



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	In Construction

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 03/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 2,738,567	\$ 2,738,567	\$ 0
○ RW \$ 32,494	\$ 32,494	\$ 0
○ CN \$ 108,837,323	<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 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 03/31/2023):</u>	<u>Project Cost Over:</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:

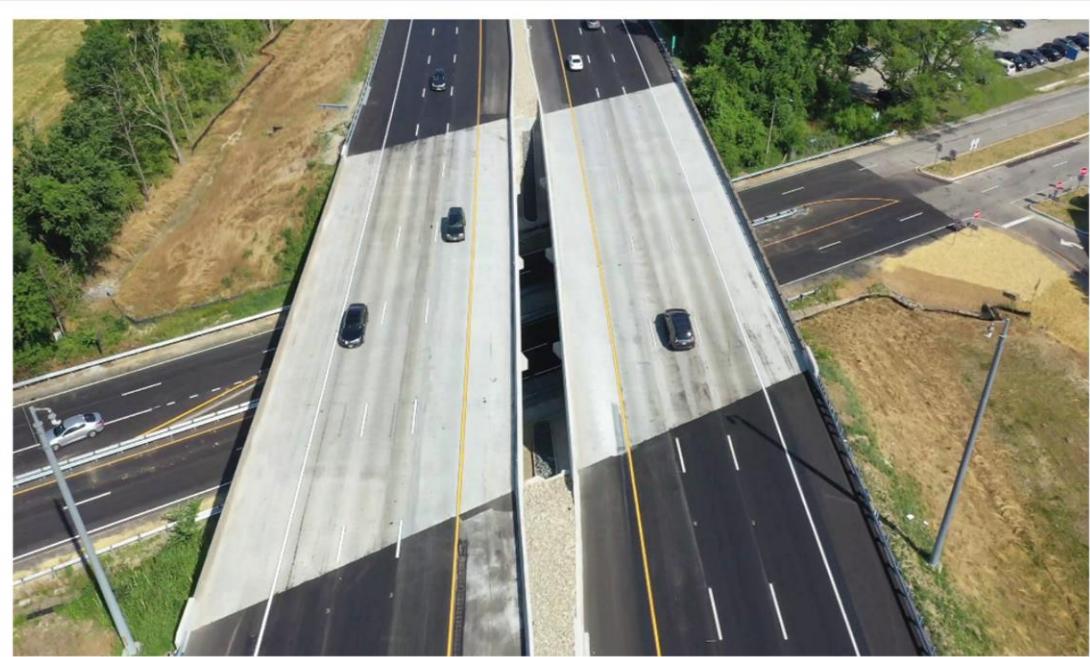
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

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)**

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 03/31/2023):</u>	<u>Project Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,764,605	\$ 0
○ RW \$ 12,000,000	\$ 904,932	\$ 0
○ CN \$ 222,045,973	<u>\$ 200,964,926</u>	<u>\$ 0</u>
	\$ 207,634,463	

Project Schedule:

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

Enabling Funding

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

*The Project Fixed Completion Date was extended from September to December 2021 to accommodate the additional required sound wall installation.

Project Status:

- In final contract close out

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

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 03/31/2023):

\$ 10,135,307	\$ 0
\$ 20,458,115	\$ 8,887,052
<u>\$ 121,804,214</u>	\$ 0
<u>\$ 152,397,636</u>	

Project Cost Over:

\$ 0
\$ 8,887,052
\$ 0

Project Schedule:

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

Project Status:

- In final contract close out

Enabling Funding

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

**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 03/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 55,998,532	\$ 1,605,866
○ CN \$ 126,028,411	<u>\$ 134,119,654</u>	<u>\$ 8,091,243</u>
	\$ 204,200,996	

Note:** Overrun due to higher than expected property settlements.*Note:** Overrun primarily due to change orders and CEI costs.**Project Schedule:**

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

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

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

Project Status:

