



HRTAC PROGRAM MONTHLY EXECUTIVE REPORT



August 2025





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	Construction Completed

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 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,738,567	\$ 2,738,567	\$ 0
○ RW \$ 32,494	\$ 32,494	\$ 0
○ CN \$ 108,837,323	<u>\$ 108,837,323</u>	\$ 0
	\$ 111,608,384	

Project Schedule (Design-Builder – Shirley Contracting Co., LLC):

DB Notice to Proceed	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:

- Contract completed 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 07/31/2025):	Budget Remaining (+) / Overrun (-):
○ 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 (Design-Builder – Allan Myers VA, Inc.):

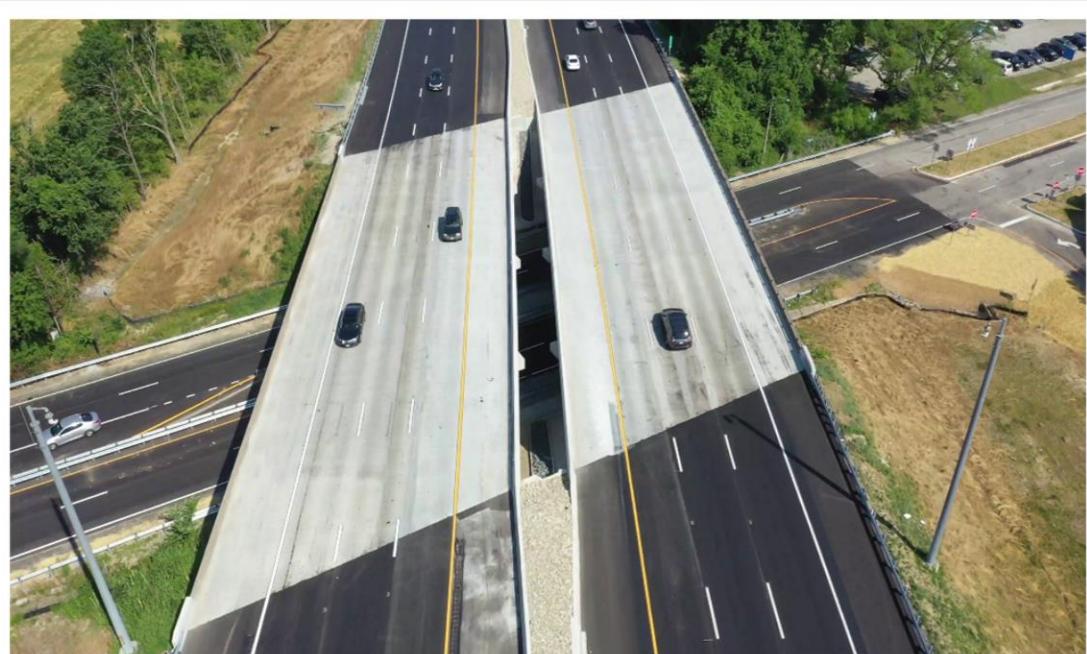
DB Notice to Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

Enabling Funding

HRTAC	\$ 159,559,703
State/Federal	\$ _____.
	\$ 159,559,703

Project Status:

- Contract completed 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 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 10,000,000	\$ 5,766,837	\$ 4,233,163
○ RW \$ 12,000,000	\$ 975,941	\$ 11,024,059
○ CN \$ 222,045,973	<u>\$ 201,057,254</u>	<u>\$ 20,988,719</u>
	\$ 207,800,032	

Project Schedule (Design-Builder – Shirley Contracting Co., LLC):

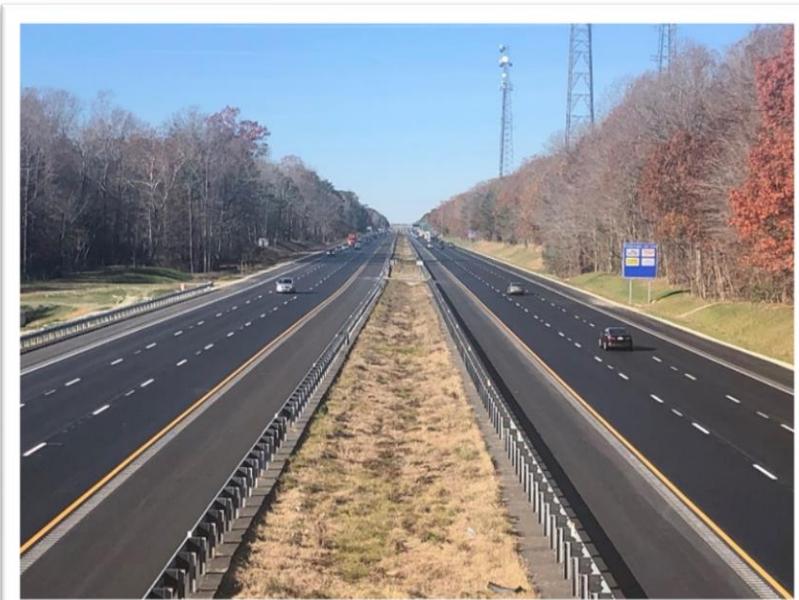
DB Notice to Proceed	January 2018
Project Completion	December 2021*
Schedule Status	Completed

<u>Enabling Funding</u>	
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:

- Contract completed on December 6, 2021
- Financial Closeout is in progress

**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:

<u>Project Budget (\$158,730,023):</u>	<u>Funds Expended (as of 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,458,115	-\$ 8,887,052*
○ CN \$ 137,023,653	<u>\$ 135,151,747</u>	<u>\$ 1,871,906</u>
	\$ 165,745,169	

*Note: Overrun due to higher than expected property settlements.

