

HRTAC PROGRAM MONTHLY EXECUTIVE REPORT

November 2024

ORIGINAL MAJOR PROJECTS

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	Construction Completed
I-64 Southside Widening and High Rise Bridge Phase I	Construction Completed

HRTAC Program Development Monthly Executive Report November 2024

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:

<u>Project Budget (\$111,608,384):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,738,567	\$ 2,738,567	\$ 0
○ RW \$ 32,494	\$ 32,494	\$ 0
○ CN \$ 108,837,323	<u>\$ 108,837,323</u>	\$ 0
	\$ 111,608,384	

Project Schedule (Design-Build – Shirley Contracting Co., LLC):

DB Notice to Proceed	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 financially closed



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 (\$159,559,703):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,869,659	\$ 2,869,659	\$ 0
○ RW \$ 530,122	\$ 530,122	\$ 0
○ CN \$ 156,159,922	<u>\$ 156,159,922</u>	\$ 0
	\$ 159,559,703	

Project Schedule (Design-Builder – Allan Myers VA, Inc.):

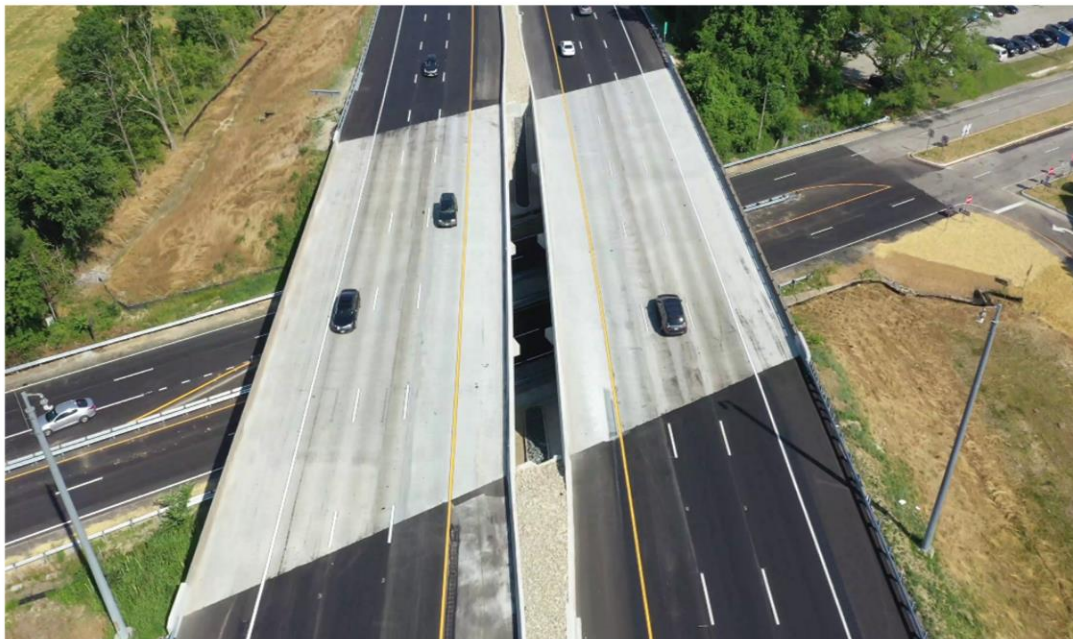
DB Notice to Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

Enabling Funding

HRTAC	\$ 159,559,703
State/Federal	\$ _____.
	\$ 159,559,703

Project Status:

- Completion achieved on November 15, 2019
- Project financially closed



Project Site (Looking West from the Yorktown Road overpass)

HRTAC Program Development Monthly Executive Report November 2024

Hampton Roads District
7511 Burbage Drive
Suffolk

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 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 10,000,000	\$ 5,766,837	\$ 4,233,163
○ RW \$ 12,000,000	\$ 928,486	\$ 11,071,514
○ CN \$ 222,045,973	<u>\$ 201,047,181</u>	\$ 20,998,792
	\$ 207,742,504	

Enabling Funding

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

Project Schedule (Design-Builder – Shirley Contracting Co., LLC):

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

*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 (Environmental and NPDES permits are closed out; Preparing close-out request package for Programming Division; Cost savings will be transferred before project can be financially closed)



I-64 traffic at the Barlow Road overpass (looking west)

HRTAC Program Development Monthly Executive Report November 2024

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 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,458,115	- \$ 8,887,052*
○ CN \$ 137,023,653	<u>\$ 125,397,222</u>	\$ 11,626,431
	\$ 155,990,644	

*Note: Overrun due to higher than expected property settlements.

Project Schedule (Contractor – Tutor Perini Corp.):

Construction 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 (in claim litigation)



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 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 56,054,113	- \$ 1,661,447*
○ CN \$ 126,028,411	<u>\$ 134,876,592</u>	- \$ 8,848,181**
	\$ 205,013,515	

*Note: Overrun due to higher than expected property settlements.

**Note: Overrun primarily due to change orders and CEI costs.

Enabling Funding

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

Project Schedule (Contractor – The Lane Construction Corp.):

Construction Notice to Proceed	February 2018
Project Completion	November 2022***
Schedule Status	Completed

***Note: The Project Fixed Completion Date was extended from September 2021 to November 2022 due to additional scope and differing site conditions.