- In final contract close out

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

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 03/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 12,200,000	\$ 12,189,268	\$ 0
○ RW \$ 18,726,000	\$ 11,209,399	\$ 0
○ CN \$ 493,687,765	<u>\$ 441,856,944</u>	<u>\$ 0</u>
	<u>\$ 465,255,611</u>	

Project Schedule:

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

Enabling Funding

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

- (1) The Project Fixed Completion Date was extended to December 2022 to add roadway/drainage infrastructure for future Part-Time Shoulder Express Lanes.
- (2) The 3/10/22 schedule update from contractor shows a 223-day late completion (August 11, 2023)

Project Status:

- New HRB open to traffic. Median barrier removed from existing HRB. PCL replacing grid deck under separate contract
- 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
- Earthwork, drainage/stormwater, roadway fill, pavement, retaining walls, noise barriers, ITS, signing, median barriers, guard rail continue on all five roadway segments



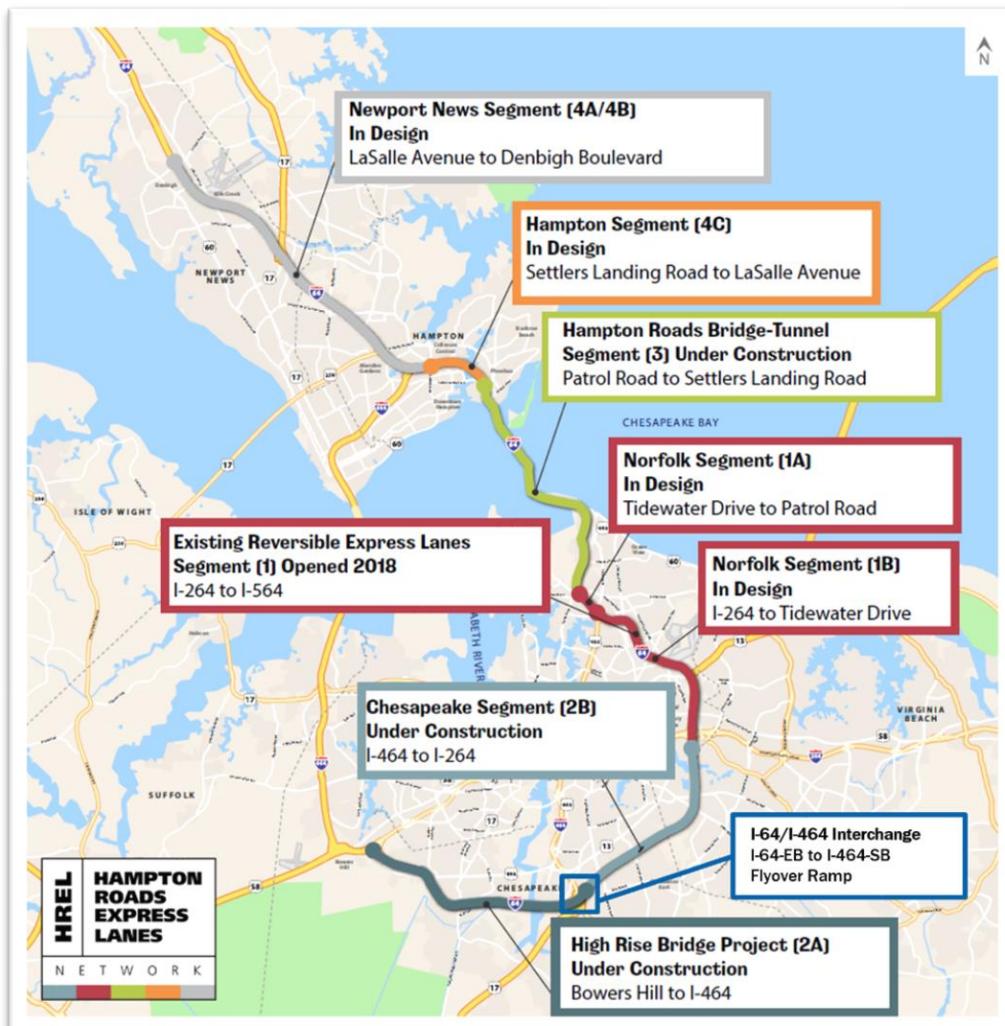
Traffic on new High Rise Bridge (looking west)



