



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) | Construction Completed |

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 08/31/2022):</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 08/31/2022):</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> \$ 159,559,703 | \$ 0 |

Project Schedule:

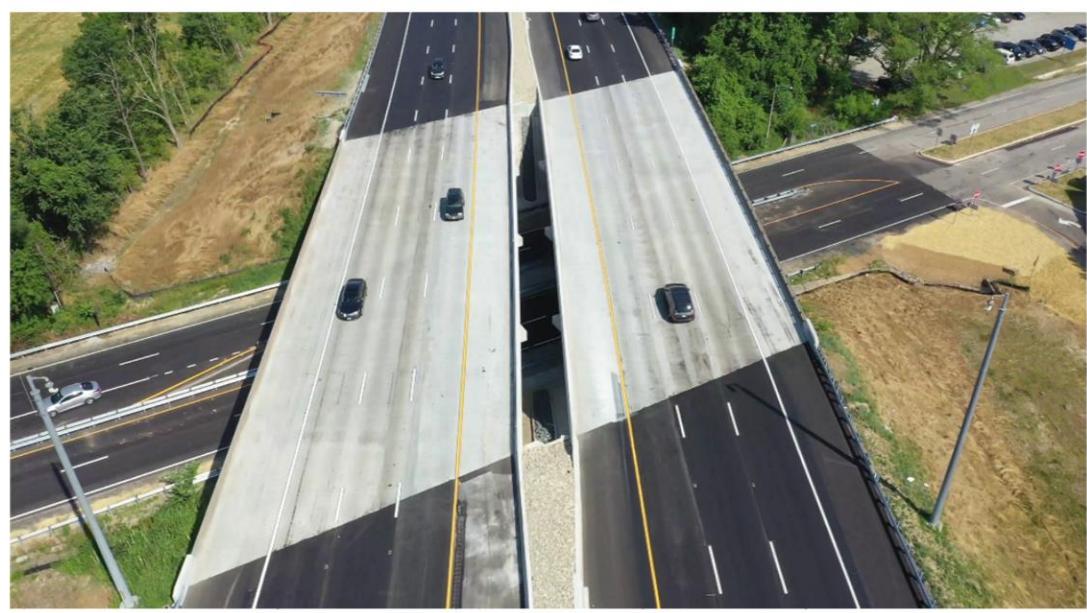
| | |
|--------------------|---------------|
| Notice To Proceed | February 2016 |
| Project Completion | May 2019 |
| Schedule Status | Completed |

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 08/31/2022):</u> | <u>Projected Cost Over/(Under):</u> |
|--|---|-------------------------------------|
| ○ PE \$ 10,000,000 | \$ 5,724,369 | \$ 0 |
| ○ RW \$ 12,000,000 | \$ 900,386 | \$ 0 |
| ○ CN \$ 222,045,973 | <u>\$197,925,867</u> | <u>\$ 0</u> |
| | | \$204,550,622 |

Project Schedule:

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

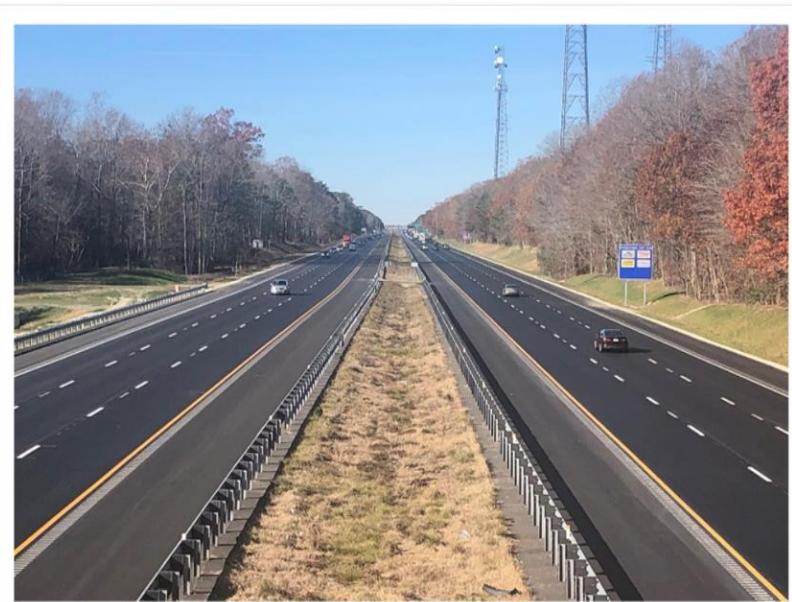
Enabling Funding

| | |
|---------------|-----------------------|
| 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 08/31/2022):</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>\$ 121,528,494</u> | \$ 0 |
| | \$ 152,121,916 | |

Project Schedule:

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

| <u>Enabling Funding</u> | |
|-------------------------|---------------------|
| 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 08/31/2022):</u> | <u>Projected Cost Over/(Under):</u> |
|--|---|-------------------------------------|
| ○ PE \$ 14,082,810 | \$ 14,082,810 | \$ 0 |
| ○ RW \$ 54,392,666 | \$ 55,994,583 | \$1,601,917 |
| ○ CN \$ 126,028,411 | <u>\$ 126,762,582</u> | \$ 734,171 |
| | \$ 196,839,975 | |

Project Schedule:

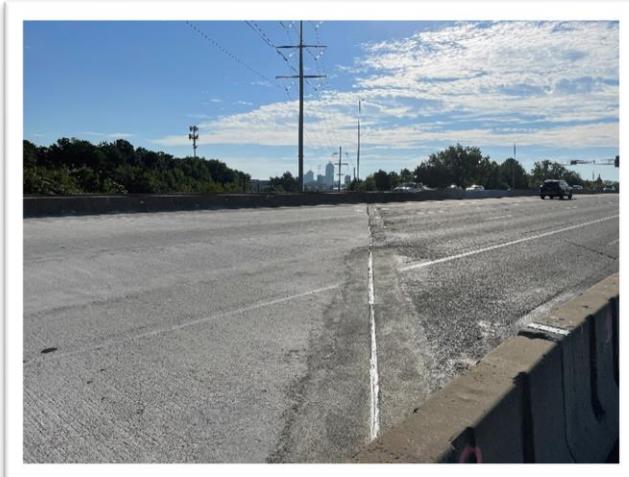
| | |
|----------------------|----------------------|
| Award | December 2017 |
| Notice to Proceed | February 2018 |
| Projected Completion | September 2021 |
| Schedule Status | Complete Summer 2022 |

Enabling Funding

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

Project Status:

- Topsoil and seeding project-wide 98%.
- B602 Bridge widening opened to traffic, bridge painting in-progress.
- B602 multiple traffic shifts ongoing to complete existing bridge rehabilitation of expansion joints.
- Grading, topsoil, seeding and aquatic plants at stormwater ponds 4 and 5 at Witchduck 95%.
- Stakeholder walk-throughs in progress with deficiencies under correction.



Existing B602 Expansion Joint Reconstruction in Progress



Storm Water Pond 4 Stabilization and Aquatic Plants

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 08/31/2022):</u> | <u>Projected Cost Over/(Under):</u> |
|--|---|-------------------------------------|
| ○ PE \$ 12,200,000 | \$ 12,189,268 | \$ 0 |
| ○ RW \$ 18,726,000 | \$ 10,864,798 | \$ 0 |
| ○ CN \$ 493,687,765 | <u>\$ 406,154,058</u> | <u>\$ 0</u> |
| | <u>\$ 429,208,124</u> | |

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 | <u>\$ 92,657,545</u> |
| | <u>\$ 524,613,765</u> |

* 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 –completed; HRB open to traffic.
- 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 Widenings 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, Open to traffic

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 08/31/2022):</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>\$ 20,759,050</u> | \$ 0 |
| | \$ 23,302,712 | |

Project Schedule:

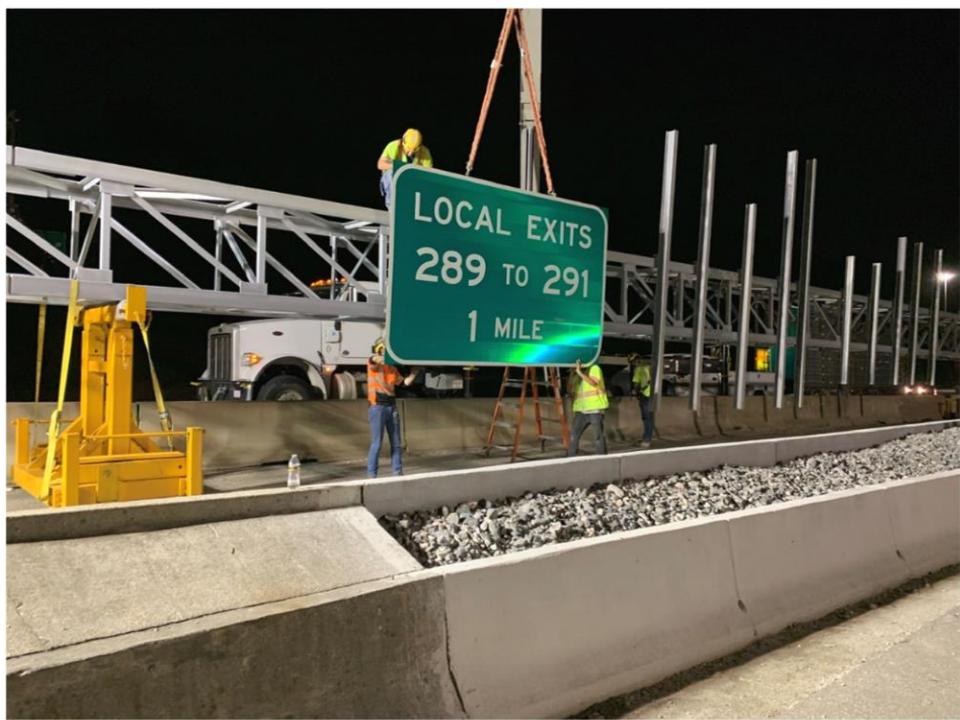
| | |
|--------------------|--------------------|
| Award | September 20, 2020 |
| Notice to Proceed | October 30, 2020 |
| Project Completion | September 22, 2022 |
| Schedule Status | Completed |

