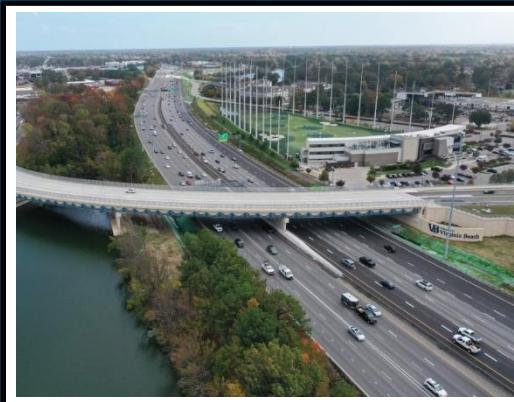


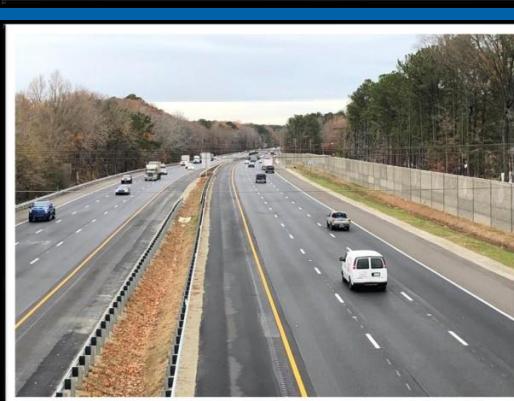


HRTAC PROGRAM MONTHLY EXECUTIVE REPORT



October 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 |

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 09/30/2023):</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:

| Project Budget (\$159,559,703): | Funds Expended (as of 09/30/2023): | Project Cost Over: |
|---------------------------------|------------------------------------|--------------------|
| ○ 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:

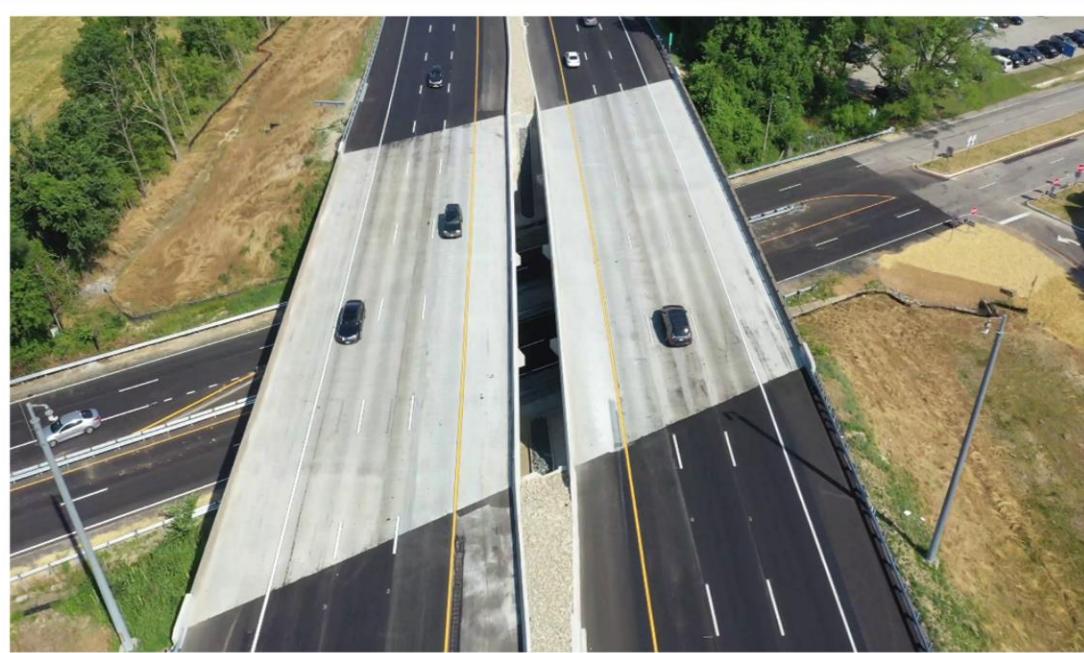
| | |
|--------------------|---------------|
| Notice To Proceed | February 2016 |
| Project Completion | May 2019 |
| Schedule Status | Completed |

