

## **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>Under Construction</b>     |
| <b>I-64/I-264- Phase I</b>                                      | <b>Construction Completed</b> |
| <b>I-64/I-264- Phase II</b>                                     | <b>Under Construction</b>     |
| <b>I-64 Southside Widening and<br/>High Rise Bridge Phase I</b> | <b>Under Construction</b>     |
| <b>HREL Segment 2B (Chesapeake)</b>                             | <b>Under Construction</b>     |

# HRTAC Program Development Monthly Executive Report December 2021

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 (\$114,000,000):</u> | <u>Funds Expended (as of 11/30/2021):</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>                     | \$ 0                                |
|  | \$ 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:

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

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

#### Funds Expended (as of 11/30/2021):

\$ 2,869,659  
\$ 530,103  
\$ 156,159,742  
\$ 159,559,504

#### Projected Cost Over/(Under):

\$ 0  
\$ 0  
\$ 0

### Project Schedule:

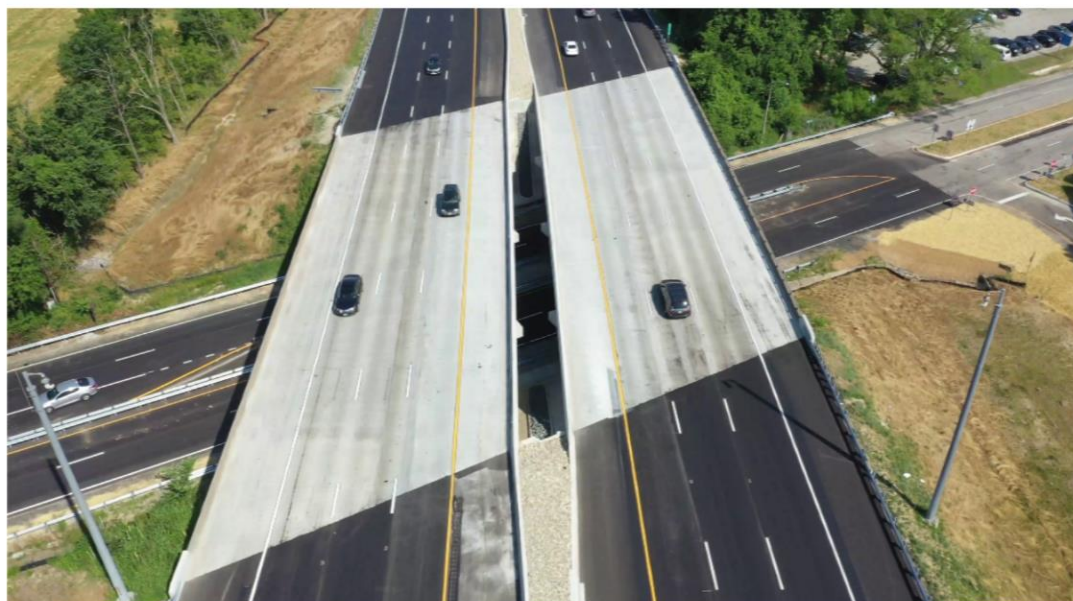
|                    |               |
|--------------------|---------------|
| Notice To Proceed  | February 2016 |
| Project Completion | May 2019      |
| Schedule Status    | Completed     |

#### 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 11/30/2021):</u> | <u>Projected Cost Over/(Under):</u> |
|--|---|-------------------------------------|
| ○ PE \$ 10,000,000                     | \$ 5,682,370                              | \$ 0                                |
| ○ RW \$ 12,000,000                     | \$ 895,179                                | \$ 0                                |
| ○ CN \$ 222,045,973                    | <u>\$183,496,783</u>                      | \$ 0                                |
|  | \$190,074,332                             |                                     |

### Project Schedule:

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

#### 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:

- All work completed at the Queens Creek bridges
- Final surface asphalt paving complete
- The third travel lane was opened to the public in the EB & WB directions prior to Thanksgiving
- Punchlist work underway



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



# HRTAC Program Development Monthly Executive Report December 2021

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:

