



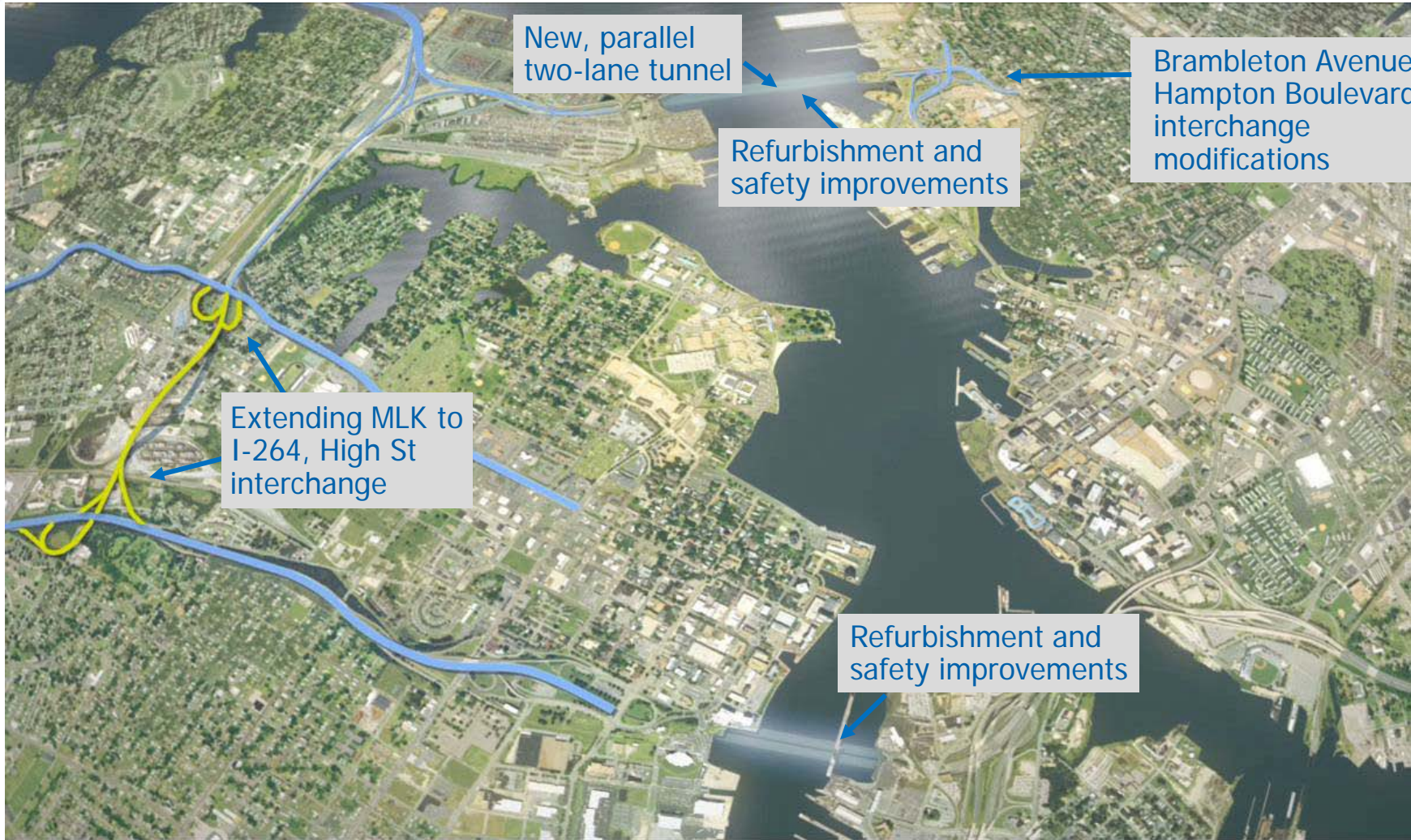
**ELIZABETH RIVER  
CROSSINGS**

## Downtown Tunnel/Midtown Tunnel/MLK Extension Project

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Virginia Department of Transportation (VDOT)

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# Project Overview



# Value to the Region

- Reduces congestion and travel time
- Reduces idle time, saving fuel and lowering emissions
- Creates seamless connection to I-264
- Extends useful life of existing tunnels
- Ends bi-directional traffic in Midtown Tunnel
- Improves reliability and connectivity
- Enhanced public transportation services made available through partnership with Hampton Roads Transit