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 09/30/2023):</u> | <u>Project Cost Over/(Under):</u> |
|--|---|-----------------------------------|
| ○ PE \$ 10,000,000 | \$ 5,766,571 | \$ 0 |
| ○ RW \$ 12,000,000 | \$ 905,109 | \$ 0 |
| ○ CN \$ 222,045,973 | <u>\$ 200,999,595</u> | <u>\$ 0</u> |
| | \$ 207,671,275 | |

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 | \$ 10,135,307 |
| ○ RW \$ 11,571,063 | \$ 20,458,115 |
| ○ CN \$ 137,023,653 | <u>\$ 122,292,338</u> |
| | \$ 152,885,760 |

Funds Expended (as of 09/30/2023):**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 09/30/2023):</u> | <u>Project Cost Over:</u> |
|--|---|---------------------------|
| ○ PE \$ 14,082,810 | \$ 14,082,810 | \$ 0 |
| ○ RW \$ 54,392,666 | \$ 56,043,902 | \$ 1,651,236* |
| ○ CN \$ 126,028,411 | <u>\$ 134,285,278</u> | <u>\$ 8,256,867**</u> |
| | \$ 204,411,990 | |

*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 |

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

*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 09/30/2023):</u> | <u>Project Cost Over:</u> |
|--|---|---------------------------|
| ○ PE \$ 12,200,000 | \$ 12,189,268 | \$ 0 |
| ○ RW \$ 18,726,000 | \$ 11,349,690 | \$ 0 |
| ○ CN \$ 493,687,765 | <u>\$ 444,769,076</u> | \$ 0 |
| | <u>\$ 468,308,034</u> | |

Project Schedule:

| | |
|-----------------------|------------------------------|
| Notice to Proceed | November 2017 |
| Fixed Completion Date | December 2022 ⁽¹⁾ |
| Projected Completion | October 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 September 10, 2023 schedule update from contractor shows a 313-day late completion (November 9, 2023)

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 Widenings 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



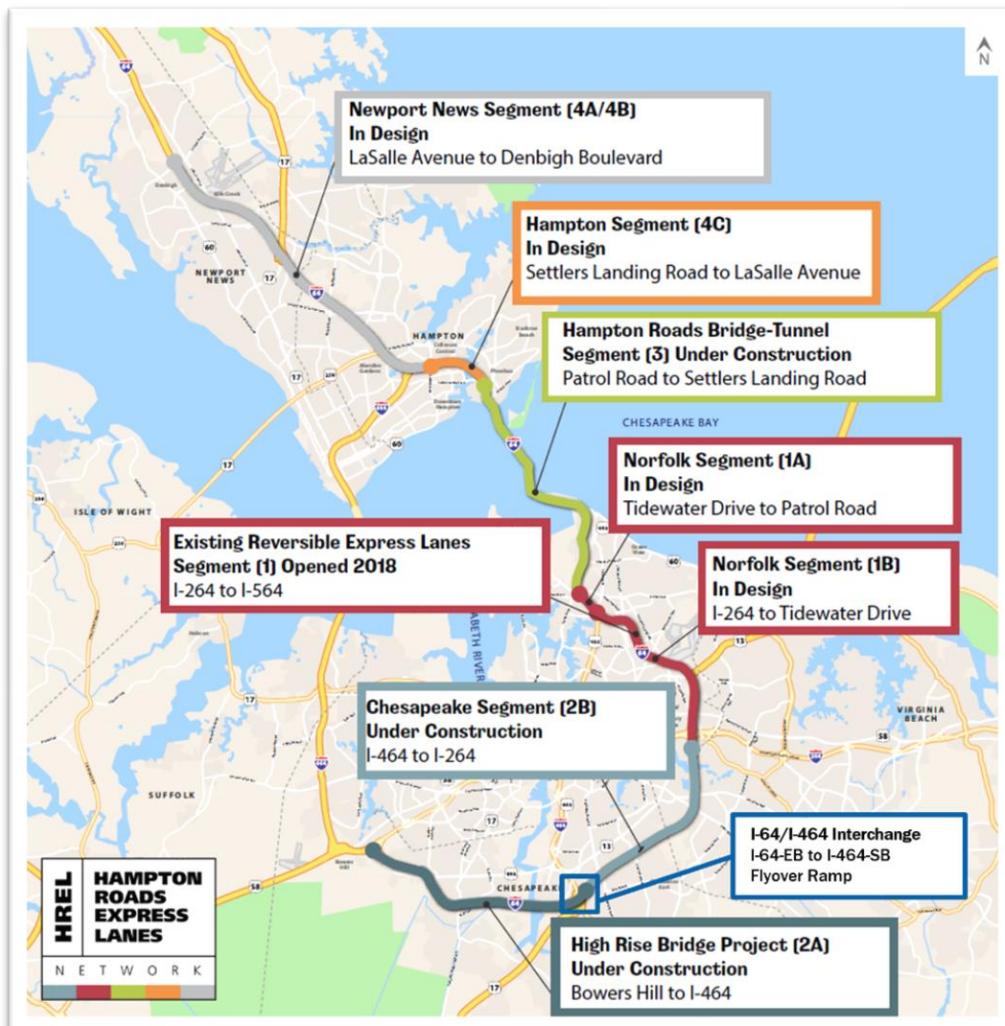
Traffic on new High Rise Bridge (looking west)



