

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	In Construction
I-64 Southside Widening and High Rise Bridge Phase I	In Construction
HREL Segment 2B (Chesapeake)	Construction Completed

HRTAC Program Development Monthly Executive Report October 2022

Hampton Roads District
7511 Burbage Drive
Suffolk

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:

Project Budget (\$114,000,000):

- PE \$ 2,738,567
- RW \$ 32,494
- CN \$ 111,228,939

Funds Expended (as of 09/30/2022):

\$ 2,738,567
\$ 32,494
\$ 108,837,323
\$ 111,608,384

Projected Cost Over/(Under):

\$ 0
\$ 0
\$ 0

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:

Project Budget (\$175,832,897):

- PE \$ 6,000,000
- RW \$ 1,511,548
- CN \$ 168,321,349

Funds Expended (as of 09/30/2022):

\$ 2,869,659
\$ 530,122
\$ 156,159,922
\$ 159,559,703

Projected Cost Over/(Under):

\$ 0
\$ 0
\$ 0

Project Schedule:

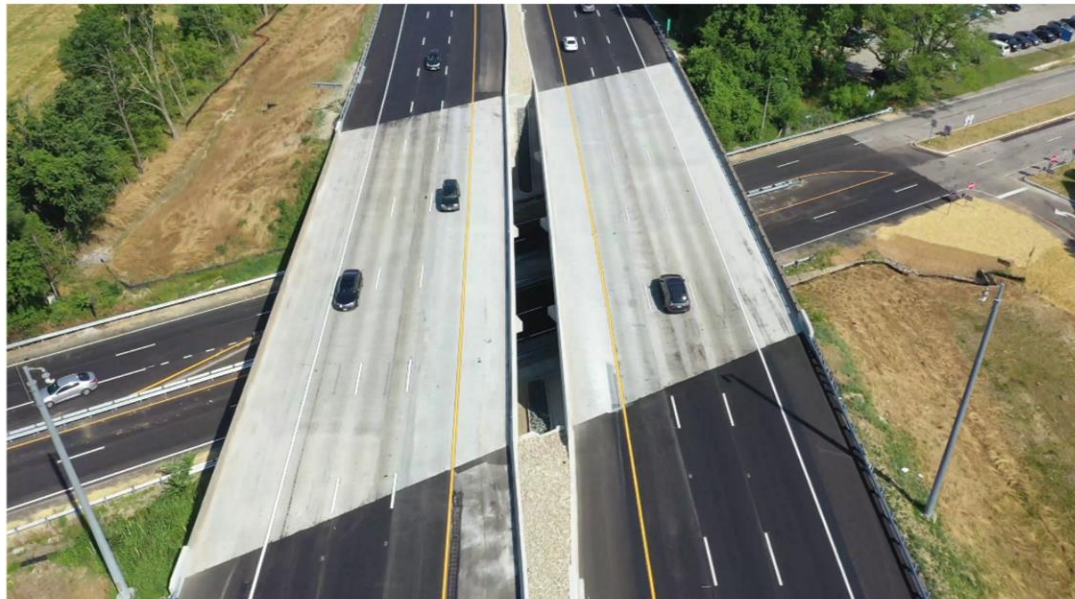
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

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)

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>	\$ 0
	\$204,597,556	

Project Schedule:

