



2023 CONVERGENCE

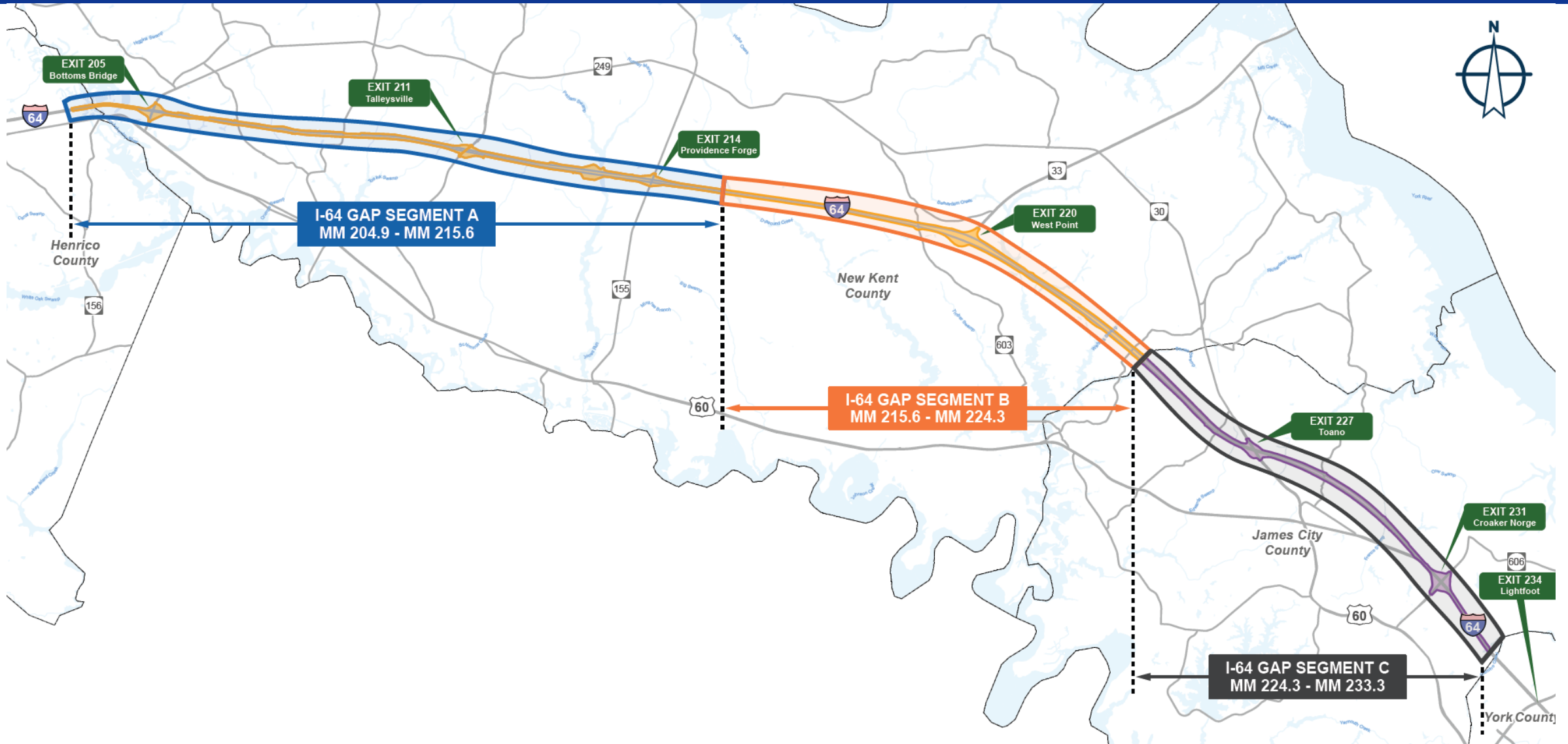
Project Updates: I-64 Gap and Hampton Roads Bridge Tunnel

| Commissioner Stephen C. Brich, P.E. September 28, 2023

A wide-angle, slightly elevated view of a multi-lane highway, likely Interstate 64, stretching into the distance. The road is flanked by grassy areas and utility poles. The image is semi-transparent, serving as a background for the text.

