

# HRTAC PROGRAM MONTHLY EXECUTIVE REPORT

November 2023

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

Hampton Roads District  
7511 Burbage Drive  
Suffolk

## **ORIGINAL MAJOR PROJECTS**

<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>Construction Completed</b>
<b>I-64/I-264- Phase I</b>	<b>Construction Completed</b>
<b>I-64/I-264- Phase II</b>	<b>Construction Completed</b>
<b>I-64 Southside Widening and High Rise Bridge Phase I</b>	<b>In Construction</b>

# HRTAC Program Development Monthly Executive Report November 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 10/31/2023):

\$ 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 10/31/2023):

\$ 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 10/31/2023):

\$ 5,766,837  
\$ 905,214  
\$ 201,006,721  
\$ 207,678,772

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

\$ 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)

# HRTAC Program Development Monthly Executive Report November 2023

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 10/31/2023):

\$ 10,135,307  
\$ 20,458,115  
\$ 122,305,951  
\$ 152,899,373

#### 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:

#### Project Budget (\$194,503,887):

- PE \$ 14,082,810
- RW \$ 54,392,666
- CN \$ 126,028,411

#### Funds Expended (as of 10/31/2023):

\$ 14,082,810  
\$ 56,043,990  
\$ 134,302,306  
\$ 204,429,106

#### Project Cost Over:

\$ 0  
\$ 1,651,324\*  
\$ 8,273,895\*\*

\*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:

<u>Project Budget (\$524,613,765):</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 12,200,000	\$ 12,189,268	\$ 0
○ RW \$ 18,726,000	\$ 11,351,642	\$ 0
○ CN \$ 493,687,765	<u>\$ 445,355,575</u>	\$ 0
	\$ 468,896,485	

### Project Schedule:

Notice to Proceed	November 2017
Fixed Completion Date	December 2022 <sup>(1)</sup>
Projected Completion	December 2023 <sup>(2)</sup>

#### 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) Open project to traffic 12/2023 and begin tolling 02/2024

### Project Status:

- New HRB completed and open to traffic
- Great Bridge Blvd Bridge – Bridge open to traffic. Approach roadway and drainage completed. Traffic in final roadway configuration. Sidewalk and miscellaneous work continue.
- I-64 Bridge Widening over Military Highway, Yadkin Road, and Shell Road completed and open to traffic
- Drainage/stormwater, BMPs, plantings, pavement, ITS testing, signing, barriers, guardrail, punchlist activities continue at various locations throughout the corridor



