

Projects Underway

U.S. Route 460 Corridor Improvements Project (Suffolk to Petersburg)

About the Project: The U.S. Route 460 Corridor Improvements Project will provide a 55-mile, four-lane divided, limited-access highway between Petersburg and Suffolk. The new corridor would extend from the existing U.S. Route 460 to the I-295 interchange in Prince George County to the U.S. Route 58 bypass in Suffolk. The alignment would run parallel to the south of the existing U.S. Route 460. The Commonwealth Transportation Board (CTB) has approved the project. The Final Environmental Impact Study (EIS) and Record of Decision have also been approved by the Federal Highway Administration (FHWA). The project is procured as a Public-Private Transportation Act (PPTA) project, which allows VDOT to enter into an agreement with a private organization to design, finance and develop the project. The new corridor will be tolled and tolls will be used to pay for the project construction and development.

Current Status: The baseline project schedule was submitted for evaluation and approval is anticipated by the end of May. Upon approval of the schedule and administration documents, US 460 Mobility Partners will be able to bill for design activities. Preliminary indications are that the design builder intends to hold public hearings in early 2014. Field investigations are currently underway. The project team site location was selected in Northern Suffolk. Design will begin spring 2013 and right-of-way acquisition and construction are expected to begin in spring 2014.

Project at a Glance

U.S. Route 460 Corridor Improvements

Est. Cost: \$1.396 billion with the following funding sources:

- VDOT - \$753 million to \$903 million
- Virginia Port Authority - \$250 million
- Private sector tax-exempt bonds – \$243 million
- Contractor: US 460 Mobility Partners

Estimated Completion Date: 2018

For more information:
www.route460ppta.org



Elizabeth River Tunnels Project (ERT)

Cities of Norfolk and Portsmouth

Estimated Completion Date: 2017

About the Project: The Downtown Tunnel/Midtown Tunnel/Martin Luther King Expressway (MLK) Extension Project has been a top priority for the Hampton Roads region for many years. The project comprises the development, design, construction, finance and operation of a new two-lane tunnel parallel to the existing Midtown Tunnel under the Elizabeth River, maintenance and safety improvements to the existing Midtown and Downtown tunnels, extending the MLK from London Boulevard to Interstate 264, and interchange modifications at Brambleton Avenue and Hampton Boulevard.

The project is located between the cities of Portsmouth and Norfolk in Hampton Roads. Under a comprehensive agreement, VDOT will maintain ownership of the infrastructure and oversee Elizabeth River Crossing's (ERC) activities. ERC will finance, and build the facilities, then operate and maintain them for a 58-year concession period. The Martin Luther King Expressway will be extended from its current termini to create a limited access 4-lane expressway that will connect Route 164 to Interstate 264. This connector, between these two major local thoroughfares, will greatly reduce the amount of truck traffic that is currently experienced on the city of Portsmouth streets.

ERC to finance, design, build, operate and maintain facilities

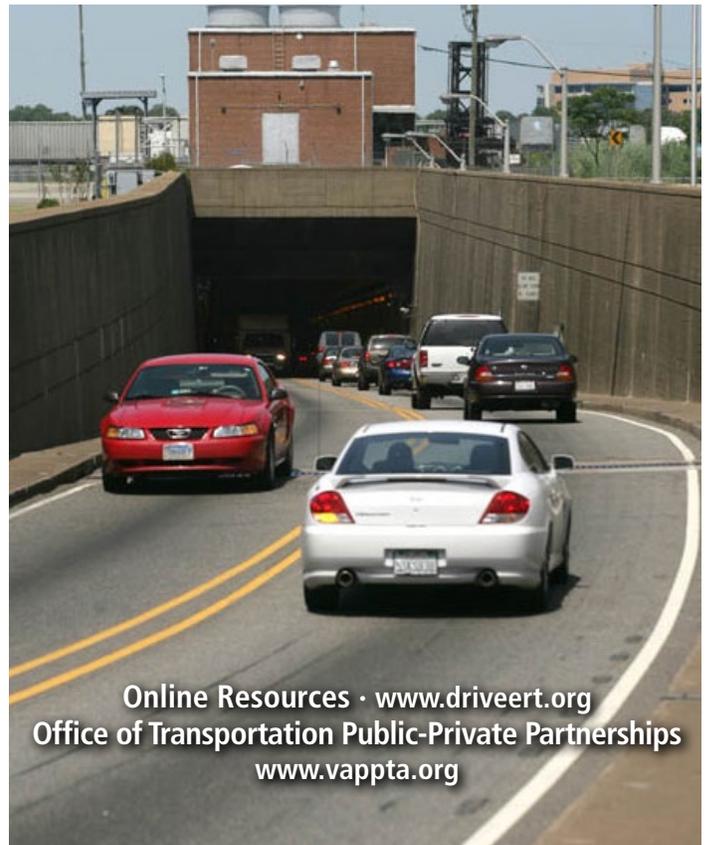
- New, two-lane Midtown Tunnel
- Refurbishment and safety improvements to existing Midtown Tunnel
- Extending Martin Luther King Expressway to I-264, High Street interchange
- Brambleton Avenue Hampton Boulevard interchange modifications
- Refurbishment and safety improvements to existing Downtown Tunnel
- Electronic Toll Gantries which will utilize E-ZPass or Pay-by-Plate

Current Status:

On March 9, 2013, a 4,500-foot long, 36-inch waterline was successfully installed beneath the Elizabeth River, replacing an existing 30-inch raw waterline that was located in the dredge path of the new Midtown Tunnel. As part of the preparation for fabricating the tunnel elements at Sparrows Point, Maryland, a Trial Casting Program is being used to create mockups of the tunnel to demonstrate and test procedures for casting, thermal control, and curing in order to control cracking of the concrete. Utility relocation continues for the Norfolk approach.

The Downtown Tunnel westbound rehabilitation will begin in August 2013, and will include a new ventilation system, electrical improvements, fire safety system, communications updates, improved lighting, and structural repairs. Eastbound rehab is slated to begin summer 2014. These activities will require single lane, as well as full tunnel closures.

Toll commencement was deferred from fall 2013 to Feb. 2014, on both the Downtown and Midtown Tunnels.



Online Resources · www.driveert.org
Office of Transportation Public-Private Partnerships
www.vappta.org