



PORT OF MIAMI TUNNEL PROJECT

Technical Fact Sheet



The Port of Miami Tunnel Project consists of three components:

- Tunnel connection between Watson Island and Port of Miami (Dodge Island)
- Connections to the Port of Miami roadway system
- Widening of MacArthur Causeway bridge

All three will be designed and built by the project concessionaire. (see *Public-Private Partnership Overview*.)

1. Tunnels connecting Watson Island and Port of Miami

- Tunnel length 3,900 feet
- Tunnel structure Two tunnels, each containing two traffic lanes, curbs, walkways, ventilation fans and additional safety features. They will connect Watson Island and the Port of Miami beneath Government Cut, the main shipping channel in Biscayne Bay, moving traffic eastbound (to) and westbound (from) the Port.
- Tunnel diameter 36 feet each
- Depth of tunnel The bottom of the tunnels will be approximately 100 feet below the surface of Government Cut at their deepest point.
- Construction Tunnel Boring Machine (TBM) (See Tunneling Process Fact Sheet.)

2. Connections to Port of Miami roadways

- The current internal Port of Miami roadway system includes a bridge that separates inbound cruise traffic from outbound cargo traffic. This bridge will be removed during tunnel construction and traffic will be rerouted.
- Three overlapping bridges will be constructed when the tunnel is complete, each to provide improved access for specific areas entering or exiting the Port. The new bridges will carry both cargo and cruise traffic.

3. Widening MacArthur Causeway bridge

- Bridge lanes

Will be expanded from three to four lanes in each direction

- 10-foot inside shoulder lane
- Four 12-foot traffic lanes
- 10-foot outside shoulder lane
- 6-foot sidewalk

The expanded width will create acceleration and deceleration lanes for trucks and buses using the tunnel, allowing them to avoid contact with other vehicles as they exit and enter the tunnel portals.

- Bridge lighting

Existing lighting will be adapted as necessary