Project Schedule (Contractor – Tutor Perini Corp.):

Construction Notice to Proceed	October 2016
Project Completion	May 2020
Schedule Status	Completed

Enabling Funding

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

Project Status:

- Contract completed on May 18, 2020
- Financial Closeout is in progress

**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 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 14,082,810	\$ 14,082,809	\$ 1
○ RW \$ 54,392,666	\$ 56,089,872	- \$ 1,697,206*
○ CN \$ 126,028,411	<u>\$ 134,880,961</u>	- \$ 8,852,550**
	\$ 205,053,642	

*Note: Overrun due to higher than expected property settlements.

**Note: Overrun primarily due to change orders and CEI costs.

Project Schedule (Contractor – The Lane Construction Corp.):

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

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

Project Status:

- Contract completed on November 11, 2022
- Financial Closeout is in progress

Enabling Funding

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



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 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 12,200,000	\$ 12,189,268	\$ 10,732
○ RW \$ 18,726,000	\$ 11,780,799	\$ 6,945,201
○ CN \$ 493,687,765	<u>\$ 444,485,561</u>	<u>\$ 49,202,204</u>
	\$ 468,455,628	

Enabling Funding

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

Project Schedule (Design-Builder – Granite-Parsons-Corman, JV):

DB Notice to Proceed	November 2017
Fixed Completion Date	January 2023*
Project Completion	October 2024
Schedule Status	Completed

* Note: The Project Fixed Completion Date was extended to December 2022 to add roadway/drainage infrastructure for future Part-Time Shoulder Express Lanes. Then it was extended to January 2023 to add milling and overlay

Project Status:

- Contract completed on October 31, 2024
- Financial Closeout is in progress



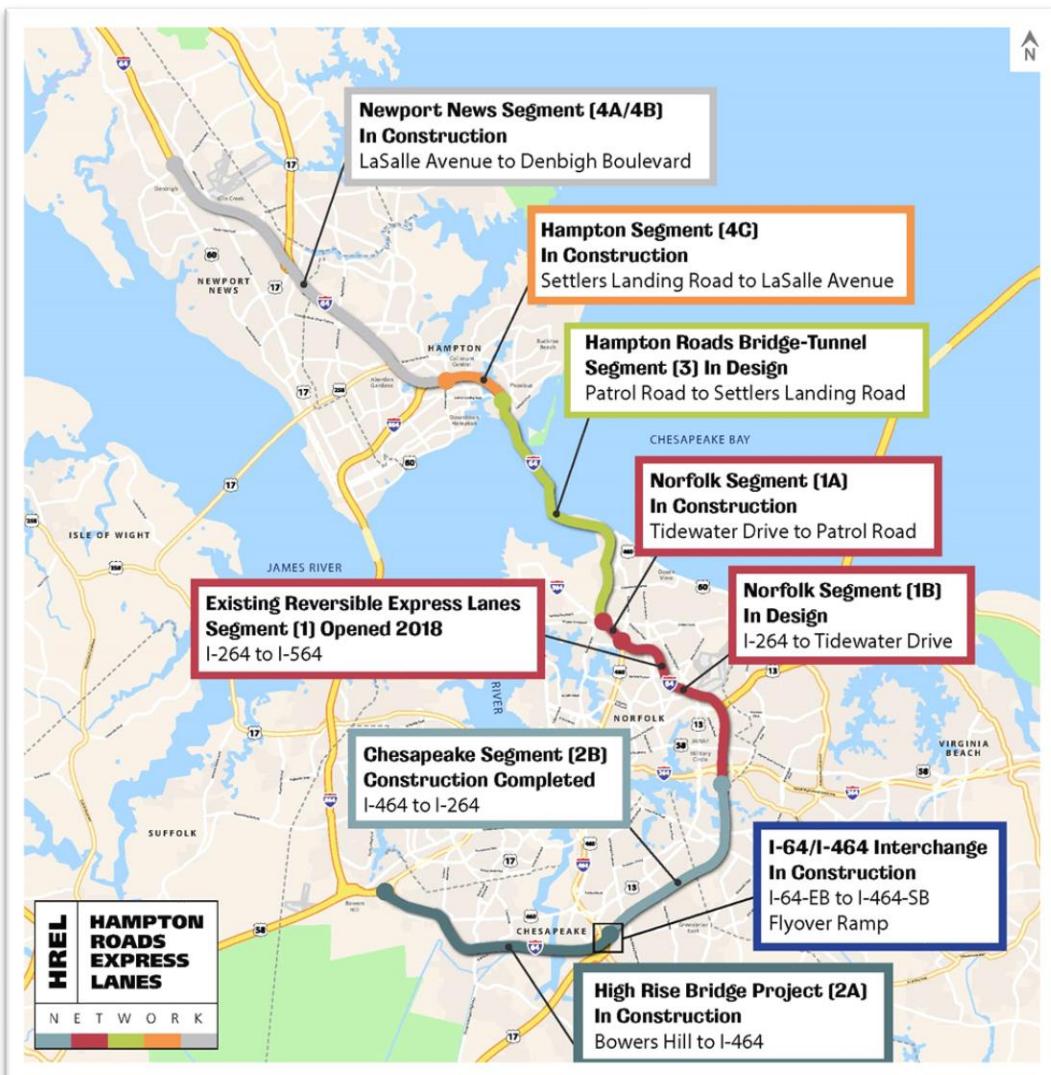
**Traffic on new High Rise Bridge
(looking west)**