Project Status:

- In final contract close out (Environmental and NPDES permits are in close out; NoT package has been sent to CO and permit termination is pending; Waiting for final charges from permit termination activities. Cost overruns will be transferred to project before project can be financially closed)



I-264 EB at Cleveland Street Flyover



I-264 EB at Cleveland Street Flyover (Bridge Lighting)

HRTAC Program Development Monthly Executive Report November 2024

Hampton Roads District
7511 Burbage Drive
Suffolk

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:

Project Budget (\$524,613,765):

- PE \$ 12,200,000
- RW \$ 18,726,000
- CN \$ 493,687,765

Funds Expended (as of 10/31/2024):

\$ 12,189,268
\$ 11,439,956
\$ 423,997,329
\$ 447,626,553

Budget Remaining (+) / Overrun (-):

\$ 10,732
\$ 7,286,044
\$ 69,690,436

Enabling Funding

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

Project Schedule (*Design-Builder – Granite-Parsons-Corman, JV*):

DB Notice to Proceed	November 2017
Fixed Completion Date	January 2023*
Projected Completion	October 2024

* Note: The Project Fixed Completion Date was extended to December 2022 to add roadway/drainage infrastructure for future Part-Time Shoulder Express Lanes. Then it was extended to January 2023 to add milling and overlay.

Project Status:

- VDOT Final Project Acceptance was October 31, 2024.
- Post-Construction and Close-out phase of project has begun.



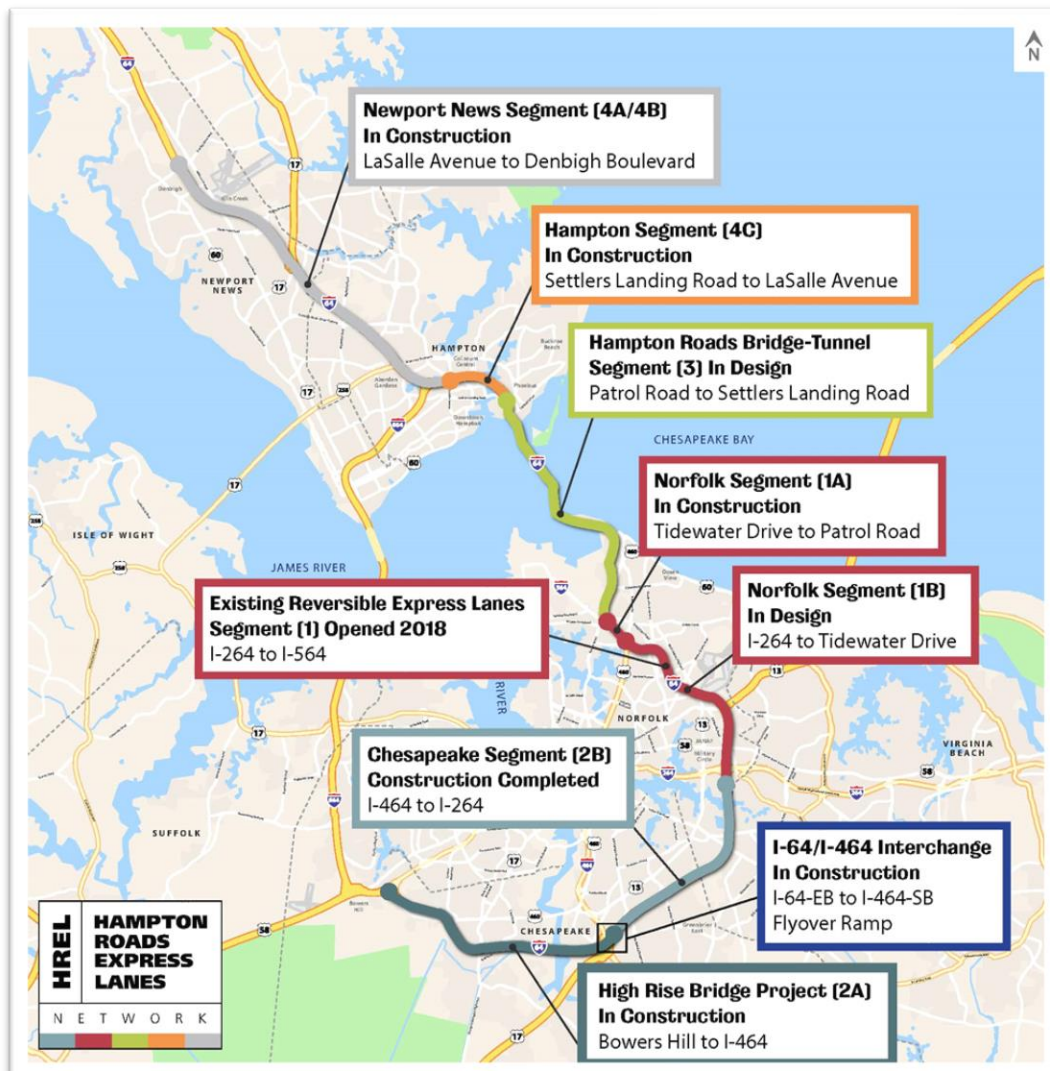
Traffic on new High Rise Bridge
(looking west)