**Traffic on new High Rise Bridge (looking west)**

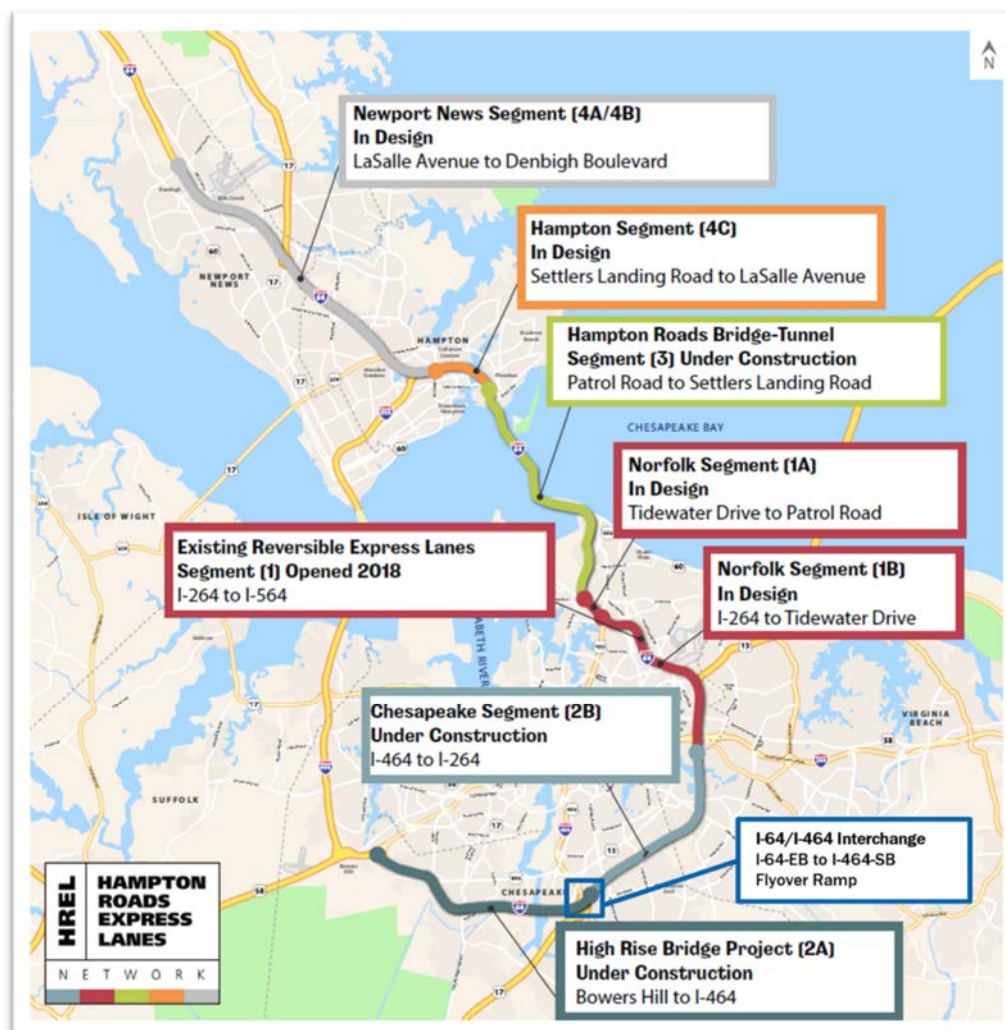


**BMP-7E at Battlefield Blvd. Loop, and I64WB Off-Ramp to Battlefield Blvd. and Noise Wall 15 (looking east)**



## HREL PROJECTS

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



## HREL Segment 1A (Norfolk)

**UPC 117840 (HRTAC) Phase 1-PE**  
**UPC 119637**

### Project Scope:

From 0.078 Miles East of Patrol Road to 0.558 Miles East of Tidewater Drive, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction

- Widening five bridges (EB/WB Tidewater Drive, EB Granby Street, EB I-564, and EB E. Little Creek Road)
- Rehabilitating/strengthening two miles of shoulder in each direction
- Widening roadway in spot locations to maintain minimum shoulder width
- Includes noise walls, tolling gantries, and overhead signing

### Project Financial Summary:

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

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

#### Funds Expended (as of 10/31/2023):

\$ 8,292,955  
\$ 7,790  
\$ 1,134,016  
\$ 9,434,761

#### Project Cost Over:

\$3,392,955\*\*  
\$ 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, RW and CN.

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

### Project Schedule:

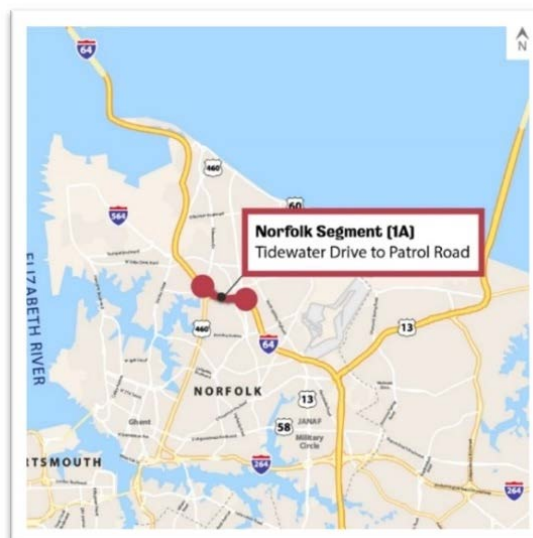
DB Notice to Proceed	December 20, 2022
Fixed Completion Date	January 15, 2026
Schedule Status	On-Schedule

#### Enabling Funding

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

### Project Status:

- VDOT has approved all 8 Stage 1 bridge reports and the Stage 2 packages have been submitted for review
- VDOT has approved one advanced work package and shoulder strengthening and temporary pavement construction has started
- VDOT has received the revised Field Inspection/Right of Way plan and is currently reviewing
- VDOT has received the Advanced Work Package #2 and is currently reviewing



## HREL Segment 1B (Norfolk)

**UPC 117840 (HRTAC) Phase 1-PE**  
**UPC 120863**

### Project Scope:

From 0.558 Miles East of Tidewater Drive to 1.04 miles East of I-264, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction

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

### Project Financial Summary:

<u>Project Budget (\$315,885,943):*</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 13,700,000*	\$ 1,874,015	\$ 0
○ RW \$ 2,865,000	\$ 0	\$ 0
○ CN \$ 299,320,943	\$ 0	\$ 0
	\$ 1,874,015	