**Traffic on I-64 just West of Great Bridge Blvd
(looking west)**

HREL PROJECTS

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



HREL Segment 1A (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 119637 (HRTAC) PE, RW, CN
UPCs 120944, 121360, 121361 (State/Federal)

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:

<u>Project Budget (\$197,612,207):*</u>	<u>Funds Expended (as of 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 4,900,000*	\$ 4,653,135	\$ 246,865
○ RW \$ 500,000	\$ 38,864	\$ 461,136
○ CN \$ 192,212,207	<u>\$120,448,605</u>	\$ 71,763,602
	\$125,140,604	

*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.

Project Schedule (Design-Builder – Allan Myers, Inc.):

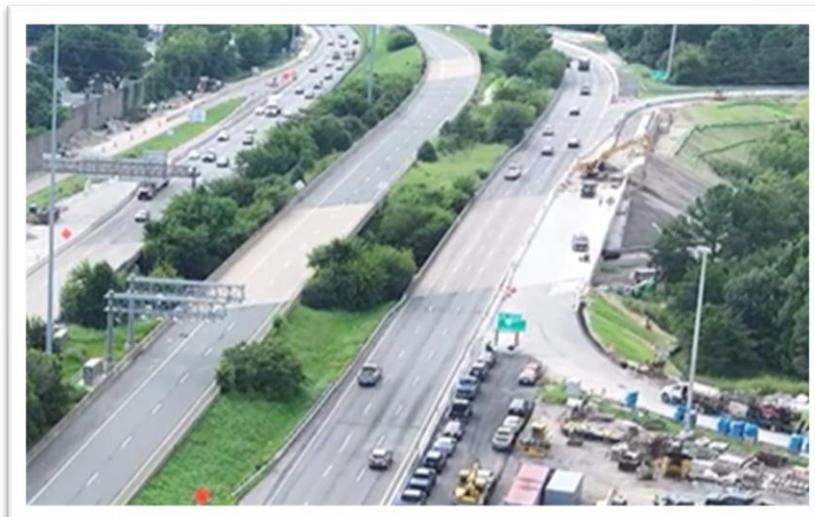
DB Notice to Proceed	December 20, 2022
Project Completion	April 9, 2026 **
Schedule Status	On-Schedule

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

** Note: The Project Fixed Completion Date was extended to April 9, 2026 to add the ITS and HUB center from the HRBT project to this project.

Project Status:

- I-64 WB mainline traffic shift/split and utilization of the new slip ramp construction is in place
- Ongoing bridge work on reversible lanes over 564/Little Creek, I-64-EB over I-64-WB to I-564-WB ramp, I-64-EB and I-64 WB over Little Creek Rd, I-64-EB and I-64 WB over Granby St, I-64-EB and I-64 WB over Tidewater Drive



I-64 EB Widening over Tidewater Drive

HREL Segment 1B (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 120863 (HRTAC) PE, RW, CN
UPCs 121052, 121258 (State/Federal)

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:

Project Budget (\$425,327,648):*	Funds Expended (as of 07/31/2025):	Budget Remaining (+) / Overrun (-):
○ PE \$ 17,750,000*	\$ 10,780,468	\$ 6,969,532
○ RW \$ 2,865,000	\$ 0	\$ 2,865,000
○ CN \$ 404,712,648	<u>\$ 0</u>	\$ 404,712,648
	\$ 10,780,468	

* 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	December 4, 2024
Request for Proposals	May 2025
Notice of Intent to Award	November 2025
DB Notice to Proceed	January 2026
Project Completion	December 2029
Schedule Status	On-Schedule

Enabling Funding	
HRTAC	\$ 347,327,648*
State/Federal	<u>\$ 78,000,000</u>
	\$ 425,327,648

Project Status:

- The final Cost Schedule, Risk Analysis report was approved by FHWA and submitted to VDOT
- RFP was released to the short-listed DB offerors on May 5, 2025
- Responding to offerors' questions, preparing addendums, and ATCs



