge alternatives evaluation in progress. CE Document required, Environmental surveys are underway and PFI plans are being compiled. Preliminary review of DW/DE complete



**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 09/30/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 7,904,630	\$ 5,433,411	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 5,433,411	

**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 briefed the CTB on Bowers Hill in September and anticipates briefing the CTB again in October ahead of a potential location approval by the CTB.
- Development of the Draft Environmental Impact Statement (DEIS) continues to progress toward a Winter 2022/2023 public release.
- Development of materials to support a public comment period and public hearing on the DEIS is underway.

