

Monitor-Merrimac Memorial Bridge-Tunnel

Upcoming Projects

I-664 Monitor-Merrimac Memorial Bridge-Tunnel (MMMBT) Joint and Pavement Repair

Current Status: Phase two of this project called for the wall joints to be cleaned and sealed on all open cut sections. Crews completed repairs to the concrete slabs leading into the north and southbound tunnels in spring 2012, as well as the needed repairs to the expansion and contraction joints. However, the repairs were only successful for a short time following the completion of the work.



At this time, it appears that while crews plugged many of the avenues where water was entering the roadway, the reduction in the number of water infiltration points increased the water pressure beneath the road surface and the water found additional outlets. Therefore, the VDOT team is mapping out a new approach to capture, divert and channel the water into the interceptor drains. The engineering and construction will begin in mid-2013. In the mean time, staff will closely monitor conditions and will call in the necessary resources as conditions change.

Projects Underway

I-664 Monitor-Merrimac Memorial Bridge-Tunnel (MMMBT) Waterproofing

Estimated Cost: \$7.5 million

Completion Date: October 2013

Status: On Time/Under Budget

Contractor: HRI Bridge Company

About the Project: Crews began performing waterproofing on the MMMBT bridge spans in late July 2011. This project will maintain the life expectancy of the structures of approximately 70 years. Motorists can expect to experience single lane, overnight closures during construction activities.

Current Status: The contractor has completed approximately 40% of the southbound side of the bridge and has a plan in place to accelerate operations and complete on time by fall 2013.



Projects Underway

Gilmerton Bridge Replacement Project

About the Project: The Gilmerton Bridge Replacement project on Military Highway in the city of Chesapeake will provide a new lift span bridge over the Southern Branch of the Elizabeth River and replace the existing double-leaf bascule bridge that was constructed in 1938. The new bridge, 1,908 feet long with a vertical clearance of 35 feet in the closed position and up to 135 feet when the lift span is opened, is being constructed in three phases on the existing Military Highway alignment. The new bridge width of 85 feet will accommodate future widening of Military Highway from four lanes to six.

Current Status: Phase II of the Gilmerton Bridge Replacement Project began the week of Monday, Jan. 7, 2013, with the complex operation of the bridge lift span float-in and subsequent connection to the bridge towers. During the float-in stage, the 250-foot, 2,400-ton pre-assembled lift span was transported from an onshore site at W-3 Marine in Norfolk via a barge through the Eastern and Southern branches of the Elizabeth River to the Gilmerton Bridge site. Upon arrival, the lift span was staged to a position in the channel adjacent to the existing bridge structure where final installation and vertical alignment to the bridge towers began.

Due to the complex nature of construction required during this phase of the project, the existing Gilmerton Bridge was closed to all vehicular traffic for eight days during the day, evening and overnight hours beginning the week of Jan. 7 until Jan. 14, as crews connected the ropes and electrical wires from the lift span to the towers, aligned related machinery and tested the functionality of the vertical lift bridge. The United States Coast Guard enforced a navigational closure at the Intracoastal Waterway mile 5.8 for a six-day period during the float-in period with the assistance of local marine law enforcement officers.

The harbor channel closure remained in effect until the existing bascule leaves were deconstructed and removed, and the new lift span was attached to the towers. After the new lift span was secured, tested and fully operational, the bridge was reopened on the evening of Jan. 14, allowing motorists to access the new southside span of the bridge and permitting mariners to experience enhanced vertical clearance. After the bridge reopened to traffic, project work remains to include the demolition of the existing bridge and construction of north-side approaches, with completion scheduled for early 2014.

Project at a Glance

Project Manager: Bud Morgan
Contract Amount: \$134 million
Completion Date: January 2014
Float-in Date: January 2013
Status: On Time/Within Budget
Contractor: PCL

For more information:

http://www.virginia DOT.org/projects/hamptonroads/gilmerton_bridge_replacement_project.asp



Gilmerton Float-In

Projects Underway

James River Bridge (JRB) Warning and Barrier Gate Replacement

Isle of Wight County

Original Contract Amount: \$1.1 million

Current Contract Amount: \$1.3 million

Status: Work delayed (see below)

Estimated Completion Date: Spring 2013

Contractor: SDC Contracting

About the Project: The four warning gates at the approach to the lift span and the four barrier safety gates at the lift spans on the Route 17, James River Bridge (JRB) are being replaced. The work also includes rewiring of the gates to the bridge tender's house.

Current Status: The warning gates have been installed. Crews are installing barrier gate housings and making preparations to install barrier gates. Work on this project was delayed to accommodate a concurrent project to replace the generators for the lift span on the bridge. This project was delayed due to scheduling conflicts with other projects of regional significance. Following installation of the new generators in February, 2013, work on the barrier safety gates gained progress. After the installation of the barrier gates and testing, the project will be complete.



James River Bridge (JRB) Diesel Generator Replacement

Isle of Wight County

Estimated cost: \$1.2 million

Estimated Completion Date: Spring 2013

Contractor: W. F. Magann

Status: On Time/Within budget

About the Project: This project involves replacing the two standby diesel generators that serve as emergency backup power to operate the lift span in the event of power failure.

Current Status: The old generators have been removed and the new generators have been set in place. The remaining work to install connections and controls will continue without any impacts to marine or vehicular traffic using the bridge deck above the generator room.



James River Bridge

Projects Completed

James River Bridge (JRB)

Grid Deck Replacement

Isle of Wight County (Route 17)

Contract Amount: \$3.8 million

Completion Date: Winter 2013

Status: On Time/ Within Budget

Contractor: Curtis Contracting

About Project: This project removed the existing steel grid deck, performed various minor repairs to the deck sub-structure, installed a new steel grid deck, and balanced the counterweights of the lift mechanism. The riding surface of the lift span of the bridge on Route 17 over the James River is 415 feet in length and 29.5 feet wide in each direction.