HREL Segment 2B (Chesapeake)**UPC 112923 (TIFRA)****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 (\$24,919,901):</u>	<u>Funds Expended (as of 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,543,662	\$ 2,543,662	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 22,376,239	\$ 22,365,696	\$ 10,543
	\$ 24,909,358	

Project Schedule (Contractor – Aldridge Electric, Inc.):

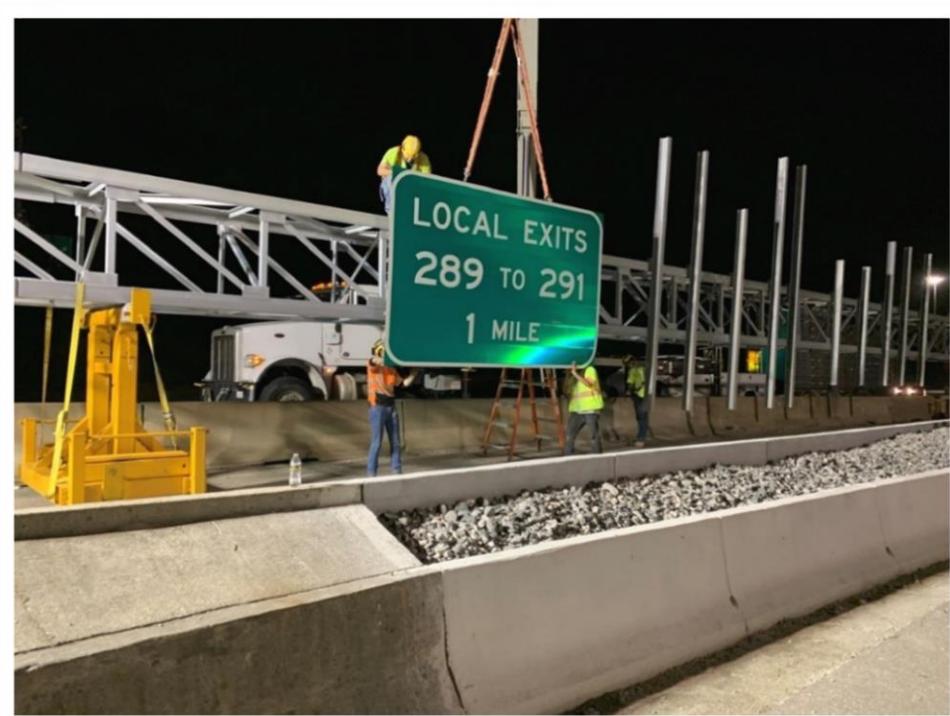
Construction Notice to Proceed	October 2020
Project Completion	August 2022
Schedule Status	Completed

Enabling Funding

TIFRA	\$ 24,919,901
State/Federal	\$ _____.
	\$ 24,919,901

Project Status:

- Contract completed on August 22, 2022
- Financial Closeout is in progress

**Local Exit Sign for the Express Lanes**

HREL Segment 3**UPC 118376 (HRTAC)**Project Scope:

From 0.808 miles West of Mallory St. Interchange to 0.174 miles West of Tidewater Dr. Interchange, Express Lane tolling infrastructure is being installed in each direction for 10.42 miles within the HREL Segment 4C and 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 (\$31,789,474):</u>	<u>Funds Expended (as of 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,334,000	\$ 2,192,628	\$ 141,372
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 29,464,474	\$ 0	\$ 29,464,474
	\$ 2,192,628	

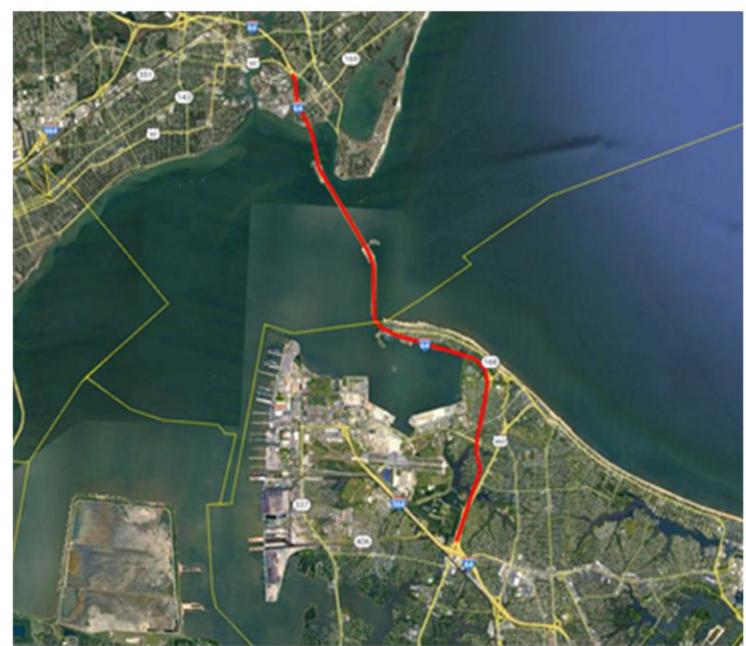
Project Schedule:

Willingness Posted	April 26, 2023
Design Approval	August 15, 2024
Advertisement	August 12, 2025
Construction Notice to Proceed	January 12, 2026
Project Completion	July 2027
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 22,789,474
State/Federal	\$ 9,000,000
	\$ 31,789,474

Project Status:

- Final CTDR and cost estimate have been updated
- Reviews of final bid proposal package are completed
- Finalizing proposal package for 8/12/25 Advertisement



HREL Segment 4A/4B (Newport News)

UPC 117839 (HRTAC) Phase 1-PE
UPC 119824 (HRTAC) PE, RW, CN
UPCs 120324, 121054 (State/Federal)

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 (\$164,296,604):*</u>	<u>Funds Expended (as of 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 12,391,063*	\$ 9,555,794	\$ 2,835,269
○ RW \$ 77,782	\$ 43,639	\$ 34,143
○ CN \$ 151,827,759	<u>\$ 43,918,150</u>	\$ 107,909,609
	\$ 53,517,583	

* Note: The Project PE budget includes \$5,916,425 from the HRTAC funded UPC 117839 Phase 1-PE budget.

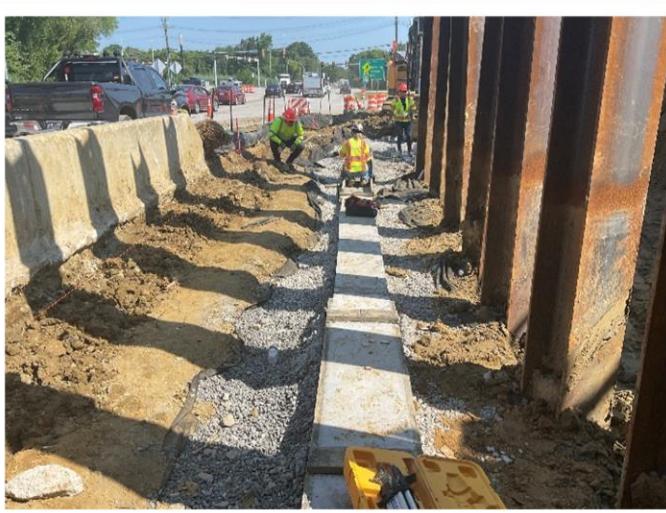
Project Schedule (Contractor – The Lane Construction Corp.):

Construction Notice to Proceed	March 2024
Project Completion	May 2027
Schedule Status	On-Schedule

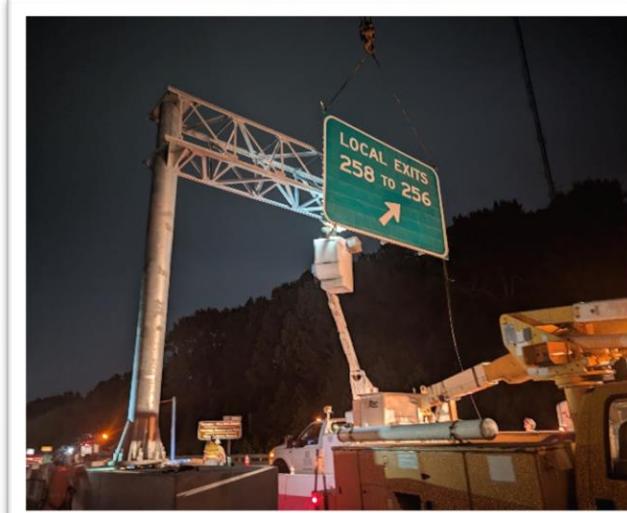
<u>Enabling Funding</u>	
HRTAC	\$ 142,527,919*
State/Federal	<u>\$ 21,768,685</u>
	\$ 164,296,604

Project Status:

- Installing new drainage, overhead signage, toll gantries & tolling infrastructure, and barrier wall on I-64 median & outside shoulders between Denbigh Boulevard and the I-664 interchange
- Widening I-64 EB/WB from I-664 interchange to Armistead Avenue
- Excavation and MSE wall construction at the new I-64 EB & WB bridge over La Salle Avenue and reconstruction of the outside lanes for both I-64 EB & WB will continue through fall 2025
- Bridge rehabilitation on J Clyde Blvd EB & WB and Billy Woods EB



I-64 La Salle Ave Phase 1 MSE Wall Leveling Slab



Overhead Sign Structure Installation

HREL Segment 4C (Hampton)

UPC 117841 (HRTAC) Phase 1- PE
UPC 119638 (HRTAC) PE, RW, CN
UPC 120880 (State/Federal)

Project Scope:

From 0.136 miles East of LaSalle Avenue to 0.398 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 2.415 miles

- Replacing two bridges (EB Hampton River & EB East Branch 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 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 6,167,176	\$ 6,167,176	\$ 0
○ RW \$ 8,000,000	\$ 1,667,405	\$ 6,332,595
○ CN \$ 393,754,878	<u>\$227,334,787</u> \$235,169,368	\$ 166,420,091

