

HRTAC PROGRAM MONTHLY EXECUTIVE REPORT

June 2023

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

HRTAC Program Development Monthly Executive Report June 2023

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:

Project Budget (\$111,608,384):

- PE \$ 2,738,567
- RW \$ 32,494
- CN \$ 108,837,323

Funds Expended (as of 05/31/2023):

\$ 2,738,567
\$ 32,494
\$ 108,837,323
\$ 111,608,384

Project Cost Over:

\$ 0
\$ 0
\$ 0

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:

Project Budget (\$159,559,703):

- PE \$ 2,869,659
- RW \$ 530,122
- CN \$ 156,159,922

Funds Expended (as of 05/31/2023):

\$ 2,869,659
\$ 530,122
\$ 156,159,922
\$ 159,559,703

Project Cost Over:

\$ 0
\$ 0
\$ 0

Project Schedule:

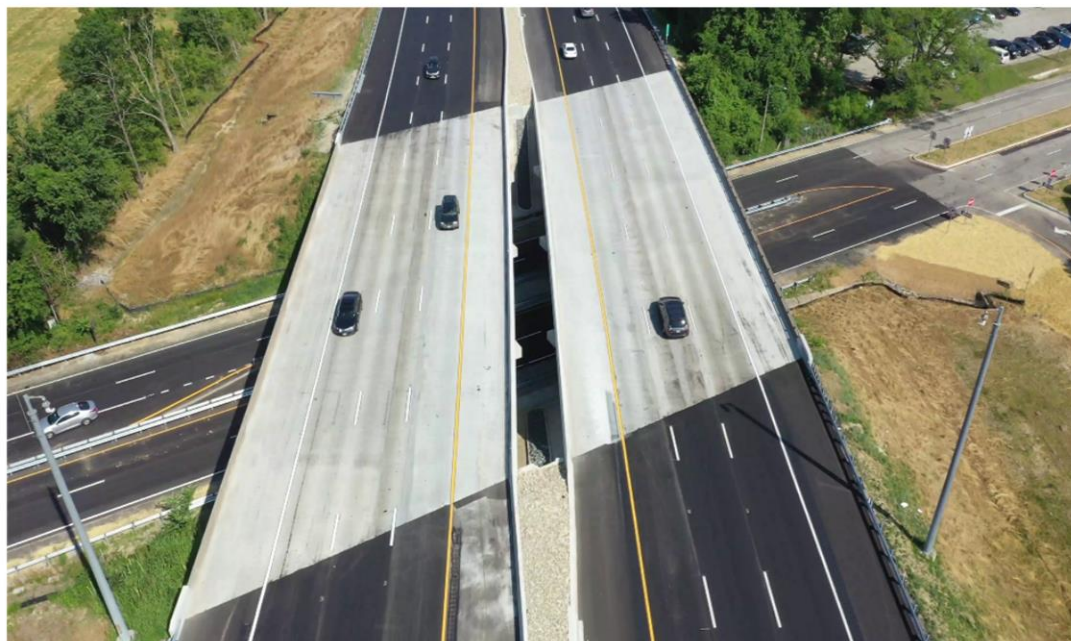
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

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:

Project Budget (\$244,045,973):

- PE \$ 10,000,000
- RW \$ 12,000,000
- CN \$ 222,045,973

Funds Expended (as of 05/31/2023):

\$ 5,765,314
\$ 904,979
\$ 200,977,441
\$ 207,647,734

Project Cost Over:

\$ 0
\$ 0
\$ 0

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 05/31/2023):

\$ 10,135,307
\$ 20,458,115
\$ 121,982,889
\$ 152,576,311

Project Cost Over:

\$ 0
\$ 8,887,052
\$ 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 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 56,023,327	\$ 1,630,661*
○ CN \$ 126,028,411	<u>\$ 134,201,126</u>	\$ 8,172,715**
	\$ 204,307,263	

*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:

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.