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

HREL PROJECTS

| | |
|---|-------------------------------|
| 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 09/30/2023):</u> | <u>Project Cost Over:</u> |
|---|---|---------------------------|
| ○ PE \$ 4,900,000* | \$ 8,292,955 | \$ 3,392,955** |
| ○ RW \$ 500,000 | \$ 2,246 | \$ 0 |
| ○ CN \$ 192,212,207 | <u>\$ 941,957</u> | \$ 0 |
| | \$ 9,237,158 | |

*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:

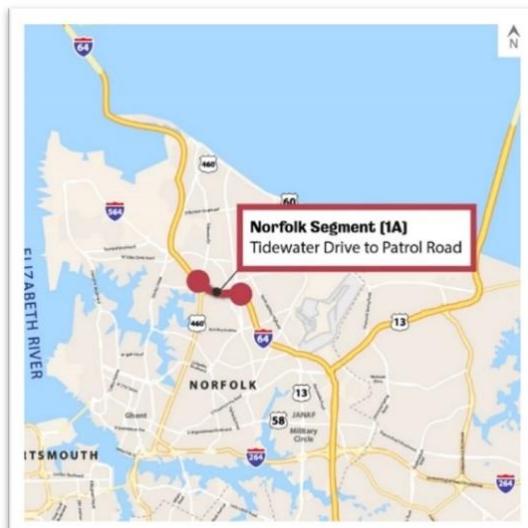
| | |
|-----------------------|-------------------|
| DB Notice to Proceed | December 20, 2022 |
| Fixed Completion Date | January 15, 2026 |
| Schedule Status | On-Schedule |

Enabling Funding

| | |
|---------------|----------------|
| HRTAC | \$ 94,061,245* |
| State/Federal | \$ 103,550,962 |
| | \$ 197,612,207 |

Project Status:

- VDOT has approved all 8 Stage 1 bridge reports and the Stage 2 packages are in development
- VDOT has approved one advanced work package
- VDOT has received the revised Field Inspection/Right of way plan and is currently reviewing
- Start of construction of advanced work package # 1, including shoulder strengthening scheduled for 10/15/23



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 09/30/2023):</u> | <u>Project Cost Over:</u> |
|---|---|---------------------------|
| ○ PE \$ 13,700,000* | \$ 1,637,348 | \$ 0 |
| ○ RW \$ 2,865,000 | \$ 0 | \$ 0 |
| ○ CN \$ 299,320,943 | <u>\$ 0</u> | <u>\$ 0</u> |
| | \$ 1,637,348 | |

* 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

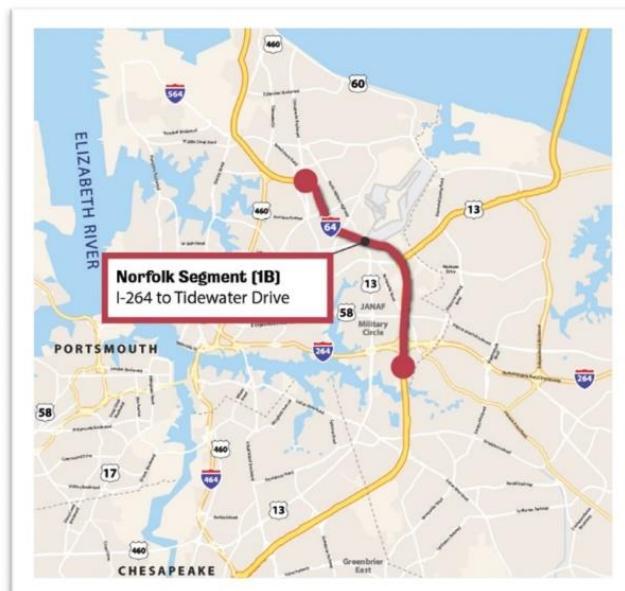
| | |
|----------------------------|----------------------|
| Public Hearing | December 1 & 2, 2021 |
| Request for Qualifications | May 2024 |
| Request for Proposals | September 2024 |
| Notice to Proceed | July 2025 |
| Fixed Completion Date | October 2028 |
| Schedule Status | On-Schedule |

