

# Tunnel Rehabilitation Downtown and Midtown tunnels

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## 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](http://www.DriveERT.com)

To report an incident or maintenance issue at the Elizabeth River Tunnels, call our 24-hour hotline: **1-855-ERT-ROAD (1-855-378-7623)**

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](mailto:customerservice@DriveERT.biz)**

**Providing a Region-Wide  
Transportation Solution**

### What is being done?

Rehabilitation of the I-264 Downtown Tunnel and the Route 58 Midtown Tunnel consists of structural, fire, life and safety improvements including:

- Tunnel fireproofing for structural protection
- New jet fan ventilation systems
- LED tunnel lighting
- Tile and concrete repairs
- Exit and safety signage

The improvements being made will extend the life of the facilities as well as improve safety and increase energy efficiency. Rehabilitation of these aging facilities is dictated by Federal Highway Administration (FHWA) requirements, including National Fire Protection Association Code 502 (NFPA 502).

### Why are closures necessary?

Full tunnel closures and single lane closures are necessary for the safety of both the workers and motorists, as much of the rehabilitation work is being done overhead and crosses the center line of the tunnel.

### Tunnel closure information

Rehabilitation of the I-264 Downtown Tunnel may require weeknight single-lane and full tunnel closures as well as full weekend tunnel closures. During full tunnel closures, motorists should familiarize themselves with the alternate routes ahead of time and allow extra time to reach their destinations.



Primary detour routes (signed detours):

- I-64 High Rise Bridge
- South Norfolk Jordan Bridge (toll)

Other alternate routes include:

- Route 58 Midtown Tunnel (toll)
- Route 13 Gilmerton Bridge

\*Gilmerton Bridge available based on current construction schedule. Visit [Gilmertonbridge.org](http://Gilmertonbridge.org) for updates.

### How long will rehabilitation take?

I-264 Downtown Tunnel rehabilitation is in progress and is expected to continue through 2015. Midtown Tunnel rehabilitation could begin as early as Q4 2016 and is scheduled for completion by Q2 2017.

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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

Motorists are also encouraged to check the DriveERT.com Travel Impacts page for the latest information on closures and work activities; call 511 for traffic information and follow us on Twitter @DriveERT.

## DID YOU KNOW?

### Downtown TUNNEL

- The tunnel was first known as the Norfolk-Portsmouth Bridge-Tunnel and the First Tunnel.
- The first Downtown Tunnel tube, which is now used for westbound travel, opened May 23, 1952, at a cost of \$23 million and is 3,350 feet in length from entrance to exit.
- The second tube, used for eastbound travel, opened on March 4, 1987, and is 3,813 feet in length from entrance to exit.
- The average daily Downtown Tunnel traffic in 1953 was 12,900 vehicles. Today, traffic averages 67,228 vehicles per day.
- The lowest point of the Downtown Tunnel is 92 feet below the lowest expected water level.

### Midtown TUNNEL

- The tunnel was first known as the Norfolk-Portsmouth Tunnel and the Second Tunnel.
- The current Midtown Tunnel opened on September 6, 1962, at a cost of \$41.7 million and is 4,194 feet from entrance to exit.
- Average daily traffic in 1963 was 8,400 vehicles. Today, traffic averages 32,194 vehicles per day.
- The lowest point of the Midtown Tunnel is 87.8 feet below the lowest expected water level.

### ERT Restrictions

- Maximum Vehicle Height: 13 feet 6 inches, without special DMV permit
- Maximum Vehicle Width: Up to 8 feet 6 inches (without permit)  
From 8 feet 6 inches to 11 feet (with permit)
- Maximum Weight: 80,000 pounds
- No pedestrians, bicyclists, or mopeds are allowed to travel through either tunnel.