# Value Beyond Traffic Improvements



## Direct Economic Stimulus

- Over \$1 billion in construction works
- Built by local companies
- Built by local labor
- Utilizes local suppliers and contractors



## Promotes Economic Development

- \$170 to \$254 million increase in regional productivity<sup>1</sup>
- Long-term economic development
- Access to 2,000 more jobs<sup>2</sup>
- Local projects can be prioritized



## Local Job Creation

- Over 500 construction jobs directly created
- Over 1000 jobs indirectly created
- 200 facilities maintenance and operations jobs
- Small, women, minority owned business involvement
- Apprenticeship Programs

# Delivering Infrastructure Today

- Why is this project developed as a 'public-private' partnership?
  - Allows the Commonwealth to leverage limited public dollars to deliver a complex project in a timely manner.
  - Private partner is making a substantial investment in the project - making it a reality
  - Private partner is bringing innovative construction and operation methods and technologies to ensure sustainable and efficient operations for the life of the partnership.
  - Private partner assumes risk of delivering the project on a performance-based, fixed-price, fixed date contract, protecting users and taxpayers from cost overruns and delays.
  
- VDOT will always retain ownership of the assets and oversight of ERC



# Key Business Terms



## Investment

- Value of Comprehensive Agreement is \$2.1 billion
- ERC to finance, design, build, operate and maintain facilities
- ERC to provide \$1.7 billion investment
- Commonwealth providing contribution of \$362 million to specifically lower toll



## EZ Pass Tolls

- Tunnels  
Auto off-peak: \$1.59; Peak: \$1.84  
Truck off-peak: \$4.77; Peak: \$7.36
- MLK Extension  
\$0.50 for tunnel users  
\$1.00 for non-tunnel users