Enabling Funding

| | |
|---------------|----------------|
| HRTAC | \$254,485,943* |
| State/Federal | \$ 61,400,000 |
| | \$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:

| <u>Project Budget (\$25,000,000):</u> | <u>Funds Expended (as of 09/30/2023):</u> | <u>Project Cost Over:</u> |
|---------------------------------------|---|---------------------------|
| ○ PE \$ 2,538,000 | \$ 2,543,662 | \$ 5,662 |
| ○ RW \$ 0 | \$ 0 | \$ 0 |
| ○ CN \$ 22,462,000 | \$ 22,371,348 | \$ 0 |
| | \$ 24,915,010 | |

Project Schedule:

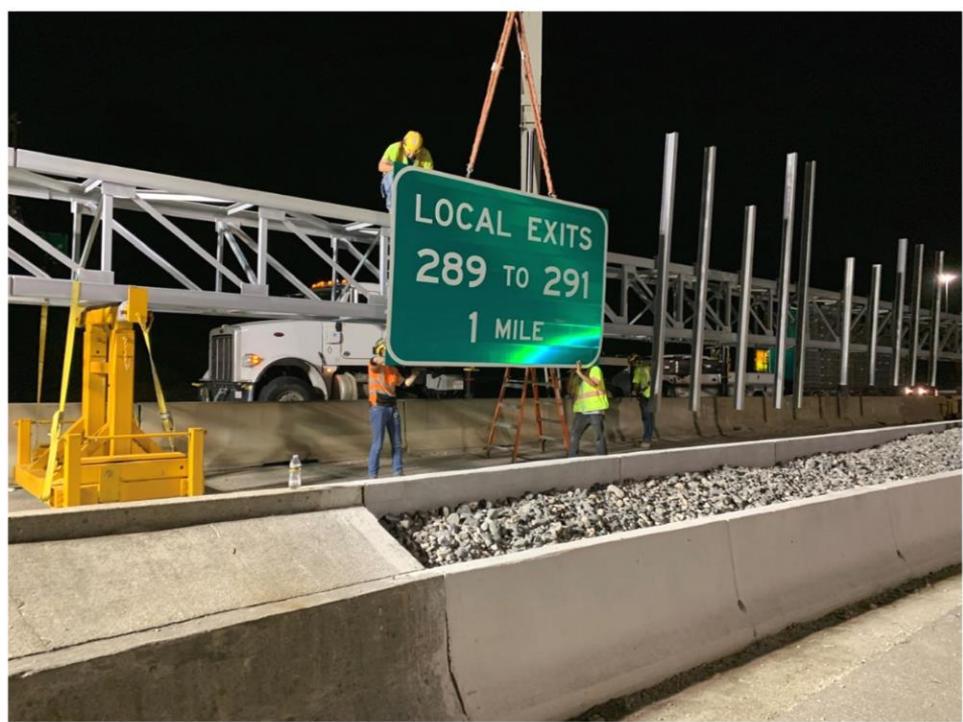
| | |
|--------------------|----------------|
| Notice to Proceed | October 2020 |
| Project Completion | September 2022 |
| Schedule Status | Completed |

Project Status:

- In final contract close out

Enabling Funding

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

**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:

| <u>Project Budget (\$18,789,474):</u> | <u>Funds Expended (as of 09/30/2023):</u> | <u>Project Cost Over:</u> |
|---------------------------------------|---|---------------------------|
| ○ PE \$ 1,361,556 | \$ 147,375 | \$ 0 |
| ○ RW \$ 0 | \$ 0 | \$ 0 |
| ○ CN \$ 17,427,918 | \$ 0 | \$ 0 |
| | \$ 147,375 | |