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

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

#### Funds Expended (as of 11/30/2021):

\$ 10,135,307  
\$ 20,455,664  
\$ 121,179,738  
\$ 151,770,709

#### Projected Cost Over/(Under):

\$ 0  
\$ 8,884,601  
\$ 0

### 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 11/30/2021):</u> | <u>Projected Cost Over/(Under):</u> |
|--|---|-------------------------------------|
| ○ PE \$ 14,082,810                     | \$ 14,082,810                             | \$ 0                                |
| ○ RW \$ 54,392,666                     | \$ 55,961,552                             | \$1,568,886                         |
| ○ CN \$ 126,028,411                    | <u>\$ 111,025,059</u>                     | \$ 0                                |
|  | \$ 181,069,421                            |                                     |

### Project Schedule:

|                      |   |
|----------------------|---|
| Award                | December 2017                                 |
| Notice to Proceed    | February 2018                                 |
| Projected Completion | September 2021                                |
| Schedule Status      | Full project open to<br>Traffic December 2021 |

#### Enabling Funding

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

### Project Status:

- B601 (Newtown Bridge) - Opening to one CD lane of traffic in December
- Witchduck interchange continued storm drainage and Grayson Street re-alignment
- B603 Greenwich Flyover) Girder painting 80%. Decorative panels and aesthetic lighting 40%
- Substructure B602 (Bridge west of Witchduck) complete. Steel girder installation upcoming in December
- Greenwich Road widening (south side), final asphalt 90%, sidewalks 80%, pavement markings 60%



**Bridge over Newtown Looking East**



**Bridge over Newtown Looking West**

# HRTAC Program Development Monthly Executive Report December 2021

## 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 11/30/2021):</u> | <u>Projected Cost Over/(Under):</u> |
|--|---|-------------------------------------|
| ○ PE \$ 12,200,000                     | \$ 12,189,268                             | \$ 0                                |
| ○ RW \$ 18,726,000                     | \$ 10,646,233                             | \$ 0                                |
| ○ CN \$ 493,687,765                    | <u>\$ 318,929,011</u>                     | \$ 0                                |
|  | \$ 341,764,512                            |                                     |

### Project Schedule:

|                    |                 |
|--------------------|-----------------|
| Award              | October 2017    |
| Notice to Proceed  | November 2017   |
| Project Completion | December 2022 * |
| Schedule Status    | On Schedule     |

#### Enabling Funding

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

\* 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 – piles and footings are completed; columns, caps continue. HRB Superstructure – beam erection, deck forming, deck pours continue. Approach fills/MSE walls continue
- Great Bridge Blvd Bridge – Bridge construction, MSE walls completed. Bridge open to traffic. Approach roadway and drainage continue. Old bridge demolition underway
- I-64 Bridge Widening over Military Highway, Yadkin Road, and Shell Road – substructures and beam erection completed. Deck construction continues at Military and Yadkin, completed at Shell
- Earthwork, drainage/stormwater, roadway fill, pavement, retaining walls, noise barriers, ITS, signing, median barriers, guardrail continue on all five roadway segments



River Spans on High Rise Bridge (Looking West)



## 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 11/30/2021):</u> | <u>Projected Cost Over/(Under):</u> |
|---------------------------------------|---|-------------------------------------|
| ○ PE \$ 2,538,000                     | \$ 2,543,662                              | \$ 0                                |
| ○ RW \$ 0                             | \$ 0                                      | \$ 0                                |
| ○ CN \$ 22,462,000                    | <u>\$ 13,008,584</u>                      | \$ 0                                |
|                                       | \$ 15,552,246                             |                                     |

### Project Schedule:

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

#### Enabling Funding

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

### Project Status:

- Contractor crews have installed several overhead structures, constructed generator sites and access roads along with the installation of new concrete barriers and guardrails. This work is continuing throughout the corridor



**Generator site installation near Indian River Road (exit 286) on I-64**



# HREL PROJECTS UNDER DESIGN

HREL Segment 1 (Norfolk)

