



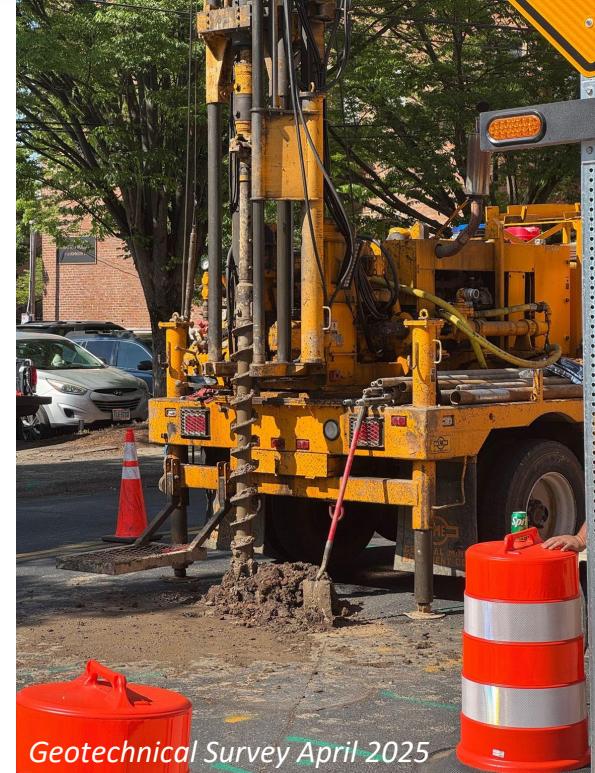
Update on Tunnel and Street Repairs and Long-Term Flood Mitigation Efforts at the Wharf

City Council Meeting
December 11, 2025



Design Timeline for Tunnel Repairs

- **March 2025 - present** – Surveying, geotech, design, permitting for repairs
- **October 2025** – Issue Invitation for Bids for Tunnel Repairs
- **December 2025** – Anticipate contract awarded
- **Late Winter 2026** – Work on Byers Street expected to begin



Geotechnical Survey April 2025



Repair Goals

A horizontal bar consisting of ten colored rectangular segments: dark purple, olive green, medium blue, grey, yellow, maroon, dark navy, light beige, teal, and olive green.

- Public safety first
- Minimize disruption to Wharf area as much as possible
- Cost-effective
- Long-term solutions
- Get downtown streets fully functional



Locations of Tunnel Repairs and Replacement



Immediate, high-impact repairs:

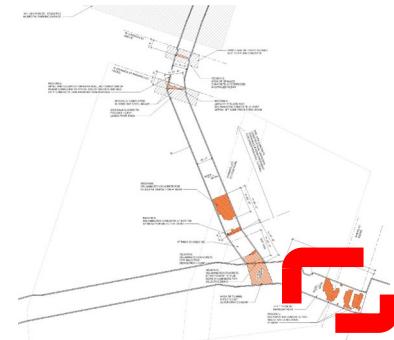
- Tunnel beneath **Byers Street**
- Tunnel beneath **West Johnson Street**
- Tunnel beneath **New Street**



Tunnel Conditions



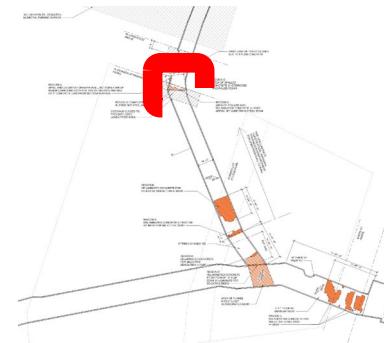
Severe concrete
delamination below Wharf
parking lot and **Byers Street**



Tunnel Conditions



Severe concrete spall and
rebar corrosion near
Johnson Street – full
width of ceiling

