



HRTAC PROGRAM MONTHLY EXECUTIVE REPORT

May 2023



**HRTAC Program Development
Monthly Executive Report
May 2023**

Hampton Roads District
7511 Burbage Drive
Suffolk

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 04/30/2023):</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 04/30/2023):</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:

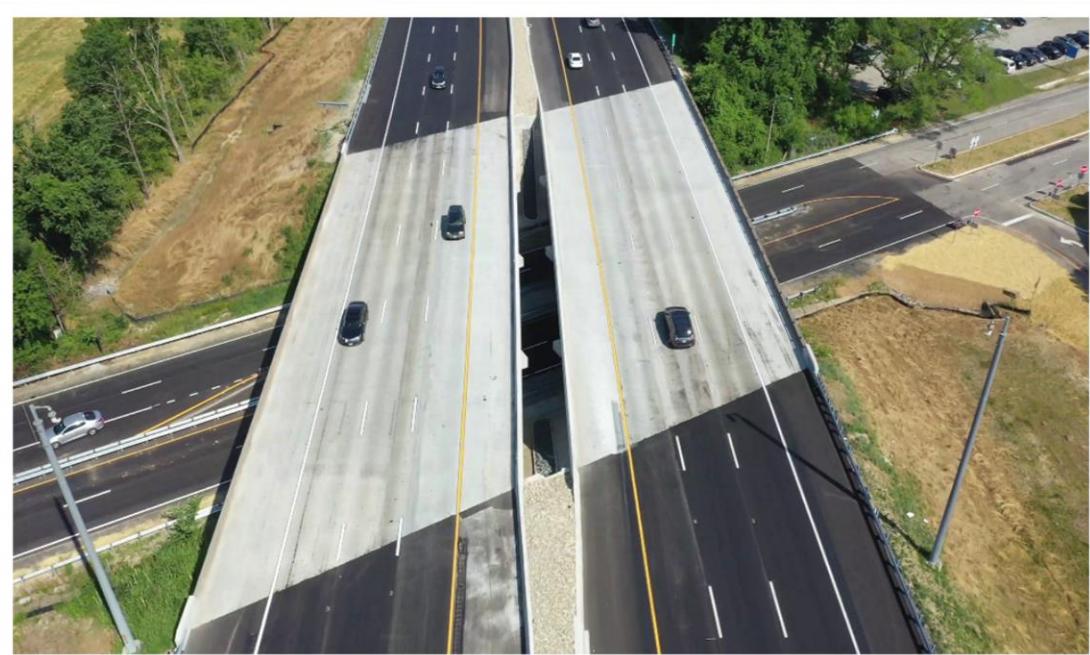
| | |
|--------------------|---------------|
| Notice To Proceed | February 2016 |
| Project Completion | May 2019 |
| Schedule Status | Completed |

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 04/30/2023):</u> | <u>Project Cost Over/(Under):</u> |
|--|---|-----------------------------------|
| ○ PE \$ 10,000,000 | \$ 5,764,901 | \$ 0 |
| ○ RW \$ 12,000,000 | \$ 904,932 | \$ 0 |
| ○ CN \$ 222,045,973 | <u>\$ 200,970,641</u> | <u>\$ 0</u> |
| | \$ 207,640,474 | |

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 04/30/2023):

| | |
|-----------------------|--------------|
| \$ 10,135,307 | \$ 0 |
| \$ 20,458,115 | \$ 8,887,052 |
| <u>\$ 121,824,649</u> | \$ 0 |
| <u>\$ 152,418,071</u> | |

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 04/30/2023):</u> | <u>Project Cost Over:</u> |
|--|---|---------------------------|
| ○ PE \$ 14,082,810 | \$ 14,082,810 | \$ 0 |
| ○ RW \$ 54,392,666 | \$ 55,998,968 | \$ 1,606,302 |
| ○ CN \$ 126,028,411 | <u>\$ 134,172,584</u> | <u>\$ 8,144,173</u> |
| | \$ 204,254,362 | |

*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 04/30/2023):</u> | <u>Project Cost Over:</u> |
|--|---|---------------------------|
| ○ PE \$ 12,200,000 | \$ 12,189,268 | \$ 0 |
| ○ RW \$ 18,726,000 | \$ 11,213,396 | \$ 0 |
| ○ CN \$ 493,687,765 | <u>\$ 442,416,827</u> | \$ 0 |
| | \$ 465,819,491 | |