Traffic on I-64 just West of Great Bridge Blvd
(looking west)

HREL PROJECTS

HREL Segment 1A (Norfolk)	In Construction
HREL Segment 1B (Norfolk)	In Design
HREL Segment 2B (Chesapeake)	Construction Completed
HREL Segment 3 (HRBT Tolling Infrastructure)	In Design
HREL Segment 4A/4B (Newport News)	In Construction
HREL Segment 4C (Hampton)	In Construction
I-64/I-464 Exit 291 Interchange Improvements	In Construction



HREL Segment 1A (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 119637 (HRTAC) PE, RW, CN
UPCs 120944, 121360, 121361 (State/Federal)

Project Scope:

From 0.078 Miles East of Patrol Road to 0.558 Miles East of Tidewater Drive, 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 (\$197,612,207):*</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 4,900,000*	\$ 2,671,455	\$ 2,228,545
○ RW \$ 500,000	\$ 38,407	\$ 461,593
○ CN \$ 192,212,207	\$ 80,544,764	\$ 111,667,443
	\$ 83,254,626	

*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, RW and CN.

Project Schedule (Design-Build – Allan Myers, Inc.):

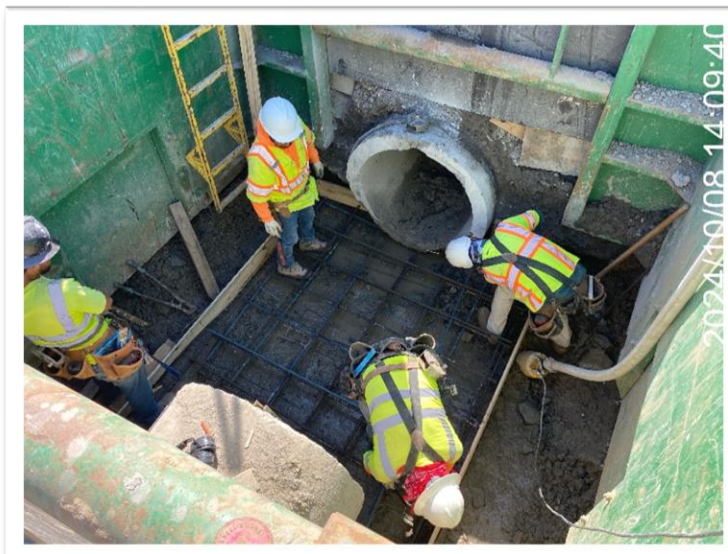
DB Notice to Proceed	December 20, 2022
Project Completion	January 15, 2026
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 94,061,245*
State/Federal	\$ 103,550,962
	\$ 197,612,207

Project Status:

- I-64 mainline traffic shifted towards the median, with most work occurring on the shoulders through early 2025
- Ongoing bridge work on reversible lanes over 564/Little Creek, I-64-EB over I-64-WB to I-564-WB ramp, I-64-EB and I-64 WB over Little Creek Rd, I-64-EB and I-64 WB over Granby St, I-64-EB and I-64 WB over Tidewater Dr
- The I64 Reversible closure was lifted in October and the one lane closure on I-64 EB to I-564 EB will be through the middle of November



Proposed Cast in Place Drainage Structure 8-10

HREL Segment 1B (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 120863 (HRTAC) PE, RW, CN
UPCs 121052, 121258 (State/Federal)

Project Scope:

From 0.558 Miles East of Tidewater Drive to 1.04 miles East of I-264, 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 (\$361,727,648):*</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 15,400,000*	\$ 8,936,873	\$ 6,463,127
○ RW \$ 2,865,000	\$ 0	\$ 0
○ CN \$ 343,462,648	\$ 0	\$ 0
	\$ 8,936,873	

* 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

Public Hearing	December 1 & 2, 2021
Request for Qualifications	November 2024
Request for Proposals	March 2025
Notice of Intent to Award	August 2025
DB Notice to Proceed	Nov 2025
Project Completion	Nov 2029
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$300,327,648*
State/Federal	\$ 61,400,000
	\$361,727,648

Project Status:

- The preliminary design continues for the RFQ release. Final RFQ plans were submitted in August 2024
- VDOT is preparing the RFQ package for a November 2024 release



HREL Segment 2B (Chesapeake)

UPC 112923 (TIFRA)

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 (\$24,919,901):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,543,662	\$ 2,543,662	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 22,376,239	\$ 22,365,696	\$10,543
	\$ 24,909,358	

Project Schedule (Contractor – Aldridge Electric, Inc.):