## Terms

- 58 Years

# Elements Constructed in Graving Dock



# Ballast Tanks



Ballasts tanks built into tunnel sections



Adding end bulkheads

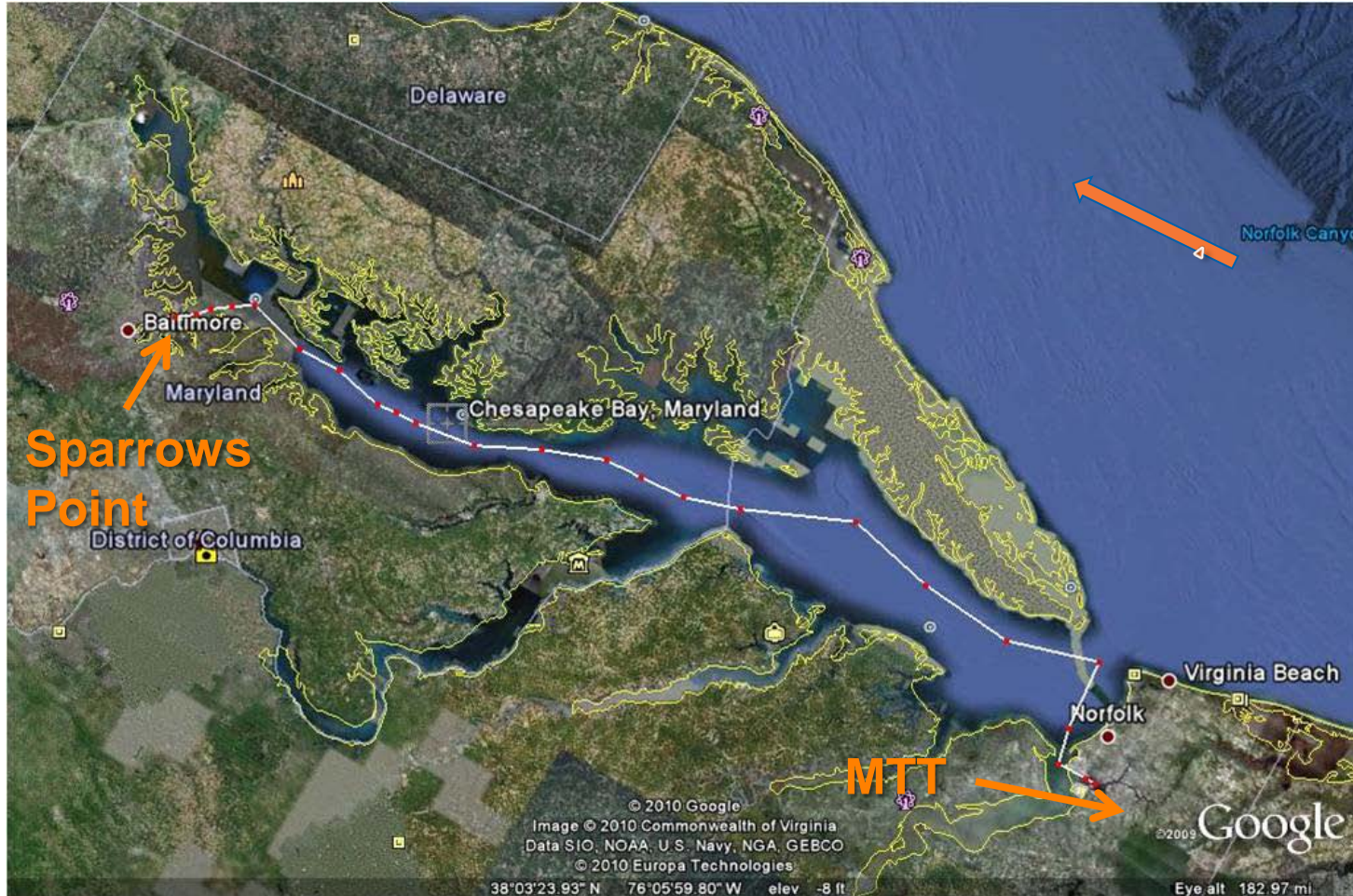
# Ready for Float-Out



# Float-Out and Transport



# Tow Down the Bay 200 miles

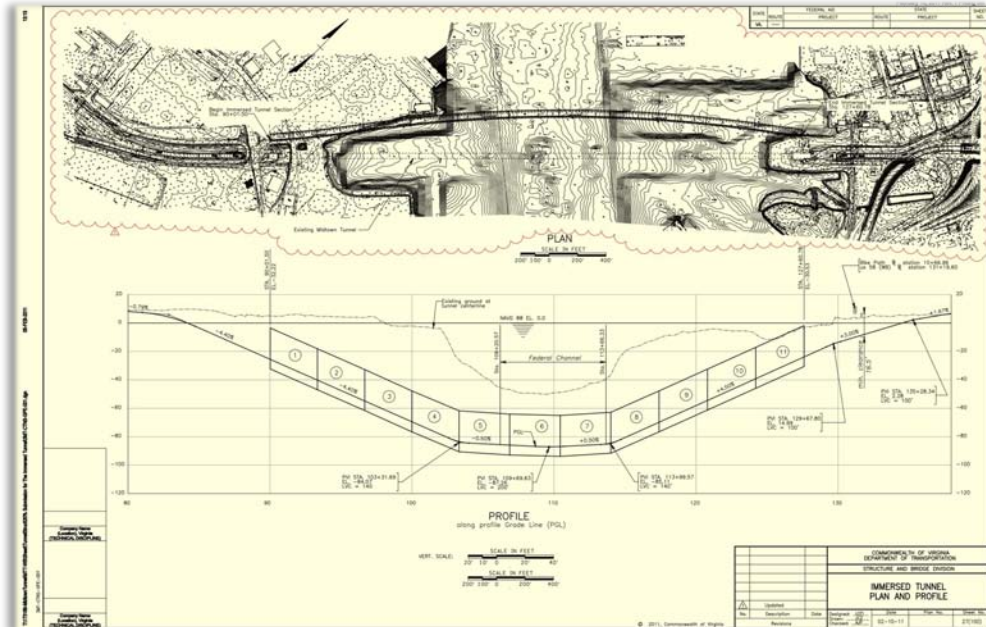


# Dredging and Prep Work



Tunnel elements will be placed sequentially

Approximately 1.5 million cubic yards of material will be dredged



# Element supported by Lay Barge



# Element Immersion



## Catamaran Lay Barge

Horizontal alignment  
controlled by anchor  
winches attached to  
the Lay Barge



# Bulkhead Removal Making Connections



- Water is pumped out of the area between the bulkheads
- Creates an air void
- Hydrostatic pressure provides additional push
- Bulkheads removed at the joint