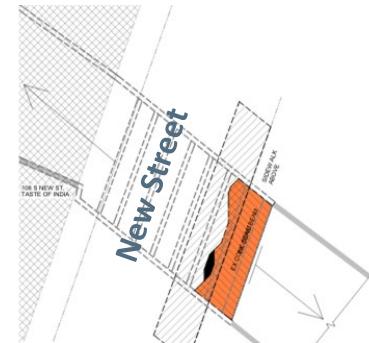




Tunnel Conditions



Concrete spall and cracks
under eastern side of
New Street





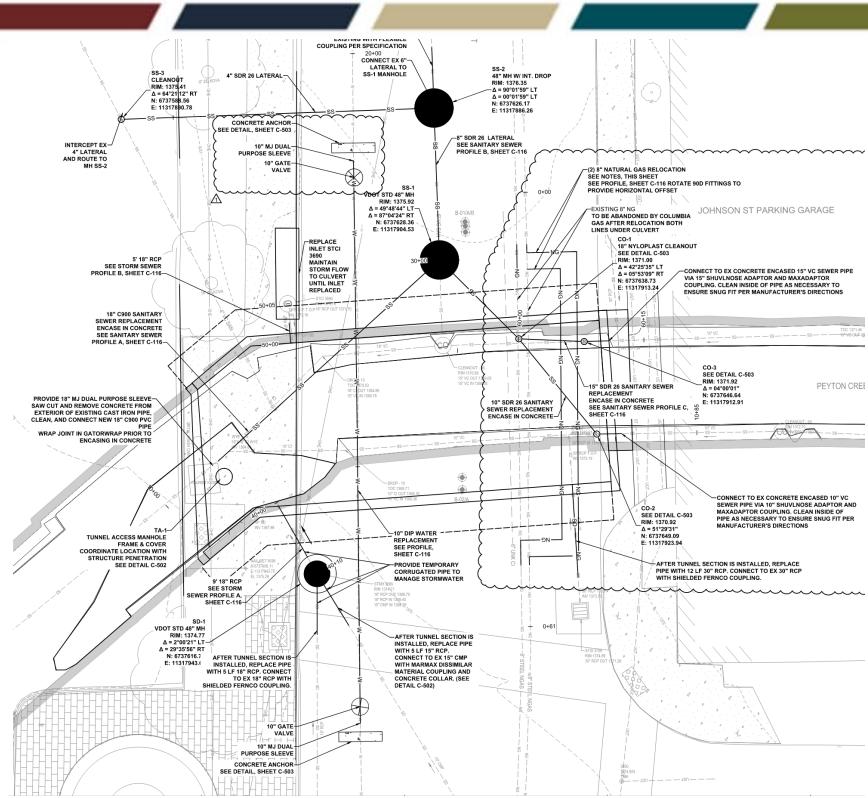
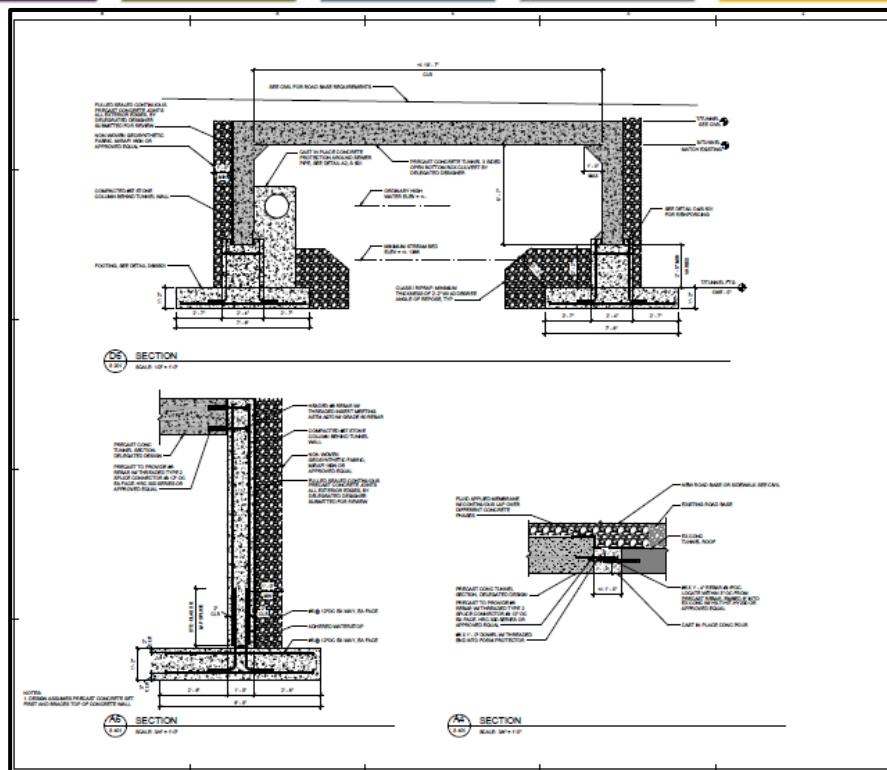
Approach for Repairs and Replacement

A horizontal decorative bar consisting of nine colored rectangular segments. From left to right, the colors are: dark purple, olive green, medium blue, grey, yellow, maroon, dark navy, gold, teal, and olive green. The segments are of varying widths and are separated by thin white gaps.

- Top-down approach (come down through road surface) due to safety
- Removal and replacement of tunnel walls and roof with reinforced concrete (Byers & Johnson)
- Partial removal of ceiling and repair (New St)
- Design and relocation of water, sewer, gas, and electric utilities



Complex Repair Process





Expected Timeline

A horizontal decorative bar consisting of ten colored rectangular segments. From left to right, the colors are: dark purple, olive green, slate blue, grey, yellow, maroon, navy blue, light beige, teal, and gold. The segments are of varying widths and are separated by thin white gaps.

