

Elizabeth River Tunnels Project

Portsmouth to Norfolk, VA

Project Stats

Owner

Virginia Department of Transportation (VDOT)

Engineer

WSP - New York

Delivery Method

Design-Build, Design-Build-Operate-Maintain (DBOM), P3/Design-Build-Finance-Operate-Maintain (DBFOM)

Construction Cost

\$1.49B

Start Date

December 2012

Completion Date

May 2017

About the Project

The Existing Midtown Tunnel is a 50-year-old facility and, prior to the addition of the New Midtown Tunnel, carried a million vehicles a month. Since the tunnel was built, the population has increased nearly 70 percent and tunnel usage has gone up by 600 percent. The New Midtown Tunnel is critical for motorists, the region's economy, the efficient movement of goods and services and the quality of life. Skanska is working with VDOT to design, build, construct, finance, operate and maintain the Elizabeth River Tunnels. Construction will be carried out by SKW Constructors, a design-build joint venture managed by Skanska USA Civil Southeast Inc. The design is provided by Parsons Brinckerhoff and Volkert & Associates. The project includes:

- A new two-lane tunnel under the Elizabeth River connecting Norfolk and Portsmouth.
- Southbound extension of the Martin Luther King to Interstate 264, with an additional interchange at High Street.
- Rehabilitation of the Midtown and Downtown tunnels and approaches, tunnel segments constructed at Sparrow's Point, MD, and towed down the Chesapeake Bay.
- Portsmouth side connects the new tunnel to Pinners Point Interchange, which was also constructed by Skanska. Norfolk side includes approach modifications, drainage improvements and utility relocations. Under the comprehensive agreement with Elizabeth River Constructors (ERC), VDOT will maintain ownership of the infrastructure and oversee ERC's activities. ERC will finance and build the facilities, then operate and maintain them for the 58-year concession period.