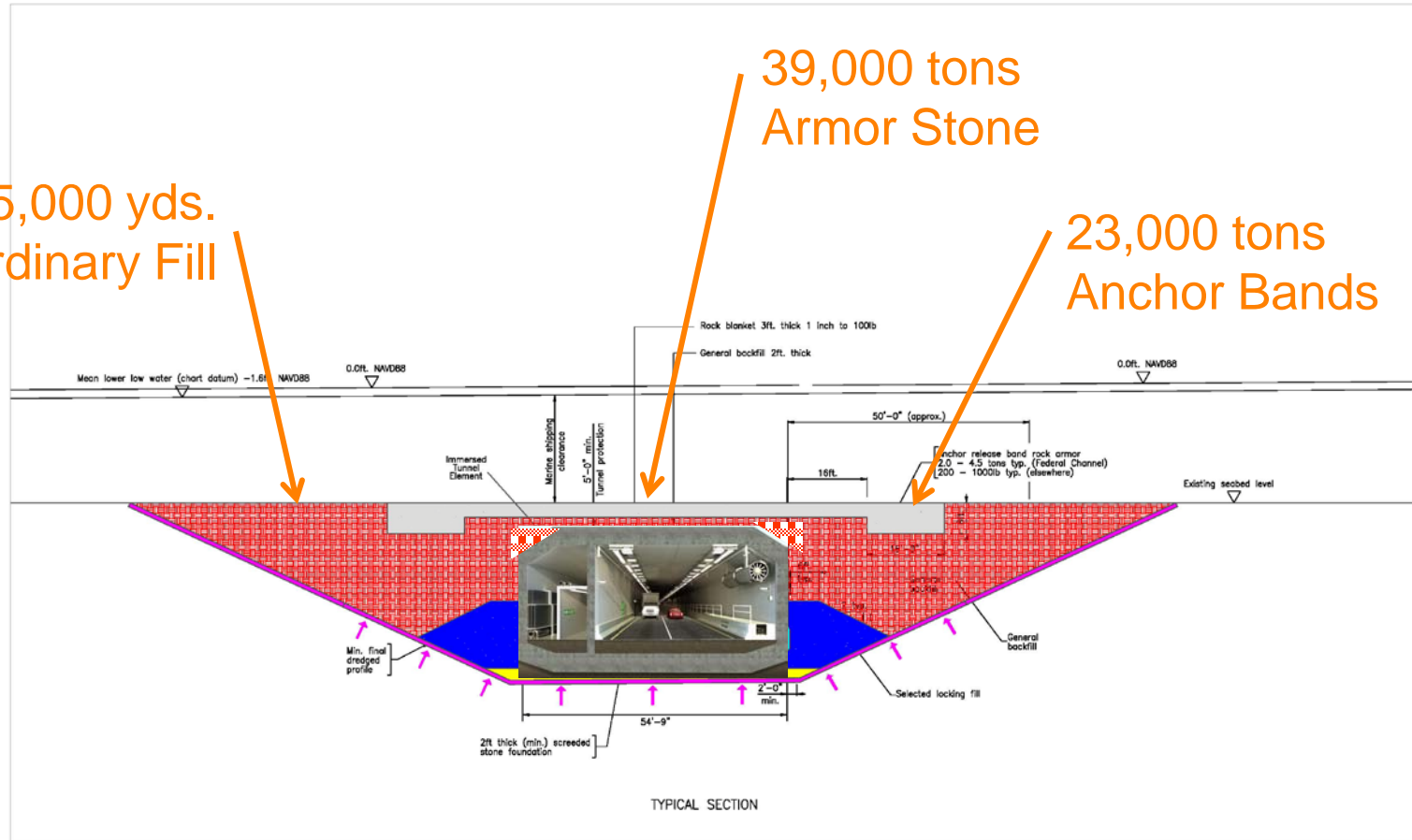
Making the connection between elements

# Place Ordinary Fill and Armor Stone

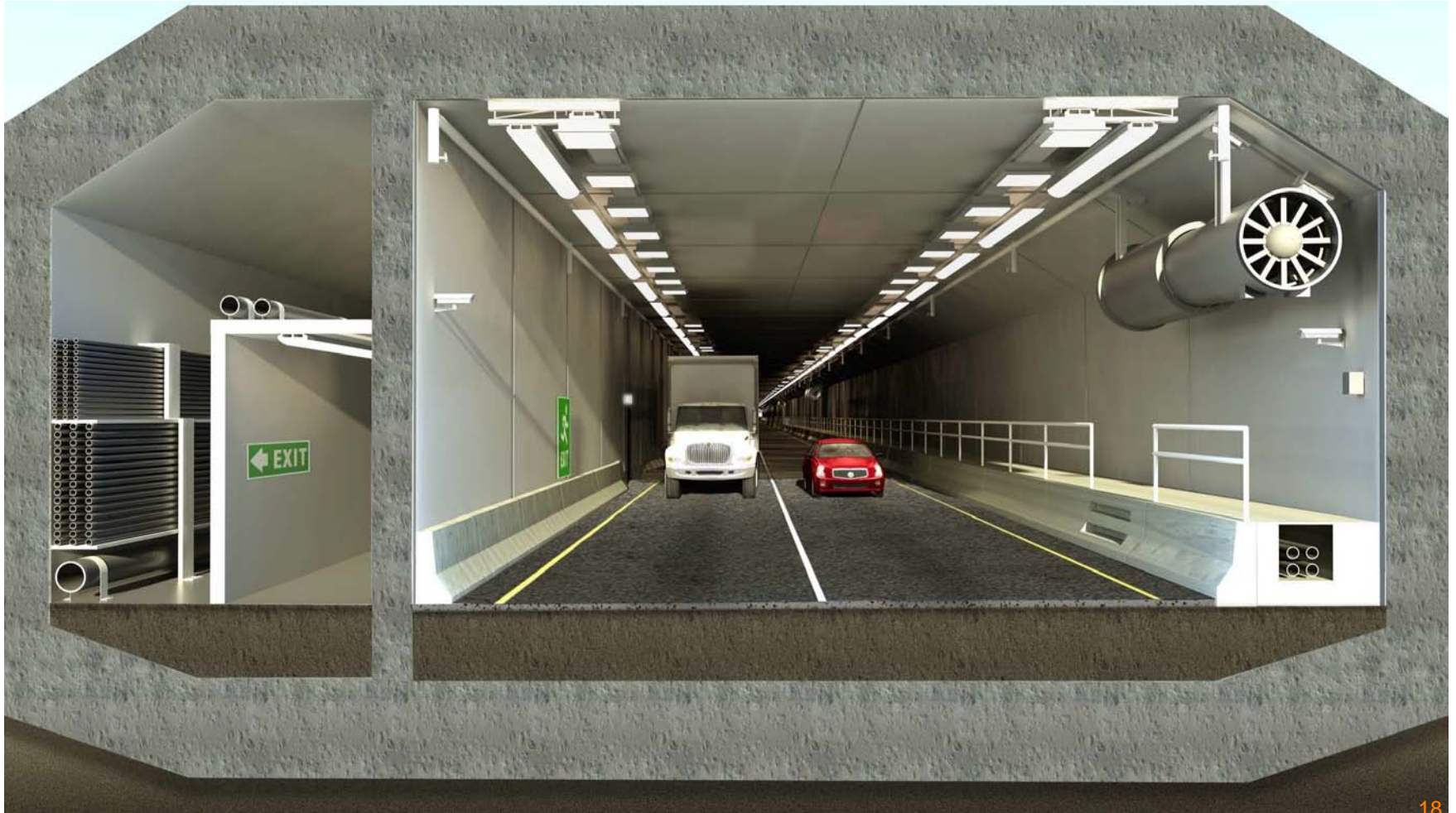
555,000 yds.  
Of Ordinary Fill

39,000 tons  
Armor Stone

23,000 tons  
Anchor Bands



# Midtown Tunnel ITT Typical Section

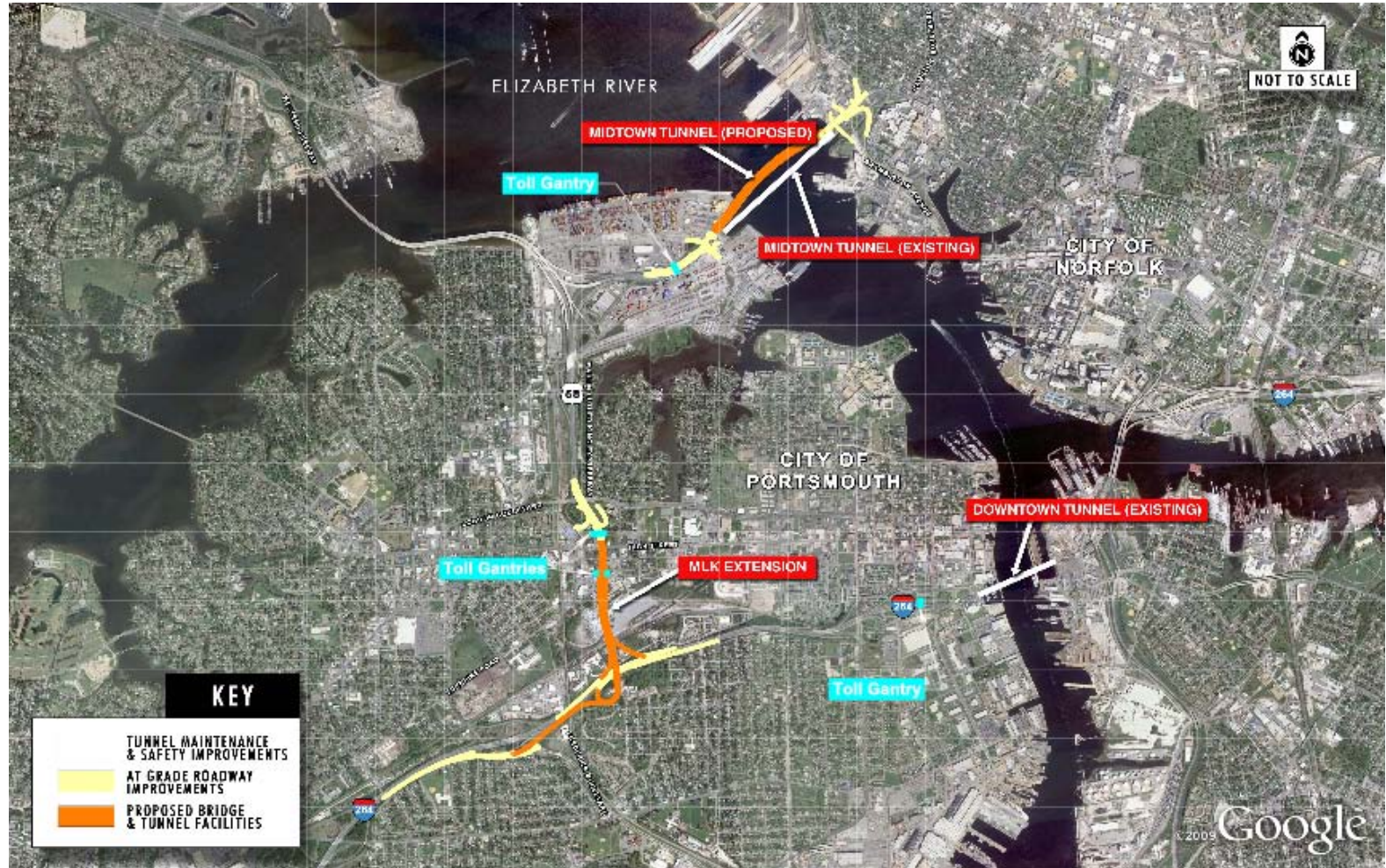


# MLK Expressway Alignment



# Project Overview

## Gantry Locations



# What determines the toll rates?

- A number of factors contribute to determining the toll rates, including scope of the project and how it will be funded initially and in the long-term.
- Toll rate:
  - Is used to fund the cost of upfront design and construction, as well as ongoing capital and lifetime operations and maintenance costs.
  - Will not escalate until substantial completion of the new Midtown Tunnel.
- Toll escalation:
  - Accounts for increases in costs for operations and maintenance as materials, supplies and labor costs increase.
  - Sets maximum allowable rate.

