

PROJECT DESCRIPTION

The Downtown Tunnel (DT), Midtown Tunnel (MT), Martin Luther King Freeway (MLK) Extension project is located in Norfolk and Portsmouth and is instrumental in addressing the region's transportation needs. A new tunnel, improvements to existing tunnels and the extension of the MLK Freeway to I-264 will increase capacity and reduce congestion - enhancing the economic vitality of the region.

The project includes the following elements:

- A two-lane tunnel under the Elizabeth River near the existing Midtown Tunnel;
- Maintenance and safety improvements to the existing Midtown Tunnel;
- Minor modifications to the interchange at Brambleton Avenue and Hampton Boulevard;
- Maintenance and safety improvements to the existing Downtown Tunnel;
- Extension of the Martin Luther King Freeway from London Boulevard to I-264, with an interchange at High Street and a full directional interchange at I-264; and
- Utilities replacement in Norfolk and Portsmouth.

The project also includes storm water management facilities, intelligent transportation systems such as electronic signs and traffic cameras, electronic tolling systems, and the installation of sound barriers.

The project area for the proposed Midtown Tunnel is located 1,500 feet west of the existing tunnel portal on the Portsmouth side of the river, to Brambleton Avenue in Norfolk. The Downtown Tunnel portion of the project is

along I-264, east and west, where it crosses the Southern Branch of the Elizabeth River. The proposed MLK Extension will begin on London Boulevard and extend to I-264, including improvements along the I-264 corridor from Frederick Boulevard to Des Moines Avenue. The project improvement lengths on I-264 are 8,000 feet - from Frederick Boulevard to Des Moines Avenue and the MLK Extension is approximately 4,700 feet - from London Boulevard to I-264.

Tolling

Motorists will not need to stop to pay tolls. *Open Road Tolling* combines electronic toll collection and video monitoring from an overhead gantry structure enabling motorists to pay tolls without stopping. Transactions are recorded either through a vehicle's E-ZPass™ transponder or license plate number. Toll rates will be established using "time-of-day" pricing, effective in reducing congestion. Higher toll rates during peak travel periods, such as morning and evening rush hours, will encourage users to travel during off-peak times when traffic and toll rates are lower.

E-ZPass™ transponders mount easily to the inside of a vehicle's windshield. Tolls are deducted from a prepaid account when the vehicle travels through the toll collection gantry. Motorists can establish an account and obtain a transponder by visiting www.ezpassva.com or by phone, 877-762-7824. For drivers who do not have a transponder, video imagery will capture the vehicle's license plate as it passes through the gantry. The toll invoice will be sent to the vehicle's registered owner. The owner can pay the invoice by mail, in person, by phone, or Internet.

The Route 13 Gilmerton Bridge and the I-64 High Rise Bridge will continue to offer convenient, free alternative routes.

Estimated Project Cost

Estimated Cost:
\$1.4 to \$1.9 Billion

Estimated costs include design, construction, operations and maintenance. Cost reductions continue to be achieved throughout the PPTA process.

The cost estimate is based on current information at the time this document was published and may change as the project design is further developed.

This Public-Private Partnership project will be financed through private capital, state and federal funds.

Environmental Review

A re-evaluation of the National Environmental Policy Act (NEPA) documentation for the project has assessed the social, economic, and environmental impact of the project on the community and surrounding area. It has been determined no significant impact will result from the construction of this project. The documentation was approved by the Federal Highway Administration (FHWA) in March 2011 and is available for your review at the public hearing or at the VDOT Hampton Roads District office, 1700 North Main Street, Suffolk, Virginia.

During construction, all reasonable efforts will be made to protect the environment with respect to dust control, dredged material, siltation and erosion. Storm water management facilities will be incorporated into this project. Construction will conform to the nationwide best management practices, VDOT specifications and special provisions and the Virginia Department of Soil and Water Conservation regulations. Shipping and maritime safety will be coordinated with the U.S. Coast Guard, the U.S. Navy and the port harbor master.

Anticipated Schedule

The following schedule has been proposed:

Public hearing and comment period: May 2011

Comprehensive agreement: June 2011

Start of construction and toll operations: Summer 2012

End of construction: Summer 2016

Civil Rights

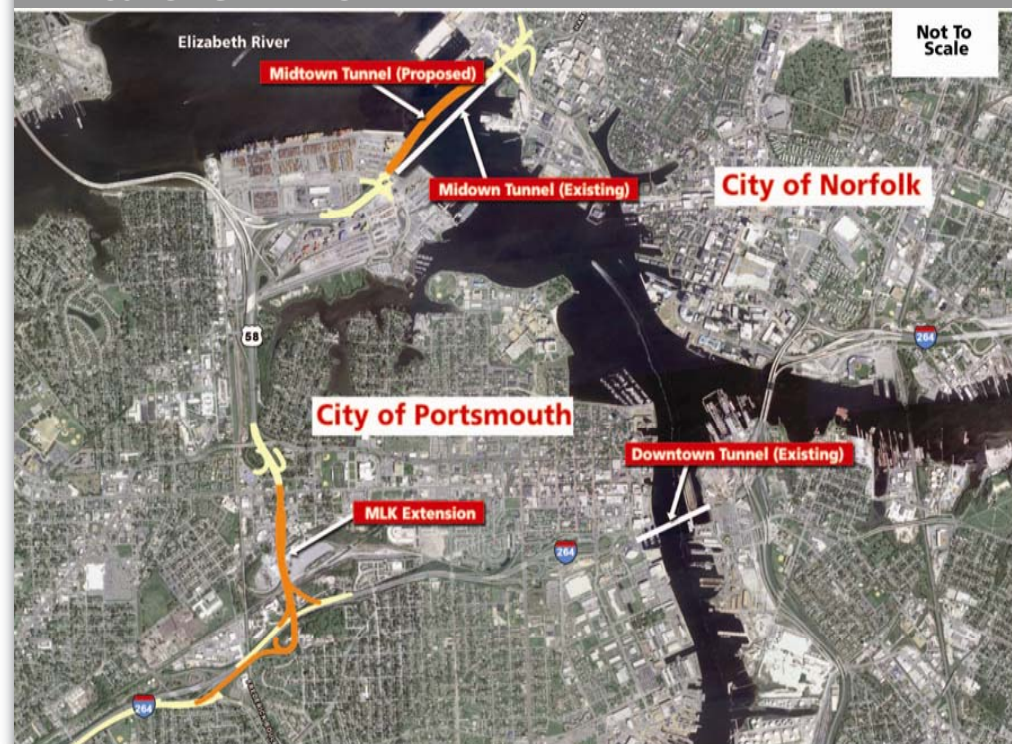
Representatives from VDOT are present to discuss the project and answer your questions. It is the responsibility of VDOT to ensure that all members of the community are afforded the opportunity to participate in public decisions on transportation systems and projects affecting them. VDOT ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964.