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

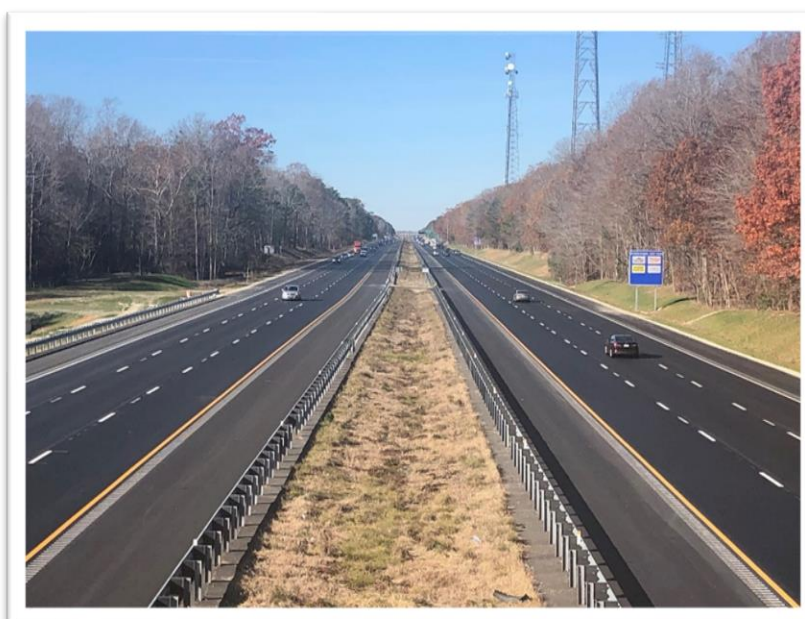
Enabling Funding

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)

HRTAC Program Development Monthly Executive Report October 2022

Hampton Roads District
7511 Burbage Drive
Suffolk

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

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 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	\$ 127,642,543	\$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	\$ 66,754,249
	\$ 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>	\$ 0
	\$ 438,081,900	

Project Schedule:

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

Enabling Funding

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

- (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:

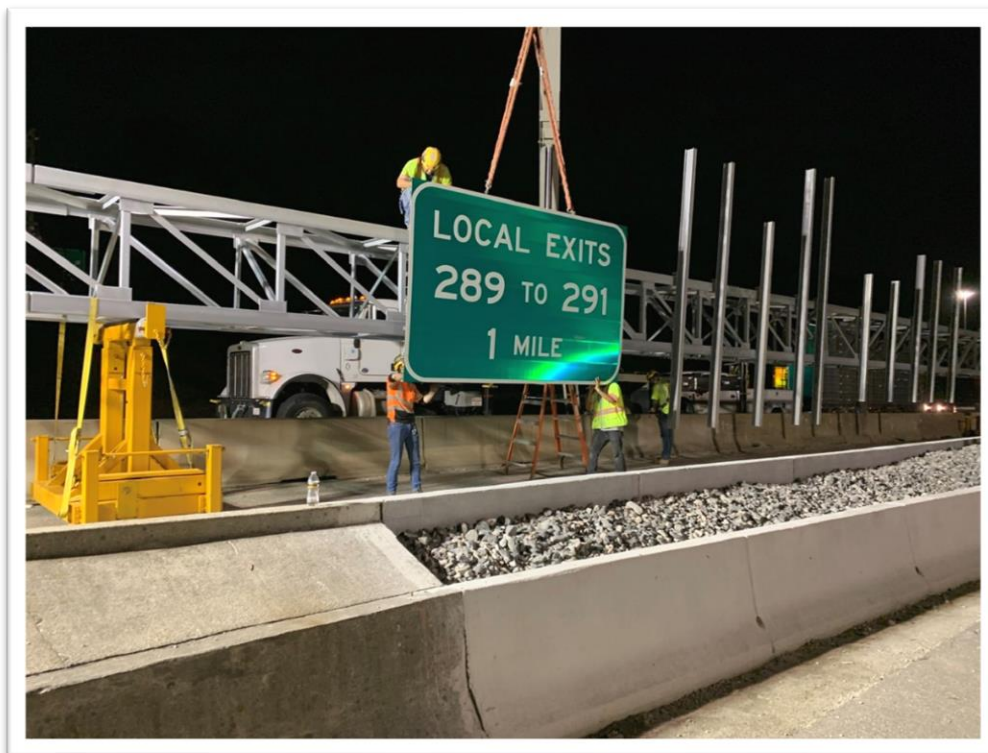
Award	September 20, 2020
Notice to Proceed	October 30, 2020
Project Completion	September 22, 2022
Schedule Status	Completed

Enabling Funding

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

Project Status:

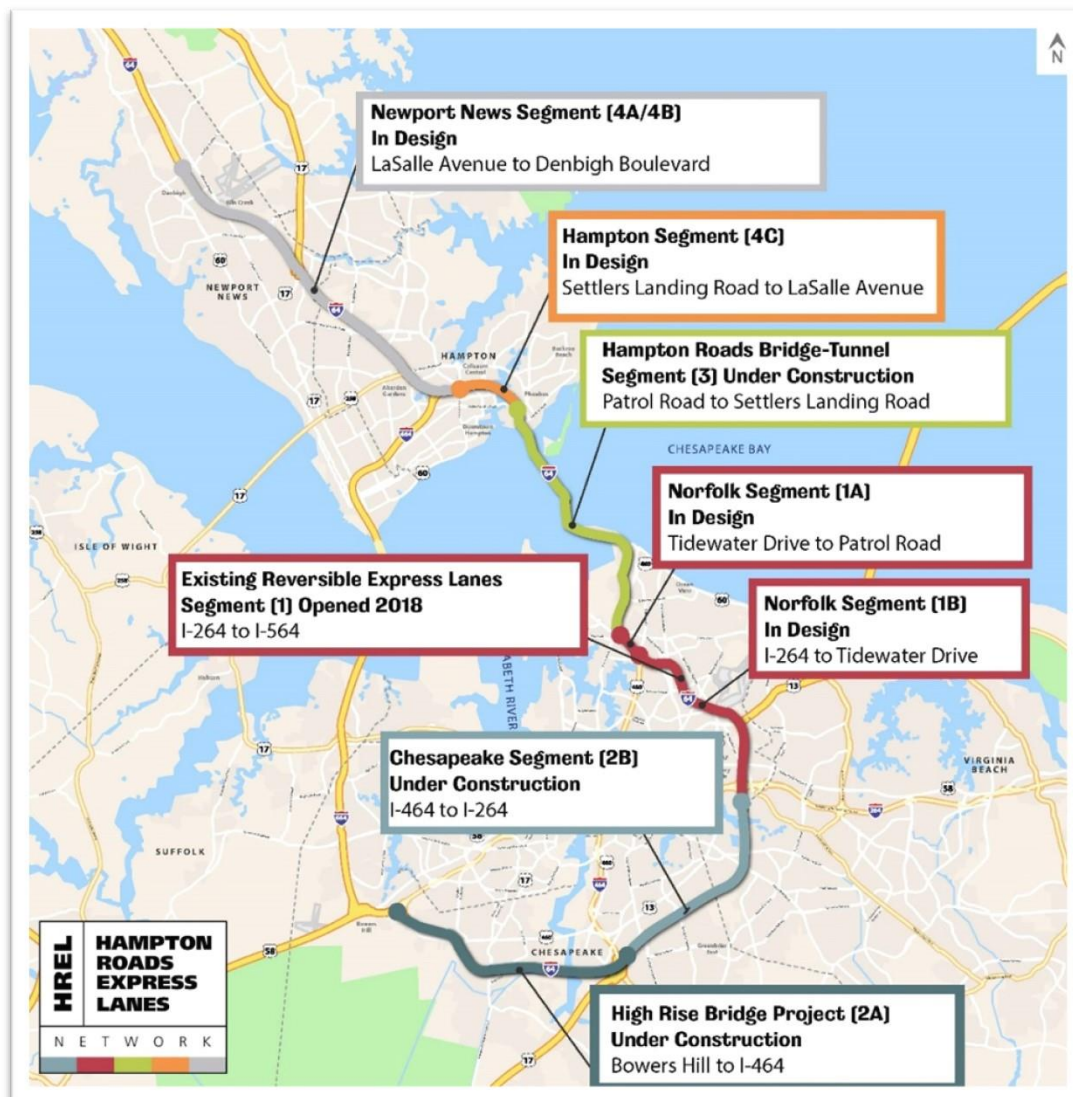
- Project is in contract close out.