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:

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

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

Funds Expended (as of 05/31/2023):

\$ 12,189,268
\$ 11,253,483
\$ 442,475,964
\$ 465,918,715

Project Cost Over:

\$ 0
\$ 0
\$ 0

Project Schedule:

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

Enabling Funding

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

- (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 5/12/23 schedule update from contractor shows a 268-day late completion (September 25, 2023)

Project Status:

- New HRB open to traffic. Completed latex overlay in median.
- 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 Widening 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



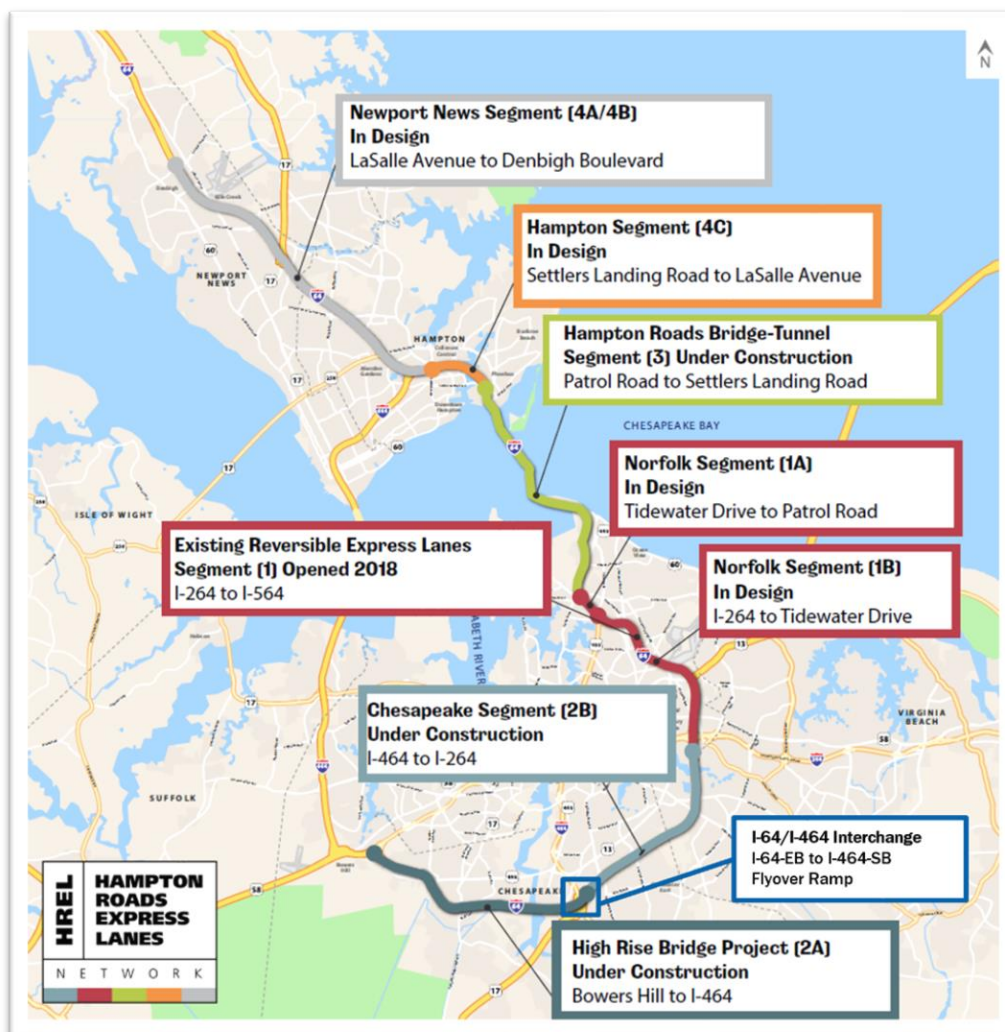
Traffic on new High Rise Bridge (looking west)