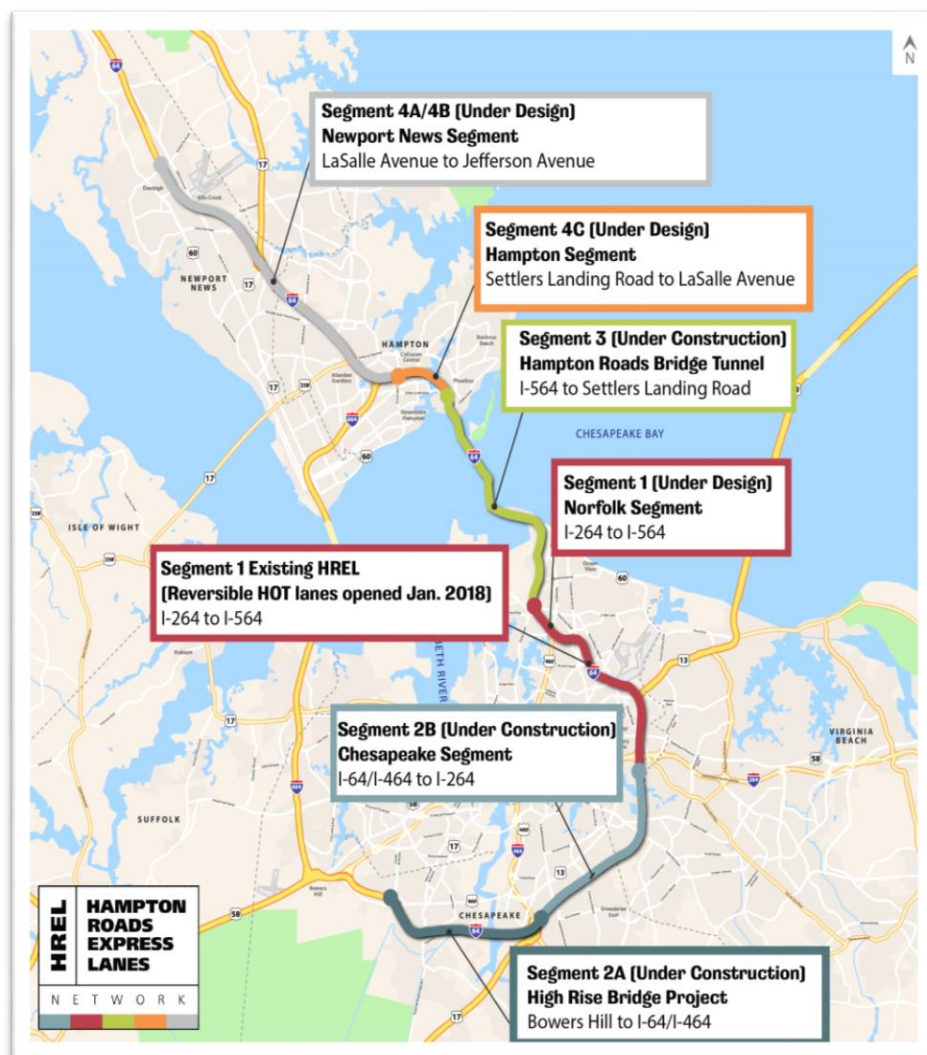
In Design

HREL Segment 4A/4B (Newport News)

In Design

HREL Segment 4C (Hampton)

In Design



## HREL Segment 1 (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE

### Project Scope:

From I-264 to I-564, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction for nine miles

- Replacing two bridges (EB/WB Chesapeake Boulevard) and widening two bridges (EB/EB Tidewater Drive)
- Rehabilitating/strengthening nine 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 (\$5,621,500):

- PE \$ 5,621,500
- RW \$ 0
- CN \$ 0

#### Funds Expended (as of 11/30/2021):

\$ 5,735,807  
\$ 0  
\$ 0  
\$ 5,735,807

#### Projected Cost Over/(Under):

\$ 114,307  
\$ 0  
\$ 0

### Project Schedule:

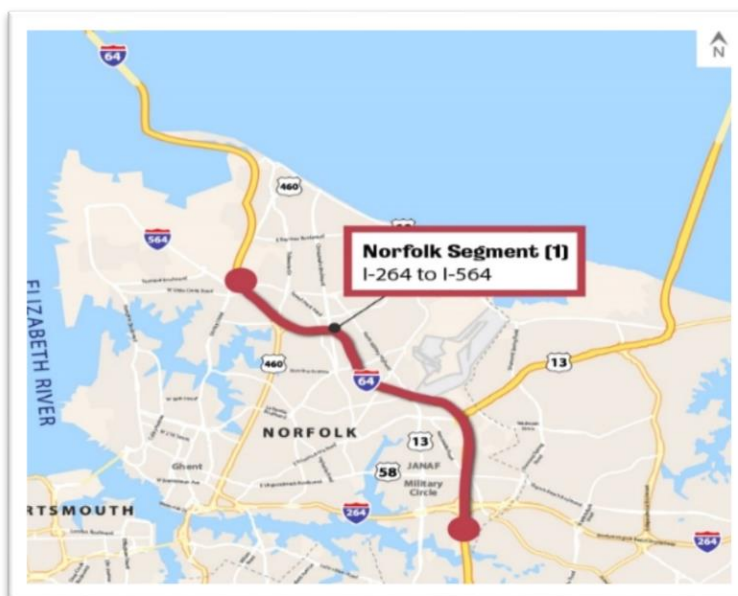
|                            |                      |
|----------------------------|----------------------|
| Request for Qualifications | Fall 2021            |
| Public Hearing             | December 1 & 2, 2021 |
| Request for Proposals      | Spring 2022          |
| Notice to Proceed          | Fall 2022            |
| Fixed Completion Date      | Winter 2025          |