Project Schedule (Design-Builder – Shirley-Branch, JV):

DB Notice to Proceed	August 1, 2022
Interim Milestone (tie into HRBT)	May 2026
All Lanes Open to Traffic	November 2026
Project Completion	December 2026
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 405,216,054
State/Federal	\$ 2,706,000
	\$ 407,922,054

Project Status:

- WB traffic shifted from existing EB Hampton River Bridge onto widened WB Hampton River Bridge on May 8, 2025. EB traffic shifted onto WB Hampton River Bridge on June 13, 2025.
- Traffic shift from outside lanes to inside lanes East of Hampton River Bridge and West of Mallory Street occurred March 2025
- Traffic shift from outside lanes to inside lanes between LaSalle and Hampton River Bridge occurred in October/November 2024
- One through lane in Eastbound direction on Settlers Landing Road under I-64 is closed for approximately one year starting October 2024
- Installing soundwall panels and overhead sign foundations ongoing
- Bridge rehab work on Rip Rap Road, King Street and Settlers Landing bridges ongoing
- Paving outside lanes and ramps
- Installing overhead gantries to support signs
- Started demolition of the EB I-64 Hampton River Bridge



Demolition of Original EB Hampton River Bridge

I-64/I-464 Interchange Exit 291 Ramp Improvements

UPC 123322 (HRTAC)

UPC 120375 (State Federal)

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:

Project Budget (\$155,380,374):	Funds Expended (as of 07/31/2025):	Budget Remaining (+) / Overrun (-):
○ PE \$ 4,420,000	\$ 2,559,835	\$ 1,860,165
○ RW \$ 1,685,720	\$ 6,615	\$ 1,679,105
○ CN \$149,274,654	<u>\$ 28,152,487</u>	\$ 121,122,167
	\$ 30,718,937	

Project Schedule (Design-Builder – Joseph B. Fay Co.):

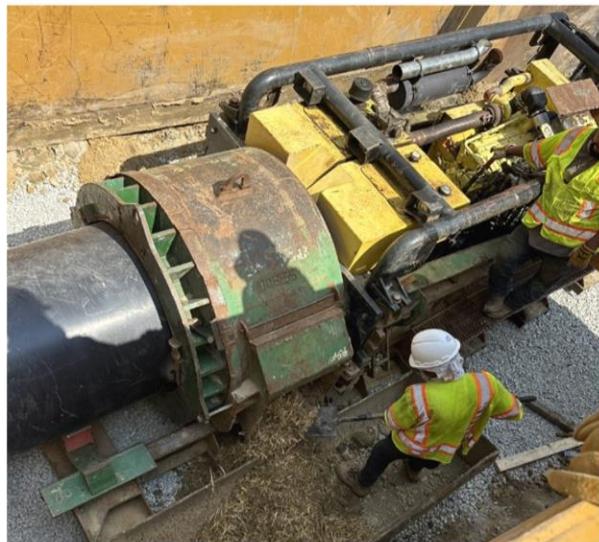
DB Notice to Proceed	February 2024
Project Completion	September 2027
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 15,380,374
State/Federal	<u>\$ 140,000,000</u>
	\$ 155,380,374

Project Status:

- Traffic shifts are complete along I-64 EB and I-464 NB with barriers and attenuators installed project-wide
- Conduit and junction box installation project-wide
- B680 I-464 SB over I-64 was sent back to the Design Builder for revision and resubmittal on July 8, 2025
- Noise Wall Plans 18 and 20 were sent back to the Design Builder for revision and resubmittal on July 11, 2025
- B679 Loop A bridge plan set was sent back to the Design Builder for revision and resubmittal on July 28, 2025



Ramp A Jack and Bore



Conduit and Junction Box Installation

OTHER MAJOR PROJECTS

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



Legend: Projects in Design Phase; Projects in Study Phase

I-264/I-64 Interchange Phase III-A

UPCs 106693, 125602 (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 (\$524,516,000):	Funds Expended (as of 07/31/2025):	Budget Remaining (+) / Overrun (-):
○ PE \$ 9,380,000	\$ 8,502,787	\$ 877,213
○ RW \$ 8,037,000	\$ 0	\$ 8,037,000
○ CN \$ 507,099,000	<u>\$ 0</u>	\$ 507,099,000
	\$ 8,502,787	

Project Schedule:

IMR Final Approval	October 2020
Complete Preliminary Design	January 2023
Start DB Contract Development and Procurement	February 2024
Request for Qualifications	October 2, 2025
Request for Proposals	February 11, 2026
Notice of Intent to Award	August 7, 2026
DB Notice to Proceed	October 8, 2026
Project Completion	June 2030
Schedule Status	On-Schedule

Enabling Funding	
HRTAC	\$ 524,516,000
State/Federal	<u>\$ _____.</u>
	\$ 524,516,000

Project Status:

- Preliminary design and plans for Subproject III-A complete
- Continued coordination with HREL 1B project
- Seeking approvals for Design Waivers and Exceptions
- Preparing for CSRA Workshop 08/06 and 08/07
- Revised Proof of Concept memos on 07/29/25. In review



Proposed I-64/I-264 Interchange Improvements from IMR (Subproject III-A shown in Blue)

Bowers Hill Interchange IAR

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 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE 11,904,630	\$ 8,823,901	\$ 3,080,729
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	<u>\$ 0</u>	\$ 0
	\$ 8,823,901	

Study Schedule:

NEPA:

- Begin NEPA Process July 2020
- Preferred NEPA Alternative Recommendation February 2022
- Final EIS Submitted to FHWA for Review February 2025
- NEPA Completion Summer/Fall 2025
- Schedule Status On-Schedule

Enabling Funding

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

IAR:

- IAR Consultant NTP June 2023
- LD-459 Framework Document November 2023
- Bowers Hill Interchange Preferred Alternative October 2025
- 664 Interchanges Preferred Alternative December 2025
- Citizen Information Meeting January 2026
- Final IAR Submission March 2026
- Schedule Status On-Schedule. Schedule shown was updated since last report

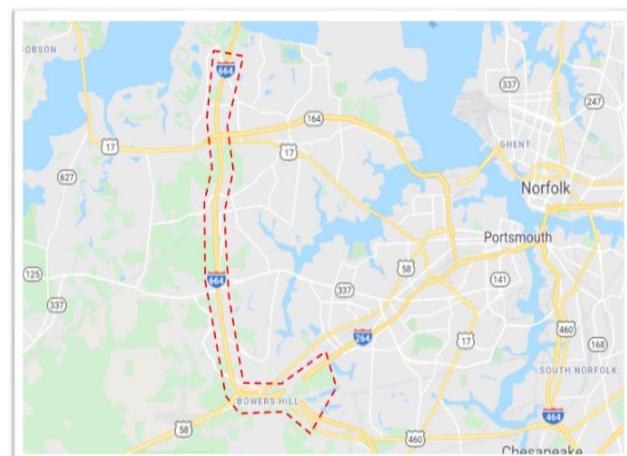
Study Status:

NEPA

- FHWA HQ provided to comments to the VDOT team. Responses were sent back 7/11. Awaiting responses from FHWA to determine if responses are acceptable

IAR

- IAR Final Framework approved by all parties November 29, 2023
- Updated Framework Document (Draft) to be provided to project team for review August 8



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 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
o PE \$ 2,500,000	\$ 1,512,120	\$ 987,880
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 1,512,120	

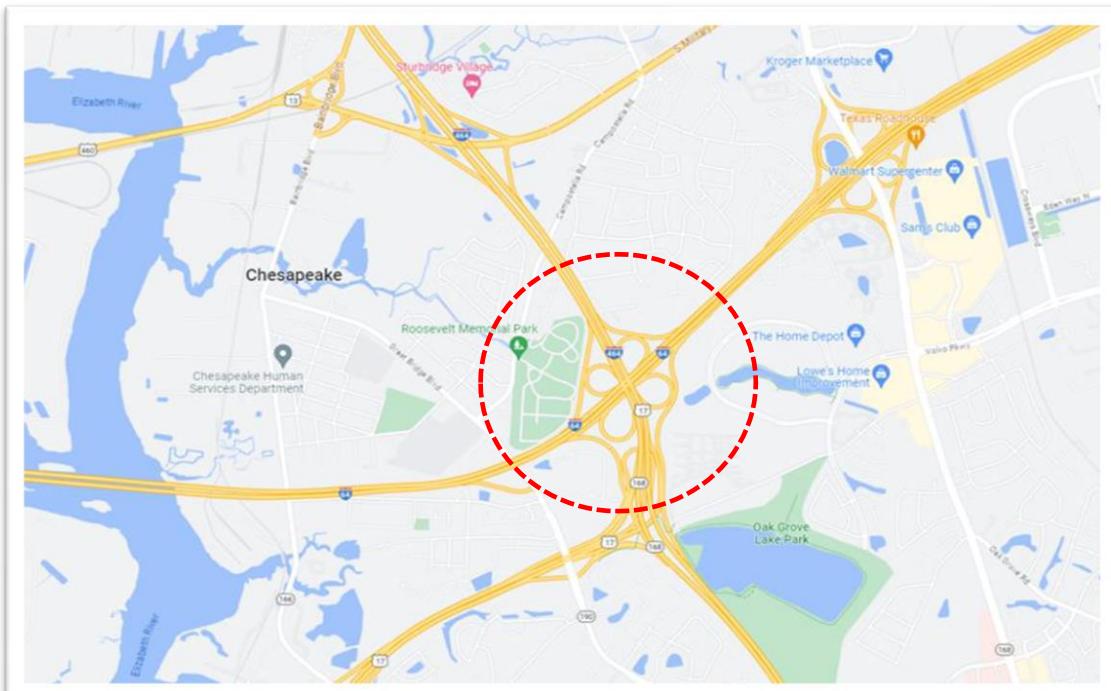
Study Schedule:

Study Authorization	January 2023
LD-459 Framework Document	April 2023
Preferred Alternatives	April 2024
Citizen Information Meeting	July 2024
Final IAR Submission	November 1, 2024
Schedule Status	IAR approved by VDOT central office and submitted to FHWA for approval signatures on 6/27/25

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

Study Status:

- o The Preferred Alternative was selected on April 26, 2024
- o The Citizens Information Meeting was held on July 24, 2024
- o Final Draft IAR was submitted to VDOT TE, VDOT Central Office, and FHWA for review on February 26, 2025
- o VDOT District, Assistant and State L&D Engineer, and Chief Engineer have signed the IAR. Awaiting FHWA signatures



I-264/Independence Blvd Interchange IAR

UPC 122761 (HRTAC)

Study Scope:

This IAR will address the existing operational and safety issues at the interchange, associated ramps, and adjacent intersections, while also considering future long-term regional transportation needs for this key growth area within the City of Virginia Beach.

Study Financial Summary:

<u>Project Budget (\$1,250,000):</u>	<u>Funds Expended (as of 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
o PE \$ 1,250,000	\$ 693,626	\$ 556,374
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 693,626	

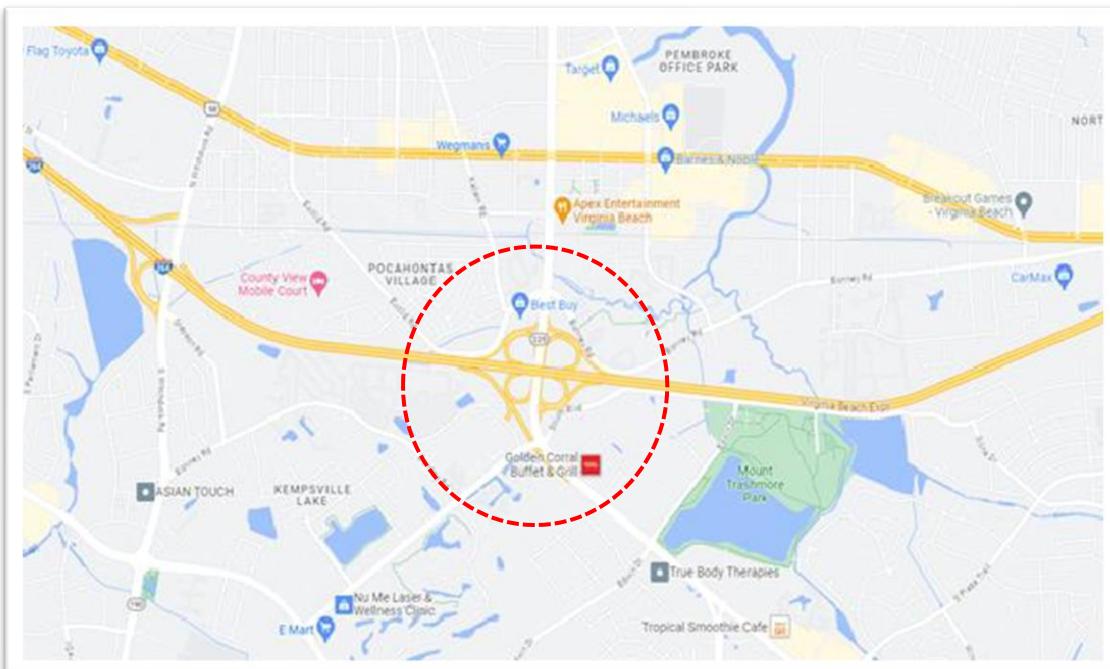
Study Schedule:

Framework Document Approval	November 2023
Existing Conditions Analysis	January 2024
Future Design Year Volumes	February 2024
Tier 1 Concept Development & Screening	December 2024
Tier 2 Final Alternatives Summary and Selection	March 2025
Citizen Information Meeting	September 2025
Study Completion	September 2025
Schedule Status	On Schedule

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

Study Status:

- o The updated preferred alternative model and drawing were received for District review on 8/1/25
- o Coordination calls with WSP moved to weekly; held on 07/31/25
- o Preparation for the CIM is ongoing



I-64/Denbigh Blvd. Interchange, Phase 2

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 0.41 mi. North of Rte 173 (Denbigh Blvd.) to 0.41 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 of 07/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 17,712,000	\$ 1,826,245	\$ 15,885,755
○ RW \$ 8,931,026	\$ 0	\$ 8,931,026
○ CN \$161,420,044	\$ 0	\$ 161,420,044
	\$ 1,826,245	

Project Schedule:

Public Hearing	June 2024
FONSI	October 2024
Advertisement	April 2030
Construction Notice to Proceed	August 2030
Fixed Completion Date	July 2034
Schedule Status	On-Schedule

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

Project Status:

- Final Stage 1 Bridge Report Development
- PCSWMM modeling for Hydraulic Design