\* 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

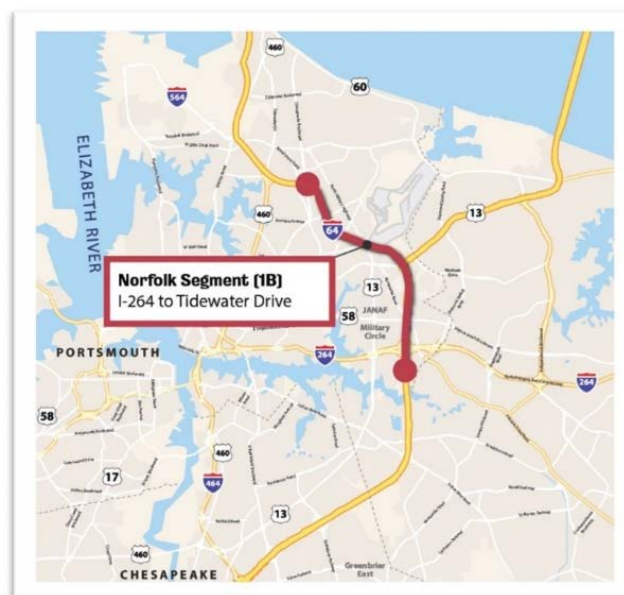
Public Hearing	December 1 & 2, 2021
Request for Qualifications	May 2024
Request for Proposals	September 2024
Notice to Proceed	July 2025
Fixed Completion Date	October 2028
Schedule Status	On-Schedule

#### Enabling Funding

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

### Project Status:

- The preliminary design continues for the RFQ release



## 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 10/31/2023):

\$ 2,543,662  
\$ 0  
\$ 22,373,265  
\$ 24,916,927

#### Project Cost Over:

\$ 5,662  
\$ 0  
\$ 0

### Project Schedule:

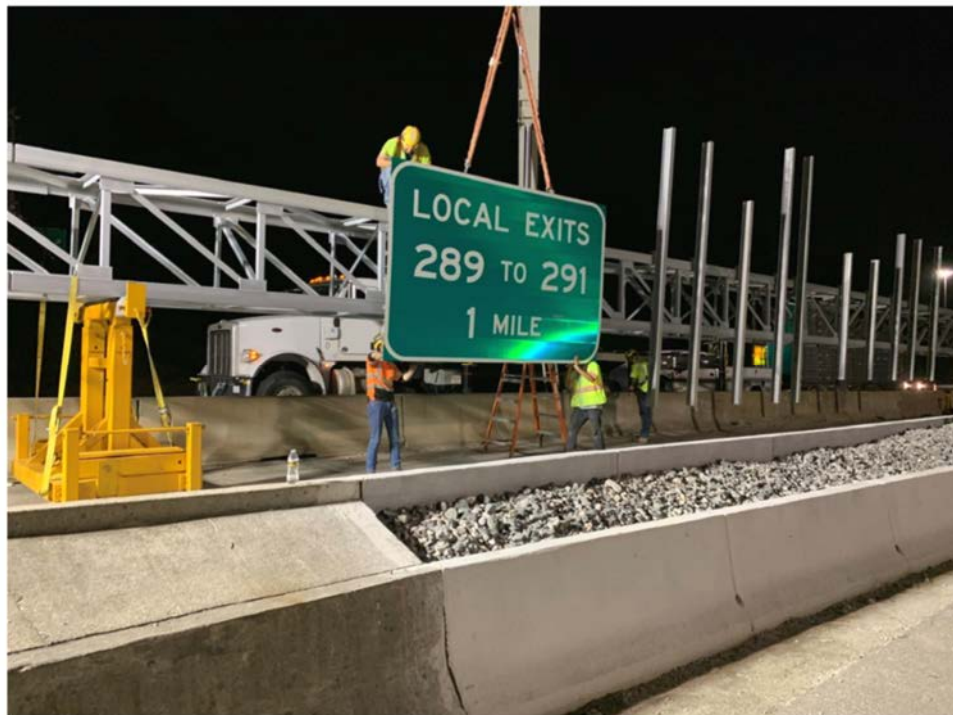
Notice to Proceed	October 2020
Project Completion	September 2022
Schedule Status	Completed

#### Enabling Funding

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

### Project Status:

- In final contract close out (request to financially close has been submitted to PIM)



**Local Exit Sign for the Express Lanes**



## HREL Segment 3

UPC 118376

### Project Scope:

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

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

### Project Financial Summary:

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

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

#### Funds Expended (as of 10/31/2023):

\$ 154,063  
\$ 0  
\$ 0  
\$ 154,063

#### Project Cost Over:

\$ 0  
\$ 0  
\$ 0

### Project Schedule:

Willingness Posted	April 26, 2023 *
Design Approval	March 6, 2024
Advertisement	January 14, 2025**
Award	May 22, 2025**
Project Completion	June 2027 **
Schedule Status	On-Schedule