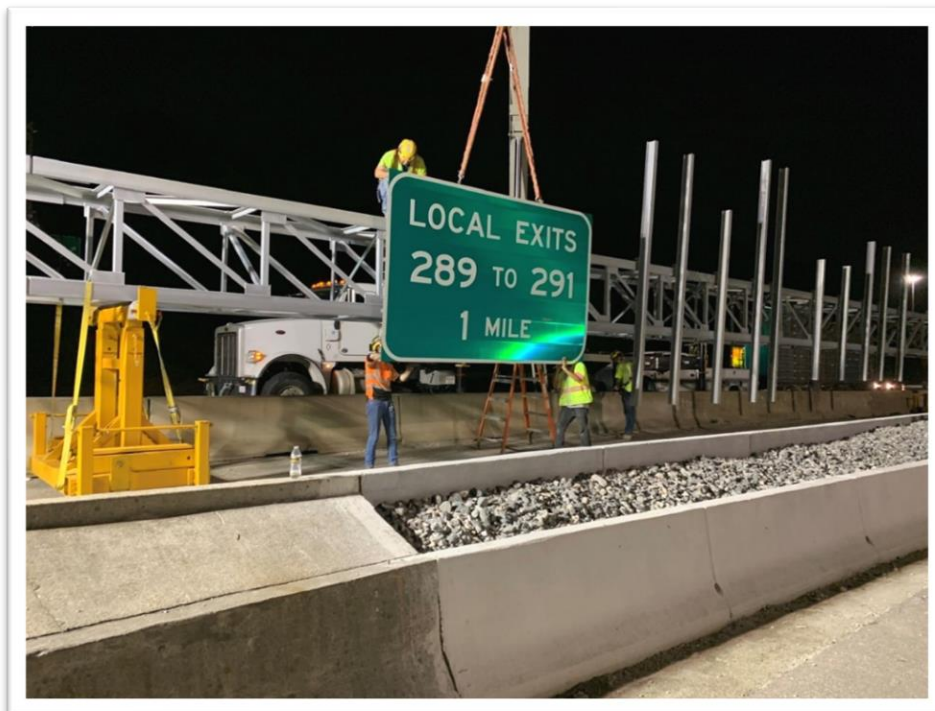
Construction Notice to Proceed	October 2020
Project Completion	September 2022
Schedule Status	Completed

Enabling Funding

TIFRA	\$ 24,919,901
State/Federal	\$ _____.
	\$ 24,919,901

Project Status:

- The HREL 2B Unveiling project was completed on 7/31/2024.
- In final contract close out (Final payment made. Remaining project funds have been transferred. Working with PIM to execute final close-out).



Local Exit Sign for the Express Lanes

HREL Segment 3

UPC 118376 (HRTAC)

Project Scope:

From 0.398 miles East of Settlers Landing Road to 0.078 miles East of Patrol Road, Express Lane tolling infrastructure is being installed in each direction for 9.7 miles within the HRBT expansion project limits. Enhancements to the Over Height Vehicle Detection System (OHVDS) will also be added in the Westbound direction of I-64 within the project limits.

- Limited to tolling signage and structures, ITS and equipment, pavement markings, and OHVDS equipment
- Connector to HREL Segments 4C and 1A

Project Financial Summary:

<u>Project Budget (\$18,789,474):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 1,361,556	\$ 1,204,473	\$ 157,083
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 17,427,918	\$ 0	\$ 17,427,918
	\$ 1,204,473	

Project Schedule:

Willingness Posted	April 26, 2023
Design Approval	August 15, 2024
Advertisement	January 14, 2025
Construction Notice to Proceed	May 2025*
Project Completion	April 2027 *
Schedule Status	On-Schedule

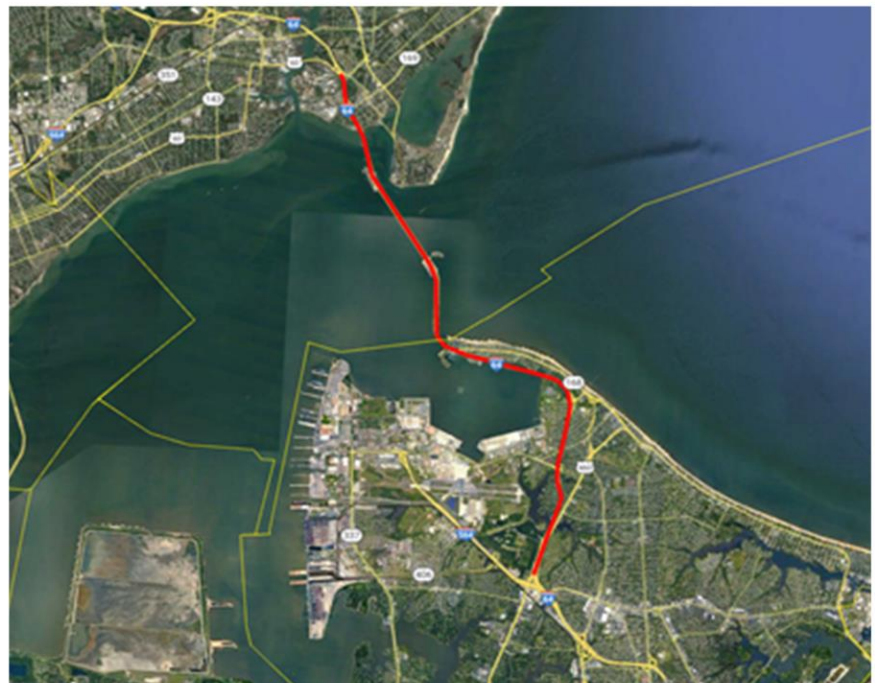
Enabling Funding

HRTAC	\$ 18,789,474
State/Federal	\$ _____
	\$ 18,789,474

*Note: Dates for construction activities may be adjusted to match the HRBT project's construction timeline for opening the HREL corridor to tolling.