#### Enabling Funding

|               |              |
|---------------|--------------|
| HRTAC         | \$ 5,621,500 |
| State/Federal | \$ _____.    |
|               | \$ 5,621,500 |

### Project Status:

- Virtual public hearing was held on December 1, 2021. In person public hearing was held on December 2, 2021
- Draft CE was completed in November 2021 and the public hearing comment period closes December 12, 2021
- Preliminary Design is continuing towards the RFP Release
- Expected to award by Fall 2022



## 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 11/30/2021):</u> | <u>Projected Cost Over/(Under):</u> |
|--------------------------------------|---|-------------------------------------|
| ○ PE \$ 5,916,425                    | \$ 5,513,031                              | \$ 0                                |
| ○ RW \$ 0                            | \$ 0                                      | \$ 0                                |
| ○ CN \$ 0                            | \$ 0                                      | \$ 0                                |
|                                      | \$ 5,513,031                              |                                     |

### Project Schedule:

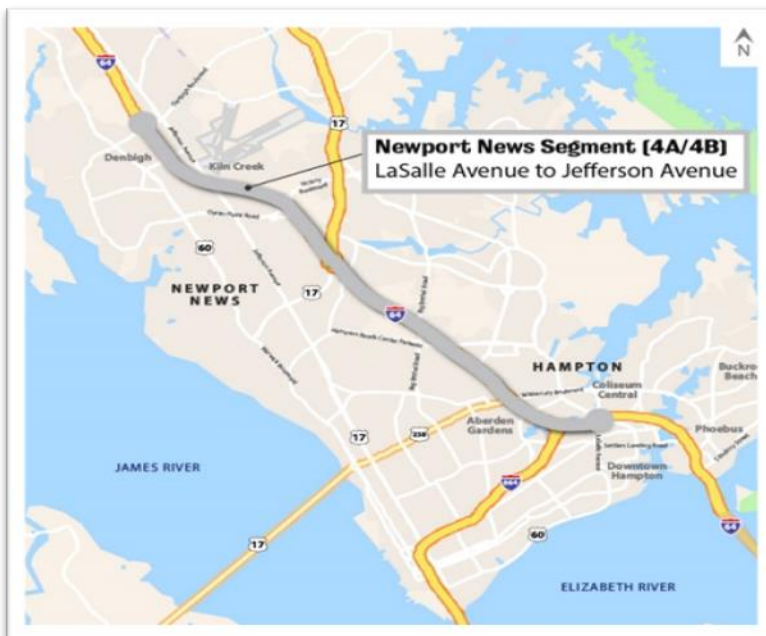
|                       |                         |
|-----------------------|-------------------------|
| Public Hearing        | September 29 & 30, 2021 |
| Advertisement         | Summer 2023             |
| Notice to Proceed     | Summer 2023             |
| Fixed Completion Date | Winter 2025             |

#### Enabling Funding

|               |              |
|---------------|--------------|
| HRTAC         | \$ 5,916,425 |
| State/Federal | \$ _____     |
|               | \$ 5,916,425 |

### Project Status:

- Draft CE document was prepared and posted for public viewing during Public Hearing comment period.
- Final CE will be posted for 10 day comment period after FHWA approval. Expected to be posted in December 2021
- Hybrid (virtual and in-person) public hearing on proposed design were held on September 29 and 30, 2021
- Technical design and plan production continues to progress



## HREL Segment 4C (Hampton)

UPC 117841 (HRTAC) Phase 1- PE

### 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 11/30/2021):</u> | <u>Projected Cost Over/(Under):</u> |
|--|---|-------------------------------------|
| ○ PE \$ 20,000,000                     | \$ 4,171,154                              | \$ 0                                |
| ○ RW \$ 8,000,000                      | \$ 0                                      | \$ 0                                |
| ○ CN \$ 401,754,878                    | \$ 0                                      | \$ 0                                |
|  | \$ 4,171,154                              |                                     |

