

Tunnel Fabrication US 58 West Midtown Tunnel

Delivering an Efficient, Connected Transportation Network | Operated by 



Elizabeth River Tunnels

For more information about the Project, including the Comprehensive Agreement and other Project documents and to sign up for Project updates, please visit www.DriveERT.com

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*For inquiries about tolls or billing issues related to the Elizabeth River Tunnels Project, contact the ERT Customer Service Center directly at **1-855-ERT-ROAD or customerservice@DriveERT.biz***

Providing a Region-Wide Transportation Solution

The existing US 58 Midtown Tunnel is the most heavily traveled two-lane road east of the Mississippi. Since it opened in 1952, population has increased nearly 70% and tunnel usage by 600%. A second tunnel is being built to relieve congestion and improve safety by eliminating bi-directional traffic in the existing Midtown Tunnel.

Construction of the new US 58 West Midtown Tunnel began in 2013. The new tunnel will be built adjacent to the existing Midtown Tunnel—bi-directional traffic in the existing Midtown Tunnel will be converted to one-way. The new tunnel will carry westbound traffic from Norfolk to Portsmouth. Eastbound traffic will use the existing tunnel.

New construction includes:

- A new two-lane tunnel under the Elizabeth River adjacent to the existing US 58 Midtown Tunnel.
- Interchange improvements in Norfolk at Brambleton Ave. and Hampton Blvd. to enhance traffic flow.



Tunnel Fabrication: Sparrows Point, Maryland

Construction of the new Midtown Tunnel elements at Sparrows Point, Maryland is complete. Each of the 11 rectangular tunnel elements is cast of reinforced concrete with temporary bulkheads at each end so that the elements will float. Once the elements were complete, they were towed down the Chesapeake Bay in two litters to the Project site in Portsmouth for placement.

With input provided by local police, fire, ambulance and first responders, the design enables enhanced emergency response and evacuation readiness. State-of-the-art safety features



in the new tunnel include a separate escape corridor, jet fans, deluge system, fire sensors, fire alarms/extinguishers/hose connections, motorist aid phones, fireproofing and video monitoring for traveler safety.

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About the Project

The Elizabeth River Tunnels Project is a public-private partnership of the Virginia Department of Transportation and Elizabeth River Crossings, OpCo LLC. Located in Norfolk and Portsmouth, Virginia, the Project includes:

- A new two-lane tunnel under the Elizabeth River adjacent to the existing Midtown Tunnel
- Significant rehabilitation, fire, life and safety improvements to the existing Midtown and Downtown tunnels
- Extension of the U.S. 58 Martin Luther King Freeway from London Boulevard to Interstate 264 (I-264), with an interchange at High Street, creating an efficient, connected transportation network
- Modifications to the interchange at Brambleton Avenue/Hampton Boulevard in Norfolk
- Complete operations and maintenance responsibilities of the Elizabeth River Tunnels and associated roadways
- An annual subsidy to Hampton Roads Transit to increase bus service between Portsmouth and Norfolk to the highest levels of service, creating a cost-efficient alternative to driving

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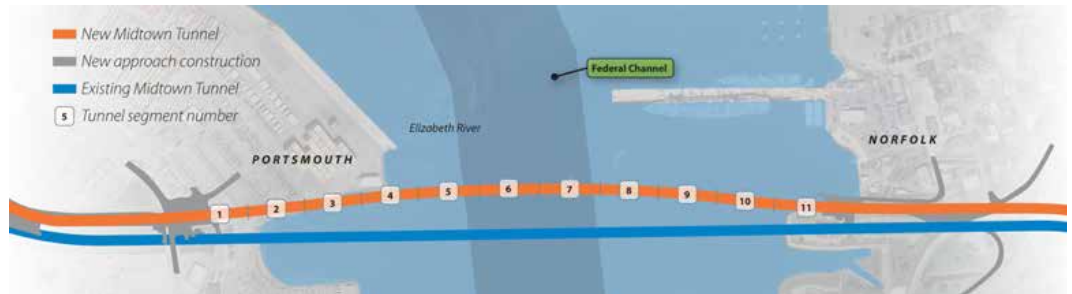
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Marine Operations

Before placing the new tunnel elements, a trench was dredged in the Elizabeth River and excavated on land. Approximately 1.2 million cubic yards of material was dredged and 80,000 cubic yards excavated. For the land excavation and a portion of the dredging, a steel support of excavation (SOE) system was installed to protect the adjacent existing tunnel and to support the excavation. Ground within the system will be removed to make way for the new tunnel.

Approximately two and a half elements of the new Midtown Tunnel were built under the federal channel and an active waterway.



Norfolk and Portsmouth Approaches

The Norfolk approach roadway connects directly with the existing westbound lanes, thereby minimizing work in the existing interchange. The vertical alignment required to meet the Norfolk approach will necessitate the expansion of the current peninsula by installing some earth into the river. This required expansion was kept to a minimum.

The Portsmouth approach roadway yields a simple curve that fits within the existing right-of-way. The port access road will be relocated permanently, while temporary relocations of other roads and railways are required during construction, particularly within the port property.

Motorists should expect periodic lane closures or weekend tunnel closures for construction activities, but the current routes will remain open during work hours and workdays. Rehabilitation on the existing Midtown Tunnel will not begin until the new tunnel is built and open to the motoring public.

The new US 58 West Midtown Tunnel is scheduled for completion in Q4 2016.

Visit the Travel Impacts page on DriveERT.com for more information.