Enabling Funding

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

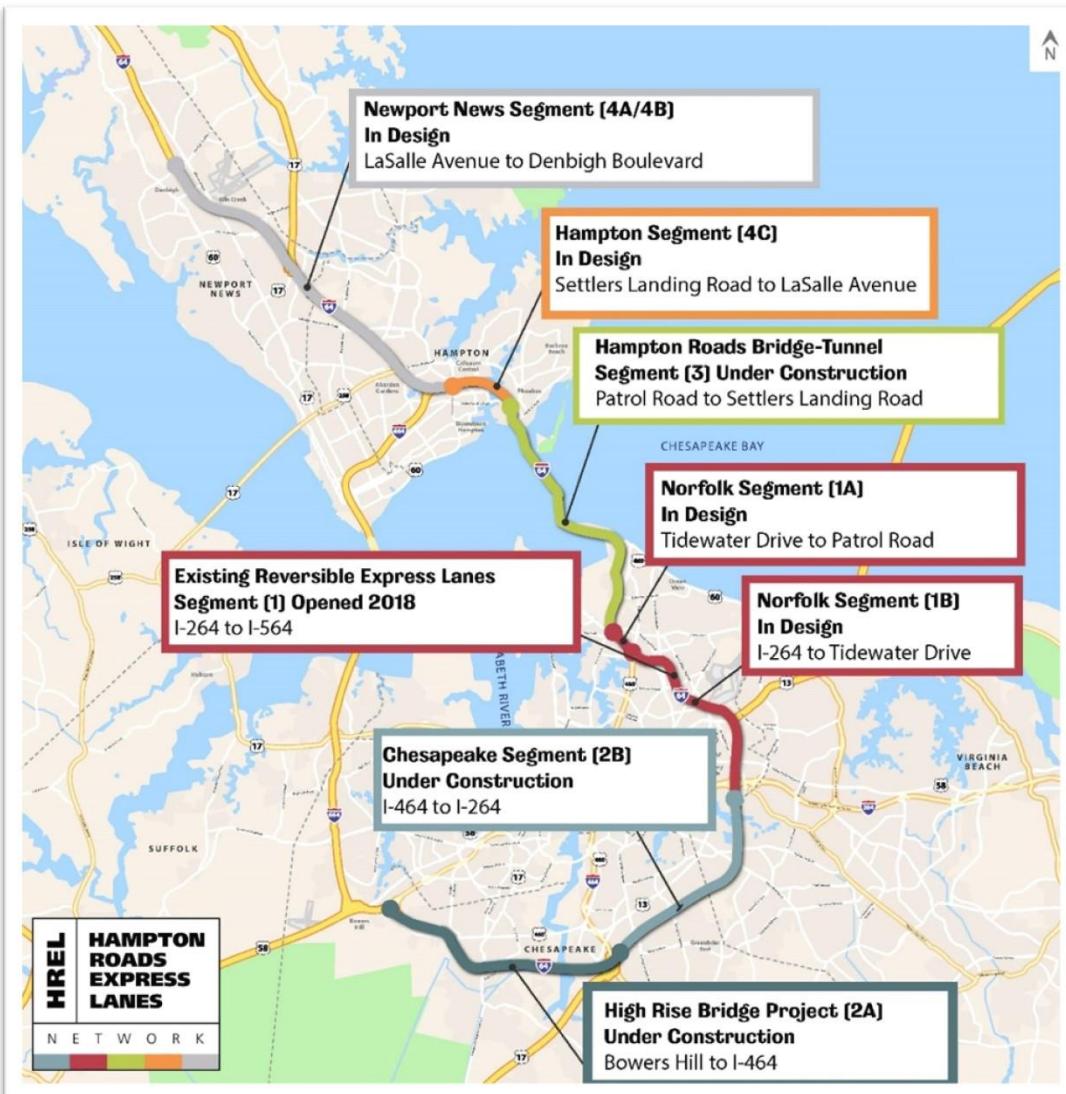
Project Status:

- 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 08/31/2022):</u> | <u>Projected Cost Over/(Under):</u> |
|--|---|-------------------------------------|
| ○ PE \$ 4,900,000* | \$ 3,895,065 | \$ 0 |
| ○ RW \$ 500,000 | \$ 0 | \$ 0 |
| ○ CN \$ 57,911,759 | \$ 0 | \$ 0 |
| | \$ 3,895,065 | |

*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:

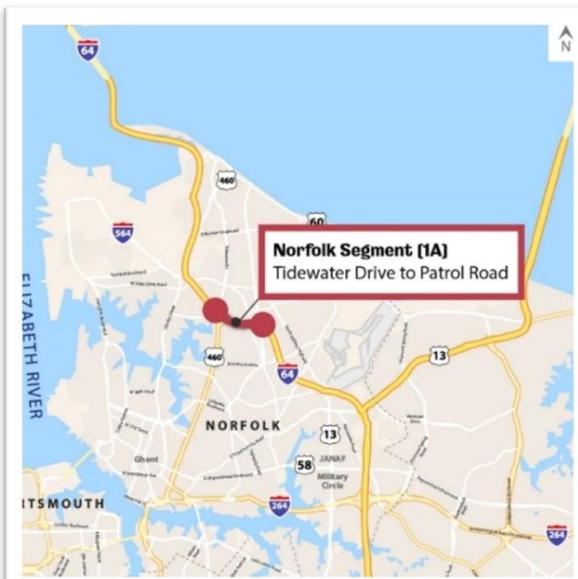
| | |
|----------------------------|----------------------|
| Request for Qualifications | January 20, 2022 |
| Public Hearing | December 1 & 2, 2021 |
| Request for Proposals | April 28, 2022 |
| Notice to Proceed | November 21, 2022 |
| Fixed Completion Date | December 31, 2025 |

