

HRBT Expansion Fact Sheet



OVERVIEW

Congestion relief is on its way for Hampton Roads with the awarding of the Hampton Roads Bridge-Tunnel Expansion contract. It is the largest construction project in Virginia's history. Including the construction contract, owner's costs and contingency, the project's total budget is \$3.8 billion, making it one of the largest infrastructure projects in the country.

The current I-64 Hampton Roads Bridge-Tunnel (HRBT) is a 3.5-mile facility with two 2-lane immersed-tube tunnels connecting artificial islands, with trestle bridges to shore. The tunnels are approximately 7,500 feet long. Traffic through the facility exceeds 100,000 vehicles per day during peak summer traffic. This corridor is one of the most congested in the region.

The project, expected to be completed by November 2025, will widen the four-lane segments of the I-64 corridor in the cities of Hampton and Norfolk. Twin two-lane bored-tunnels will be built west of the existing eastbound tunnel; current eastbound and westbound tunnels will accommodate all westbound traffic upon completion of the project.

The massive project is made possible through unprecedented regional cooperation. In April 2019, the Commonwealth of Virginia signed a Project Agreement for Funding and Administration (PAFA) with the Hampton Roads Transportation Accountability Commission (HRTAC), and a Comprehensive Agreement with Hampton Roads Connector Partners (HRCP), the Design-Build team that will complete the 10-miles of expansion work.

Project Budget:

- \$3.8 billion

Design-Build Timeline:

- Majority of construction will occur from late 2020 to 2025

Completion:

- November 2025

Design-Build Contractor:

- Hampton Roads Connector Partners (HRCP)
- hamptonroadsconnector.com

Project Purpose:

- Build twin two-lane bored tunnels west of the existing eastbound tunnel
- Add capacity at the HRBT from Hampton to Norfolk
- Widen landside four-lane sections in Hampton and Norfolk to 6 lanes, plus 2 part-time drivable shoulder lanes during peak travel
- Two lanes in each direction will be free general-purpose lanes
- One lane and one drivable shoulder in each direction will be variably-priced tolled lanes (HOT lanes)

Funding:

- Project enabled 100% with public funds
- Hampton Roads Transportation Accountability Commission (HRTAC) is primary funding agent
- HRTAC funds to be provided through the Hampton Roads Transportation Fund (HRTF) from regional sales and gas taxes



PROJECT FACTS

Tunnel Construction:

- Tunnel Boring Machine (TBM)-method of construction
- Land and tunnel work to happen simultaneously with the land work beginning in 2020 and tunneling expected to begin in 2022
- The tunnel boring machine (TBM) will be named
- Historically, TBMs are named for women because Saint Barbara was the patron saint of miners and military engineers
- This is only the fourth bored roadway tunnel project in the US
- Other bored tunnels are in Seattle, Miami and the Parallel Thimble Shoal Tunnel currently under construction in the Chesapeake Bay
- The diameter of each new tunnel will be approximately 45 feet, creating the second largest tunnel opening for a TBM in North America

Tunnel Crossing:

- 8,000 ft. across Hampton Roads Waterway
- The new twin tunnels will be approximately 50 ft. deeper than the current Hampton Roads Bridge-Tunnels

Marine Bridges:

- 9,000 ft. across Hampton Roads Waterway
- 5,000 ft. across Willoughby Bay
- More than two dozen bridge structures to be replaced or rebuilt

Landside Highway Widening:

- 1 mile, Hampton
- 4 miles, Norfolk

Project Schedule:

- Land work began: 2020
- Tunnel work to begin: 2022

BENEFITS

- Increase capacity
- Ease major congestion
- Increase safety
- Enhance travel time reliability
- Support emergency evacuation readiness
- Bring in more than \$4.6 billion in investment
- Create 28,000 jobs over the life of the project

ABOUT THE HRBT

The Hampton Roads Bridge-Tunnel debuted in November 1957 as the first ever crossing built between two man-made islands. The three-and-a-half mile bridge-tunnel runs between the cities of Hampton and Norfolk, and unites the Peninsula and Southside Hampton Roads. The bridge-tunnel was expanded to include an eastbound tunnel in 1976. The bridge-tunnel is being

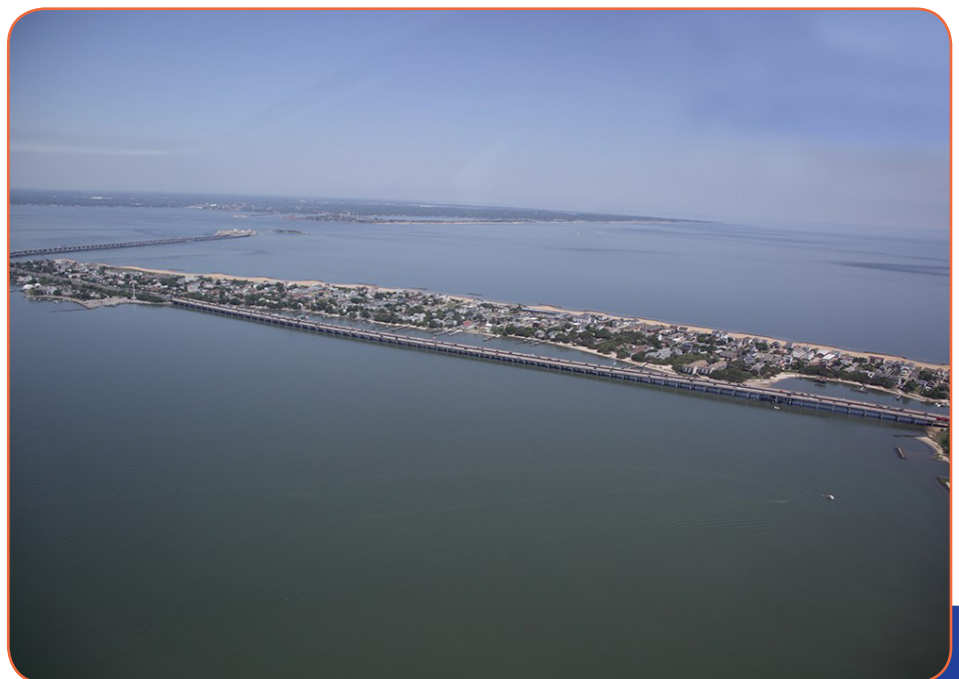
expanded, again, to alleviate the average daily six-mile commuter backups and to accommodate more than 100,000 vehicles per day that use the crossing during the peak summer season.



DESIGN-BUILD TEAM

Hampton Roads Connector Partners (HRCP) is a joint venture consisting of Dragados USA, Flatiron Constructors, Vinci Construction and Dodin Campenon Bernard. HDR and Mott MacDonald are the lead designers.

HamptonRoadsConnector.com



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