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 Procurement



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:

Project Budget (\$197,612,207):*

- PE \$ 4,900,000*
- RW \$ 500,000
- CN \$ 192,212,207

Funds Expended (as of 05/31/2023):

\$ 8,293,156
\$ 1,875
\$ 527,511
\$ 8,822,542

Project Cost Over:

\$3,393,156**
\$ 0
\$ 0

*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:

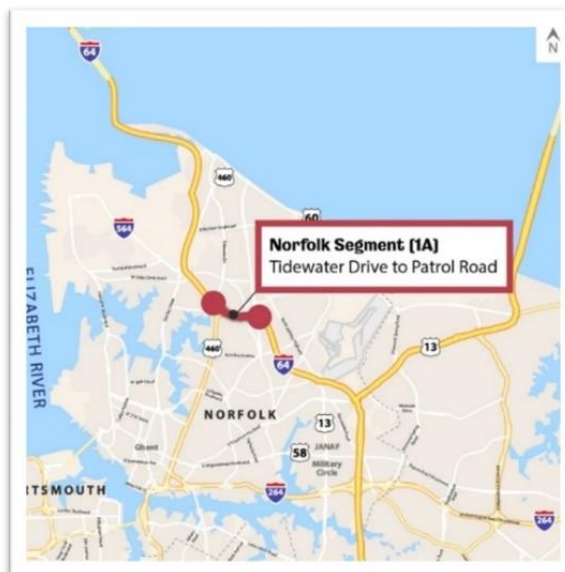
DB Notice to Proceed	December 20, 2022
Fixed Completion Date	January 15, 2026
Schedule Status	On-Schedule

Enabling Funding

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

Project Status:

- Field investigations by the Design Build team are underway
- VDOT is reviewing the revised Preliminary Stage 1 bridge reports. VDOT provided comments on the Roadway and Drainage Field Inspection plans
- VDOT has completed Over the Shoulder Reviews on the ITS and Signing Plans



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Hampton Roads District
7511 Burbage Drive
Suffolk

HREL Segment 1B (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 120863

Project Scope:

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

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

Project Financial Summary:

<u>Project Budget (\$315,885,943):*</u>	<u>Funds Expended (as of 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 13,700,000*	\$ 1,616,780	\$ 0
○ RW \$ 2,865,000	\$ 0	\$ 0
○ CN \$ 299,320,943	\$ 0	\$ 0
	\$ 1,616,780	

* 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

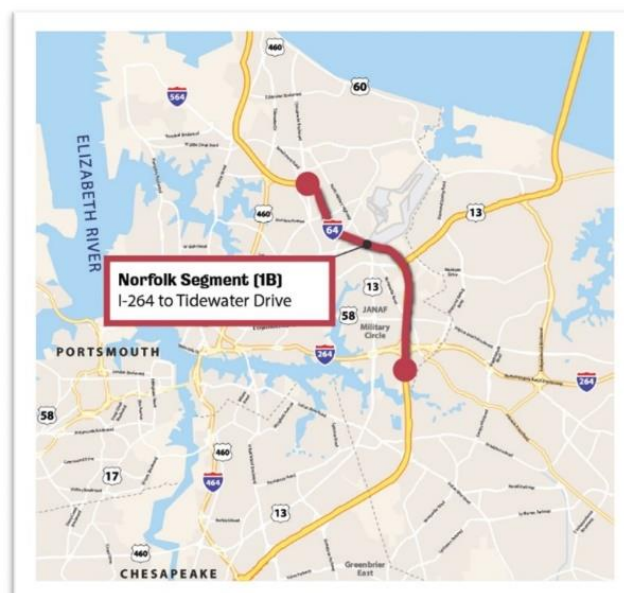
Public Hearing	December 1 & 2, 2021
Request for Qualifications	May 2024
Request for Proposals	September 2024
Notice to Proceed	June 2025
Fixed Completion Date	October 2028
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$254,485,943*
State/Federal	\$ 61,400,000
	\$315,885,943

