



Construction of the new High Rise Bridge and Chesapeake Segment of the Hampton Roads Express Lanes

Greetings from District Engineer



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You have likely noticed that traffic volumes in Hampton Roads have been steadily increasing and returning to traditional levels. You may also have noticed that congestion levels have also returned. I am pleased to share with you this edition of the Hampton Roads Transportation Update, which highlights how VDOT, through effective partnerships and planning, is transforming the region’s interstate network to provide drivers relief from those travel pain points.

Over the course of the next few years, you will see the completion of projects designed specifically to improve the flow of traffic in and through Hampton Roads. These projects range from those along heavily-traveled city streets, such as the Laskin Road Widening and Bridge Replacement Project, to the I-64 Southside Widening & High Rise Bridge Expansion Project, to the Hampton Roads Express Lanes (HREL) that will run throughout 44 miles of our region. The HREL network is designed to provide safe and reliable travel options and relieve congestion along

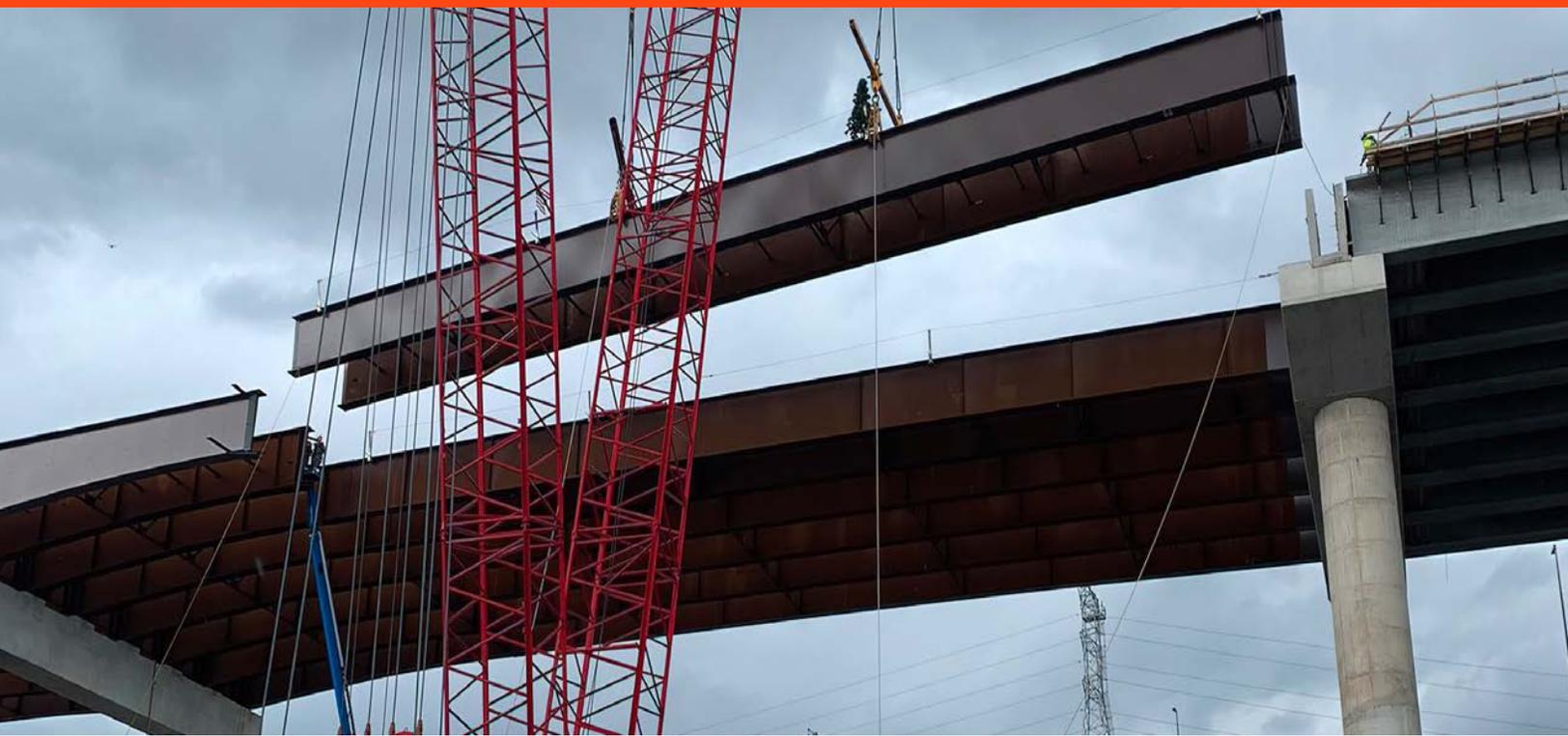
I-64, from the Jefferson Avenue interchange in Newport News to the I-64, I-264 and the I-664 Bowers Hill interchange in Chesapeake. This is just a sample of what the region will see as these projects help to transform our transportation infrastructure.