Current Status: Crews completed both the north and south bound grid deck spans on Dec 17, 2012. The project was ahead of schedule and on budget.



Coming Soon

James River Bridge Rehabilitation

Estimated Cost: \$19 million

Estimated Construction Date: 2014

About the Project: This project will replace all the electrical, mechanical, and control components of the drive systems of this movable bridge.

Current Status: The design consultant was given notice to proceed on November 30, 2012. The construction advertisement is scheduled for March 2015.

Jamestown-Scotland Ferry



Proposed Project

Jamestown Ferry Boat

Estimated Cost: \$25 million

Estimated Date: Not yet established

About the Project: This project entails the design and construction of a new 70-passenger vehicle, double ended, steel hull ferryboat that will replace the Jamestown-Scotland Ferry system's oldest ferryboat, The Virginia. The intent of the Request for Proposal (RFP) is to secure the professional services of a Naval Architect/Marine Engineering firm to accomplish the design and construction management. Efforts will include developing design plans, specifications, bid documents, construction cost estimates, and project schedules for the ferry boat, including the design of all components and auxiliaries that meet all requirements of federal, state and local agencies that have jurisdiction over and input into the design.

Current Status: The Pre-Proposal Conference for potential offerors was held in late January of 2013. The Request for Proposal for Professional Services is currently advertised and was originally scheduled to close in February 2013. The closing date for the advertisement was changed to the end of March 2013 to allow offerors who reside outside of the Commonwealth of Virginia sufficient time to register their company in Virginia.

In Design

Jamestown Ferry Security Stations

Estimated Cost: \$2.4 million

Estimated Date to Begin: Fall 2013

About the Project: This project consists of replacing the existing security stations with permanent ones on both sides of the river. These stations will be equipped with a canopy over the screening area so that customers, as well as VDOT employees, will be protected from the elements should they have to exit their vehicles. Also included are access control devices, gates, lighting, variable message boards, and other utilities which can be used either in security events or weather related closures. There are also some minor improvements to be made to the approaching roadways.

The portable security stations that are currently in place were designed to be temporary and are past their useful lives. To replace these stations, VDOT applied for and received a federal grant of \$1.94 million, requiring a state match of \$500,000. Since the Jamestown Ferry is considered a part of a historical tourism destination, VDOT will make effort to install facilities that reflect the historical appeal of Jamestown and Surry.

Current Status: At this time, initial designs have been reviewed but not approved. Utility relocation has begun in anticipation of the project which will begin in fall 2013.

Projects Underway

Dynamic Message Sign Retrofit Project

Estimated cost: \$14.4 million

Estimated Completion Date: Fall 2013

Contractor: Elite Company

Status: On Time/Within Budget

About the Project: This is a phased project to “retrofit” a total of 117 electronic message signs in the Hampton Roads District. Retrofitting is a proven technique that allows existing electronic sign structures and sign housings to be reused rather than replacing the entire signs at each location. The internal electrical and mechanical components are replaced with more reliable, state-of-the-art technology. The retrofit process does not require changes in roadway, pavement or soil disturbance. The process involves removing the signs and replacing the components and electrical wiring. The signs are then reinstalled and field tested before becoming operational again.

Current Status: The first phase of the project was completed in January 2013, with 44 signs on arterial roadways and along I-64, I-264 and I-564 replaced at a cost of \$6.1 million. The second phase of work on 37 signs on the HOV/Reversible Roadway and the I-264 HOV/Diamond Lanes was completed in March 2013 at a cost of \$3.7 million. A third phase of 36 additional signs has been initiated, which will complete the retrofitting of the remaining signs in various locations on arterial roadways and along I-64, I-264, I-464, I-564 and I-664. This third and final phase of the project is scheduled for completion in fall 2013, at a cost of \$4.6 million as part of the operations and maintenance contract.



Under Study

I-64 Hampton Roads Bridge-Tunnel (HRBT) Study and Environmental Impact Statement (EIS)

Study Cost: \$5 million

Contractor: RK&K

About the Project The Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) are conducting a study of the I-64 Hampton Roads Bridge-Tunnel (HRBT) corridor from I-664 in Hampton to I-564 in Norfolk (approximately 11 miles). The purpose of this study is to develop alternative solutions to address insufficient transportation capacity and correct roadway, bridge and tunnel deficiencies in the corridor. Alternatives have been evaluated using several criteria, including their potential environmental impacts. An Environmental Impact Statement (EIS) is being prepared using input from the public and from various state and federal agencies, in accordance with the National Environmental Policy Act (NEPA).

Study Schedule

Project Initiation: May 2011

Citizen Information Meeting 1 (Scoping): July 2011

Citizen Information Meeting 2 (Alternatives): April 2012

Draft Environmental Impact Statement: December 2012

Location Public Hearing: January 2013

Commonwealth Transportation Board Action: Summer 2013

Final Environmental Impact Statement: Summer 2014

Current Status: The FHWA approved the Draft Environmental Impact Statement (EIS) on December 12, 2012. The Draft EIS was made available for public and agency review and comment from December 21, 2012 through February 13, 2013. Public hearings to present the findings of the study were held on Wednesday, January 23, 2013 in Norfolk and Thursday, January 24, 2013 in Hampton.

It is important to note that FHWA cannot consider drafting a Record of Decision to approve the preferred alternative until an appropriate level of funding has been identified and committed to the project. Currently there is no funding committed. Work on responding to comments and drafting the Final EIS will get underway following the selection of a preferred alternative.