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:

Project Budget (\$25,000,000):

- PE \$ 2,538,000
- RW \$ 0
- CN \$ 22,462,000

Funds Expended (as of 05/31/2023):

\$ 2,543,662
\$ 0
\$ 21,996,684
\$ 24,540,346

Project Cost Over:

\$ 5,662
\$ 0
\$ 0

Project Schedule:

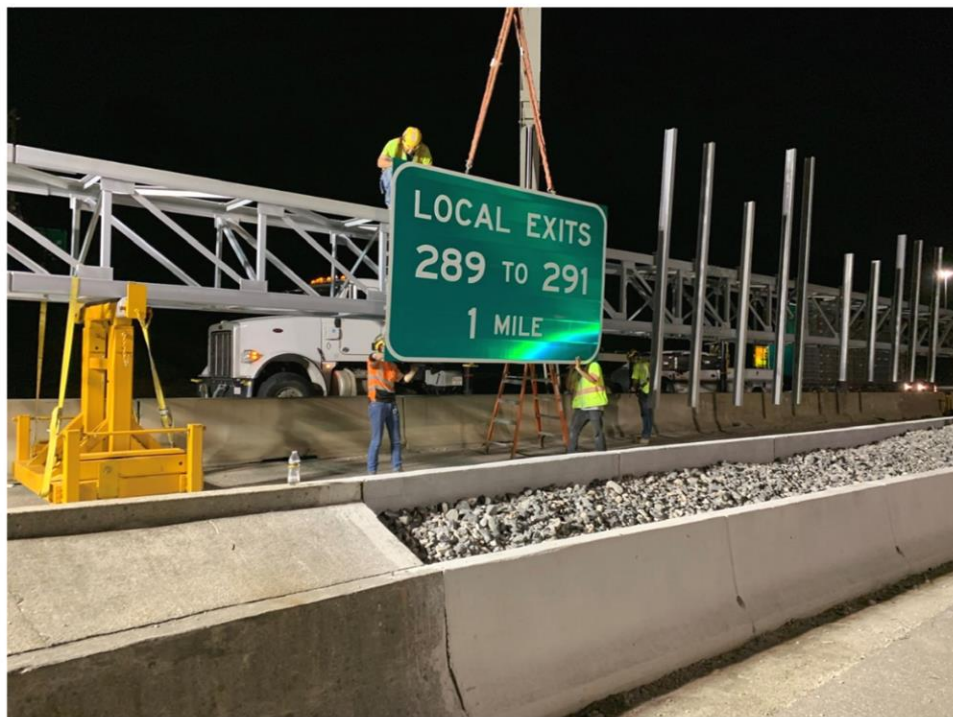
Notice to Proceed	October 2020
Project Completion	September 2022
Schedule Status	Completed

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. 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:

Project Budget (\$18,789,474):

- PE \$ 1,361,556
- RW \$ 0
- CN \$ 17,427,918

Funds Expended (as of 05/31/2023):

\$ 118,421
\$ 0
\$ 0
\$ 118,421

Project Cost Over:

\$ 0
\$ 0
\$ 0

Project Schedule:

Willingness Posted	April 26, 2023 *
Design Approval	July 31, 2023
Advertisement	May 14, 2024**
Award	September 3, 2024**
Project Completion	December 2026 **
Schedule Status	On-Schedule