The significant impacts these projects will bring are a direct result of the strong, collaborative partnerships between VDOT, the Hampton Roads Transportation Accountability Commission (HRTAC), the Hampton Roads Transportation Planning Organization (HRTPO), and our local partners. Together, we continue working to provide safe, reliable and responsible service to Hampton Roads.

It's what we do to Keep Virginia and Hampton Roads Moving.

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I-64 Southside Widening & High Rise Bridge Expansion

Phase 1

Phase I of the I-64 Southside Widening and High Rise Bridge Expansion Project in Chesapeake is well underway.

This project is designed to increase capacity and improve mobility, safety and operational deficiencies along nearly 9 miles of I-64 by widening the corridor to three travel lanes in each direction, from just east of I-264/Bowers Hill to east of I-464, and constructing a new (additional) High Rise Bridge. At the completion of the project, the existing High Rise Bridge will be converted to serve all motorists traveling toward Suffolk, and the newly constructed bridge will carry traffic toward Virginia Beach.

Additional improvements include adding one Express Lane in each direction, bringing the

corridor to six lanes between Bowers Hill and Battlefield Boulevard. New sound walls will also be installed, and the existing roadway will be resurfaced. The construction also includes widening three overpasses at Yadkin Road, Military Highway and Shell Road, where the substructure has already been completed. Another feature of this project includes the replacement of the Great Bridge Boulevard overpass, which opened to traffic in November 2021, to accommodate the additional lanes.

As of spring 2022, construction of the new High Rise Bridge has reached several milestones, including having crews set the final girder on the new bridge. The last girder, weighing 144,000 pounds and set in the middle of the bridge over the Elizabeth River, is one of 321 total girders comprising the new bridge. The project is scheduled for completion in late 2022.

Visit www.64highrise.org for more information.

Start Date: Winter 2017

Estimated Completion Date: Late 2022

Design-Build Contractor: Granite-Parsons-Corman Joint Venture



I-64 Peninsula Capacity Improvements

Completed in total in December 2021, the I-64 Widening Projects in Newport News, James City County and York County have increased vehicle capacity, resulting in improved safety and immediate congestion relief along one of the most heavily traveled highway corridors on the Virginia Peninsula. Divided into three segments, improvements included widening this section of I-64 from a four-lane section to six lanes for approximately 21 miles, starting west of Jefferson Avenue (exit 255) in Newport News to just west of Route 199/Newman Road (exit 234) in York County.

Start Date: Winter 2015 • Completion Date: December 2021

Segment I

Construction on Segment I, spanning 5.6 miles from west of Jefferson Avenue (exit 255) to east of Yorktown Road (exit 247) in Newport News, started in September 2015 and was completed Dec. 1, 2017, on time and on budget. The project represented the first use of Hampton Roads Transportation Fund dollars, and was awarded a National Award of Merit in the Transportation (other than Aviation) category from the Design-Build Institute of America. (Design-Build Contractor: Shirley Contracting Company)

Segment II

Segment II extended approximately 7 miles through Newport News, York County and James City County, from 1.05 miles west of Route 199 (Humelsine Parkway/Marquis Center Parkway) near exit 242 to where the Segment I project ends about 0.54 miles east of Yorktown Road (exit 247). Construction began in October 2016, and all three travel lanes in each direction opened to motorists in May 2019. In 2021, Segment II won the Roads & Bridges/ARRA Recycling Award for the innovative incorporation of recycled materials, as well as the Full Depth Reclamation and Cold Central Plant recycling processes. (Design-Build Contractor: Allan Myers)

Segment III

Construction on Segment III began in August 2018, widening just over 8 miles of I-64 through York County, from 1 mile west of Route 199/Newman Road (exit 234) in Lightfoot to 1.05 miles west of Route 199/Humelsine Parkway (exit 242) where the Segment II project limits end. The project also included the rehabilitation and widening of the I-64 overpass bridges at Lakeshead Drive and Colonial Parkway, as well as the demolition and full reconstruction of the east- and westbound bridges over Queens Creek. Additionally, approximately 2 miles of noise walls were installed along the corridor, including 300 feet of transparent noise wall along the eastbound Queens Creek bridge.

