



I-64 Hampton Roads Bridge Tunnel Expansion Project South Island Bridge Replacement Work

**Commonwealth Transportation Board
March 20, 2019**

South Trestle Approach Bridges



Inclusion of South Trestles in Base Bid

- **Limited remaining service life of existing trestles**
 - **Existing I-64 WB lanes** (1950s original construction)
 - Overall condition: Structurally deficient
 - **Existing I-64 EB lanes** (1970s original construction)
 - Overall condition: Fair to poor

- **Benefits of replacing now**
 - Reduced traffic impacts to region
 - Economies of scale – resulting in lower costs
 - Advantages of PPTA innovation

- **Other benefits**
 - Modern corrosion-resistant materials will provide 100-year service life
 - New structure will have increased height for sea level rise

Value in Replacing Trestles Now

- **Estimate as standalone project: \$375,000,000**
 - Does not incorporate economies of scale or design innovation
- **Estimate as part of larger project scope: \$200,507,000**
 - With some economies of scale and identical design configuration
- **Actual line-item bid in HRCP proposal: \$95,427,976**
 - PPTA process enabled opportunities for significant innovation
- **Line-item detail in HRCP proposal:**

HRBT South Trestle (8 lane bridge)	\$189,049,178
– <i>Sub-item: 4 lanes EB</i>	\$93,621,202 ← New capacity
– <i>Sub-item: 4 lanes WB</i>	\$95,427,976 ← Replacement of existing capacity



Proposed Plan of Finance

(in millions)

Total Cost to Replace (DB price, Project Development and Contingency)	\$ 108.5
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Funding Sources:

CTB Formula Bridge Balance	30.7
State of Good Repair Program (SGR)	
VDOT Hampton Roads District Bridge Funds	
Unallocated in current SYIP through FY 2024	21.1
FY 2025 anticipated SGR allocation	18.4
<i>Balance Needed</i>	\$ 38.3

Proposed Plan of Finance

- **SB1749 provides Board with flexibility for large projects to use an extra year – the 7th year – for projects that:**
 - the design and construction of which cannot be completed within six years,
 - the estimated costs of which exceed \$2 billion, and
 - that requires the Board to exercise its authority to waive the funding cap pursuant to subsection B of § 33.2-369
- **Exercising this authority will provide another \$18.4M in FY 2026 by obligating the VDOT share of the Hampton Roads SGR funds**
- **After these extraordinary efforts there is still a gap of ~\$20M for the trestle replacement**

State of Good Repair Program

- **State of Good Repair program was established in 2015**
- **Provides that districts shall receive between 5.5% and 17.5% of available funds based on needs**
- **At the time it was recognized that the cap may impact the ability of VDOT to address large projects**
- **Code includes provisions that allows the Board to waive this cap “when it determines that due to extraordinary circumstances or needs the cap inhibits the ability of the Department to address a key pavement or bridge need that has been identified”**



State of Good Repair Program

- **Hampton Roads District is currently being constrained at the 17.5 percent cap**
- **Actual share of needs is 22.6 percent**
- **To address gap on trestle replacement, VDOT is proposing that the Board take a one-time action to increase Hampton Roads share to ~21% for two fiscal years (FY 2025 and FY 2026)**
- **This will not impact any on-going or currently planned SGR projects**
- **It will redirect ~\$10M/year to Hampton Roads**
- **No district is impacted by more than \$1.9M/year**



Additional Commonwealth Funding for the HRBT Expansion Project

- **The Hampton Roads Transportation Planning Organization, (“HRTPO”) submitted a Round 3 SMART SCALE seeking \$200 million in funding for the Project**
- **As presented at the January 2019 CTB meeting**
 - **The Project ranked as the top application/project for congestion mitigation in Round, and**
 - **Was recommended by staff for funding**

Requested CTB Actions

- **Transfer of CTB Formula Bridge funds to the South Island Trestle Bridge project**
- **Pursuant to Code of Virginia, Section 33.2-369(B), the CTB is requested to provide a waiver of Hampton Roads District's SGR cap in FY 2025 and 2026 to support fully funding the project by FY 2026**
- **To indicate funding support for the Hampton Roads Expansion Project by expressing the CTB's intent to award the HRTPO's SMART SCALE application providing \$200 million to the Project**