BMP-7E at Battlefield Blvd. Loop, and I64WB Off-Ramp to Battlefield Blvd. and Noise Wall 15 (looking east)

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 Design
HREL Segment 4C (Hampton)	In Construction
I-64/I-464 Exit 291 Interchange Improvements	In Design



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 (\$197,612,207):*</u>	<u>Funds Expended (as of 03/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 4,900,000*	\$ 8,293,127	\$ 3,393,127**
○ RW \$ 500,000	\$ 0	\$ 0
○ CN \$ 192,212,207	<u>\$ 144,079</u>	\$ 0
	<u>\$ 8,437,206</u>	

*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.

**Note: Funds expended are in the process of being transferred to HREL Segment 1B UPC 120863 to correct cost overrun.

Project Schedule:

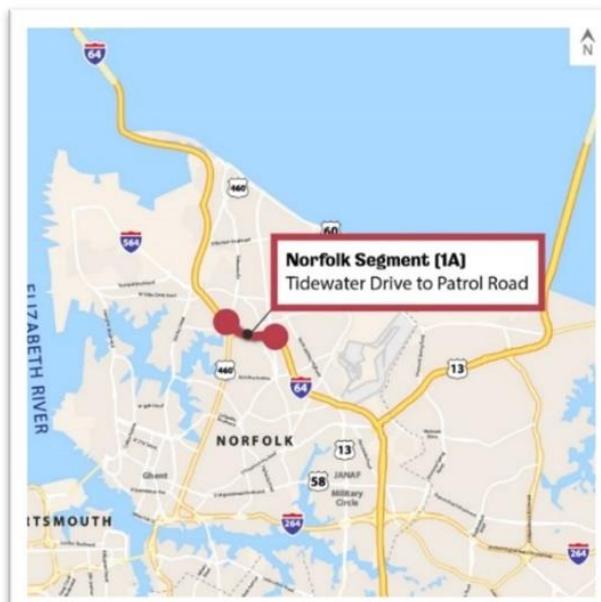
DB Notice to Proceed	December 20, 2022
Fixed Completion Date	January 15, 2026
Schedule Status	On-Schedule

Project Status:

- Field investigations by the Design Build team are underway
- VDOT provided comments on the Preliminary Stage 1 bridge reports. Roadway and Drainage plans are underway.
- ITS and Signing Over the Shoulder Roll Maps are currently under review

Enabling Funding

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



HREL Segment 1B (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 120863

Project Scope:

From 1-264 to Tidewater Drive, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction

- Replacing two bridges (EB/WB Chesapeake Boulevard)
- Rehabilitating/strengthening seven miles of shoulder in each direction
- Widening roadway in spot locations to maintain minimum shoulder width
- Includes noise walls, tolling gantries, and overhead signing

Project Financial Summary:

<u>Project Budget (\$321,185,943):*</u>	<u>Funds Expended (as of 03/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 13,700,000*	\$ 1,367,421	\$ 0
○ RW \$ 2,865,000	\$ 0	\$ 0
○ CN \$ 304,620,943	<u>\$ 0</u>	<u>\$ 0</u>
	\$ 1,367,421	

* 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	Under Development
Request for Proposals	TBD
Notice to Proceed	TBD
Fixed Completion Date	TBD
Schedule Status	Under Development

Enabling Funding

HRTAC	\$259,785,943*
State/Federal	\$ 61,400,000
	\$321,185,943

Project Status:

- The preliminary design continues for the RFQ release for Segment 1B



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 03/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 2,538,000	\$ 2,543,662	\$ 5,662
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 22,462,000	\$ 21,982,114	\$ 0
	\$ 24,525,776	