Byers Street

Late Winter 2026 → Summer 2026

Johnson Street

Summer 2026 → Spring 2027

New Street

Completed by Late Spring 2027



Preconstruction Activity

A horizontal decorative bar consisting of several colored rectangular segments: dark purple, olive green, medium blue, grey, yellow, dark red, dark navy, light beige, teal, and olive green.

So what all needs to happen **prior** to “boots-on-the-ground” **construction activity**?

- Execute contract (\$4.62M)
- Preconstruction conference
- Review and approval of proposed construction schedule, pay item breakdown, bypass pumping plan, transportation management plan, materials “shop drawings” – includes delegated structural design
 - Only after shop drawings are approved can materials be ordered
- Some items have longer lead times, such as precast concrete items
- Prepare signage and procure materials
- One to two months timeframe for initial preparation period



Byers Street Parking Changes

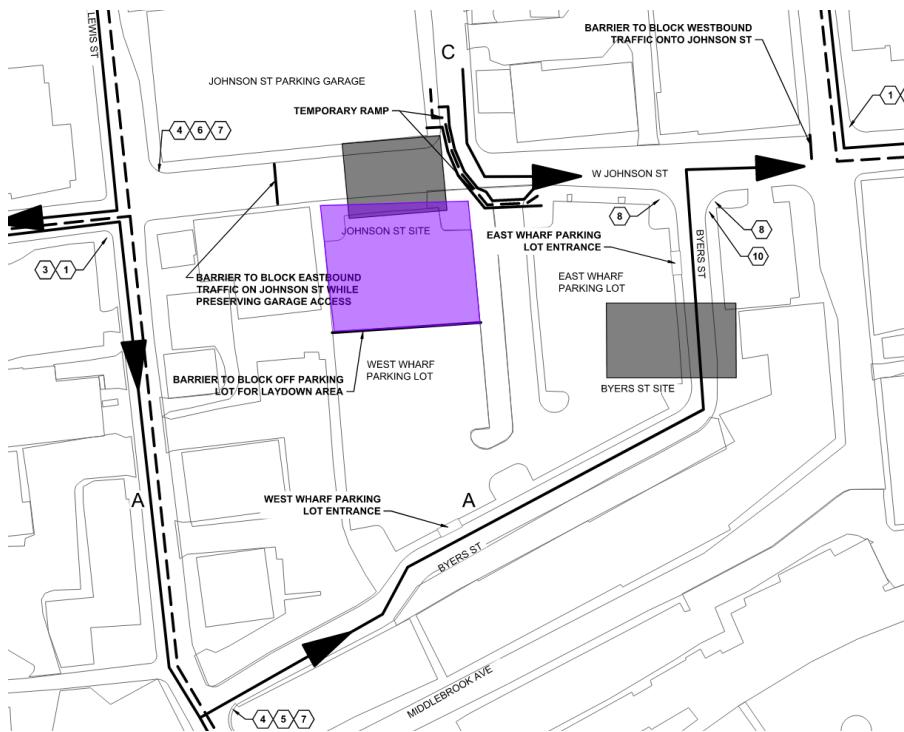
- Eastern portion of Wharf lot currently open will close
 - Staging area for construction
- Temporary reduction of on-street parking on Byers Street
- Maintain access to residence





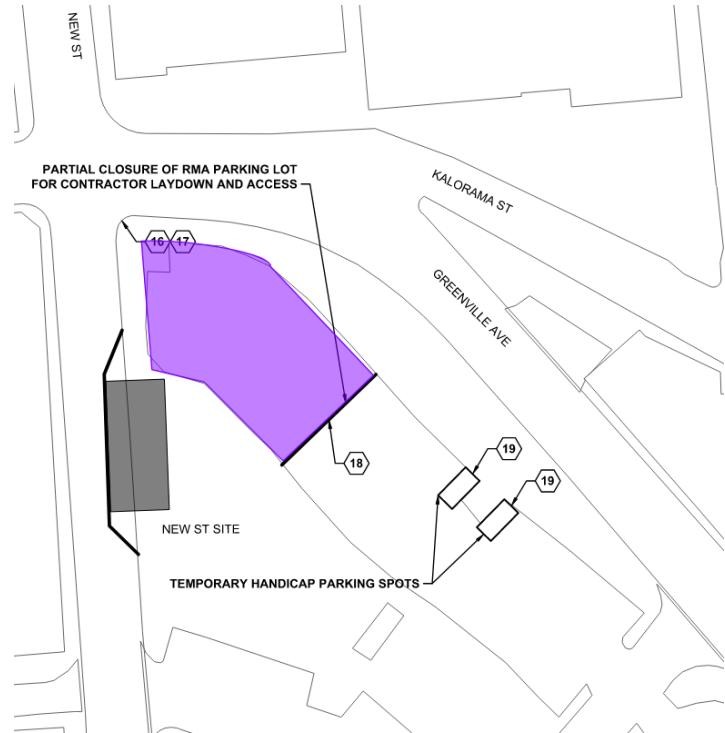
Johnson Street Traffic/Parking Changes

- Johnson Street will be closed between garage entrance and Central Ave
- Upper section of western side of Wharf will be used for staging area for construction; lower portion of western side will remain open
- Maintain vehicular and pedestrian traffic on Central Ave
- Detour routing