Enabling Funding

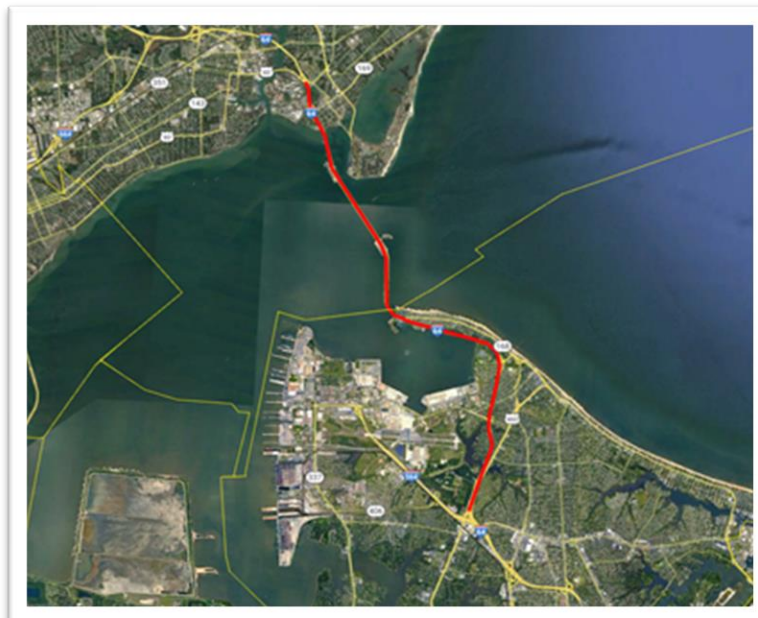
HRTAC	\$ 18,789,474
State/Federal	\$ _____
	\$ 18,789,474

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

**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:

- Preparing documents to seek Design Approval
- Conducting Independent Cost Estimate



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:

Project Budget (\$172,220,184):*

- PE \$ 12,891,063*
- RW \$ 1,850,000
- CN \$ 157,479,121

Funds Expended (as of 05/31/2023):

\$ 7,614,484
\$ 9,010
\$ 0
\$ 7,623,494

Project Cost Over:

\$ 0
\$ 0
\$ 0

* 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:

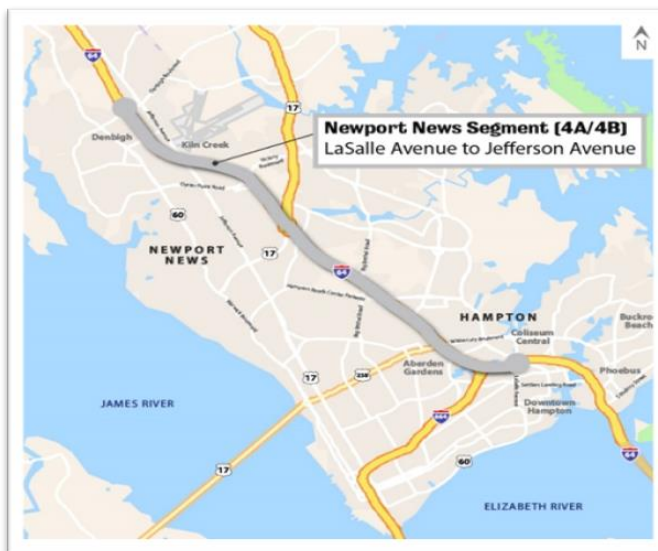
Public Hearing	September 29 & 30, 2021
Advertisement	November 9, 2023
Notice to Proceed	February 9, 2024
Fixed Completion Date	April 15, 2026
Schedule Status	On-Schedule

Enabling Funding

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
- PAC design comment review meeting occurred on May 31, 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:

Project Budget (\$407,922,054):

- PE \$ 6,167,176
- RW \$ 8,000,000
- CN \$ 393,754,878

Funds Expended (as of 05/31/2023):

\$ 6,126,718
\$ 1,464,898
\$38,296,770
\$45,888,386

Project Cost Over:

\$ 0
\$ 0
\$ 0

Project Schedule:

Notice to Proceed	August 1, 2022
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:

- Project Awarded to Shirley-Branch Joint Venture (SBJV)
- JPA Permit submitted to regulatory agencies in February 2023, VMRC posted a 30-day public notice in May 2023
- 100% Roadway Plans are under final review; working towards resolution of remaining items
- I-64 outside shoulder strengthening work will begin in June 2023 to prepare for traffic shift to the outside
- The project field office at the Harbour Centre building in downtown Hampton is now operational



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:

Project Budget (\$180,862,923):

- PE \$ 4,420,000
- RW \$ 1,276,469
- CN \$175,166,454

Funds Expended (as of 05/31/2023):

\$ 1,188,140
\$ 0
\$ 0
\$ 1,188,140

Project Cost Over:

\$ 0
\$ 0
\$ 0

Project Schedule:

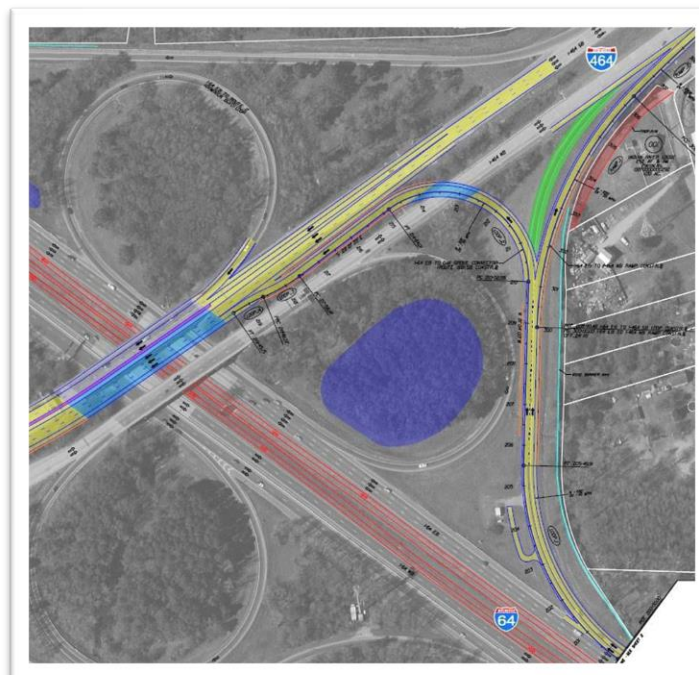
Request for Qualifications	April 12, 2023
Public Hearing	May 2023
Request For Proposals	July 11, 2023
Notice to Proceed	February 15, 2024
Project Completion	July 16, 2027
Schedule Status	On-Schedule

Enabling Funding

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

Project Status:

- RFQ release occurred on April 12, 2023
- Public Hearing occurred on May 23, 2023
- Preliminary design is ongoing to support July 11, 2023 RFP release