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> |
| | \$ 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 3/10/22 schedule update from contractor shows a 233-day late completion (August 23, 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 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



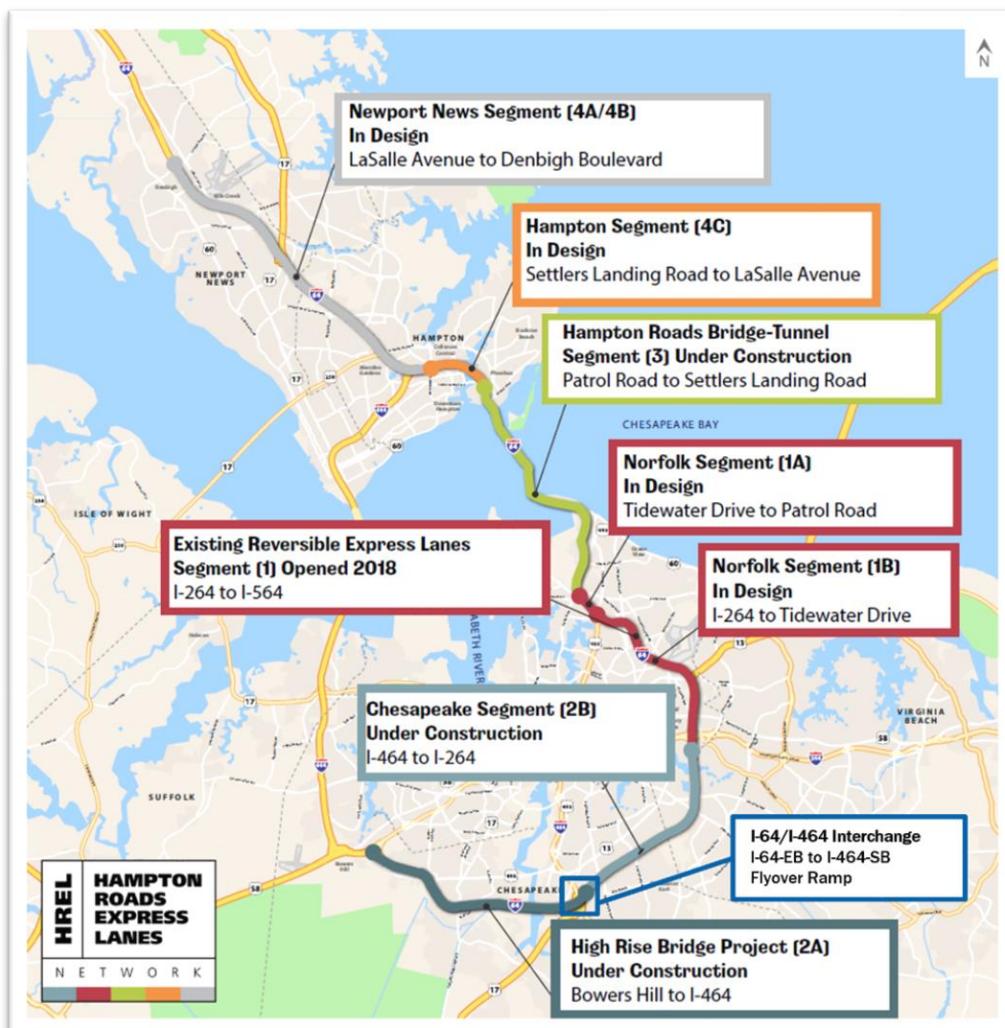
Traffic on new High Rise Bridge (looking west)



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 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:

| <u>Project Budget (\$197,612,207):*</u> | <u>Funds Expended (as of 04/30/2023):</u> | <u>Project Cost Over:</u> |
|---|---|---------------------------|
| ○ PE \$ 4,900,000* | \$ 8,293,156 | \$ 3,393,156** |
| ○ RW \$ 500,000 | \$ 0 | \$ 0 |
| ○ CN \$ 192,212,207 | <u>\$ 423,026</u> | \$ 0 |
| | <u>\$ 8,716,182</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:

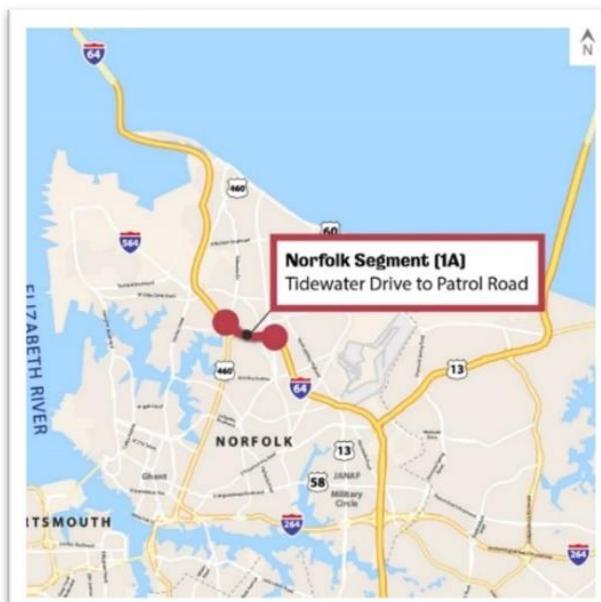
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|-----------------------|-------------------|
| DB Notice to Proceed | December 20, 2022 |
| Fixed Completion Date | January 15, 2026 |
| Schedule Status | On-Schedule |

Project Status:

- Field investigations by the Design Build team are underway
- VDOT is reviewing the revised Preliminary Stage 1 bridge reports. VDOT provided comments on the Roadway and Drainage Field Inspection plans.

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 (\$315,885,943):*</u> | <u>Funds Expended (as of 04/30/2023):</u> | <u>Project Cost Over:</u> |
|---|---|---------------------------|
| ○ PE \$ 13,700,000* | \$ 1,590,676 | \$ 0 |
| ○ RW \$ 2,865,000 | \$ 0 | \$ 0 |
| ○ CN \$ 299,320,943 | <u>\$ 0</u> | <u>\$ 0</u> |
| | \$ 1,590,676 | |

* 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 | May 2024 |
| Notice to Proceed | Jan 2025 |
| Fixed Completion Date | May 2028 |
| Schedule Status | Under Development |

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:

| <u>Project Budget (\$25,000,000):</u> | <u>Funds Expended (as of 04/30/2023):</u> | <u>Project Cost Over:</u> |
|---------------------------------------|---|---------------------------|
| ○ PE \$ 2,538,000 | \$ 2,543,662 | \$ 5,662 |
| ○ RW \$ 0 | \$ 0 | \$ 0 |
| ○ CN \$ 22,462,000 | \$ 21,986,929 | \$ 0 |
| | \$ 24,530,591 | |

Project Schedule:

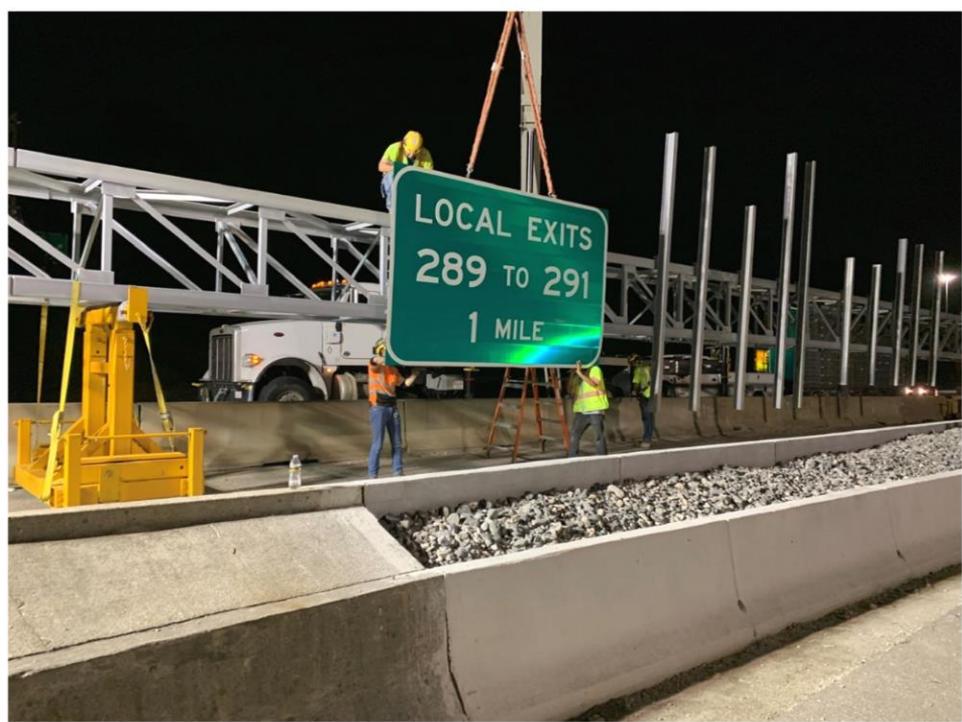
| | |
|--------------------|----------------|
| Notice to Proceed | October 2020 |
| Project Completion | September 2022 |
| Schedule Status | Completed |