### Project Schedule:

|                            |                    |
|----------------------------|--------------------|
| Request for Qualifications | April 9, 2021      |
| Public Hearing             | September 23, 2021 |
| Request for Proposals      | November 10, 2021  |
| Notice to Proceed          | June 24, 2022      |
| Fixed Completion Date      | December 19, 2025  |

#### Enabling Funding

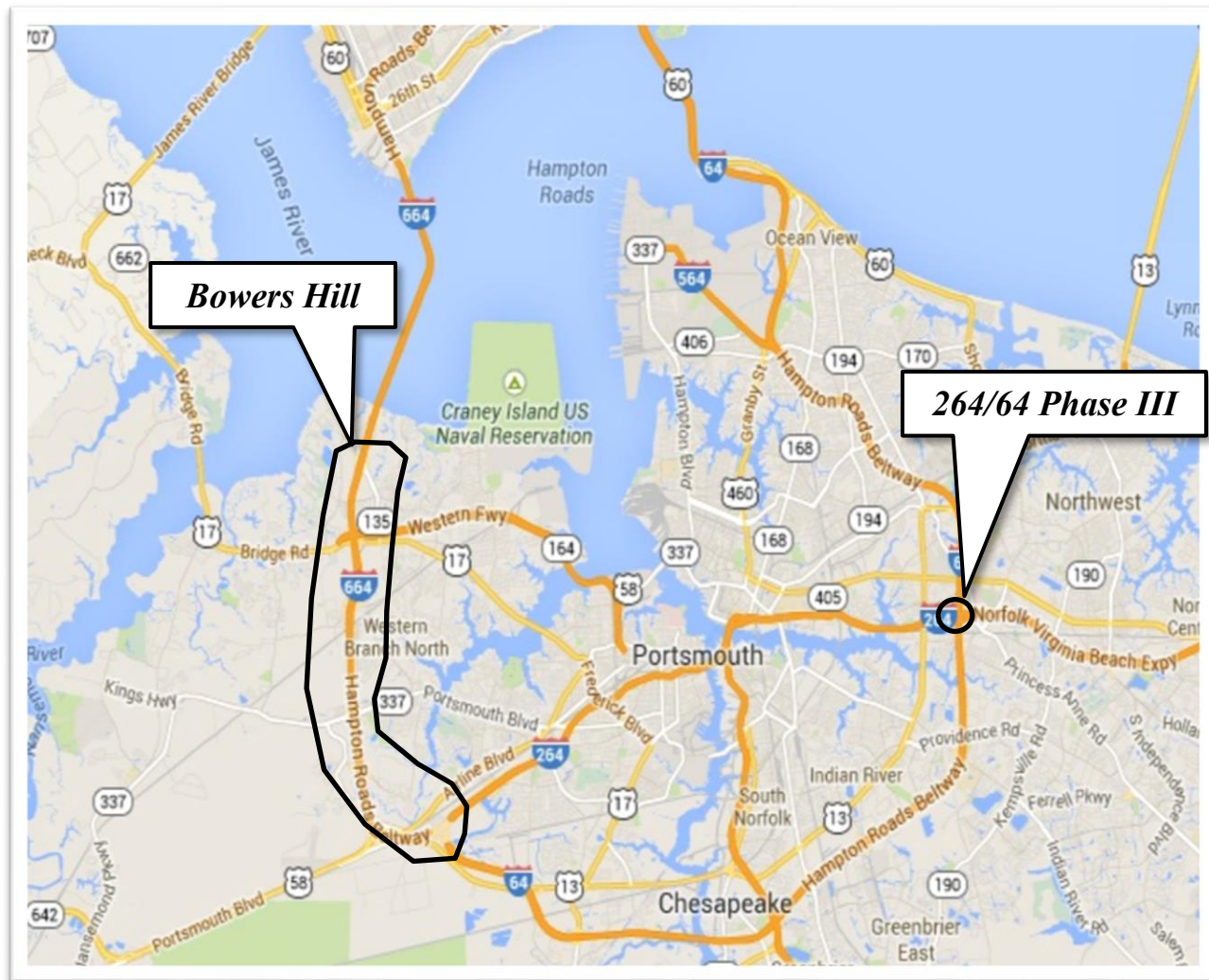
|               |                |
|---------------|----------------|
| HRTAC         | \$ 429,754,878 |
| State/Federal | \$ _____       |
|               | \$ 429,754,878 |

