

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)

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

Project Financial Summary:

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

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

Funds Expended (as of 01/30/19):

\$ 2,738,567
\$ 32,494
\$ 108,835,731
\$ 111,606,792

Projected Cost Over/(Under):

\$ 0
\$ 0
\$ 0

Project Schedule:

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

Funding

HRTAC	\$ 12,455,498
State/Federal	<u>\$ 101,544,502</u>
	\$ 114,000,000

Project Status:

- o Completed December 1, 2017



Project Site (Looking West from Denbigh Blvd.)

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 01/30/19):

\$ 2,630,354
\$ 510,155
\$ 140,081,385
\$ 143,221,894

Projected Cost Over/(Under):

\$ 0
\$ 0
\$ 0

Project Schedule:

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

<u>Funding</u>	
HRTAC	\$ 175,832,897
State/Federal	\$ _____.
	\$ 175,832,897

Project Status:

- Completed Phase II pavement reconstruction throughout project Sections A through D
- Completed the rehabilitation of existing bridge decks on all bridges
- Entire project is now in the Phase II traffic configuration
- Installation of Noise Wall is underway



Eastbound I-64 latex concrete overlay at the Burma Road bridge

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)

- o Additional 12' wide travel lanes and 12' wide shoulders within the existing median space
- o Replacement of the two Queen's Creek bridges, repair and widening of 4 bridges, 3 major culverts
- o Reconstruction of existing mainline roadway

Project Financial Summary:

<u>Project Budget (\$244,045,973):</u>	<u>Funds Expended (as of 01/30/19):</u>	<u>Projected Cost Over/(Under):</u>
o PE \$ 10,000,000	\$ 4,755,059	\$ 0
o RW \$ 12,000,000	\$ 41,417	\$ 0
o CN \$ 222,045,973	<u>\$ 35,293,293</u>	\$ 0
	\$ 40,089,769	

Project Schedule:

Notice To Proceed	January 2018
Project Completion	September 2021
Schedule Status	On-Schedule

<u>Funding</u>	
HRTAC	\$ 122,893,996
State/Federal	<u>\$ 121,151,977</u>
	\$ 244,045,973

Project Status:

- o Eastbound and Westbound traffic has been shifted to the outside lanes
- o Roadway plans, Lakeshead Drive Bridges, Colonial Pkwy Bridges and Queens Creek Bridge plans are approved
- o The USACE Joint Permit was approved on December 3, 2018. Waiting on additional approval from NOAA
- o Clearing and grubbing operations in the center median are underway



Clearing and grubbing operations in center median of I-64

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:

Project Budget (\$158,730,023):

- PE \$ 10,135,307
- RW \$ 11,571,063
- CN \$ 137,023,653

Funds Expended (as of 01/30/19):

\$ 10,135,307
\$ 20,325,414
\$ 84,797,394
\$115,258,115

Projected Cost Over/(Under):

\$ 0
\$ 8,754,351
\$ 0

Project Schedule:

Notice To Proceed	October 2016
Project Completion	October 2019
Schedule Status	On-Schedule

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

Project Status:

- Completed Phase 3 Weekend Lane Shift
- Opened Bridges B-603; Connector to B-602 and B-605, and B-605 local traffic to Newtown Road
- Demolished portion of I-264 EB over Kempsville Road
- Constructing Remaining Portion of B-602; I-264 Flyover and Landing



Demolition of I-264 EB over Kempsville Road



B-602 Flyover Reinforcement and Landing (background)

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
- 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 01/30/19):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 14,082,810	\$ 14,067,077	\$ 0
○ RW \$ 54,392,666	\$ 40,231,768	\$ 0
○ CN \$ 126,028,411	<u>\$ 17,753,364</u>	\$ 0
	\$ 72,052,209	

Project Schedule:

Award	December 2017
Notice to Proceed	February 2018
Projected Completion	September 2021
Schedule Status	On-Schedule

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

Project Status:

- Completed pile driving for B-603; I-264 Flyover adjacent to Top Golf
- Driving support piles to extend Box Culvert D-601; I-264 EB at Greenwich Road
- Ground and Drainage Improvements I-264 EB vicinity of Courtyard Marriot



B-603 Flyover Abutment Piles (Top Golf approach)



Installed drainage pipe parallel to Courtyard Marriot

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
- Addition of Shoulder Lanes between the Route 17 and I-464 interchanges

Project Financial Summary:

<u>Project Budget (\$524,613,765):</u>	<u>Funds Expended (as of 01/30/19):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 12,200,000	\$ 12,189,821	\$ 0
○ RW \$ 18,726,000	\$ 3,266,423	\$ 0
○ CN \$ 493,687,765	<u>\$ 96,516,876</u>	\$ 0
	\$111,973,120	