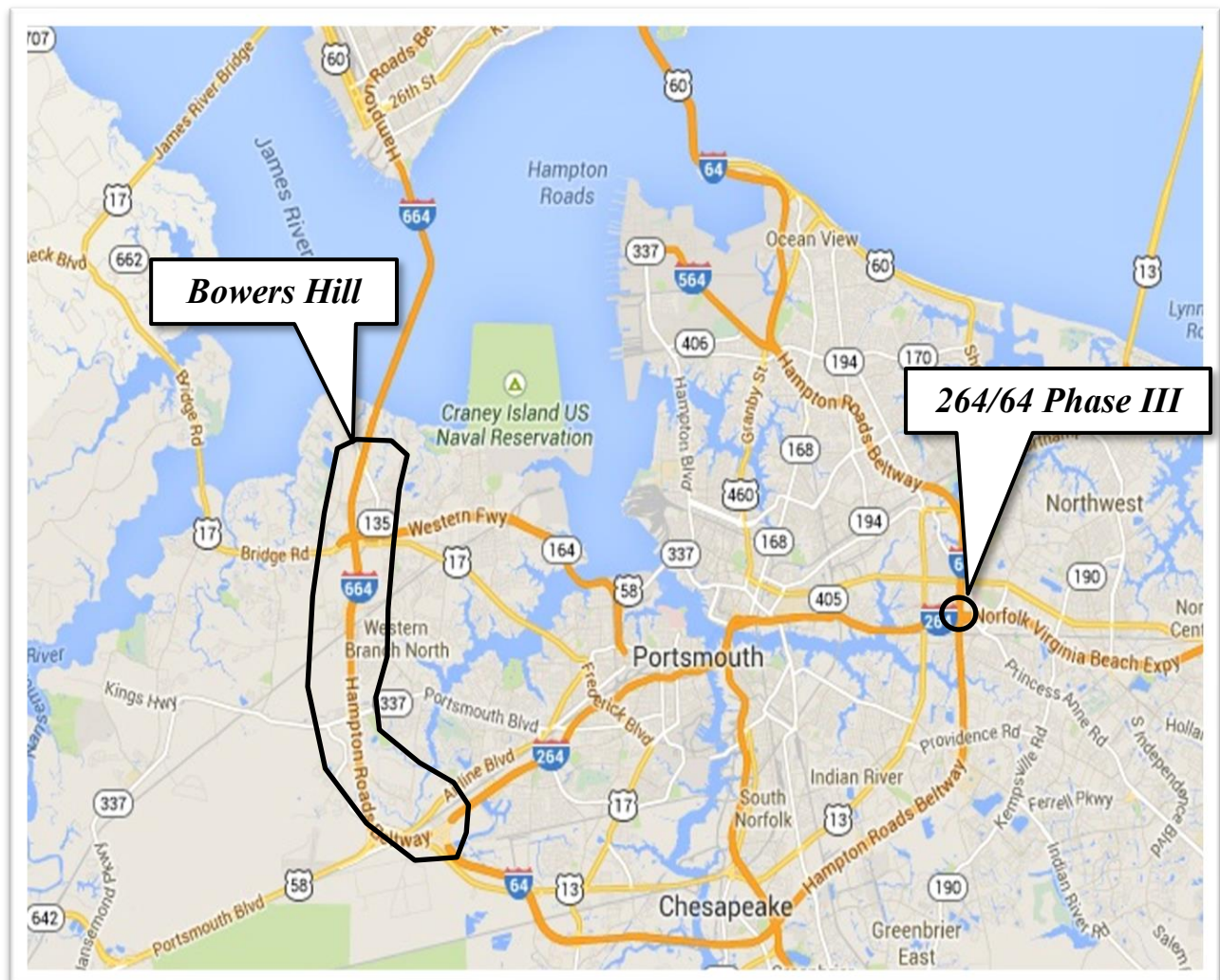
OTHER MAJOR PROJECTS

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:

Project Budget (\$7,500,000):

- PE \$ 7,500,000
- RW \$ 0
- CN \$ 0

Funds Expended (as 05/31/2023):

\$ 6,039,044
\$ 0
\$ 0

\$ 6,039,044

Project Cost Over:

\$ 0
\$ 0
\$ 0

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:

- Preliminary design and plans for Subproject III-A complete
- PFI-level project cost estimate for Subproject III-A complete
- Continued development of revised NEPA document
- Seeking approvals for Design Waivers and Exceptions
- Incorporating de-scope elements and documentation from HREL 1B into this project
- Developing scope, schedule, and budget for the final design and construction phases



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 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 7,904,630	\$ 5,753,245	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 5,753,245	

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:

- VDOT continues to coordinate with FHWA on finalizing the DEIS for publication, meeting with FHWA VA Division Administrator on May 19 and FHWA HQ staff on May 25 and June 13 to resolve comments on the DEIS
- Per FHWA's VA Division Administrator, FHWA will issue a separate Final EIS and Record of Decision, rather than a combined FEIS/ROD
- Materials to support a public comment period and public hearing on the DEIS have been prepared
- Preparations are underway to commence the Interchange Access Request (IAR) study in July 2023