### Project Status:

- RFP released on November 10, 2021
- RFP questions from D-B teams received. Responses due by December 21, 2021
- NEPA clearance expected in February 2022
- CTB Award scheduled for June 15, 2022







## I-64/I-264- Phase III

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 11/30/2021):

\$ 2,369,000  
\$ 0  
\$ 0  
\$ 2,369,000

#### Projected Cost Over/(Under):

\$ 0  
\$ 0  
\$ 0

### Project Schedule:

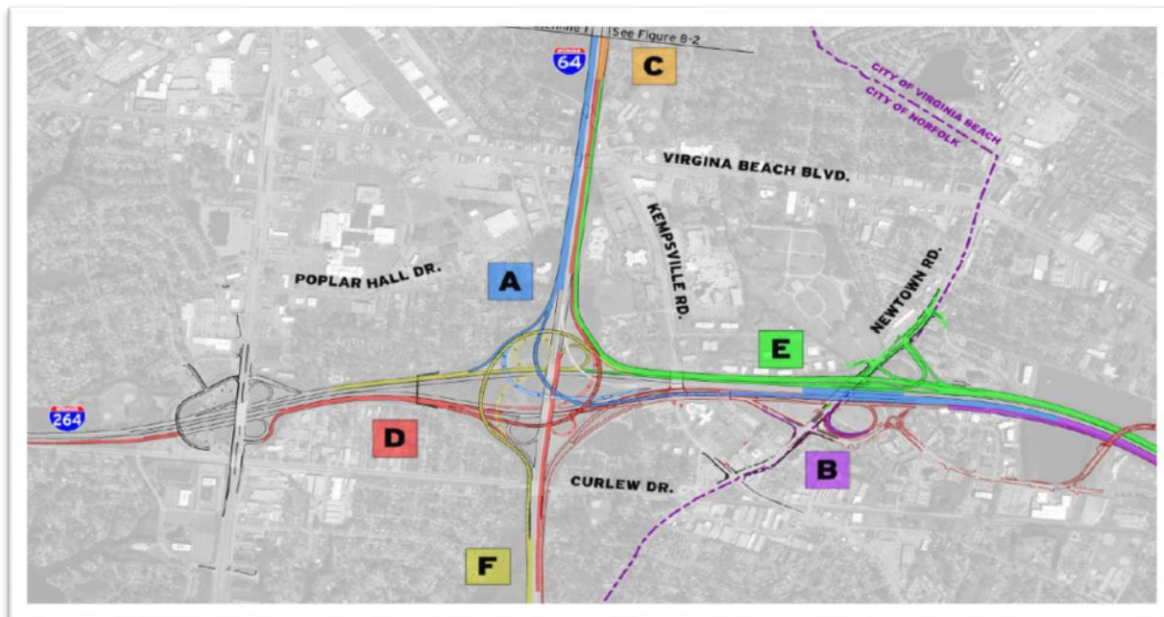
|  |               |
|--|---------------|
| IMR Submittal to FHWA                            | December 2019 |
| IMR Conditional Approval                         | Spring 2020   |
| IMR Final Approval                               | October 2020  |
| Subproject III-A – Consultant NTP                | November 2021 |
| 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
- Design consultant given Notice to Proceed on 11/29/21
- Survey underway. Geotechnical field exploration to begin shortly



**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 11/30/2021):</u> | <u>Projected Cost Over/(Under):</u> |
|--------------------------------------|---|-------------------------------------|
| ○ PE \$ 7,904,630                    | \$ 4,147,220                              | \$ 0                                |
| ○ RW \$ 0                            | \$ 0                                      | \$ 0                                |
| ○ CN \$ 0                            | \$ 0                                      | \$ 0                                |
|                                      | \$ 4,147,220                              |                                     |

### 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:

- Virtual public meeting on preferred alternative to be held January 26, 2022
- In-person public hearing on preferred alternative to be held January 27, 2022
- Public hearing materials available online on December 17, 2021; comment period ends February 6, 2022
- Began discussion of preferred alternative with agencies in November and will continue until February 2022
- Briefed HRTPO TTAC on November 3, HRTPO Policy Board on November 18, and HRTPO Freight Transportation Advisory Committee on December 6<sup>th</sup> regarding the preferred alternative.
- Technical studies and traffic analyses continue to progress