Local Exit Sign for the Express Lanes

HREL PROJECTS

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



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	\$ 0	\$ 0
	\$ 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:

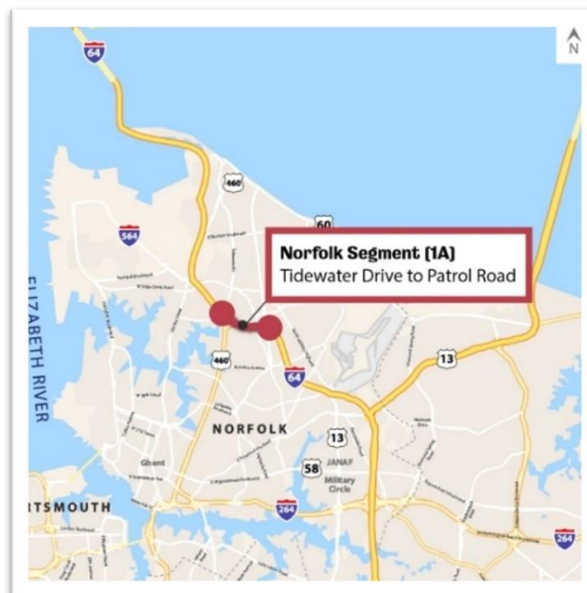
Request for Qualifications	January 20, 2022
Public Hearing	December 1 & 2, 2021
Request for Proposals	April 28, 2022
Notice to Proceed	November 21, 2022
Fixed Completion Date	December 31, 2025
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 63,311,759*
State/Federal	\$ 98,400,000
	\$ 161,711,759

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



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:

Project Budget (\$212,500,000):*	Funds Expended (as of 09/30/2022):	Projected Cost Over/(Under):
○ 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

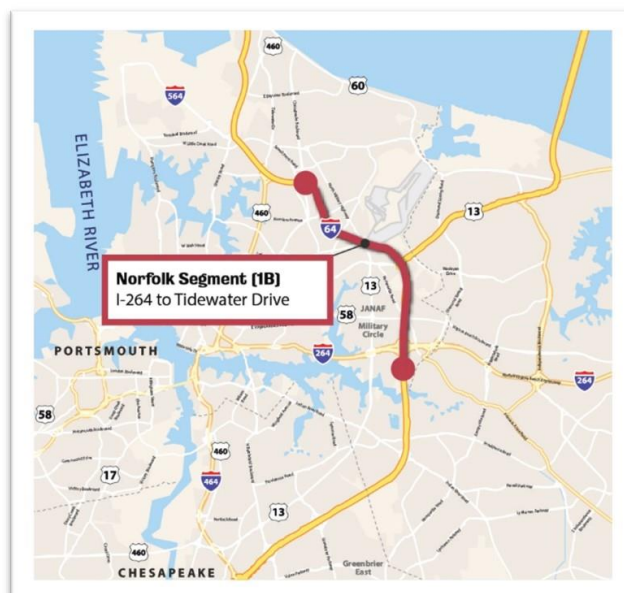
Request for Qualifications	Under Development
Public Hearing	December 1 & 2, 2021
Request for Proposals	June 2023
Notice to Proceed	February 2024
Fixed Completion Date	May 2027
Schedule Status	On-Schedule

Enabling Funding

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

Project Status:

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



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	\$ 0	\$ 0
	\$ 7,241,427	

* 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:

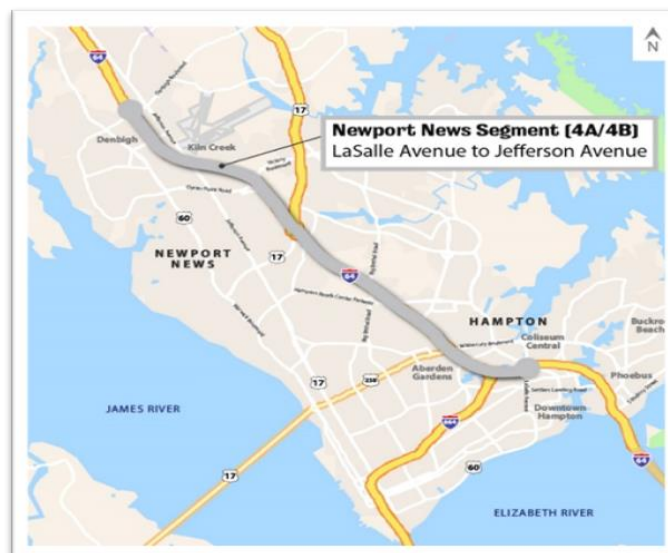
Public Hearing	September 29 & 30, 2021
Advertisement	May 14, 2024
Notice to Proceed	September 11, 2024
Fixed Completion Date	December 30, 2026
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 156,220,184*
State/Federal	\$ 21,000,000
	\$ 177,220,184

