MLK PROJECT

Update

PORTSMOUTH

February 19, 2013
Council Briefing
Briefing Purpose

To discuss the proposed Downtown and Midtown Tunnel Projects and the Martin Luther King Boulevard Extension project.

These projects will have a major impact to the City of Portsmouth, both during and after construction is complete.
Introduction

Presentation will contain 6 major topics

1. History
2. General Information
3. Economic Development
4. Traffic
5. Parcel Acquisition
6. Next Steps
1. History


Briefings for City Council provided
   Briefing July 8, 2008
   Briefing March 9, 2009

One of the largest construction projects in the United States.
   $2.1 Billion
2. General Information

- Boundaries
- Project Timeline
- Other Construction Information
- Capital Investment
- Project Funding
- Tolls
- MLK Design
- Pedestrian Bridge
Boundaries

• Overall
• Tunnels
• MLK Extension
Midtown Tunnel
Existing MLK Expressway

Port Norfolk Neighborhood

Shea Terrace Neighborhood

London Boulevard

Approach to Midtown Tunnel

Existing Martin Luther King expressway
Yellow highlighted road denotes the area of the MLK Extension
Construction Timeline

• Overall
• New Tunnel Construction
• MLK Extension
• Old Tunnel Rehabilitation
  • Downtown Tunnel
  • Midtown Tunnel
## Construction Timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>Midtown Tunnel Construction: November 2012 - September 2016</td>
</tr>
<tr>
<td></td>
<td>Dredging 2013-2014</td>
</tr>
<tr>
<td></td>
<td>Portsmouth Approach (Feb 2013 - June 2015)</td>
</tr>
<tr>
<td></td>
<td>Tunnel Placement 2014-2015</td>
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<tr>
<td></td>
<td>Tunnel Complete: Sept 2016</td>
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<tr>
<td>2013</td>
<td>MLK Extension Construction: October 2012 - March 2016</td>
</tr>
<tr>
<td></td>
<td>Phase I</td>
</tr>
<tr>
<td></td>
<td>Phase II</td>
</tr>
<tr>
<td></td>
<td>Phase III</td>
</tr>
<tr>
<td></td>
<td>I-264 widening (eastbound)</td>
</tr>
<tr>
<td></td>
<td>I-264 widening (westbound)</td>
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<tr>
<td>2014</td>
<td>Tunnel Rehabilitation: October 2013 - August 2018</td>
</tr>
<tr>
<td></td>
<td>Downtown Tunnel (Westbound)</td>
</tr>
<tr>
<td></td>
<td>Downtown Tunnel (Eastbound)</td>
</tr>
<tr>
<td></td>
<td>Midtown Tunnel</td>
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</tbody>
</table>
# New Midtown Tunnel Construction

|----------|----------------------------|----------------------------|-------------------------|----------------------------|
MLK Extension Construction

<table>
<thead>
<tr>
<th>Year</th>
<th>Start Date</th>
<th>Phase</th>
<th>Duration</th>
<th>Completion Date</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>4/2014 to 1/2015</td>
<td>I-264 Widening West bound</td>
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</tbody>
</table>

The construction timeline includes various phases and utility relocations, with specific start and end dates for each phase. The extension was completed in March 2016.
# MLK Extension – Timeline for Key Segments

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<tr>
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<tbody>
<tr>
<td>Property acquisition (Fall 2012 - Dec 2013)</td>
<td></td>
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<tr>
<td>Relocation of 20&quot; water main (Spring 2013)</td>
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<tr>
<td>Construction begins by PRHA Compound (Summer 2013)</td>
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<td></td>
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<tr>
<td>Work on Columbus Ave by Murro Chemical (Summer 2013)</td>
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</tr>
<tr>
<td>Temporary Closure of I-264 ramp at Frederick Blvd (Summer 2013)</td>
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<td></td>
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<tr>
<td>Relocation of Trexler Ave (Dec 2013/Jan 2014)</td>
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<td></td>
</tr>
<tr>
<td>Replacement of Pedestrian Bridge (Dec 2013/Aug 2014)</td>
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</table>
## MLK Extension – Timeline for Key Segments (continued)

<table>
<thead>
<tr>
<th>Year</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
</tr>
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</tr>
</tbody>
</table>

- **Replacement of Waterline on Harper Ave (Spring 2013)**
- **Closure of Harbor Dr from Queen St to London Blvd and London Blvd Ramps (May 2014)**
- **Closure of Harbor Dr from Queen St to Turnpike Rd (July 2014)**
- **Opening of London Blvd Ramps (Nov 2014)**
- **Closure of I-264 Ramps at Des Moines Ave and South St**
# Old Tunnels Rehab