Project Status:

- Scoping Approval received 04/10/24
- Design Approval received 08/15/24
- Submission for Advertisement 08/20/24.
- Plans are being revised to add overhead sign structures that were previously going to be done by the HRBT project
- IIPM product selected and approvals being pursued



HREL Segment 4A/4B (Newport News)

UPC 117839 (HRTAC) Phase 1-PE
UPC 119824 (HRTAC) PE, RW, CN
UPCs 120324, 121054 (State/Federal)

Project Scope:

From 1.20 miles west of Denbigh Boulevard 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 0.139 miles east of 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 three bridges (EB/WB Armistead Avenue, EB/WB Billy Woods Canal, and EB/EB J. Clyde Morris Blvd)
- Includes tolling gantries, and overhead signage

Project Financial Summary:

<u>Project Budget (\$163,527,919):*</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 12,391,063*	\$ 9,555,620	\$ 2,835,443
○ RW \$ 77,782	\$ 43,531	\$ 34,251
○ CN \$ 151,059,074	<u>\$ 14,919,261</u>	\$ 136,139,813
	\$ 24,518,412	

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

Project Schedule (Contractor – The Lane Construction Corp.):

Construction Notice to Proceed	March 2024
Project Completion	May 2027
Schedule Status	On-Schedule

Enabling Funding

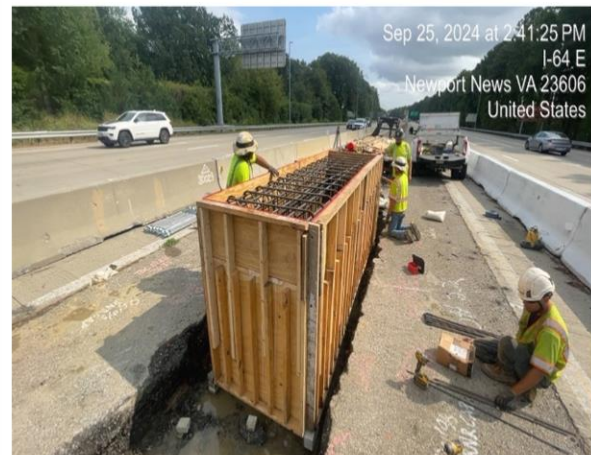
HRTAC	\$ 142,527,909*
State/Federal	<u>\$ 21,000,000</u>
	\$ 163,527,919

Project Status:

- Installing new drainage, overhead signage, toll gantries, and barrier wall in the I-64 median between Denbigh Boulevard and J. Clyde Morris Boulevard
- Widening I-64 EB/WB from I-664 interchange to LaSalle Ave
- Demolition of the existing I-64 EB/WB bridges over LaSalle Avenue and reconstruction of these bridges is expected to start late fall 2024. Further widening and reconstruction of I-64 EB/WB between I-664 and Armistead Avenue will continue as well



Asphalt Placement I-64 EB Outside Shoulder



Forming OHSS in I-64 Median

HREL Segment 4C (Hampton)

UPC 117841 (HRTAC) Phase 1- PE
UPC 119638 (HRTAC) PE, RW, CN
UPC 120880 (State/Federal)

Project Scope:

From 0.136 miles East of LaSalle Avenue to 0.398 miles East of 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 2.415 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)
- Includes noise walls, tolling gantries, and overhead signage

Project Financial Summary:

<u>Project Budget (\$407,922,054):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 6,167,176	\$ 6,207,235	- \$ 40,059
○ RW \$ 8,000,000	\$ 1,647,767	\$ 6,352,233
○ CN \$ 393,754,878	<u>\$141,758,354</u>	\$ 251,996,524
	\$149,613,356	

Project Schedule (Design-Builder – Shirley-Branch, JV):

DB Notice to Proceed	August 1, 2022
Interim Milestone (tie into HRBT)	May 2026
All Lanes Open to Traffic	November 2026
Project Completion	December 2026
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 405,216,054
State/Federal	<u>\$ 2,706,000</u>
	\$ 407,922,054

Project Status:

- Continuing to shift traffic from outside lanes to inside lanes between Lasalle and Hampton River Bridge
- Part Time Should Lane Design nearing completion, specifically internally illuminated pavement markings (IIPMs)
- Bridge rehabilitation work on the WB Hampton River, Rip Rap Road, King Street and Settlers Landing bridges continuing, placed first deck pour HRB
- One through lane in Eastbound direction on Settlers Landing Road under I-64 is closed for approximately one year starting October 2024
- All concrete beams on WB I-64 bridge over Hampton River are set, now installing steel beams
- Roadway widening and reconstruction work in the median continues
- Installing soundwall foundations



HREL 4C Quality Control Manager using 10-foot straight edge to measure bridge deck smoothness over King Street

I-64/I-464 Interchange Exit 291 Ramp Improvements

UPC 123322 (HRTAC)
UPC 120375 (State Federal)