#### Enabling Funding

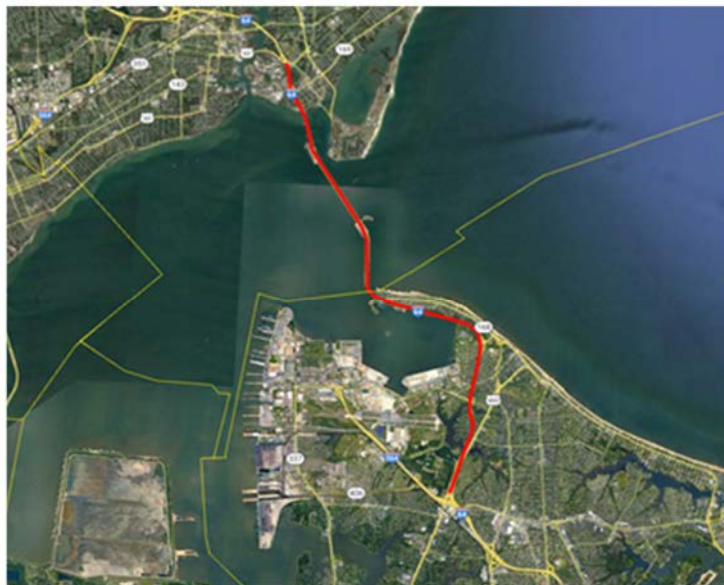
HRTAC	\$ 18,789,474
State/Federal	\$ _____
	\$ 18,789,474

\*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:

- Refining Tolling and OHVDS design and documents for Design Approval
- Revising schedule and estimate to incorporate additional Express Lane scope



## HREL Segment 4A/4B (Newport News)

UPC 117839 (HRTAC) Phase 1-PE  
UPC 119824

### Project Scope:

From 1.20 miles west of Denbigh Boulevard in Newport News to Mercury Boulevard in Hampton, an existing HOV lane will be converted into an Express Lane in both directions. From Mercury Boulevard to 0.139 miles east of LaSalle Avenue in Hampton, one Express Lane will be constructed in each direction. The total length of the project is 13.5 miles

- Replacing two bridges (EB/WB LaSalle Avenue)
- Rehabilitating three bridges (EB/WB Armistead Avenue, EB/WB Billy Woods Canal, and EB/EB J. Clyde Morris Blvd)
- Includes tolling gantries, and overhead signage

### Project Financial Summary:

<u>Project Budget (\$172,220,184):*</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 12,891,063*	\$ 8,394,700	\$ 0
○ RW \$ 1,850,000	\$ 43,209	\$ 0
○ CN \$ 157,479,121	\$ 0	\$ 0
	\$ 8,437,909	

\* 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:

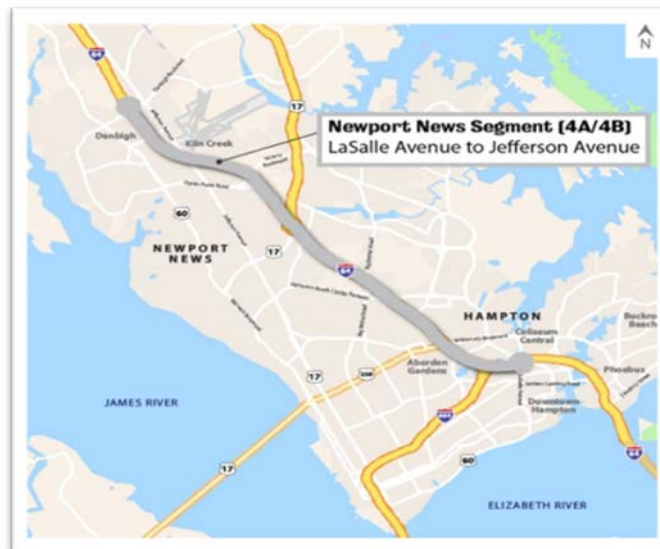
Public Hearing	September 29 & 30, 2021
Advertisement	November 9, 2023
Notice to Proceed	February 21, 2024
Fixed Completion Date	November 29, 2027
Schedule Status	On-Schedule

#### Enabling Funding

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
- Advertisement submission completed September 19, 2023