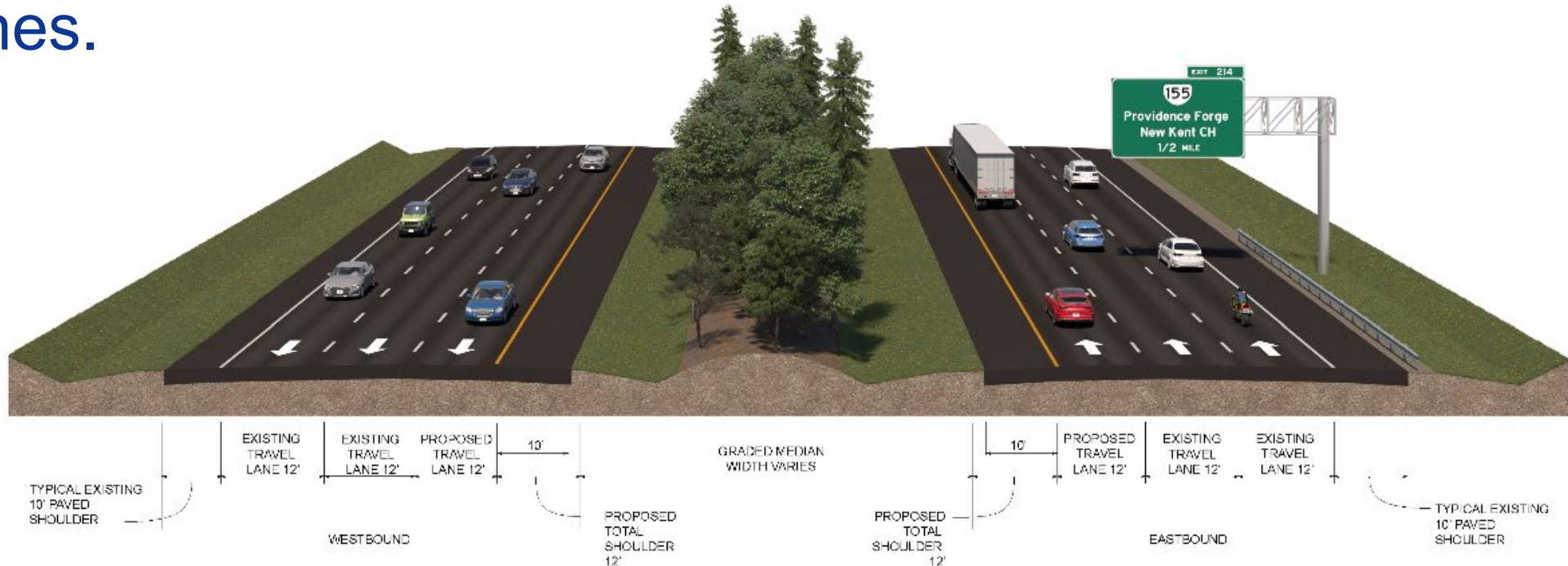
INTERSTATE 64 GAP WIDENING PROJECT

I-64 Gap Widening Overall Location Map



Project Overview – Roadway

- Widen I-64 from four to six lanes.
- Widen the median of I-64 within the existing right-of-way.
- Includes 10-foot paved shoulders on the inside and outside lanes.