Project Scope:

To improve the I-64/I-464 Interchange and provide a direct connection between I-64 EB and Route 168 SB (Chesapeake Expressway) via I-464 SB. The project limits on I-64 are from 1.815 miles east of the Intersection of I-464 southbound to 0.229 miles west of the Intersection of I-464 southbound. The project includes the following:

- New flyover ramp from I-64 eastbound to I-464 southbound (to Route 168)
- Reconfiguration of I-64 eastbound ramp to I-464 northbound
- Shift the I-464 southbound diverge point for Rte. 17 and Rte. 168 approximately 2000ft. to the north

Project Financial Summary:

<u>Project Budget (\$155,380,374):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 4,420,000	\$ 2,486,564	\$ 1,933,436
○ RW \$ 1,276,469	\$ 0	\$ 1,276,469
○ CN \$149,683,905	\$ 11,831,058	\$ 137,852,847
	\$ 14,317,622	

Project Schedule (Design-Builder – Joseph B. Fay Co.):

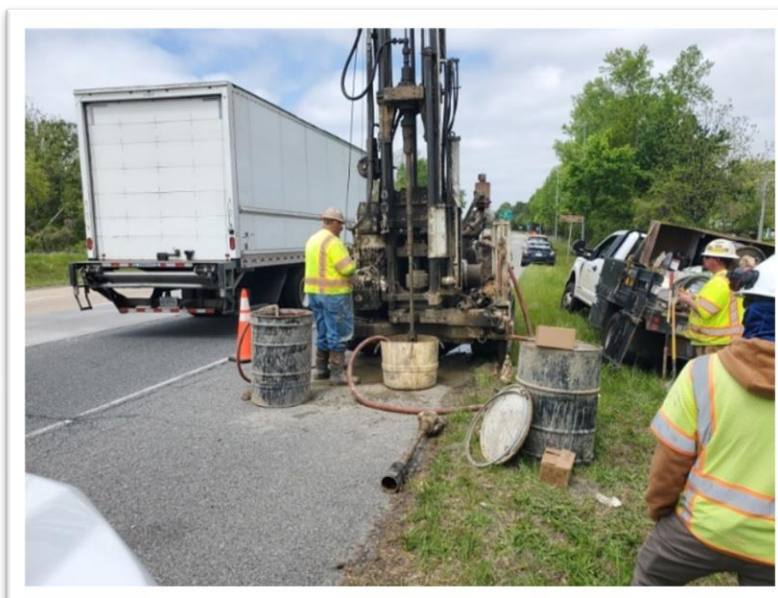
DB Notice to Proceed	February 2024
Project Completion	September 2027
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 15,380,374
State/Federal	<u>\$ 140,000,000</u>
	\$ 155,380,374

Project Status:

- Scope validation closed on September 20, 2024
- Joint Permit Application submitted to the USACE on September 20, 2024
- Preliminary Traffic Package was accepted on October 3, 2024
- Major pending submittals include Early Works Package, Early Works Package VPDES, Noise Analysis, and Geotechnical Engineering Report



Supplemental Borings on Exit 291 Ramp

OTHER MAJOR PROJECTS

I-264/I-64 Interchange Phase III-A	In Design
Bowers Hill Interchange IAR	Under Study
I-64/I-464 Interchange IAR	Under Study
I-264/Independence Blvd Interchange IAR	Under Study
I-64/Denbigh Blvd Interchange, Phase 2	In Design



Legend: Projects in Design Phase; Projects in Study Phase

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

UPCs 106693, 125602 (HRTAC)

Project Scope:

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

- Includes study and IMR of entire interchange
- Includes preliminary design and design-build procurement of Subproject III-A – Ramp from I-64 EB to I-264 EB

Project Financial Summary:

<u>Project Budget (\$524,516,000):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 9,380,000	\$ 7,871,537	\$ 1,508,463
○ RW \$ 8,037,000	\$ 0	\$ 8,037,000
○ CN \$ 507,099,000	\$ 0	\$ 507,099,000
	\$ 7,871,537	

Project Schedule:

IMR Final Approval	October 2020
Complete Preliminary Design	January 2023
Start DB Contract Development and Procurement	February 2024
Request for Qualifications	July 2025
Request for Proposals	December 2025
Notice of Intent to Award	May 2026
DB Notice to Proceed	August 2026
Project Completion	April 2030
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 524,516,000
State/Federal	\$ _____
	\$ 524,516,000

Project Status:

- Preliminary design and plans for Subproject III-A complete
- Continued coordination with HREL 1B project
- Geotechnical Field Investigation complete. Draft GDR received 07/30/24 for review
- Seeking approvals for Design Waivers and Exceptions
- PFI meeting held 06/10/24. Final Public Hearing Plans received 09/24/24 for review. Public Hearing held 10/24/24
- Draft CE document approved by FHWA for public availability January 24, 2024



Proposed I-64/I-264 Interchange Improvements from IMR (Subproject III-A shown in Blue)

Bowers Hill Interchange IAR

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.
- Scope also includes the IAR of the Bowers Hill interchange and the I-664 widening to College Drive. HRTAC added \$4 million of funding to the UPC in July 2023 for the IAR study.