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.

- 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 04/30/2023):</u> | <u>Project Cost Over:</u> |
|---------------------------------------|---|---------------------------|
| ○ PE \$ 1,361,556 | \$ 38,013 | \$ 0 |
| ○ RW \$ 0 | \$ 0 | \$ 0 |
| ○ CN \$ 17,427,918 | \$ 0 | \$ 0 |
| | \$ 38,013 | |

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 |

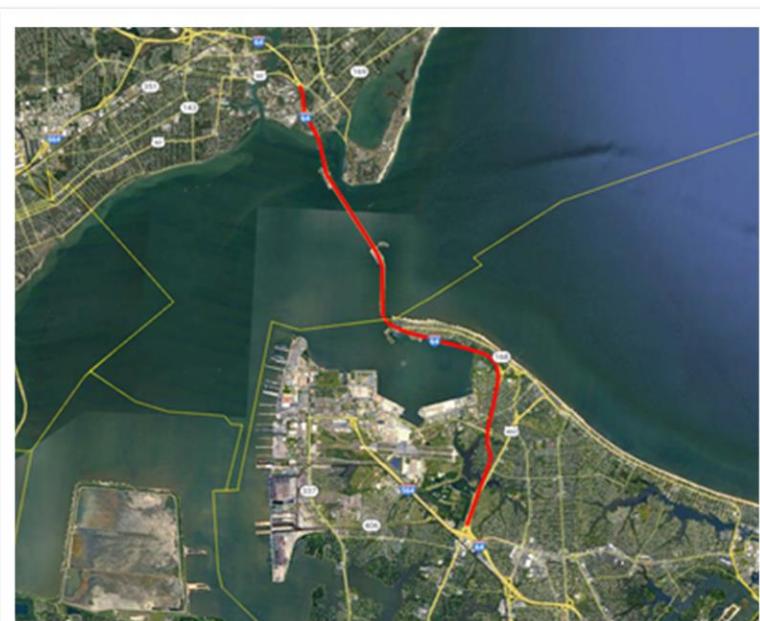
| <u>Enabling Funding</u> | |
|-------------------------|---------------|
| HRTAC | \$ 18,789,474 |
| State/Federal | \$ _____ |
| | \$ 18,789,474 |

*Note: Due to no right of way phase, posting for willingness 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:

- Refining PFI design and estimate to seek design approval
- Willingness closed April 26 with no public comments



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 04/30/2023):</u> | <u>Project Cost Over:</u> |
|---|---|---------------------------|
| ○ PE \$ 12,891,063* | \$ 7,574,099 | \$ 0 |
| ○ RW \$ 1,850,000 | \$ 3,296 | \$ 0 |
| ○ CN \$ 157,479,121 | \$ 0 | \$ 0 |
| | \$ 7,577,395 | |

* 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.