New Street Parking Changes

- South New Street is to remain open as much as possible to through traffic (currently one way)
- Additional on-street parking spaces will be closed
- Western portion of RMA lot used as staging area and site access





Post Construction Scene

A horizontal decorative bar consisting of ten colored trapezoids of varying widths. The colors transition from dark purple on the left to olive green on the right, with intermediate colors including blue, grey, yellow, maroon, dark navy, gold, teal, and another shade of olive green.

After project completion, what will look different from now?

- **Byers Street:**
 - Street will re-open to through traffic
 - Steel tube railing along street over creek will be replaced with Essex green bridge guardrail (similar to Mill St); ornamental fence above creek banks
 - Additional manhole access to sanitary sewer
 - (Lower section of eastern side of Wharf will still be closed)



Post Construction Scene

A horizontal decorative bar consisting of ten colored rectangular segments. From left to right, the colors are: dark purple, olive green, medium blue, grey, yellow, maroon, dark navy, light beige, teal, and olive green. The segments are of varying widths and are separated by thin white gaps.

After project completion, what will look different from now?

- **Johnson Street:**
 - Entire width of street will be open, including police entrance to garage
 - Four large trees on south side will have been replaced with younger ones
 - Additional manholes and valve boxes to access utilities and tunnel



Post Construction Scene

A horizontal decorative bar consisting of ten colored trapezoids of varying widths. The colors are dark purple, olive green, teal, grey, yellow, maroon, dark navy, gold, teal, and olive green, arranged from left to right.

After project completion, what will look different from now?

- **New Street:**
 - Parking spaces and sidewalk will reopen
 - Steel tube railing along street over creek will be replaced with Essex green bridge guardrail (similar to Mill St)
 - Additional valve boxes to access water line



Post Construction Scene

A horizontal decorative bar consisting of ten colored rectangular segments of varying widths. The colors transition through a spectrum: dark purple, olive green, teal, grey, yellow, maroon, navy blue, light beige, teal, and olive green.

After project completion, what will look different from now?

- **Inside the Tunnel (under the streets):**
 - Wider tunnel section (Byers & Johnson)
 - Precast solid walls and ceiling (no delamination or corrosion under street)
 - Relocated utilities (water and gas lines not suspended across the ceiling)
 - Debris removed from bottom (particularly at Johnson Street)
 - Increased cross sectional flow area for flood events



Support During Construction

- Wayfinding & Signage
- Pedestrian Access
- Parking





Support During Construction

- Support of Businesses
- Plan of Communication



Communication Plan

- Central Information Hub
 - Dedicated project webpage
 - Timelines
 - Progress updates
 - Construction photos
 - FAQs
 - www.Staunton.va.us/WharfRepairs
- Proactive Public Notifications
 - News releases before each construction phase

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WHARF TUNNEL REPAIRS

Font Size: + - Share & Bookmark Feedback Print



Contact Us
City Managers Office
540.332.3812

DOCUMENTS

- [Background History of Wharf Flooding](#)
- [Tunnel Update_April 10 2025 V3](#)
- [Daylighting Study Proposal - Sept. 12, 2025](#)
- [Bid J00125 - Johnson, Byers, and New Street Tunnel Repairs - Unofficial Results of Bid Opening](#)
- [Wharf Tunnel Repairs Update September 25 2025](#)

Underground tunnels carrying Lewis Creek and Gum Spring Branch (also called Peyton Creek) beneath parts of downtown and the Wharf area require immediate structural repairs. These tunnels, located under Byers Street, West Johnson Street, New Street, and the Wharf Parking Lot were found to have safety concerns during structural evaluation.

Out of an abundance of caution, the city restricted traffic and parking over these tunnel sections in March 2025. Now, comprehensive repairs are planned to restore full functionality to these important downtown streets while ensuring public safety.

- December 2025: Finalizing construction contract
- Jan/Feb 2026: Contractor begins planning, permitting, and coordination
- Late Winter 2026: Construction expected to begin

Why These Repairs Are Necessary

The need for tunnel maintenance became clear following the devastating floods in August 2020 that impacted downtown Staunton, particularly the Wharf area. The

Free viewers are required for some of the attached documents. [These can be downloaded by...](#)