Project Scope – Richmond District

With an overall cost of **\$750 million**, the I-64 Gap Widening project is broken into three Segments A, B, C:

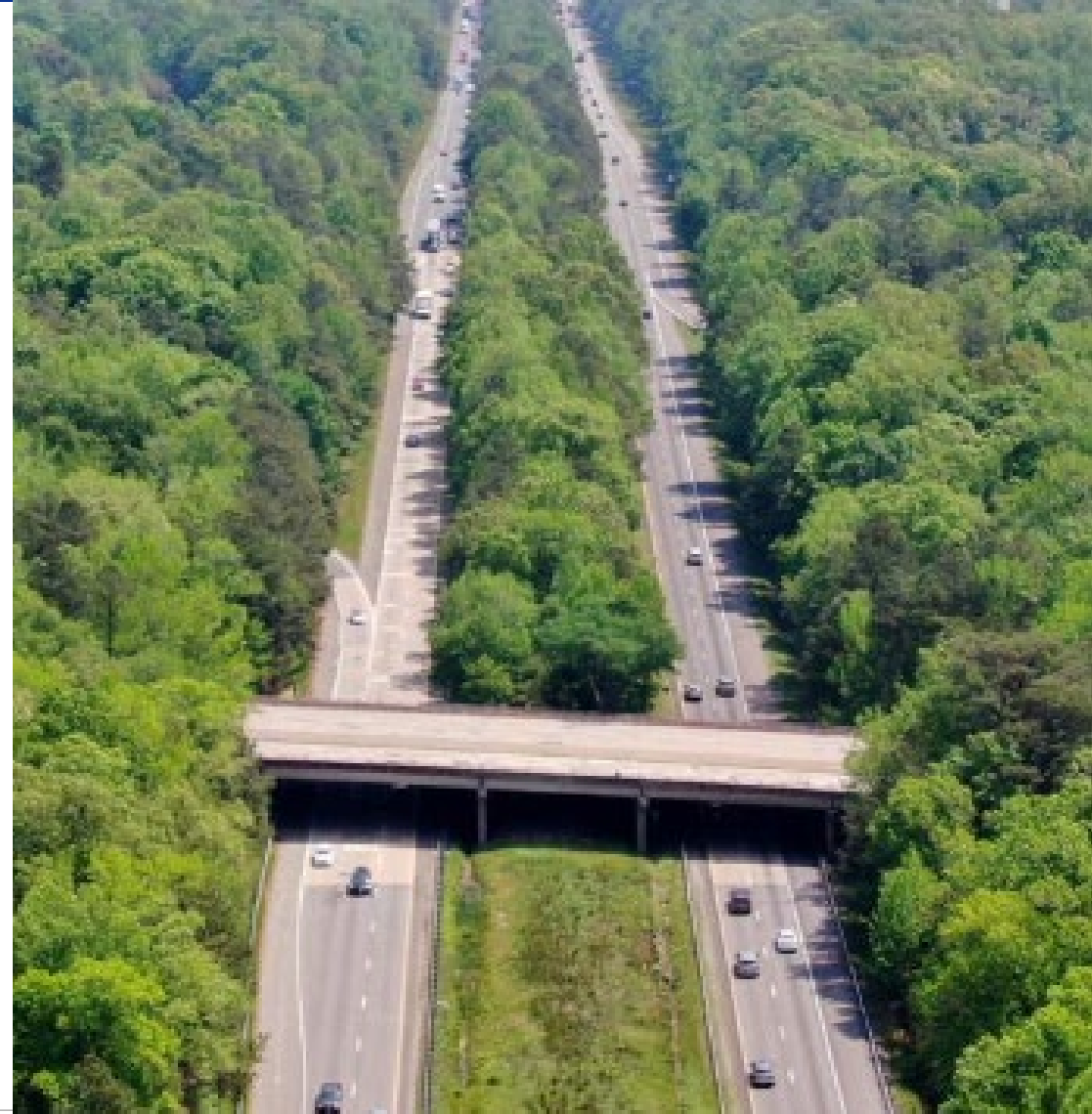
- **Segment A** is located in New Kent County from mile marker 205 to 215.6.
 - Winning bid was \$210 million
 - Commonwealth Transportation Board (CTB) awarded on September 20, 2023
 - Work to begin mid-November 2023
 - Fixed completion date: July 2027

Project Scope – Richmond District

- **Segment B** is also located in New Kent County from mile marker 215.6 to 224.3.
 - Fixed completion date: April 2028
- **Segment C** is located in James City County from mile marker 224.3 to 233.3. This segment also includes paving the Lightfoot Park and Ride.
 - Fixed completion date: November 2027