The project was completed on time and on budget in December 2021. (Design-Build Contractor: Shirley Contracting Company)



I-64/I-264 Interchange Improvements



Phase I

A new two-lane ramp from I-64 west to I-264 east opened to traffic in fall 2019, adding capacity at the interchange and removing a conflict point by elevating motorists from the I-64 ramp over the I-264 east collector-distributor road and placing them on mainline I-264 east.

This new traffic pattern eliminates the jockeying that occurred between drivers leaving I-264 for Newtown Road and those merging onto I-264 from I-64 west. Another major feature of the project – a new two-lane collector-distributor road on I-264 east – opened to traffic in early 2019.

Phase II

Phase II of the I-64/I-264 Interchange Improvements Project, which includes interstate improvements as well as updates to the southside of the Newtown Road and Witchduck Road interchanges with I-264 east, is nearing completion.

Several major milestones were reached in the last year including the opening of the Greenwich Road flyover (March 2021), the opening of a new on-ramp to I-264 east at the Greenwich Road roundabout (April 2021), opening the I-264 east collector-distributor road on its new alignment on the widened bridge over Newtown Road (December 2021) and opening the new off-ramp from I-264 east to northbound Newtown Road (March 2022). These improvements are designed to enhance safety and mobility throughout this heavily traveled corridor. The project is scheduled to be completed in summer 2022.

Visit www.i64i264improvements.org for more information.

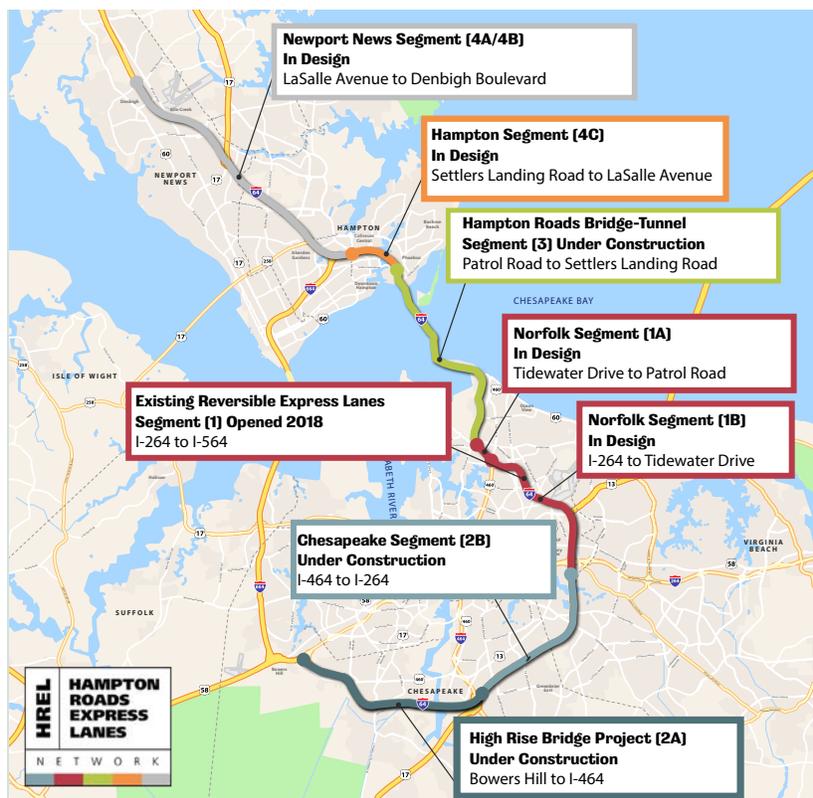


Start Date: Early 2018

Estimated Completion Date: Summer 2022

Contractor: The Lane Construction Corp.