# HRTAC Program Development Monthly Executive Report November 2023

Hampton Roads District  
7511 Burbage Drive  
Suffolk

## HREL Segment 4C (Hampton)

UPC 117841 (HRTAC) Phase 1- PE  
UPC 119638

### Project Scope:

From 0.139 miles East of LaSalle Avenue to 0.379 miles East of Settlers Landing Road, one Express Lane will be constructed, and one general purpose lane will be converted into an Express Lane in each direction for 2.4 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 10/31/2023):

\$ 6,169,373  
\$ 1,482,328  
\$67,170,439  
\$74,822,140

#### Project Cost Over:

\$ 2,197  
\$ 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 Environmental Permit was approved in September 2023
- 100% Roadway Plans are approved. Bridge plans are currently under review
- Traffic switch onto EB 64 Hampton River bridge has been implemented
- Bridge rehabilitation work on the WB Hampton River bridge is underway
- Roadway widening work in the median continues



HREL 4C installation of temporary trestle along the WB 64 Hampton River bridge

## 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 limits on I-64 are from 1.815 miles east of the Intersection of I-464 southbound to 0.229 miles west of the Intersection of I-464 southbound. The project includes the following:

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

### Project Financial Summary:

<u>Project Budget (\$180,862,923):</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 4,420,000	\$ 1,744,544	\$ 0
○ RW \$ 1,685,720	\$ 0	\$ 0
○ CN \$174,757,203	\$ 0	\$ 0
	\$ 1,744,544	

### Project Schedule:

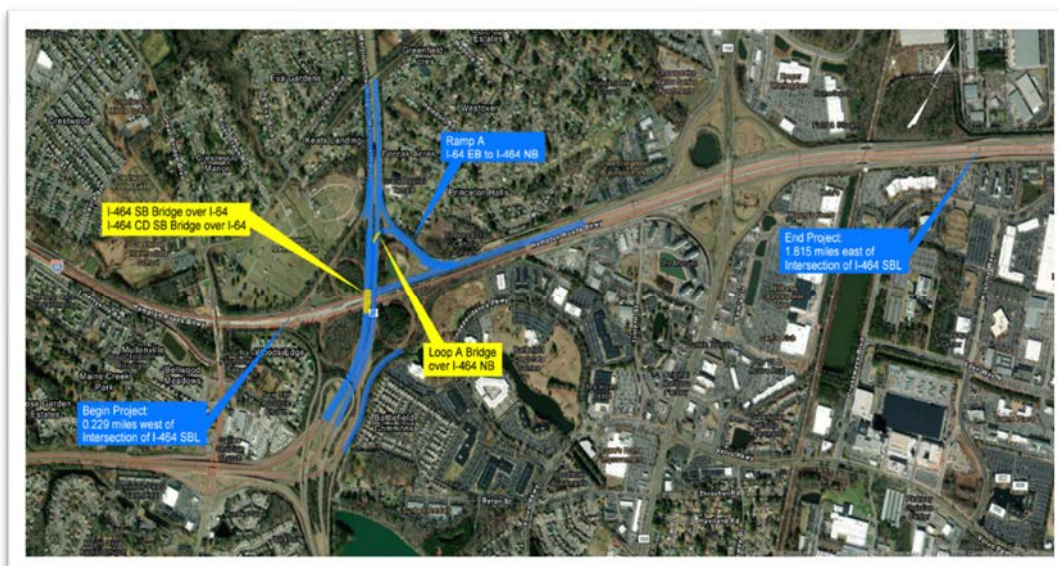
Request for Qualifications	April 12, 2023
Public Hearing	May 2023
Request For Proposals	July 11, 2023
Notice to Proceed	February 15, 2024
Project Completion	September 7, 2027
Schedule Status	On-Schedule