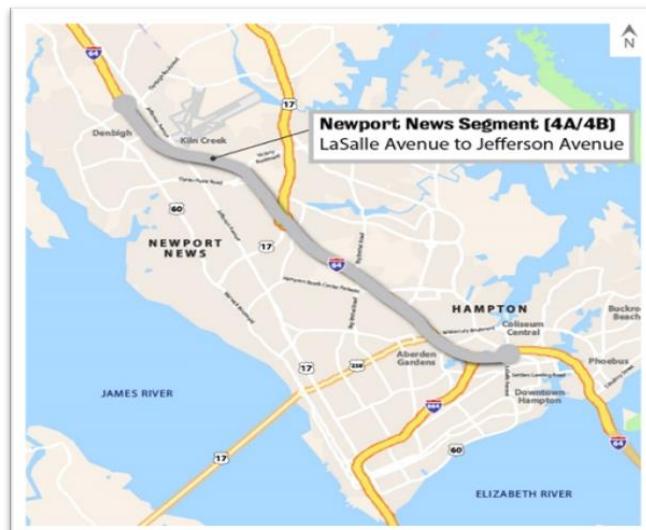
Project Schedule:

| | |
|-----------------------|-------------------------|
| 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 | \$ 21,000,000 |
| | \$ 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
- Upcoming PAC design submittal comment review period May 8 to May 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 04/30/2023):</u> | <u>Project Cost Over:</u> |
|--|---|---------------------------|
| ○ PE \$ 6,167,176 | \$ 6,087,110 | \$ 0 |
| ○ RW \$ 8,000,000 | \$ 1,461,006 | \$ 0 |
| ○ CN \$ 393,754,878 | <u>\$34,484,231</u> | \$ 0 |
| | | \$42,032,347 |

Project Schedule:

| | |
|---------------------------|----------------|
| 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
- 100% Roadway Plans received for review on April 27
- 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 04/30/2023):</u> | <u>Project Cost Over:</u> |
|--|---|---------------------------|
| ○ PE \$ 4,420,000 | \$ 991,564 | \$ 0 |
| ○ RW \$ 1,276,469 | \$ 0 | \$ 0 |
| ○ CN \$175,166,454 | \$ 0 | \$ 0 |
| | \$ 991,564 | |

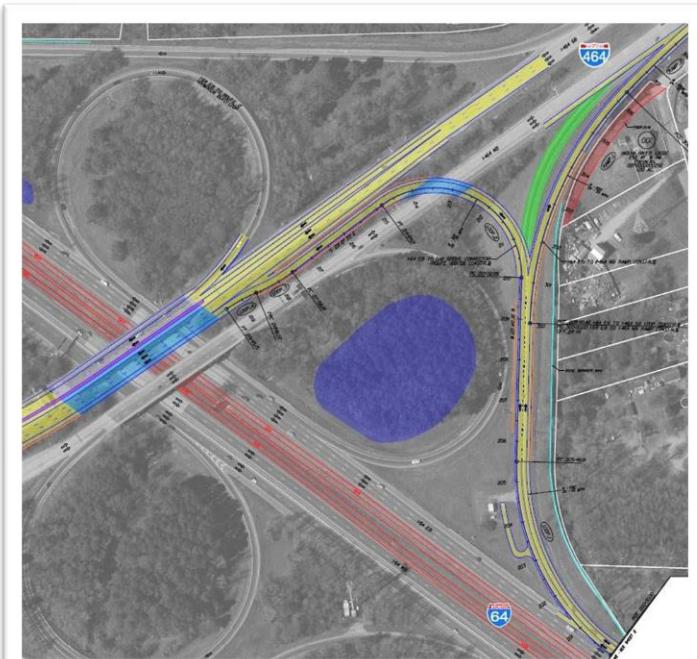
Project Schedule:

| | |
|----------------------------|-------------------|
| 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 |

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

Project Status:

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



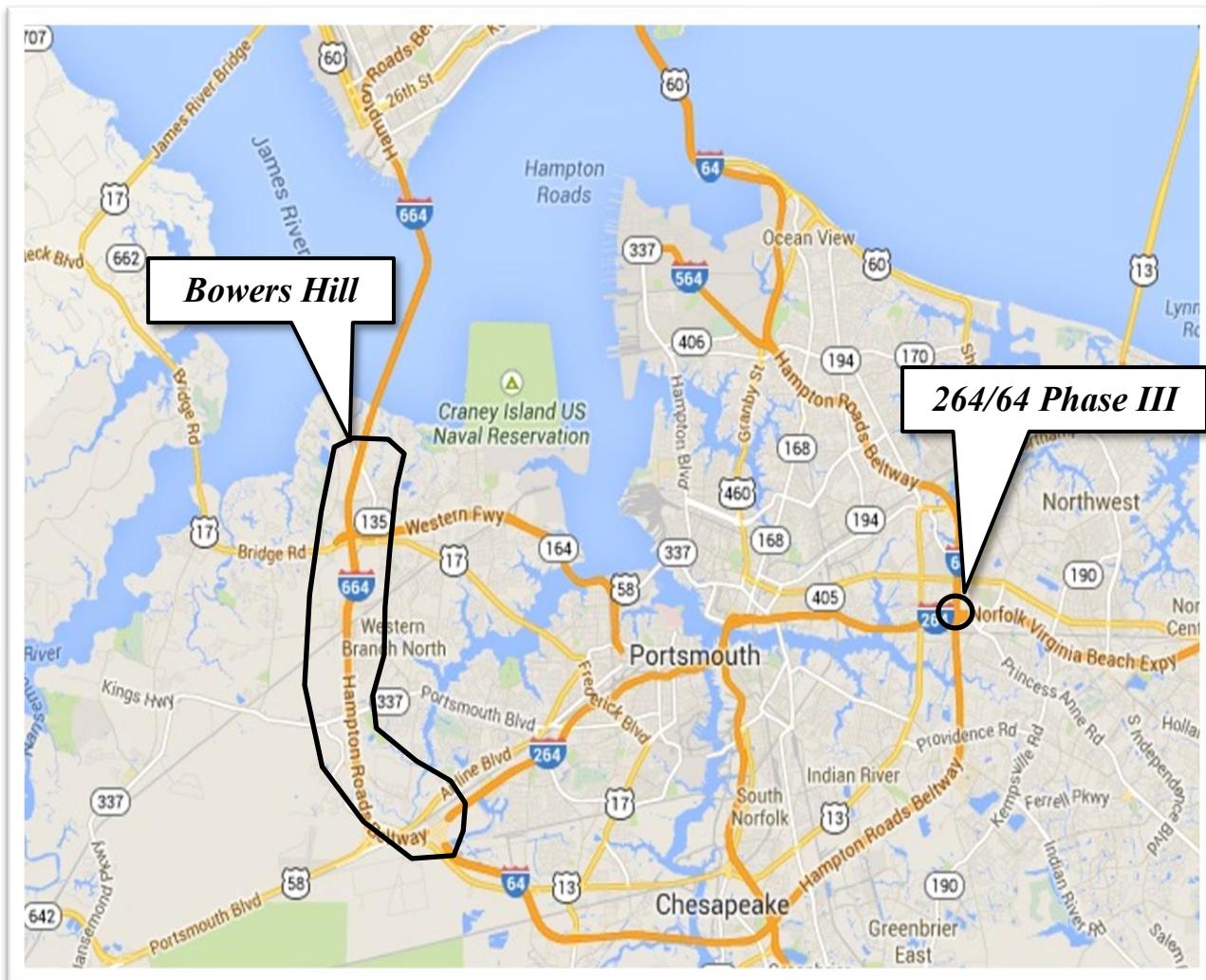
OTHER MAJOR PROJECTS

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:

| <u>Project Budget (\$7,500,000):</u> | <u>Funds Expended (as 04/30/2023):</u> | <u>Project Cost Over:</u> |
|--------------------------------------|--|---------------------------|
| ○ PE \$ 7,500,000 | \$ 5,957,334 | \$ 0 |
| ○ RW \$ 0 | \$ 0 | \$ 0 |
| ○ CN \$ 0 | \$ 0 | \$ 0 |
| | \$ 5,957,334 | |

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 |

| <u>Enabling Funding</u> | |
|-------------------------|--------------|
| 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
- Reviewing potential de-scope of HREL 1B which would be transferred to 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 04/30/2023):</u> | <u>Project Cost Over:</u> |
|--------------------------------------|---|---------------------------|
| o PE \$ 7,904,630 | \$ 5,722,495 | \$ 0 |
| o RW \$ 0 | \$ 0 | \$ 0 |
| o CN \$ 0 | \$ 0 | \$ 0 |
| | <u>\$ 5,722,495</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:

- o 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
- o Materials to support a public comment period and public hearing on the DEIS have been prepared