Hampton Roads Express Lanes



Construction of the Hampton Roads Express Lanes (HREL) network consists of both the conversion of existing HOV-2+ lanes into Express Lanes and the construction of the new Express Lanes on I-64 in both directions for approximately 44 miles, from the Jefferson Avenue interchange (exit 255) in Newport News to the I-64, I-264 and I-664 Bowers Hill interchange (exit 299) in Chesapeake. The Express Lanes are designed to help reduce congestion, provide more reliable drive times, and offer more options for solo drivers throughout the region's interstate network along I-64.

The HREL network is divided into four segments and currently scheduled to be delivered in two phases. Phase one includes the current construction of the HREL Chesapeake segment and the addition of the Express Lanes in the Hampton Roads Bridge-Tunnel (HRBT) as part of the HRBT Expansion Project. Phase two includes the Hampton, Newport News and Norfolk segments which are currently in design. The I-64 Southside Widening and High Rise Bridge Expansion Project is also underway in Chesapeake and, when completed, will have an Express Lane in both directions. Each segment is operationally-independent, with its own schedule, plans, contract—and budget.

The Express Lanes in Chesapeake are currently estimated to be operational in 2023. The entire Hampton Roads Express Lanes network is currently estimated to be in operation by late 2026.

Visit www.64expresslanes.org for more information.

Adjacent Projects

Construction projects within the HREL network footprint include the Hampton Roads Bridge-Tunnel Expansion Project in Hampton and Norfolk, as well as the I-64 Southside Widening & High Rise Bridge Expansion Project in Chesapeake.

Hampton Roads Express Lanes

HREL Chesapeake

In the HREL Chesapeake segment, located between the I-64/I-464 interchange to the I-64/I-264 interchange, an existing HOV lane is being converted into an Express Lane on I-64 in both directions for a total of 7.65 miles. The majority of construction in this segment includes adding new overhead sign structures, pavement markings indicating the new Express Lanes and tubular markers.

HREL Hampton

The Hampton segment includes the construction of an Express Lane, roadway widening and conversion of a general-purpose lane to an Express Lane in both directions for 2.5 miles from LaSalle Avenue to east of Settlers Landing Road.

Major project elements include:

- Replacing the eastbound bridge over the Hampton River;
- Widening/rehabilitating the westbound bridge over the Hampton River, as well as both directions of the bridges over King Street and Settlers Landing Road;
- Rehabilitating both directions of the bridge over Rip Rap Road;
- Acquiring right of way; and
- Installing tolling gantries, overhead signage and noise walls.

The Notice to Proceed is scheduled to be issued in summer 2022, and construction is estimated to be completed in late 2026. This design-build project is estimated to cost \$429.8 million.

HREL Norfolk

The first part of the Norfolk segment (1A) spans from Tidewater Drive to Patrol Road, and the second part of the Norfolk Segment (1B) spans from I-264 to Tidewater Drive. This design-build project will convert an existing general-purpose shoulder lane to an express part-time shoulder lane (PTSL) in each direction.

In this area, major work items include two bridge widenings/rehabilitations (eastbound/westbound over Tidewater Drive), one mile of shoulder rehabilitation/strengthening in each direction, roadway widening in spot locations to maintain minimum shoulder width, right of way acquisition in spot locations, and the installation of tolling gantries, overhead signage, and noise walls.

The Notice to Proceed is scheduled to be issued in fall 2022 for the first section, and construction is estimated to be completed in late 2025. The Notice to Proceed for the second section is scheduled to be issued in early 2024, and construction of the project is estimated to be completed in summer 2027. Project costs are estimated to be \$48 million for the section from Tidewater Drive to Patrol Road and \$213 million for the section from I-264 to Tidewater Drive.

HREL Newport News

The Newport News segment starts 0.139 miles east of LaSalle Avenue in Hampton and ends 1.2 miles west of Denbigh Boulevard in Newport News for a project length of approximately 13.5 miles.

The majority of construction will occur in Newport News where 10.5 miles of existing HOV lanes will be converted into Express Lanes in both directions. In the Hampton part of this segment, one mile of general-purpose lanes will be converted to Express Lanes and widened to create an eastbound lane buffer from I-664 to the LaSalle Avenue exit, connecting to the start of HREL Hampton.