Project Schedule:

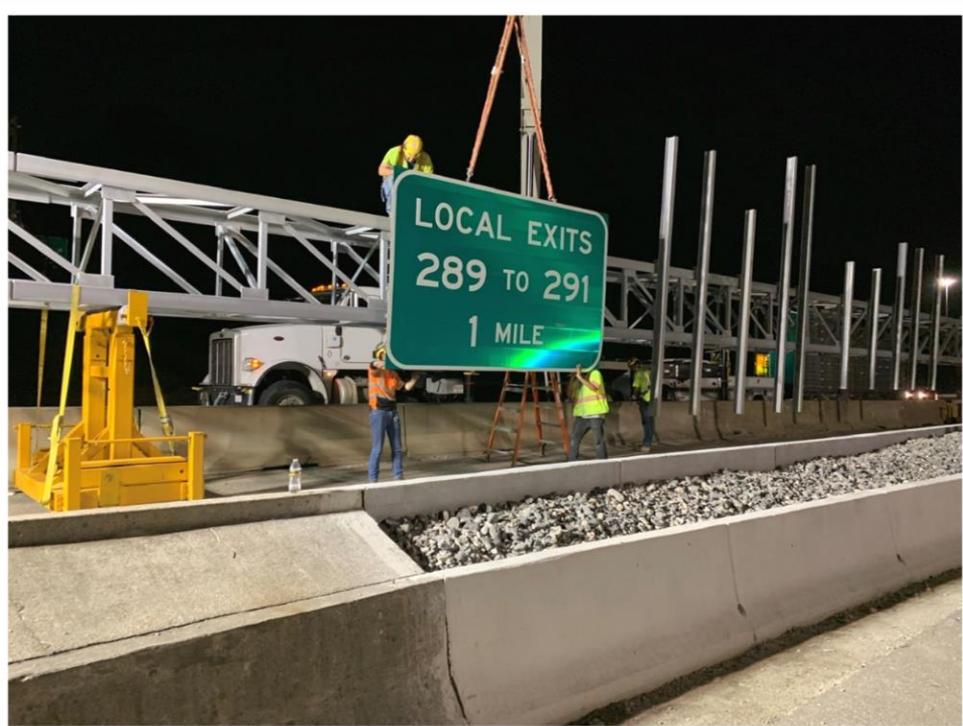
CN Notice to Proceed	October 2020
Project Completion	September 2022
Schedule Status	Completed

Enabling Funding

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

Project Status:

- In final contract close out

**Local Exit Sign for the Express Lanes**

HREL Segment 3

UPC 118376

Project Scope:

From the I-64 Interchange at Mallory Street to the I-64 Overpass at Patrol Road, Express Lane tolling infrastructure is being installed in each direction for 9.7 miles within the HRBT expansion project limits.

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

Project Financial Summary:

<u>Project Budget (\$18,789,474):</u>	<u>Funds Expended (as of 03/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 1,361,556	\$ 29,712	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 17,427,918	<u>\$ 0</u>	<u>\$ 0</u>
	\$ 29,712	

Project Schedule:

Willingness Posted	April 26, 2023 *
Design Approval	June 26, 2023
Advertisement	May 14, 2024
Award	September 3, 2024
Project Completion	December 2026 **
Schedule Status	On-Schedule

