PARALLEL THIMBLE SHOAL TUNNEL
In 1956, the CBBT Commission was enabled to build the fixed crossing.
The Revenue Bonds were issued in August 1960
Construction commenced in September 1960
Construction complete and opened to traffic on April 15, 1964
The CBBT Commission was enabled by the General Assembly and Governor to build the Parallel Crossing in 1990.
Phase I (Parallel Bridges) construction began in July 1995
Phase I was fully completed in July 1999.
Trench-type tunnels:
- Thimble Shoal Channel Tunnel: 5,734 ft.
- Chesapeake Channel Tunnel: 5,423 ft.
- Tunnel Clearance – 13’ 6”; 24’ horizontal
Parallel Crossing Phase II-A (Parallel Thimble Shoal Tunnel):

- May 2013 – Commission Adopts Resolution to accelerate this phase
- August 2013 – Commission Adopts Revised Toll Rate Structure
- November 2013 – Unsolicited Proposal from PC2
- January 2014 – Toll Rate Schedule Implemented
- April 2014 – PC2 Proposal Rejected
- June 2015 – Anticipated Design-Build RFQ Advertisement
- June 2016 – Anticipated Design/Construction Commences

Parallel Crossing Phase II-B (Parallel Chesapeake Tunnel):

- 2030 to 2040
Parallel Thimble Shoal Channel Tunnel Design

Modified Transverse
Reasons for Parallel Thimble Shoal Channel Tunnel

• No alternative route in the event of accidents or disabled vehicles or tunnel structural/mechanical interruption. Accidents or disabled vehicles occur on average 25 times per year.

• Existing tunnels are 50 years old. By the time Chesapeake Channel Tunnel is paralleled with Parallel Crossing, Phase II-B, the existing Chesapeake Channel Tunnel will be 75 years old.

• Oversized escort loads create an average of 338 different lane closures per year in the tunnels, resulting in increased crossing times for customers.

• Ordinary maintenance work in the tunnels creates an average of 1400 hours of tunnel lane closures per year, resulting in increased crossing times. This does not include major project hours such as will be experienced for the roadway repair project.

• Improvement in levels of service and safety for customers to be able to experience a tunnel without contraflow.

• Thimble Shoal Channel Tunnel construction is prioritized by the Commission vs. Chesapeake Channel Tunnel construction as a result of:
  – More expensive
  – Longer of the two crossings
  – Greater construction and operational risks due to greater maritime volumes
No subsidies from the Federal Government, State or Localities
Recommended Financial Plan

- Utilize a Design-Build procurement method
- Increased tolls by an average of 10% in January 2014 and again every 5 years thereafter
- Utilize financing package of toll revenue bonds, TIFIA loans and previously escrowed general funds.
- Total Project cost of $819,767,442

**Sources of Funds**

- Toll Revenue Bonds: 41.0%
- TIFIA Loan: 28.1%
- General Fund: 29.1%
- Other: 1.8%

**Uses of Funds**

- Design & Engineering: 4.5%
- Construction Cost: 80.6%
- Debt Service Reserve Fund: 4%
- Existing Bond Defeasance: 10.6%
- Other: 0.3%
PARALLEL THIMBLE SHOAL CHANNEL TUNNEL

For up-to-date information, news releases, project documents, and more as it pertains to the Parallel Thimble Shoal Channel Tunnel Project, please visit the CBBT’s website at www.cbbt.com/parallelthimbletunneloverview.html