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 are due 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 I-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 08/31/2022):</u> | <u>Projected Cost Over/(Under):</u> |
|---|---|-------------------------------------|
| ○ PE \$ 9,000,000* | \$ 4,230,893 | \$ 0 |
| ○ RW \$ 500,000 | \$ 0 | \$ 0 |
| ○ CN \$ 203,000,000 | \$ 0 | \$ 0 |
| | \$ 4,230,893 | |

* 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

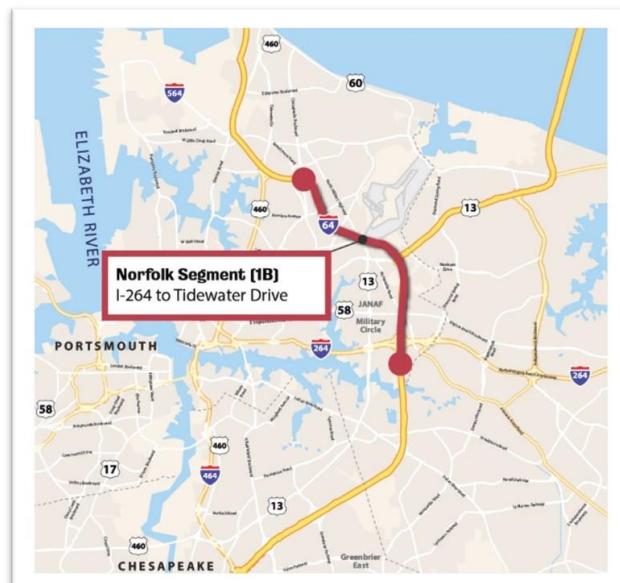
| | |
|----------------------------|----------------------|
| Request for Qualifications | Under Development |
| Public Hearing | December 1 & 2, 2021 |
| Request for Proposals | February 2023 |
| Notice to Proceed | February 2024 |
| Fixed Completion Date | May 2027 |

Enabling Funding

| | |
|---------------|--------------------------------|
| HRTAC | \$212,500,000* |
| State/Federal | \$ 61,400,000 \$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 (\$5,916,425):</u> | <u>Funds Expended (as of 08/31/2022):</u> | <u>Projected Cost Over/(Under):</u> |
|--------------------------------------|---|-------------------------------------|
| ○ PE \$ 14,791,063* | \$ 7,181,371 | \$ 0 |
| ○ RW \$ 2,200,000 | \$ 0 | \$ 0 |
| ○ CN \$ 139,229,121 | <u>\$ 0</u> | <u>\$ 0</u> |
| | <u>\$ 7,181,371</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 |

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 08/31/2022):</u> | <u>Projected Cost Over/(Under):</u> |
|--|---|-------------------------------------|
| ○ PE \$ 20,000,000 | \$ 5,958,916 | \$ 0 |
| ○ RW \$ 8,000,000 | \$ 618,424 | \$ 0 |
| ○ CN \$ 401,754,878 | <u>\$ 10,751</u> | <u>\$ 0</u> |
| | \$ 6,588,091 | |

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)
- Kick Off Meeting held on August 17, 2022
- Performing survey and field investigations throughout the project corridor