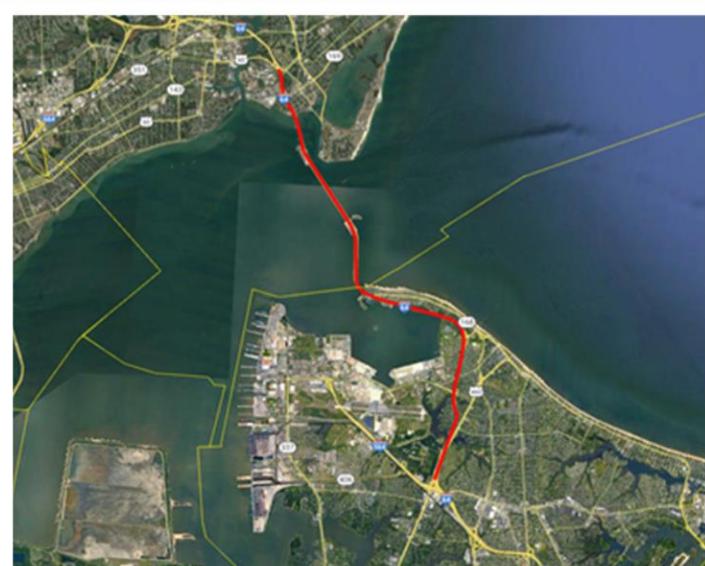
<u>Enabling Funding</u>	
HRTAC	\$ 18,789,474
State/Federal	\$ _____
	\$ 18,789,474

*Note: Due to no right of way phase, posting for willingness will take the place of a public hearing

**Note: Project completion date is based on matching the HRBT project's construction timeline for opening the HREL corridor to tolling.

Project Status:

- PFI meeting held in January 2023
- Reviewing and resolving design comments, and refining the project estimate which will replace the current pre-scope estimate
- Preparing design package for posting of willingness



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 (\$172,220,184):*</u>	<u>Funds Expended (as of 03/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 12,891,063*	\$ 7,551,417	\$ 0
○ RW \$ 1,850,000	\$ 0	\$ 0
○ CN \$ 157,479,121	<u>\$ 0</u>	<u>\$ 0</u>
	<u>\$ 7,551,417</u>	

* 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.

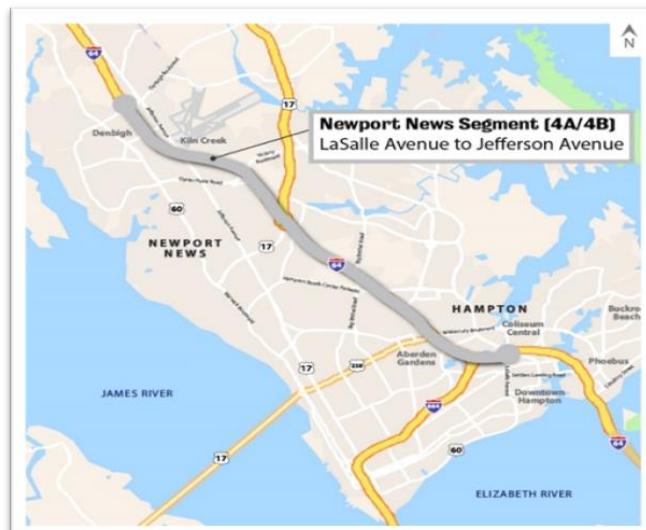
Project Schedule:

Public Hearing	September 29 & 30, 2021
Advertisement	November 9, 2023
Notice to Proceed	February 9, 2024
Fixed Completion Date	April 15, 2026
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 151,220,184*
State/Federal	<u>\$ 21,000,000</u>
	\$ 172,220,184

Project Status:

- Received Design Approval from Central Office on February 18, 2022
- Technical design and plan production continues to progress
- Federal authorization received May 4, 2022
- Financial Authorization for Right of Way received January 19, 2023



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 2.4 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 03/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 6,167,176	\$ 6,067,529	\$ 0
○ RW \$ 8,000,000	\$ 1,368,348	\$ 0
○ CN \$ 393,754,878	<u>\$34,323,807</u>	\$ 0
	\$41,759,684	

Project Schedule:

DB Notice to Proceed	August 1, 2022
All Lanes Open to Traffic	November 2026
Project Completion	December 2026
Schedule Status	On-Schedule

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

Project Status:

- Project Awarded to Shirley-Branch Joint Venture (SBJV)
- Scope Validation Period is closed, VDOT responses have been provided
- JPA Permit submitted to regulatory agencies in February 2023
- 90% Roadway Plans reviewed in March 2023
- Shoulder Strengthening scheduled to begin in June 2023

**HREL 4C Hampton River Bridges**

I-64/I-464 Interchange Exit 291 Ramp Improvements**UPC 120375****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 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 (\$180,862,923):</u>	<u>Funds Expended (as of 03/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 4,420,000	\$ 976,539	\$ 0
○ RW \$ 1,276,469	\$ 0	\$ 0
○ CN \$175,166,454	<u>\$ 0</u>	<u>\$ 0</u>
	\$ 976,539	

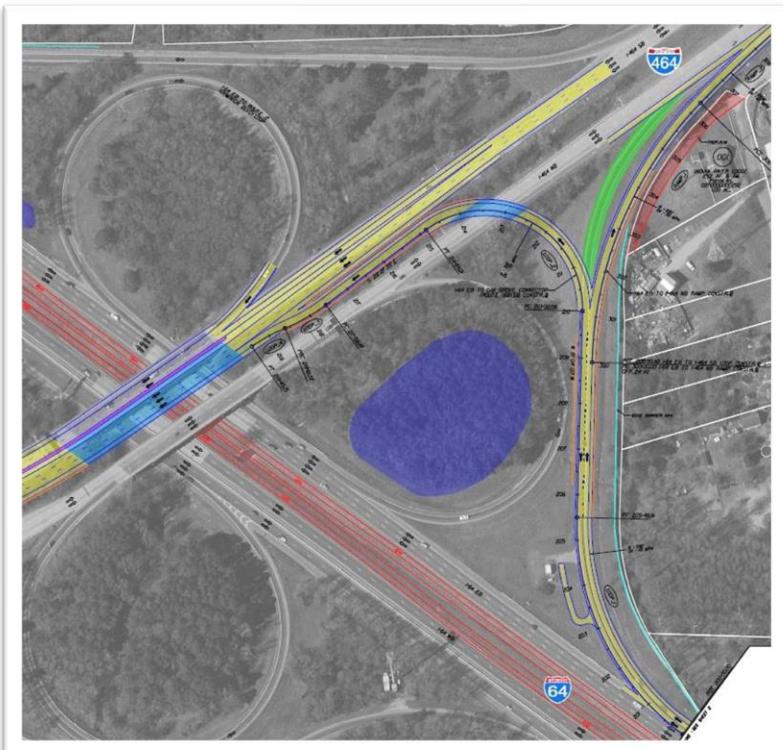
Project Schedule:

Request for Qualifications	April 12, 2023
Public Hearing	May 2023
Request For Proposals	July 11, 2023
Notice to Proceed	February 15, 2024
Project Completion	September 7, 2027
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 40,862,923
State/Federal	<u>\$ 140,000,000</u>
	\$ 180,862,923

Project Status:

- The preliminary design is underway for the RFQ release



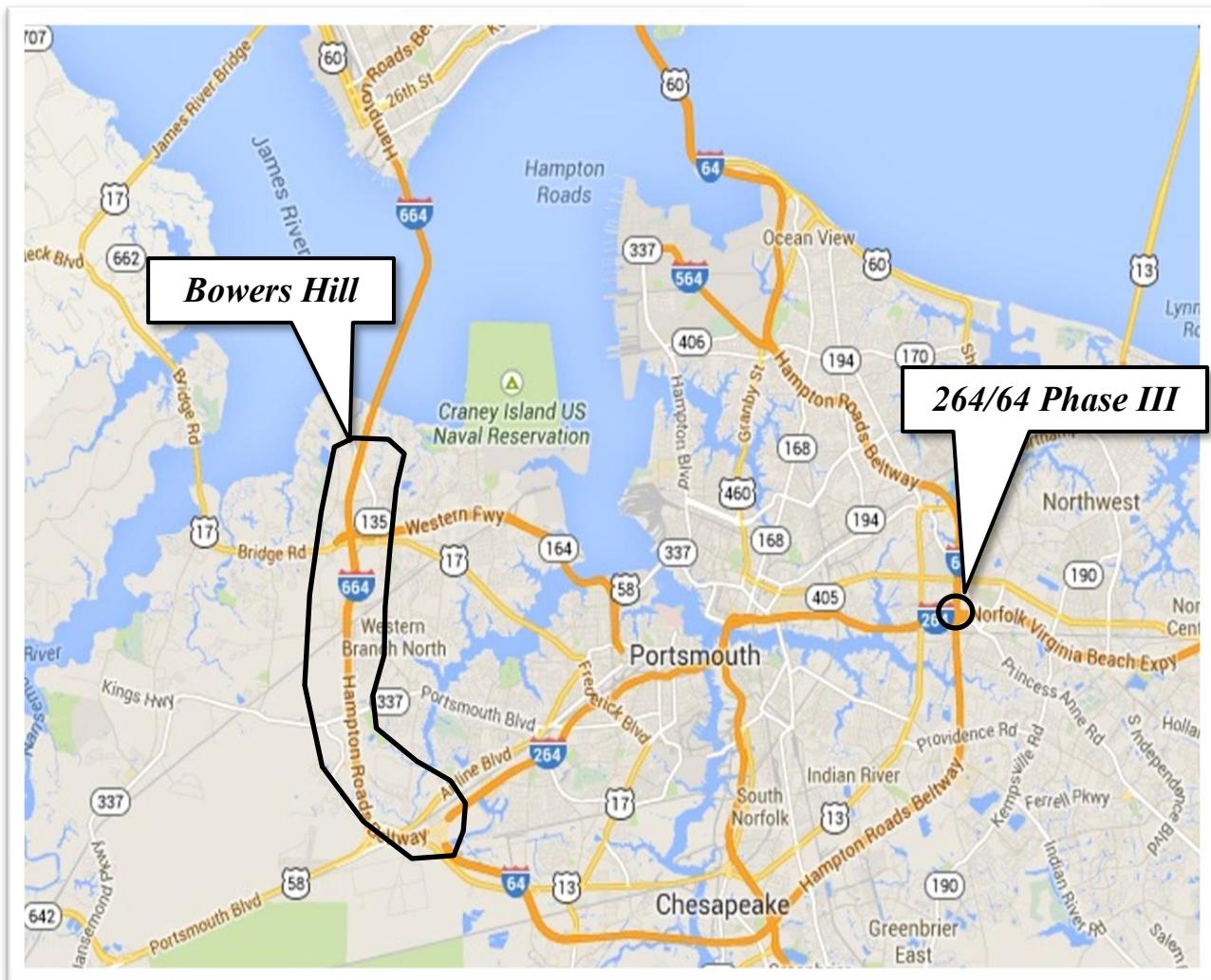
OTHER MAJOR PROJECTS

I-264/I-64 Phase III-A

In Design

Bowers Hill Interchange

Under Study



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 (\$7,500,000):</u>	<u>Funds Expended (as 03/31/2023):</u>	<u>Project Cost Over:</u>
o PE \$ 7,500,000	\$ 5,896,067	\$ 0
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 5,896,067	

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 \$ 7,500,000
State/Federal \$ _____
\$ 7,500,000

Project Status:

- IMR is complete
- Preliminary design and plans for Subproject III-A complete
- PFI-level project cost estimate for Subproject III-A complete
- Conducting final review of engineer's cost estimate
- Conducting final review of NEPA document



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 03/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 7,904,630	\$ 5,701,038	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	<u>\$ 5,701,038</u>	

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:

- Development of the Draft Environmental Impact Statement (DEIS) is progressing toward a Spring 2023 public release, as VDOT continues to coordinate with FHWA on finalizing the DEIS for publication
- Materials to support a public comment period and public hearing on the DEIS have been prepared