<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>Downtown East bound Start 10/2013</td>
</tr>
<tr>
<td>2014</td>
<td>Downtown West bound Start 12/2014</td>
</tr>
<tr>
<td>2015</td>
<td>Downtown Tunnel Rehab Completed 8/2016</td>
</tr>
<tr>
<td>2016</td>
<td>Existing Midtown Tunnel Start 12/2016</td>
</tr>
<tr>
<td>2017</td>
<td>Tunnel Completed 4/2018</td>
</tr>
</tbody>
</table>
## Tunnel Rehabilitation – Traffic Impacts

<table>
<thead>
<tr>
<th></th>
<th>Proposed Start Date</th>
<th>Proposed Finish Date</th>
<th>Planned Full Weekend Closures</th>
<th>Planned Single Lanes Closures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Tunnel Rehab</td>
<td>Oct 2013</td>
<td>Sept 2015</td>
<td>25</td>
<td>280</td>
</tr>
<tr>
<td>WB</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown Tunnel Rehab</td>
<td>Dec 2014</td>
<td>Aug 2016</td>
<td>42</td>
<td>290</td>
</tr>
<tr>
<td>EB</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Midtown Tunnel</td>
<td>Dec 2016</td>
<td>April 2018</td>
<td>37</td>
<td>315</td>
</tr>
<tr>
<td>Rehab</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
Other Construction Information

• Work Zone
  – Access and Emergencies

• Traffic Impacts
  – During: detours, truck routes, increased coordination
  – After: King St and County St, City travel, Commute to Norfolk
Capital Investment

- “Bricks and Mortar”- overall project construction costs (design and construction); $1.45 billion
- Major Maintenance; $1.3 billion in 2011 dollars (capitalized for the entire period of the contract)
- Pinners Point Facility; $4 million
Project Funding

- Private Equity
- Commonwealth Contributions
- FHWA
- TIFIA
- Debt
Project Value: $2.01 Billion

- $251 million in project revenue during construction
- $421.1 million in contributions from VDOT to reduce tolls
- $463 million in a Federal Highway Administration TIFIA loan (including accrued interest)
- $272 million in equity commitments from Skanska & Macquarie (50/50)
- $675 million in Private Activity Bonds
Tolls

- Toll Amounts
- Payment Options
  - E-ZPass
  - Pay by Plate
- Violations for not paying
Toll Amounts

- Toll rates for each the **Downtown & Midtown Tunnel**:

<table>
<thead>
<tr>
<th></th>
<th>Peak</th>
<th>Off-Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto</td>
<td>$1.84</td>
<td>$1.59</td>
</tr>
<tr>
<td>Truck</td>
<td>$7.36</td>
<td>$6</td>
</tr>
</tbody>
</table>

- **Peak times** are: Monday-Friday 5:30-9 am & 2:30-7 pm

- **MLK Extension** toll: $0.50 if combined with a tunnel toll; $1.00 if not combined
Payment Option #1: E-ZPass

- **E-ZPass** is a toll payment system whereby a transponder is mounted inside a vehicle and when passing through a toll gantry, fees are electronically collected.
- Must pre-pay $35 in tolls to open E-ZPass account online or at Service Center
- $0.50 monthly Account Maintenance Fee
Payment Option #2: PAY by PLATE

Regular rate:

Auto  Peak:  $1.84;
       Off-Peak: $1.59
Truck  Peak:  $7.36;
       Off-Peak: $4.77

PLUS processing fee of two times the toll.

Example “auto during peak without E-zpass”:

$1.84 + (2 \times $1.84) = $5.52
Penalty for not paying

- If the matter proceeds to court,
- **First** offense, $50;
- **Second** offense within one year from the first offense, $100;
- **Third** offense within two years from the second offense, $250;
- **Fourth** and any subsequent offense within three years from the second offense, $500
Additional Penalty for Not Paying

- If a person has two or more unpaid tolls and fails to pay the required penalties, the court shall notify DMV, which shall refuse to issue or renew any vehicle registration certificate or the license plate issued for the vehicle driven in the commission of the offense.
London Blvd. Bridge Gateway Feature

PLANTING ENHANCEMENTS AT ALL FOUR CORNERS OF INTERSECTION TO CONSIST OF:
1. CANOPY AND ORNAMENTAL TREES
2. VARIOUS SIZE SHRUBS
3. PERENNIALS AND GROUNDCOVERS