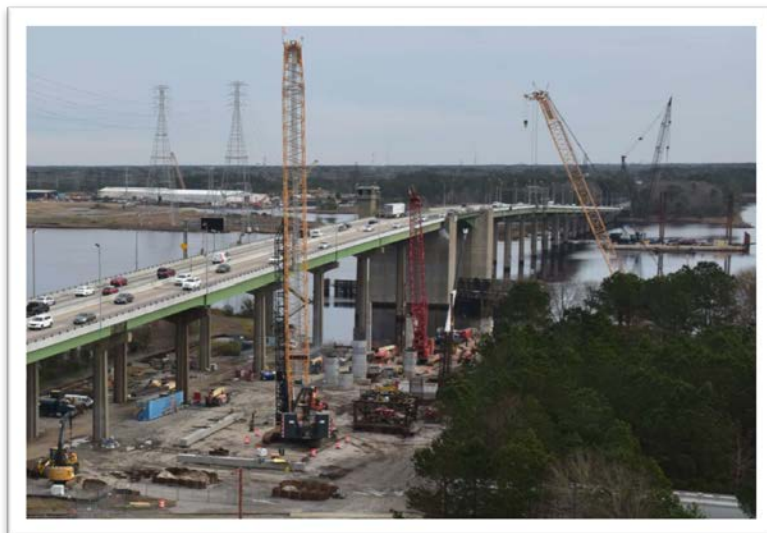
Project Schedule:

Award	October 2017
Notice to Proceed	November 2017
Project Completion	July 2021
Schedule Status	On-Schedule

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

Project Status:

- Roadway and bridge plans are being reviewed by VDOT; 13 plan sets have been released for construction
- ROW plans are approved; Acquisition of 24 parcels is ongoing – 21 appraisals approved, 19 offers made, 2 acquired
- Final VPDES permit modification obtained on January 17, 2019
- HRB pier construction (piles, footings, columns) underway on Piers 10, 13, 14, 19-25. Others to start this month
- Fender system construction is underway
- Construction of both Great Bridge Blvd Bridge abutments and abutment MSE walls underway
- Construction of I-64 Bridge Widening over Military Highway and Yadkin Road is underway
- Roadway work zones in the existing median are being set up on Segments West 1, West 2, East 1 and East 2



Pile Driving Operations for East Approach Spans of New High Rise Bridge



**HRTAC Program Development
Monthly Executive Report
February 2019**

Hampton Roads District
7511 Burbage Drive
Suffolk

I-64 Hampton Roads Bridge-Tunnel Expansion

UPC 110577 (HRTAC)

Refinement of Preferred Alternative

Project Scope:

Preliminary work for the I-64 corridor from Settlers Landing Interchange to I-564, including the following activities for refinement of the Preferred Alternative and initial activities to develop the most appropriate procurement approach for expansion of the HRBT:

- o Land survey, including photogrammetry, right-of-way verification, planimetric mapping, digital terrain modeling, and initial utility designation
- o Wetlands survey/delineation to obtain preliminary Jurisdictional Determination
- o Cultural resources/archaeological survey (land and marine)
- o Hazardous materials investigations (land and marine)
- o Geotechnical investigations (land and marine)
- o Environmental permitting and agency coordination, including for in-channel geotechnical sampling
- o Evaluation of disposal options for sediment dredge material and excavated boring material
- o Procurement preparation, including industry outreach (Request for Information process, industry forum, meetings with potential proposers) and assessment of procurement- and delivery-method alternatives

Project Financial Summary:

<u>Project Budget (\$30,000,000):</u>	<u>Funds Expended (as of 01/30/19):</u>	<u>Projected Cost Over/(Under):</u>
o PE \$30,000,000	\$ 24,009,364	\$ 0
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 24,009,364	

Project Schedule:

Request for Qualifications (RFQ)	December 2017
Request for Proposals (RFP)	May 2018
Project Award	Early 2019
Project Completion	2025
Schedule Status	On-Schedule

<u>Funding</u>	
HRTAC	\$ 30,000,000
State/Federal	\$ _____.
	\$ 30,000,000

Project Status:

- o Project in procurement; contract award anticipated in early 2019

Route 460/58/13 Connector

UPC 106694 (HRTAC)

Study Scope:

Study from approximately the I-664/U.S. Route 58 Interchange and extending to the Business U.S. Route 460 and the Suffolk Northern Bypass (U.S. Route 13/58/460) Interchange:

- Improve existing roadway to interstate standards and address roadway deficiencies
- Improve accessibility to/from the SPSA Regional Landfill
- Improve accessibility to/from the Hampton Roads Executive Airport

Study Financial Summary:

<u>Project Budget (\$5,000,000):</u>	<u>Funds Expended (as of 01/30/19):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 5,000,000	\$ 1,093,407	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	<u>\$ 1,093,407</u>	

Study Schedule:

Begin NEPA Process	June 2017
Study Completion	June 2020

<u>Funding</u>	
HRTAC	\$ 5,000,000
State/Federal	\$ _____.
	\$ 5,000,000

Study Status:

- Study closed; final voucher paid on January, 7, 2019



Existing facility looking westbound from weigh station



Wetland south of eastbound lanes near Sondej Avenue

I-64/I-264- Phase III

UPC 106693 (HRTAC)

Project Scope:

Study/design to improve the remaining I-64/I-264 movements

- Includes I-64 Eastbound (EB) movements to I-264
- Includes I-264 movements to I-64

Project Financial Summary:

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

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

Funds Expended (as of 01/30/19):

\$ 743,453
\$ 0
\$ 0
\$ 743,453

Projected Cost Over/(Under):

\$ 0
\$ 0
\$ 0

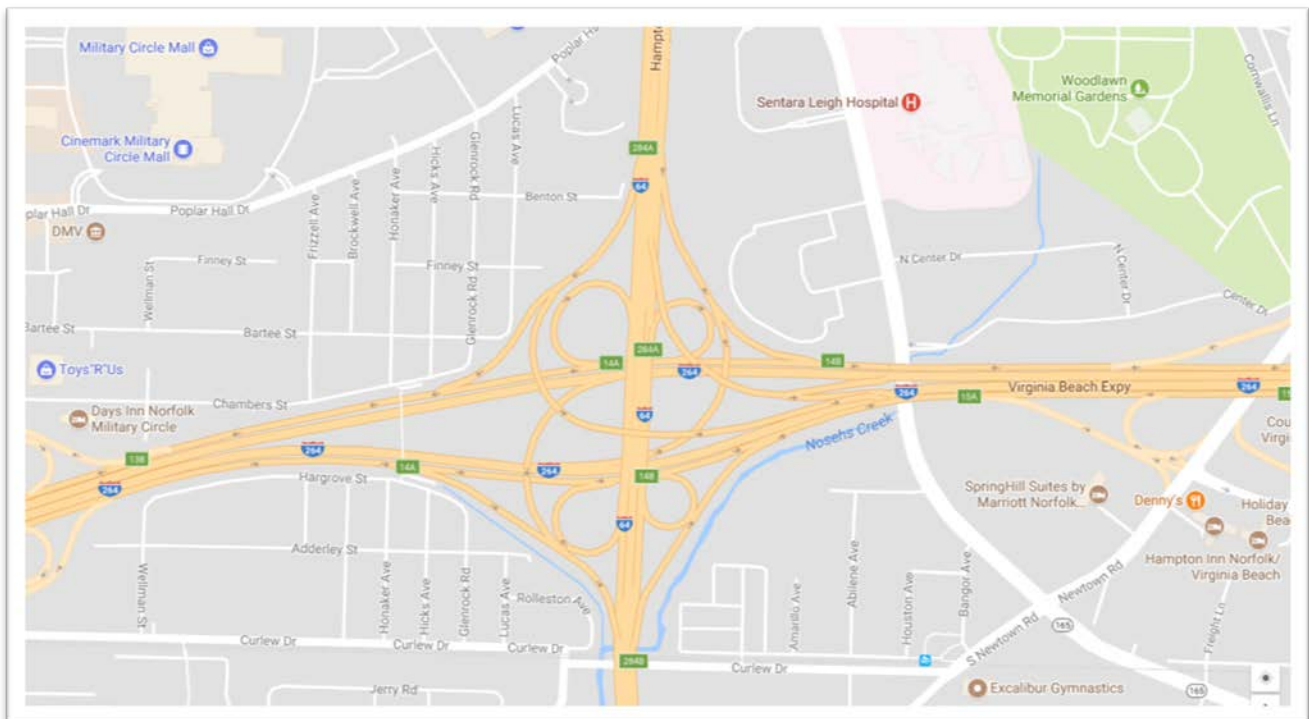
Project Schedule:

Begin NEPA Process	October 2018
IMR Conditional Approval	August 2019
Complete NEPA	December 2019

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

Project Status:

- VISSIM and Synchro analyses for three composite alternatives are underway
- Final draft IMR chapters are being revised to address VDOT's review comments
- Draft IMR chapters are under cursory review by FHWA
- Cost estimate refinement for three selected alternatives is underway



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).