### Enabling Funding

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

### Project Status:

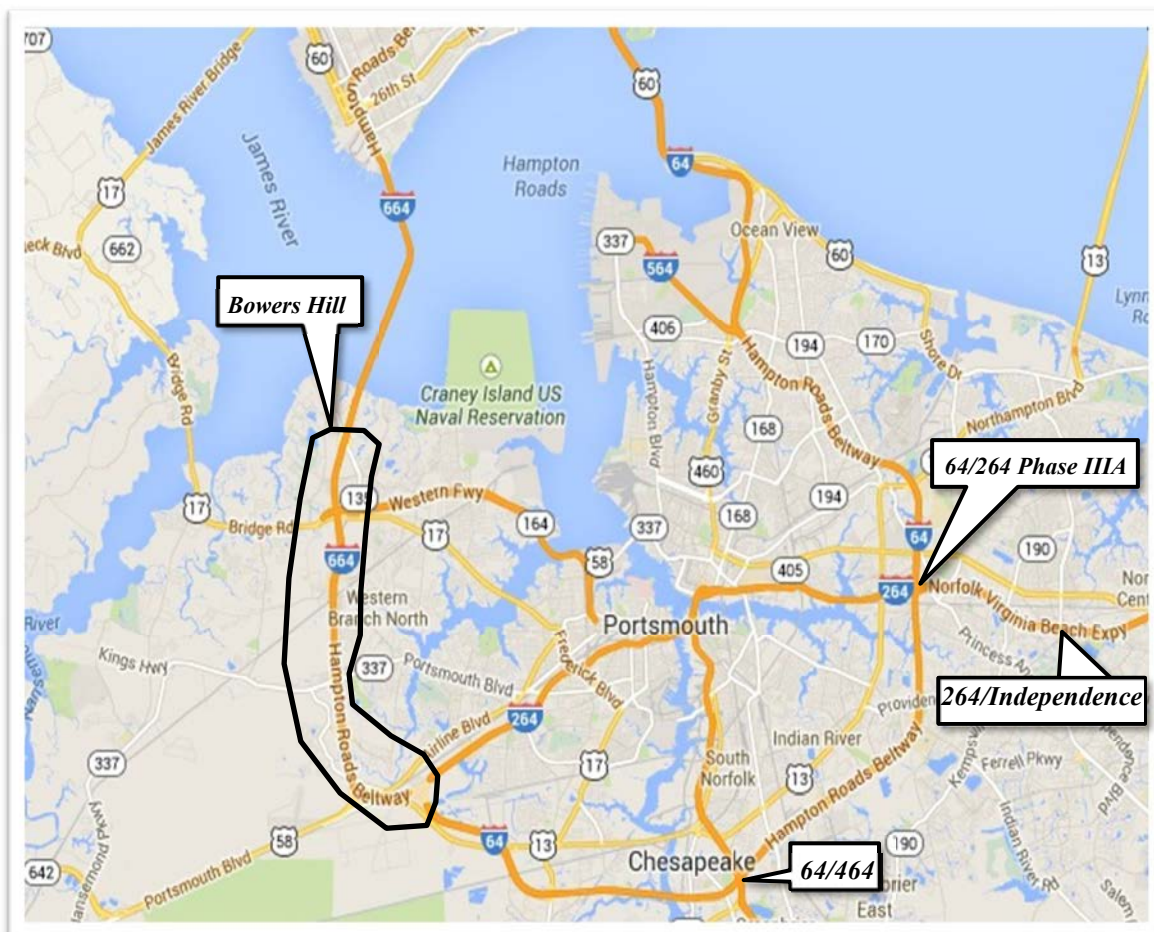
- RFQ release occurred on April 12, 2023
- Public Hearing occurred on May 23, 2023
- RFP was released on July 11, 2023
- RFP Addendum released on September 12, 2023
- Design-Builder selection process is underway





## OTHER MAJOR PROJECTS

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



## 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 and design-build procurement 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 10/31/2023):

\$ 6,136,020  
\$ 0  
\$ 0  
\$ 6,136,020

#### Project Cost Over:

\$ 0  
\$ 0  
\$ 0

### Project Schedule:

IMR Final Approval	October 2020
Complete Preliminary Design	January 2023
Request for Qualifications	December 2024
Request for Proposals	May 2025
Award	December 2025
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
- Finalizing procurement contract for DB Contract Development – NTP to begin January 2024



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

### Study Financial Summary:

<u>Project Budget (\$11,904,630):</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 11,904,630	\$ 6,075,047	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 6,075,047	

### Study Schedule:

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

#### Enabling Funding

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

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

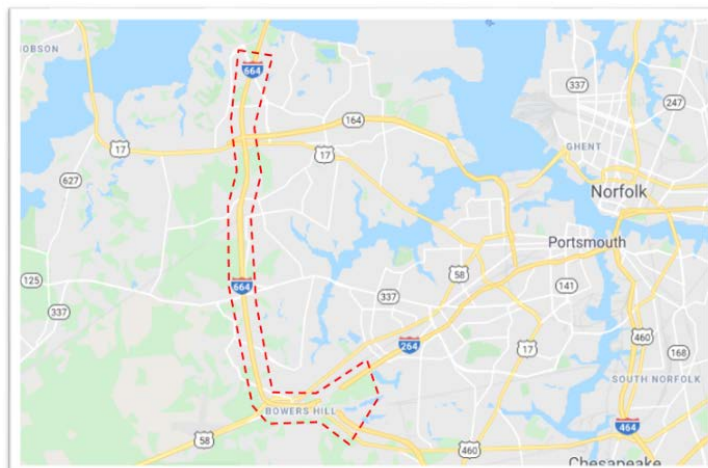
### Study Status:

#### NEPA

- Coordination with FHWA VA Division, U.S. Army Corps of Engineers, and U.S. Environmental Protection Agency on comments received on the Draft EIS continues

#### IAR

- IAR Kickoff meeting occurred on July 26, 2023
- Traffic Data Collection was completed 10/15/23-10/21/23 for the IAR
- IAR Final Framework finalization is currently being worked on and anticipated to be submitted for final signatures by early November



## I-64/I-464 Interchange IAR

UPC 122714 (HRTAC)

### Study Scope:

Study and develop an IAR of the entire interchange

### Study Financial Summary:

Project Budget (\$2,500,000):	Funds Expended (as of 10/31/2023):	Project Cost Over:
○ PE \$ 2,500,000	\$ 35,646	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 35,646	

### Study Schedule:

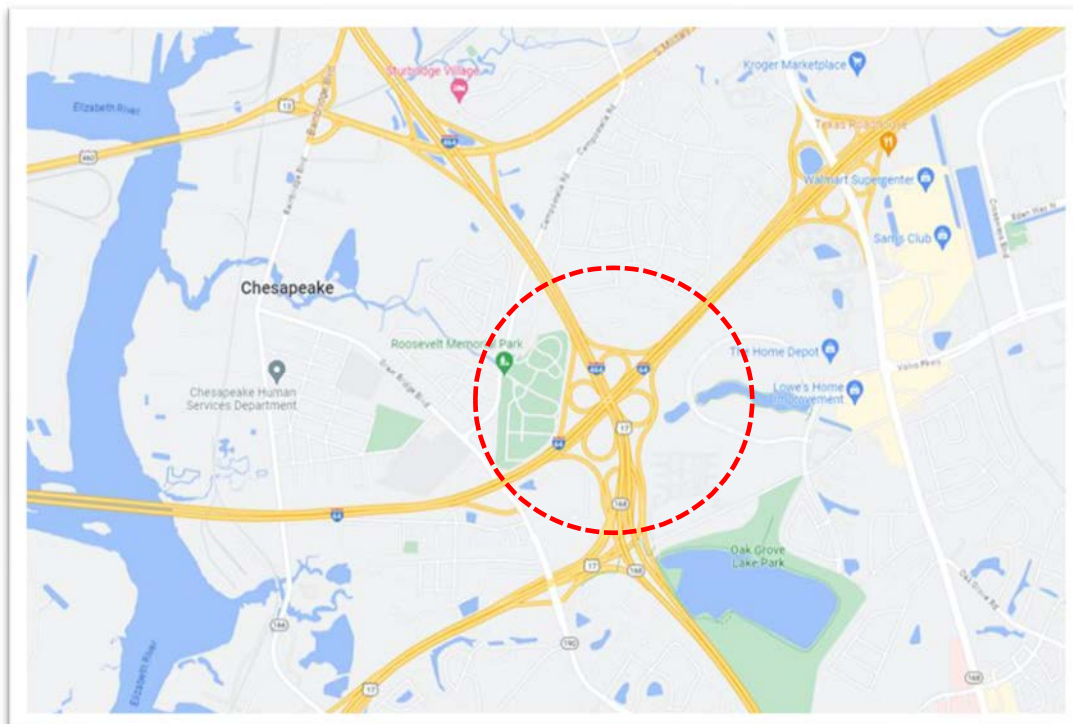
Study Authorization	January 2023
LD-459 Framework Document	April 2023
Preferred Alternatives	January 2024
Public Hearing/CIM	April 2024
Final IAR Submission	October 2024
Schedule Status	On-Schedule

### Enabling Funding

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

### Study Status:

- Framework Document signed and approved April 14, 2023
- Data Collection completed in the first week of May 2023
- No Build Conditions have been sent to review team
- Existing Conditions package has been resubmitted to review for final approval





## I-264/Independence Blvd Interchange IAR

UPC 122761 (HRTAC)