Major work items include two bridge replacements (east and west over LaSalle Avenue), one bridge rehabilitation (east and west over Armistead Avenue), one mile of road widening in both directions, overhead sign installation, right of way acquisition and tolling gantries installation.

The Notice to Proceed is scheduled to be issued in summer 2024, and construction is estimated to be completed in late 2026. This design-bid-build project is estimated to cost \$156 million.

Laskin Road Widening and Bridge Replacement Project



The Laskin Road corridor has undergone significant changes since the project began in fall 2019. The project encompasses roadway improvements along the heavily traveled Hilltop business corridor of Virginia Beach, starting at Republic Road, through the First Colonial Road intersection, and ending with the replacement of the bridge over Linkhorn Bay.

As of spring 2022, all of the feeder lanes within the project limits have been removed, connecting businesses and shopping centers directly to Laskin Road.

Between Republic Road and Winwood Drive, plans include the construction of an 8-lane divided highway, a 5-foot sidewalk on the south side of the road and a 10-foot sidewalk on the north side. Full improvements will also take place at the Laskin Road and First Colonial Road intersection, as well as construction of a 6-lane divided highway on First Colonial between Laurel Lane and I-264. Roadway improvements throughout most of the project corridor are scheduled for completion in 2023.

Utility work is another significant component of this project, with critical improvements to stormwater management, drainage and water and sewage systems in the corridor. In some locations, crews are placing pipes as large as 54 inches in diameter into the ground, all while working to avoid existing utility conflicts and maintain traffic within a heavily traveled stretch of road. Over the course of this two-mile project, crews will install a total of 3.8 miles of new storm water drainage pipe, 3.1 miles of sanitary sewer pipe and 4.5 miles of domestic water pipe underground.

Additionally, the existing bridge on Laskin Road over Linkhorn Bay will be replaced and widened. The bridge was originally built in 1938 and widened in 1956.



Start Date: Fall 2019
Estimated Completion Date: 2023
Contractor: Allan Myers

Visit www.virginia.gov/projects/hamptonroads/laskin_road.asp for more information.

Locally Administered Projects

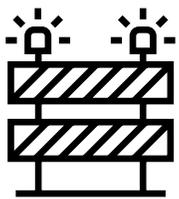
Beyond the construction projects under VDOT management, the agency also provides funding and assistance on Locally Administered Projects (LAPs) in active construction that total \$227,781,823 across Hampton Roads. These projects can range in scope from relatively small but important improvements in a city's transportation network – adding a flashing yellow light to an intersection, for example, or extending a multi-use path for bicyclists and pedestrians – to major bridge and highway construction.

Being locally administered means a local government, not VDOT, directly manages the project, although VDOT still helps develop the contract, serves as a conduit for funding and follows the work to completion. Statewide, this arrangement makes up about 44 percent of the projects that are locally administered and funded through VDOT, with the state administering the other 56 percent. That ratio is expected to grow in the next few years, underscoring the growing significance of LAPs in VDOT's mission.

District leadership has made its LAP program a priority by increasing staffing and developing programs to assist its local partners. VDOT Hampton Roads puts great emphasis on its local partner relationships and the overall efficiency and success of the program. LAPs represent 75 percent of transportation construction in Hampton Roads. At this time, there are 319 projects that are in development, advertisement, or award. The total value of the program, which combines development, advertisement, award and under construction costs is \$1.4 billion.

Here's a look by the numbers at LAPs under construction in Hampton Roads, plus a snapshot of a few of the projects you might have noticed:

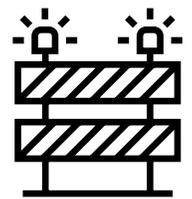
Locally Administered Projects : BY THE NUMBERS



Total LAP Active Construction Value

(as of May 19, 2022):

\$227,781,823



Current Projects Under Construction

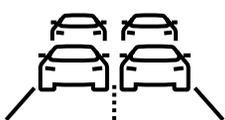
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Projects in Development Advertisement, or Award

319

Hampton Roads LAPs are:

- 75% of VDOT Hampton Roads' transportation construction program
- 25% of the statewide LAP program



Locally Administered Projects

Ft. Eustis Boulevard Bridge Replacement Project

The full replacement of the Fort Eustis Boulevard Bridge with a widened shoulder is progressing well. Westbound lanes have been completed and were opened to traffic as planned in late 2021.