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 |

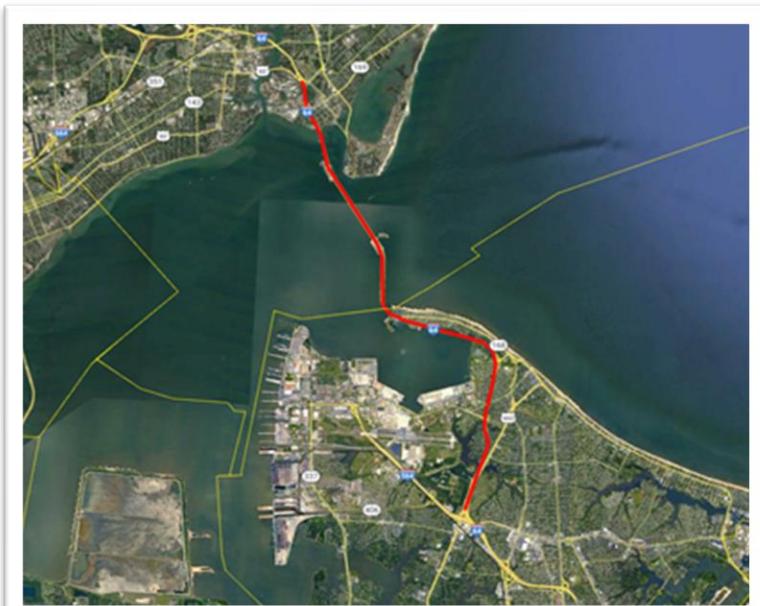
| <u>Enabling Funding</u> | |
|-------------------------|---------------|
| HRTAC | \$ 18,789,474 |
| State/Federal | \$ _____ |
| | \$ 18,789,474 |

*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 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 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 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 09/30/2023):</u> | <u>Project Cost Over:</u> |
|---|---|---------------------------|
| ○ PE \$ 12,891,063* | \$ 7,725,969 | \$ 0 |
| ○ RW \$ 1,850,000 | \$ 35,708 | \$ 0 |
| ○ CN \$ 157,479,121 | \$ 0 | \$ 0 |
| | \$ 7,761,677 | |

* 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.

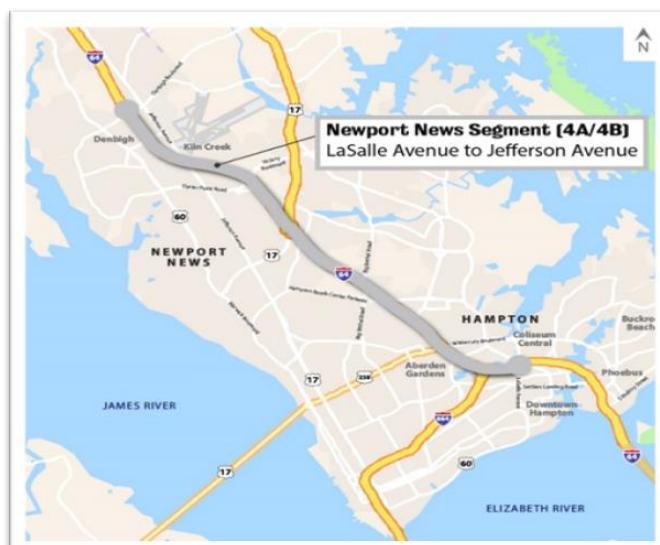
Project Schedule:

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

| <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
- Advertisement submission completed September 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 09/30/2023):</u> | <u>Project Cost Over:</u> |
|--|---|---------------------------|
| ○ PE \$ 6,167,176 | \$ 6,184,455 | \$ 17,279 |
| ○ RW \$ 8,000,000 | \$ 1,477,814 | \$ 0 |
| ○ CN \$ 393,754,878 | <u>\$61,859,337</u> | \$ 0 |
| | \$69,521,606 | |

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 | <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 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 09/30/2023):</u> | <u>Project Cost Over:</u> |
|--|---|---------------------------|
| ○ PE \$ 4,420,000 | \$ 1,717,767 | \$ 0 |
| ○ RW \$ 1,276,469 | \$ 0 | \$ 0 |
| ○ CN \$175,166,454 | <u>\$ 0</u> | <u>\$ 0</u> |
| | \$ 1,717,767 | |