Proposed Improvements Include:

- Mill/Pave the existing travel lanes
- Constructing a 12-foot-wide travel lane and a 10-foot-wide paved shoulder in the median in both directions
- Bridge Widening
- Soundwalls
- Drainage Improvements
- New Signage and Pavement Markings
- Upgraded Intelligent Transportation System (ITS), closed-circuit television (CCTV) cameras, and fiber optic



An aerial photograph showing the extensive Hampton Roads Bridge-Tunnel expansion project. The image captures a long, narrow island or causeway under construction, extending into a large body of water. The central focus is a multi-lane highway bridge with several cranes and construction equipment visible on its surface. To the right of the bridge, a large industrial facility is under development, featuring numerous large cylindrical storage tanks and various buildings. The surrounding water is a light blue-grey color, and the sky is overcast. The overall scene depicts a major infrastructure project in progress.

HAMPTON ROADS BRIDGE-TUNNEL EXPANSION PROJECT

Project Scope



- Scope**
- New, twin 2-lane bored tunnels
 - 5 bridges replaced
 - 23 bridges widened
 - 1 mile of interstate widening in Hampton
 - 4 miles of interstate widening in Norfolk
 - 2 general-purpose lanes plus HREL lane and drivable shoulder in each direction

Project Information Overview



PROJECT FUNDING