# How will tolls be collected?

- **There will not be toll booths; no cash will be accepted on-site for payment**

- Overhead arches, called “gantries,” will electronically accept payment or be used to generate an invoice
- This is called “all electronic tolling” and is a proven, safe way to collect tolls without creating congestion

- **Tolls can be paid via E-ZPass® or by invoice**

- E-ZPass® is an automatic, electronic toll collection system that efficiently moves traffic through toll facilities along much of the East Coast
- E-ZPass® is well established and is used in 14 states, including Virginia

- **If a driver does not have E-ZPass®, an invoice will be mailed to them**

- Invoiced customers will be charged for cost recovery, which by Virginia law is capped at two times base toll rate.
- Payment can be made by mail, online or telephone



# How All Electronic Tolling Works

- The least expensive, easiest way for motorists to interact with All Electronic Tolling is via E-ZPass®

E-ZPass® can be obtained online, by telephone or in-person:

[www.ezpassva.com](http://www.ezpassva.com)

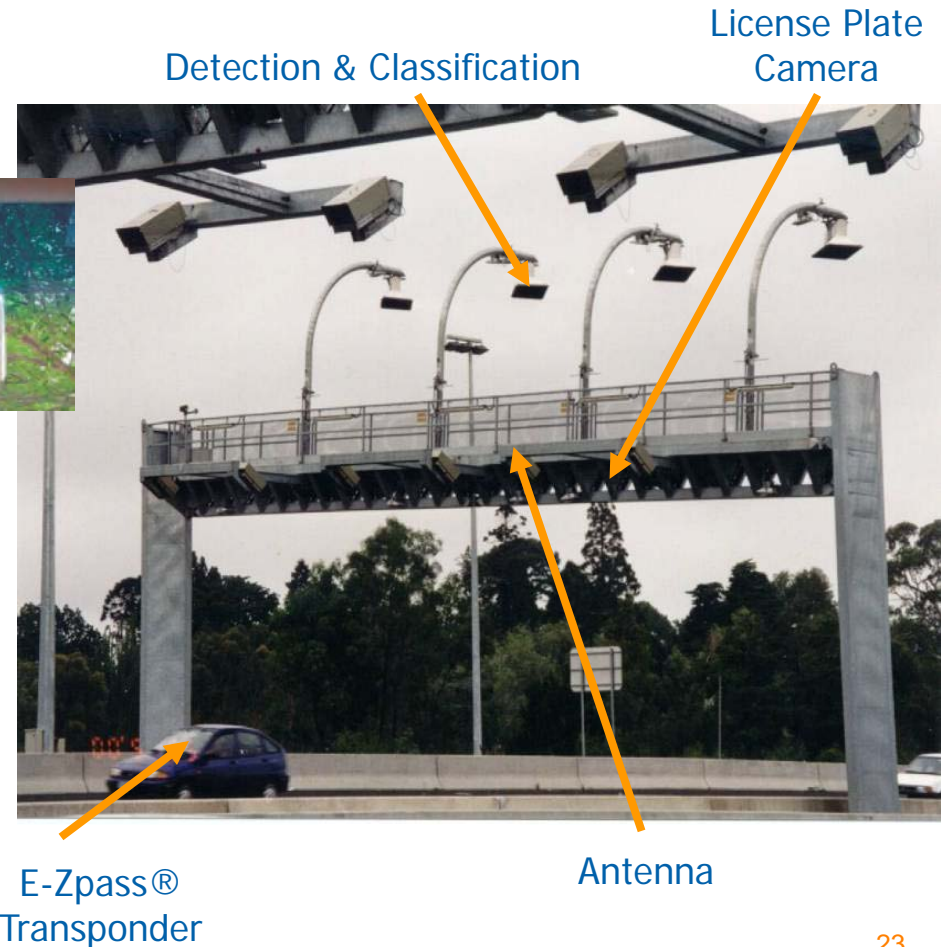
1-877-762-7824



- The transponder comes with adhesive mounting strips and easy-to-follow instructions to mount it on the interior windshield

- The transponder contains an electronic chip that is read by the toll “gantry.” The appropriate toll is electronically debited from your prepaid E-ZPass® account

## An All Electronic Toll Gantry Example



# What you can expect...



- Construction impacts will be limited.
- Continued outreach through all phases of construction and operations, through:
  - Public, community and individual meetings and presentations together with the cities of Norfolk and Portsmouth
  - Website postings and updates
  - Email subscriber updates
- Tolling information through education campaigns

# Where to get more Information



Find out more about the project:  
[www.MidtownTunnel.org](http://www.MidtownTunnel.org)

- VDOT Contact information:  
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