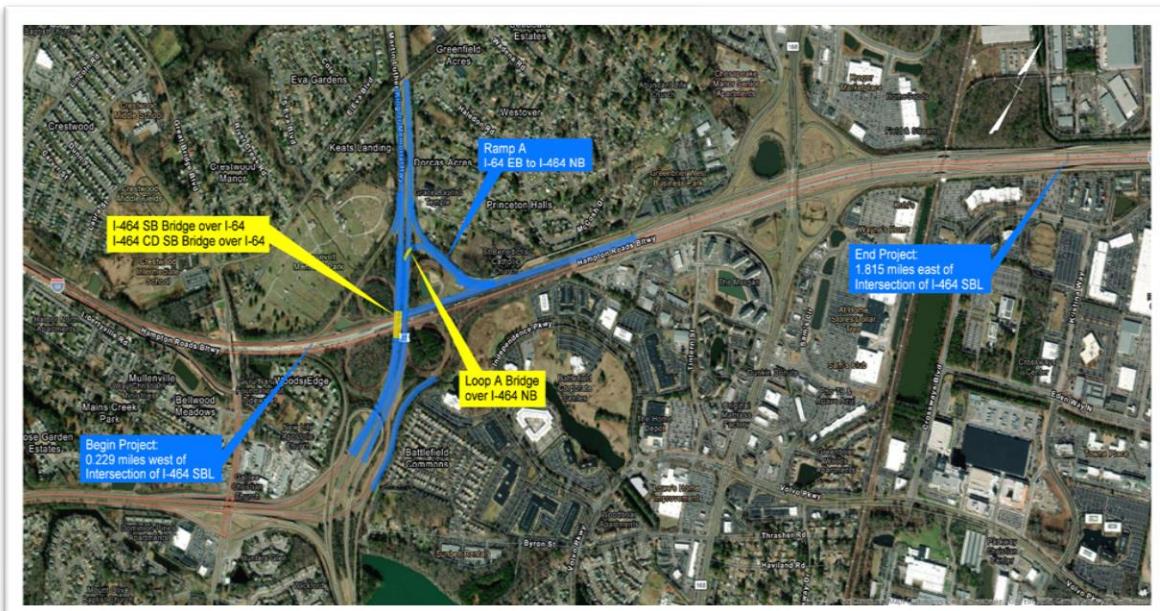
Project Schedule:

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

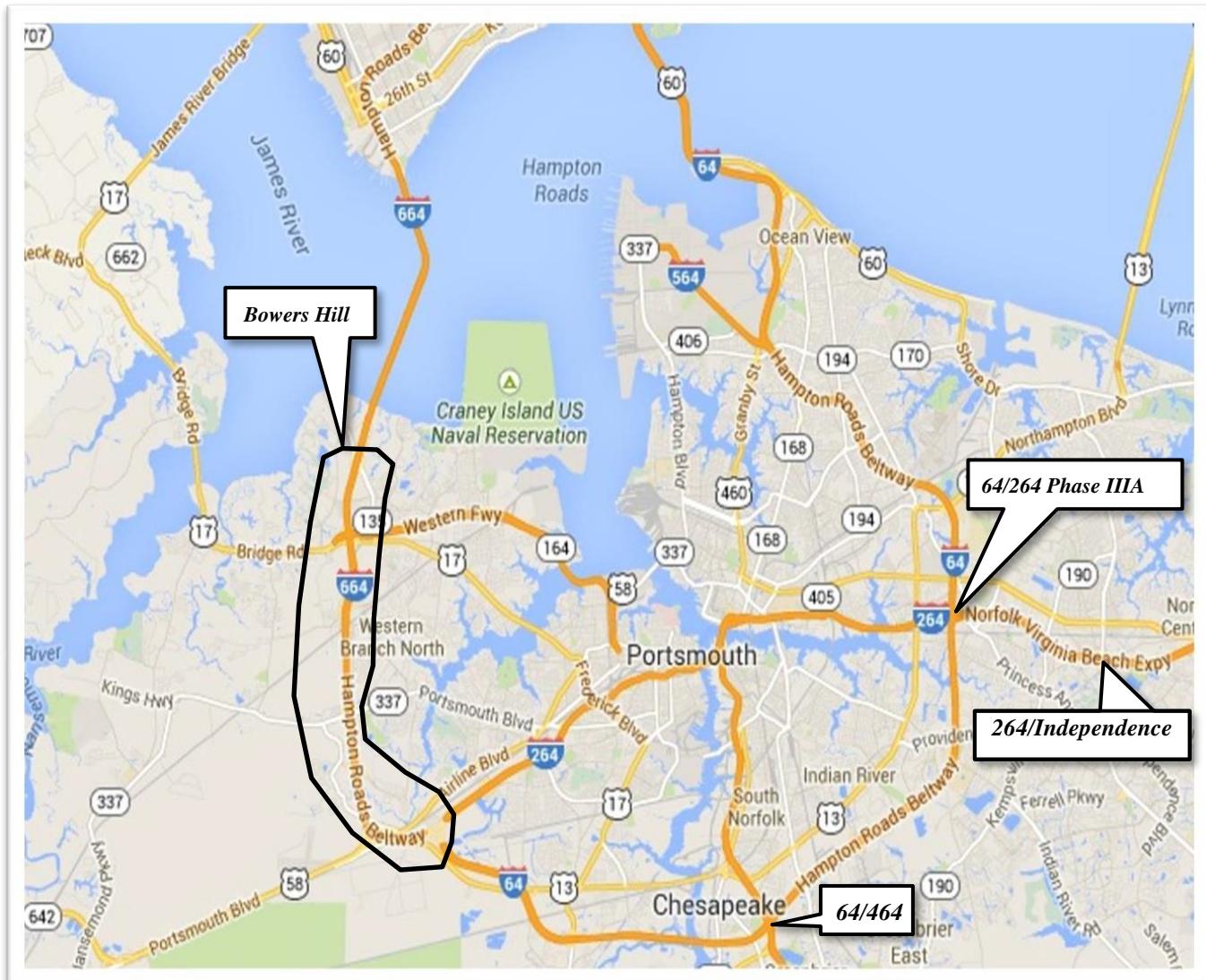
Project Status:

- 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

| | |
|---|-------------|
| I-264/I-64 Interchange Phase III-A | In Design |
| Bowers Hill Interchange | Under Study |
| I-64/I-464 Interchange IAR | Under Study |
| I-264/Independence Blvd Interchange IAR | 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 and design-build procurement 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 09/30/2023):</u> | <u>Project Cost Over:</u> |
|--------------------------------------|--|---------------------------|
| o PE \$ 7,500,000 | \$ 6,125,592 | \$ 0 |
| o RW \$ 0 | \$ 0 | \$ 0 |
| o CN \$ 0 | \$ 0 | \$ 0 |
| | \$ 6,125,592 | |

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 09/30/2023):</u> | <u>Project Cost Over:</u> |
|---------------------------------------|---|---------------------------|
| ○ PE \$ 11,904,630 | \$ 5,930,074 | \$ 0 |
| ○ RW \$ 0 | \$ 0 | \$ 0 |
| ○ CN \$ 0 | \$ 0 | \$ 0 |

\$ 5,930,074

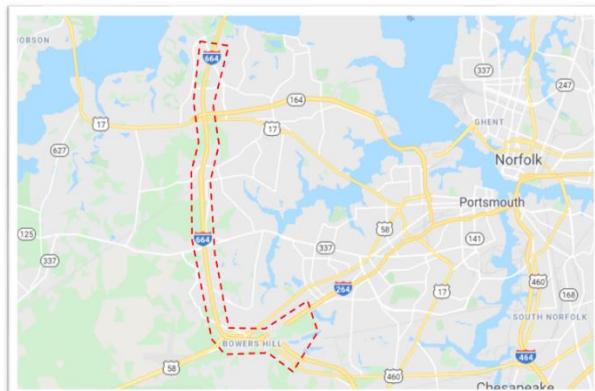
Study Schedule:

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

| <u>Enabling Funding</u> | |
|-------------------------|---------------|
| HRTAC | \$ 11,904,630 |
| State/Federal | \$ _____. |
| | \$ 11,904,630 |

Study Status:

- Comments on the Draft EIS received during the 45-day public comment period have been documented in addition to comments received from the EPA, U.S. Army Corps of Engineers, and the Virginia Department of Wildlife Resources following the close of the public comment period. Responses to substantive comments are being addressed, which will be included in the Final EIS. Coordination with FHWA VA Division on the traffic analysis to be documented in the Final EIS continues.
- IAR Kickoff meeting occurred on July 26, 2023
- Traffic data collection will start this month
- IAR Framework Document has been sent out to review team. Comments are due October 9