Right of Way




Displays at the design public hearing indicate the right of way that may be needed as the project is currently proposed. As the design is further developed, additional easements and right of way may be required beyond what is shown in the preliminary plans. Property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way purchase is discussed in the VDOT brochure, "Right of Way and Utilities: a Guide for Property Owners and Tenants." Copies of this brochure are available here from a VDOT right of way agent or available online at <http://virginiadot.org/business/row-default.asp>.

PROJECT GRAPHIC



DT/MT/MLK Extension Project Graphic

-  Proposed Bridge and Tunnel Facilities
-  At Grade Roadway Improvements
-  Tunnel Maintenance and Safety Improvements

Get Involved

Public input is an important aspect of the planning process. We thank you for attending the public hearing and for contributing your ideas, either during the hearing or by using the comment form. If you would like to stay informed about the project, please join our mailing list by email hamptonroadsinfo@vdot.virginia.gov or by telephone 800-FOR-ROAD (800-367-7623).

VDOT encourages you to share your ideas for this construction and improvement project. Comments are due 10 days following the public hearing; no later than May 16, 2011. For your convenience, you may submit a completed comment form at

the meeting; mail your comments using the form provided to Frank Fabian, Senior Project Manager, VDOT Hampton Roads District, 152 Tunnel Facility Drive, Portsmouth, Virginia 23707; or submit your comments by email to Frank.Fabian@vdot.virginia.gov.

We hope you will stay involved with this process. Contact us, attend public meetings, and monitor the website to keep up to date about this and other projects. Ten days after this hearing, the public comment period will close. At that time, VDOT representatives will review and evaluate any information received as a result of the hearing.

Contact Information

Primary Contact: Frank Fabian, P.E.	VDOT Hampton Roads District Senior Project Manager	152 Tunnel Facility Drive Portsmouth, Virginia 23707	800-367-7623 Frank.Fabian@ VDOT.Virginia.gov
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Sam Davis	VDOT Hampton Roads District Office of Civil Rights	1700 North Main Street Suffolk, Virginia 23434	757-925-2500 Sam.Davis@ VDOT.Virginia.gov
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Design Public Hearing

Downtown Tunnel/ Midtown Tunnel/ MLK Extension Project

Tuesday, May 3, 2011 - 5 p.m. to 8 p.m.

Ghent Elementary School

200 Shirley Avenue, Norfolk, Virginia

Wednesday, May 4, 2011 - 5 p.m. to 8 p.m.

I.C. Norcom High School

1801 London Boulevard, Portsmouth, Virginia

Public Meeting

Welcome to the Virginia Department of Transportation (VDOT) design public hearing on the Downtown Tunnel/ Midtown Tunnel/ MLK Extension Project.

This meeting is an opportunity for any person, acting on his or her behalf or representing a group or governmental agency, to give VDOT comments and/or suggestions on this proposed project.

All comments received will be reviewed by VDOT personnel. Questions and concerns raised as a result of this public hearing will be considered by

VDOT before the project is approved for right of way acquisition and construction. A comment sheet is included, and your input is encouraged. A court reporter is available to record your verbal comments.

At this public hearing you will have the opportunity to review the project exhibits on display and to ask questions of the study team. Written questions or comments should be placed in the comment box or mailed to the address provided on the comment form. It is the responsibility of VDOT to ensure that all members of the community are afforded the opportunity to participate in public decisions about transportation systems and projects affecting them.

Project Overview



*Congestion at the Midtown Tunnel portals.
(Photo courtesy Tom Saunders, VDOT)*

Cost Estimate: \$1.4 to \$1.9 Billion

Procurement: This Public-Private Partnership project will be financed through private capital, state and local funds.

Purpose: To increase capacity and reduce congestion between Norfolk and Portsmouth - enhancing economic vitality through better connectivity

From: Midtown Tunnel - Brambleton Avenue; MLK Freeway - London Boulevard

To: Midtown Tunnel - MLK Freeway; MLK Freeway - I-264 East/West

Total Length: 8.01 miles

Improvements: Construction of an additional Midtown Tunnel between Norfolk and Portsmouth; expansion of the MLK Freeway to I-264; improvements to the existing Downtown and Midtown Tunnels

State Project Nos. - 0058-965-102 (Midtown Tunnel), 0058-965-107 (Downtown Tunnel and MLK);
UPC-76642, 77245, 97175, 95149, 93666