Independence Boulevard and Baxter Road Sidewalk Projects

More than 2,200 feet of new sidewalk has been provided where no pedestrian facilities previously existed. Pedestrian safety and protection of local wetlands have been tremendously enhanced.

Route 58/Manning Bridge Road Intersection Improvements

The Route 58 Project in Suffolk will see additional east and westbound travel lanes, traffic signal upgrades and access management improvements along with the reconstruction of the Route 58 and Manning Bridge Road intersection. Other amenities include a bikeway and multi-use path.



Localities with LAPs in construction: Chesapeake, Greensville County, Hampton, Isle of Wight, Newport News, Norfolk, Portsmouth, Smithfield, Virginia Beach, Williamsburg

Other Hampton Roads Projects

Skiffes Creek Connector Project, James City County

Under a Design-Build contract with Shirley Contracting Company, design work on the Skiffes Creek Connector Project began in early 2020, and construction in spring 2021 with an estimated completion in fall 2022. The project creates a new two-lane roadway in James City County between Route 60 (Pocahontas Trail) and Route 143 (Merrimac Trail) in the area between Route 199 and Route 238.

Completed milestones include the erection of the bridge base including abutments, retaining walls and structural beams for the project's two bridges. Cut and fill work continues to progress on the roadway path and at both termini intersections creating the shape for the final connector.

Jamestown-Scotland Ferry Composite Dolphin Replacement Project, Surry County/James City County

The latest set of pilings located in the James River have been replaced as part of the Jamestown-Scotland Ferry (JSF) Composite Dolphin (piling) Replacement Project, which was completed on time and on budget in spring 2022. During this phase, 18 pilings were replaced among the five ferry slips; 13 in Surry and five in Jamestown. Funded through a \$5.13 million grant, the award-winning project replaces existing brittle and damaged creosote and chromated copper arsenate treated wooden pilings at the JSF slips with environmentally friendly, modern, stronger and longer lasting fiber reinforced polymer (FRP) composite pilings.