Study Financial Summary:

<u>Project Budget (\$4,000,000):</u>	<u>Funds Expended (as of 01/30/19):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$4,000,000	\$ 1,032,307	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	<u>\$ 0</u>	\$ 0
	\$ 1,032,307	

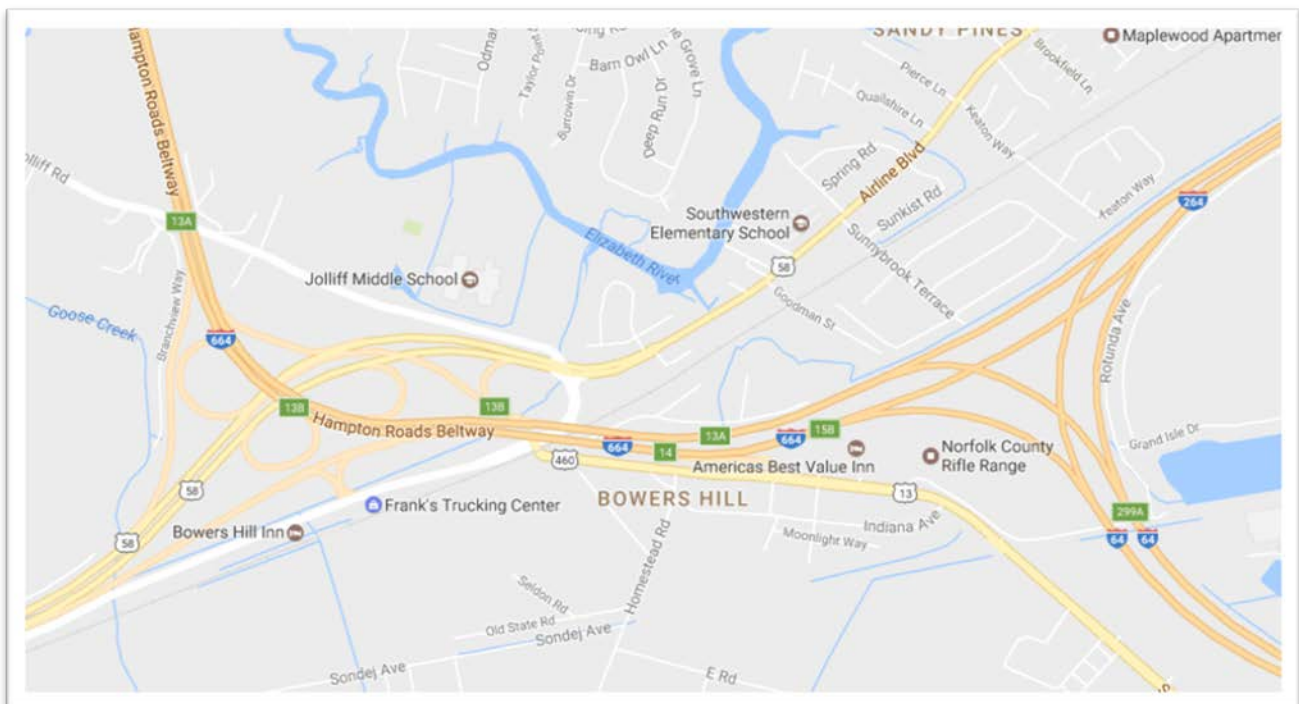
Study Schedule:

Begin NEPA Process	January 2018
Completion	January 2020

<u>Funding</u>	
HRTAC	\$ 4,000,000
State/Federal	\$ _____
	\$ 4,000,000

Study Status:

- IMR Chapters 4 and 5 under FHWA review
- Draft EA to be submitted to VDOT by mid- February for internal review
- Public participation mailing area is being finalized
- Draft public participation materials/brochures/boards scheduled for submission to VDOT for review by mid-February
- Select draft technical documents submitted to the EPA and USACE on January 14, 2018
- Location Public Hearing anticipated in May 2019



Ft. Eustis Interchange

UPC 106700 (HRTAC)

Project Scope:

Replace the I-64 Ft Eustis Interchange to mitigate congestion and improve safety.

Project Financial Summary: TBD

Project Schedule: TBD

Project Status: TBD

I-64 Southside Widening and High Rise Bridge- Phase II

Project Scope:

From approximately the I-64/464 Interchange in Chesapeake extending to the I-64/264/664 Interchange at Bowers Hill

- Widening from 6 to 8 lanes
- Replacing the existing High Rise Bridge
- Rebuild the four Interchanges

Project Financial Summary: TBD

Project Schedule: TBD

Project Status: TBD