### Study Scope:

Study and develop an IAR of the entire interchange

### Study Financial Summary:

#### Project Budget (\$1,250,000):

- PE \$ 1,250,000
- RW \$ 0
- CN \$ 0

#### Funds Expended (as of 10/31/2023):

\$ 18,455  
\$ 0  
\$ 0  
\$ 18,455

#### Project Cost Over:

\$ 0  
\$ 0  
\$ 0

### Study Schedule:

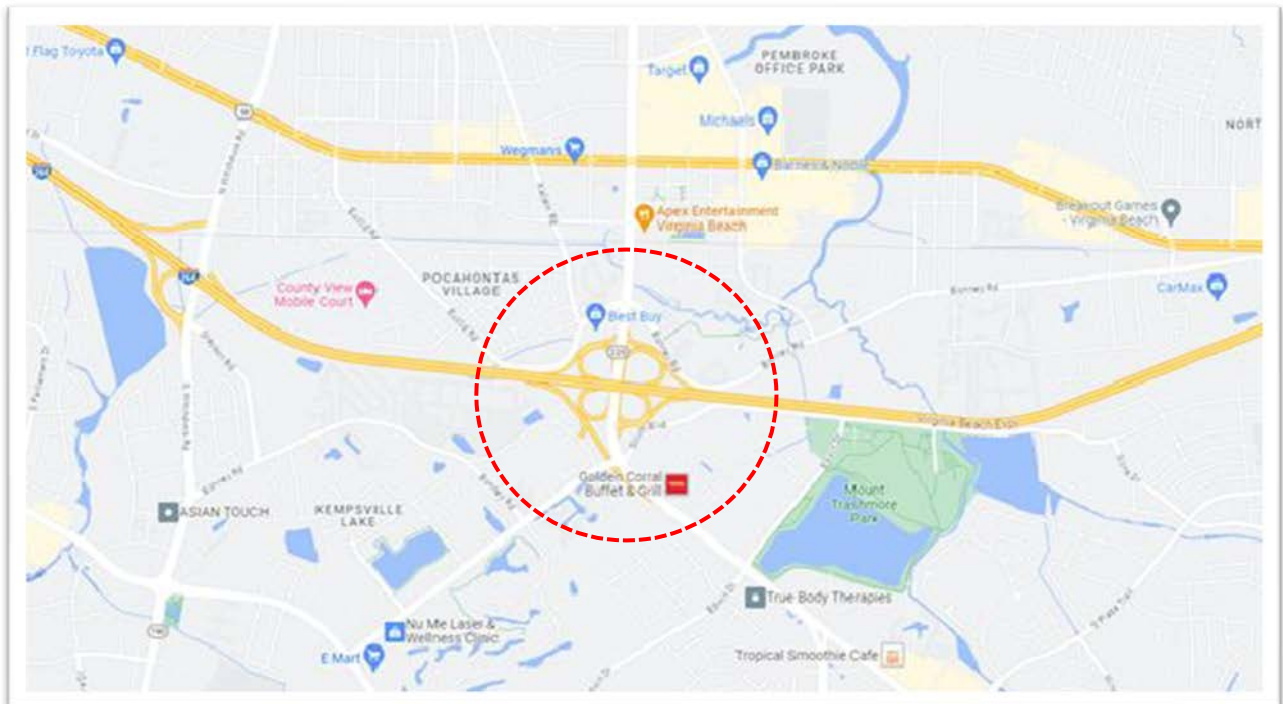
Framework Document	September 2023
Existing Conditions Analysis	December 2023
Future Design Year Volumes	January 2024
Tier 1 Concept Development & Screening	June 2024
Tier 2 Final Alternatives Summary and Selection	December 2024
Project Prioritization/Phasing Memo	March 2025
Study Completion	July 2025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

#### Enabling Funding

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

### Study Status:

- VDOT/Consultant coordination meeting was held on 10/17/23 to discuss project progress and updates
- Draft framework document was submitted on 10/18/23 for review with comments due by 10/27/23
- Raw Traffic count data was submitted by consultants on 10/31 for review



UPC 123656 (HRTAC)

### Project Scope:

Study/design to construct a new interchange on Interstate 64 at Denbigh Boulevard in Newport News. Project limits are from 0.24 mi. North of Rte 173 (Denbigh Blvd.) to 0.23 mi. South of Rte 173 (Denbigh Blvd.)

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

### Project Financial Summary:

<u>Project Budget (\$188,063,070):</u>	<u>Funds Expended (as 09/30/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 17,712,000	\$ 0	\$ 0
○ RW \$ 8,931,026	\$ 0	\$ 0
○ CN \$161,420,044	\$ 0	\$ 0

### Project Schedule:

Public Hearing	June 2024
Advertisement	April 2030
Notice to Proceed	August 2030
Fixed Completion Date	August 2033
Schedule Status	On-Schedule

## Enabling Funding

HRTAC	\$ 188,063,070
State/Federal	<u>\$_____.</u>
	\$188,063,070

Project Status:

- PE Authorized September 6, 2023
- Preliminary design and plans are underway
- VDOT/Newport News meeting held on October 26, 2023 to present project scope, challenges, and schedules
- Preliminary right of way coordination with CSXT railroad is in progress