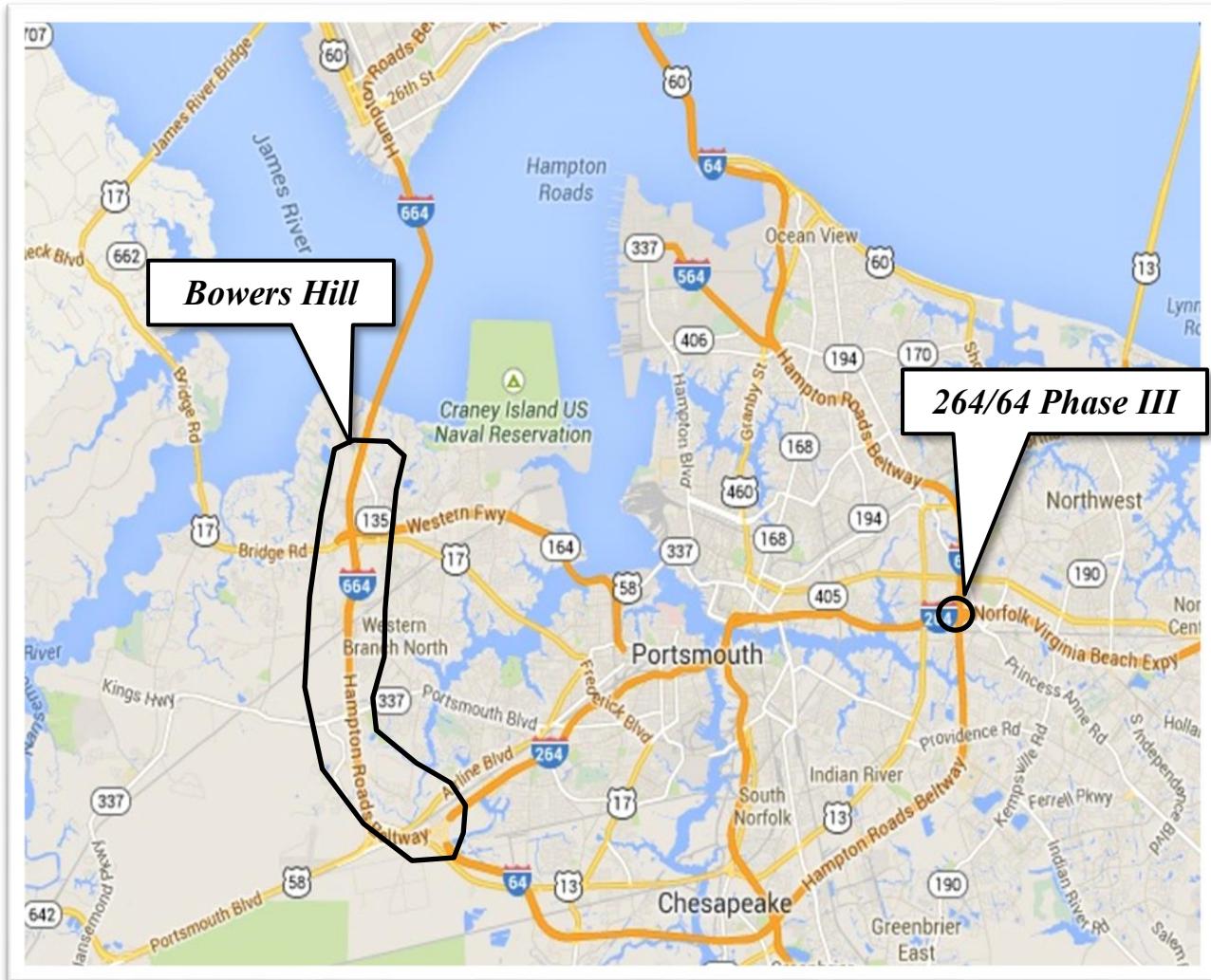
OTHER MAJOR PROJECTS

Bowers Hill Interchange

Under Study

I-264/I-64 Phase III-A

Under 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 08/31/2022):</u> | <u>Projected Cost Over/(Under):</u> |
|---------------------------------------|--|-------------------------------------|
| o PE \$ 10,000,000 | \$ 3,995,867 | \$ 0 |
| o RW \$ 0 | \$ 0 | \$ 0 |
| o CN \$ 0 | \$ 0 | \$ 0 |
| | \$ 3,995,867 | |

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 08/31/2022):</u> | <u>Projected Cost Over/(Under):</u> |
|--------------------------------------|---|-------------------------------------|
| ○ PE \$ 7,904,630 | \$ 5,340,010 | \$ 0 |
| ○ RW \$ 0 | \$ 0 | \$ 0 |
| ○ CN \$ 0 | \$ 0 | \$ 0 |
| | \$ 5,340,010 | |

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 conducted additional public outreach in August, holding drop-in community hours for potentially impacted property owners and tenants at three locations in Suffolk and Chesapeake
- Development of the Draft Environmental Impact Statement (DEIS) continues to progress toward a Winter 2022/2023 public release
- VDOT will brief the CTB on Bowers Hill in September