I-64/I-464 Interchange IAR**UPC 122714 (HRTAC)****Study Scope:**

Study and develop an IAR of the entire interchange

Study Financial Summary:

| <u>Project Budget (\$2,500,000):</u> | <u>Funds Expended (as of 09/30/2023):</u> | <u>Project Cost Over:</u> |
|--------------------------------------|---|---------------------------|
| o PE \$ 2,500,000 | \$ 25,998 | \$ 0 |
| o RW \$ 0 | \$ 0 | \$ 0 |
| o CN \$ 0 | \$ 0 | \$ 0 |
| | \$ 25,998 | |

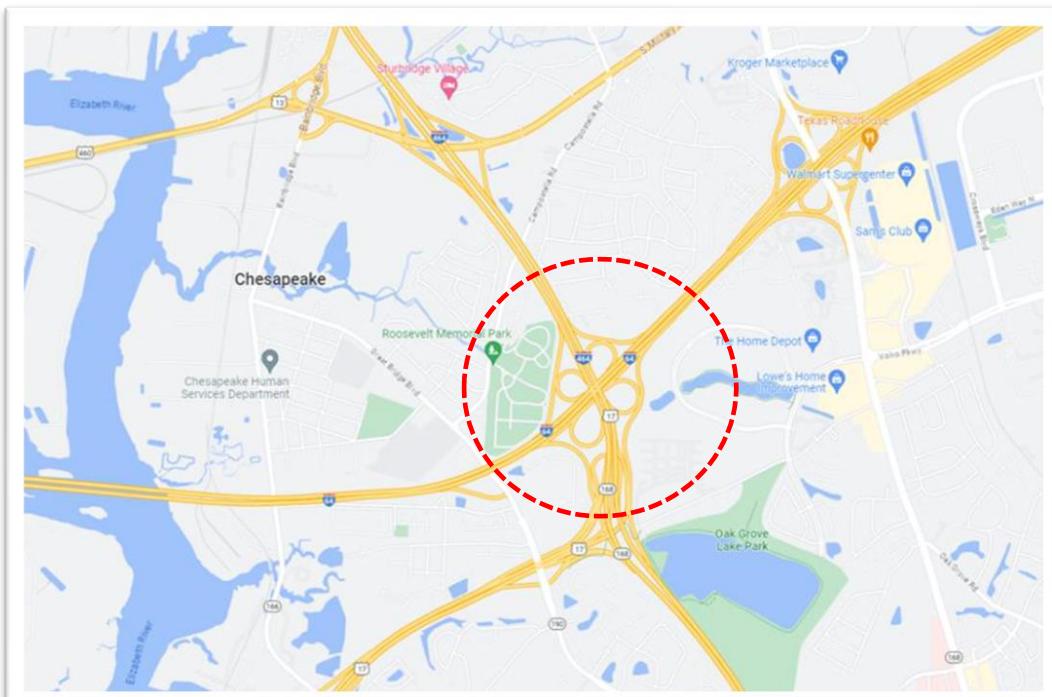
Study Schedule:

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

| <u>Enabling Funding</u> | |
|-------------------------|--------------|
| HRTAC | \$ 2,500,000 |
| State/Federal | \$ _____ |
| | \$ 2,500,000 |

Study Status:

- o Framework Document signed and approved April 14, 2023
- o Data Collection completed in the first week of May 2023
- o Travel Forecast models and existing volumes calibration have been completed and submitted for review by agencies
- o Existing conditions Package has been sent to review team and comments have been provided back to team.
Comments are being addressed to finalize the existing conditions



I-264/Independence Blvd Interchange IAR

UPC 122761 (HRTAC)

Study Scope:

Study and develop an IAR of the entire interchange

Study Financial Summary:

| <u>Project Budget (\$1,250,000):</u> | <u>Funds Expended (as of 09/30/2023):</u> | <u>Project Cost Over:</u> |
|--------------------------------------|---|---------------------------|
| o PE \$ 1,250,000 | \$ 17,733 | \$ 0 |
| o RW \$ 0 | \$ 0 | \$ 0 |
| o CN \$ 0 | <u>\$ 0</u> | <u>\$ 0</u> |
| | \$ 17,733 | |

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 |

| <u>Enabling Funding</u> | |
|-------------------------|--------------|
| HRTAC | \$ 1,250,000 |
| State/Federal | \$ _____. |
| | \$ 1,250,000 |

Study Status:

- o VDOT/Consultant meeting held on September 19, 2023 for project updates and progress
- o Traffic count data collected during the week of September 18, 2023
- o Draft Framework document expected to be submitted for review by October 6, 2023