Study Financial Summary:

<u>Project Budget (\$11,904,630):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE 11,904,630	\$ 7,420,446	\$ 4,484,184
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 7,420,446	

Study Schedule:

Begin NEPA Process	July 2020
Preferred NEPA Alternative Recommendation	February 2022
NEPA Completion	Summer 2024*
IAR Consultant NTP	June 2023
Citizen Information Meeting	March 2025
IAR Completion	June 2025
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 11,904,630
State/Federal	\$ _____
	\$ 11,904,630

*Pending FHWA's final decision on the Record of Decision (ROD)

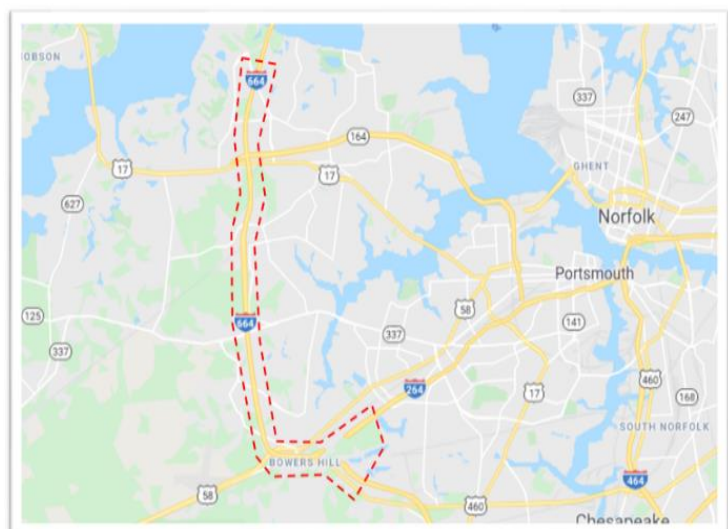
Study Status:

NEPA

- VDOT is working to resolve federal agency comments from the August 2023 public hearing for the Draft EIS
- Comment resolution taking longer than expected, therefore, dates for the FEIS and ROD approvals are uncertain
- We are conducting additional wetland analysis to determine the quality of wetlands within the limits of disturbance; we are also working on a preliminary stormwater analysis to determine whether needed stormwater basins/BMPs can be accommodated within the LOD
- Next agency meeting with USEPA, USACE, and FHWA scheduled for October 8

IAR

- IAR Kickoff meeting occurred on July 26, 2023
- IAR Final Framework approved by all parties November 29, 2023
- A preferred alternative will be determined by April 2025
- Alternatives are being narrowed down to three by end of November. Meeting was held October 25 to determine 3 finalists.



I-64/I-464 Interchange IAR

UPC 122714 (HRTAC)

Study Scope:

Study and develop an IAR of the entire interchange

Study Financial Summary:

<u>Project Budget (\$2,500,000):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,500,000	\$ 1,147,563	\$ 1,352,437
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 1,147,563	

Study Schedule:

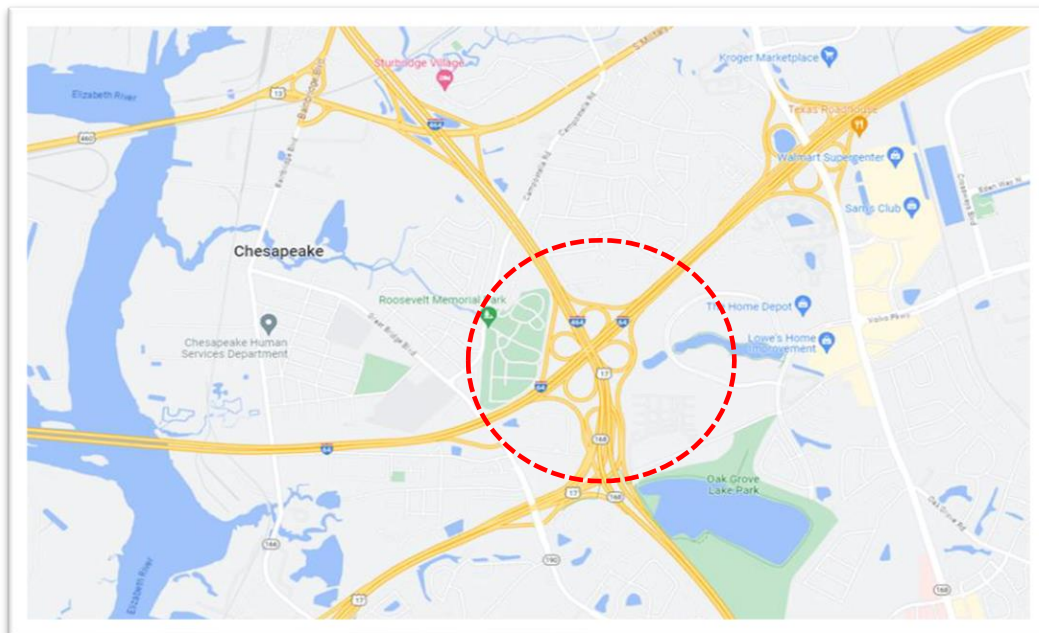
Study Authorization	January 2023
LD-459 Framework Document	April 2023
Preferred Alternatives	April 2024
Citizen Information Meeting	July 2024
Final IAR Submission	November 1, 2024
Schedule Status	Submitted for Review