EXISTING LONDON BOULEVARD OVERPASS AND BRIDGE

GATEWAY FEATURES

EVERGREEN BUFFER TO VISUALLY REDUCE THE SCALE OF EX. CELL TOWER

EX. CELL TOWER

FIBERGLASS ARCHITECTURAL ORNAMENTATION, TYP CAPS, CORNICE & TRIM
www.esdon.com or EQ

CITY OF PORTSMOUTH SEAL ARCHITECTURAL SIGN FOAM OR OTHER APPROVED MATERIAL

DECORATIVE CONC. W/ BRICK FORM LINER TEXTURE BRICK COLOR SHOULD CLOSELY MATCH COLOR RANGE OF LAWRENCEVILLE BRICK COLONIAL #7/9 WHICH HAS BEEN USED ON OTHER BUILDINGS IN DOWNTOWN PORTSMOUTH
High Street Bridge

South to I-264
High Street Bridge (cut-a way)
Turnpike Road Area
Aesthetic Treatments

Site Furnishings - Fencing Options

Site Furnishings - Bench Options

Site Furnishings - Trash Receptacle Options

Site Furnishings - Light Fixture & Pole
Pedestrian Bridge
I - 264
3. Economic Development

- Impact on Existing Businesses

- Construction Benefits
4. Traffic

• Significant Project Traffic Impacts
• Other Impacts
• HRT Improvements
Significant Project Traffic Impacts

- Permanent closure of interstate ramps at Des Moines and South Street
- Raised interstate through the Midtown area from High St. to Frederick Blvd.
- King and County Streets will be “cut off” by elevated structure
- Relocation of Trexler Ave. from Arcadia to Downes
- Frequent tunnel closures during construction
Significant Project Impacts (continued)

- Closure of portion of the interstate during construction
- Closure of the Frederick Blvd ramp during construction
- Detours of local traffic during construction
- Service interruptions for relocation of water lines
- Multiple State owned Storm facilities
Other Impacts

Impact on Local Traffic During Construction
• Interruptions for the movement of pilings and similar large or extended length materials
• Interruptions be due to material deliveries and stockpiling?

Impact on Local Traffic Upon Completion
• Upon completion will these activities reduce traffic congestion at the Midtown and Downtown Tunnels
• Individual street impacts
HRT Improvements

Route 44: - Extend service to 10PM Monday thru Saturday
    - Add Sunday service

Route 45: - Provide 15 minute service during peak times:
    6 AM to 9 AM and 4PM to 7PM

Route 47: - Provide 15 minute service during peak times:
    6 AM to 9 AM and 4PM to 7PM
    - Extend service to 10PM Monday thru Saturday
    - Add Sunday Service

Elizabeth River Ferry: Service begins at 6 AM instead of 7 AM
5. Parcel Acquisition

• Non-Taxable Properties
  – 5 City-owned Parcels
  – 2 PRHA-owned Parcels
  – 7 Church-owned Parcels

• Taxable Properties – Assessed Values
  – 27 Commercial Parcels Valued @ $4,518,960
  – 26 Residential Parcels Valued @ $2,144,440
Impact on Tax Revenue

Assessed Value

- 43 Total Takes - $3,748,670
- 10 Partial Takes - $175,750
- 5 Easements - Nominal Impact

Total Value - $3,924,420

Lost Revenue - $49,840.13 (Annual)

(Assuming Tax Rate of $1.27/100)
Locations of 5 City-owned Parcels
## VDOT Valuations

### City Owned Parcels

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Type</th>
<th>Address</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parcel 5</td>
<td>City</td>
<td>City Operations Center</td>
<td>12,299 SF</td>
</tr>
<tr>
<td></td>
<td>Operations</td>
<td>Frederick Blvd.</td>
<td></td>
</tr>
<tr>
<td>Parcel 7</td>
<td>2.40 Ac</td>
<td>Columbus Ave</td>
<td>104,413 SF</td>
</tr>
<tr>
<td>Parcel 10</td>
<td>.153 Ac</td>
<td>Columbus Ave</td>
<td>6,678 SF</td>
</tr>
<tr>
<td>Parcel 65</td>
<td>.010 Ac</td>
<td>434 MacArthur Av</td>
<td>229 SF</td>
</tr>
<tr>
<td>Parcel 66</td>
<td>.129 Ac</td>
<td>430 MacArthur Av</td>
<td>6,495 SF</td>
</tr>
</tbody>
</table>
6. Next Steps

- **Transfer** City Property to Commonwealth of VA
- **Create** links on the City Website to project information
- **Broadcast** briefing
- **Continue** meeting with various stakeholder groups
- **Coordinate** major events with construction activities