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

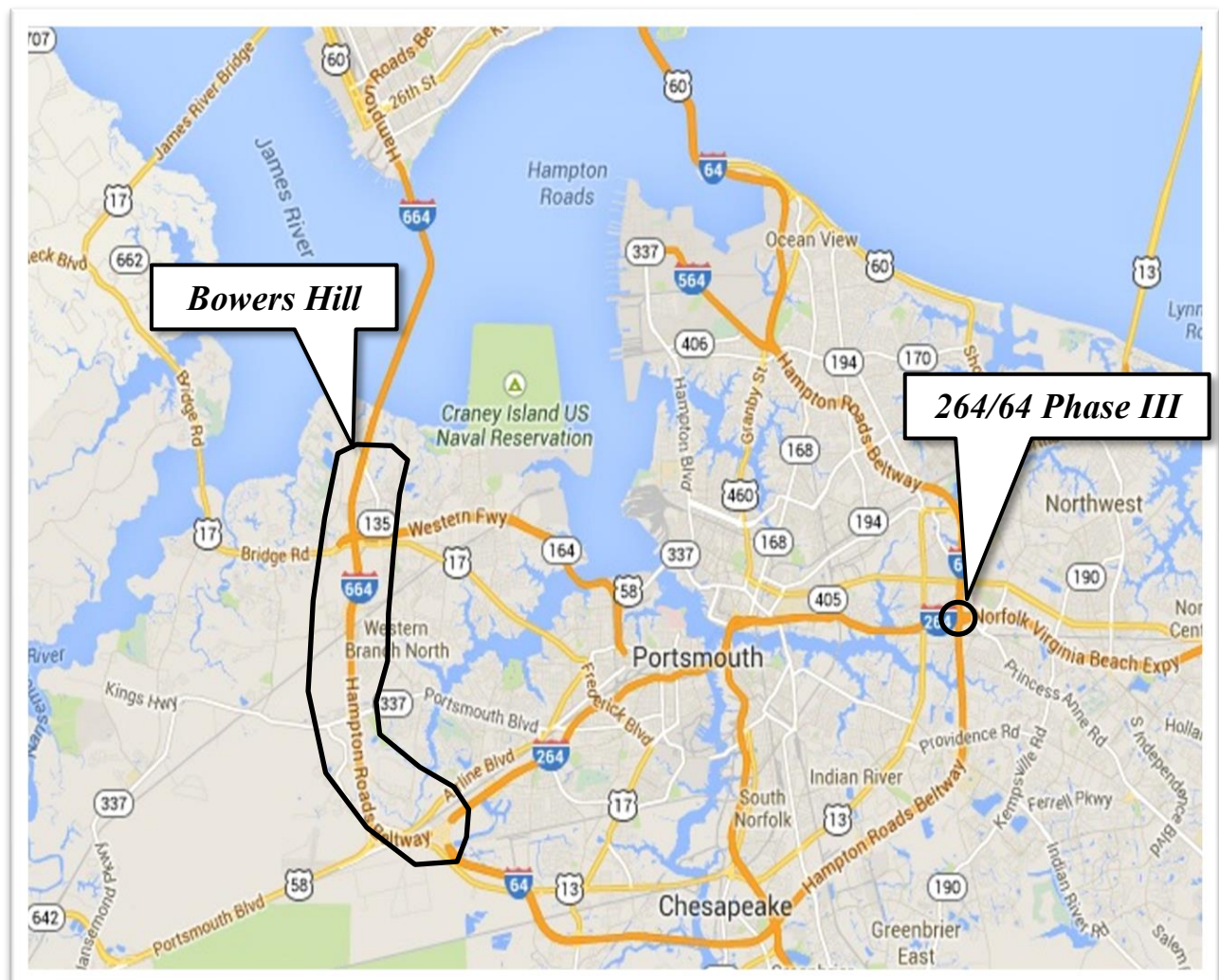
OTHER MAJOR PROJECTS

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:

Project Budget (\$10,000,000):

- PE \$ 10,000,000
- RW \$ 0
- CN \$ 0

Funds Expended (as 09/30/2022):

\$ 4,013,094
\$ 0
\$ 0
\$ 4,013,094

Projected Cost Over/(Under):

\$ 0
\$ 0
\$ 0

Project Schedule:

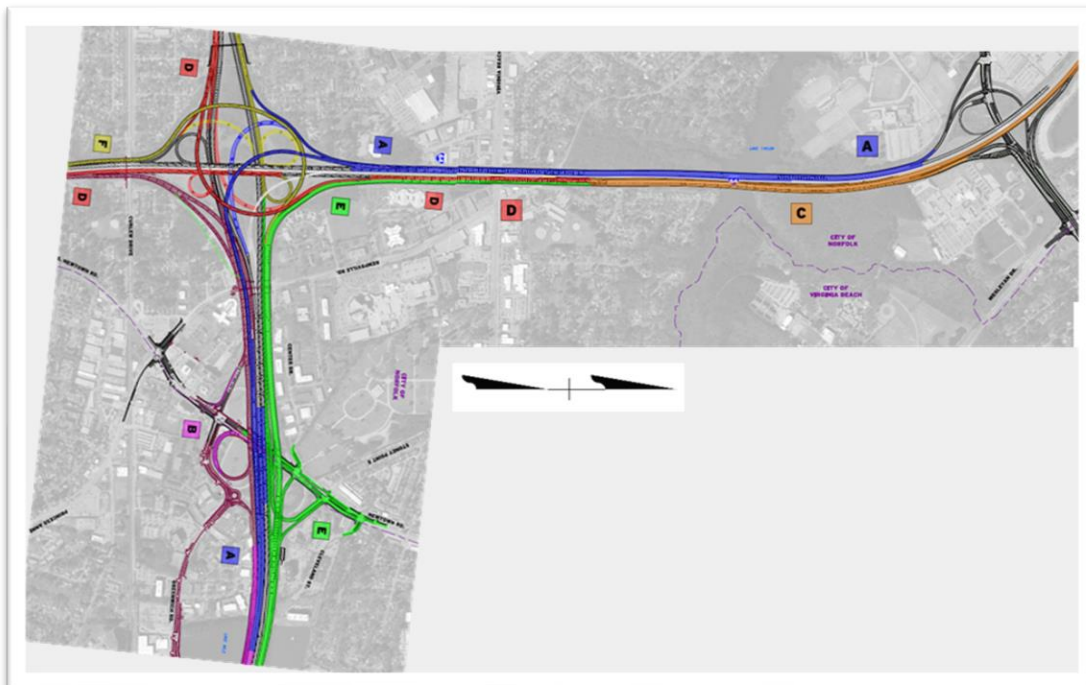
IMR Final Approval	October 2020
Subproject III-A – Consultant NTP	November 2021
Subproject III-A – PFI Meeting	December 2022
Subproject III-A Preliminary Design – Completion	January 2023
Schedule Status	On-Schedule

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
- 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

Enabling Funding

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.