Enabling Funding

HRTAC	\$ 2,500,000
State/Federal	\$ _____.
	\$ 2,500,000

Study Status:

- Existing Conditions package approved November 21, 2023
- The Preferred Alternative was selected on April 26, 2024 and is undergoing review for operations, constructability, and phasing
- The Citizens Information Meeting was held on July 24, 2024
- The Design Review Meeting was held September 16, 2024. Working on responses
- The IAR has been submitted to District November 1, 2024. Once approved, it will go to Central Office for approval, and FHWA for approval.



I-264/Independence Blvd Interchange IAR

UPC 122761 (HRTAC)

Study Scope:

This IAR will address the existing operational and safety issues at the interchange, associated ramps, and adjacent intersections, while also considering future long-term regional transportation needs for this key growth area within the City of Virginia Beach.

Study Financial Summary:

<u>Project Budget (\$1,250,000):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 1,250,000	\$ 364,519	\$ 885,481
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 364,519	

Study Schedule:

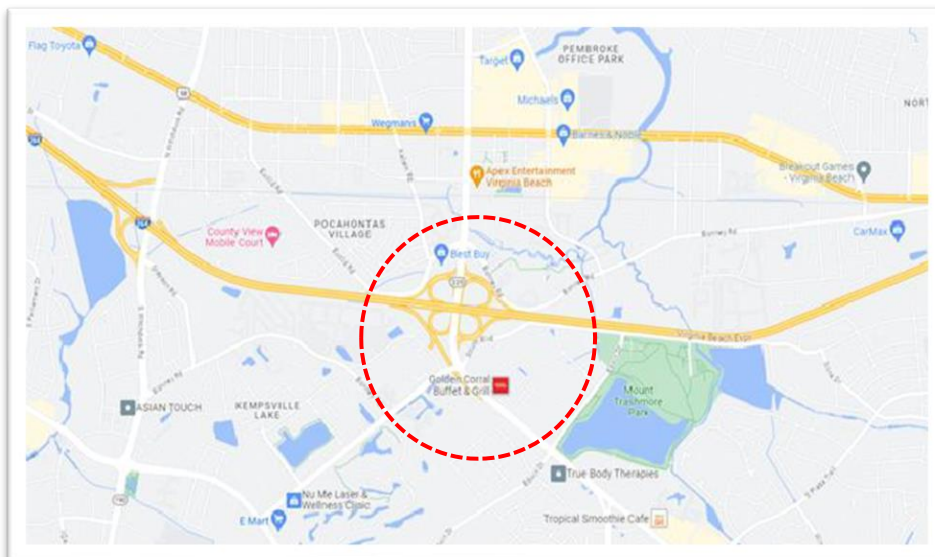
Framework Document Approval	November 2023
Existing Conditions Analysis	January 2024
Future Design Year Volumes	February 2024
Tier 1 Concept Development & Screening	August 2024
Citizen Information Meeting	November 2024
Tier 2 Final Alternatives Summary and Selection	December 2024
Project Prioritization/Phasing Memo	March 2025
Study Completion	September 2025
Schedule Status	On Schedule

Enabling Funding

HRTAC	\$ 1,250,000
State/Federal	\$ _____.
	\$ 1,250,000

Study Status:

- The No-Build Model Analyses have been completed and were reviewed by Stakeholders
- VDOT/Consultant Coordination meeting held on 10/26 to discuss status of IAR
- A meeting is being scheduled for early November to review preliminary concepts for Rosemont Rd and Witchduck Rd.
- Next Steps: A Stakeholder meeting will be held in November to review updated concepts for Independence Blvd and developed concepts for Witchduck Rd and Rosemont Rd



I-64/Denbigh Blvd. Interchange, Phase 2

UPC 123656 (HRTAC)

Project Scope:

Study/design to construct a new interchange on Interstate 64 at Denbigh Boulevard in Newport News. Project limits are from 0.41 mi. North of Rte 173 (Denbigh Blvd.) to 0.41 mi. South of Rte 173 (Denbigh Blvd.)

- Includes widening the existing Denbigh Boulevard bridge over I-64 and CSXT railroad
- Includes the construction of new access ramps, sound walls, and stormwater management facilities

Project Financial Summary:

<u>Project Budget (\$188,063,070):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 17,712,000	\$ 1,184,691	\$ 16,527,309
○ RW \$ 8,931,026	\$ 0	\$ 8,931,026
○ CN \$161,420,044	\$ 0	\$ 161,420,044
	\$ 1,184,691	

Project Schedule:

Public Hearing	June 2024
Advertisement	April 2030
Construction Notice to Proceed	August 2030
Fixed Completion Date	July 2034
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 188,063,070
State/Federal	\$ _____
	\$188,063,070

Project Status:

- FI Plans and Stage 1 Bridge Report in development
- CSX coordination meeting held on October 9, 2024
- FHWA signed FONSI for project NEPA EA on October 16, 2024