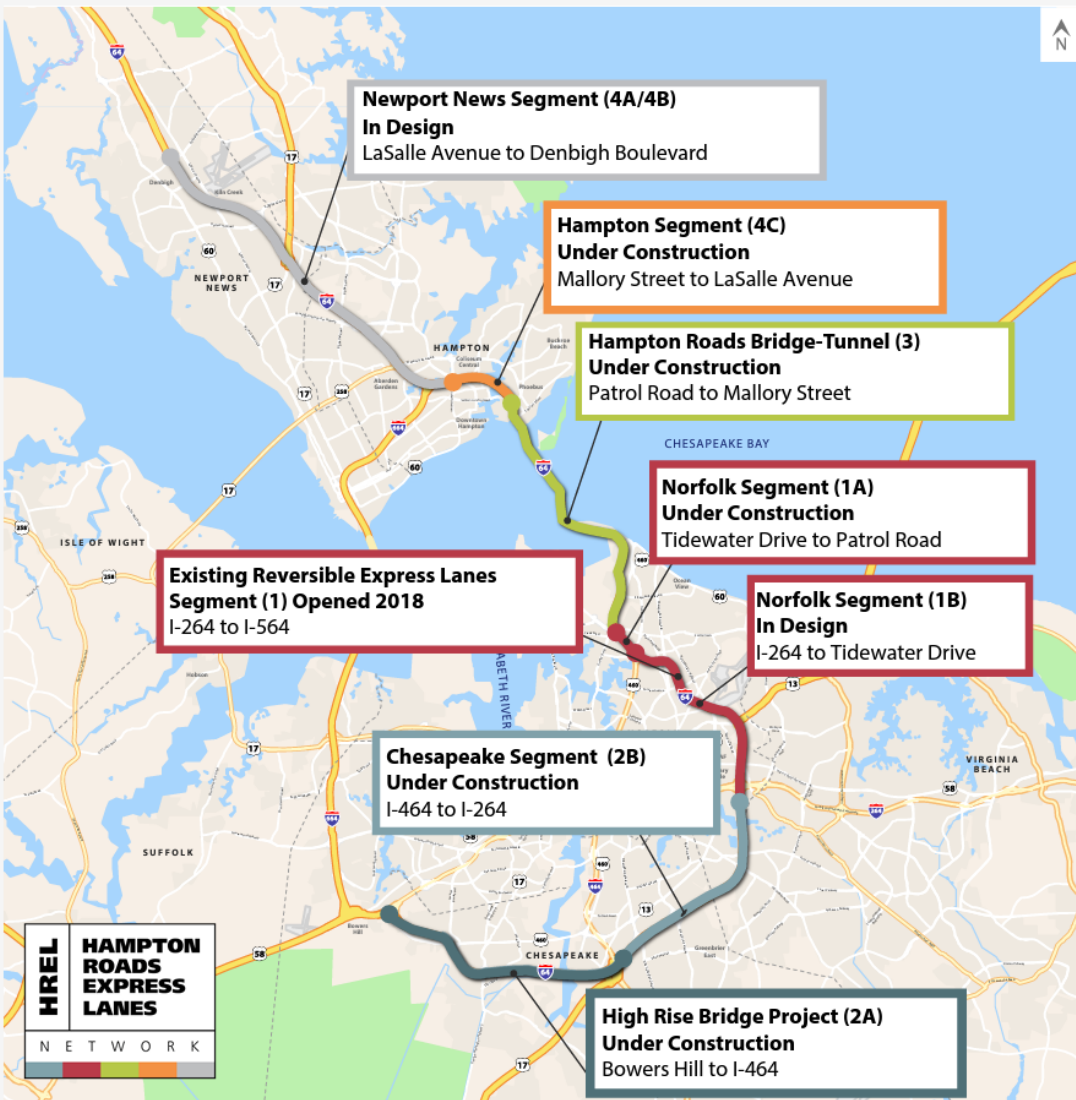
PROJECT OWNER



PROJECT DESIGN-BUILDER

- Contract award: April 2019
- Contract type: Design-Build
- Notice to proceed: September 2020
- Design efforts essentially complete
- Anticipated cost at award: \$3.9 billion
 - Expended: \$1.9 billion
- Project funding:
 - 92% - regional gas and sales tax
 - 8% - state and federal funds

Hampton Roads Express Lanes Network (HREL)



- 46-mile continuous network
- I-64 from Denbigh Boulevard to I-664 (Bowers Hill)
- High Occupancy Toll (HOT-2)
- Dynamic tolling system

Construction Update – Landside

Completed work:

- Mallory Street overpass pile driving
- East Bound Willoughby Bay pile driving
- Bay Avenue on-ramp Phase I widening

Work in progress:

- Mallory Street interchange improvements and overpass replacement
- Widening Work at all mainline and overpass bridges
- Norfolk soundwall installation
- Roadway widening and drainage throughout project corridor



Mallory Street Overpass



I-64 Over Mason Creek Bridge

Construction Update – Marine Trestle



South Trestle

Completed work:

- Eastbound south temporary trestle
- Phase I north trestle eastbound pile driving
- Bay Avenue on-ramp Phase I widening

Work in progress:

- North trestle abutment concrete
- North trestle Phase I traffic switch - winter 2024
- South trestle deck placements
- Existing south trestle demo