Under Construction

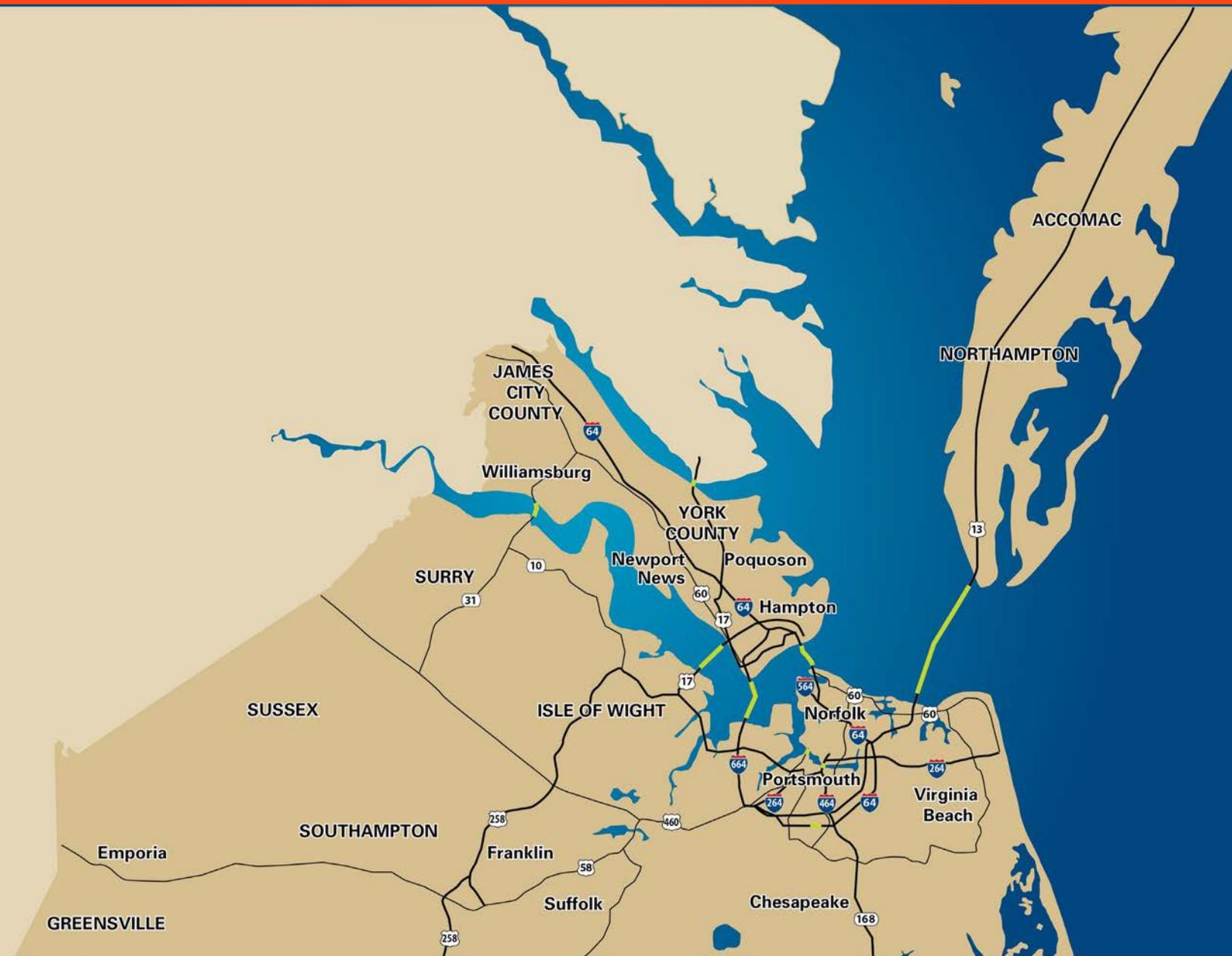
- Denbigh Boulevard Bridge Replacement, Newport News
- Longhill Road Widening, James City County
- South Quay Bridge Replacement (Route 189), Southampton County and Suffolk
- Skiffes Creek Connector, James City County
- Route 671 (General Thomas Highway) Over Nottoway River Bridge Replacement, Southampton County
- Route 460 over Blackwater River Bridge Rehabilitation, Isle of Wight
- Route 690 over Ennis Pond Bridge Replacement, Isle of Wight
- Route 701 over Holdens Creek Bridge Replacement, Accomack County

Studies

- Bowers Hill Interchange Improvements Study, Chesapeake, Portsmouth, Suffolk
- I-64 Denbigh Boulevard Interchange Study, Newport News
- Route 17 (George Washington Highway) and Route 239 (Victory Boulevard) Intersection Study, Portsmouth
- Route 460 Safety and Operations Study, Isle of Wight County and Suffolk
- Route 17/Carrollton Boulevard Corridor Study, Isle of Wight
- I-264/Brambleton Avenue Interchange Study, Norfolk
- Jefferson Avenue (Route 143) Corridor STARS Study, Newport News

In Design

- Route 602 (Cemetery Road/Lee Street) Improvements, Accomack County/Northampton County
- Wythe Creek Road (Route 172) Widening Project, Hampton and Poquoson
- Croaker Road Widening, James City County
- Route 10 (Colonial Trail East) and Route 617 Intersection Improvements, Surry County
- Occohannock Creek Bridge Replacement (Route 178), Accomack County
- SPSA Interchange Improvements, Suffolk
- Pocahontas Trail Reconstruction, James City County
- Route 17 (George Washington Memorial Highway) Widening Between Route 630 and Route 173, York County
- Route 171 (Victory Boulevard) Widening Between Route 17 and Route 134, York County
- I-64/I-264 Interchange Improvements Phase III, Norfolk
- Oyster Point Ramp Access Improvements, Newport News
- Penniman Road/Government Road Roadway Improvements, York County
- Route 692 over Champion Swamp Bridge Replacement, Isle of Wight County
- Route 601 over Diascund Creek Bridge Replacement, James City County
- I-264 West Off-Ramp at Ballentine Boulevard, Norfolk
- Nike Park Road Extension Project, Isle of Wight County



We keep Virginia moving.

For more information contact: hamptonroadspublicinfo@vdot.virginia.gov

For the latest traffic conditions, call 511 or visit 511virginia.org

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