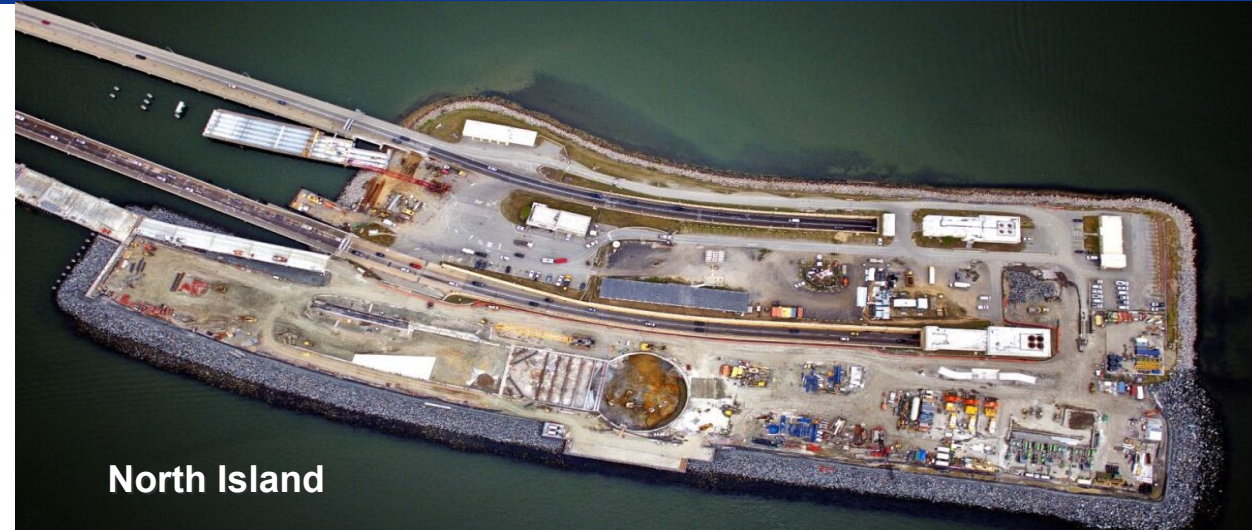
Construction Update – Islands

Completed work:

- North Island widening
- North Island receiving pit excavation
- South Island launch pit
- Tunnel boring machine (TBM) support equipment and infrastructure

Work in progress:

- North Island jet grouting
- North Island receiving pit structural concrete
- South Island tunnel approach structure interior walls
- South Island expansion



North Island



South Island

Construction Update – Tunnel



Tunnel #1:

- Start of mining: April 2023
- To date:
 - 1,345 of 7,940 ft mined
 - 195 of 1,194 rings placed
- Expected breakthrough - spring 2024

TBM turnaround:

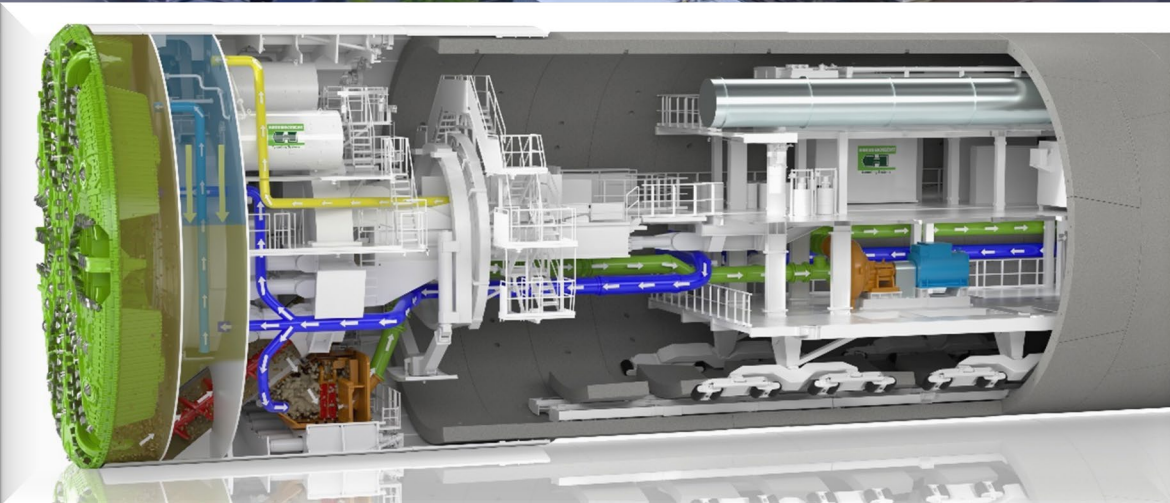
- Expected 5-month duration

Tunnel #2:

- Start of mining expected - fall 2024
- Total Length: 7,940 ft

What Makes HRBT Unique

Photo Credit: Herrenknecht



- First bored tunnel for VDOT
 - Second largest TBM in North America
 - Fourth bored vehicular tunnel in the United States
- No impacts to navigable waterways
 - New tunnel will be 155 ft. below water surface
- Minimal impacts to traveling public
 - Segments shipped by barge
 - Spoils hauled by water
- Continuous operation
 - Not subject to adverse weather
 - Able to continue 24/7 without interruption

